ASTAR TRIANGLE COMMUNITY ROAD PEL STUDY

WELCOME - Virtual Public Open House

ASTAR

TRIANGLE COMMUNITY ROAD PEL STUDY

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

HOW TO PARTICIPATE IN THE OPEN HOUSE

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This meeting is being recorded.

For those joining by phone, please keep your microphone muted. Phone users can press *6 to mute or unmute their line.

Use “Chat” to view the chat window or send a message.

Select “Raise Hand” under “Reactions” to indicate you have a question or comment. Phone users can press *9 to raise hand.

Make sure you are identified by name and organizational affiliation (if any). Open the “Participants” window, hover your mouse over your name, select the ellipse (…), then “Rename,” and make the change.

If your connection cuts out, dial back into the meeting using this phone number: (253) 215 8782, Webinar ID: 828 4282 6245.

Use the “Show Captions” function to view closed captioning.

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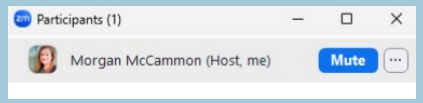

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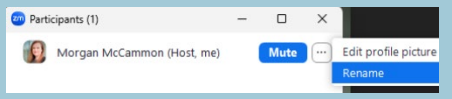

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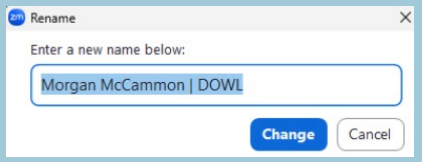


AGENDA

1. Welcome & Introductions
2. Project Overview & Schedule Update
3. Draft PEL Study Report Overview
4. Final Screening Results
5. How to Review the Draft PEL Study Report and Provide Comments
6. Next Steps

1. WELCOME & INTRODUCTIONS

3. PROJECT OVERVIEW & SCHEDULE UPDATE

ARCTIC STRATEGIC TRANSPORTATION AND RESOURCES (ASTAR)

ASTAR is a partnership between the State of Alaska Department of Natural Resources (DNR), Alaska Department of Transportation and Public Facilities (DOT&PF), and the North Slope Borough (NSB).

Mission and Purpose: Identify, evaluate, and advance opportunities to enhance the quality of life and economic opportunities in NSB communities through infrastructure development.

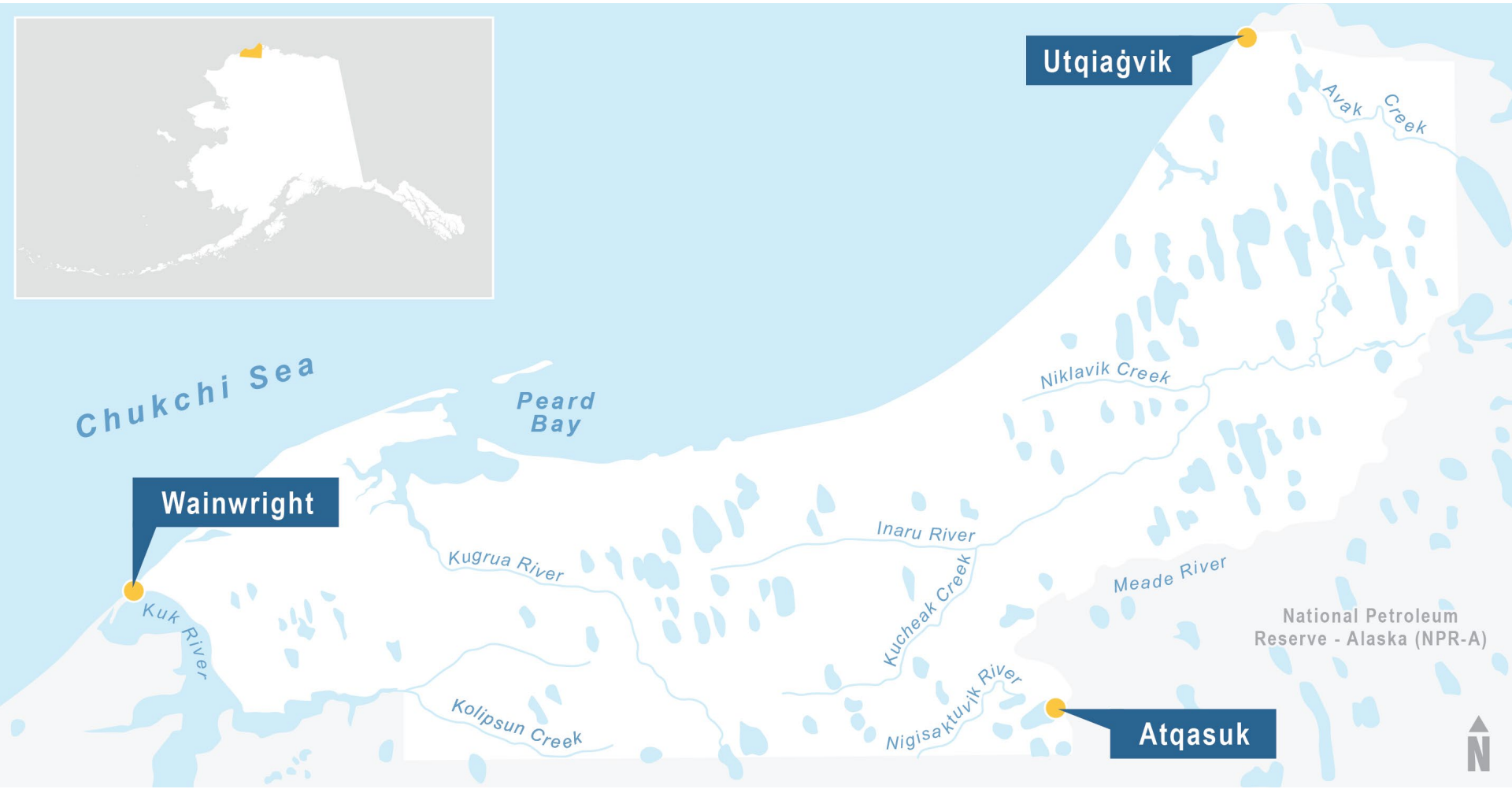
Goal: Prioritize community needs and identify infrastructure opportunities that offer the most cumulative benefit and best enhance the quality of life for the region.

CUMULATIVE BENEFITS

ASTAR benefit criteria (selected by the NSB and North Slope communities)

- Supports community connectivity
- Preserves or enhances subsistence traditions
- Lowers costs of goods and services
- Improves health and safety conditions
- Improves access to education opportunities
- Enhances workforce development

PEL STUDY AREA



PEL STUDY SCHEDULE

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SPRING 2024	SUMMER - WINTER 2024 / 2025	WINTER - FALL 2025	WINTER 2025 / 2026
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Alternatives and Develop Screening Criteria	Screening, Recommended Alternatives, Draft PEL Study	Public Comment Period *(45 days)* and Finalize PEL Study

STAKEHOLDER ENGAGEMENT

- 8+ years of community meetings/workshops
- Many other presentations to community and regional leadership groups
- Community meetings in Utqiagvik (2), Atqasuk (1) and Wainwright (1)
- Advisory Committee participation throughout PEL study process (3 meetings)

4. DRAFT PEL STUDY REPORT OVERVIEW

WHAT IS THE PEL STUDY PROCESS?

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A collaborative and integrated approach to transportation decision-making that:

1. Considers environmental, community, and economic goals early in the planning process
2. Uses the information collected during planning to inform and streamline the future environmental review process
3. Provides an opportunity to conduct a study with federal money that doesn't have to be reimbursed if no projects move forward

PEL STUDY GOALS

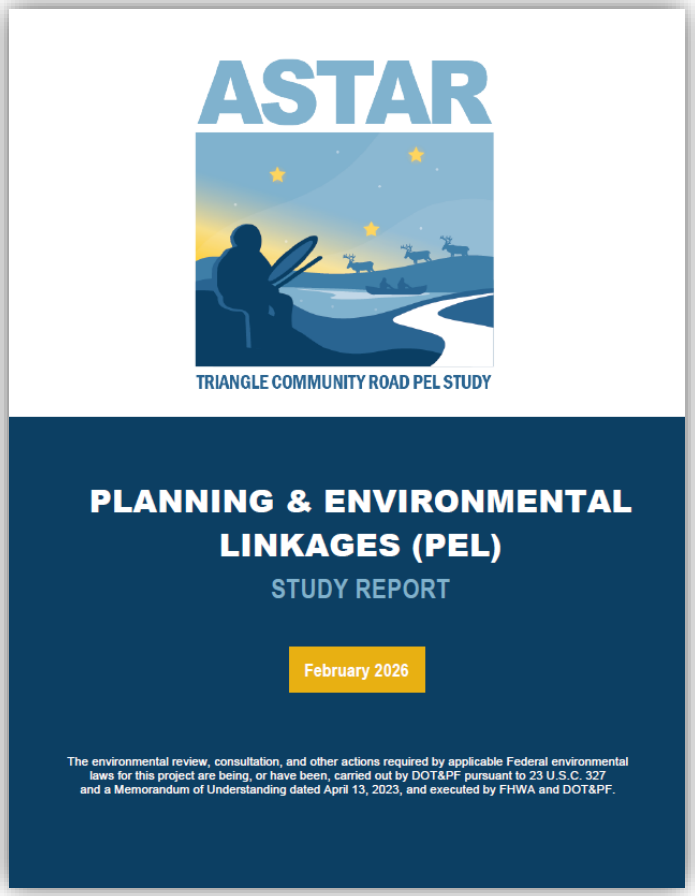
PEL Study Goals:

- Provide North Slope decision makers with the information needed to decide whether a project should move forward
- Stakeholder and community outreach to determine overall goals and objectives, and potential alignment alternatives

DRAFT PEL STUDY REPORT OVERVIEW

Report Purpose:

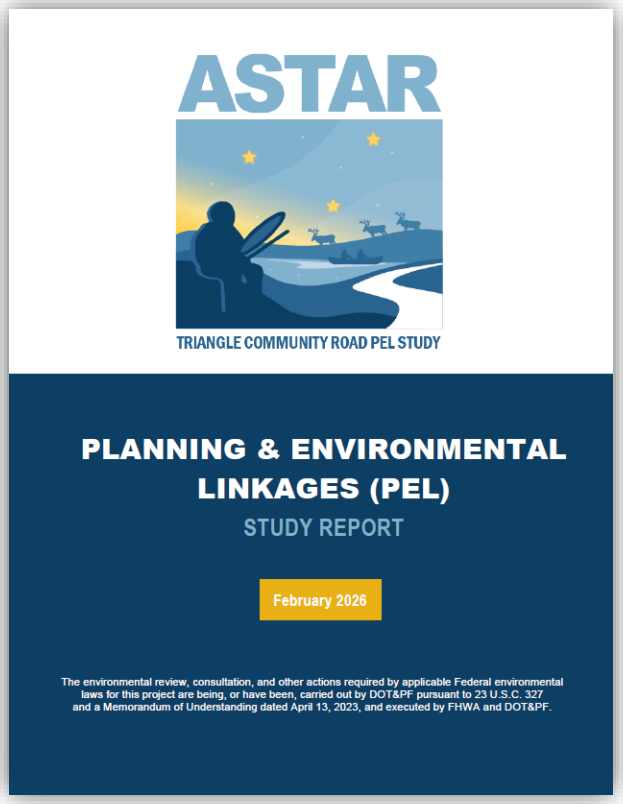
- Document the planning process and screening results
- Summarize community and stakeholder input
- Identify alternatives recommended to move forward
- Provide information to support future decision-making



DRAFT PEL REPORT OVERVIEW

Report Contents:

- PEL study process and approach
- Alternatives development and screening
- Community and stakeholder input (What We Heard)
- Environmental considerations and constraints
- Recommendations to carry into a future NEPA process
- Funding strategy and implementation considerations
- Next steps



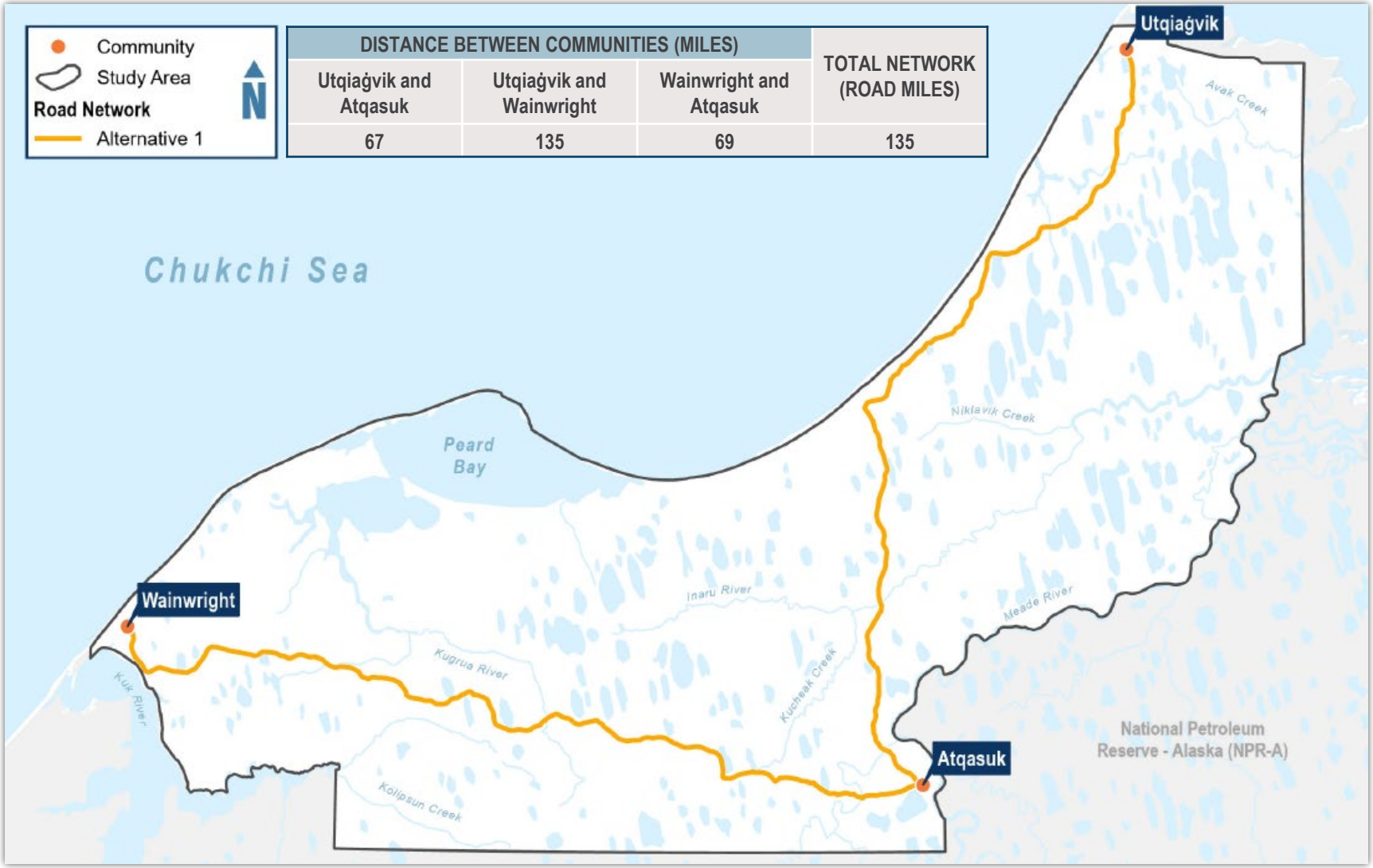
5. FINAL SCREENING RESULTS

SIX ALTERNATIVES

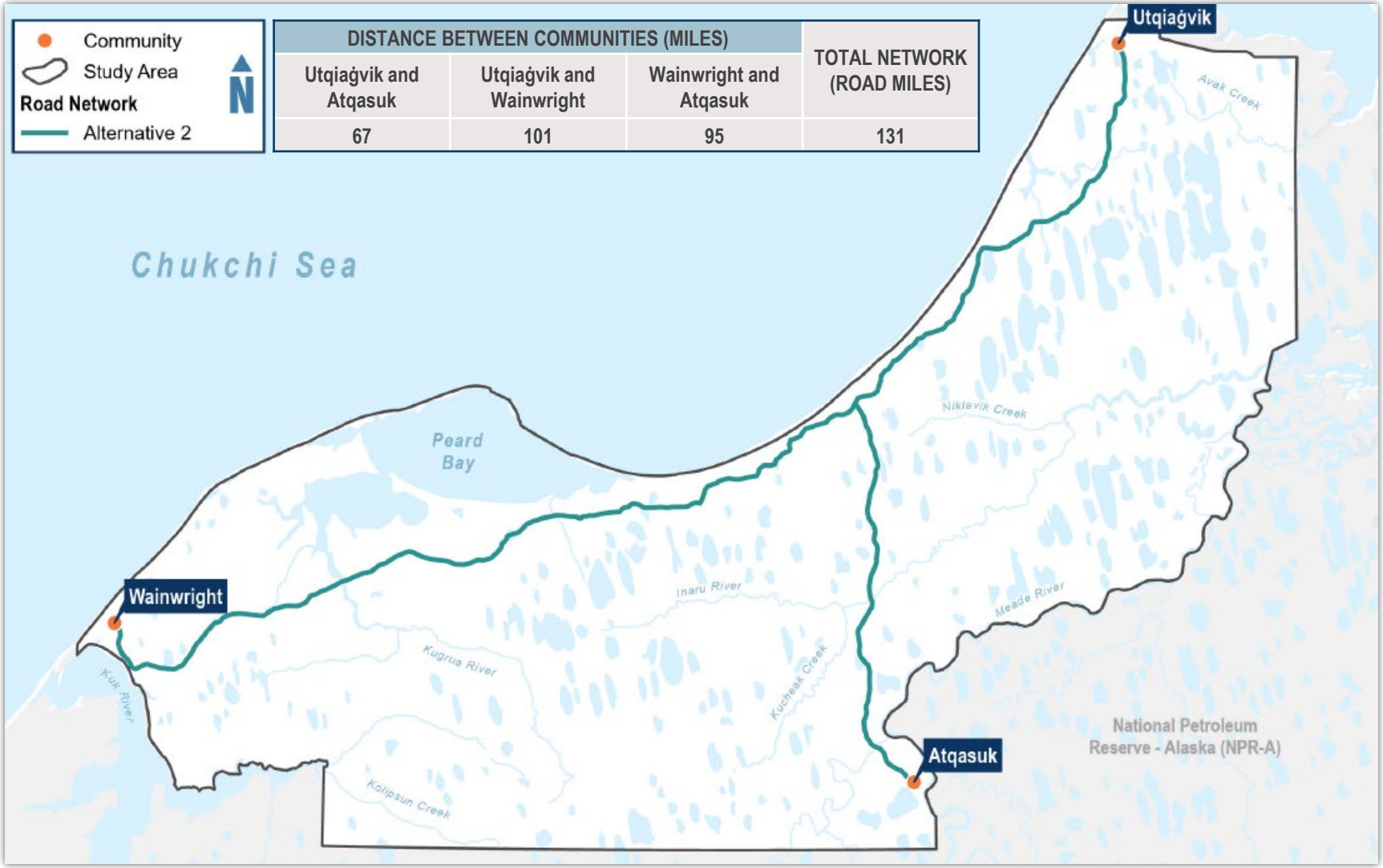
Previously identified corridors were not comparable as stand-alone road network alternatives and therefore six road network alternatives were developed. For all six alternatives the following would apply:

- Roadways constructed on tundra
- Engineered gravel compacted in layers
- Height of new roadway is a minimum of five feet above existing ground
- Two, 10-foot travel lanes flanked by approximately 2.3-foot shoulders.
- Outside of the shoulders reflective roadway delineator posts are set at 50-foot intervals, one foot outside the shoulder edge, to guide drivers and improve visibility.

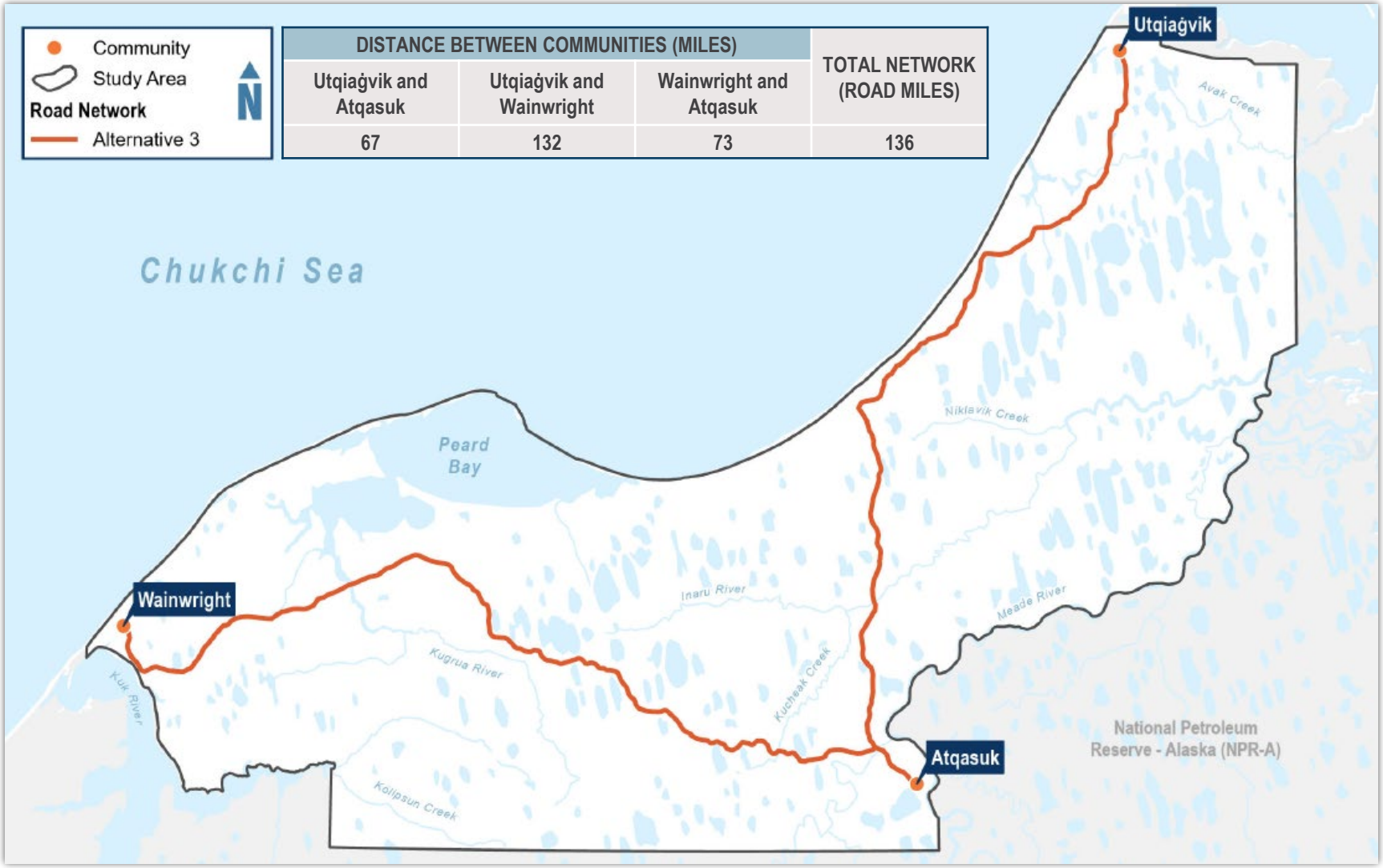
ROAD NETWORK ALTERNATIVE 1



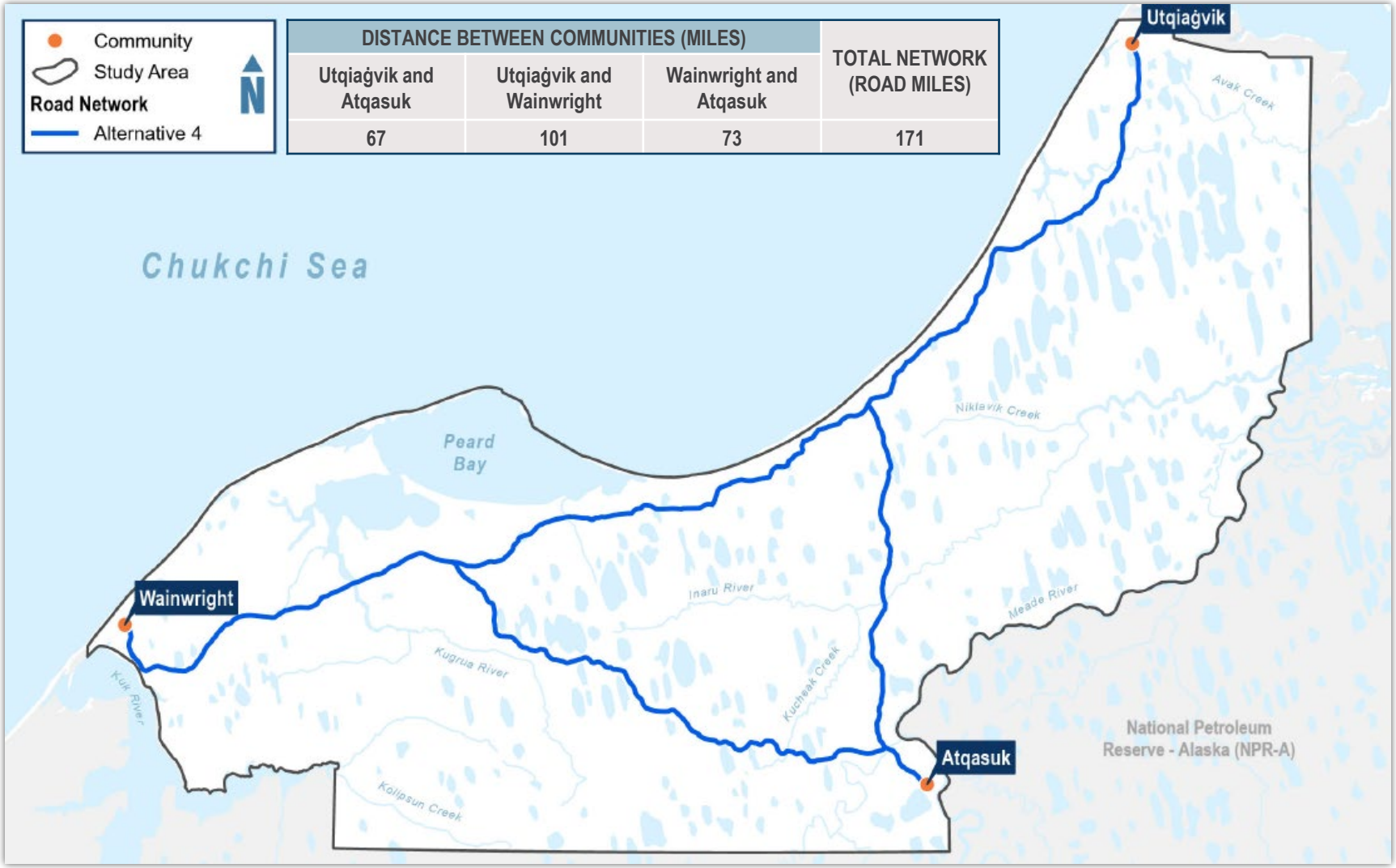
ROAD NETWORK ALTERNATIVE 2



ROAD NETWORK ALTERNATIVE 3



ROAD NETWORK ALTERNATIVE 4



ROAD NETWORK ALTERNATIVE 5

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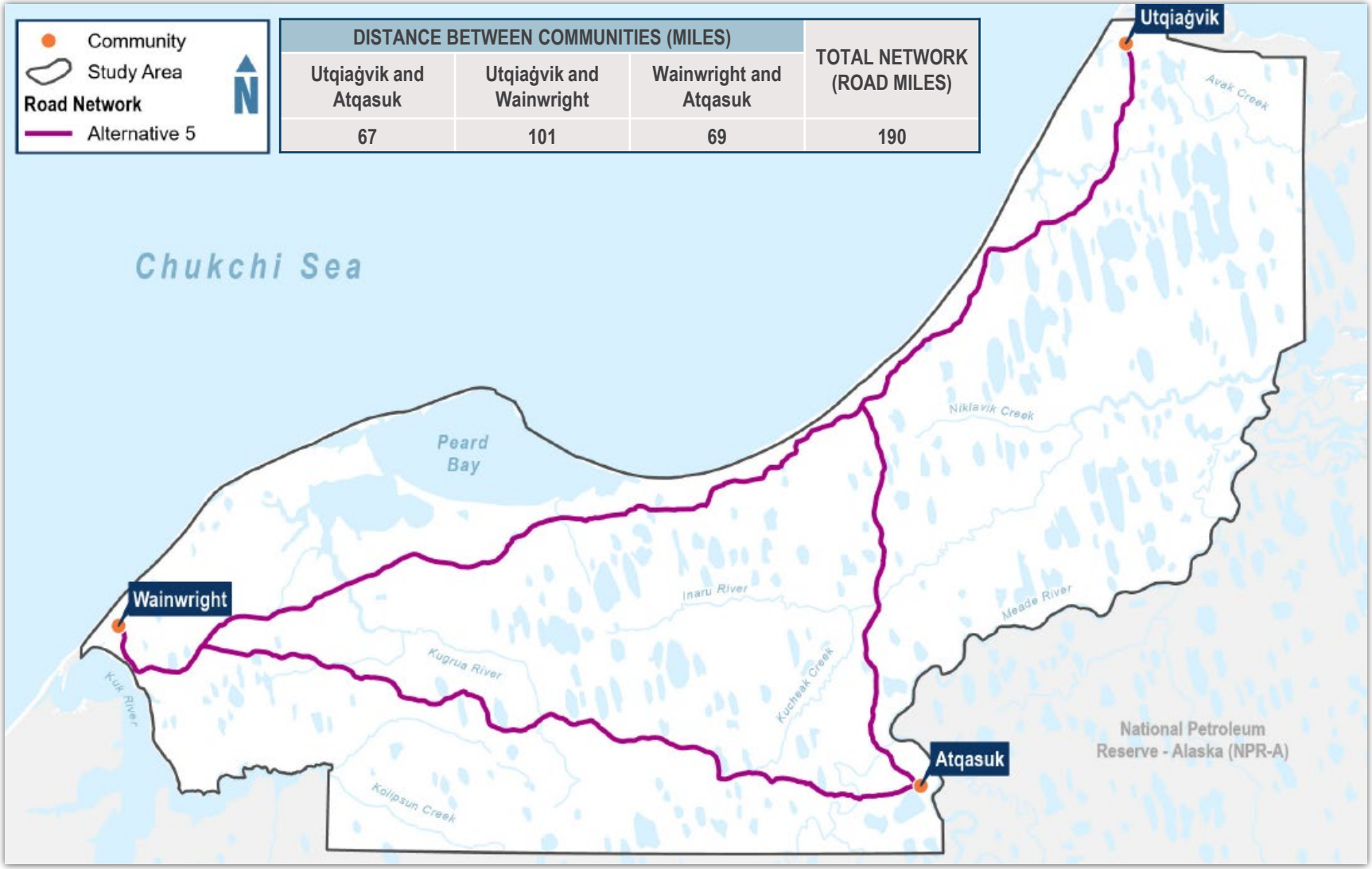
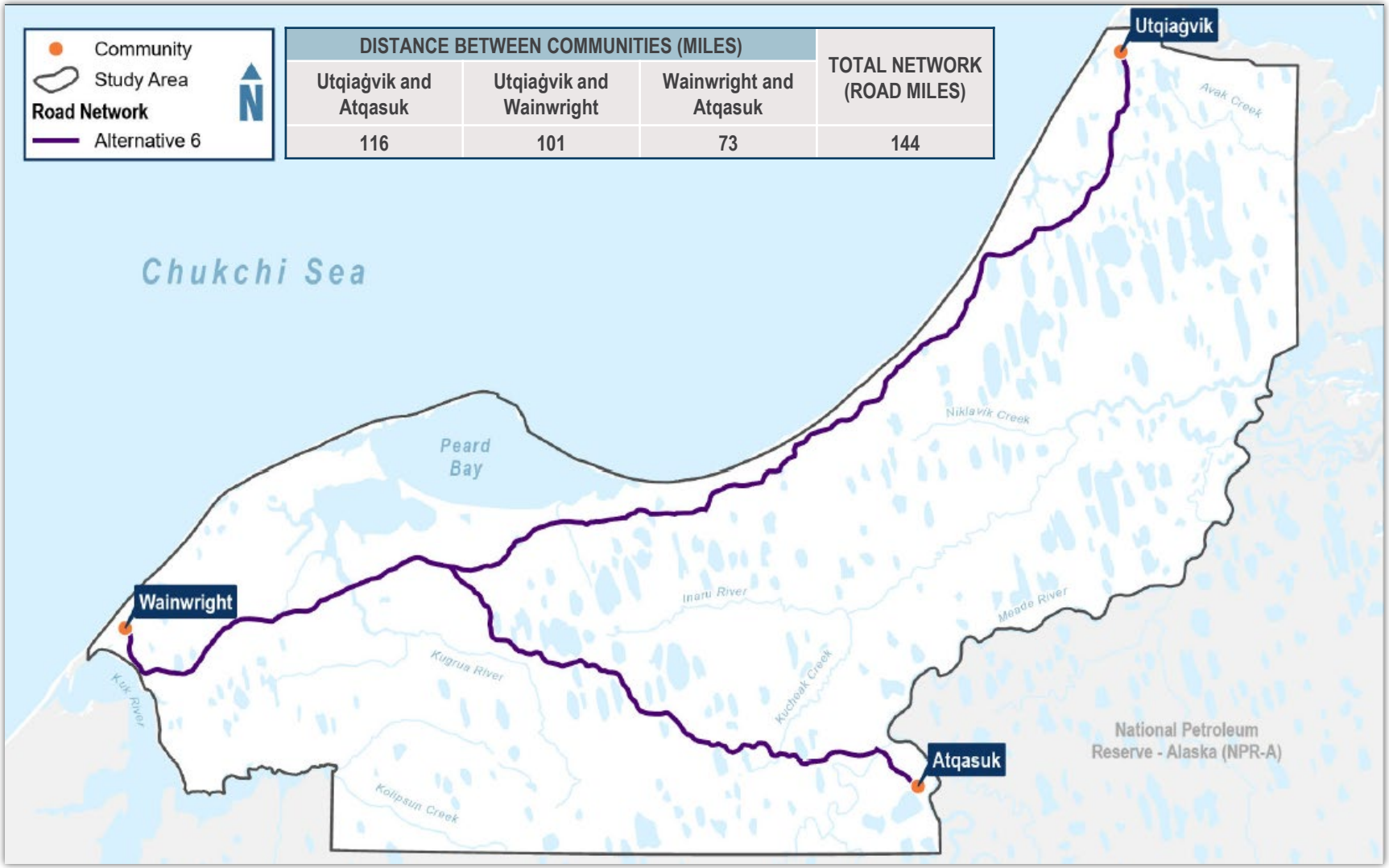


DISTANCE BETWEEN COMMUNITIES (MILES)			TOTAL NETWORK (ROAD MILES)
Utqiaġvik and Atqasuk	Utqiaġvik and Wainwright	Wainwright and Atqasuk	
67	101	69	190

ROAD NETWORK ALTERNATIVE 6



ENGINEERING CONSTRAINTS AND ENVIRONMENTAL-BASED CRITERIA

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CONSTRAINT	TO WHAT DEGREE DOES THE ALTERNATIVE…
Protected Species	Impact deep lakes important to waterfowl, eiders, and yellow-billed loons
Geology/ Geotechnical	Consider road construction in high heave/thaw areas
Vehicle Bridges	Require bridges or culverts
Subsistence Patterns	Potentially impact subsistence activities
Wetlands	Avoid or minimize impacts to wetlands
Construction Cost Estimate	Minimize construction cost

SCREENING RESULTS & RECOMMENDATIONS

Evaluating the engineering and environmental-based impacts of six road alternatives, Alternative 2 had the fewest impacts while Alternative 5 had the most. As indicated by the weighted adjusted scoring, and calculated in the table below, alternatives 1, 2, 3 scores were closely aligned while alternatives 4, 5, and 6 were much higher.

	ALTERNATIVE					
Constraint	**1**	**2**	**3**	**4**	**5**	**6**
Weighted Score	22	19	25	39	49	35

It is recommended:

- **Alternatives 1, 2, and 3, be advanced to the NEPA review**
- Alternatives 4, 5, and 6, be removed from future consideration

6. HOW TO REVIEW THE DRAFT PEL STUDY REPORT AND PROVIDE COMMENTS

HOW TO REVIEW & PROVIDE COMMENTS

Review Period

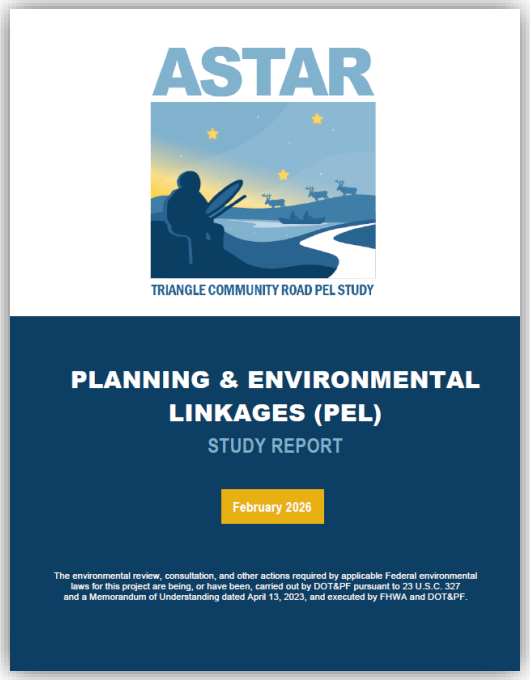
- Draft PEL study report will be available to the public at **www.TriangleCommunityRoad.com**
- 45-day comment period starting April 3, 2026, and concluding May 18, 2026

Ways to Share Comments

- Online comment form: **www.TriangleCommunityRoad.com**
- Email: **TriangleCommunityRoad@dowl.com**
- In-person at community meetings

How Comments Are Used:

- All comments are reviewed and documented
- Substantive comments may result in updates to the report
- A summary of comments will be prepared



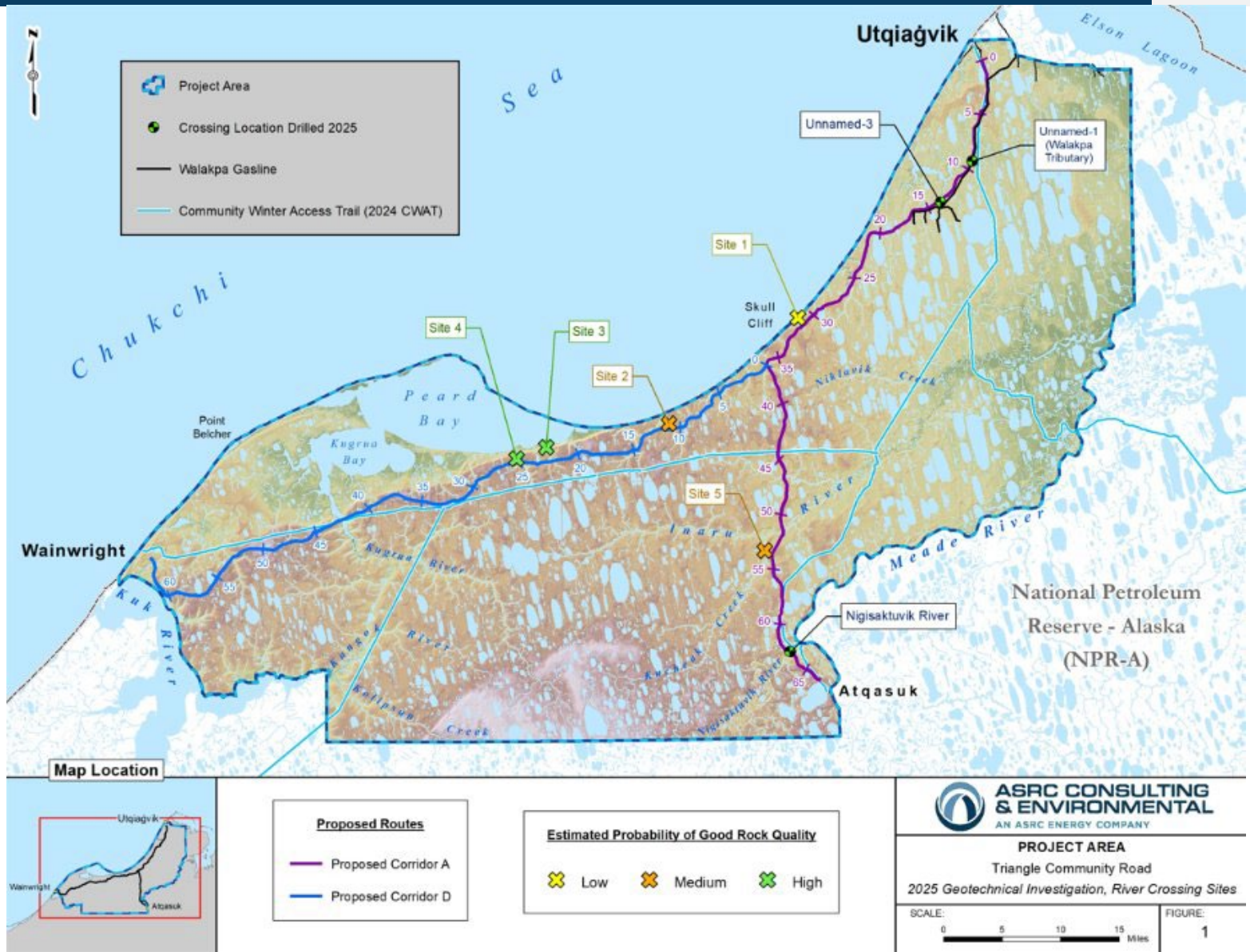
Scan the QR Code for the Website

7. NEXT STEPS

NEXT STEPS

1. Address public comments on Draft PEL Study Report
2. Publish the Final PEL Report
3. Early activities post PEL Study – rock survey

UPDATE:
NPR-A ROCK SURVEY PHASE 1



UPDATE: NPR-A ROCK SURVEY LAB RESULTS

Property/Method	DOT&PF Criteria Base Coarse	DOT&PF Criteria Surface Coarse	Site 1 Sample 24KNF001A	Site 1 Sample 24KNF001B	Site 1 Sample 24KNF001D	Site 3 Sample 24KNF003/003A
L.A. Abrasion, % ASTM C131/C535; AASHTO T96	50, max	45, max	56	30	26	23
Degradation Value ATM 313	45, min	45, min	21	23	21	20
Fracture, % ASTM D5821	70, min	70, min, 1 Face	100	100	100	98
Sodium Sulfate Loss, % ASTM C88	9, max (5 cycles)	9, max (5 cycles)	5.2	1.6	2.8	8.9

Property/Method	DOT&PF Criteria Base Coarse	DOT&PF Criteria Surface Coarse	Site 4 Sample 24KNF004/004A	Site 5 Sample 24KNF005/005A	Site 6 Sample 24KNF006B
L.A. Abrasion, % ASTM C131/C535; AASHTO T96	50, max	45, max	22	34	26
Degradation Value ATM 313	45, min	45, min	20	16	31
Fracture, % ASTM D5821	70, min	70, min, 1 Face	97	99	98
Sodium Sulfate Loss, % ASTM C88	9, max (5 cycles)	9, max (5 cycles)	0.9	1.8	0.1

UPDATE: NPR-A ROCK SURVEY LAB RESULTS

WHAT PHASE II WOULD HELP ANSWER

- NPR-A Rock Survey Phase I results strongly support the need of Phase 2
- NPR-A Port Authority approved grant for phase 2
  - Work to be completed in summer of 2026
- Work to include:
  - Drill rig and team to better delineate and estimate quantity and economics of the rock source
  - More testing of rock samples (quality of source)
  - Potentially identify additional sites
  - Refined estimates of rock source

THANK YOU - QUYANAQ

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