

**Industrial Roads Program****FY2006 Request: \$10,000,000****Reference No: 39356****AP/AL:** Appropriation**Project Type:** Construction**Category:** Transportation**Location:** Statewide**Contact:** John MacKinnon**House District:** Statewide (HD 1-40)**Contact Phone:** (907)465-3900**Estimated Project Dates:** 07/01/2005 - 06/30/2010**Brief Summary and Statement of Need:**

Funding for Colville River Bridge and other industrial roads. This project contributes to the Department's Mission by improving the mobility of people and goods and increasing private investment.

<b>Funding:</b>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>Total</u>
Bond Funds	\$10,000,000						\$10,000,000
<b>Total:</b>	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input checked="" type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

FY2005 - \$17,000,000; FY2004 - \$1,000,000 - North Slope Oilfield Connector Road and Colville River Bridge, \$5,000,000 - Industrial Development Roads.

**Project Description/Justification:****Colville River Bridge Project -**

To access NPR-A, the best way to connect National Petroleum Reserve-Alaska oil and gas leases with the North Slope road system is to extend the Spine Road that runs through the Prudhoe Bay and Kuparuk River fields straight west across the Colville River. The Spine Road is the existing 57 mile industrial road starting at Deadhorse and running west through the current producing oilfields. This is proposed to be an 18 mile road, from the end of the existing Spine Road to the Colville river, and a 3,300 foot bridge across the Colville. The access road continues approximately 2 miles to a staging area terminus. Other elements of the project is a 3-mile BIA sponsored road project that is designed and permitted, but has not been constructed due to a lack of funding.

Recent reductions in the ice road season and a new generation of oil and gas development opportunities combine to make all season access critical to continue development of the North Slope oil and gas resources (this winter, Conoco Phillips spent over \$5 million just to construct an ice road from the Spine road, across the Colville).

These funds may also be used to augment other industrial road projects such as the following:

**Foothills Road**

What was earlier proposed to be a 102 mile road from pump station 2 on the Dalton Highway west and north to Nuiqsut has been refined to initially consist of a 50 mile east-west leg along the foothills of the Brooks Range, providing year-round gravel road access to numerous existing oil and gas leases on state lands.

**Bullen Point Road**

The Bullen Point project is a 50 mile road extending east from Prudhoe Bay to Bullen Point on the Arctic Ocean. This road will also access existing leases and developments on state land, including the Badami development (BP) and Exxon's Pt Thompson field.

**Pebble Copper**

We recently completed a reconnaissance study of potential road routes from a deepwater port (Williamsport, or Inskin) on Cook Inlet. Pebble Copper, north of Lake Iliamna, has the potential to be one of the largest copper and precious metal deposits in the world, but development cannot occur without a road access and an energy source (such as cook inlet gas).

**Crooked Creek and Yukon-Kuskokwim Rivers Ports and Roads**

This 14 mile road would provide access from a port on the Kuskokwim River to the Donlin gold properties, as part of a much larger project that would eventually connect north and west to the Yukon River.

Funding is through a \$4 million state GO bond and a \$10 million congressional earmark. The project is following FHWA rules, but current discussions are directed towards splitting FHWA segment from a public/private financed segment. Working with the local residents and the mine developer has resulted in consideration of alternate (longer) routes. Because of significant negative impacts with locating the Kuskokwim port at the village of Crooked Creek, we're looking at the port to be just downriver at Canoe Landing, with a spur road connecting Crooked Creek. Project schedule needs to be coordinated with mine development/ Placer Dome schedules.

**DeLong Mountain Terminal Port Expansion**

Provides for the leadership of the ongoing Corps of Engineer EIS to expand the DeLong Mr. Port project to better serve the Red Dog Mine, other regional mining prospects, and community development. The draft EIS review may begin early 2005.

**Noatak Airport - Red Dog Mine Access Road**

We are working with Noatak, NANA, and AIDEA on developing a 20 to 35 mile road to the Red Dog Mine (in conjunction with a new 5,000 foot jet-capable runway at Noatak). This will benefit Noatak by allowing fuel deliveries by truck from the port. A reconnaissance engineering report is due March 2005.

**Gas Line**

With a renewed interest in an Alaska Natural Gas Pipeline, the department needs to be certain Alaska's highways and bridges can handle the increase in freight and construction loads that will be needed to construct the line. The Department of Transportation has identified over \$400 million in upgrades to the roads and bridges on the Alaska, Richardson, and Dalton Highways that will be necessary for the construction of the gas line. We are redirecting normal federal highway program funds to address these critical needs.

	<b>BRIDGES</b>	<b>HIGHWAYS</b>	<b>PORTS</b>	<b>BY LOCATION</b>
<b>DALTON HIGHWAY</b>	<b>\$516,000</b>	<b>\$59,320,000</b>		<b>\$59,836,000</b>
<b>RICHARDSON HIGHWAY</b>	<b>\$80,706,000</b>	<b>\$132,100,000</b>		<b>\$212,806,000</b>
<b>ALASKA HIGHWAY</b>	<b>\$120,189,000</b>	<b>\$15,000,000</b>		<b>\$135,189,000</b>
<b>GLENN/PARKS HIGHWAYS</b>	<b>\$3,282,000</b>			<b>\$3,282,000</b>
<b>KLONDIKE HIGHWAY</b>	<b>\$4,000,000</b>	<b>\$11,000,000</b>		<b>\$15,000,000</b>
<b>HAINES &amp; HAINES HIGHWAY</b>	<b>\$36,500,000</b>	<b>\$15,000,000</b>		<b>\$51,500,000</b>
<b>PORT OF HAINES</b>			<b>\$3,000,000</b>	<b>\$3,000,000</b>
<b>TOTALS</b>	<b>\$245,193,000</b>	<b>\$232,420,000</b>	<b>\$3,000,000</b>	<b>\$480,613,000</b>