



TRAILS, EASEMENTS, AND RIGHTS-OF-WAY

**Transportation Conditions, Issues, Analysis, and
Recommendations**

March 2026



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Appendix 1: Map No 92337

ACRONYMS & ABBREVIATIONS

17(b)	Section 17(b) of the Alaska Native Claims Settlement Act
AMHS	Alaska Marine Highway System
AMHS LRP	Alaska Marine Highway System Long-Range Plan
ANCSA	Alaska Native Claims Settlement Act
ANILCA	Alaska National Interest Lands Conservation Act
ATVs	All-Terrain Vehicles
BLM	Bureau of Land Management
CPI	Consumer Price Index
CSU	Conservation System Unit
D-1	Section 4407 Early-Stage Agreement (Planning/Feasibility)
D-2	Section 4407 Final Project Agreement (PS&E Stage)
DNR	Alaska Department of Natural Resources
DOT&PF	Alaska Department of Transportation and Public Facilities
FHWA	Federal Highway Administration
GIS	Geographic Information System
GVW	Gross Vehicle Weight
LRTP	Long-Range Transportation Plan
MOU	Memorandum of Understanding
NCHHI	National Highway Construction Cost Index
NFS	National Forest System
NPOWI	North Prince of Wales Island
NPS	National Park Service
OHVs	Off-Highway Vehicles
P.L.	Public Law
PLO	Public Land Order
PS&E	Plans, Specifications, and Estimates
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-of-Way
RS	Revised Statute
RS 2477	Revised Statute 2477
SEATP	Southeast Alaska Transportation Plan
STIP	Statewide Transportation Improvement Program
USFS	United States Forest Service

1.0 INTRODUCTION

1.1 Purpose of the Technical Memorandum

The Southeast Alaska Transportation Plan (SEATP) Trails, Easements, and Rights-of-Way Technical Memorandum (technical memo) documents provisions relevant for potential transportation development including Revised Statute 2477 (RS2477), Alaska National Interest Lands Conservation Act (ANILCA), 17(b) easements, and Section 4407 easements. Essential Transportation Corridors are identified to leverage these provisions for future transportation connections.

This technical memo is intended to complement, not duplicate or make recommendations for, the Alaska Marine Highway System 2045 Long-Range Plan (AMHS LRP). It focuses on access authorities, easements, and reserved corridors that support long-term multimodal connectivity, some of which include proposed ferry terminals and service to provide for a complete connection. Project development, service planning, and operational decisions for AMHS are addressed by the AMHS LRP.

2.0 REVISED STATUTE 2477

2.1 Regulatory Framework

Revised Statute (RS) 2477 derives from Section 8 of the Mining Law of 1866 and provides a legal means for establishing highways over public lands. The term “highway” had a different meaning at the time the law was enacted. Subsequent case law has expanded the allowable uses to include a broad range of overland transportation infrastructure, such as modern highways, roads, trails, tunnels, and bridges. RS2477 rights-of-way (ROWs) were established in Alaska until 1969, when Public Land Order (PLO) 4582 imposed a land freeze in anticipation of the Alaska Native Claims Settlement Act (ANCSA). In 1976, Congress repealed Section 8 of the Mining Law of 1866. RS2477 ROWs established prior to repeal of Section 8 constitute legally valid access routes.

Designation as RS2477 does not provide unconditional use of the right-of-way (ROW). Landowners may retain significant influence over how a ROW may be used, and the State of Alaska, typically through the Department of Natural Resources (DNR) often co-manages RS 2477 easements with the underlying landowner.

RS 2477 ROWs represent legacy access routes that may support future transportation, recreation, or subsistence access. For SEATP purposes, these routes inform long-range corridor awareness and do not constitute a determination of legal validity or development priority.

2.2 RS 2477 Rights-of-Way in Southeast Alaska

In the SEATP area, there are 390 RS2477 ROWs identified by DNR, as shown in Figure 1 below.¹ Many of the known trails have been converted into public hiking and recreation trails, such as the Chilkoot Trail in the Klondike, Goldrush National Historic Park, or the Lemon Creek Trail in the Tongass National Forest in Juneau. Many other RS2477 ROWs remain undeveloped and are in more remote areas on the islands of Southeast Alaska. The undeveloped RS2477 ROWs often provide local access for mail, subsistence, and other recreation purposes.

¹ Esri. (n.d.). ArcGIS Online web map [Interactive map]. ArcGIS Online.
<https://www.arcgis.com/apps/mapviewer/index.html?layers=f97ec4306fb14ed59c71b02ee8cf0f47>



Figure 1: RS2477 Easements in Southeast Alaska as Documented by DNR

The RS2477 Easements are summarized by borough and census area in Table 1.

Table 1: RS2477 Easements By Borough/Census Area

BOROUGH/CENSUS AREA	RS 2477 HISTORIC TRANSPORTATION ROUTES (MILES)
Haines Borough	54.4
Hoonah-Angoon Census Area	6.8
Juneau City and Borough	104.5
Ketchikan Gateway Borough	29.3
Petersburg Borough	26.5
POW-Hyder Census Area	40.9
Sitka City and Borough	-
Skagway Municipality Borough	26.8
Wrangell City and Borough	15.9
Yakutat City and Borough	18.2
Total	323.3

3.0 ALASKA NATIONAL INTEREST LANDS CONSERVATION ACT TITLE XI

3.1 Regulatory Framework

Section 1104 of the Alaska National Interest Lands Conservation Act (ANILCA) establishes a formal review process for proposed transportation and utility systems that cross conservation system units and other designated conservation areas. ANILCA provides a single, consolidated statutory framework for approving or denying transportation and utility proposals and requires coordinated participation by all relevant federal agencies. ANILCA Title XI applies when a proposed transportation corridor crosses federal conservation lands.

3.2 ANILCA in Southeast Alaska

ANILCA in Southeast Alaska applies to the conservation system units (CSU) in the plan area. CSUs in Southeast Alaska include areas of the Tongass National Forest, Glacier Bay National Park and Preserve, and other federal lands and monuments.

4.0 17(b) ACCESS EASEMENTS

4.1 Regulatory Framework

The Alaska Native Claims Settlement Act (ANCSA) section 17(b) establishes public access easements across Native Corporation land to provide access to local, state, and federal public lands and waterways. The Bureau of Land Management (BLM) administers the ANCSA 17(b) easement process in coordination with Alaska Native Corporations and the public agencies whose lands are accessed. ANCSA 17(b) easements authorize specific, limited uses based on easement width:²

- 25' wide trails: The uses allowed on a 25' wide trail easement include: foot, dogsled, animals, snow machine, two- and three-wheeled off-highway vehicles (OHVs); and small all-terrain vehicles (ATVs) (less than 3,000 pounds (lbs.) gross vehicle weight (GVW)).
- 50' wide trails: The uses allowed on a 50' wide trail easement are those allowed for a 25' trail plus large all-terrain vehicles (more than 3,000 lbs. GVW), tracked vehicles, and four-wheel-drive vehicles.
- 60' wide roads: The uses allowed on a 60' road easement are those allowed for both 25' and 50' trails plus automobiles and trucks.
- One-acre sites for short-term uses: The uses allowed on a site easement include: vehicle parking (such as aircraft, boats, ATVs, snowmobiles, cars, and trucks), temporary camping, and loading or unloading (limited to 24 hours at a time).

ANCSA 17(b) easements may be established, modified, or removed through agreement among the applicable Alaska Native Corporation, the affected public land management agency, and BLM.^{3 4} Additionally, the Federal Highway Administration (FHWA) in collaboration with Bureau of Land Management (BLM) developed a transportation user guide for ANCSA 17(b) easements to support consistent and informed management of existing easements by Alaska Native Corporations, land management agencies, and other partners'.⁵

² BLM. 1234. ANCSA 17(b) Easements [Brochure]. Retrieved November 2025 from: https://www.blm.gov/sites/default/files/documents/files/PublicRoom_Alaska_17b_easement_brochure07.pdf

³ BLM Alaska maintains the program and process for establishing, removing, and revising 17(b) easements on their website and related documents.

⁴ BLM. 2025. ANCSA 17(b) Easements. Retrieved November 2025 from: https://www.blm.gov/programs/lands-and-realty/regional-information/alaska/17b_easements

⁵ FHWA. 2025. ANCSA 17(b) Guidebook. Retrieved November 2025 from: <https://highways.dot.gov/federal-lands/projects/ak/ancsa-17b-guidebook-development>

4.2 17(b) Easements in Southeast Alaska

Development of 17(b) easements may support future consideration of public access roads, trails, and supporting sites within the SEATP area. Use of these easements typically requires additional steps including survey and ROW work to confirm locations, planning for future use, and preliminary engineering.

Tribal consultation and coordinated public and partner engagement are integral throughout any consideration or implementation process.

In Southeast Alaska, there are 200 ANCSA 17(b) easements totaling 156.87 miles. The composition of these easements is summarized in Table 2 and illustrated in Figure 2. Most 17(b) easements in the SEATP area cross Sealaska Corporation lands to provide access to National Park Service (NPS) and United States Forest Service (USFS) lands.

Table 2: Miles of 17(b) Easements in the SEATP Area by Easement Type

17(b) EASEMENT TYPE	COUNT IN PLAN AREA	MILES IN PLAN AREA
Unknown type	1	0.1
Existing trail up to 25'	43	23.82
Existing trail up to 50'	1	0.13
Existing utilities	6	1.81
Future utilities if within five years of conveyance	6	6.21
Periodic points along the marine coastline	1	0.14
Proposed road up to 100'	17	10.43
Proposed trail up to 25'	39	26.01
Railroad 100' either side of the center line	1	0.31
Road up to 60' or greater for existing road	85	87.91
Total	200	156.87



Figure 2: 17(b) Easements in the SEATP Area

5.0 SECTION 4407 EASEMENT CORRIDORS

5.1 Regulatory Framework

“Section 4407 easements” refer to the reciprocal ROWs and easements authorized under Section 4407 of Public Law 109-59 (Section 4407). Section 4407 provides statutory authority for these easements and states:

“Notwithstanding any other provision of law, the reciprocal rights-of-way and easements identified on the map number 92337 [described in Table 2 of this document] and dated June 15, 2005, are hereby enacted into law.”

The designated easements preserve the ability to develop transportation and utility corridors regardless of protections established under the Tongass National Forest Roadless Rule. At the time of designation, the USFS also received reciprocal easements over state-owned tidelands to support federal-owned facilities including docks, floats, boat ramps, breakwaters, and log transfer facilities.

A Memorandum of Understanding (MOU), identified as FS Agreement No. 06MU-11100100-151/State of Alaska Agreement No. ADL 107516 and executed September 2006, documents the mutual interests and benefits of Section 4407 easements. The MOU recognizes the State’s ability, where authorized, to develop, operate and maintain transportation and utility facilities and related improvements that provide substantial public benefit.

In June 2019, the U.S. District Court for the District of Alaska resolved a longstanding dispute between the State of Alaska and USFS regarding the State’s rights under Section 4407. The court held that Section 4407 established property rights granting the State permanent access across National Forest System lands to construct, operate, and maintain transportation and utility infrastructure to improve connectivity among Southeast Alaska communities. The court further clarified that Section 4407 easements are *floating easements*, meaning authorized activities may occur within any 300-foot-wide area located anywhere within each applicable square-mile section described in the easement. Accordingly, easements shown in the following figures are illustrative and should not be interpreted as fixed in location.

5.2 Section 4407 Procedures

DOT&PF uses a two-step process to advance transportation projects on 4407 easements. The first step, known as D-1 agreement, provides DOT&PF with the authority to carry out early-stage activities needed to evaluate a potential project. This includes planning, preliminary engineering, and environmental review to determine feasibility and impacts. D-1 agreements are intentionally broad, typically referencing general locations such as sections and townships rather than detailed alignments. They are pursued early to establish access and reduce uncertainty before more detailed design work begins.

The second step, known as a D-2 agreement, is required once a project has advanced to a more defined level of engineering, usually at or near Plans, Specifications, and Estimates (PS&E). At this stage, DOT&PF must demonstrate how the project will be constructed, with clearly defined alignments and design details. D-2 agreements are more formal and specific than D-1, reflecting a commitment to a particular project configuration. The Forest Service reviews these agreements to make sure the design is fully resolved, and approvals are finalized once right-of-way GIS data are submitted.

The D-1 and D-2 steps provide a structured process from early project concept to construction readiness. Each stage typically requires three to six months to provide for coordination between DOT&PF and the USFS. To advance this timeline, the DOT&PF has secured D-1 easements for many of the 4407 corridors.

5.3 Section 4407 Easements in Southeast Alaska

Map No. 92337, dated June 15, 2005, serves as the map of record for 4407 easements⁶ including transportation corridors, utility corridors, marine access points, and transfer facilities. Table 3 on the following page provides a narrative description of each 4407 easement.

⁶ Alaska Department of Transportation & Public Facilities. (2005, June 15). Map No. 92337: Transfer facilities, marine access points, and proposed transportation corridors in Southeast Alaska [Map]. KRBD.

Table 3: Southeast Alaska Section 4407 Easements - Route Descriptions

LOCATION	4407 EASEMENT ROUTE DESCRIPTION
Lynn Canal Easements – Juneau to Haines and Skagway	From Echo Cove northerly along the shore of Berners Bay and Lynn Canal to Skagway with a ferry terminal near the mouth of Katzechin River.
	From Haines across the Chilkat River/Inlet at or above Pyramid Island, then southerly along the west shore of Lynn Canal to a suitable ferry terminal site on William Henry Bay.
	Water way route Cascade Point to William Henry Bay.
Taku River Easements	From Thane Road southeasterly along Gastineau Channel to Bishop Point, then northeasterly along Taku Inlet to a suitable bridge crossing at Grizzly Bar.
	From Jaw Point northeasterly along the southeast shore of Taku Inlet and River to the Canada border to provide ferry crossing options.
Mansfield Peninsula Crossing, Admiralty Island, Easement	From Young Bay to Greens Creek, Hawk Inlet.
Chichagof Island Easements	From a suitable ferry terminal site on Whitestone Harbor to Hoonah.
	From Hoonah to a suitable ferry terminal site on Tenakee Inlet.
	Kadashan Road from a suitable ferry terminal site on Tenakee Inlet southeasterly along the Kadashan River to a suitable ferry terminal site on the north side of Peril Strait across from Rodman Bay.
Baranof Island Easements	From the end of Halibut Point Road to a suitable ferry terminal site on Rodman Bay.
	From the end of Sawmill Creek Road to a suitable ferry terminal site on Warm Springs Bay.
Kupreanof Island Easements	From Kake to a suitable ferry terminal site in Kupreanof for crossing the Wrangell Narrows.
	From Kake to a suitable ferry terminal site in Totem Bay for crossing Sumner Strait to Red Bay on Prince of Wales Island.
Prince of Wales Island Easements	North Prince of Wales Island Road from the intersection with Coffman Cove Road to a suitable ferry terminal site in the vicinity of Red Bay on Sumner Strait.
	Neck Lake Road from North Prince of Wales Island Road easterly along Neck Lake to Whale Pass.
	North Prince of Wales Island Road north, then west from Cavern Lake Road to a suitable ferry terminal location of Labouchere Bay.
	Whale Pass north to Exchange Bay.
Mid-Region Access Easements (Wrangell Island and Mainland)	A crossing of Eastern Passage at the Narrows between Wrangell Island and the mainland.
	East side of Eastern Passage from the Narrows south to Bradfield Canal, then east along the north side of Bradfield Canal to the Bradfield River at the head of Bradfield Canal.
	Bradfield Road from the head of Bradfield Canal along the North Fork of the Bradfield River to the Canada border at the Craig River.
	From the head of Bradfield Canal along the south side of the Bradfield Canal west to Duck Point (or other suitable ferry terminal site on the Bradfield Canal).
	From Zimovia Highway easterly along McCormack Creek, to Eastern Passage, then southerly to a suitable ferry terminal site on Fools Inlet.
	From Zimovia Highway easterly along McCormack Creek to Eastern Passage, then to the Narrows bridge crossing site.

LOCATION	4407 EASEMENT ROUTE DESCRIPTION
Cleveland Peninsula Easements	Upper Cleveland Peninsula crossing from Bradfield Canal southeasterly along Eagle River to Point Lees to a suitable ferry terminal on the Behm Canal.
Revillagigedo Island Easements	From a suitable ferry terminal site at or near Claude Point, then southwesterly via Benrer and Klam creeks to Shrimp Bay, then easterly to Cedar Lake and Orchard Creek, then southeasterly along Orchard Creek to a south branch extending toward Carroll Creek, then south to Carroll Inlet, then south along the west shore of Carroll Inlet to Shelter Cove, then westerly to the head of George Inlet to Ward Lake Road.

6.0 RESERVED TRANSPORTATION AND UTILITY CORRIDORS

Transportation and utility corridors were first identified in the 2004 Southeast Alaska Transportation Plan. These corridors are intended to be reserved and protected to meet future transportation and utility needs.

These corridors include the Section 4407 easements (described above) within the Tongass National Forest that have legal status as described above. Additional transportation corridors and facilities are identified to support complete regional transportation connections.

Adoption of the SEATP is an official expression of state policy that no other action by any other party should be taken that would interfere with public use of any of the mapped corridors. The Tongass National Forest Land and Resource Management Plan⁷ similarly states:

The purpose of the plan direction is to facilitate the availability of NFS land for the development of existing and future transportation system corridors such as those identified by the State of Alaska in the Final Southeast Alaska Transportation Plan (2004) and applicable laws (for example, Section 4407 of P.L. 109-59, title XI of ANILCA, P.L. 96-487)

The following sections describe the corridors for which construction has advanced prior to the SEATP Update, the existing corridors intended to be reserved, and the corridors anticipated for potential development or study within the 20-year planning period.

6.1 Corridors Constructed

Some facilities have been constructed within corridors identified in the 2004 and 2014 SEATP documents. These facilities are identified in Table 4 below.

⁷ U.S. Forest Service. (2016). *Land and resource management plan: Tongass National Forest [PDF]*. U.S. Department of Agriculture.

Table 4: Corridors Constructed in Southeast Alaska Since the 2004 SEATP

CORRIDOR	DESCRIPTION	FACILITY TYPE	YEAR CONSTRUCTED ⁸
Chichagof Island Access	Gustavus Ferry Terminal	Terminal	2014
Prince of Wales Island	NPOWI Road: Neck Lake Road to Naukati Cutoff	Highway	2014
	NPOWI Road: Naukati Cutoff to Coffman Cove Road	Highway	2014
	Coffman Cove Road: NPOWI Rd Intersection to Coffman Cove	Highway	2006
	Naukati Cutoff	Highway	2017
	Coffman Cove Terminal	Terminal	2006
Mid-Region Access	Hydaburg Road	Highway	1999
	South Mitkof Hwy Reconstruction: Crystal Lake to Blind Sough	Highway	2007
	South Mitkof Ferry Terminal	Terminal	2006
Revillagigedo Island and Upper Cleveland Peninsula	South Tongass Hwy Reconstruction and Paving	Highway	2008
Metlakatla Access	Annette Bay Ferry Terminal	Terminal	2004
	Walden Point Road	Highway	2010 ⁹
*Descriptions and termini listed are sourced from 2004 and 2014 SEATP tables and may not match project titles			
Ferry Terminal	Road Link		

6.2 Corridors Reserved

To inform the SEATP Update, the planning team compiled a comprehensive list of the transportation corridors to be reserved and their descriptions, as shown in Figure 3 to Figure 10 and correlated with map numbers and additional details in Table 4. These were carried forward from 2004 SEATP and 2014 Draft SEATP. An additional corridor, *Exchange Bay Cutoff: Whale Pass north to Exchange Bay*, has been added because it is an established Section 4407 Easement that was not included in the list of corridors in the 2004 SEATP or 2014 Draft SEATP.

These are undeveloped or under-developed corridors that may be considered for future transportation or utility corridor development. **This is not a list of projects or project recommendations.** If any corridor is selected for advancement, it will be further defined as a project recommendation with specified termini, phasing and other project-level details. Those details, such as termini, may differ from the generalized corridor descriptions presented here.

⁸ Alaska Department of Transportation & Public Facilities. (n.d.). Southcoast Region Asbults. <https://dot.alaska.gov/sereg/asbults/index.shtml>

⁹ Alaska Department of Transportation & Public Facilities. (n.d.). Walden Point Road, Scenic Byways, Transportation & Public Facilities. <https://dot.alaska.gov/dmio/scenic/byways-metlakatla.shtml>

Those corridors that have 4407 easements have a defined legal mechanism to facilitate the transfer of rights-of-way for development of corridors. Those that do not have 4407 easements do not currently have a defined mechanism and coordination with landowners would be necessary.

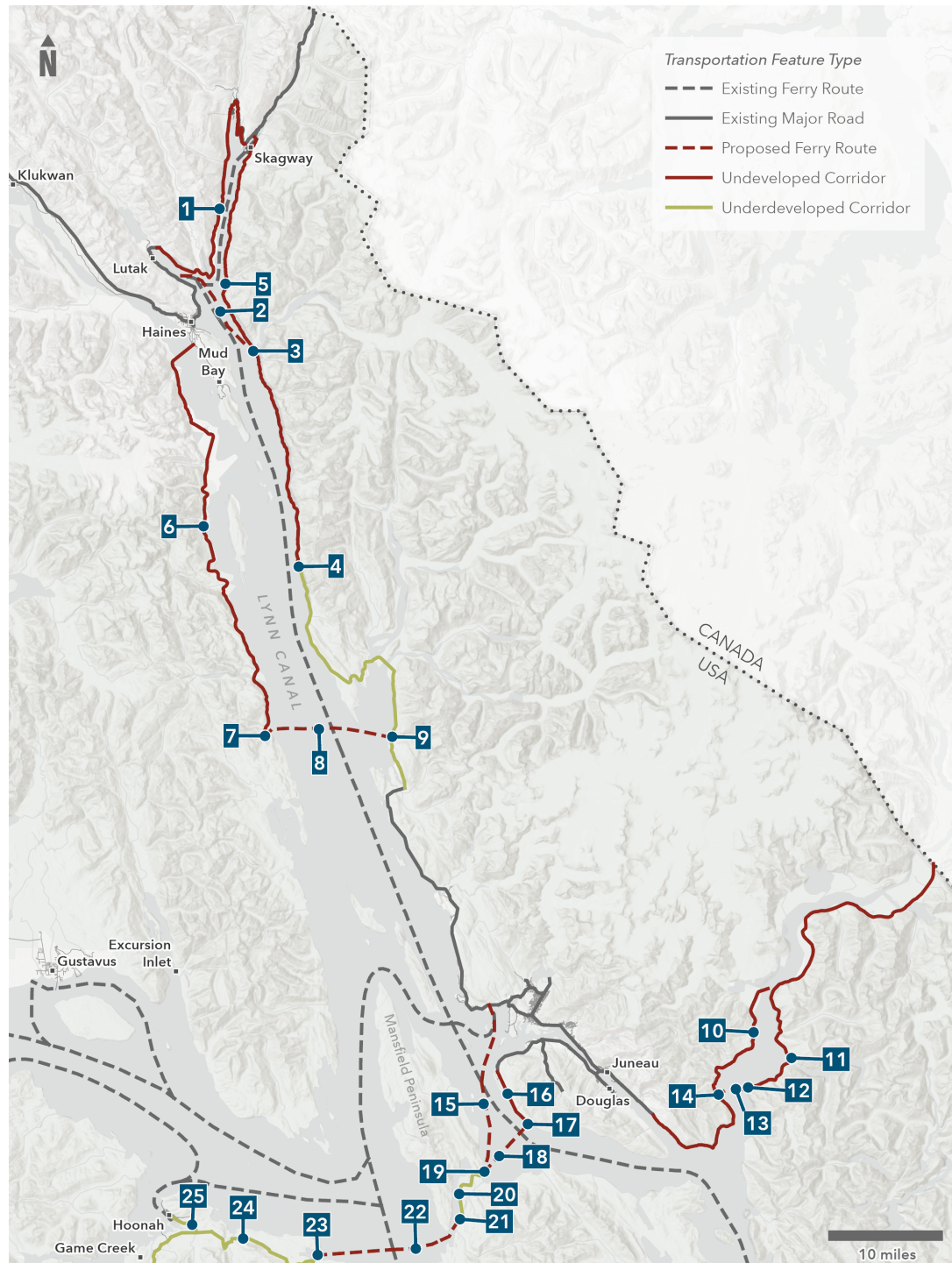


Figure 3: Lynn Canal, Taku River & Mansfield Peninsula / Admiralty Island Corridors

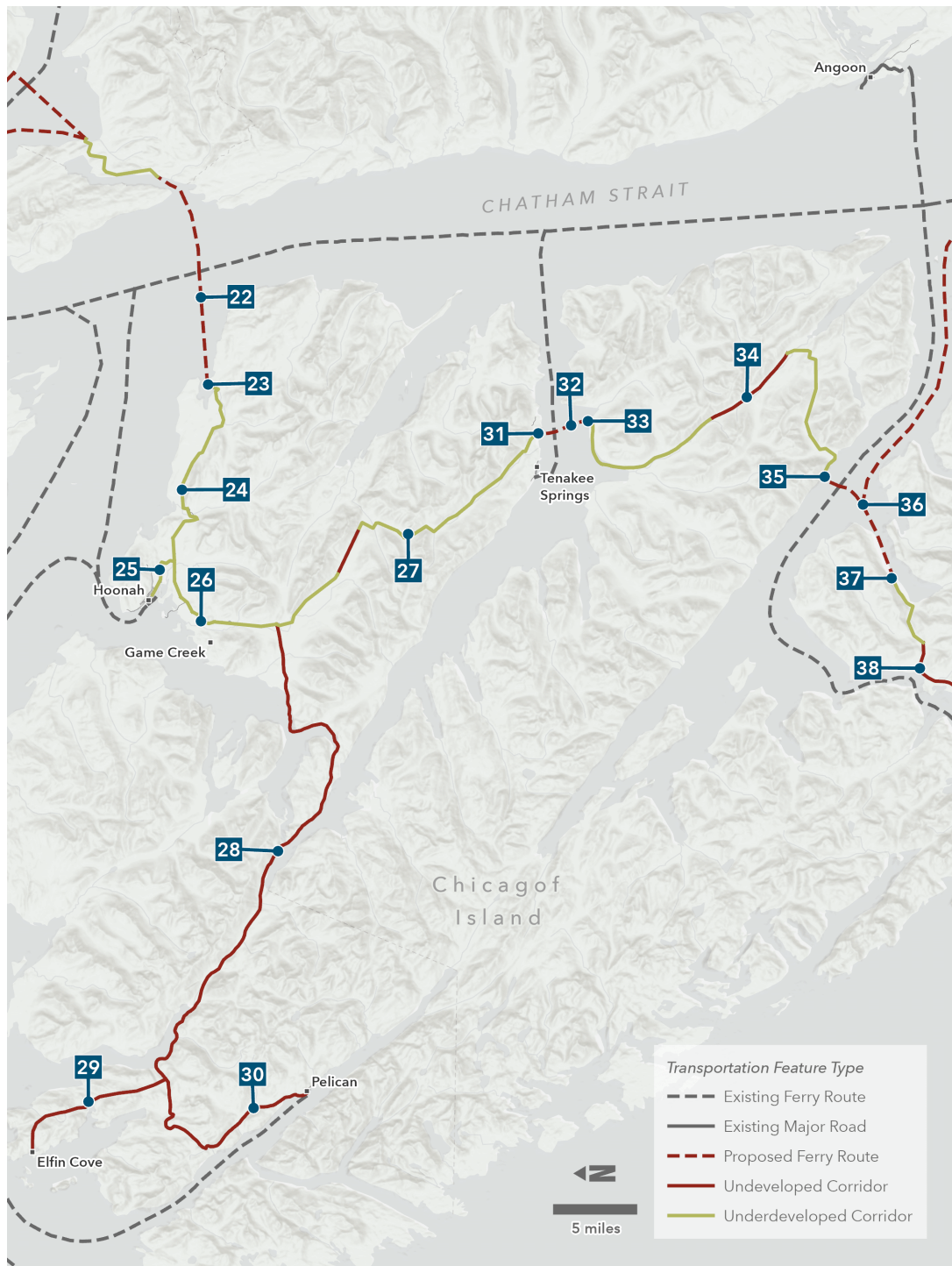


Figure 4: Chichagof Island Corridors

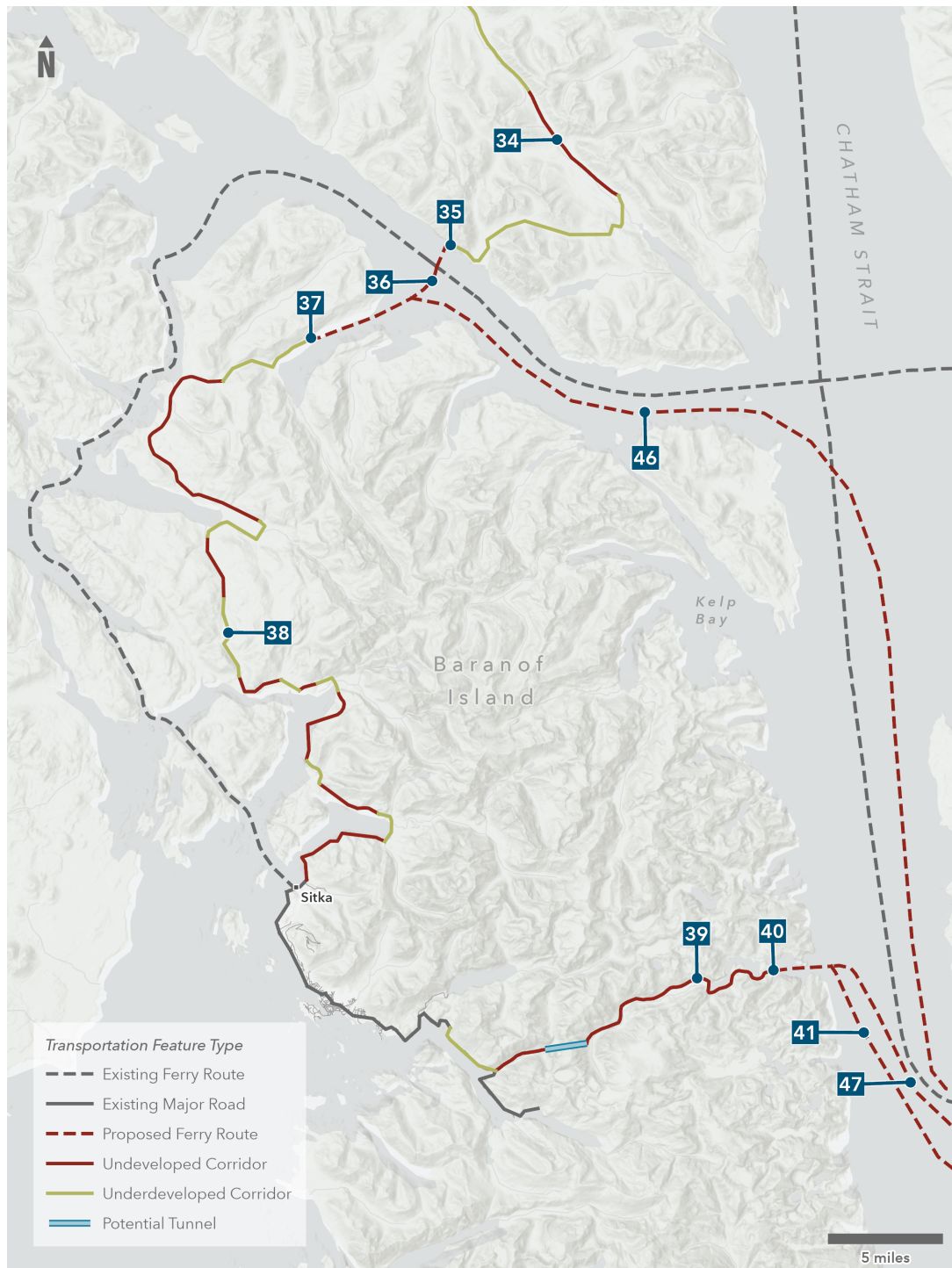


Figure 5: Baranof Island Corridors

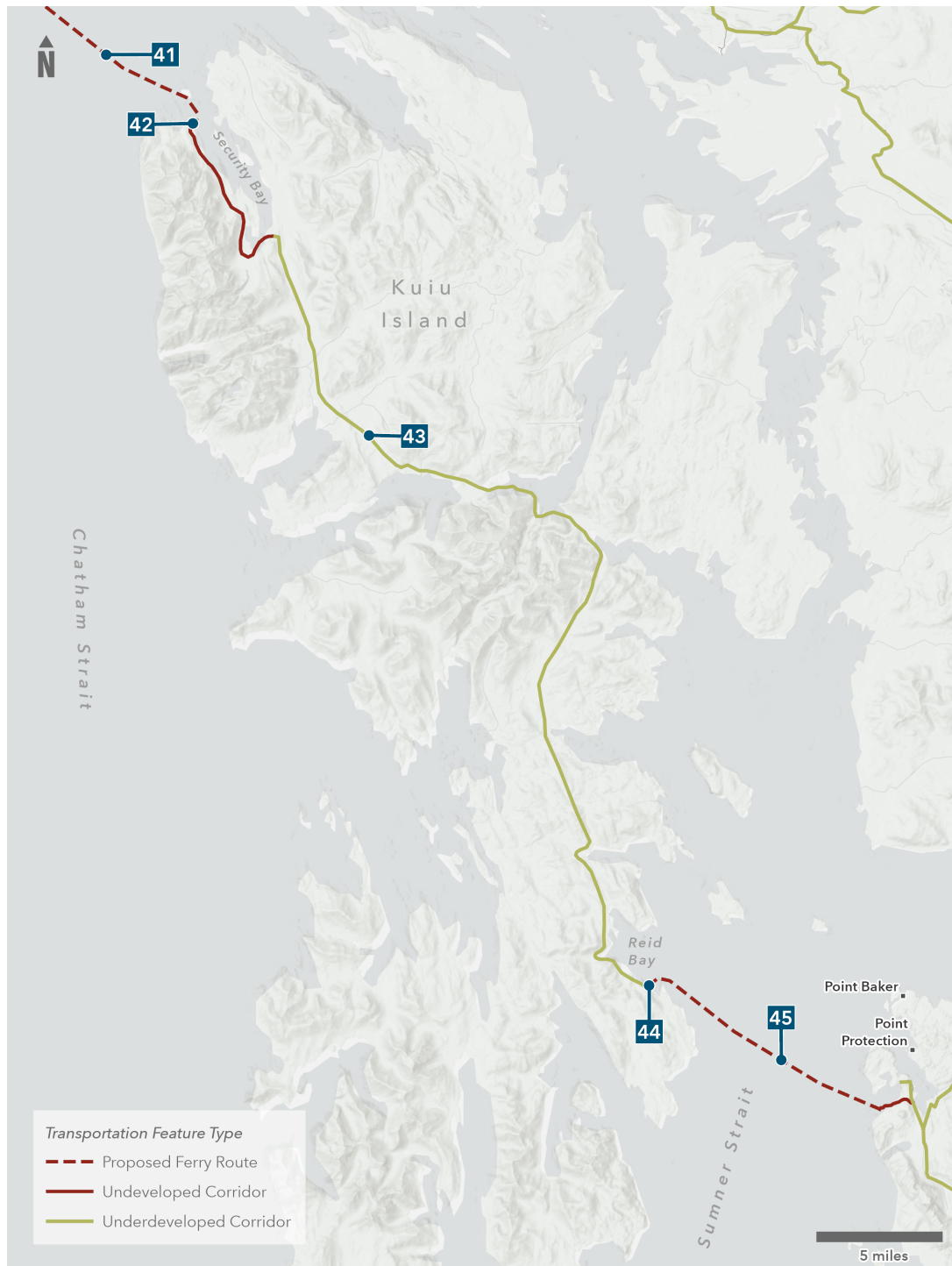


Figure 6: Kuiu Island Corridor

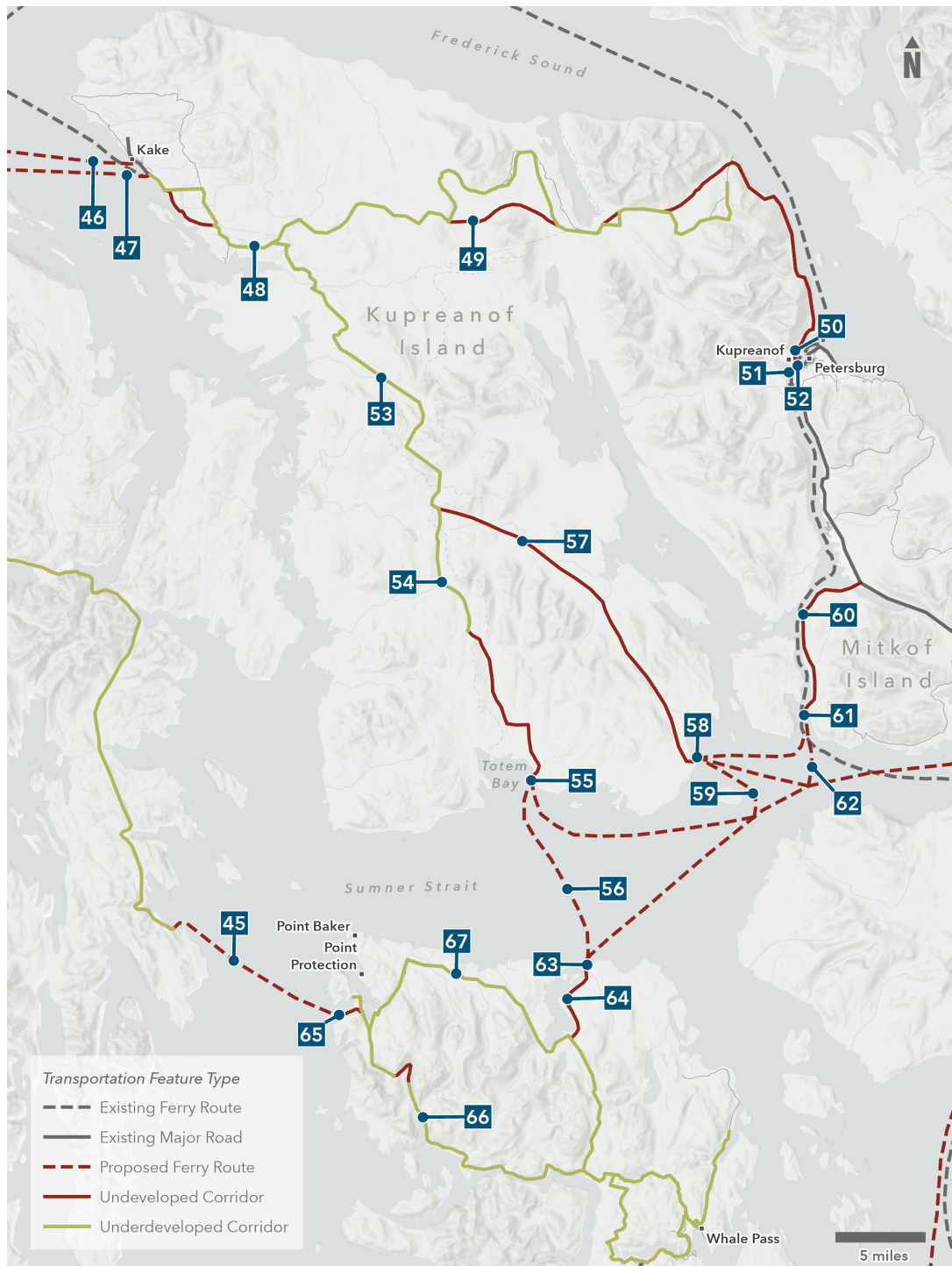


Figure 7: Kupreanof Island Corridor

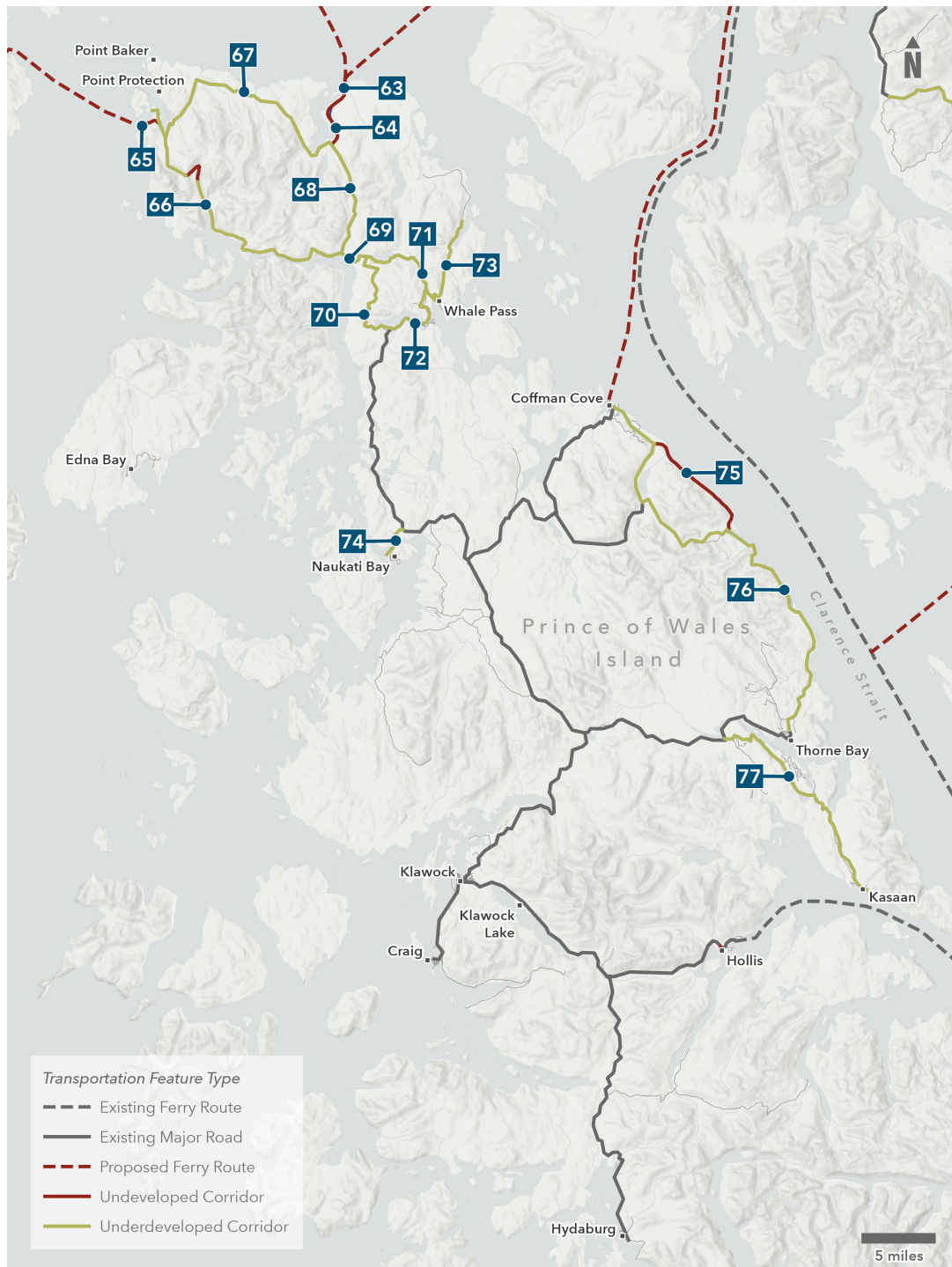


Figure 8: Prince of Wales Island Corridors

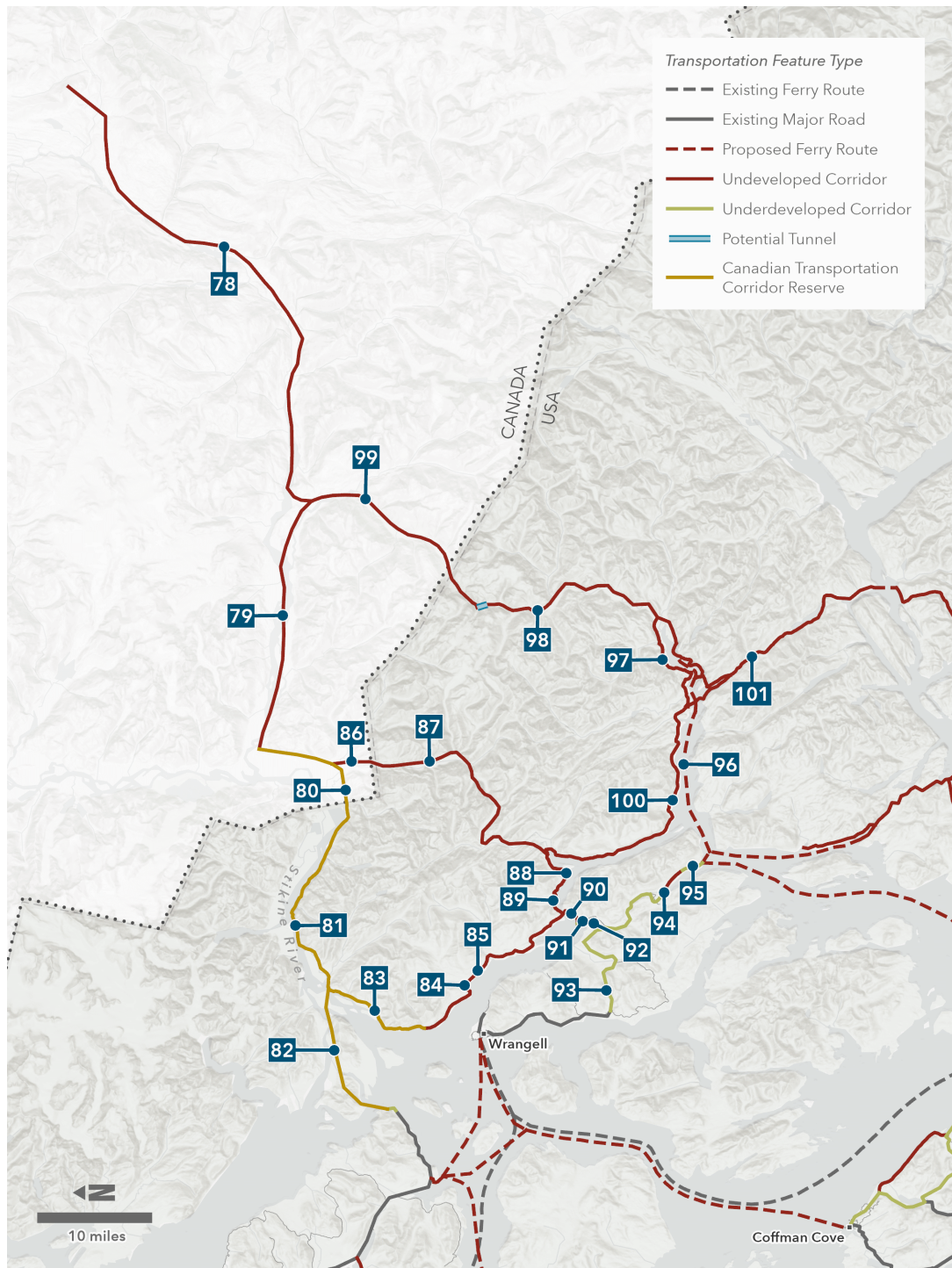


Figure 9: Mid-Region Access Corridors

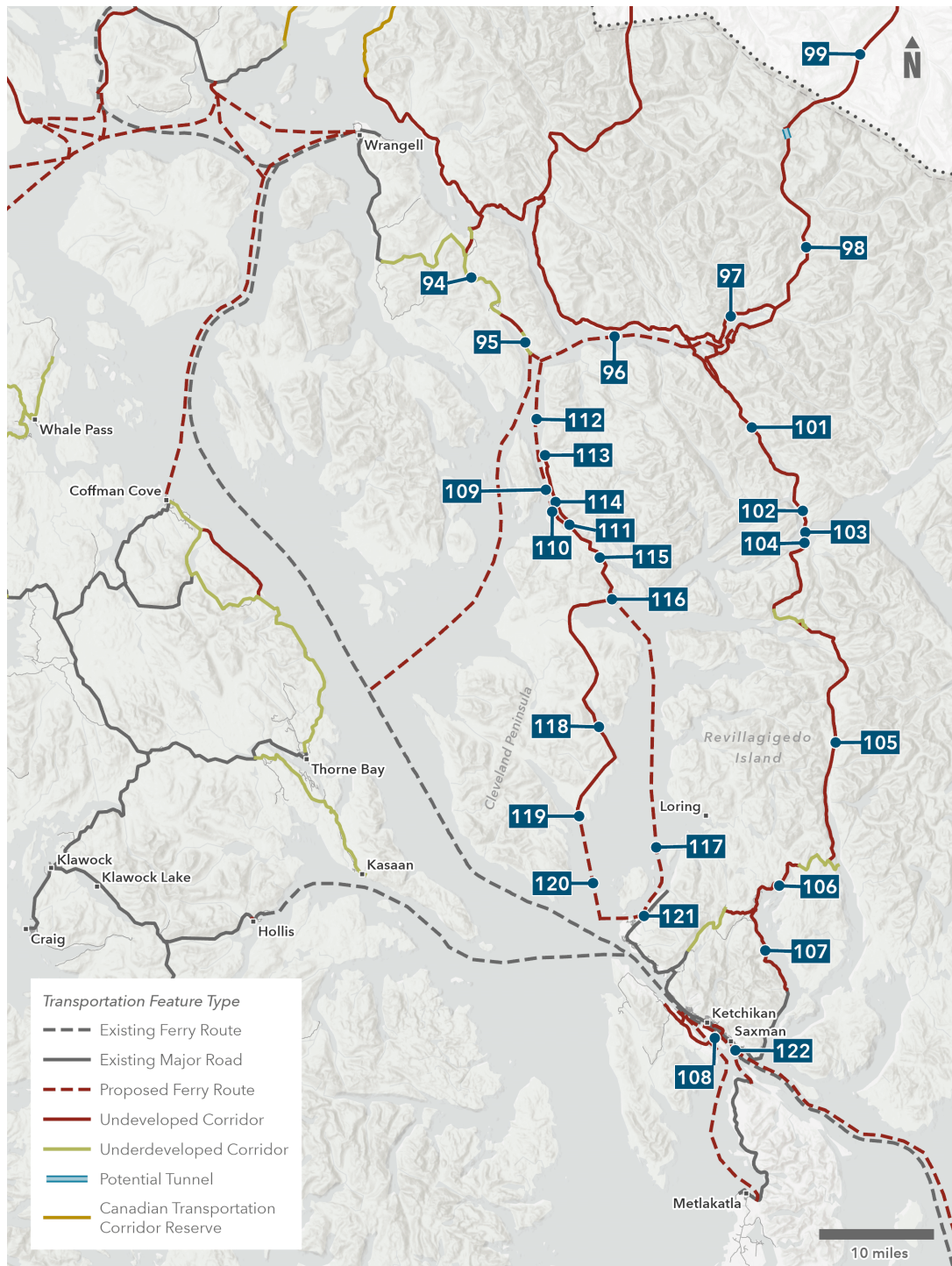


Figure 10: Revillagigedo Island and Cleveland Peninsula Corridors

Table 5: Reserved Corridors in Southeast Alaska Carried Forward from 2004 SEATP and 2014 Draft SEATP

CORRIDOR	MAP REFERENCE NO.	DESCRIPTION	4407 EASEMENT	FACILITY TYPE	SEGMENT LENGTH (Estimated Miles)
Lynn Canal	1	Haines – Skagway Road	No	Highway	35
	2	Ferry Link: Haines-Katzehin	No	Vessel	10
	3	Katzehin Ferry Terminal	Yes	Terminal	N/A
	4	Lynn Canal Road: Cascade Point – Katzehin Ferry Terminal	Yes	Highway	48
	5	Lynn Canal Road: Katzehin Ferry Terminal to Skagway	Yes	Highway	19
	6	West Lynn Canal Road: Haines to William Henry Bay	Yes	Highway	39
	7	William Henry Bay Ferry Terminal	Yes	Terminal	N/A
	8	Shuttle Ferry Link: William Henry Bay – Berners Bay	N/A	Vessel	12
	9	Cascade Point Ferry Terminal	Yes	Terminal	N/A
Taku River	10	Taku Highway Route (Bridge crossing of Taku River)	Yes	Highway	49
	11	Taku Highway Route (Ferry Crossing of Taku Inlet – see 12-14)	Yes	Highway	52
	12	West Taku Ferry Terminal (Lag Point)	Yes	Terminal	N/A
	13	Shuttle Ferry Link: Taku Inlet	N/A	Vessel	3
	14	East Taku Ferry Terminal (South side of Jaw Point)	Yes	Terminal	N/A
Mansfield Peninsula Crossing	15	Ferry Link: Auke Bay/Young Bay	Yes	Vessel	15
	16	Douglas Highway Extension to Middle Point	No	Highway	6
	17	Middle Point Ferry Terminal	No	Terminal	N/A
	18	Ferry Link: Middle Point/Young Bay	N/A	Vessel	6
	19	Young Bay Ferry Terminal	Yes	Terminal	N/A
	20	Hawk Inlet Road	Yes	Highway	7
	21	Hawk Inlet Ferry Terminal	Yes	Terminal	N/A
Chichagof Island	22	Ferry Link: Hawk Inlet/Whitestone Harbor	N/A	Vessel	14
	23	Whitestone Harbor Ferry Terminal	Yes	Terminal	N/A
	24	Whitestone Harbor Road to Hoonah Cutoff Road	Yes	Highway	14
	25	Hoonah Cutoff Road	No	Highway	3
	26	Hoonah-Tenakee Inlet Road: Hoonah Cutoff to Pelican Road Jct.	Yes	Highway	9
	27	Hoonah-Tenakee Inlet Road: Pelican Road to Tenakee Inlet	Yes	Highway	23
	28	Pelican Road: Hoonah-Tenakee Inlet Road to Elfin Cove Cutoff Road	No	Highway	34
	29	Elfin Cove Cutoff Road	No	Highway	10
	30	Pelican Road: Elfin Cove Cutoff to Pelican	No	Highway	14
	31	Tenakee Inlet Ferry Terminal	Yes	Terminal	N/A
	32	Ferry Link: Tenakee Inlet	N/A	Vessel	3

CORRIDOR	MAP REFERENCE NO.	DESCRIPTION	4407 EASEMENT	FACILITY TYPE	SEGMENT LENGTH (Estimated Miles)
	33	Kadashan Ferry Terminal	Yes	Terminal	N/A
	34	Kadashan Road	Yes	Highway	27
	35	Peril Strait Ferry Terminal	Yes	Terminal	N/A
	36	Ferry Link: Peril Strait	N/A	Vessel	8
Baranof Island	37	Rodman Bay Ferry Terminal	Yes	Terminal	N/A
	38	Rodman Bay Road	Yes	Highway	46
	39	Warm Springs Bay Road (Sawmill Creek Road to Warm Springs Bay)	Yes	Highway	19
	40	Warm Springs Bay Terminal	Yes	Terminal	N/A
Kuiu Island	41	Ferry Link: Warm Springs Bay – Security Bay	N/A	Vessel	26
	42	Security Bay Ferry Terminal	No	Terminal	N/A
	43	Kuiu Road: Security Bay to Reid Bay	No	Highway	42
	44	Reid Bay Ferry Terminal	No	Terminal	N/A
	45	Ferry Link: Sumner Strait Ferry (Reid Bay to Labouchere Bay)	N/A	Vessel	11
Kupreanof Island	46	Ferry Link: Rodman Bay-Kake	N/A	Vessel	81
	47	Ferry Link: Warm Spring Bay-Kake	N/A	Vessel	39
	48	Kake-Petersburg Road Northern Corridor: Seal Point Road Jct. to Southern Corridor Route Jct.	Yes	Highway	3
	49	Kake-Petersburg Road Northern Corridor: Southern Corridor Route Jct. to Petersburg	Yes	Highway	44
	50	Kupreanof Ferry Terminal	Yes	Terminal	N/A
	51	Ferry Link: Kupreanof Ferry (Wrangell Narrows)	N/A	Vessel	1
	52	Petersburg Ferry Shuttle Terminal	No	Terminal	N/A
	53	Kake-Totem Bay Road Southern Corridor: Kake-Petersburg Road to Kah Sheets Jct.	Yes	Highway	22
	54	Kake-Totem Bay Road Southern Corridor: Kah Sheets Jct. to Totem Bay	Yes	Highway	18
	55	Totem Bay Ferry Terminal	Yes	Terminal	N/A
	56	Ferry Link: Sumner Strait Ferry to Red Bay	N/A	Vessel	12
	57	Kah Sheets Bay Road: Southern Route Corridor to Kah Sheets Bay	No	Highway	22
	58	Kah Sheets Bay Terminal	No	Terminal	N/A
	59	Ferry Link: Sumner Strait: Kah Sheets Bay-Red Bay	N/A	Vessel	18
	60	Blind Slough Road	No	Highway	10
	61	December Point Terminal	No	Terminal	N/A
	62	Ferry Link: Sumner Strait: December Point-Red Bay	N/A	Vessel	21
Prince of Wales Island	63	Red Bay Terminal	Yes	Terminal	N/A
	64	Red Bay Cutoff	Yes	Highway	5
	65	Labouchere Bay Ferry Terminal	Yes	Terminal	N/A

CORRIDOR	MAP REFERENCE NO.	DESCRIPTION	4407 EASEMENT	FACILITY TYPE	SEGMENT LENGTH (Estimated Miles)
	66	Calder Road: Labouchere Bay to NPOWI Road near El Capitan	No	Highway	23
	67	NPOWI Road: Labouchere Bay to Red Bay Cutoff	Yes	Highway	20
	68	NPOWI Road: Red Bay Cutoff to Calder Road Intersection	Yes	Highway	9
	69	NPOWI Road: Calder Road Intersection to Cavern Lake Rd	Yes	Highway	3
	70	NPOWI Road: Cavern Lake Road to Neck Lake Road Intersection	Yes	Highway	9
	71	Cavern Lake Road: NPOWI Road to Neck Lake Road Jct	No	Highway	7
	72	Neck Lake Road: Whale Pass to NPOWI Road	Yes	Highway	7
	73	Exchange Bay Cutoff: Whale Pass north to Exchange Bay			
	74	Naukati Cutoff	No	Highway	3
	75	Sandy Beach Road: Coffman Cove to Ratz Harbor	Yes	Highway	18
	76	Sandy Beach Road: Ratz Harbor to Thorne Bay	Yes	Highway	20
	77	Kasaan Road: Thorne Bay Rd to Kasaan	No	Highway	18
Mid-Region Access	78	Iskut River, I-1, I-2 (BC)	No	Highway	45
	79	Iskut River, I-3 (BC)	No	Highway	27
	80	Stikine Highway: South Stikine River Alignment S-1 (BC)	No	Highway	11
	81	Stikine Highway; South Stikine River Alignment S-1 (AK)	No	Highway	22
	82	Stikine Highway: Limb Island Alignment	No	Highway	15
	83	Stikine Highway: South Stikine River Alignment S-2	No	Highway	18
	84	Stikine Highway Ferry Terminal	No	Terminal	N/A
	85	Stikine Highway: South Stikine River Alignment S-3	No	Highway	12
	86	Aaron Creek Alignment A-1a (BC)	No	Highway	11
	87	Aaron Creek Alignment A-1b (AK)	No	Highway	30
	88	Aaron Creek Ferry Terminal	Yes	Terminal	N/A
	89	Aaron Creek Alignment A-2	Yes	Highway	6
	90	Wrangell Island Alignment W-1	Yes	Highway	2
	91	Wrangell Island Ferry Terminal	Yes	Terminal	N/A
	92	Wrangell Island Alignment W-2	Yes	Highway	4
	93	Wrangell Island Alignment W-3	Yes	Highway	12
	94	Fools Inlet Alignment, F-1, F-2	Yes	Highway	11
	95	Fools Inlet Ferry Terminal	Yes	Terminal	N/A
	96	Ferry Link: Bradfield Ferry: Fools Inlet to Bradfield Canal Duck Point Terminal	N/A	Vessel	21

CORRIDOR	MAP REFERENCE NO.	DESCRIPTION	4407 EASEMENT	FACILITY TYPE	SEGMENT LENGTH (Estimated Miles)
	97	Bradfield Canal Ferry Terminal	Yes	Terminal	N/A
	98	Bradfield Canal Alignment (AK)	Yes	Highway	
	99	Bradfield Canal Alignment (BC)	No	Highway	
	100	Eastern Passage Highway: Narrows Bridge to Bradfield Canal Alignment	Yes	Highway	35
Revillagigedo Island and Upper Cleveland Peninsula	101	Eagle River Road: Bradfield Canal Alignment to Behm Canal	Yes	Highway	28
	102	Point Lees Ferry Terminal	Yes	Terminal	N/A
	103	Ferry Link: Behm Canal	N/A	Vessel	2
	104	Claude Point Ferry Terminal	Yes	Terminal	N/A
	105	Revillagigedo Highway: Behm Canal to Shelter Cove	Yes	Highway	36
	106	Shelter Cove Road: Shelter Cove to Ward Lake Road end of pavement	Yes	Highway	24
	107	George Inlet Road: Shelter Cove Road to South Tongass Highway	No	Highway	9
	108	Bridge to Gravina Island	No	Highway	3
Lower Cleveland Peninsula	109	Ferry Link: Fools Inlet/Santa Anna Inlet	No	Vessel	15
	110	Santa Anna Ferry Terminal	No	Terminal	N/A
	111	Santa Anna Cutoff	No	Highway	2
	112	Ferry Link: Fools Inlet to Frosty Bay	No	Vessel	10
	113	Frosty Bay Ferry Terminal	No	Terminal	N/A
	114	Cleveland Peninsula: Frosty Bay to Santa Anna Cutoff Jct	No	Highway	7
	115	Cleveland Peninsula Road: Santa Anna Cutoff Jct to Spacious Bay	No	Highway	9
	116	Spacious Bay Ferry Terminal	No	Terminal	N/A
	117	Ferry Link: Spacious Bay Ferry to North Tongass Highway Terminal	No	Vessel	30
	118	Cleveland Peninsula Road: Spacious Bay to Helm Bay	No	Highway	25
	119	Helm Bay Ferry Terminal	No	Terminal	N/A
	120	Ferry Link: Helm Bay Ferry – North Tongass Hwy. Terminal	No	Vessel	
	121	North Tongass Hwy. Ferry Terminal	No	Terminal	N/A
Metlakatla Access (Revillagigedo Island)	122	South Tongass Ferry Terminal	No	Terminal	N/A

Ferry Terminal

Ferry Link

Road Link

6.3 Corridors Anticipated for Potential Study or Development

Of the transportation corridors and components previously identified, the majority are not expected to be developed within the 20-year planning period and are recommended to remain reserved corridors. Based on a review of existing plans, studies, and projects, the reserved corridors included in Table 6 are anticipated for potential study or development within the planning period.

Table 6: Reserved Corridors Anticipated for Study or Development During the 20-Year Plan Period

CORRIDOR	MAP REFERENCE NO.	DESCRIPTION	FACILITY TYPE	STATUS
Lynn Canal	6	West Lynn Canal Road: Haines to William Henry Bay	Highway	Study Underway: Chilkat Connector Feasibility Study
	7	William Henry Bay Ferry Terminal	Terminal	Study Underway: Chilkat Connector Feasibility Study
	8	Shuttle Ferry Link: William Henry Bay – Berners Bay	Vessel	Study Underway: Chilkat Connector Feasibility Study
	9	Cascade Point Ferry Terminal	Terminal	Project Design Underway: Cascade Point Ferry Terminal
Chichagof Island	25	Hoonah Cutoff Road	Highway	AMHS LRP recommends evaluating the feasibility of the Tenakee - Hoonah Connection
	26	Hoonah-Tenakee Inlet Road: Hoonah Cutoff to Pelican Road Jct.	Highway	AMHS LRP recommends evaluating the feasibility of the Tenakee - Hoonah Connection
	27	Hoonah-Tenakee Inlet Road: Pelican Road to Tenakee Inlet	Highway	AMHS LRP recommends evaluating the feasibility of the Tenakee - Hoonah Connection
Baranof Island	37	Rodman Bay Ferry Terminal	Terminal	AMHS LRP recommends to evaluate the feasibility of a road connection across Baranof Island
	38	Rodman Bay Road	Highway	AMHS LRP recommends evaluating the feasibility of a road connection across Baranof Island. The Katlian Bay Road project was constructed along this alignment.
	39	Warm Springs Bay Road (Sawmill Creek Road to Warm Springs Bay)	Highway	AMHS LRP recommends evaluating the feasibility of a road connection across Baranof Island
	40	Warm Springs Bay Ferry Terminal	Terminal	AMHS LRP recommends evaluating the feasibility of a road connection across Baranof Island
Kupreanof Island	46	Ferry Link: Rodman Bay- Kake	Vessel	AMHS LRP recommends evaluating the feasibility of a road connection across Baranof Island
	47	Ferry Link: Warm Spring Bay-Kake	Vessel	AMHS LRP recommends evaluating the feasibility of a road connection across Baranof Island
	48	Kake-Petersburg Road Northern Corridor: Seal Point Road Jct. to Southern Corridor Route Jct.	Highway	AMHS LRP recommends evaluating the feasibility of a Kake - Petersburg Connection. Organized Village of Kake was awarded a

				2023 RAISE grant to complete planning and design activities for roadway improvements between Kake and Petersburg.
	49	Kake-Petersburg Road Northern Corridor: Southern Corridor Route Jct. to Petersburg	Highway	AMHS LRP recommends evaluating the feasibility of a Kake - Petersburg Connection. Organized Village of Kake was awarded a 2023 RAISE grant to complete planning and design activities for roadway improvements between Kake and Petersburg.
	50	Kupreanof Ferry Terminal	Terminal	AMHS LRP recommends evaluating the feasibility of a Kake - Petersburg Connection.
	51	Ferry Link: Kupreanof Ferry (Wrangell Narrows)	Vessel	AMHS LRP recommends evaluating the feasibility of a Kake - Petersburg Connection.
	52	Petersburg Ferry Shuttle Terminal	Terminal	AMHS LRP recommends evaluating the feasibility of a Kake - Petersburg Connection.
	72	Neck Lake Road Reconstruction: Whale Pass to NPOWI Road	Highway	Stage 1 has been awarded for construction. Future stages are funded for design. Construction is beyond STIP programmed years.
	77	Kasaan Road Reconstruction: Thorne Bay Rd to Kasaan	Highway	Organized Village of Kasaan is actively seeking funds for this project through a variety of grant programs. Some segments have received funding.
Metlakatla Access	122	South Tongass Ferry Terminal	Terminal	This project is currently being designed. The STIP currently includes funding for design only.

Ferry Terminal	Ferry Link	Road Link
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APPENDIX 1: MAP NO 92337

Transfer Facilities, Marine Access Points and Proposed
Transportation Corridors in Southeast Alaska

