

STATEWIDE FUNCTIONAL CLASSIFICATION UPDATE: ALL PUBLIC ROADS IN ALASKA

November 26, 2025



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ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
AHS	Alaska Highway System
AMATS	Anchorage Metropolitan Area Transportation Solutions
CFR	Code of Federal Regulations
DMIO	Data Modernization and Innovation Office
DOT&PF	Alaska Department of Transportation and Public Facilities
FAST	Fairbanks Area Surface Transportation Planning
FHWA	Federal Highway Administration
GIS	Geographic Information System
HPMS	Highway Performance Monitoring System
MPO	Metropolitan Planning Organization
MVP	Mat-Su Valley Planning for Transportation
NHS	National Highway System
NHFN	National Highway Freight Network
RPO	Regional Planning Organization
STIP	Statewide Transportation Improvement Program
STRAHNET	Strategic Highway Network

1.0 PROJECT OVERVIEW

All public roads in Alaska and across the United States are assigned a functional classification based on how they are currently used, or what function they currently serve in the context of the larger road network. There are three main functional classification categories—arterial, collector, and local—based on a road’s traffic volume, distance served, and number of access points (Figure 1).

- **Arterial** – High speed, higher traffic volume roads that move travelers longer distances. There tend to be more lanes of travel and less access to driveways and side streets than other roads. Examples are freeways, expressways, and major highways like the Glenn and Parks Highways, Minnesota Drive in Anchorage, and Glacier Highway/Egan Drive in Juneau.
- **Collector** – Medium speed, medium traffic volume roads that move travelers medium distances. There tends to be more access to driveways and side streets on collectors than on arterials. Examples are thoroughfares and minor highways like Tundra Ridge Road in Bethel, Goldstream Road in Fairbanks, and Spruce Avenue in Wasilla.
- **Local** – Low speed, lower traffic volume roads that move travelers shorter distances. There tend to be fewer lanes of travel and maximum access to driveways and side streets. Examples are neighborhood roads and roads in urban commercial centers.

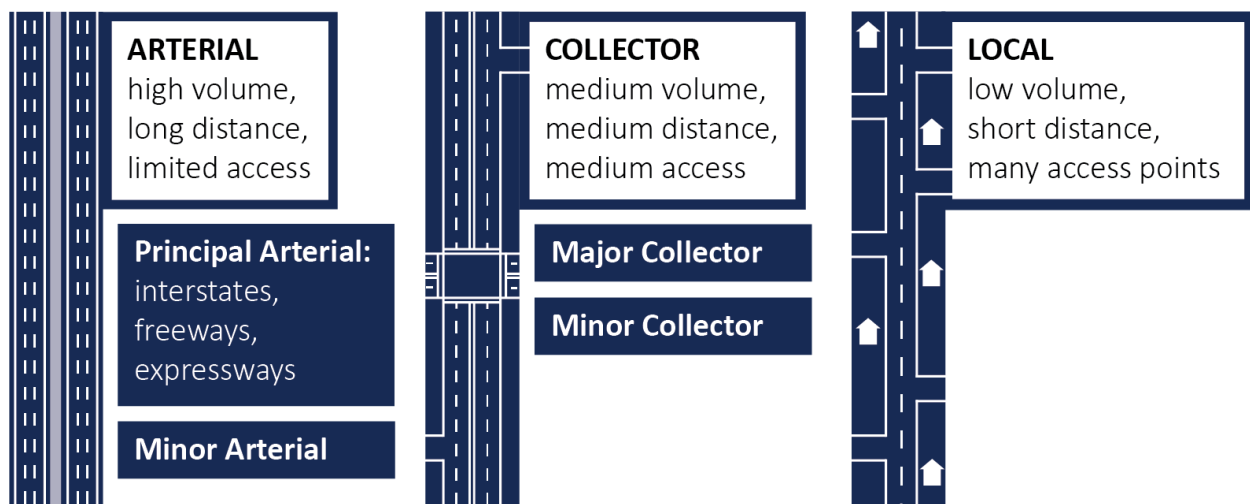


Figure 1. Functional classification categories

The functional classification of a road can determine management and maintenance priorities, project funding eligibility, and how roads are designed. For example, roads with a higher functional classification, such as interstates that move travelers long distances, will have different design standards for how wide the lanes are, how sharp the curves are, and what the speed limit should be compared to neighborhood roads that primarily serve residential areas. Functional classification can also determine if and what kind of emergency funding is available if a disaster occurs.

Every ten years, following the decennial census, state departments of transportation are required by the Federal Highway Administration (FHWA) to review and update the functional classification of all public roads in the state under [23 CFR 470.105](#). The previous statewide functional classification update in Alaska occurred in 2011, with a revised report that followed in 2016. Now, about ten years later, the Alaska Department of Transportation and Public Facilities (DOT&PF) completed a comprehensive review and functional classification update of all public roads in Alaska. This report describes the process and results of that assessment, including a summary of all proposed functional classification updates throughout the state.

1.1 Criteria

FHWA has specific guidance on the criteria that should be used when determining functional classifications. These guidelines are detailed in the 2023 edition of FHWA’s [Highway Functional Classification Concepts, Criteria, and Procedures](#). FHWA acknowledges that criteria can vary based on the unique characteristics of each state and that decisions can sometimes be subjective. As such, Alaska DOT&PF developed [classification criteria specific to roadways in Alaska](#) (Appendix A).



The primary function of a roadway is the basis for its functional classification.



The primary function of a roadway is the basis for its functional classification, and the Alaska-specific classification criteria provided guidance to help the project team determine that function. Mobility and access are the two primary considerations when determining the functions of roadways per FHWA. No single criterion was used on its own to make a classification determination. Instead, individual criterion functioned as guidelines in a holistic approach to identifying the functional classification of Alaska’s public roads.

1.2 Public Road Definition

As of 2024, there were 17,653 miles of public roads in the state of Alaska, all of them functionally classified. FHWA and DOT&PF define a public road as “any road under the jurisdiction of and maintained by a public authority and open to public travel.”

“Open to public travel” means a road is:

- available, except during scheduled periods (including seasonal closures), extreme weather, or emergency conditions,
- passable by standard passenger cars, and
- open to the general public for use without restrictive gates, prohibitive signs, or regulations, except for restrictions based on vehicle size, weight, or class of registration.

In Alaska, this meant that the team classified alleyways, ramps, and future roads approved for construction, but did not classify ice roads, water/ferry routes, or board roads.



Figure 2. Board road in Kotlik, Alaska.

While not functionally classified because they are not passable by standard passenger cars, board roads still serve as main thoroughfares in many rural communities of Alaska (photo by Jon Rowley, Flickr, 2008).

2.0 REVIEW AND UPDATE PROCESS

After the team finalized the Alaska-specific functional classification criteria, the project team conducted an internal review of all public roads in Alaska against these criteria. Many of the changes that resulted from this initial review were upgrades to roads providing access to schools, airports, hospitals, landfills, sewage lagoons, and other traffic generators listed in the criteria.

These initial internal changes were then reviewed by the project team, which included DOT&PF regional planners, metropolitan planning organizations (MPOs), and FHWA's Alaska Division. The team discussed each proposed change and either concurred with or disagreed with the new classification. Any approved changes were incorporated into ArcGIS Roads and Highways (an ArcGIS extension used to maintain linear reference systems for route networks) and shared with the public through a web-based feedback application and dashboard where suggested functional classification changes were shown in bold (Figure 3).

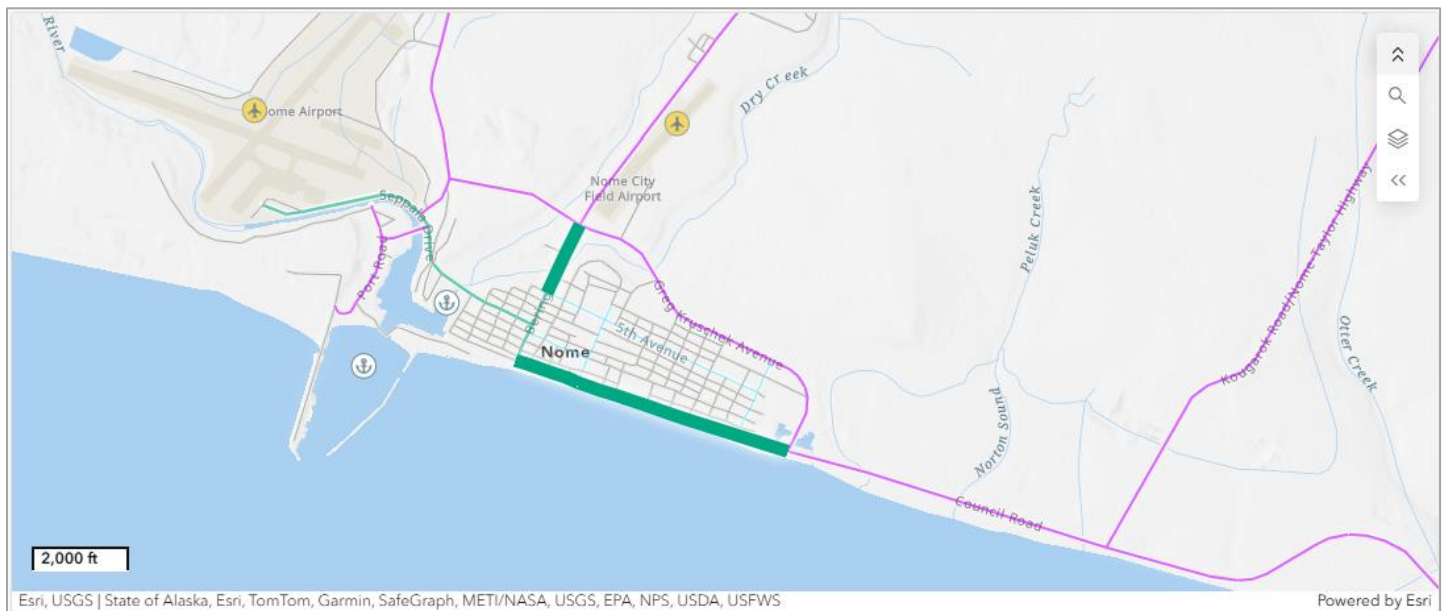


Figure 3. Roads with suggested functional classification changes are shown as thick, bold lines in the public feedback application and dashboard.

2.1 Public Outreach

The strategy for public outreach started with releasing a broad public information campaign to increase general awareness of the functional classification process followed by targeted outreach to specific communities where the functional classifications of road segments changed. Messaging to the targeted groups centered on education about the importance of functional classification, the review process, and decision-making criteria.

The audience was broken down into four categories based on the level and type of communication they needed:

General

- Public and state legislators

Partners

- FHWA, MPOs, Rural Planning Organizations, and DOT&PF employees

Interested groups

- Alaska Municipal League, municipalities, Alaska Native tribes, Alaska Native corporations, Alaska Native associations, road-owning agencies, and the Alaska Railroad

Primary interested groups

- Road-owners with functional classification changes within their boundaries
- Road-managers with functional classification changes within their boundaries

The project team employed the following tactics to engage targeted audiences.

2.1.1 Partner Coordination Meetings

These meetings, held virtually every one to two weeks, provided a chance to give updates on the progress of the project, review public feedback, share general information and education about functional classification, discuss issues, provide feedback, and ensure the process remained open and transparent. Attendees included DOT&PF planners and geographic information system (GIS) staff, MPO representatives, FHWA staff, and members of the consultant team.

2.1.2 Website

The website, hosted by DOT&PF, was updated to include plain language definitions of functional classification, information about the update process, schedule, contact information, summary of proposed changes, public outreach announcements, and project documents. It was updated periodically throughout the life of the project. The website URL (<https://dot.alaska.gov/dmio/sis/fclass.shtml>) was shared in all public outreach materials.

2.1.3 Mailings

On October 16, 2024, the team sent a postcard mailer to every municipality in the state as well as agencies that own or maintain public roads. This postcard – sent to 174 entities – included a brief overview of the project, how the functional classification of a road might impact them, an invitation to attend the first virtual public meeting, QR codes to sign up for the email list and visit the website, and the DOT&PF project manager’s contact information.

At the same time, the team also sent a tribal consultation letter to 460 tribal entities including tribes, village corporations, and regional corporations. In addition to providing an overview of the same topics covered on the postcard, this letter invited recipients to engage in either a formal consultation or a formal government-to-government consultation.

An informational letter with the same content was mailed to each Alaska state legislator and representative.

2.1.4 Email Campaign

Members of the public were able to sign up for the newsletter via a link on the website, at events, or by emailing project staff requesting to be added. Emails were sent using the Constant Contact platform at key milestones to announce public involvement opportunities.

Table 1. Email campaign schedule and metrics

Send Date	Email Subject	Number of Sends
November 7, 2024	Virtual Meeting #1 on November 13	17
November 13, 2024	Virtual Meeting #1 reminder	32
November 22, 2024	Virtual Meeting #1 follow-up	62
December 9, 2024	AML Booth Announcement	64
March 11, 2025	Virtual Meeting #2 on March 27	128
March 26, 2025	Virtual Meeting #2 reminder	131
April 9, 2025	Review Period Open	133
June 3, 2025	Review Period Reminder	134

2.1.5 Virtual Public Meetings

The first virtual public meeting was held via Zoom on November 13, 2024. The purpose of this meeting was to announce the kick-off of the functional classification process, relay key messaging (what, why, how), describe the criteria that would be used to determine changes to functional classification, answer questions, and open a two-way channel of communication.

The meeting was advertised via the October mailings, a social media event on the DOT&PF Facebook page, the Alaska Online Public Notice System, an email to those on the email list, and digital and print advertisements in the Anchorage Daily News.

The team recognized that some interested parties may not have had easy access to video conferencing for a variety of reasons, including lack of high-speed internet access, or may not have been available to attend the live meeting at the scheduled time. To ensure maximum participation and transparency, the team created an [ArcGIS StoryMap](#) of the presentation materials that could be sent to any interested parties who couldn't attend the meeting. All presentation materials, a recording of the meeting, and a follow-up Q&A were posted to the project website after the meeting.

The second virtual public meeting was held via Zoom on March 27, 2025. The purpose of this meeting was to announce the publishing of the proposed changes to functional classifications, explain the criteria used to make those decisions, review the process and timeline for commenting on the proposed changes, answer questions, and accept comments. The team shared tools for members of the public to leave feedback on the functional classification of roads across the state. The meeting was advertised via the email list, DOT&PF social media, and the Alaska Online Public Notice System. All presentation materials, a recording of the meeting, and a follow-up Q&A were posted to the project website after the meeting.

2.1.6 In-Person Events

The team attended three in-person events:

- **Alaska Municipal League Conference** (December 9-10, 2024)
- **Mat-Su Transportation Fair** (January 30, 2025)
- **Anchorage Transportation Fair** (April 15, 2025)

The Alaska Municipal League's Local Government Conference hosted hundreds of community leaders from around the state and was a great opportunity to connect with representatives from municipalities statewide. Both transportation fairs are routinely attended by over 300 members of the local community who are interested in learning more about roadway projects in their area.

At each event, the team brought a computer monitor and laptop to demonstrate an interactive functional classification map. The team also provided a handout with the project overview, contact information, and a QR code and link to the website. Attendees were able to sign up for the email distribution list.

2.1.7 Tribal Consultations

Tribes, village corporations, and regional corporations were invited to participate in either a formal consultation or a formal government-to-government (for federally recognized tribes) meeting in accordance with DOT Order 5301.1A. Tribal entities chose a formal consultation for all meetings (there were no government-to-government meetings held).

Invitations were sent out via hardcopy letter on October 16, 2024. The project team engaged in six formal consultations with the following groups:

- **Cape Fox Tours, Organized Village of Saxman**, and the **City of Saxman** (November 21, 2024)
- **Iliamna Village Council** (December 4, 2024)
- **Native Village of Point Hope** (December 4, 2024)
- **Manley Village Council** (January 7, 2025)
- **Ounalashka Corporation** (November 20, 2024)
- **Rampart Village Council, Baan o yeel Kon Corporation**, and **Tanana Chiefs Conference Tribal Transportation Program** (February 25, 2025)

At each consultation, the team provided a brief overview of the project and then dove into details specific to the area. Conversation sometimes shifted to topics beyond functional classification. In these instances, the project team initiated coordination with appropriate regional DOT&PF planners and/or Maintenance and Operations to follow-up as necessary. Notes and action items were captured at each meeting to ensure that all follow-up items were completed.

2.1.8 Targeted Outreach

The team strived to connect individually with each of the primary interested groups (representatives from agencies, tribes, and municipalities) regarding proposed changes to functional classifications, to ensure they understood the implications of the functional classification changes and the criteria upon which the decisions were made.

To accomplish this, the team established a list of all communities that had proposed functional classification changes. This list was then cross-referenced with data about who had already engaged with the team as virtual public meeting attendees, email listserv recipients, those who had directly engaged with the project team via email or phone, and entities that participated in the tribal consultation process. If a community had proposed functional classification updates to their roads but had not yet engaged with the team, DOT&PF staff contacted them directly via email.

This cross-referencing resulted in a list of 71 communities that needed targeted outreach. DOT&PF project staff emailed representatives from these communities and made an effort to contact as many entities from the communities as possible, including tribal representatives, municipal employees, Native corporations, and more. A full list of communities that were contacted as part of this effort is included in Appendix B – Outreached Entities.

2.1.9 Public Feedback Submissions

From February to July 2025, members of the public, DOT&PF, municipalities, and MPOs suggested functional classification changes and identified missing roads through a web application (Figure 4). Users could select a municipality, then select a road segment, and submit their suggested functional classification for that road segment (Figure 5). Users could also identify missing roads. All feedback was recorded in an online geospatial database hosted in ArcGIS Online.

During this public feedback period, the team received 254 suggested functional classification changes and 39 missing roads. Users submitted feedback statewide, with the largest concentration of feedback being in Anchorage (Figure 6). These results were displayed in two dashboards: one for the project team to conduct internal review (Figure 9) and another [dashboard to share results with the public](#) (Figure 11).

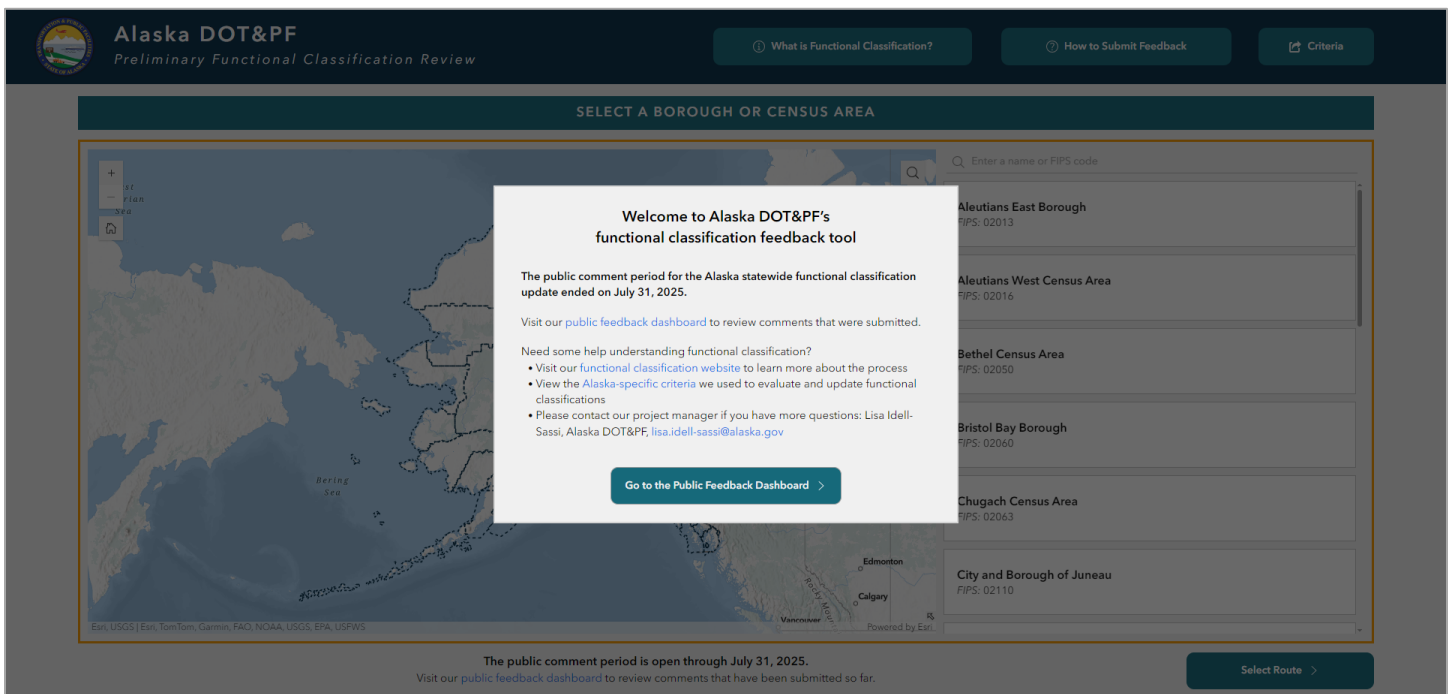


Figure 4. Welcome screen of the public feedback application where members of the public, DOT&PF, and MPOs could submit suggested functional classification changes and missing roads

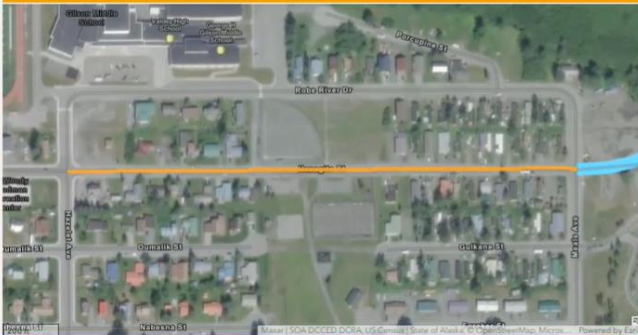


Alaska DOT&PF
Route Functional Classification DOT Feedback

SUBMIT FEEDBACK

Hanagita Street, Chugach Census Area

2261003X000



Existing Functional Class: Local

Proposed Functional Class: Local

Propose Revised Functional Classification*

-Please select-

Reason for Functional Classification Revision*

5000

Name*

Email*

Agency

-Please select-

Select Route

Figure 5. Suggesting a functional classification change through the public feedback application

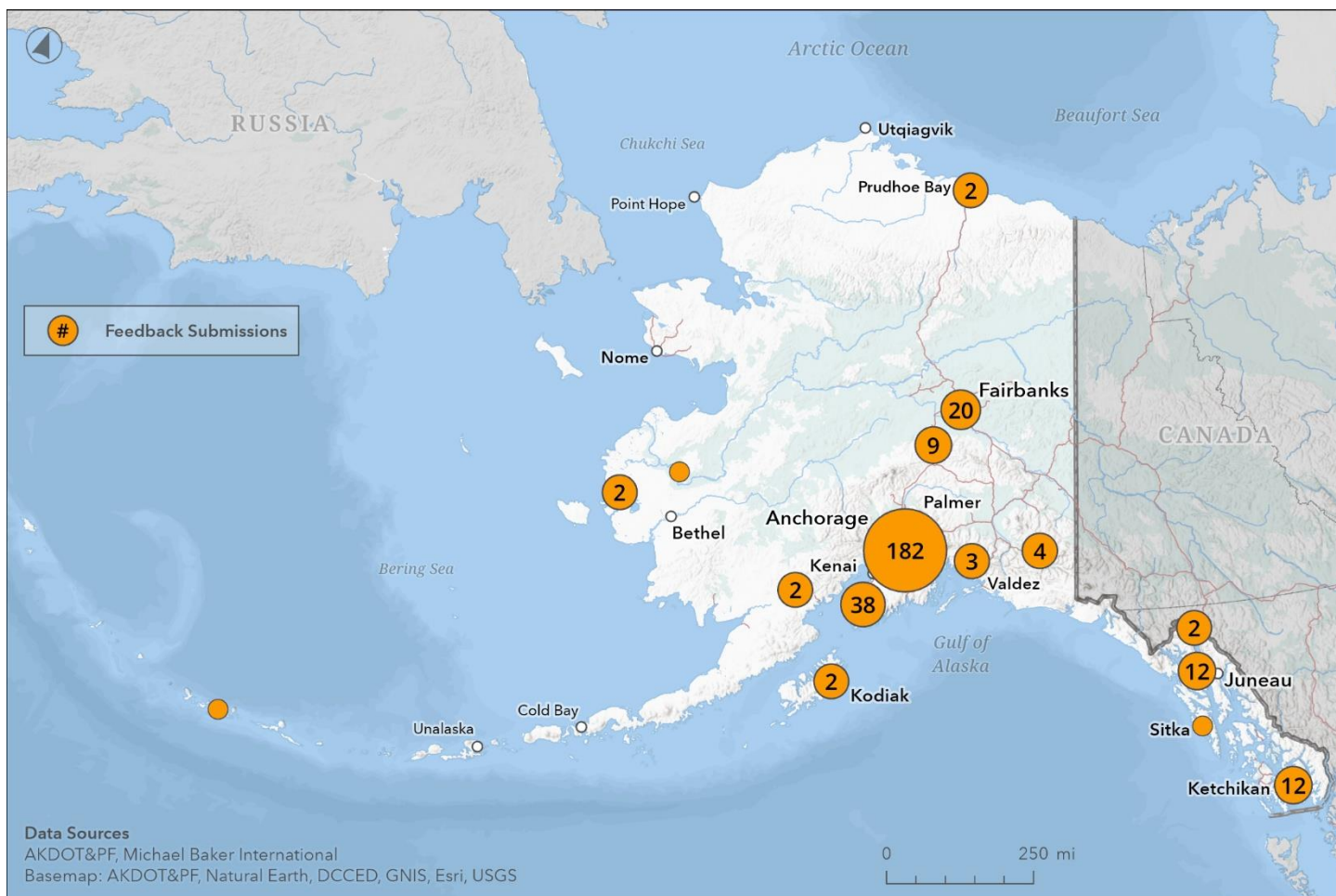


Figure 6. Feedback submissions gathered through the public feedback application

2.1.10 Public Outreach Dashboard

An ArcGIS Dashboard (Figure 8) displays each point of contact the project team made with individuals and organizations through its outreach efforts, excluding the initial postcard mailings, tribal consultation invitations, and people the team engaged with at in-person events. It includes virtual public meeting participants, email recipients, tribal consultation participants, and phone conversations. Not accounting for interactions at in-person events, which were harder to count, the team conducted outreach that reached over 1,000 people from organizations and communities across the state (Figure 7).

In the dashboard, users can click any entity to see who was contacted and by what outreach methods. Users can also filter the list of communities – specifically incorporated areas and census-designated places – according to whether outreach efforts have been conducted and whether there are proposed functional classification changes. The communities contacted through these outreach methods encompass 87.5% of the state’s population. The team engaged with each of the 149 communities that had functional classification changes. These 149 communities are home to 615,935 people, or about 85.9% of the state’s population. Note that the numbers above do not account for recipients of the initial informational mailings which were distributed to every municipality and tribal entity in the state.

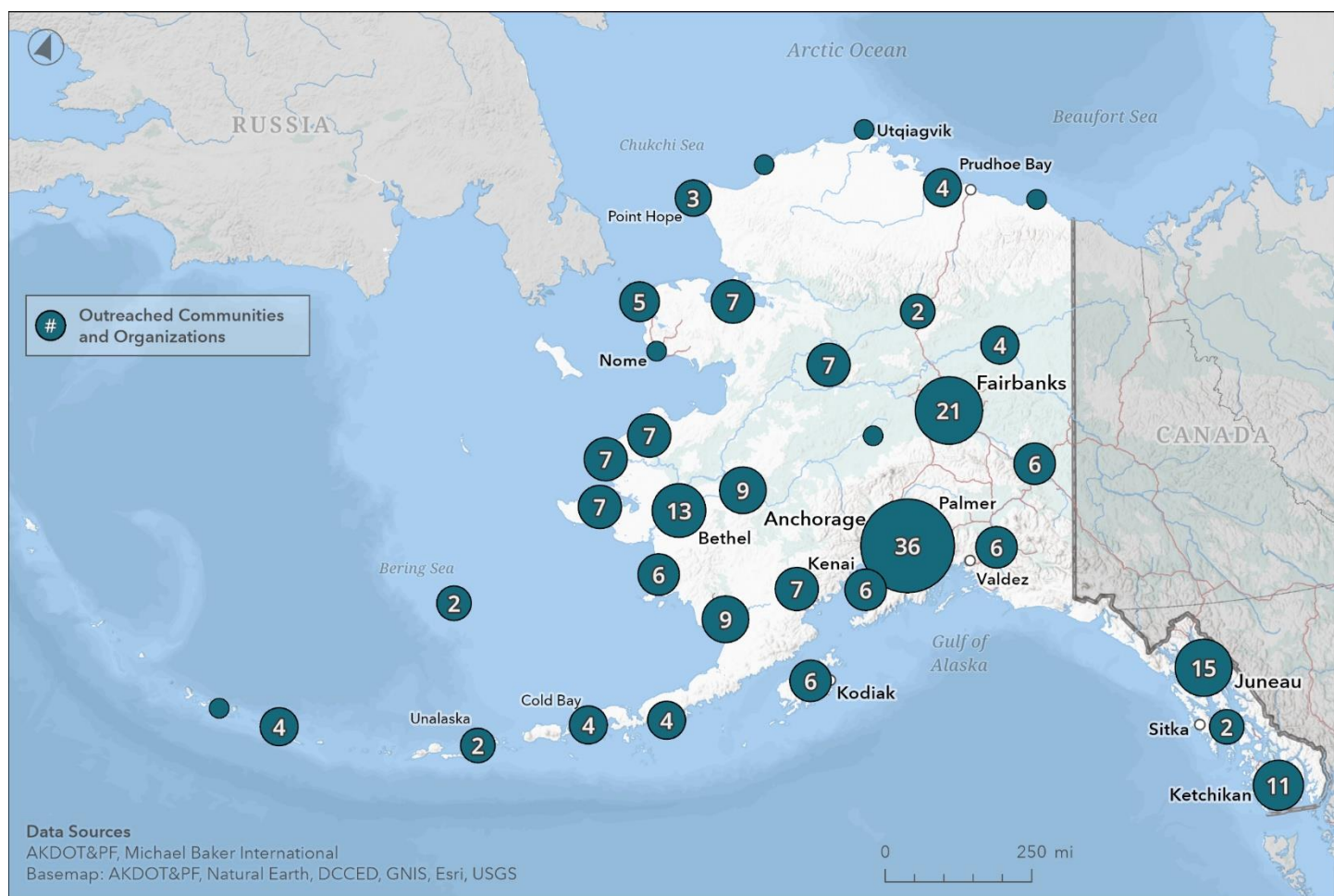


Figure 7. Outreached communities and organizations

Table 2. People reached by outreach method

Outreach Method	Total number of people reached
Tribal Consultation	23 people from 10 tribal entities
Signed up for Email List	135
Attended Public Meeting #1	46
Attended Public Meeting #2	48
Sent or Received Targeted Email Correspondence	229
Informational Postcard to Municipalities	174
Informational Letter and Formal Tribal Consultation Invitation	460
Informational Letter to Alaska State Representatives and Senators	60
Total People Reached (some people participated in multiple types of outreach)	1,057

Table 3. Population of communities with functional classification changes and/or outreach

	Number of Communities	Population	Percent of State Population
All Communities in Alaska	355	716,681	100.0%
Outreached Communities for this Project (not including initial informational mailings or interactions at in-person events)	177	627,291	87.5%
Communities with Functional Classification Changes	149	615,935	85.9%

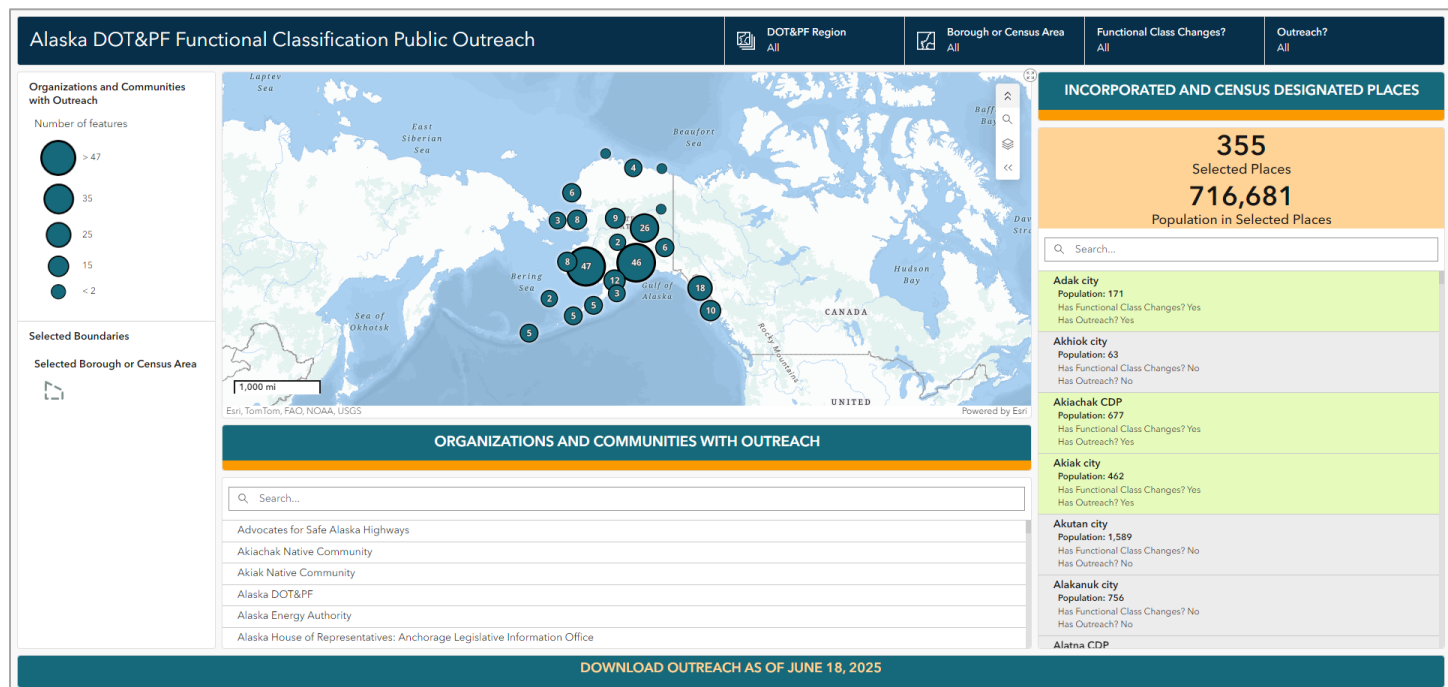


Figure 8. Outreach dashboard

2.2 Project Team Review of Public Feedback

The project team held regular virtual meetings with the DOT&PF regional planners and MPOs (Anchorage Metropolitan Area Transportation Solutions (AMATS), Fairbanks Area Surface Transportation (FAST) Planning, and the DOT&PF liaison for Mat-Su Valley Planning (MVP) for Transportation during the public comment period to review functional classification feedback and missing roads submitted by members of the public, MPOs, and the DOT&PF project team.

To support this review, the team developed an ArcGIS Dashboard to show and address the public feedback (Figure 9). It shows the 2011 functional classification, the proposed revised functional classification, and reference data to aid in functional classification determinations, including the following:

- Annual average daily traffic (AADT) counts
- Data on presence of medians and access control
- National Highway System (NHS)
- Strategic Highway Network (STRAHNET)
- National Highway Freight Network (NHFN)
- Alaska Highway System (AHS) designations
- Points of interest
- A quick link to the Alaska-specific functional classification criteria

Functional classification changes were shown in thick bold lines and roads with public feedback are highlighted based on their review status. The submitted feedback can be filtered by DOT&PF region, borough or census area, review status, date submitted, or submitter.

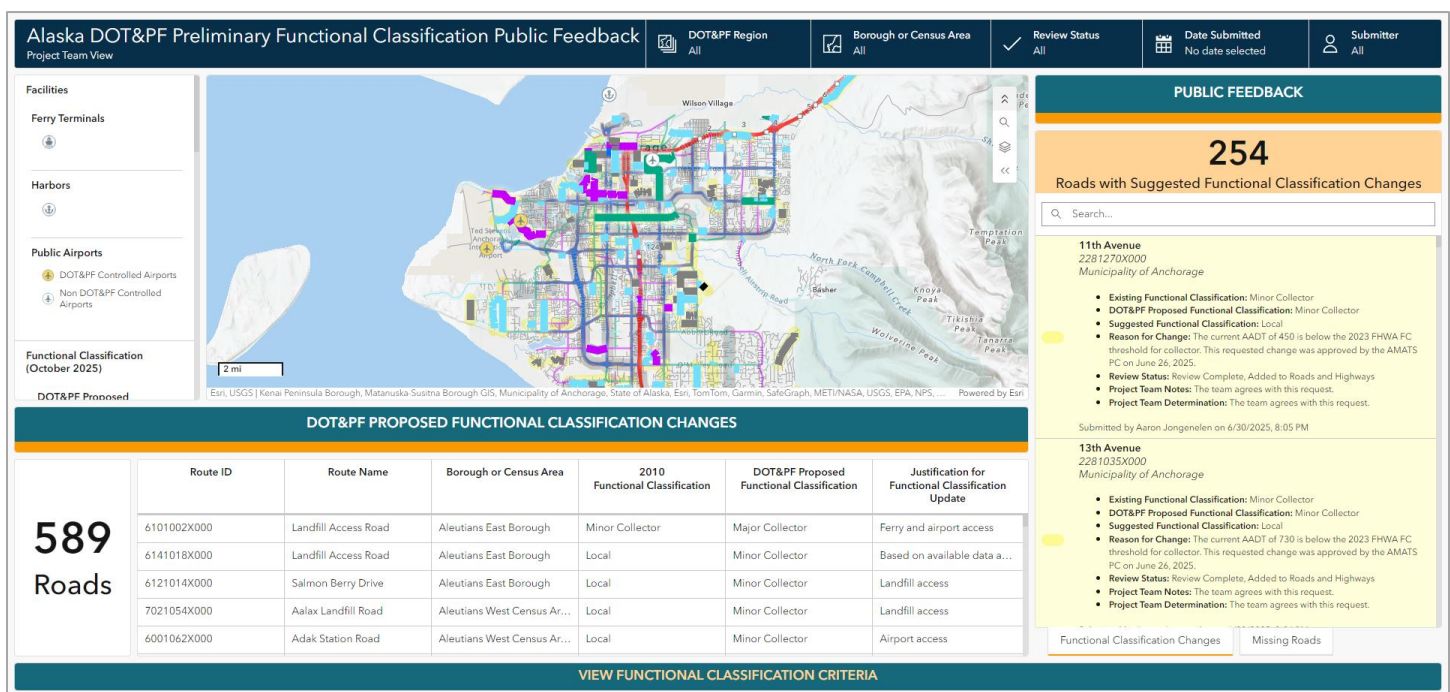


Figure 9. Project team view of public feedback dashboard

During each meeting, the project team reviewed the changes submitted in the public feedback dashboard, focusing on specific areas based on the availability of local planners and MPO representatives. Occasionally standalone meetings were held to focus on a specific area.

The team reviewed the proposed functional classification changes from the public, tribes, and MPOs, against the functional classification criteria. The project team issued a determination to either concur with or disagree with a proposed change (Figure 10). All suggestions that were disagreed with received a project team determination with information justifying the decision.

Sometimes members of the project team felt like they needed more information before they could issue a determination. The team would postpone making a decision until more research could be conducted. This could include reaching out to the entity that submitted a change to get more information about why they suggested a specific classification, researching the road online, looking at traffic data, and more. Once more research was done, the team would revisit the topic and make a final decision.

Final decisions were tracked in the public feedback dashboard (Figure 11) and approved changes were incorporated into DOT&PF’s linear referencing system.

MPO input was considered throughout this review process. For example, the AMATS policy committee conducted an independent comprehensive review on June 26, 2025. Each change suggested as a result of that meeting was submitted to the public feedback dashboard and discussed among the project team.

During a team meeting on August 21, 2025, Jackson Fox from FAST Planning shared that he was very happy to be included in the public feedback meetings, given the opportunity to provide input, and that his input was listened to. He offered to provide a letter of support from the FAST Planning technical committee and policy board.

The screenshot shows the 'Alaska DOT&PF Preliminary Functional Classification Public Feedback' dashboard. A modal titled 'Update attributes' is open, displaying details for 'Roads with Suggested Functional Classification Changes' for 'Alaska Street, Municipality of Skagway'. The modal includes fields for 'Project Team Notes' (with a character count of 25/5000) and 'Project Team Determination' (with a character count of 82/5000). The 'Review Status' is set to 'Review Complete, Added to Roads and Highways'. The 'Project Team Determination' text states: 'The project team has reviewed and the road is being upgraded to a major collector.' The modal also includes 'Cancel' and 'Save' buttons.

In the background, the dashboard shows a list of roads with suggested functional classification changes. The table below is a representation of the data visible in the dashboard:

Route ID	Route Name
2041010X000	1st Avenue
2041033X000	Alaska Street

Figure 10. Making a project team determination for a public feedback submission

To keep the public informed about how their feedback was being taken into consideration, the team created a public-facing version of the feedback dashboard, which excluded any identifying information from the submitter and was not editable (Figure 11).

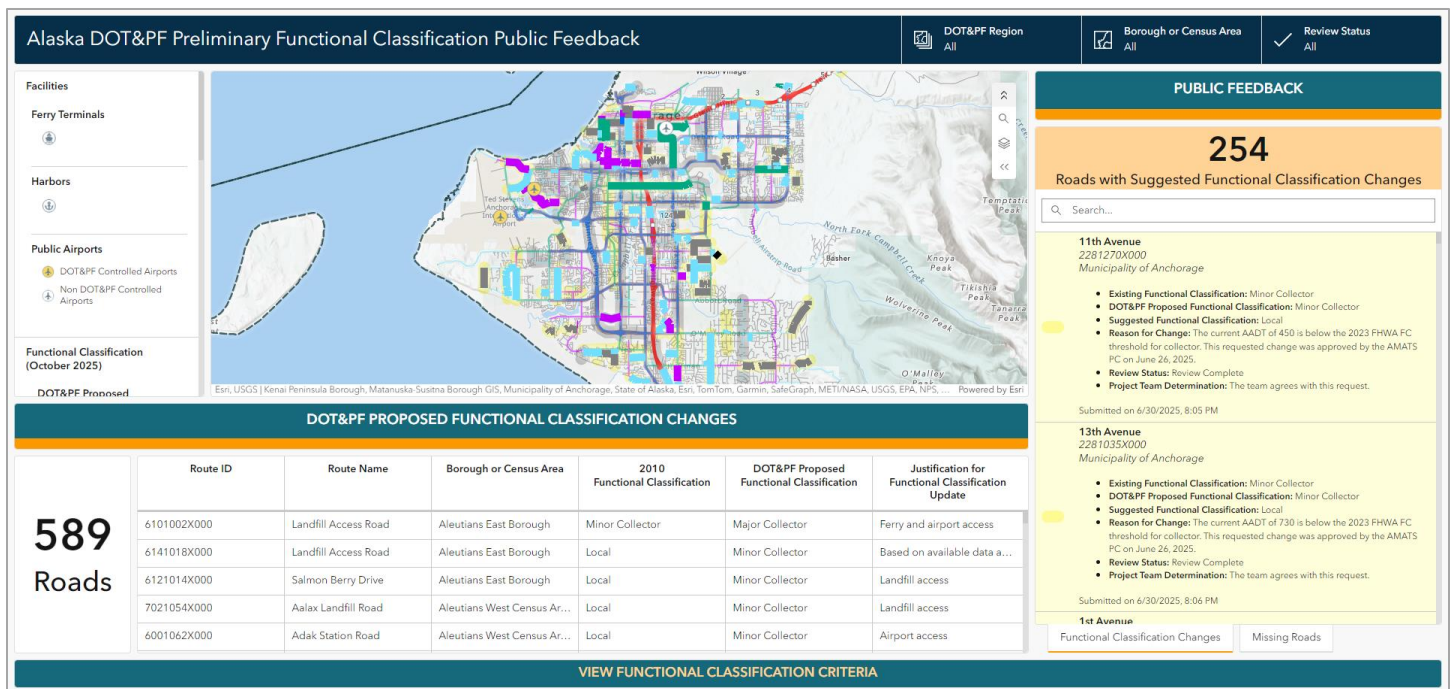


Figure 11. Public view of the public feedback dashboard.

The public feedback application was open from February to July 2025. During that time, 254 suggested functional classification changes and 39 missing roads were submitted. Of those submissions, the project team concurred with 186 suggested functional classification changes and incorporated 33 missing roads into DOT&PF's linear referencing system (LRS). The proposed functional classification changes are being submitted to FHWA as part of the functional classification update. The missing roads were incorporated into DOT&PF's LRS, which is a similar, yet separate, effort to the functional classification update and described in more detail in the next section.

2.3 Updating the Route Network

As part of the functional classification review, DOT&PF needed assistance updating their LRS route network in the department's geographic information system (GIS). This is always an ongoing process by DOT&PF, but because DOT&PF has thousands of road updates to make with few GIS staff, this monumental task was included as part of the larger functional classification project. The effort included outreach to communities to acquire updated road network data (if available), reviewing construction projects in the Statewide Transportation Improvement Program (STIP), acquiring updated satellite imagery, and working with DOT&PF construction engineers for updated project road data. If GIS data was not available, some outreach consisted of emailing screenshots or images of the communities' roads and requesting input. The addition of these roads was vital to the project because it identified new public roads that needed to be included in the statewide functional classification update.

FHWA requires that states classify and update the functional classification of all public roads. Early in our functional classification review, we recognized that we needed to get the latest road data from each municipality to ensure as complete a road network as possible.

The team acquired GIS data for roads in the following communities:

- Municipality of Anchorage
- Denali Borough
- Fairbanks North Star Borough
- Haines Borough
- City of Homer
- City and Borough of Juneau
- Kenai Peninsula Borough
- Ketchikan Gateway Borough
- Kodiak Island Borough
- Matanuska-Susitna Borough
- City of Nome
- North Slope Borough
- City of Unalaska
- City of Valdez
- City and Borough of Wrangell



The team also acquired maps, CAD data, and/or markups of changes from the following communities:

- Bristol Bay Borough
- City of Cold Bay
- City of False Pass
- City of Mertarvik¹

Each GIS dataset was filtered to remove any routes that are not public roads, such as private or restricted roads, driveways, pedestrian paths and stairs, trails and four-wheel drive routes, water and ferry routes, or roads that are not yet constructed nor included in the STIP.

There were a lot of insignificant spatial differences between the municipality and DOT&PF road alignments, since each source was digitized differently. The team developed a Python script to identify meaningfully different roads that needed to be added to the DOT&PF network and considered in the statewide functional classification update. These results were then categorized to identify new roads, roads that should be realigned, extended, or shortened, and roads that should be retired from DOT&PF's road network. The resulting datasets (Figure 12) were incorporated into DOT&PF's LRS routes network one by one, using ArcGIS Roads and Highways.

¹ Climate change and erosion forced the entire village of Newtok to relocate to Mertarvik. All roads in Newtok were retired, and new routes were added in Mertarvik based on the provided CAD data.

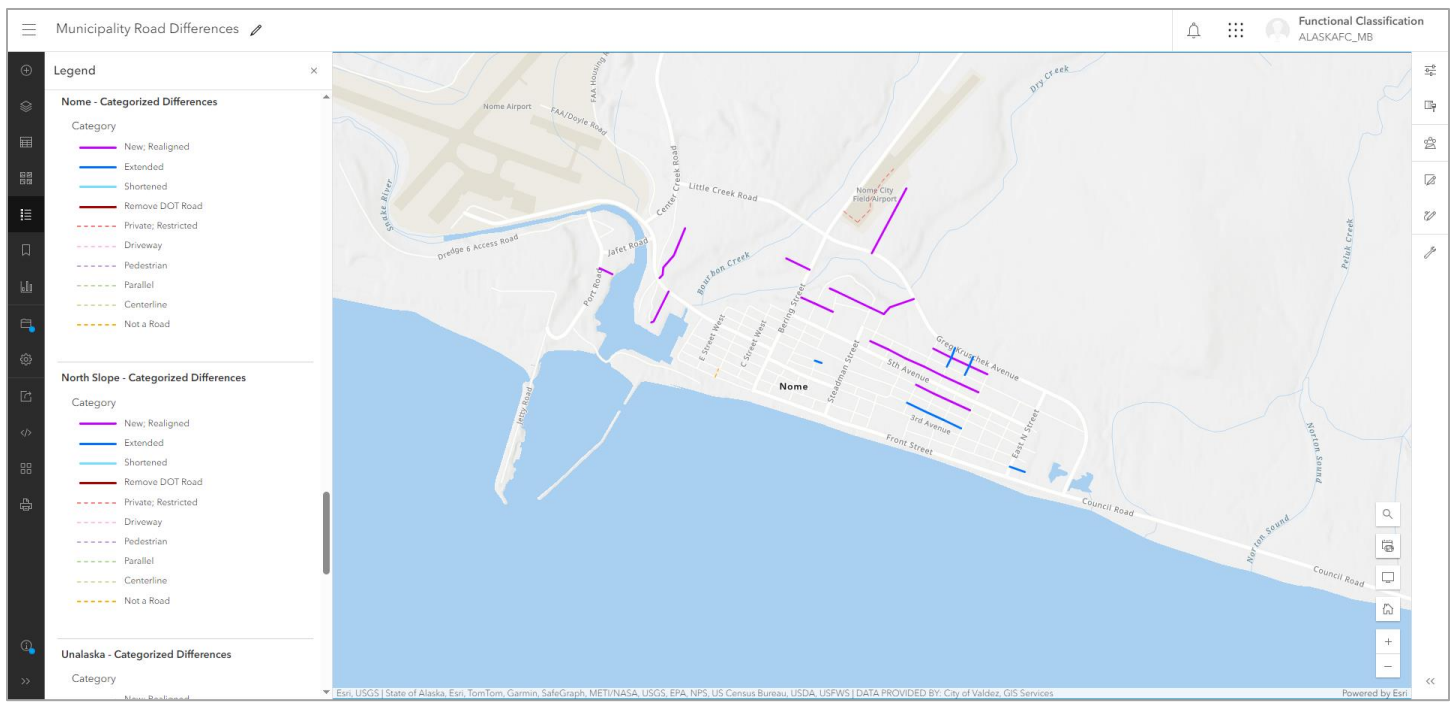


Figure 12. Meaningful differences in Nome that were incorporated into DOT&PF's road network

This process incorporated over 1,400 new routes and updated alignments into DOT&PF's road network.

Table 4. Roads added or updated per community

Community	Roads Added or Updated
Municipality of Anchorage	246
Bristol Bay Borough	79
City of Cold Bay	5
Denali Borough	179
Fairbanks North Star Borough	203
City of False Pass	3
Haines Borough	50
City and Borough of Juneau	37
Kenai Peninsula Borough (includes City of Homer)	172
Ketchikan Gateway Borough	7
Kodiak Island Borough	53
Matanuska-Susitna Borough	300
City of Mertarvik	7
City of Nome	26
North Slope Borough	13
City of Unalaska	5
City of Valdez	4
City and Borough of Wrangell	1
Other	18
Total	1,408

2.4 Classifying Planned/Future Roads

The Highway Functional Classification Concepts, Criteria and Procedures document published by FHWA in 2023 states that, “Regarding future routes, roads should be functionally classified with the existing system if they are included in an approved Statewide Transportation Improvement Program (STIP) and are expected to be under construction within the STIP timeframe of 4 years or less. Where applicable, the same classification should be given to both the future route and the existing route it replaces until the future route is constructed.”

Following this guidance, members of the project team conducted a review of Alaska’s 2024-2027 STIP to identify projects that may impact functional classification once constructed. To form the initial list of projects that could impact functional classification, the team manually sorted through the STIP data and highlighted anything that was a “reconstruction” project. The team also included new roadway construction, roadway extensions, and major realignments on the list. STIP projects that were not included on the list of projects to be reclassified included all studies, programs, ferry projects, or roadway projects classified as a “rehabilitation” or “pavement preservation” project. From there, the team filtered out all projects along interstates since they are federally designated and not updated as part of this project.

Through this process, the team identified 28 projects in the STIP that could impact functional classification. The list was circulated among DOT&PF planners for their review and input. Planners added insight that helped determine whether to include projects for reclassification. Some projects were screened out because planners anticipated that the work would not impact functional classification. Other projects were screened out because construction was not anticipated to be completed within the 4-year timeframe referenced in [FHWA guidance](#) (2023). After meetings and review, the project team finalized a list of 7 STIP projects and their proposed new functional classification once complete (Table 5).

Table 5. Projects in the STIP that will result in a road needing to be reclassified

Project Name	Project Description	STIP ID	Current Functional Classification	Proposed Functional Classification
Akutan Harbor Access Road [CTP Award 2023]	This project will construct a 1.5-mile gravel road to connect the Native Village of Akutan to the community's boat harbor and seafood processing facility.	32728	N/A	Local
Cape Blossom Road	Construct a road from Kotzebue to Cape Blossom. Connecting the town to the barge landing.	33241 18634	N/A	Minor Collector
Hemmer Road Upgrade and Extension [CTP Award 2019]	Extend and upgrade approximately 0.50 miles of Hemmer Road from the Palmer-Wasilla Highway to Bogard Road consisting of two travel lanes and a center turn lane.	32721	N/A	Minor Collector
Hermon Road Upgrade and Extension [CTP Award 2019]	Extend and upgrade Hermon Road from the Parks Highway frontage road (Sun Mountain Avenue) to the Palmer-Wasilla Highway, approximately 0.80 miles.	32722	N/A	Major Collector
Seldon Road Extension: Windy Bottom/Beverly Lakes Road to Pittman [CTP Award] [Stage 2]	Extend Seldon Road from Windy Bottom Road to Pittman Road in Palmer on a new alignment.	32724	Minor Collector	Major Collector (Seldon Road Extension) Local (Beverly Lakes Road)

Project Name	Project Description	STIP ID	Current Functional Classification	Proposed Functional Classification
Wales to Tin City Road Reconstruction [CTP Award 2023]	Reconstruct and surface the Wales to Tin City Road from the end of Lopp Lagoon Road to the Tin City Air Force Station Road. Bridges will be constructed at Boulder Creek and Granite Creek.	34104	N/A	Local <i>Depending on usage, the functional classification may be upgraded.</i>
Wasilla to Fishhook Main Street Reconstruction	Construct a one-way couplet in downtown Wasilla bounded by Bogard Road, Knik-Goose Bay/Main Street, Yenlo/Talkeetna Street and the Palmer Wasilla Highway.	2503	Local (S Talkeetna Street) Minor Arterial (Yenlo Street) Principal Arterial (Knik-Goose Bay Road)	Principal Arterial (Yenlo Street & S Talkeetna Street)

3.0 PROPOSED CHANGES

Based on the functional classification criteria and feedback, the team is proposing functional classification changes to 554 new and existing road segments statewide, covering 488.48 miles. Tables 6 and 7 summarize the number and mileage of each type of functional classification change. A dynamic, online map of these changes is available in the [public feedback dashboard](#) and the [Executive Summary \[StoryMap\]](#).

Of the 554 roads with proposed functional classification changes, 434 (78.3%) cover 312.54 miles (64.0%) and are proposed to be upgraded to a higher functional classification, while 120 (21.7%) cover 175.93 miles (36.0%) and are proposed to be downgraded to a lower functional classification.

Shown as a matrix (Table 6), it becomes clear that most proposed functional classification changes are upgraded by only one level (e.g., Local to Minor Collector or Minor Collector to Major Collector). It was less common for roads to be upgraded or downgraded more than one level at a time.

3.1 Rural Major Collectors

For roads with a functional classification of Major Collector or higher, FHWA requires traffic data collection and reporting for their national Highway Performance Monitoring System (HPMS). These traffic counts provide an estimate of Annual Average Daily Traffic (AADT) on individual roads, which is then used to analyze traffic patterns, forecast future traffic volumes, and allocate resources for road maintenance and improvements.

In Alaska, traveling to rural communities can require traveling by bush plane, possibly to a remote location without public lodging accommodations or rental vehicles, making the collection of traffic data both logistically and financially unfeasible. All of the newly proposed Major Collectors for rural communities, however, are in communities where there is already an existing Major Collector or higher, so this should not pose any additional hardships for Alaska DOT&PF.

Table 6. Number of road segments with functional classification changes

This table shows the number of road segments with functional classification changes between the 2011 classification and the 2025 proposed functional classification. Upgrades to a higher functional classification are shown in green. Downgrades to a lower functional classification are shown in orange.

		2025 Proposed Functional Classification						
		Not Functionally Classified	Local	Minor Collector	Major Collector	Minor Arterial	Principal Arterial – Other	Interstate
2011 Functional Classification	Not Functionally Classified	-	1	3	0	0	0	0
	Local	13	-	322	43	10	1	0
	Minor Collector	1	51	-	29	1	3	0
	Major Collector	0	8	28	-	19	0	0
	Minor Arterial	0	0	1	11	-	2	0
	Principal Arterial – Other	0	0	0	0	7	-	0
	Interstate	0	0	0	0	0	0	-

Table 7. Mileage of roads with functional classification changes

This table shows the mileage of roads with functional classification changes between the 2011 functional classification to the 2025 proposed functional classification. Upgrades to a higher functional classification are shown in green. Downgrades to a lower functional classification are shown in orange.

		Proposed Functional Classification						
		Not Functionally Classified	Local	Minor Collector	Major Collector	Minor Arterial	Principal Arterial – Other	Interstate
2011 Functional Classification	Not Functionally Classified	-	0.26	0.52	0.00	0.00	0.00	0.00
	Local	80.81	-	238.63	16.38	3.80	0.14	0.00
	Minor Collector	1.20	33.95	-	27.47	0.73	0.23	0.00
	Major Collector	0.00	2.46	42.58	-	24.08	0.00	0.00
	Minor Arterial	0.00	0.00	0.58	8.39	-	0.29	0.00
	Principal Arterial – Other	0.00	0.00	0.00	0.00	5.97	-	0.00
	Interstate	0.00	0.00	0.00	0.00	0.00	0.00	-

Anchorage

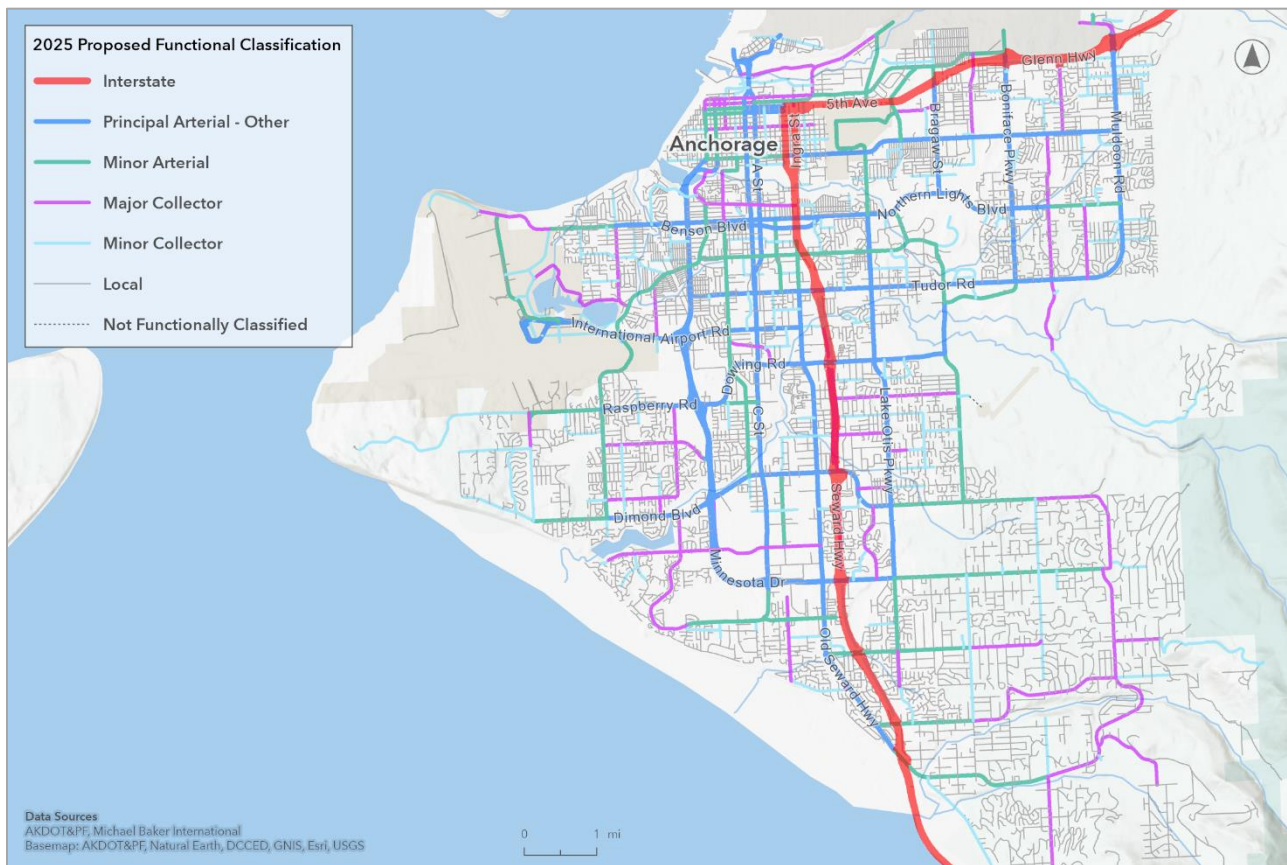


Figure 13. Proposed functional classifications in Anchorage.

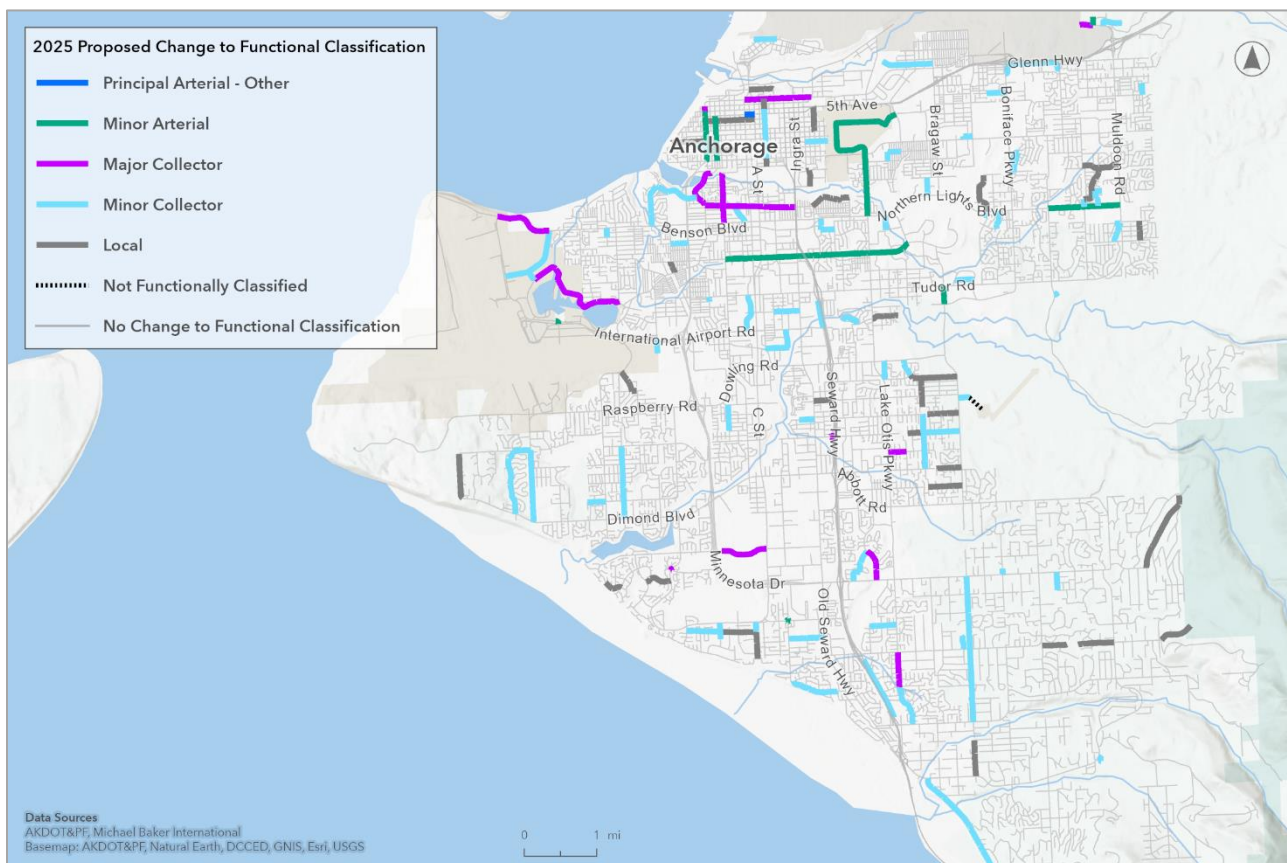


Figure 14. Proposed changes to functional classification in Anchorage.

Fairbanks

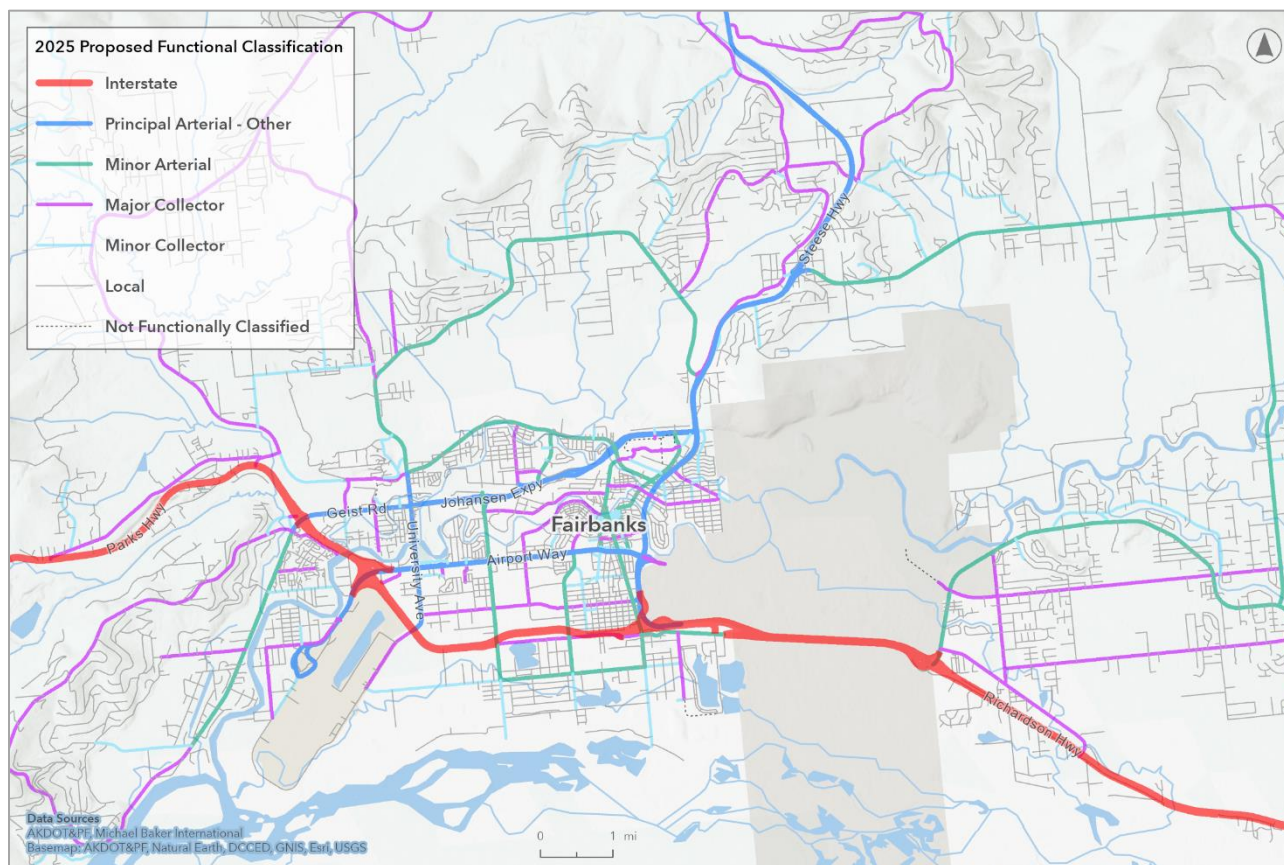


Figure 15. Proposed functional classifications in Fairbanks.

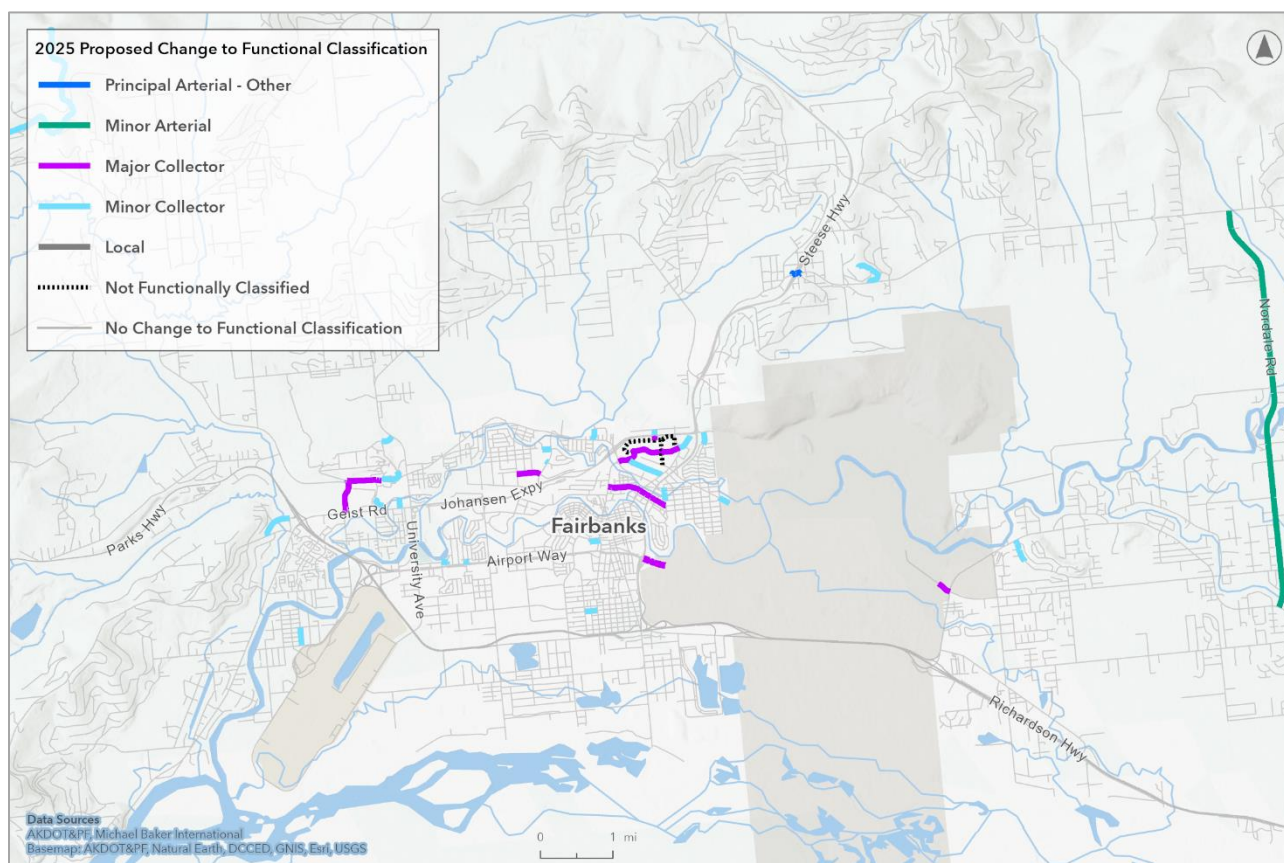


Figure 16. Proposed changes to functional classification in Fairbanks.

Wasilla and Palmer

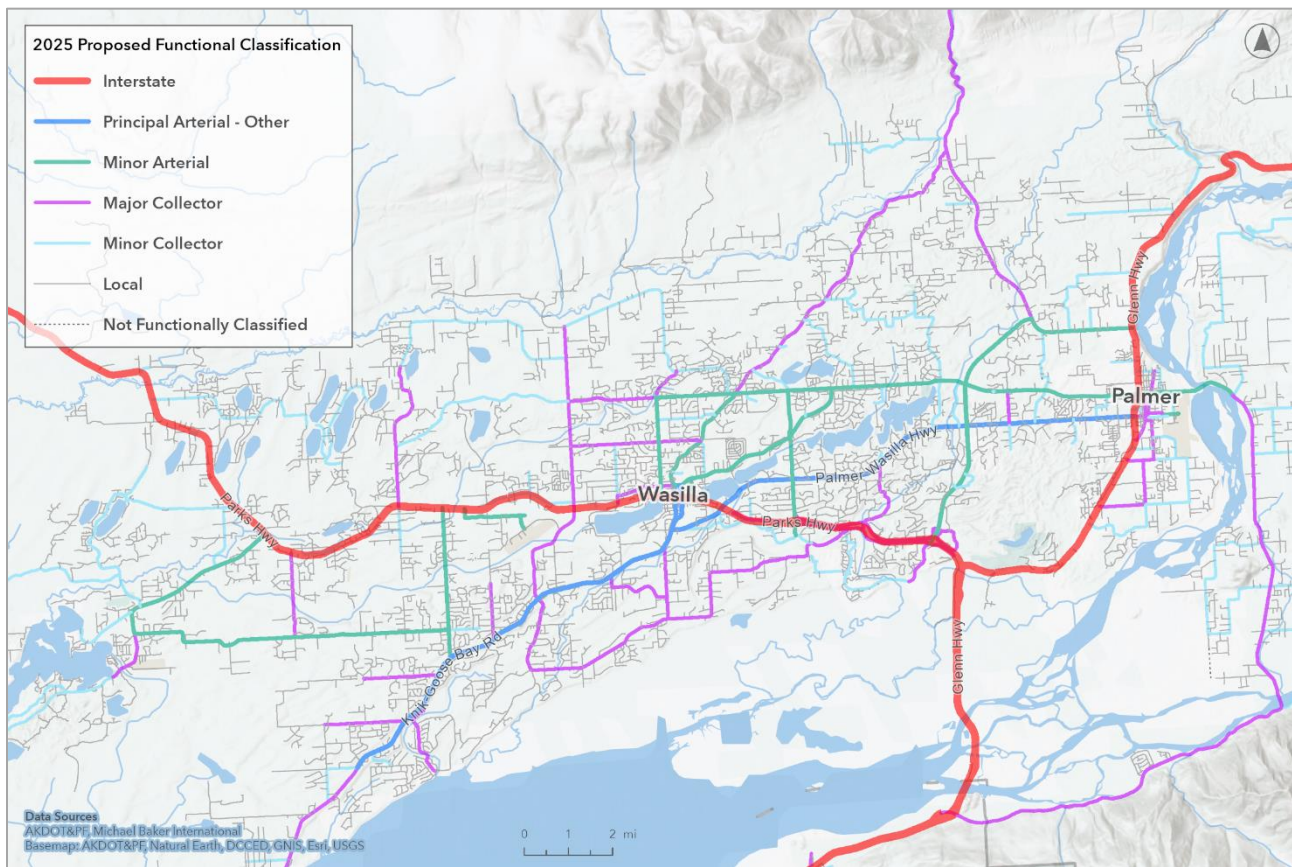


Figure 17. Proposed functional classifications in Wasilla and Palmer.

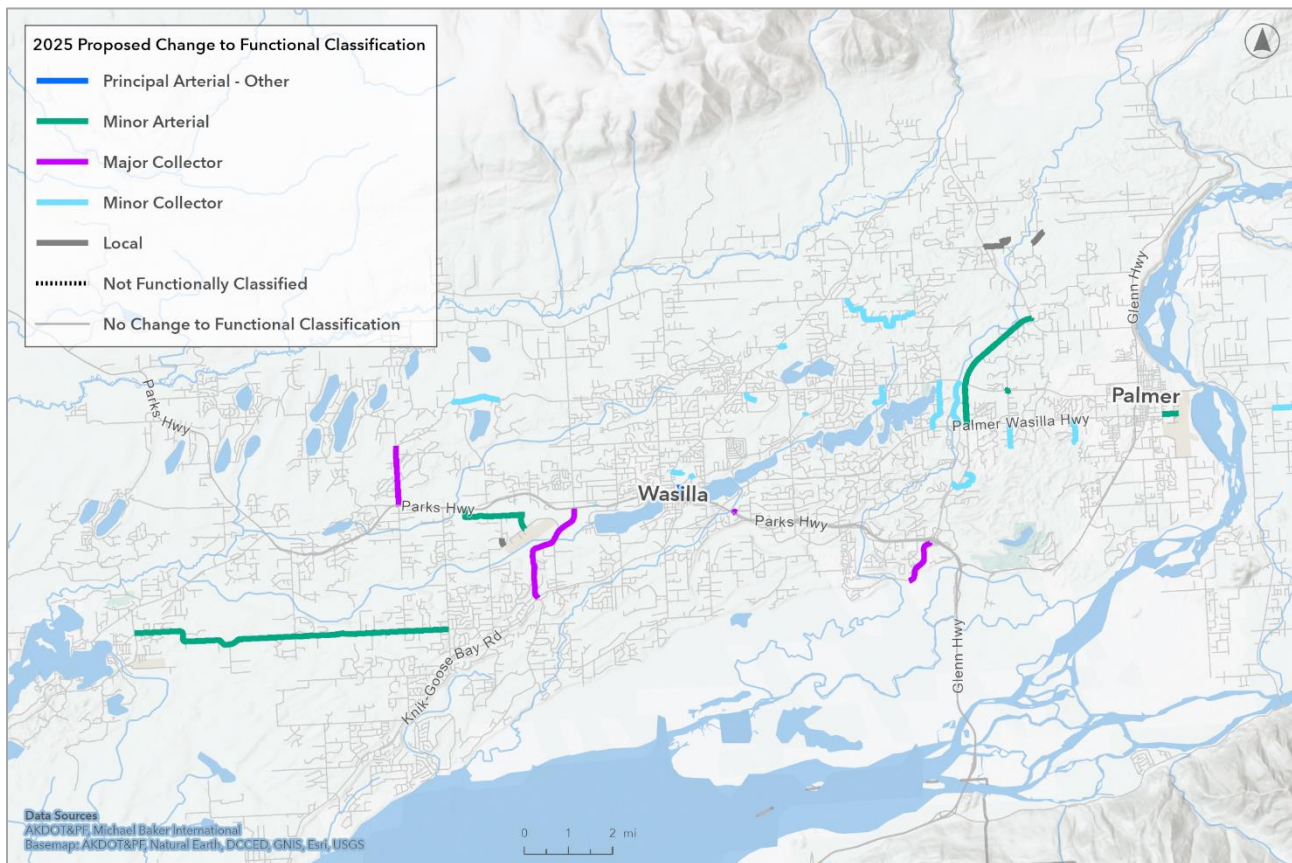


Figure 18. Proposed changes to functional classification in Wasilla and Palmer.

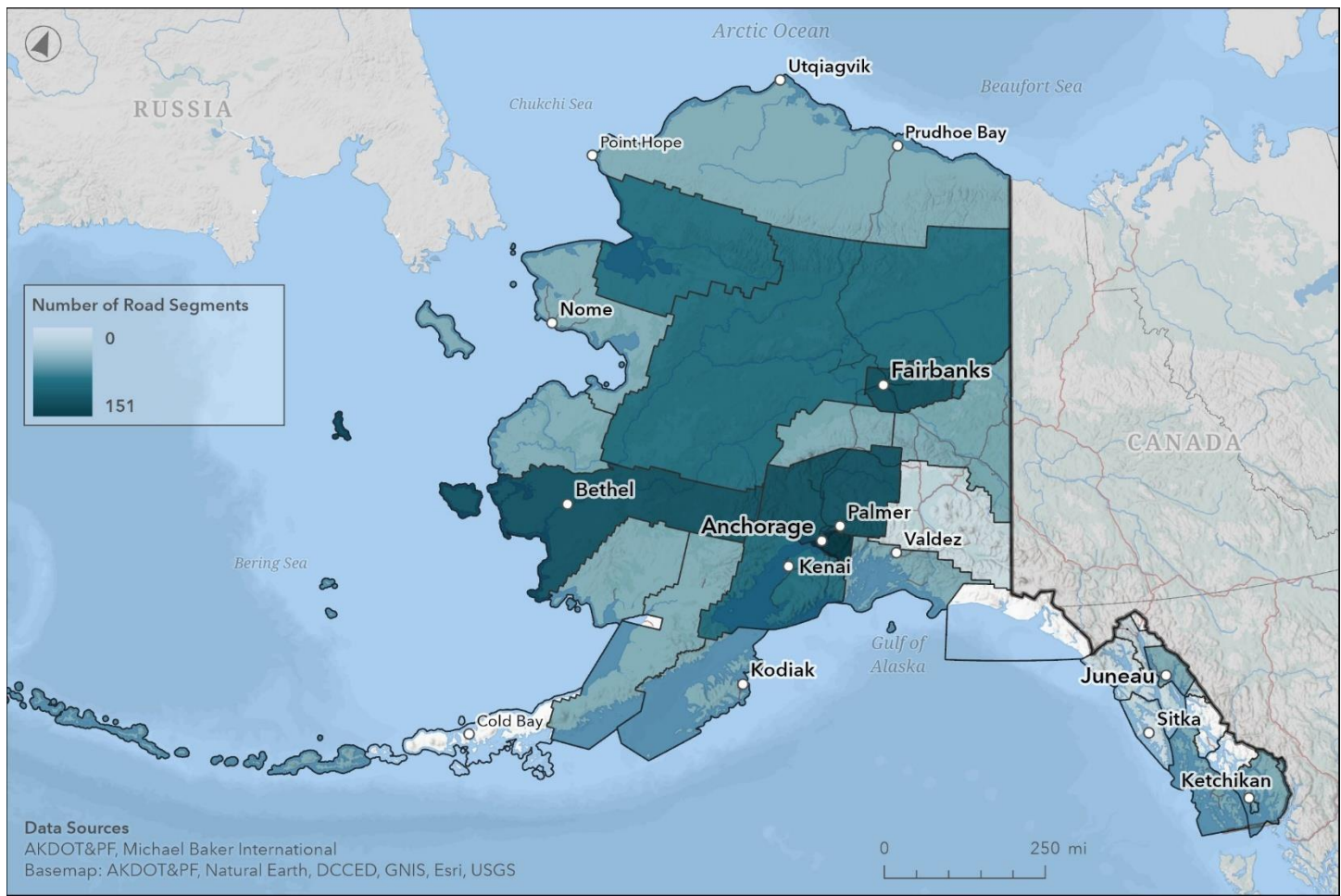


Figure 19. Number of road segments with functional classification changes by borough and census area

Grouping the changes by borough or census area shows that Anchorage has the most road segments with 27.3% of all changes, followed by Fairbanks with 10.1% of all changes. This distribution is logical, since these are the most populous areas of the state with the most roads.

Table 8. Number and length of functional classification changes by borough and census area

Borough or Census Area	Number of Road Segments	Mileage
Aleutians East Borough	2	0.44
Aleutians West Census Area	7	3.81
Bethel Census Area	30	18.18
Bristol Bay Borough	2	2.15
Chugach Census Area	14	9.59
City and Borough of Juneau	12	6.15
City and Borough of Sitka	9	1.60
City and Borough of Wrangell	0	0.00
City and Borough of Yakutat	0	0.00
Copper River Census Area	5	6.24
Denali Borough	12	36.24
Dillingham Census Area	9	11.81
Fairbanks North Star Borough	58	42.22
Haines Borough	4	7.11
Hoonah-Angoon Census Area	7	8.56

Borough or Census Area	Number of Road Segments	Mileage
Kenai Peninsula Borough	27	15.31
Ketchikan Gateway Borough	14	4.56
Kodiak Island Borough	16	4.04
Kusilvak Census Area	8	2.85
Lake and Peninsula Borough	13	5.43
Matanuska-Susitna Borough	44	31.38
Municipality of Anchorage	157	64.52
Municipality of Skagway	2	1.32
Nome Census Area	9	31.66
North Slope Borough	18	13.87
Northwest Arctic Borough	21	74.06
Petersburg Borough	3	2.30
Prince of Wales-Hyder Census Area	11	9.45
Southeast Fairbanks Census Area	16	21.29
Yukon-Koyukuk Census Area	24	52.32
Total	554	488.48

4.0 RECOMMENDATIONS

To incorporate changes to the functional classification system between the regular 10-year updates, Alaska DOT&PF must follow a process consistent with FHWA guidance. Section 4.3 of the [2023 FHWA guidance](#) outlines best practices for ongoing maintenance and recommends that states “update their functional classification systems continuously.”

To align with this guidance, Alaska DOT&PF should establish a system that enables continuous updates from the public, MPOs, municipalities, tribes, and communities. During the 2025 update, the team developed a web application that allowed the public to request functional classification changes and identify missing roads (see Figure 4 and 5). Although that application closed in July 2025 at the end of the public feedback period, creating a similar crowdsourcing tool—or reusing the existing one—would support ongoing input from these stakeholders.

Feedback and proposed updates collected in the application could be reviewed periodically and proposed functional classification and network updates incorporated into DOT&PF’s Esri Roads and Highways network. This integration should include tracking proposed changes within the existing roadway and highway system, ensuring version control and accurate editing. DOT&PF should also establish a process for incorporating project data (e.g., as-built CAD files once a project is complete and/or construction is finalized) from the rolling STIP into the statewide route network. After integrating these updates, the agency should review and propose functional classification changes as needed, maintaining a clear audit trail within Esri Roads and Highways.

By combining the continuous collection of input from communities, periodic review of submitted data, and construction project integration workflows, DOT&PF can expedite future updates, ensure accurate management of existing roads, and maintain compliance with FHWA guidance for ongoing functional classification maintenance. It would be important to create internal guidelines, standard operating procedures, or desk manuals outlining how to incorporate this continuous update into staff workflow. The guidelines should clearly define how Alaska DOT&PF will interface with the public, other road owning-agencies, and partners such as MPOs. Alaska’s process for changing functional classification should be clear and accessible on the internet for all to see.

APPENDIX A – CLASSIFICATION CRITERIA

[Begins on next page]

Alaska DOT&PF Statewide Functional Classification Update of All Public Roads

Classification Criteria



Photo: Lion's Head monolith from Glenn Highway (Source: Abhijit Kamerkar, Flickr)

February 03, 2025



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ACRONYMS

AADT	Annual Average Daily Traffic
AHS	Alaska Highway System
CFR	Code of Federal Regulations
DMIO	Data Modernization and Innovation Office
DOT&PF	Alaska Department of Transportation and Public Facilities
FHWA	Federal Highway Administration
Michael Baker	Michael Baker International
NHS	National Highway System
NHFN	National Highway Freight Network
STIP	Statewide Transportation Improvement Program
STBG	Surface Transportation Block Grant
STRAHNET	Strategic Highway Network
USC	United States Code

1.0 INTRODUCTION

All public roads in Alaska and across the United States are assigned a functional classification based on the function they serve. These classifications impact project funding eligibility, emergency funding eligibility, maintenance priorities, management strategies, right-of-way width, and how roads are designed.

Every ten years, following the decennial census, state departments of transportation are required by the Federal Highway Administration (FHWA) under [23 CFR 470.105](#) to review and adjust the urban and rural area boundaries and update the functional classification of all public roadways. A summary of recommended functional classification changes must be submitted to FHWA within two years of that agency's approval of adjusted urban boundaries.

The previous statewide update in Alaska occurred in 2011 with a revised report that followed in 2016. Using the latest census data, the Alaska Department of Transportation and Public Facilities (DOT&PF) Data Modernization & Innovation Office (DMIO) completed and submitted the urban boundary update to FHWA for review on February 12, 2024, and received approval from FHWA on March 5, 2024. DOT&PF has two years from the date of approval to finalize and submit the functional classification update to FHWA. That requirement brings us to the current project and the discussion of criteria that will be used to update Alaskan roadways' functional classifications, as detailed in this document.

To give a broad overview of FHWA's guidance on functional classification, there are three main functional classification categories, including: Arterial (high volume, long distance, limited access), Collector (medium volume, medium distance, medium access), and Local (low volume, short distance, many access points). A single road may have multiple classifications for different segments if the function of the road changes over its length. There are additional subcategories for some of the main functional classification categories (see Figure 1 below). This document defines the criteria that will guide the team in updating and designating each of Alaska's roadway segments to fit into one of these classifications, while also detailing how the team arrived at those criteria.

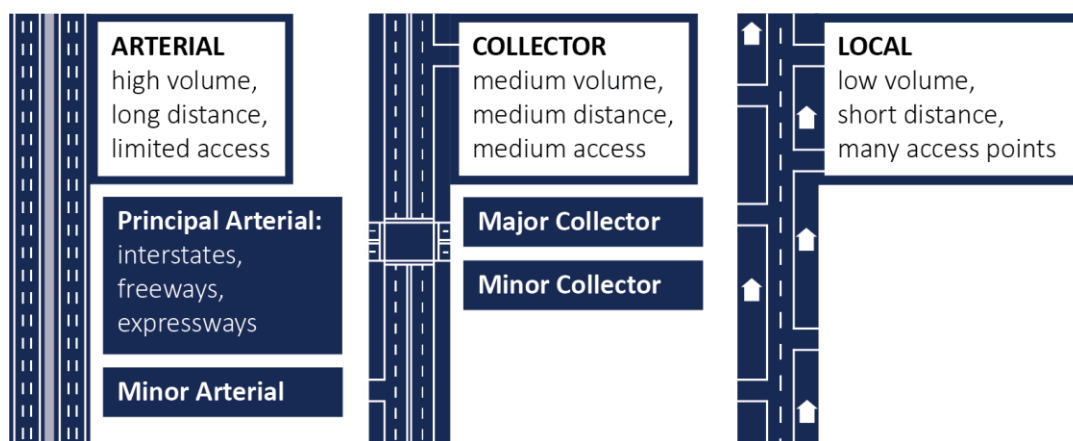


Figure 1. Functional Classification Categories

2.0 FHWA GUIDANCE

FHWA has specific guidance on the criteria that should be used when determining functional classifications. These guidelines are detailed in the 2023 edition of FHWA's [Highway Functional Classification Concepts, Criteria, and Procedures](#). FHWA acknowledges that criteria can vary based on the unique characteristics of each state and that decisions must sometimes be subjective.

2.1 Roads to be Classified

FHWA requires that states classify and update all public roads. DOT&PF is the delegated authority for leading and completing Alaska's functional classification update. FHWA and DOT&PF define all public roads as "any road under the jurisdiction of, and maintained by, a public authority and open to public travel."

“Open to public travel” means a road is:

- *available*, except during scheduled periods (including seasonal closures), extreme weather, or emergency conditions.
- *passable by standard passenger cars*.
- *open to the general public for use* without restrictive gates, prohibitive signs, or regulations, except for restrictions based on vehicle size, weight, or class of registration.

2.2 Additional Considerations

Alleyways

Alleyways function as public roads and are open to public travel in most situations. Typical alleyways are expected to be classified as Local roadways. Local roadways are often classified by default, meaning that once all arterial and collector roadways have been identified, all remaining roadways are classified as local roads. If there are alleyways identified that do not function as public roads and are not open to public travel, then functionally classifying them would not be appropriate.

Future Roads

Future roads will be functionally classified using the existing system if they are included in an approved Statewide Transportation Improvement Program (STIP) and are expected to be constructed within the current STIP timeframe of four years or less. That said, these future roads will not influence the functional classification of existing roads until they are built. Per the FHWA guidance (2023), “states should assign functional classifications according to how the roadway is functioning in the current year only.”

Ice Roads

In Alaska, seasonal ice roads provide access connecting communities to employment, subsistence hunting grounds, food, medical services, and cultural events. DOT&PF has established a competitive grant program for communities to access funding for ice roads. Funding is allocated through the Federal Surface Transportation Block Grant (STBG) program and ice roads do not require functional classification to be eligible for funding. For more information, see: [Safe Ice Roads for Alaska Program](#) and [23 USC 133\(k\)](#).

Ice roads will not be functionally classified because they do not meet DOT&PF’s definition of a public road due to the seasonality and variability in geographic location from year to year, and because they are not routinely accessible by standard passenger cars.

Ramps

Ramps and other non-mainline roadways will be assigned the same functional classification as the highest functional classification among the connecting mainline roadways served by the ramp.

Roadways Under Construction

For roadways under construction, the current classification of roadways shall be used until construction is complete. If necessary, the roadway will be reclassified once construction is complete.

Seasonal Roads

In Alaska, some public roads are closed during winter months. These seasonal roads will be classified based on how they function when they are open to travel.

Water Routes & Ferry Routes

Water routes and ferry routes are not considered roadways and do not require functional classification. However, seaports and ferry terminals may influence the functional classification of adjacent roadways providing access to a port or ferry. Thus, all seaport and ferry terminal locations will be considered when classifying roadways.

2.3 Mileage and Vehicle Miles Traveled Per Functional Classification

The Federal Highway Administration offers guidelines for the percentage of total mileage allotted for each classification type and for vehicle miles of travel (VMT) per classification type. FHWA's guidance for Rural States will be applied to Alaska since rural states are defined as having 75 percent or less of their population in urban areas and Alaska has approximately 65 percent of its population in urban areas.

Functional Classification	Mileage Extent for Urban Systems	VMT Extent for Urban Systems
Interstate	1% - 3%	17% - 31%
Other Principal Arterial	4% - 9%	16% - 33%
Minor Arterial	7% - 14%	14% - 27%
Major Collector	3% - 16%	2% - 13%
Minor Collector	3% - 16%	2% - 12%
Local	62% - 74%	9% - 25%

Functional Classification	Mileage Extent for Rural Systems	VMT Extent for Rural Systems
Interstate	1% - 3%	18% - 38%
Other Principal Arterial	2% - 6%	15% - 31%
Minor Arterial	2% - 6%	9% - 20%
Major Collector	8% - 19%	10% - 23%
Minor Collector	3% - 15%	1% - 8%
Local	62% - 74%	8% - 23%

These guidelines are considered general rules of thumb by FHWA. However, FHWA encourages states to generate these statistics for their own roadways and then evaluate whether they fall within the normal ranges presented in the table above.

3.0 ADJUSTED URBAN AREA BOUNDARIES

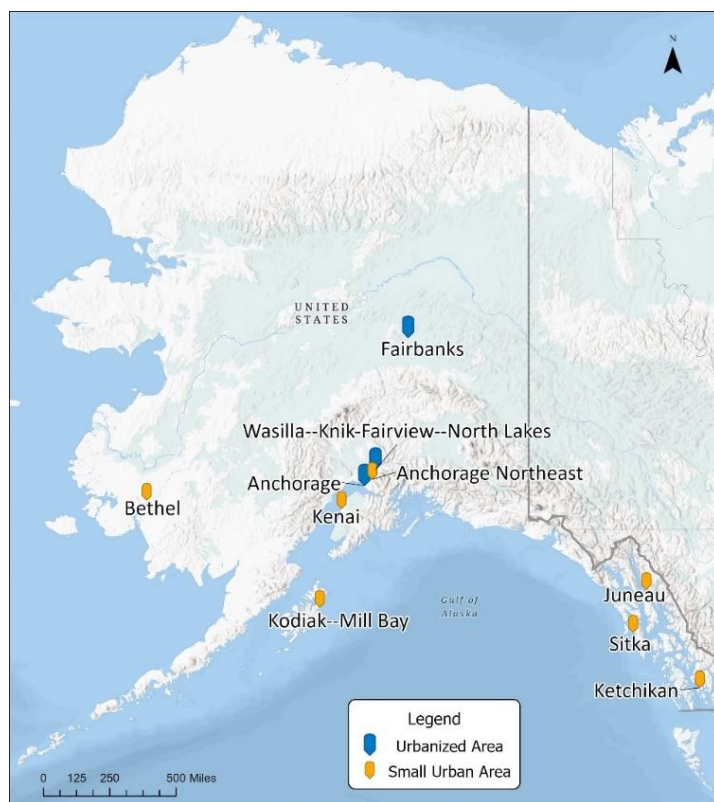
Federal transportation legislation permits the expansion of Census Bureau-defined urban boundaries to create adjusted urban area boundaries for transportation planning. This process involves collaboration between State and local officials. According to Federal regulations, these adjusted boundaries must cover the entire census-designated urban area (with populations of 5,000 or more) and be approved by the Secretary of Transportation ([23 USC 101\(a\)\(35\)-\(36\)](#) and [49 USC 5302\(23\)-\(24\)](#)). Boundaries must be one simple polygon and should include transit routes and traffic generators without splitting roadways or ramps.

Using the latest census data, DOT&PF completed and submitted [adjusted urban area boundaries](#) to FHWA for review on February 12, 2024, and received approval from FHWA on March 5, 2024. These boundaries are considered authoritative and will be used to categorize roads under the appropriate urban area classification.

FHWA defines urban area types into two categories based on their population range:

FHWA Area	Population Range	
Urban	Small Urban	5,000 - 49,999
	Urbanized	50,000 +

Urban and rural areas differ significantly in terms of land use, road network density, travel patterns, and how these elements interact in defining the function of a road. Consequently, urban, and rural areas have distinct thresholds for criteria. For the purpose of defining criteria for functional classification of all public roads in Alaska, functional classification will be assessed across four area categories: Urbanized Areas, Small Urban Areas, Rural Areas, and Disconnected Rural Areas. Disconnected Rural Areas are those that are not connected to the core road network or the year-round ferry network and have a population of fewer than 5,000. In instances where a roadway defines the boundary between two areas, the roadway should be clearly assigned to the urban area it primarily serves. If the roadway serves each area equally, it will be assigned to the higher classification. Figure 2 shows the geographic distribution of Alaska's Urbanized Areas and Small Urban Areas, listed below:



Urbanized Areas

- Anchorage
- Fairbanks
- Wasilla; Knik-Fairview; North Lakes

Small Urban Areas

- Anchorage Northeast (Chugiak; Eagle River)
- Juneau
- Ketchikan
- Kodiak; Mill Bay
- Kenai
- Sitka
- Bethel

Figure 2. Urbanized and Small Urban Areas in Alaska

4.0 PRELIMINARY ANALYSIS

The Michael Baker team reviewed FHWA's 2023 Functional Classification Guidelines as well as the 2011 Alaska DOT&PF guidelines and their 2016 revised guidelines for the previous statewide functional classification update for Alaska. The team collected all relevant, timely, and available datasets that were used or mentioned in those guidelines (listed in [Appendix A](#)). This data review and subsequent data analysis was used to determine appropriate criteria thresholds for each functional classification for urbanized, small urban, rural connected, and rural disconnected roads in Alaska.

Given the unique structure of Alaska's transportation network compared to the rest of the country, and because Alaska's last statewide functional classification update was completed 13 years ago, the current functional classification of Alaska's roads needed to be considered. To assess existing conditions for each urban and rural area outlined in Section 3.0 above (Figure 2), a spatial analysis was conducted to determine the range of existing values for each quantitative parameter that could be used to determine functional classification. In addition to ranges, the median was derived for AADT values because the ranges included outliers and tended to be quite broad.

As recommended by FHWA and the previous Alaska functional classification, and after discussions with the Alaska project team, **this analysis was completed for the following parameters:**

- Average Annual Daily Traffic (AADT) (2023, 2022, 2012)
- Number of Public Road Intersections per Mile
- Lane Width
- Median Status (Divided or Undivided)
- Divided Median Type
- Access Control
- Speed Limit
- Number of Travel Lanes
- National Highway System (NHS) Designation
- Strategic Highway Network (STRAHNET) Designation
- National Highway Freight Network (NHFN) Designation
- National Network (NN)
- Bus Routes
- Length of Route

These existing conditions were compared against guidance from both FHWA and the previous functional classification to determine the criteria discussed in the next section. While only the most informative and critical datasets are included in the following criteria, the complete analysis will be available to the project team for reference during the functional classification update process.

5.0 CRITERIA

The following criteria were developed as a guide to functionally classify roadways in Alaska. They serve as an interpretation of FHWA's 2023 Functional Classification guidelines and were made specific to Alaska's transportation landscape and urban and rural area types.

Individual criterion function as guidelines in a holistic approach to identify the functional usage of a roadway. No single criterion is to be used on its own to make a classification determination, and similarly, it is unnecessary and even unlikely for a roadway to match all the criteria for a single classification. Rather, decisions on functional classification should look at the big picture of mobility and access, which are the two primary functions of roadways per FHWA. Qualitative criteria are used, and data ranges such as AADT or speed limit are intentionally wide and overlapping to allow for a more complete analysis of the function of the roadway and to serve as acknowledgement that there are no singular rules governing classification determinations. The primary function of a roadway is the basis for its functional classification, and these criteria are a guide to help the project team determine that function.

5.1 Urbanized and Small Urban Areas

URBANIZED AND SMALL URBAN AREAS	
Functional Class	Qualitative Criteria
Interstate	Federally designated
Principal Arterial	- Serve activity centers of statewide significance including airports, seaports, colleges, medical complexes, military bases, recreational areas, and industrial and commerce centers - Carry a high proportion of urban travel on minimal mileage - Accommodate trips entering and leaving urban areas and movements through the urban areas
Minor Arterial	- Serve activity centers of regional significance including airports, seaports, colleges, medical complexes, military bases, recreational areas, and industrial and commerce centers - Interconnect and augment the higher Arterial system and provide intra-community continuity - Distribute traffic to smaller geographic areas than Principal Arterials - Provide more land access than Principal Arterials without penetrating identifiable neighborhoods
Major Collector	- Serve both land access and circulation in higher density residential, commercial, and industrial areas - Distribute and channel trips between Arterials and Local streets, usually over a distance of greater than three quarters of a mile - Penetrate residential neighborhoods, often for significant distances
Minor Collector	- Serve both land access and circulation in lower density residential, commercial, and industrial areas - Distribute and channel trips between Arterials and Local streets, usually over a distance of less than three quarters of a mile - Penetrate residential neighborhoods, often for only a short distance - May serve schools, smaller colleges, and universities
Local	- Provide direct access to adjacent land - Provide access to higher systems - Carry no through traffic movement

Table 1. Qualitative Criteria for Functional Classes in Urbanized and Small Urban Areas

URBANIZED AREAS								
Functional Class	ID	AADT (2024)	Access (Controlled or uncontrolled)	Access Points (# of intersections on each route, including driveways)	Speed Limit (mph)	Distance Between Routes	Distance Served (Length of route)	Significance
Interstate	1	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Statewide
Principal Arterial	3	7,000 - 27,000	Partially/Uncontrolled	Few	45-55	1/2 - 1 mi	Longest	Statewide
Minor Arterial	4	3,000 - 14,000	Uncontrolled	Few	35-55	1/8 - 1 mi	Longest	Statewide
Major Collector	5	1,000 - 5,000	Uncontrolled	Medium	20-45	1/8 - 1/2 mi	Medium	Regional
Minor Collector	6	500 - 3,000	Uncontrolled	Medium	20-45	1/8 - 1/2 mi	Medium	Regional
Local Road	7	0 - 1,000	Uncontrolled	Many	35 or under	Lowest	Shortest	Local

Table 2. Typical Characteristics of Functional Classes in Urbanized Areas

SMALL URBAN AREAS								
Functional Class	ID	AADT (2024)	Access (Controlled or uncontrolled)	Access Points (# of intersections on each route, including driveways)	Speed Limit (mph)	Distance Between Routes	Distance Served (Length of route)	Significance
Interstate	1	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Statewide
Principal Arterial	3	7,000 - 27,000	Partially/Uncontrolled	Few	45-55	1 - 5 mi	Longest	Statewide
Minor Arterial	4	3,000 - 9,000	Uncontrolled	Few	35-55	1 - 3 mi	Longest	Statewide
Major Collector	5	800 - 4,000	Uncontrolled	Medium	20-45	1/2 - 1 mi	Medium	Regional
Minor Collector	6	200 - 1,500	Uncontrolled	Medium	20-45	1/2 - 1 mi	Medium	Regional
Local Road	7	0 - 800	Uncontrolled	Many	35 or under	Lowest	Shortest	Local

Table 3. Typical Characteristics of Functional Classes in Small Urban Areas

5.2 Rural Connected Areas

RURAL CONNECTED AREAS	
Functional Class	Qualitative Criteria
Interstate	Federally designated
Principal Arterial	- Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide travel - Serve activity centers of statewide significance including airports, seaports, ferry terminals, colleges, medical complexes, military bases, recreational areas, and industrial and commerce centers - Accommodate trips providing access between urban and rural communities - Provide an integrated network of continuous routes without stub connections (dead ends)
Minor Arterial	- Form an integrated network linking communities and some major destinations - Serve activity centers of regional significance including airports, seaports, ferry terminals, colleges, medical complexes, military bases, recreational areas, and industrial and commerce centers - Spaced at intervals consistent with population density so that all developed areas are within a reasonable distance of an Arterial roadway - Provide service to areas requiring greater travel lengths than Collectors and have relatively high speed limits and relatively low interference to through movement
Major Collector	- Provide access to communities and other traffic generators not on the Arterial system such as schools, shipping points, parks, and agricultural areas - May serve activity centers including airports, seaports, ferry terminals, colleges, medical complexes, recreational areas, and commerce centers - Link rural communities with nearby larger areas that are on Arterial routes - Penetrate residential neighborhoods, often for significant distances
Minor Collector	- Spaced at intervals consistent with population density to collect traffic from Local roads and carry it to more developed areas - Link locally important traffic generators with their rural lands
Local	- Serve primarily to provide access to adjacent land - Provide service to travel over short distances

Table 4. Qualitative Criteria for Functional Classes in Rural Connected Areas

RURAL CONNECTED AREAS								
Functional Class	ID	AADT (2024)	Access (Controlled or uncontrolled)	Access Points (# of intersections on each route, including driveways)	Speed Limit (mph)	Distance Between Routes	Distance Served (Length of route)	Significance
Interstate	1	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Currently designated Interstates	Highest	Currently designated Interstates	Statewide
Principal Arterial	3	1,000 - 20,000	Partially/Uncontrolled	Few	45-55	Highest	Longest	Statewide
Minor Arterial	4	500 - 3,000	Uncontrolled	Few	35-55	Highest	Longest	Statewide
Major Collector	5	300 - 2,000	Uncontrolled	Medium	20-45	Medium	Medium	Regional
Minor Collector	6	200 - 1000	Uncontrolled	Medium	20-45	Medium	Medium	Regional
Local Road	7	0 - 600	Uncontrolled	Many	35 or under	Lowest	Shortest	Local

Table 5. Typical Characteristics of Functional Classes in Rural Connected Areas

5.3 Rural Disconnected Areas

RURAL DISCONNECTED AREAS	
Functional Class	Qualitative Criteria
Interstate	Not Applicable - No Interstates in rural disconnected areas
Principal Arterial	Not Applicable - No Principal Arterials in rural disconnected areas
Minor Arterial	- Constitute main thoroughfares and connections through rural disconnected areas - Only exist in areas with populations greater than 2,500 - Spaced at intervals consistent with population density so that all developed areas are within a reasonable distance of an Arterial roadway
Major Collector	- May serve as main thoroughfares in smaller communities or as connections from more rural areas to Arterials - Serve remote rural airports that provide the only link to the state transportation system for communities of at least 500 permanent year-round residents without other reliable access. - May serve seaports or ferry terminals
Minor Collector	- Carry more distant communities to higher classified roadways - May serve remote rural airports that provide the only link to the state transportation system for communities of fewer than 500 permanent year-round residents without other reliable access - The lowest possible classification to serve landfills and sewage lagoons - May be unpaved
Local	- Serve primarily to provide access to adjacent land - Provide service to travel over short distances - May be unpaved

Table 6. Qualitative Criteria for Functional Classes in Rural Disconnected Areas

RURAL DISCONNECTED AREAS								
Functional Class	ID	AADT (2024)	Access (Controlled or uncontrolled)	Access Points (# of intersections on each route, including driveways)	Speed Limit (mph)	Distance Between Routes	Distance Served (Length of route)	Significance
Interstate	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Principal Arterial	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Minor Arterial	4	500 - 4,000	Uncontrolled	Few	35-55	Highest	Longest	Statewide
Major Collector	5	300 - 2,000	Uncontrolled	Medium	20-45	Medium	Medium	Regional
Minor Collector	6	200 - 1,000	Uncontrolled	Medium	20-45	Medium	Medium	Regional
Local Road	7	0 - 600	Uncontrolled	Many	35 or under	Lowest	Shortest	Local

Table 7. Typical Characteristics of Functional Classes in Rural Disconnected Areas

APPENDIX A – DATA INVENTORY

A review was conducted of existing datasets that may be relevant for the functional classification of roads in Alaska. Unless otherwise noted, datasets listed below were sourced from Alaska DOT&PF’s “REPORT” geodatabase (REPORTGDB_MBI_FC_24.gdb) downloaded on July 19, 2024.

Dataset	Feature Class / Web Service	Source
Current Functional Class	LRSE_Functional_Class	DOT&PF
Current AADT	2023: https://alaskatraficdata.drakewell.com/publicmultinodemap.asp 2022: AADT 2022 Final	2023: Drakewell 2022: DOT&PF
Historic AADT 2012 – 2020	AADT TrafficCounts	DOT&PF
Percent Change in AADT	$\frac{\text{Current AADT} - \text{Historic AADT}}{\text{Historic AADT}} \times 100 = \% \text{ change}$	DOT&PF
Access Control	LRSE_Access_Control	DOT&PF
Speed Limit	LRSE_Speed	DOT&PF
Number of Lanes	LRSE_Through_Lane	DOT&PF
Lane Width	LRSE_Lane_Width	DOT&PF
Transit Routes*	Statewide: https://dot.alaska.gov/transit/rcs_providers.shtml Anchorage: Bus Routes Hosted Bethel: https://www.cityofbethel.org/247/Public-Transit-System Fairbanks: Bus Lines MACS Transit Girdwood: https://glaciervalleytransit.com/ Juneau: https://maps.trilliumtransit.com/map/feed/cityandboroughofjuneau-ak-us Ketchikan: https://www.kgbak.us/DocumentCenter/View/12748/BUS-Schedule-2024-Summer Sitka: https://ridesitka.com/wp-content/uploads/2016/07/newtherideschedulewithqrqr.pdf	DOT&PF Municipality of Anchorage Bethel Borough Fairbanks North Star Borough Glacier Valley Transit Trillium Transit Ketchikan-Gateway Borough Ride Sitka Michael Baker International
Shoulder Width	LRSE_HPMS_Shoulder_Width	DOT&PF
Urban/Rural Designation	LRSE_FHWA_Urban_Area	DOT&PF
Alaska Highway System	LRSE_AHS	DOT&PF
Facility Type**	LRSE_Facility_Type	DOT&PF
Intersections	LRSI_Intersections	DOT&PF
Maintenance Category***	LRSE_Maint_Category	DOT&PF
Management Responsibility	LRSE_Management_Resp	DOT&PF
Divided/Undivided	LRSE_Median	DOT&PF
National Highway Freight Network	LRSE_National_Highway_Freight_Network	DOT&PF

Dataset	Feature Class / Web Service	Source
National Highway System	LRSE_NHS	DOT&PF
Railroad Crossings	LRSE_Rail_Crossing_Line	DOT&PF
Road Curvature	LRSE_Curve	DOT&PF
Road Grade	LRSE_Grade	DOT&PF
Road Surface	LRSE_Road_Surface	DOT&PF
School Zones	LRSE_School_Zone	DOT&PF
K-12 Schools	Alaska Schools	Alaska Dept. of Education and Early Development
Colleges and Universities	Colleges and Universities	Esri Living Atlas, US Dept. of Education
Parks	USA Parks	Esri Living Atlas, TomTom
Hospitals	Hospitals Registered with Medicare	Esri Living Atlas, Centers for Medicare and Medicaid Services (CMS)
Military Installations, Ranges, and Training Areas	Military Installations, Ranges, and Training Areas - Polygons	Esri Living Atlas, Department of Defense (DOD)
Statewide Transportation Improvement Program	LRSE_STIP	DOT&PF
Strategic Highway Network	LRSE_STRAHNET	DOT&PF
Winter Maintenance Priority	LRSE_Winter_Maint_Prt	DOT&PF
2020 Population	AK_popn_census_blocks_2020	U.S. Census Bureau
Percent Change in Population	$\frac{2020 \text{ census} - 2010 \text{ census}}{2010 \text{ census}} \times 100 = \% \text{ change}$	U.S. Census Bureau
Urban Areas	AKDOTPF Revised Final Urban Boundaries July 2024	DOT&PF
Airports	Airports or REF_Airport	DOT&PF
Harbors	Harbors or REF_Harbor	DOT&PF
Ferry Terminals	Ferry Terminals or REF_Ferry_Terminal	DOT&PF

Dataset	Feature Class / Web Service	Source
Municipality Roads	Anchorage: Streets Hosted Fairbanks: Road Centerlines Haines: Roads Juneau: Street labels Kenai Peninsula: KPB Roads Ketchikan: KetchikanAKFeatures Kodiak Island: KIB Roads Matanuska-Susitna: Road Centerlines (Public Safety) Official Streets and Highways Plan 2022 (Streets & Hwys Plan) Cartegraph GIS Public (OMS GIS Pavement Mgmt System) North Slope: Parcel lines Blks Lots Tracks Setbacks Street Names Nome: Nome Streets Unalaska: streets Wrangell: RoadCenterlines	Municipality of Anchorage Fairbanks North Star Borough Haines Borough City and Borough of Juneau Kenai Peninsula Borough Ketchikan Gateway Borough Kodiak Island Borough Matanuska-Susitna Borough North Slope Borough City of Nome City of Unalaska City and Borough of Wrangell
Municipality TIP Projects	MSB_TIP2021	Matanuska-Susitna Borough
Alaska High-Resolution Imagery	Alaska High Resolution Imagery (RGB)	Alaska Geoportal (Maxar, Alaska Geospatial Office, USGS)
Esri World Imagery	World Imagery	Esri (Esri, Maxar, Earthstar Geographics, and the GIS User Community)
Google Maps Imagery	https://www.google.com/maps/vt?lrs=s@189&gl=cn&x={col}&y={row}&z={level}	Google
Google Street View	https://www.google.com/maps/	Google

* Transit Routes include those that provide regularly scheduled public transport along defined routes.

** Facility Type identifies properties like boardwalks, restricted roads, ferry access, connectors, and roundabouts.

*** Maintenance Category identifies roads that are maintained year-round.

APPENDIX B – ROADWAY MILEAGE AND VEHICLE MILES OF TRAVEL

A review of existing roadway mileage and vehicle miles of travel (VMT) by functional classification was conducted and compared to the recommended FHWA ranges found on pages 23 and 24 of the 2023 [Highway Functional Classification Concepts, Criteria, and Procedures](#) document. This review was based on the 2023 data in the Highway Performance Monitoring System (HPMS) Extent and Travel Report dated August 2, 2024. The calculations and the FHWA recommended ranges are presented below as a percentage of total mileage and VMT. FHWA states that their recommended ranges should be considered general rules of thumb.

MILEAGE				
	Urban Area		Rural Area	
Functional Classification	Existing	Recommended	Existing	Recommended
Interstate	2.5%	1% - 3%	6.9%	1% - 3%
Principal Arterial	4.4%	4% - 9%	5.5%	2% - 6%
Minor Arterial	6.4%	7% - 14%	3.0%	2% - 6%
Major Collector	8.0%	3% - 16%	9.5%	8% - 19%
Minor Collector	7.5%	3% - 16%	9.9%	3% - 15%
Local	71.2%	62% - 74%	65.2%	62% - 74%

VEHICLE MILES OF TRAVEL				
	Urban Area		Rural Area	
Functional Classification	Existing	Recommended	Existing	Recommended
Interstate	24.9%	17% - 31%	35.0%	18% - 38%
Principal Arterial	27.2%	16% - 33%	11.9%	15% - 31%
Minor Arterial	16.2%	14% - 27%	4.9%	9% - 20%
Major Collector	7.6%	2% - 13%	13.1%	10% - 23%
Minor Collector	3.5%	2% - 12%	9.9%	1% - 8%
Local	20.7%	9% - 25%	25.3%	8% - 23%

APPENDIX B – OUTREACHED ENTITIES

Entities that engaged with the email list, virtual meetings, targeted outreach, one-on-one email correspondence, and/or tribal consultations

- Advocates for Safe Alaska Highways
- Akiachak Native Community
- Akiak city
- Alaska DOT&PF
- .Alaska Energy Authority
- Alaska House of Representatives: Anchorage Legislative Information Office
- Alaska Municipal League
- Alaska Native Tribal Health Consortium (ANTHC)
- Anchorage Museum
- Anderson City Council
- Aniak city
- Asa'carsarmiut Tribal Council
- Atka city
- Baan o yeel kon Corporation
- Beaver CDP
- Beluga CDP
- Bethel city
- Bettisworth North
- Big Lake
- Bike Anchorage
- Bristol Bay Borough
- Bristol Bay Native Corporation
- Bristol Bay Telephone Cooperative
- Butte
- Cape Fox Tours
- Central Council Tlingit & Haida Tribes of Alaska
- Chalkyitsik CDP
- Chevak city
- Chicken CDP
- Chignik Lake CDP
- Chitina CDP
- City and Borough of Juneau
- City and Borough of Juneau - Valley Streets
- City of Adak
- City of Aleknagik
- City of Chefornak
- City of Chignik
- City of Chuathbaluk
- City of Cordova
- City of Craig
- City of Delta Junction
- City of Emmonak
- City of False Pass
- City of Goodnews Bay
- City of Gustavus
- City of Homer
- City of Hoonah
- City of Kaktovik
- City of Kalskag
- City of Kenai
- City of Ketchikan
- City of Kiana
- City of King Cove
- City of Kotlik
- City of Kotzebue
- City of Koyuk
- City of Manokotak
- City of Nenana
- City of Nome
- City of Pilot Station
- City of Platinum
- City of Point Hope
- City of Quinhagak
- City of Sand Point
- City of Saxman
- City of Scammon Bay
- City of Seldovia
- City of Seward
- City of Shageluk
- City of Sitka
- City of Soldotna
- City of St. Paul
- City of Teller
- City of Togiak
- City of Valdez
- City of Wasilla
- City of Whittier
- Clark's Point city
- Coffman Cove city
- Cold Bay city
- Cooper Landing
- Copper Valley RPO
- Deering city
- Deltana Community Corporation
- Denali Borough
- Dot Lake CDP
- Dot Lake Village CDP
- DOT&PF Coldfoot Station
- DOT&PF Deadhorse Airport
- DOT&PF Livengood Camp
- DOT&PF Tok Station
- Doyon
- Dry Creek CDP
- EA Tribes
- Eagle River
- Egegik city
- Eielson AFB CDP
- Eklutna, Inc.
- Evansville Incorporation
- Fairbanks Economic Development Corporation
- Fairbanks North Star Borough Assembly
- Farm Loop Community Council
- FAST Planning
- Ferry CDP
- FHWA
- Fishhook CDP
- Gateway Community Council
- Glacier View CDP
- Gulkana Village Council
- Haines
- Hooper Bay city
- Hughes city
- Huslia city
- Hydaburg city
- Iliamna Village Council
- Juneau International Airport (JNU)
- Karluk CDP
- Kenai City Council
- Knik-Fairview Community Council
- Kodiak Island Borough
- Kodiak Island Borough Community Development Department
- Kodiak Station CDP
- Kongiganak CDP
- Kootznوووو, Inc. (Angoon)
- Kwethluk Incorporated

APPENDIX B – OUTREACHED ENTITIES

- Lake Minchumina Traditional Council
- Larsen Bay city
- Lazy Mountain Community Council
- Lilyvale Farm / North Pole Peonies (Private entity), 23 Mile Road Service Area
- Lime Village CDP
- Louden Tribe
- Lutak
- Manley Village Council
- Mat-Su Borough
- McCarthy
- Meadow Lakes Community Council
- Mekoryuk city
- Mendas Cha-ag Native Corporation
- Mertarvik CDP
- Metlakatla
- Michael Baker International
- Municipality of Anchorage
- Municipality of Skagway
- National Park Service - Denali National Park and Preserve
- Native Village of Eklutna
- Native Village of Perryville
- Native Village of Point Hope
- Native Village of Tununak
- NeighborWorks (Non-profit)
- Newhalen city
- Newtok Village Council (now Metarvik)
- Nikiski
- Ninilchik
- Nondalton city
- North Lakes Community Council
- Northwest Arctic Borough
- Nuiqsut city
- Nunam Iqua city
- Organized Village of Kwethluk
- Organized Village of Saxman
- Oscarville CDP
- Ounalashka Corporation (Dutch Harbor, Unalaska)
- Ouzinkie
- Pedro Bay Village
- Pelican city
- Petersburg Borough
- Point Lay CDP
- Qawalangin Tribe of Unalaska
- Qira / Birch Creek
- R&M Consultants, Inc.
- Rabbit Creek Community Council
- Rampart
- Rampart Village Council
- Ruby city
- Saxman Native Village
- Sealaska
- Sleetmute CDP
- South Knik River Community Council
- South Lakes Community Council
- St. George Tribe
- State Senator Robert Myers
- Susitna River Coalition
- Tanana Chiefs Conference/Tribal Transportation Program
- Teller Native Corporation
- Tetlin CDP
- Tikigaq (Point Hope)
- TNHA
- Tuluksak CDP
- Twin Hills CDP
- Tyonek Native Corporation
- USDA RD
- Village of Chefnak
- Village of Marshall
- Village of Red Devil
- Wales city

Communities that received targeted outreach

- Akiachak
- Akiak city
- Aniak city
- Atka city
- Beaver CDP
- Beluga CDP
- Bethel city
- Big Lake
- Butte,
- Chalkyitsik CDP
- Chefnak
- Chevak city
- Chicken CDP
- Chignik Lake CDP
- Chitina CDP
- City and Borough of Juneau
- Clark's Point city
- Coffman Cove city
- Cold Bay city
- Deering city
- Dot Lake CDP
- Dot Lake Village CDP
- Dry Creek CDP
- Egegik city
- Eielson AFB CDP
- Farm Loop Community Council
- Ferry CDP
- Fishhook CDP
- Gateway Community Council
- Glacier View CDP
- Goodnews Bay
- Haines/Lutak
- Hooper Bay city
- Hughes city
- Huslia city
- Hydaburg city
- Karluk CDP
- Knik-Fairview Community Council
- Kodiak Station CDP
- Kongiganak CDP
- Larsen Bay city
- Lazy Mountain Community Council
- Lime Village CDP
- Meadow Lakes Community Council
- Mekoryuk city
- Mertarvik CDP (Formerly Newtok)
- Metlakatla
- Newhalen city
- Newtok (now Mertarvik)
- Nikiski
- Ninilchik
- Nondalton city
- North Lakes Community Council
- Nuiqsut city
- Nunam Iqua city
- Oscarville CDP
- Ouzinkie

- Pelican city
- Platinum
- Point Lay CDP
- Red Devil
- Ruby city
- Sleetmute CDP
- South Knik River Community Council
- South Lakes Community Council
- Tetlin CDP
- Tuluksak CDP
- Tununak
- Twin Hills CDP
- Wales city
- Whittier

Tribal entities that received an informational letter and invitation for tribal consultation

- Organized Village of Saxman (Saxman IRA)
- Afognak Village Corporation
- Agdaagux Tribe of King Cove (King Cove)
- Ahtna, Incorporated
- Akhiok-Kaguyak Incorporated
- Akiachak Limited
- Akiachak Native Community
- Akiak Native Community
- Akutan Corporation
- Alakanuk Village Corporation
- Alaska Peninsula Corporation
- Alaska Village Council Presidents
- Alatna Village
- Aleknagik Natives Limited
- Aleut Corporation
- Alexander Creek Incorporated
- Algaaciq Native Village (St. Mary's)
- Allakaket Village
- Alutiiq Tribe of Old Harbor (Native Village of Old Harbor or Village of Old Harbor or Old Harbor Tribal Council)
- Angoon Community Association
- Anton Larsen Bay Corporation
- Anvik Village
- Arctic Slope Regional Corporation
- Arctic Village (Native Village of Venetie Tribal Government)
- Arviq Incorporated
- Asa'carsarmiut Tribe
- Askinuk Corporation
- Atmautluak Limited
- Atqasuk Corporation
- Atqasuk Village (Atkasook)
- Atxam Corporation
- Ayakulik Incorporated
- Azachorok Incorporated
- Baan O Yeel Kon Corporation
- Bay View Incorporated
- Bean Ridge Corporation
- Beaver Kwit'chin Corporation
- Beaver Village
- Becharof Corporation
- Belkofski Corporation
- Bells Flats Natives, Inc.
- Bering Straits Native Corporation
- Bethel Village Corporation
- Birch Creek Tribe (Birch Creek Tribal Council)
- Brevig Mission Village Corporation
- Bristol Bay Native Corporation
- Calista Corporation
- Cape Fox Corporation
- Caswell Native Association
- Central Council of the Tlingit & Haida Indian Tribes of Alaska (Central Council)
- Chalkyitsik Village
- Chalkyitsik Village Corporation
- Chaluka Corporation
- Cheesh-Na Tribe (Native Village of Chistochina)
- Chefarnmute Incorporated
- Chevak Company
- Chevak Native Village
- Chickaloon Native Village
- Chickaloon-Moose Creek Native Association Incorporated
- Chignik Bay Tribal Council (Native Village of Chignik)
- Chignik Lagoon Village Corporation
- Chignik Lake Village
- Chignik River Limited
- Chilkat Indian Village (Klukwan)
- Chilkoot Indian Association (Haines)
- Chinik Eskimo Community (Golovin)
- Chinuruk Incorporated
- Chitina Village Corporation
- Choggiung Limited
- Chugach Alaska Corporation
- Chuloonawick Corporation
- Chuloonawick Native Village
- Circle Native Community
- Cook Inlet Region, Incorporated
- Council Village Corporation
- Craig Tribal Association
- Cully Corporation Incorporated
- Curyung Tribal Council
- Danzhit Hanlaih Corporation
- Deloy ges Corporation
- Deloycheet Incorporated
- Dineega Corporation
- Dinyea Corporation
- Dot Lake Village Corporation
- Douglas Indian Association
- Doyon, Limited
- Egegik Village
- Eklutna Incorporated
- Eklutna Native Village
- Ekwok Natives Limited
- Elim Village Corporation
- Emmonak Corporation
- Emmonak Village
- Evansville Incorporated
- Evansville Village (Bettles Field)
- Far West Incorporated
- Galena Village (Louden Village)
- Gana-A'Yoo Limited
- Goldbelt Incorporated
- Golovin Village Corporation
- Gulkana Village
- Gwitchyaa Zhee Corporation
- Haida Corporation
- Healy Lake Village
- Hee-Yea-Lingde Corporation
- Holy Cross Village
- Hoonah Indian Association
- Hughes Village
- Huna Totem Corporation
- Hungwitchin Corporation
- Huslia Village
- Hydaburg Cooperative Association
- Igiugig Village
- Igiugig Village Corporation
- Iliamna Natives Limited
- Inalik Village Corporation

APPENDIX B – OUTREACHED ENTITIES

- Inupiat Community of the Arctic Slope
- Iqfijouaq Company
- Iqurmuit Traditional Council
- Isanotski Corporation
- Ivanof Bay Tribe (Ivanof Bay Village)
- Kaguyak Village
- Kake Tribal Corporation
- Kaktovik Inupiat Corporation
- Kaktovik Village (Barter Island)
- Kasigluk Incorporated
- Kasigluk Traditional Elders Council (Kasigluk Traditional Council)
- Kavalco Incorporated
- Kenai Natives Association Incorporated
- Kenaitze Indian Tribe
- Ketchikan Indian Community
- Ketchikan Indian Corporation
- Kian Tr'ee Corporation
- Kijik Corporation
- Kikiktagruk Inupiat Corporation
- King Island Native Community
- King Island Village Corporation
- King Salmon Tribal Council
- King Salmon Tribe
- Klawock Cooperative Association
- Klawock Heenya Corporation
- Klukwan Incorporated
- Knik Tribe
- Knikatnu Incorporated
- Kodiak Area Native Association
- Kokarmuit Corporation
- Kokhanok Village
- Koliganek Natives Limited
- Kongnikilnomuit Yuita Corporation
- Koniag
- Kootznoowoo Incorporated
- Kotlik Yupik Corporation
- K'oyitl'ots'ina Limited
- Koyuk Village Corporation
- Koyukuk Native Village
- Kugkaktlik Limited
- Kuitsarak Incorporated
- Kukulget Incorporated
- Kuukpik Corporation
- Kwethluk Incorporated
- Kwik Incorporated
- Leisnoi Incorporated
- Levelock Natives Limited
- Levelock Village
- Lime Village
- Lime Village Company
- Litnik Incorporated
- Manley Hot Springs Village
- Manokotak Natives Limited
- Manokotak Village
- Mary's Igloo Village Corporation
- Maserculiq Incorporated
- McGrath Native Village
- Mendas Cha-ag Village Corporation
- Mentasta Traditional Council
- Metlakatla Indian Community Annette Island Reserve
- Montana Creek Native Association
- MTNT Limited
- Nagamut Limited
- Naknek Native Village
- NANA
- Nandalton Native Cooperation
- Napakiak Corporation
- Napaskiak Incorporated
- Native Village of Afognak
- Native Village of Akhiok
- Native Village of Akutan
- Native Village of Aleknagik
- Native Village of Ambler
- Native Village of Atka
- Native Village of Barrow Inupiat Traditional Government
- Native Village of Belkofski
- Native Village of Brevig Mission
- Native Village of Buckland
- Native Village of Cantwell
- Native Village of Chenega (Chanega)
- Native Village of Chignik Lagoon
- Native Village of Chitina
- Native Village of Chuathbaluk (Russian Mission or Kuskokwim)
- Native Village of Council
- Native Village of Deering
- Native Village of Diomedea (Inalik)
- Native Village of Eagle
- Native Village of Eek
- Native Village of Ekuk
- Native Village of Ekwok
- Native Village of Elim (Elim IRA)
- Native Village of Eyak (Cordova)
- Native Village of False Pass
- Native Village of Fort Yukon
- Native Village of Gakona
- Native Village of Gambell (Sivuqaq)
- Native Village of Georgetown
- Native Village of Goodnews Bay
- Native Village of Hamilton
- Native Village of Hooper Bay
- Native Village of Iguigig
- Native Village of Kanatak
- Native Village of Karluk
- Native Village of Kiana
- Native Village of Kipnuk
- Native Village of Kivalina
- Native Village of Kluti-Kaah (Copper Center)
- Native Village of Kobuk
- Native Village of Kongiganak
- Native Village of Kotzebue
- Native Village of Koyuk
- Native Village of Kwigillingok
- Native Village of Kwinhagak (Quinhagak)
- Native Village of Larsen Bay
- Native Village of Marshall (Fortuna Ledge)
- Native Village of Mary's Igloo
- Native Village of Mekoryuk
- Native Village of Minto
- Native Village of Nanwalek (English Bay)
- Native Village of Napaimute
- Native Village of Napakiak
- Native Village of Napaskiak
- Native Village of Nelson Lagoon
- Native Village of Nightmute
- Native Village of Nikolski
- Native Village of Noatak
- Native Village of Nuiqsut (Nooiksut)
- Native Village of Nunam Iqua (Native Village of Sheldon's Point)
- Native Village of Nunapitchuk
- Native Village of Ouzinkie
- Native Village of Paimiut
- Native Village of Perryville
- Native Village of Pilot Point
- Native Village of Pitka's Point
- Native Village of Point Hope
- Native Village of Point Lay
- Native Village of Port Graham
- Native Village of Port Heiden

APPENDIX B – OUTREACHED ENTITIES

- Native Village of Port Lions
- Native Village of Ruby
- Native Village of Saint Michael
- Native Village of Savoonga
- Native Village of Scammon Bay
- Native Village of Selawik
- Native Village of Shaktoolik
- Native Village of Shishmaref
- Native Village of Shungnak
- Native Village of Stevens
- Native Village of Tanacross
- Native Village of Tanana
- Native Village of Tatitlek
- Native Village of Tazlina
- Native Village of Teller
- Native Village of Tetlin
- Native Village of Tuntutuliak
- Native Village of Tununak
- Native Village of Tyonek
- Native Village of Unalakleet
- Native Village of Unga
- Native Village of Venetie Tribal Government (Arctic Village or Village of Venetie)
- Native Village of Wales
- Native Village of White Mountain
- Natives of Kodiak Incorporated
- Nelson Lagoon Corporation
- Nenana Native Association
- Nerklmute Village Corporation
- New Koliganek Village Council
- New Stuyahok Village (New Stuyahok Traditional Council)
- Newhalen Village
- Newtok Village
- Newtok Village Corporation
- Nikolai Village
- Nima Corporation
- Ninilchik Natives Association Incorporated
- Ninilchik Village
- Nome Eskimo Community
- Nondalton Village
- Noorvik Native Community
- Northway Natives Incorporated
- Northway Village
- Nulato Village (Nulato Tribal Council)
- Nunakauiak Yupik Corporation
- Nunakauyarmiut Tribe
- Nunamiut Corporation Incorporated
- Nunapiglluraq Corporation
- Nunapitchuk Limited
- Oceanside Corporation
- Ohog Incorporated
- Old Harbor Village Corporation
- Olgoonik Corporation
- Olsonville, Inc.
- Organized Village of Grayling (Holikachuk)
- Organized Village of Kake
- Organized Village of Kasaan
- Organized Village of Kwethluk
- Orutsararmiut Traditional Native Council (Orutsararmuit Native Village aka Bethel)
- Oscarville Traditional Village
- Oscarville Village Corporation
- Ounalashka Corporation
- Ouzinkie Village Corporation
- Paimiut Corporation
- Paug-Vik Incorporated Limited
- Pauloff Harbor Village
- Pedro Bay Corporation
- Pedro Bay Village
- Petersburg Indian Association
- Pilot Point Village Corporation
- Pilot Station Incorporated
- Pilot Station Traditional Village
- Pitka's Point Village Corporation
- Platinum Traditional Village
- Point Possession Incorporated
- Portage Creek Village (Ohgsenakale)
- Qagan Tayagungin Tribe of Sand Point Village (QTT)
- Qanirtuuq Incorporated
- Qawalangin Tribe of Unalaska
- Qemirtalek Coast Corporation
- Rampart Village
- Russian Mission Village Corporation
- Saguyak Incorporated
- Saint George Island
- Saint Paul Island
- Salamatof Native Association Incorporated
- Sanak Corporation
- Sanak Corporation
- Sea Lion Corporation
- Sealaska Corporation
- Seldovia Native Association Incorporated
- Seldovia Village Tribe
- Seth-De-Ya-Ah Corporation
- Shaan-Seet Incorporated
- Shageluk Native Village
- Shaktoolik Village Corporation
- Shee Atika Incorporated
- Shishmaref Village Corporation
- Shumagin Corporation
- Shuyak Incorporated
- Sitka Tribe of Alaska
- Sitnasuak Village Corporation
- Sivuqaq Incorporated
- Skagway Village (Skagway Traditional Council)
- Solomon Village Corporation
- South Naknek Village (Qinuyang)
- St. George Tanaq Corporation
- St. Mary's Village Corporation
- St. Michael Village Corporation
- Stebbins Community Association
- Stebbins Village Corporation
- Stuyahok Limited
- Sun'aq Tribe of Kodiak (Shoonaq' Tribe of Kodiak)
- Swan Lake Corporation
- Takotna Village
- Tanacross Incorporated
- Tanadgusix Corporation
- Tanalian Incorporated
- Tangirnaq Native Village (Lesnoi Village aka Woody Island)
- Telida Village
- Teller Village Corporation
- Tetlin Village Corporation
- The Chenega Corporation
- The English Bay Corporation
- The Eyak Corporation
- The King Cove Corporation
- The Kuskokwim Corporation
- The Port Graham Corporation
- The Tatitlek Corporation
- Tihteet'aii Incorporated
- Tikigaq Corporation
- Toghotthele Corporation
- Togiak Natives Limited
- Tozitna Limited
- Traditional Village of Togiak
- Tulkisarmute Incorporated
- Tuluksak Native Community
- Tuntutuliak Land Limited
- Tununrmiut Rinit Corporation
- Twin Hills Village

APPENDIX B – OUTREACHED ENTITIES

- Twin Hills Village Corporation
- Tyonek Village Corporation
- Uganik Natives Incorporated
- Ugashik Village
- Ukpeagvik Inupiat Corporation
- Umkumiut Native Village
- Unalakleet Village Corporation
- Unga Corporation
- Uyak Natives Incorporated
- Village of Alakanuk (Alakanuk Traditional Council)
- Village of Anaktuvuk Pass (Naqragmiut Tribe)
- Village of Aniak
- Village of Atmautluak
- Village of Bill Moore's Slough
- Village of Chefnak
- Village of Clarks Point
- Village of Crooked Creek
- Village of Dot Lake
- Village of Iliamna
- Village of Kalskag (Native Village of Kalskag)
- Village of Kaltag
- Village of Kotlik
- Village of Lower Kalskag
- Village of Ohogamiut
- Village of Red Devil
- Village of Salamatoff
- Village of Sleetmute
- Village of Solomon
- Village of Stony River
- Village of Venetie (Native Village of Venetie Tribal Government)
- Village of Wainwright
- Wales Village Corporation
- White Mountain Village Corporation
- Wrangell Cooperative Association
- Yak-Tat Kwaan Incorporated
- Yakutat Tlingit Tribe
- Yupiit of Andreafski
- Zho-Tse Incorporated

Municipalities, partners, and other agencies that received an informational postcard

- Alaska Railroad
- Aleutians East Borough
- Aleutians Pribilof Islands Association
- Aleutians West Census Area
- AMATS
- Bristol Bay Borough
- City and Borough of Juneau
- City and Borough of Sitka
- City and Borough of Wrangell
- City and Borough of Yakutat
- City of Adak
- City of Akhiok
- City of Akiak
- City of Akutan
- City of Alakanuk
- City of Aleknagik
- City of Allakaket
- City of Ambler
- City of Anaktuvuk Pass
- City of Anderson
- City of Angoon
- City of Aniak
- City of Anvik
- City of Atka
- City of Atkasuk
- City of Bethel
- City of Bettles
- City of Brevig Mission
- City of Buckland
- City of Chefnak
- City of Chevak
- City of Chignik
- City of Chuathbaluk
- City of Clark's Point
- City of Coffman Cove
- City of Cold Bay
- City of Cordova
- City of Craig
- City of Deering
- City of Delta Junction
- City of Dillingham
- City of Diomedea
- City of Eagle
- City of Edna Bay
- City of Eek
- City of Egegik
- City of Ekwok
- City of Elim
- City of Emmonak
- City of Fairbanks
- City of False Pass
- City of Fort Yukon
- City of Galena
- City of Gambell
- City of Golovin
- City of Goodnews Bay
- City of Grayling
- City of Gustavus
- City of Holy Cross
- City of Homer
- City of Hoonah
- City of Hooper Bay
- City of Houston
- City of Hughes
- City of Huslia
- City of Hydaburg
- City of Kachemak
- City of Kake
- City of Kaktovik
- City of Kaltag
- City of Kasaan
- City of Kenai
- City of Ketchikan
- City of Kiana
- City of King Cove
- City of Kivalina
- City of Klawock
- City of Kobuk
- City of Kodiak
- City of Kotlik
- City of Kotzebue
- City of Koyuk
- City of Koyukuk
- City of Kupreanof
- City of Kwethluk
- City of Larsen Bay
- City of Lower Kalskag
- City of Manokotak
- City of Marshall
- City of McGrath
- City of Mekoryuk
- City of Mountain Village
- City of Napakiak
- City of Napaskiak
- City of Nenana
- City of New Stuyahok
- City of Newhalen
- City of Nightmute
- City of Nikolai
- City of Nome
- City of Nondalton

APPENDIX B – OUTREACHED ENTITIES

- City of Noorvik
- City of North Pole
- City of Nuiqsut
- City of Nulato
- City of Nunam Iqua
- City of Nunapitchuk
- City of Old Harbor
- City of Ouzinkie
- City of Palmer
- City of Pelican
- City of Petersburg
- City of Pilot Point
- City of Pilot Station
- City of Platinum
- City of Point Hope
- City of Port Alexander
- City of Port Heiden
- City of Port Lions
- City of Quinhagak/Kwinhagak
- City of Ruby
- City of Russian Mission
- City of Sand Point
- City of Savoonga
- City of Saxman
- City of Scammon Bay
- City of Selawik
- City of Seldovia
- City of Seward
- City of Shageluk
- City of Shaktoolik
- City of Shishmaref
- City of Shungnak
- City of Soldotna
- City of St. George
- City of St. Mary's
- City of St. Michael
- City of St. Paul
- City of Stebbins
- City of Tanana
- City of Teller
- City of Tenakee Springs
- City of Thorne Bay
- City of Togiak
- City of Toksook Bay
- City of Unalakleet
- City of Unalaska
- City of Upper Kalskag
- City of Utqiagvik
- City of Valdez
- City of Wainwright
- City of Wales
- City of Wasilla
- City of Whale Pass
- City of White Mountain
- City of Whittier
- Copper Valley RPO
- Denali Borough
- Elfine Cove
- Fairbanks North Star Borough
- FAST Planning
- Haines Borough
- Hyder Community Association
- Kenai Peninsula Borough
- Ketchikan Gateway Borough
- Kodiak Island Borough
- Lake and Peninsula Borough
- Matanuska-Susitna Borough
- Metlakatla
- Municipality of Anchorage
- Municipality of Skagway
- Naukati Bay, Inc.
- North Slope Borough
- Northwest Arctic Borough
- Petersburg Borough
- Point Baker Community Association
- Sitka Trailworks
- US Bureau of Land Management
- US Bureau of Indian Affairs
- US Bureau of Indian Affairs
- US Fish and Wildlife Service
- US National Park Service
- Village of Port Alsworth Improvement

Alaska State Senators and Representatives that received an informational letter

- Senator Click Bishop
- Senator Jesse Bjorkman
- Senator Matt Claman
- Senator Forrest Dunbar
- Senator Cathy Giessel
- Senator Elvi Gray-Jackson
- Senator Lyman Hoffman
- Senator Shelley Hughes
- Senator James Kaufman
- Senator Scott Kawasaki
- Senator Jesse Kiehl
- Senator Kelly Merrick
- Senator Robert Myers
- Senator Donny Olson
- Senator Mike Shower
- Senator Bert Stedman
- Senator Gary Stevens
- Senator Löki Tobin
- Senator Bill Wielechowski
- Senator David Wilson
- Representative Jamie Allard
- Representative Jennie Armstrong
- Representative Thomas Baker
- Representative Ben Carpenter
- Representative Ashley Carrick
- Representative Julie Coulombe
- Representative Mike Cronk
- Representative Maxine Dibert
- Representative David Eastman
- Representative Bryce Edgmon
- Representative Zack Fields
- Representative Neal Foster
- Representative Alyse Galvin
- Representative Andrew Gray
- Representative Cliff Groh
- Representative Sara Hannan
- Representative Rebecca Himschoot
- Representative DeLena Johnson
- Representative Craig Johnson
- Representative Andy Josephson
- Representative Kevin McCabe
- Representative CJ McCormick
- Representative Tom McKay
- Representative Donna Mears
- Representative Genevieve Mina
- Representative Dan Ortiz
- Representative Mike Prax
- Representative George Rauscher
- Representative Justin Ruffridge
- Representative Dan Sadler
- Representative Calvin Schrage
- Representative Laddie Shaw
- Representative Will Stapp
- Representative Andi Story
- Representative Louise Stutes
- Representative Jesse Sumner
- Representative Cathy Tilton
- Representative Frank Tomaszewski
- Representative Sarah Vance
- Representative Stanley Wright

APPENDIX C – ROADS WITH PROPOSED CHANGES

The following 554 roads have proposed functional classification changes. Note that some routes have multiple functional classifications. Refer to the [public feedback dashboard](#) for specific locations.

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Aleutians East Borough	Landfill Access Road (Cold Bay)	Local	Minor Collector	Landfill access
Aleutians East Borough	Salmon Berry Drive (King Cove)	Local	Minor Collector	Landfill access
Aleutians West Census Area	Aalax Landfill Road (Saint Paul)	Local	Minor Collector	Landfill access
Aleutians West Census Area	Adak Station Road (Adak)	Local	Minor Collector	Airport access
Aleutians West Census Area	King Street (Unalaska)	Local	Minor Collector	Landfill access
Aleutians West Census Area	Ptarmigan Street (Adak)	Local	Minor Collector	Landfill access
Aleutians West Census Area	Summer Bay Road (Unalaska)	Local	Minor Collector	Landfill access
Aleutians West Census Area	Unnamed Road 362 (Atka)	Local	Minor Collector	Landfill access
Bethel Census Area	Airport Road (Goodnews Bay)	Local	Minor Collector	Airport access
Bethel Census Area	Airstrip Road (Kongiganek)	Not Functionally Classified	Minor Collector	Airport access
Bethel Census Area	Arnapagaq Street (Mertarvik)	Local	Minor Collector	Barge access
Bethel Census Area	Arnapagaq Street (Mertarvik)	Local	Minor Collector	River access
Bethel Census Area	Dump Road (Akiak)	Minor Collector	Local	No longer connects to an active landfill
Bethel Census Area	Kuskokwim River Road (Red Devil)	Local	Minor Collector	Connects rural communities
Bethel Census Area	Landfill Access Road (Quinhagak)	Local	Minor Collector	Landfill access
Bethel Census Area	Landfill Road (Chuathbaluk)	Local	Minor Collector	Landfill access
Bethel Census Area	Landfill/Sewage Lagoon Access Road (Mekoryuk)	Local	Minor Collector	Landfill access
Bethel Census Area	Landfill/Sewage Lagoon Road (Tuluksak)	Local	Minor Collector	Landfill and sewage lagoon access
Bethel Census Area	New Akiachak Airport Access Road (Akiachak)	Local	Minor Collector	Airport access
Bethel Census Area	Old Airstrip Road (Red Devil)	Local	Minor Collector	Landfill access
Bethel Census Area	Old Quinhagak Airport Road (Quinhagak)	Local	Minor Collector	Sewage lagoon access
Bethel Census Area	Red Mountain Road (Platinum)	Local	Minor Collector	Rock quarry access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Bethel Census Area	Red Mountain Road (Platinum)	Local	Minor Collector	Rock quarry access
Bethel Census Area	Ron Edwards Memorial Drive (Bethel)	Local	Minor Collector	School access
Bethel Census Area	Sewage Disposal Access Road (Quinhagak)	Local	Minor Collector	Sewage lagoon access
Bethel Census Area	Sewage Lagoon Road (Aniak)	Local	Minor Collector	Sewage lagoon access
Bethel Census Area	Sewage Lagoon Road (Chuathbaluk)	Local	Minor Collector	Sewage lagoon access
Bethel Census Area	Sewage Lagoon Road (Oscarville)	Not Functionally Classified	Minor Collector	Sewage lagoon access
Bethel Census Area	Sewage Lagoon Road (Quinhagak)	Local	Minor Collector	Sewage lagoon access
Bethel Census Area	Standard Oil Road (Platinum)	Local	Minor Collector	Airport access
Bethel Census Area	Tank Farm Road (Chefornak)	Local	Minor Collector	Access to a fuel supplier
Bethel Census Area	Ungusraq Street (Mertarvik)	Local	Minor Collector	Airport access
Bethel Census Area	Ungusraq Street (Mertarvik)	Local	Minor Collector	Airport access
Bethel Census Area	Unnamed Road 392 (Lime Village)	Local	Minor Collector	Landfill access
Bethel Census Area	Unnamed Road 393 (Lime Village)	Local	Minor Collector	Landfill access
Bethel Census Area	Unnamed Road 408 (Akiak)	Local	Minor Collector	Landfill access
Bethel Census Area	Unnamed Road 430 (Red Devil)	Local	Minor Collector	Landfill access
Bethel Census Area	Waste Road (Sleetmute)	Local	Minor Collector	Landfill access
Bristol Bay Borough	Dump Road (Naknek)	Local	Minor Collector	Landfill access
Bristol Bay Borough	Rapids Road (King Salmon)	Local	Minor Collector	Connects rural communities
Chugach Census Area	17 Mile Road (Cordova)	Local	Minor Collector	Landfill access
Chugach Census Area	Airstrip Access Trail (Whittier)	Local	Minor Collector	Airstrip access
Chugach Census Area	Cordova FVF Access (Cordova)	Local	Major Collector	Ferry terminal access
Chugach Census Area	Council Avenue (Cordova)	Major Collector	Minor Collector	Roadway functions as a collector penetrating local neighborhood
Chugach Census Area	East Hanagita Street (Valdez)	Local	Minor Collector	Access to medical center
Chugach Census Area	Eyak Lake Road (Cordova)	Minor Collector	Major Collector	Airport access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Chugach Census Area	Glacier Haul Road (Valdez)	Local	Minor Collector	Landfill access
Chugach Census Area	Head of the Bay Access (Whittier)	Local	Minor Collector	Rock quarry access
Chugach Census Area	Kobuk Drive (Valdez)	Local	Minor Collector	Harbor access
Chugach Census Area	Meals Avenue (Valdez)	Minor Collector	Major Collector	AADT is 3,060 in a rural connected area
Chugach Census Area	North Harbor Drive (Valdez)	Local	Minor Collector	AADT is 2,000. This is one of the main tourist roads in Valdez (lots of shops, restaurants, and access to the docks), but it is a very slow speed due to parking availability on both sides.
Chugach Census Area	Pioneer Drive (Valdez)	Local	Major Collector	AADT of 2,860 in a rural connected area
Chugach Census Area	Point Whitshed Road (Cordova)	Major Collector	Minor Collector	Functions as a collector, but not major.
Chugach Census Area	Whittier Ferry Terminal Road (Whittier)	Local	Minor Arterial	Ferry access. Designated as an NHS Intermodal Ferry Connector. Upgraded from Local to Major Collector to match the road leading to the ferry terminal for consistency with other communities.
City and Borough of Juneau	Amalga Harbor Road (Juneau)	Local	Minor Collector	Access to State Historical Park
City and Borough of Juneau	Concrete Way (Juneau)	Local	Minor Collector	Landfill/waste facility access
City and Borough of Juneau	Industrial Boulevard (Juneau)	Local	Major Collector	The current Major Collector stops at Crazyhorse Drive, but DOT&PF requested extending it to Maier Drive.
City and Borough of Juneau	Lena Loop (Juneau)	Local	Minor Collector	Access to research institute
City and Borough of Juneau	Mendenhall Mall Access Road (Juneau)	Local	Minor Collector	Access to shopping center. AADT is 4,800. Connects two Minor Arterials.
City and Borough of Juneau	Mendenhall River School Driveway (Juneau)	Local	Minor Collector	School access
City and Borough of Juneau	Radcliffe Road (Juneau)	Local	Minor Collector	Upgrading to the end of the road where it meets the parking lot for Airport Dyke Trail
City and Borough of Juneau	Riverbend School Driveway (Juneau)	Local	Minor Collector	School access
City and Borough of Juneau	Sheep Creek Mine Road (Juneau)	Not Functionally Classified	Local	Change made by DOT&PF
City and Borough of Juneau	Shell Simmons Drive (Juneau)	Major Collector	Minor Arterial	Airport access
City and Borough of Juneau	Trout Street (Juneau)	Local	Minor Arterial	Access to multiple businesses. AADT >5,000

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
City and Borough of Juneau	Yandukin Drive (Juneau)	Major Collector	Minor Arterial	Airport access
City and Borough of Sitka	Granite Creek Road (Sitka)	Local	Minor Collector	Rock quarry access
City and Borough of Sitka	Kashevaroff Street (Sitka)	Local	Minor Collector	School access
City and Borough of Sitka	Lake Roundabout (Sitka)	Local	Minor Arterial	Connects to an arterial on both ends
City and Borough of Sitka	Lake Street (Sitka)	Major Collector	Minor Arterial	Assigning the highest functional classification of roads entering a roundabout
City and Borough of Sitka	Lincoln Street (Sitka)	Local	Major Collector	Access to a national historic park and other commercial entities
City and Borough of Sitka	Lincoln Street Couplet (Sitka)	Minor Collector	Major Collector	This is a two-way street and should have a functional classification consistent with the rest of the roadway.
City and Borough of Sitka	Mount Edgecumbe HS Access (Sitka)	Local	Minor Collector	School access
City and Borough of Sitka	Peterson Avenue (Sitka)	Local	Minor Collector	School access
City and Borough of Sitka	Tongass Drive (Sitka)	Minor Collector	Major Collector	Functions as a Major Collector
Copper River Census Area	Airport Road (Edgerton Highway)	Local	Minor Collector	Airport access
Copper River Census Area	Airport Road (McCarthy)	Local	Minor Collector	Airport access
Copper River Census Area	Gulkana Airport Access Road (Richardson Highway)	Local	Minor Collector	Airport access
Copper River Census Area	Kennicott Road (McCarthy)	Minor Collector	Not Functionally Classified	The public road ends at the gate of the Kennicott Subdivision property. From there north, it is a private road that is maintained by the property owners.
Copper River Census Area	Kennicott Road (McCarthy)	Minor Collector	Major Collector	This public road ends at the gate of the Kennicott Subdivision property. South of the gate, this is a seasonal road providing access between the Kennicott NHL and the State transportation system - both air and ground.
Denali Borough	Coal Street (Parks Highway)	Local	Minor Collector	Functions as a collector with relatively high AADTs
Denali Borough	Denali Park Road 83 (Parks Highway)	Local	Minor Collector	Access to the Denali National Park Railroad Depot
Denali Borough	Denali Park Road 91 (Parks Highway)	Local	Minor Collector	Airport access. However, it is a driveway leading to an airstrip only used by the National Park Service.

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Denali Borough	Dutch Road (Parks Highway)	Local	Not Functionally Classified	The bridge across the Nenana River is a railroad bridge, so all roads only accessible by that railroad bridge are restricted/private.
Denali Borough	Ferry Road (Parks Highway)	Local	Not Functionally Classified	The bridge across the Nenana River is a railroad bridge, so all roads only accessible by that railroad bridge are restricted/private
Denali Borough	Ferry/Eva/Moose Creek Road (Parks Highway)	Local	Not Functionally Classified	Restricted/private access to Eva Creek Wind Farm, run by Golden Valley Electric Association. Also, the bridge across the Nenana River is a railroad bridge, so the bridge is also restricted/private.
Denali Borough	Fireweed Road (Parks Highway)	Local	Minor Collector	Landfill access
Denali Borough	Hilltop Road (Parks Highway)	Local	Minor Collector	Changed the portion south of Ranch Ave from Local to Minor Collector due to the volume of traffic and number of commercial activities.
Denali Borough	Kantishna Road (Parks Highway)	Local	Minor Collector	Even though the rest of the roads are not public, this is a state-controlled roadway that connects to a state-controlled airport.
Denali Borough	Otto Lake Road (Parks Highway)	Local	Minor Collector	This portion serves a medium amount of traffic, including access to a public park, a new commercial property proposed for a hotel adjacent to Otto Lake, and a golf course/restaurant, as well as providing primary access to Hilltop Rd.
Denali Borough	Sanitation Avenue (Parks Highway)	Local	Not Functionally Classified	Private road
Denali Borough	Suntrana Road (Parks Highway)	Local	Minor Collector	Suntrana Road serves a medium volume of traffic, providing access to the K-12 Tri-Valley School and the Healy Post Office.
Dillingham Census Area	2nd Street/Airport Access Road (Manokotak)	Minor Collector	Local	Downgraded to Local per municipality request
Dillingham Census Area	Airport Road (Manokotak)	Local	Minor Collector	Airport access
Dillingham Census Area	Fish Street (Aleknagik)	Local	Minor Collector	Dock access
Dillingham Census Area	Landfill Access Road (Twin Hills)	Minor Collector	Local	Landfill access
Dillingham Census Area	Manokotak Heights Road (Manokotak)	Minor Collector	Local	Downgraded to Local per municipality request
Dillingham Census Area	Sewage Lagoon Road (Clarks Point)	Not Functionally Classified	Minor Collector	Sewage lagoon access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Dillingham Census Area	Sewage Lagoon Road (Manokotak)	Local	Minor Collector	Sewage lagoon access
Dillingham Census Area	Suravak Road (Aleknagik)	Minor Collector	Major Collector	Roadway is the only connection to the village of Aleknagik and is slated for AADT collection.
Dillingham Census Area	Unnamed Road 2 (Manokotak)	Local	Minor Collector	Landfill access
Fairbanks North Star Borough	10th Avenue (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	3rd Street (Fairbanks)	Minor Arterial	Major Collector	Functions as a Collector. The Arterial classification violates spacing per FHWA guidance.
Fairbanks North Star Borough	Bainbridge Boulevard (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Bentley Trust Road (Fairbanks)	Local	Major Collector	Connects two Minor Arterials, and the AADT on the segment between College and Helmericks is consistently over 6,000.
Fairbanks North Star Borough	Bentley Trust Road (Fairbanks)	Local	Minor Collector	The western portion of the road connects two Minor Arterials, and the AADT on the segment between College and Helmericks is consistently over 6,000.
Fairbanks North Star Borough	Bentley Trust Roundabout (Fairbanks)	Local	Major Collector	Assigning the highest functional classification of roads entering a roundabout
Fairbanks North Star Borough	Bethlehem Street (Upper Fairbanks)	Local	Minor Collector	Landfill access
Fairbanks North Star Borough	Broadmoor Avenue (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Canaday Road (Eielson)	Local	Minor Collector	Landfill access
Fairbanks North Star Borough	Chena Hot Springs Road (Chena Hot Springs)	Minor Collector	Principal Arterial - Other	Assigning the highest functional classification of roads entering a roundabout
Fairbanks North Star Borough	Chena HS Roundabout E (Chena Hot Springs)	Minor Collector	Principal Arterial - Other	Assigning the highest functional classification of roads entering a roundabout
Fairbanks North Star Borough	Chena HS Roundabout W (Chena Hot Springs)	Minor Collector	Principal Arterial - Other	Assigning the highest functional classification of roads entering a roundabout
Fairbanks North Star Borough	Chena Ridge Spur Road (Fairbanks)	Major Collector	Minor Collector	Public feedback approved by the project team
Fairbanks North Star Borough	D Street (Fairbanks)	Local	Minor Collector	AADT suggests traffic flowing to higher classified roadways.
Fairbanks North Star Borough	Eielson Farm Road (Eielson)	Local	Minor Collector	Updated from a Local to Minor Collector due to the road's status as a bypass for the Richardson Highway and its presence of businesses and commercial farming.

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Fairbanks North Star Borough	Elementary Drive (Upper Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Fairbanks Creek Road (Steese Highway)	Local	Minor Collector	Access to Fort Knox mine
Fairbanks North Star Borough	Fish Creek Road (Steese Highway)	Local	Minor Collector	Access to Fort Knox mine
Fairbanks North Star Borough	Gaffney Road (Fairbanks)	Local	Major Collector	Access to the Fort Wainwright Army Base
Fairbanks North Star Borough	Gaffney Road WB (Fairbanks)	Local	Major Collector	Access to the Fort Wainwright Army Base
Fairbanks North Star Borough	Geraghty Avenue (Fairbanks)	Local	Minor Collector	Roadway connects to Collectors on both sides of this segment.
Fairbanks North Star Borough	Give-A-Way Street (Eielson)	Local	Minor Collector	Landfill access
Fairbanks North Star Borough	Hamilton Avenue (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Hampstead Avenue (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Helmericks Avenue (East) (Fairbanks)	Local	Major Collector	AADTs over 5,000. This road serves as a connector between Old Steese and College Road, providing access to a major commercial area in between.
Fairbanks North Star Borough	Helmericks Avenue (West) (Fairbanks)	Local	Major Collector	AADTs over 5,000. This road serves as a connector between Old Steese and College Road, providing access to a major commercial area in between.
Fairbanks North Star Borough	Helmericks Roundabout (Fairbanks)	Local	Major Collector	AADTs over 5,000. This road serves as a connector between Old Steese and College Road, providing access to a major commercial area in between.
Fairbanks North Star Borough	Helmericks Roundabout (Fairbanks)	Local	Major Collector	Assigning the highest functional classification of roads entering a roundabout
Fairbanks North Star Borough	Herb Miller Boulevard (Fairbanks)	Local	Major Collector	AADTs over 5,000. This road serves as a connector between Old Steese and College Road, providing access to a major commercial area in between.
Fairbanks North Star Borough	Herb Miller Boulevard (Fairbanks)	Local	Not Functionally Classified	Private road owned by the development
Fairbanks North Star Borough	Herb Miller Boulevard (Fairbanks)	Local	Not Functionally Classified	Private road owned by the development
Fairbanks North Star Borough	Herb Miller Roundabout (Fairbanks)	Local	Major Collector	AADTs over 5,000. This road serves as a connector between Old Steese and College Road, providing access to a major commercial area in between.
Fairbanks North Star Borough	Hunter Street (Fairbanks)	Local	Minor Collector	AADT on the south side of the Johansen Expressway is over 10,000.

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Fairbanks North Star Borough	Hunter Street (Fairbanks)	Local	Major Collector	Connects the Johansen Expy (a Principal Arterial) to a business area with hotels, banks, Sportsmans Warehouse, Lowe's, etc. The AADT on the south side of the Johansen Expy is over 10,000.
Fairbanks North Star Borough	Hurst Road (North Pole)	Local	Minor Collector	The AADT for this segment is high enough to upgrade from Local. Many residents still use this road to access Badger, since it is quicker than going through the roundabouts on the Richardson Hwy off-ramp.
Fairbanks North Star Borough	Lakloey Drive (North Pole)	Local	Minor Collector	School access
Fairbanks North Star Borough	Margaret Avenue (Fairbanks)	Local	Minor Collector	Access to the Joy Community Center and Wedgewood Resort, both heavy traffic generators. AADTs greater than 2,500.
Fairbanks North Star Borough	Market Street (Fairbanks)	Local	Minor Collector	Connects an arterial road to a residential area
Fairbanks North Star Borough	Merhar Avenue (Fairbanks)	Local	Not Functionally Classified	Private road owned by the development
Fairbanks North Star Borough	Minnie Street (Fairbanks)	Minor Arterial	Major Collector	Functions as a Collector. The Arterial classification violates spacing per FHWA guidance.
Fairbanks North Star Borough	Montgomery Road (North Pole)	Local	Major Collector	Though no AADT, this is an entrance/exit to Fort Wainwright military base. DOT&PF conducted traffic counts in this area 10+ years ago, and those values indicated an AADT over 4,000.
Fairbanks North Star Borough	Moose Mountain Road (Upper Fairbanks)	Local	Minor Collector	Functions as a Collector
Fairbanks North Star Borough	Murphy Dome Road (Upper Fairbanks)	Local	Minor Collector	Functions as a Collector
Fairbanks North Star Borough	Nordale Road (North Pole)	Major Collector	Minor Arterial	Functions as an arterial connecting other arterials
Fairbanks North Star Borough	North Tanana Drive (Fairbanks)	Local	Minor Collector	Connects Tanana Drive to Farmers Loop Road, providing access to state university. AADT is 1,200.
Fairbanks North Star Borough	NPHS Boulevard (North Pole)	Local	Minor Collector	School access
Fairbanks North Star Borough	Rich - Old Rich @ Eielson Access (Eielson)	Local	Major Collector	AADT is 2,000. This is the main access point for North Pole/Fairbanks residents entering Eielson AFB. Connects the interstate to the Old Richardson Hwy, which is also a Major Collector.
Fairbanks North Star Borough	Sandvik Street (Fairbanks)	Local	Minor Collector	School access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Fairbanks North Star Borough	Seekins Ford Drive (Fairbanks)	Local	Minor Collector	AADTs between 4,000 - 5,500. Access to a commercial building, a Ford dealership, and Home Depot.
Fairbanks North Star Borough	Snowman Lane (North Pole)	Local	Minor Collector	School access
Fairbanks North Star Borough	Tanana Loop (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Tanana Loop (Fairbanks)	Minor Collector	Major Collector	Upgrading Tanana Loop from Thompson Dr to S Chandalar Dr, including the roundabout on the west side.
Fairbanks North Star Borough	Tanana Loop Roundabout (Fairbanks)	Local	Major Collector	Upgrading Tanana Loop from Thompson Dr to S Chandalar Dr, including the roundabout on the west side.
Fairbanks North Star Borough	Thompson Drive (Fairbanks)	Local	Major Collector	University access with AADTs between 3,500 - 4,500. As a Major Collector, it would be classified the same as the other main entrance to UAF (Alumni Drive).
Fairbanks North Star Borough	Trainor Gate Road (Fairbanks)	Local	Minor Collector	Serves as an entrance/exit to Fort Wainwright military base
Fairbanks North Star Borough	Twenty-Fourth Avenue (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Unnamed Road 2410 (Fairbanks)	Local	Minor Collector	School access
Fairbanks North Star Borough	Wembley Avenue (Fairbanks)	Minor Arterial	Major Collector	Functions as a Collector. The Arterial classification violates spacing per FHWA guidance.
Haines Borough	Airport Road (Haines)	Local	Major Collector	Airport access
Haines Borough	Dump Road (Haines)	Local	Minor Collector	Landfill access
Haines Borough	FAA Road (Haines)	Local	Minor Collector	Landfill access
Haines Borough	Lutak Road (Haines)	Local	Minor Collector	Access to state recreation site
Hoonah-Angoon Census Area	Breakwater Road (Pelican)	Local	Minor Collector	Ferry terminal access
Hoonah-Angoon Census Area	Coho Way (Pelican)	Local	Minor Collector	Landfill access
Hoonah-Angoon Census Area	Game Creek Road (Hoonah)	Local	Minor Collector	Connects rural communities
Hoonah-Angoon Census Area	Landfill Access Road (Gustavus)	Local	Minor Collector	Landfill access
Hoonah-Angoon Census Area	NFD 8570 Road (Hoonah)	Local	Minor Collector	Rock quarry access
Hoonah-Angoon Census Area	Park Avenue (Hoonah)	Minor Collector	Local	Roadway does not function as a Collector
Hoonah-Angoon Census Area	White Alice Road (Hoonah)	Local	Minor Collector	Landfill access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Kenai Peninsula Borough	A Street (Tyonek)	Local	Minor Collector	Landfill access
Kenai Peninsula Borough	Airport Way (Kenai)	Minor Collector	Minor Arterial	Airport access
Kenai Peninsula Borough	Bartlett Street (Homer)	Local	Minor Collector	This is the route to the employee parking lot for the hospital and a host of medical district buildings. It gets as much or more traffic as Hohe Street.
Kenai Peninsula Borough	Bluff Street (Kenai)	Local	Minor Collector	School access
Kenai Peninsula Borough	Boat Harbor Road/Airport Lane (Ninilchik)	Local	Minor Collector	Harbor access
Kenai Peninsula Borough	Broad Street (Kenai)	Local	Minor Collector	School access
Kenai Peninsula Borough	Dieckgraeff Road (Seward)	Local	Minor Collector	Landfill access
Kenai Peninsula Borough	Disposal Drive (Tyonek)	Local	Minor Collector	Landfill access
Kenai Peninsula Borough	East Bayview Avenue (Homer)	Local	Minor Collector	Project team agrees the roadway functions as a Minor Collector
Kenai Peninsula Borough	East Fairview Avenue (Homer)	Local	Minor Collector	Project team agrees the roadway functions as a Minor Collector
Kenai Peninsula Borough	Fairview Avenue (Homer)	Local	Minor Collector	Expansion of medical district and connectivity improvements of East Fairview Ave have increased traffic and connectivity to the hospital.
Kenai Peninsula Borough	First Avenue (Seward)	Local	Minor Collector	Roadway connects to a traffic generator (Providence Seward Hospital) and surrounding roadway AADTs support upgrade to Minor Collector.
Kenai Peninsula Borough	Fourth Avenue (Kenai)	Local	Minor Collector	This is a bypass for Kenai Spur Highway.
Kenai Peninsula Borough	Halbouty Road (Nikiski)	Local	Minor Collector	Roadway functions as a Collector
Kenai Peninsula Borough	Heath Street (Homer)	Local	Minor Collector	This is being upgraded for consistency with the eastern entrance to the high school.
Kenai Peninsula Borough	Hospital Place (Kenai)	Local	Minor Collector	Hospital access
Kenai Peninsula Borough	Jefferson Street (Seward)	Local	Minor Collector	Hospital access
Kenai Peninsula Borough	Kachemak Way (Homer)	Local	Minor Collector	Project team has agreed to upgrade Kachemak Way to a Minor Collector (from Pioneer to Bayview).
Kenai Peninsula Borough	Main Street (Homer)	Local	Minor Collector	This street funnels residential traffic from the north into downtown and beyond. It also serves the medical district.

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Kenai Peninsula Borough	North Tinker Lane (Kenai)	Local	Minor Collector	School access
Kenai Peninsula Borough	Rocky Street (Seldovia)	Local	Minor Collector	Landfill access
Kenai Peninsula Borough	Sea Lion Avenue (Seward)	Local	Minor Collector	School access
Kenai Peninsula Borough	Soundview Avenue (Homer)	Local	Minor Collector	Many new roads have been developed and connected to Soundview Avenue, warranting an upgrade to Minor Collector
Kenai Peninsula Borough	South Spruce Street (Kenai)	Local	Minor Collector	Boat ramp access and emergency evacuation route. Adjacent area is likely to develop over the next 10 years.
Kenai Peninsula Borough	Swetmann Avenue (Seward)	Local	Minor Collector	School access
Kenai Peninsula Borough	Unnamed Road 018 (Tyonek)	Local	Minor Collector	Landfill access
Kenai Peninsula Borough	Valley Avenue (Ninilchik)	Local	Minor Collector	Harbor access
Ketchikan Gateway Borough	Airport Shuttle Access Road (Ketchikan)	Major Collector	Minor Arterial	Airport and ferry access
Ketchikan Gateway Borough	Baranof Avenue (Ketchikan)	Local	Minor Collector	Provides circulation in a lower density residential area.
Ketchikan Gateway Borough	Deermount Street (Ketchikan)	Minor Collector	Major Collector	AADT justifies upgrade to Major Collector
Ketchikan Gateway Borough	Don King Road (Ketchikan)	Local	Minor Collector	High-density commercial, providing access to Walmart.
Ketchikan Gateway Borough	Fair Street (Ketchikan)	Minor Collector	Major Collector	School, utility, and civic center access
Ketchikan Gateway Borough	Jackson Street (Ketchikan)	Minor Collector	Major Collector	AADT > 800. Road channels traffic around several schools and other social institutions.
Ketchikan Gateway Borough	Jackson Street (Ketchikan)	Local	Major Collector	Provides school access and circulation in a higher density residential area. AADT is > 800.
Ketchikan Gateway Borough	Jefferson Street (Ketchikan)	Local	Major Collector	Access to commercial area
Ketchikan Gateway Borough	Nordstrom Drive (Ketchikan)	Local	Minor Collector	Landfill access
Ketchikan Gateway Borough	Park Avenue (Ketchikan)	Minor Collector	Major Collector	School, utility, and civic center access
Ketchikan Gateway Borough	Revilla Road (Ketchikan)	Local	Minor Collector	DOT&PF (Jill Melcher) recommends upgrading this portion of the road to Minor Collector.
Ketchikan Gateway Borough	Terminal Way/Gravina Island Access Road (Ketchikan)	Major Collector	Minor Arterial	Airport and ferry access

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Ketchikan Gateway Borough	Washington Street (Ketchikan)	Local	Minor Collector	Provides access and circulation in a higher density residential and commercial area. Connects a Major Collector to an Arterial.
Ketchikan Gateway Borough	Woodland Avenue (Ketchikan)	Local	Minor Collector	Channels traffic between Collectors. AADT > 200.
Kodiak Island Borough	2nd Street (Ouzinkie)	Local	Minor Collector	Ferry terminal access
Kodiak Island Borough	Airport Access Road (Karluk)	Local	Minor Collector	Airport access
Kodiak Island Borough	Airport Terminal Road (Kodiak)	Major Collector	Minor Arterial	Airport access
Kodiak Island Borough	D Street (Ouzinkie)	Local	Minor Collector	Ferry terminal access
Kodiak Island Borough	E Street (Ouzinkie)	Local	Minor Collector	Ferry terminal access
Kodiak Island Borough	Egan Way (Kodiak)	Local	Minor Collector	School access
Kodiak Island Borough	G Street (Ouzinkie)	Local	Minor Collector	Airport access
Kodiak Island Borough	Karluk Avenue (Karluk)	Local	Not Functionally Classified	Not passable by a standard passenger vehicle
Kodiak Island Borough	Karluk Avenue (Karluk)	Local	Minor Collector	Landfill access
Kodiak Island Borough	Landfill Road (Old Harbor)	Local	Minor Collector	Landfill access
Kodiak Island Borough	Mallard Way (Kodiak)	Local	Minor Collector	School access
Kodiak Island Borough	Marine Way (Kodiak)	Local	Minor Arterial	Ferry terminal access. Designated as an NHS Intermodal Ferry Connector.
Kodiak Island Borough	Marine Way (Kodiak)	Local	Minor Collector	Ferry terminal access
Kodiak Island Borough	Trident Way (Kodiak)	Local	Minor Arterial	Airport access
Kodiak Island Borough	Unnamed Road (Karluk)	Local	Minor Collector	Landfill access
Kodiak Island Borough	Unnamed Road 1017 (Larsen Bay)	Local	Minor Collector	Landfill access
Kusilvak Census Area	Airport Road (Pilot Station)	Local	Minor Collector	School and airport access
Kusilvak Census Area	Berry Road (Sheldon Point)	Local	Minor Collector	Sewage lagoon and landfill access
Kusilvak Census Area	Embankment Road (Chevak)	Local	Minor Collector	Landfill access
Kusilvak Census Area	Emmonak Landfill Road (Emmonak)	Local	Minor Collector	Landfill access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Kusilvak Census Area	Landfill Access Road (Emmonak)	Minor Collector	Local	No longer connects to an active landfill
Kusilvak Census Area	Sewage Lagoon Access Road (Emmonak)	Local	Minor Collector	Sewage lagoon access
Kusilvak Census Area	Sewage Lagoon Road (Hooper Bay)	Local	Minor Collector	Sewage lagoon access
Kusilvak Census Area	Willow Street (Chevak)	Local	Minor Collector	Landfill access
Lake and Peninsula Borough	2nd Avenue (Perryville)	Local	Minor Collector	Landfill and airport access
Lake and Peninsula Borough	Beach Road (Iliamna)	Local	Minor Collector	Upgraded per DOT&PF planner request
Lake and Peninsula Borough	Chifies Road (Egegik)	Local	Minor Collector	Landfill access
Lake and Peninsula Borough	Chignik Bay Ferry Dock Road (Chignik)	Local	Minor Collector	Ferry terminal access
Lake and Peninsula Borough	Chignik Lake Road (Chignik Lake)	Local	Minor Collector	Landfill access
Lake and Peninsula Borough	Dump Road (Iliamna)	Local	Minor Collector	Landfill access
Lake and Peninsula Borough	Fish Camp Road (Non Dalton)	Local	Not Functionally Classified	During the tribal consultation, Iliamna said the road is private and blocked by a gate. DOT&PF confirmed all three segments of Fish Camp Road are private.
Lake and Peninsula Borough	Fish Camp Road (Non Dalton)	Local	Not Functionally Classified	During the tribal consultation, Iliamna said the road is private and blocked by a gate. DOT&PF confirmed all three segments of Fish Camp Road are private.
Lake and Peninsula Borough	Fish Camp Road (Non Dalton)	Local	Not Functionally Classified	During the tribal consultation, Iliamna said the road is private and blocked by a gate. DOT&PF confirmed all three segments of Fish Camp Road are private.
Lake and Peninsula Borough	Landfill Road (Pedro Bay)	Local	Minor Collector	Landfill access
Lake and Peninsula Borough	Sewage Lagoon Road (Iliamna)	Local	Minor Collector	Sewage lagoon access
Lake and Peninsula Borough	Sewage Lagoon Road (Non Dalton)	Local	Minor Collector	Sewage lagoon access
Lake and Peninsula Borough	Wassillie Lane (Iliamna)	Local	Minor Collector	Upgraded per DOT&PF planner request
Matanuska-Susitna Borough	49th State Street (Palmer)	Major Collector	Minor Arterial	Assigning the highest functional classification of roads entering a roundabout
Matanuska-Susitna Borough	49th State Street (Palmer)	Local	Minor Collector	Landfill access
Matanuska-Susitna Borough	Beacon Street (Wasilla)	Major Collector	Minor Arterial	Airport access

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Matanuska-Susitna Borough	Bettina Way (Wasilla)	Minor Collector	Local	Random segment of Minor Collector in a community with very low AADTs. Both connecting segments are local roads.
Matanuska-Susitna Borough	Beverly Lake Road (Wasilla)	Local	Minor Collector	Functions as a collector and is part of future roadway expansion.
Matanuska-Susitna Borough	Bogard Roundabout (49th State) (Palmer)	Major Collector	Minor Arterial	Assigning the highest functional classification of roads entering a roundabout
Matanuska-Susitna Borough	Carpenter Circle (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	Clapp Street (Wasilla)	Minor Collector	Major Collector	Connects an Interstate to a Principal Arterial and has an AADT of 4,000.
Matanuska-Susitna Borough	Crusey Street (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	Deskas Street (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	E Ariel Drive (Wasilla)	Minor Collector	Local	Low AADT
Matanuska-Susitna Borough	E Falk Street (Wasilla)	Minor Collector	Local	This is a cul-de-sac.
Matanuska-Susitna Borough	Earl Drive (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	East College Drive (Palmer)	Local	Minor Collector	University access
Matanuska-Susitna Borough	East Evergreen Avenue (Palmer)	Major Collector	Minor Arterial	Airport access
Matanuska-Susitna Borough	East Seldon Extension/Bogard Extension (Wasilla)	Local	Minor Collector	Functions as a collector and is part of future roadway expansion.
Matanuska-Susitna Borough	Eek Street (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	Falk Street (Wasilla)	Minor Collector	Local	Low AADT (290)
Matanuska-Susitna Borough	France Road (Palmer)	Local	Minor Collector	School access
Matanuska-Susitna Borough	Frost Circle (Wasilla)	Local	Minor Collector	Frost Cir, Rutan Ave, and Hart Lake Loop are used as a cut-through from E Pamela Dr to Engstrom Rd. AADT is likely around 1,000.
Matanuska-Susitna Borough	Green Forest Drive (Wasilla)	Local	Minor Collector	Connects two Arterials and serves cut-through traffic.
Matanuska-Susitna Borough	Green Forest Drive (Wasilla)	Local	Minor Collector	Connects two Arterials, has signals at Palmer-Wasilla Hwy, and serves cut-through traffic.
Matanuska-Susitna Borough	Hart Lake Loop (Wasilla)	Local	Minor Collector	Frost Cir, Rutan Ave, and Hart Lake Loop are used as a cut-through from E Pamela Dr to Engstrom Rd. AADT is likely around 1,000.

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Matanuska-Susitna Borough	Hart Lake Loop (Wasilla)	Local	Minor Collector	Frost Cir, Rutan Ave, and Hart Lake Loop are used as a cut-through from E Pamela Dr to Engstrom Rd. AADT is likely around 1,000.
Matanuska-Susitna Borough	Hollywood Road (Wasilla)	Major Collector	Minor Arterial	Connects to an Arterial on both ends. Area is expected to have significant future growth.
Matanuska-Susitna Borough	Jensen Road (Wasilla)	Minor Collector	Local	Dead-end road with low AADT
Matanuska-Susitna Borough	Larson Elementary Circle (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	N Gabriels Drive (Wasilla)	Minor Collector	Local	This is a cul-de-sac.
Matanuska-Susitna Borough	N Haniel Circle (Wasilla)	Minor Collector	Local	Low AADT
Matanuska-Susitna Borough	Paradise Lane (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	Pittman Road (Wasilla)	Minor Arterial	Major Collector	Functions as a Collector with significantly high AADTs.
Matanuska-Susitna Borough	Railroad Avenue (Wasilla)	Minor Collector	Local	Due to construction for a pending STIP project, a portion of Railroad Ave is being retired, eliminating access to Talkeetna Street, so this portion of the roadway will no longer serve as a Minor Collector.
Matanuska-Susitna Borough	Rutan Avenue (Wasilla)	Local	Minor Collector	Frost Cir, Rutan Ave, and Hart Lake Loop are used as a cut-through from E Pamela Dr to Engstrom Rd. AADT is likely around 1,000.
Matanuska-Susitna Borough	Schelin Spur (Wasilla)	Local	Minor Collector	Connects two Arterials, has signal at Palmer-Wasilla Hwy, and serves cut-through traffic.
Matanuska-Susitna Borough	Sheep Mountain Airport Road (Glenn Highway)	Local	Minor Collector	Airport access
Matanuska-Susitna Borough	Smith Road Extension (Palmer)	Local	Minor Collector	Trailhead access. Recently upgraded by the municipality to Collector standard. Connects other Collectors.
Matanuska-Susitna Borough	Stringfield Road (Wasilla)	Local	Minor Collector	This portion of the road has two schools, an 80-unit multiplex, and multiple commercial properties. Connects two Arterials.
Matanuska-Susitna Borough	Sun Mountain Avenue (Wasilla)	Local	Major Collector	Connects other Collectors to an Arterial
Matanuska-Susitna Borough	Tait Drive (Wasilla)	Local	Minor Collector	School access
Matanuska-Susitna Borough	Trunk Road (Palmer)	Minor Arterial	Major Collector	AADT is lower on this segment
Matanuska-Susitna Borough	Trunk Road (Palmer)	Major Collector	Minor Arterial	Connects two Collectors (Fishhook and Trunk)

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Matanuska-Susitna Borough	Trunk Road SB (Palmer)	Major Collector	Minor Arterial	Connects two Collectors (Fishhook and Trunk)
Matanuska-Susitna Borough	West Museum Drive (Wasilla)	Major Collector	Minor Arterial	Airport access
Matanuska-Susitna Borough	Yenlo Street (Wasilla)	Minor Arterial	Principal Arterial - Other	As part of a STIP construction project, Yenlo St is being extended all the way through to Bogard Rd, so it will function as a Principal Arterial.
Matanuska-Susitna Borough	Yenlo Street (Wasilla)	Local	Principal Arterial - Other	As part of a STIP construction project, Yenlo St is being extended all the way through to Bogard Rd, so it will function as a Principal Arterial.
Municipality of Anchorage	11th Avenue (Anchorage)	Minor Collector	Local	Low AADT (450)
Municipality of Anchorage	13th Avenue (Anchorage)	Minor Collector	Local	Low AADT (730)
Municipality of Anchorage	17th Avenue (Anchorage)	Minor Collector	Local	Because of the approved downgrade to Karluk St, the team agrees to also downgrade the small Minor Collector portion of 17th Ave to Local.
Municipality of Anchorage	20th Avenue (Anchorage)	Minor Collector	Local	Low AADT (670)
Municipality of Anchorage	36th Avenue (Anchorage)	Principal Arterial - Other	Minor Arterial	The team agrees to downgrade the road from Principal Arterial to Minor Arterial.
Municipality of Anchorage	3rd Avenue (Anchorage)	Minor Arterial	Major Collector	AADT is 4,380 - 4,480
Municipality of Anchorage	50th Avenue (Anchorage)	Minor Collector	Local	Low AADT (390)
Municipality of Anchorage	64th Avenue (Anchorage)	Minor Collector	Local	The municipality has installed traffic calming and cut-through prohibition signage, and has identified this corridor for its Neighborhood Greenway Treatment. AADT is 870.
Municipality of Anchorage	6th Avenue (Anchorage)	Minor Arterial	Principal Arterial - Other	The segment between A St and C St is STRAHNET and should be Principal Arterial.
Municipality of Anchorage	72nd Avenue (Anchorage)	Minor Collector	Local	Low AADT (500 - 710)
Municipality of Anchorage	76th/Lore Roundabout (Anchorage)	Minor Collector	Major Collector	Assigning the highest functional classification of roads entering a roundabout
Municipality of Anchorage	80th Avenue (Anchorage)	Minor Collector	Major Collector	The segment west of Nadine St has AADT of 4,390, warranting upgrade to Major Collector.
Municipality of Anchorage	84th Avenue (Anchorage)	Minor Collector	Local	Low AADT (580)
Municipality of Anchorage	88th Avenue (Anchorage)	Major Collector	Minor Collector	AADT warrants downgrade

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	88th Avenue East (Anchorage)	Minor Collector	Local	Low AADT (570)
Municipality of Anchorage	A Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Aircraft Drive (Anchorage)	Local	Major Collector	Airport and seaport access
Municipality of Anchorage	Alder Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Arctic Boulevard (Anchorage)	Minor Arterial	Major Collector	AADT warrants downgrading Arctic Blvd north of Northern Lights
Municipality of Anchorage	Augustine Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Bannister Drive (Anchorage)	Minor Collector	Local	Low AADT
Municipality of Anchorage	Bartlett Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Bilbo Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Birchtree Street (Eagle River)	Local	Minor Collector	School access
Municipality of Anchorage	Birchwood Spur (Eagle River)	Minor Collector	Major Collector	Airport and commercial entity access
Municipality of Anchorage	Blackberry Street (Anchorage)	Major Collector	Minor Collector	Low-density housing in the surrounding area
Municipality of Anchorage	BLM Road (Anchorage)	Local	Not Functionally Classified	Restricted access (not public)
Municipality of Anchorage	BLM Road (Anchorage)	Local	Minor Collector	Access to trailhead, airstrip, science center, and federal office buildings
Municipality of Anchorage	Blueberry Road (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Bluff Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Boundary Avenue (Anchorage)	Local	Minor Collector	AADT is 3,000. The next segment of Boundary Ave is also a Minor Collector.
Municipality of Anchorage	Brayton Drive (Anchorage)	Major Collector	Minor Collector	Low AADT (890) warrants downgrade. However, because it's a frontage road, it should not be downgraded to Local.
Municipality of Anchorage	Bryn Mawr Court (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Business Park Boulevard (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Cambridge Way (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Camila Court (Anchorage)	Local	Minor Collector	School access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	Career Center Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Chandalar Drive (Anchorage)	Minor Collector	Local	Low AADT (930)
Municipality of Anchorage	Cherry Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Chiniak Bay Drive (Anchorage)	Minor Collector	Local	Low AADT (330)
Municipality of Anchorage	Chinook Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Collins Way (Anchorage)	Minor Collector	Local	The municipality has installed traffic calming and cut-through prohibition signage, and has identified this corridor for its Neighborhood Greenway Treatment. AADT is 870.
Municipality of Anchorage	Commodore Drive (Anchorage)	Major Collector	Minor Collector	AMATS requested this be downgraded to Local, but the AADT is too high, and the road functions as a Collector.
Municipality of Anchorage	Cordova Street (Anchorage)	Major Collector	Minor Collector	Cordova St from 5th Ave to 15th Ave should be downgraded to Minor Collector due to low-density housing and distance to other higher classified roads.
Municipality of Anchorage	Cordova Street (Anchorage)	Major Collector	Local	Low AADT (980) warrants downgrading the segment between 15th Ave and 16th Ave to Local.
Municipality of Anchorage	Cordova Street (Anchorage)	Major Collector	Local	Low AADT (690 - 1,020) warrants downgrading the segment between 3rd Ave and 5th Ave to Local.
Municipality of Anchorage	Davos Road (Girdwood)	Local	Major Collector	Airport access
Municipality of Anchorage	Delasala Place (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Denaina Elder's Road (Eagle River)	Local	Minor Collector	Roadway functions as a Collector
Municipality of Anchorage	Diplomacy Drive (Anchorage)	Local	Minor Collector	Access to the Alaska Native Medical Center. AADTs from 1,501 - 5,500.
Municipality of Anchorage	Donner Drive (Girdwood)	Local	Major Collector	Airport access
Municipality of Anchorage	East 120th Avenue (Anchorage)	Local	Minor Collector	Roadway functions as Collector
Municipality of Anchorage	East 12th Avenue (Anchorage)	Local	Minor Collector	School and airport access
Municipality of Anchorage	East 15th Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	East 24th Avenue (Anchorage)	Minor Collector	Local	Low AADT
Municipality of Anchorage	East 32nd Avenue (Anchorage)	Local	Minor Collector	School access

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	East 48th Avenue (Anchorage)	Local	Minor Collector	Access to medical facility
Municipality of Anchorage	East 4th Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	East 56th Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	East 63rd Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	East 64th Avenue (Anchorage)	Minor Collector	Local	Functions as Local. There are parallel streets that provide access to this neighborhood.
Municipality of Anchorage	East 68th Avenue (Anchorage)	Minor Collector	Local	Low AADT (630)
Municipality of Anchorage	East 72nd Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	East 76th Avenue (Anchorage)	Minor Collector	Major Collector	Assigning the highest functional classification of roads entering a roundabout
Municipality of Anchorage	East 7th Avenue (Anchorage)	Major Collector	Local	Functions as Local. AADTs are 600 - 1,470
Municipality of Anchorage	Elmore Road (Anchorage)	Principal Arterial - Other	Minor Arterial	AADT (6,030) warrants downgrading the segment between Tudor and MLK to a Minor Arterial.
Municipality of Anchorage	Elmore Road (Anchorage)	Major Collector	Minor Collector	AADT (870 - 1,100) warrants downgrade
Municipality of Anchorage	Elmore Road (Anchorage)	Minor Collector	Local	Low AADT, no dedicated turn lane, and there are other access roads to the neighborhood.
Municipality of Anchorage	Ensign Drive (Anchorage)	Minor Collector	Local	Low AADT (560)
Municipality of Anchorage	Fairbanks Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Fireweed Lane (Anchorage)	Minor Arterial	Major Collector	AADT (4,760 - 6,580) warrants downgrading to Collector. There is currently an AMATS project underway to rehab this roadway by reducing lanes, slowing speeds, and designing it to Collector standards.
Municipality of Anchorage	Forest Park Drive (Anchorage)	Major Collector	Minor Collector	The current density of housing is low along this corridor and warrants downgrading to Minor Collector.
Municipality of Anchorage	Glenn Frontage Road (Anchorage)	Local	Minor Collector	Access between Arctic Valley and the Interstate
Municipality of Anchorage	Glenn Frontage Road (Anchorage)	Local	Minor Arterial	Primary access to JBER military base, with AADT over 6,000.
Municipality of Anchorage	Golden Bear Drive (Anchorage)	Local	Minor Collector	School access

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	Harry McDonald Road (Eagle River)	Local	Minor Collector	School access
Municipality of Anchorage	Helio Place (Anchorage)	Major Collector	Minor Collector	Downgrading this road to be consistent with the downgrade to Lake Hood Dr.
Municipality of Anchorage	Hillcrest Drive (Anchorage)	Major Collector	Minor Collector	The current density of housing is low along this corridor and warrants downgrading to Minor Collector.
Municipality of Anchorage	Homer Drive (Anchorage)	Major Collector	Minor Collector	Low AADT (880). Downgrading to be consistent with International Airport Rd.
Municipality of Anchorage	Huffman Road (Anchorage)	Minor Collector	Local	Low AADT (90)
Municipality of Anchorage	Huffman Road (Anchorage)	Minor Collector	Local	Low AADT (70)
Municipality of Anchorage	I Street (Anchorage)	Principal Arterial - Other	Minor Arterial	Functions as Minor Arterial. FHWA confirmed that downgrading a road to Minor Arterial does not impact its NHS status. Since 5th and 6th Ave are already Minor Arterial in the NHFN, downgrading I and L Street should not impact that status.
Municipality of Anchorage	Independence Drive (Anchorage)	Minor Collector	Major Collector	Access to businesses and medical facilities. Upgrading this segment to Major Collector to be consistent with the more northern portion of Independence Road.
Municipality of Anchorage	Independence Drive (Anchorage)	Local	Major Collector	Functions as Major Collector
Municipality of Anchorage	Jamestown Drive (Anchorage)	Major Collector	Minor Collector	AMATS requested this be downgraded to Local, but the AADT is too high, and the road functions as a Collector.
Municipality of Anchorage	Jodhpur Street (Anchorage)	Minor Collector	Local	Low AADT (690)
Municipality of Anchorage	Karluk Street (Anchorage)	Minor Collector	Local	Low AADT (1,090)
Municipality of Anchorage	Kincaid Road (Anchorage)	Major Collector	Minor Collector	Majority of the roadway is already classified as Minor Collector. AADTs support this downgrade.
Municipality of Anchorage	Klatt Johns Roundabout (Anchorage)	Local	Minor Arterial	Assigning the highest functional classification of roads entering a roundabout
Municipality of Anchorage	L Street (Anchorage)	Principal Arterial - Other	Minor Arterial	Functions as Minor Arterial. FHWA confirmed that downgrading a road to Minor Arterial does not impact its NHS status. Since 5th and 6th Ave are already Minor Arterial in the NHFN, downgrading I and L Street should not impact that status.
Municipality of Anchorage	L Street (Anchorage)	Minor Collector	Major Collector	Connects to an Arterial

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	Lake George Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Lake Hill Drive (Eagle River)	Local	Minor Collector	School access
Municipality of Anchorage	Lake Hood Drive (Anchorage)	Major Collector	Minor Collector	Low AADT warrants downgrade to Minor Collector. Provides access to the Lake Hood Seaplane Base and a gravel maintenance lot.
Municipality of Anchorage	Lake Otis Parkway (Anchorage)	Principal Arterial - Other	Minor Arterial	AADTs of 10,800 - 12,900 from Northern Lights Blvd to 15th Ave warrant a downgrade to Minor Arterial.
Municipality of Anchorage	Lake Otis Parkway (Anchorage)	Minor Arterial	Major Collector	AADT of 3,300 warrants downgrade to Major Collector.
Municipality of Anchorage	Lakeshore Drive (Anchorage)	Local	Major Collector	Airport and seaport access
Municipality of Anchorage	Laurel Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Lee Street (Eagle River)	Local	Minor Collector	School access
Municipality of Anchorage	Lois Drive (Anchorage)	Minor Collector	Local	Low AADT (530)
Municipality of Anchorage	Lore Road (Anchorage)	Major Collector	Minor Collector	Functions as Minor Collector.
Municipality of Anchorage	Lore Road (Anchorage)	Minor Collector	Local	Low AADT (590)
Municipality of Anchorage	Lorraine Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Medfra Street (Anchorage)	Minor Collector	Local	Low AADT (240)
Municipality of Anchorage	Merrill Field Drive (Anchorage)	Local	Minor Arterial	Access to airport and commercial entities
Municipality of Anchorage	Mountain Air Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Mt Hood Drive (Girdwood)	Local	Major Collector	Airport Access
Municipality of Anchorage	Muldoon Road (Anchorage)	Local	Major Collector	Military base access
Municipality of Anchorage	Nichols Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Norm Drive (Anchorage)	Minor Collector	Local	AADT (500) warrants downgrading this segment of Norm Drive to Local. Spruce St has also been downgraded to Local.
Municipality of Anchorage	Norm Drive (Anchorage)	Local	Minor Collector	Functions as a Collector, and there are turn lanes from Dowling Rd onto this road.
Municipality of Anchorage	Northern Lights Boulevard (Anchorage)	Principal Arterial - Other	Minor Arterial	AADTs warrant downgrading this segment between Baxter Rd and Muldoon Rd to Minor Arterial.

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	Northwood Drive (Anchorage)	Local	Minor Collector	Landfill access
Municipality of Anchorage	Ocean View Drive (Anchorage)	Major Collector	Minor Collector	Functions as Minor Collector, not Major
Municipality of Anchorage	Old Klatt Road (Anchorage)	Major Collector	Minor Collector	School access, but AADT (1,080) warrants downgrading to Minor Collector.
Municipality of Anchorage	Old Klatt Road (Anchorage)	Minor Collector	Local	Low AADT (430)
Municipality of Anchorage	Old Muldoon Road (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Old Seward Highway Spur (Anchorage)	Major Collector	Minor Collector	Low AADTs and adjacent land use warrant downgrading to Minor Collector.
Municipality of Anchorage	Our Road (Anchorage)	Local	Minor Collector	AADTs warrant upgrading the segment between O'Malley Rd and the zoo parking lot to Minor Collector.
Municipality of Anchorage	Patterson Street (Anchorage)	Major Collector	Minor Collector	In accordance with the downgrading of Chandalar Dr, the team recommends downgrading Patterson St north of Northern Lights Blvd to Minor Collector.
Municipality of Anchorage	Perry Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Point Woronzof Drive (Anchorage)	Minor Arterial	Major Collector	AADT warrants downgrade
Municipality of Anchorage	Postmark Drive (Anchorage)	Major Collector	Minor Arterial	Roadway connects to Arterials on both ends of this segment.
Municipality of Anchorage	Prospect Drive (Anchorage)	Minor Collector	Local	Low AADT (740)
Municipality of Anchorage	Providence Drive (Anchorage)	Principal Arterial - Other	Minor Arterial	The team recommends downgrading to a Minor Arterial due to the classification of adjacent roadways and an AADT of 6,300.
Municipality of Anchorage	Puma Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Pussywillow Street (Talkeetna)	Minor Collector	Local	Low AADT (290)
Municipality of Anchorage	Redwood Court (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Redwood Place (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Redwood Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Richmond Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Richmond Circle (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Rockridge Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Rovenna Street (Anchorage)	Local	Minor Collector	School access

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	Sand Lake Road (Anchorage)	Major Collector	Minor Collector	AADT warrants downgrading the segment south of Kincaid to Minor Collector.
Municipality of Anchorage	School Road (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Seppala Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Southeast Apron Access Road (Eagle River)	Local	Minor Collector	Airport access
Municipality of Anchorage	Southport Maritime Washington Roundabout (Anchorage)	Local	Major Collector	Assigning the highest functional classification of roads entering a roundabout
Municipality of Anchorage	Spenard Road (Anchorage)	Minor Arterial	Major Collector	AADTs warrant downgrading the segment south of Fireweed to a Major Collector.
Municipality of Anchorage	Spruce Street (Anchorage)	Major Collector	Minor Collector	Functions as Minor Collector, not Major
Municipality of Anchorage	Spruce Street (Anchorage)	Minor Collector	Local	Low AADT (500)
Municipality of Anchorage	Sultana Drive (Anchorage)	Minor Collector	Local	Low AADT (310)
Municipality of Anchorage	Sunflower Street (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Timberlane Drive (Anchorage)	Major Collector	Minor Collector	AADT (1,440) warrants downgrading the segment north of Old Klatt Rd to Minor Collector and south to Local.
Municipality of Anchorage	Timberlane Drive (Anchorage)	Major Collector	Local	AADT (1,440) warrants downgrading the segment south of Old Klatt Rd to Local and north to Minor Collector.
Municipality of Anchorage	Twining Drive (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Tyone Court (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Wesleyan Drive (Anchorage)	Minor Collector	Local	Low AADT (480)
Municipality of Anchorage	West 100th Avenue (Anchorage)	Local	Major Collector	New roadway that functions as a Major Collector.
Municipality of Anchorage	West 12th Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	West 1st Avenue (Anchorage)	Minor Collector	Local	AADT (780) between C Street and Eagle Street warrants downgrading to Local.
Municipality of Anchorage	West 32nd Avenue (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Westpark Drive (Anchorage)	Local	Minor Collector	The team recommends upgrading the segment between Kincaid and Dimond to Minor Collector.
Municipality of Anchorage	Westwind Drive (Anchorage)	Minor Arterial	Minor Collector	AADT (890) warrants downgrading to Minor Collector.

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Municipality of Anchorage	Zarvis Place (Anchorage)	Local	Minor Collector	School access
Municipality of Anchorage	Zuckert Avenue (Anchorage)	Local	Minor Arterial	Access to medical center. Surrounding AADTs are 22,400.
Municipality of Skagway	1st Avenue (Skagway)	Local	Major Collector	Airport access
Municipality of Skagway	Alaska Street (Skagway)	Local	Major Collector	Airport access
Nome Census Area	3rd Avenue (Koyuk)	Local	Minor Collector	Rock quarry access
Nome Census Area	Airport Spur Road (Wales)	Local	Minor Collector	Airport access
Nome Census Area	Bering Street (Nome)	Major Collector	Minor Arterial	High AADTs
Nome Census Area	Front Street (Nome)	Major Collector	Minor Arterial	High AADTs
Nome Census Area	Kougarok Road/Nome-Taylor Highway (Nome)	Major Collector	Minor Collector	The team recommends downgrading the segment north of Bessie Rd to Minor Collector.
Nome Census Area	Landfill Loop (Brevig Mission)	Local	Minor Collector	Landfill access
Nome Census Area	Lopp Lagoon Road (Wales)	Local	Minor Collector	Airport access
Nome Census Area	Moonlight Springs Road (Nome)	Local	Minor Collector	Access to Cape Nome Mining District Discovery Sites
Nome Census Area	Unnamed Road 130 (Nome)	Local	Minor Collector	Landfill/sewage lagoon access
North Slope Borough	Access Road (Point Hope)	Local	Minor Collector	Landfill access
North Slope Borough	Ahkovak Street (Utqiagvik)	Minor Collector	Major Collector	Connects other Collectors to an Arterial
North Slope Borough	Airport Road (Dalton Highway)	Local	Minor Collector	Airport access
North Slope Borough	Airport Way (Dalton Highway)	Local	Minor Collector	Airport access
North Slope Borough	Cakeatter Road (Utqiagvik)	Local	Minor Collector	Landfill access, and connects two sections of a Minor Collector
North Slope Borough	Cakeatter Road (Utqiagvik)	Local	Minor Collector	Landfill access
North Slope Borough	Emaiksoun Road (Utqiagvik)	Local	Minor Collector	Access to a fuel supplier
North Slope Borough	First Avenue (Nuiqsut)	Local	Minor Collector	Airport access
North Slope Borough	Lake Colleen Drive East (Dalton Highway)	Local	Minor Collector	Airport access
North Slope Borough	Landfill Access Road (Kaktovik)	Minor Collector	Local	No longer connects to an active landfill
North Slope Borough	Landfill Access Road Extension (Point Lay)	Local	Minor Collector	Landfill access

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
North Slope Borough	Maggaq Road (Utqiagvik)	Local	Minor Collector	Landfill access
North Slope Borough	Nathaniel Olemaun Jr Boulevard (Utqiagvik)	Local	Minor Arterial	Connects two Minor Arterials
North Slope Borough	Nathaniel Olemaun Jr Boulevard (Utqiagvik)	Local	Major Collector	Connects other Collectors to an Arterial
North Slope Borough	Nunavaaq Street (Utqiagvik)	Local	Minor Collector	Access to a fuel supplier
North Slope Borough	Pisokak Street (Utqiagvik)	Local	Minor Collector	Access to a fuel supplier
North Slope Borough	Uula Street (Utqiagvik)	Local	Minor Collector	Hospital access
North Slope Borough	Uula Street (Utqiagvik)	Local	Major Collector	Hospital access, and adjacent AADTs are 1,500 - 1,700
Northwest Arctic Borough	Aaksaik Avenue (Noatak)	Local	Minor Collector	Connects rural communities and provides school access
Northwest Arctic Borough	Air Force Road (Kotzebue)	Local	Minor Collector	Access to landfill
Northwest Arctic Borough	Airport Road (Noatak)	Local	Minor Collector	Airport access
Northwest Arctic Borough	Bison Street (Kotzebue)	Local	Major Collector	Functions as a Collector
Northwest Arctic Borough	Bison Street (Kotzebue)	Minor Collector	Major Collector	Relatively high AADTs
Northwest Arctic Borough	Bornite Road (Kobuk)	Local	Minor Collector	Airstrip access
Northwest Arctic Borough	Crowley Dock Road (Kotzebue)	Major Collector	Minor Collector	Relatively low AADTs
Northwest Arctic Borough	Dahl Creek Road (Kobuk)	Local	Minor Collector	Airport access
Northwest Arctic Borough	Front Street (Deering)	Local	Minor Collector	Landfill access
Northwest Arctic Borough	Garden Street (Kotzebue)	Minor Collector	Major Collector	Connects other Collectors to an Arterial
Northwest Arctic Borough	Landfill Access Road (Selawik)	Local	Minor Collector	Landfill access
Northwest Arctic Borough	Landfill Road (Deering)	Local	Minor Collector	Landfill access
Northwest Arctic Borough	Landfill Road (Noorvik)	Local	Minor Collector	Landfill access
Northwest Arctic Borough	Mission Street (Kotzebue)	Minor Collector	Major Collector	High AADTs
Northwest Arctic Borough	Mission Street (Kotzebue)	Local	Major Collector	High AADTs
Northwest Arctic Borough	Red Dog Mine Road (Red Dog Mine)	Local	Not Functionally Classified	Red Dog is a private port (operated by Teck Resources), and this roadway provides access to a private mine.

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Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Northwest Arctic Borough	Shore Avenue (Kotzebue)	Major Collector	Minor Collector	High AADTs
Northwest Arctic Borough	Shore Lane (Kotzebue)	Minor Collector	Major Collector	High AADTs
Northwest Arctic Borough	Third Avenue (Kotzebue)	Major Collector	Minor Arterial	High AADTs
Northwest Arctic Borough	Turf Street (Kotzebue)	Minor Collector	Major Collector	Connects other Collectors to an Arterial
Northwest Arctic Borough	Unnamed Road 229 (Kotzebue)	Local	Minor Collector	Landfill access
Petersburg Borough	14th Street (Petersburg)	Local	Minor Collector	Landfill/waste facility access
Petersburg Borough	Dump Road (Petersburg)	Local	Minor Collector	Landfill/waste facility access
Petersburg Borough	South Mitkof Ferry Terminal Road (Petersburg)	Major Collector	Local	Ferry terminal is no longer active, or service has been discontinued
Prince of Wales-Hyder Census Area	8th Street (Craig)	Minor Collector	Major Collector	Airport access
Prince of Wales-Hyder Census Area	Airport Road (Metlakatla)	Minor Collector	Major Collector	Airport access
Prince of Wales-Hyder Census Area	Airport Road (Metlakatla)	Local	Major Collector	Airport access
Prince of Wales-Hyder Census Area	Cedar Street Extension (Hydaburg)	Local	Minor Collector	Landfill access
Prince of Wales-Hyder Census Area	Craig Landfill Access (Craig)	Local	Minor Collector	Landfill access
Prince of Wales-Hyder Census Area	Ferry Terminal Road (Metlakatla)	Major Collector	Local	Ferry terminal is no longer active, or service has been discontinued.
Prince of Wales-Hyder Census Area	Main Street (Hyder)	Local	Minor Collector	Landfill/sewage lagoon access
Prince of Wales-Hyder Census Area	Nevada Street (Hyder)	Local	Minor Collector	Landfill access
Prince of Wales-Hyder Census Area	Saltery Point Road (Hydaburg)	Local	Minor Collector	Landfill access
Prince of Wales-Hyder Census Area	Stikine Way (Coffman Cove)	Major Collector	Local	Ferry terminal is no longer active, or service has been discontinued.
Prince of Wales-Hyder Census Area	Stikine Way (Coffman Cove)	Major Collector	Local	Requested change from DOT&PF
Southeast Fairbanks Census Area	Airport Access Road (Tok)	Local	Major Collector	Airport access
Southeast Fairbanks Census Area	Albert Drive (Alaska Highway)	Local	Minor Collector	Landfill access
Southeast Fairbanks Census Area	Albert Drive (Alaska Highway)	Local	Minor Collector	Landfill access
Southeast Fairbanks Census Area	Chicken Airport Road (Taylor Highway)	Local	Minor Collector	Airport access
Southeast Fairbanks Census Area	Dry Creek Road (Alaska Highway)	Local	Minor Collector	Landfill access

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Southeast Fairbanks Census Area	Dump Road (Alaska Highway)	Local	Minor Collector	Landfill access
Southeast Fairbanks Census Area	Isaac Avenue (Alaska Highway)	Local	Minor Collector	Provides access to the landfill and the highway
Southeast Fairbanks Census Area	Landfill Access Road (Alaska Highway)	Minor Collector	Local	No longer connects to an active landfill
Southeast Fairbanks Census Area	North Clearwater Avenue (Delta Junction)	Local	Major Collector	Airport and school access
Southeast Fairbanks Census Area	Old Northway Road (Alaska Highway)	Local	Minor Collector	Airport access
Southeast Fairbanks Census Area	Rapids Street (Delta Junction)	Local	Major Collector	Airport access
Southeast Fairbanks Census Area	Remington Road (Delta Junction)	Major Collector	Minor Collector	Functions as a Minor Collector
Southeast Fairbanks Census Area	Shaw Creek Road (Richardson Highway)	Local	Minor Collector	Access to Pogo Mine
Southeast Fairbanks Census Area	Tanacross Road Old (Tok)	Local	Minor Collector	Airport access
Southeast Fairbanks Census Area	Tanana Loop Extension (Delta Junction)	Minor Collector	Major Collector	Functions as a Major Collector
Southeast Fairbanks Census Area	Tanana Loop Road (Delta Junction)	Minor Collector	Major Collector	Connects to an Arterial
Yukon-Koyukuk Census Area	1st Avenue (Rampart)	Local	Minor Collector	Functions as a main thoroughfare
Yukon-Koyukuk Census Area	Airport Road (Coldfoot)	Local	Minor Collector	Airport access
Yukon-Koyukuk Census Area	Airport Road (Hughes)	Local	Minor Collector	Airport access
Yukon-Koyukuk Census Area	Airport Road (Nenana)	Local	Major Collector	Airport access
Yukon-Koyukuk Census Area	Airport Road (Nenana)	Minor Collector	Major Collector	Airport access
Yukon-Koyukuk Census Area	Airport Way (Fort Yukon)	Local	Minor Collector	Airport access
Yukon-Koyukuk Census Area	Campion Road (Galena)	Local	Minor Collector	Functions as a Collector
Yukon-Koyukuk Census Area	De Wilde Street (Huslia)	Minor Collector	Local	Functions as a Local
Yukon-Koyukuk Census Area	East Third Avenue (Fort Yukon)	Local	Minor Collector	Landfill access
Yukon-Koyukuk Census Area	First Avenue (Tanana)	Local	Minor Collector	Connects rural communities
Yukon-Koyukuk Census Area	Gravel Pit Access Road (Anvik)	Local	Minor Collector	Airport access
Yukon-Koyukuk Census Area	Hilltop Road (Chalkyitsik)	Local	Minor Collector	Landfill access

APPENDIX C – ROADS WITH PROPOSED CHANGES

Borough or Census Area	Route Name & Community	2011 Functional Classification	2025 Proposed Functional Classification	Justification
Yukon-Koyukuk Census Area	Landfill Access Road (Lake Minchumina)	Local	Minor Collector	Landfill access
Yukon-Koyukuk Census Area	Landfill Road (Birch Creek)	Local	Minor Collector	Landfill access
Yukon-Koyukuk Census Area	Landfill Road (Ruby)	Local	Minor Collector	Landfill access
Yukon-Koyukuk Census Area	Landfill Road (Tanana)	Local	Minor Collector	Landfill access
Yukon-Koyukuk Census Area	Minook Creek Road (Rampart)	Local	Minor Collector	Landfill and airport access
Yukon-Koyukuk Census Area	Nome Creek West Road (Stees Highway)	Minor Collector	Local	Functions as a Local
Yukon-Koyukuk Census Area	Sewage Lagoon Access Road (Beaver)	Local	Minor Collector	Sewage lagoon access
Yukon-Koyukuk Census Area	Tofty Road (Elliott Highway)	Local	Minor Collector	Connects rural communities
Yukon-Koyukuk Census Area	Unnamed Road (Chalkyitsik)	Local	Minor Collector	Sewage lagoon access
Yukon-Koyukuk Census Area	Unnamed Road 152 (Evansville)	Local	Minor Collector	Landfill access
Yukon-Koyukuk Census Area	Wiseman Road (Dalton Highway)	Local	Minor Collector	Airport access
Yukon-Koyukuk Census Area	Wiseman/Nolan Road (Dalton Highway)	Local	Minor Collector	Connects rural communities