

City and Borough of Wrangell  
Transportation Needs List Submitted to Alaska Statewide Transportation Improvement Program (STIP)

Need ID	Name	Region	Program	2012 House District	Place Name
27708	<b>Wrangell: Ishiyama Drive (Wrangell East) Resurfacing</b> <b>Description:</b> Resurface Ishiyama Drive (Wrangell East) from approximately milepoint 0 to 1.8 for a total length of 1.8 miles. Includes minor spot improvements of sub-base,	S	CTP	33	Wrangell
27705	<b>Wrangell: Zimovia Highway, Bennet to Case</b> <b>Description:</b> Rehabilitate sub-base and resurface Zimovia Highway from approximately the end of Bennet to the Case intersection for a total length of approximately .8 miles. Include minor realignment, drainage improvements, guardrail, and lighting as necessary. <b>Description:</b> Upgrade cruiseship dock	S	CTP	33	Wrangell
24244	<b>Wrangell: School Access Improvements, First and Second Streets Paving</b> <b>Description:</b> Pave First and Second Streets, 530' each. City #11, Tribe #s 10,11	S	CTP		Wrangell
24243	<b>Wrangell: Ocean and Sunset Streets Paving</b> <b>Description:</b> Pave 375' Sunset Boulevard and 525' Ocean Drive.	S	CTP		Wrangell
24242	<b>Wrangell: Life, health and safety alternative access to downtown - Pat's Lake Road to Spur Road connection</b> <b>Description:</b> Construct approximately 1/4 to 1/2 mile of road to join the Spur Road and Pat's Creek Road for safety and emergency access and reopen close sections. This is a public safety issue. The community is in need of a second access route. If there is a land slide, earthquake, fire, tsunami or other hazard that should block Zimovia Highway, residents beyond the block will have no access to medical or support services.	S	CTP		Wrangell
24240	<b>Wrangell: Meridian Street Construction</b> <b>Description:</b> Connect existing Meridian Street to Cassiar Street, constructing road, curb and sidewalk. Coordinate work with necessary utility work.	S	CTP		Wrangell
24217	<b>Wrangell: Downtown Resurfacing, Cambell Drive and Brueger St</b> <b>Description:</b> Resurface 500 feet of Brueger Street, and 1,400 feet of Campbell Drive (formerly known as Outer Drive).	S	CTP		Wrangell
24216	<b>Wrangell: Lynch Street Resurfacing and Improvement</b> <b>Description:</b> Reconstruct and/or resurface Lynch Street from Front Street to Brueger Street, approximately 0.04 miles. Include road, curbs, sidewalks. Coordinate with utility work. City #16, Tribe #1	S	CTP		Wrangell
24119	<b>Wrangell: Pave Gravel Residential Streets</b> <b>Description:</b> Pave residential streets: Council Drive - 1050 feet; Zimovia Avenue - 650 feet; Wrangell Avenue - 750 feet ; Lemieux St -402 feet; Ash St. - 600ft	S	CTP		Wrangell
24117	<b>Wrangell: Residential Resurfacing on Mission Hill</b> <b>Description:</b> Resurface residential roads: First Avenue 1,300'; Second Avenue 1,200'; Third Street 1,700', Mission Street 660', Crest Drive 450', St. Michaels Street 380' (measurements approximate). City #13	S	CTP		Wrangell

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24098	<b>Wrangell: Industrial Park Road Expansion and Drainage</b> <b>Description:</b> Develop approximately 1000' of new road access to Wrangell's industrial park, accessed off of Bennett Street. The first road would extend Fifth Avenue from Michael's Street to Bennet. The second one would access Bennett approximately two blocks to the north. Map available through the city: "Amended: Industrial Park Subdivision III." City #10	S	CTP		Wrangell
17383	<b>Wrangell: Zimovia Highway Repaving, Mill Site to Pat's Creek</b> <b>Description:</b> Upgrade the base by reclaiming. Construct a new pavement 24 feet in width for 4.5 miles. Includes drainage improvements, realignment near MP 7.5 to move the highway away from a slide-prone slope and enhancements at turn-outs.	S	CTP		Wrangell
16426	<b>Wrangell: Stikine Avenue Sidewalk Extension</b> <b>Description:</b> Provide a continuous pedestrian route along Stikine Avenue by adding sidewalk from Fort Street to the Second Street entrance to the ferry terminal (800ft). City #15 SVB 3-	S	TRAAK		Wrangell
16415	<b>Wrangell: Zimovia Highway Path Extension, Phase 1</b> <b>Description:</b> Construct new path on the downhill side from the first junction with Shoemaker Bay Loop to the crossing of the unnamed creek, a distance of about 2,500 feet. (Mile 5 to the Mill @ Mile 6.5) svb 3-25-2009	S	TRAAK		Wrangell
11740	<b>Terminal: South Wrangell</b> <b>Description:</b> Construct a ferry terminal at the southeast end of Wrangell Island at or near Fools Inlet.	M	FERR		Wrangell
11025	<b>Wrangell: Airport Road Path Construction</b> <b>Description:</b> Construct a path from the airport terminal area along Airport Road to Third Avenue, and extend the sidewalk along Bennett Street to Second Avenue. Overall length is almost one mile. SVB 3-25-2009	S	TRAAK		Wrangell
11024	<b>Wrangell: Petroglyph Beach Road Improvements</b> <b>Description:</b> Upgrade the 500 foot access road by providing a paved road surface and sidewalk between Evergreen Avenue and the parking area for the boardwalk to Petroglyph Beach.	S	CTP		Wrangell
9039	<b>Terminal: Wrangell Terminal Modifications</b> <b>Description:</b> Construct/reconstruct ferry terminal to accommodate ferry operations. Includes security upgrades.	M	FERR		Wrangell
	<b>Wrangell: Meyers Chuck Airplane Float and Dock Reconstruction</b>  <b>Description:</b> Replace the airplane float and dock at Meyers Chuck. The dock was constructed years ago by the State of Alaska. Repairs have only been made by the residents through a community association but it is all but sinking. The dock is a single float with no fingers and can easily be designed. Replacement could commence immediately upon receipt of funds. The Borough has available\$700,000 towards the reconstruction but the design and construction is estimated to cost a total of \$1.3 million				Meyers Chuck
	<b>Wrangell: Barge Ramp Replacement</b>				Wrangell

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	<p>Description: Replacement of the barge ramp and improvements to surrounding yard area. Wrangell’s Barge ramp has reached its useful life and is deteriorating more rapidly than expected. This project is an economic necessity for the community to efficiently receive goods, supplies and equipment. Unfortunately, there has been very recent major equipment failure for the hydraulic float system of the barge ramp. Emergency repairs are being conducted in 2022. Funding is needed immediately for engineering design and reconstruction.</p>				
	<b>Wrangell: Inner Harbor Replacement</b>				<b>Wrangell</b>
	<p>Description: Replacement of existing Inner Harbor float system. The Inner Harbor should be capable of berthing vessels ranging in length from 16 feet to larger commercial vessels up to 36 feet, but shallow water and vessel grounding restricts use. The facility is aged and is experiencing failures of critical components. The existing infrastructure has exceeded its 30 year life expectancy and is in need of replacement.</p>				
	<b>Wrangell: Reliance Float Replacement</b>				<b>Wrangell</b>
	<p>Description: Replacement of existing Reliance float system. Reliance float is 674' long and was constructed in 1962. The finger floats in 1975. Provides 55 stalls for up to 31' boats. The main float handles transients and vessels up to 90'. The facility is aged and is experiencing failures of critical components. The existing infrastructure has exceeded its 30 year life expectancy and is in need of replacement.</p>				
	<b>Wrangell: Standard Float</b>				<b>Wrangell</b>
	<p>Description: Replacement of existing Standard float system. Standard Oil Float is 400' long with 30 stalls for vessals 18' to 55' was constructed in 1962. The facility is aged and is experiencing failures of critical components. The existing infrastructure has exceeded its 30 year life expectancy and is in need of replacement.</p>				
	<b>Wrangell: Airplane Float</b>				<b>Wrangell</b>
	<p>Description: Replacement of existing Airplane float system. The facility was constructed in 1976. It is a 42' X 160' float. Stringers are in poor condition and spaced too far apart creating a structural safety issue, decking is rotting, piling are weakening. The access ramp is not ADA compliant and at low tides can be extremely steep, difficult and a safety hazard to utilize. The existing infrastructure has exceeded its 30 year life expectancy and is in need of replacement.</p>				
	<b>Wrangell: Downtown Resurfacing (Campbell Drive, McKinnon Street, St. Michael Street, Stikine Avenue)</b>				<b>Wrangell</b>

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	Description: Resurface roadways				
	Wrangell: Parking Improvements for Shoemaker Bay Park and Rainbow Falls Trailhead				Wrangell
	<p>Description: Realignment and paving of access and parking and installation of pedestrian safety measures on Zimovia Highway. The Shoemaker Bay Park serves as a prime community recreation area and as the trailhead parking area for the US Forest Service’s Rainbow Falls trailhead, which provides critical access to the North Wrangell Trail System, owned and managed by the U.S. Forest Service. There is an unmarked pedestrian crossing at 4.5 mile Zimovia Highway, from the trailhead parking area at Shoemaker Bay Park to the start of the Rainbow Falls Trail.</p> <p>Currently, the parking areas and entrances have uncontrolled vehicular traffic and there is no crosswalk for pedestrians crossing Zimovia Highway when accessing the Rainbow Falls Trail. The existing shared-use path, which parallels the highway, is without adequate driveway aprons and safety mechanisms as it approaches the recreation area’s ingress and egress drives.</p>				
	Wrangell: Non-Motorized Transportation System Development: Mt. Dewey Trail extension to Evergreen Ave/Petroglyph Beach				Wrangell
	<p>Description: Improve and create off-road parking and new connector trails by providing hardened and delineated pathways to a network of existing informal footpaths, thus making them passable for practical, secondary transportation purposes. This is a Phase II trail proposal that takes off from the Mt. Dewey Extension project currently underway (2022/2023), heading north to connect with Evergreen Road and Petroglyph Beach State Historic Park. This will provide a non-motorized link from the north end of the island to the Elementary School and Volunteer Park, also linking to the popular Mt. Dewey (historic) Trail. The trail, approximately .5 mile from it’s intersection with the Mt. Dewey Extension link, has been laid out but needs to be surveyed and design similarly to the Mt. Dewey Extension trail.</p>				
	Wrangell: Non-Motorized Transportation System Development: Volunteer Park to Etolin Avenue				Wrangell
	<p>Description: Improve and create new connector trail by providing hardened and delineated pathways to a network of existing informal footpaths, thus making them passable for practical, secondary transportation purposes. This is a Phase III trail proposal that connects the existing an popular Volunteer Park Trail to Etolin Avenue, providing a safe route for the neighborhood,which includes a tribal subdivision to the Elementary School and Volunteer Park and ballfields.</p>				
	Wrangell: Shoemaker Bay Parking lot and boat ramp access				Wrangell
	<p>Description: The parking lot and upper access area for the Shoemaker Bay boat ramp were not paved as part of the Shoemaker Bay Harbor replacement project. The lot needs to be paved, with drainage addressed to minimize the dust and rocks affecting the float system.</p>				

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	<b>Wrangell: Pedestrian Access from Petroglyph Beach along Evergreen Road to the Airport</b>				<b>Wrangell</b>
	Description: Construct a sidewalk or walking path from Petoglyph Beach State Historic park to the airport terminal along Evergreen Rd. The pathway was not done when the road was resurfaced recently but it is a heavily traffic pedestrian loop access. Overall length is approximately 1/2 mile. See also DOT proj #11025				
	<b>Wrangell: Mt. Dewey / Third Street Slope Stabilization</b>				<b>Wrangell</b>
	Description: Within the timbered area along the upper sections of the slope, there is evidence of historical movement, unvegetated scarps and traverse cracking. The area appears to be steepened soil or remnant landslide slope between areas of relatively shallow bedrock.				