



**CITY OF KOTZEBUE
RESOLUTION NO. 24-34**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE ACCEPTING THE RECOMMENDATION OF THE KOTZEBUE PLANNING COMMISSION IN ITS RESOLUTION 24-04 FOR THE ACCEPTANCE AND APPROVAL OF THE MEMORANDUM OF UNDERSTANDING FROM THE NATIVE VILLAGE OF KOTZEBUE REGARDING THE INCLUSION OF CITY-OWNED ROADS/FACILITIES INTO THE BUREAU OF INDIAN AFFAIRS NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY WITH THE CONDITION THAT THE LANGUAGE REGARDING "OWNER MAINTENANCE" OF THE ROADS/FACILITIES BE AMENDED.

WHEREAS, the City of Kotzebue Planning Commission at its Thursday, May 9, 2024, Regular Planning Commission Meeting reviewed the Native Village of Kotzebue's ("NVOK") proposed Memorandum of Understanding ("MOU") regarding the inclusion of some City-owned roads and facilities into the NVOK's National Tribal Transportation Facility Inventory;

WHEREAS, the City of Kotzebue Planning Commission at its Thursday, May 9, 2024, Regular Planning Commission Meeting passed Planning Commission Resolution 24-04, entitled, *A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF KOTZEBUE RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF KOTZEBUE THE ACCEPTANCE OF THE MEMORANDUM OF UNDERSTANDING FROM THE NATIVE VILLAGE OF KOTZEBUE REGARDING THE INCLUSION OF CITY-OWNED ROADS/FACILITIES INTO THE BUREAU OF INDIAN AFFAIRS NATIONAL TRIBAL TRANSPORTATION PROGRAM INVENTORY WITH THE CONDITION THAT THE LANGUAGE REGARDING "OWNER MAINTENANCE" OF THE ROADS/FACILITIES BE AMENDED* a copy of which is attached hereto as Exhibit "A" and incorporated by reference herein;

WHEREAS, the Planning Commission recommended the language in Section A of the proposed MOU (page 3 of 26 in Exhibit “A” to this Resolution) be amended to read as follows:

A. If needed improvements to the Owner facilities are completed under cooperative agreements between the Tribe and Owner and if TTP funds participated in the project costs, [~~the Owner will continue to be responsible for the maintenance of the facilities listed above~~] **the Owner will continue to be responsible for the maintenance of the roads/facilities listed above, as determined by the Owner when funds and resources are available.**

WHEREAS, the City Council of the City of Kotzebue appreciates and values its working relationship with the NVOK and its Tribal Council; and,

WHEREAS, the City of Kotzebue looks forward to working with the NVOK to advance the objectives of the National Tribal Transportation Program Inventory.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue, authorizes the City Manager, or her Designee, amend the MOU as stated above and execute it on behalf of the City of Kotzebue.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 24th day of May, 2024.

CITY OF KOTZEBUE

Saima Chase, Mayor

[SEAL]

ATTEST:

Rosie Hensley, City Clerk

Attachment: Planning Commission Resolution 24-04 (with its Exhibit A) [26 pages]



**CITY OF KOTZEBUE PLANNING COMMISSION
RESOLUTION 24-04**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF KOTZEBUE RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF KOTZEBUE THE ACCEPTANCE OF THE MEMORANDUM OF UNDERSTANDING FROM THE NATIVE VILLAGE OF KOTZEBUE REGARDING THE INCLUSION OF CITY-OWNED ROADS/FACILITIES INTO THE BUREAU OF INDIAN AFFAIRS NATIONAL TRIBAL TRANSPORTATION PROGRAM INVENTORY WITH THE CONDITION THAT THE LANGUAGE REGARDING "OWNER MAINTENANCE" OF THE ROADS/FACILITIES BE AMENDED

WHEREAS, the Planning Commission recognizes the importance of collaborative efforts with tribal entities to ensure the development and maintenance of safe and efficient transportation systems;

WHEREAS, the Tribe participates in the Bureau of Indian Affairs (BIA) National Tribal Transportation Program (NTTP) to comprehensively assess and address transportation needs within tribal lands, including those that intersect with municipal boundaries;

WHEREAS, the Tribe has presented a Memorandum of Understanding (MOU) "Exhibit A" outlining the terms of collaboration between the Tribe and the City to facilitate the inclusion of the City-owned roads/facilities into the Inventory;

WHEREAS, the proposed inclusions to the BIA NTTPI are three roads: Airport Access Road, Kotzebue Way, and Beach Access Road, and one facility: the Boat harbor, also outlined in "Exhibit A";

WHEREAS, the Planning Commission understands that if the aforementioned roads/facilities are added to the BIA NTTPI they will be eligible for Tribal Transportation Program funds through the Tribe for necessary improvement projects stated in the second whereas of the MOU;

WHEREAS, section A of the MOU states "the Owner will continue to be responsible for the maintenance of facilities listed above";

WHEREAS, the City is responsible for the maintenance of these facilities/roads within reason, the

Planning Commission recommends that language surrounding the maintenance of the roads/facilities to state “the Owner will continue to be responsible for the maintenance of roads/facilities listed above, as determined by the owner when funds and resources are available”;

WHEREAS, the Planning Commission has thoroughly reviewed the proposed MOU and finds it to be in alignment with the City’s goals of promoting regional cooperation, fostering sustainable development, and enhancing transportation infrastructure; and

WHEREAS, the Planning Commission acknowledges the significance of respecting tribal sovereignty and the rights of tribal nations to self-governance, particularly in matters concerning transportation planning and infrastructure development within their respective territories;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF KOTZEBUE PLANNING COMMISSION:

1. That the Planning Commission hereby recommends to the City Council the acceptance of the Memorandum of Understanding from the Native Village of Kotzebue for the inclusion of City-owned roads/facilities into the Bureau of Indian Affairs National Tribal Transportation Program Inventory with the condition that the language regarding “owner maintenance” of the roads/facilities be amended.
2. That the City of Kotzebue Planning Commission authorizes the Chairperson to transmit this resolution and the proposed MOU to the City Council for their consideration and approval.

BE IT FURTHER RESOLVED, that upon approval by the City Council, the Planning Department and Planning Commission shall work collaboratively with the Tribe and relevant stakeholders to implement the terms outlined in the Memorandum of Understanding and advance the objectives of the National Tribal Transportation Program Inventory.

PASSED AND APPROVED by the Kotzebue Planning Commission on this 9th day of May, 2024.

CITY OF KOTZEBUE
Planning Commission



Clay Nordlum, Acting Chairman

ATTEST:



Sam Camp, Planning Director

Memorandum of Understanding

This memorandum of understanding is by and between the City of Kotzebue (hereinafter Owner") and the Native Village of Kotzebue (hereinafter "Tribe"). The following listed routes and facilities, identified by the Tribe through Resolution No. 24-027 for inclusion into the Bureau of Indian Affairs (BIA) National Tribal Transportation Inventory (NTTFI) system, are owned by the Owner.

<u>Facility Name</u>	<u>BIA Route No.</u>	<u>Section(s)</u>	<u>Length</u>	<u>Region/Agency/Res.</u>
Airport Access Road	1011	10	0.3 miles	E04269
Kotzebue Way	1012	10	0.1 miles	E04269
Beach Access Road	1075	10	0.3 miles	E04269
Boat Harbor	5000	10	0.1 miles	E04269

WHEREAS, the Tribe has identified the above listed facilities as priority facilities and has designated these facilities as Construction Needs of the BIA Tribal Transportation Program (TTP) Inventory System; and

WHEREAS, said designation of Owner facilities will allow TTP funding to be used on these facilities; and

WHEREAS, improvements to the above-mentioned Owner facilities will benefit the Tribe and Owner because our community planning and infrastructure development needs are needs of both at large,

NOW, THEREFORE, the parties agree that:

- A. If needed improvements to the Owner facilities are completed under cooperative agreements between the Tribe and Owner and if TTP funds participate in the project costs, the Owner will continue to be responsible for maintenance of the facilities listed above.
- B. Moreover, these facilities will be open to the public and meet the definition of 25 C.F.R. §170.5, §170.115, §170.118, Requirement – 23 U.S.C. §101 (a) and 23 U.S.C. §202.
- C. This agreement is binding upon the signatories not as individuals, but solely in their capacities as officials of their respective organizations and acknowledges proper action of Owner and Tribe to enter the same.
- D. This agreement will become effective as of the last date written below.

OWNER

Signature

Date

Print Name / Title

TRIBE

Signature

Date

Print Name / Title

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: E04
Reservation: 269

Facility Narrative

Route Number: 1011
Section Number: 10
Facility Name: Airport Access Road
Length: 0.3 Miles

Action:

This route is being submitted for inclusion into the National Tribal Transportation Facilities Inventory (NTTFI).

Location:

This facility is located to the North of the Airport facilities in the downtown area of Kotzebue. This facility provides a connection between Third Street and Fifth Street.

Service/Land Use:

This facility provides public access to the Airport and other amenities in the vicinity of the airport.

Facility Condition:

This facility is a built-up gravel road that requires annual maintenance.

Land Ownership and Easements:

This facility is within the existing City of Kotzebue right-of-way.

ATTACHMENTS

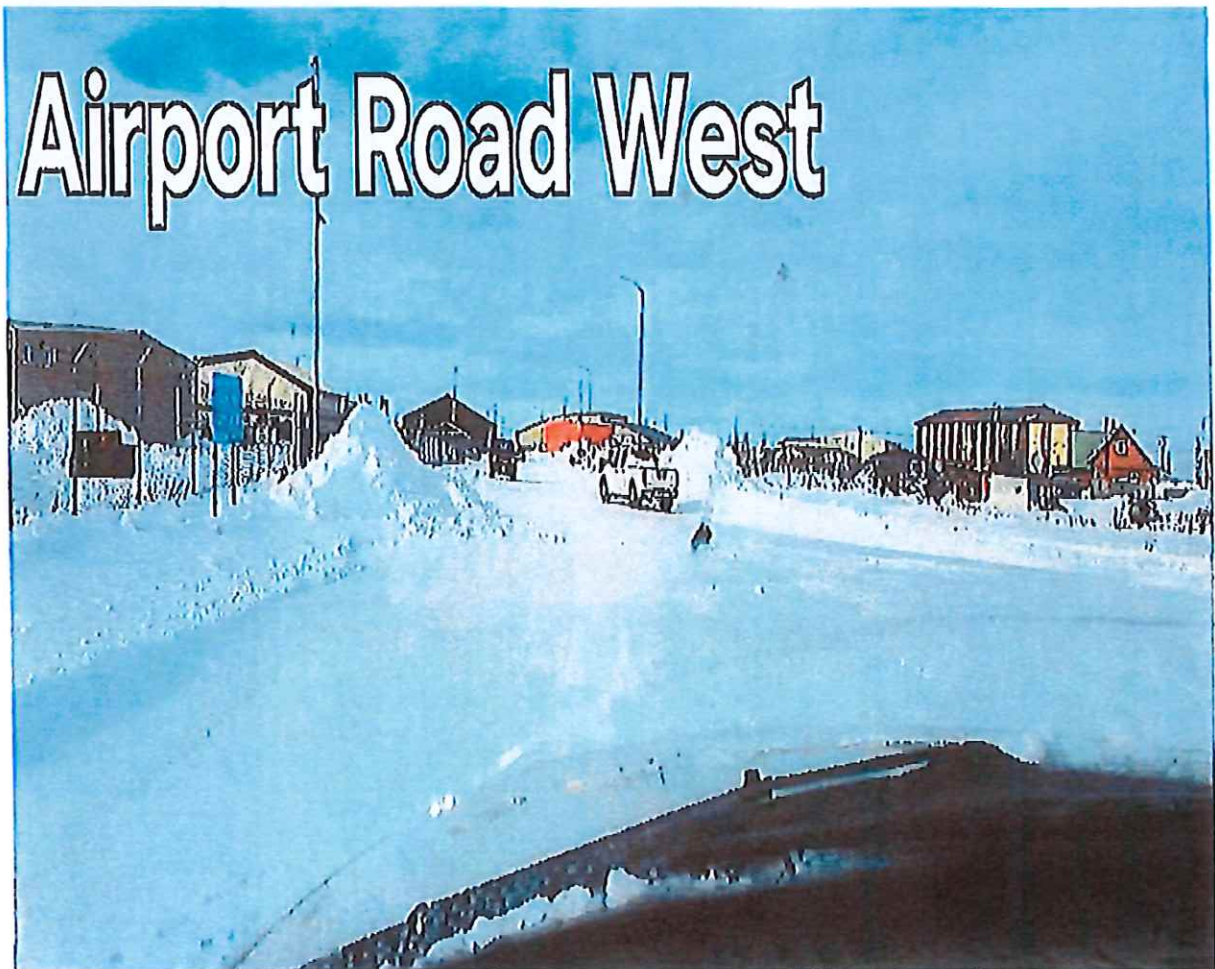
1. Representative Section Photo
2. Strip Map
3. RIFDS Form 5704
4. Memorandum of Understanding
5. ADT Verification
6. ICV Verification
7. SCI Rating

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: E04
Reservation: 269

Facility Narrative

Route Number: 1011
Section Number: 10
Facility Name: Airport Access Road
Length: 0.3 Miles

Representative Section Photo:

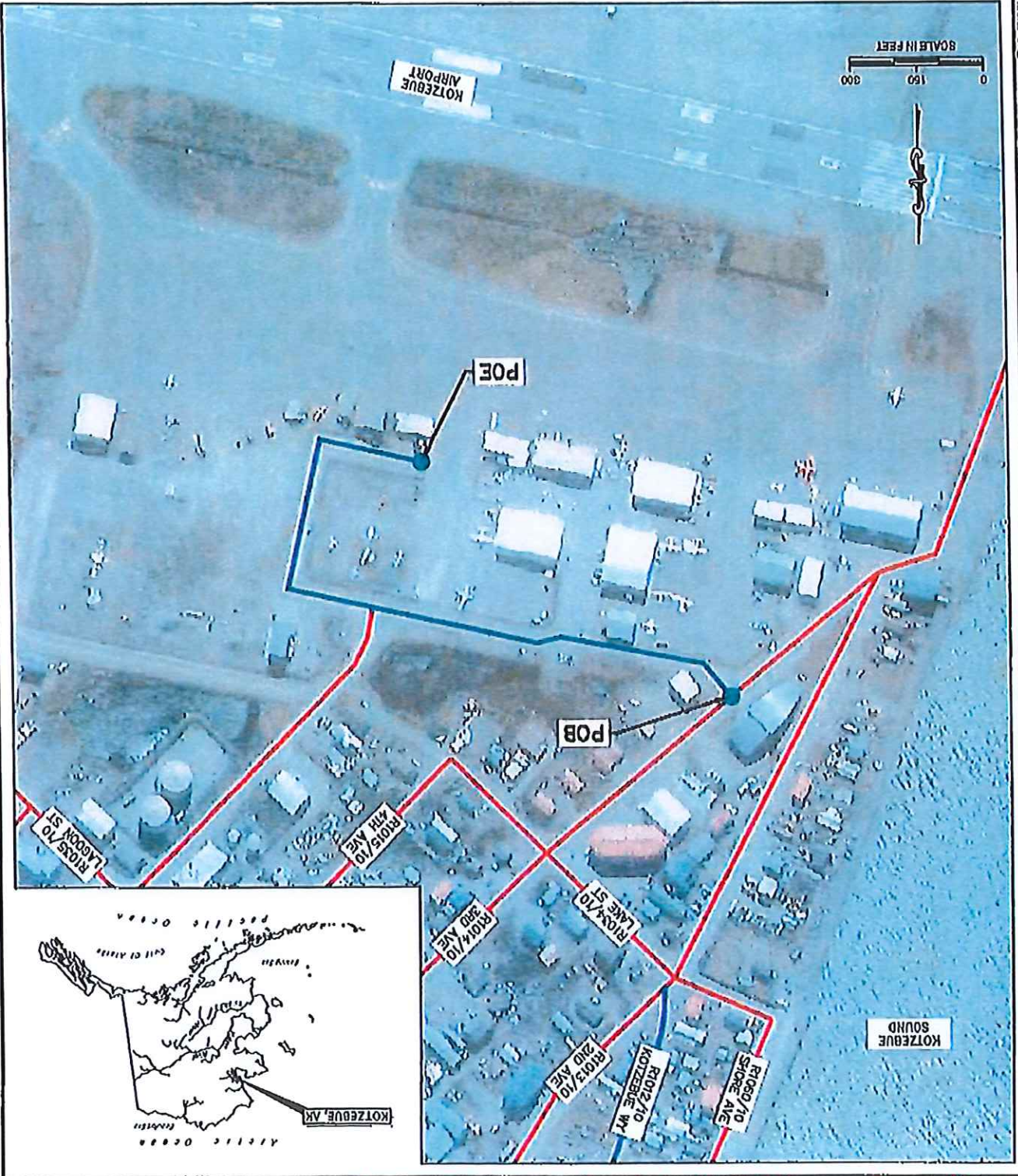


Drawing: C:\USERS\JANARDER\ONE_DRIVE - BRISTOL INDUSTRIES, LLC\00_JOB SHORTCUTS\20240038_KOTZBUE LRTPA_LAYOUT-DESIGN\STRIP MAPS\20240038_STRIP MAPS.DWG - Layout: R1011-10
 User: JANARDER Apr 15, 2024 - 10:45am State: BR:11X171.DWG BR:BS311P.DWG - Inverse: (DSSSL enabled: false)

LEGEND:
 — FY2024 NITFI ADDITION
 — OFFICIAL NITFI
 ● POINT OF BEGINNING
 — ROUTE END/BEGINNING
 — POINT OF BEGINNING
 — POINT OF END
 — SECTION ID
 — ROUTE ID

NOTES:
 REGION: E
 AGENCY: 04
 RESERVATION: 269
 TOWNSHIP: 17N
 RANGE: 18W
 MERIDIAN: KATEEL RIVER
 REGION: 0.3 MI
 ROW: 30 FT
 POB: 68°53'32.84" N, 162°36'17.16" W
 POE: 68°53'27.72" N, 162°35'59.70" W

PROJECT No. 02240038 DATE 04/2024 DWN. JKP SCALE SHOWN APPRVD. JDM	DATUM HAD38 P Z7 PROJECTION: AIRPORT ACCESS ROAD - ROUTE 1011/10 NITFI UPDATE 2024 KOTZEBUE, AK NATIVE VILLAGE OF KOTZEBUE



REGION: Alaska

Tribe: Native Village of Kotzebue

6-digit tribal code: E04-269

Route Number: 1011

Route Name: Airport Access Road

Section (Segment) Number: 10

RIFDS software REVIEW tab

Core

7-State	02-Alaska
8-Ownership	4-Urban
9-Federal Aid Code	1
10-Class	5-Rural Local
11-Terrain	1-Flat
12-Construction Need	3-Maintenance Only

Road

13-Surface Type	3-Gravel Surface
14-Shoulder Type	2-Stabilized Shoulder
15-Length of Section (mi)	0.3
16-Surface Width (ft)	26
17-Shoulder Width (ft) (Enter 0 for none)	1

Traffic

21-ADT Year	
22-Existing ADT	
23-Percent Trucks	Default ADT

Bridge

18-Bridge Number	
19-Bridge Condition	
20-Bridge Length (ft)	

Condition

24-SCI (20 times the old PCI value)	70
25-Roadbed Condition	5-Good, No Curbs

Maintenance

26-Level of Maintenance	
27-Snow & Ice Control	

Reviewed ROW data

28-Right of Way Status	4-Statutory Row Obtained
29-Right of Way Width (ft)	30

Additional Incidental Percent*

30-Additional Incidental Percent*	
-----------------------------------	--

*Up to 1% for fencing, 9% for landscaping, 9% for structural concrete, 3% for traffic signals, and 3% for utilities

51-Road Category	
------------------	--

*LINE ITEMS IN RED ARE REQUIRED FIELDS

RIFDS software Direct To Official tab

31a- Road/Bridge Name	
A	B
32-County	188-Northwest Arctic Borough
33-Congressional District	01
34-Owner Route Number	
35-Drainage Condition	
36-Shoulder Condition	
37-Number of Railroad Crossings	
38-Railroad Crossing Type	
39-Right of Way Utility	
40-Right of Way Cost (\$1000/mi)	
52-Year of Construction Change	
45-Atlas Map Number	
46-Grade Deficiencies	
47-Sight Deficiencies	
48-Number of Curve Deficiencies	
49-Number of Stopping Restrictions	
50-Safety Study	

Latitude and Longitude

41-Begin Latitude (deg.) [decimal]	
42-End Latitude (deg.) [decimal]	
43-Begin Longitude (deg.) [decimal]	
44-End Longitude (deg.) [decimal]	

RIFDS software Remarks tab

31-Narrative	
53-BIA/DOT Remark	
54-Region Remark	
55-Field Remark	

The Effective Tribe-Level Documentation

L RTP (month/year, route's page)		Carl Jennings
Tribal Resolution (to add routes)	56-Tribal Coordinator	Bristol Engineering
	57-Inventory Taker	

*LINE ITEMS IN RED ARE REQUIRED FIELDS

Surface Condition Index (SCI) Rating Worksheet for Gravel

General Information

Route and Section Nos.: R1011/S10

Route Name: Airport Access Road

Date: 3/28/24

Rater's Name: Jaclyn Hebnes

Photos taken? Yes No

Photo number(s): N/A

Items Rated	Rating
Loss of Gravel	6
Rutting	8
Corrugations	8
Grade Depression and Upheaval	8
Inclement Weather	6
Other	6
Average	7
SCI = Average x 10 =	70

Loss of Gravel - A loss of gravel from the original thickness due primarily to traffic and erosion.

6.7 to 10.0	A loss of less than 20% of the original thickness, but never less than 4 inches remaining
3.4 to 6.6	A loss of 20% to 40% of the original thickness, but never less than 3 inches remaining
0 to 3.3	A loss of over 40% of the original thickness, but never less than 2 inches remaining

Rutting - An obvious depression in the aggregate surface or sub-grade normally found parallel to the edge of the road.

6.7 to 10.0	Depression measures less than 1-inch deep
3.4 to 6.6	Depression measures more than 1-inch deep but not deep enough to prevent easy steering
0 to 3.3	Depression is deep enough to prevent easy steering of a vehicle

Corrugations - Ripples are visible in the surface perpendicular to the direction of traffic

6.7 to 10.0	Ripples are visible
3.4 to 6.6	Ripples create a bumpy ride but do not require the vehicle to reduce speed
0 to 3.3	Ripples are prevalent enough to require the vehicle to reduce speed

Grade Depression and Upheaval (Holes and Freeze-Thaw Action) - Depression (holes) in the gravel surface that vary in size and depth, which are created by a loss of surface material or of shrinkage of the subgrade. Upheaval (Freeze-Thaw Action) is the localized upward displacement of the gravel due to the swelling of the sub-grade or some portion of the gravel structure.

6.7 to 10.0	Holes or humps measure 1 inch or less
3.4 to 6.6	Holes or humps measure more 1 inch but are not enough to prevent easy steering
0 to 3.3	Holes or humps are enough to prevent easy steering of a vehicle

Inclement Weather - During a period of wet weather a road may become hazardous or impassible due to soil mixed with the gravel surface.

6.7 to 10.0	Road becomes muddy but there is not loss of steering of a vehicle
3.4 to 6.6	Road becomes muddy and vehicle must reduce speed to steer safely
0 to 3.3	Road becomes muddy hazardous, and possibly impassible

Other - Any item that causes a loss of structural ability or riding surface. Examples of such items are drainage structure failures, drainage ditches, and sub-grade failure.

6.7 to 10.0	Some damage, slows traffic to half speed.
3.4 to 6.6	Pretty bad without 4x4 drive
0 to 3.3	Road is missing a hunk, not passable

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: E04
Reservation: 269

Facility Narrative

Route Number: 1012
Section Number: 10
Facility Name: Kotzebue Way
Length: 0.1 Miles

Action:

This Facility is being submitted for inclusion into the National Tribal Transportation Facilities Inventory (NTTFI).

Location:

This Facility is positioned to connect from the northwest of the intersection of Lagoon Street (R1035/10) and 2nd Avenue (R1013/10).

Service/Land Use:

This Facility serves as a public access point to the Northwest Arctic Heritage Center and residential areas.

Facility Condition:

This is a minimum built-up two-lane gravel road needing routine maintenance.

Land Ownership and Easements:

This facility is within ROW owned by the City of Kotzebue.

ATTACHMENTS

1. Representative Section Photo
2. Strip Map
3. RIFDS Form 5704
4. Memorandum of Understanding
5. ADT Verification
6. ICV Verification
7. SCI Rating

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: E04
Reservation: 269

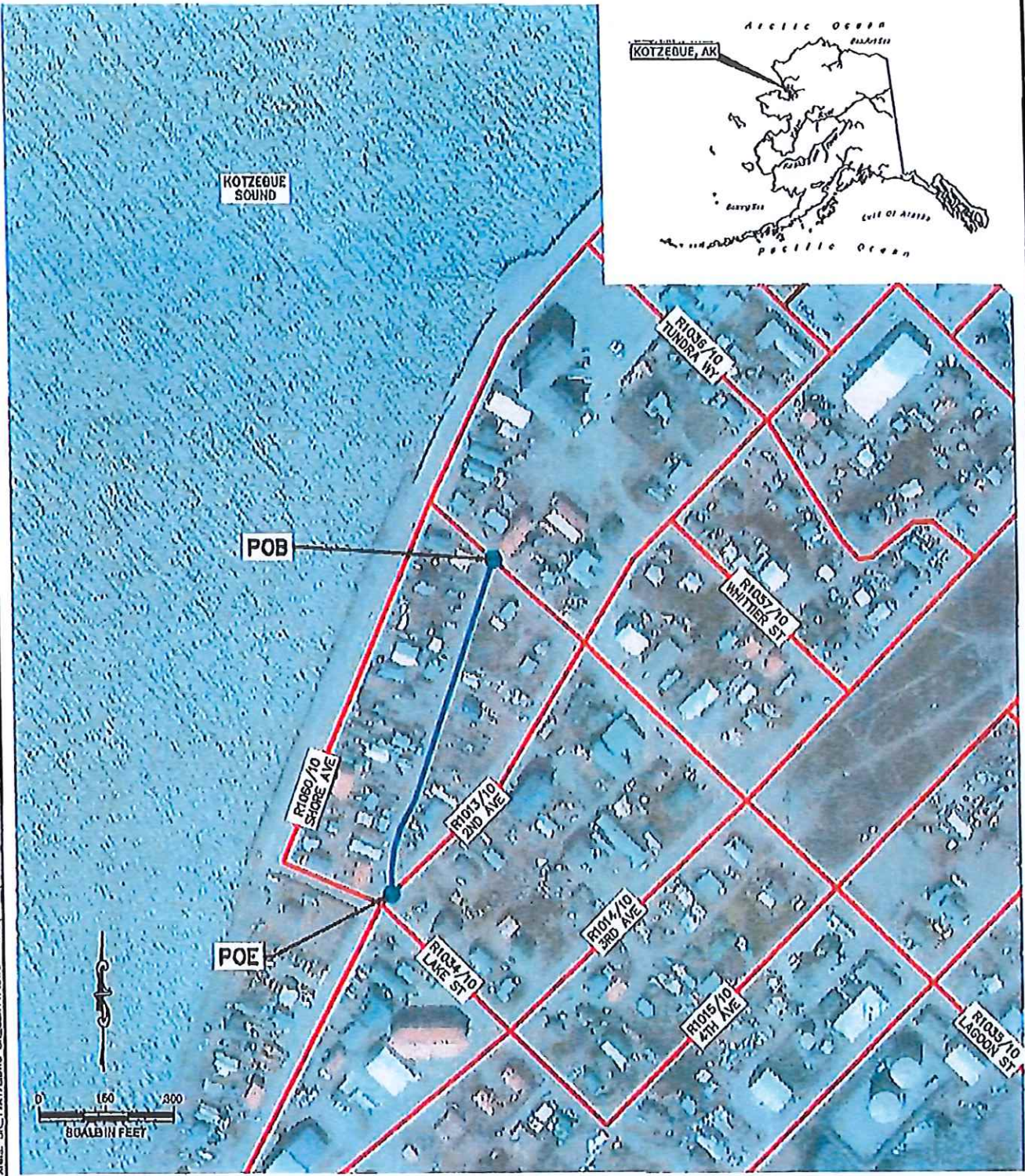
Facility Narrative

Route Number: 1012
Section Number: 10
Facility Name: Kotzebue Way
Length: 0.1 Miles

Representative Section Photo:



Drawing: C:\USERS\JWANDER\ONE\DRIVE - BRISTOL INDUSTRIES, LLC\00_JOB SHORTCUTS\32240038_KOTZ LRTV\4010-DESIGN\STRIP MAPS\32240038_STRIP MAPS.DWG - Layout: R1012-10
 User: JWANDER, Apr 18, 2024, 10:22am Xrefs: BR_11X17L.DWG BR_55X11P.DWG - Images: (DIESEL, avia000001000)



- LEGEND:**
- FY2024 NITFI ADDITION
 - OFFICIAL NITFI
 - ROUTE END/BEGINNING
 - POB POINT OF BEGINNING
 - POE POINT OF END
- R1001/10
SECTION 10
ROUTE ID

NOTES:

REGION: E
 AGENCY: 04
 RESERVATION: 269
 TOWNSHIP: 17N
 RANGE: 10W
 MERIDIAN: KATEEL RIVER
 LENGTH: 0.1 MI
 ROW: 50 FT

POB: 66°53'40.62" N, 162°30'07.56" W
 POE: 66°53'13.35" N, 162°30'13.35" W

NATIVE VILLAGE OF KOTZEBUE
 KOTZEBUE, AK
 NITFI UPDATE 2024
 KOTZEBUE WAY - ROUTE 1012/10

<h1 style="margin: 0;">Bristol</h1>	DATE: 04/2024		SHEET 1 of 01
	DATE OWN: JKP		
PROJECTION:		SCALE: SHOWN	
PROJECT No. 32240038		APPRVD: JWH	
ENGINEERING SERVICES COMPANY, LLC			

REGION: Alaska
 Tribe: Native Village of Kotzebue
 6-digit tribal code: E04-269

Route Number: 1012
 Route Name: Kotzebue Way
 Section (Segment) Number: 10

RIFDS software REVIEW tab

Core

7-State	02-Alaska
8-Ownership	4-Urban
9-Federal Aid Code	1
10-Class	3-City Local
11-Terrain	1-Flat
12-Construction Need	3-Maintenance Only

Road

13-Surface Type	3-Gravel Surface
14-Shoulder Type	2-Stabilized Shoulder
15-Length of Section (mi)	0.1
16-Surface Width (ft)	22
17-Shoulder Width (ft) (Enter 0 for none)	1

Traffic

21-ADT Year	
22-Existing ADT	
23-Percent Trucks	
Default ADT	

Bridge

18-Bridge Number	
19-Bridge Condition	
20-Bridge Length (ft)	

Condition

24-SCI (20 times the old PCI value)	70
25-Roadbed Condition	4-Designed, But Needs Imp

Maintenance

26-Level of Maintenance	
27-Snow & Ice Control	

Reviewed ROW data

28-Right of Way Status	4-Statutory Row Obtained
29-Right of Way Width (ft)	50

Additional Incidental Percent*

30-Additional Incidental Percent*	
-----------------------------------	--

*Up to 1% for fencing, 9% for landscaping, 9% for structural concrete, 3% for traffic signals, and 3% for utilities

51-Road Category	
------------------	--

*LINE ITEMS IN RED ARE REQUIRED FIELDS

RIFDS software Direct To Official tab

31a- Road/Bridge Name	
A	
32-County	188-Northwest Arctic Borough
33-Congressional District	01
34-Owner Route Number	
35-Drainage Condition	
36-Shoulder Condition	
37-Number of Railroad Crossings	
38-Railroad Crossing Type	
39-Right of Way Utility	
40-Right of Way Cost (\$1000/mi)	
52-Year of Construction Change	
B	
45-Atlas Map Number	
46-Grade Deficiencies	
47-Sight Deficiencies	
48-Number of Curve Deficiencies	
49-Number of Stopping Restrictions	
50-Safety Study	

Latitude and Longitude

41-Begin Latitude (deg.) [decimal]	
42-End Latitude (deg.) [decimal]	
43-Begin Longitude (deg.) [decimal]	
44-End Longitude (deg.) [decimal]	

RIFDS software Remarks tab

31-Narrative	
53-BIA/DOT Remark	
54-Region Remark	
55-Field Remark	There is now ROW, however the road is on a lot of land designated for the lagoon site

The Effective Tribe-Level Documentation

LRTP (month/year, route's page)	LRTP (04/2024, ##)	Carl Jennings
Tribal Resolution (to add routes)	56-Tribal Coordinator 57-Inventory Taker	Bristol Engineering

*LINE ITEMS IN RED ARE REQUIRED FIELDS

Surface Condition Index (SCI) Rating Worksheet for Gravel

General Information

Route and Section Nos.: R1012/S10

Route Name: Kotzebue Way

Date: 3/28/24

Rater's Name: Jaclyn Hebnes

Photos taken? Yes No

Photo number(s): N/A

Items Rated	Rating
Loss of Gravel	6
Rutting	8
Corrugations	8
Grade Depression and Upheaval	8
Inclement Weather	6
Other	6
Average	7
SCI = Average x 10 =	70

Loss of Gravel - A loss of gravel from the original thickness due primarily to traffic and erosion.

6.7 to 10.0	A loss of less than 20% of the original thickness, but never less than 4 inches remaining
3.4 to 6.6	A loss of 20% to 40% of the original thickness, but never less than 3 inches remaining
0 to 3.3	A loss of over 40% of the original thickness, but never less than 2 inches remaining

Rutting - An obvious depression in the aggregate surface or sub-grade normally found parallel to the edge of the road.

6.7 to 10.0	Depression measures less than 1-inch deep
3.4 to 6.6	Depression measures more than 1-inch deep but not deep enough to prevent easy steering
0 to 3.3	Depression is deep enough to prevent easy steering of a vehicle

Corrugations - Ripples are visible in the surface perpendicular to the direction of traffic

6.7 to 10.0	Ripples are visible
3.4 to 6.6	Ripples create a bumpy ride but do not require the vehicle to reduce speed
0 to 3.3	Ripples are prevalent enough to require the vehicle to reduce speed

Grade Depression and Upheaval (Holes and Freeze-Thaw Action) - Depression (holes) in the gravel surface that vary in size and depth, which are created by a loss of surface material or of shrinkage of the subgrade. Upheaval (Freeze-Thaw Action) is the localized upward displacement of the gravel due to the swelling of the sub-grade or some portion of the gravel structure.

6.7 to 10.0	Holes or humps measure 1 inch or less
3.4 to 6.6	Holes or humps measure more 1 inch but are not enough to prevent easy steering
0 to 3.3	Holes or humps are enough to prevent easy steering of a vehicle

Inclement Weather - During a period of wet weather a road may become hazardous or impassible due to soil mixed with the gravel surface.

6.7 to 10.0	Road becomes muddy but there is not loss of steering of a vehicle
3.4 to 6.6	Road becomes muddy and vehicle must reduce speed to steer safely
0 to 3.3	Road becomes muddy hazardous, and possibly impassible

Other - Any item that causes a loss of structural ability or riding surface. Examples of such items are drainage structure failures, drainage ditches, and sub-grade failure.

6.7 to 10.0	Some damage, slows traffic to half speed.
3.4 to 6.6	Pretty bad without 4x4 drive
0 to 3.3	Road is missing a hunk, not passable

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: B04
Reservation: 269

Facility Narrative

Route Number: 1075
Section Number: 10
Facility Name: Beach Access Road
Length: 0.3 Miles

Action:

This Facility is being submitted for inclusion into the National Tribal Transportation Facilities Inventory (NTTFI).

Location:

This facility connects Air Force Road Route 1073/10 to Beach Road Route 1074/10.

Service/Land Use:

This facility provides alternative public access to the beach from Air Force Road.

Facility Condition:

This facility is a built-up gravel road requiring regular maintenance. Lack of proper drainage facilities contributes to roadway erosion.

Land Ownership and Easements:

There is a 17(b) trail easement for this route that is 60 feet wide (EIN 15, C5). This road is located on City of Kotzebue property.

ATTACHMENTS

1. Representative Section Photo
2. Strip Map
3. RIFDS Form 5704
4. Memorandum of Understanding
5. ADT Verification
6. ICV Verification
7. SCI Rating

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: E04
Reservation: 269

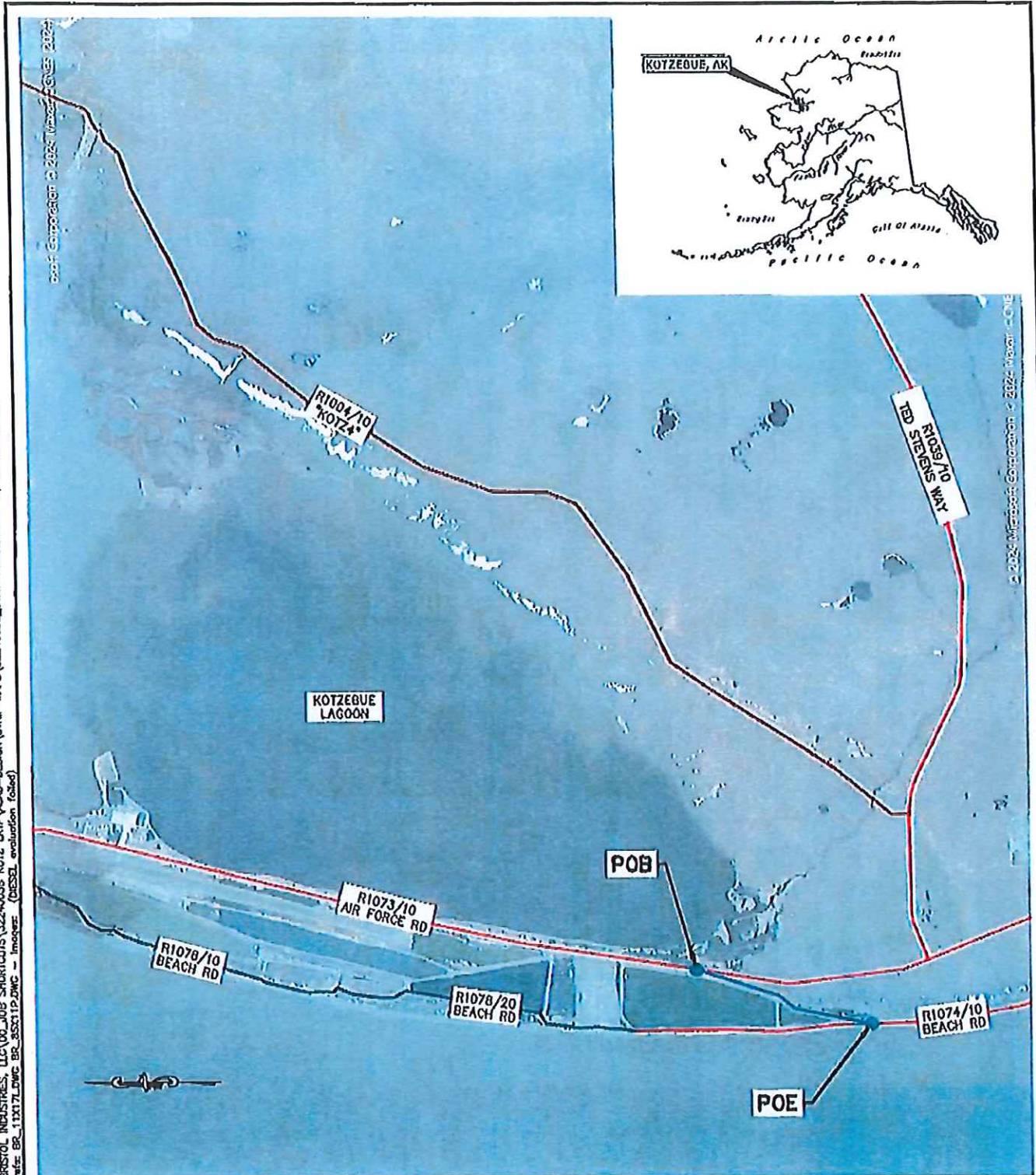
Facility Narrative

Route Number: 1075
Section Number: 10
Facility Name: Beach Access Road
Length: 0.3 Miles

Representative Section Photo:



Drawing: C:\USERS\JWANDER\ONEDRIVE - BRISTOL INDUSTRIES, LLC\06_JOB_SHORTCUTS\322-40038_KOTZ_LAYOUT\CAD-DESIGN\STRIP MAPS\322-40038_STRIP MAPS.DWG - Layout: R1075-10
 User: JWANDER Apr 16, 2024 1:58pm Xrefs: BR_11X17L.DWG BR_35311P.DWG - Images: (DSSSL evaluation (tbl))



LEGEND:

- FY2024 NITFI ADDITION
 - OFFICIAL NITFI
 - ROUTE END/BEGINNING
 - POB POINT OF BEGINNING
 - POE POINT OF END
- R1001/10
SECTION ID
ROUTE ID

NOTES:

REGION: E
 AGENCY: 04
 RESERVATION: 289
 TOWNSHIP: 17N
 RANGE: 18W
 MERIDIAN: KATEEL RIVER
 LENGTH: 0.3 MI
 ROW: 80 FT
 POB: 66°51'54.70" N, 162°37'07.54" W
 POE: 66°51'35.37" N, 162°37'22.45" W

NATIVE VILLAGE OF KOTZEBUE KOTZEBUE, AK NITFI UPDATE 2024 BEACH ACCESS ROAD - ROUTE 1075/10			
 ENGINEERING SERVICES COMPANY, LLC	DATUM: NAD83 BTP Z7	DATE: 04/2024	SHEET: 1
	PROJECTION:	DWN: JKP	SCALE: SHOWN
	PROJECT No.: 32240038	APPVD: JQH	1

REGION: Alaska
 Tribe: Native Village of Kotzebue
 6-digit tribal code: E04-269

Route Number: 1075
 Route Name: Beach Access Road
 Section (Segment) Number: 10

RIFDS software REVIEW tab

Core	
7-State	02-Alaska
8-Ownership	4-Urban
9-Federal Aid Code	1
10-Class	5-Rural Local
11-Terrain	2-Rolling
12-Construction Need	3-Maintenance Only

Road	
13-Surface Type	3-Gravel Surface
14-Shoulder Type	2-Stabilized Shoulder
15-Length of Section (mi)	0.3
16-Surface Width (ft)	12
17-Shoulder Width (ft) (Enter 0 for none)	1

Bridge	
18-Bridge Number	
19-Bridge Condition	
20-Bridge Length (ft)	

Condition	
24-SCI (20 times the old PCI value)	70
25-Roadbed Condition	4-Designed, But Needs Imp

Maintenance	
26-Level of Maintenance	
27-Snow & Ice Control	

Reviewed ROW data	
28-Right of Way Status	3-Easmt. Acq. And Rec.
29-Right of Way Width (ft)	60

Additional Incidental Percent*	
30-Additional Incidental Percent*	

Traffic	
21-ADT Year	
22-Existing ADT	
23-Percent Trucks	
Default ADT	

*Up to 1% for fencing, 9% for landscaping, 9% for structural concrete, 3% for traffic signals, and 3% for utilities

*LINE ITEMS IN RED ARE REQUIRED FIELDS

RIFDS software Direct To Official tab

31a- Road/Bridge Name	
A	
32-County	188-Northwest Arctic Borough
33-Congressional District	01
34-Owner Route Number	
35-Drainage Condition	
36-Shoulder Condition	
37-Number of Railroad Crossings	
38-Railroad Crossing Type	
39-Right of Way Utility	
40-Right of Way Cost (\$1000/mi)	
52-Year of Construction Change	
B	
45-Atlas Map Number	
46-Grade Deficiencies	
47-Sight Deficiencies	
48-Number of Curve Deficiencies	
49-Number of Stopping Restrictions	
50-Safety Study	

Latitude and Longitude

41-Begin Latitude (deg.) [decimal]	
42-End Latitude (deg.) [decimal]	
43-Begin Longitude (deg.) [decimal]	
44-End Longitude (deg.) [decimal]	

RIFDS software Remarks tab

31-Narrative	
53-BIA/DOT Remark	
54-Region Remark	
55-Field Remark	

The Effective Tribe-Level Documentation

L RTP (month/year, route's page)		
Tribal Resolution (to add routes)		
	56-Tribal Coordinator	Carl Jennings
	57-Inventory Taker	Brsitol Engineering

*LINE ITEMS IN RED ARE REQUIRED FIELDS

Surface Condition Index (SCI) Rating Worksheet for Gravel

General Information

Route and Section Nos.: R1075/S10

Route Name: Beach Access Road

Date: 3/28/24

Rater's Name: Jaclyn Hebnes

Photos taken? Yes No

Photo number(s): N/A

Items Rated	Rating
Loss of Gravel	6
Rutting	8
Corrugations	8
Grade Depression and Upheaval	8
Inclement Weather	6
Other	6
Average	7
SCI = Average x 10 =	70

Loss of Gravel - A loss of gravel from the original thickness due primarily to traffic and erosion.

6.7 to 10.0	A loss of less than 20% of the original thickness, but never less than 4 inches remaining
3.4 to 6.6	A loss of 20% to 40% of the original thickness, but never less than 3 inches remaining
0 to 3.3	A loss of over 40% of the original thickness, but never less than 2 inches remaining

Rutting - An obvious depression in the aggregate surface or sub-grade normally found parallel to the edge of the road.

6.7 to 10.0	Depression measures less than 1-inch deep
3.4 to 6.6	Depression measures more than 1-inch deep but not deep enough to prevent easy steering
0 to 3.3	Depression is deep enough to prevent easy steering of a vehicle

Corrugations - Ripples are visible in the surface perpendicular to the direction of traffic

6.7 to 10.0	Ripples are visible
3.4 to 6.6	Ripples create a bumpy ride but do not require the vehicle to reduce speed
0 to 3.3	Ripples are prevalent enough to require the vehicle to reduce speed

Grade Depression and Upheaval (Holes and Freeze-Thaw Action) - Depression (holes) in the gravel surface that vary in size and depth, which are created by a loss of surface material or of shrinkage of the subgrade. Upheaval (Freeze-Thaw Action) is the localized upward displacement of the gravel due to the swelling of the sub-grade or some portion of the gravel structure.

6.7 to 10.0	Holes or humps measure 1 inch or less
3.4 to 6.6	Holes or humps measure more 1 inch but are not enough to prevent easy steering
0 to 3.3	Holes or humps are enough to prevent easy steering of a vehicle

Inclement Weather - During a period of wet weather a road may become hazardous or impassible due to soil mixed with the gravel surface.

6.7 to 10.0	Road becomes muddy but there is not loss of steering of a vehicle
3.4 to 6.6	Road becomes muddy and vehicle must reduce speed to steer safely
0 to 3.3	Road becomes muddy hazardous, and possibly impassible

Other - Any item that causes a loss of structural ability or riding surface. Examples of such items are drainage structure failures, drainage ditches, and sub-grade failure.

6.7 to 10.0	Some damage, slows traffic to half speed.
3.4 to 6.6	Pretty bad without 4x4 drive
0 to 3.3	Road is missing a hunk, not passable

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: E04
Reservation: 269

Facility Narrative

Route Number: 5000
Section Number: 10
Facility Name: Boat Harbor
Length: 0.1 Miles

Action:

This Facility is being submitted for inclusion into the National Tribal Transportation Facilities Inventory (NTTFI).

Location:

This facility is located in Kotzebue Lagoon.

Service/Land Use:

This facility is a public boat harbor for boat launching and moorage.

Facility Condition:

This facility is in good condition. The parking area consists of a gravel pad.

Land Ownership and Easements:

This facility is owned and maintained by the City of Kotzebue.

ATTACHMENTS

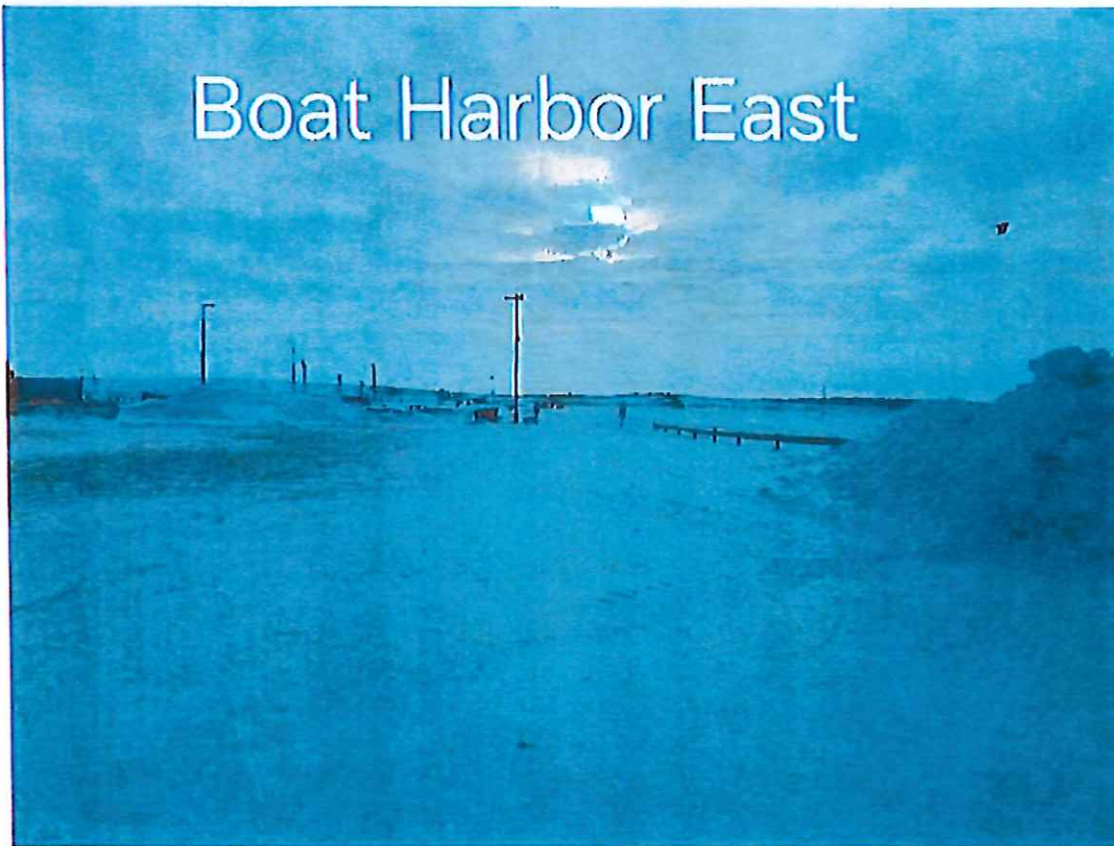
1. Representative Section Photo
2. Strip Map
3. RIFDS Form 5704
4. Memorandum of Understanding
5. ADT Verification
6. ICV Verification

Native Village of Kotzebue
Kotzebue, Alaska
Region/Agency: E04
Reservation: 269

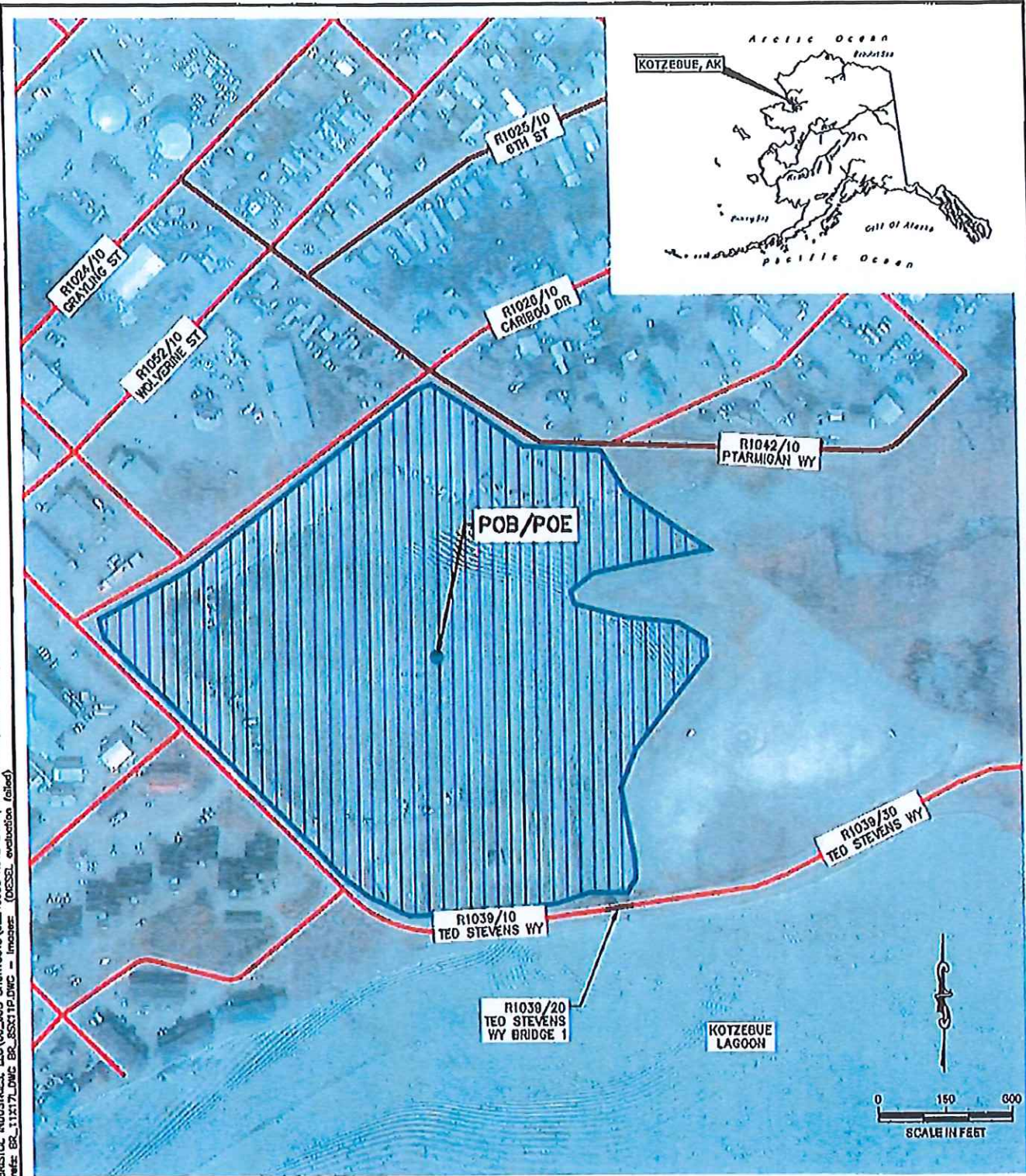
Facility Narrative

Route Number: 5000
Section Number: 10
Facility Name: Boat Harbor
Length: 0.1 Miles

Representative Section Photo:



D:\Users\JWANDER\OneDrive - BRISTOL INDUSTRIES, LLC\00_JOB_SHORTCUTS\32240039_KOTZ_LRTF\410-DESIGN\STRIP MAPS\32240039_STRIP MAPS.DWG - Layout: R5000-10
 User: JWANDER_Apr 18, 2024 - 2:30pm Xref: BR_111171.DWG BR_85311P.DWG - Inserter: (DESCR, evaluation failed)



LEGEND:

- FY2024 NTTFI ADDITION
 - OFFICIAL NTTFI
 - ROUTE END/BEGINNING
 - POB POINT OF BEGINNING
 - POE POINT OF END
- R1001/10
SECTION ID
ROUTE ID

NOTES:

REGION: E
 AGENCY: 04
 RESERVATION: 260
 TOWNSHIP: 17N
 RANGE: 18W
 KATEEL RIVER
 LENGTH: 0.1 MI
 ROW: N/A
 POB/POE: 66°53'40.84" N
 182°34'40.75" W

NATIVE VILLAGE OF KOTZEBUE KOTZEBUE, AK NTTFI UPDATE 2024 BOAT HARBOR - ROUTE 5000/10			
	DATUM: NAD83 STP Z7	DATE: 04/2024	SHEET: 1
	PROJECTION: .	OWN: JKP	SCALE: SHOWN
PROJECT No.: 32240039	APPRVD.: JDH		

REGION: Alaska
Tribe: Native Village of Kotzebue
6-digit tribal code: E04-269

Route Number: 5000
Route Name: Boat Harbor
Section (Segment) Number: 10

RIFDS software REVIEW tab

Core	
7-State	02-Alaska
8-Ownership	4-Urban
9-Federal Aid Code	1
10-Class	9-Other Trans Fac
11-Terrain	1-Flat
12-Construction Need	3-Maintenance Only

Road	
13-Surface Type	3-Gravel Surface
14-Shoulder Type	2-Stabilized Shoulder
15-Length of Section (mi)	0.1
16-Surface Width (ft)	1,000
17-Shoulder Width (ft) (Enter 0 for none)	0

Traffic	
21-ADT Year	
22-Existing ADT	
23-Percent Trucks	
Default ADT	

Bridge	
18-Bridge Number	
19-Bridge Condition	
20-Bridge Length (ft)	

Condition	
24-SCI (20 times the old PCI value)	
25-Roadbed Condition	

Maintenance	
26-Level of Maintenance	
27-Snow & Ice Control	

Reviewed ROW data	
28-Right of Way Status	
29-Right of Way Width (ft)	

Additional Incidental Percent*	
30-Additional Incidental Percent*	

*Up to 1% for fencing, 9% for landscaping, 9% for structural concrete, 3% for traffic signals, and 3% for utilities

51-Road Category	
------------------	--

*LINE ITEMS IN RED ARE REQUIRED FIELDS

RIFDS software Direct To Official tab

31a- Road/Bridge Name	
A	
32-County	188-Northwest Arctic Borough
33-Congressional District	01
34-Owner Route Number	
35-Drainage Condition	
36-Shoulder Condition	
37-Number of Railroad Crossings	
38-Railroad Crossing Type	
39-Right of Way Utility	
40-Right of Way Cost (\$1000/mi)	
52-Year of Construction Change	
B	
45-Atlas Map Number	
46-Grade Deficiencies	
47-Sight Deficiencies	
48-Number of Curve Deficiencies	
49-Number of Stopping Restrictions	
50-Safety Study	

Latitude and Longitude

41-Begin Latitude (deg.) [decimal]	
42-End Latitude (deg.) [decimal]	
43-Begin Longitude (deg.) [decimal]	
44-End Longitude (deg.) [decimal]	

RIFDS software Remarks tab

31-Narrative	
53-BIA/DOT Remark	
54-Region Remark	
55-Field Remark	

The Effective Tribe-Level Documentation

L RTP (month/year, route's page)		
Tribal Resolution (to add routes)		
	56-Tribal Coordinator	Carl Jennings
	57-Inventory Taker	Bristol Engineering

*LINE ITEMS IN RED ARE REQUIRED FIELDS