

Tetlin to Fort Knox Corridor: FAQs

Q: Is there a formal trucking plan being considered at this time?

A: While Kinross and DOT&PF; have had preliminary conversations about their plans to haul ore from Tetlin to Fort Knox beginning 2024, Kinross has not shared a formal or final proposal at this time. Specific details, including exact expected loaded trips per day and precise truck configurations expected on specific route segments will be important to any analysis. Modeling impacts can be addressed as part of the corridor analysis.

Q: Are Kinross and DOT&PF; partnering?

A: No. Kinross is a private developer. The department does not speak for Kinross, nor is it able to answer questions about their proposal. Each organization is responsible for our own statements and information provided. We view communicating on transportation issues with any interested party as an essential part of our public service. We frequently participate in meetings with industry, community, or user groups.

Q: Is there a trucking route identified?

A: The department has had preliminary discussions about bridges and routes, but more details are needed, such as truck configurations and loads per day before final recommendations can be made about a given route. This can be evaluated as part of the corridor analysis.

Q: Will you hold public comment if Kinross applies for a driveway permit? What about for commercial vehicle permits?

A: There is no public notice process required for driveway permit applications. However, the department is willing to issue a public notice in the event one is applied for on the Alaska Highway. There is also no public notice process for commercial vehicle permits. Commercial vehicle permits for oversize/overweight loads are issued by DOT&PF with the public interest in mind.

Q: Is the state liable for crashes that occur with commercial vehicles?

A: Commercial vehicle and State of Alaska liability on highways is typically addressed through Federal and State laws and regulations pertaining to commercial vehicles.

Q: Has the Federal Highway Administration weighed in on the trucking plan?

A: The Federal Highway Administration will be invited to participate on the transportation advisory committee, and federal transportation funds will be utilized to conduct the corridor analysis.

Q: Can the department restrict this use of the highways?

A: Federal and State laws regarding commercial vehicles govern commercial uses on our highway system. Recommending changes to laws and regulations could be addressed in a corridor analysis.