United States Department of Transportation

Federal Highway Administration

Office of Federal Lands Highway

1200 New Jersey Avenue, SE

Washington DC 20590

May 26, 2023

**Attention:** Tribal High Priority Projects (Tribal HPP) Program

To Whom it may Concern

Attached you will find a complete Tribal High Priority Project Application. This transmittal letter outlines what is attached to assist you, the reviewers.

Project: **Construct First, Second, Third Street Rehabilitation Road Project; PCAS E01295H1**. Project status: **Awaiting Funds.**

1. A complete set of the design plans are attached with the Environmental, Archeology, Right-of-Way Clearance, Engineer Estimate, and Specifications.
2. This project is listed in our Long-Range Transportation Plan, and a Copy of our Most recently adopted LRTP and Inventory Data Sheet is attached.
3. Copy of the **Tribal Shares History** and Existing Contract Status Report **A18AV01017** for **Construct First, Second, Third Street Rehabilitation Road Project**
4. **Health and Safety Certification** from the Engineer of Record. Per 25 CFR 170.461
5. **Maintenance Agreement** with the City of Manokotak. – is on file
6. Tribal HPP Application
7. Tribal HPP Checklist.
8. **Tribal Resolution Number 2023-19**
9. Tribal **Safety Plan** and its Respective Resolution and Attachments. See the second page for a safety explanation.
10. No Memorandum of Understanding or similar document for non-TTP Matching funds exists.
11. Attached **Strip Map** is included.
12. **Photos** of Existing Streets.
13. **Construct Manokotak Heights Road Rehabilitation Project** with Indian Reservation Roads Program over ten years ago.

**Long Range Transportation Plan 2016: Priorities**

The residents of Manokotak identified the following projects as important priorities for the community:

1. Fix the Old Manokotak Roads (Main Village)

2. Road to Dillingham

3. New and safer boat launch site at Snake River

The roads in the main village of Manokotak are in dire need of repair due to their poor condition. They are too narrow and have an excessive amount of potholes, which is why fixing them has become a top priority. Sometimes it is hard for the school bus to drive through the roads because the roads are narrow, and many parked vehicles partially block the road because of small or steep driveways.

**Safety Issues - Identified in the Long-Range Transportation Plan; 2016.**

**Cross-Section Design Violations** - Minimum requirements for Class 3 and Class 4 roads, according to AASHTO do not currently include 18-foot-wide travel ways with 2-foot shoulders on each side for a total roadway width of 22 feet. Cross slopes of 2-3% should be used, and greater cross slopes should be used for roadways with low design speeds.

A wider travel way will increase safety and should be considered where feasible. Cost estimates for this project will be based on a travel way of 22 feet and shoulders of 2 feet for Class 3 and 4 roadways.

Embankments fore slopes should ideally be graded at 4:1 or shallower to decrease damage or injury from rollover accidents. A fore slope value of 4:1 is used in preparing cost estimates.

**Structural Design Violations -** Roadway structures do not provide enough insulation in permafrost areas to mitigate destabilization of the roadway surface. In areas of seasonal frost, embankment thickness will need to be designed to limit the penetration of frost into native soils to prevent the formation of ice and destructive results of frost heaving. Cost estimates for Class 3 and 4 roads will be compiled using Geotextile fabric over native material in permafrost areas with a borrow thickness of 30” and gravel surface layers of 6”.

**Justification for all weather access for the project routes 1006-010-(2), 1006-020-(4), 1007-010-(2), 1008-010-(2), 1010-010-(2), 1012-010-(2), 1014-010-(2):**

**1006-010-(2)** This road is one of the most heavily used community roads, supporting access to the fuel depot, the powerhouse, maintenance garage, heavy equipment storage, and the commercial boat storage area. The road will continue to be maintained by the City.

**1006-020-(4)** Road that currently does not exist and needs to be constructed. Proposed roads – Manokotak’s Construct First, Second, and Third Street Rehabilitation will bring this pioneered road to an acceptable safety standard. Currently, this section of the road is accessed during winter freeze-up. This is a major route to the northern subsistence areas to harvest moose, caribou, spring birds, and fish.

**1007-010-(2)** Is the 0.7 miles of the main 2nd street road, a main thoroughfare for residents with deep ruts, and sloughing issues from an inadequate base layer. Grading offers very temporary relief, and the base layer (3” or larger aggregate) needs significant repair and new drainage installed to make this stable for future years. This road is utilized daily by the school bus to transport students to the Manokotak school located 5 miles east at the 1980s, the Manokotak subdivision, and by residents accessing the community clinic. This road is utilized daily for workers to travel to their work at the store, powerhouse, and tribal offices, as well as to and from school for teachers residing in the main community location. The road extends to the old airport apron, and when the subdivision or other infrastructure is completed, this will be the main thoroughfare for work and school.

**1008-010-(2)** The 3rd street road is a main thoroughfare for residents with deep ruts and sloughing issues from an inadequate base layer. Grading offers temporary relief, and the base layer (3” or larger aggregate) needs significant repair and new drainage installed to stabilize this road for future years. Third Street is on the elevated section of the community relative to 1st and 2nd Street, and drainage issues from the adjacent hill are a major contributor to reducing the useful life of the entire road system, especially during spring break up. Engineered drainage is critical for this street and will substantially increase the useful life of the entire road system by adequately draining and mitigating the spring water runoff over the road system. This is a main road for the school bus and for residents to transit to work at the store, powerhouse, tribal and city offices, and to access the community clinic.

**1010-010-(2)** This road is the east-west corridor connecting the main roads and is an important connection for the school bus, access to the community clinic, and for residents to go to and from the school and work. The road is often damaged by spring runoff during break-up and requires frequent grading. Increasing the drainage and repairing the base will extend the life of the road and the connecting 1st, 2nd, and 3rd street system.

**1012-010-(2)** C Street. This road is also an east-west corridor connecting the main roads and is an important connection for the school bus, access to the community clinic and post office, and a road for residents to go to and from the school and work. The road is also often damaged by spring runoff during break-up and requires frequent grading. Increasing the drainage and repairing the base will extend the life of the road and the connecting 1st, 2nd,and 3rd street system.

**1014-010-(2)** Salmon Street is the road at the south end of the community connecting 1st second and 3rd street to the 5-mile road to the school. The city, tribal and corporation offices and store are also located on or near this road and is can be considered as the downtown street. This road also has a grade sloping toward the Igushik River and is often damaged by the spring run off during break up. This road connects the entire main community to the school and provides southern access to the community fuel supply. Access to the clinic, the powerhouse and heavy equipment storage is through salmon street. The community communications infrastructure is located on this road as well as access to the commercial and subsistence boat landing area.

Manokotak Village Tribal Shares are allocated between maintenance, planning, design and light construction and will be utilized to maintain the renovated roads. Maintaining well designed roads will be less expensive and our formula allocation will be utilized to keep our repaired roads in new to brand new condition. This discretionary competitive grant will enable the Tribe to move this project to full funding. Currently there are efforts to include this project on the State of Alaska’s Statewide Transportation Improvement Program (STIP). Currently the program administrators have indicated this project meets the criteria to be included to the program listing for funding and completion.

An allocation from this Tribal High Priority Project Application request should raise awareness and elevate the probability of this project receiving serious consideration for completion with funding through the STIP program.

For questions, please call me at 907-289-2067

Best Regards.,

Tessa Nickerson

Manokotak Village President