



# **Alaska Department of Transportation & Public Facilities**

## **Roads to Resources Arctic Deep- Draft Ports**

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# Roads to Resources Program

- Alaska has exceptionally diverse natural resource base
- Surface access to most potential sites is non-existent
- Alaska has been unable to fully develop a surface transportation system to enhance resource development & community access





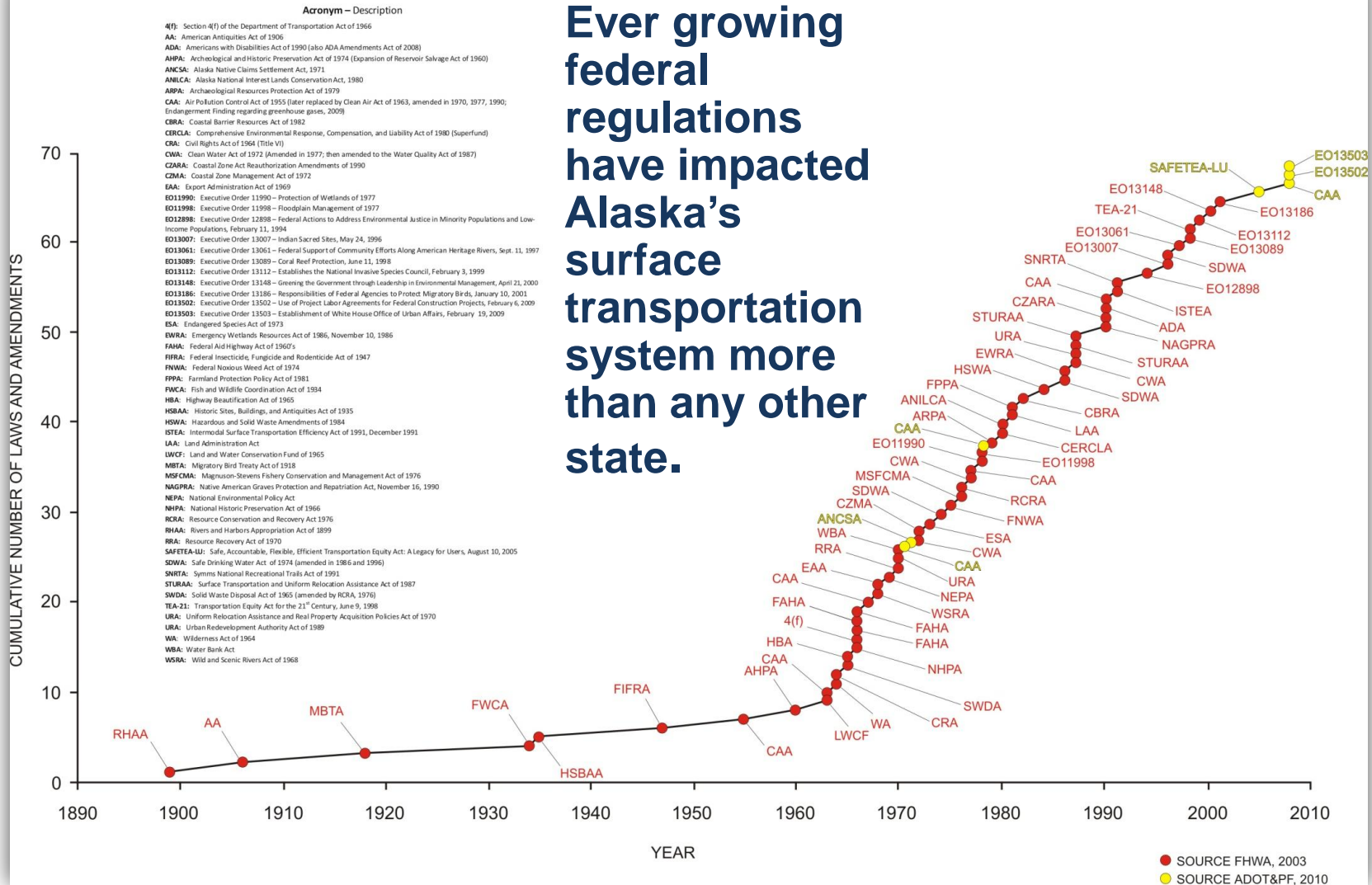


# Evolution of the Alaska Highway System

- Alaska Road Commission & Bureau of Public Roads construct initial roads in territorial days
- Newly created Department of Highways started developing a highway network to access Alaska communities & resources
- A transportation policy to connect all communities with population of 2,000 or more was adopted
- 1964 Earthquake and 1967 flood resulted in capital dollars used to repair and not expand the surface transportation system
- 1968 Federal Highway Act shifted policy towards funding urban areas rather than rural
- 1969 Rapid expansion of federal environmental laws including NEPA
- Cost to develop new roads versus need to improve existing roads
- Last significant public road built in Alaska was Klondike Highway in 1978

# Alaska's Environmental Permitting Challenges

Ever growing federal regulations have impacted Alaska's surface transportation system more than any other state.





# Early Surface Transportation Goals



The development of Alaska's surface transportation has been a goal since before statehood.



# Roads to Resources Program

- Working closely with Department of Natural Resources and other state agencies along with the private sector to identify resource areas
- Road standards and unit costs are being instituted through discussions with development entities, contractors and Alaska General Contractors
- Develop a matrix-based system that identifies decision factors for access roads/infrastructure & named projects
- Prioritize the list for possible inclusion in the annual capital budget



# Phased Funding

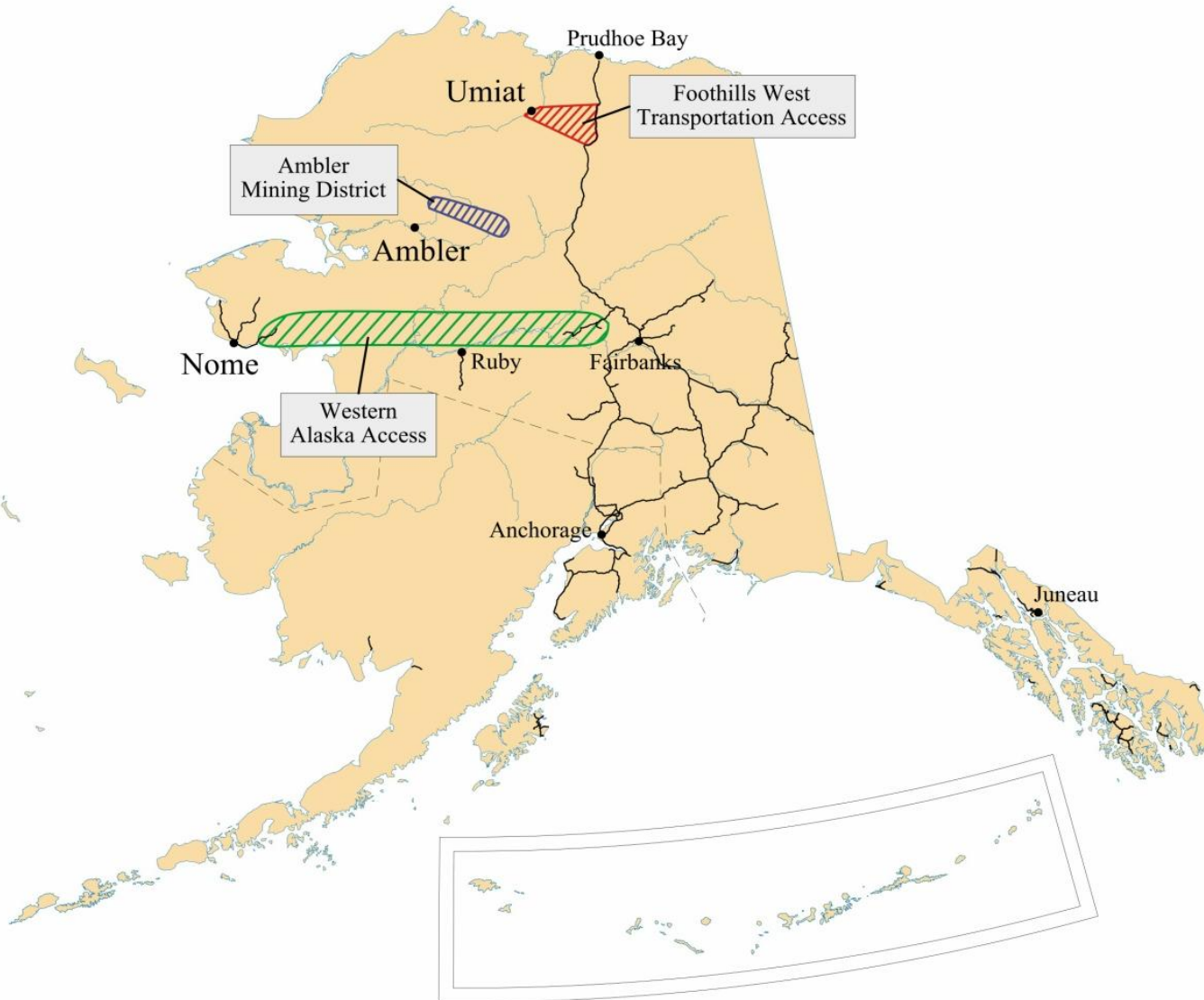
- Environmental permitting & design accomplished by the DOT&PF
- Construction will likely be funded jointly by the State & the developer (private/public partnership)
- Roads will be constructed “long and skinny” for industrial use. Upgrade to public road standards would be considered after revenues began flowing
- State would recover investment through a number of methods, IUH, AIDEA, Bonds, GF, etc.



# Current Roads to Resources Projects

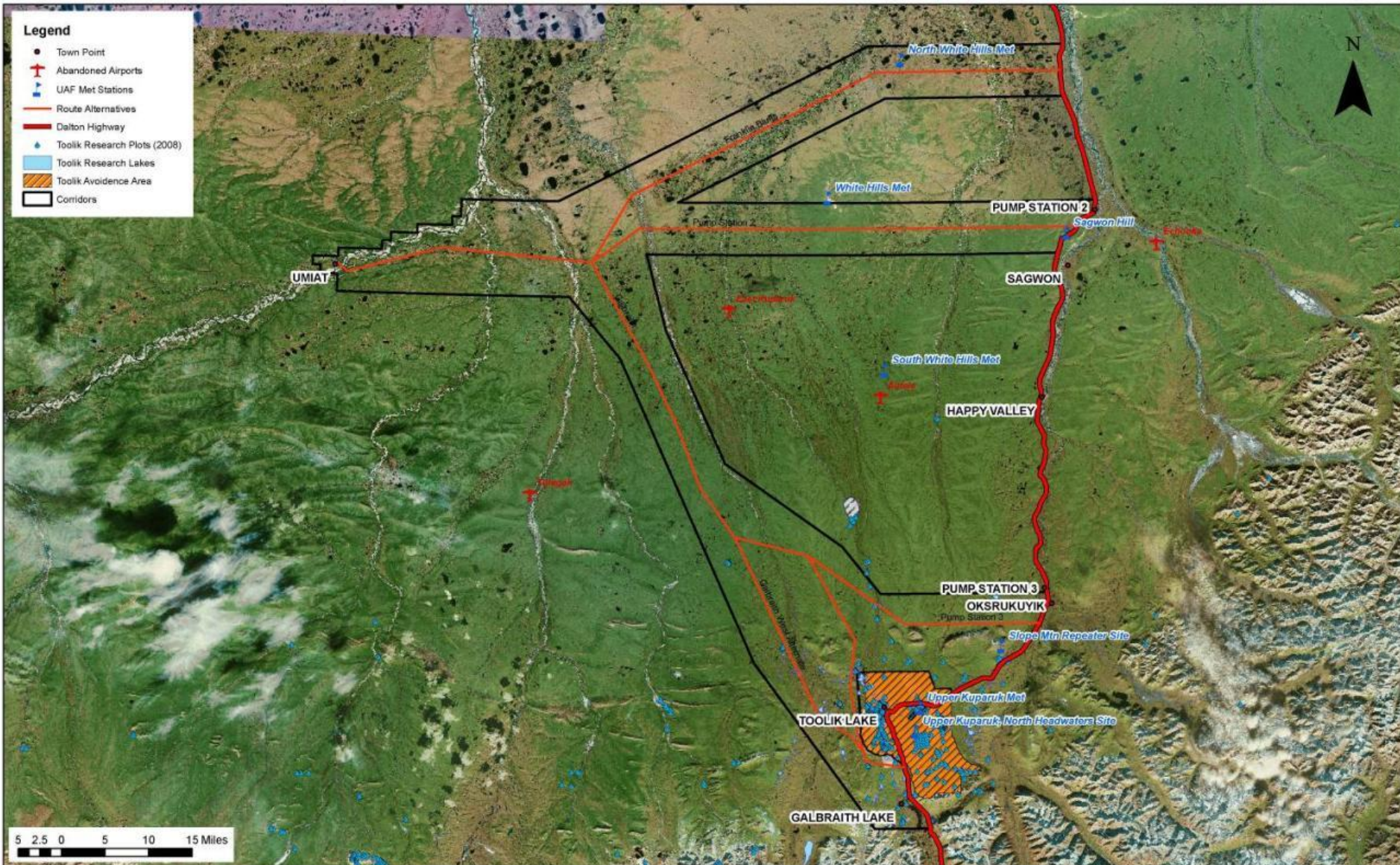
## DOT&PF's projects:

- Foothills West Transportation Access (Umiat Oil & Gas)
- Ambler Mining District
- Western Alaska Access (Road to Nome)





# Foothills West Transportation - Road to Umiat



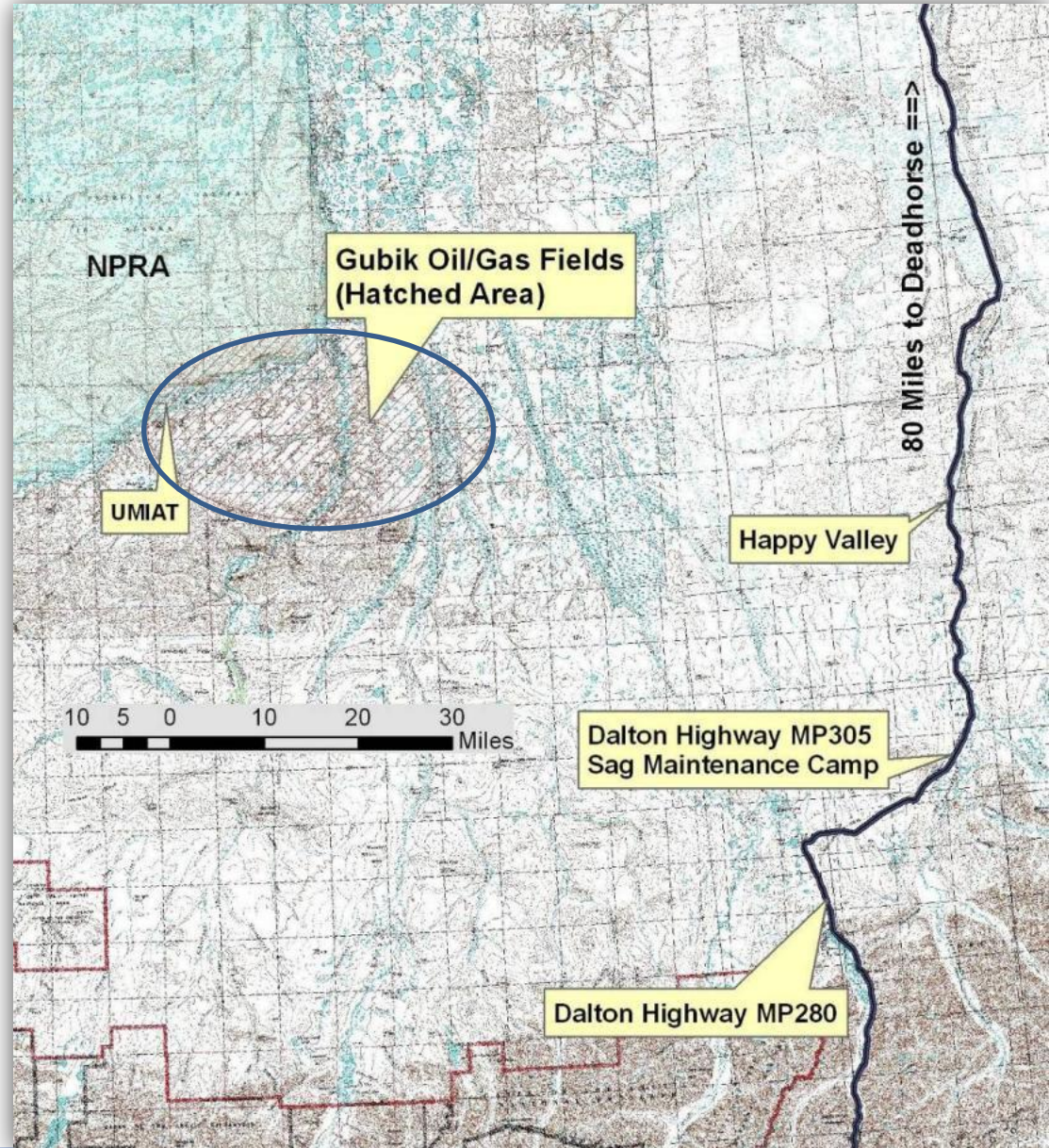
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Foothills West Project



# Umiat Oil & Gas Fields

- Currently only ice road or air access
- Access corridor extends 90 miles NW of Dalton Hwy, starting at Galbraith Lake
- Provides access to 580 mm bbl oil and 7 trillion cubic feet of natural gas
- Opens adjacent lands for cost effective exploration
- Provides access portal into NPRA
- Aggressive timeline for Spring 2013 construction start
- Project EIS and specific permitting work begins with FY12 funding request

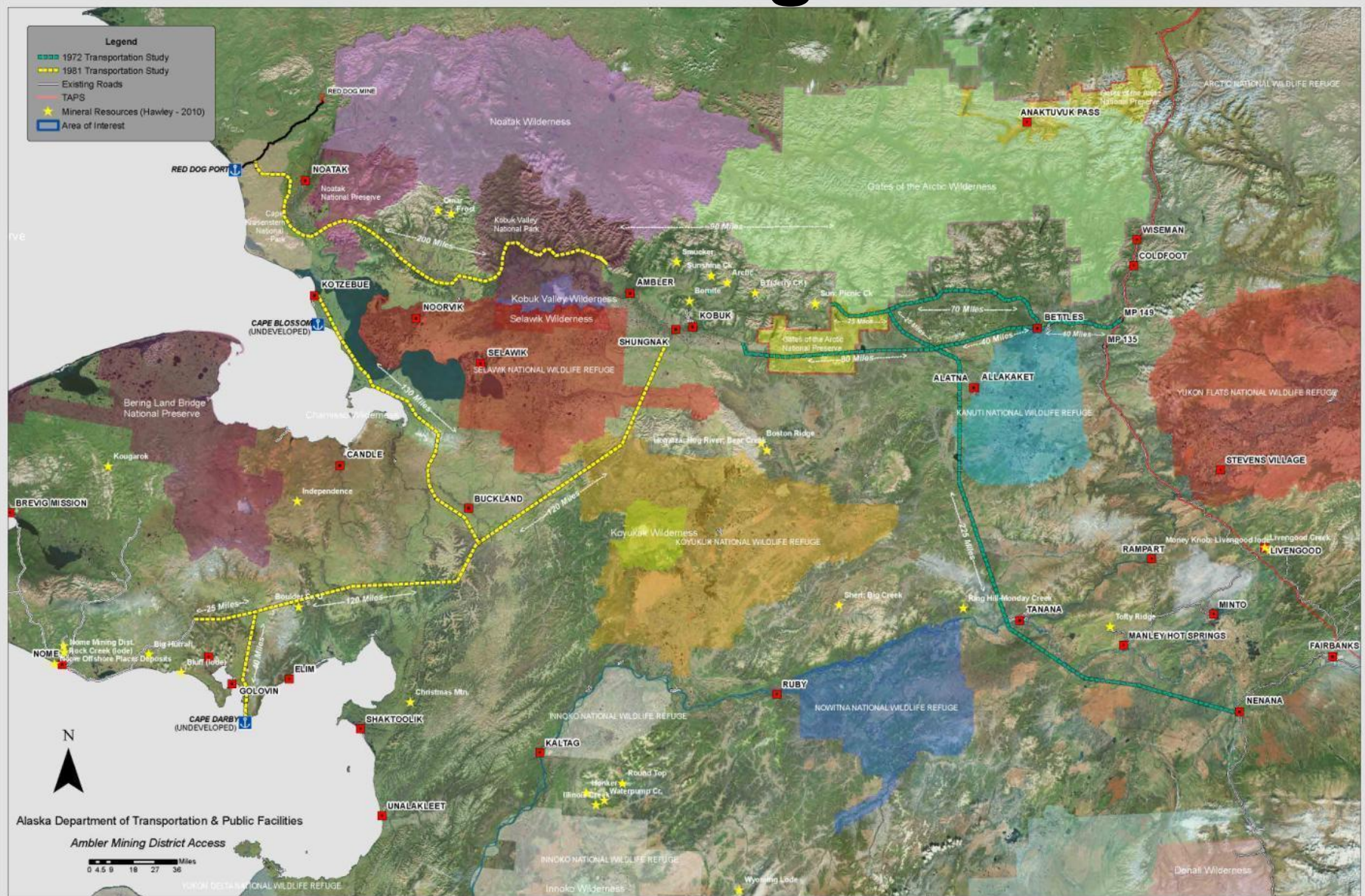








# Ambler Mining District



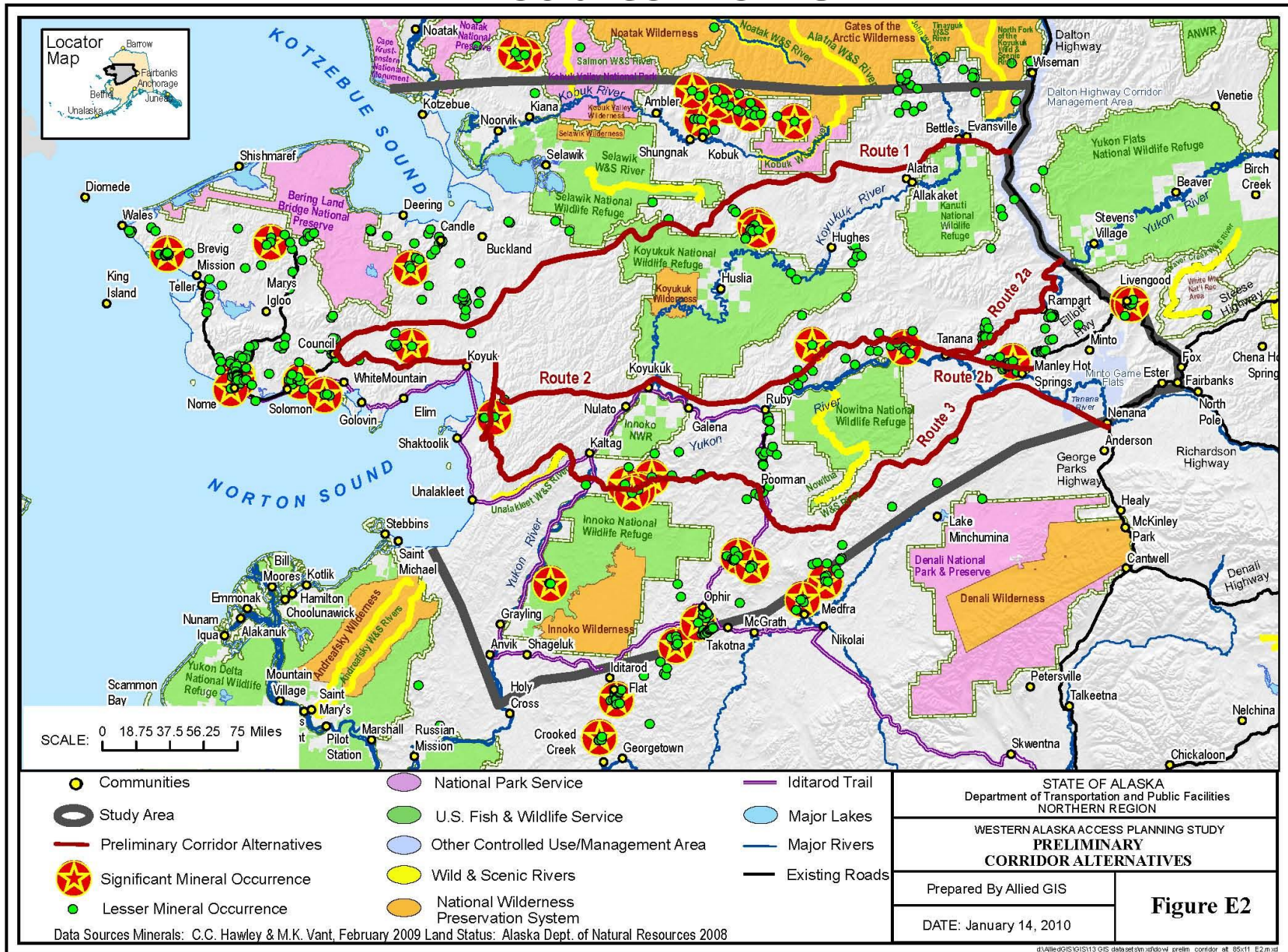


# Ambler Mining District

- Contains over 120 million tons: Cu, Zn, Pb, Ag, Au resources
- Upside exploration potential is outstanding
- Ongoing active exploration in district
- Development of Arctic deposit would create over 300 direct jobs for Nova Gold proposal
- FY12 Funding request will provide detailed subsistence studies and research with communities in region to be used for corridor selection and refinement



# Road to Nome



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# Road to Nome

- Long term project to access resources and connect communities to Alaska's highway system
- Fund & develop in phases because of independent utility
- Benefits commerce to all of western Alaska
- FY12 Funding request will be for survey, mapping and refined cost estimates





# Benefits Summary

- Umiat access will put oil into TAPS
- Ambler Mining District access will allow for development of world class Cu, Zn, Pb, Au, Ag sulfide deposits
- Western Alaska Access will allow connectivity for mineralized areas along the corridor
- Projects will provide jobs and expansion of local economies