

# SOUTHEAST ALASKA MID-REGION ACCESS RECONNAISSANCE SUMMARY



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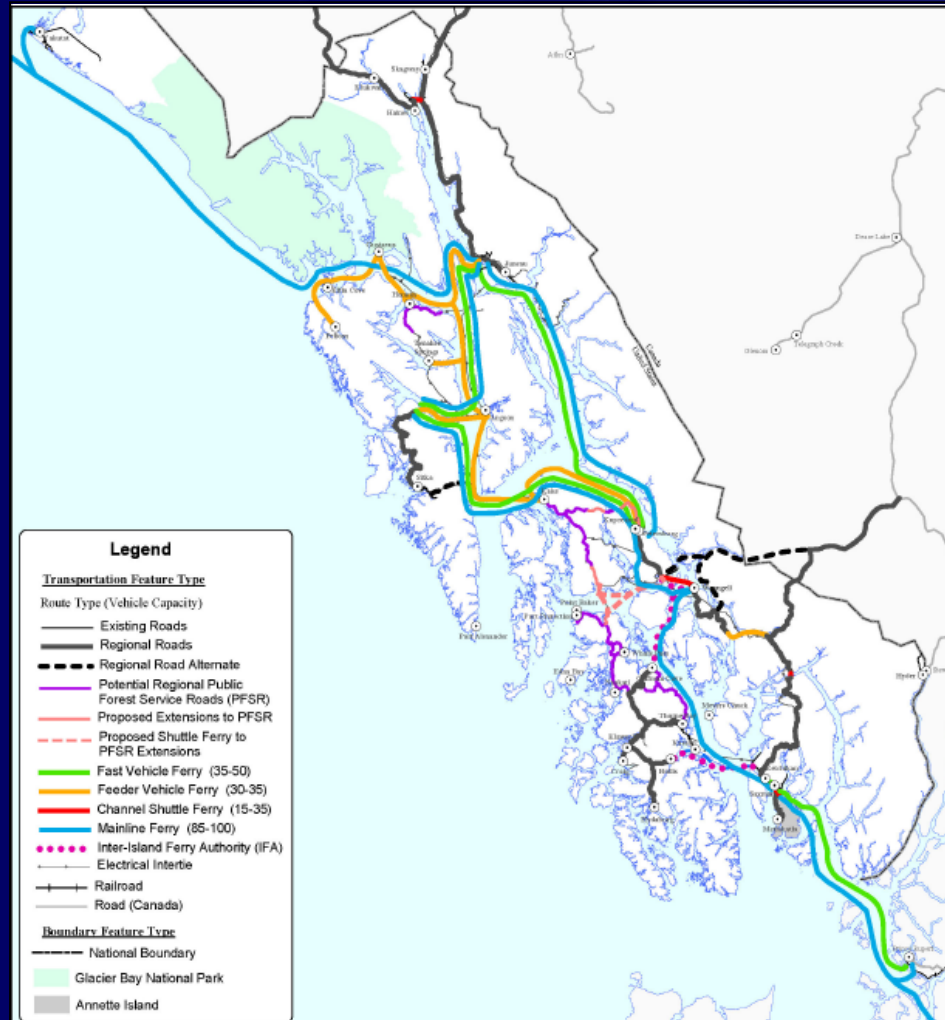
## Southeast Alaska Mid-Region

- **Overview**
  - Southeast Alaska Transportation Plan (SATP)
  - British Columbia Transportation Plan
  - Transportation Plan Common Goals
  - Connection Points
  - History of Studies
- **SEMRA Delivery Plan**
  - Plan Objectives
  - Corridors, Cost, Net Present Value Cost, and Uses



# Southeast Alaska Mid-Region Access Reconnaissance Summary

## SE Alaska Transportation Plan (2004)



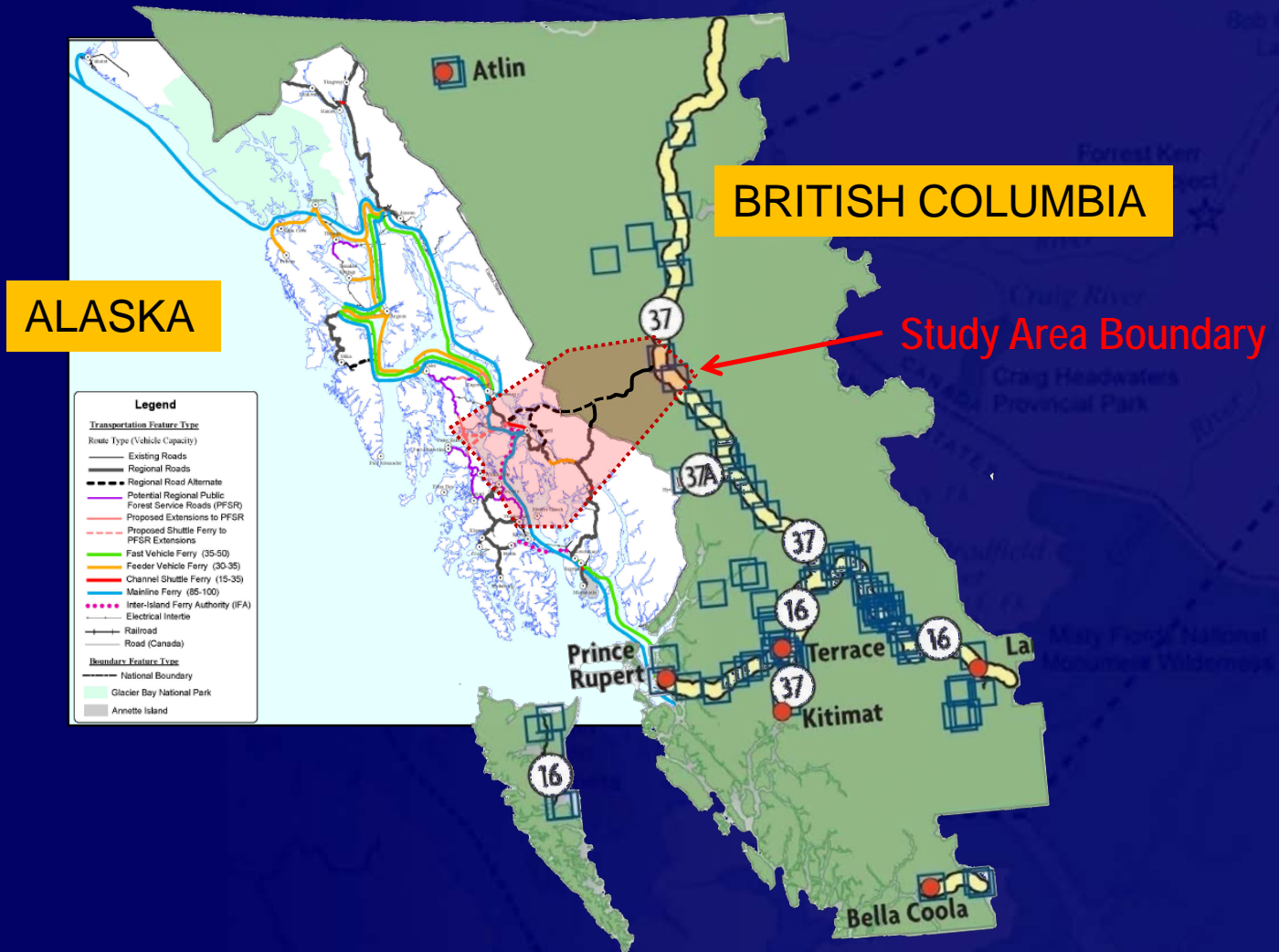
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# Southeast Alaska Mid-Region Access Reconnaissance Summary

## Alaska / BC Transportation Plans

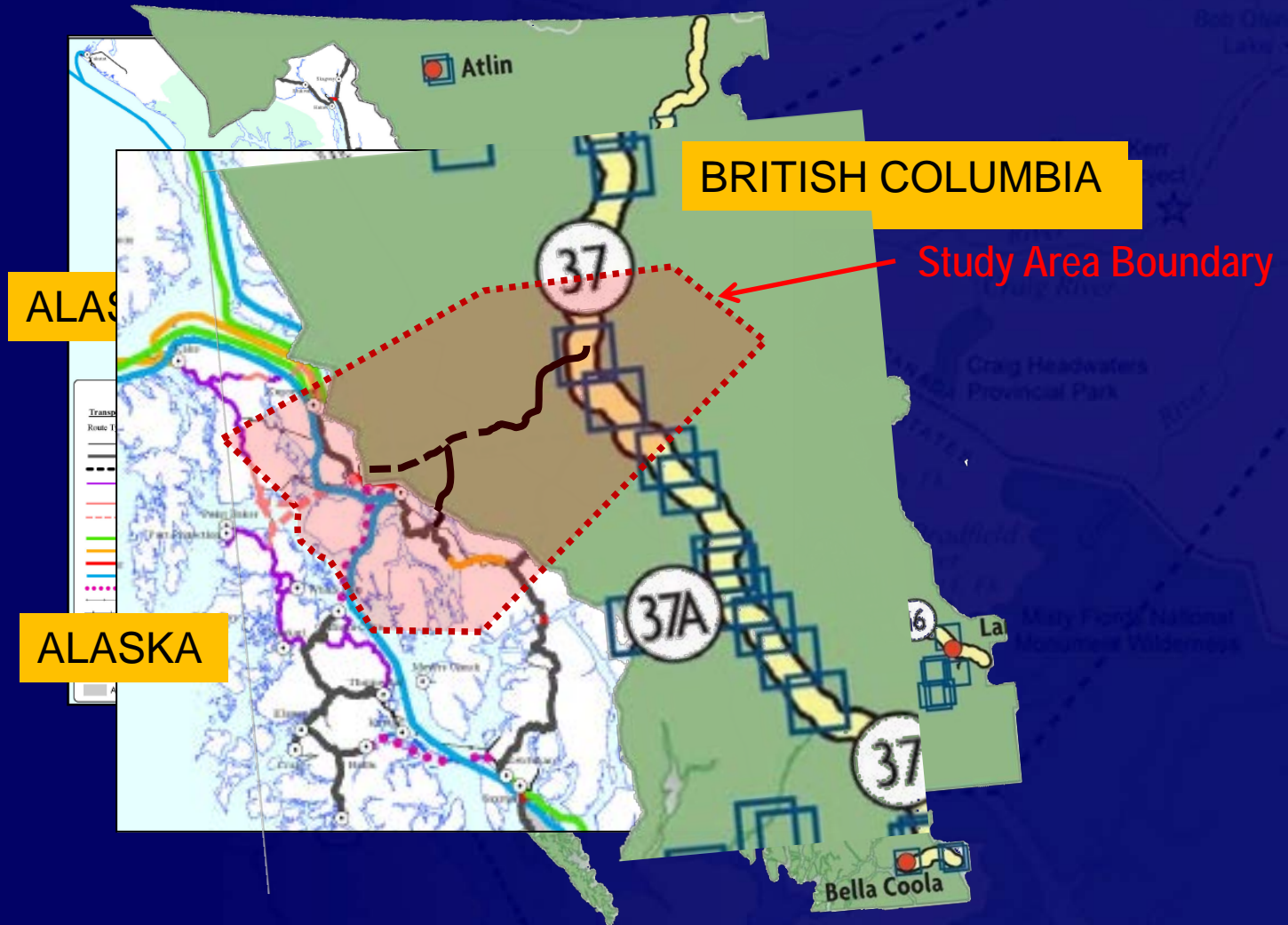


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# Southeast Alaska Mid-Region Access Reconnaissance Summary

## Alaska / BC Transportation Plans

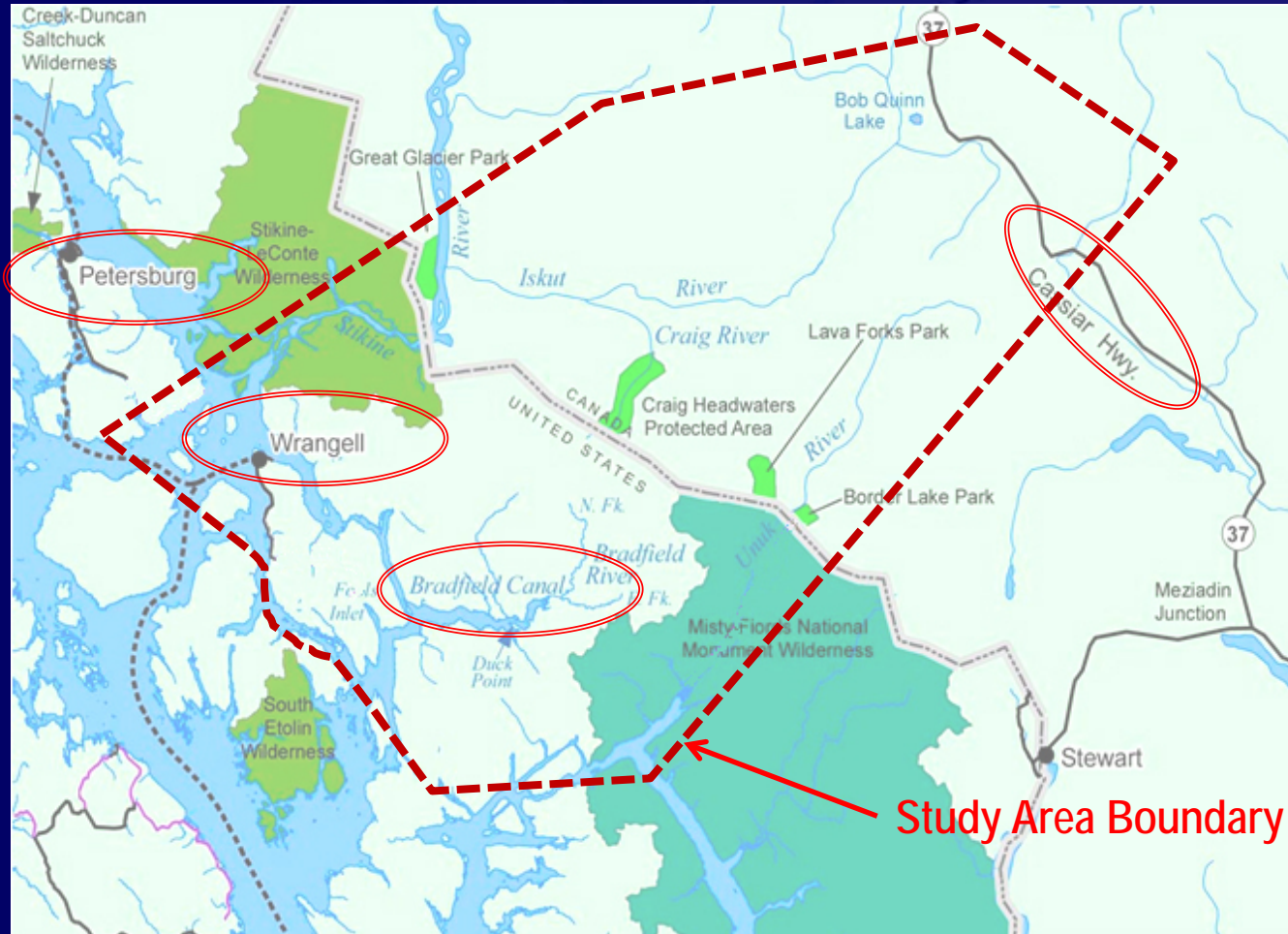


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# Southeast Alaska Mid-Region Access Reconnaissance Summary

## Southeast Alaska Mid-Region Study Area and Connection Points



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Study Area Boundary





### Highlights of Project History

- **1978:** B.C. completed a reconnaissance study for a route along the Iskut River.
- **1984:** AK DOT&PF completed a reconnaissance study of multiple alternatives.
- **1998:** USFS considered a Wrangell to Canada route via Bradfield Canal.
- **2003:** Long Range Transportation Plan developed by B.C.
- **2004:** AK DOT&PF SATP.



### More Recent Efforts

- **2005:** FHWA completed the Bradfield River Road Engineering Study.
- **2007:** FHWA produced a Southeast Alaska Mid-Region Access Study Delivery Plan.
- **2010:** FHWA completed additional studies.
- **2011:** AK DOT&PF - SATP Update in progress.





## The SEMRA Study Delivery Plan

Tiered off of the DOT&PF Southeast Alaska Transportation Plan (SATP) and consistent with B.C. transportation plan.

- Describes the process for an International EIS.
- Forecasts delivery costs and possible funding sources.
- Identifies additional studies needed to gain BC participation on this project.



## Southeast Alaska Mid-Region Access Goals & Objectives

- Enhance Regional Mobility
- Support Economic Vitality
- Improve System Efficiency
- Maintain or Improve Modal Safety
- Ensure Public Process



# Southeast Alaska Mid-Region Access Reconnaissance Summary

## Project Area



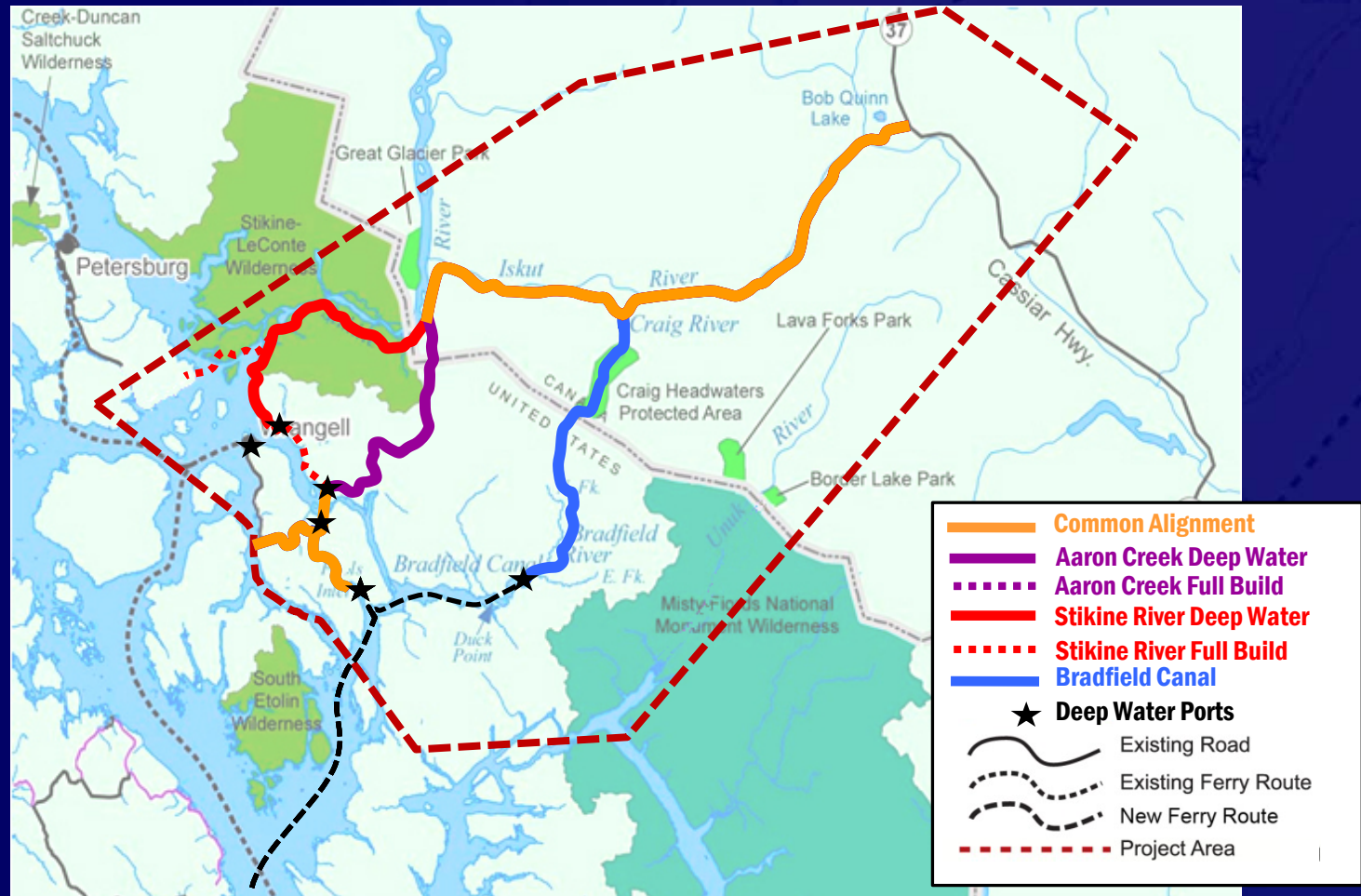
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# Southeast Alaska Mid-Region Access Reconnaissance Summary

## Range of Corridors Under Consideration

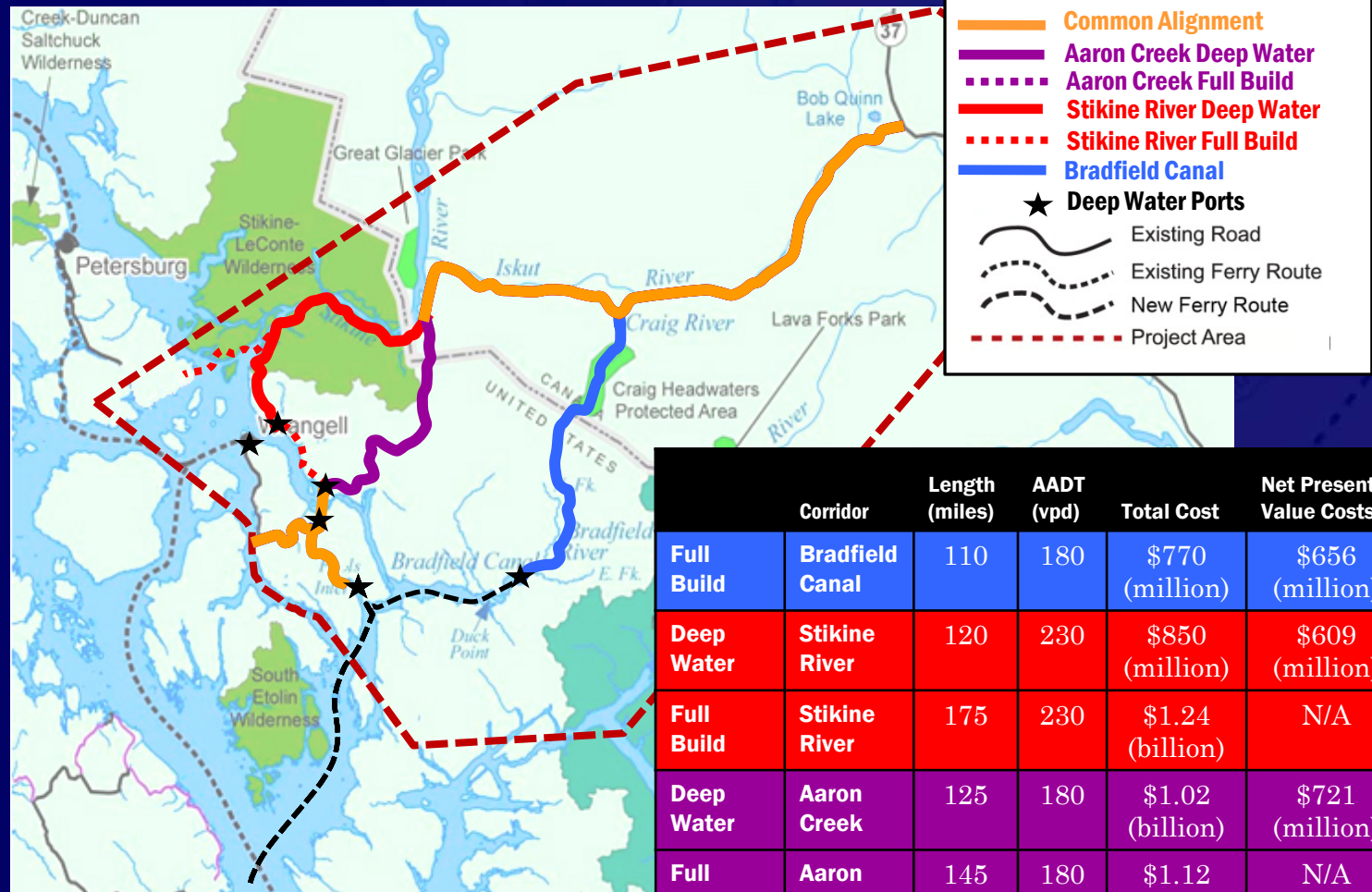


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# Southeast Alaska Mid-Region Access Reconnaissance Summary

## Comparative Cost Summary

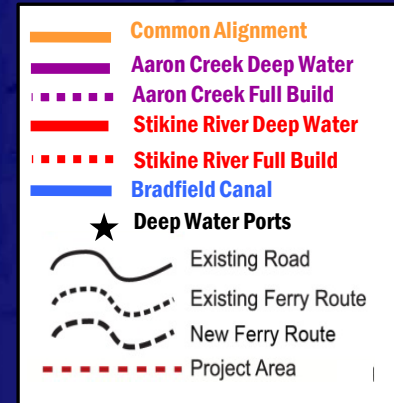
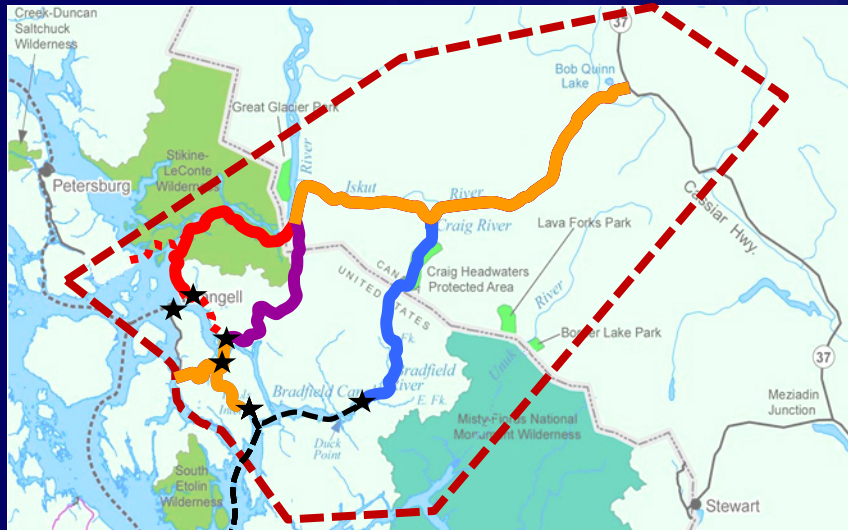


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# Southeast Alaska Mid-Region Access Reconnaissance Summary

## Comparative Cost Breakdown



Corridor		AK Length (miles)	BC Length (miles)	Total Length (miles)	AADT (vpd)	AK Cost (approx) (million)	BC Cost (approx) (million)	Total Cost (approx) (million)	Cost Per Mile (million)	Net Present Value Cost (million)
Full Build	Bradfield Canal	50	60	110	180	\$420	\$350	\$770	\$7.0	\$656
Deep Water	Stikine River	40	80	120	230	\$320	\$530	\$850	\$7.1	\$609
Full Build	Stikine River	95	80	175	230	\$710	\$530	\$1.24	\$7.1	N/A
Deep Water	Aaron Creek	45	80	125	180	\$480	\$540	\$1.02	\$8.2	\$721
Full Build	Aaron Creek	65	80	145	180	\$580	\$540	\$1.12	\$7.7	N/A

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# What Has to Happen

- Intergovernment Agreement (Alaska/B.C.)
- Finance Plan, including a joint(AK/B.C.) Economic Study
- Development of a Joint Environmental Process
  - U.S. EIS and B.C. EA
  - Forecasted Cost @ \$20+ Million
- Delivery Timeline (7+ Years)



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