

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

*DIVISION OF MINING, LAND AND WATER
Northern Regional Office*

FRANK MURKOWSKI, GOVERNOR

3700 Airport Way
Fairbanks, AK 99709
phone: 907.451.2740
fax: 907.451.2751

INSPECTION REPORT POGO WINTER ROAD

Inspection Date: March 2, 2004
Weather: Overcast, windy, and sunny, 0 to +10 F
Time of Inspection: 0930 to 1330 hrs.
Operator Contact: Karl Hanneman, Teck-Pogo Inc.
Agency Personnel: Chris Milles (DNR-DMLW) and Jack Winters (DNR-OHMP)
Inspection Objectives: Inspect Shaw Creek All-season road construction

We left Fairbanks at 0800 hours, arriving at the TAPS gate at 0930 where we met Karl Hanneman. Jack Winters and I rode along with Karl Hanneman for the inspection.

From the AIC staging area, we proceeded up the winter road to MS 7. The winter road was in excellent shape. From MS 7, we proceeded along the cleared road to Caribou Creek to the location of the Caribou Creek permanent bridge. This bridge should be installed within 4 to 5 days. At this location we spoke with AIC representatives that were present and staging some equipment for the bridge installation. The bridge design has been modified from a pile supported bridge to a timber supported bridge that will totally span the creek. Material from MS 7 will be used as fill for the supports.

From there we drove back to MS 7 and continued towards the TAPS crossing. The road had been cleared back to approximately station 2200+00 or 5-6 miles from TAPS. The clearing operation has felled and bunched the merchantable timber along the cleared roadway. As shown in the photos, the merchantable timber is in the standing trees but is accessible as the butt ends are facing the cleared area. The DOF was inspecting the timber with prospective contractors. DOF is trying to issue a timber sale for the right-of-way timber that has been felled and bunched.

We then proceeded out the winter road and around to the transmission line. From here we drove to Gilles Creek and inspected the temporary bridge and Gilles Creek camp. We did observe some waste materials, including some hazardous waste materials (used oil filters and absorbents) in a front end loader bucket near Gilles Creek. Karl immediately spoke with a

nearby AIC employee and was to follow-up with the AIC foreman regarding waste management.

The clearing in this area is visibly wider than in other areas (see the attached photos). Karl explained that where there is greater than 20 feet between the transmission line and the road, the trees between them were not cleared. If the distance between the transmission line and road is less than 20 feet the trees were cleared. In this area, there are other factors involved also. The transmission line spans Gilles Creek using larger towers on either side with a 2000 foot span between. In addition, there is a larger road cut in this area to approach and cross Gilles Creek.

On our way out, we saw the firewood contractors that purchased the state timber along the transmission line from DOF. They are also working for Teck to meet the treatment/salvage stipulations along the transmission line (winter section).

We arrived back at the AIC staging area at approximately 1330 hrs. We arrived back at ADFG at approximately 1530 hrs.

There are no action items as a result of this inspection.

Pictures of the project are attached.

cc: Stan Foo, ADNR, Anchorage
Chris Milles, ADNR, Fairbanks
Brent Martellaro, ADNR, Fairbanks
Chris Maisch, ADNR, Fairbanks
Victor Ross, ACOE, Anchorage

Ed Fogels, ADNR, Anchorage
Jim Vohden, ADNR, Fairbanks
Jack Winters, ADNR, Fairbanks
Luke Boles, ADEC, Fairbanks
Karl Hanneman, Teck-Pogo Inc.



Road clearing at Caribou Creek looking towards mine.



Road clearing before Caribou Creek looking towards Richardson Highway.



Caribou Creek looking upstream.



Caribou Creek bridge timbers.



Left bank of Caribou Creek.



Road clearing between MS 7 and Caribou Creek.



Road clearing between MS 7 and Caribou Creek.



Road clearing west of MS 7.



Road clearing at MS 7. MS 7 on left side.



Equipment. Onboard GPS being installed on dozer on right for road clearing.



Road clearing at MS 7.



Road clearing approximately 6 miles from TAPS.



Merchantable timber off road west of MS 7.



Gilles Creek valley looking toward mine.



Clearing operation.



Temporary bridge at Gilles Creek looking westerly.



Cut dropping into Gilles Creek valley. Camp location at top of cut on left. Picture is looking westerly.



Jack Winters and Karl Hanneman inspecting temporary Gilles Creek bridge.



Temporary Gilles Creek bridge.



Gilles Camp.



Road/powerline clearing looking west at Gilles Camp.



Looking towards mine. Gilles Creek valley past end of clearing.



Gilles Camp. Road clearing on right.



Road and powerline clearing looking westerly from location of picture above.