



Alaska Department of Transportation & Public Facilities

Long Range Plan, Resource Roads and Arctic Ports

Jeff Ottesen, Director, Program Development

January 23, 2014



Statewide Long Range Transportation Plan

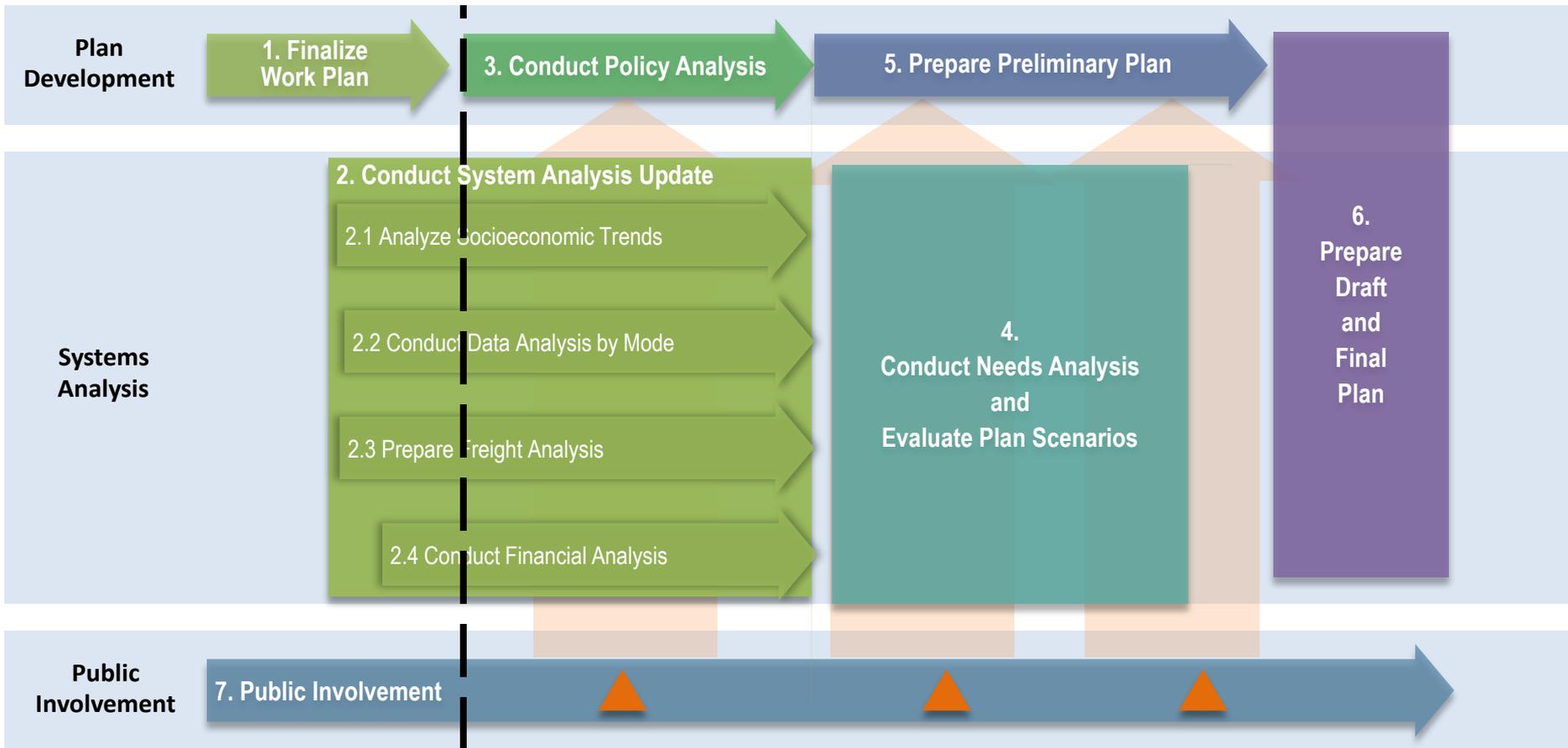
- FHWA requirement
 - Multi-modal
 - Wide public involvement process
 - Freight component required
- Will address emerging issues:
 - More attention to Asset Management
 - Federal funding situation
 - Demographic changes expected



Statewide Long Range Transportation Plan (cont.)

- Trends to 2035:
 - Growing population (+28%) but skewed to >65 (+300%)
 - Transit and highway demand expected to increase significantly
 - Most growth in urban areas; requires more capacity on urban routes
- Primarily a policy plan; but will portray a 10-year schedule of projects

SLRTP Steps and Timeline





Notable Resource Roads

- Road to Tanana
- Ambler District Access
- Foothills West (Umiat) Access
- Shelter Cove Road (Ketchikan)
- West Susitna Access Reconnaissance



Tanana Road

- Funded to construct 12' wide “pioneer” road to confluence Yukon and Tanana rivers near Tanana.
- Permits in hand; need some further ROW
- Some clearing and bridge work already underway
- Going to construction in mid-2014 pending ROW agreements

Tanana Road Route

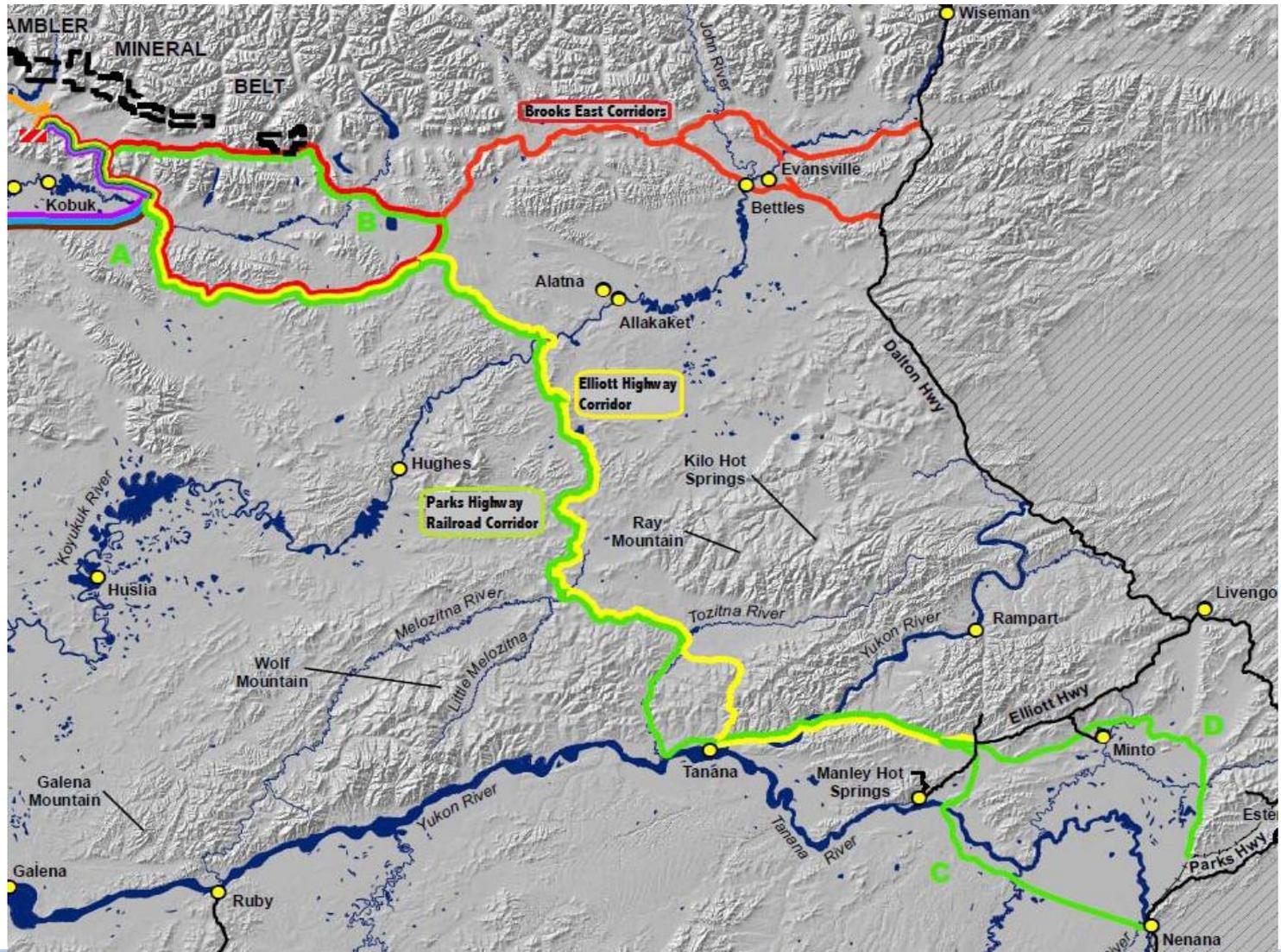




Ambler District Access

- The Ambler Mining District is a very large mineral rich area (Cu, Zn, Pb, Ag, and Au.)
- DOT&PF conducted fieldwork to define and evaluate alternatives conducted from 2009 to 2012. Several visits to villages in the vicinity.
- NovaCopper signs agreement with AIDEA in 2012 to jointly pursue road and mine development. Ambler Access Project switched to AIDEA in late 2012.
- AIDEA: more village meetings in 2013, detailed design will submit Corps Permit application in mid-2014.

Ambler District Alternatives

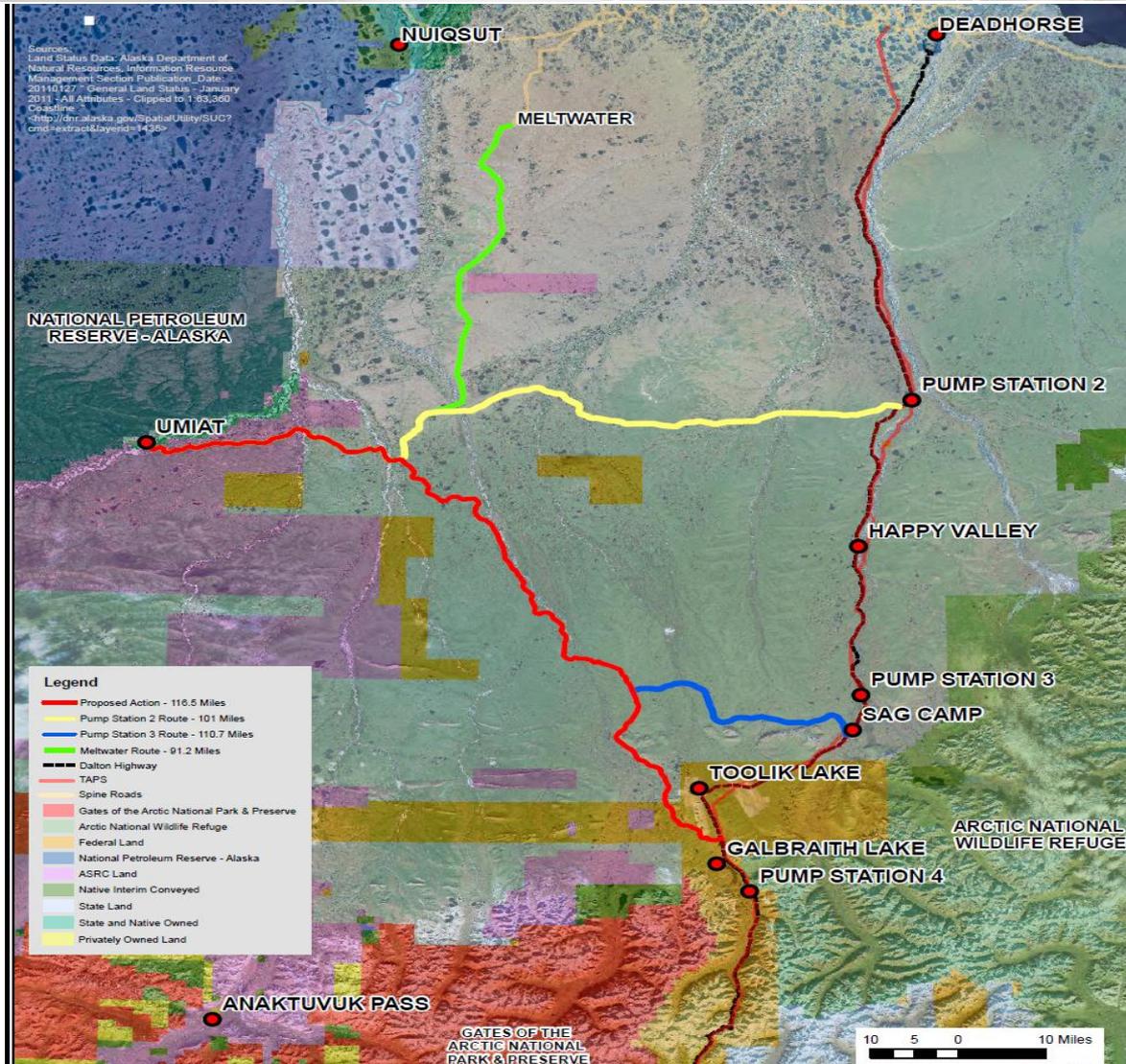




Foothills West Access

- Status: in holding pattern, waiting on 2014 season drilling results by Linc Energy
- If results sufficiently positive, Linc seeks to permit road and pipeline together
 - May seek AIDEA financing of one or both elements
- DOT&PF not likely to be participant in future

Foothills West Alternatives

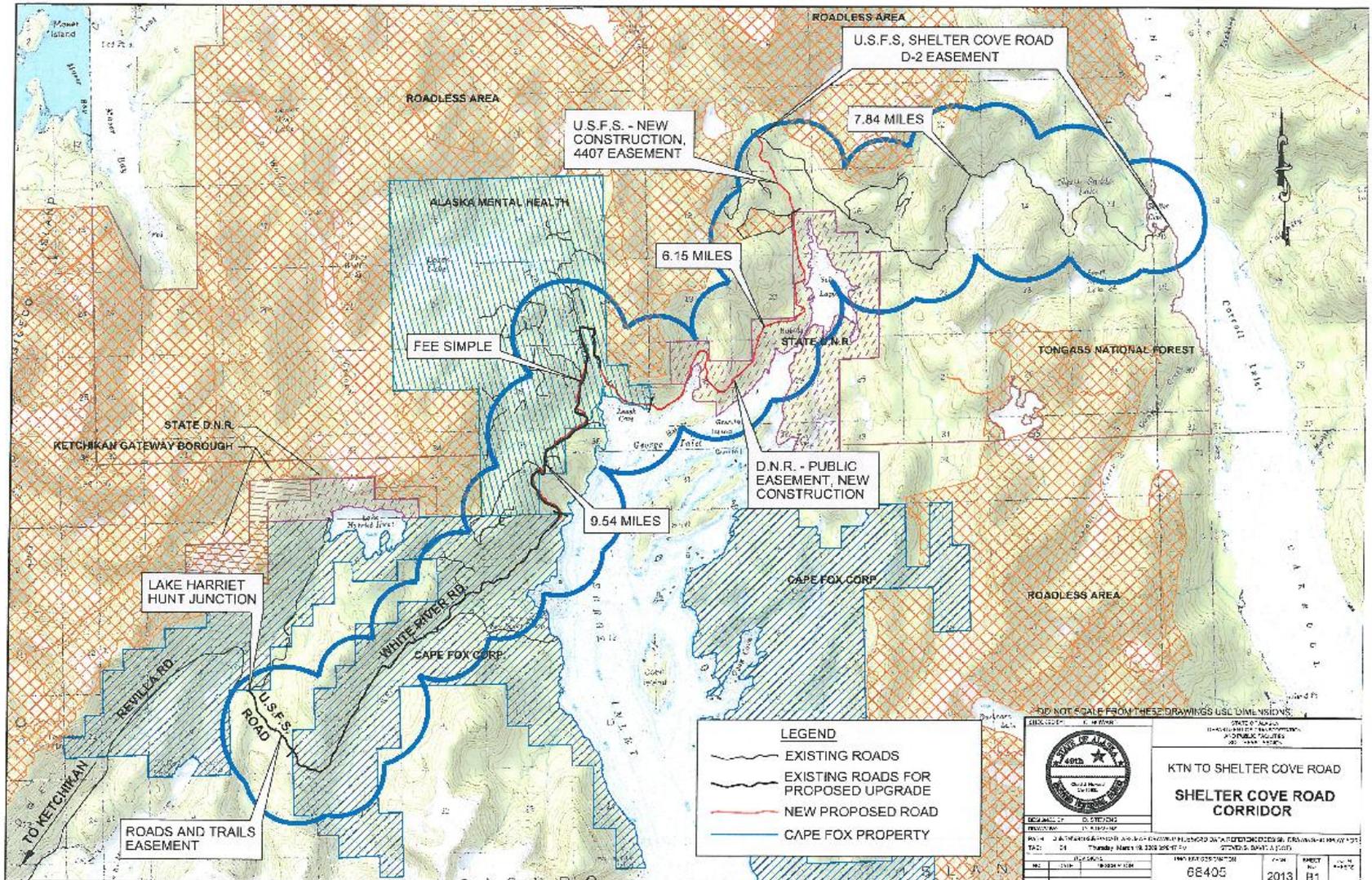




Shelter Cove Road

- Funded by '08 and '12 bond packages
- Objective: 14' wide, single-lane, gravel road
- 6 miles existing road being upgraded now
- ROW from various interests being negotiated (Native corporations, DNR, AMHT, USFS)
- Corps permit expected mid to late 2014
- Construction most likely in 2015

Shelter Cove Road Corridor

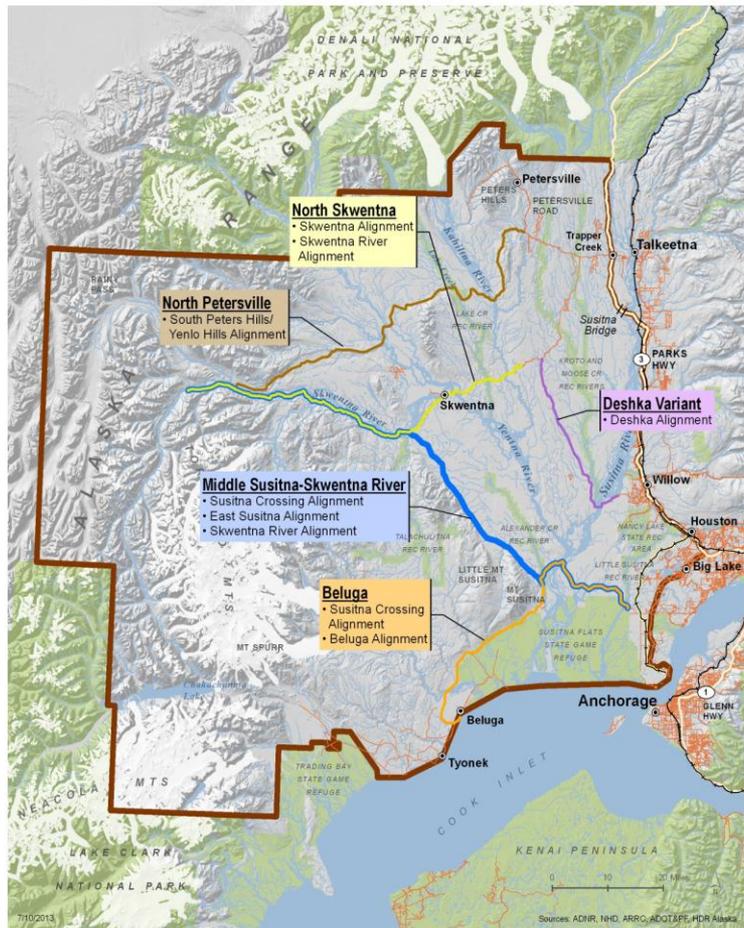




West Susitna Access Reconnaissance

- Draft report at public release stage
- Release for comments in next few days
- Suggests there is a wide number of different resources and uses that would benefit
- Large base of state land suggests public road best option
- No further work is planned or funded at this time

West Susitna Access



Proposed Access Routes

- | | | | |
|-------------------------------|----------------|----------------|-------------------------------|
| Proposed Access Routes | Beluga | Study Area | Highway |
| North Petersville | Deshka Variant | Park or Refuge | Secondary Road |
| North Skwentna | | | Existing Rail |
| Middle Susitna-Skwentna River | | | Port MacKenzie Rail Extension |

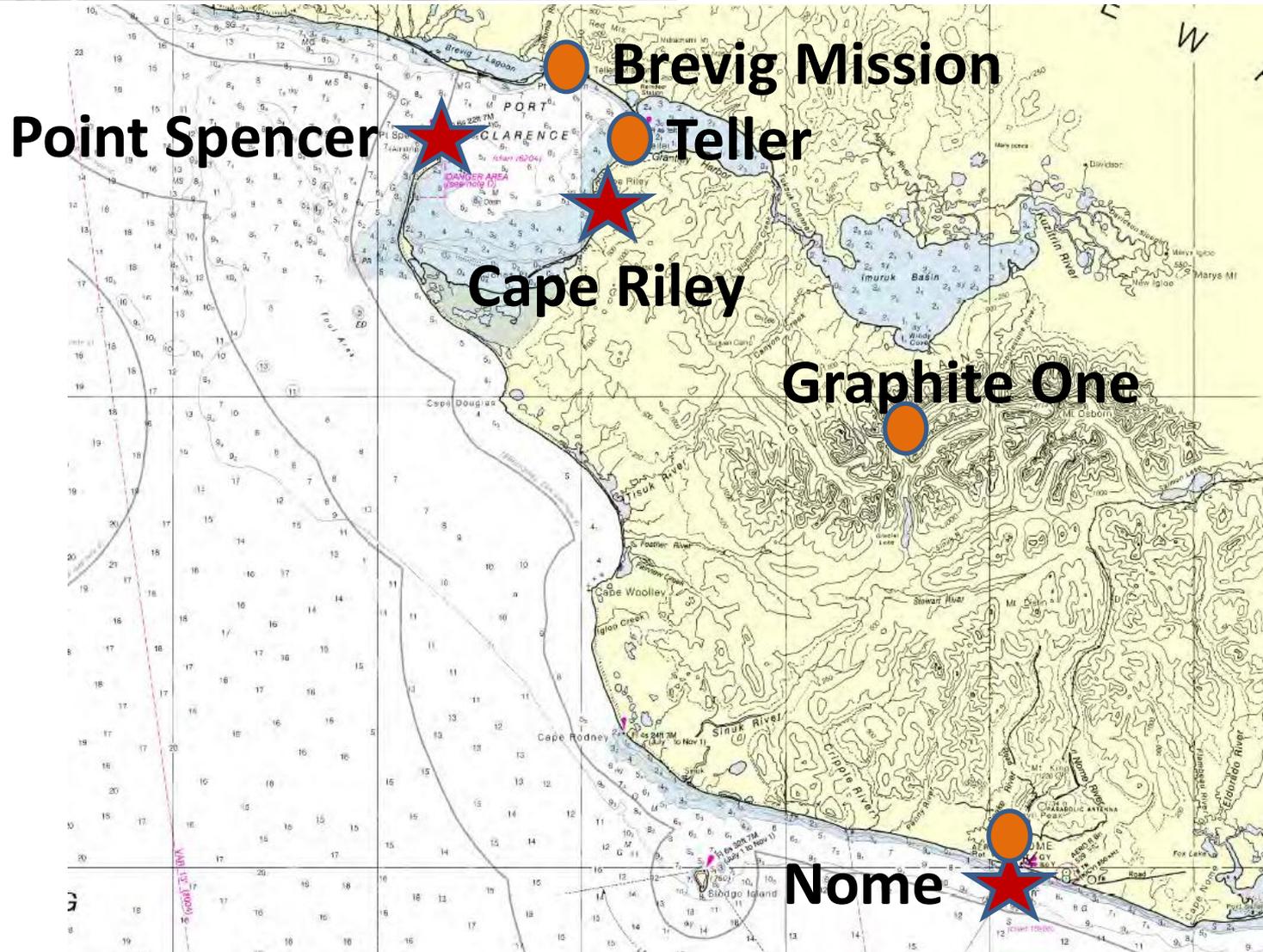
West Susitna Access to Resource Development



Arctic Deep-Draft Port Study

- Jointly conducted: Army Corps of Engineers and Alaska DOT&PF
 - Looked at all locations from Kuskokwim River to Canadian border
 - Narrowed to sites in vicinity of Nome and Port Clarence; this followed by detailed examination of numerous sites in that vicinity
 - Study now focused on 3 specific sites:
 - 2 at Port Clarence; Nome public port

Nome to Port Clarence Port Sites





Arctic Port Study (cont.)

- 3 sites provide different uses, a hybrid solution
- Corps economic analysis indicates that 2 locations together have positive benefit to cost ratio of 1.59
- Corps work serves as preliminary environmental analysis; could be used to launch into detailed design and construction