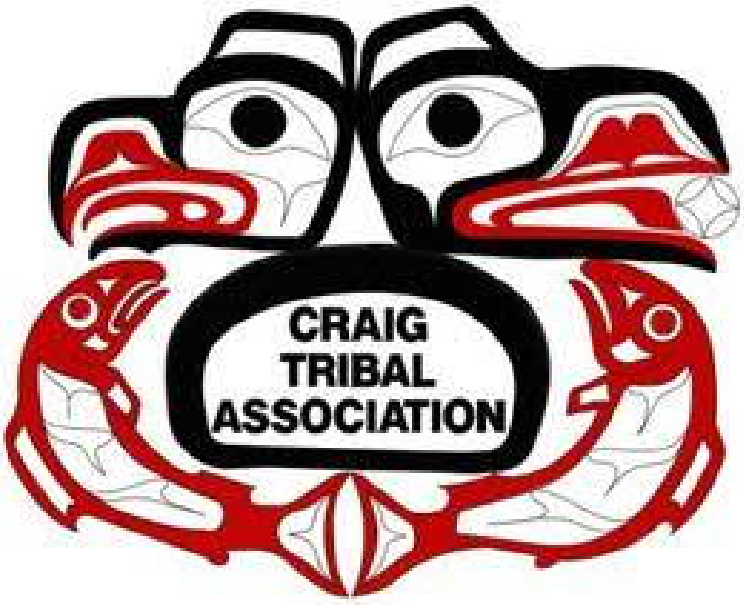

CRAIG TRIBAL ASSOCIATION

2021

TRIBAL SAFETY PLAN UPDATE

May 2021
Prepared by:

RED PLAINS
PROFESSIONAL, INC.

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VISION

Craig Tribal Association
"Striving for strong, effective safety management of all Prince of Wales Island transportation systems."

INTRODUCTION

The Craig Tribal Association (CTA) is a federally-recognized Indian Tribe, organized pursuant to the authority of Section 16 of the Act of Congress on June 18, 1934 (48 Stat. 984) as amended by the acts of Congress, June 15, 1934 (49 Stat.378) and May 1, 1936 (49 Stat. 1250). CTA is located within the larger boundaries of the City of Craig, Alaska. A city of 1,509 people, Craig is the most populous community on Prince of Wales Island (POW) in the Gulf of Alaska about a 30-minute plane ride from Ketchikan or a three-hour ferry trip from Ketchikan to Hollis and the about an hour drive to Craig. CTA boasts a population of 497 tribal members, and owns land parcels throughout POW, as well as various tracts within the City of Craig.

Found in Southeast Alaska, POW is the fourth largest island in the United States after Hawaii, Kodiak Island, and Puerto Rico. Approximately 1500 miles of U.S. Forest Service (USFS) roads crisscross a lush landscape rich with mountains, rivers, streams, and ocean inlets, the most extensive road system in the Tongass National Forest (ADOT&PF, 2020). 327.5 miles are currently in CTA's official National Tribal Transportation Facilities Inventory (NTTFI).

The Craig-Klawock-Hollis Census Area population was 2,337 in 2019 according to the 2015-2019 American Community Survey 5-Year Estimates reports. Kindergarten through twelfth grade enrollment of Craig City School District and Klawock School District totals 397 students. Another 318 students attend the Pace Correspondence School based in Craig. Twenty-two students attend Hollis School. Prince of Wales Island schools have open enrollment policies; thus, many POW students are bussed from residential neighborhoods to the schools of their choice. The Craig City School District Superintendent states that, "…some travel as far as 35 miles each way daily."

CTA is committed to reducing the risk of deaths and serious injuries that occur because of incidents on our transportation system. At the direction of CTA Transportation Director and Tribal Administrator, this high level plan was developed, by Red Plains Professional, Inc. (RPP), to identify concerns, opportunities and activities that, when implemented, will improve transportation safety for CTA, its people, and its visitors.

This document represents the second Tribal Safety Plan (TSP) effort for CTA and tells the story of the needs and strategies to support the health and well-being of their community. One of the goals of the TSP update will be to raise awareness and provide another level of crash analysis supporting the higher prioritization of needed transportation safety improvements on the specific transportation network affecting safe ingress and egress to and from facilities and the community. The TSP update will be a communication tool, to not only apply for and justify future Tribal Transportation Plan Safety Funding and other grant funding, but also make the surrounding transportation jurisdiction aware of the village's safety emphasis areas and continuing safety improvement efforts. The Plan's development and future updates are the responsibility of the CTA Transportation Director with oversight from Safety Partners.

Reference:
https://www.census.gov/tribal/?st=02&aianihh=6385 - Craig Census Area
https://www.census.gov/tribal/?st=02&aianihh=6765 - Klawock Census Area
https://education.alaska.gov/compass/ParentPortal/SchoolProfile?SchoolID=270010
- link for school enrollment numbers.

PROCESS

PLAN DEVELOPMENT

CTA issued a Request for Proposal (RFP) for the update of their Tribal Safety Plan in June 2020. RPP was notified of not being selected for the project in July 2020. In December 2020, RPP was notified of reselection. In January 2021, contract was signed and executed. The Tribe forwarded the 2015 Craig Tribal Association Tribal Safety Plan and the Craig 2018 Long Rang Transportation Plan Addendum (LRTP) for reference (see appendices A).

Crash data received from Alaska Department of Transportation (ADOT&PF) and Craig Police Department (CPD) was analyzed and mapped. The study area includes Craig Alaska Native Village Statistical Area (ANVSA), City of Craig, City of Klawock, and the main arterials of Craig-Klawock-Hollis Highway in its entirety MP 0-31.1, from City of Craig to Hollis Ferry Terminal, Boundary/Big Salt Road MP 0-3 from Klawock to airport, and Port Street Nicholas Road.

All project data is viewable with the following Web Mapping Application:
https://red-plains.xyz/CraigTribalAssociation

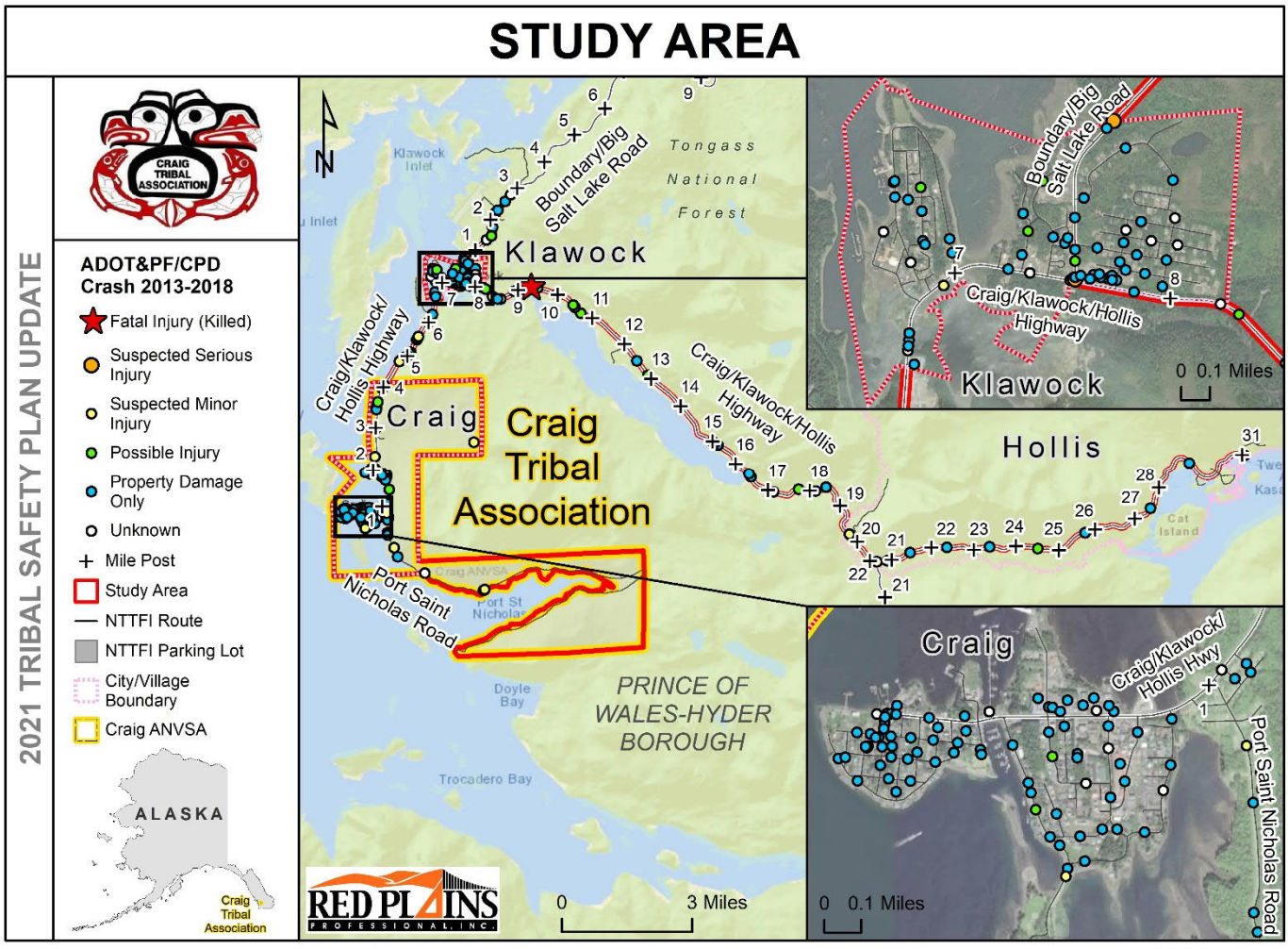


Figure 1 – Study Area Map.

SAFETY PARTNERS/CHAMPIONS

Safety Partners/Champions are agency departments and other entities that are directly involved in transportation safety through collaborative planning, maintenance, emergency response and actively implementing safety strategies. To achieve the goals within the emphasis areas of the plan, the CTA envisions ongoing cooperation with numerous Tribal, Federal, State, local and private entities; i.e., safety partners, which represent enforcement, education, engineering, and emergency medical services. Maintaining relationships with these agencies and organizations will help ensure long-term sustained efforts to improve safety across Prince of Wales Island.

Established in the 2015 plan and updated in 2021, the Tribal Safety Plan Development Meeting and CTA Tribal Safety Plan Development Survey identified the following list of safety partners, which may grow over time with the resolution of area safety needs and challenges and/or the rise of new areas of concern and focus:

Craig Tribal Association (CTA)

- CTA Transportation Department
- CTA Tribal Council
- CTA Indian Environmental General Assistance Program

Klawock Cooperative Association (KCA)

- KCA Tribal Administrator
- KCA Transportation Department

Organized Village of Kasaan (OVK)

City of Craig

- Craig Police Department (CPD)
- Craig Emergency Management Services
- Craig City School District
- Craig Planning Department

City of Klawock

- Klawock Police Department (KPD)

Prince of Wales Island

- Prince of Wales Island Community Advisory Council (POWCAC)
- Prince of Wales Island Vocational Technical Center (VOCTEC)
- Prince of Wales Island Emergency Management Services

Federal

- United States Forest Service (USFS)
  - Craig Ranger District
  - Thorne Bay Ranger District

State of Alaska

- Alaska Department of Transportation and Public Facilities (ADOT&PF)
  - SW Region Planning Division
  - Statewide Transportation Program (STIP)
  - Alaska Transportation Alternatives Program (ATAP)
- Alaska State Troopers (ASP)
- Alaska Department of Health and Social Services
  - Craig Public Health Division

Inter-Island Ferry Authority

Southeast Alaska Regional Health Consortium

- Alicia Roberts Medical Center
- Safety Shop
- Community Family Services Program

Peace Health Medical Group

Prince of Wales Cancer Coalition

Prince of Wales Health Network

Craig Aquatic Center

Alaska Native Tribal Health Consortium

Southern Southeast Local Emergency Planning Committee

Prince of Wales Youth First Responders

The Safety Specialists

Helping Ourselves Prevent Emergencies (HOPE)

POW Wellness Coalition

Shaan-Seet, Inc.

Sealaska Region Corporation

EXISTING EFFORTS

Craig Tribal Association

Although the Craig Tribal Association is a small tribe, it historically has had a significant impact within the Craig community and larger POW area due to the constant and proactive attention the Tribe's Transportation Department has paid/is paying to local and island-wide safety improvement via the completion of essential transportation plans and projects.

- In 2019, CTA completed an application for the Craig Klawock Bike and Pedestrian Pathway to ADOT&PF Community Transportation Program for inclusion on the 2020-2023 Statewide Transportation Program (STIP). CTA proposes to complete final design and construction of an approximately 4.6 mile bike and pedestrian pathway between Craig and Klawock, AK. See Figure 2 below.

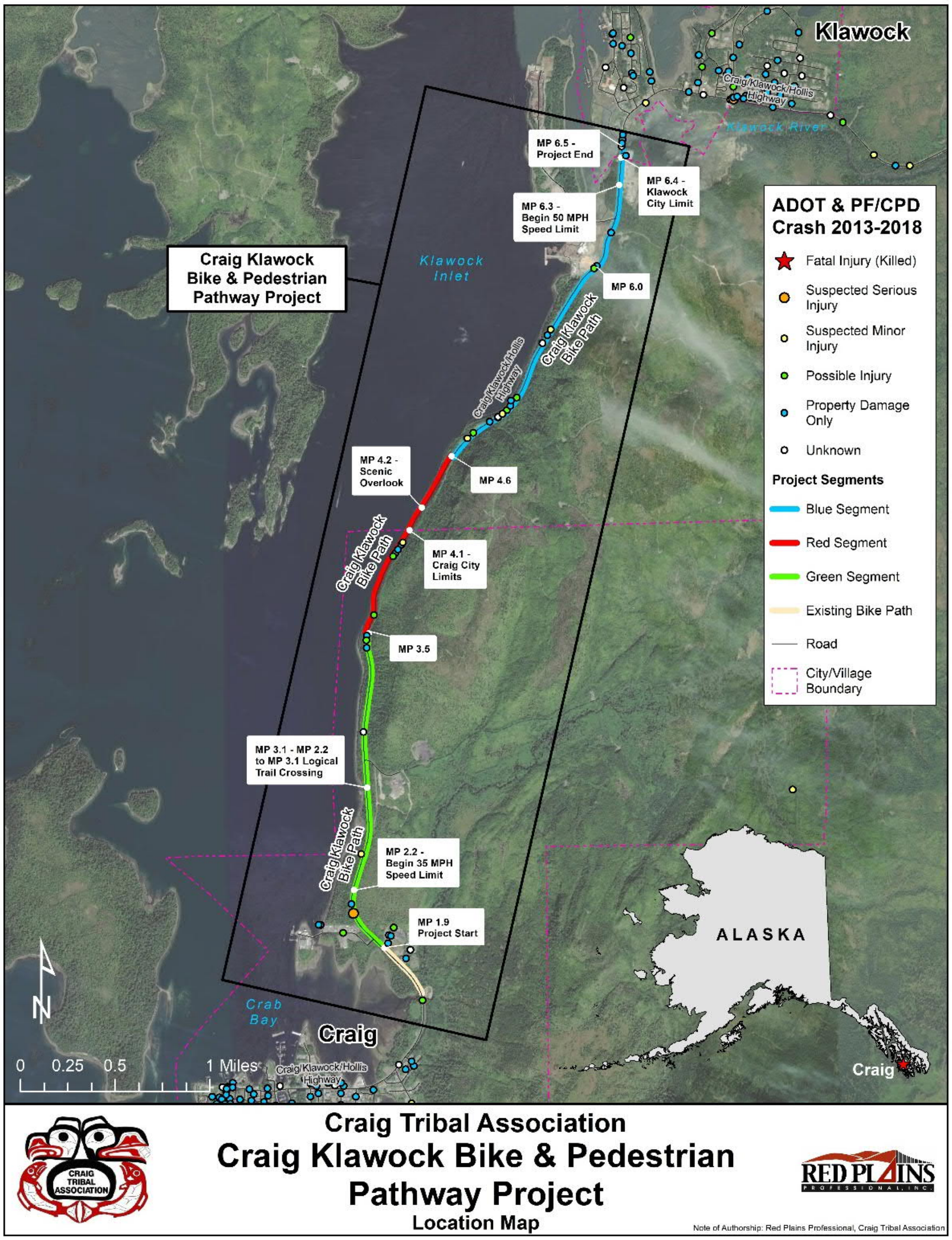


Figure 2 – Craig Klawock Bike and Pedestrian Pathway Project location map.

The pathway will start in the City of Craig at milepost 1.9 and goes north toward the City of Klawock at milepost 6.5. The goal of the project is to provide a dedicated facility for pedestrians and bicyclists to improve safety within the corridor between Craig and Klawock. The pathway will be ~10' wide to allow for bike as well as foot traffic and will utilize an asphalt surface to match the characteristics of the adjoining pathways. This pathway will provide enhanced access and safety for alternate modes of transportation along the route. There is currently no dedicated facility for transit along the highway between Craig and Klawock. Schoolchildren, visitors, pedestrians and bicyclists walk or ride on unsafe, unmarked sections of the highway at risk due to vehicular traffic. Project was not selected to be included in the 2020-2023 STIP.

- 2018, CTA completed an update to their Long Range Transportation Plan (LRTP). The LRTP demonstrates the Tribe's transportation needs and develops strategies to meet those needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs. The LRTP development process included inventory and analysis of infrastructure completed in collaboration with State, Cities, Boroughs, community members and other stakeholders to identify projects to improve multi-modal transportation options locally and regionally. The plan also included the development of a comprehensive Prioritized Project List (PPL) as a planning tool to program identify and Plan Tribal projects. (See Appendix A).
- 2020, 2018, 2013, 2008, and 2006, CTA updated its list of inventory roads per those for which the community agreed there is a future need.
- 2012, CTA collaborated with the Organized Village of Kasaan to hire LSC Transportation Consultants, Inc. to develop the Coordinated Transit Plan for Prince of Wales Island.
- May 2010, with support from CTA, the Prince of Wales Island road system received the designation of State Scenic Byway from ADOT&PF.
- April 2021 Tribal Transportation Plan update completed (this document). April 2015, Initial Tribal Transportation Safety Plan completed.
- CTA has completed Phase 1 of the Port Saint Nicholas Road Improvements project within the first 5.3 miles of the roadway as part of its "continuous pursuit of POW transportation sector improvements within all transportation segments." Phase 2, scheduled for completion summer 2021, CTA will improve the approach paving and construct guardrails along the route.
- 2019, CTA completed construction of a pedestrian pathway and sidewalks accessing the Craig Elementary and Middle School campus, and Craig Recreation and Pool facility. A gravel/dirt pathway was constructed between CES and the pool. Concrete sidewalks were added south from Craig-Klawock-Hollis Highway, along the west side of T&H Street to the cul-de-sac at Craig Elementary, and along Port Bagail Boulevard to Watertower Road. Continuation of the sidewalk south along Port Bagail Boulevard is scheduled for completion summer 2021. This project is part of the citywide Proposed Sidewalk Improvements Phase 1 project, funded by an ATAP grant. 27% of Phase 1 is complete, the remaining 73% need to be funded and completed. (See project area maps in Appendix C).
- 2020, CTA completed the Tsunami Evacuation Route.

Craig City School District

Since the 2015 plan, Craig City School district has made the following student safety improvement from the Safe Routes to School emphasis area.

- In the afternoon, crossing guards manage students crossing at Craig Elementary and Middle Schools, greatly improving student safety. There are no crossing guards in morning.

Craig Police Department

Since the 2015 plan, POW island-wide enforcement and EMS communications improvements, which were an emphasis area, have been completed. POW island-wide communication system has improved efficiency and consistency.

- Align local PD & EMS Alaska Land Mobile Radios with Alaska State Troopers.
- Updated 15-year old E911 system.
- Implemented a single communication system, training for EMS.
- Completed risk assessment and secured grant funding.

State of Alaska

- Fall 2020, POW Hollis Highway Guardrail Safety Improvements project from the 2020-2023 STIP and Highway Safety Improvement Program (HSIP) is in progress. This environmental and design project will determine the extent of the zone where we can expect a driver to recover control of their vehicle, and remove/replace downstream guardrail end anchors that fall in that zone with guardrail parallel end terminals that are compliant with the Manual for Assessing Safety Hardware 16 (MASH16). http://dot.alaska.gov/projects-status/wrapper.cfm?project_id=75005

- Summer 2014, ADOT&PF installed "Headlights on at All Times" at the Craig/Klawock/Hollis Highway intersection with Port Saint Nicholas Road (MP 0.9), so that drivers will use daytime headlights along the route to the Hollis Ferry Terminal terminating at MP 30.4.

Prince of Wales Island

In addition to reviewing the Craig and Prince of Wales Island safety partners, who support the development of the CTA Tribal Safety Plan, and provide critical island safety services to preserve Craig area and island residents' well-being, CTA Tribal Safety Plan Development meeting attendees and survey respondents listed the following existing POW safety measures:

Education

- Teen Dating Awareness and Prevention Month each February
- Red Cross Month held each March
- Craig Aquatic Center
  - Youth, adult, and master swim lessons
- Public safety education programs
- Peace Health Medical Group
- POW Emergency Preparedness events
- Fisherman First Aid Class
- Airlift Northwest education on medical evacuation
- Kayak Safety Day
- CTA Child Car Seat Safety Checks
- CTA's Indoor Air Quality and Asthma Information provision
- City of Craig community tsunami education via the City's website and Twitter feed
- Prince of Wales Island Vocational Technical Center
  - First Aid/CPR classes
- Southern Southeast Local Emergency Planning Committee
- Boat Maintenance and Operation 101 for Women
- Cold Water Marine Safety Awareness

Encouragement

- POW Health Network's Health Wellness Fair, annual events and activities:
    - National Drug Take-Back Day
    - National Immunization Week each April
    - Immunization Awareness Month each August
    - Community Wellness "Potluck" Luncheon
    - Numerous Fun Runs/Walks - Healthy Heart Hustle 3K/5K

- SEARHC safety and health events, activities and services:
    - Community Family Services Program
        - Individualized prevention and substance abuse counseling services
    - Men's Health and Lifestyle Balance Program
    - Wise Woman Health Care Services for Women

Enforcement

- The passage of State and local ordinances, which punish texting and driving infractions with the same penalties as a Driving Under the Influence (DUI) charge
- Mobile radar speed trailers indicating vehicle speeds
- Commercial Driver's License testing Ongoing DUI and speeding enforcement
- Seat belt citation fine revenue is donated to Craig EMS.

EMS

- Weekly Craig EMS training
- Quarterly EMS training for POW EMS squads
- Island-Wide Emergency Medical Services
    - Drug Screening
    - First Aid Kits
- The City of Craig
    - Installation of tsunami warning sirens and evacuation signage
    - Siren testing the first Wednesday of each month

Planning and Evaluation

- Annual POW Community Advisory Council regional transportation project prioritization.

Engineering

- Roadway signage - including hazardous road conditions signage and changeable message boards with vital driver information.
- School crossing warning assemblies approaching Craig Elementary and Middle schools.
- Roadway maintenance - Considered a public authority under 25 CFR Part 170, CTA collaborates with the City, Shaan-Seet Corporation, and State for roadway maintenance, even though some Craig roads receive only seasonal upkeep.
- Continuous pursuit of POW transportation sector improvements within all transportation segments.

MOTOR VEHICLE CRASH DATA REVIEW AND ANALYSIS

CRASH OVERVIEW

The data source for the following analysis was ADOT&PF and CPD crash data for the period January 1, 2013 to December 31, 2018 (ADOT&PF data only covers 2013-2017, see tables in Appendix B). The study area includes Craig Alaska Native Village Statistical Area (ANVSA), City of Craig, City of Klawock, and the main arterials of Craig-Klawock-Hollis Highway in its entirety MP 0-31.1, from City of Craig to Hollis Ferry Terminal, Boundary/Big Salt Road MP 0-3 from Klawock to airport, and Port Street Nicholas Road. See Figure 3 below.

The statistics in the following section tell the story of ADOT&PF/CPD crashes occurring within the study area. Comparative analysis between the 2000-2011 crash data set studied in the 2015 plan and the 2013-2018 crash dataset studied in this 2021 plan update, when applicable will be displayed.

All project data is viewable with the following Web Mapping Application:
https://red-plains.xyz/CraigTribalAssociation

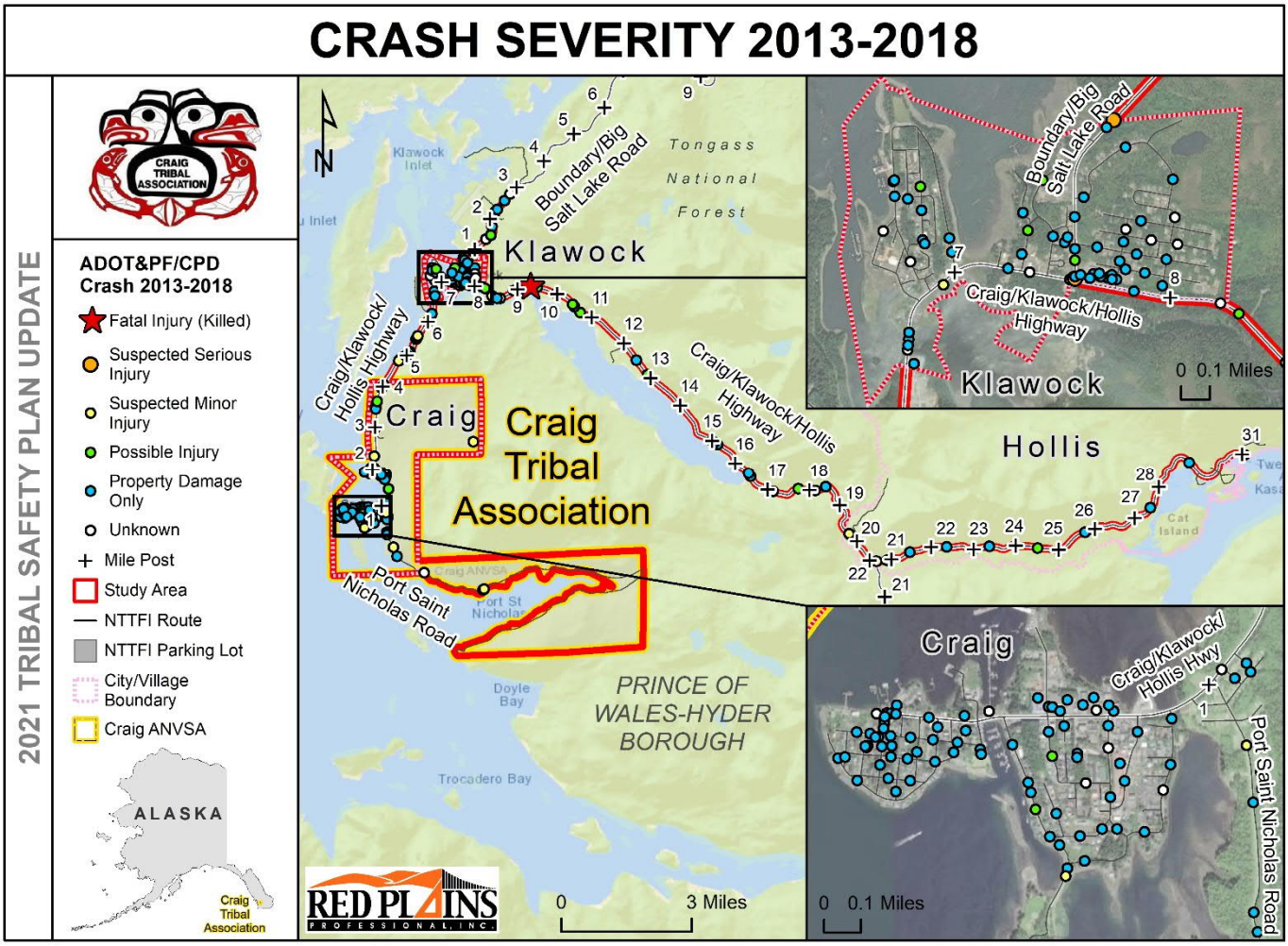


Figure 3 – ADOT/CPD Crash Severity Map, 2013-2018.

Year and Severity

During the 6-year period from 2013 to 2018, within the study area, 245 reported crashes resulted in one fatality, three serious injury, seven minor injury and 28 possible injury crashes. 165 crashes resulted in property damage only, and 31 were unknown. From 2013-2018, all 1 fatal and 4 serious injury crashes occurred on the main arterials

of Craig-Klawock-Hollis Highway, Boundary/Big Salt Lake Road and Port Saint Nicholas Road, all involved one vehicle and roadway departure. The fatality crash occurred along Craig-Klawock-Hollis Highway at MP 9.5 in 2016, involving alcohol or drug impairment, no safety equipment use, negotiating a curve, and dark light conditions. One serious injury crash occurred along Craig-Klawock-Hollis Highway at MP 2 in 2016, involving fixed object, and daylight conditions. Two serious injury crashes occurred on Boundary Road in Klawock. One crash involved fixed object, reckless or aggressive driving, no safety equipment use, dark-street lights on. The second crash involved fixed object, negotiating a curve on wet or standing water road surface, and daylight conditions.

In comparison, the 2015 plan reported the 12-year period from 2000-2011 with a broader study area-the entire Prince of Wales Island. 279 reported crashes resulted in 5 fatality, 22 serious injury and 95 minor injury crashes. 157 crashes resulted in property damage only. From 2000-2011, 13 of 27 fatal or serious injury crashes occurred on the main arterials of Craig-Klawock-Hollis Highway, Boundary/Big Salt Lake Road and Port Saint Nicholas Road. See Figure 6 below, which compares the arterial crashes by plan timeframe, severity and roadway.

Comparisons between data in previous plan and current data is shown when available.

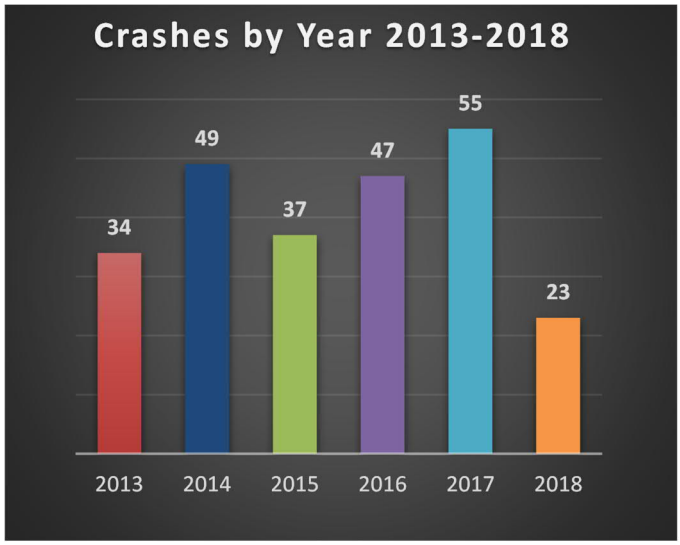


Figure 4 – Yearly Crash totals, all crashes.

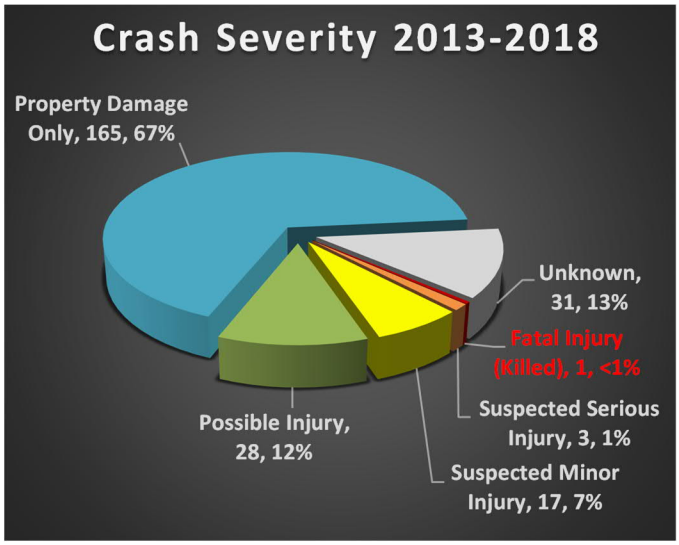


Figure 5 – Crash Severity percentiles, all crashes.

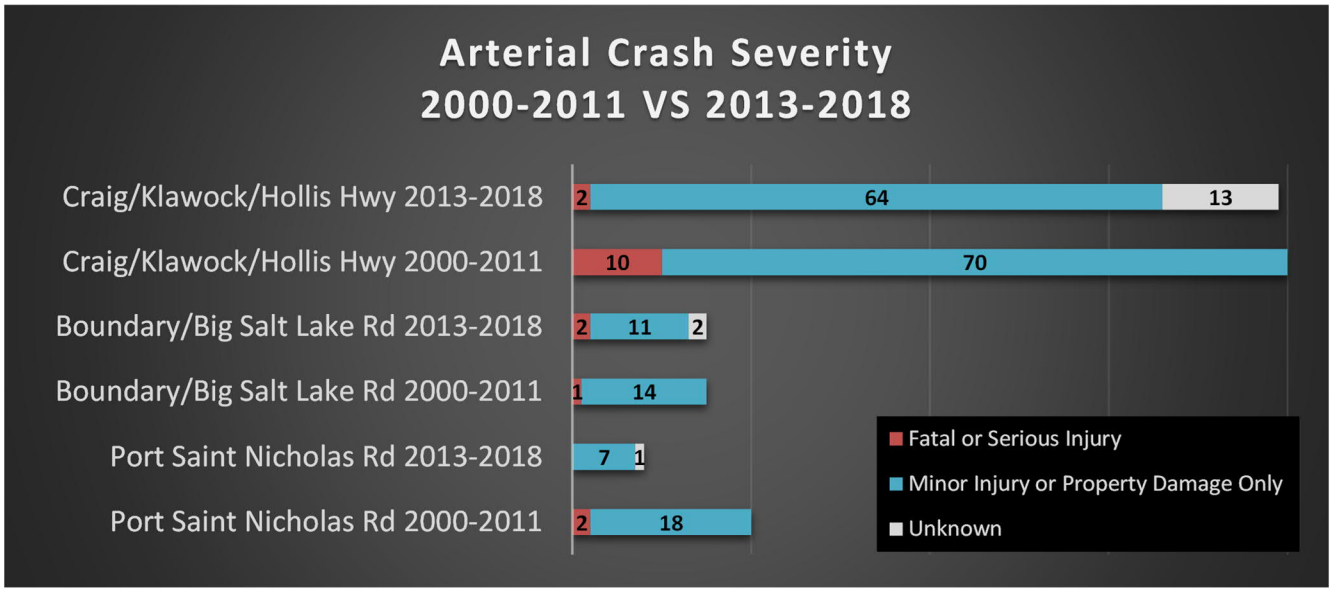


Figure 6 –Arterial Crash Severity, 2000-2011 vs 2013-2018.

Overall:

- 78% increase in the number of crashes per year compared to the 2015 study. 2000-2011 averaged 23 crashes per year, while 2013-2018 averaged 41 crashes per year.
- 2017 reported the highest number of crashes with 55, 2018 reported the lowest number with only 18.
- 20% (49 of 245) of 2013-2018 crashes resulted in 48 injuries and 1 fatality crash.
- 44% (122 of 279) of 2000-2011 crashes resulted in 117 injury crashes and 5 fatality crashes.
- Increasing trend in number of crashes per year, decreasing injury and fatality trends from previous plan.

Crash Type and Roadway Departure

Mix

- 57% of 2013-2018 versus 78% of 2000-2011 crashes involved 1 vehicle or party. Decreasing trend from previous plan.

- 100% of 2013-2018 versus 85% of 2000-2011 fatality or serious injury crashes involved 1 vehicle or party. Increasing trend from previous plan.

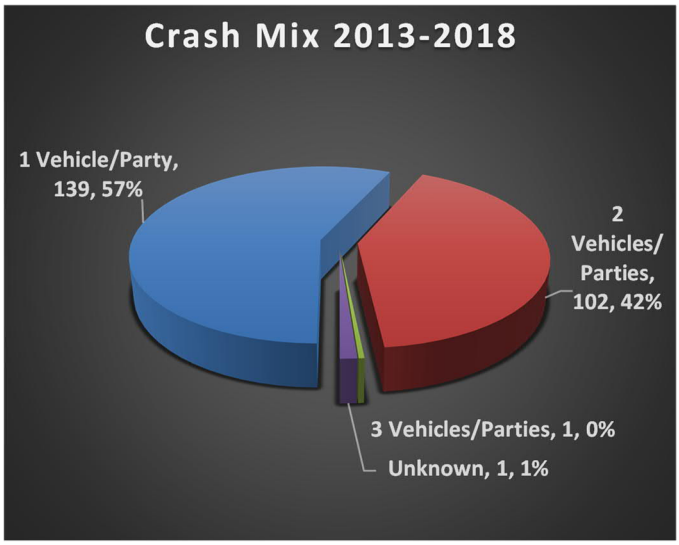


Figure 7 –Crash Mix percentiles, all crashes.

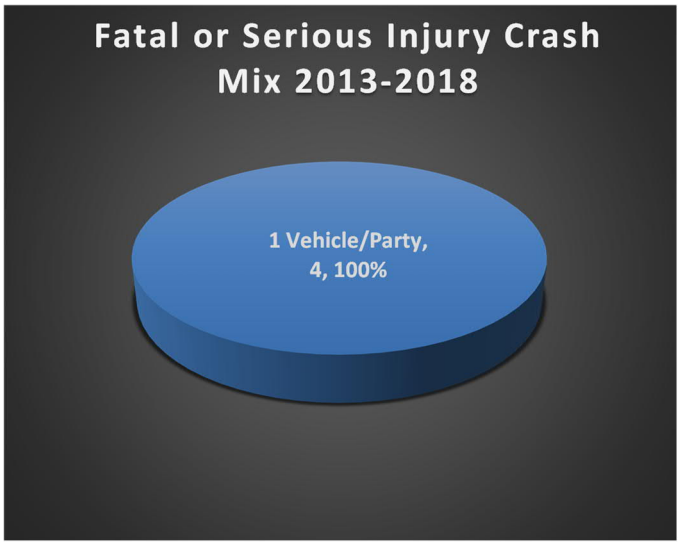


Figure 8 –Fatal or Serious Injury Crash Mix percentiles, all crashes.

Type

- 14% of 2013-2018 versus 10% of 2000-2011 crashes were angle. Increasing trend from previous plan.
- 11% of 2013-2018 crashes were overturn/rollover. 10% of 2013-2018 crashes were front-to-rear (rear-end).

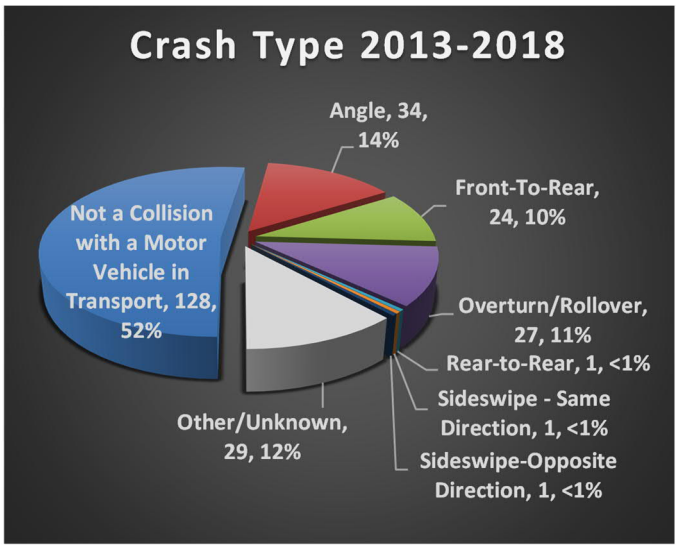


Figure 9 – Crash Type percentiles, all crashes.

Motor Vehicle Involved With and Driver Action

- 1% of 2013-2018 versus 9% of 2000-2011 crashes involved animal. Decreasing trend from previous plan.
- 44% of 2013-2018 versus 67% of 2000-2011 crashes involved fixed object (reported as single vehicle road departure in 2000-2011) or parked motor vehicle. Decreasing trend from previous plan.
- 1% (1 of 245) of 2013-2018 versus 1% of 2000-2011 crashes involved pedestrian. Steady trend from previous plan.
- 18% of 2013-2018 crashes involved backing.
- 5% of 2013-2018 crashes involved negotiating a curve.

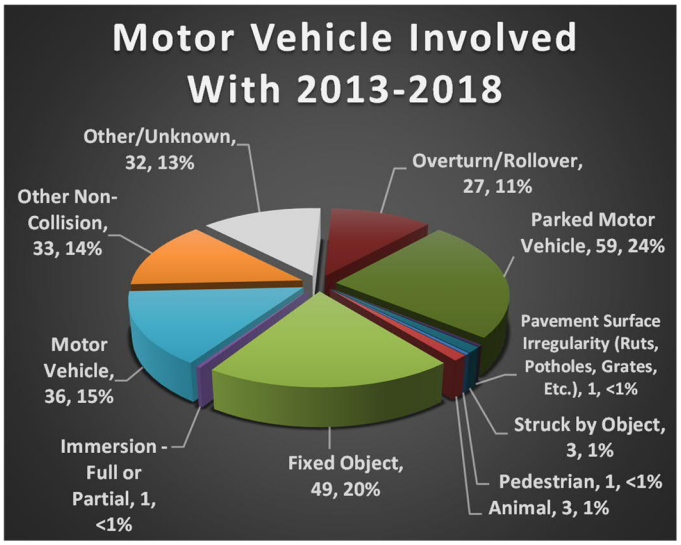


Figure 10 –Motor Vehicle Involved With percentiles, all crashes.

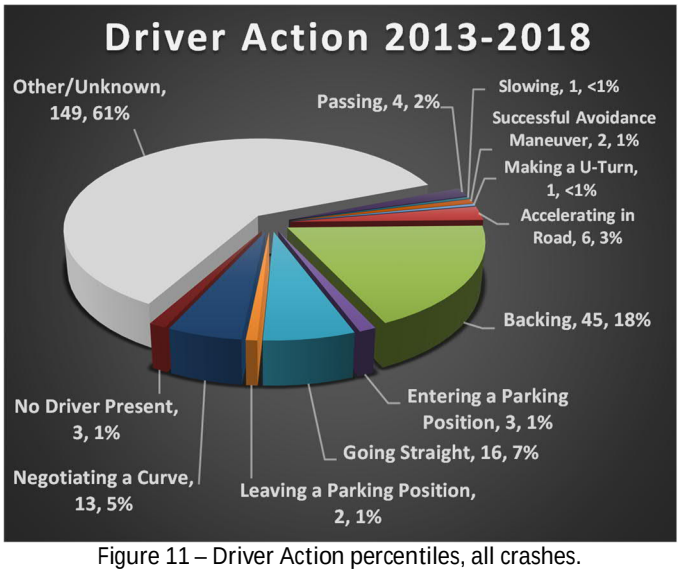


Figure 11 – Driver Action percentiles, all crashes.

Roadway Departure

The FHWA (Federal Highway Administration) defines Roadway Departure as a crash which a vehicle crosses an edge line, center line or otherwise leaves the traveled way. For this study, Roadway Departure crashes include those identified by AKDOT as Primary Human Factor of ran off roadway; Crash Type of overturn/rollover, sideswipe, and front-to-front (head-on); and Motor Vehicle Involved With (MVIW) immersion, overturn/rollover, fixed object and parked motor vehicle. In the 2015 plan Roadway Departure was called Lane Departure.

- 56% of 2013-2018 versus 42% of 2000-2011 crashes involved Roadway Departure. Increasing trend from previous plan.

- 100% of 2013-2018 fatal crashes and 77% of injury crashes were Roadway Departure.

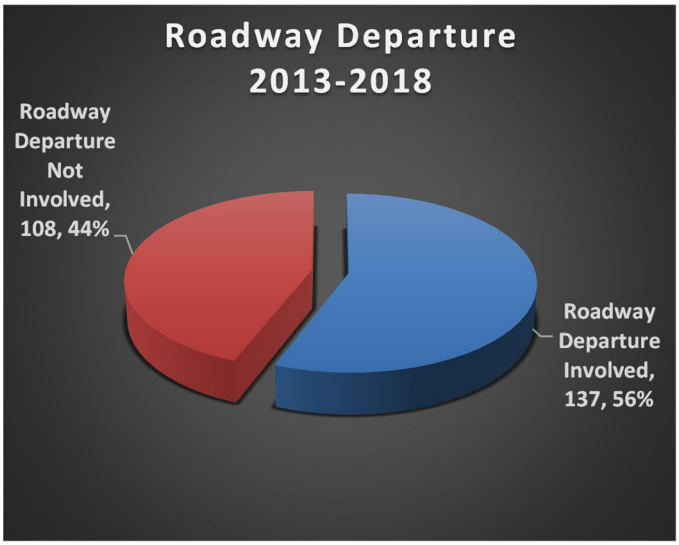


Figure 12 – Roadway Departure percentiles, all crashes.

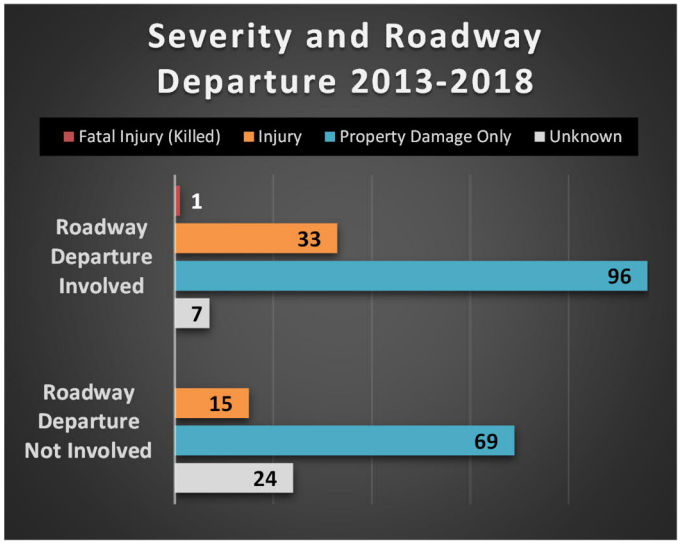


Figure 13 – Severity- All Crashes VS Roadway Departure totals.

Light Conditions

- 43% of 2013-2018 versus 33% of 2000-2011 crashes occurred in dark or in low light conditions. Increasing trend from previous plan.

- 50% of 2013-2018 versus 30% of fatal or serious injury crashes occurred in dark or in low light conditions. Increasing trend from previous plan.

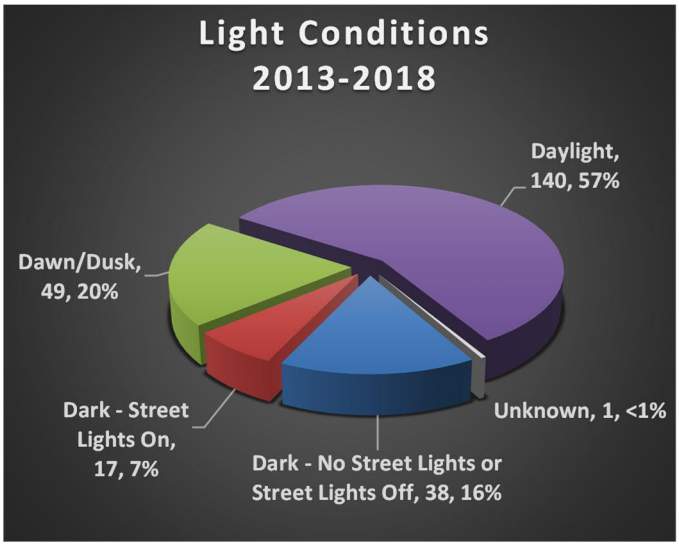


Figure 14 – Light Conditions percentiles, all crashes.

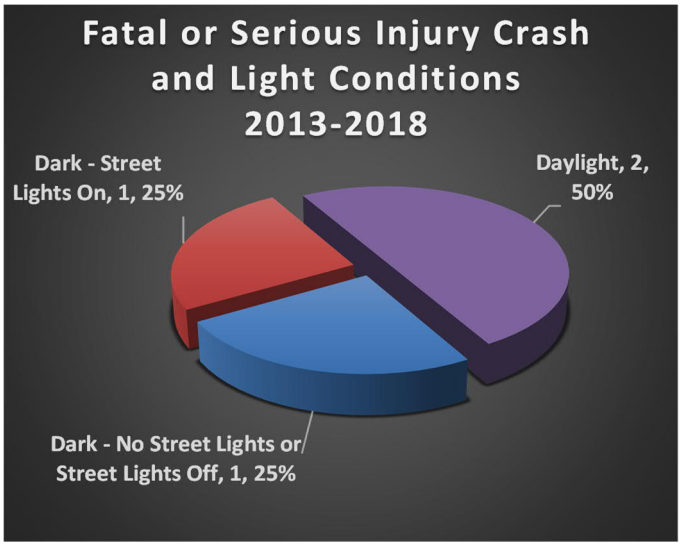


Figure 15 – Light Conditions percentiles, all crashes.

Surface Conditions

- 20% of 2013-2018 versus 51% of 2000-2011 crashes occurred in wet, snowy or icy driving conditions. Decreasing trend from previous plan, although a majority of 2013-2018 crashes have unknown surface conditions.

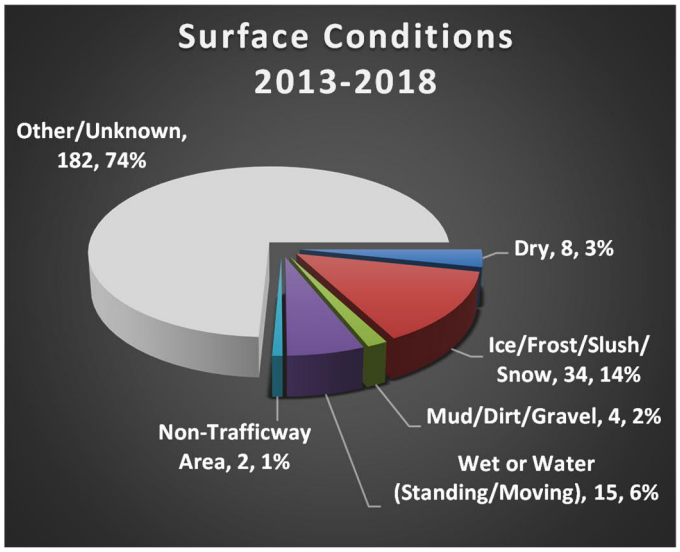


Figure 16 – Surface Conditions percentiles, all crashes.

Location

- 2% of 2013-2018 crashes occurred in or related to an intersection, driveway or interchange.

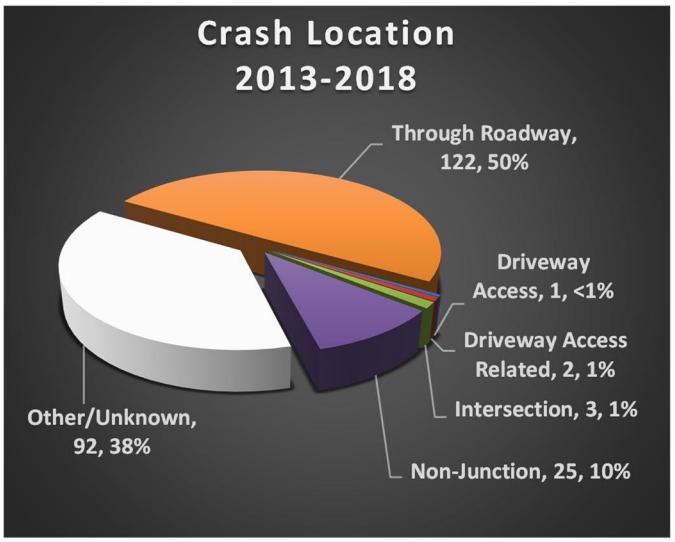


Figure 17 – Crash Location percentiles, all crashes.

Road Surface Type

- 83% of 2013-2018 crashes occurred on paved roadways.

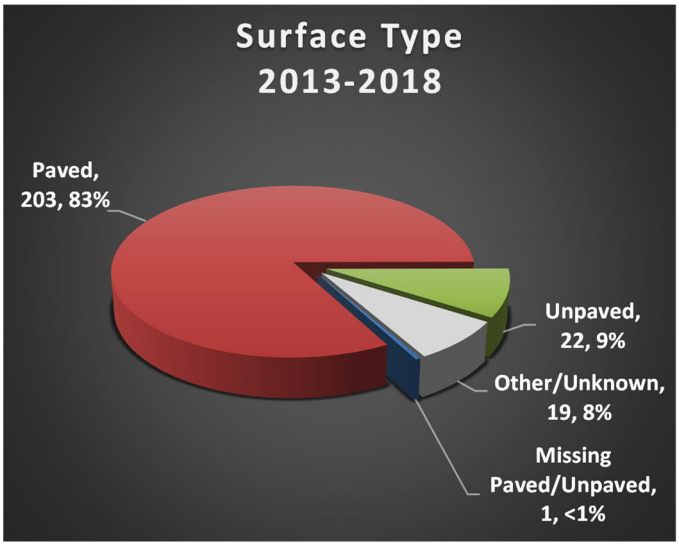


Figure 18 – Surface Type percentiles, all crashes.

Driver Age

- Drivers under 25 years of age were the highest crash rate group from 2013-2018 with 16%. From 2000-2011 in previous plan, drivers under 25 were also the highest crash rate group with 37%. Decreasing trend from previous plan.

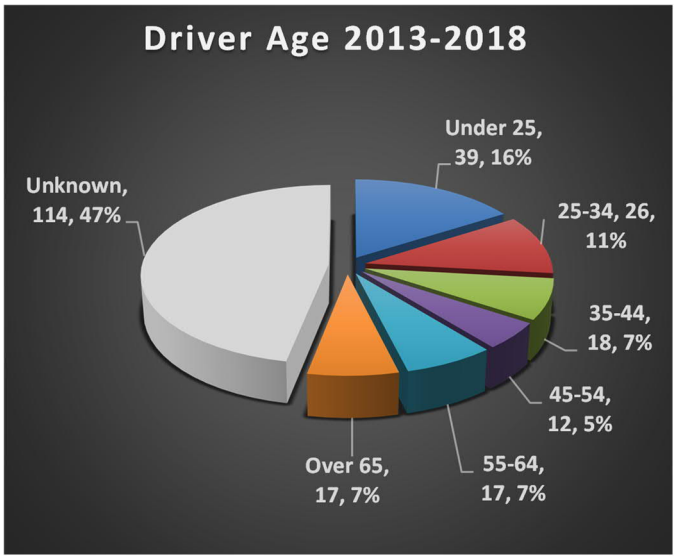


Figure 19 – Driver Age percentiles, all crashes.

Primary Human Factor

Primary human factors are the human action or behavior error that were reported as the primary cause of the crash.

- 10% of 2013-2018 versus 16% of 2000-2011 crashes reported alcohol impairment. Alcohol impairment is the currently the second highest primary human factor, and involved in the one fatal crash and 31% (15 of 48) of injury crashes. See Figure 20.

- 15% of 2013-2018 crashes reported improper backing, the highest reported primary human factor.

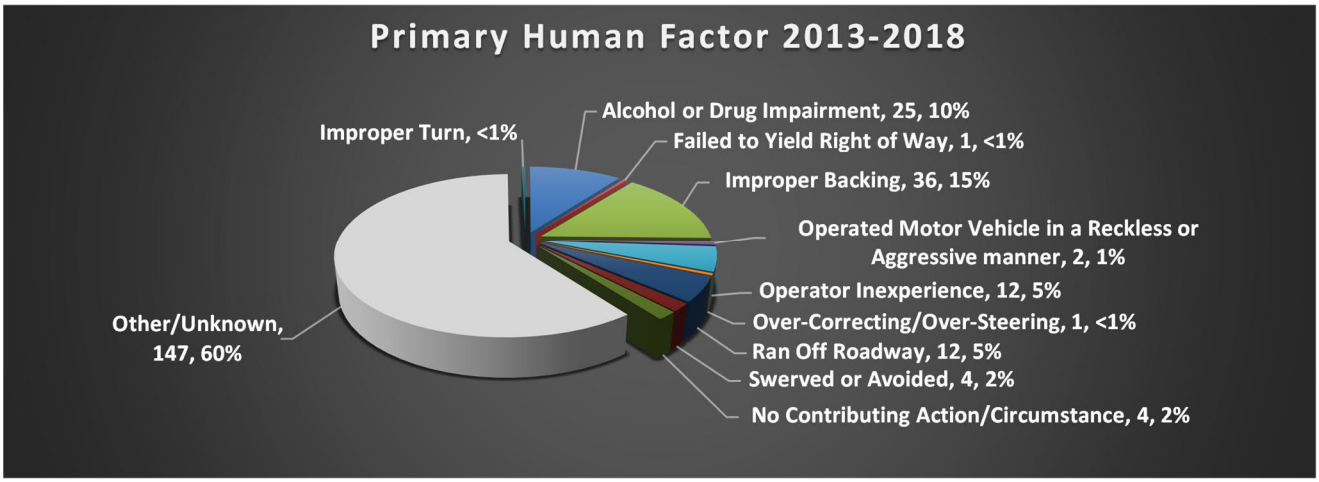


Figure 20 – Primary Human Factor Crash percentiles, all crashes.

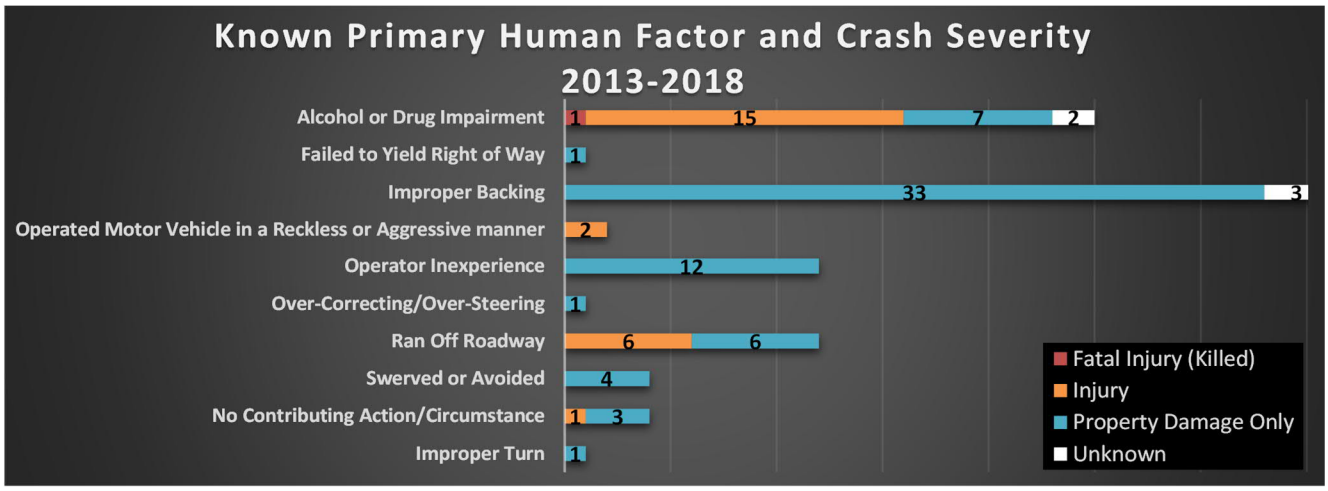


Figure 21 – Primary Human Factor and Crash Severity totals, all crashes.

Safety Equipment Use

- 3% of 2013-2018 versus 19% of 2000-2011 crashes involved not using safety equipment. Safety Equipment Use includes the use of safety restraints or belts, car and booster seats, and safety helmets. Significant decreasing trend from previous plan.

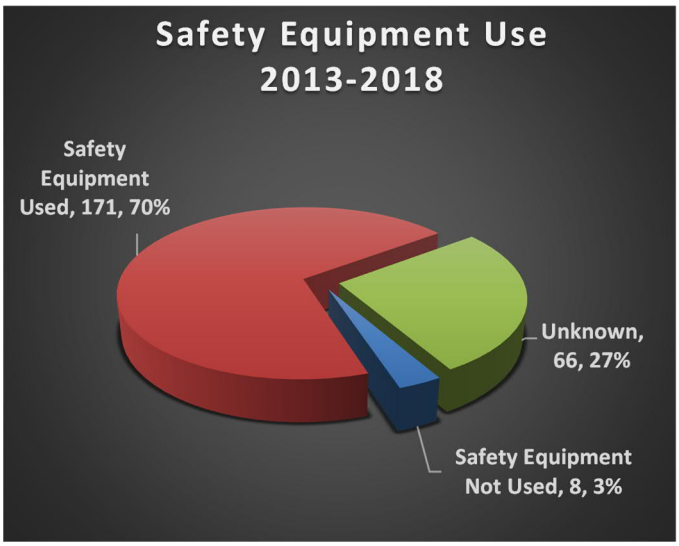


Figure 22 – Safety Equipment Use percentiles, all crashes.

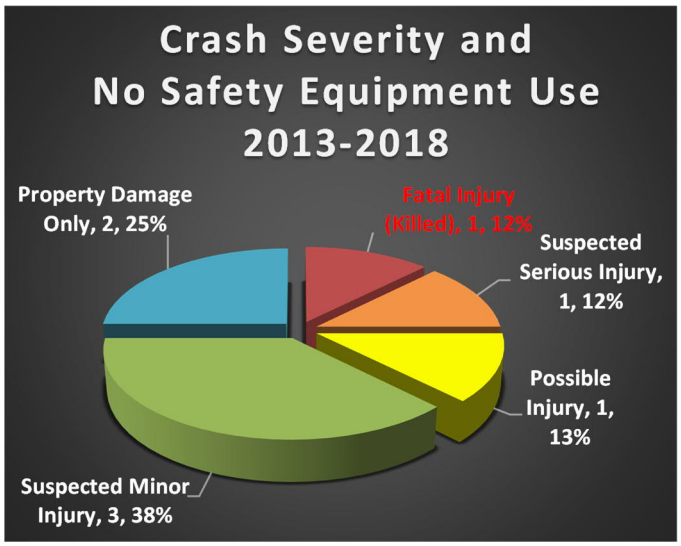


Figure 23 – Safety Equipment Use percentiles, all crashes.

Risky Driving Behaviors

National Highway Safety Transportation Administration (NHTSA) defines Risky Driving Behaviors (RDB) as: impaired (under influence of alcohol or drug, ill or drowsy), distracted driving, not using safety equipment (seatbelts, etc), and speeding (includes aggressive, careless or reckless driving). RDBs are behaviors of high risk that need to be addressed to decrease the occurance of fatal and injury crashes. RDBs for this study include alcohol or drug impairment, safety equipment not used, and operated motor vehicle in a reckless or aggressive manner.

- 13% of all 2013-2018 crashes were RDBs, including 100% (1) fatal crashes and 35% (17 of 48) of injury crashes.
- Drivers under 25 years of age had the highest rate of 2013-2018 crashes involving operated a motor vehicle in a reckless or aggressive manner with 100% and safety equipment not used with 60%.
- Drivers 25-34 years of age had the highest rate of 2013-2018 crashes involving alcohol or drug impairment with 27%, and operated motor vehicle in a reckless or aggressive manner and safety equipment not used with 100%.
- Drivers 35-44 and 45-54 years of age had the highest rate of 2013-2018 crashes involving alcohol or drug impairment and no safety equipment use at 33% each.

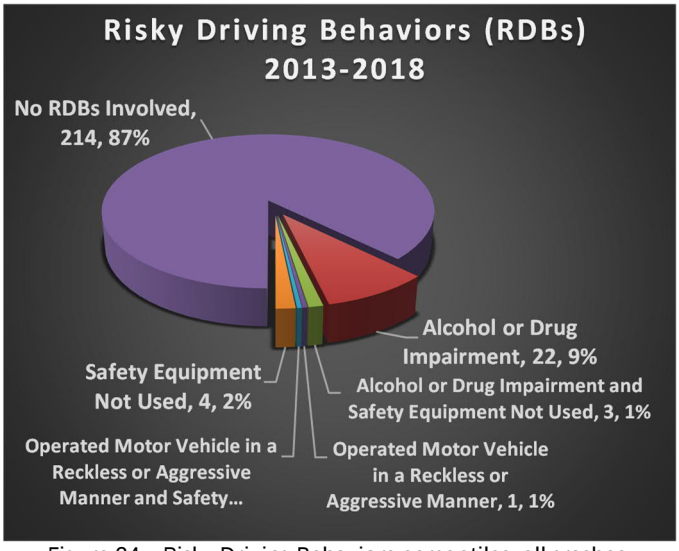


Figure 24 – Risky Driving Behaviors percentiles, all crashes.

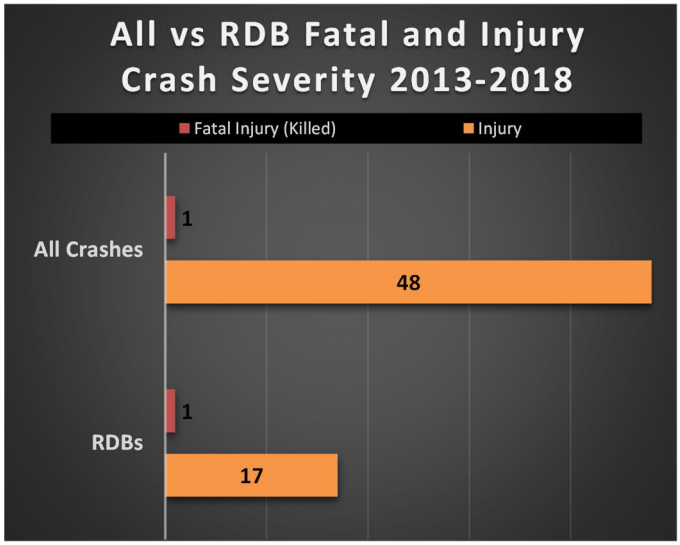


Figure 25 – Safety Equipment Use totals, all crashes.

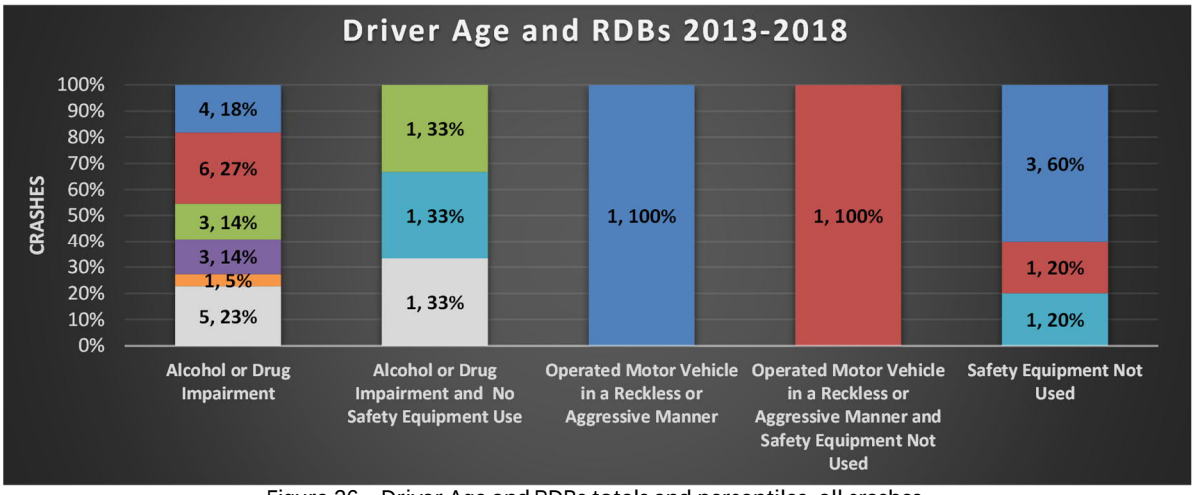


Figure 26 – Driver Age and RDBs totals and percentiles, all crashes.

Vulnerable Road Users

Vulnerable Road Users (VRUs) include pedestrians, bicyclists, and motorcyclists. VRUs are more exposed than drivers operating vehicles, making them more susceptible to injury in the event of a crash. VRUs for this study include pedestrians and motorcyclists.

- VRUs for this study include pedestrians and motorcyclists involved in 1% of all 2013-2018 crashes. VRUs for the 2015 Plan included pedestrians involved in 1% crashes.
- Pedestrians and motorcyclists were each involved in .4% (1 of 245) of all 2013-2018 crashes, each represented 50% (1 of 2) of all VRUs, and 50% (1 of 2) of all possible injury crashes.
- 100% of 2013-2018 crashes reporting a VRU resulted in injury. Only 20% (49 of 245) of all reported crashes resulted in injury or death, the rates are five times higher for VRUs.
- 100% of 2013-2018 crashes reported a VRU involved RBD of alcohol or drug impairment.

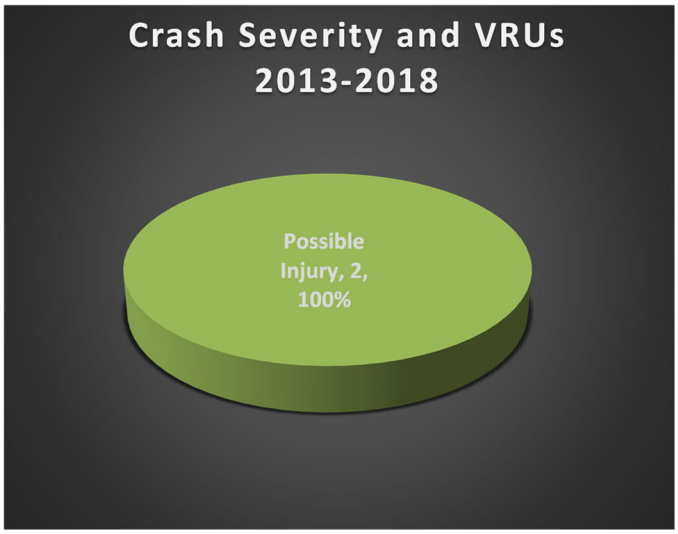


Figure 27 –Severity and VRU totals and percentiles, all crashes.

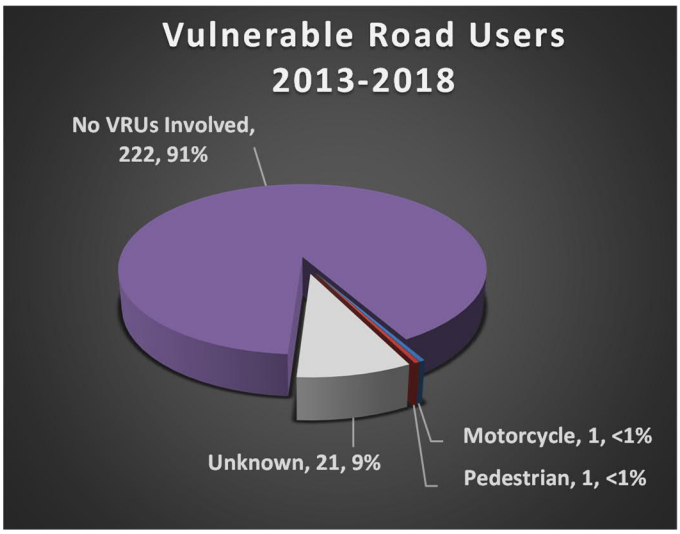


Figure 28 – VRU percentiles, all crashes.

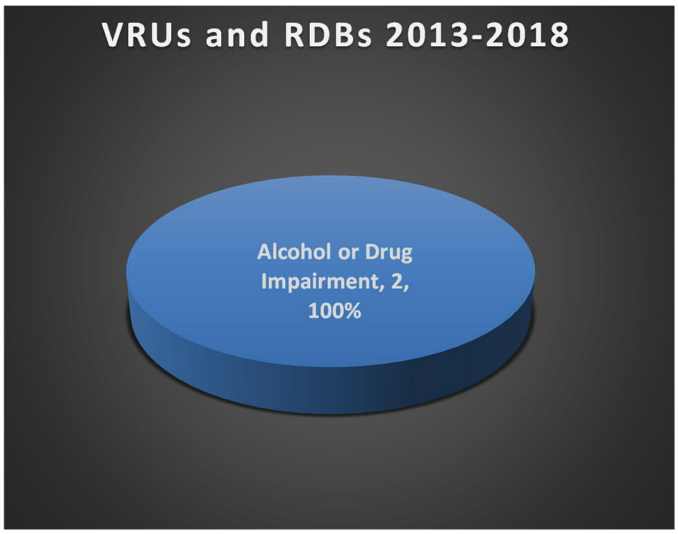


Figure 29 –VRU and RDB percentiles, all crashes.

Older Road Users

Older Road Users (ORUs) are 65 years of age or older. ORUs are more susceptible to injury in the event of a crash.

- ORUs, Drivers 65 or older were involved in 7% of all 2013-2018 crashes. ORUs for the 2015 Plan were involved in 6% crashes. Decreasing trend from previous plan.
- 24% of 2013-2018 crashes reporting an ORU resulted in injury. Only 20% (49 of 245) of all reported crashes resulted in injury or death, the rates are higher for VRUs.
- 6% of 2013-2018 crashes reported an ORU involved RBD of alcohol or drug impairment.

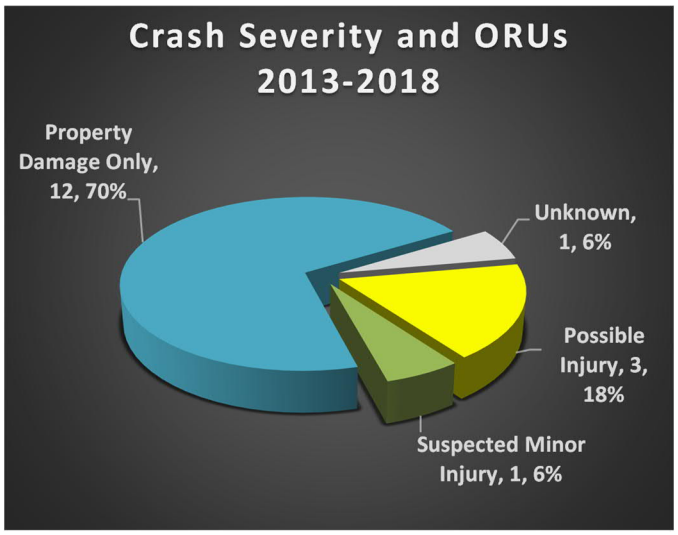


Figure 30 –Severity and ORU totals and percentiles, all crashes.

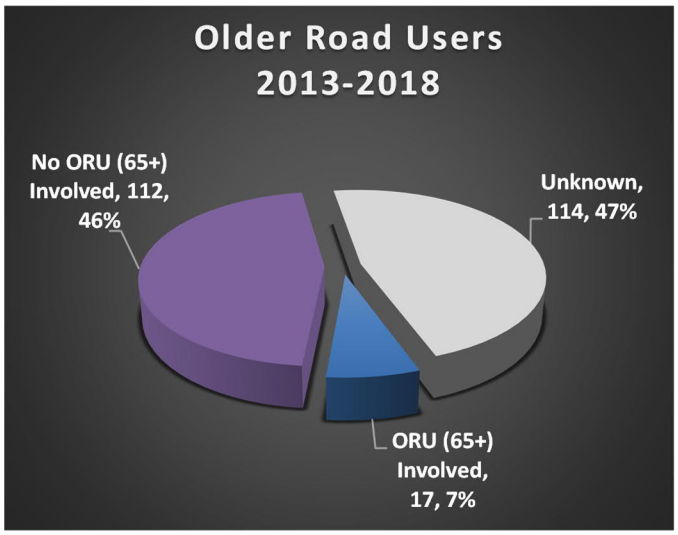


Figure 31 – ORU percentiles, all crashes.

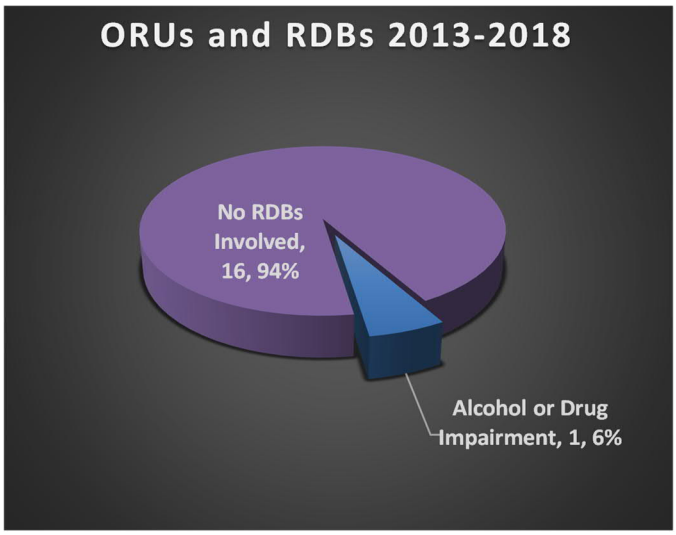


Figure 32 –ORU and RDB percentiles, all crashes.

EMPHASIS AREAS

After reviewing the available data, 6 emphasis areas were selected for added attention in the transportation safety efforts of Craig Tribal Association. These emphasis areas represent the most significant opportunities to accomplish the Tribe's vision:

Emphasis Area 1 – Craig Roadway Safety Audit

Emphasis Area 2 - Roadway Safety Improvement Projects

Emphasis Area 3 - Community-Based Education

Emphasis Area 4 - Safe Routes to School

Emphasis Area 5 - Reducing Roadway Departure and Risky Driving Behaviors

Emphasis Area 6 - Data Gathering/Data Management

Each emphasis area is described below and accompanied by a list of strategies that, if implemented, are expected to reduce the associated crashes and enhance safety. Each strategy is assigned to a department or task force that is responsible for implementation and evaluation.

It is anticipated that if critical effort is focused on these six safety concerns in both the short and long-term, the overall safety of the Craig area transportation system will improve, while the risk of fatalities and serious injuries resulting from incidents on or adjacent to the transportation system will decrease. Thus, this plan's main goal and vision statement will be achieved.

The table below classifies each emphasis area by the respective "E's" with which it can be identified.

<table>
<tr><th colspan="6">Emphasis Areas Categorized by the 6 E's</th></tr>
<tr><th>Education</th><th>Encouragement</th><th>Enforcement</th><th>Engineering</th><th>EMS</th><th>Evaluation</th></tr>
<tr><td>Community-based Education</td><td></td><td>Communication Systems</td><td>Roadway Safety Improvement Projects</td><td>Communication Systems</td><td>Roadway Safety Improvement Projects</td></tr>
<tr><td>Safe Routes to School</td><td>Safe Routes to School</td><td>Safe Routes to School</td><td>Safe Routes to School</td><td></td><td>Safe Routes to School</td></tr>
<tr><td>Roadway Departure and Risky Driving Behaviors</td><td rowspan="2"></td><td>Roadway Departure and Risky Driving Behaviors</td><td rowspan="2">Roadway Safety Audit</td><td rowspan="2">Data Gathering/ Management</td><td rowspan="2">Data Gathering/ Management</td></tr>
<tr><td>Data Gathering/ Management</td><td>Data Gathering/ Management</td></tr>
</table>

EMPHASIS AREA 1- CRAIG ROADWAY SAFETY AUDIT

DESCRIPTION

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

A multidisciplinary RSA is needed to identify well-supported required traffic control revisions and infrastructure improvements in areas reporting high crash occurrences and/or identified safety concerns. The following RSA will have a particular focus on pedestrian, bicycle safety, and roadway departure crashes. After analysis of current crash data, and safety concerns identified in the 2015 plan, a systemic RSA is needed in Craig. The Craig RSA will to address the following safety concerns, assess current conditions, and determine effective countermeasures needed to improve transportation safety:

- Lack of pedestrian infrastructure, including gaps and connectivity, sidewalks and crossings.
    - High School – ADA compliance, need for completion of Craig- Klawock Bike and Pedestrian Pathway.
    - Elementary School – poorly marked bus zone.
    - Designated pedestrian pathway needed between Elementary School to Library and Youth Center.
    - Hamilton Drive pedestrian pathway/sidewalk not completed.
    - Access pedestrian crossings downtown, Main Street and Craig-Klawock-Hollis Highway.
- Egress and Ingress Improvements.
    - Main Street/Highway and Elementary School Access.
    - Access between Elementary School and Pool.
- Signage assessment needed on Main Street, Craig-Klawock-Hollis Highway and Port Saint Nicholas Road.
    - Lack of school bus stop signage.
    - No mile markers along Highway.
    - Inconsistent and limited speed zones and jurisdictional signage- speed zones need assessment and new sign placement.
- Poor delineator placement and visibility.
- Curve safety assessment needed- speed, warning signage, guardrail.
- Access need for lighting - limited visibility in low light and dark conditions for drivers, pedestrians and bicyclists.

During the 6-year period from 2013 to 2018, within the Craig RSA study area (see on following page), 138 reported crashes resulted in one serious injury, 11 minor injury and 14 possible injury crashes. 99 crashes resulted in property damage only, and 13 were unknown. One serious injury crash occurred along Craig-Klawock-Hollis Highway at MP 2 in 2016, involving fixed object, and daylight conditions. 59%, 81 of 138 of Craig RSA study area reported crashes involved roadway departure.

CRAIG RSA STUDY AREA

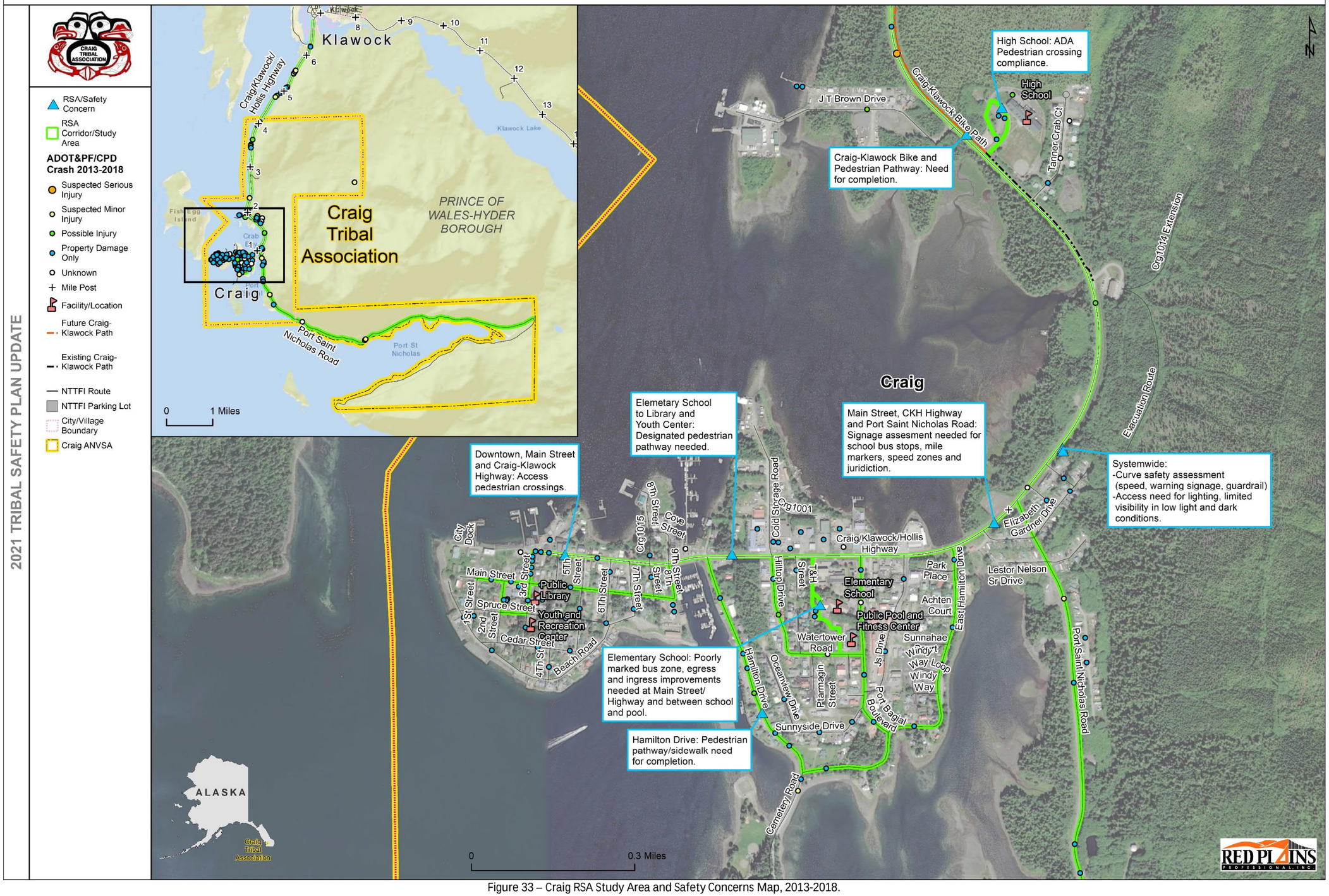


Figure 33 – Craig RSA Study Area and Safety Concerns Map, 2013-2018.

The Craig RSA study area includes: Craig Alaska Native Village Statistical Area (ANVSA), City of Craig, and the main arterials of Craig-Klawock-Hollis Highway MP 0-6.5, from City of Craig to City of Klawock, and Port Street Nicholas Road. Non-arterials include: 2nd Street, 3rd Street, 9th Street, East Hamilton Drive, Elementary Access Road, High School Access Road, Hamilton Drive, Hilltop Drive, Main Street, Port Bagial Boulevard, Spruce Street and Watertower Road. Total RSA corridor mileage is approximately 17 miles.

GOALS

Complete Craig RSA by 2023.

STRATEGIES

CRAIG ROADWAY SAFETY AUDIT	
Strategy	*Champion(s) or Lead Department Recommended*
Conduct a systemic, multidisciplinary RSA on Craig study area.	CTA, POW Planners and Transportation Directors, ADOT&PF, and POW Community Advisory Council (POWCAC)
Apply for a Federal Highway Tribal Transportation Safety Grant to secure funding for RSA.	CTA
Implement recommendations of RSA in planning, improvement and maintenance projects.	CTA, POW Planners and Transportation Directors, ADOT&PF, and POW Community Advisory Council (POWCAC)

EMPHASIS AREA 2- TRANSPORTATION INFRASTRUCTURE SAFETY IMPROVEMENT PROJECTS

DESCRIPTION

This emphasis area has been updated from the 2015 plan, from 'Roadway' to 'Transportation Infrastructure' Safety Improvement Projects. This emphasis area update includes projects from four sources. The sources include: CTA current projects, Roadway Safety Improvement Projects emphasis area from the 2015 plan, infrastructure improvements from the Safety Routes to School emphasis area from the 2015 plan, as well as new projects identified in the 2018 Craig Tribal Association Long Range Transportation Plan Addendum (see Appendix A). The previous plan developed roadway safety improvement projects from the POW 2015 Transportation Priorities Summary that were incorporated into the 2015 Craig Tribal Association Long Range Transportation Plan. Developed with input from the general public, Shaan-Seet, Inc., the Sealaska Region Corporation, City of Craig, and CTA's Transportation Department.

GOALS

Complete infrastructure improvements by 2025.

STRATEGIES

TRANSPORTATION INFRASTRUCTURE SAFETY IMPROVEMENT PROJECTS	
Strategy	*Champion(s) or Lead Department Recommended*
Upgrade Craig area roadways, guardrails, sight lines, signage and signage placement, road edges (e.g., install rumble strips and wider shoulders), and bridges.	CTA, POW Planners and Transportation Directors, ADOT&PF, and POW Community Advisory Council (POWCAC)
Complete parking lot, paving, and sidewalk improvements at VOCTEC.	City of Klawock, Klawock Cooperative Association, POW Vocational & Technical Education Center & POWCAC
Complete essential City of Craig street improvement projects; e.g., drainage, alignment, and sidewalk completion with permanent materials.	CTA, City of Craig, and POWCAC
Complete/implement the Port Plan.	CTA, City of Craig, and POWCAC
Complete improvements to CTA docks and ramp.	CTA, City of Craig, and POWCAC
Improve POW guardrails and research the potential to merge guardrail improvement and multi-use path installation projects.	CTA, POW Planners and Transportation Directors, and POWCAC
Host joint community meetings on the potential for Western Federal projects.	CTA, POW Planners and Transportation Directors, AKDOT&PF, POWCAC, and the general public
Complete a local crosswalk study focusing on proper design, placement, and ADA-compliance.	CTA, City of Craig, AKDOT&PF, POWCAC, and the general public
Continue CTA and collaborative funding pursuits to increase the local roadway maintenance budget and provide additional funds for Craig/POW road projects.	CTA, POW Planners and Transportation Directors, Klawock Cooperative Association, and POWCAC
Conduct additional Road Safety Audits on POW roadways, where needed, to identify potential roadway/lane departure causes and remedies	CTA, POW Planners and Transportation Directors, FHWA Peer-to-Peer Program, and POWCAC

TRANSPORTATION INFRASTRUCTURE SAFETY IMPROVEMENT PROJECTS (CONTINUED)	
Strategy	*Champion(s) or Lead Department Recommended*
Conduct a roadway sign inventory and replace signs as needed to comply with 2009 MUTCD standards.	CTA, City of Craig, POW Planners and Transportation Directors, and POWCAC
Perform speed studies where warranted.	CTA, City of Craig, AKDOT&PF, POW Planners and Transportation Directors, and POWCAC
Complete Port Saint Nicholas Road Phase 2, approach paving and guardrail construction	CTA, City of Craig, and POWCAC
Develop and implement dust control application during summer months.	CTA, POW Planners and Transportation Directors, AKDOT&PF, POWCAC
Formally complete the in-progress Phase 1 Proposed Sidewalk Improvements Project including- Hamilton Drive sidewalks, and continuation of sidewalk south along Port Bagail Boulevard from Watertower Road. Apply to the ATAP program the next call for projects, to fund the remaining 73% of the project.	CTA and City of Craig
Improve Hamilton Drive Pathway.	CTA and City of Craig
Extend existing Craig-Klawock-Hollis Highway Bike Path. Reapply for incorporation into the State STIP. Apply to the ATAP program the next call for projects.	CTA, City of Craig, City of Klawock, Klawock Cooperative Association, and ADOT&PF
Maintain desire lines and sidewalk between Craig Elementary School driveway and T and H Street, as well as between the north end of the Craig Swimming lot and the southeast end of the Craig Elementary School parking lot.	CTA, City of Craig, and Potential Craig Property Owners
Install highly-visible, ADA-compliant ladder- style crosswalks at the intersection of Thompson Road & Craig-Klawock-Hollis Highway and across Water Street at the Craig boat docks.	CTA and City of Craig
Complete Craig sidewalk/multi-use path installation such that students may walk from the Elementary/Middle School campus to the Library and Youth Center.	CTA and City of Craig

EMPHASIS AREA 3 - COMMUNITY-BASED EDUCATION

DESCRIPTION

The need for community-based education on numerous safety topics has been reiterated through from the 2015 plan.

GOALS

Educate all POW stakeholders, age groups, and local leaders on the critical nature of safety issues in order to create safer POW drivers and transportation systems for all users.

STRATEGIES

COMMUNITY-BASED EDUCATION	
Strategy	*Champion(s) or Lead Department Recommended*
Educate local drivers and teens to receive their Driver's Licenses and about proper signaling, traffic signage, vehicle passing, various hazardous driver behaviors, as well as the dangers of texting and driving.	CTA, Craig Police Department, Craig & POW high schools, and POW Vocational & Technical Education Center
Educate POW drivers & parents about the proper use & installation of child safety seats via CTA, City of Craig newsletters, websites & the continuance of local inspection & training events through SEARHC.	CTA, Craig Police Department, Other POW Police Departments & SEARHC
Educate local drivers, parents, and teens seeking Driver's Licenses about driving in school zones.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW high schools, and POW Vocational & Technical Education Center
Educate the local community about appropriate sidewalk usage & the need to walk facing traffic where sidewalk infrastructure is lacking or inadequate.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Educate local cyclists & pedestrians on the need for and techniques of dressing for improved visibility.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Ensure the ongoing availability of Commercial Driver's License (CDL) training & refresher programs, along with Craig Police Department testing services.	CTA, Craig Police Department, Other POW Police Departments, and POW Vocational & Technical Education Center

EMPHASIS AREA 4 – SAFE ROUTES TO SCHOOL

DESCRIPTION

Vulnerable Road Users (VRUs) include pedestrians, bicyclists, and motorcyclists. VRUs are more exposed than drivers operating vehicles, making them more susceptible to injury in the event of a crash. VRUs for this study included pedestrians and motorcyclists, there was one pedestrian crash reported in east Craig involving possible injury and alcohol or drug impairment. Although there had been no reported pedestrian involved crashes along school routes, it is only a matter of time before incidents occur.

The need for continued focus on Safe Routes to School (SRTS) has been reiterated through from the 2015 plan. Additionally, Safe Routes to Schools was listed as a safety priority in the CTA 2018 LRTP Addendum. Since completion of the 2015 plan, excellent support exists in Craig for SRTS program development with the opportunity for many local benefits.

Craig Elementary School (CES) and Craig Middle School (CMS) are both tucked neatly behind their respective parking lots with the Elementary School entrance accessed by traveling up a block-long driveway, which ends in a circular drop-off area just north of the school's staff and visitor parking. While the morning drop-off traffic flow is fairly orderly, children are periodically endangered by parents, who park in the short-term Visitor Parking area in front of the building just south of the entrance. When these parents go to back out after dropping off their children, they often are backing into the walking path of other students, whose parents have released them from their vehicles two or three cars back in the queue. Ideally, parents should not perform drop-off from the Visitor's Parking area in front of the school, and parents should not release their children until they are queued up right in front of the school entrance.

In 2019, CTA completed construction of a pedestrian pathway and sidewalks accessing the Elementary and Middle School campus, and Craig Recreation and Pool facility. A gravel/dirt pathway was constructed between CES and the pool. Concrete sidewalks were added south from Craig-Klawock-Hollis Highway, along the west side of T&H Street to the cul-de-sac at Craig Elementary, and along Port Bagail Boulevard to Watertower Road. Continuation of the sidewalk south along Port Bagail Boulevard is scheduled for completion summer 2021. This project is part of the citywide Proposed Sidewalk Improvements Phase 1, funded by an ATAP grant. 27% of Phase 1 is complete, the remaining 73% need to be funded and completed. (See project area maps in Appendix C).

The 2015 plan reported that Craig City School District has no School Crossing Guards, and yet the training of existing staff or volunteers to assist in this capacity could improve student safety - particularly where students may cross Craig-Klawock-Hollis Highway using the crosswalk at Thompson Road in the mornings on their way to school; or at lunch hour, when they may go the Alaska Commercial Company, Annie Betty's, or Papa's Pizza for snacks. Currently, crossing guards have been trained, and manage students crossing at Craig Elementary and Middle Schools in the afternoon. There are no crossing guards in the morning.

Since most students live one to three miles from the school, and there currently are about 30 - 40 students walking and biking on a regular basis, and an additional 10 - 20 students walking/biking in warmer weather, the District may wish to consider incentivizing walking/biking by allowing those students to be dismissed 5 minutes earlier than students that are bussed. This allows those students to be safely on their way when the afternoon bus and parent pick-up begins. Both Craig High School crosswalks from the student parking area not ADA compliant. There is a curb ramp adjacent to the handicapped drop-off along the front sidewalk, disabled students are forced to use parent pick-up instead of their own vehicles, since they cannot use the stairs.

In 2019, CTA completed an application for the Craig Klawock Bike and Pedestrian Pathway to ADOT&PF Community Transportation Program for inclusion on the 2020-2023 Statewide Transportation Program (STIP). CTA proposes to complete final design and construction of an approximately 4.6 mile bike and pedestrian pathway between Craig and Klawock, AK. The pathway will start in the City of Craig at milepost 1.9 and goes

north toward the City of Klawock at milepost 6.5. The goal of the project is to provide a dedicated facility for pedestrians and bicyclists to improve safety within the corridor between Craig and Klawock. The pathway will be ~10' wide to allow for bike as well as foot traffic and will utilize an asphalt surface to match the characteristics of the adjoining pathways. This pathway will provide enhanced access and safety for alternate modes of transportation along the route. There is currently no dedicated facility for transit along the highway between Craig and Klawock. Schoolchildren, visitors, pedestrians and bicyclists walk or ride on unsafe, unmarked sections of the highway at risk due to vehicular traffic. See Figure 34 below. Project was not selected to be included in the 2020-2023 STIP.

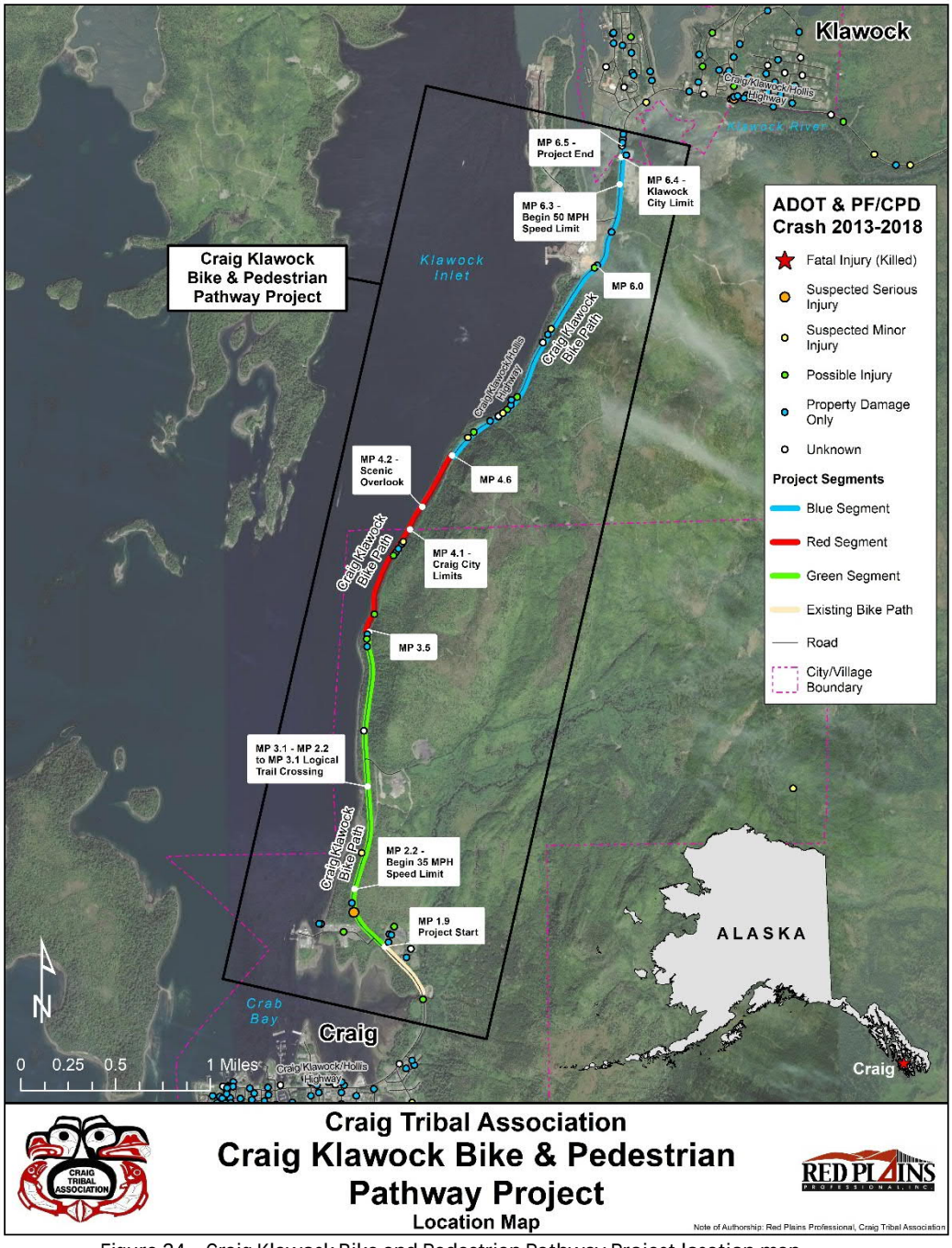


Figure 34 – Craig Klawock Bike and Pedestrian Pathway Project location map.

GOALS

Improve POW infrastructure and provision of non- infrastructure education, encouragement, enforcement, and evaluation strategies to increase the number of POW children walking/biking to school.

STRATEGIES

SAFE ROUTES TO SCHOOL	
Strategy	*Champion(s) or Lead Department Recommended*
Education	
K-12 and parent pedestrian and bicycle safety education; including, but not limited to appropriate high-visibility attire.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Educate the local community about appropriate sidewalk usage & the need to walk facing traffic where sidewalk infrastructure is lacking or inadequate.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, City of Craig, and POW Vocational & Technical Education Center
Post SRTS-related information on POW kiosks.	CTA, City of Craig, and Craig & POW schools
Provide K-12 and adult bicycle helmet usage programs; e.g., the Helmet Your Head program.	POW EMS Departments, CTA, Craig & POW schools and SEARHC
Train POW drivers about the proper following distance behind POW school buses & stopping rules.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Institute SRTS activities at POW schools; e.g., Walking School Bus Programs, International Walk and Bike to School Day, bike trains, and bike clubs.	CTA, Craig & POW schools, Craig Police Department, Other POW Police Departments, City of Craig, USFS, SEARHC, and Peace Health
Host several Craig "Drop & Walk" events with buses/parents dropping kids off at the Craig Totem Park & Craig 7th Day Adventist Church parking lot to walk with chaperones to school.	CTA, Craig & POW schools, Craig Police Department, SEARHC, and Peace Health
Encouragement	
Annual POW school participation in International Walk & Bike to School Day	CTA, Craig & POW schools, Craig Police Department, Other POW Police Departments, POW Vocational & Technical Education Center, SEARHC, Peace Health, and local businesses
As an incentive, issue punch cards to students walking/biking to school. Papa's, Zat's Pizza or Annie Betty's could provide food/smoothie prizes.	CTA, Craig & POW schools, Craig Police Department, Other POW Police Departments, POW Vocational & Technical Education Center, SEARHC, Peace Health, and local businesses
Continue to offer local bike helmet giveaways with fittings & training about helmet care.	POW EMS Departments, CTA, Craig & POW schools and SEARHC
Institute SRTS activities at POW schools; e.g., Walking School Bus Programs, bike trains, and bike clubs.	CTA, Craig & POW schools, Craig & Other POW Police Departments, VOCTEC, SEARHC, Peace Health, and local businesses
Host several Craig "Drop & Walk" events with buses/parents dropping kids off at the Totem Park & Craig 7th Day Adventist Church parking lot to walk with chaperones to school.	CTA, Craig Police Department, Craig City School District, City of Craig, and Craig 7th Day Adventist Church
Engage POW businesses to sponsor various SRTS, walking and biking events.	Craig and POW businesses, and POW Chamber of Commerce

SAFE ROUTES TO SCHOOL (CONTINUED)	
Strategy	*Champion(s) or Lead Department Recommended*
Host Walk/Bike POW Trails Days	USFS, CTA, Craig & POW schools, Craig & Other POW Police Departments, VOCTEC, SEARHC, and Peace Health.
Start POW SRTS Teams with education, enforcement, health & wellness, recreation & local businesses/churches representatives	CTA, Craig Police Department, Craig City School District, Craig & POW schools, City of Craig, and USFS
Enforcement	
Increase periodic speed enforcement in school zones.	Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Conduct an annual bike rodeo event in POW communities.	CTA, Craig & POW schools, Craig Police Department, Craig Fire Department, Other POW Police/Fire Departments, POW Vocational & Technical Education Center, SEARHC, Peace Health, and local businesses
Manage student crossings with crossing guards in morning and afternoon at Craig Elementary and Middle Schools.	Craig City School District
Engineering	
Install additional Craig City School District school bus signage/ demarcation.	CTA, Craig City School District, and City of Craig
Improve Craig High School crosswalks from student parking area to meet ADA compliance.	Craig City School District
Consider upgrades to the existing flashing school zone lighting.	CTA, Craig City School District, and City of Craig
Formally complete the in-progress Phase 1 Proposed Sidewalk Improvements Project including- Hamilton Drive sidewalks, and continuation of sidewalk south along Port Bagail Boulevard from Watertower Road. Apply to the ATAP program the next call for projects, to fund the remaining 73% of the project.	CTA and City of Craig
Improve Hamilton Drive Pathway.	CTA and City of Craig
Extend existing Craig-Klawock-Hollis Highway Bike Path. Reapply for incorporation into the State STIP. Apply to the ATAP program the next call for projects.	CTA, City of Craig, City of Klawock, Klawock Cooperative Association, and ADOT&PF
Maintain desire lines and sidewalk between Craig Elementary School driveway and T and H Street, as well as between the north end of the Craig Swimming lot and the southeast end of the Craig Elementary School parking lot.	CTA, City of Craig, and Potential Craig Property Owners
Install highly-visible, ADA-compliant ladder- style crosswalks at the intersection of Thompson Road & Craig-Klawock-Hollis Highway and across Water Street at the Craig boat docks.	CTA and City of Craig
Complete Craig sidewalk/multi-use path installation such that students may walk from the Elementary/ Middle School campus to the Library and Youth Center.	CTA and City of Craig

SAFE ROUTES TO SCHOOL (CONTINUED)	
Strategy	*Champion(s) or Lead Department Recommended*
Evaluation	
Conduct SRTS School Arrival & Departure Tally Sheets in POW school classrooms'.	CTA, Craig & POW schools, and City of Craig
Conduct SRTS Parent Surveys	CTA, Craig & POW schools, and City of Craig
Study the need for street lighting to enhance student safety while walking to and from school and school bus and transit stops.	CTA, Craig & POW schools, and City of Craig

EMPHASIS AREA 5 - REDUCING ROADWAY DEPARTURE AND RISKY DRIVING BEHAVIOR CRASHES

DESCRIPTION

In the previous plan, Emphasis Area 5 included only impaired driving. This update defines and includes all Risky Driving Behaviors (alcohol or drug impairment, safety equipment not used, and operated motor vehicle in a reckless or aggressive manner) and Roadway Departure.

Roadway Departure

The FHWA (Federal Highway Administration) defines Roadway Departure as a crash which a vehicle crosses an edge line, center line or otherwise leaves the traveled way. For this study, Roadway Departure crashes include those identified by AKDOT as Primary Human Factor of ran off roadway; Crash Type of overturn/rollover, sideswipe, and front-to-front (head-on); and Motor Vehicle Involved With (MVIW) immersion, overturn/rollover, fixed object and parked motor vehicle. In the 2015 plan, Roadway Departure is called Lane Departure.

- 56% of 2013-2018 versus 42% of 2000-2011 crashes involved Roadway Departure. Increasing trend from previous plan.

- 100% of 2013-2018 fatal crashes and 77% of injury crashes were Roadway Departure.

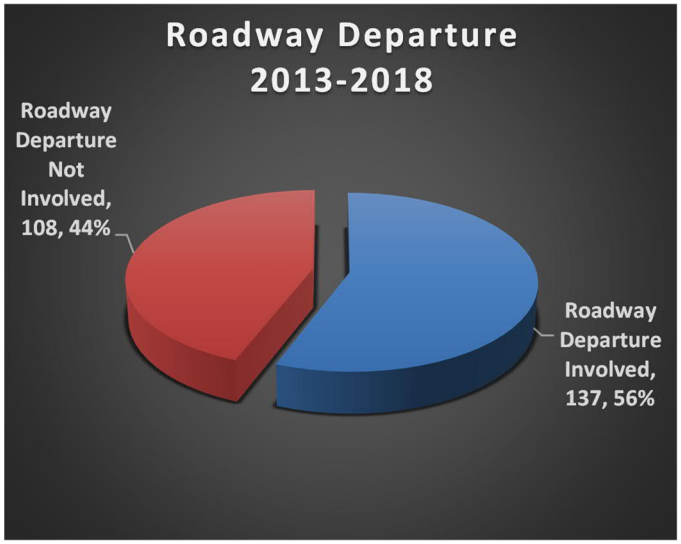


Figure 35 – Roadway Departure percentiles, all crashes.

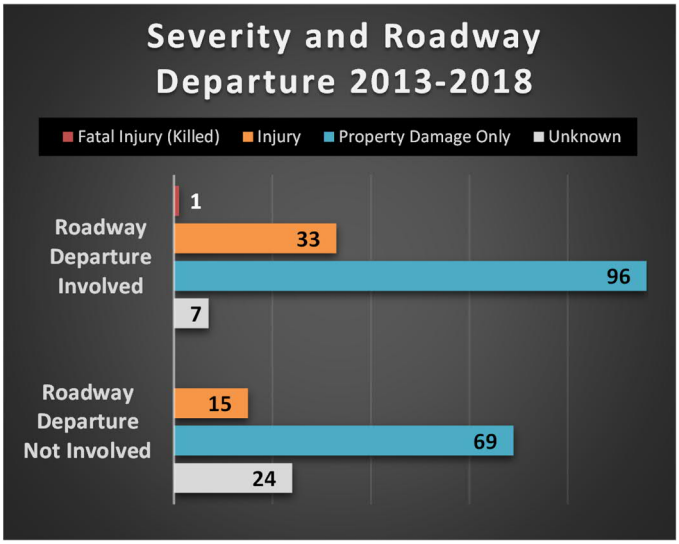


Figure 36 – Severity- All Crashes VS Roadway Departure totals.

Risky Driving Behaviors

National Highway Safety Transportation Administration (NHTSA) defines Risky Driving Behaviors (RDB) as: impaired (under influence of alcohol or drug, ill or drowsy), distracted driving, not using safety equipment (seatbelts, etc), and speeding (includes aggressive, careless or reckless driving). RDBs are behaviors of high risk that need to be addressed to decrease the occurance of fatal and injury crashes.

On CTA study area roads, it is common for driving behaviors to include: alcohol or drug impairment, safety equipment not used, and operated motor vehicle in a reckless or aggressive manner. RDBs are behaviors of high risk that need to be addressed to decrease the occurance of fatal and injury crashes.

- 13% of all 2013-2018 crashes were RDBs, including 100% (1) fatal crashes and 35% (17 of 48) of injury crashes.

- Inexperienced drivers, drivers under 25 years of age had the highest rate of 2013-2018 crashes involving operated a motor vehicle in a reckless or aggressive manner with 100% and safety equipment not used with 60%.

- Drivers 25-34 years of age had the highest rate of 2013-2018 crashes involving alcohol or drug impairment with 27%, and operated motor vehicle in a reckless or aggressive manner and safety equipment not used with 100%.

- Drivers 35-44 and 45-54 years of age had the highest rate of 2013-2018 crashes involving alcohol or drug impairment and no safety equipment use at 33% each.

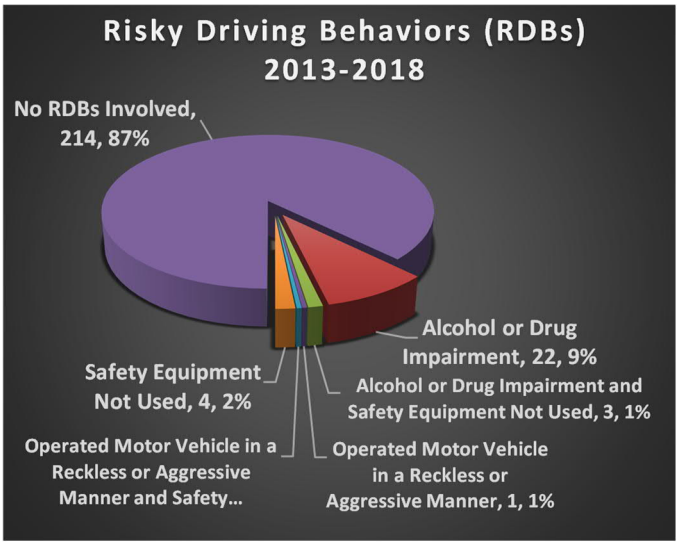


Figure 37 – Risky Driving Behaviors percentiles, all crashes.

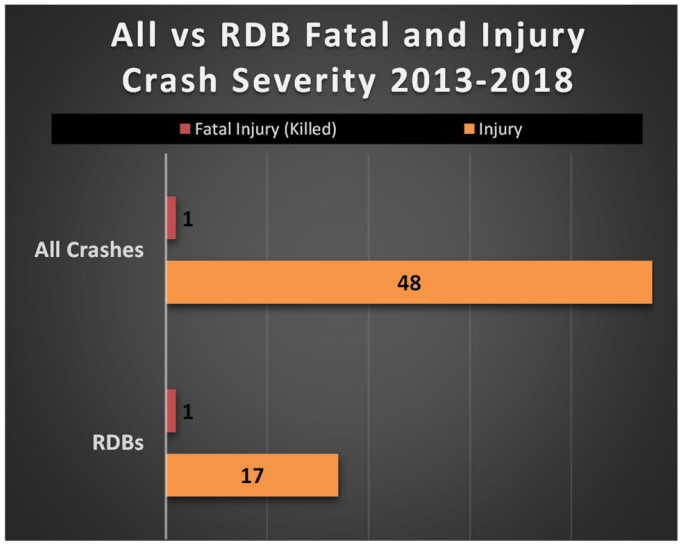


Figure 38 – Safety Equipment Use totals, all crashes.

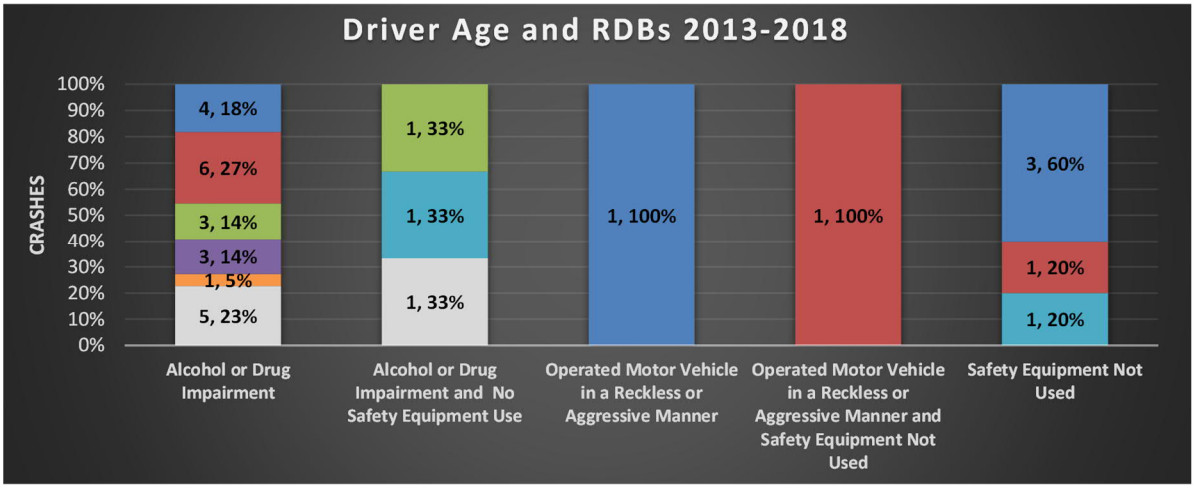


Figure 39 – Driver Age and RDBs totals and percentiles, all crashes.

- Drivers under 25 years of age were the highest crash rate group for all reported crashes from 2013-2018 with 16%. From 2000-2011 in previous plan, drivers under 25 were also the highest crash rate group with 37%. Decreasing trend from previous plan.

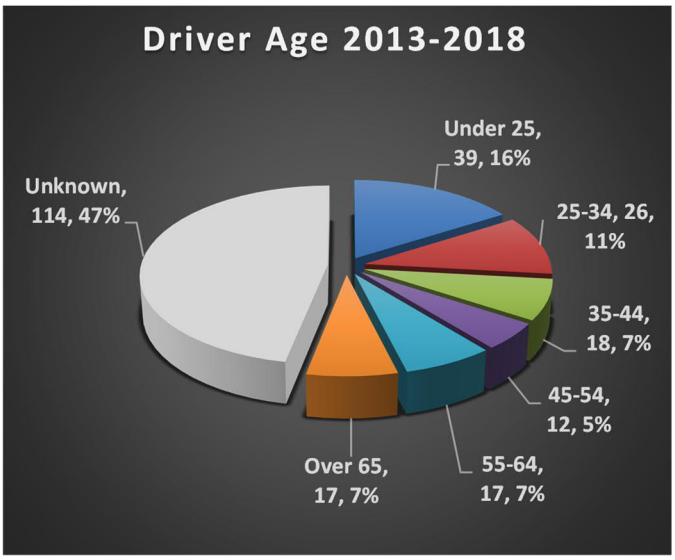


Figure 40 – Driver Age percentiles, all crashes.

GOALS

Reduce Fatalities and Serious Injuries involving RDBs and Road Departure by at least 25% by 2025.

STRATEGIES

RISKY DRIVING BEHAVIOR AND ROADWAY DEPARTURE	
Strategy	*Champion(s) or Lead Department Recommended*
Periodic presentations on DUI facts and statistics to Tribal Council, City Council, school boards, and other meetings of local leadership.	CTA, Craig Police Department, EMS, Alaska State Troopers, EMTs, Klawock Cooperative Association & SEARHC
Distribute Mothers Against Drunk Driving Program (MADD) information.	POW MADD Representatives
Develop an educational media campaign using billboards, kiosks, TV, radio, web, and/or information at CTA and/or the City of Craig on Impaired driving, use of safety equipment, reckless or aggressive driving risks.	CTA, Craig Police Department, EMS, Alaska State Troopers, EMTs, Klawock Cooperative Association & SEARHC
Continue DUI/DWI checkpoints and stops.	Craig Police Department, Alaska State Troopers & Other POW Police Departments
Educate POW youth via Driver's Education classes about the dangers of impaired driving.	Craig PD, Alaska State Troopers, Other POW Police Departments & POW Vocational & Technical Education Center
Expand POW treatment programs for alcohol and drug abuse.	SEARHC, Peace Health, POW Health Network & POW school nurses
Implement a teen and adult mock crash education program similar to the "Every 15-minutes" Program.	CTA, Craig PD, Other POW Police Departments, POW Vocational & Technical Education Center & POW high schools

RISKY DRIVING BEHAVIOR AND ROADWAY DEPARTURE (CONTINUED)	
Strategy	*Champion(s) or Lead Department Recommended*
Develop and conduct an educational outreach that targets drivers age 34 and under. 16% of crashes are caused by drivers under 34 years of age. This would be the initial target audience for a safety campaign marketed to the community in an attempt to raise awareness of unacceptable behaviors.	CTA, Craig PD, Other POW Police Departments, POW Vocational & Technical Education Center & POW high schools
Create a task force to evaluate, refine, and improve laws and policies for traffic enforcement in the community concerning the following topics: alcohol or drug impairment, no use of safety equipment, operated motor vehicle in a reckless or aggressive manner, lane departure and speeding.	CTA, Craig PD, Alaska State Troopers & Other POW Police Departments
Upgrade Craig area roadways, guardrails, sight lines, signage and signage placement, road edges (e.g., install rumble strips and wider shoulders), and bridges.	CTA, POW Planners and Transportation Directors, ADOT&PF, and POW Community Advisory Council (POWCAC)
Improve POW guardrails and research the potential to merge guardrail improvement and multi-use path installation projects.	CTA, POW Planners and Transportation Directors, and POWCAC
Conduct additional Road Safety Audits on POW roadways, where needed, to identify potential roadway/lane departure causes and Remedies.	CTA, POW Planners and Transportation Directors, FHWA Peer-to-Peer Program, and POWCAC
Conduct a roadway sign inventory and replace signs as needed to comply with 2009 MUTCD standards.	CTA, City of Craig, POW Planners and Transportation Directors, and POWCAC
Perform speed studies where warranted.	City of Craig, POW Planners and Transportation Directors, Alaska State Troopers
Install speed feedback signs at strategic locations to make drivers more aware of their speed in relation to the posted speed limits.	CTA, POW Planners and Transportation Directors, ADOT&PF, and POW Community Advisory Council (POWCAC)

EMPHASIS AREA 6 - DATA GATHERING/DATA MANAGEMENT

DESCRIPTION

Accurate crash data is essential for effective and strategic safety planning. With complete, reliable, easily-accessible and interpretable data; critical safety, planning, and enforcement decisions are possible, and a community's ability to improve local safety is greatly increased. While a good volume of AKDOT&PF and FHWA data supported this study and the 2015 study, the majority of the data was made available from CPD. CPD currently only submits crash data to AKDOT that meets vehicle damage threshold. There is room for improvement in the collection, management, and use of local crash data - especially as relates to data sharing with State and Federal transportation agencies.

The initial data received for this study from ADOT was only 37 crashes. An additional 208 crashes was provided by CPD. The data from CPD was excellent, with the exception of the location, many of the crashes had generalized location descriptions, especially in higher population, urban areas. As a result, trends can be determined for overall areas and not for specific locations such as intersections. Location details may have been omitted or generalized in the data provided to RPP.

Additionally, CTA reports a high occurrence of almost crashes, or 'near misses.' It is essential that 'near misses' be documented, as they identify a scenario or situation that could have led to bodily harm. CTA seeks to document and study both reported crashes and 'near misses' in order to proactively reduce risk and prevent future crashes.

GOALS

Improve crash reporting and data gathering collaboration across all POW enforcement agencies (and subsequently to the appropriate State and Federal agencies).

STRATEGIES

DATA GATHERING/DATA MANAGEMENT	
Strategy	*Champion(s) or Lead Department Recommended*
Coordinate with ADOT&PF and FHWA as to potential types of, and techniques for data sharing and mutual benefit. .	CTA, Craig Police Department, Other POW Police Departments, EMS, Alaska State Troopers, EMTs, SEARHC & Alaska Tribal Technical Assistance Program
Provide community-based education on the importance of crash incident reporting.	CTA, Craig Police Department, Other POW Police Departments, EMS, Alaska State Troopers, EMTs, SEARHC & VOCTEC
Eliminate IT security risks to crash data stored on POW servers.	Craig Police Department, EMS, Alaska State Troopers, EMTs, SEARHC & VOCTEC
Import crash data to a Geographic Information System (GIS) layer on a month-annual basis to improve the ability to combine with other data (such as traffic counts) and screen for problem locations.	CTA, Craig Police Department, Other POW Police Departments, EMS, Alaska State Troopers, EMTs, SEARHC & Alaska Tribal Technical Assistance Program
Develop and implement public survey to capture and document crash 'near misses.'	CTA, Craig Police Department
Develop and implement a Cybersecurity plan. (Department of Homeland Security Grant Funding https://www.fema.gov/sites/default/files/documents/FEMA_FY2021-THSGP-NOFO_02-19-21.pdf)	CTA

IMPLEMENTATION AND EVALUATION

CRAIG TRIBAL ASSOCIATION TRANSPORTATION SAFETY MANAGEMENT STEERING COMMITTEE

For this plan to be successful it must be implemented and monitored, revisions to this plan will be necessary as success will mandate change. The Safety Partners will be interviewed on a yearly basis to discuss the Safety Plan and get their concerns/input. The Safety Management Steering Committee and the Tribal Transportation Director will meet annually to evaluate progress toward each goal, discuss the progress of strategies that have been implemented, and consider any needed revisions/updates to this plan.

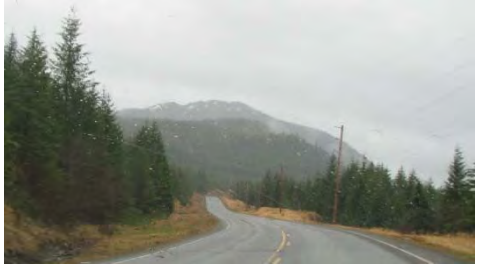
STRATEGY IMPLEMENTATION CHAMPIONS

The strategies listed above designate a champion for each strategy and this champion has the lead on implementation of that particular strategy. Many of the strategies may require an implementation plan be created that is separate from this document. As needed, the strategy champions will build an action plan for their strategy that outlines the implementation steps, schedule, and needed resources. The strategy champions will report to the Tribal Transportation Director on their strategy when updates are available or as requested.

APPENDICES

CRAIG TRIBAL ASSOCIATION TRANSPORTATION SAFETY PLAN, 2015

CRAIG LONG RANGE TRANSPORTATION PLAN ADDENDUM, 2018



Craig Tribal Association

Tribal Safety Plan

April 2015

CRAIG TRIBAL ASSOCIATION

Craig Tribal Association

TRIBAL SAFETY PLAN

Prepared For:

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April 2015

Table of Contents

Acknowledgements

The author would like to thank the Federal Highway Administration's (FHWA's) Tribal Transportation Program for making these Safety Funds grants available to Federally-recognized tribes for transportation safety planning and the implementation of numerous transportation safety projects and activities. The author also extends thanks to the Craig Tribal Association (CTA), and Mr. Edward K. "Sam" Thomas, Jr. for guiding and participating in many of the activities vital to this plan's completion. Mr. Adam Larsen, Safety Engineer & Tribal Coordinator for the FHWA Tribal Transportation Program, answered many email inquiries and drafted both the *FHWA Prince of Wales Island, Alaska Road Safety Data Analysis 2000 - 2011 Crash Data* PowerPoint and Excel spreadsheets, which informed the bulk of the plan's Data Summary section; while Craig Police Chief, R.J. Ely, and his staff provided critical up-to-date Craig area data. Mr. Brian Templin, Craig City Planner and Chairman of the Southern Southeast Local Emergency Planning Committee, clarified the City's emergency planning efforts to date and shared interesting background about Alaska's earthquake history and how that impacts Southeast Alaska and Craig, Alaska's current earthquake/tsunami emergency preparedness program. Mr. Jack Walsh encouraged the Safe Routes to School morning drop-off observations, school zone and adjacent neighborhood assessments at Craig City School District schools, and gave valuable responses to a detailed set of Pre-Site Visit Interview questions.

Without the meeting attendance, participation, and contributions of the following Craig Tribal Association Tribal Safety Plan Development Meeting attendees, this plan would not have been possible:

- Sam Thomas, CTA Transportation Director
- Katrina Grasser, CTA Transportation Assistant
- Millie Schoonover, CTA Tribal Council Member
- Brian Templin, City of Craig City Planner
- R.J. Ely, Craig Police Department Chief
- Guy Owens, R&M Engineering - Ketchikan
- Chris Piburn, R&M Engineering - Ketchikan
- Kasey Smith, Organized Village of Kasaan Transportation Director
- Chaundell Piburn, Craig Emergency Management Services
- Stan Dolloff, Klawock Cooperative Association Transportation Director
- Karen Cleary, Prince of Wales Island Vocational Technical Center Executive Director
- Jack Walsh, Craig City School District Superintendent

Preparation of this Tribal Safety Plan was funded by a Tribal Transportation Program Safety Funds grant from the Federal Highway Administration, March 2015.

Section 1 Introduction

The Craig Tribal Association (CTA) is a federally-recognized Indian Tribe, organized pursuant to the authority of Section 16 of the Act of Congress on June 18, 1934 (48 Stat. 984) as amended by the acts of Congress, June 15, 1934 (49 Stat. 378) and May 1, 1936 (49 Stat. 1250). CTA is located within the larger boundaries of the City of Craig, Alaska. A city of 1,198 people, Craig is the most populous community on Prince of Wales Island (POW) in the Gulf of Alaska about a 30-minute plane ride (or three-hour ferry trip) from Ketchikan. CTA boasts a population of 300 tribal members, and owns land parcels throughout POW, as well as various tracts within the City of Craig.

Found in Southeast Alaska, the section extending from Yakutat to the Dixon Entrance south of Ketchikan, POW is the fourth largest island in the United States after Hawaii, Kodiak Island, and Puerto Rico. 2,000 miles of U.S. Forest Service (USFS) roads crisscross a lush landscape rich with mountains, rivers, streams, and ocean inlets, the most extensive road system in the Tongass National Forest (ADOT&PF, 2015). Of those miles, 314.3 miles include currently inventoried Tribal Transportation Program (TTP) roads and 14.9 miles of existing and proposed roadways earmarked for submission as updated CTA 2015 inventory (Rodney P. Kinney Associates, Inc., 2015). The island forms the hub of the Prince of Wales-Hyder Census Area, comprised of several mostly-uninhabited Alexander Archipelago islands west of POW, and the "island" of land surrounding the Town of Hyder, the only community within the area that has road access to the outside. From POW, access to Ketchikan, and thus to a larger city with commercial air service, is via the aforementioned air taxi or Inter-Island Ferry Authority in Hollis.

The Prince of Wales-Hyder Census Area population was 6,426 in 2014 according to Alaska Department of Labor and Workforce Development reports. Kindergarten through twelfth grade enrollment at Craig City and Klawock school districts totals 426 students. Sixteen students attend Hollis School, part of the larger Southeast Island School District, which is a Regional Educational Attendance Area that operates nine remote schools on Prince of Wales, Baranof, and Kosciusko islands in Southeast Alaska (District, 2015). Prince of Wales Island schools have open enrollment policies; thus, many POW students are bussed from their

residential neighborhoods to the schools of their choice. Jack Walsh, Craig City School District Superintendent states that, "…some travel as far as 35 miles each way daily."

Klawock's new Prince of Wales Vocational and Technical Education Center plans to offer both high school and adult classes, but anticipates that the local schools will provide their own transportation. Current daily and evening class enrollment projections are for 20 - 30 students September through May, with fewer students attending during the summer months. Students that are not bussed by local schools likely will utilize their own transportation (or potentially the new transit service for which CTA submitted a Fiscal Year 2014 Tribal Transit Program grant in late February).

Why Complete a Tribal Safety Plan?

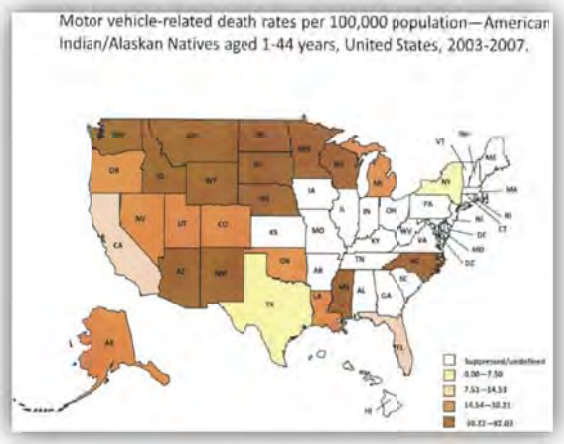
On July 6, 2012, President Obama signed a new two-year transportation reauthorization bill into law, Moving Ahead for Progress in the 21st Century (MAP-21). Per MAP-21 legislation, there is an increased emphasis on safety, freight movement, and a state of good repair for both highways and transit. Further, there are requirements for air quality, performance measures, and accountability in planning and funding transportation investments (FHWA, 2012).

Within MAP-21's Tribal Transportation Program (TTP), an annual TTP set-aside of up to 2% funds Tribal Transportation Program Safety Funds (TTPSF) projects. According to FY2013 and FY2014 TTPSF *Federal Register* Notices of Funding Availability, "… projects for which Indian tribal governments may apply are highway safety improvement projects eligible under the Highway Safety Improvement Program… Projects eligible for funding may include strategies, activities, or projects on a public road that are included in a State Strategic Highway Safety Plan (SHSP) and correct or improve a hazardous road location or feature, or address a highway safety problem. This includes infrastructure and non-infrastructure strategies, activities or projects including education activities. For purposes of the TTPSF, for a project to be consistent with a State's SHSP, it must be data-driven *or address a priority in an applicable tribal transportation safety plan* that considers the priorities and strategies addressed in the State SHSP [italics added]."

> *"For purposes of the TTPSF, for a project to be consistent with a State's SHSP, it must be data-driven* ***or address a priority in an applicable tribal transportation safety plan that considers the priorities and strategies addressed in the State SHSP*** *[emphasis added]."*

Additionally, to be eligible for TTPSF, infrastructure projects must be included in the tribe's National Tribal Transportation Facility Inventory, as well as its Transportation Improvement Program (TIP) (Office of the Federal Register, 2014).

Nonetheless, the pursuit of funding is only a small part of the Craig Tribal Association's motivation for completing the strategic Tribal Safety Plan herein. The CTA Constitution and By-laws ratified July 9, 2011, indicate that, "All members in good standing shall be accorded equal right and opportunity to participate and enjoy the resources, property, and benefits of this organization" (CTA, 2011). The implication of which is that safe access will be made available for tribal members to those resources, property, and benefits.



Source: Bureau of Indian Affairs
Indian Highway Safety Program
FY2014 Highway Safety Plan

As the map to the left indicates, between 2003 - 2007 Alaska motor-vehicle-related deaths per 100,000 population for American Indian/Alaskan Natives aged 1 - 44 years of age numbered 14.54 - 30.21. According to the Federal Highway Administration (FHWA), from 1975 - 2002, Native American and Alaska Native fatal crashes in the United States increased 53%, while fatal crashes across the U.S. in general declined 2.2%. Fatality Analysis Reporting Systems (FARS) out of the National Center for Statistics and Analysis reported that from 2007 - 2011, there were 2,752 Native American fatalities. Thus, motor vehicles are the leading cause of death for Native Americans and Alaska Natives aged 1 - 44 (BIA, FY2014 Highway Safety Plan, 2014).

Federally recognized tribes, the FHWA, and the Bureau of Indian Affairs (BIA) collaborated in 2005 to draft the *Strategic Highway Safety Plan for Indian Lands* in an effort to reduce crashes in tribal communities by providing Indian Country with direction and safety emphasis areas to address. The *Tribal Safety Management System Implementation Plan* was developed in August 2008, then updated in March 2011, to improve tribal safety and meet the emphasis areas identified in the *Strategic Highway Safety Plan for Indian Lands:*

- Decision-making Process
- Data Collection

- Run Off the Road Crashes
- Occupant Protection/Child Restraint
- Alcohol/Drug-impaired Driving
- Other Driver Behavior and Awareness
- Drivers under the Age of 35
- Pedestrian Safety.

The emphasis areas outlined in Section 8 of this Tribal Safety Plan align with those identified above, and the CTA plan was drafted in recognition of the statement made on page two of the 2011 *Tribal Safety Management System Implementation Plan,* "Tribal Safety Plans are an essential component of Tribal Highway Safety Improvement Plans (HSIPs), as well as an effective planning tool for prioritizing and implementing safety solutions" (FHWA, Tribal Safety Management System Implementation Plan, 2011).

The development of this Craig Tribal Association Tribal Safety Plan was funded by a FY14 FHWA TTPSF grant under its "safety plans and safety planning activities" category. TTPSF project categories echo the *Strategic Highway Safety Plan for Indian Lands*' mission to, "Implement effective transportation safety programs to save lives while respecting Native American culture and tradition by fostering communication, coordination, collaboration, and cooperation" (FHWA, Strategic Highway Safety Plan for Indian Lands, 2008). The main goal of this CTA Tribal Safety Plan is to improve the overall safety of the Craig area transportation system, while also decreasing the risk of fatalities and serious injuries resulting from incidents on or adjacent to the transportation system. While the original concept for the plan was focused on transportation, public input suggested that this document actually will be utilized as more than just a Tribal Safety Plan, providing potential future support as a Safety Action Plan as well.

Section 2 Process

The main goal of this CTA Tribal Safety Plan is to improve the overall safety of the Craig area transportation system, while also decreasing the risk of fatalities and serious injuries resulting from incidents on or adjacent to the transportation system.

The Craig Tribal Association retained M.G. Tech-Writing, LLC (MGT) to develop its 2015 Tribal Safety Plan (TSP). Both the FHWA *Developing Safety Plans: A Manual for Local Rural Road Owners* and *Strategic Transportation Safety Plan Template* directed plan development. This plan's creation employed the ongoing six-step planning process recommended by the FHWA and pictured to the left. Utilizing this planning process, CTA can remain current on data gathering and analysis, emphasis area implementation, strategy and project prioritization, and periodic evaluation of the plan's success, while also referencing this plan's proposed timeline for regular plan updates. Please note that the Tribal Transportation Program Safety Fund considers Tribal Safety Plans to be outdated after five years (Office of the Federal Register, 2014).

To obtain essential information for the CTA TSP, MGT spent part of a week touring the Craig area and POW's central interior. The site visit incorporated a review of the transportation infrastructure along Craig-Klawock-Hollis Highway between Craig and Hollis; Big Salt and Thorne Bay roads northeast to the community of Thorne Bay; Coffman Cove Road north to Coffman Cove from the Thorne Bay Road junction; and a round trip to the Organized Village of Kasaan along Kasaan Road. Observation of morning drop-off dynamics at Craig elementary and middle schools, along with assessments of the school zones and neighborhoods adjacent to the elementary, middle, and high schools also provided critical information that informed this plan's completion.

In the interest of involving essential POW safety stakeholders, human service agencies, and tribal members in this plan's creation, on January 15, 2015, CTA hosted a three-hour *Tribal Safety Plan Development Meeting* to solicit public input in the plan. Meeting attendees together drafted the plan's vision statement: "Striving for strong, effective safety management of all Prince of Wales Island transportation systems." Additionally, a brief summary of the October 2010 *Road Safety Audit for Prince of Wales Island, Alaska* was shared; existing POW safety partners, safety efforts, and safety problems were listed; crash data compiled by the FHWA from the year 2000 was reviewed;

and the plan's emphasis areas, goals, strategies, and implementation champions were identified.

In attendance were representatives from MGT, Craig Tribal Association Tribal Council and staff, Craig Emergency Management Services (EMS), R&M Engineering - Ketchikan, Klawock Cooperative Association, City of Craig, Prince of Wales Vocational and Technical Education Center, Organized Village of Kasaan, Craig Police Department, and Craig City School District. The Appendix provides agenda and sign-in sheet copies from the January 15th meeting (please see pp. 55 - 56).

As stated in the *Tribal Safety Management System Implementation Plan*, "Reducing highway fatalities and serious injuries with any sustained success requires that all four elements of highway safety be addressed - **e**ngineering, **e**nforcement, **e**ducation, and **e**mergency services. A Tribal Safety Program, whether large or small, should work to address the 4 E's, and its foundation, data. Data collection and analysis provide technical staff and decision makers the ability to identify and prioritize safety needs. Crash data, roadway data, and citation information will provide a basis for developing safety plans, proposing countermeasures, and developing needed education programs on tribal lands" (FHWA, Tribal Safety Management System Implementation Plan, 2011). The information, strategies, and emphasis areas detailed in this Tribal Safety Plan will support Craig Tribal Association's efforts to continue proactive development and administration of their safety and transportation programs.

Recognizing that engineering, enforcement, education, and safety strategies, which target children and school zones will benefit a community's entire population, this CTA Tribal Safety Plan also will address Safe Routes to School (SRTS) program development. Effective SRTS program designs integrate safety, health and wellness, fitness, traffic calming, and environmental preservation into a single program. These programs increase students' daily physical activity by encouraging them to walk or bicycle to school, while simultaneously eliminating the impediments of unsafe walking and bicycling conditions. Successful SRTS programs incorporate a comprehensive "Five E" approach that

The Five "E's" of SRTS

Successful SRTS program design incorporates a comprehensive "Five E" approach that includes the following elements:

Education - Pedestrian and bicycle safety training for children and parents, and driver education targeting parents, neighbors and others in the community

Encouragement - Fun, educational and motivational activities that promote walking and bicycling

Enforcement - Legal enforcement of traffic laws and activities that help change unsafe behaviors of drivers, bicyclists, and pedestrians

Engineering - Infrastructure improvements to the built environment surrounding the school that support walking and bicycling via speed reduction, review of school siting issues, and the installation of sidewalks, safer crosswalks and pathways

Evaluation - On-going information gathering to assess current conditions and / or SRTS program design and effectiveness

includes education, encouragement, enforcement, engineering, and evaluation as detailed on the previous page to the right. Obviously, three of those E's recall three of highway safety's 4 E's; yet, SRTS expands on those elements to include *encouragement*, and reinforces highway safety's data collection emphasis with *evaluation* as a driving principle. Thus, the following Craig Tribal Association Tribal Safety Plan is a comprehensive document that relies on ***6 E's*** to realize the "…strong, effective safety management of all Prince of Wales Island transportation systems" that is the plan's overall vision.

Not every one invited was able to attend the January 15, 2015 meeting. Thus, the Tribe created the "CTA Tribal Safety Plan Development Survey" published on March 13, 2015 via SurveyMonkey.com with a Wednesday, March 25, 2015 closing date. Survey responses were effective in having respondents list safety partners, safety efforts, and safety problems that were not mentioned by the original meeting attendees. Respondents also were asked to rank the safety problems, education, enforcement, EMS, engineering, encouragement strategies, and proposed emphasis areas in order from those they felt to be the least urgent to those they felt to be the most urgent.

Section 3 Safety Partners

To achieve the goals within the emphasis areas of the plan, the Craig Tribal Association envisions ongoing cooperation with numerous Tribal, Federal, State, local and private entities; i.e., safety partners, which represent enforcement, education, engineering, and emergency medical services. Maintaining relationships with these agencies and organizations will help ensure long-term sustained efforts to improve safety across Prince of Wales Island.

The *Tribal Safety Plan Development Meeting* and CTA Tribal Safety Plan Development Survey identified the following list of safety partners, which may grow over time with the resolution of area safety needs and challenges and/or the rise of new areas of concern and focus:

- Craig Tribal Association Transportation Department
- Craig Tribal Association Indian Environmental General Assistance Program
- Craig Emergency Management Services
- R & M Engineering - Ketchikan
- Klawock Cooperative Association
- City of Craig
- Prince of Wales Island Vocational Technical Center (VOCTEC)
- Organized Village of Kasaan (OVK)
- Craig Police Department
- Craig City School District
- Alaska State Troopers
- United States Forest Service
    - Craig Ranger District's Safety Officers
    - Thorne Bay Ranger District Safety Officers
- Klawock Police Department
- Prince of Wales Island Fire Departments
- Inter-Island Ferry Authority
- City of Klawock
- SouthEast Alaska Regional Health Consortium
    - Alicia Roberts Medical Center
    - Safety Shop
    - Community Family Services Program
- Peace Health Medical Group
- Prince of Wales Cancer Coalition
- Alaska Department of Transportation and Public Facilities (ADOT&PF)

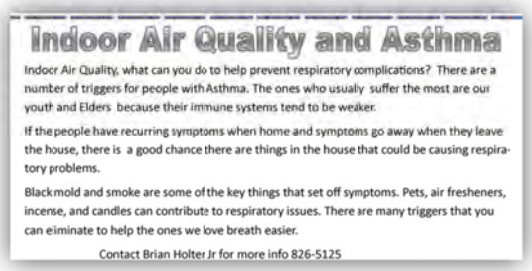
  - Southeast Region Planning Division
  - Division of Statewide Planning
- Prince of Wales Health Network
- Craig Aquatic Center
- Alaska Department of Health and Social Services
  - Craig Public Health Division
- Alaska Native Tribal Health Consortium
- Southern Southeast Local Emergency Planning Committee
- Prince of Wales Youth First Responders
- The Safety Specialists
- Helping Ourselves Prevent Emergencies (HOPE)
- POW Wellness Coalition

Section 4 Existing Safety Efforts

In addition to reviewing the Craig and Prince of Wales Island safety partners, who support the development of the CTA Tribal Safety Plan, and provide critical island safety services to preserve Craig area and island residents' well-being, CTA Tribal Safety Plan Development meeting attendees and survey respondents listed the following existing POW safety measures - categorized using the 6 E's:

Education

- Teen Dating Awareness and Prevention Month each February
- Red Cross Month held each March
- Craig Aquatic Center
  - Youth, adult, and master swim lessons
- Public safety education programs
- Peace Health Medical Group
  - POW Emergency Preparedness events
- Fisherman First Aid Class
- Airlift Northwest education on medical evacuation
- Kayak Safety Day
- SEARHC Child Car Seat Safety Checks
- CTA's Indoor Air Quality and Asthma Information provision
- City of Craig community tsunami education via the City's website and Twitter feed
- Prince of Wales Island Vocational Technical Center
  - First Aid/CPR classes
- Southern Southeast Local Emergency Planning Committee
- Boat Maintenance and Operation 101 for Women
- Cold Water Marine Safety Awareness



Encouragement

- POW Health Network's Health Wellness Fair, annual events and activities; e.g.,:
  - National Drug Take-Back Day
  - National Immunization Week each April
  - Immunization Awareness Month each August
  - Community Wellness "Potluck" Luncheon
  - Numerous Fun Runs/Walks; e.g.,
    - Healthy Heart Hustle 3K/5K

- SEARHC safety and health events, activities and services:
  - Community Family Services Program
    - Individualized prevention and substance abuse counseling services
  - Men's Health and Lifestyle Balance Program
  - Wise Woman Health Care Services for Women

Enforcement

- The passage of State and local ordinances, which punish texting and driving infractions with the same penalties as a Driving Under the Influence (DUI) charge.
- Mobile radar speed trailers indicating vehicle speeds
- Commercial Driver's License testing
- Ongoing DUI and speeding enforcement
- Seat belt citation fine revenue is donated to Craig EMS.

EMS

- Weekly Craig EMS training
- Quarterly EMS training for POW EMS squads
- Island-Wide Emergency Medical Services
  - Drug Screening
  - First Aid Kits
- The City of Craig's:
  - Installation of tsunami warning sirens and evacuation signage
  - Siren testing the first Wednesday of each month

Evaluation

- In 2013, 2008, and 2006, CTA updated its list of inventory roads per those for which the community agreed there is a future need.
- CTA Tribal Transportation Improvement Program planning process, public participation, and project prioritization

- Annual POW Community Advisory Council regional transportation project prioritization

Engineering

- Roadway signage; including hazardous road conditions signage and changeable message boards with vital driver information
- School crossing warning assemblies approaching Craig Elementary and Middle schools
- Roadway maintenance
- Continuous pursuit of POW transportation sector improvements within all transportation segments

CTA completed Phase 1 of the Port Saint Nicholas Road Improvements project within the first 5.3 miles of the roadway as part of its "continuous pursuit of POW transportation sector improvements within all transportation segments." In Phase 2, CTA will improve the approach paving and construct guardrails along the route.

A short section of Phase 1 of the Port Saint Nicholas Road Improvements Project.

Considered a public authority under 25 CFR Part 170, CTA collaborates with the City, Shaan-Seet Corporation, and State for roadway maintenance, even though some Craig roads receive only seasonal upkeep.

Sadly, head-on crashes consume 15 Alaskan lives annually. Thus, in the summer of 2014, ADOT&PF installed "Headlights on at All Times" signage (like that pictured on this plan's front cover) at the Craig-Klawock Hollis Highway intersection with Port Saint Nicholas Road (MP 0.9), so that drivers will use daytime headlights along the route to the Hollis Ferry Terminal terminating at MP 30.4 (ADOT&PF, 2014).

Although the Craig Tribal Association is a small tribe, it historically has had a significant impact within the Craig community and larger POW area due to the constant and proactive attention the Tribe's Transportation Department has paid/is paying to local and island-wide safety improvement via the completion of essential transportation plans and projects; e.g.,:

- The *Long Range Transportation Plan* completed by

- Rodney P. Kinney Associates, Inc. in January 2015 "…identifies transportation needs, priorities, and opportunities within the Tribe's service area… as critical to the Tribe, partner organizations, and to the community…"
- In 2012, CTA collaborated with the Organized Village of Kasaan to hire LSC Transportation Consultants, Inc. to develop the *Coordinated Transit Plan for Prince of Wales Island*.
- In May 2010, with support from CTA, the Prince of Wales Island road system received the designation of State Scenic Byway from the Alaska Department of Transportation and Public Facilities.
- In 2006, the Craig Tribal Association prepared its own *Long Range Transportation Plan.*

The POW Local Emergency Planning Committee hosted an Emergency Preparedness training in the CTA parking lot with a tent set up as a temporary hospital and Radio Command Center.

Assessment of POW safety efforts would be incomplete without examining strategies that are not yet in place, but may either be partially implemented or still in the development stages. For example, since there are no Driver's Education classes offered though POW high schools, VOCTEC plans to add those classes to its present curriculum. Further, Mr. Brian Templin, Craig City Planner and Chairman of the Southern Southeast Local Emergency Planning Committee (SSLEPC), has been leading POW communities through the process of drafting Small Community Emergency Response Plans (SCERPs). "The SSLEPC's mission is to enact State of Alaska Tier II material reporting and to promote and assist in maximizing local ability to respond to man-made or natural hazardous or disaster incidents." At present, nine island communities have completed their SCERPs, and monthly SSLEPC meetings at Craig City Hall continue to advance the Committee's work on achieving the SSLEPC's five goals, which include training and exercise opportunities for first responders and maximizing community involvement in emergency planning. One approach to the provision of local training and community involvement for 2015 will be to bring an Earthquake Simulator to the island.

Clearly, numerous CTA and POW safety efforts already are in place, and island agencies coordinate closely to provide those initiatives, and to evaluate their ongoing benefits and impact on POW safety, health, and wellness.

Section 5 Existing Safety Challenges

Guided again by the 6 E's, CTA Tribal Safety Plan Development Meeting attendees categorized Prince of Wales Island safety challenges. Please note that the challenges, which align with multiple categories, and repeat, are marked with an asterisk (*).

Education

- Problems with texting and driving, signaling, signage, and various driver behaviors
- Poor usage of child safety restraints - especially improper installation and lack of usage
- Poorly-marked school bus zones*
- Dangerous passing on curves - especially on Kasaan and Hydaburg roads
- Inconsistent pedestrian sidewalk usage - especially using roadways when sidewalks are present
- Cyclists and pedestrians need to dress for improved visibility.
- POW drivers lack formal Driver's Education.

Encouragement

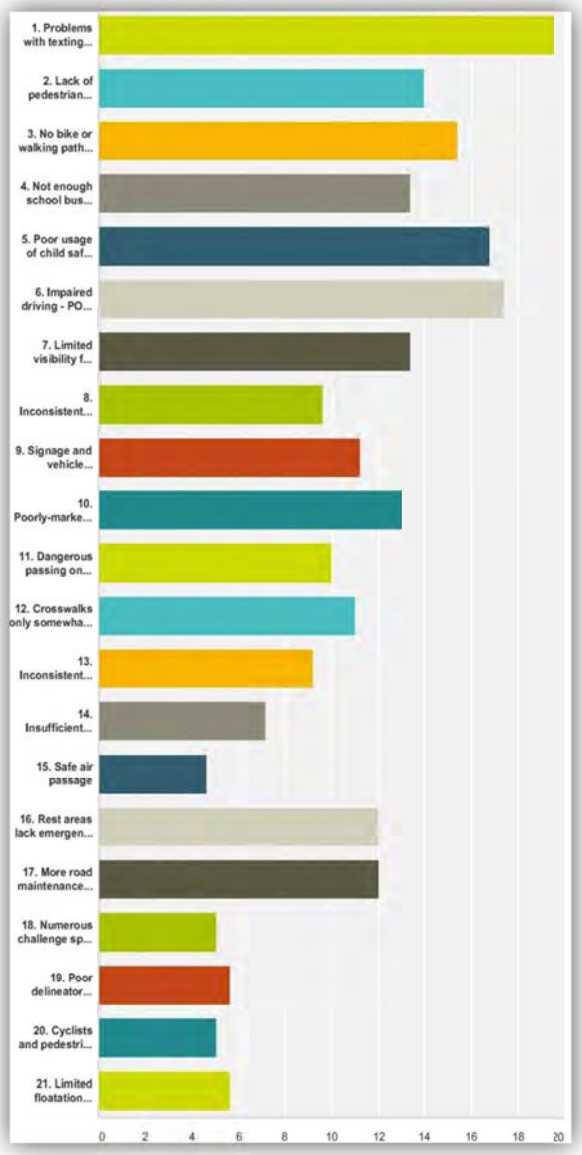
- Inconsistent pedestrian sidewalk usage - especially using roadways when sidewalks are present*
- POW drivers lack formal Driver's Education.*

Enforcement

- Problems with texting and driving, signaling, signage, and various driver behaviors*
- Poor usage of child safety restraints - especially improper installation and lack of usage*
- Impaired driving
- Signage and vehicle vandalism
- Dangerous passing on curves - especially on Kasaan and Hydaburg roads*
- Numerous challenge spots along POW roadways due in part to unclaimed, stranded off-road vehicles

EMS

- Rest areas lack emergency phone service



Ranking of Question 3 on CTA's Tribal Safety Plan Development Survey

Evaluation

Mr. Kasey Smith, Transportation Director for the Organized Village of Kasaan (OVK), noted that when he worked on OVK's Tribal Safety Plan, the FHWA crash data for Prince of Wales Island evidenced significant under-reporting (see Appendix pp. 57 - 79). He described how often drivers will slide off the roadways or have single vehicle accidents during inclement weather, but may receive help from a passing motorist (like himself). Most drivers never report such incidents out of embarrassment or the necessity to get to the next thing on their agenda - particularly if the incident happens on their way to work or back home, or causes them some level of shame.

Craig Police Chief Ely concurred with Mr. Smith's assessment about the difficulty acquiring accurate crash data - particularly when incidents involve alcohol or drug impairment.

Engineering

- Lack of pedestrian infrastructure, e.g., sidewalks and crosswalks
- No bike or walking path from Craig to Klawock along highway
- Not enough school bus signage
- Limited visibility for drivers, pedestrians, and cyclists in low-light and dark conditions
- Inconsistent and limited speed zone and jurisdictional signage
- Poorly-marked school bus zones*
- Crosswalks only somewhat ADA-compliant
- Insufficient airport parking
- More road maintenance needed
- Poor delineator placement and visibility

Some of the safety concerns identified by meeting participants do not fall within one the categories of the 6 E's, so are listed together as follows:

- Safe air passage
- Limited floatation devices at docks

Existing Safety Challenges

Question 3 on CTA's Tribal Safety Plan Development Survey listed 21 of the above safety concerns, and asked the respondents to, "Please rank the following 21 safety problems from 1 - 21, so that the safety problem you feel is the most urgent has the number "1" and the least urgent safety problem has the number "21". As the bar graph on the preceding page indicates, "Problems with texting and driving, signaling, signage, and various driver behaviors" ranked highest followed by "Impaired driving…"; "Poor usage of child safety restraints…"; and "No bike or walking path from Craig to Klawock along highway." "Safe air passage"; "Numerous challenge spots along POW roadways…"; and "Cyclists and pedestrians need to dress…" ranked as the three least urgent safety challenges respectively.

The fourth question on the CTA Tribal Safety Plan Development Survey asked respondents to, "Please list any additional safety problems that you think need to be addressed." One respondent stated, "Lack of Trained Firemen. Our Firemen are volunteers with just experience for training. We do not have a formal training program that would put them at a level BASIC."

"…Our Firemen are volunteers with just experience for training. We do not have a formal training program that would put them at a level BASIC."

Section 6 What's Needed?

After CTA Tribal Safety Plan Development Meeting participants listed the safety challenges they observed on Prince of Wales Island, they were asked to identify:

- the training needs within the "Education" category;
- specific "Enforcement" strategies that are necessary;
- "EMS" needs;
- "Engineering" and infrastructure improvements needed on POW; and
- desirable "Encouragement" strategies.

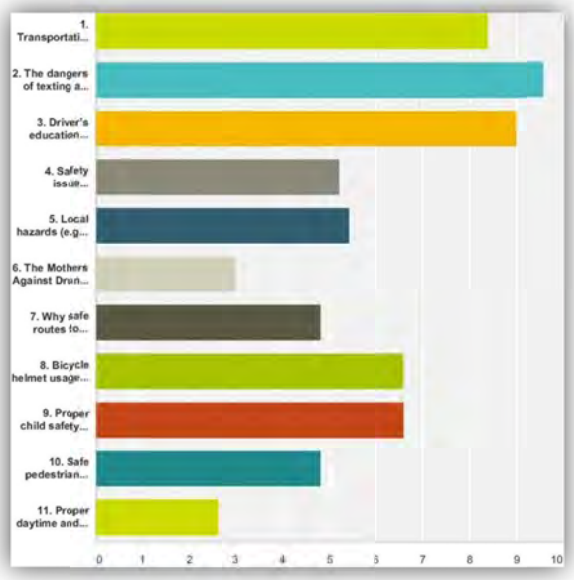
Time did not permit the listing of evaluation strategies or needs; however, the consultant's recommendations appear in Section 9, "Implementation and Evaluation."

Education

TSP meeting attendees described the need for education training as follows:

1. Transportation safety education is needed for all age groups (parents, adults, kids and community leaders).
2. Provide education about the dangers of texting and driving distractions - especially at Craig High School.
3. Vocational Technical Center will offer Driver's Education classes.
4. Educate elected local leaders on safety issue statistics.
5. Install a centrally-located kiosk to educate the public about potential local hazards.
6. Provide community members with Mothers Against Drunk Driving (MADD) program information.
7. Provide information as to why Safe Routes to School (SRTS) are important and how to do SRTS program development.
8. Provide bicycle helmet usage programs; e.g., the Helmet Your Head program.
9. Provide proper child safety seat installation and usage training.
10. Offer safe pedestrian sidewalk usage instruction.
11. Educate POW drivers about proper daytime and nighttime headlight usage.

The fifth question on CTA's Tribal Safety Plan Development Survey listed the above 11 education training needs. Respondents then were asked to, "Please rank the following 11 education topics, so that the topic you feel is the most critical has the number "1" and the least critical education topic has the number "11". Again, we see the issue of texting and driving ranking first, with the survey response, "Provide education about the dangers of texting and driving distractions…" topping the ranking displayed to the right. "Driver's Education classes" ranked as the second most critical education training need with "Transportation safety education…" ranking third. "Proper daytime and nighttime headlight usage" was ranked as the least critical education training need, perhaps because of ADOT&PF's recent installation of the "Headlights on at All Times" signage.



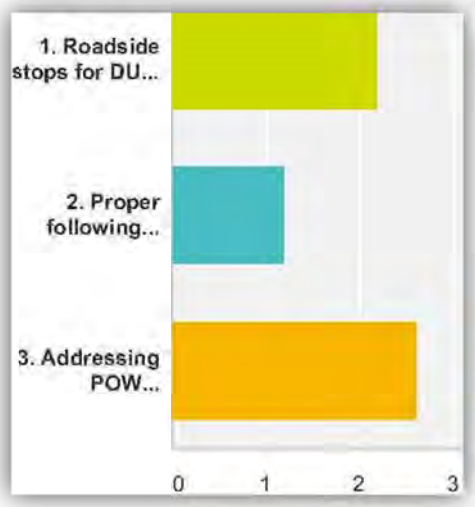
Ranking of Question 5 on CTA's Tribal Safety Plan Development Survey

Question 6 on the survey asked respondents to, "Please list any additional education topics that you think are needed." One respondent stated, "CDL refresher programs, so drivers of large rigs can relearn safe driving practices. Drivers become complacent after time."

Enforcement

Participants in the CTA TSP meeting identified specific "Enforcement" strategies they feel are necessary to improve safety on Prince of Wales Island:

1. Roadside stops for DUI and failure to use child restraints
2. Proper following distance of POW school buses
3. Addressing POW enforcement's dead radio communication spots - especially having State Troopers and local police departments utilizing the Alaska Land Mobile Radio (ALMR) to improve radio and phone communication.

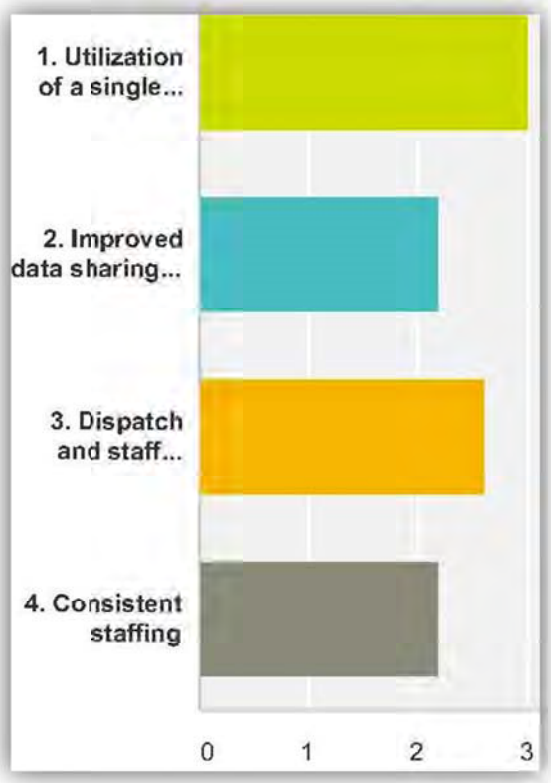


Ranking of Question 7 on CTA's Tribal Safety Plan Development Survey

The above three enforcement strategies appeared as the TSP Development Survey's seventh question. The bar graph to the right clearly displays that the respondents ranked the need to address POW's dead radio communication spots as being the most essential of the enforcement strategies listed at the January 15 TSP meeting. This particular safety need received a great deal of attention at the meeting and

involved a lengthy discussion about the nature of failed radio transmissions during crisis situations, as well as the consensus that communication would improve considerably if all of POW's enforcement agencies used the Alaska Land Mobile Radio system.

On question 8, "Please list any additional enforcement strategies that you think are needed," one respondent commented, "Mass Mail out [sic] informing public what our laws are like texting and driving. Also giving information where to find classes and safety equipment like bike helmets from Craig EMS & SEARHC."



Ranking of Question 9 on CTA's Tribal Safety Plan Development Survey

EMS

Meeting attendees also listed the following needs for POW EMS:

1. Utilization of a single communication system - especially E911 system
2. Improved data sharing between EMS, health facilities, and transportation
3. Dispatch and staff training on communication systems
4. Consistent staffing.

Survey respondents on question nine were asked to, "Please rank them from 1 - 4 starting with the EMS need you believe to have the highest priority." To the left, the bar graph displays the ranking of the above four needs. "Utilization of a single communication system…" ranked as the highest priority echoing the same communication priority indicated under enforcement. "Dispatch and staff training on communication systems" ranked second, with "Improved data sharing between EMS, health facilities, and transportation" and "Consistent staffing" ranking exactly the same.

On question 10, "Please list any additional EMS needs that you think should be addressed," one respondent indicated, "Training for our Fire Departments. They are our number one resource for calls, because we have such little [sic] actual fire calls, our Fire Departments do not have formal training."

Engineering

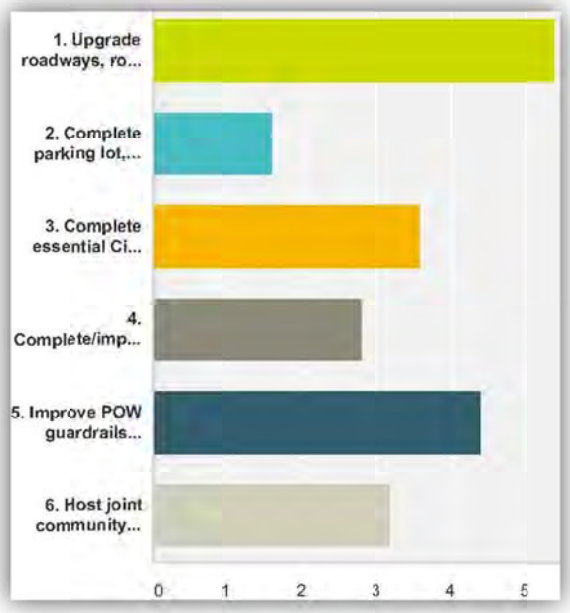
The list of Prince of Wales Island engineering improvements developed by Craig Tribal Association Tribal Safety Plan meeting attendees included:

1. Upgrade roadways, road edges (e.g., rumble strips), and bridges.
2. Complete parking lot, paving, and sidewalk improvements at VOCTEC.
3. Complete essential City of Craig street improvement projects; e.g., drainage, alignment, sidewalk completion.
4. Complete/implement the Port Plan.
5. Improve POW guardrails (research the merging of a guardrail improvement project with a multi-use path installation project).
6. Host joint community meetings on the potential for western federal projects.

CTA's Tribal Safety Plan Development Survey provided respondents with the above list of proposed engineering improvements, then requested that they, "…rank them from 1 - 6 starting with the engineering need you believe to have the highest priority." The bar graph at right illustrates that survey respondents felt POW roadway upgrades were their highest priority, followed by guardrail improvement, Craig street improvement projects, hosting joint community meetings, completing, and implementing the Port Plan, and finally, VOCTEC's infrastructure improvements.

Question 12 of the CTA TSP Survey asked respondents to, "Please list any additional engineering improvements that you think should be addressed." Two respondents commented on this. The first stated, "Design pavement around guardrails to discourage alders and other flora from growing near traveled lanes," while the second suggested, "Help putting up an EMS garage. Our second ambulance in Craig does not have heated storage. When we need it, we have to get it to out of long term storage and go get supplies before we can go to an emergency."

The Prince of Wales Island Vocational Technical Center (VOCTEC) lacks parking and sidewalk infrastructure causing trip hazards for students and staff.

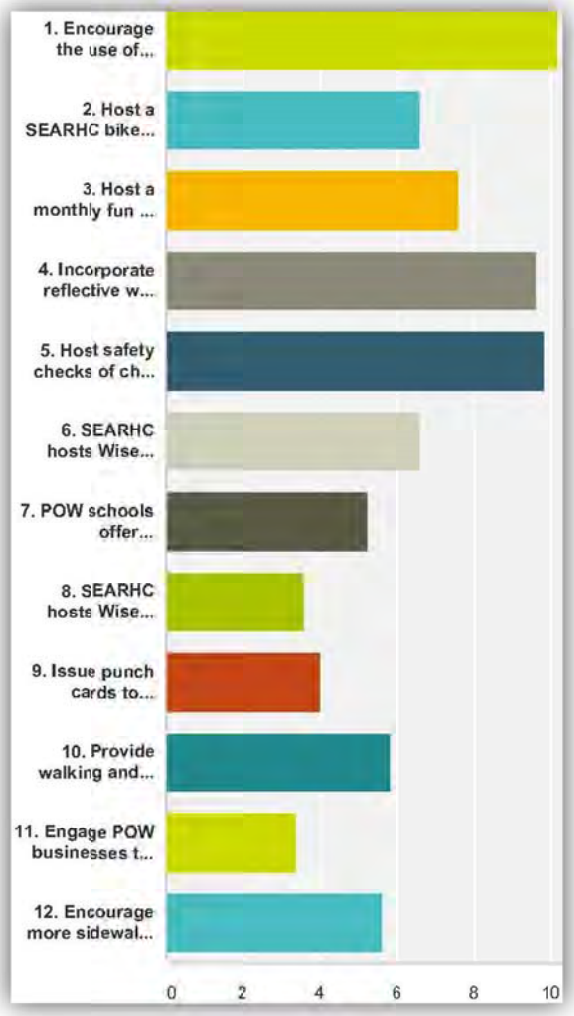


Ranking of Question 11 on CTA's Tribal Safety Plan Development Survey

Encouragement

CTA TSP Development Meeting discussions of specific strategies needed to increase island safety concluded by listing encouragement efforts, such as:

1. Encourage the use of wearable devices to operate fitness apps.
2. Host a SEARHC bike rodeo with helmet giveaway.
3. Host a monthly fun run and walk event.
4. Incorporate reflective wear giveaways into other health and wellness-related events.
5. Host safety checks of child safety seats.
6. SEARHC hosts Wise Women and Wise Guy contests for weight loss.
7. Have POW schools offer after-school programs, which provide bicycle and pedestrian safety education.
8. Have POW schools offer SRTS activities like Walking School Buses, International Walk and Bike to School Day, bike trains, bike clubs, bike rodeos.
9. Issue punch cards to incentivize students walking/biking to school. Full punch cards win a prize like a healthy beverage or meal from a local restaurant.
10. Provide walking and bicycling activities on existing POW trails.
11. Engage POW businesses to sponsor various SRTS, walking and biking events.
12. Encourage more sidewalk usage.



Ranking of Question 13 on CTA's Tribal Safety Plan Development Survey

The Tribal Safety Plan Development Survey's thirteenth question listed the responses meeting attendees made under the heading of "Encouragement," and asked again that respondents rank those suggestions "…from 1 - 12, so that the encouragement strategy you feel is the most urgent has the number "1" and the least urgent encouragement strategy has the number "12." At left, the bar graph shows three encouragement areas ranked in the following order as having a high level of urgency: "Encourage the use of wearable devices…," "Host safety checks of child safety seats," and "Incorporate reflective wear giveaways…" Proper child safety seat usage is a concern that repeats throughout this Safety Plan. Its first

mention occurs as part of the list of "Existing Safety Efforts." Then, despite there being current efforts to educate Craig and POW residents about the safe use and installation of child safety seats, the "Existing Safety Challenges" section cites "Poor usage of child safety restraints…" under the headings of both "Education" and "Enforcement," as does the preceding section listing "What's Needed?"

The comment provided in response to survey question 14, "Please list any additional encouragement strategies that you think should be included in the Plan" was "Would like to see the weight loss efforts include everyone, not just Native population. Weight loss and health strategies are a great idea."

"Weight loss and health strategies are a great idea."

This Craig Tribal Association data summary is a compilation of data gathered from the Alaska Department of Transportation and Public Facilities, as well as the Craig Police Department. The crash data obtained from ADOT&PF includes incident records reported across Prince of Wales Island from 2000 through 2011 by the agencies listed below:

- Alaska Department of Transportation and Public Facilities
- Alaska State Troopers
- Alaska Wildlife Troopers
- Craig Police Department
- Fish and Wildlife Protection
- Forest Service Law Enforcement and Investigations
- Individual Participants
- Ketchikan Police Department
- Klawock Police Department

The FHWA obtained this data from ADOT&PF on July 10, 2014, and shared it with the Craig Tribal Association on September 5, 2014. At this juncture, it is important that readers note the caveat made by the FHWA when they provided this data, "Please note that this is a large time period, and the user should consider that there may have been significant changes on some roadways during this 12 years of crash data."

Child safety seat violation, pedestrian and bicycle incidents, speeding citation and warning, and DUI arrest data obtained from Craig Police Department reflects incidents, which occurred within the 11.5 mile area that represents their jurisdiction from 2012 through 2014.

Year	Fatal	Serious Injury	Minor Injury	Property Damage Only	Total
2000		2	9	18	**29**
2001		2	9	10	**21**
2002		5	4	9	**18**
2003		2	17	6	**25**
2004	1	1	8	6	**16**
2005		2	13	16	**31**
2006		1	3	12	**16**
2007	1		10	13	**24**
2008	1	1	4	12	**18**
2009	1	4	9	15	**29**
2010	1	2	6	19	**28**
2011			3	21	**24**
Grand Total	**5**	**22**	**95**	**157**	**279**

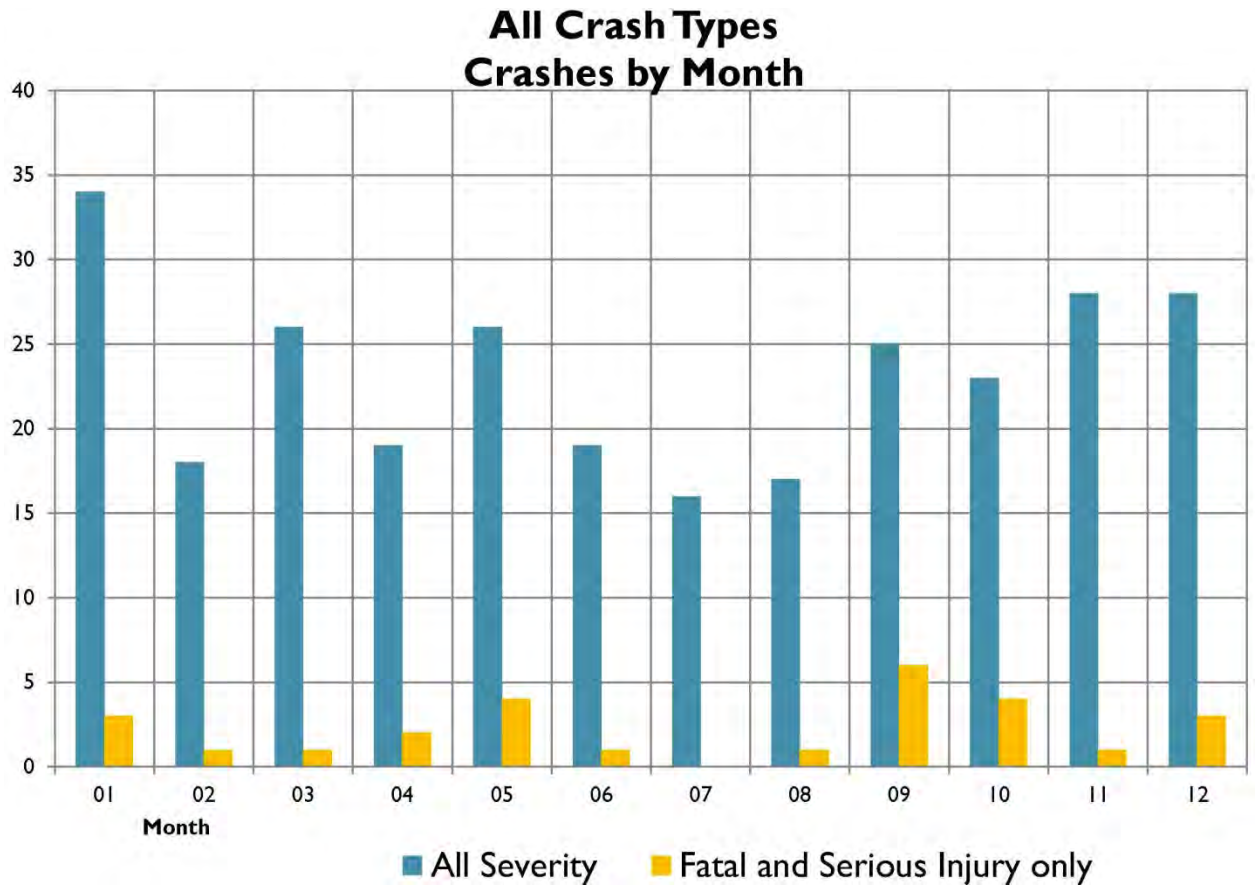
Number of Crashes by Year, Prince of Wales Island, Alaska, 2000 - 2011

Crash Severity

As detailed in the table to the left, from 2000 - 2011 there were 279 crashes. Five of those crashes involved a fatality and 22 crashes resulted in 31 serious injuries.

Crash Locations

As both the *Map of Fatal and Serious Injury Crashes 2000 - 2010* and *Map of All Severity Crashes 2000 - 2011* exceed



"All Crash Types by Month" Source: FHWA Prince of Wales Island, Alaska Road Safety Data Analysis 2000 - 2011 Crash Data.

sizes that can be displayed within this narrative, please see Appendix pp. 58 and 59 for a visual look at where POW crashes occurred. In brief, of the 279 total crashes, 80 occurred on State Route 924/Craig-Klawock-Hollis Highway (ten fatal and serious injury and 70 minor injury/property damage only [PDO]). Hydaburg Highway had four fatal and serious injury accidents and 35 minor injury/PDO accidents; while Port Saint Nicholas Road had two fatal and serious injury accidents and 18 minor injury/PDO accidents. Two fatal and serious injury accidents took place on USFS Route 20/North Prince of Wales Road, and 13 accidents along that route involved minor injuries or property damage only. Big Salt Lake Road had one fatal and serious injury accident, but 14 minor injury/PDO accidents. Three fatal and serious injury accidents happened on Thorne Bay Road, and 11 minor injury/PDO accidents. Five other fatal and serious injury accidents occurred on Goose Creek Road/South Thorne Bay Road, Coffman Cove Road, Main Street in Craig, Hilltop Drive Southeast , and Valentine Street northbound.

Number of Vehicles Involved in POW Accidents		
# of Vehicles	**Fatal & Serious Injury**	**All Severity**
1	23	219
2	4	59
3		1
TOTAL	***27***	***279***

No other roadways experienced fatal and serious injury accidents on the island. Nonetheless, the remaining total of minor injury or property damage only accidents occurred across the island in various locations.

Crash Type

Within the category of "All Severity" accident events:

- "Single Vehicle Lane Departures" constitute the bulk of POW accidents at 63% of the total number of accidents;
- 10% of the accidents were caused by a vehicle collision at an angle;
- Animal involvement occurred in 9% of the accidents;
- Equipment failure and the hitting of parked vehicles each caused 4% of POW accidents respectively;
- Median and centerline crossing and sideswiping contributed to 2% of the accidents; and
- 1% of the accidents involved pedestrians.

Single Vehicle Lane Departures constitute the bulk of POW accidents at 63% of the total number of accidents…

Within the category of "Fatality and Serious Injury Only" accident events:

- 18 resulted from "Single Vehicle Lane Departures";
- 3 resulted from collisions with animals;
- 2 were caused by a vehicle collision at an angle; and
- 3 were the result of head-on, rear-end, or centerline crossing collisions.

One fatality's cause was classified as "Other."

Single Vehicle Lane Departures

"Single Vehicle Lane Departures" are defined as "…crashes that involve only one vehicle leaving its lane and resulting in a collision." This crash type then can be broken down further into the following crash event types:

- *Cross Median/Centerline (single vehicle only)**
- Parked Vehicle
- *Bridge/Overpass**
- Culvert

- Curb/Wall
- *Ditch**
- *Embankment**
- Guardrail (end)
- Guardrail (face)
- Bridge Rail
- *Other Fixed Object**
- *Overturn**
- *Ran Off Road**
- Sign
- Snow Berm
- Tree
- Utility Pole

*Indicates at least one fatal or serious injury crash of this event type on POW.

Alcohol/Drug Impairment

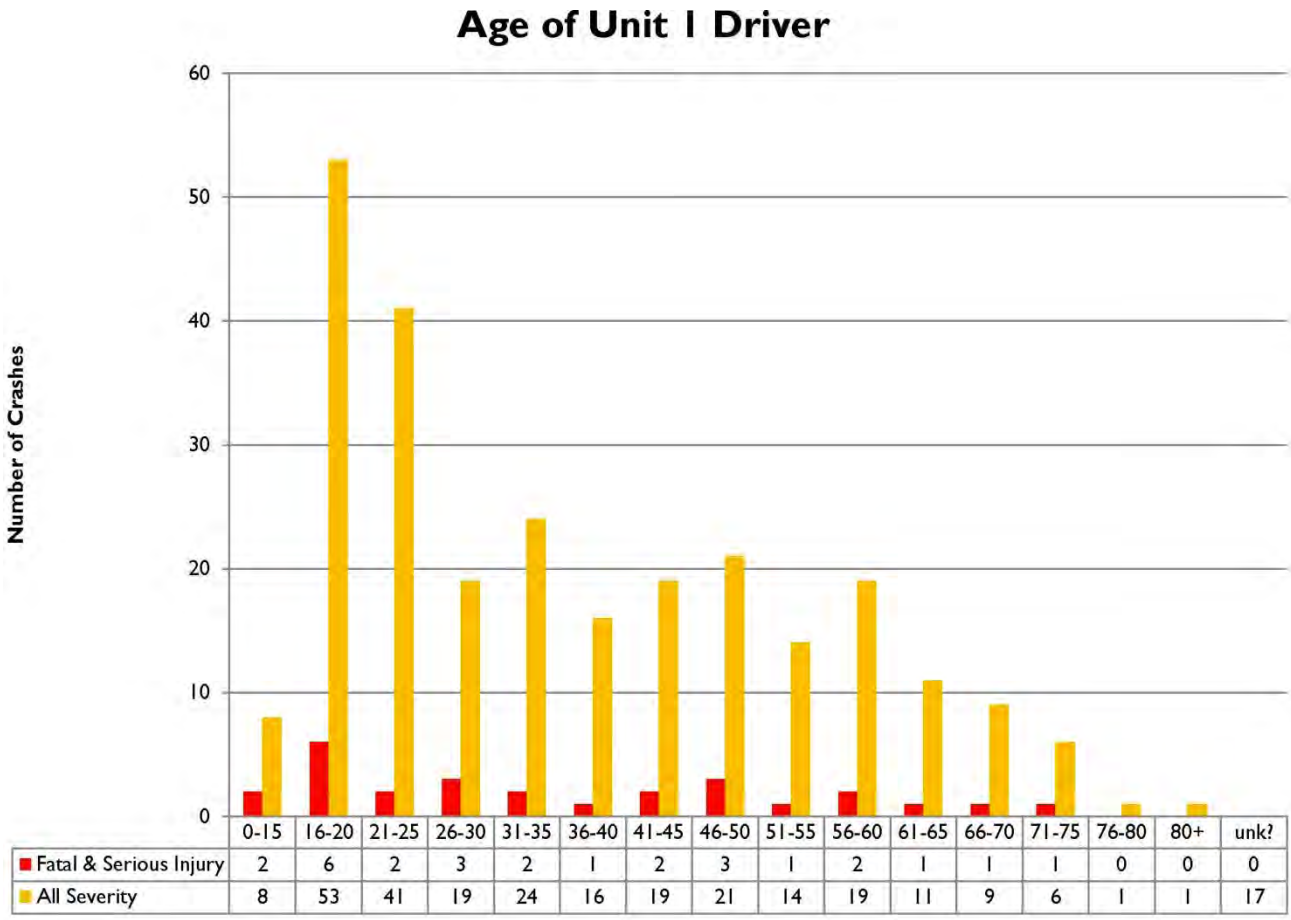
Relevant to "Single Vehicle Lane Departures," alcohol or drug impairment was reported in 40 of the 189 total "All Severity" accident event types, while 11 of the 19 total "Fatal and Serious Injury Only" accident event types involved alcohol or drug impairment.

Equipment failure and the hitting of parked vehicles each caused 4% of POW accidents…

When reviewing "All Crash Types" and not just "Single Vehicle Lane Departures," 44 of POW's 279 total "All Severity" accident event types involved alcohol or drug impairment, while 12 of the 27 total "Fatal and Serious Injury Only" accident event types involved alcohol or drug impairment.

Safety Equipment Used

Of the 27 total "Fatal and Serious Injury Only" crash types on Prince of Wales Island, 18 were incidents during which safety equipment (e.g., seat belts or helmets) were *not* used. During one of these "Fatal and Serious Injury Only" incidents, it was unknown as to whether safety equipment was used. The data is less conclusive when reviewing "All Severity" crashes, during which 117 incidents reported using safety equipment; 53 incidents did not, but the use of safety equipment went "Unreported" for 109 of the 279 total crashes.



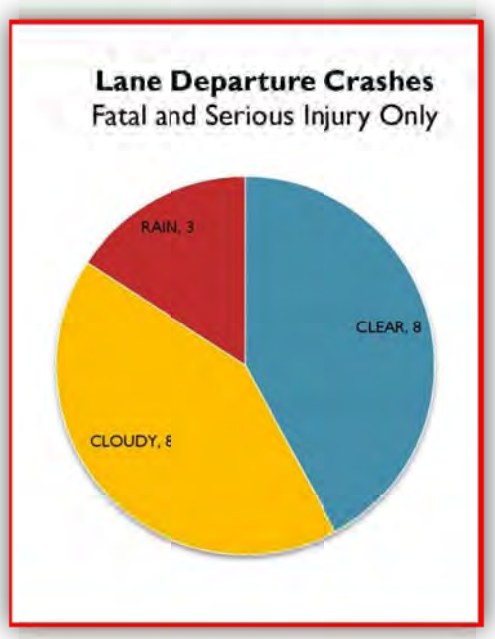
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	80+	unk?
Fatal & Serious Injury	2	6	2	3	2	1	2	3	1	2	1	1	1	0	0	0
All Severity	8	53	41	19	24	16	19	21	14	19	11	9	6	1	1	17

The bar graph above details POW crash numbers between 2000 - 2011 by the age of the driver. (Note "Unit 1" denotes the vehicle [or other unit like bicycle, motorcycle, etc.] listed first on the crash report. In many - but not all - cases, this may be the at-fault vehicle.) Source: FHWA Prince of Wales Island, Alaska Road Safety Data Analysis 2000 - 2011 Crash Data.

Distillation of the above several pages of 2000 - 2011 Federal Highway Administration crash data suggests:

- Most fatalities occurred on State Route 924/Craig-Klawock-Hollis Highway; although, fatalities on Hydaburg Highway also are high.
- Most fatalities and serious injury crashes take place in May, September, and October, while January has the highest number of "All Severity" crashes.
- Surprisingly, winter *surface conditions* contribute to only 23% of fatal and serious injury crashes, and winter weather conditions *do not* seem to influence fatal and serious injury lane departure crashes.
- Regardless of whether POW accidents are classified as "All Severity" or "Fatal and Serious Injury," over

50% of POW lane departure crashes occur in curves.



Data Analysis Outcome - American Indian Trauma in Alaska:

- Accident victims with severe traumas from accidents require air evacuations to hospitals in Anchorage and Seattle.
- Higher trauma rates occur in rural areas for Alaska Native populations.
- As aforementioned, motor vehicle traffic related trauma is the highest cause of injury.

MGT asked Craig Police Chief, R.J. Ely, and his staff to compile a data set beginning in 2012 through 2014 to provide more current Craig area data for the Tribal Safety Plan than that provided by the FHWA's 2000 - 2011 data compilation for the entire island . The subsequent tables give the total numbers of motor vehicle accidents, as well as child restraint, pedestrian and bicycle incidents, which occurred during each of those years within Craig PD's jurisdiction. Arrests made for driving under the influence (DUI) as well as unfounded DUI reports also are detailed, along with speeding citations and warnings issued for speed.

City of Craig Police Department Data 2012 - 2014

Motor Vehicle Accidents (MVAs) 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	1	1	16* (3 MVAs w/injury)	7	25
2013	0	1	10* (2 MVAs w/injury)	6	17
2014	0	3	14	6	23

Significantly more crashes are occurring in East Craig than other areas of the city, and a small percentage of those accidents are resulting in injuries.

Child Restraint Incidents 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	0	0	1	2	3
2013	0	0	1	0	1
2014	0	0	1	0	1

Although child restraint incidents appear to have declined since 2012, CTA Tribal Safety Plan Development Meeting attendees and survey respondents stressed the need for education about child safety seat installation/use and regular inspections of their installation and condition.

Pedestrian Incidents 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	0	0	3	3	6
2013	0	0	3	2	5
2014	0	0	0	4	4

Despite the fact that there is a downward trend in the annual number of pedestrian incidents in the City, observations made during MGT's six-day site visit in January; information shared by Mr. Jack Walsh, Craig City School District Superintendent; and concerns expressed by CTA Tribal Safety Plan Development Meeting attendees suggest that pedestrian safety education and enforcement are ongoing needs for area residents and drivers - with special focus on education for parents and students utilizing Craig school zones.

In reply to the Safe Routes to School Pre-Site Visit Interview question, "Have there been any serious pedestrian injuries or fatalities in recent years…?" Craig City School District Superintendent, Jack Walsh, replied, "No pedestrian events. One high school student's car collided with a motorcycle while exiting the school parking lot last year."

Bicycle Incidents 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	0	0	5	3	8
2013	1	0	1	4	6
2014	0	1	5	2	8

Education, encouragement, and enforcement strategies focusing on bicycle safety potentially could reduce the number of bicycle incidents happening in Craig annually, and promote a downward trend that would continue over time.

DUI Arrests 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	1	2	9	3	15
2013	1	1	11	5	18
2014	1	3	7	3	14

The introductory section of this plan concluded with the idea that this document may serve as a Safety Action Plan, in addition to its use as a Tribal Safety Plan focused on local transportation. The above DUI arrest numbers suggest that Craig enforcement and local education agencies partnered with the mental health wings of both Peace Health and

SEARHC (and/or other appropriate Craig and POW organizations) could "communicate, coordinate, and collaborate" to decrease the number of local drivers getting behind the wheel while under the influence.

Unfounded DUI Reports 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	0	0	29	10	39
2013	0	2	22	11	35
2014	0	3	19	9	31

Per Chief Ely, "Unfounded means that the reported person was stopped, contacted by police, and found not to be intoxicated."

Speed Citations 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	0	0	1	0	1
2013	0	0	3	0	3
2014	1	2	9	0	12

It is important to review the total number of Craig speeding citations that were issued between 2012 - 2014 in conjunction with the total number of warnings issued for speed during the same timeframe. It is clear from the significantly lower number of speeding citations that warnings are a successful deterrent to potentially excessive speed. Nonetheless, it is equally important to assess whether the 25% increase in speeding citations given in 2014 over the number given in 2013, and the 33% increase in speeding citations issued in 2013 over the total issued 2012, are the result of improved enforcement or other local trends, which need to be addressed.

It is clear from the significantly lower number of speeding citations that warnings are a successful deterrent to potentially excessive speed.

Speed Warnings 2012 - 2014					
Year	**North**	**South**	**East**	**West**	**TOTAL**
2012	0	4	24	3	31
2013	3	4	28	2	37
2014	1	13	76	4	94

The above data shows that there tend to be more incidents of nearly every type in the East section of Craig, with the West section generally trailing in total number of incidents (with the exception of those involving pedestrians). Both areas exceed the incident numbers seen in the North or South parts of the community. While there likely are numerous reasons for these breakdowns; including

destination trip generators (e.g., shopping, schools, churches, restaurants, bars, etc.), the data may allow for proactive planning of strategies targeted to those areas.

Please see Appendix pp.57 - 79 for an excerpt of the *Prince of Wales Island, Alaska Road Safety Data Analysis 2000 - 2011 Crash Data* .pdf file received from the Federal Highway Administration.

Section 8 Emphasis Areas

The emphasis areas selected for this Craig Tribal Association Tribal Safety Plan originated from comprehensive review of the crash data obtained; the consensus of CTA TSP Development Meeting attendees and survey respondents; discussions with Mr. Sam Thomas, CTA Transportation Director and the six-day January site visit completed by MGT. Those emphasis areas are:

1. Roadway Safety Improvement Projects
2. Enforcement/EMS Communication Systems
3. Community-based Education
4. Safe Routes to School
5. Impaired Driving
6. Data Gathering/Data Management.

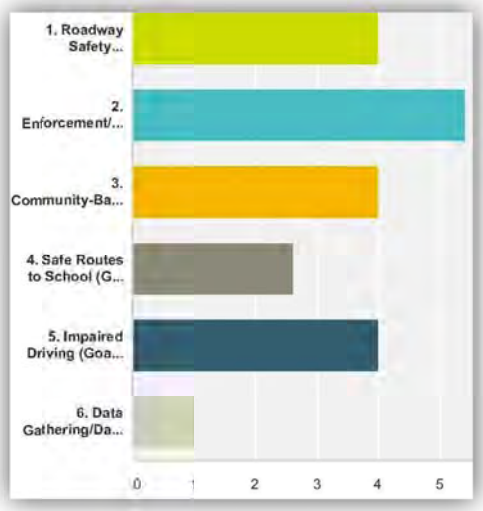
The Craig Tribal Association Tribal Safety Plan's vision statement is: "Striving for strong, effective safety management of all Prince of Wales Island transportation systems."

It is anticipated that if critical effort is focused on these six safety concerns in both the short and long-term, the overall safety of the Craig area transportation system will improve, while the risk of fatalities and serious injuries resulting from incidents on or adjacent to the transportation system will decrease. Thus, this plan's main goal and vision statement will be achieved.

The table below classifies each emphasis area by the respective "E's" with which it can be identified.

Emphasis Areas Categorized by the 6 E's					
Education	**Encouragement**	**Enforcement**	**Engineering**	**EMS**	**Evaluation**
Community-based Education		Communication Systems	Roadway Safety Improvement Projects	Communication Systems	Roadway Safety Improvement Projects
Safe Routes to School	Safe Routes to School	Safe Routes to School	Safe Routes to School		Safe Routes to School
Impaired Driving		Impaired Driving	Data Gathering/ Management	Data Gathering/ Management	Data Gathering/ Management
Data Gathering/ Management		Data Gathering/ Management			

Each of the above emphasis areas is described in detail below with a specific goal. Additionally, specific strategies and/or activities, along with the naming of a champion, or



team of champions, assigned to lead goal and strategy implementation is displayed in table format for easy review.

The six emphasis areas appeared as question 15 on the Tribal Safety Plan Development Survey, and respondents were asked to, "Please rank them from 1 - 6, prioritizing the emphasis areas, which you determine to be the most urgent." The bar graph to the left shows the respondents' ranking.

Enforcement/EMS Communication Systems ranked as the most urgent emphasis area for this plan's focus. Thus, it will be addressed first. Since Roadway Safety Improvement Projects, Community-based Education, and Impaired Driving were ranked as having the same level of urgency, the plan will cover those areas in the following order: Impaired Driving, Community-based Education, and Roadway Safety Improvement Projects. Information about the Safe Routes to School and Data Gathering/Data Management emphasis areas then will close out Section 8.

Enforcement/EMS Communication Systems

The consultant is unaware of any Craig Tribal Association, City of Craig, or Prince of Wales Island data or reports, which objectively analyze the number or types of adverse impacts that phone and radio communication system dead spots (and other difficulties or failures) are creating for Craig and POW enforcement and EMS dispatchers and staff as they strive to respond as promptly as possible to emergency situations on the island. Nonetheless, it was apparent from the amount of time spent and frustration expressed during the Craig Tribal Association Tribal Safety Plan Development Meeting discussion of this topic that it is a very critical issue on which Prince of Wales Island's various enforcement and Emergency Management System agencies need to collaborate to address effectively and affordably.

The goal established for this emphasis area is to improve island-wide communication system efficiency and consistency.

ENFORCEMENT/EMS COMMUNICATION SYSTEMS	
Strategy	***Champion(s) or Lead Department Recommended***
Align local PD & EMS Alaska Land Mobile Radios with Alaska State Troopers'	CTA, Craig Police Department, EMS, Alaska State Troopers, EMTs, Klawock Cooperative Association & SEARHC
EMS implements a single communication system	Craig EMS
Communication systems training for POW EMS dispatch & staff	Craig EMS
Updates to the 15-year old E911 system	Craig EMS
Seek grants & other funding to implement above strategies	CTA, Craig Police, Fire & EMS Departments
Conduct a Community Risk Assessment to prepare for grant pursuit	Craig Fire Department

Impaired Driving

As cited above, FHWA statistics indicated alcohol and/or drug impairment in nearly 16% of POW's "All Severity" crash types, and alcohol and/or drug involvement in 44% of the island's total "Fatal and Serious Injury Only" crash types. Further, alcohol or drug impairment was reported in 21% of "Single Vehicle Lane Departure - All Severity" accident event types, and in 58% of "Single Vehicle Lane Departure - Fatal and Serious Injury Only" accident event types.

…alcohol or drug impairment was reported in 21% of "Single Vehicle Lane Departure - All Severity" accident event types, and in 58% of "Single Vehicle Lane Departure - Fatal and Serious Injury Only" accident event types.

Craig Police Department reports show that between 2012 and 2014, 47 total DUI arrests were made, and 105 unfounded DUI reports were made. While these numbers may seem insignificant to some, they certainly had grave impact on those individuals who were directly or indirectly impacted by the fatal or serious injury crashes in which intoxicated drivers were to blame.

The goal determined for this emphasis area is to educate leaders on the safety issues and statistics relevant to impaired driving.

IMPAIRED DRIVING	
Strategy	***Champion(s) or Lead Department Recommended***
Periodic presentations on DUI facts and statistics to Tribal Council, City Council, school boards, and other meetings of local leadership	CTA, Craig Police Department, EMS, Alaska State Troopers, EMTs, Klawock Cooperative Association & SEARHC
Distribute Mothers Against Drunk Driving Program (MADD) information	POW MADD Representatives
Develop an educational media campaign using billboards, kiosks, TV, radio, web, and/or information at CTA and/or the City of Craig on impaired driving risks	CTA, Craig Police Department, EMS, Alaska State Troopers, EMTs, Klawock Cooperative Association & SEARHC
Continue DUI/DWI checkpoints and stops	Craig Police Department, Alaska State Troopers & Other POW Police Departments
Educate POW youth via Driver's Education classes about the dangers of impaired driving	Craig Police Department, Alaska State Troopers, Other POW Police Departments & POW Vocational & Technical Education Center
Expand POW treatment programs for alcohol and drug abuse	SEARHC, Peace Health, POW Health Network & POW school nurses
Implement a teen and adult mock crash education program similar to the "Every 15-minutes" Program	CTA, Craig PD, Other POW Police Departments, POW Vocational & Technical Education Center & POW high schools

Community-based Education

The need for community-based education on numerous safety topics has been reiterated throughout this plan.

The goal set for this emphasis area is to educate all POW stakeholders, age groups, and local leaders on the critical nature of safety issues in order to create safer POW drivers and transportation systems for all users.

COMMUNITY-BASED EDUCATION	
Strategy	***Champion(s) or Lead Department Recommended***
Educate local drivers and teens to receive their Driver's Licenses and about proper signaling, traffic signage, vehicle passing, various hazardous driver behaviors, as well as the dangers of texting and driving.	CTA, Craig Police Department, Craig & POW high schools, and POW Vocational & Technical Education Center
Educate POW drivers & parents about the proper use & installation of child safety seats via CTA, City of Craig newsletters, websites & the continuance of local inspection & training events through SEARHC.	CTA, Craig Police Department, Other POW Police Departments & SEARHC
Educate local drivers, parents, and teens seeking Driver's Licenses about driving in school zones.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW high schools, and POW Vocational & Technical Education Center
Educate the local community about appropriate sidewalk usage & the need to walk facing traffic where sidewalk infrastructure is lacking/inadequate.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Educate local cyclists & pedestrians on the need for and techniques of dressing for improved visibility.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Ensure the ongoing availability of Commercial Driver's License (CDL) training & refresher programs, along with Craig Police Department testing services .	CTA, Craig Police Department, Other POW Police Departments, and POW Vocational & Technical Education Center

Roadway Safety Improvement Projects

The goal identified for this emphasis area is to work with CTA to prioritize road projects that are the most critical to POW. With that in mind, please see Appendix page 80 for the *2015 Transportation Priorities Summary* that was incorporated into the *2015 Craig Tribal Association Long Range Transportation Plan.* Developed with input from the general public, Shaan-Seet, Inc., the Sealaska Region Corporation, City of Craig, and CTA's Transportation Department, the *Priorities Summary* lists:

The goal identified for this emphasis area is to work with CTA to prioritize road projects that are the most critical to POW.

- Existing community streets improvements
- Proposed road construction*

"Every $1.00 spent on bicycling and walking trails results in a savings of $3.00 in health care costs."
-- American Heart Association

Above and below: Much of the sidewalk infrastructure along Hamilton Drive remains incomplete, and is subject to degradation and erosion, while also causing pedestrian trip hazards.

  - Tsunami Evacuation Route
  - Port Saint Nicholas Road Mile Point 6.5 Beach Access
  - Port Saint Nicholas Road Mile Point 8.1 River Access
  - Port Saint Nicholas Road Mile Point 12.2 Recreation Facility/Washeteria
- Port Saint Nicholas Road improvements*
  - Port Saint Nicholas Road Phase 2
  - Port Saint Nicholas Road Approach Paving
- Port Saint Nicholas Road Guardrail Construction improvements
- Pathway improvements*
  - Hamilton Drive Pathway
  - Craig-Klawock-Hollis Highway Bike Path
- Parking lot improvements
- Maintenance priorities
- Marine priorities*
  - CTA Dock and Ramp Facility
- Bridge priorities
- General transportation priorities without specific route numbers*
  - Crosswalk Marking
  - Dust Control Application
  - Informational Kiosks at Recreation Sites
  - Safe Routes to School Program
  - Community Streets Road and Board Road Maintenance
  - USFS Road and Trail Maintenance
  - Transit Implementation Plan
  - Bus Stops in Craig

*Denotes projects, which this Tribal Safety Plan prioritizes when looking exclusively from the standpoint of safety (Rodney P. Kinney Associates, Inc., 2015).

More about some of the specific Craig area surface transportation and non-motorized facility priorities on the above list will be provided in the subsequent Safe Routes to School emphasis area description.

As one of its first advisory efforts for 2015, the Prince of Wales Community Advisory Council (POWCAC) passed Resolution Number 15-01, "A Joint Resolution By and

Between the Communities of the Prince of Wales Island Community Advisory Council (POWCAC) Setting Transportation Priorities for Prince of Wales Island for 2015," a copy of which may be viewed within Appendix pp. 81 - 83. ADOT&PF suggests this consensus on roads project priorities be established for inclusion in the State of Alaska's State Transportation Improvement Program (STIP), Public Forest Service Roads Program, and the Bureau of Indian Affairs Roads Program.

POWCAC selected the resurfacing of Hydaburg Road as the second of its "Surface Transportation Priorities," echoing suggestions made by the *2010 Road Safety Audit for Prince of Wales Island, Alaska.* While the roadway is out of the immediate CTA-Craig area jurisdiction, POWCAC's consensus on the critical need for Hydaburg Road's redesign and straightening brings attention again to the fact that 63% of POW accidents involve "Single Vehicle Lane Departures," and 50% of those POW lane departure crashes occur in curves. So many of POW's roadways have issues with:

- guard rails
- sight lines
- switchbacks
- steep embankments
- extremely curvilinear designs
- antiquated signage
- delineator, no-passing zone and milepost marker placement, and
- narrow shoulders

that several of the suggested strategies for Roadway Safety Improvement Projects are driven by the need to address these roadway dynamics, as well as the need to decrease the potential for the previously-cited crash types. CTA and local stakeholders also may wish to consult the FHWA's *Toolbox of Countermeasures and their Potential Effectiveness for Roadway Departure Crashes* for additional ideology about potential infrastructure fixes that can improve roadway characteristics, which contribute to these crashes.

As one of its first advisory efforts for 2015, the Prince of Wales Community Advisory Council (POWCAC) passed Resolution Number 15-01, "A Joint Resolution By and Between the Communities of the Prince of Wales Island Community Advisory Council (POWCAC) Setting Transportation Priorities for Prince of Wales Island for 2015."

Provision of a public parking facility, and the construction and installation of Airport Master Plan improvements is the only POWCAC "Air Transportation Priority" listed in the resolution. This priority also was one of the ten "Existing Safety Challenges" listed by CTA TSP Development Meeting attendees. "Lack of pedestrian infrastructure" and "No bike or walking path from Craig to Klawock along highway" are two of the additional "Existing Safety Challenges" recorded by meeting attendees and survey respondents. These challenges then correspond with POWCAC's second and third "Non-motorized Facility Priorities" to: 1) construct Craig-Klawock Path, a 4.7-mile multi-use path, slated for installation along the uphill side of Craig-Klawock-Hollis Highway between Craig and Klawock; and 2) construct multi-use paths along Prince of Wales Island's mainline road system.

Above: The existing stretch of the Craig-Klawock Path runs from Panther Avenue at Craig High School back into Craig city limits.

During the consultant's vehicle tour of Craig and POW roadways, Mr. Sam Thomas, the CTA Transportation Director, stated interest in having CTA complete road work along Ninth Street within the City of Craig, as it has been identified as the future location for construction of the new POW Discovery/Visitor's Center, and provides access to Craig Ranger District's offices. Although Ninth Street is not included with POWCAC's 2015 transportation priorities, planning, design, and construction of the Visitor's Center is.

The next phase of the Craig-Klawock Path, a 4.7-mile multi-use path, will head towards Klawock from the corner of Panther Avenue along the uphill side of Craig-Klawock-Hollis Highway between Craig and Klawock.

ROADWAY SAFETY IMPROVEMENT PROJECTS	
Strategy	***Champion(s) or Lead Department Recommended***
Upgrade Craig area roadways, guardrails, sight lines, signage and signage placement, road edges (e.g., install rumble strips and wider shoulders), and bridges.	CTA, POW Planners and Transportation Directors, ADOT&PF, and POW Community Advisory Council (POWCAC)
Complete parking lot, paving, and sidewalk improvements at VOCTEC.	City of Klawock, Klawock Cooperative Association, POW Vocational & Technical Education Center & POWCAC
Complete essential City of Craig street improvement projects; e.g., drainage, alignment, and sidewalk completion with permanent materials.	CTA, City of Craig, and POWCAC
Complete/implement the Port Plan.	CTA, City of Craig, and POWCAC
Improve POW guardrails and research the potential to merge guardrail improvement and multi-use path installation projects.	CTA, POW Planners and Transportation Directors, and POWCAC
Host joint community meetings on the potential for Western Federal projects.	CTA, POW Planners and Transportation Directors, AKDOT&PF, POWCAC, and the general public
Complete a local crosswalk study focusing on proper design, placement, and ADA-compliance.	CTA, City of Craig, AKDOT&PF, POWCAC, and the general public
Continue CTA and collaborative funding pursuits to increase the local roadway maintenance budget and provide additional funds for Craig/POW road projects.	CTA, POW Planners and Transportation Directors, Klawock Cooperative Association, Organized Village of Kasaan, and POWCAC
Conduct additional Road Safety Audits on POW roadways, where needed, to identify potential roadway/lane departure causes and remedies	CTA, POW Planners and Transportation Directors, FHWA Peer-to-Peer Program, and POWCAC
Conduct a roadway sign inventory and replace signs as needed to comply with 2009 MUTCD standards.	CTA, City of Craig, POW Planners and Transportation Directors, and POWCAC
Perform speed studies where warranted	CTA, City of Craig, POW Planners and Transportation Directors, and POWCAC

Students and community members have created as an east-west "desire line" connector from the CES driveway to T & H Street.

Parents completing morning drop-off from improper CES parking areas create backing hazards for students walking behind parent vehicles.

Safe Routes to School

On Monday, January 12 2015, the consultant spent nearly two hours observing morning drop-off dynamics at Craig elementary and middle schools, the walking and biking conditions around the school, school zone and adjacent neighborhoods; then, meeting with Superintendent Jack Walsh regarding the safety challenges facing students as they walk and bike to Craig City School District schools. The meeting with Mr. Walsh included a preliminary discussion of potential strategies to overcome the barriers to student walking and biking that MGT identified, and was followed up by Mr. Walsh's completion of the Pre-Site Visit Interview questions. (Please see Appendix pp. 84 - 86.)

The goal for the Safe Routes to School emphasis area is to improve POW infrastructure and provision of non-infrastructure education, encouragement, enforcement, and evaluation strategies to increase the number of POW children walking/biking to school. Nonetheless, Craig residents of all ages also will benefit from the emphasis area's targeted strategies in the categories of:

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation.

Issues/Opportunities

Craig Elementary School (CES) and Craig Middle School are both tucked neatly behind their respective parking lots with the Elementary School entrance accessed by traveling up a block-long driveway, which ends in a circular drop-off area just north of the school's staff and visitor parking. While the morning drop-off traffic flow is fairly orderly, children are periodically endangered by parents, who park in the short-term Visitor Parking area in front of the building just south of the entrance. When these parents go to back out after dropping off their children, they often are backing into the walking path of other students, whose parents have released them from their vehicles two or three cars back in the queue. Ideally, parents should not perform drop-off

from the Visitor's Parking area in front of the school, and parents should not release their children until they are queued up right in front of the school entrance.

Craig City School District has no School Crossing Guards, and yet the training of existing staff or volunteers to assist in this capacity could improve student safety - particularly where students may cross Craig-Klawock-Hollis Highway using the crosswalk at Thompson Road in the mornings on their way to school; or at lunch hour, when they may go the Alaska Commercial Company, Annie Betty's, or Papa's Pizza for snacks.

Since most students live one to three miles from the school, and there currently are about 30 - 40 students walking and biking on a regular basis, and an additional 10 - 20 students walking/biking in warmer weather, the District may wish to consider incentivizing walking/biking by allowing those students to be dismissed 5 minutes earlier than students that are bussed. This allows those students to be safely on their way when the afternoon bus and parent pick-up begins.

Students and community members have created as an east-west "desire line" connector from the CES driveway to T & H Street. A second north-south desire line connects the cul-de-sac at the south end of T & H Street to Thomas Court through what appears to be a City easement. A third north-south desire line connects the north end of the Craig Recreation Center and Pool through the trees with the south side of the CES building, where it eventually connects to the southeast end of the CES staff parking lot. Heading southeast from the end of the sidewalk in front of Craig High School, one comes to a desire line connecting the school campus with Tanner Crab Court through a small neighborhood park containing swings. Formalizing these desire lines with some kind of more permanent material (e.g., gravel, crushed rock, or asphalt) would improve the safety of these routes and encourage walking/biking from the neighborhoods adjacent to these schools along safe routes with no traffic.

Excellent support exists in Craig for SRTS program development with the opportunity for many local benefits.

Above and below: Both Craig High School crosswalks from the student parking area lack ADA compliance. Though there is a curb ramp adjacent to the handicapped drop-off along CHS' front sidewalk, temporarily-disabled students are forced to use parent pick-up instead of their own vehicles, since they can not utilize the stairs.

SAFE ROUTES TO SCHOOL	
Strategy	***Champion(s) or Lead Department Recommended***
Education	
K-12 and parent pedestrian and bicycle safety education; including, but not limited to appropriate high-visibility attire.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Educate the local community about appropriate sidewalk usage & the need to walk facing traffic where sidewalk infrastructure is lacking/inadequate.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, City of Craig, and POW Vocational & Technical Education Center
Post SRTS-related information on POW kiosks.	CTA, City of Craig, and Craig & POW schools
Provide K-12 and adult bicycle helmet usage programs; e.g., the Helmet Your Head program.	POW EMS Departments, CTA, Craig & POW schools and SEARHC
Train POW drivers about the proper following distance behind POW school buses & stopping rules.	CTA, Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Institute SRTS activities at POW schools; e.g., Walking School Bus Programs, International Walk and Bike to School Day, bike trains, and bike clubs.	CTA, Craig & POW schools, Craig Police Department, Other POW Police Departments, City of Craig, USFS, SEARHC, and Peace Health
Host several Craig "Drop & Walk" events with buses/parents dropping kids off at the Craig Totem Park & Craig 7th Day Adventist Church parking lot to walk with chaperones to school.	CTA, Craig & POW schools, Craig Police Department, SEARHC, and Peace Health
Encouragement	
Annual POW school participation in International Walk & Bike to School Day	CTA, Craig & POW schools, Craig Police Department, Other POW Police Departments, POW Vocational & Technical Education Center, SEARHC, Peace Health, and local businesses
Issue punch cards to incentivize students walking/biking to school. Papa's or Zat's Pizza or Annie Betty's could provide food/smoothie prizes.	CTA, Craig & POW schools, Craig Police Department, Other POW Police Departments, POW Vocational & Technical Education Center, SEARHC, Peace Health, and local businesses
Continue to offer local bike helmet giveaways with fittings & training about helmet care.	POW EMS Departments, CTA, Craig & POW schools and SEARHC
Institute SRTS activities at POW schools; e.g., Walking School Bus Programs, bike trains, and bike clubs.	CTA, Craig & POW schools, Craig & Other POW Police Departments, VOCTEC, SEARHC, Peace Health, and local businesses
Host several Craig "Drop & Walk" events with buses/parents dropping kids off at the Totem Park & Craig 7th Day Adventist Church parking lot to walk with chaperones to school.	CTA, Craig Police Department, Craig City School District, City of Craig, and Craig 7th Day Adventist Church

Engage POW businesses to sponsor various SRTS, walking and biking events.	Craig and POW businesses, and POW Chamber of Commerce
Host Walk/Bike POW Trails Days	USFS, CTA, Craig & POW schools, Craig & Other POW Police Departments, VOCTEC, SEARHC, and Peace Health.
Start POW SRTS Teams with education, enforcement, health & wellness, recreation & local businesses/churches representatives	CTA, Craig Police Department, Craig City School District, Craig & POW schools, City of Craig, and USFS
Enforcement	
Increase periodic school zone speed enforcement.	Craig Police Department, Other POW Police Departments, Craig & POW schools, and POW Vocational & Technical Education Center
Provide an annual bike rodeo event in POW communities.	CTA, Craig & POW schools, Craig Police Department, Craig Fire Department, Other POW Police/Fire Departments, POW Vocational & Technical Education Center, SEARHC, Peace Health, and local businesses
Engineering	
Install additional Craig City School District school bus signage/ demarcation.	CTA, Craig City School District, and City of Craig
Consider upgrades to the existing flashing school zone lighting.	CTA, Craig City School District, and City of Craig
Formally-complete Hamilton Drive sidewalks.	CTA and City of Craig
Improve Hamilton Drive Pathway.	CTA and City of Craig
Extend existing Craig-Klawock-Hollis Highway Bike Path.	CTA, City of Craig, City of Klawock, Klawock Cooperative Association, and ADOT&PF
Formalize desire lines between Craig Elementary School driveway and T and H Street, as well as between the north end of the Craig Swimming lot and the southeast end of the Craig Elementary School parking lot.	CTA, City of Craig, and Potential Craig Property Owners
Install highly-visible, ADA-compliant ladder-style crosswalks at the intersection of Thompson Road & Craig-Klawock-Hollis Highway and across Water Street at the Craig boat docks.	CTA and City of Craig
Complete Craig sidewalk/multi-use path installation such that students may walk from the Elementary/Middle School campus to the Library and Youth Center.	CTA and City of Craig
Evaluation	
Conduct SRTS School Arrival & Departure Tally Sheets in POW school classrooms	CTA, Craig & POW schools, and City of Craig
Conduct SRTS Parent Surveys	CTA, Craig & POW schools, and City of Craig

Data Gathering/Data Management

While this emphasis area is one that was added by MGT to this Tribal Safety Plan, much discussion revolved around this topic during the CTA TSP Development Meeting with the consensus being that State and Federal crash data about POW incidents, Average Daily Traffic Counts, and data gathering efforts remain woefully inadequate. All one has to do is take a look at the *NHTSA Traffic Safety Facts - AK, Prince of Wales-Hyder Census Area 2009 - 2013* on pp. 87 - 89 of the Appendix to see that important crash and other safety data is not being incorporated into State and Federal agency databases. Several meeting attendees spoke to the fact that the FHWA crash data shared for the plan was missing a lot of information. Thus, the goal for this emphasis area is to improve crash reporting and data gathering collaboration across all POW enforcement agencies (and subsequently to the appropriate State and Federal agencies).

Crash data is absolutely essential for effective and strategic safety planning. With complete, reliable, easily-accessible and interpretable data, critical safety, planning, and enforcement decisions are possible, and a community's ability to improve local safety is greatly increased. While a good volume of FHWA data supported this TSP development effort, and excellent data was made available from the Craig Police Department, there is room for improvement in the collection, management, and use of local crash data - especially as relates to data sharing with State and Federal transportation agencies.

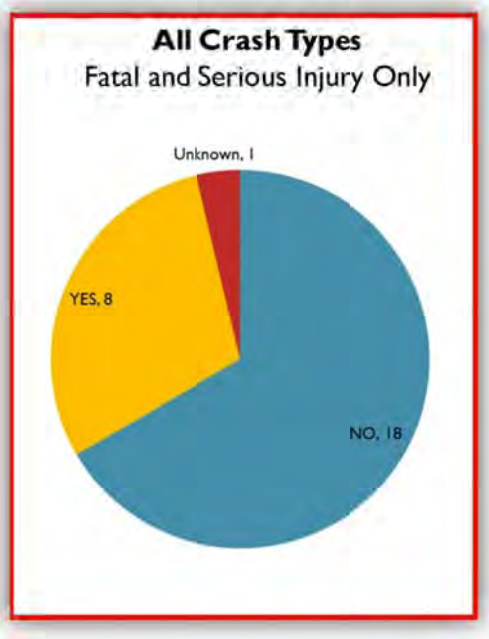
Challenges identified relevant to POW data collection include:

- Obtaining accurate crash locations
- Obtaining information about crashes, which do not result in injury or serious property damage
- Improving data sharing across POW and to State and Federal agencies
- Eliminating IT security risks to crash data stored on POW servers
- Obtaining accurate road name information at POW crash sites.

DATA GATHERING/DATA MANAGEMENT	
Strategy	***Champion(s) or Lead Department Recommended***
Coordinate with ADOT&PF and FHWA as to potential types of, and techniques for, data sharing and mutual benefits to be realized.	CTA, Craig Police Department, Other POW Police Departments, EMS, Alaska State Troopers, EMTs, SEARHC & Alaska Tribal Technical Assistance Program
Provide community-based education on the importance of crash incident reporting	CTA, Craig Police Department, Other POW Police Departments, EMS, Alaska State Troopers, EMTs, SEARHC & VOCTEC
Eliminate IT security risks to crash data stored on POW servers	Craig Police Department, EMS, Alaska State Troopers, EMTs, SEARHC & VOCTEC

Other Safety Areas

Several additional safety areas were discussed and reviewed during this TSP's development; however, meeting and survey participants opted not to include them as priority emphasis areas at this time. In April 2016, CTA and other local stakeholders can revisit the progress being made on implementing the suggested strategies and activities listed for each respective emphasis area. At that time, the topic areas listed below can be reexamined for possible inclusion in a future plan.



Night and/or Low-Light Crashes: 76 of the 279 "All Severity" crash types between 2000 - 2011 took place on "dark roadways - not lighted"; while 15 occurred during twilight hours. Six "Fatal and Serious Injury Only" crashes happened on "dark roadways – not lighted," and two transpired in twilight conditions. The bulk of POW's accidents are happening during daylight hours, but CTA TSP Meeting attendees cited "limited visibility for drivers, pedestrians, and cyclists in low-light and dark conditions" under the engineering category of "Existing Safety Challenges," so this topic is a local concern.

Safety Equipment Usage: In 66% of the "Fatal and Serious Injury Only" crashes recorded between 2000 - 2011, reports indicated that no safety equipment was used. (Please see the pie chart to the above right.)

Speed Zone and Jurisdictional Signage: TSP Development Meeting participants mentioned "inconsistent and limited speed zone and jurisdictional signage" as part of the

"Existing Safety Challenges" discussion of POW engineering issues. In addition, the 2010 *Road Safety Audit for Prince of Wales Island, Alaska* offered the following "Suggested Improvements" for Kasaan and Hydaburg roadways:

- "Using the 2009 MUTCD Part-2 Signs as the major reference, upgrade all signing along the roadway, specifically considering these improvements… a speed study to determine the appropriate safe operating speed and install Speed Limit signs…"

Intersection-related Crashes

The 2010 *Road Safety Audit* also offered the following "Suggested Improvements" for Hydaburg Highway:

- "Review all intersections with approaches of 75 degrees or flatter for need of realignment to improve visibility for stopped vehicles. Add intersection warning signs where visibility to the intersection is restricted…"

Wayfinding: Crash Locating

During the Road Safety Audit, Sergeant John Brown of the Alaska State Troopers stated that milepost markers would be helpful when investigating crashes and preparing reports, and that the markers in place may not be sufficiently accurate for crash reporting. The Sergeant also indicated that improved mile markers and logging road signing would help the Patrol in locating crashes and responding to emergency calls. Thus, the audit's short-term recommendations for Hydaburg Highway state, "Consider installation of additional milepost markers to designate 1/10 or 2/10 mile locations to assist law enforcement in locating crashes accurately and when responding to emergencies" (McDonald, 2010).

This plan makes no attempt to dictate that area departments, organizations, or agencies must implement projects for which they may not have budgeted, or have limited resources. Nonetheless, the plan offers guidance for activity and project planning.

Implementation

Of the six aforementioned emphasis areas, there are only a few with which the Craig Tribal Association may have limited involvement. CTA certainly can focus on and assist the Craig area through education, engineering, planning, and grant writing support. All of the emphasis areas listed demonstrate what can be done to achieve this plan's goal to, "…improve the overall safety of the Craig area transportation system, while also decreasing the risk of fatalities and serious injuries resulting from incidents on or adjacent to the transportation system" if the "Champion(s) or Lead Department(s) Recommended" *communicate, coordinate, and collaborate* with CTA to implement the strategies outlined.

This plan makes no attempt to dictate that area departments, organizations, or agencies must implement projects for which they may not have budgeted, or have limited resources. Nonetheless, the plan offers guidance for activity and project planning. Of course, all Craig Tribal Association plans require approval by the CTA Tribal Council prior to implementation.

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In terms of the above CTA-specific strategies, in many cases, the Tribe is currently in various stages of project planning/development. In fact, a number of the projects listed on CTA's pending FHWA TIP include the very engineering improvements suggested within this plan. TIP projects frequently are driven by safety considerations.

Throughout the development of this plan, the plan development participants and consultant strove to align the emphasis areas, strategies, and activities with the Alaska Strategic Highway Safety Plan, other local, regional, and CTA plans. The plan development process made clear that all of the stakeholders involved have similar goals and visions for the Craig and Prince of Wales Island area. Again, although this document repeatedly is identified as a Tribal Safety Plan, it is truly more of a Safety Action Plan, as its focus is on the entire Craig community and Prince of Wales Island area with strategies and intentions that reach far beyond the limits of transportation improvement or an exclusively Tribally-centered agenda.

Evaluation

As previously indicated, each emphasis area was ranked by meeting attendees and survey respondents and prioritized as part of this plan's development process. Further, the preceding pages summarize strategies, which will allow CTA and its many safety partners to improve and/or positively impact safety in each area of concern. As was recommended in the Implementation section, these strategies and activities should drive a Safety Action Plan for the Tribe, which should be evaluated and updated as conditions change over time.

Even though the Tribal Transportation Program Safety Fund considers Tribal Safety Plans to be outdated after five years, it is the consultant's recommendation that progress on the implementation of the emphasis area strategies be reviewed at least every six months with an annual review of the plan as a whole being undertaken at least once a year (Office of the Federal Register, 2014).

Next Steps

Safety remains a vital factor when the CTA evaluates potential projects for inclusion in its Transportation Improvement Plan. Craig Tribal Association's transportation and safety project planning is guided by available crash data; the *2015 Transportation Priorities Summary* from the *Long Range Transportation Plan;* Resolution Number 15-01, "A Joint Resolution By and Between the Communities of the Prince of Wales Island Community Advisory Council (POWCAC) Setting Transportation Priorities for Prince of Wales Island for 2015"; Tribal Council recommendations, public input regarding community needs; as well as Tribal and local area transportation and safety-related planning documents like this Tribal Safety Plan.

Although grant funding is becoming ever more limited and competitive, the Federal Highway Administration's Tribal Transportation Program Safety Funds are a good source of dollars for completion of CTA's safety projects. As was detailed in this plan's Introduction, one of the eligibility criteria for these funds is that a Tribe have a safety plan in place.

Quoting from Section 3.2 "Emphasis Areas," on page 3-1 of the September 2007 *Alaska Strategic Highway Safety Plan*, "The three primary emphasis areas are driver behavior, special users of the transportation system, and highways. Each emphasis area addresses multiple problem areas, including:

1. Driver Behavior - Crashes involving impaired driving, speed and aggressive driving, young drivers, and unlicensed/suspended/revoked drivers.
2. Special Users of the Transportation System - Crashes involving pedestrians, motorcyclists, and bicyclists; and
3. Highways - Lane departure crashes, crashes at intersections, and crashes involving moose.

Two additional issues were discussed in great detail, although not designated as separate emphasis areas: 1) data; and 2) OHVs." The 2013 *SHSP Revision* reiterates these same three emphasis areas, but has some slight

"…tribal governments may apply [for] projects eligible under the Highway Safety Improvement Program… Projects… may include strategies, activities, or projects on a public road that are included in a State Strategic Highway Safety Plan (SHSP) and correct or improve a hazardous road location or feature, or address a highway safety problem. This includes infrastructure and non-infrastructure strategies, activities or projects including education activities… Additionally, to be eligible for TTPSF, infrastructure projects must be included in the tribe's National Tribal Transportation Facility Inventory, as well as its Transportation Improvement Program (TIP)."

language changes; e.g., the category of "Driver Behavior" now lists: impaired driving, young drivers, older drivers, and occupant protection as its focus areas. Instead of the third category being called "Highways," it is now called "Roadways" with the language edit from "crashes involving moose" to "animal-vehicle collisions" (ADOT&PF, 2013 Alaska Strategic Highway Safety Plan Revision, 2013). Whether reading the 2007 SHSP or its 2013 revision, five of this Tribal Safety Plan's emphasis areas align directly with those of the SHSP:

1. Community-based Education
2. Roadway Safety Improvement Projects
3. Safe Routes to School
4. Impaired Driving; and
5. Data Gathering/Data Management.

Many of this TSP's strategies also align closely with specific SHSP strategies and activities, and the *Southeast Alaska Transportation Plan's* emphasis on "maintenance and operation of existing transportation infrastructure and ferry routes."

CTA's recent completion of the *2015 Long Range Transportation Plan* updated its Road Inventory List, and the list of projects proposed for inclusion on the TIP is pending with the FHWA. Presently, CTA is interested in taking the following "Next Steps":

1. Submit a Fiscal Year 2016 (FY16) Child Passenger Safety Seat Program Application to the BIA Indian Highway Safety Program;
2. Consider development/submission of a TIGER grant pre-application for the May 4, 2015 deadline; and
3. Research/submit grants for the next phase of construction on the Craig-Klawock-Hollis Highway multi-use path and other roads projects.

With formal adoption and effort towards implementation of the Craig Tribal Association Tribal Safety Plan, CTA will be more competitive in its upcoming safety-related funding pursuits. Craig PD, Craig City School District, SEARHC, Craig EMS, and other local agencies may find elements of this TSP useful for their future funding pursuits as well.

"…emphasis areas…in the Strategic Highway Safety Plan for Indian Lands:

- Decision-making Process
- Data Collection
- Run Off the Road Crashes
- Occupant Protection/Child Restraint
- Alcohol/Drug-impaired Driving
- Other Driver Behavior and Awareness
- Drivers under the Age of 35
- Pedestrian Safety.

The emphasis areas outlined in Section 8 of this Tribal Safety Plan align with those identified above."

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Appendix

Craig Tribal Association
P.O. Box 565
Craig, Alaska 99921
PH: (907)826-3998
Fax: (907)826-2427

Tribal Safety Plan Meeting

AGENDA

Craig Tribal Association
Tribal Hall
1330 Craig-Klawock Highway
Craig, Alaska 99921
January 15, 2015

1:00 p.m. **Welcome and Introductions**
CTA Transportation Director, Edward "Sam" Thomas

1:15 p.m. **Defining Tribal Safety Plans**
Review of Prince of Wales Island Crash Data
Brief of the 2010 Iowa State University Road Safety Audit

1:45 p.m. **CTA's existing safety approaches** *(This is any practice that CTA is utilizing to address transportation safety; e.g., public education, crash reporting/processes and evaluation, emergency management, or engineering projects.)*

2:15 p.m. **Development of CTA's Tribal Safety Plan**
Identification/discussion of safety issues and concerns
Safety approaches to include; i.e., the "Emphasis Areas"
Safety approaches to develop
- SRTS
- Education
- Enforcement
- Engineering
- Evaluation
- EMS

Integration with other safety or transportation plans

3:15 p.m. **Emphasis Area Implementation Steps**
Identification of implementation steps
List responsible parties/champions for specific emphasis areas/elements

3:45 p.m. **Questions/discussion of process, continued efforts and wrap-up**

4:00 p.m. **Adjourn**

Craig Tribal Association
Tribal Safety Plan Sign-in Sheet
CRAIG TRIBAL HALL
1:00 - 4:00 p.m.

Name (Print)	Name (Signature)	Job Title	Phone	Email Address
Sam Thomas	Craig Tribal Association	Transportation Director	907 826-3998 401-0864	crabbay13@hotmail.com transportationdirector@craigtribe.
Clendell Pike	[signature]	EMS Director	826-4857*	EMS@CRAIGAK.COM
Pibarn	[signature]	R&M Eng.	401-0155*	chrispibarn@rmketchikan.com
Guy Owens	[signature]	Project Manager	435-668-4820	guyowens@rmketchikan.com
Stan Dolloff	[signature]	KCCA Transportation Director	755-2265	tpdirector@klawocktribe.org
Brian Templin	[signature]	City of Craig Planner	826-3275	planner@craigak.com
Karen Cleary	[signature]	Executive Director POW VocTec Center	755-2963	kcleary@powvoctec.org
M Schoonover		CTA	401-0461	amschoonover@hotmail.com
Kasey Smith	[signature]	OVK	617-5104	kasey@ovk.org
RS Ely	[signature]	Chief of Police	826-3330 *	REly@craigpd.com
Jack Walsh	[signature]	CCSD Supt	826-3274	jwalsh@craigschools

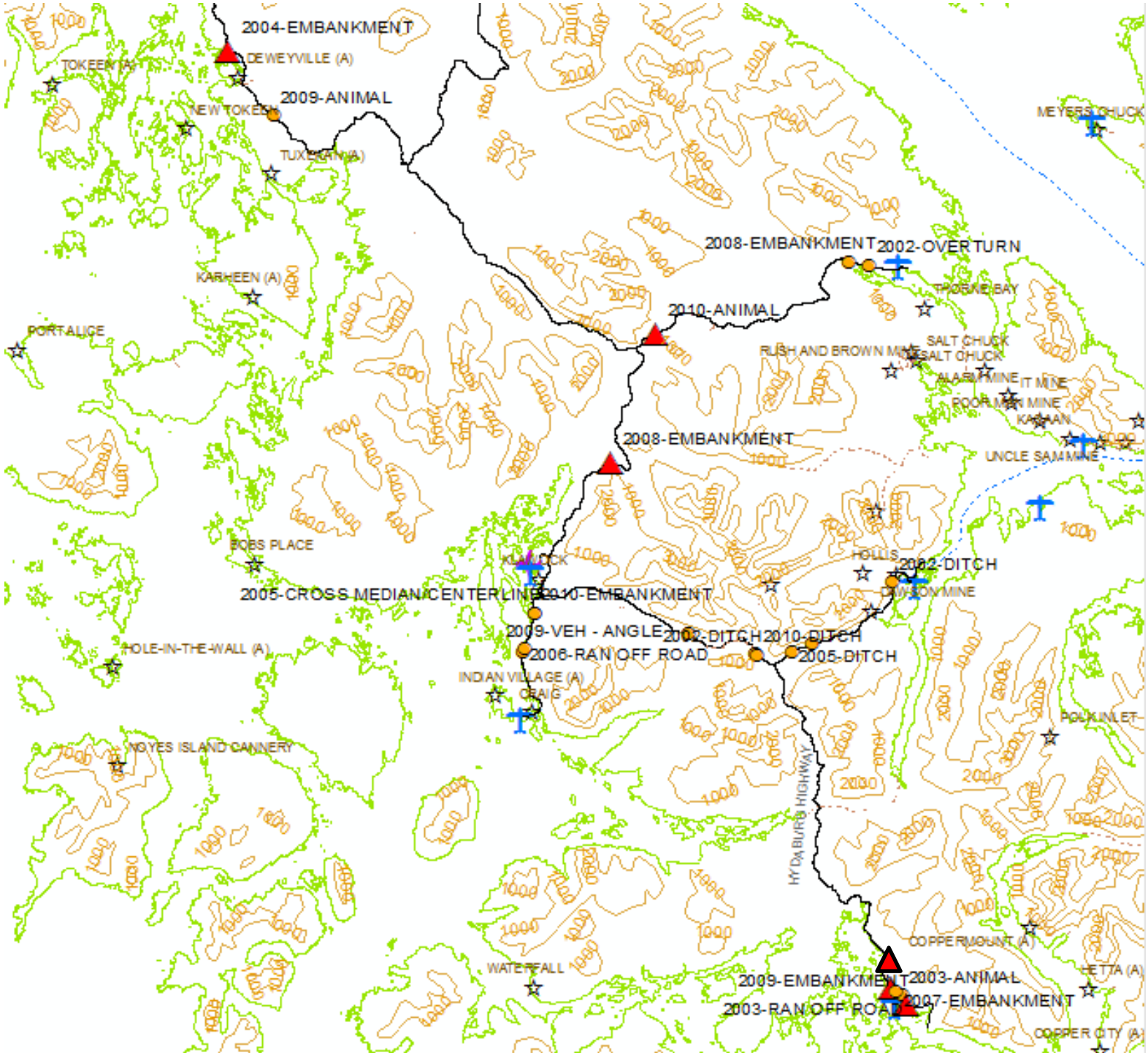
Prince of Wales Island, AK

Road Safety Data Analysis

2000-2011 Crash Data

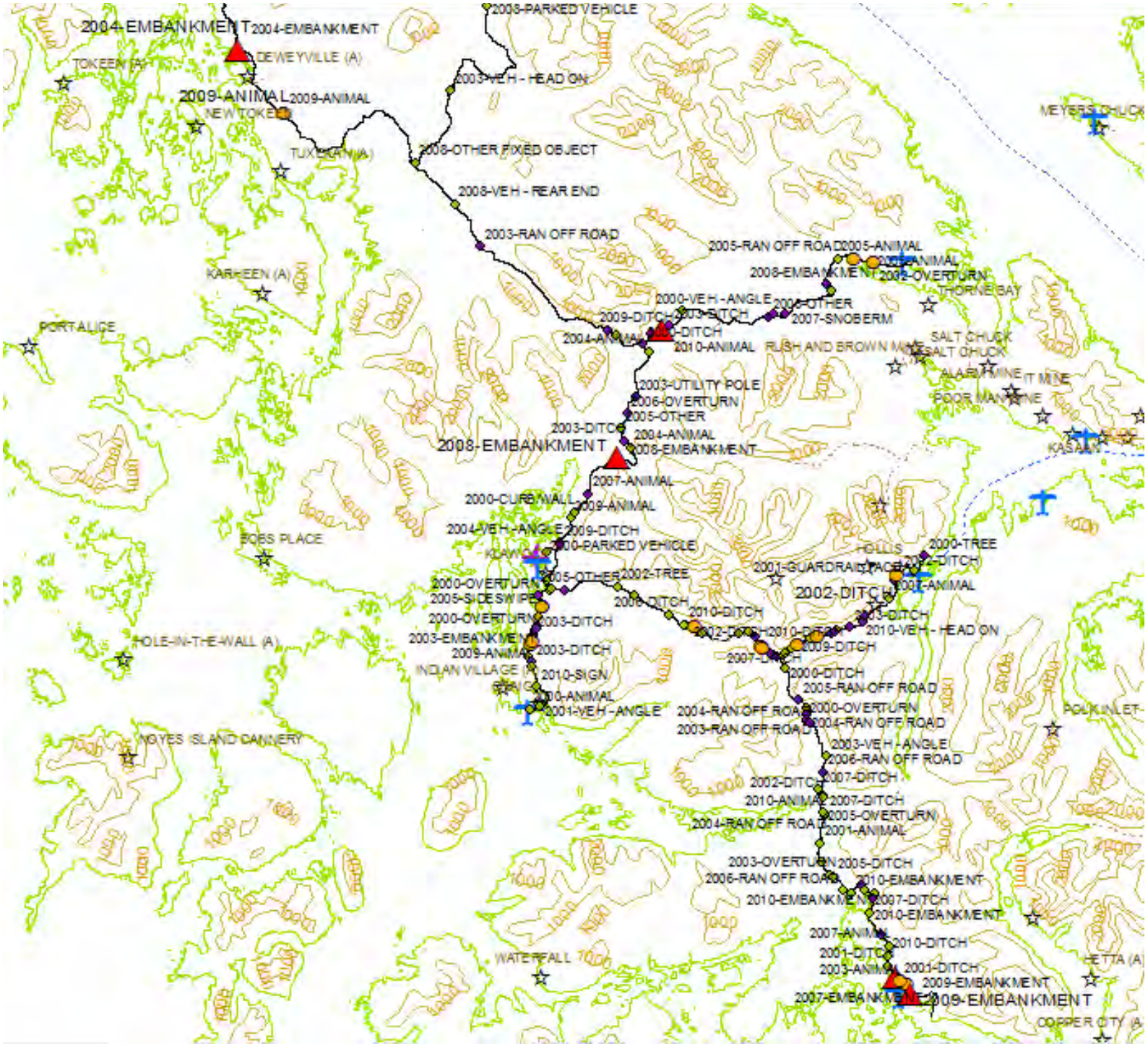
Note: This is a large time period and the user should consider that there may have been significant changes on some roadways during this 12 years of crash data

Map of Fatal and Serious Injury Crashes 2000-2010



Map of All Severity Crashes 2000-2011

Note: Crashes that occurred on roads that are not in the state's system could are not mapped here.



Location of All Severity Crashes 2000-2011

Row Labels	Fatal & Serious Injury	Minor Injury / PDO	Total
CRAIG-KLAWOCK-HOLLIS HWY (SR 924)	10	70	80
HYDABURG HIGHWAY	4	35	39
PORT ST NICHOLAS RD	2	18	20
USFS 20 (NORTH PRINCE OF WALES RD)	2	13	15
BIG SALT LAKE ROAD	1	14	15
THORNE BAY ROAD	3	11	14
GOOSE CREEK RD (SOUTH THORNE BAY ROAD)	1	8	9
SANDY BEACH ROAD		8	8
Boundary Road		8	8
COFFMAN COVE RD	1	5	6
NAUKATE RD		4	4
Main Street	1	2	3
UNKNOWN		3	3
USFS 30		3	3
WHALE PASS RD		2	2
Bayview		2	2
HARRIS RIVER ROAD		2	2
Klawock Control Hwy		2	2
STANEY CREEK NB		1	1
DENSLEY DR		1	1
USFS ROAD #30		1	1
USFS 3020 RD		1	1
DOCK ST		1	1
CEDAR ST		1	1
FREEMAN DR_UPPER		1	1
CLINTON COOK HWY		1	1
FRONT ST		1	1
HAMILTON DR		1	1
RATZ HARBOR RD		1	1
929 ROAD NB		1	1

Location of All Severity Crashes 2000-2011

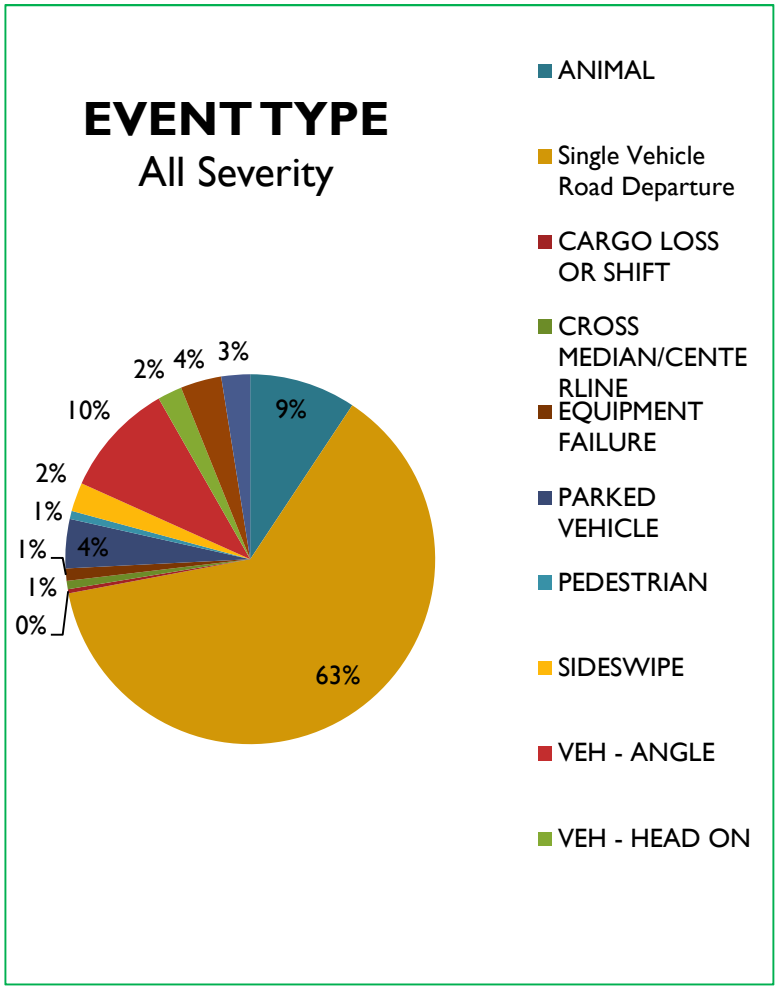
RATZ HARBOR RD		1	1
929 ROAD NB		1	1
SHAANSEET		1	1
COPENHAGEN ST NB		1	1
E STREET		1	1
HILLTOP DR SE	1		1
USFS 3012 RD SB		1	1
3/10 MILE CLARK BAY RD EB		1	1
VALENTINE ST (NB)	1		1
JSC POST OFFICE		1	1
POLK INLET		1	1
KEKU ROAD		1	1
RAINY LANE NB		1	1
KLAWOCK		1	1
SALMON RIVER RD SB		1	1
1001 HUCKLEBERRY (SB		1	1
SCHOOL DR		1	1
KLAWOCK ST (EB)		1	1
SHORE LINE DR		1	1
LESTER NELSON DR		1	1
THORNE ALLEN RD EB		1	1
LOWER STEELHEAD RD		1	1
FDR #3016		1	1
DEER BAY ROAD		1	1
USFS 2050 ROAD		1	1
MILE 56 COFFMAN COVE		1	1
USFS RD 929		1	1
MILE 70.5 FH43 WB		1	1
USFS ROAD 2000		1	1
MILE 88.5		1	1
WATER TOWER RD		1	1
OLD FRANK RD		1	1

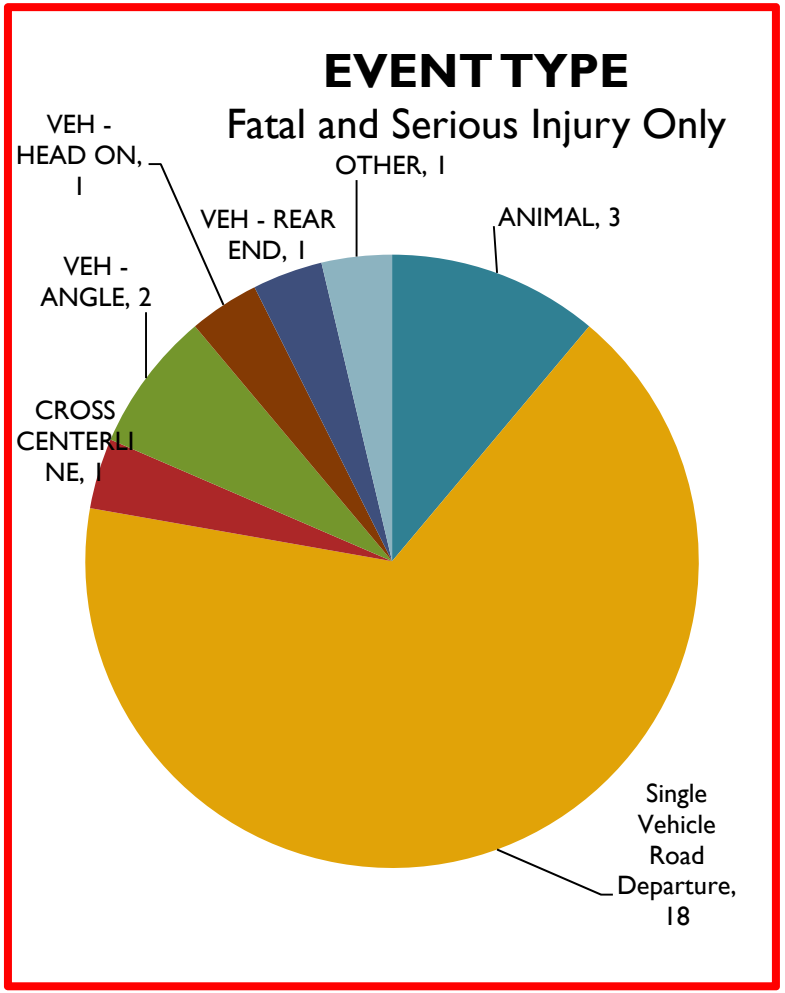
Location of All Severity Crashes 2000-2011

OLD FRANK RD		1	1
USFS 3000 RD		1	1
OUTSIDE OF HYDABURG		1	1
Total	27	252	279

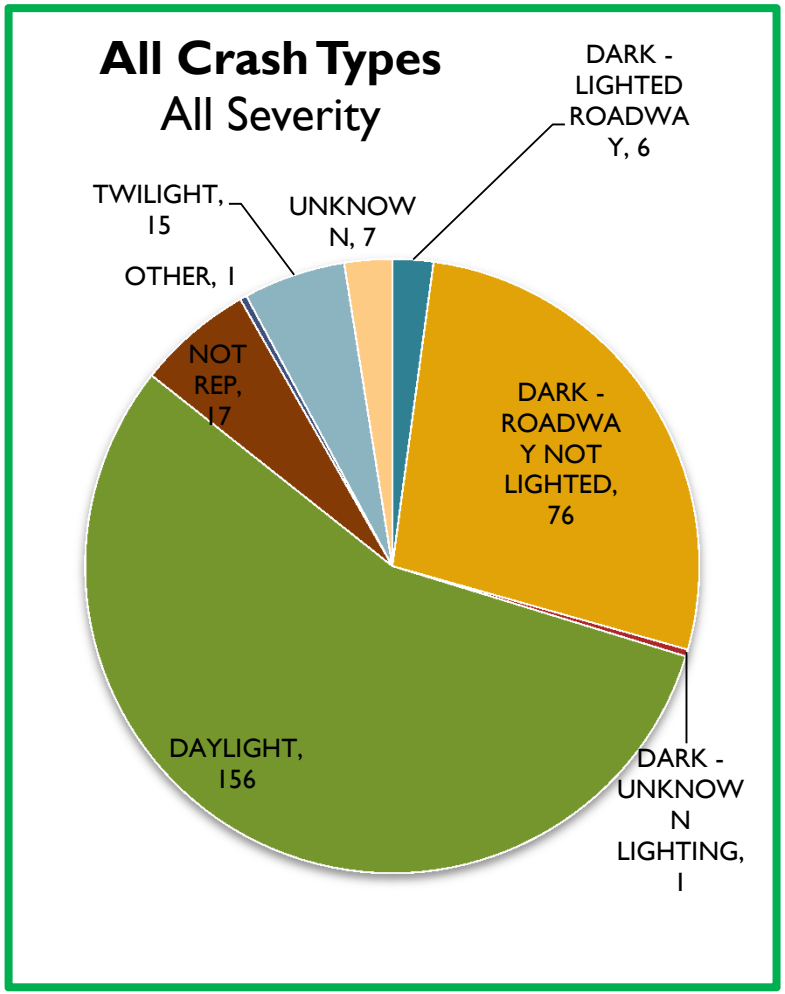
2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

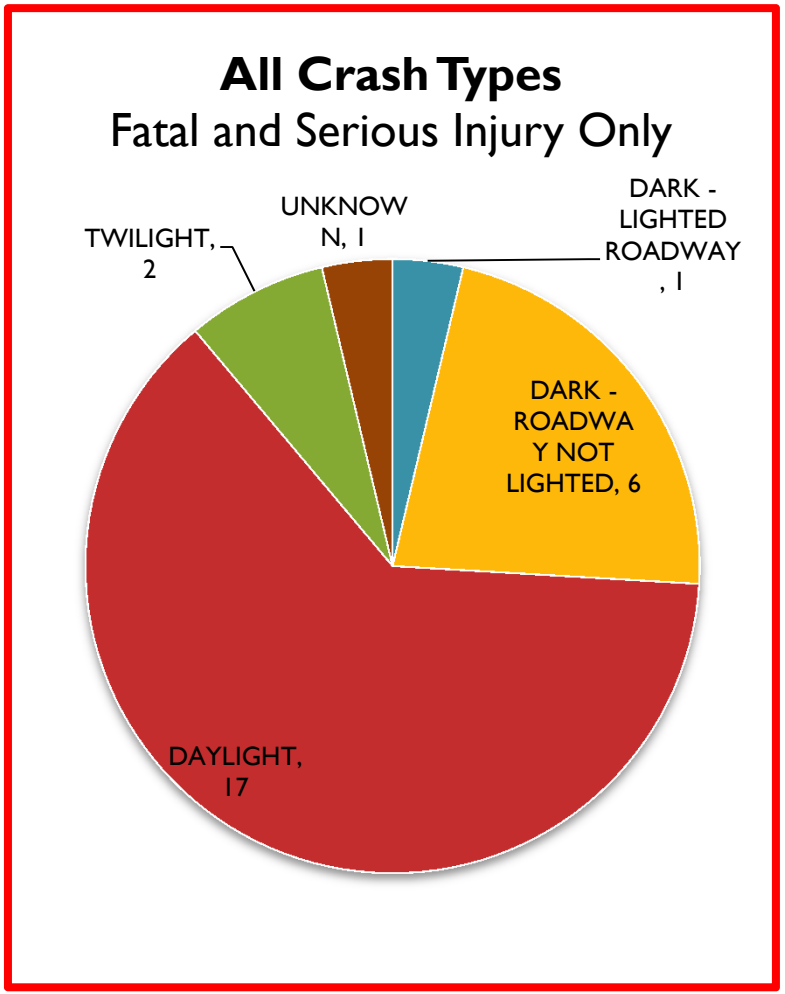
Crash Type





Light Conditions

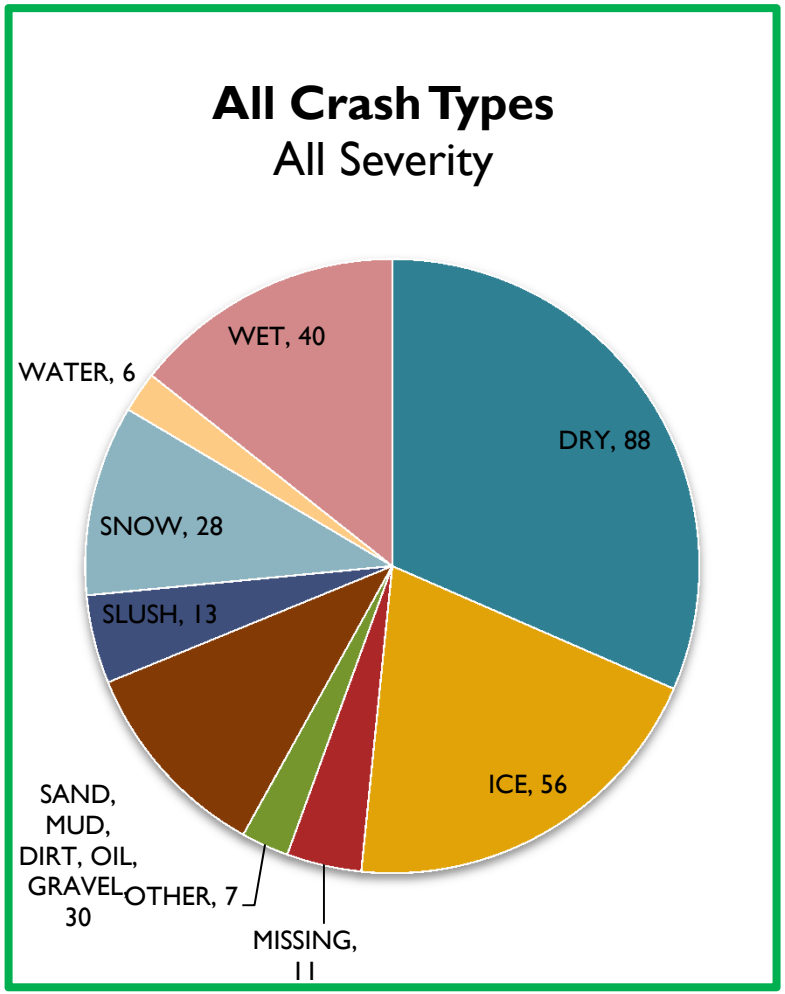


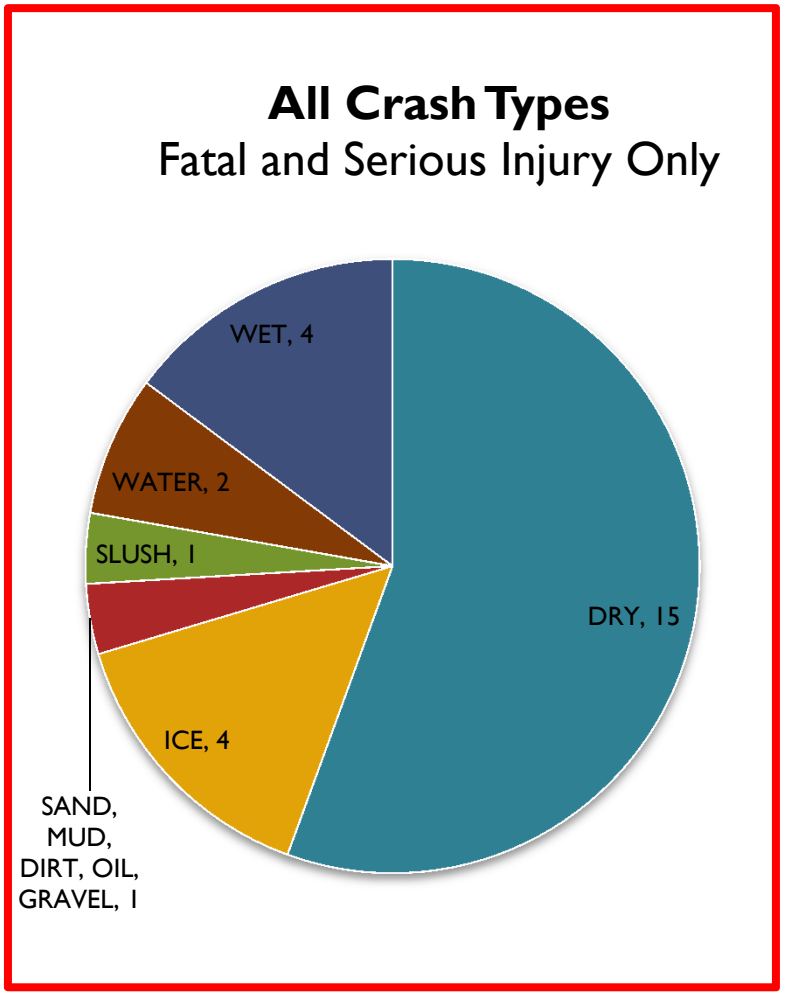


-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

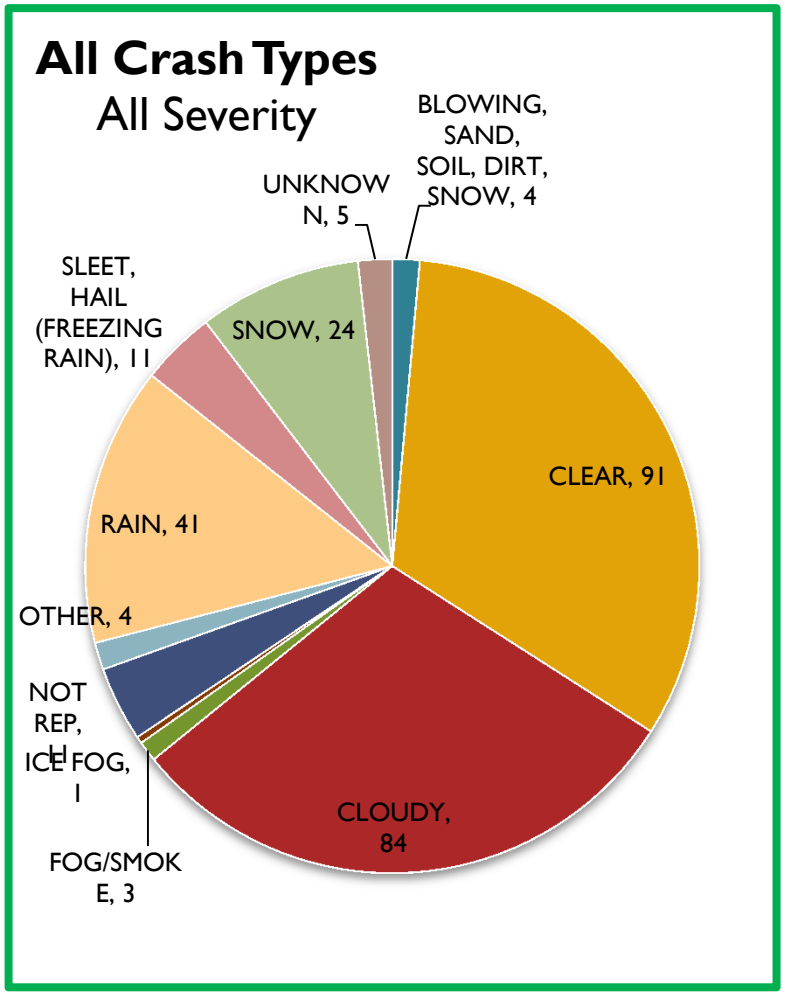
Road Surface Conditions

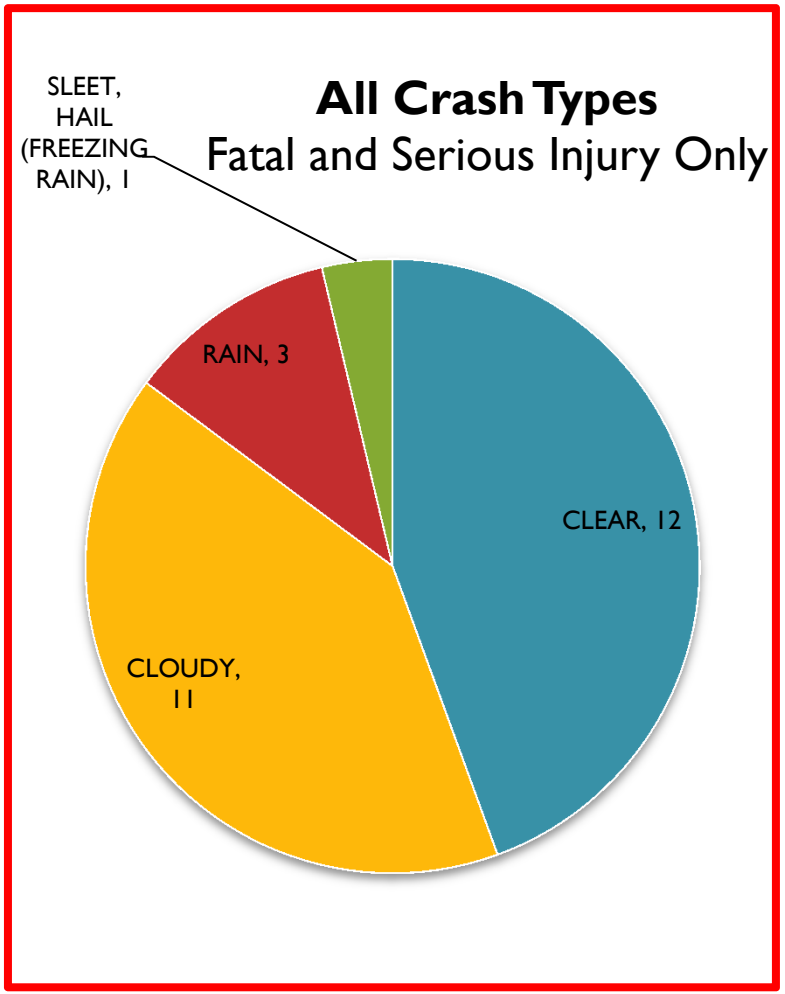




2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Weather Conditions

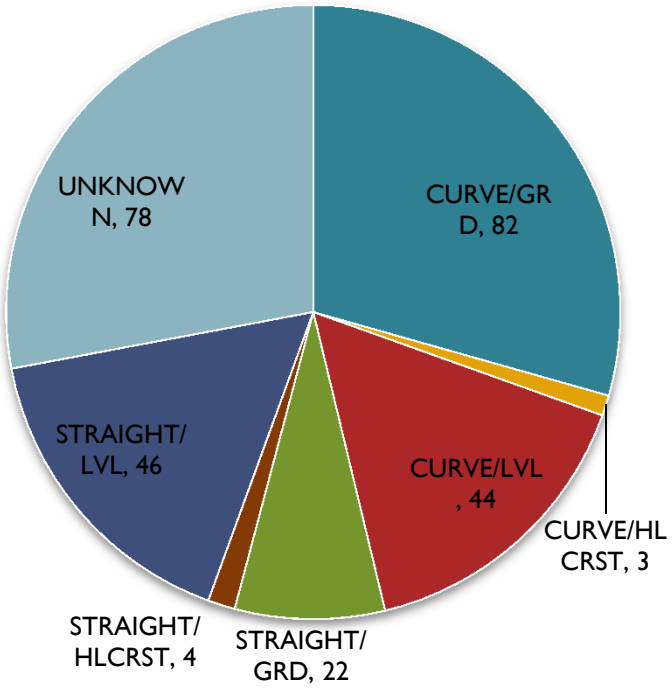




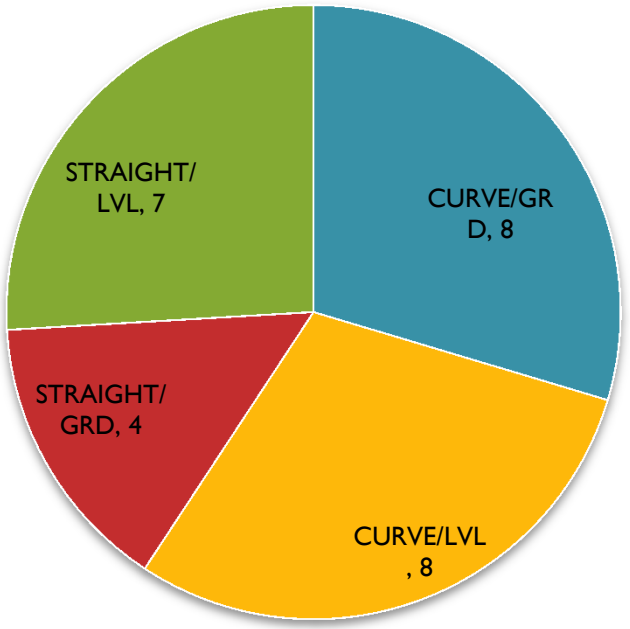
2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Road Characteristics

All Crash Types
All Severity



Lane Departure
Fatal and Serious Injury Only

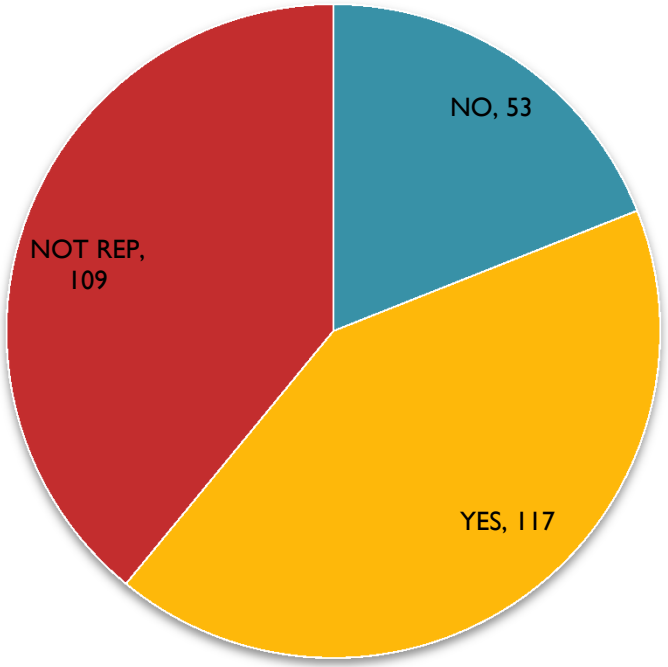


2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

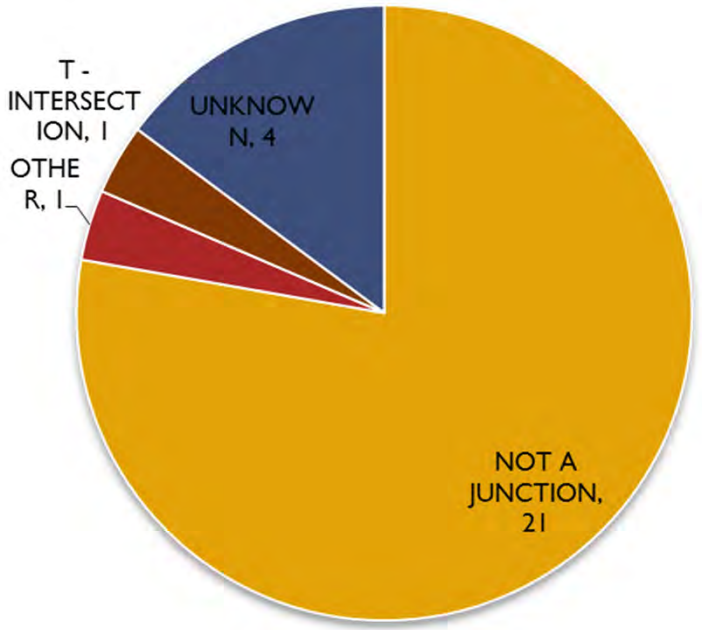
Road Junction?

Lane Departure

All Severity

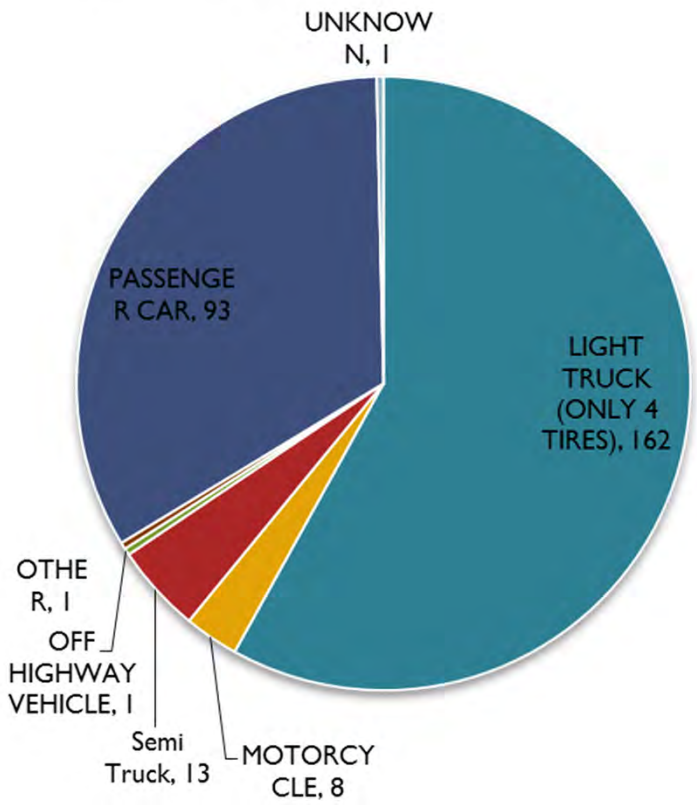


Fatal and Serious Injury Only

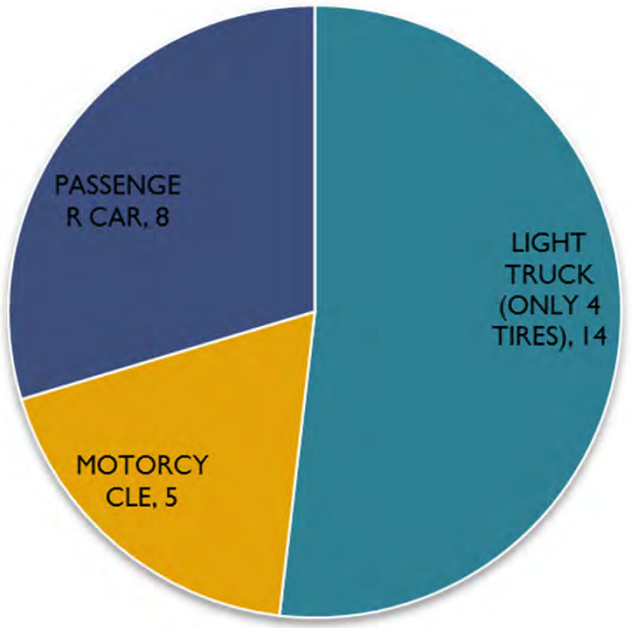


Vehicle Type – Unit 1

All Severity

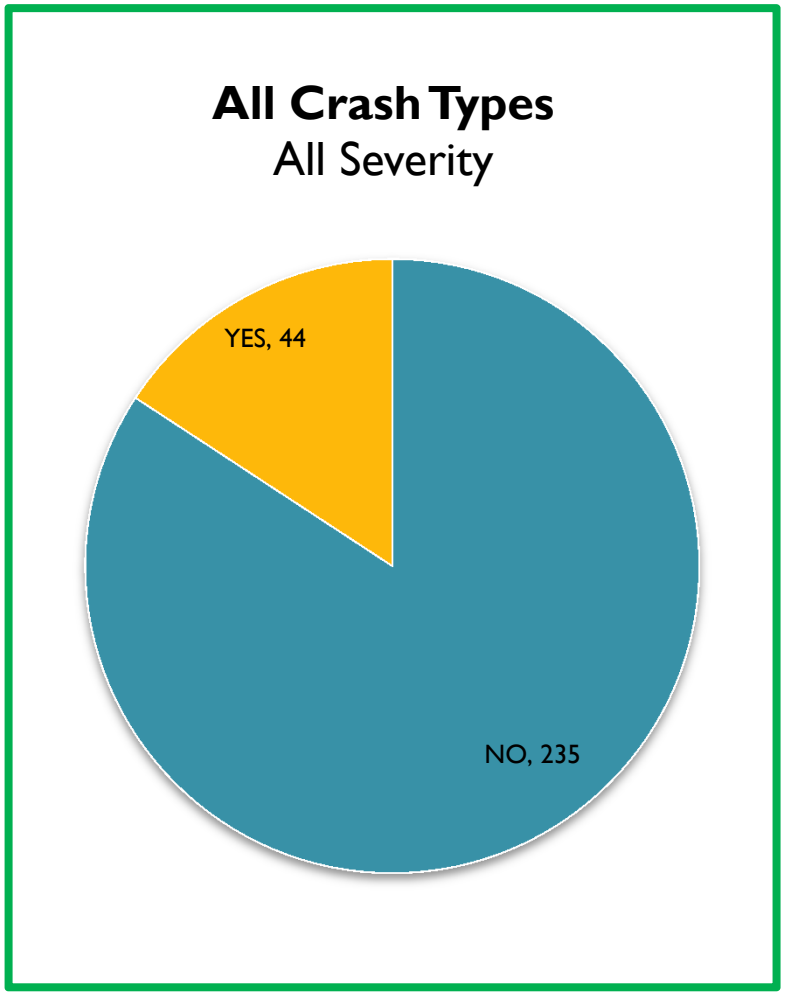


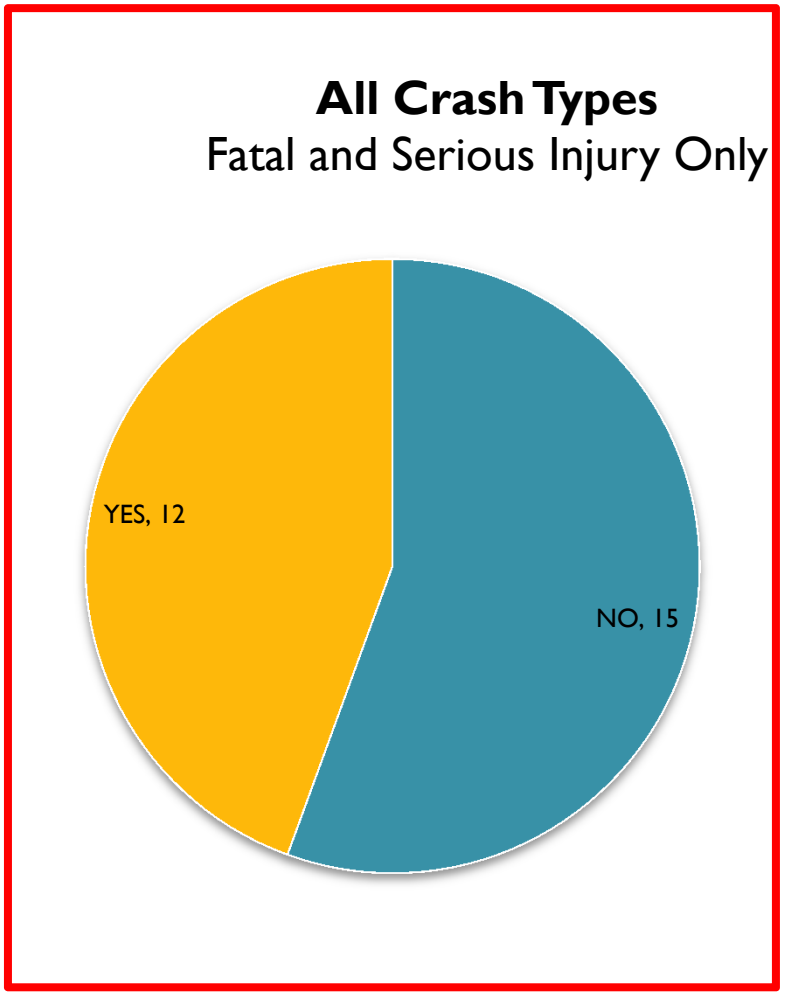
Fatal and Serious Injury Only



2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

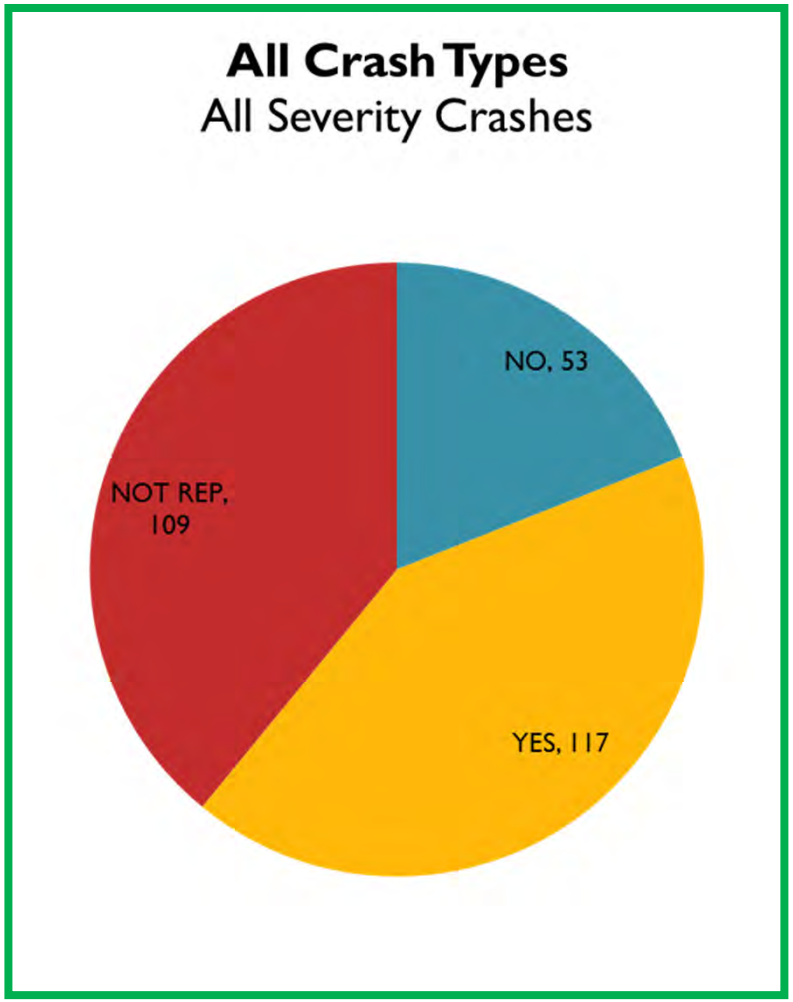
Alcohol/Drug Impairment Reported

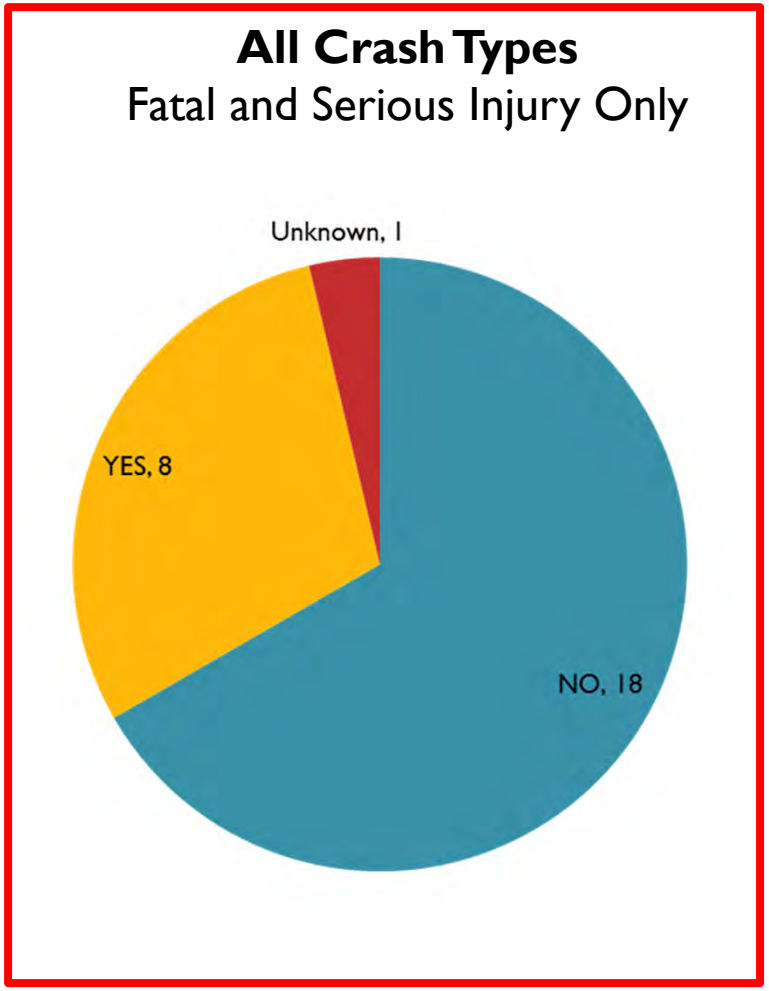




2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Safety Equipment Used (Belts/Helmets)

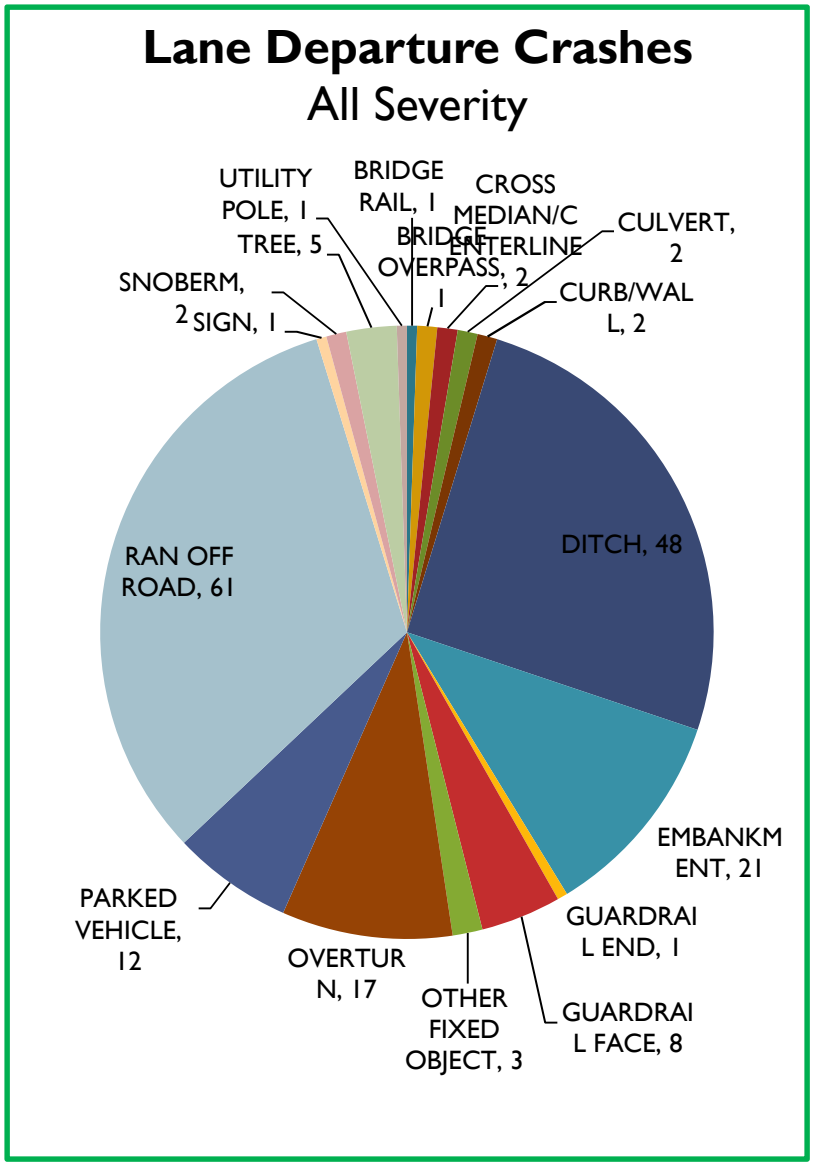


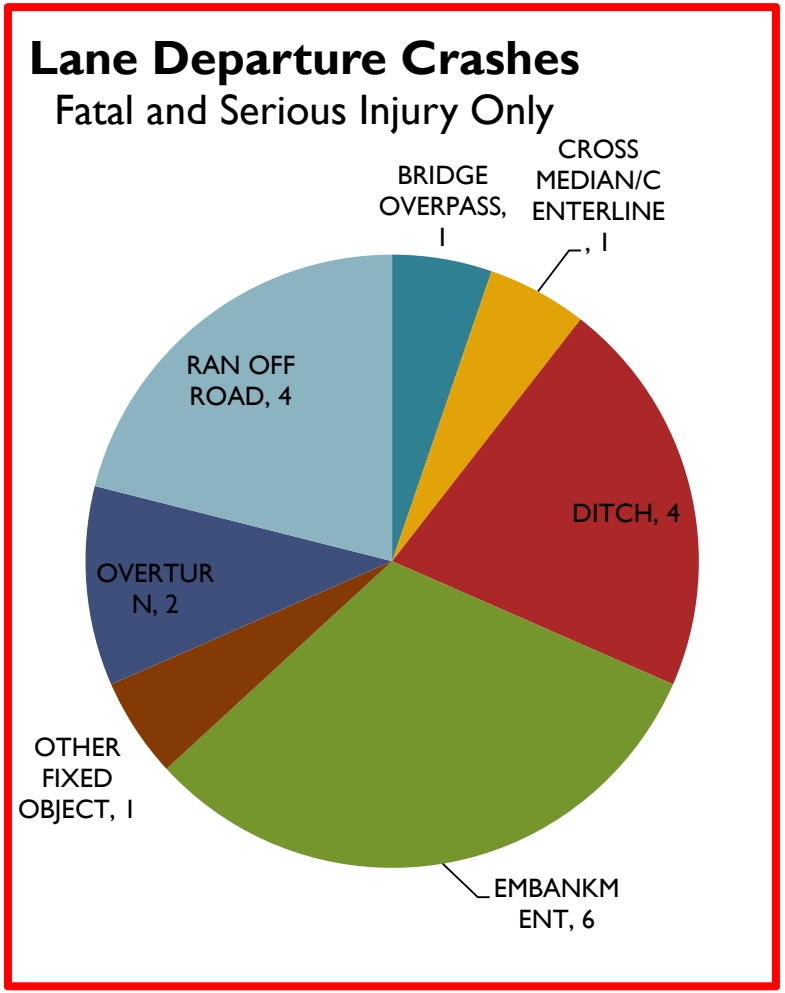


2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

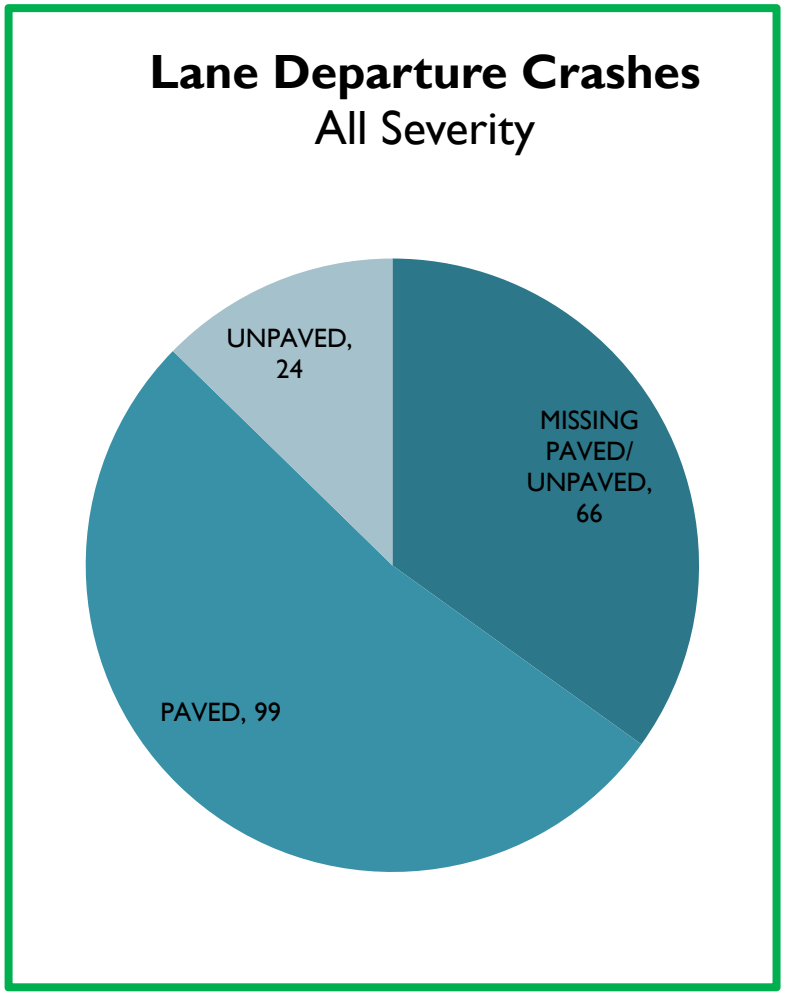
Single Vehicle Lane Departure Crashes
Crash Type

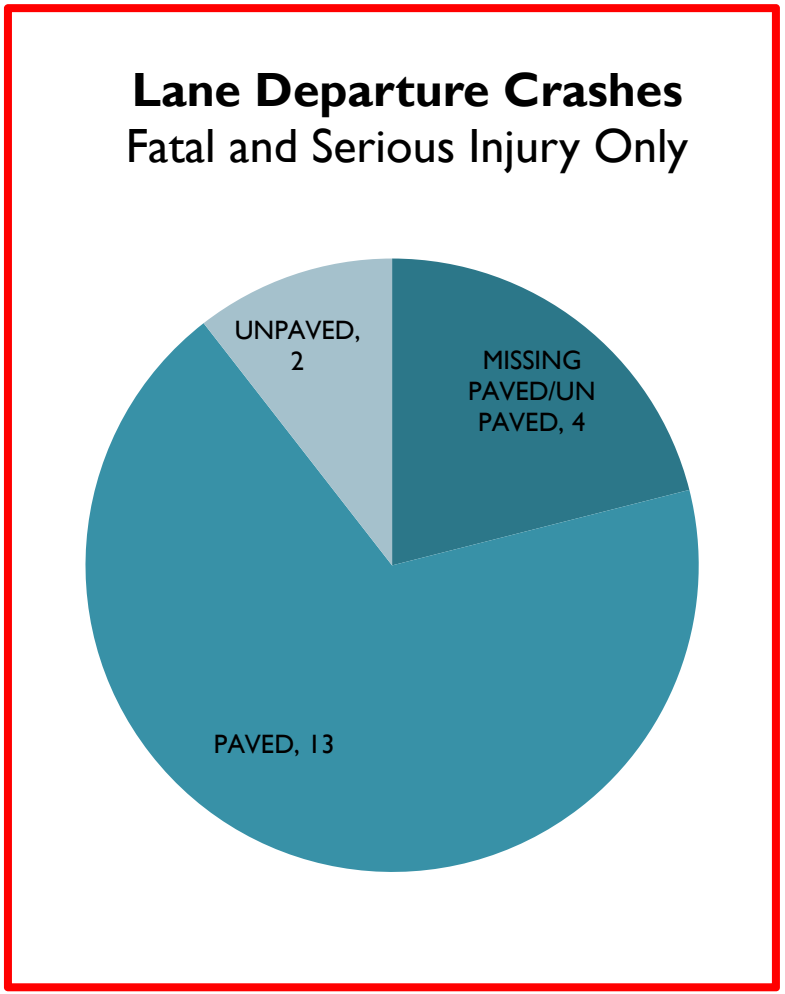




2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

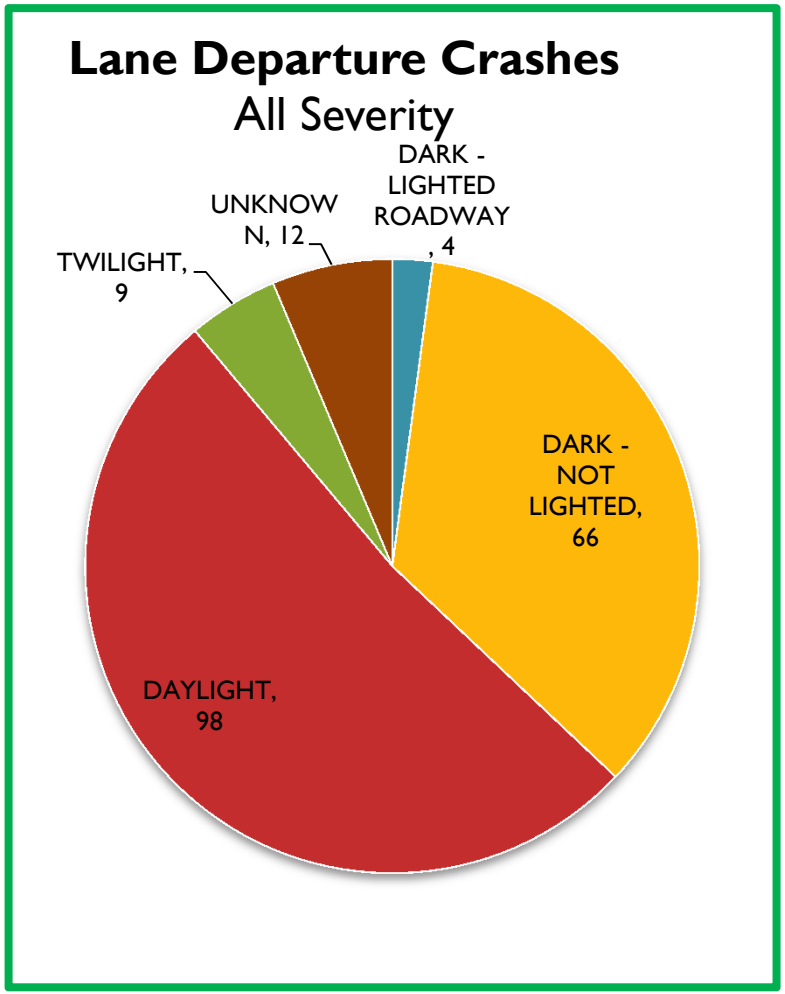
Single Vehicle Lane Departure Crashes
Road Surface Type

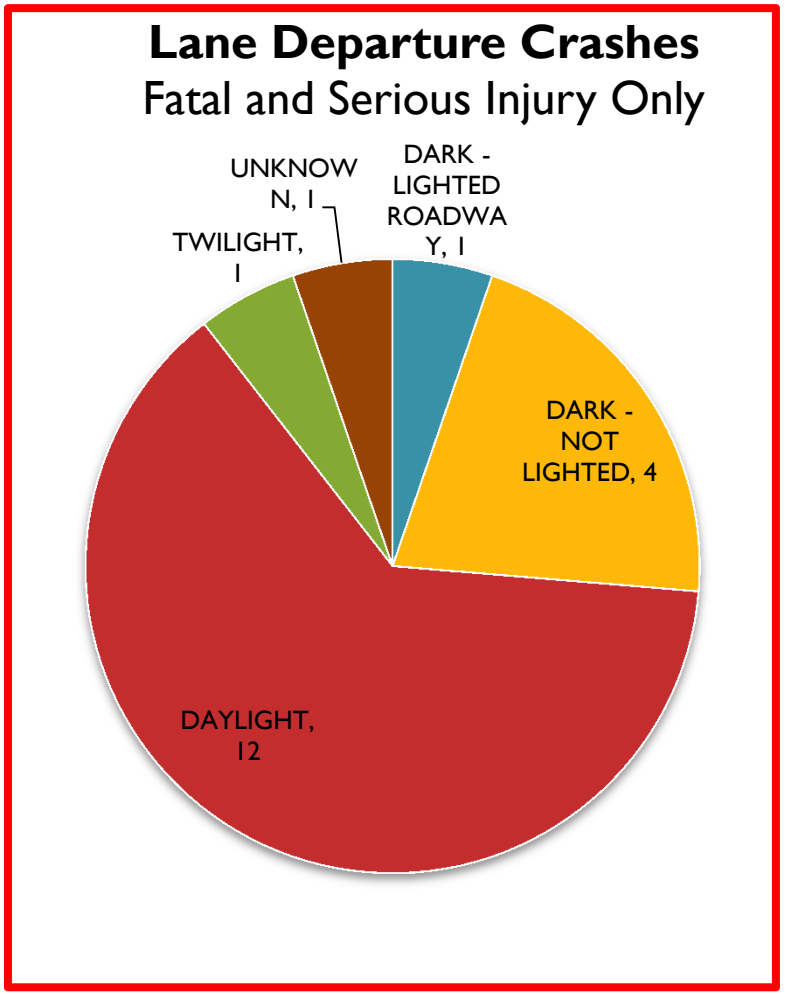




How does this compare to mileage of paved roads on the island?
(there may have been significant changes in pavement type during this 12 years of crash data)

Single Vehicle Lane Departure Crashes Light Conditions

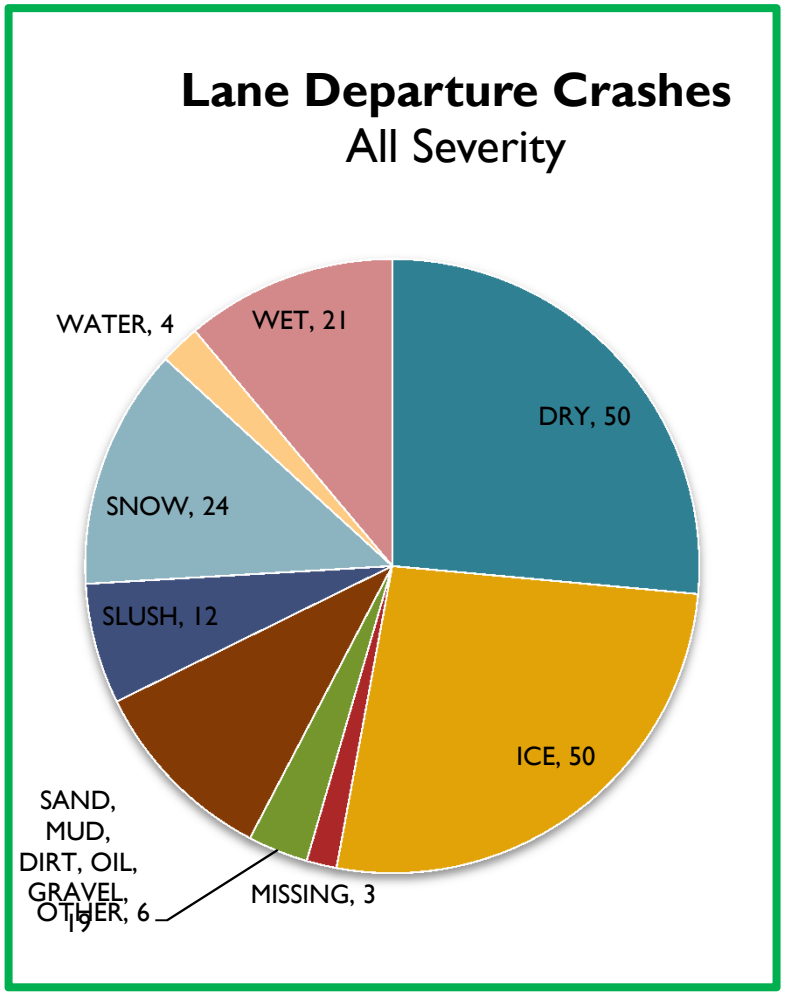


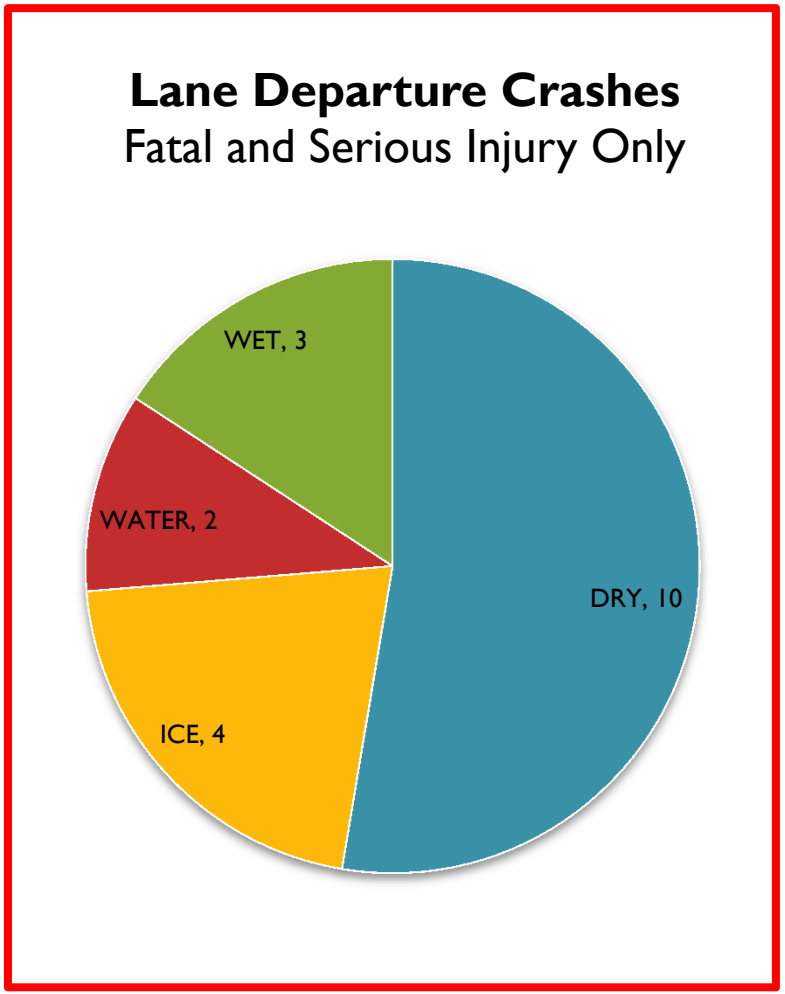


2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Single Vehicle Lane Departure Crashes Road Surface Conditions

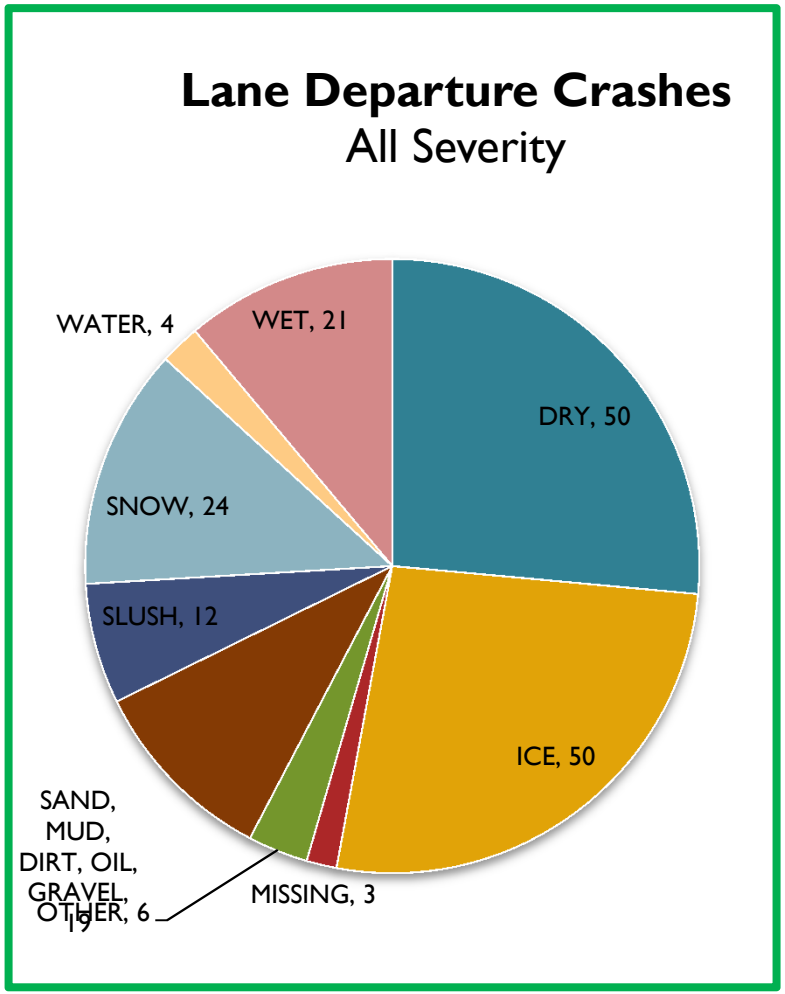


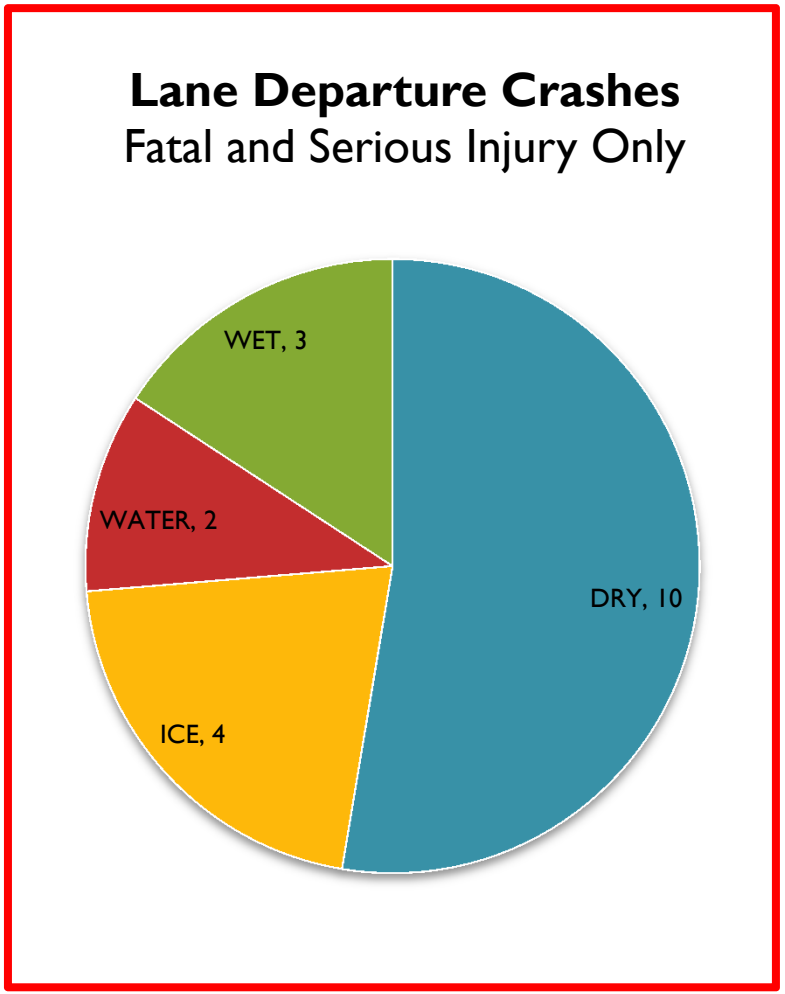


Winter surface conditions contribute to only 23% of Fatal and Serious Injury crashes

2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Single Vehicle Lane Departure Crashes Road Surface Conditions

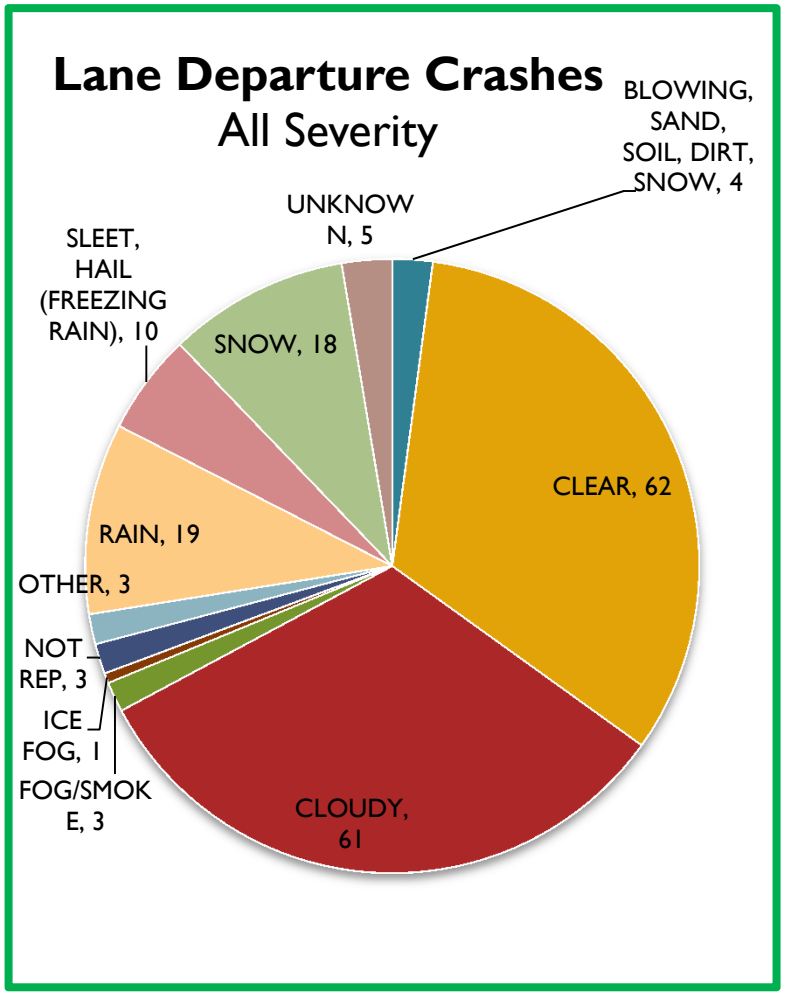


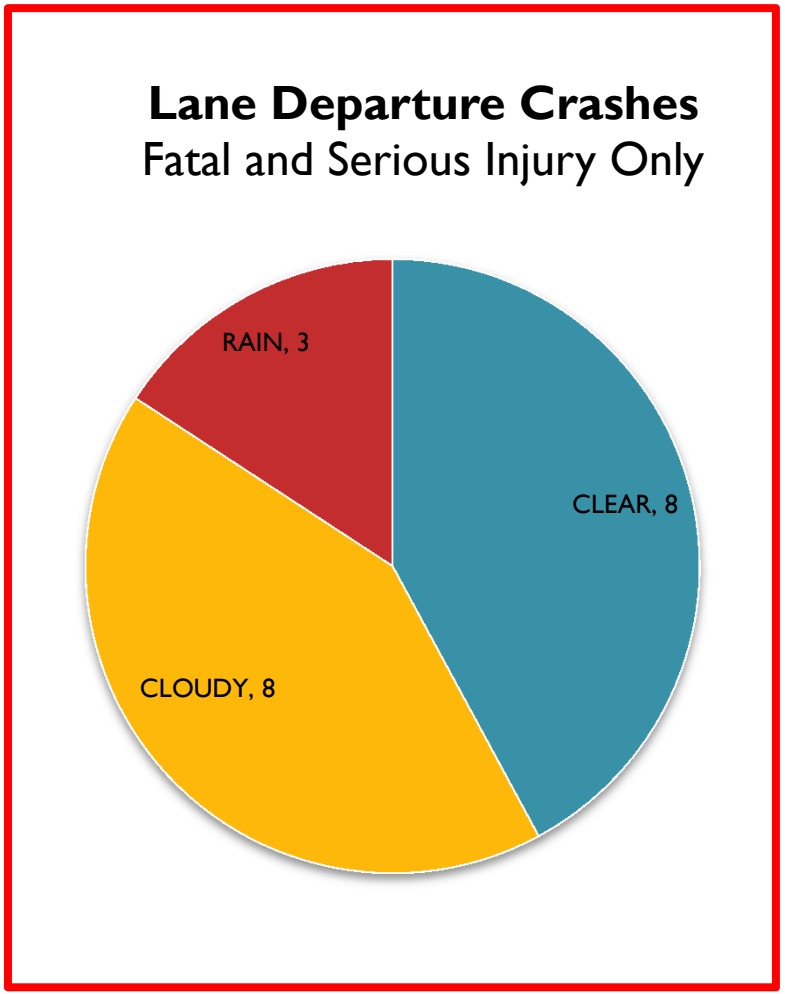


Winter surface conditions contribute to only 23% of Fatal and Serious Injury crashes

2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Single Vehicle Lane Departure Crashes Weather Conditions

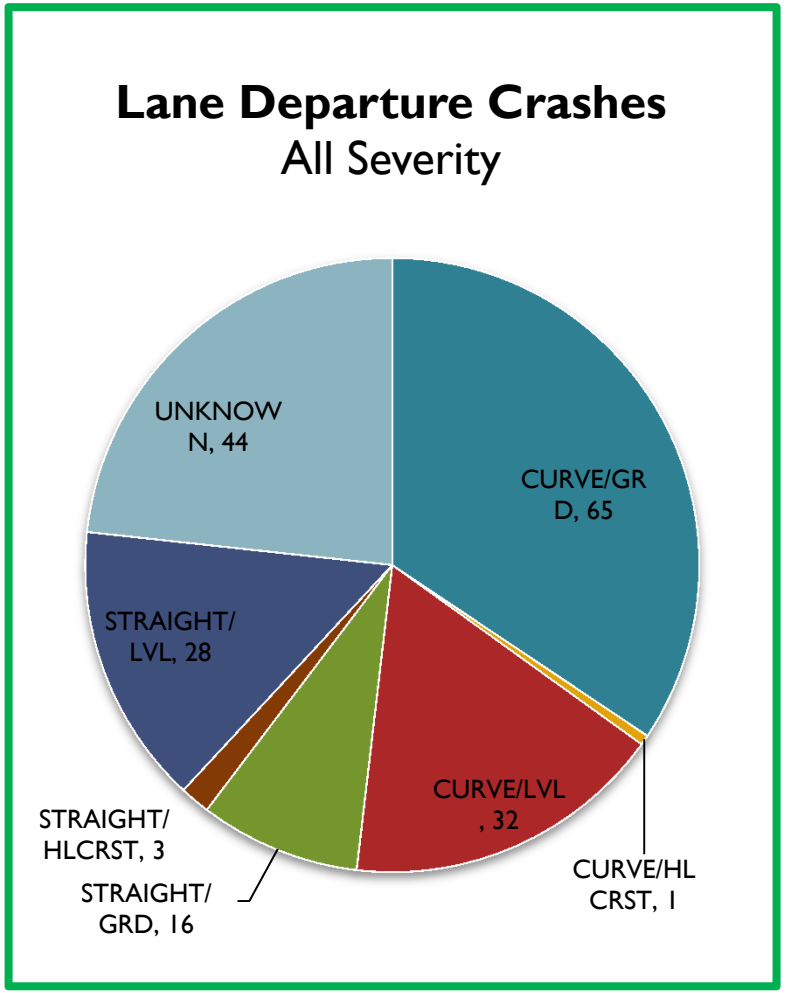


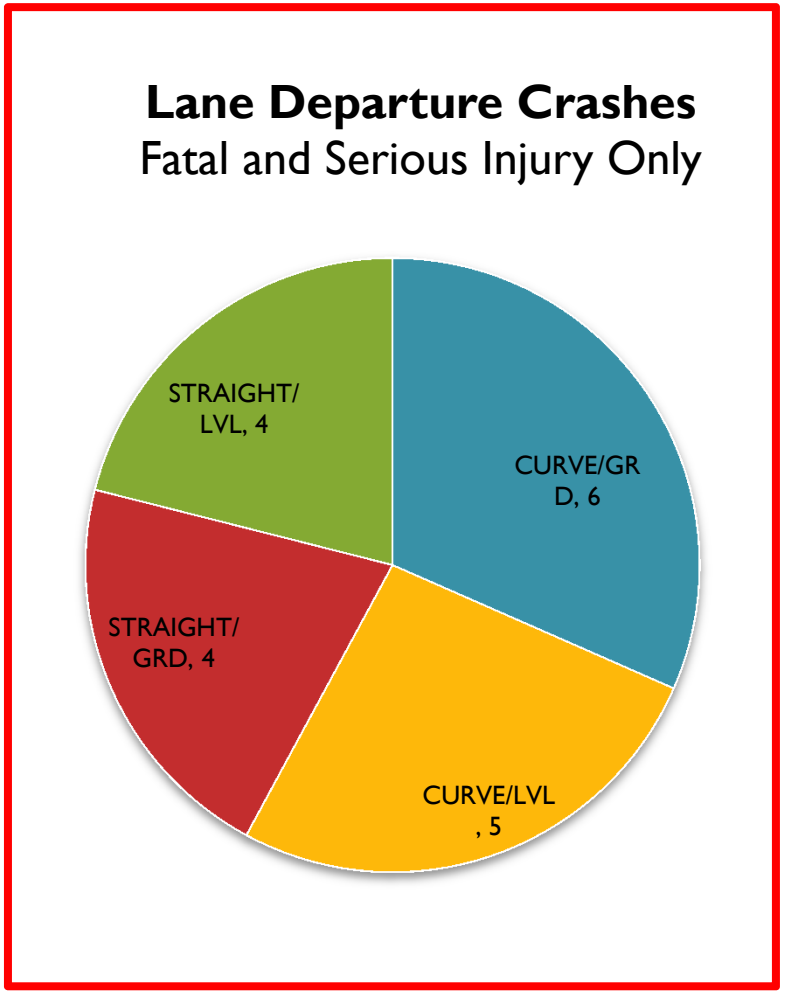


Winter weather conditions do not seem to influence Fatal and Serious Injury Lane Departure Crashes crashes

2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Single Vehicle Lane Departure Crashes Road Feature

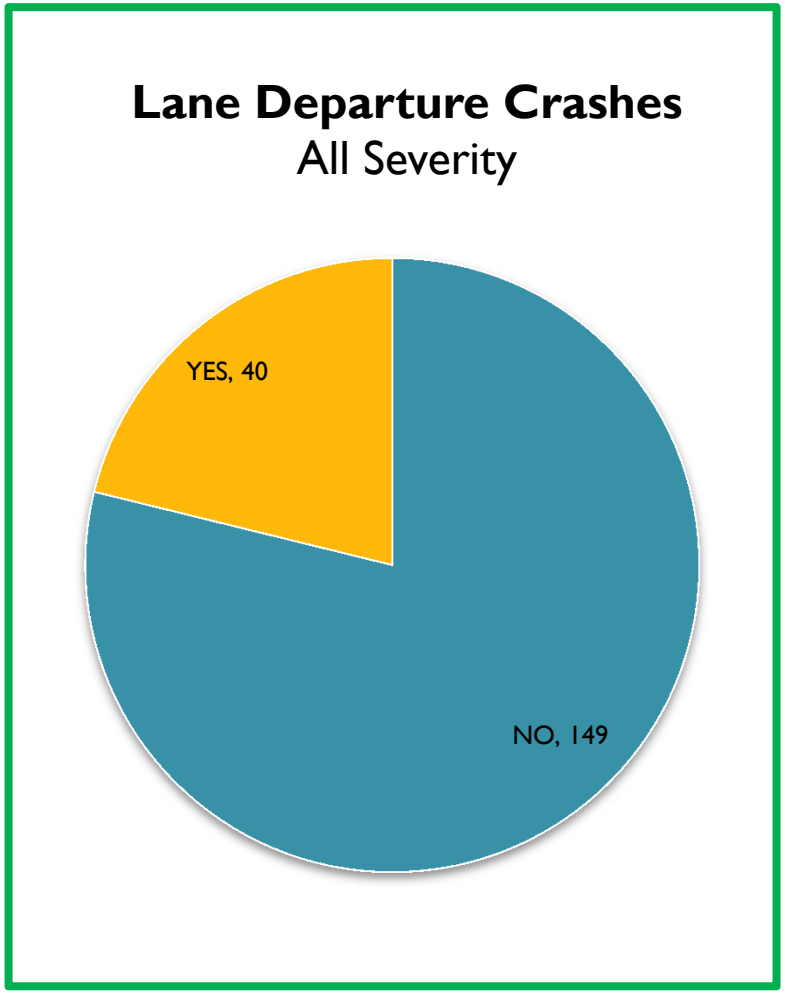


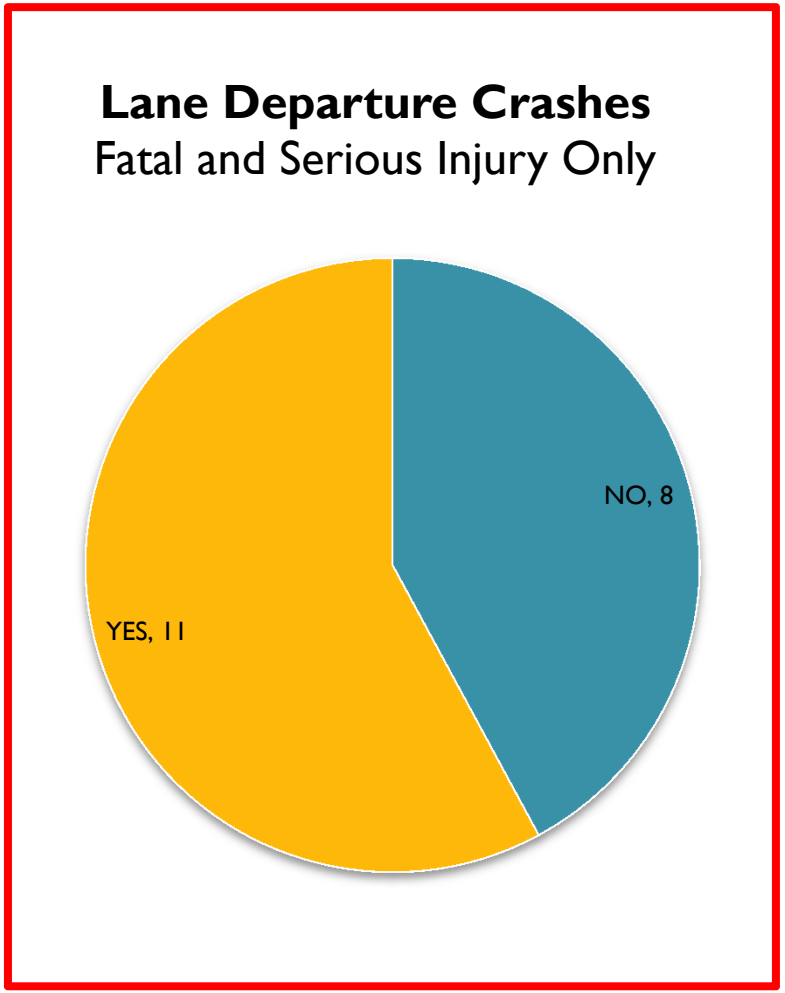


over 50% Lane Departure Crashes Crashes occur in curves. This is true for both "all severity" and "fatal/serious injury" crasehs.

2000-2011 Crash Data for Prince of Wales Island; Provided by Alaska DOT July 10, 2014

Single Vehicle Lane Departure Crashes Alcohol/Drug Impairment Reported





2015 Transportation Priorities Summary

Route #	Project Name
Existing Community Streets Improvements	
1017	Windy Way
0037	Sunnahae Court
0038	Achen Court
0039	Brandi Court
0041	Thomas Court
0042	Ptarmigan Court
0030	Oceanview Drive
0031	Sunnyside Drive
	Beaver Spur
0014	Cape Suspiro Road
	CTA Headstart Access Road
	Recreation Road Improvements/Washeteria
Proposed Road Construction	
1016	Windy Way Loop
1028	Tsunami Evacuation Route
	Port Saint Nicholas Road Mile Point 6.5 Beach Access
	Port Saint Nicholas Road Mile Point 8.1 River Access
	Port Saint Nicholas Road Mile Point 12.2 Recreation Facility/Washeteria
	Tract P Access and Development Road
Port Saint Nicholas Road Improvements	
0005	Port Saint Nicholas Road Phase 2
0001	Port Saint Nicholas Road Approach Paving
0001	Port Saint Nicholas Road Guardrail Construction
Existing Subsistence and Economic Routes Improvements	
0006	Waterline Access Road
0007	Tie Road
0008	Klawock Mainline Road
0011	Wolf Lake Road System
	Klawck Lake Spur and Klawock Highway Intersection
0010	Doyle Bay Road
0012	Port Saint Nicholas Lake Road
	Upper Stealhead Road
	Cloud Nine Beach Access
Pathway Improvements	
0029	Hamilton Drive Pathway
1033	Craig-Klawock Highway Bike Path
Parking Lot Improvements	
	Craig Floatplane Parking Lot
Maintenance Priorities	
	Equipment Maintenance Facility
Marine Priorities	
	CTA Dock and Ramp Facility
	Klawock Lake Dock
Bridge Priorities	
	Port Saint Nicholas Road Sugar Point Bridge Replacement
	Klawock Lake Dock

General Transportation Priorities withouth Specific Route Numbers
Crosswalk Marking
Dust Control Application
Informational Kiosks at Recreation Sites
Roadway Safety Plan
Safe Routes to School Program
Tribal Sea Rescue Program
Community Streets Road and Boardroad Maintenance
USFS Road and Trail Maintenance
Transit Implenmentation Plan
Bus Stops in Craig
Rehabilitation and/or Replacement of Off-System City Bridges

PRINCE OF WALES COMMUNITY ADVISORY COUNCIL
RESOLUTION No. 15-01

A JOINT RESOLUTION BY AND BETWEEN THE COMMUNITIES OF THE PRINCE OF WALES COMMUNITY ADVISORY COUNCIL (POWCAC) SETTING TRANSPORTATION PRIORITIES FOR PRINCE OF WALES ISLAND FOR 2015

WHEREAS, the Prince of Wales Community Advisory Council acts in an advisory capacity for participating communities on Prince of Wales Island; and,

WHEREAS, the representatives from the Alaska Department of Transportation and Public Facilities have discussed proposed road projects for Prince of Wales Island and have suggested that communities on the island develop a consensus of road projects priorities for inclusion in the State of Alaska's STIP, Public Forest Service Roads Program, and the Bureau of Indian Affairs Roads Program; and,

WHEREAS, the Prince of Wales Community Advisory Council has discussed road needs on Prince of Wales Island and recommends that the following projects and priorities be adopted by the island communities and submitted to the Alaska Department of Transportation and Public Facilities for inclusion in the State's planning and prioritization process; and,

NOW, THEREFORE, BE IT RESOLVED that the communities of the Prince of Wales Community Advisory Council hereby adopt the following regional transportation projects and priorities for roads on Prince of Wales Island:

FOREMOST TRANSPORTATION PRIORITY

Priority	Project Name	Project Description
1.	Operational Support to IFA	Continue annual appropriation in the State of Alaska General Fund operating budget.

SURFACE TRANSPORTATION PRIORITIES

Priority	Project Name	Project Description
1.	Kasaan Road	Phase I-Goose Creek to Tolstoi Bay; Phase II-Tolstoi Bay to Kasaan: Upgrade to a two-lane road at 35 mph design speed. Surface with D1 and asphalt. The road is critical to Kasaan and carries school bus traffic, daily commuting from S. Thorne Bay to the balance of Prince of Wales Island, and industrial truck traffic, making upgrade of the right of way priority.
2.	Resurfacing Hydaburg Road	Redesign, straighten, and resurface the Hydaburg Road to provide safe driving conditions.
3.	Naukati Bay Road	Upgrade and pave Naukati Bay access road between the North POW Road and the Naukati Seaplane Float.
4.	Whale Pass Road	Upgrade and pave the Neck Lake and Twin Island roads to create a suitable road base for El Capitan Cave and north island traffic loop through Whale Pass.

5.	Sandy Beach Road	Upgrade and reconstruct between Thorne Bay and Coffman Cove. Evaluate merits of construction of the low elevation Eagle Creek road segment.
6.	Ratz Harbor-Eagle Creek Rd.	Construct a low elevation road between Ratz Harbor and Eagle Creek.

AIR TRANSPORTATION PRIORITIES

Priority	Project Name	Project Description
1.	Frank Peratrovich Airport	Construct/install improvements detailed in the airport master plan, and provide a public parking facility. Address invasive plant species issues.

ROADS TO RESOURCES

Priority	Project Name	Project Description
1.	POW Minerals and Hydropower Road	Construct road access to POW mine and hydro-electric project sites, including Reynolds Creek, Niblack Mine, and Bokan Mountain sites.

ALTERNATIVE TRANSPORTATION PRIORITIES

Priority	Project Name	Project Description
1.	IFA Terminal & Clark Bay Float Plane Dock Parking area	Expand the public parking area shared by IFA and State of Alaska for passengers using the IFA and Clark Bay Floatplane Dock facilities.
2.	Community Transit System	Establish an Island-wide bus system to connect communities and transportation hubs.

NON-MOTORIZED FACILITY PRIORITIES

1.	IFA Covered Walkways	Construct covered pedestrian walkways at both the Hollis and Ketchikan IFA Terminals.
2.	Craig-Klawock Path	Construct a multi-use path for 4.7 miles along the uphill side of the highway between Craig and Klawock.
3.	Multiple Use Paths	Construct multi-use paths along the mainline road system Prince of Wales Island.
4.	POW Discovery/Visitor Center	Planning, design, and construction of a POW Discovery/visitor's center.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the Bureau of Indian Affairs, US Forest Service and FHWA Western Federal Lands Division in Vancouver, Washington, Alaska Department of Transportation and Public Facilities, Governor Bill Walker, Senator Bert Stedman, Rep. Dan Ortiz, Rep. Jonathan Kreiss-Tomkins, and other members of the Alaska Legislature that represent Southeast Alaska communities.

PASSED AND APPROVED this 18th day of November, 2014 by the Prince of Wales Community Advisory Council.

POWCAC Chair

Member Approvals:

Craig Tribal Association Tribal Safety Plan
Safe Routes to School Emphasis Area
Pre-Site Visit Interview Questions/Responses

As your school prepares to host a Safe Routes to School Site Visit, the superintendent (and/or other key school personnel) is uniquely qualified to provide essential information to help the consultant understand the issues that are important to the school and local community. Below are a number of questions that will give the consultant a better picture of your school's specific demographics and challenges. ***Please e-mail your answers back to the consultant prior to her scheduled visit with you, as it will save your time during her visit.***

School population

- How many students attend Craig City School District schools, and what grades do they represent?

We have 300 students who attend school on a daily basis in Craig. Elementary School- 140 student k-5, Middle School- 60 students 6-8, and High School- 80 students grades 9-12.

- How many students walk or bicycle regularly?

Probably about 30-40 students walk or ride bikes on a regular basis.

- How many more walk or bike on an occasional basis?

As the weather allows, another10-20 students might bike or walk to school. I believe the schools have tried to participate in the annual bike to work or school days in Alaska.

- Is there anything the consultant needs to know about the dynamics of the school population?

Some of our students technically live in other districts, some travel as far as 35 miles each way daily.

- Is this a magnet school? No issues like that to speak of.

- Are students bused to this school from other parts of town?

See other response. Some buses do provide rides of 10-15 miles in one direction.

- Or do all of them live within the immediate vicinity? Where do most students live with respect to the school property? 1-3 miles from school.

- Do you have a map of the school zone boundaries, and/or a map of the walk zone that you can provide electronically to the consultant? Nothing they haven't seen already.

Policies and plans

- Are there any policies that the consultant needs to know about?

No, policies do not restrict walking or biking to school. We have policies on activity and healthy living.

- Are children allowed to bicycle to school? Is there a certain road they are not allowed to cross?

The main road in front of the schools is a challenging road to cross for young people. If they go to a store for a snack they need to be careful. Cross walks and lights could be enhanced.

- Does your school hold a Walk to School Day event? We participate in other statewide events.

Craig Tribal Association Tribal Safety Plan
Safe Routes to School Emphasis Area
Pre-Site Visit Interview Questions/Responses

- Is this school slated to undergo any type of major reconstruction/renovation project in the near future that might change or improve the parking and circulation pattern on the school grounds; e.g., CDBG and/or Adjacent Ways?

Nothing is planned at this time.

Drop-off and pick-up

- What is the span of time in which children arrive in the morning?

About 8 am on all campuses is when we start. Students arrive from about 7:20-8:15.

- What is the span of time in which children depart?

Students depart most days at 2:45 4 days a week, 1:45 on the early release days. There are sports and activities that require kids to stay later or return for seasonal events.

- Is there a departure procedure, i.e. are children who ride buses dismissed first, then walkers, then children being picked up by private vehicles?

All children are dismissed at the same time.

- Where can children access the school at different times of day (drop-off, pick-up, mid-day)? In other words, are doors locked at different times of the day?

We currently leave several doors open throughout the day. We may change that and will have to adjust our plans at that time.

- If so, will this change anytime soon? Maybe by fall.

Safety

- What are your concerns regarding student safety with respect to traffic?

Parking lots and loading zones are monitored but risky.

- Have there been parent complaints on this issue? Not many.

- Have there been any serious pedestrian injuries or fatalities in recent years about which we should be aware?

No pedestrian events. One high school student ‘s car collided with a motorcycle while exiting the school parking lot last year.

- Are you aware of any pedestrian or bicycle safety lessons that are taught at the school, either during P.E., or in the classroom?

I believe there are annual discussions in health and pe classes as well as oyhrr partner events.

- Who teaches these classes?

Teachers and other community events are led by public health and parks and rec staff.

Craig Tribal Association Tribal Safety Plan
Safe Routes to School Emphasis Area
Pre-Site Visit Interview Questions/Responses

- Do you have a Student Safety Patrol at the school (i.e. student volunteers who might stand outside the school and facilitate pick-up and drop-off)?

No. Handled by school staff.

Other

- Are there any other issues that the consultant should know about that might affect Craig City School District's ability to encourage students to walk or bike to school? No
- Are the parents or PTA involved at the school? Yes and interested in supporting school safety.
- The consultant will need photographs of the students for the Tribal Safety Plan Meeting PowerPoint, as well as for the Craig Tribal Association Tribal Safety Plan. The consultant has agreed to try to take photos from a distance or from behind, so that viewers can not identify the children who are in the photos. If useful photos in which the children area readily identifiable are acquired, the consultant will seek permission to utilize those photos. We have addressed this.

Fatalities by Person/Crash Type

Fatality Type	Fatalities					Fatalities Per 100,000 Population				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Total Fatalities (All Crashes)*	1	1	0	1	1					
(1) Alcohol-Impaired Driving (BAC=.08+) Fatalities	0	0	0	1	0					
(2) Single Vehicle Crash Fatalities	1	1	0	1	1					
(3) Large Truck Involved Crash Fatalities	0	0	0	0	0					
(4) Speeding Involved Crash Fatalities	1	0	0	1	0					
(5) Rollover Involved Crash Fatalities	1	0	0	1	1					
(6) Roadway Departure Involved Crash Fatalities	1	0	0	1	1					
(7) Intersection (or Intersection Related) Crash Fatalities	0	0	0	1	0					
Passenger Car Occupant Fatalities	0	0	0	0	0					
Light Truck Occupant Fatalities	1	0	0	1	0					
Motorcyclist Fatalities	0	1	0	0	0					
Pedestrian Fatalities	0	0	0	0	0					
Bicyclist (or Other Cyclist) Fatalities	0	0	0	0	0					

(1) Crash Involved at Least One Driver or Motorcycle Rider With a BAC of .08 or Above
(2) Crash Involved Only One Vehicle In Transport
(3) Crash Involved at Least One Large Truck
(4) Crash Involved at Least One Vehicle Speeding
(5) Crash Involved at Least One Vehicle that Rolled Over
(6) Crash Involved at Least One Vehicle that Departed the Roadway (FHWA Definition)
(7) Crash Occured Within an Intersection or Within the Approach to an Intersection
*A Fatality Can Be in More Than One Category. Therefore Sum of the Individual Cells Will Not Equal the Total Due to Double Counting

Passenger Vehicle Occupant Fatalities by Restraint Use

Restraint Use	Fatalities					Fatalities Per 100,000 Population				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Restrained	0	0	0	0	0					
Unrestrained	1	0	0	1	0					
Unknown Restraint Use	0	0	0	0	0					
Total	1	0	0	1	0					

Motorcyclist Fatalities by Helmet Use

Helmet Use	Fatalities					Fatalities Per 100,000 Population				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Helmet Used	0	1	0	0	0					
No Helmet Used	0	0	0	0	0					
Unknown Helmet Use	0	0	0	0	0					
Total	0	1	0	0	0					

Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin		2009	2010	2012
Occupants (All Vehicle Types)	**White Non-Hispanic**	0	1	1
	American Indian, Non-Hispanic/Unknown	1	0	0
	Total	1	1	1
Total				
	White Non-Hispanic	0	1	1
	American Indian, Non-Hispanic/Unknown	1	0	0
	Total	1	1	1

2013 Race/Hispanic Origin Data is Not Yet Complete

3.0 Alaska's Plan for Improving Highway Safety

3.1 Framework of the Plan

The authors of the *Alaska Strategic Highway Safety Plan* share a common goal to **reduce the rate of fatalities and major injuries by one-third over the next 10 years**. This is an aggressive goal that will require bold action. They debated whether to include a vision that seemed attainable during the life of the plan or one that truly captured their hope for the people and visitors of Alaska. This was a difficult decision as there are multiple factors involved in every crash: human behavior being the most difficult factor to predict or control. They opted, however, for an optimistic vision committing to the idea that any loss of life or injury sustained due to a traffic crash is an unacceptable and for the most part avoidable tragedy. Their vision is: **Everyone Counts: zero deaths and injuries on Alaska's surface transportation system.**

Great care was taken to determine how that vision could be achieved. The authors wanted the mission statement to reflect how they intended to pursue that vision. They agreed that it would take strong leadership, targeting resources at the areas with the greatest opportunity for improvement, and a combination of strategies spanning all safety-related disciplines. They agreed on a mission to **improve the safety of everyone through a proactive leadership structure and to focus resources on the most effective solutions using evidence-based engineering, enforcement, education, and emergency response initiatives.**

With this vision, mission, and goal in mind, the Leadership and Working Groups identified emphasis areas and formed the Emphasis Area Teams which evaluated and selected strategies for reducing fatalities and major injuries in Alaska.

3.2 Emphasis Areas

Three primary references were used to select the emphasis areas: data analysis and review (see Section 1.0 for the problem identification); discussion among the planning participants; and review of the AASHTO SHSP. The three primary emphasis areas are driver behavior, special users of the transportation system, and highways. Each emphasis area addresses multiple problems areas, including:

1. **Driver Behavior –** Crashes involving impaired driving, speed and aggressive driving, young drivers, and unlicensed / suspended / revoked drivers;

2. **Special Users of the Transportation System –** Crashes involving pedestrians, motorcyclists, and bicyclists; and

3. **Highways –** Lane departure crashes, crashes at intersections, and crashes involving moose.

Two additional issues were discussed in great detail, although not designated as separate emphasis areas: 1) data; and 2) OHVs. **Data** was recognized as an imperative tool for identifying, analyzing, and mitigating crash problems. Issues regarding the availability, timeliness, accuracy, and completeness of crash data span all the problem areas. At the inception of this planning process, several stakeholders already were involved in the ATRCC. Participants agreed that efforts to address data issues should not be duplicated. Additionally, the goal of the ATRCC was directly related to that of the SHSP: *to improve motor vehicle crash data in order to reduce crashes and injuries on Alaska's roadways.* During the spring of 2007, the State participated in a Traffic Records Assessment, and the ATRCC prepared the State's first application for the 23 U.S.C. 408 State Traffic Safety Information System Improvement Grant. The application contains the State's 2000 Strategic Plan for Traffic Records (and related Assessment Report); the 2007 plan update; goals- and performance-based measures for improving traffic records; and other information required for the application. The application requests funding for five projects voted on by the ATRCC. These projects, or strategies for improving traffic records in Alaska, include:

- **SEARHC Youth First Responders –** The Youth First Responders is a pilot program for students ages 14 to 18 who are learning about health careers by training to earn their Emergency Trauma Technician and Emergency Medical Technician certificates. Students are trained in preparation of Patient Care Report forms. When they ride along on the ambulance, a Patient Care Report form is prepared for each call. These data will be submitted to the State EMS Office, a member of the ATRCC, through its web-based EMS data collection system. EMS personnel enter patient care information into a run report which will be collected and transmitted to the State Section of Injury Prevention and EMS. These data are part of the Alaska Trauma Registry and the FARS.

- **Uniform Citation Table –** An enhanced, centrally administered Alaska Uniform Table of Offenses (AUTO) would contain all traffic and criminal offenses defined in statutes, regulations, and local ordinances, including important attributes agreed upon by the agencies that create, process, and use traffic and criminal record data. AUTO would be updated as soon as changes in law are known. Subscribing agencies would be able to immediately and automatically update their own databases each time the centrally managed table is changed. All agencies capturing and exchanging data about traffic and criminal offenses would validate offenses against the same table. Agencies' internal offense tables would contain all attributes agreed upon as necessary to maintain complete and accurate traffic records, such as offense effective date ranges.

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal - MAP-21	National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's assessment management plan for the NHS.	• Bicycle transportation and pedestrian walkways	NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements. Funding: Generally, 80% Federal/20% matching	In general, obligated through competitive local or statewide grant programs
Federal - MAP-21	Surface Transportation Program (STP)	The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects; including intercity bus terminals.	• Recreational trails projects • Bicycle transportation and pedestrian walkways • Most transportation enhancement eligibilities (see below)	Projects must be identified in the STIP/TIP and they must be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. Funding: Generally, 80% Federal/20% matching	In general, obligated through competitive local or statewide grant programs
Federal - MAP-21	Transportation Alternatives Program (TAP) - *Includes Recreational Trails Program and Safe Routes to School set-asides*	MAP-21 establishes a new program to provide for a variety of alternative transportation projects. The TAP replaces the funding from pre-MAP-21 programs; including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs.	• Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation • Infrastructure-related projects and systems that will provide safe routes for non-drivers; including children, older adults, and individuals with disabilities, so they may access daily needs. • Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. • Recreational Trails Program • Safe Routes to School program	Funding: Generally, 80% Federal/20% matching	In general, obligated through competitive local or statewide grant programs
Federal - MAP-21	Congestion Mitigation and Air Quality Program (CMAQ)	The Congestion Mitigation and Air Quality (CMAQ) program funds transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	• Projects or programs that shift traffic demand to non-peak hours or other transportation modes during peak hours. • Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel.	Funding: Generally, 80% Federal/20% matching	In general, obligated through competitive local or statewide grant programs

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal - MAP-21	Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a Federal Highway Administration (FHWA) program that funds highway safety projects aimed at reducing highway fatalities and serious injuries.	• Bike lanes, bike parking, crosswalks, and signage	Bicycle safety must be included in State's Strategic Highway Safety Plan (SHSP). Funding: 90% Federal/10% matching	In general, obligated through competitive local or statewide grant programs
Federal - MAP-21	Federal Lands Program (FLP) - *Access and Transportation Programs*	The Federal Lands Program (FLP) funds projects that improve access to or transportation within the federal estate (e.g., national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands).	• Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities, and provision for pedestrians and bicycles.	Project must be within, adjacent to, or provide access to federal lands. Funding: 100% Federal	In general, projects are selected by Federal Land Management Agency or statewide committee
Federal	Federal Highway Safety (Section 402) Grant Program	Highway Safety Funds are used to support state and community programs to reduce deaths and injuries on the highways.	• Conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Funds can also be used for some limited safety-related engineering projects.		Program administered through the Governor's Office of Highway Safety
Federal	Community Development Block Grants (CDBG)	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development means.	• Public facilities and improvements (road and street improvements) • Planning and capacity building (transportation plans)		Submit an annual regional account application to local Metropolitan Planning Organization or Council of Governments
Federal	Land and Water Conservation Fund (LWCF)	The Land and Water Conservation Act established a grant fund to assist state and federal agencies in meeting present and future outdoor recreation needs. The Act: 1) provides funds for land acquisition for recreation on federal fish and wildlife areas, national parks, national forests, recreation areas, and for the operation/development of national parks; and 2. authorizes federal assistance to states for planning, acquisition, and development of outdoor recreation facilities through a grants program. In turn, the states may transfer the funds to local political subdivisions to acquire land or develop outdoor recreation facilities.	Qualifying projects include development and/or acquisition of outdoor facilities for the purpose of public recreation. Eligible projects will include all required documentation, and meet needs identified in *Alaska's Outdoor Legacy, Statewide Comprehensive Outdoor Recreation Plan* (SCORP), 2009 - 2014: http://dnr.alaska.gov/parks/grants/lwcf.htm	The Land and Water Conservation Fund provides 50 percent reimbursement to selected outdoor recreation projects that are sponsored by political subdivisions and other appropriate public agencies.	In general, obligated through competitive local and statewide grant programs administered by the Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation.

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal	National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) Program	The Rivers, Trails, and Conservation Assistance Program provides NPS technical assistance with projects having specific goals and results for conservation and recreation expected in the near future.	• Defining project vision and goals • Identifying and analyzing issues and opportunities • Assessing and engaging partners and stakeholders • Inventory and mapping of community resources • Priority setting and consensus building • Identifying funding sources • Organizational development • Designing community outreach and participation strategies • Planning (trail, park, open space, greenway, water trail, etc.) - Components include inventorying existing conditions, analyzing options, considering safety issues, and the engaging project partners to create conservation and outdoor recreation opportunities in local communities.	RTCA applications are competitively evaluated based on the following criteria: 1) Project has specific goals and results for conservation and recreation expected in the near future; 2) Roles and contributions of project partners are substantive and well-defined; 3) Evidence of broad community support for the project; 4) The NPS' role is clear and supports NPS' mission; and 5) The project advances one or more key NPS strategic objectives.	In general, obligated through competitive regional NPS Rivers, Trails, and Conservation Assistance program offices.
Local	Special Districts: Community Facilities District (CFD), Improvement Districts	Special District created for the purpose of financing the acquisition, construction, operation, and maintenance of public infrastructure improve.		Acceptance by the owners of at least 25% of the land area proposed to be included in the district.	
Local	Development Stipulations	Development requirements are typically placed on proposed projects at the time of entitlement approval to help develop necessary public facilities.		Project developer must agree to proposed stipulations prior to entitlement approval.	
Local	Development Impact Fees	An "impact fee" is a fee that is determined by a municipality, and is placed on a proposed project to help cover the additional costs associated with upgrading affected public facilities resulting from the construction.			
Local	Sales Tax	Funds from a portion of the municipality's sales tax	• Pedestrian facilities and programs		
Local	General Obligation Bonds	Bonds are a common mechanism that counties use to borrow money for transportation projects. Most general obligation pledges at the local government level include a pledge to levy a property tax to meet debt service requirements			

Source	Program	Description	Eligible Project Types	Requirements	Administration
Local	Special Districts: Community Facilities District (CFD), Improvement Districts	Special District created for the purpose of financing the acquisition, construction, operation, and maintenance of public infrastructure improve.		Acceptance by the owners of at least 25% of the land area proposed to be included in the district.	
Non-profit	International Mountain Bicycling Association	Grants fund projects that maintain and improve the sustainability of local trails, preserve the environment and enhance conservation in the mountain bicycling community. Applicants should have an IMBA Teaming For Trails microsite webpage set up. Submit applications via IMBA's 2015 Small Grants Application Form.	• Pump track, bike parks, flow trails, and gravity trails • Mountain bike trail restoration and preservation projects • Projects that promote environmental education and inspire conservation in the mountain biking community		
Non-profit	PeopleForBikes Community Grant Program	The PeopleForBikes (PFB) Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. PFB generally holds 1-2 open grant cycles every year, and the Community Grant Program application has two parts: 1. Letter of Interest: Applicants submit an online letter of interest through PFB's website. LOIs must include applicant information, contact person, and project overview. 2. Full Application: PFB will request a full project application from a short list of qualified applicants. Invited organizations will receive access to the online application.	• Includes bike paths, lanes, bridges, rail trails, as well as mountain bike trails/facilities, bike parks, pump tracks, and BMX facilities • End-of-trip facilities such as bike racks, bike parking, and bike storage • Large-scale bicycle advocacy initiatives; e.g., Ciclovías or Open Streets Days • Initiatives designed to increase ridership or the investment in bicycle infrastructure	PeopleForBikes accepts requests for funding of up to $10,000, and does not require a specific percentage match. However, leverage and funding partnerships are considered very carefully. Grant requests in which the funding would amount to 50% or more of the project budget will not be considered.	In general, obligated through competitive grant program.
Non-profit	The North Face® Explore Fund™	To inspire and enable the next generation of explorers by funding non-profit organizations that are working to re-connect children with nature.	• 501(c)(3) organizations; agencies seeking this designation or that have a comparable fiscal sponsor.	Grants support organizations that encourage youth outdoor participation, focusing primarily on: 1) Connecting children to nature; 2) Increasing front and backcountry recreational access; and 3) Providing experiential education for personal and environmental health.	In general, obligated through competitive grant program.

Source	Program	Description	Eligible Project Types	Requirements	Administration
Non-profit	Surdna Foundation - Sustainable Environments Transportation Networks and Equitable Development Patterns	Sustainable Environments grants: 1) Seek to overhaul America's low performing infrastructure with a new approach that will foster healthier, sustainable & just communities; 2) Strengthen and expand the use of transportation project performance standards that improve transportation options, increase access and mobility, reduce vehicle miles traveled and greenhouse gas emissions, and advance climate resilient strategies; 3) Strengthen procurement and other policies so that the public funds spent on transportation help create quality jobs and deliver the broadest possible public benefits to nearby communities; 4) Support innovative revenue models to build out sustainable transportation networks and ensure public benefits; and 5-Promote regional transportation and land use practices that integrate light rail, transit, and urban-suburban connections.	• 501(c)(3) nonprofit organizations; government agencies are not eligible for funding. • In certain cases, government agencies may apply through a fiscal sponsor. The fiscal sponsor must be a 501(c)(3). • No funding to individuals, capital campaigns or building construction.	A Letter of Inquiry must initiate the grant application process through the foundation's online application form.	In general, obligated through competitive grant program.

Craig

Long Range Transportation Plan Addendum

Prepared For:

Craig Tribal Association
P.O. Box 828
Craig, Alaska 99921

Prepared By:

Rodney P. Kinney Associates, inc.
Consulting Engineers & Surveyors
16515 Centerfield Drive, Suite 101
Eagle River, Alaska 99577

March 2018

Craig Tribal Association

LONG RANGE TRANSPORTATION PLAN ADDENDUM

Tribal Transportation Program
Number: E09108-Craig

Prepared For:

Craig Tribal Association
P.O. Box 828
Craig, Alaska 99921

Prepared By:

RODNEY P. KINNEY ASSOCIATES, INC.
16515 Centerfield Drive, Suite 101
Eagle River, Alaska 99577

March 2018

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APPENDIXES

EXECUTIVE SUMMARY

The Craig Tribal Association (CTA) retained Rodney P. Kinney Associates, Inc. (RPKA) to develop a 2018 Long Range Transportation Plan (LRTP) Addendum. This LRTP addendum includes and incorporates prior tribal transportation plans including the LRTPs prepared in 2006 and 2015. This Addendum addresses transportation priorities in the community and its surrounding boundaries that have become crucial to the community's transportation needs since the original transportation planning was completed.

The Federal Highway Administration (FHWA) will administer CTA's Tribal Transportation Program (TTP) Tribal Share funds which will support the planning and construction of the projects discussed in CTA's previous LRTPs and this LRTP Addendum, as established by 23 U.S.C. § 202. The Bureau of Indian Affairs (BIA) updated the TTP regulations, 25 CFR Part 170, with the final rule effective as of December 2016. The Fixing America's Surface Transportation Act (FAST Act) is the current funding bill for the Tribal Transportation Program.

There are approximately 333.1 miles of TTP routes currently inventoried and 1.9 miles to be submitted as part of this 2018 inventory update. These routes, in addition to the routes discussed in the Tribe's original and updated transportation plans, are a necessity for residents to access their lands and resources for economic and cultural development, subsistence activities, and to enhance surrounding public safety.

In analyzing their future transportation goals, the CTA listed the projects that would best benefit the Tribe and the surrounding community. The prioritized list of Tribal transportation projects shown below takes into consideration the priorities in this plan, the original and updated plans, and the community's overall transportation needs.

Transportation Priorities

- **Existing Community Streets Improvements**
  - Windy Way
  - Sunnahae Court, Achen Court, Brandi Court, Thomas Court, Ptarmigan Court
  - Ocean View Drive and Sunnyside Drive
  - Beaver Spur and Cape Suspiro Subdivision Road
  - CTA Headstart Access Road
  - Tract P Access and Development Road
  - Port Saint Nicholas Road Mile Point 1.0 Recreation Road Improvements/Washeteria
  - Crosswalk Marking
  - Dust Control

- **Proposed Road Construction**
  - Windy Way Loop
  - Tsunami Evacuation Route
  - Port Saint Nicholas Road Mile Point 6.5 Beach Access
  - Port Saint Nicholas Road Mile Point 8.1 River Access
  - Port Saint Nicholas Road Mile Point 12.2 Recreation Facility/Washeteria

- **Port Saint Nicholas Road Improvements**
  - Port Saint Nicholas Road Phase 2
  - Port Saint Nicholas Road Approach Paving
  - Port Saint Nicholas Road Guardrail Construction

- **Existing Subsistence and Economic Routes Improvements**
  - Waterline Access Road
  - Tie Road
  - Klawock Mainline Road
  - Wolf Lake Road System
  - Klawock Lake Spur and Klawock Highway Intersection
  - Doyle Bay Road
  - Port Saint Nicholas Lake Road
  - Upper Steelhead Road
  - Cloud Nine Beach Access

- **Pathway Improvements**
  - Hamilton Drive Pathway Improvements
  - Craig-Klawock Highway Bike Path

- **Parking Lot Improvements**
  - Craig Floatplane Parking Lot

- **Informational Kiosks at Recreation Sites**

Maintenance Priorities

- Community Streets Road and Boardroad Maintenance
- USFS Road and Trail Maintenance
- Equipment Maintenance Facility

Marine Priorities

- CTA Dock and Ramp Facility
- Klawock Lake Dock

Safety Priorities

- Roadway Safety Plan
- Safe Routes to School Program
- Tribal Sea Rescue Program

Transit Priorities

- Transit Implementation Plan
- Bus Stops in Craig

Bridge Priorities

- Rehabilitation and/or Replacement of Off-System City Bridges
- Port Saint Nicholas Road Sugar Point Bridge Replacement

In addition to the transportation and maintenance priorities listed above, the CTA also supports the transportation priorities of the City of Craig, Shaan-Seet, Inc., State of Alaska, and general community of Craig shown below. Due to the magnitude of most of the priority projects, the CTA would like to work collaboratively with other organizations to meet mutual transportation goals.

Other City, Corporation, and Alaska Department of Transportation and Public Facilities (ADOT&PF) Priorities

- False Island Boat Launch Improvements
- Klawock Airport Improvements
- Harbor Improvements
- Float Plane Terminal Access and Parking
- ATV Trails
- Island Wide Transportation System
- Public Works Heavy Equipment Replacement
- Port Saint Nicholas Road Reconstruction

INTRODUCTION

The Craig Tribal Association (CTA) developed this Long Range Transportation Plan Addendum as part of their Tribal Transportation Program (TTP), in accordance with 25 CFR Part 170. General information that remains consistent with Craig, included in the 2006 and 2015 Long Range Transportation Plans, is not repeated in this plan. Before finalization, this LRTP Addendum was available to the public for review and comment. A copy of the notice is included in Appendix D.

The goal of this transportation plan is to ensure that transportation improvements will reflect the changing and growing transportation infrastructure needs that support convenient and safe travel throughout Craig's existing and future transportation system. This is accomplished by identifying and focusing on important routes and by prioritizing transportation goals. Development of and upgrades to tribally prioritized transportation projects will preserve cultural traditions, provide economic opportunities and self-sufficiency, offer access to subsistence and cultural areas, and increase transportation safety and efficiency in the community, for the Tribe and other community residents.

1.0 MASTER PLANNING OF TRANSPORTATION IMPROVEMENTS

1.1 Long Range Transportation Planning Update

In 2006, 2008, 2013, and 2015 the Craig Tribal Association developed an updated list of inventory routes that the Tribal Council determined were a priority to the Tribe. All of the submitted inventory is presented in the BIA Data Sheets found in Appendix C. The original inventory routes and the routes identified in subsequent updates are necessary for the residents to access their lands and resources for economic development, cultural stability, subsistence gathering, and to enhance public safety.

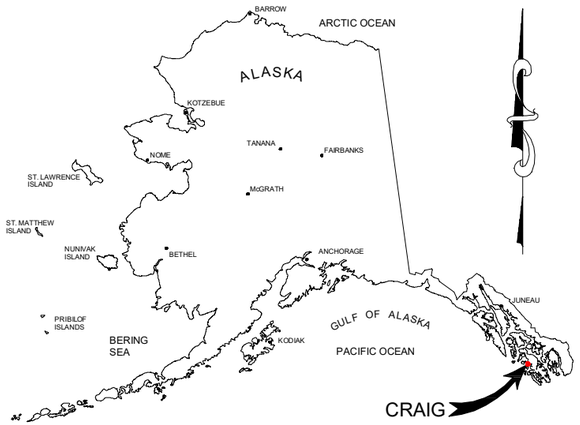
In preparation for Craig's 2018 Long Range Transportation Plan Addendum, the Tribe analyzed their future transportation goals and reviewed their recent projects, re-evaluated priorities, and examined the existing inventory to determine if any routes needed to be added or revised. During this review, the Tribe identified additional routes they deemed necessary for inclusion in the NTTFI, see Section 1.2 2018 National Tribal Transportation Facility Inventory List. The priorities identified and discussed in the 2015 LRTP remain a top priority for the Tribe and are necessary to improve their distinctive transportation needs. Refer to the 2015 LRTP for a complete list and more information on CTA's transportation priorities.

1.2 – 2018 National Tribal Transportation Facility Inventory List

Craig Updated Inventory
Craig, Alaska – E09108

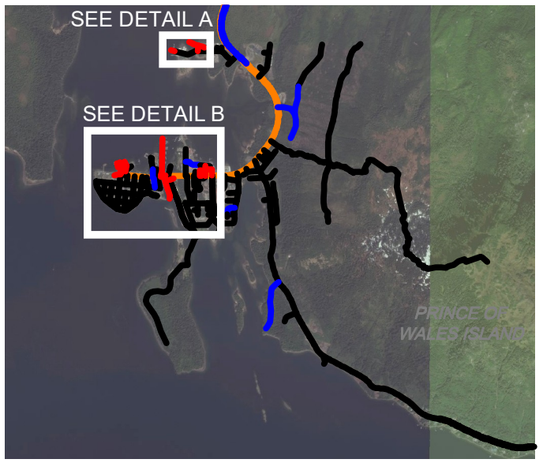
	Route Number	Section Number	Route Name	Length (miles)
1	1001	30	CRG1001	0.1
2	1053	10	City Dock Parking Lot	0.1
3	1054	10	City Dock	0.1
4	1054	20	City Dock	0.1
5	1054	30	City Dock	0.1
6	1055	10	City Dock Access Road	0.1
7	1055	20	City Dock	0.1
8	1056	10	North Cove Dock Access	0.1
9	1056	20	North Cove Dock	0.2
10	1056	30	North Cove Dock Parking Lot	0.1
11	1057	10	South Cove Dock Access	0.1
12	1057	20	South Cove Dock	0.1
13	1058	10	South Cove Dock Lot	0.1
14	1059	10	CTA Parking Lot	0.1
15	1060	10	Easy Street	0.1
16	1061	10	False Island Boat Launch Parking Lot	0.1
17	1062	10	False Island Boat Launch	0.1
18	1062	20	False Island Dock	0.1
19	1063	10	Fuel Dock	0.1

1.3 – National Tribal Transportation Facility Inventory Figure



PROJECT LOCATION MAP

TOWNSHIP 74S, RANGE 81E, COPPER RIVER MERIDIAN
USGS QUADRANGLE "CRAIG B-4 & C-4", AK
KETCHIKAN RECORDING DISTRICT

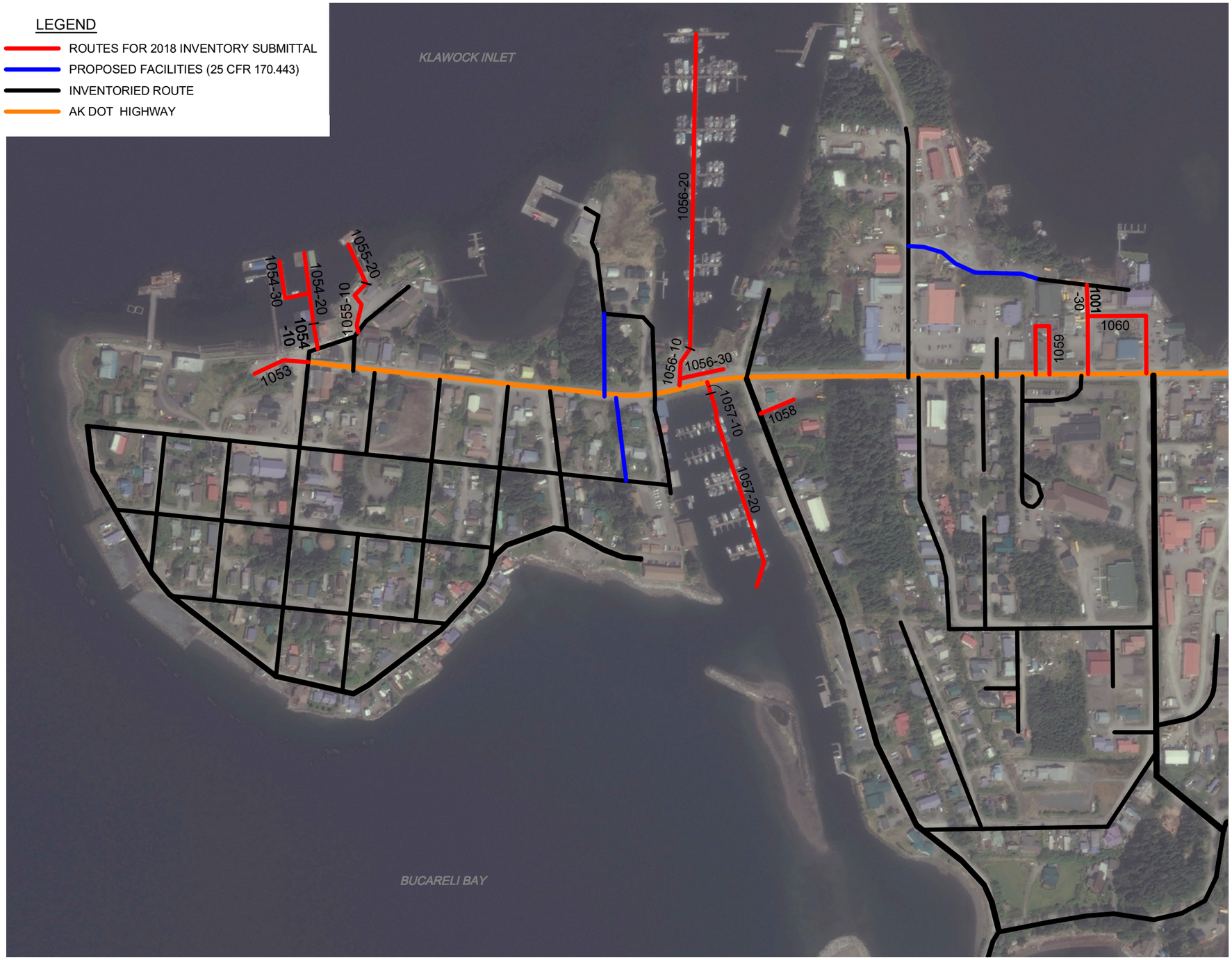


CRAIG KEY MAP

SCALE: 1" = 1 MILE

CRAIG DETAIL A

SCALE: 1" = 500 FEET



CRAIG DETAIL B

SCALE: 1" = 400 FEET

IMAGE SOURCE: (C) 2018 MICROSOFT CORP. DIGITALGLOBE

GRAPHIC SCALE
400 0 200 400
1 inch = 400 feet

RPKA
Rodney P. Kinney Associates, inc.
CONSULTING ENGINEERS & SURVEYORS

CRAIG TRIBAL ASSOCIATION
P.O. BOX 828
CRAIG, AK 99921

TRIBAL TRANSPORTATION PROGRAM
LONG RANGE TRANSPORTATION PLAN
2018 INVENTORY UPDATE

NATIONAL TRIBAL TRANSPORTATION
FACILITY INVENTORY MAP

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 12, 2018
SCALE:	1"= 400'

FIGURE 1

REFERENCES

Craig Tribal Association. *Long Range Transportation Plan*, March 2006.

Craig Tribal Association. *Long Range Transportation Plan*, February 2015.

Appendix A:

RESOLUTIONS

Craig Tribal Association
P.O. Box 828
Craig, Alaska

CTA Resolution No. 2018-13

A RESOLUTION OF THE CRAIG TRIBAL ASSOCIATION (CTA) IN CRAIG, ALASKA, TO ADOPT A THE 2018 LONG RANGE TRANSPORTATION PLAN (LRTP) ADDENDUM.

WHEREAS, the Craig Tribal Association (hereinafter "Tribe") is a federally recognized tribe; and

WHEREAS, the Tribe qualifies for services and benefits under the Bureau of Indian Affairs (BIA) Tribal Transportation Program (TTP); and

WHEREAS, the Tribe developed a Long Range Transportation Plan Addendum for the 2018 inventory submittal as required in 25 CFR 170;

NOW, THEREFORE, BE IT RESOLVED, that this action by the Craig Tribal Association is part of their long range transportation planning and this resolution serves to adopt the 2018 Craig Long Range Transportation Plan Addendum.

CERTIFICATION

This certifies that the foregoing resolution was adopted by the Craig Tribal Association. The Council is made up of 7 members with a quorum of 6 established. The foregoing resolution was adopted on this 13th day of March, 2018, by a vote of 5 in favor, 0 opposed, and 0 abstaining. 1 EXCUSED.

Clinton E. Cook Sr

ATTEST:

Clinton E. Cook, Sr.
Tribal President

Michael O'Neill FOR

Norma Sheakley
Tribal Secretary

Craig Tribal Association
P.O. Box 828
Craig, Alaska 99921

CTA Resolution No. 2018-12

A RESOLUTION OF THE CRAIG TRIBAL ASSOCIATION (CTA) IN CRAIG, ALASKA, TO REQUEST THE BUREAU OF INDIAN AFFAIRS (BIA) TO ADD ROUTES TO THE NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY (NTTFI) DATABASE.

WHEREAS, the Craig Tribal Association (hereinafter "Tribe") is a federally recognized tribe; and

WHEREAS, the Tribe qualifies for services and benefits under the Bureau of Indian Affairs (BIA) Tribal Transportation Program (TTP); and

WHEREAS, the Tribe considered an area that encompassed their traditional and cultural use areas as well as boundaries connecting with adjacent communities when determining the route selection for the Tribe;

WHEREAS, the Tribe identified the project routes, shown in the attached Craig Tribal Association 2018 Inventory Catalog as a transportation project priority and are vital to the general health and welfare of the native community and its economic development; and

WHEREAS, the Tribe requests the action of the BIA to add the routes shown in the attached Craig Tribal Association 2018 Inventory Catalog into the NTTFI database as a construction need;

NOW, THEREFORE, BE IT RESOLVED, that this action by the Craig Tribal Association is part of its long-range transportation planning, and that this resolution serves to request the BIA to add the project routes identified in the Craig Tribal Association 2018 Inventory Catalog to the NTTFI database.

CERTIFICATION

This certifies that the foregoing resolution was adopted by the Craig Tribal Association. The Council is made up of 7 members with a quorum of 6 established. The foregoing resolution was adopted on this 13th day of March, 2018, by a vote of 5 in favor, 0 opposed, and 0 abstaining. 1 Excused.

Clinton E. Cook Sr.
Clinton E. Cook, Sr.
Tribal President

ATTEST:

Michael Dinkle For
Norma Sheakley
Tribal Secretary

Craig Tribal Association - 2018 Inventory Update

2018 Inventory Catalog

Resolution No. 2018-12
Date: March 13, 2018

Route	Section	Route Name	Length (miles)	Ownership	Construction Need	POB Latitude	POB Longitude	POE Latitude	POE Longitude
1001	30	CRG1001	0.1	4	2	55.4778	-133.1370	55.4775	-133.1370
1053	10	City Dock Parking Lot	0.1	4	2	55.4771	-133.1513	55.4769	-133.1523
1054	10	City Dock Access Road	0.1	4	2	55.4772	-133.1511	55.4775	-133.1512
1054	20	City Dock	0.1	4	2	55.4775	-133.1512	55.4782	-133.1514
1054	30	City Dock	0.1	4	2	55.4778	-133.1513	55.4781	-133.1518
1055	10	City Dock Access Road	0.1	4	2	55.4774	-133.1504	55.4779	-133.1502
1055	20	City Dock	0.1	4	2	55.4779	-133.1502	55.4783	-133.1506
1056	10	North Cove Dock Access Road	0.1	4	2	55.4767	-133.1445	55.4772	-133.1443
1056	20	North Cove Dock	0.2	4	2	55.4772	-133.1443	55.4804	-133.1442
1056	30	North Cove Dock Parking Lot	0.1	4	2	55.4769	-133.1445	55.4769	-133.1437
1057	10	South Cove Dock Access Road	0.1	4	2	55.4768	-133.1440	55.4767	-133.1439
1057	20	South Cove Dock	0.1	4	2	55.4767	-133.1439	55.4747	-133.1431
1058	10	South Cove Dock Parking Lot	0.1	4	2	55.4765	-133.1430	55.4766	-133.1424
1059	10	CTA Parking Lot	0.1	2	2	55.4768	-133.1380	55.4768	-133.1377
1060	10	Easy Street	0.1	4	2	55.4768	-133.1370	55.4769	-133.1360
1061	10	False Island Boat Launch Parking Lot	0.1	4	2	55.4887	-133.1381	55.4891	-133.1371
1062	10	False Island Boat Launch	0.1	4	2	55.4893	-133.1381	55.4894	-133.1389
1062	20	False Island Dock	0.1	4	2	55.4894	-133.1389	55.4896	-133.1396
1063	10	Petro Marine Fuel Dock	0.1	4	2	55.4888	-133.1420	55.4889	-133.1426

Revisions to Official Routes

Route	Section	Route Name	Length (miles) (no change)	Ownership (no change)	Construction Need	Surface Type	POB Latitude	POB Longitude	POE Latitude	POE Longitude
1001	10	CRG1001	0.1	4	2*	3*	55.4780	-133.1403	55.4780	-133.1376
1001	20	CRG1001	0.1	4	2	1*	55.4780	-133.1376	55.4778	-133.1370

Update field in RIFDS

Appendix B:

ACKNOWLEDGEMENT OF PUBLIC AUTHORITY AND AGREEMENT LETTER

March 16, 2018

Ms. Anna Guthrie
Craig Tribal Association
P.O. Box 565
Craig, AK 99921

RE: Craig Tribal Association 2018 Tribal Transportation Program Inventory acknowledgement of Public Authority and Agreement Letter

Dear Ms. Guthrie:

The City of Craig has reviewed the Craig Tribal Association's 2018 Tribal Transportation Program (TTP) inventory, and recognizes the need to improve the existing road infrastructure as an important part of the Tribes Transportation Program. Funding from the TTP, through the Bureau of Indian Affairs (BIA) and Federal Highway Administration (FHWA), assists the Tribe in the improvement and maintenance of roads and bridges that provide primary access to the Native Village land, surrounding communities, water resources, and other lands in which Tribal Members reside and use for traditional and customary purposes. The City of Craig fully supports the Craig Tribal Association in its efforts in sustaining its current inventory identified within the National TTP Inventory shown on the attached list.

The City of Craig recognizes that the routes identified in the attached list provide a benefit to the community, are open to the public, and require a maintenance agreement to be established prior to any construction or upgrades. The City of Craig will continue its existing ownership and maintenance responsibilities and does not relinquish jurisdiction nor grant jurisdiction to the Tribe or BIA for any listed routes, bridges or associated right-of-ways.

This letter authorizes the Craig Tribal Association to incorporate the City of Craig routes on the attached list into the BIA TTP inventory database, according to the process outlined in 25 CFR 170. In conclusion the listed routes will directly benefit those who depend on such facilities for their transportation needs. Please feel free to contact me at (907) 826-3275 if you have further questions.

Sincerely,

Jon Bolling
Craig City Administrator

Craig Tribal Association - 2018 Inventory Catalog

Acknowledgement of Public Authority and Agreement Letter

Craig Tribal Association and City of Craig

Date: March 16, 2018

Route	Section	Route Name	Length (miles)	Ownership	Construction Need	POB Latitude	POB Longitude	POE Latitude	POE Longitude
1001	10	CRG1001	0.1	4	2	55.4780	-133.1403	55.4780	-133.1376
1001	20	CRG1001	0.1	4	2	55.4780	-133.1376	55.4778	-133.1370
1001	30	CRG1001	0.1	4	2	55.4778	-133.1370	55.4775	-133.1370
1053	10	City Dock Parking Lot	0.1	4	2	55.4771	-133.1513	55.4769	-133.1523
1054	10	City Dock Access Road	0.1	4	2	55.4772	-133.1511	55.4775	-133.1512
1054	20	City Dock	0.1	4	2	55.4775	-133.1512	55.4782	-133.1514
1054	30	City Dock	0.1	4	2	55.4778	-133.1513	55.4781	-133.1518
1056	10	North Cove Dock Access Road	0.1	4	2	55.4767	-133.1445	55.4772	-133.1443
1056	20	North Cove Dock	0.2	4	2	55.4772	-133.1443	55.4804	-133.1442
1056	30	North Cove Dock Parking Lot	0.1	4	2	55.4769	-133.1445	55.4769	-133.1437
1057	10	South Cove Dock Access Road	0.1	4	2	55.4768	-133.1440	55.4767	-133.1439
1057	20	South Cove Dock	0.1	4	2	55.4767	-133.1439	55.4747	-133.1431
1058	10	South Cove Dock Parking Lot	0.1	4	2	55.4765	-133.1430	55.4766	-133.1424
1060	10	Easy Street	0.1	4	2	55.4768	-133.1370	55.4769	-133.1360
1061	10	False Island Boat Launch Parking Lot	0.1	4	2	55.4887	-133.1381	55.4891	-133.1371
1062	10	False Island Boat Launch	0.1	4	2	55.4893	-133.1381	55.4894	-133.1389
1062	20	False Island Dock	0.1	4	2	55.4894	-133.1389	55.4896	-133.1396
1063	10	Petro Marine Fuel Dock	0.1	4	2	55.4888	-133.1420	55.4889	-133.1426

Appendix C:

CURRENT NTTFI DATA SHEETS

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name					Psn Road	St Nicho		Wolf Cre
4-IRR Route Number	0001	0002	0003	0004	0005	0005	0005	0005
5-Section Number	10	10	10	10	10	20	30	40
10-Class	4	3	3	3	4	4	4	4
15-Length of Section	5.2	0.6	0.4	0.3	2.0		0.2	
18-Bridge Number						0000E09108TE091		0000E09108TE092
19-Bridge Condition						1		1
20-Bridge Length						55		42
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	1	2	1	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	1	1	1	2		2	
25-Roadbed Condition	2	2	2	2	4		4	
24-Surface Condition Index	0	0	0	0	30		30	
16-Surface Width	18	18	18	18	14		14	
13-Surface Type	1	1	1	1	3		3	
9-Federal Aid Category	1	1	1	1	1		1	
28-Right of Way Status	*3*	*3*	*3*	*3*	*2*		*2*	
29-Right of Way Width	*40*	*40*	*40*	*40*	*60*		*60*	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0		0	
14-Shoulder Type								
22-Existing ADT	845							
21-ADT Year	1999				2001		2001	
23-Percent Trucks	19				5		5	
34-Owner Route Number	CRAG1	CRAG2	CRAG3	CRAG4	CRA05		CRA05	
Roadway Width	**18**	**18**	**18**	**18**	**14**		**14**	
TTAM Future ADT	**1255**	**37**	**37**	**37**	**74**		**74**	
TTAM ADS Number	**11**	**18**	**18**	**18**	**11**		**11**	
TTAM Future Surface Type	**P**	**E**	**E**	**E**	**G**		**G**	
35-Drainage Condition	*0*	*1*	*1*	*1*	*2*		*2*	
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*		*0*	
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*		*0*	
39-Right of Way Utility	*2*	*2*	*2*	*2*	*2*		*2*	
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*		*0*	
26-Level of Maintenance					*3*		*3*	
27-Snow & Ice Control	*6*	*3*	*3*	*3*	*3*		*3*	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*2 0 *43 9*	*9*	*9*	*9*	*7 0 4 3 8*		*7 0 1 1 8*	
51-Road Category	*A*	*A*	*A*	*A*	*Y*		*Y*	
52-Year of Construction Change					*1986*		*1986*	
Update Year	**1999**	**1993**	**1993**	**1993**	**2001**	**2016**	**2001**	**2016**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name		Thomas C		Unnamed		Larry/Mo		9.5 Mile
4-IRR Route Number	0005	0005	0005	0005	0005	0005	0005	0005
5-Section Number	50	60	70	80	90	110	120	130
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.2		0.3		0.2		1.1	
18-Bridge Number		0000E09108TE093		0000E09108TE094		0000E09108TE095		0000E09108TE096
19-Bridge Condition		1		1		1		1
20-Bridge Length		303		28		21		22
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	1	2	1	2	1	2	1	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1		2		1		2	
25-Roadbed Condition	4		4		3		4	
24-Surface Condition Index	20		20		20		20	
16-Surface Width	14		14		14		14	
13-Surface Type	3		3		3		3	
9-Federal Aid Category	1		1		1		1	
28-Right of Way Status	*2*		*2*		*2*		*2*	
29-Right of Way Width	*60*		*60*		*0*		*60*	
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0		0		0		0	
14-Shoulder Type								
22-Existing ADT			100		100		100	
21-ADT Year	2001		2001		2001		2001	
23-Percent Trucks	5		5		5		5	
34-Owner Route Number	CRA05		CRA05		CRA05		CRA05	
Roadway Width	**14**		**14**		**14**		**14**	
TTAM Future ADT	**74**		**149**		**149**		**149**	
TTAM ADS Number	**10**		**11**		**10**		**11**	
TTAM Future Surface Type	**G**		**G**		**G**		**G**	
35-Drainage Condition	*2*		*2*		*2*		*2*	
36-Shoulder Condition	*0*		*0*		*0*		*0*	
37/38 # RR X I NG/RR XING TYPE	*0*		*0*		*0*		*0*	
39-Right of Way Utility	*2*		*2*		*2*		*2*	
40-Right of Way Cost	*0*		*0*		*0*		*0*	
26-Level of Maintenance	*3*		*3*		*3*		*3*	
27-Snow & Ice Control	*3*		*3*		*3*		*3*	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*70018*		*70128*		*70018*		*70958*	
51-Road Category	*Y*		*Y*		*Y*		*Y*	
52-Year of Construction Change	*1986*		*1986*		*1986*		*1986*	
Update Year	**2001**	**2016**	**2001**	**2016**	**2001**	**2016**	**2001**	**2016**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

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E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name		11 Mile		Waterlin	0.1 Mile		2.7 Mile	
4-IRR Route Number	0005	0005	0005	0006	0006	0006	0006	0006
5-Section Number	140	150	160	10	20	30	40	50
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	1.6		1.6	0.1		2.6		0.7
18-Bridge Number		0000E09108TE097			0000E09108TE098		0000E09108TE099	
19-Bridge Condition		1			1		7	
20-Bridge Length		24			21		52	
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	1	2	1	1	2	1	2	1
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2		2	2		2		2
25-Roadbed Condition	3		3	3		3		5
24-Surface Condition Index	20		20	40		40		40
16-Surface Width	14		14	14		14		14
13-Surface Type	3		3	3		3		3
9-Federal Aid Category	1		1	1		1		1
28-Right of Way Status	*2*		*2*	*3*		*3*		*3*
29-Right of Way Width	*60*		*60*	*60*		*60*		*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0		0	0		0		0
14-Shoulder Type								
22-Existing ADT	100		100					
21-ADT Year	2001		2001	2001		2001		2001
23-Percent Trucks	5		5	1		1		1
34-Owner Route Number	CRA05		CRA05	CRA06		CRA06		CRA06
Roadway Width	**14**		**14**	**14**		**14**		**14**
TTAM Future ADT	**149**		**149**	**74**		**74**		**74**
TTAM ADS Number	**11**		**11**	**11**		**11**		**11**
TTAM Future Surface Type	**G**		**G**	**G**		**G**		**G**
35-Drainage Condition	*2*		*2*	*2*		*2*		*2*
36-Shoulder Condition	*0*		*0*	*0*		*0*		*0*
37/38 # RR X I NG/RR XING TYPE	*0*		*0*	*0*		*0*		*0*
39-Right of Way Utility	*2*		*2*	*1*		*1*		*1*
40-Right of Way Cost	*0*		*0*	*0*		*0*		*0*
26-Level of Maintenance	*3*		*3*	*3*		*3*		*3*
27-Snow & Ice Control	*3*		*3*	*3*		*3*		*3*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*70638*		*70528*	*60018*		*60868*		*50428*
51-Road Category	*Y*		*Y*	*Y*		*Y*		*Y*
52-Year of Construction Change	*1986*		*1986*	*1990*		*1990*		*1990*
Update Year	**2001**	**2016**	**2001**	**2001**	**2016**	**2001**	**2016**	**2001**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name		Klawock	1.3 Mile		1.5 Mile		2.1 Mile	
4-IRR Route Number	0007	0008	0008	0008	0008	0008	0008	0008
5-Section Number	10	10	20	30	40	50	60	70
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	2.3	1.3		0.2		0.6		0.5
18-Bridge Number			0000E09108TE991		0000E09108TE992		0000E09108TE993	
19-Bridge Condition			1		1		1	
20-Bridge Length			38		20		35	
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	1	1	2	1	2	1	2	1
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	2		2		2		2
25-Roadbed Condition	4	4		4		4		3
24-Surface Condition Index	20	30		40		40		30
16-Surface Width	14	14		14		14		14
13-Surface Type	3	3		3		3		3
9-Federal Aid Category	1	1		1		1		1
28-Right of Way Status	*2*	*2*		*2*		*2*		*2*
29-Right of Way Width	*60*	*60*		*60*		*60*		*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0		0		0		0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year	2001	2001		2001		2001		2001
23-Percent Trucks	2	1		2		1		1
34-Owner Route Number	CRA07	CRA08		CRA08		CRA08		CRA08
Roadway Width	**14**	**14**		**14**		**14**		**14**
TTAM Future ADT	**74**	**74**		**74**		**74**		**74**
TTAM ADS Number	**12**	**11**		**11**		**11**		**11**
TTAM Future Surface Type	**G**	**G**		**G**		**G**		**G**
35-Drainage Condition	*1*	*2*		*2*		*2*		*2*
36-Shoulder Condition	*0*	*0*		*0*		*0*		*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*		*0*		*0*		*0*
39-Right of Way Utility	*0*	*0*		*0*		*0*		*0*
40-Right of Way Cost	*0*	*0*		*0*		*0*		*0*
26-Level of Maintenance	*3*	*3*		*3*		*3*		*3*
27-Snow & Ice Control	*3*	*3*		*3*		*3*		*3*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*50846 8*	*70911 8*		*70111 8*		*70431 8*		*70311 8*
51-Road Category	*Y*	*Y*		*Y*		*Y*		*Y*
52-Year of Construction Change	*1994*	*1986*		*1986*		*1986*		*1986*
Update Year	**2001**	**2001**	**2016**	**2001**	**2016**	**2001**	**2016**	**2001**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	2.6 Mile		2.8 Mile		3.1 Mile		3.2 Mile	
4-IRR Route Number	0008	0008	0008	0008	0008	0008	0008	0008
5-Section Number	80	90	100	110	120	130	140	150
10-Class	4	4	4	4	4	4	4	4
15-Length of Section		0.2		0.3		0.1		0.5
18-Bridge Number	0000E09108TE994		0000E09108TE995		0000E09108TE996		0000E09108TE997	
19-Bridge Condition	1		1		1		1	
20-Bridge Length	21		35		29		45	
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	2	1	2	1	2	1	2	1
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		2		2		2		2
25-Roadbed Condition		4		4		4		3
24-Surface Condition Index		40		40		40		40
16-Surface Width		14		14		14		14
13-Surface Type		3		3		3		3
9-Federal Aid Category		1		1		1		1
28-Right of Way Status		*2*		*2*		*2*		*2*
29-Right of Way Width		*60*		*60*		*60*		*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0		0		0		0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year		2001		2001		2001		2001
23-Percent Trucks		1		1		1		1
34-Owner Route Number		CRA08		CRA08		CRA08		CRA08
Roadway Width		**14**		**14**		**14**		**14**
TTAM Future ADT		**74**		**74**		**74**		**74**
TTAM ADS Number		**11**		**11**		**11**		**11**
TTAM Future Surface Type		**G**		**G**		**G**		**G**
35-Drainage Condition		*2*		*2*		*2*		*2*
36-Shoulder Condition		*0*		*0*		*0*		*0*
37/38 # RR X I NG/RR XING TYPE		*0*		*0*		*0*		*0*
39-Right of Way Utility		*0*		*0*		*0*		*0*
40-Right of Way Cost		*0*		*0*		*0*		*0*
26-Level of Maintenance		*3*		*3*		*3*		*3*
27-Snow & Ice Control		*3*		*3*		*3*		*3*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe		*70118*		*70228*		*70008*		*70228*
51-Road Category		*Y*		*Y*		*Y*		*Y*
52-Year of Construction Change		*1986*		*1986*		*1986*		*1986*
Update Year	**2016**	**2001**	**2016**	**2001**	**2016**	**2001**	**2016**	**2001**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	3.7 Mile				Doyle Ba	2.7 Mile	Doyle Ba	
4-IRR Route Number	0008	0008	0009	0009	0010	0010	0010	0011
5-Section Number	160	170	10	20	10	20	30	10
10-Class	4	4	4	4	4	4	5	4
15-Length of Section		2.1	0.9	0.1	2.7		0.6	1.5
18-Bridge Number	0000E09108TE998					0000E09108TE999		
19-Bridge Condition	1					1		
20-Bridge Length	38					90		
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*201*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	2	1	1	1	1	2	2	1
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		2	3	3	2		2	2
25-Roadbed Condition		3	4	0	3		3	3
24-Surface Condition Index		30	20	0	30		30	20
16-Surface Width		14	14	0	14		14	14
13-Surface Type		3	3	0	3		3	3
9-Federal Aid Category		1	1		1		1	1
28-Right of Way Status		*2*	*0*	*0*	*0*		*1*	*0*
29-Right of Way Width		*60*	*60*	*0*	*60*			*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0	0	0			0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year		2001	2001		2001			2001
23-Percent Trucks		1	1	0	1			1
34-Owner Route Number		CRA08	CRA09		CRA10			CRA11
Roadway Width		**14**	**14**	**14**	**14**		**14**	**14**
TTAM Future ADT		**74**	**74**	**74**	**74**		**74**	**74**
TTAM ADS Number		**11**	**12**	**12**	**11**		**14**	**11**
TTAM Future Surface Type		**G**	**G**	**G**	**G**		**G**	**G**
35-Drainage Condition		*2*	*1*	*0*	*2*			*2*
36-Shoulder Condition		*0*	*0*	*0*	*0*			*0*
37/38 # RR X I NG/RR XING TYPE		*0*	*0*	*0*	*0*			*0*
39-Right of Way Utility		*0*	*2*	*0*	*2*			*0*
40-Right of Way Cost		*0*	*0*	*0*	*0*			*0*
26-Level of Maintenance		*3*	*3*		*3*			*3*
27-Snow & Ice Control		*3*	*3*		*3*			*3*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*		*01*	*01*		*01*
46-50 Grade/Sight/Curve/Stop / Safe		*7 0 * 7 8*	*5 0 6 4 9*	*6 0 0 0 9*	*6 0 6 5 9*			*5 0 6 3 9*
51-Road Category		*Y*	*Y*	*Y*	*Y*			*Y*
52-Year of Construction Change		*1986*	*1994*		*1993*		*1993*	*1995*
Update Year	**2016**	**2001**	**2001**	**2001**	**2001**	**2016**	**2016**	**2001**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name								
4-IRR Route Number	0012	0013	0014	0015	0016	0016	0017	0018
5-Section Number	10	10	10	10	10	20	10	10
10-Class	4	4	4	3	3	3	3	3
15-Length of Section	2.7	0.4	0.6	0.1	0.2	0.2	0.3	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	1	1	1	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	1	1	1	1	1	1	1
25-Roadbed Condition	4	3	5	5	5	5	5	5
24-Surface Condition Index	20	20	40	60	80	40	60	60
16-Surface Width	14	14	14	25	30	20	25	25
13-Surface Type	3	3	3	5	5	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*0*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*30*	*30*	*30*	*30*	*30*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year	2001	2001	2001					
23-Percent Trucks	1	1	1					
34-Owner Route Number	CRA12	CRA13	CRA14	CRA15	CRA16	CRA16	CRA17	CRA18
Roadway Width	**14**	**14**	**14**	**25**	**30**	**20**	**25**	**25**
TTAM Future ADT	**74**	**74**	**74**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**11**	**10**	**10**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**G**	**G**	**G**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition	*1*	*1*	*2*	*2*	*2*	*2*	*2*	*2*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
39-Right of Way Utility	*0*	*0*	*0*	*3*	*3*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance	*3*	*3*	*3*					
27-Snow & Ice Control	*3*	*3*	*3*	*2*	*2*	*2*	*2*	*2*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	60 * 98	60 21 8	60 22 8	8	0	0	0	0
51-Road Category	Y	Y	Y	Y	Y	Y	Y	Y
52-Year of Construction Change	*1989*	*1986*	*1993*	*1950*	*1950*	*1950*	*1950*	*1950*
Update Year	**2001**	**2001**	**2001**	**2002**	**2002**	**2002**	**2002**	**2002**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name								
4-IRR Route Number	0019	0020	0021	0022	0023	0023	0024	0025
5-Section Number	10	10	10	10	10	20	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.6	0.2	0.1	0.2	0.2	0.2	0.1	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	60	60	60	60	60	50	60	50
16-Surface Width	25	25	25	25	30	30	25	25
13-Surface Type	3	3	3	3	5	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*30*	*30*	*30*	*30*	*30*	*30*	*30*	*30*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	CRA19	CRA20	CRA21	CRA22	CRA23	CRA23	CRA24	CRA25
Roadway Width	**25**	**25**	**25**	**25**	**30**	**30**	**25**	**25**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance								
27-Snow & Ice Control	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*
51-Road Category	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*
52-Year of Construction Change	*1950*	*1950*	*1950*	*1950*	*1950*	*1950*	*1950*	*1950*
Update Year	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name								
4-IRR Route Number	0026	0027	0028	0029	0029	0030	0031	0032
5-Section Number	10	10	10	10	20	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.2	0.2	0.1	0.5	0.6	0.2	0.2	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	40	60	60	60	50	50	50	50
16-Surface Width	25	25	25	30	25	25	25	25
13-Surface Type	4	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*30*	*30*	*30*	*30*	*40*	*30*	*30*	*30*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	CRA26	CRA27	CRA28	CRA29	CRA29	CRA30	CRA32	CRA32
Roadway Width	**25**	**25**	**25**	**30**	**25**	**25**	**25**	**25**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition	*2*	*2*	*2*	*2*	*2*	*1*	*2*	*2*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance								
27-Snow & Ice Control	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
51-Road Category	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*
52-Year of Construction Change	*1950*	*1950*	*1950*	*1970*	*1970*	*1980*	*1980*	*1979*
Update Year	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name								
4-IRR Route Number	0033	0034	0035	0036	0036	0037	0038	0039
5-Section Number	10	10	10	10	20	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	1	1	1
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	50	60	50	50	50	60	60	60
16-Surface Width	30	28	25	30	25	20	20	25
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*30*	*30*	*30*	*30*	*30*	*30*	*30*	*30*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	CRA33	CRA34	CRA35	CRA36	CRA36	CRA37	CRA38	CRA39
Roadway Width	**30**	**28**	**25**	**30**	**25**	**20**	**20**	**25**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance								
27-Snow & Ice Control	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
51-Road Category	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*	*Y*
52-Year of Construction Change	*1970*	*1979*	*1979*	*1950*	*1950*	*1980*	*1980*	*1995*
Update Year	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**	**2002**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name						Marble I	Marble I	Cra79
4-IRR Route Number	0040	0041	0042	0043	0044	0078	0078	0079
5-Section Number	10	10	10	10	10	10	20	10
10-Class	3	3	3	3	3	5	5	5
15-Length of Section	0.1	0.1	0.2	0.2	0.4	2.2	5.3	2.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	3	3	3
25-Roadbed Condition	5	5	5	5	5	2	2	2
24-Surface Condition Index	60	60	60	60	60	0	0	0
16-Surface Width	25	25	30	30	30	14	14	14
13-Surface Type	3	3	3	3	3	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*30*	*30*	*30*	*30*	*30*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	CRA40	CRA41	CRA42	CRA43	CRA44	14800	14800	14820
Roadway Width	**25**	**25**	**30**	**30**	**30**	**14**	**14**	**14**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**74**	**74**	**74**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**15**	**15**	**15**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**G**	**G**	**G**
35-Drainage Condition	*2*	*2*	*2*	*2*	*2*			
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*			
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*			
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*0*	*0*	
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*			
26-Level of Maintenance								
27-Snow & Ice Control	*2*	*2*	*2*	*2*	*2*			
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*0*	*0*	*0*	*0*	*0*			
51-Road Category	*Y*	*Y*	*Y*	*Y*	*Y*			*A*
52-Year of Construction Change	*1995*	*1990*	*1990*	*1995*	*1995*			
Update Year	**2002**	**2002**	**2002**	**2002**	**2002**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cra80	Cra80	Marble I	Cra82	Marble I	Low Marb	Marble I	Marble I
4-IRR Route Number	0080	0080	0081	0082	0083	0084	0085	0086
5-Section Number	10	20	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.8	0.2	1.3	0.1	1.2	1.2	0.8	0.9
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number			14100	14190	14200	14250	14350	14400
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category			*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cape Pol	Cape Pol	Cape Pol	Cape Pol	Point Ha	Point Ha	Cape Pol	Cape Pol
4-IRR Route Number	0087	0087	0087	0087	0088	0088	0089	0090
5-Section Number	10	20	30	40	10	20	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	9.1	0.2	2.3	0.6	0.2	0.6	0.8	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15000	15000	15000	15000	15010	15010	15020	15030
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cape Pol	Hardscra	Pies Roc	Pies Roc	Pies Roc	Pies Roc	Cra95	Camp Poi
4-IRR Route Number	0090	0091	0092	0092	0093	0094	0095	0096
5-Section Number	20	10	10	20	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.4	0.4	0.8	0.8	0.6	1.3	0.2	1.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15030	15036	15050	15050	15051	15052	15055	15100
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Camp Poi	Trout Cr	Two Tipp	Disappea	Wester C	Halibut	Cape Pol	Pole Anc
4-IRR Route Number	0096	0097	0098	0099	0100	0101	0102	0103
5-Section Number	20	10	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.9	0.8	0.8	0.5	1.0	2.9	0.1	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15100	15110	15140	15145	15150	15050	15050	15051
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Pole Anc	Halibut	Halibut	Chan Roc	Chan Roc	Halibut	200 Foot	200 Foot
4-IRR Route Number	0104	0105	0106	0107	0108	0109	0110	0110
5-Section Number	10	10	10	10	10	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.7	0.2	0.8	0.2	0.7	2.2	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15512	15520	15521	15530	15533	15540	15100	15100
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Palteau	Edna Bay	Edna Bay	Antenna	Dog Leg	Halibut	Halibut	Survey C
4-IRR Route Number	0111	0112	0112	0113	0114	0115	0115	0116
5-Section Number	10	10	20	10	10	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	7.1	4.1	0.7	1.0	1.2	0.4	0.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15101	15200	15200	15201	15202	15203	15203	15206
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Survey C	Mid East	High Eas	Survey C	Survey C	Survey C	Above 10	Above 10
4-IRR Route Number	0116	0117	0118	0119	0119	0120	0121	0121
5-Section Number	20	10	10	10	20	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.5	0.6	0.5	0.3	2.3	0.3	2.7	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15206	15295	15298	15201	15201	15212	15230	15230
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Survey E	Cra123	Edna Bay	West Cen	West Cen	West Cen	West Cen	West Cen
4-IRR Route Number	0122	0123	0124	0125	0126	0126	0127	0128
5-Section Number	10	10	10	10	10	20	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	3.5	0.2	2.0	3.3	0.2	0.9	1.2	1.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15231	15237	15205	15220	15221	15221	15222	15223
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	East Edn	Three Kn	Three Ki	Trout Cr	Trout Cr	Shipley	Mount Fr	South Sh
4-IRR Route Number	0129	0130	0131	0132	0132	0133	0134	0135
5-Section Number	10	10	10	10	20	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	5.7	4.1	0.9	0.5	1.1	7.6	2.4	2.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	4	2	2	2	2	4	2	2
24-Surface Condition Index	80	0	0	0	0	80	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	3	1	1	1	1	3	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15250	15252	15225	15255	15255	15300	15301	15340
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change	*1996*					*1996*		
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Shipley	Shipley	Pyramid	Pyramid	Pyramid	North Te	Pyramid	Tokeen O
4-IRR Route Number	0136	0137	0138	0138	0139	0140	0141	0142
5-Section Number	10	10	10	20	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.1	0.5	0.7	2.1	0.6	0.2	1.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15343	15343	15350	15350	15375	15395	15400	15699
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Sutter L	Sutter C	Cra145	Devil	Devil Sp	Cra148	Cra148	Cra149
4-IRR Route Number	0143	0144	0145	0146	0147	0148	0148	0149
5-Section Number	10	10	10	10	10	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	2.5	1.1	0.1	2.0	0.9	1.7	0.2	1.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	15600	15603	15800	15990	15992	20400	20400	20430
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Lake Ell	Over Sec	Cra152	Cra152	Cra153	Cra154	Cra155	Cra156
4-IRR Route Number	0150	0151	0152	0152	0153	0154	0155	0156
5-Section Number	10	10	10	20	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	3.6	5.5	0.7	0.1	0.3	4.2	0.4	0.9
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	20300	20301	20110	20110	20115	20120	20125	20128
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cra157	Cra158	Cra159	Eagle Ne	Balls La	Toms Lak	Toms Lak	Toms Lak
4-IRR Route Number	0157	0158	0159	0160	0161	0162	0162	0162
5-Section Number	10	10	10	10	10	10	20	30
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.5	0.8	0.9	0.7	0.1	0.2	7.0	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	4	4	2	2	2
24-Surface Condition Index	0	0	0	40	40	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	3	3	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	20130	20200	20205	30020	30025	30050	30050	30050
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change				*1959*	*1979*			
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cra163	Cra163	Toms Riv	East Con	East Con	Rio Beav	Rio Beav	Rio Beav
4-IRR Route Number	0163	0163	0164	0165	0166	0167	0167	0168
5-Section Number	10	20	10	10	10	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.2	1.7	0.5	1.7	2.6	5.0	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30050	30050	30052	30100	30101	30120	30120	30121
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Rio Beav	Rio Beav	Cra170	Cra171	East Rio	Rio Beav	Rio Beav	Rio Beav
4-IRR Route Number	0168	0169	0170	0171	0172	0173	0174	0175
5-Section Number	20	10	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.4	1.5	0.9	2.1	0.8	1.2	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30121	30212	30140	30145	30180	30200	30210	30280
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Southeas	Rio Beav	Prince	Prince S	Prince S	Necklace	Twin Isl	Twin Isl
4-IRR Route Number	0176	0177	0178	0179	0180	0181	0182	0182
5-Section Number	10	10	10	10	10	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.6	1.3	0.6	0.1	0.1	1.1	5.8	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	4	4
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30300	30600	20754	20755		25100	27000	27000
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								*1979*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Point Tw	103 Spur	Cavern L	Cavern H	Cra187	Cra188	Cra189	Cavern L
4-IRR Route Number	0183	0184	0185	0186	0187	0188	0189	0190
5-Section Number	10	10	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.5	0.4	4.3	2.4	1.0	0.4	0.6	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	2715O	27155	27200	27100	27105	27106	27150	27200
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cra191	Cavern L	Cavern L	Cavern L	Exchange	Cra196	Sink Hol	Sideway
4-IRR Route Number	0191	0192	0193	0194	0195	0196	0197	0198
5-Section Number	10	10	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.2	0.3	0.2	0.2	3.5	0.8	0.8	2.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	27210	27300	27400	27700	27000	27050	27100	27200
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Diagonal	Broken A	Cra201	East Pri	East Pri	West Log	West Log	West Log
4-IRR Route Number	0199	0200	0201	0202	0202	0203	0203	0203
5-Section Number	10	10	10	10	20	10	20	30
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.7	0.6	0.7	2.8	10.0	0.4	0.3	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	4	4	2	2	2
24-Surface Condition Index	0	0	0	40	40	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	3	3	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	27210	27220	27300	30000	30000	30520	30520	30520
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change				*1979*	*1979*			
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	West Log	West For	Cra205	Exchange	Exchange	Exchange	Wale Pas	Wale Pas
4-IRR Route Number	0203	0204	0205	0206	0207	0207	0208	0208
5-Section Number	40	10	10	10	10	20	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.2	0.9	0.3	2.0	0.8	0.1	0.5	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30520	30540	30541	30550	30551	30551	30552	30552
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Exchange	Exchange	Fire Isl	Fire Isl	Fire Isl	Fire Isl	Cra214	Fire Poi
4-IRR Route Number	0209	0210	0211	0212	0213	0213	0214	0215
5-Section Number	10	10	10	10	10	20	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	2.7	0.3	2.9	0.5	0.1	0.3	0.4	1.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	4	2	2	2	2	2	2
24-Surface Condition Index	0	40	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	3	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30556	30559	30560	30566	30568	30568	30569	30570
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change		*1959*						
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cra216	Fire Poi	Fire Poi	Fire Poi	Cra219	Cra220	Pod Poin	Lava Dra
4-IRR Route Number	0216	0217	0218	0218	0219	0220	0221	0222
5-Section Number	10	10	10	20	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.0	0.7	0.0	0.6	1.0	0.3	1.7	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30571	30572	30573		30575	30576	30578	30580
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Cra 223	North La	North La	Bay Lake	Salmon O	Salmon O	Bay Lake	Snoose C
4-IRR Route Number	0223	0224	0225	0226	0227	0228	0229	0230
5-Section Number	10	10	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.9	0.9	0.6	2.4	1.6	0.8	0.1	0.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30585	30590	30592	30600	30610	30611	30620	30600
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Snoose C	Snoose C	Snoose C	Snoose C	Snoose C	Snoose C	Snoose C	Snoose C
4-IRR Route Number	0230	0230	0231	0231	0231	0232	0233	0233
5-Section Number	20	30	10	20	30	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	2.4	0.3	0.1	0.6	0.6	0.5	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30600	30600	30100	30100	30100	30640	30605	30605
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Twin Isl	Twin Isl	Cra235	Whale Pa	Whale Pa	Exchange	Squaw Cr	Exchange
4-IRR Route Number	0234	0234	0235	0236	0236	0237	0238	0239
5-Section Number	10	20	10	10	20	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.4	1.9	1.0	0.7	1.2	3.3	1.2	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	4	4	2	2	2
24-Surface Condition Index	0	0	0	40	40	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	3	3	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30620	30620	30625	30650	30650	30700	30701	30110
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change				*1959*	*1959*			
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Exchange	Cra240	Lava	Lava Spu	Cra243	Lava Spu	Cra245	Lava Spu
4-IRR Route Number	0239	0240	0241	0242	0243	0244	0245	0246
5-Section Number	20	10	10	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.5	4.4	0.4	0.9	1.6	0.8	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	7	7	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3	3	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	14	14	14	14	14	14	14	14
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*60*	*60*	*60*	*60*	*60*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30110	30300	30750	30751	30755	30756	30640	30850
Roadway Width	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Lava Spu	Crg1001	Crg1001	Crg1002	Crg1003	Crg1004	Crg1005	Crg1006
4-IRR Route Number	0246	1001	1001	1002	1003	1004	1005	1006
5-Section Number	20	10	20	10	10	10	10	10
10-Class	5	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	4	4	8	8	8	8	8
12-Construction Need	2	4	2	2	2	2	2	2
11-Terrain	3							
25-Roadbed Condition	2	0	4	4	4	3	4	3
24-Surface Condition Index	0		20	20	38	20	30	15
16-Surface Width	14		18	18	18	18	18	18
13-Surface Type	1	0	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
29-Right of Way Width	*60*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0							
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	30850							
Roadway Width	**14**		**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future ADT	**74**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**15**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**G**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*							
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change			*1979*	*1979*	*1979*	*1979*	*1979*	*1979*
Update Year	**2006**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Ralph Ja	Elizabet	Lester N	Richard	Richard	Sunnahae	Crg1013	Crg1013
4-IRR Route Number	1007	1008	1009	1010	1011	1012	1013	1013
5-Section Number	10	10	10	10	10	10	10	20
10-Class	3	3	3	3	3	8	5	5
15-Length of Section	0.1	0.3	0.2	0.1	0.3	2.2	0.9	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	8	8	8	8	8	8	8	8
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain							1	1
25-Roadbed Condition	3	3	3	3	3		2	2
24-Surface Condition Index	15	15	15	15	15		0	0
16-Surface Width	18	18	18	18	18	18	18	18
13-Surface Type	3	3	3	3	3	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*50*
TTAM BIA Share	100	100	100	100	100	9.03	100	100
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**30**	**74**	**74**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**19**	**13**	**13**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**		**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								*E*
52-Year of Construction Change	*1979*	*1979*	*1979*	*1979*	*1979*			
Update Year	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Crg1014	Crg1014	Crg1015	Windy Wa	Windy Wa	Night Co	J.S. Dri	J.S. Dri
4-IRR Route Number	1014	1014	1015	1016	1017	1017	1018	1019
5-Section Number	10	20	10	10	10	20	10	10
10-Class	5	5	5	3	3	3	3	3
15-Length of Section	0.3	0.2	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	8	8	4	2	4	4	4	4
12-Construction Need	2	4	4	4	2	2	2	2
11-Terrain	1	1	1					
25-Roadbed Condition	2	0	0	0	3	3	3	3
24-Surface Condition Index	0				72	72	72	64
16-Surface Width	18				14	20	26	26
13-Surface Type	1	0	0	0	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*1*
29-Right of Way Width	*0*	*50*	*0*	*40*	*20*	*40*	*50*	*42*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**18**				**14**	**20**	**26**	**26**
TTAM Future ADT	**74**	**74**	**74**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**13**	**13**	**13**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**G**	**G**	**G**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category					*A*	*A*	*A*	*A*
52-Year of Construction Change					*1959*	*1959*	*1959*	*1959*
Update Year	**2015**	**2015**	**2015**	**2013**	**2015**	**2015**	**2015**	**2015**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Park Pla	Elizabet	Thompson	North Ha	8th Stre	4th Stre	Sandy Be	Sandy Be
4-IRR Route Number	1020	1021	1022	1023	1024	1025	1026	1027
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	8	8
12-Construction Need	2	2	2	2	4	2	4	2
11-Terrain								
25-Roadbed Condition	3	2	4	3	0	3	0	2
24-Surface Condition Index	72	0	73	72		72		0
16-Surface Width	20	20	30	14		20		14
13-Surface Type	3	3	4	3	0	3	0	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
29-Right of Way Width	*67*	*50*	*40*	*32*	*40*	*40*	*50*	*50*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**20**	**20**	**30**	**14**		**20**		**14**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*A*	*A*	*A*	*A*		*A*		*A*
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*		*1959*		
Update Year	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

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Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Evacuati	Alley 1	Alley 2	Stone Co	J.T. Bro	J.T. Bro	J.T. Bro	Craig-Kl
4-IRR Route Number	1028	1029	1030	1031	1032	1032	1032	1033
5-Section Number	10	10	10	10	10	20	30	10
10-Class	5	3	3	3	3	3	3	8
15-Length of Section	0.3	0.1	0.1	0.1	0.1		0.1	4.7
18-Bridge Number						E09108CRG103220		
19-Bridge Condition						7		
20-Bridge Length						74		
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	8	4	4	4	4	4	4	3
12-Construction Need	4	2	2	2	2	2	2	4
11-Terrain	1							
25-Roadbed Condition	0	3	3	3	3		3	
24-Surface Condition Index		72	72	72	72		72	
16-Surface Width		14	14	14	20		20	
13-Surface Type	0	3	3	3	4		4	0
9-Federal Aid Category	1	1	1	1	1		1	1
28-Right of Way Status	*1*	*1*	*1*	*1*	*1*		*1*	*3*
29-Right of Way Width	*50*	*20*	*20*	*40*	*50*		*50*	*132*
TTAM BIA Share	100	100	100	100	100	100	100	9.03
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width		**14**	**14**	**14**	**20**		**20**	
TTAM Future ADT	**74**	**37**	**37**	**37**	**37**		**37**	**30**
TTAM ADS Number	**13**	**18**	**18**	**18**	**18**	**18**	**18**	**19**
TTAM Future Surface Type	**G**	**E**	**E**	**E**	**E**		**E**	
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category		*A*	*A*	*A*	*A*		*A*	
52-Year of Construction Change		*1959*	*1959*	*1959*	*1959*		*1959*	
Update Year	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2018 Inventory

Filter Criteria				
E	2018	09	108	

For construction costs use the Greenbook Report

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

Location ID	E09108	E09108	E09108	E09108	E09108	E09108	E09108	E09108
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Craig	Craig	Craig	Craig	Craig	Craig	Craig	Craig
Road Name	Edna Bay	Queen	Queen	Craig Fl	Cta Dock	Psnr Mp	Psnr Mp	Psnr Mp
4-IRR Route Number	1034	1042	1042	1048	1049	1050	1051	1052
5-Section Number	10	10	20	10	10	10	10	10
10-Class	5	5	5	3	5	5	5	5
15-Length of Section	3.7	0.1	1.0	0.1	0.1	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	7	7	7	4	8	8	8	8
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	3	3	3		1	1	1	1
25-Roadbed Condition	3	3	3	4	3	2	2	3
24-Surface Condition Index	68	58	58	50	60	0	0	60
16-Surface Width	16	12	12	12	20	12	12	30
13-Surface Type	3	3	3	4	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
29-Right of Way Width	*60*	*60*	*60*	*120*	*100*	*60*	*60*	*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**16**	**12**	**12**	**12**	**20**	**12**	**12**	**30**
TTAM Future ADT	**74**	**74**	**74**	**37**	**74**	**74**	**74**	**74**
TTAM ADS Number	**15**	**15**	**15**	**18**	**13**	**13**	**13**	**13**
TTAM Future Surface Type	**G**	**G**	**G**	**E**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category	*B*	*B*	*B*	*Z*	*Z*	*Z*	*Z*	*Z*
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**	**2015**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Appendix D:

PUBLIC NOTICE

AFFIDAVIT OF PUBLICATION

Legal No. 16265

STATE OF ALASKA,)
) SS:
Gateway Borough)

Kathy Williams, being duly sworn says: That she is a representative of the Ketchikan Daily News, a daily newspaper published at Ketchikan, in said Borough and State, and that the publication of which the annexed is a printed and true copy, was published in said newspaper at least four times per week for one week, commencing on the 28th day of March 2018 and ending on the 31st day of March 2018.

Kathy Williams

Subscribed and sworn to before me this

31st, **day of**

March, **2018**

Tena Williams

Notary Public for Alaska
My Commission Expires 1·12·19

Official Seal
Tena Williams
Notary Public - State of Alaska
My Comm. Expires
January 12, 2019

The Craig Tribal Association completed a Long Range Transportation Plan Addendum for 2018. This plan is available for review at the Craig Tribal Association office. Written comments may be submitted by April 15, 2018, to the Craig Tribal Association: P.O. Box 565, Craig, Alaska 99921. For more information call Anna Guthrie at 907-826-3996.
Publish: March 28, 29, 30, 31, 2018
No. 16265

ADOT&PF CRASH DATA 2013-2017 TABLE

CPD CRASH DATA 2013-2018 TABLE

Crash_Numb	Reporting_ Agency	Milepoint	Latitude	Longitude	Year	Month	Day_ of_ Month	Day_of_ the_Week	Street	Intersecting_Street	At_ Intersection	Direction	Junction	Number_of_ Motorized Units	Crash_Severity	Number_of_ Serious_Injuries with_Fatalities	Number_of_ Serious_ Injuries	Number_of_ Minor_ Injuries	Number _of_ Fatalities	First_Harmful_Event
201300352	Alaska State Wildlife Troopers	22.9963	55.462373	-132.773294	2013	January	4	Friday	KLAWOCK-HOLLIS HIGHWAY	MILE MARKER 23.4	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Ditch
201300598	Craig Police Department	-1	55.470631	-133.139018	2013	April	19	Friday	HAMILTON CAUSEWAY	EAST HAMILTON DRIVE	Yes	South	Non-Junction	1	Suspected Minor Injury	0	0	2	0	Overturn/Rollover
201300610	Alaska State Wildlife Troopers	20.5469	55.458158	-132.83319	2013	January	3	Thursday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILEPOST 20.9	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Ditch
201300642	Alaska State Troopers	0	55.499371	-133.074885	2013	October	27	Sunday	UNNAMED STREET 55, 29, 52, 35	CRAIG-KLAWOCK HIGHWAY	No	East	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Pavement Surface Irregularity (Ruts, Potholes, Grates, Etc.)
201301426	Alaska State Troopers	0.0065	55.552196	-133.082044	2013	July	8	Monday	BOUNDARY ROAD (CDS ROUTE 292025)	KLAWOCK-HOLLIS HWY	No	North	Non-Junction	1	Suspected Serious Injury	1	1	0	0	Ditch
201303016	Alaska State Troopers	2.2602	55.494732	-133.133011	2013	February	25	Monday	CRAIG-KLAWOCK HIGHWAY	VIKING TIMBER ROAD	No	South	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Ditch
201303530	Alaska State Troopers	14.8094	55.498295	-132.933609	2013	June	1	Saturday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE POST 15	No	West	Non-Junction	1	No Apparent Injury	0	0	0	0	Guardrail Face
201303890	Alaska State Troopers	4.9364	55.529288	-133.112358	2013	July	26	Friday	CRIAG-KLAWOCK HIGHWAY	B STREET	No	South	Non-Junction	1	No Apparent Injury	0	0	0	0	Ditch
201304534	Alaska State Troopers	17.0476	55.551944	-133.093872	2013	October	18	Friday	KLAWOCK-HOLLIS HIGHWAY	MILEPOST 17.5	No	East	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Utility Pole/Light Support
201306040	Craig Police Department	8.0649	55.547829	-133.063178	2013	November	4	Monday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILEPOST 2.6	Yes	Not Applicable	Through Roadway	1	Suspected Minor Injury	0	0	1	0	Overturn/Rollover
201366313	Driver Report	25.3885	55.466605	-132.717129	2013	August	15	Thursday	CRAIG-KLAWOCK-HOLLIS HIGHWAY	MILE 24	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Live Animal
201467986	Craig Police Department	0.7093	55.468395	-133.125845	2014	June	22	Sunday	PORT SAINT NICHOLAS ROAD	CRAIG-KLAWOCK HIGHWAY	No	South	Through Roadway	1	No Apparent Injury	0	0	0	0	Live Animal
201475614	Alaska State Troopers	4.6224	55.526444	-133.118277	2014	July	30	Wednesday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE POST 4.0	No	North East	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Ditch
201475624	Alaska State Troopers	3.509	55.450052	-133.069453	2014	August	14	Thursday	PORT SAINT NICHOLAS ROAD	MILE POST 3.5	Yes	Unknown	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Overturn/Rollover
201475676	Alaska State Troopers	19.3697	55.467094	-132.85535	2014	November	12	Wednesday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE POST 20	No	West	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Overturn/Rollover
201475694	Alaska State Troopers	14.7422	55.49883	-132.93503	2014	December	21	Sunday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	15 MP	No	East	Non-Junction	1	Possible Injury	0	0	1	0	Guardrail Face
201575481	Driver Report	0.0132	55.552293	-133.082045	2015	December	26	Saturday	BIG SALT LAKE ROAD	CRAIG/KLAWOCK/HOLLIS HIGHWAY	Yes	Unknown	Unknown	1	No Apparent Injury	0	0	0	0	Ditch
201590192	Alaska State Troopers	10.198	55.543987	-133.0149	2015	December	18	Friday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	10 MILE POST	No	East	Non-Junction	1	No Apparent Injury	0	0	0	0	Ditch
201657018	Alaska State Troopers	17.2971	55.48231	-132.884858	2016	February	22	Monday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE 17.5	Yes	Not Applicable	Non-Junction	1	Possible Injury	0	0	1	0	Overturn/Rollover
201657260	Alaska State Troopers	10.1333	55.544715	-133.015925	2016	March	23	Wednesday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE 10.5	Yes	Not Applicable	Non-Junction	1	Possible Injury	0	0	1	0	Ditch
201657350	Alaska State Troopers	16.0128	55.486618	-132.912573	2016	April	11	Monday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILEPOST 16.5	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Ditch
201658078	Alaska State Troopers	14.7409	55.49884	-132.935058	2016	August	8	Monday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILEPOST 15	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Ditch
201659134	Alaska State Troopers	22.6249	55.461451	-132.782568	2016	November	14	Monday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILEPOST 23	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Live Animal
201659198	Alaska State Troopers	15.9206	55.487759	-132.913774	2016	November	22	Tuesday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE 16.5	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Guardrail Face
201659226	Alaska State Troopers	8.9235	55.550653	-133.043399	2016	November	26	Saturday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	KLAWOCK FISH HATCHERY	No	East	Non-Junction	1	Suspected Minor Injury	0	0	2	0	Overturn/Rollover
201659546	Alaska State Troopers	12.1276	55.525943	-132.978816	2016	December	26	Monday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILEPOST 12.5	Yes	Not Applicable	Non-Junction	1	No Apparent Injury	0	0	0	0	Embankment
201666718	Alaska State Troopers	9.0478	55.551161	-133.040392	2016	May	24	Tuesday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE 9.5	Yes	Not Applicable	Non-Junction	1	Fatal Injury (Killed)	1	0	0	1	Tree (Standing Only)
201745432	Alaska State Troopers	20.2304	55.4579214	-132.839326	2017	June	11	Sunday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE 21.5	Yes	Null value	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Ditch
201745112	Alaska State Troopers	17.891	55.48290256	-132.8687372	2017	April	22	Saturday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MP 18	Yes	Null value	Non-Junction	1	No Apparent Injury	0	0	0	0	Overturn/Rollover
201744616	Alaska State Troopers	3.531	55.51299028	-133.1310376	2017	February	17	Friday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MP 3	Yes	Null value	Non-Junction	1	Possible Injury	0	0	1	0	Guardrail End
201744208	Alaska State Troopers	4.8008	55.52805573	-133.1141366	2017	January	13	Friday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MP 5 CRAIG-KLAWOCK HWY	Yes	Null value	Non-Junction	1	Null value	0	0	0	0	Ditch
201756426	Alaska State Troopers	4.8288	55.52827321	-133.1135331	2017	November	18	Saturday	CRAIG/KLAWOCK/HOLLIS HIGHWAY (PRINCE OF WALES ISLAND)	MP 5	Yes	Null value	Non-Junction	1	Suspected Minor Injury	0	0	1	0	Guardrail Face
201756210	Alaska State Wildlife Troopers	8.1954	55.54699221	-133.0603007	2017	October	18	Wednesday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	MILE 8.5	Yes	Null value	Non-Junction	1	No Apparent Injury	0	0	0	0	Utility Pole/Light Support
201746930	Alaska State Troopers	6.9606	55.55275109	-133.0880688	2017	October	12	Thursday	CRAIG/KLAWOCK/HOLLIS HIGHWAY	NFD FH13 RD	Yes	Null value	Non-Junction	1	No Apparent Injury	0	0	0	0	Overturn/Rollover
201303232	Alaska State Troopers	2.101	55.576554	-133.059754	2013	April	2	Tuesday	BIG SALT LAKE ROAD	AIRPORT ROAD	Yes	Not Applicable	Intersection	2	No Apparent Injury	0	0	0	0	Motor Vehicle In-Transport
201745136	Alaska State Troopers	1.5118	55.56807782	-133.0636028	2017	April	26	Wednesday	BIG SALT LAKE ROAD	KLAWOCK-HOLLIS HWY	Yes	Null value	Non-Junction	1	Possible Injury	0	0	1	0	Overturn/Rollover
201304682	Alaska State Troopers	0.112	55.553715	-133.082037	2013	November	2	Saturday	BOUNDARY ROAD	HOLLIS ROAD	No	North	Non-Junction	1	No Apparent Injury	0	0	0	0	Ditch

Crash_Numb	Manner_of_Collision	Relation_to_Trafficway	Weather	Environmental_ Conditions_1	Environmental_ Conditions_2	Road_Surface	Lighting	Alcohol_ Suspected	Drugs_ Suspected	CU_ Number_of Occupants	CU_Driver_Injury	CU_Driver_Restraint_ System_1	CU_Driver_ Restraint_ System_2	CU_Driver_ Raw_Age	CU_Driver_ Gender	CU_Driver_ Alcohol_ Suspected	CU_Driver_ Alcohol_Test_Type
201300352	Front-To-Rear	Two-Way, Not Divided	Null value	None	Null value	Wet	Dark-Not Lighted	Yes	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	19 years	Male	Yes	Test Not Given
201300598	Front-To-Rear	Two-Way, Not Divided	Null value	None	Null value	Mud/Dirt/Gravel	Dark-Not Lighted	No	No	2	Suspected Minor Injury	Unknown if Used	Null value	16 years	Male	No	Test Not Given
201300610	Front-To-Rear	Two-Way, Not Divided, with a Continuous Left Turn Lane	Null value	Null value	Null value	Ice/Frost	Dark-Not Lighted	No	No	4	No Apparent Injury	Shoulder and Lap Belt Used	Null value	29 years	Female	No	Test Not Given
201300642	Front-To-Rear	One-Way Trafficway	Null value	Null value	Null value	Non-Trafficway Area	Daylight	No	No	1	Suspected Minor Injury	No Helmet	No Restraint System Used	19 years	Male	No	Test Not Given
201301426	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Cloudy	Unknown	Null value	Wet	Daylight	No	No	1	Suspected Serious Injury	Shoulder and Lap Belt Used	Null value	57 years	Female	No	Test Not Given
201303016	Front-To-Rear	Outside Trafficway	Cloudy	None	Null value	Wet	Dark-Not Lighted	Yes	No	1	Suspected Minor Injury	Unknown if Used	Null value	38 years	Male	Yes	Blood "BAC"
201303530	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Cloudy	Weather Conditions	Null value	Wet	Dawn	Yes	No	4	No Apparent Injury	Shoulder and Lap Belt Used	Null value	21 years	Male	No	Preliminary Breath Test (PBT)
201303890	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Unknown	None	Null value	Dry	Dark-Not Lighted	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	19 years	Male	Unknown	Test Not Given
201304534	Front-To-Rear	Outside Trafficway	Clear	Unknown	Null value	Dry	Dawn	No	No	2	Suspected Minor Injury	Shoulder and Lap Belt Used	Null value	17 years	Male	No	Test Not Given
201306040	Front-To-Rear	Two-Way, Not Divided	Null value	Animal(s) in Roadway	Null value	Wet	Daylight	No	No	1	Suspected Minor Injury	Shoulder and Lap Belt Used	Null value	23 years	Female	No	Test Not Given
201366313	Front-To-Rear	Two-Way, Not Divided	Null value	Null value	Null value	Wet	Daylight	No	No	1	No Apparent Injury	Null value	Null value	31 years	Female	No	Test Not Given
201467986	Other	Two-Way, Not Divided	Rain	Animal(s) in Roadway	Null value	Wet	Dusk	No	No	1	No Apparent Injury	Null value	Null value	46 years	Female	No	Test Not Given
201475614	Front-To-Rear	Two-Way, Not Divided, with a Continuous Left Turn Lane	Null value	Unknown	Null value	Dry	Dark-Not Lighted	Yes	No	2	Unknown	Unknown if Used	Null value	51 years	Male	Yes	Test Not Given
201475624	Front-To-Rear	Two-Way, Not Divided, with a Continuous Left Turn Lane	Cloudy	None	Null value	Dry	Dark-Not Lighted	Yes	No	1	Suspected Minor Injury	No Restraint System Used	Null value	40 years	Female	Yes	Test Not Given
201475676	Front-To-Rear	Outside Trafficway	Clear	Null value	Null value	Ice/Frost	Dusk	No	No	1	Suspected Minor Injury	Shoulder and Lap Belt Used	Null value	75 years	Female	No	Test Not Given
201475694	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Rain	Weather Conditions	Null value	Wet	Dark-Not Lighted	Yes	No	1	Possible Injury	Shoulder and Lap Belt Used	Null value	18 years	Male	Yes	Breathalyzer "BRAC"
201575481	Front-To-Rear	Two-Way, Not Divided	Freezing Rain or Freezing Drizzle	Weather Conditions	Null value	Ice/Frost	Dark-Not Lighted	No	No	2	No Apparent Injury	Unknown if Used	Null value	21 years	Male	No	Test Not Given
201590192	Front-To-Rear	Outside Trafficway	Clear	Null value	Null value	Ice/Frost	Dark-Unknown Lighting	No	No	2	No Apparent Injury	Shoulder and Lap Belt Used	Null value	45 years	Male	No	Test Not Given
201657018	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Clear	Null value	Null value	Ice/Frost	Daylight	No	No	4	Possible Injury	Shoulder and Lap Belt Used	Null value	28 years	Female	No	Test Not Given
201657260	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Rain	Weather Conditions	Null value	Wet	Daylight	No	No	1	Possible Injury	Shoulder and Lap Belt Used	Null value	74 years	Female	No	Test Not Given
201657350	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Rain	Weather Conditions	Null value	Wet	Daylight	No	No	3	No Apparent Injury	Shoulder and Lap Belt Used	Null value	26 years	Male	No	Test Not Given
201658078	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Rain	Animal(s) in Roadway	Null value	Wet	Dusk	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	22 years	Male	No	Test Not Given
201659134	Front-To-Rear	Two-Way, Not Divided	Clear	Null value	Null value	Dry	Dark-Not Lighted	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	33 years	Male	No	Test Not Given
201659198	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Cloudy	Weather Conditions	Null value	Ice/Frost	Dawn	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	19 years	Male	No	Test Not Given
201659226	Front-To-Rear	Outside Trafficway	Clear	Null value	Null value	Wet	Daylight	No	No	2	Suspected Minor Injury	No Safety Equipment Used	Null value	16 years	Male	No	Test Not Given
201659546	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Rain	Weather Conditions	Null value	Ice/Frost	Daylight	No	No	1	No Apparent Injury	Unknown if Used	Null value	27 years	Male	No	Test Not Given
201666718	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Unknown	Unknown	Null value	Unknown	Dark-Not Lighted	Yes	Yes	1	Fatal Injury (Killed)	No Restraint System Used	Null value	63 years	Female	Yes	Unknown If Tested
201745432	Not a Collision with a Motor Vehicle In-Transport	On Roadside	Cloudy	Animal(s) in Roadway	Null value	Unknown	Dark - Not Lighted	No	No	1	Suspected Minor Injury	Unknown if Used	Null value	27 years	Female	Unknown	Test Not Given
201745112	Not a Collision with a Motor Vehicle In-Transport	On Shoulder	Cloudy	Null value	Null value	Dry	Daylight	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	17 years	Female	No	Test Not Given
201744616	Not a Collision with a Motor Vehicle In-Transport	On Roadside	Clear	Null value	Null value	Dry	Daylight	Yes	No	1	Possible Injury	No Restraint System Used	Null value	26 years	Female	Yes	Blood "BAC"
201744208	Not a Collision with a Motor Vehicle In-Transport	On Roadside	Freezing Rain or Freezing Drizzle	Weather Conditions	Null value	Wet	Dark - Not Lighted	No	No	1	Unknown	Null value	Null value	Null value	Unknown	Unknown	Unknown If Tested
201756426	Not a Collision with a Motor Vehicle In-Transport	On Roadside	Freezing Rain or Freezing Drizzle	Weather Conditions	Null value	Ice/Frost	Daylight	No	No	1	Suspected Minor Injury	Shoulder and Lap Belt Used	Null value	20 years	Female	No	Test Not Given
201756210	Not a Collision with a Motor Vehicle In-Transport	Outside Trafficway	Clear	Null value	Null value	Wet	Dark - Not Lighted	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	32 years	Female	No	Test Not Given
201746930	Not a Collision with a Motor Vehicle In-Transport	Outside Trafficway	Clear	Weather Conditions	Null value	Ice/Frost	Dark - Not Lighted	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	27 years	Female	No	Test Not Given
201303232	Sideswipe - Same Direction	Two-Way, Not Divided	Clear	None	Null value	Dry	Dawn	No	No	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	37 years	Male	No	Test Not Given
201745136	Not a Collision with a Motor Vehicle In-Transport	On Shoulder	Rain	Null value	Null value	Wet	Daylight	No	No	1	Possible Injury	Shoulder and Lap Belt Used	Null value	32 years	Female	No	Test Not Given
201304682	Front-To-Rear	Two-Way, Divided, Positive Median Barrier	Clear	Null value	Null value	Ice/Frost	Daylight	No	No	1	No Apparent Injury	No Restraint System Used	Null value	23 years	Male	No	Test Not Given

Crash_Numb	CU_Driver_ Alcohol_ Test_Result	CU_Driver _Drugs_ Suspected	CU_Driver_ Drugs_ Test_Type	CU_Driver_ Drugs_ Test_Result	CU_Road_Conditions	CU_Vehicle_ Circumstance	CU_Driver_ Contributing_Circumstance_1	CU_Driver_Contributing_Circumstance_2	CU_Trafficway_Description	CU_Direction_ of_Travel	CU_Action	CU_1st_Event	CU_2nd_Event
201300352	Test Not Given	No	Test Not Given	Test Not Given	None	None	Operated Motor Vehicle in an Inattentive/Careless/Erratic/Negligent manner	Null value	Two-Way - Not Divided	Eastbound	Going Straight	Ran Off Roadway-Left	Ditch
201300598	Test Not Given	No	Test Not Given	Test Not Given	None	None	Ran Off Roadway	Operated Motor Vehicle in an Inattentive/Careless/Erratic/Negligent manner	Two-Way - Not Divided	Northbound	Accelerating in Road	Ran Off Roadway-Right	Embankment
201300610	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (wet/icy/snow/slush/etc.)	Null value	Null value	Null value	Unknown	Eastbound	Passing or Overtaking Another Vehicle	Other Non-Collision	Ditch
201300642	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Null value	Null value	Unknown	Northbound	Negotiating a Curve	Pavement Surface Irregularity (Ruts, Potholes, Grates, Etc.)	Overturn/Rollover
201301426	Test Not Given	No	Test Not Given	Test Not Given	Shoulders (none/low/soft/high)	Unknown	Ran Off Roadway	Null value	Two-Way - Not Divided	Northbound	Negotiating a Curve	Ran Off Roadway-Right	Ditch
201303016	Test Given	Unknown	Test Not Given	Test Not Given	None	None	Ran Off Roadway	Null value	Two-Way - Not Divided	Southbound	Going Straight	Ditch	Null value
201303530	Test Given	No	Test Not Given	Test Not Given	Unknown	None	Ran Off Roadway	Operated Motor Vehicle in an Inattentive/Careless/Erratic/Negligent manner	Two-Way - Not Divided	Eastbound	Negotiating a Curve	Guardrail Face	Null value
201303890	Test Not Given	Unknown	Test Not Given	Test Not Given	None	None	Ran Off Roadway	Operated Motor Vehicle in an Inattentive/Careless/Erratic/Negligent manner	Two-Way - Not Divided	Southbound	Going Straight	Ditch	Overturn/Rollover
201304534	Test Not Given	No	Test Not Given	Test Not Given	None	Brake System	Unknown	Null value	Two-Way - Divided - Unprotected (Painted/Over 4 Feet) Median	Eastbound	Decelerating in Road	Equipment Failure (Blown Tire, Brake Failure, Etc.)	Ran Off Roadway-Right
201306040	Test Not Given	No	Test Not Given	Test Not Given	Obstruction in Roadway	Other	Ran Off Roadway	Swerved or Avoided Due to Wind/Slippery Surface/Motor Vehicle/Object/Non-Motorist in Roadway/etc.	Two-Way - Divided - Unprotected (Painted/Over 4 Feet) Median	Westbound	Going Straight	Other Non-Collision	Ditch
201366313	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Null value	Null value	Two-Way - Not Divided	Northbound	Going Straight	Live Animal	Null value
201467986	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Swerved or Avoided Due to Wind/Slippery Surface/Motor Vehicle/Object/Non-Motorist in Roadway/etc.	Null value	Two-Way - Not Divided	Eastbound	Going Straight	Live Animal	Overturn/Rollover
201475614	Test Not Given	Unknown	Test Not Given	Test Not Given	Unknown	Unknown	Ran Off Roadway	Operated Motor Vehicle in a Reckless or Aggressive manner	Two-Way - Divided - Unprotected (Painted/Over 4 Feet) Median	Northbound	Unknown	Ditch	Tree (Standing Only)
201475624	Test Not Given	Unknown	Test Not Given	Test Not Given	None	None	Ran Off Roadway	Null value	Two-Way - Not Divided	Unknown	Unknown	Ran Off Roadway-Left	Overturn/Rollover
201475676	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (wet/icy/snow/slush/etc.)	Unknown	Unknown	Null value	Two-Way - Divided - Unprotected (Painted/Over 4 Feet) Median	Unknown	Going Straight	Embankment	Overturn/Rollover
201475694	Test Given	Unknown	Test Not Given	Test Not Given	Null value	Null value	Operated Motor Vehicle in an Inattentive/Careless/Erratic/Negligent manner	Null value	Two-Way - Not Divided	Eastbound	Negotiating a Curve	Guardrail Face	Cross Centerline
201575481	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (wet/icy/snow/slush/etc.)	Other	Ran Off Roadway	Null value	Unknown	Eastbound	Other	Jackknife	Ditch
201590192	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (wet/icy/snow/slush/etc.)	Unknown	Null value	Null value	Two-Way - Not Divided	Eastbound	Accelerating in Road	Cross Centerline	Ran Off Roadway-Left
201657018	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (wet/icy/snow/slush/etc.)	Tires	Unknown	Null value	Two-Way - Not Divided	Westbound	Negotiating a Curve	Cross Centerline	Ran Off Roadway-Left
201657260	Test Not Given	No	Test Not Given	Test Not Given	Null value	Unknown	Ran Off Roadway	Null value	Two-Way - Not Divided	Westbound	Unknown	Ran Off Roadway-Right	Ditch
201657350	Test Not Given	No	Test Not Given	Test Not Given	Null value	Brake System	Ran Off Roadway	Null value	Two-Way - Not Divided	Eastbound	Going Straight	Ran Off Roadway-Right	Ground
201658078	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Ran Off Roadway	Null value	Two-Way - Not Divided	Westbound	Successful Avoidance Maneuver to a Previous Critical Event	Live Animal	Ran Off Roadway-Right
201659134	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Null value	Null value	Two-Way - Not Divided	Eastbound	Negotiating a Curve	Live Animal	Null value
201659198	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (wet/icy/snow/slush/etc.)	Unknown	Unknown	Null value	Two-Way - Not Divided	Eastbound	Negotiating a Curve	Guardrail Face	Cross Centerline
201659226	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Ran Off Roadway	Null value	Two-Way - Not Divided	Westbound	Going Straight	Ran Off Roadway-Right	Ditch
201659546	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (wet/icy/snow/slush/etc.)	Null value	Unknown	Null value	Two-Way - Not Divided	Westbound	Going Straight	Ran Off Roadway-Right	Embankment
201666718	Unknown If Tested	Yes	Unknown If Tested	Unknown	Null value	Null value	Ran Off Roadway	Null value	Two-Way - Not Divided	Westbound	Negotiating a Curve	Cross Centerline	Ran Off Roadway-Left
201745432	Test Not Given	Unknown	Test Not Given	Test Not Given	Null value	Unknown	Ran Off Roadway	Swerved or Avoided Due to Wind/Slippery Surface/Motor Vehicle/Object/Non-Motorist in Roadway/etc.	Two-Way - Not Divided	Westbound	Successful Avoidance Maneuver to a Previous Critical Event	Live Animal	Ran Off Roadway-Right
201745112	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Over-Correcting/Over-Steering	Other Contributing Action/Circumstance	Two-Way - Not Divided	Eastbound	Going Straight	Overturn/Rollover	Null value
201744616	Test Given	No	Test Not Given	Test Not Given	Null value	Unknown	Ran Off Roadway	Operated Motor Vehicle in a Reckless or Aggressive Manner	Two-Way - Not Divided	Southbound	Negotiating a Curve	Guardrail End	Null value
201744208	Unknown If Tested	Unknown	Unknown If Tested	Unknown	Road Surface Condition (Wet/Icy/Snow/Slush/etc.)	Tires	Null value	Null value	Two-Way - Not Divided	Northbound	Negotiating a Curve	Ran Off Roadway-Right	Ditch
201756426	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (Wet/Icy/Snow/Slush/etc.)	None	No Cortributing Action/Circumstance	Null value	Two-Way - Not Divided	Northbound	Negotiating a Curve	Cross Centerline	Ran Off Roadway-Left
201756210	Test Not Given	No	Test Not Given	Test Not Given	None	None	Ran Off Roadway	Null value	Two-Way - Not Divided	Westbound	Going Straight	Ran Off Roadway-Left	Utility Pole/Light Support
201746930	Test Not Given	No	Test Not Given	Test Not Given	Road Surface Condition (Wet/Icy/Snow/Slush/etc.)	Brake System	Ran Off Roadway	Null value	Two-Way - Not Divided	Westbound	Going Straight	Overturn/Rollover	Null value
201303232	Test Not Given	No	Test Not Given	Test Not Given	None	None	Failed to Yield Right of Way	Passing with Insufficient Distance or Inadequate Visibility	Two-Way - Not Divided	Northbound	Passing or Overtaking Another Vehicle	Motor Vehicle In-Transport	Guardrail Face
201745136	Test Not Given	No	Test Not Given	Test Not Given	Null value	Unknown	Unknown	Null value	Two-Way - Not Divided	Northbound	Going Straight	Ran Off Roadway-Left	Ditch
201304682	Test Not Given	No	Test Not Given	Test Not Given	Null value	Null value	Other Contributing Action/Circumstance	Null value	Two-Way - Not Divided	Northbound	Passing or Overtaking Another Vehicle	Ditch	Overturn/Rollover

Crash_Numb	CU_3rd_Event	CU_4th_Event	CU_Most_Harmful_Event	CU_Driver_Charges	CU_Body_Type	CU_Commercial_Vehicle_Body_Type	CU_Extent_of_Damage	V2_Number_of_Occupants	V2_Driver_Injury	V2_Driver_Restraint System_1	V2_Driver_Restraint System_2	V2_Driver_Raw_Age	V2_Driver_Gender	V2_Driver_Alcohol_Suspected	Region	County_Borough	Census_Area	City
201300352	Null value	Null value	Ditch	Yes	Pickup	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales	Hollis
201300598	Overturn/Rollover	Null value	Overturn/Rollover	Yes	Hardtop, 4-Door	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales	Craig
201300610	Overturn/Rollover	Null value	Ditch	No Charges	Sedan, 4-Door, Automobile	Null value	Functional Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Hollis
201300642	Null value	Null value	Overturn/Rollover	No Charges	Open Body	Null value	Minor Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales	Craig
201301426	Overturn/Rollover	Null value	Overturn/Rollover	No Charges	Station Wagon	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales	Klawock
201303016	Null value	Null value	Ditch	Yes	Pickup	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Minor Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales	Craig
201303530	Null value	Null value	Guardrail Face	Yes	Carry-All	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Functional Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201303890	Null value	Null value	Overturn/Rollover	Yes	Hardtop, 4-Door	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales	Klawock
201304534	Utility Pole/Light Support	Null value	Utility Pole/Light Support	No Charges	Carry-All	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales	Hollis
201306040	Overturn/Rollover	Null value	Overturn/Rollover	Yes	Pickup	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Craig
201366313	Null value	Null value	Live Animal	No Charges	Carry-All	Null value	Unknown	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Non-Borough Area	Unknown Census Area	Klawock
201467986	Null value	Null value	Overturn/Rollover	No Charges	Pickup	Null value	Functional Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Craig
201475614	Culvert	Null value	Ditch	Yes	Carry-All	Null value	Unknown	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Craig
201475624	Null value	Null value	Overturn/Rollover	Yes	Carry-All	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Craig
201475676	Null value	Null value	Overturn/Rollover	No Charges	Pickup	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Hollis
201475694	Ran Off Roadway-Left	Embankment	Embankment	Yes	Sedan, 4-Door, Automobile	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201575481	Overturn/Rollover	Null value	Overturn/Rollover	Unknown	Pickup	Vehicle Towing Another Vehicle	Unknown	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201590192	Ditch	Null value	Ditch	No Charges	Pickup	Null value	Functional Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201657018	Ditch	Overturn/Rollover	Overturn/Rollover	No Charges	Sedan, 4-Door, Automobile	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201657260	Overturn/Rollover	Null value	Overturn/Rollover	No Charges	Carry-All	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201657350	Ditch	Null value	Ditch	No Charges	Sedan, 4-Door, Automobile	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201658078	Ditch	Null value	Ditch	No Charges	Sedan, 4-Door, Automobile	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201659134	Null value	Null value	Live Animal	No Charges	Station Wagon	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Hollis
201659198	Ran Off Roadway-Left	Ditch	Ditch	No Charges	Carry-All	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201659226	Overturn/Rollover	Null value	Overturn/Rollover	Yes	Pickup	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201659546	Null value	Null value	Embankment	No Charges	Pickup	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201666718	Tree (Standing Only)	Null value	Tree (Standing Only)	No Charges	Pickup	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock
201745432	Ditch	Overturn/Rollover	Overturn/Rollover	Yes	Carry-All	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales-Hyder	Outside Any City Boundary
201745112	Null value	Null value	Overturn/Rollover	No Charges	Van	Not Applicable (Motor Vehicle 10000 lbs or Less Not Displaying HM Placard)	Unknown	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales-Hyder	Outside Any City Boundary
201744616	Null value	Null value	Guardrail End	Yes	Pickup	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales-Hyder	Craig
201744208	Null value	Null value	Ditch	Unknown	Pickup	Not Applicable (Motor Vehicle 10000 lbs or Less Not Displaying HM Placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales-Hyder	Outside Any City Boundary
201756426	Guardrail Face	Overturn/Rollover	Overturn/Rollover	No Charges	Pickup	Not Applicable (Motor Vehicle 10000 lbs or Less Not Displaying HM Placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Unknown Census Area	Outside Any City Boundary
201756210	Null value	Null value	Utility Pole/Light Support	No Charges	Carry-All	Not Applicable (Motor Vehicle 10000 lbs or Less Not Displaying HM Placard)	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Unknown
201746930	Null value	Null value	Overturn/Rollover	No Charges	Pickup	Not Applicable (Motor Vehicle 10000 lbs or Less Not Displaying HM Placard)	Functional Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales-Hyder	Klawock
201303232	Null value	Null value	Motor Vehicle In-Transport	Yes	Enclosed Body, Nonremovable Enclosure	Not Applicable (motor vehicle 10000 lbs or less not displaying HM placard)	Functional Damage	1	No Apparent Injury	Shoulder and Lap Belt Used	Null value	61 years	Male	No	Southcoast Region	Unorganized Borough	Hyder	Klawock
201745136	Overturn/Rollover	Null value	Overturn/Rollover	Yes	Carry-All	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Prince of Wales-Hyder	Outside Any City Boundary
201304682	Null value	Null value	Overturn/Rollover	Yes	Pickup	Null value	Disabling Damage	Null value	Null value	Null value	Null value	Null value	Null value	Null value	Southcoast Region	Unorganized Borough	Hyder	Klawock

Crash_Numb	NHS_System	AHS_System	Functional_Class	Urban_Rural	Maintenance_ Responsibility	Pavement	Within_ Intersection_ Named_Zone	Intersection _Named Zone	Within_Railroad _Crossing Named_Zone	COL_ YEAR_	COL_TYPE	COL_MVIW	COL_SEVERITY	COL_HUM_FACTOR	COL_ DRIVER_AGE	COL_IMPAIRED	COL_AGE_ IMPAIRED
201300352	Not NHS	AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Property Damage Only	Alcohol or Drug Impairment	Under 25	Alcohol Impairment	Under 25
201300598	Not NHS	Not AHS	Missing Functional Class	Rural Area	Unknown Maintenance Responsibility	Paved	No	No	No	2013	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Ran Off Roadway	Under 25	No Impairment	
201300610	Not NHS	Not AHS	Major Collector	Not Specified	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Property Damage Only	Other/Unknown	25-34	No Impairment	
201300642	Not NHS	Not AHS	Missing Functional Class	Rural Area	Unknown Maintenance Responsibility	Unpaved	No	No	No	2013	Front-To-Rear	Pavement Surface Irregularity (Ruts, Potholes, Grates, Etc.)	Suspected Minor Injury	Other/Unknown	Under 25	No Impairment	
201301426	Not NHS	AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Suspected Serious Injury	Ran Off Roadway	55-64	No Impairment	
201303016	Not NHS	Not AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Suspected Minor Injury	Alcohol or Drug Impairment	35-44	Alcohol Impairment	35-44
201303530	Not NHS	Not AHS	Major Collector	Not Specified	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Property Damage Only	Alcohol or Drug Impairment	Under 25	Alcohol Impairment	Under 25
201303890	Not NHS	Not AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Property Damage Only	Ran Off Roadway	Under 25	No Impairment	
201304534	Not NHS	Not AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Suspected Minor Injury	Other/Unknown	Under 25	No Impairment	
201306040	Not NHS	Not AHS	Major Collector	Not Specified	State Highway Agency	Paved	No	No	No	2013	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Ran Off Roadway	Under 25	No Impairment	
201366313	Not NHS	Not AHS	Missing Functional Class	Not Specified	Unknown Maintenance Responsibility	Missing Paved/Unpaved	No	No	No	2013	Front-To-Rear	Animal	Property Damage Only	Other/Unknown	25-34	No Impairment	
201467986	Not NHS	Not AHS	Minor Collector	Rural Area	City Highway Agency	Paved	No	No	No	2014	Other/Unknown	Animal	Property Damage Only	Swerved or Avoided Due to Wind/Slippery Surface/Motor Vehicle/Object/Non-Motorist in Roadway/etc.	45-54	No Impairment	
201475614	Not NHS	AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2014	Front-To-Rear	Fixed Object	Suspected Minor Injury	Alcohol or Drug Impairment	45-54	Alcohol Impairment	45-54
201475624	Not NHS	Not AHS	Minor Collector	Rural Area	City Highway Agency	Unpaved	No	No	No	2014	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Alcohol or Drug Impairment	35-44	Alcohol Impairment	35-44
201475676	Not NHS	AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2014	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Other/Unknown	Over 65	No Impairment	
201475694	Not NHS	Not AHS	Major Collector	Not Specified	State Highway Agency	Paved	No	No	No	2014	Front-To-Rear	Fixed Object	Possible Injury	Alcohol or Drug Impairment	Under 25	Alcohol Impairment	Under 25
201575481	Not NHS	Not AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2015	Front-To-Rear	Fixed Object	Property Damage Only	Ran Off Roadway	Under 25	No Impairment	
201590192	Not NHS	AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2015	Front-To-Rear	Fixed Object	Property Damage Only	Other/Unknown	45-54	No Impairment	
201657018	Not NHS	Not AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	25-34	No Impairment	
201657260	Not NHS	AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Front-To-Rear	Fixed Object	Possible Injury	Ran Off Roadway	Over 65	No Impairment	
201657350	Not NHS	Not AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Front-To-Rear	Fixed Object	Property Damage Only	Ran Off Roadway	25-34	No Impairment	
201658078	Not NHS	Not AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Front-To-Rear	Fixed Object	Property Damage Only	Ran Off Roadway	Under 25	No Impairment	
201659134	Not NHS	Not AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Front-To-Rear	Animal	Property Damage Only	Other/Unknown	25-34	No Impairment	
201659198	Not NHS	AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Front-To-Rear	Fixed Object	Property Damage Only	Other/Unknown	Under 25	No Impairment	
201659226	Not NHS	AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Ran Off Roadway	Under 25	No Impairment	
201659546	Not NHS	Not AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Front-To-Rear	Fixed Object	Property Damage Only	Other/Unknown	25-34	No Impairment	
201666718	Not NHS	Not AHS	Major Collector	Rural Area	Null value	Paved	No	No	No	2016	Front-To-Rear	Fixed Object	Fatal Injury (Killed)	Alcohol or Drug Impairment	55-64	Alcohol and Drug Impairment	55-64
201745432	Road is on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Suspected Minor Injury	Ran Off Roadway	Unknown	No Impairment	
201745112	Road is on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Overturn/Rollover	Overturn/Rollover	Property Damage Only	Over-Correcting/Over-Steering	Under 25	No Impairment	
201744616	Road is on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Possible Injury	Alcohol or Drug Impairment	Unknown	Alcohol Impairment	Unknown
201744208	Road is on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Unknown	Other/Unknown	Unknown	No Impairment	
201756426	Road is on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Suspected Minor Injury	No Contributing Action/Circumstance	Under 25	No Impairment	
201756210	Road is not on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Ran Off Roadway	Unknown	No Impairment	
201746930	Road is on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Overturn/Rollover	Overturn/Rollover	Property Damage Only	Ran Off Roadway	Unknown	No Impairment	
201303232	Not NHS	Not AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2013	Sideswipe - Same Direction	Motor Vehicle	Property Damage Only	Failed to Yield Right of Way	35-44	No Impairment	
201745136	Road is on the Alaska Highway System	Major Collector	Rural Area	State Highway Agency	Paved	Klawock Station	No	No		2017	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	Unknown	No Impairment	
201304682	Not NHS	Not AHS	Major Collector	Rural Area	State Highway Agency	Paved	No	No	No	2013	Front-To-Rear	Fixed Object	Property Damage Only	Other/Unknown	Under 25	No Impairment	

Crash_Numb	COL_SURFACE_CONDITIONS	COL_LIGHT_CONDITIONS	COL_LOCATION	STUDY_AREA	COL_ SURFACE_ TYPE	Roadway_ Departure	Vul_Road_User	COL_MIX	SAFETY_EQUIP_USE	DRIVER_ACTION	RDB	OLDER_ ROAD_ USER	Data_ Source	SEVERITY_SIMPLIFIED	RSA_Area
201300352	Wet or Water (Standing/Moving)	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	Alcohol or Drug Impairment	No	AKDOT	Property Damage Only	
201300598	Mud/Dirt/Gravel	Dark - No Street Lights or Street Lights Off	Non-Junction		Paved	Yes	No VRUs Involved	1 Vehicle/Party	Unknown	Accelerating in Road	No RDBs Involved	No	AKDOT	Injury	Craig
201300610	Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Passing	No RDBs Involved	No	AKDOT	Property Damage Only	
201300642	Non-Trafficway Area	Daylight	Non-Junction		Unpaved	No	No VRUs Involved	1 Vehicle/Party	Safety Equipment Not Used	Negotiating a Curve	Safety Equipment Not Used	No	AKDOT	Injury	Craig
201301426	Wet or Water (Standing/Moving)	Daylight	Non-Junction	Boundary/Big Salt Lake Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Negotiating a Curve	No RDBs Involved	No	AKDOT	Injury	
201303016	Wet or Water (Standing/Moving)	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Unknown	Going Straight	Alcohol or Drug Impairment	No	AKDOT	Injury	Craig
201303530	Wet or Water (Standing/Moving)	Dawn/Dusk	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Negotiating a Curve	Alcohol or Drug Impairment	No	AKDOT	Property Damage Only	
201303890	Dry	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	No	AKDOT	Property Damage Only	Craig
201304534	Dry	Dawn/Dusk	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Slowing	No RDBs Involved	No	AKDOT	Injury	
201306040	Wet or Water (Standing/Moving)	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	No	AKDOT	Injury	
201366313	Wet or Water (Standing/Moving)	Daylight	Non-Junction	Craig/Klawock/Hollis Hwy	Missing Paved/Unpaved	No	No VRUs Involved	1 Vehicle/Party	Unknown	Going Straight	No RDBs Involved	No	AKDOT	Property Damage Only	
201467986	Wet or Water (Standing/Moving)	Dawn/Dusk	Through Roadway	Port Saint Nicholas Road	Paved	No	No VRUs Involved	1 Vehicle/Party	Unknown	Going Straight	No RDBs Involved	No	AKDOT	Property Damage Only	Craig
201475614	Dry	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Unknown	Other/Unknown	Alcohol or Drug Impairment	No	AKDOT	Injury	Craig
201475624	Dry	Dark - No Street Lights or Street Lights Off	Non-Junction	Port Saint Nicholas Road	Unpaved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Not Used	Other/Unknown	Alcohol or Drug Impairment and Safety Equipment Not Used	No	AKDOT	Injury	Craig
201475676	Ice/Frost/Slush/Snow	Dawn/Dusk	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	Yes	AKDOT	Injury	
201475694	Wet or Water (Standing/Moving)	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Negotiating a Curve	Alcohol or Drug Impairment	No	AKDOT	Injury	
201575481	Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Other/Unknown	Boundary/Big Salt Lake Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Unknown	Other/Unknown	No RDBs Involved	No	AKDOT	Property Damage Only	
201590192	Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Accelerating in Road	No RDBs Involved	No	AKDOT	Property Damage Only	
201657018	Ice/Frost/Slush/Snow	Daylight	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Negotiating a Curve	No RDBs Involved	No	AKDOT	Injury	
201657260	Wet or Water (Standing/Moving)	Daylight	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Other/Unknown	No RDBs Involved	Yes	AKDOT	Injury	
201657350	Wet or Water (Standing/Moving)	Daylight	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	No	AKDOT	Property Damage Only	
201658078	Wet or Water (Standing/Moving)	Dawn/Dusk	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Successful Avoidance Maneuver to a Previous Criti*	No RDBs Involved	No	AKDOT	Property Damage Only	
201659134	Dry	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Negotiating a Curve	No RDBs Involved	No	AKDOT	Property Damage Only	
201659198	Ice/Frost/Slush/Snow	Dawn/Dusk	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Negotiating a Curve	No RDBs Involved	No	AKDOT	Property Damage Only	
201659226	Wet or Water (Standing/Moving)	Daylight	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Not Used	Going Straight	Safety Equipment Not Used	No	AKDOT	Injury	
201659546	Ice/Frost/Slush/Snow	Daylight	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Unknown	Going Straight	No RDBs Involved	No	AKDOT	Property Damage Only	
201666718	Other/Unknown	Dark - No Street Lights or Street Lights Off	Non-Junction	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Not Used	Negotiating a Curve	Alcohol or Drug Impairment and Safety Equipment Not Used	No	AKDOT	Fatal Injury (Killed)	
201745432	Other/Unknown	Dark - No Street Lights or Street Lights Off	Other/Unknown	Craig/Klawock/Hollis Hwy	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Unknown	Successful Avoidance Maneuver to a Previous Criti*	No RDBs Involved	Unknown	AKDOT	Injury	
201745112	Dry	Daylight	Other/Unknown	Craig/Klawock/Hollis Hwy	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	No	AKDOT	Property Damage Only	
201744616	Dry	Daylight	Other/Unknown	Craig/Klawock/Hollis Hwy	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Not Used	Negotiating a Curve	Alcohol or Drug Impairment and Safety Equipment Not Used	Unknown	AKDOT	Injury	Craig
201744208	Wet or Water (Standing/Moving)	Dark - No Street Lights or Street Lights Off	Other/Unknown	Craig/Klawock/Hollis Hwy	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Unknown	Negotiating a Curve	No RDBs Involved	Unknown	AKDOT	Unknown	Craig
201756426	Ice/Frost/Slush/Snow	Daylight	Other/Unknown	Craig/Klawock/Hollis Hwy	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Negotiating a Curve	No RDBs Involved	No	AKDOT	Injury	Craig
201756210	Wet or Water (Standing/Moving)	Dark - No Street Lights or Street Lights Off	Other/Unknown	Craig/Klawock/Hollis Hwy	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	Unknown	AKDOT	Property Damage Only	
201746930	Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Other/Unknown	Craig/Klawock/Hollis Hwy	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	Unknown	AKDOT	Property Damage Only	
201303232	Dry	Dawn/Dusk	Intersection	Boundary/Big Salt Lake Road	Paved	Yes	No VRUs Involved	2 Vehicles/Parties	Safety Equipment Used	Passing	No RDBs Involved	No	AKDOT	Property Damage Only	
201745136	Wet or Water (Standing/Moving)	Daylight	Other/Unknown	Boundary/Big Salt Lake Road	Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Used	Going Straight	No RDBs Involved	Unknown	AKDOT	Injury	
201304682	Ice/Frost/Slush/Snow	Daylight	Non-Junction	Boundary/Big Salt Lake Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party	Safety Equipment Not Used	Passing	Safety Equipment Not Used	No	AKDOT	Property Damage Only	

Crash_ Numb	COL YEAR	COL_TYPE	COL_MVIW	COL_SEVERITY	COL_HUM_FACTOR	COL_ DRIVER_AGE	COL_ IMPAIRED
2	2013	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
3	2013	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Suspected Minor Injury	Alcohol or Drug Impairment	Unknown	Alcohol Impairment
4	2013	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Unknown	Other/Unknown	Under 25	No Impairment
5	2013	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Over 65	No Impairment
7	2013	Not a Collision with a Motor Vehicle in Transport	Immersion - Full or Partial	Property Damage Only	Operator Inexperience	Under 25	No Impairment
9	2013	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
10	2013	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
12	2013	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	
14	2013	Other/Unknown	Motor Vehicle	Unknown	Other/Unknown	Unknown	No Impairment
15	2013	Other/Unknown	Motor Vehicle	Possible Injury	Other/Unknown	Unknown	No Impairment
16	2013	Angle	Parked Motor Vehicle	Possible Injury	Alcohol or Drug Impairment	25-34	Alcohol Impairment
17	2013	Other/Unknown	Other/Unknown	Unknown	Other/Unknown	Unknown	No Impairment
18	2013	Other/Unknown	Parked Motor Vehicle	Unknown	Other/Unknown	Unknown	No Impairment
19	2013	Other/Unknown	Parked Motor Vehicle	Property Damage Only	Other/Unknown	25-34	No Impairment
21	2013	Other/Unknown	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
22	2013	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Unknown	Other/Unknown	Unknown	No Impairment
25	2013	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Property Damage Only	Other/Unknown	55-64	No Impairment
26	2013	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Suspected Serious Injury	Operated Motor Vehicle in a Reckless or Aggressive Manner	25-34	No Impairment
27	2013	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
29	2013	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Operator Inexperience	Under 25	No Impairment
30	2013	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Unknown	Other/Unknown	25-34	No Impairment
32	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Unknown	Alcohol or Drug Impairment	Unknown	Alcohol Impairment
33	2014	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Possible Injury	Alcohol or Drug Impairment	Unknown	Alcohol Impairment
34	2014	Other/Unknown	Motor Vehicle	Unknown	Other/Unknown	Unknown	No Impairment
35	2014	Other/Unknown	Motor Vehicle	Unknown	Other/Unknown	Unknown	No Impairment
36	2014	Overturn/Rollover	Overturn/Rollover	Unknown	Other/Unknown	45-54	No Impairment
37	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Unknown	Other/Unknown	Unknown	No Impairment
38	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
39	2014	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Swerved or Avoided Due to Wind/Slippery Surface/Motor Vehicle/Object/Non-Motorist in Roadway/etc.	55-64	No Impairment
40	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
41	2014	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Operator Inexperience	Unknown	No Impairment
42	2014	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
43	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
45	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Property Damage Only	Other/Unknown	Unknown	No Impairment
46	2014	Not a Collision with a Motor Vehicle in Transport	Struck by Object	Property Damage Only	Other/Unknown	35-44	No Impairment
47	2014	Not a Collision with a Motor Vehicle in Transport	Struck by Object	Unknown	Other/Unknown	Unknown	No Impairment
48	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	35-44	No Impairment
49	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
50	2014	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Swerved or Avoided Due to Wind/Slippery Surface/Motor Vehicle/Object/Non-Motorist in Roadway/etc.	Unknown	No Impairment
51	2014	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
52	2014	Other/Unknown	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
53	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	55-64	No Impairment
54	2014	Other/Unknown	Other/Unknown	Property Damage Only	Other/Unknown	Unknown	No Impairment
55	2014	Overturn/Rollover	Overturn/Rollover	Property Damage Only	Swerved or Avoided Due to Wind/Slippery Surface/Motor Vehicle/Object/Non-Motorist in Roadway/etc.	Unknown	No Impairment
56	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
57	2014	Angle	Motor Vehicle	Property Damage Only	Improper Turn	Unknown	No Impairment
59	2014	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Operator Inexperience	Under 25	No Impairment
60	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Unknown	Other/Unknown	Unknown	No Impairment
61	2014	Other/Unknown	Other/Unknown	Property Damage Only	Other/Unknown	35-44	No Impairment
62	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
63	2014	Overturn/Rollover	Overturn/Rollover	Unknown	Other/Unknown	Unknown	No Impairment

Crash_ Numb	COL YEAR	COL_TYPE	COL_MVIW	COL_SEVERITY	COL_HUM_FACTOR	COL_ DRIVER_AGE	COL_ IMPAIRED
64	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Property Damage Only	Alcohol or Drug Impairment	25-34	Alcohol Impairment
65	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Possible Injury	Alcohol or Drug Impairment	25-34	Alcohol Impairment
66	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Possible Injury	Alcohol or Drug Impairment	45-54	Alcohol Impairment
67	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	45-54	No Impairment
68	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Unknown	Other/Unknown	Unknown	No Impairment
69	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	
70	2014	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	Unknown	No Impairment
71	2014	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Unknown	No Impairment
72	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Possible Injury	Other/Unknown	45-54	No Impairment
73	2014	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
74	2014	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	Under 25	No Impairment
75	2014	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Improper Backing	25-34	No Impairment
76	2014	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
78	2014	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Unknown	Other/Unknown	Unknown	No Impairment
79	2015	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
80	2015	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Possible Injury	Alcohol or Drug Impairment	25-34	Alcohol Impairment
81	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Alcohol or Drug Impairment	45-54	Alcohol Impairment
82	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Other/Unknown	Unknown	No Impairment
83	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	45-54	No Impairment
84	2015	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
85	2015	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Operator Inexperience	Under 25	No Impairment
86	2015	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
88	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	35-44	No Impairment
89	2015	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
90	2015	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Over 65	No Impairment
91	2015	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	55-64	No Impairment
94	2015	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Alcohol or Drug Impairment	25-34	Alcohol Impairment
96	2015	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Unknown	No Impairment
97	2015	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Operator Inexperience	Under 25	No Impairment
98	2015	Front-to-Rear	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
99	2015	Sideswipe-Opposite Direction	Parked Motor Vehicle	Property Damage Only	Improper Backing	55-64	No Impairment
101	2015	Rear-to-Rear	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
102	2015	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	55-64	No Impairment
103	2015	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Over 65	No Impairment
104	2015	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	Over 65	No Impairment
105	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Unknown	No Impairment
106	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Unknown	No Impairment
107	2015	Angle	Parked Motor Vehicle	Unknown	Improper Backing	Under 25	No Impairment
108	2015	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	25-34	No Impairment
109	2015	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	35-44	No Impairment
111	2015	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	35-44	No Impairment
115	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Improper Backing	Under 25	No Impairment
117	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Other/Unknown	Unknown	No Impairment
119	2015	Not a Collision with a Motor Vehicle in Transport	Struck by Object	Property Damage Only	Other/Unknown	Over 65	No Impairment
120	2015	Overturn/Rollover	Overturn/Rollover	Property Damage Only	Other/Unknown	Unknown	No Impairment
122	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Other/Unknown	Unknown	No Impairment
123	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Unknown	No Impairment
125	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Suspected Minor Injury	Other/Unknown	Under 25	No Impairment
126	2015	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	25-34	No Impairment

Crash_ Numb	COL YEAR	COL_TYPE	COL_MVIW	COL_SEVERITY	COL_HUM_FACTOR	COL_ DRIVER_AGE	COL_ IMPAIRED
127	2016	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
128	2016	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Property Damage Only	Other/Unknown	Unknown	No Impairment
130	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Alcohol or Drug Impairment	35-44	Alcohol Impairment
131	2016	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
132	2016	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	35-44	No Impairment
133	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Other/Unknown	Unknown	No Impairment
134	2016	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	35-44	No Impairment
135	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Other/Unknown	Unknown	No Impairment
136	2016	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	Unknown	No Impairment
137	2016	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Property Damage Only	Other/Unknown	Under 25	No Impairment
138	2016	Overturn/Rollover	Overturn/Rollover	Property Damage Only	Other/Unknown	Unknown	No Impairment
139	2016	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Possible Injury	Other/Unknown	Unknown	No Impairment
141	2016	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
142	2016	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	55-64	No Impairment
143	2016	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Suspected Serious Injury	Other/Unknown	55-64	No Impairment
145	2016	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Unknown	Other/Unknown	Unknown	No Impairment
146	2016	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Possible Injury	Other/Unknown	35-44	No Impairment
149	2016	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
150	2016	Angle	Other/Unknown	Property Damage Only	Other/Unknown	Unknown	No Impairment
151	2016	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Improper Backing	Unknown	No Impairment
154	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Possible Injury	Alcohol or Drug Impairment	Unknown	Alcohol Impairment
155	2016	Other/Unknown	Other/Unknown	Property Damage Only	Other/Unknown	Under 25	No Impairment
156	2016	Angle	Other/Unknown	Property Damage Only	Other/Unknown	Unknown	No Impairment
157	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Alcohol or Drug Impairment	Unknown	Alcohol Impairment
158	2016	Angle	Motor Vehicle	Unknown	Improper Backing	Unknown	No Impairment
159	2016	Angle	Motor Vehicle	Property Damage Only	Improper Backing	45-54	No Impairment
160	2016	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
164	2016	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	45-54	No Impairment
165	2016	Front-to-Rear	Motor Vehicle	Suspected Minor Injury	Operated Motor Vehicle in a Reckless or Aggressive Manner	Under 25	No Impairment
166	2016	Other/Unknown	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
167	2016	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	Under 25	No Impairment
168	2016	Overturn/Rollover	Overturn/Rollover	Property Damage Only	No Contributing Action/Circumstance	55-64	No Impairment
169	2016	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
170	2016	Overturn/Rollover	Overturn/Rollover	Property Damage Only	Other/Unknown	Unknown	No Impairment
171	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Unknown	No Impairment
172	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Over 65	No Impairment
173	2016	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Possible Injury	Other/Unknown	Over 65	No Impairment
174	2016	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	Over 65	No Impairment
175	2017	Other/Unknown	Other/Unknown	Unknown	Other/Unknown	Unknown	No Impairment
176	2017	Other/Unknown	Other/Unknown	Property Damage Only	Other/Unknown	Over 65	No Impairment
177	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Possible Injury	Alcohol or Drug Impairment	25-34	Alcohol Impairment
178	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Operator Inexperience	Unknown	No Impairment
179	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Other/Unknown	Over 65	No Impairment
180	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Operator Inexperience	Under 25	No Impairment
181	2017	Other/Unknown	Motor Vehicle	Property Damage Only	Operator Inexperience	Under 25	No Impairment
182	2017	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
183	2017	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
184	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Unknown	No Impairment
185	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Under 25	No Impairment
186	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	Over 65	No Impairment
187	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
188	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
189	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
190	2017	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	Unknown	No Impairment

Crash_ Numb	COL YEAR	COL_TYPE	COL_MVIW	COL_SEVERITY	COL_HUM_FACTOR	COL_ DRIVER_AGE	COL_ IMPAIRED
191	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	25-34	No Impairment
192	2017	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	35-44	No Impairment
193	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	No Contributing Action/Circumstance	Unknown	No Impairment
194	2017	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
197	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	35-44	No Impairment
198	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Improper Backing	55-64	No Impairment
199	2017	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Property Damage Only	Other/Unknown	Under 25	No Impairment
200	2017	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	55-64	No Impairment
201	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Unknown	Other/Unknown	Unknown	No Impairment
202	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Unknown	No Impairment
203	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Unknown	No Impairment
205	2017	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	25-34	No Impairment
207	2017	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	Under 25	No Impairment
208	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	55-64	No Impairment
209	2017	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Alcohol or Drug Impairment	Under 25	Alcohol Impairment
210	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Operator Inexperience	Under 25	No Impairment
211	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
213	2017	Angle	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
214	2017	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
215	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
216	2017	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Improper Backing	Over 65	No Impairment
217	2017	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	25-34	No Impairment
218	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Improper Backing	25-34	No Impairment
220	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Unknown	No Impairment
221	2017	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Other/Unknown	Unknown	No Impairment
222	2017	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
223	2017	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Other/Unknown	Unknown	No Impairment
224	2017	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Possible Injury	Other/Unknown	Unknown	No Impairment
225	2017	Angle	Motor Vehicle	Property Damage Only	Alcohol or Drug Impairment	35-44	Alcohol Impairment
226	2017	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Possible Injury	Other/Unknown	Under 25	No Impairment
227	2017	Angle	Motor Vehicle	Property Damage Only	Improper Backing	55-64	No Impairment
228	2018	Other/Unknown	Other/Unknown	Property Damage Only	Other/Unknown	Over 65	No Impairment
229	2018	Overturn/Rollover	Overturn/Rollover	Suspected Minor Injury	Other/Unknown	Under 25	No Impairment
230	2018	Other/Unknown	Other/Unknown	Unknown	Other/Unknown	Unknown	No Impairment
231	2018	Overturn/Rollover	Overturn/Rollover	Possible Injury	Other/Unknown	Unknown	No Impairment
232	2018	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	25-34	No Impairment
235	2018	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	55-64	No Impairment
236	2018	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	45-54	No Impairment
237	2018	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	25-34	No Impairment
238	2018	Not a Collision with a Motor Vehicle in Transport	Pedestrian	Possible Injury	Alcohol or Drug Impairment	Over 65	Alcohol Impairment
239	2018	Other/Unknown	Other/Unknown	Property Damage Only	Other/Unknown	25-34	No Impairment
240	2018	Not a Collision with a Motor Vehicle in Transport	Other/Unknown	Property Damage Only	Other/Unknown	Unknown	No Impairment
241	2018	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
242	2018	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Unknown	No Impairment
243	2018	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Operator Inexperience	Under 25	No Impairment
244	2018	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Property Damage Only	Operator Inexperience	35-44	No Impairment
245	2018	Angle	Motor Vehicle	Property Damage Only	Other/Unknown	Over 65	No Impairment
246	2018	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	25-34	No Impairment
247	2018	Angle	Parked Motor Vehicle	Property Damage Only	Improper Backing	Unknown	No Impairment
248	2018	Front-to-Rear	Motor Vehicle	Property Damage Only	Other/Unknown	Unknown	No Impairment
249	2018	Not a Collision with a Motor Vehicle in Transport	Fixed Object	Possible Injury	Other/Unknown	35-44	No Impairment
250	2018	Overturn/Rollover	Overturn/Rollover	Property Damage Only	Other/Unknown	55-64	No Impairment
251	2018	Not a Collision with a Motor Vehicle in Transport	Parked Motor Vehicle	Property Damage Only	No Contributing Action/Circumstance	Unknown	No Impairment
252	2018	Not a Collision with a Motor Vehicle in Transport	Other Non-Collision	Property Damage Only	Other/Unknown	Unknown	No Impairment

Crash_ Numb	COL_AGE_ IMPAIRED	COL_SURFACE_ CONDITIONS	COL_LIGHT_CONDITIONS	COL_ LOCATION	STUDY_AREA	COL_ SURFACE_TYPE	Roadway_ Departure	Vul_Road_ User	COL_MIX
2		Non-Trafficway Area	Daylight	Driveway Access		Other/Unknown	No	No VRUs Involved	2 Vehicles/Parties
3	Unknown	Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
4		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
5		Other/Unknown	Daylight	Intersection	Boundary/Big Salt Lake Road	Paved	No	No VRUs Involved	2 Vehicles/Parties
7		Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
9		Other/Unknown	Daylight	Other/Unknown		Other/Unknown	No	No VRUs Involved	2 Vehicles/Parties
10		Mud/Dirt/Gravel	Daylight	Other/Unknown		Unpaved	No	No VRUs Involved	2 Vehicles/Parties
12		Other/Unknown	Daylight	Other/Unknown		Other/Unknown	No	No VRUs Involved	2 Vehicles/Parties
14		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
15		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
16	25-34	Other/Unknown	Daylight	Intersection		Paved	Yes	Motorcycle	2 Vehicles/Parties
17		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
18		Other/Unknown	Dawn/Dusk	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
19		Other/Unknown	Daylight	Other/Unknown		Other/Unknown	Yes	No VRUs Involved	2 Vehicles/Parties
21		Other/Unknown	Dawn/Dusk	Through Roadway		Other/Unknown	Yes	No VRUs Involved	2 Vehicles/Parties
22		Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
25		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
26		Other/Unknown	Dark - Street Lights On	Through Roadway	Boundary/Big Salt Lake Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party
27		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
29		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
30		Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
32	Unknown	Other/Unknown	Dark - Street Lights On	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
33	Unknown	Other/Unknown	Dark - Street Lights On	Through Roadway	Boundary/Big Salt Lake Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party
34		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
35		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
36		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
37		Other/Unknown	Dawn/Dusk	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
38		Other/Unknown	Dawn/Dusk	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
39		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
40		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
41		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	1 Vehicle/Party
42		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
43		Other/Unknown	Dawn/Dusk	Other/Unknown		Other/Unknown	Yes	No VRUs Involved	2 Vehicles/Parties
45		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
46		Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
47		Other/Unknown	Daylight	Through Roadway	Port Saint Nicholas Road	Paved	No	No VRUs Involved	1 Vehicle/Party
48		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
49		Other/Unknown	Dark - Street Lights On	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
50		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
51		Other/Unknown	Daylight	Through Roadway	Boundary/Big Salt Lake Road	Paved	No	No VRUs Involved	2 Vehicles/Parties
52		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
53		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
54		Other/Unknown	Dawn/Dusk	Other/Unknown		Unpaved	No	No VRUs Involved	2 Vehicles/Parties
55		Other/Unknown	Dawn/Dusk	Through Roadway	Port Saint Nicholas Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party
56		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
57		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
59		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
60		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
61		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
62		Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
63		Other/Unknown	Daylight	Other/Unknown	Boundary/Big Salt Lake Road	Unpaved	Yes	No VRUs Involved	1 Vehicle/Party

Crash_ Numb	COL_AGE_ IMPAIRED	COL_SURFACE_ CONDITIONS	COL_LIGHT_CONDITIONS	COL_ LOCATION	STUDY_AREA	COL_ SURFACE_TYPE	Roadway_ Departure	Vul_Road_ User	COL_MIX
64	25-34	Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
65	25-34	Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
66	45-54	Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
67		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
68		Other/Unknown	Daylight	Other/Unknown		Other/Unknown	No	No VRUs Involved	1 Vehicle/Party
69		Other/Unknown	Daylight	Other/Unknown		Other/Unknown	Yes	No VRUs Involved	2 Vehicles/Parties
70		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Port Saint Nicholas Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party
71		Other/Unknown	Daylight	Through Roadway	Port Saint Nicholas Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party
72		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
73		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	2 Vehicles/Parties
74		Other/Unknown	Dawn/Dusk	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
75		Other/Unknown	Dawn/Dusk	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
76		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
78		Other/Unknown	Dawn/Dusk	Other/Unknown	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
79		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
80	25-34	Other/Unknown	Dawn/Dusk	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
81	45-54	Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
82		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
83		Other/Unknown	Daylight	Other/Unknown		Unpaved	No	No VRUs Involved	1 Vehicle/Party
84		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
85		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
86		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
88		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
89		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
90		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
91		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
94		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
96		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
97		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
98		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
99		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
101		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
102		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
103		Other/Unknown	Dawn/Dusk	Other/Unknown		Other/Unknown	Yes	No VRUs Involved	1 Vehicle/Party
104		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
105		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Boundary/Big Salt Lake Road	Paved	No	No VRUs Involved	1 Vehicle/Party
106		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
107		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
108		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
109		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
111		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
115		Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
117		Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
119		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
120		Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
122		Ice/Frost/Slush/Snow	Dawn/Dusk	Through Roadway		Paved	No	Unknown	1 Vehicle/Party
123		Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
125		Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Through Roadway	Port Saint Nicholas Road	Paved	No	No VRUs Involved	1 Vehicle/Party
126		Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party

Crash_ Numb	COL_AGE_ IMPAIRED	COL_SURFACE_ CONDITIONS	COL_LIGHT_CONDITIONS	COL_ LOCATION	STUDY_AREA	COL_ SURFACE_TYPE	Roadway_ Departure	Vul_Road_ User	COL_MIX
127		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
128		Other/Unknown	Dark - No Street Lights or Street Lights Off	Other/Unknown		Unpaved	No	No VRUs Involved	1 Vehicle/Party
130	35-44	Ice/Frost/Slush/Snow	Dark - Street Lights On	Other/Unknown		Paved	No	No VRUs Involved	1 Vehicle/Party
131		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
132		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
133		Other/Unknown	Daylight	Other/Unknown	Craig/Klawock/Hollis Hwy	Paved	No	Unknown	1 Vehicle/Party
134		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
135		Other/Unknown	Daylight	Other/Unknown	Craig/Klawock/Hollis Hwy	Paved	No	Unknown	1 Vehicle/Party
136		Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	Unknown	1 Vehicle/Party
137		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
138		Other/Unknown	Dark - Street Lights On	Through Roadway	Boundary/Big Salt Lake Road	Paved	Yes	No VRUs Involved	1 Vehicle/Party
139		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	Unknown	1 Vehicle/Party
141		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
142		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
143		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
145		Other/Unknown	Daylight	Through Roadway		Paved	Yes	Unknown	1 Vehicle/Party
146		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
149		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
150		Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
151		Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
154	Unknown	Other/Unknown	Dark - Street Lights On	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
155		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
156		Other/Unknown	Daylight	Through Roadway		Paved	No	Unknown	2 Vehicles/Parties
157		Other/Unknown	Dawn/Dusk	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
158		Other/Unknown	Dawn/Dusk	Driveway Access Related		Paved	No	No VRUs Involved	2 Vehicles/Parties
159		Other/Unknown	Daylight	Driveway Access Related		Paved	No	No VRUs Involved	2 Vehicles/Parties
160		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
164		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
165		Other/Unknown	Daylight	Through Roadway	Port Saint Nicholas Road	Paved	No	No VRUs Involved	2 Vehicles/Parties
166		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
167		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
168		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	1 Vehicle/Party
169		Other/Unknown	Dawn/Dusk	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
170		Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
171		Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
172		Ice/Frost/Slush/Snow	Dark - Street Lights On	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
173		Ice/Frost/Slush/Snow	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
174		Ice/Frost/Slush/Snow	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
175		Other/Unknown	Daylight	Other/Unknown		Paved	No	Unknown	2 Vehicles/Parties
176		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
177	25-34	Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
178		Ice/Frost/Slush/Snow	Dawn/Dusk	Through Roadway	Boundary/Big Salt Lake Road	Paved	No	No VRUs Involved	1 Vehicle/Party
179		Ice/Frost/Slush/Snow	Daylight	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
180		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
181		Other/Unknown	Dawn/Dusk	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
182		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
183		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
184		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	1 Vehicle/Party
185		Ice/Frost/Slush/Snow	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	1 Vehicle/Party
186		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
187		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
188		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	Unknown	2 Vehicles/Parties
189		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	Unknown	2 Vehicles/Parties
190		Other/Unknown	Dawn/Dusk	Through Roadway	Boundary/Big Salt Lake Road	Paved	Yes	Unknown	Unknown

Crash_ Numb	COL_AGE_ IMPAIRED	COL_SURFACE_ CONDITIONS	COL_LIGHT_CONDITIONS	COL_ LOCATION	STUDY_AREA	COL_ SURFACE_TYPE	Roadway_ Departure	Vul_Road_ User	COL_MIX
191		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
192		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
193		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	Unknown	3 Vehicles/Parties
194		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
197		Other/Unknown	Dawn/Dusk	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
198		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	1 Vehicle/Party
199		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
200		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
201		Other/Unknown	Daylight	Other/Unknown	Boundary/Big Salt Lake Road	Paved	No	Unknown	1 Vehicle/Party
202		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	1 Vehicle/Party
203		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
205		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
207		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
208		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	2 Vehicles/Parties
209	Under 25	Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
210		Other/Unknown	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
211		Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	Yes	Unknown	2 Vehicles/Parties
213		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	Unknown	2 Vehicles/Parties
214		Other/Unknown	Daylight	Through Roadway		Paved	Yes	Unknown	2 Vehicles/Parties
215		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	Unknown	2 Vehicles/Parties
216		Other/Unknown	Daylight	Other/Unknown		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
217		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
218		Other/Unknown	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	1 Vehicle/Party
220		Other/Unknown	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	Unknown	1 Vehicle/Party
221		Ice/Frost/Slush/Snow	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
222		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
223		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
224		Ice/Frost/Slush/Snow	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
225	35-44	Other/Unknown	Dark - Street Lights On	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
226		Ice/Frost/Slush/Snow	Dark - Street Lights On	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
227		Ice/Frost/Slush/Snow	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
228		Ice/Frost/Slush/Snow	Daylight	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
229		Ice/Frost/Slush/Snow	Dawn/Dusk	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
230		Other/Unknown	Unknown	Other/Unknown		Other/Unknown	No	Unknown	Unknown
231		Ice/Frost/Slush/Snow	Dark - No Street Lights or Street Lights Off	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	Yes	No VRUs Involved	1 Vehicle/Party
232		Ice/Frost/Slush/Snow	Daylight	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
235		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
236		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
237		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	2 Vehicles/Parties
238	Over 65	Other/Unknown	Daylight	Other/Unknown		Paved	No	Pedestrian	1 Vehicle/Party
239		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	Unknown
240		Other/Unknown	Daylight	Through Roadway		Paved	No	No VRUs Involved	1 Vehicle/Party
241		Other/Unknown	Daylight	Other/Unknown		Other/Unknown	Yes	Unknown	2 Vehicles/Parties
242		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party
243		Mud/Dirt/Gravel	Daylight	Through Roadway		Unpaved	Yes	No VRUs Involved	1 Vehicle/Party
244		Mud/Dirt/Gravel	Daylight	Other/Unknown		Unpaved	Yes	No VRUs Involved	1 Vehicle/Party
245		Other/Unknown	Daylight	Other/Unknown		Paved	No	No VRUs Involved	2 Vehicles/Parties
246		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
247		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	2 Vehicles/Parties
248		Other/Unknown	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	2 Vehicles/Parties
249		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
250		Other/Unknown	Daylight	Through Roadway		Paved	Yes	No VRUs Involved	1 Vehicle/Party
251		Ice/Frost/Slush/Snow	Dawn/Dusk	Other/Unknown		Paved	Yes	Unknown	2 Vehicles/Parties
252		Ice/Frost/Slush/Snow	Daylight	Through Roadway	Craig/Klawock/Hollis Hwy	Paved	No	No VRUs Involved	1 Vehicle/Party

Crash_ Numb	SAFETY_ EQUIP_USE	DRIVER_ ACTION	RDB	SOURCE	LOC_DESC	OLDER_ ROAD_USER	SEVERITY_ SIMPLIFIED
2	Unknown	Leaving a Parking Position	No RDBs Involved	Phone	Church of God	Unknown	Property Damage Only
3	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	CPD	5 Mile C/K Hwy	Unknown	Injury
4	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	17 Mi. Hollis Hwy	No	Unknown
5	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	2.5 Mi. Boundry Rd	Yes	Property Damage Only
7	Safety Equipment Used	Accelerating in Road	No RDBs Involved	911	E. Hamilton Dr.	No	Property Damage Only
9	Unknown	Other/Unknown	No RDBs Involved	911	Main St. Craig	Unknown	Property Damage Only
10	Unknown	Other/Unknown	No RDBs Involved	In Person	False Island Boat Launch	Unknown	Property Damage Only
12	Unknown	Other/Unknown	No RDBs Involved	911	Klawock	Unknown	Property Damage Only
14	Unknown	Other/Unknown	No RDBs Involved	Phone	Church St. Klawock	Unknown	Unknown
15	Unknown	Other/Unknown	No RDBs Involved	911	JT Brown Industrial	Unknown	Injury
16	Safety Equipment Used	Passing	Alcohol or Drug Impairment	Phone	Craig High School	No	Injury
17	Unknown	Negotiating a Curve	No RDBs Involved	KPD	7.5 Mi. C/K Hwy	Unknown	Unknown
18	Unknown	Backing	No RDBs Involved	CPD	Ruth Anne's	Unknown	Unknown
19	Unknown	Other/Unknown	No RDBs Involved	Phone	404 T&H St. Craig	No	Property Damage Only
21	Unknown	Other/Unknown	No RDBs Involved	Phone	Sunnyside Dr. Craig	Unknown	Property Damage Only
22	Unknown	Other/Unknown	No RDBs Involved	911	18Mi. Klw/Hol Hwy	Unknown	Unknown
25	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	5Mi. C/K Hwy	No	Property Damage Only
26	Safety Equipment Not Used	Other/Unknown	Operated Motor Vehicle in a Reckless or Aggressive Manner and Safety Equipment Not Used	911	Big Salt Rd	No	Injury
27	Unknown	Other/Unknown	No RDBs Involved	KPD	Klawock AC	Unknown	Property Damage Only
29	Safety Equipment Used	Backing	No RDBs Involved	Phone	Craig High School	No	Property Damage Only
30	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	3Mi. C/K Hwy	No	Unknown
32	Unknown	Other/Unknown	Alcohol or Drug Impairment	Phone	Klawock River Bridge	Unknown	Unknown
33	Unknown	Other/Unknown	Alcohol or Drug Impairment	KPD	Big Salt Rd	Unknown	Injury
34	Unknown	Other/Unknown	No RDBs Involved	Phone	IRA Office	Unknown	Unknown
35	Unknown	Other/Unknown	No RDBs Involved	Phone	Klawock	Unknown	Unknown
36	Unknown	Other/Unknown	No RDBs Involved	Phone	5.5Mi. C/K Hwy	No	Unknown
37	Unknown	Other/Unknown	No RDBs Involved	911	Craig NAPA	Unknown	Unknown
38	Unknown	Other/Unknown	No RDBs Involved	911	Cedar St. Craig	Unknown	Property Damage Only
39	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	3.5Mi. C/K Hwy	No	Property Damage Only
40	Unknown	Other/Unknown	No RDBs Involved	Phone	Log Cabin Sporting Goods	Unknown	Property Damage Only
41	Safety Equipment Used	Going Straight	No RDBs Involved	KPD	Klawock AC	Unknown	Property Damage Only
42	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock AC	Unknown	Property Damage Only
43	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Craig	Unknown	Property Damage Only
45	Unknown	Other/Unknown	No RDBs Involved	911	Little Salt Rd	Unknown	Property Damage Only
46	Unknown	Other/Unknown	No RDBs Involved	Phone	5.5Mi. C/K Hwy	No	Property Damage Only
47	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	2Mi PSN Rd.	Unknown	Unknown
48	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	418 SSTC	No	Property Damage Only
49	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	640 S Summit St.	Unknown	Property Damage Only
50	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	2Mi. C/K Hwy	Unknown	Property Damage Only
51	Safety Equipment Used	Other/Unknown	No RDBs Involved	KPD	Big Salt Rd	Unknown	Property Damage Only
52	Safety Equipment Used	Backing	No RDBs Involved	911	6th/ Spruce St.	Unknown	Property Damage Only
53	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Craig Court House	No	Property Damage Only
54	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	400 Block SSTC	Unknown	Property Damage Only
55	Safety Equipment Used	Going Straight	No RDBs Involved	Phone	.7Mi. PSN Rd	Unknown	Property Damage Only
56	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	CPD	Unknown	Property Damage Only
57	Safety Equipment Used	Making a U-Turn	No RDBs Involved	KPD	B St. Klawock	Unknown	Property Damage Only
59	Safety Equipment Used	Backing	No RDBs Involved	Phone	Bayview, Klawock	No	Property Damage Only
60	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Hollis	Unknown	Unknown
61	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Front St. Craig	No	Property Damage Only
62	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	KCTC	Unknown	Property Damage Only
63	Unknown	Other/Unknown	No RDBs Involved	Phone	Big Salt Rd	Unknown	Unknown

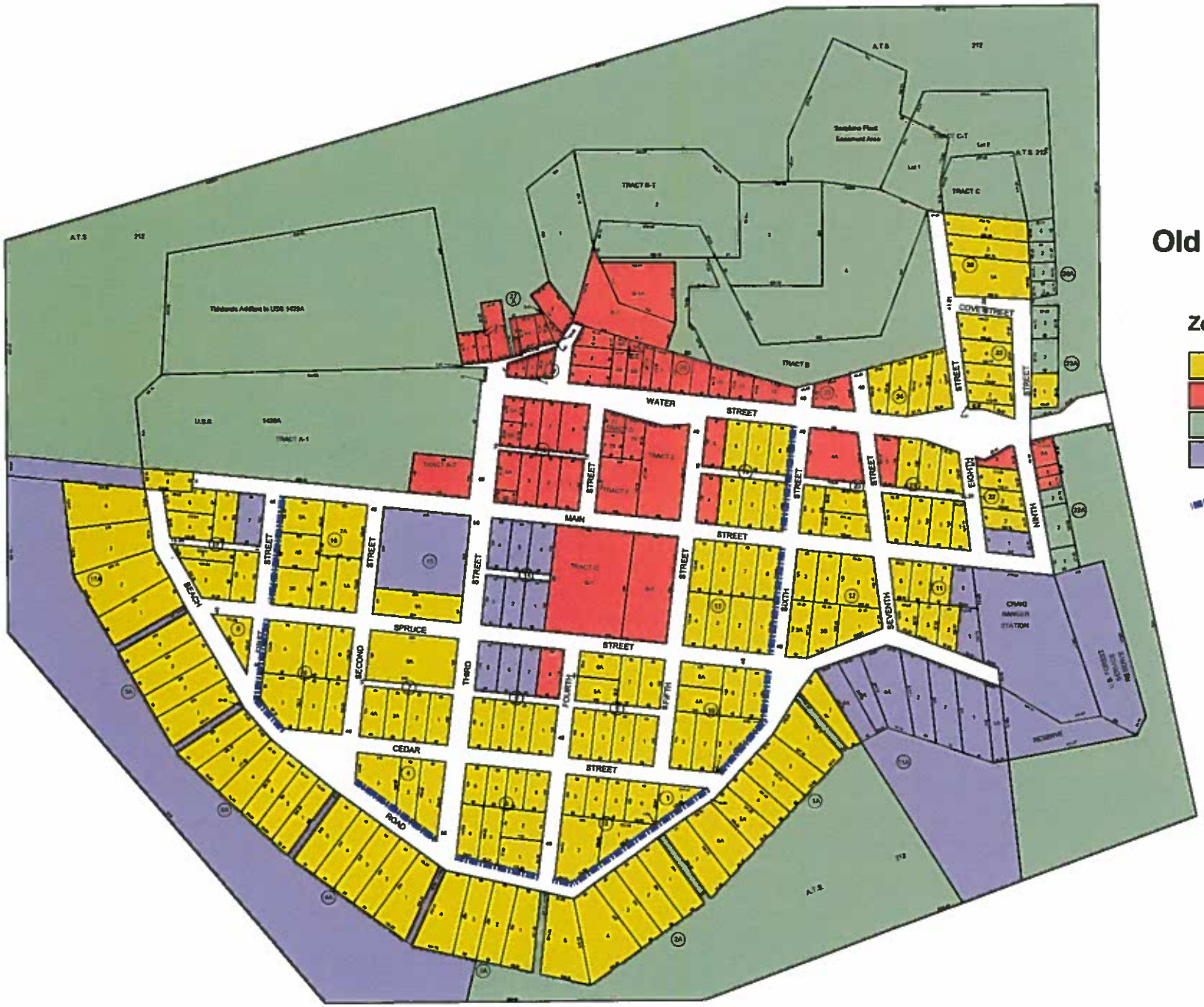
Crash_ Numb	SAFETY_ EQUIP_USE	DRIVER_ ACTION	RDB	SOURCE	LOC_DESC	OLDER_ ROAD_USER	SEVERITY_ SIMPLIFIED
64	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	6Mi. C/K Hwy	No	Property Damage Only
65	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	3.5Mi. C/K Hwy	No	Injury
66	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	6Mi. C/K Hwy	No	Injury
67	Safety Equipment Used	Backing	No RDBs Involved	911	Craig AC Store	No	Property Damage Only
68	Unknown	Other/Unknown	No RDBs Involved	Phone	Baptist Church	Unknown	Unknown
69	Safety Equipment Used	Backing	No RDBs Involved	Phone	Kims Auto	Unknown	Property Damage Only
70	Unknown	Other/Unknown	No RDBs Involved	Phone	3.5Mi. PSN RD	Unknown	Injury
71	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	PSN RD	Unknown	Property Damage Only
72	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	5.1Mi. C/K Hwy	No	Injury
73	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	9Mi. Hollis Hwy	Unknown	Property Damage Only
74	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	No	Injury
75	Safety Equipment Used	Backing	No RDBs Involved	Phone	455 West St. Klw	No	Property Damage Only
76	Safety Equipment Used	Backing	No RDBs Involved	Phone	CHS	Unknown	Property Damage Only
78	Unknown	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Unknown
79	Unknown	Other/Unknown	No RDBs Involved	CPD	Craig Harbor	Unknown	Property Damage Only
80	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	Hamilton Dr.	No	Injury
81	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	C/K Hwy/ SSTC	No	Unknown
82	Safety Equipment Used	Other/Unknown	No RDBs Involved	KPD	Klw-Hol Hwy	Unknown	Unknown
83	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Craig Library	No	Property Damage Only
84	Unknown	Other/Unknown	No RDBs Involved	Phone	West Wind Plaza	Unknown	Property Damage Only
85	Safety Equipment Used	Entering a Parking Position	No RDBs Involved	CPD	CPD	No	Property Damage Only
86	Unknown	Other/Unknown	No RDBs Involved	Phone	Craig AC Store	Unknown	Property Damage Only
88	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock Bridge	No	Property Damage Only
89	Safety Equipment Used	Backing	No RDBs Involved	Phone	JS Hardware	Unknown	Property Damage Only
90	Safety Equipment Used	Backing	No RDBs Involved	Phone	Downtown Craig	Yes	Property Damage Only
91	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Craig MS	No	Property Damage Only
94	Unknown	Other/Unknown	Alcohol or Drug Impairment	Phone	6th St. Klawock	No	Property Damage Only
96	Unknown	Backing	No RDBs Involved	Phone	E. Hamilton Dr.	Unknown	Property Damage Only
97	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Downtown Craig	No	Property Damage Only
98	Safety Equipment Used	Backing	No RDBs Involved	CPD	Annie Betty's	Unknown	Property Damage Only
99	Safety Equipment Used	Backing	No RDBs Involved	CPD	CPD Parking	No	Property Damage Only
101	Safety Equipment Used	Backing	No RDBs Involved	CPD	Downtown Craig	Unknown	Property Damage Only
102	Safety Equipment Used	Backing	No RDBs Involved	Phone	SSTC, Craig	No	Property Damage Only
103	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	SSTC, Craig	Yes	Property Damage Only
104	Safety Equipment Used	Backing	No RDBs Involved	Phone	Easy St. Craig	Yes	Property Damage Only
105	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Boundry Rd.	Unknown	Property Damage Only
106	Safety Equipment Used	Other/Unknown	No RDBs Involved	KPD	Anchorage St.	Unknown	Property Damage Only
107	Safety Equipment Used	Backing	No RDBs Involved	CPD	North Cove	No	Unknown
108	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Post Office	No	Property Damage Only
109	Safety Equipment Used	Backing	No RDBs Involved	KPD	Klawock AC	No	Property Damage Only
111	Safety Equipment Used	Backing	No RDBs Involved	Phone	G. St. Klawock	No	Property Damage Only
115	Safety Equipment Used	Backing	No RDBs Involved	Phone	Tanner Crab Ct.	No	Unknown
117	Unknown	Other/Unknown	No RDBs Involved	CPD	E. Hamilton Dr.	Unknown	Unknown
119	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	4.1Mi C/K Hwy	Yes	Property Damage Only
120	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	15Mi Klw-Hol Hwy	Unknown	Property Damage Only
122	Unknown	Other/Unknown	No RDBs Involved	Phone	Bayview Blvd.	Unknown	Unknown
123	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Property Damage Only
125	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	1Mi. PSN Rd.	No	Injury
126	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	3.4Mi. C/K Hwy	No	Property Damage Only

Crash_ Numb	SAFETY_ EQUIP_USE	DRIVER_ ACTION	RDB	SOURCE	LOC_DESC	OLDER_ ROAD_USER	SEVERITY_ SIMPLIFIED
127	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Sampson Tug	Unknown	Property Damage Only
128	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	SS Salvage Yard	Unknown	Property Damage Only
130	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	Tanner Crab Ct.	No	Property Damage Only
131	Safety Equipment Used	Backing	No RDBs Involved	Phone	Middle School	Unknown	Property Damage Only
132	Safety Equipment Used	Entering a Parking Position	No RDBs Involved	CPD	City Gym	No	Property Damage Only
133	Unknown	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Unknown
134	Safety Equipment Used	Backing	No RDBs Involved	CPD	City Gym	No	Property Damage Only
135	Unknown	Other/Unknown	No RDBs Involved	Phone	10Mi. Klw-Hol Hwy	Unknown	Unknown
136	Unknown	Other/Unknown	No RDBs Involved	911	Klw-Hol Hwy	Unknown	Injury
137	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	4Mi. C/K Hwy	No	Property Damage Only
138	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Big Salt Rd	Unknown	Property Damage Only
139	Unknown	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Injury
141	Safety Equipment Used	Backing	No RDBs Involved	Phone	Downtown Craig	Unknown	Property Damage Only
142	Safety Equipment Used	Backing	No RDBs Involved	Phone	Downtown Craig	No	Property Damage Only
143	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	2Mi. C/K Hwy	No	Injury
145	Unknown	Other/Unknown	No RDBs Involved	Phone	East Craig	Unknown	Unknown
146	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	5Mi. C/K Hwy	No	Injury
149	Safety Equipment Used	Backing	No RDBs Involved	Phone	West Craig	Unknown	Property Damage Only
150	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	Unknown	Property Damage Only
151	Safety Equipment Used	Backing	No RDBs Involved	Phone	Klawock	Unknown	Property Damage Only
154	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	1.5Mi. C/K Hwy	Unknown	Injury
155	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	West Craig	No	Property Damage Only
156	Unknown	Other/Unknown	No RDBs Involved	Phone	Bayview, BLVD	Unknown	Property Damage Only
157	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	Klawock	Unknown	Property Damage Only
158	Safety Equipment Used	Backing	No RDBs Involved	Phone	East Craig	Unknown	Unknown
159	Safety Equipment Used	Backing	No RDBs Involved	Phone	East Craig	No	Property Damage Only
160	Safety Equipment Used	Other/Unknown	No RDBs Involved	KPD	ARMC	Unknown	Property Damage Only
164	Safety Equipment Used	Backing	No RDBs Involved	Phone	West Craig	No	Property Damage Only
165	Safety Equipment Used	Negotiating a Curve	Operated Motor Vehicle in a Reckless or Aggressive Manner	Phone	PSN Rd.	No	Injury
166	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	Unknown	Property Damage Only
167	Safety Equipment Used	Backing	No RDBs Involved	Phone	Craig HS	No	Property Damage Only
168	Safety Equipment Not Used	No Driver Present	Safety Equipment Not Used	Phone	East Craig	No	Property Damage Only
169	Safety Equipment Used	Backing	No RDBs Involved	KPD	Klawock AC	Unknown	Property Damage Only
170	Unknown	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Property Damage Only
171	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Property Damage Only
172	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock Fuels	Yes	Property Damage Only
173	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	5Mi. C/K Hwy	Yes	Injury
174	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	East Craig	Yes	Property Damage Only
175	Unknown	Other/Unknown	No RDBs Involved	KPD	Klawock	Unknown	Unknown
176	Safety Equipment Used	Other/Unknown	No RDBs Involved	KPD	Klawock	Yes	Property Damage Only
177	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	4Mi. C/K Hwy	No	Injury
178	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Big Salt Rd.	Unknown	Property Damage Only
179	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	Yes	Unknown
180	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	West Craig	No	Property Damage Only
181	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	No	Property Damage Only
182	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Downtown Craig	Unknown	Property Damage Only
183	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	West Craig	Unknown	Property Damage Only
184	Safety Equipment Used	Entering a Parking Position	No RDBs Involved	Phone	Klawock AC	Unknown	Property Damage Only
185	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	West Craig	No	Property Damage Only
186	Safety Equipment Used	Backing	No RDBs Involved	CPD	West Craig	Yes	Property Damage Only
187	Safety Equipment Used	Backing	No RDBs Involved	Phone	East Craig	Unknown	Property Damage Only
188	Unknown	Other/Unknown	No RDBs Involved	CPD	West Craig	Unknown	Property Damage Only
189	Unknown	Other/Unknown	No RDBs Involved	Phone	East Craig	Unknown	Property Damage Only
190	Unknown	Other/Unknown	No RDBs Involved	Phone	Boundry Rd	Unknown	Injury

Crash_ Numb	SAFETY_ EQUIP_USE	DRIVER_ ACTION	RDB	SOURCE	LOC_DESC	OLDER_ ROAD_USER	SEVERITY_ SIMPLIFIED
191	Safety Equipment Used	Other/Unknown	No RDBs Involved	KPD	SSTC, Craig	No	Property Damage Only
192	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	East Craig	No	Property Damage Only
193	Unknown	No Driver Present	No RDBs Involved	Phone	Craig Harbor	Unknown	Property Damage Only
194	Safety Equipment Used	Backing	No RDBs Involved	CPD	West Craig	Unknown	Property Damage Only
197	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	No	Property Damage Only
198	Safety Equipment Used	Backing	No RDBs Involved	Phone	East Craig	No	Property Damage Only
199	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	5Mi C/K Hwy	No	Property Damage Only
200	Safety Equipment Used	Backing	No RDBs Involved	Phone	East Craig	No	Property Damage Only
201	Unknown	Other/Unknown	No RDBs Involved	Phone	Big Salt Rd.	Unknown	Unknown
202	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	CPD	Unknown	Property Damage Only
203	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	4Mi. C/K Hwy	Unknown	Property Damage Only
205	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	East Craig	No	Property Damage Only
207	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	4.8Mi. C/K Hwy	No	Injury
208	Safety Equipment Used	Backing	No RDBs Involved	Phone	False Island Boat Launch	No	Property Damage Only
209	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	911	4Mi. C/K Hwy	No	Injury
210	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock Bridge	No	Property Damage Only
211	Unknown	Other/Unknown	No RDBs Involved	Phone	West Craig	Unknown	Property Damage Only
213	Unknown	Other/Unknown	No RDBs Involved	Phone	East Craig	Unknown	Property Damage Only
214	Unknown	Backing	No RDBs Involved	Phone	Summit St, Klw.	Unknown	Property Damage Only
215	Unknown	Other/Unknown	No RDBs Involved	Phone	Craig	Unknown	Property Damage Only
216	Safety Equipment Used	Backing	No RDBs Involved	CPD	East Craig	Yes	Property Damage Only
217	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	No	Injury
218	Safety Equipment Used	Backing	No RDBs Involved	CPD	West Craig	No	Property Damage Only
220	Unknown	Other/Unknown	No RDBs Involved	911	Klw-Hol Hwy	Unknown	Property Damage Only
221	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	5.5Mi. C/K Hwy	Unknown	Injury
222	Safety Equipment Used	Backing	No RDBs Involved	Phone	Klawock	Unknown	Property Damage Only
223	Unknown	Other/Unknown	No RDBs Involved	Phone	West Craig	Unknown	Property Damage Only
224	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	C/K Hwy	Unknown	Injury
225	Safety Equipment Used	Other/Unknown	Alcohol or Drug Impairment	Phone	West Craig	No	Property Damage Only
226	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	No	Injury
227	Safety Equipment Used	Backing	No RDBs Involved	911	Klawock	No	Property Damage Only
228	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	Craig	Yes	Property Damage Only
229	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	No	Injury
230	Unknown	Other/Unknown	No RDBs Involved	KPD	Klawock	Unknown	Unknown
231	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Injury
232	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	No	Property Damage Only
235	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock AC	No	Property Damage Only
236	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	East Craig	No	Property Damage Only
237	Safety Equipment Used	Other/Unknown	No RDBs Involved	911	Klawock	No	Property Damage Only
238	Safety Equipment Used	Backing	Alcohol or Drug Impairment	Phone	East Craig	Yes	Injury
239	Safety Equipment Used	Other/Unknown	No RDBs Involved	CPD	East Craig	No	Property Damage Only
240	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	Klawock	Unknown	Property Damage Only
241	Unknown	Other/Unknown	No RDBs Involved	CPD	Craig	Unknown	Property Damage Only
242	Unknown	Other/Unknown	No RDBs Involved	Phone	C/K Hwy	Unknown	Property Damage Only
243	Safety Equipment Used	Accelerating in Road	No RDBs Involved	Phone	East Craig	No	Property Damage Only
244	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	West Craig	No	Property Damage Only
245	Safety Equipment Used	Other/Unknown	No RDBs Involved	Phone	East Craig	Yes	Property Damage Only
246	Safety Equipment Used	Backing	No RDBs Involved	Phone	Downtown Craig	No	Property Damage Only
247	Safety Equipment Used	Backing	No RDBs Involved	Phone	Klawock	Unknown	Property Damage Only
248	Safety Equipment Used	Leaving a Parking Position	No RDBs Involved	Phone	Klw-Hol Hwy	Unknown	Property Damage Only
249	Safety Equipment Used	Accelerating in Road	No RDBs Involved	Phone	Klawock	No	Injury
250	Safety Equipment Used	Accelerating in Road	No RDBs Involved	911	West Craig	No	Property Damage Only
251	Unknown	No Driver Present	No RDBs Involved	Phone	East Craig	Unknown	Property Damage Only
252	Unknown	Other/Unknown	No RDBs Involved	Phone	C/K Hwy	Unknown	Property Damage Only

OLD CRAIG LAND

EAST CRAIG



Old Craig Land Zoning

Zoning Legend

- High Density Residential - I
- Commercial
- Marine Industrial
- Public
- Proposed Sidewalk Improvements Phase I

N
W E
S

0 100 200 300 400 Feet

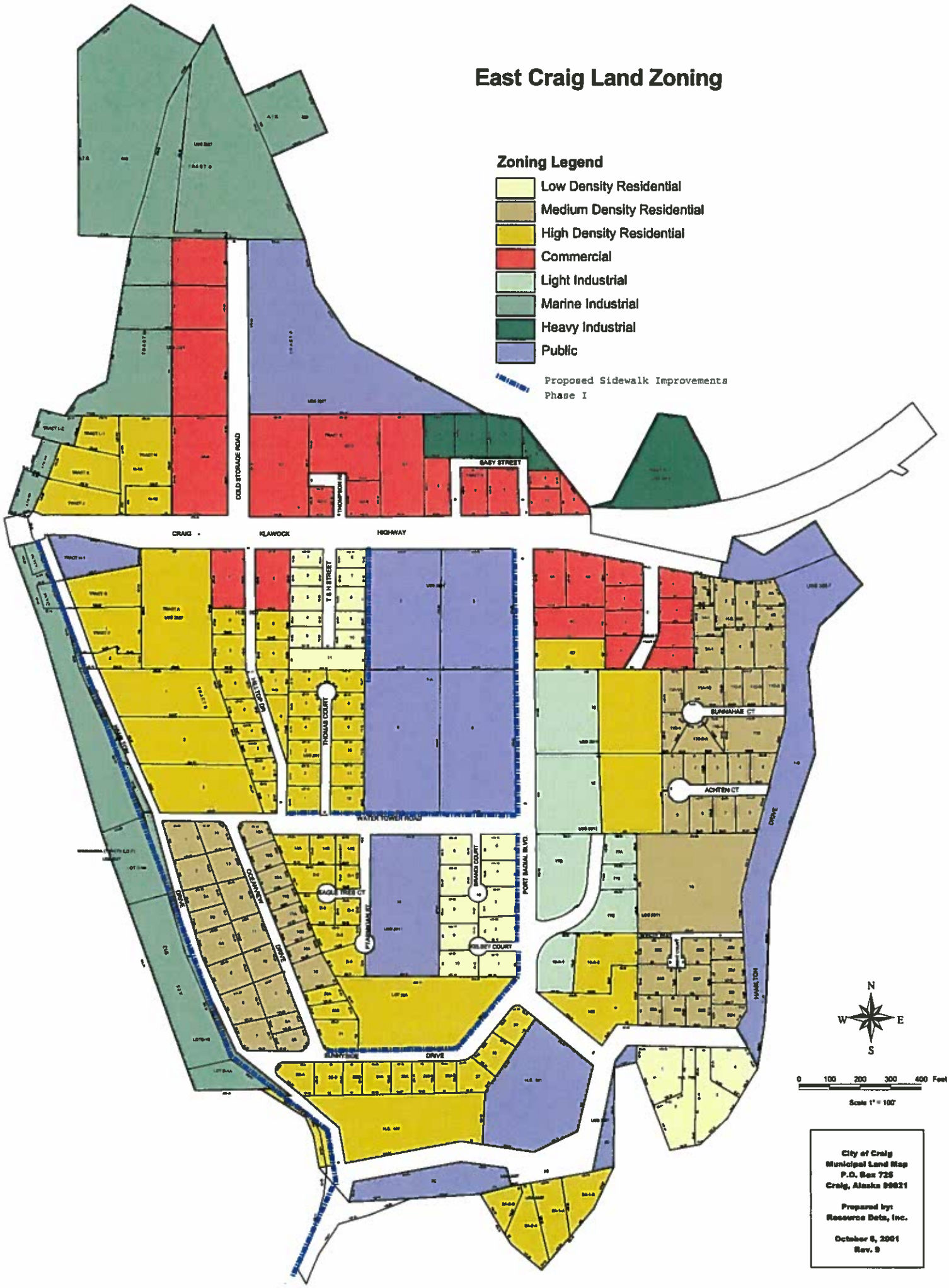
Scale 1" = 100'

City of Craig
Municipal Land Map
P.O. Box 725
Craig, Alaska 99921

Prepared by:
Resource Data, Inc.

October 8, 2001
Rev. 7

East Craig Land Zoning



City of Craig
Municipal Land Map
P.O. Box 725
Craig, Alaska 99921

Prepared by:
Resource Data, Inc.

October 5, 2001
Rev. 9