

Public Involvement Plan

Alaska Richardson Steese Highways Corridor Action Plan

MARCH 2023

(Updated November 2024 to include public review meeting materials)

Prepared by Kinney Engineering, LLC for



The State of Alaska, Department of Transportation & Public Facilities,
Northern Region

Professional Services Agreement No. 25-23-1-012

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CONTACT INFORMATION

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1 INTRODUCTION

1.1 Purpose of the Public Involvement Plan

The purpose of this Public Involvement Plan (PIP) is to identify key stakeholders and communities and describe how they will be involved in the Alaska Richardson Steese Highways Corridor Action Plan (CAP).

The public involvement process will support the engineering analysis and planning objectives. The PIP outlines:

- The public involvement goals and objectives.
- The outreach tools and methods that will be used to interact with and engage the project stakeholders and the public throughout the planning process.
- How the public involvement process will provide equitable considerations for all populations within the study area.

The PIP is intended to be a working document, and as such, may be updated if necessitated by the CAP process.

1.2 Public Involvement Objectives & Goals

Public involvement is a priority throughout this project. *The objective of the public involvement process is to consider the concerns of interested persons during the development of the CAP, to ensure recommendations for transportation solutions presented in the CAP examine and document environmental, economic, or social impacts upon any segment of the population.*

All public involvement activities will be conducted with the following goals in mind:

- *Transparency.* Share accurate information related to the development of the CAP as tasks progress.
- *Relevancy.* Facilitate meaningful and informed dialogue to gather necessary input and data from diverse stakeholder groups.
- *Timeliness.* Ensure public involvement activities are appropriately scheduled to support the overall project deliverables.
- *Equity.* Employ a variety of outreach techniques and engagement opportunities to meet the diverse needs of stakeholders and to ensure information is shared between and available to the planning team and stakeholders.

Overall, the public involvement for the CAP aims for on-going communication and feedback between the project team and corridor stakeholders. The engagement activities will be designed to share information as well as provide meaningful opportunities for receiving input on evolving ideas and concerns related to the CAP. Public involvement activities will be continuously monitored, and when necessary, strategies and techniques will be adjusted and improved to ensure outreach and engagement efforts are effective in meeting the public involvement (PI) and CAP goals.

1.3 Adherence to Department of Transportation & Public Facilities Policies

Public involvement activities will comply with State of Alaska Department of Transportation and Public Facilities (DOT&PF) policies on Accessibility, Copyright & Trademark Notice, Social Media, Terms of Use Notice, and Title VI Nondiscrimination. Information related to these policies can be reviewed at <https://dot.alaska.gov/policies.shtml>.

2 CORRIDOR PLAN

2.1 Purpose of the Corridor Plan

In response to planned increase in industrial traffic between Tetlin and Fort Knox because of the proposed Manh Choh Mine ore-hauling vehicles, DOT&PF retained Kinney Engineering, LLC (KE) to develop the Alaska Richardson Steese Highways Corridor Action Plan (CAP).

The CAP will be executed in two phases. The first phase, Phase 1, will be a short-term and medium-term plan that primarily addresses the effects and impacts of the Manh Choh Mine ore-hauling operations on the transportation system and environment, with a planning horizon of the mine's opening, 5 years hence, and 10 years hence (2024, 2029, and 2034 respectively). The second phase, Phase 2, will be a long-term plan, which will focus on regional and statewide economic, social, and transportation conditions expected in 2045 (20-to-25-year planning horizon).

The scope of work and tasks anticipated for the CAP are described in the Statement of Services provided as Appendix A. As stated in the Statement of Services, *the goals and objectives of the CAP are to:*

- *Recommend policy goals and investment priorities/opportunities.*
- *Address safety, congestion, maintenance, and environmental concerns related to increased corridor usage.*
- *Identify potential study area gaps in transportation safety and mobility along the corridor.*
- *Provide recommendations on needs, infrastructure improvements, route alternatives, additional studies or analyses needed, policy or law changes, and funding/partnership opportunities to help develop projects recommended in this study.*

2.2 Study Area

The corridor is approximately 247 miles of roadway and consists of sections of the Alaska, Richardson, and Steese Highways. From south to north, the corridor begins on the Alaska Highway at its intersection with Tetlin Access Road and ends on the Steese Highway at its intersection with Fort Knox Access Road. See Figure 1.



Figure 1 - Corridor of Alaska, Richardson, Steese Highways between Tok and Fox, Alaska

3 CONSULTANT TEAM

The consultant team, led by Kinney Engineering, LLC and supported by Agnew::Beck Consulting, Inc., will work closely with DOT&PF throughout the development of the CAP. All work and services will be performed by or under the direct supervision of the persons listed in Table 1.

Name	CAP Responsibility
KINNEY ENGINEERING, LLC (CONTRACTOR)	
Randy Kinney, PE, PTOE	Contract/Project Manager
Phoebe Bredlie, PE	Public Involvement Lead
Jeanne Bowie, PE, PhD, PTOE	Planning Lead
Aiza Miguel, PE	Traffic Engineer
Lars Arneson	GIS Analyst
Teresa Zimmerman	Environmental Lead
AGNEW::BECK CONSULTING, INC. (SUBCONTRACTOR TO KINNEY ENGINEERING, LLC)	
Shelly Wade, AICP	Land Use Planner and Facilitation Lead

Table 1: Consultant Team

4 STAKEHOLDERS

The consultant team will engage corridor stakeholders throughout the CAP process by employing a variety of outreach methods and engagement practices. Figure 2 depicts the general framework for the CAP process and the relationships between DOT&PF, the consultant team, and the project stakeholders.

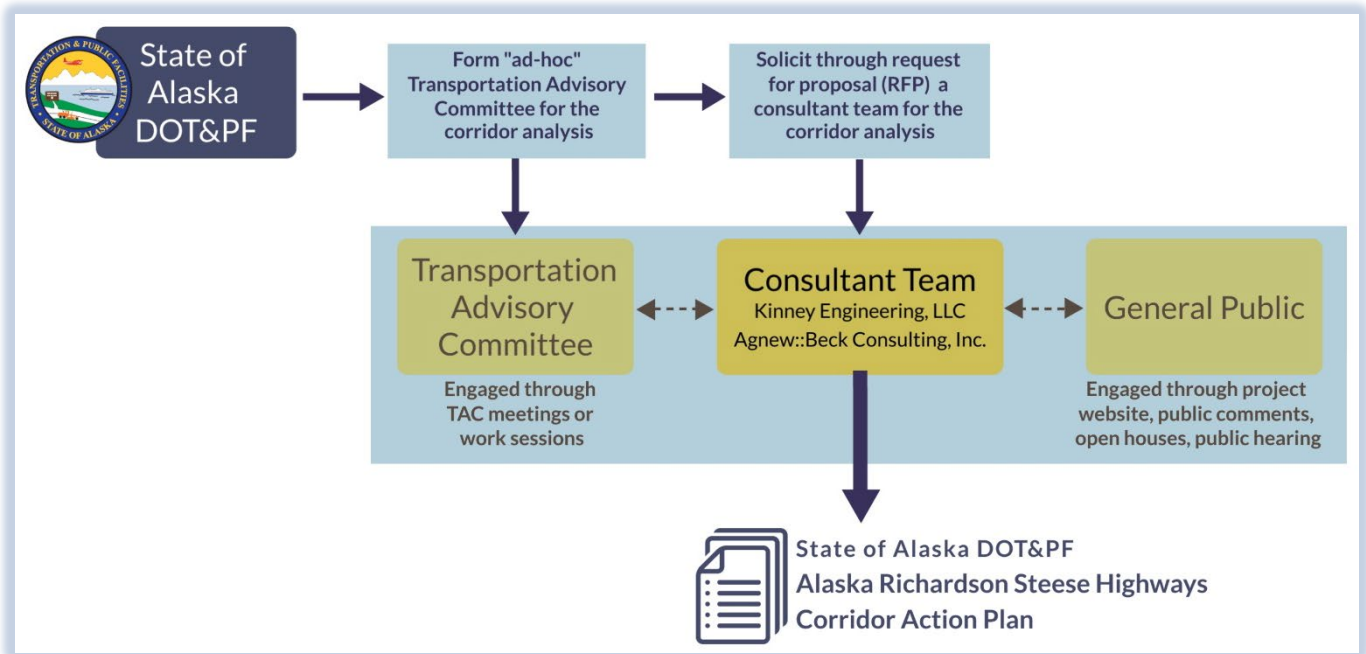


Figure 2: CAP Process

4.1 Transportation Advisory Committee (TAC)

Priority stakeholders for the CAP are organized as a Transportation Advisory Committee (TAC). The TAC consists of representatives, identified with guidance from the DOT&PF Commissioner, from affected communities and user groups along the route, including local governments, state departments, federal agencies, military installations, Alaska Native villages, emergency fire and rescue, and advocacy groups.

Advocates for Safe Alaska Highways (ASAH)	Fairbanks Area Surface Transportation (FAST)
Alaska Railroad (AKRR)	Fairbanks North Star Borough
City of Delta Junction	Federal Highway Administration (FHWA)
City of Fairbanks	Federal Motor Carrier Safety Administration
City of North Pole	Fort Wainwright
Department of Environmental Conservation	Mining Industry
Department of Public Safety	Tanana Chiefs Conference
DOT&PF	Tetlin Village
Eielson Air Force Base	Tok
Emergency Fire and Rescue	Trucking Industry

Table 2 - Transportation Advisory Committee Representatives

The TAC is tasked with participating in the analysis, reviewing the work, and making recommendations. *The TAC is authorized to advise the consultant team on the needs, interests, and opportunities along the corridor, and to review the work and make recommendations to inform the plan.* The TAC will vet CAP project deliverables, including recommended transportation solutions and implementation approaches. As an advisory-only body, the TAC will not be a voting membership; however, TAC members may be unofficially polled to determine consent and dissent.

See Appendix C for the full list of TAC representatives and their contact information. Additional TAC representatives will be added to the contact list as they are identified.

4.2 Other Corridor Stakeholders

In addition to the TAC, other stakeholders may be identified and engaged with through the project website, online surveys, and the Open Houses. These stakeholders may include agencies, business organizations, and members of community groups along the route, such as

- FNSB School District
- Schools along the route or with school bus stops along the route
- Chamber of Commerce
- POGO Mine
- Civic Associations
- Neighborhood Associations
- Others

Names will be added to the stakeholder contact list as they are identified. A copy of the stakeholder contact list will be attached as Appendix C.

5 PUBLIC OUTREACH TOOLS & METHODS

Engagement opportunities are critical to building community trust and for ensuring the CAP considers the interests and concerns of the affected communities. All public engagement will be conducted with the public involvement goals and objectives stated See Section 1.2 as guiding criteria.

The engagement activities and outreach methods described below are designed to share information as well as provide a means for receiving continuous input on evolving ideas and concerns related to the CAP. This PIP lays out an outreach plan based on the CAP process to ensure the right questions are asked of the corridor stakeholders at the right time to inform the plan.

5.1 Project Website

DOT&PF Northern Region hosts a website <https://dot.alaska.gov/nreg/projects/> which is a hub for current project information. Current projects have their own websites which serve as a repository of project-specific documents as well as a virtual notice board for upcoming meetings, surveys, and social media posts. Other participation tools can be embedded in or linked to or from the project's website.

For the CAP, the consultant team will be responsible for preparing and providing website content material corresponding to relevant planning tasks (e.g., project background and overview, relevant documents, answers to frequently asked questions, public meeting notices). Analysis and planning-related information generated for major deliverables and public and stakeholder meetings will be posted on the project website after the information has been reviewed and discussed with the TAC. DOT&PF staff will be responsible for posting website content and material and maintaining the project website. The consultant team will periodically review website content to ensure consistency of project information and collaborate with DOT&PF staff to identify any possible modifications to enhance the effectiveness of this outreach tool.

The CAP website will serve as an important link for dissemination of project information. As such, a shareable link to the project website will be included in all correspondence with TAC members and other stakeholders engaged throughout the CAP process. The link to access the project website is currently <https://dot.alaska.gov/nreg/tetlintofortknox/>.

5.1.1 *Online Comment Map (Optional)*

An online mapping tool may be used as a tool to receive real-time feedback on corridor observations. The project team would share with TAC members and stakeholders a link to the mapping tool for those who would like to provide detailed comments related to conditions and concerns at specific locations along the corridor. The online map will serve as a repository of all comments received via the online comment map throughout the CAP process and will be referenced throughout the process. The information collected through this tool will be analyzed by the consultant team and taken into consideration in the development of the existing conditions and analysis and to assist with the identification of issues and opportunities.

5.2 Transportation Advisory Committee Meetings

The consultant team will meet with the TAC regularly throughout the project and facilitate engagement with the TAC. Meeting frequency will be approved by the TAC and will be conducted when there is substantive information for the TAC to review and comment on.

- Shelly Wade will facilitate TAC meetings and be the TAC's point of contact.
- DOT&PF will support the TAC by providing resources as requested and educating the committee on regulatory processes.

TAC meetings may be held in-person or virtual, depending upon the committee member’s preference. Regardless, TAC meetings are open to the public and will be advertised using the following mediums:

- Online Public Notice (OPN)
- Project Website
- Newspapers, including the Fairbanks Daily News-Miner and Delta Wind
- DOT&PF Social Media platforms

Table 3 lists the TAC meetings held prior to the development of this PIP and the timeline and purpose of the anticipated TAC meetings for the remaining duration of the CAP process.

Transportation Advisory Committee Meetings	
May 9, 2022	Kick-Off Meeting: Introduce committee members, discuss TAC roles and responsibilities
May 26, 2022	Discuss scope of work for corridor study request for proposal
October 31, 2022	Introduce CAP consultant and discuss preliminary scope of work
January 26, 2023	Update the TAC on the CAP scope of work and transition of roles, DOT&PF proposed projects along the corridor, and ore haul route; solicit input from TAC on public outreach methods; provide opportunities for public comment
March 21, 2023	Confirm TAC roles, responsibilities, and process; share and discuss proposed public involvement and what consultant team has learned to date from existing plans and engineering data/analysis.
April 2023 - July 2023	<i>Future meeting topics will correspond with the analysis and planning work shown in the schedule.</i>

Table 3: Anticipated timeline and topics of the TAC Meetings

TAC agendas will be distributed to TAC members a minimum of three business days prior to the TAC meeting. Summary notes of TAC meetings will be provided to the department no later than 10 business days after the TAC meeting. Final TAC summary notes will be shared on the project website approximately 10-15 business days after the TAC meeting, and final TAC agendas and minutes provided in Appendix D.

5.3 Public Comments

Public comments are defined as those comments received in the form of email, telephone call, comment form, letter, or public hearing. Public comments are part of the public record.

Public comments will be documented in an excel spreadsheet and the following information logged:

- *Date Received* (i.e., date received by the consultant team)
- *Collection Method* (e.g., email, telephone, comment form, letter, public hearing)
- *Commenter contact information* (if provided)
- *Comment Summary* (i.e., a summary of the comment or a short excerpt from the comment)
- *Category of Comment*
 - General: Comment is directly related to the CAP but does not require a detailed response.
 - Procedural: Comment is related to public involvement process.

- Substantive: Comment is directly related to the project and requires further analysis from the consultant team.
- Other: Comment is outside of the CAP scope of work and/or outside the purview of DOT&PF.
- *Response Date*
 - The consultant team will respond to comments within 10 working days of when the comment was received. At a minimum, a response acknowledging receipt of the comment will be provided within this timeframe. Technical responses, or responses related to research that is still in-progress, may require more time and a follow up response.
- *Response*
 - General etiquette: The consultant team will respond to all comments thanking the participant for their comments and letting them know their comment was received. Responses will encourage continued participation.
 - Procedural Comments requiring action will be distributed to Phoebe Bredlie to administer and resolve.
 - Substantive Comments requiring action will be distributed to Randy Kinney to administer and resolve. Such comments may require a detailed response, and the basis of research or analysis informing the response will be provided.
 - Other Comments will be distributed to the appropriate personnel or organization. Responses to such comments will note to whom the comment was distributed and why.
- *Follow-Up Response Required?*
 - Yes. If research is still in progress for a complete response, or for similar reason more than 10 days is needed to adequately respond, then a follow-up response is necessary.
 - No.
- *Follow-up Response Date*
- *Hyperlink to pdf copy of the comment*
 - A pdf copy of all comments and responses will be retained by the consultant team in the project files.

A copy of the public comment log is provided as Appendix F.

5.4 Public Open Houses

Following the draft CAP, the consultant team will conduct a virtual open house as well as a series of in-person open houses in the communities of Tok, Delta Junction, and Fairbanks. The purpose of the open houses is for the consultant team to present the draft CAP to the public and provide the public with an opportunity to engage with the consultant team, seek clarification on the project, solicit answers to their questions, and provide feedback and input.

The open houses will be tentatively held in the Fall 2023, following the TAC's review of the draft CAP. At these meetings, the public will be provided with printed materials of informational graphics and fact sheets that will summarize the draft CAP report and recommendations, describe the CAP process, and inform of next steps. Technical information will be presented in plain language and easy-to-understand graphics.

The CAP Public Involvement Lead, Phoebe Bredlie, is responsible for the open house preparations which is expected to include:

- Securing a convenient, accessible meeting venue for in-person open houses.
- Preparing sign-in sheets for the in-person open houses.

- Preparing handouts for distribution at the in-person meeting and for download on the project website.
- Preparing graphic boards for display at the in-person open houses and digital graphics for the virtual, web-based open house.
- Meeting equipment set-up and tear-down.
- Meeting notifications: Utilizing the contacts provided in Appendix B, the meeting will be noticed in accordance with the standard DOT&PF process. This includes notice to elected and appointed officials through the State of Alaska’s online public notice (OPN) system, bulk post-card mailings to property owners and other interested parties, e-mail notifications to the TAC, and notification posted on the CAP website.
- Newspaper advertisements at two weeks, one week, and one to three days prior to meeting.
- Summary notes of open houses will be provided to the DOT&PF no later than 10 business days after the open houses. Final summary notes will be attached as Appendix E.

5.5 Other

The consultant team will conduct or participate in various meetings to provide technical input, coordination, and further support DOT&PF with the CAP process. These activities may include the following:

5.5.1 *Stakeholder Interviews*

Concurrent with data collection efforts, one-on-one interviews, either virtual or in-person, will be conducted with key corridor stakeholders to understand the issues and opportunities that need to be considered for the CAP. The consultant team may rely on TAC members to help identify key individuals from local public and private organizations who have vested interests in the future of the corridor.

The project team will schedule the virtual meetings via Zoom, prepare meeting materials, facilitate the meeting, and take meeting notes.

5.5.2 *Technical Presentations*

If requested by DOT&PF, the consultant team will deliver presentations to FAST Planning’s Technical Advisory Board and/or Policy Board, Greater Fairbanks Chamber of Commerce’s Transportation and Infrastructure Committee, and advocacy groups.

5.5.3 *Coordination Meetings*

The consultant team’s Project Manager, Public Involvement Lead, and Facilitation Lead will meet regularly with DOT&PF, including the Project Manager, Northern Region Director, DOT&PF TAC representative, and regional and statewide communications team. The consultant team will host these meetings at which they will report to DOT&PF on the status of CAP tasks, solicit feedback and request data from DOT&PF staff, and inform DOT&PF of next steps and upcoming tasks in the CAP process.

5.5.4 *Public Hearing*

Prior to finalizing the plan, the consultant team and DOT&PF will hold a public hearing to provide members of the public with the opportunity to give their testimony about the plan. The public hearing is merely to gauge public opinion on the matter of the CAP. The consultant team will work with the TAC to determine protocols for the hearing, including the registration process of persons wishing to testify, accepting testimony, and how to use the information gathered to finalize the plan.

6 PROJECT SCHEDULE

An overall project schedule is attached as Appendix C. As described in Section 2.1, the CAP is broken down into two phases. This PIP addresses the public involvement for the first phase, Phase 1. This PIP will be amended to address the public involvement activities for the second phase.

In general, and as illustrated by Figure 3, the public involvement process is tailored to the needs of the CAP process.

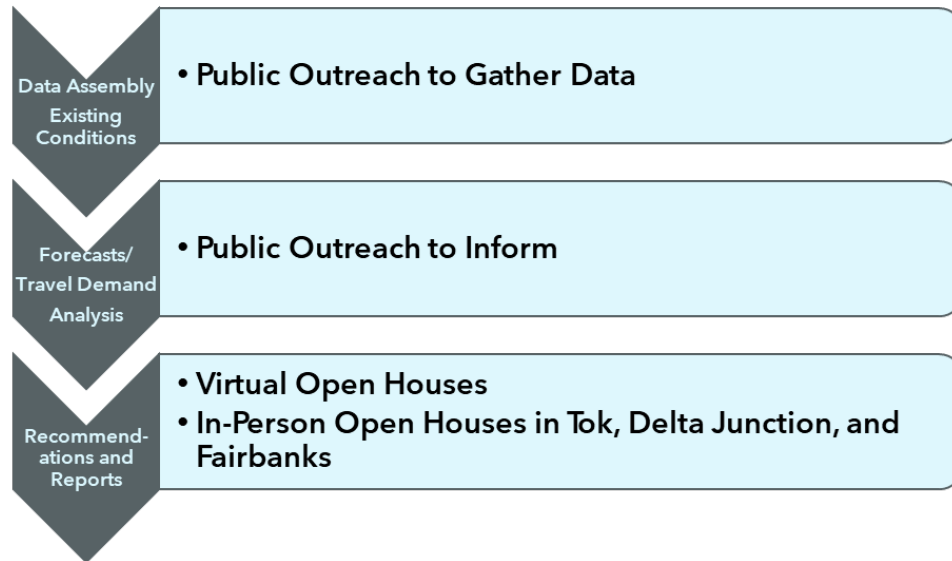


Figure 3: Public Outreach Corresponding to CAP Tasks

The initial public outreach is for the purposes of gathering data to support the data assembly and existing conditions assessment tasks for the CAP. At key points of the project, the public outreach is for the purposes of informing the public about project progress and findings. Once the draft CAP is completed, the public outreach will include a virtual open house as well as a series of in-person open houses in the communities of Tok, Delta Junction, and Fairbanks to present the preliminary report and recommendations prior to finalizing the CAP. Prior to finalizing the plan, a public hearing will be held as described in Section 5.5.4.

6.1 Timeline and Milestones

CAP Task		2022												2023											
		May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov					
Public Involvement	Transportation Advisory Committee Meetings																								
	Public Involvement Plan (PIP)																								
	Open Houses																								
	Public Hearing																								
Data Assembly																									
Existing Conditions																									
Short-Term and Medium Term Forecasts/ Travel Demand																									
Short-Term and Medium Term Analysis																									
Short-Term and Medium Term Recommendations and Reports																									
Long-Term Plan/Corridor Action Plan (TBD)																									

Figure 4: Anticipated timeline of public involvement activities to support the CAP process

7 MANAGING CHALLENGES

The consultant team will manage the CAP process and public involvement activities to identify potential challenges. Table 4 identifies potential challenges to the CAP process and what strategies the consultant team may implement should they come up.

Potential Challenge	Consultant Team Response/Action
<p><i>Conflicting comments on work products among TAC members</i></p>	<p><i>Addressing key issues clearly during TAC working meetings, clearly documenting TAC meeting discussions, and sharing timely draft and final meeting notes.</i></p> <p><i>Working sessions and meetings to review comments and resolve conflicting directions before integrating comments into final products.</i></p>
<p><i>Stakeholder misinformation on the CAP goals and objectives or processes</i></p>	<p><i>Consistent management of information shared with the public regarding the CAP by directing TAC members to utilize and link to CAP communication materials and channels.</i></p> <p><i>Clear, open, and well-documented communication of CAP purpose, analysis, and planning results.</i></p>
<p><i>Lack of agreement among TAC members regarding desired outcomes of the plan</i></p>	<p><i>The consultant team will facilitate discussions and work with the TAC to identify conflicts and develop procedures for addressing them, resolving them, or identifying them as topics for future studies.</i></p> <p><i>If disagreements cannot be resolved or tends to be an ongoing trend among the TAC, the consultant team will refer the TAC to the agreed-upon purpose of the CAP and scope of work and confer with DOT&PF whether revisions to the statement of services is warranted via contract amendment.</i></p>
<p><i>Change(s) in the consultants' staffing</i></p>	<p><i>The consultant team will always have two to three staff involved or aware of all aspects of the project. Should staff changes occur, transition of task responsibilities to other staff will be relatively smooth. New staff will be reviewed and confirmed by the DOT&PF Project Manager.</i></p>
<p><i>Projects or plans performed by other agencies which may influence or undermine the effectiveness of the CAP</i></p>	<p><i>During the Data Assembly task, the consultant team will gather information regarding any reasonably foreseeable studies or projects that could influence or affect the effectiveness of the CAP. These studies and their expected outcomes will be accounted for as part of this effort.</i></p> <p><i>The TAC will also be asked to communicate with the consultant team if they become aware of studies or projects that are initiated which may have an impact on the CAP.</i></p>

Table 4: Potential challenges and proposed response/action

Note:

As a “living document,” the PIP appendices will be updated throughout the process to include up to date materials.

A Scope of Services

PROPOSED STATEMENT OF SERVICES

APPENDIX B

PSA No:	25-23-1-012
Amendment No:	1
Program No:	HFHWY00239
Federal No:	2000(045)
Date Prepared:	January 9, 2023

Amendment No. 1 Alaska/Richardson/Steese Highway Corridor Action Plan

Amend the current Statement of Services with the following:

SCOPE

INTRODUCTION AND BACKGROUND

In response to planned increase in industrial traffic between Tetlin and Fort Knox as a result of the Manh Choh Mine ore hauling vehicles, the State of Alaska Department of Transportation and Public Facilities (Department) Northern Region, Division of Planning is seeking professional planning services to develop an Alaska/Richardson/Steese Highway Corridor Action Plan (Plan). The Plan area will include sections of the Alaska, Richardson, and Steese Highway corridors between Tetlin and Fort Knox. This is a 20 to 25 year multi modal transportation focused Plan that will address existing policies, laws and regulations; safety concerns (crash data); traffic and freight movement; legal load limits; traffic volume congestion and capacity; economic and environmental impacts (air quality); improved infrastructure needed to address safety concerns and traffic movement (pavement; bridges; alternative routes; and facilities along the corridor, such as bus stops); maintenance and operation needs; forecasted population, traffic, tourism and economic development; federal and state performance measures; and workforce development needs.

The goals and objectives of this Plan are to:

- Recommend policy goals and investment priorities/opportunities
- Address safety, congestion, maintenance, and environmental concerns related to increased corridor usage
- Identify potential study area gaps in transportation safety and mobility along the corridor
- Provide recommendations on needs, infrastructure improvements, route alternatives, additional studies or analyses needed, policy or law changes, and funding/partnership opportunities to help develop projects recommended in this study.

The Department, working with its facilitation and planning contractor, has developed a Transportation Advisory Committee (TAC) to assist with input and guidance for the Plan. The Contractor for this Plan will work with the TAC and conduct TAC meetings throughout the duration of the Plan. The Plan Contractor will also be responsible for broader public involvement and stakeholder engagement efforts.

The project will be executed in two phases. The first phase, Phase 1, will be a short-term and medium-term Plan that primarily addresses the effects and impacts of the Manh Choh Mine ore hauling operations on the transportation system and environment, with a planning horizon of mine's opening, 5 years hence, and 10 years hence (2024, 2029, and 2034 respectively). The second phase, Phase 2, will be a long-term Corridor Action Plan, which will focus on regional and statewide economic, social, and transportation conditions expected in 2045 (20-to-25-year planning horizon).

SCOPE

The following tasks are anticipated but not limited to:

- 1. Scoping and Tetlin-Fort Knox TAC Meeting** - The contractor shall initiate scoping activities for the project contract, beginning with a presentation at a Tetlin – Fort Knox TAC meeting the last week of October, 2022. This is anticipated to be at an in-person location in Fairbanks, Alaska. At this meeting the Contractor shall bring a “strawman” scope template that attempts to address all major study scope issues. Contractor shall solicit additional input from committee members, and will address that input with the revised scope, showing dispensation of comments. This information (how comments and issues were addressed in the contract) shall be made available to the public and posted on the project website. The Contractor will use information from the meeting to generate this scope of work for the remaining project tasks.
- 2. Project Management Plan (PMP)** – Develop a project management plan that identifies the project team, schedule, scope, budget, potential project challenges and mitigation recommendations to address project challenges, and reporting/communication methods for the team. This document will be used for internal communication and management purposes only. This task also includes the work necessary for contract and project management over the Plan. This work includes the scheduling, budgeting, monitoring, invoicing and reporting for the project; Department coordination; and subcontracting management.
- 3. Public Involvement Plan (PIP) and Public Involvement Activity** – Prepare a PIP in accordance with Department public outreach requirements and the State of Alaska’s Open Meeting Act. The PIP should identify key stakeholders and communities to be involved throughout the planning process within the study area; public involvement methods must include facilitation for TAC meetings; use of publicinput.com and existing Department outreach platforms such as Facebook, website, publicinput.com, and govdelivery.com; other public outreach methods; and a public involvement timeline. The PIP must provide equitable considerations to all populations within the study area.
 - A. Draft and Final PIP** – The Contractor shall prepare the Draft and Final PIP that addresses all elements listed above.
 - B. TAC Meetings-** The Contractor shall organize, conduct (inform and be informed), and summarize regularly scheduled TAC meetings. The first of the meetings is expected to be conducted after January 2023 and TAC are expected to occur every other month. The frequency and schedule of the TAC meetings will be dictated by the deliverable schedule and set within the PIP.
 - C. Public Outreach Data Gathering** – The Contactor shall use a variety of tools and methods to acquire data and information to support Task 4 Data Assembly and Task 5 Existing Conditions. Outreach shall include resource and regulatory agencies, government agencies, organizations, applicable Native corporations and associations, interest groups, and the public.
 - D. Public Outreach to Inform** - The Contactor shall use a variety of tools and methods to inform the public about the project progress and findings at key points of the project. Following the draft Plan, the Contractor will conduct virtual open houses as well as a series of in-person open houses in the communities of Tok, Delta Junction, and

Fairbanks. The Contractor shall provide, or assist the Department in providing, updates to FAST Planning. The Contractor shall present the informational progress reports and draft Phase 1 and Phase 2 Plan to public interest groups as required (Chamber Transportation Committee).

- E. **Public Hearing-** The Contractor shall prepare and conduct a public hearing in the spring of 2023, and more detailed in the PIP.

4. **Data Assembly** – Collect, analyze, and provide a summary of existing planning documents/efforts within the study area. Existing transportation studies that need to be analyzed and may impact this Plan can be found on the Department and Fairbanks Area Surface Transportation (FAST) Planning Metropolitan Planning Organization (MPO) websites. The State Rail Plan, Air Quality Plan, FAST Freight Mobility Plan, FAST Non-Motorized Transportation Plan, Interior Alaska Transportation plan, Alaska Statewide Transportation Plan, Richardson-Steese Highway Expressway Corridor Planning & Environmental Linkage Study, and relevant Fairbanks North Star Borough transportation and land use plans should all be considered in this task. An assessment of current safety plans/policies/guidelines/standards should be evaluated. Military and private industry plans should also be included as part of this assessment.

5. **Existing Conditions** – Document the following:

- A. **Land Use and Environmental** - Documentation of landownership; land use; laws and regulations; government powers including planning, permitting, maintenance responsibilities; existing right-of-way; air quality non-attainment area; and environmental conditions, such as historic sites, permafrost, and wetlands/flooding areas. The Plan must address segmentation between urban vs. rural.
- B. **Transportation and Public Facilities** – Documentation of existing and planned facilities along the corridor, including, but not limited to freight routes, roadways and road/rail intersections, rail crossings, public transportation, school bus stops, truck depots, emergency response buildings, scenic byways, bridges, pavement conditions, and freight limits and restrictions.
- C. **Traffic Conditions**– Documentation of existing routes, load capacity, weight/limit restrictions, level of service, congestion, air quality (as a result of transportation use), safety corridors, transit use, and other related traffic conditions.
- D. **Maintenance and Operations** – Documentation of maintenance and operations efforts including programs, facilities, resources, and equipment available.
- E. **Crashes and Fatalities** – Documentation of crash and safety data within the study area. Provide a summary of historical trends involving fatalities and serious injuries across jurisdictions. Provide locations where there are crashes and the severity of the crashes, as well as contributing factors (behavioral factors) and crash types by relevant road users. Snow/seasonal travel conditions (winter blowing snow and visibility) need to be documented and utilized as part of the analysis.
- F. **Technology** – Documentation of existing technology infrastructure (Road, Weather Information Systems (RWIS)), data management stations, and count stations, or other technologies that help document and record transportation data within the study area. Documentation of electric vehicles conversion plans and trends.
- G. **Environmental** – Documentation of agency data regarding air, noise, water, and other

impacts resulting from future corridor transportation uses.

- H. **Commercial Vehicle Laws and Regulations** - Document existing laws, regulations that govern trucking and truck configurations, load limits, and potential land use or noise ordinances that could be employed with public will.
- I. **Bridges Conditions** – Interview and coordinate with the Department’s Bridge Design Section for information. Document conditions and load capacities of all existing and proposed replacement bridges along the corridor and subject highways. Document the capabilities of bridges for the loads by Manh Choh Mine ore hauling vehicles, and if there is a need for any operating restrictions. (For example, uncoupling loads or mandated slower speed on the bridges may have an adverse effect on capacity operation and safety performance that would require special analysis).
- J. **Pavements Conditions**- Interview and coordinate with the Department’s Materials and Pavement Sections for information. Document conditions and load capabilities of pavement structures along the Corridor, and how remaining pavement life will be impacted by the Manh Choh Mine ore hauling vehicles.
- K. **Field Review**- The Contractor’s key personnel shall perform a field review of the corridor.

6. Phase 1: Short-Term and Medium-Term Plan- This task and Phase 1 Plan will focus on the short-term and medium-term effects of the Manh Choh Mine ore haul between Tetlin and Fort Knox, currently planned to begin in 2024. The planning analyses will be performed for 1) 2024, the mine’s expected opening year; 2) 2029, the five-year horizon and cited as the final year of the ore haul; and, 3) 2034, a 10-year horizon to examine the case of extended mine operations. These dates will be adjusted if mine operation schedules change significantly.

- A. **Forecasts / Travel Demand** – Provide forecasted population, tourism, economic development, transportation demand trends and drivers. This forecast should include direct and indirect activities that may impact safety, traffic levels, mobility, land, and transportation use, as well as tourism and economic development. Forecasts will be developed for Plan years 2024, 2029 and 2034. Forecasts include baseline conditions (no-mine activity) and forecasts with the Manh Choh Mine in operation.
 - i. **Socio-Economic Forecasts** – The Contractor shall compile existing research, existing reports, and data/opinions provided by local and State economists on the socio-economic forecasts at the communities, corridor, region, and State levels as it pertains to the short-term and medium-term planning.
 - ii. **Military Forecasts** – The Contractor shall, through research or interviews, summarize the forecast of Military activities which may affect the short-term and medium-term Plan.
 - iii. **Traffic/Travel Demand Forecasts** – The Contractor shall use the FAST Planning area travel demand model for urbanized areas within and adjacent to Fairbanks. Rural or small urban areas will use regression methods to forecast traffic. Forecasts will include motorized (automobile, freight, transit, military, tourism, schools, and other discrete/unique motor modes) and non-motorized modes of travel (bicycle, pedestrian). Forecasts will be developed for the two scenarios of with and without Manh Choh Mine ore haul vehicles. The Manh

Choh mine traffic is expected to be provided by the mine owner, Kinross. If not, the Contractor will provide forecasts using best practices and estimates.

- iv. **Land Use** – The Contractor will reconcile land-use type and availability and development demand, and will provide an estimate of the changing land-use patterns that may occur.

B. **Analysis** – Prior to Plan Analysis, the Contractor shall prepare proposed performance measures for analysis elements for Department approval and TAC review. The Contractor shall provide a detailed analysis of Manh Choh Mine ore haul impacts resulting from the information discovered through Tasks 1-6 for Plan years 2024, 2029, and 2034. The analysis should identify issues, challenges, needs, and concerns related to each area.

- i. **Operational Performance Analysis of Transportation Elements** – For all travel modes the Contractor shall provide a planning-level operational analysis to estimate traffic operational performance with and without Manh Choh Mine operations for planning years 2024, 2029, and 2034. Operational analysis shall comply with macroscopic tools provided in the Highway Capacity Manual, FHWA CAP-X and other methods.
- ii. **Traffic Safety Performance Analysis of Transportation Elements** – For all travel modes the Contractor shall provide a planning-level operational analysis to estimate traffic safety performance with and without Manh Choh Mine operations for planning years 2024, 2029, and 2034. The Department’s HSIP Handbook methods and Highway Safety Manual methods will be used for predictive analyses. The analysis will consider route roadway and intersection geometric and traffic control safety elements that will require modifications or replacement because of the truck size, configuration, and performance characteristics (such as turning swept paths, acceleration, stopping distance).
- iii. **Environmental Analysis of Transportation Elements** – Using the air quality model for FAST Planning area, the Contractor shall estimate the incremental air quality impacts caused by Manh Choh Mine ore haul operations over the Plan years. Other environmental impacts shall be evaluated on a qualitative basis, or through interviews with regulatory or resource agencies.
- iv. **Bridge Analysis**- The Contractor will work with the Department’s Bridge Design Section to determine if the forecast Manh Choh Mine ore haul traffic can be accommodated by the existing bridges along the route. The Contractor will assist Bridge Design in developing improvements or operational restrictions to mitigate ore haul impacts.
- v. **Pavement Analysis**- The Contractor will provide an estimate of pavement management impacts to the ore haul route imposed by ore haul vehicles.
- vi. **Maintenance and Operations (M&O) Analysis of Transportation Elements** – The Contractor shall determine the incremental M&O impacts and burdens of the pending and enhanced conditions over baseline conditions. This shall also include an analysis of the effects of conditions on pavement and bridge maintenance costs.

- C. **Phase 1 Recommendations and Reports** – Provide policy, project, and funding recommendations/strategies for needed policy and infrastructure improvements required to mitigate the Manh Choh Mine ore haul vehicle impacts. The Plan should recommend both short-term (2029) and medium-term (2034) alternative freight routes, facility operation and maintenance needs, safety improvements, infrastructure needs, regulatory framework improvements, and performance targets and measures based on clearly defined screening criteria. The Contractor shall provide recommendations for alternative freight routes through an analysis and modeling effort.

On uninterrupted flow highways and expressways in both rural and urban settings, the analyses will be conducted by segments defined by similar traffic, roadside, and geometric conditions. On interrupted flow facilities, the analysis will focus on intersections where the ore haul vehicles are under signal or roundabout control, or would affect other vehicles in those junctions. Merge and diverge ramps for interchange junctions will be evaluated if affected by ore haul vehicles.

- i. **Range of Alternative** – The Contractor will develop a range of feasible infrastructure improvements, ITS enhancements, or policy changes to mitigate incremental impacts identified in Task 6B, above. The Contractor will provide planning-level cost opinions and other impact opinions of the mitigation alternatives.
- ii. **Screening of Mitigations** – The Contractor and Department will screen the mitigation, and advance those that are feasible (cost, schedule, environmental basis) for further evaluation. Those projects that do not provide adequate mitigation, or are not feasible because of cost or other impacts will be discarded without additional analysis.
- iii. **Mitigation Effectiveness** -The Contractor will evaluate the feasible mitigation alternative projects and policies using performance elements listed under Task 6B, above. The Contractor shall refine project costs, using parametric cost units at an applicable planning level.
- iv. **Draft Plan Report** – The Contractor will prepare a Draft Plan Report for Department review summarizing all work for this plan culminating in the recommendation of projects and policies required to mitigate short-term and medium-term impacts. Following Department review and comment and any resulting revisions, the Draft Plan will be made available for Public review and comment, and will be the Plan presented in open houses cited in Task 3D, above. Projects will be ranked and prioritized based on mitigation effectiveness, costs, and available funding.
- v. **Final Report** – Following the Public review period and open houses, and additional Department and agency review and comment, the Contractor will assemble comments, provide proposed resolutions, and make revisions as necessary to the Plan. The Plan will be submitted as a draft Final for Department approval and then, upon approval, submitted as the Final Plan.
- vi. **Funding/Partnerships** – For the Draft and Final Plan (Task 8D), the Contractor will provide recommendations on potential funding partnerships, sources, and implementation ideas so that projects identified in this Plan can be developed.

7. Geographic Information System (GIS) – The contractor will present and demonstrate the data collected using a geospatial information system and graphics platform for TAC, public and

community presentations and for the final Plan. Documentation of all existing conditions will be included in GIS for the purposes of planning and securing funding from certain agencies, especially crash data.

- 8. Phase 2: Long-Term Planning / Corridor Action Plan** – Following the completion of the Phase 1 Short-Term and Medium-Term Plan, the Department and Contractor shall jointly determine the scope and extent of the Long-Term Plan to be negotiated and performed under an amendment to this contract. The intent of the Corridor Action Plan will be to establish for a 20- to 25-year planning horizon the future traffic conditions, development, socio-economic conditions, military, and other elements that affect the Alaska / Richardson / Steese Highway Corridor, and proactively address those needs with projects and policies.

ANTICIPATED NOTICE TO PROCEED AND TASK COMPENSATION TYPE AND SCHEDULE

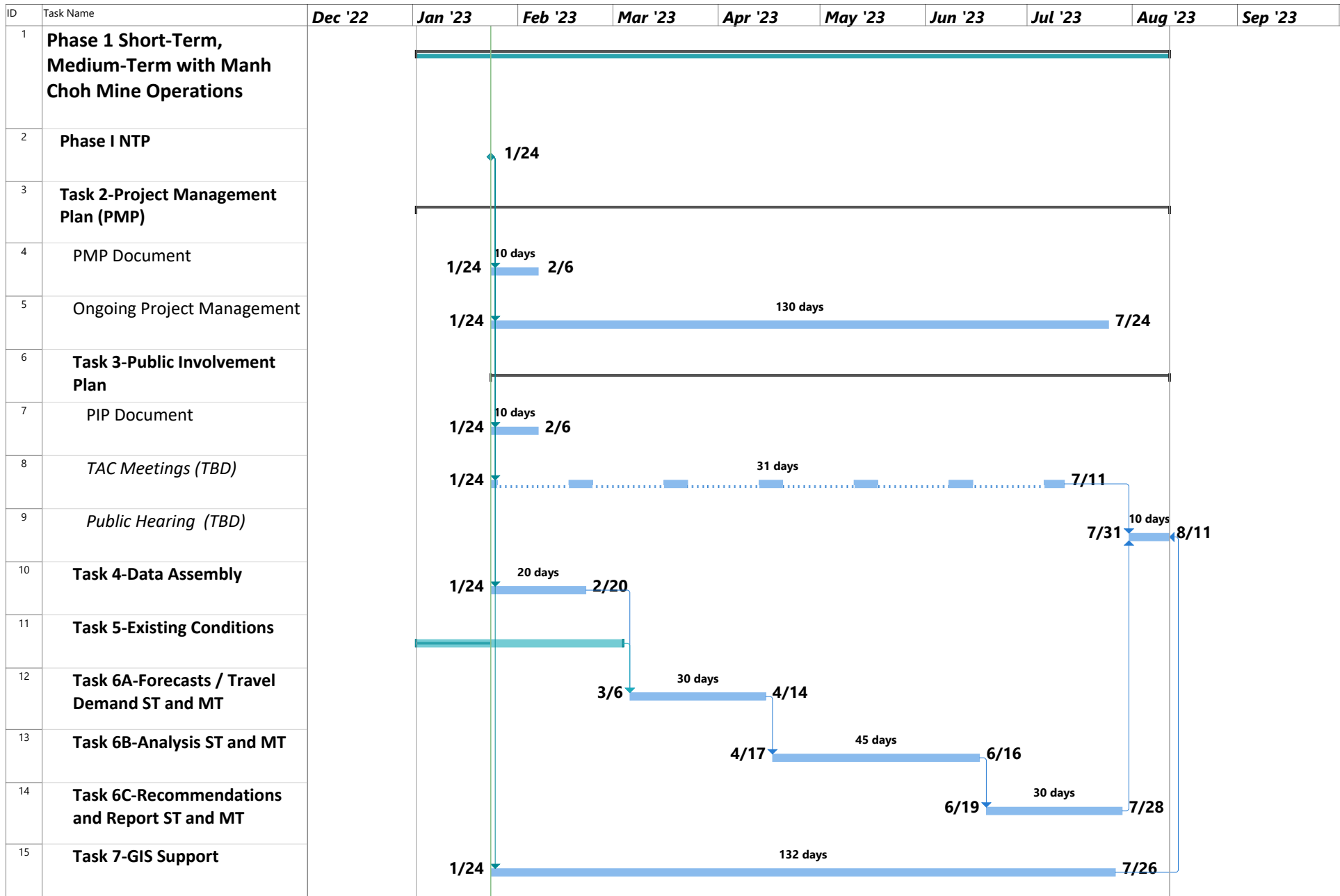
Notice to Proceed	Tasks	Contract / Compensation Form	Begin	End
NTP 1	1. Scoping and Tetlin-Fort Knox TAC Meeting	Fixed Price (FP)	October 2022	January 2023
NTP 2	2. Project Management Plan (PMP)	Time and Expense (T&E)	January 2023	January 2023
NTP 2	3. Public Involvement Plan (PIP) and Public Involvement Activity (NTP 2 will accommodate Public activities that support Phase 1 Plan)	T&E	January 2023	July 2023
NTP 2	4. Data Assembly	T&E	January 2023	April 2023
NTP 2	5. Existing Conditions	T&E	January 2023	April 2023
NTP 2	6. Phase 1: Short-Term and Medium-Term Plan	T&E	January 2023	July 2023
NTP 2	7. Geographic Information System (GIS)	T&E	January 2023	July 2023
Future Amendment	8. Phase 2: Long-Term Planning / Corridor Action Plan	To be negotiated (TBN)	TBN	TBN

ANTICIPATED TASK DELIVERABLES

1. Scoping and Tetlin-Fort Knox TAC Meeting- Meeting preparation, power point presentations
 2. PMP - (1) electronic copy
 3. PIP and Public Involvement Activities– (1) electronic copy of PIP, subsequent deliverables as stated in PIP.
 4. Data Assembly Technical Memorandum- Summarizing Task activities and findings for inclusion in Phase 1 and Phase 2 reports.
 5. Existing Conditions Technical Memorandum- Summarizing Task activities and findings for inclusion in Phase 1 and Phase 2 reports.
 6. Phase 1: Short-Term and Medium-Term Plan- Draft and Final Reports
 7. GIS – Maps and Graphics – electronic (for presentations) and hard copy (for the report)
- Phase 2: Long-Term Planning / Corridor Action Plan - TBN

B Project Schedule

Note to Reader: The contents of this appendix is the project schedule current as of March 2023.



Project: 00713 ARS Phase 1 Sch Date: Tue 1/24/23	Task	Project Summary	Manual Task	Start-only	Deadline	Progress
	Split	Inactive Task	Duration-only	Finish-only	Manual Progress	Progress
	Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Summary	External Milestone
	Summary	Inactive Summary	Manual Summary	External Milestone	Manual Summary	External Milestone

C Stakeholder Contact Lists

Note to Reader: The contents of this appendix is the stakeholder list current as of March 2023.

TAC

Name	Organization	Email
Dave Waldo Jennifer Campbell	Advocates for Safe Alaska Highways	davewaldo@gmail.com campbellj1907@gmail.com
Brian Lindamood	Alaska Railroad	lindamoodb@akrr.com
Joe Michel	Alaska Trucking Association	joe@aktrucks.org
Ken Greenleaf	City of Delta Junction	Administrator@deltajunction.us
Crystal Tidwell	City of Fairbanks	ctidwell@fairbanks.us
Mayor Michael Welch	City of North Pole	mwelch@northpolealaska.org
Emma Pokon	Department of Environmental Conservation	emma.pokon@alaska.gov
James Cockrell	Department of Public Safety	james.cockrell@alaska.gov
Pam Golden	DOT&PF	pamela.golden@alaska.gov
Alexa Green	Eielson AFB	alexa.greene@us.af.mil
Scott McCrea	Explore Fairbanks	smccrea@explorefairbanks.com
Donald Galligan	Fairbanks North Star Borough	Donald.galligan@FNSB.gov
Jackson Fox	Technical Transportation, SOA	jackson.fox@fastplanning.us
Mayor Bryce Ward	FAST Planning	bryce.ward@fnsb.gov
Katherine Hensley	Federal Motor Carrier Safety Administration	katherine.hensley@dot.gov
Sandra Garcia Aline	FHWA	sandra.garcia-aline@dot.gov
Fort Wainwright	Ft. Wainwright	
Patrick Filbin	Kinross	Patrick.Filbin@Kinross.com
Darrel VandeWeg	Salcha F&R	darrel.sf.ems@gmail.com
Marina Evans	Tanana Chiefs Conference	marina.evans@tananachiefs.org
Chief Michael Sam	Tetlin Village	tetlinvillagecouncil@gmail.com
John Rusyniak	Tok Chamber	john.rusyniak@gmail.com

D TAC Agendas and Minutes

The following pages include the template used for the TAC Work Session agendas.

To view the TAC Work Session agendas, minutes, meeting materials, and recordings, visit the project website at <https://dot.alaska.gov/nreg/tetlinfofortknox/>.



Alaska Richardson Steese (AK-Rich-Steese) Corridor Action Plan (CAP) Transportation Advisory Committee (TAC) Work Session AGENDA

Date & Time

How to Join

In-Person: XXXX

Virtual: XXXX

PLEASE NOTE: Public participants are encouraged to participate virtually (via Zoom) in TAC work sessions. You can also submit your questions or comments at any time or sign up for project notifications – email: comments@akrichsteese.com or call 907-456-1418. Please also check the [project website](#) for other opportunities to share your feedback, including future in-person community meetings.

CAP Goals & Objectives

1. Recommend policy goals and investment priorities/opportunities.
2. Address safety, congestion, maintenance, and environmental concerns related to increased corridor usage.
3. Identify potential study area gaps in transportation safety and mobility along the corridor.
4. Provide recommendations on needs, infrastructure improvements, route alternatives, additional studies or analyses needed, policy or law changes, and funding/partnership opportunities to help develop projects recommended in this study.

Work Session Objectives

- XXXX
- XXXX

Agenda

Time	Item
00:00 – 00:10	A. Welcome – Shelly Wade, TAC Facilitator/Planner <ol style="list-style-type: none"> 1. Land acknowledgement 2. Roll call 3. Meeting purpose and guidelines
XX:XX – XX:XX	B. TAC Roles & Process – Shelly Wade, TAC Facilitator/Planner <ol style="list-style-type: none"> 1. Information Sharing & Discussion 2. Key Takeaways & Actions
XX:XX – XX:XX	C. Public Involvement (Task 3) – Phoebe Bredlie, Public Involvement Lead <ol style="list-style-type: none"> 1. Information Sharing & Discussion 2. Key Takeaways & Actions

XX:XX – XX:XX D. Plan Review (as part of Task 4) – Meg Friedenauer, Planner
1. Information Sharing & Discussion
2. Key Takeaways & Actions

XX:XX – XX:XX E. Engineering to Date (as part of Task 5 and across other tasks) – Randy Kinney, Project Manager/Engineering Lea
1. Information Sharing & Discussion
2. Key Takeaways & Actions

XX:XX – XX:XX F. Next Steps & Wrap-Up – Shelly Wade, TAC Facilitator/Planner
1. Summary of Key Takeaways & Actions
2. Next Meeting: Timing, Location/Method & Topic(s)
3. Closing Comments

TAC Members

Name	Representation

Non-TAC Members

Name	Representation



United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE
Northern Alaska Fish and Wildlife Field Office
101 12th Avenue, Room 110
Fairbanks, Alaska 99701
May 17, 2024



VIA ELECTRONIC MAIL, NO HARD COPY TO FOLLOW

Kinney Engineering, LLC
Attn: Phoebe Bredlie, P.E (comments@akrichsteese.com)
100 Cushman St, Ste 311
Fairbanks, AK 99701

Re: Draft Alaska, Richardson, Steese Highways
Corridor Action Plan

Dear Ms. Bredlie:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Alaska Richardson Steese (ARS) Highways Corridor Action Plan which analyzes the impacts and potential implications of the proposed Mahn Choh ore haul operations to public resources along the 247-mile ARS route. The Department of Transportation and Public Facilities (ADOT&PF) plan includes upgrades between Tok in the south near the Tetlin National Wildlife Refuge, and Kinross Fort Knox Gold mine at the northern terminus. Ore haul operations are expected to begin in 2024 and continue year-round for four to five years. As proposed, the ore haul will make approximately 60 roundtrips daily using purpose-built trucks on a route that includes segments of State-maintained roads, specifically segments of the Alaska, Richardson, and Steese Highways. We would like to offer comments about this draft plan because the increased highway use, and the specific way in which the ore haul will be carried out, will likely have effects to the health and sustainability of the Service's trust resources.

Potentially Affected Fish and Wildlife Trust Resources: The Service's trust resources are natural resources we are entrusted to protect for the benefit of the American people. Within the proposed project area these resources include species listed as threatened or endangered under the Endangered Species Act (ESA), migratory birds including bald and golden eagles, inter-jurisdictional fish, wetland and upland habitats used by these species, and lands managed by the Service (e.g., national wildlife refuges).

Comments and Recommendations: We appreciate the opportunity to share with you the potential for effects of the proposed project's impacts on fish and wildlife, mainly through potential to cause negative impacts to their habitats. In some cases, these impacts can be mitigated to an extent, and in some cases they cannot. The following trust resources are those we see as having the potential to be most affected by the actions described in this draft plan.

Toxicant Loading and Trust Species Habitats:

Fugitive Dust: We understand that mitigation for fugitive dust is in place (covered vehicle loads), and we appreciate the effort to minimize escapement of ore minerals along the route. However, unless the loads are sealed in transit there will always be a portion of dust escapement, and there is the likelihood of ore contamination into the environment during highway vehicle accidents. For example, studies by Neitlich et al. (2017) and Hasselbach et al. (2005) show that even with using minimization measures at the Red Dog mine (e.g., hydraulically sealed lids, truck rinsing procedures), ore concentrates can escape during transportation and were found in measurable concentrations up to 2.5 miles from the haul route and sometimes much farther. The Service is concerned ore concentrates can introduce hazardous compounds into the surrounding environment proximate to and beyond the 247-mile route. Fugitive dust from any source has documented impacts on vegetation, permafrost, surface waters and waterfowl (Auerbach et al. 1997) (Walker & Everett 1987; Walker et al. 2022; Myers-Smith et al. 2006; McGanahan and Poling 2021) within a predictable deposition area of up to 328 feet (100 meters) from the haul route road.¹

Arsenic and acid leaching minerals management: Four Environmental Information Documents from various consultants to Peak Gold, LLC.² describe arsenic and acid-forming sulfides (Illig 2015) in the ore body of both Mahn Choh mine pits. At the mine site, mitigation measures are in place to prevent dust from reaching surface and ground waters; but as small amounts of ore dust containing acid-forming minerals and arsenic accumulate along the route over the 60 round trips per day for five years there is no mitigation planned for preventing this dust reaching adjacent plants, soils and waters including wetlands and stream crossing. Sulfides in ore dust can acidify upon exposure to air and can be leached into surface water through rain and snowmelt; these and arsenic can substantially alter water chemistry, degrade aquatic habitat and affect the health of fish and invertebrate populations. These potential effects are long-term and difficult to mitigate after they occur.

Tire contaminants 6PPD and 6PPD-quinone: In March 2023, the Environmental Protection Agency held an informational webinar with the Alaska DOT&PF to share recent scientific findings linking the compounds 6PPD and 6PPD-quinone to salmon die-offs in anadromous tributaries of the Puget Sound (Williams and Bristol 2023). 6PPD and 6PPD-quinone are components of truck and car tires; a large body of research points to their ubiquitousness in roadside waterways with heavy traffic and to their toxicity to fish, especially salmonids. The compounds cause spawning and juvenile salmonid mortality, especially in Coho salmon, and were pinpointed as the cause of mass die-offs of fish following stormwater events in the Puget Sound (Scholz et al. 2011). Notable symptoms upon contact with these chemicals included

¹ Ambler Road DEIS Vol 1. Page 3-41; and Vol 3. Appendix L

² Reports prepared for Peak Gold, LLC. include Piteau Associates. 2021. Manh Choh Project Hydrogeological Characterization and Groundwater Modeling Summary Report; Piteau Associates. 2021. Manh Choh Project Water Management Plan; SRK Consulting. 2021. Manh Choh Project. Waste Rock Management Plan; SRK Consulting. 2021. Manh Choh Project Reclamation and Closure Plan.

disorientation, swimming on side, gasping, and pre-spawn mortality (Chow et al. 2019). Toxicity affects all life stages of salmonids, including alevin, juveniles, adults, and spawners.

As proposed, the ore haul will make approximately 60 roundtrips daily utilizing purpose-built trucks which each have double trailers with twelve sets of trailer tires and four sets of truck tires plus two front tires for a total of 32 tires per truck. The resulting tire dust deposition, containing 6PPD and 6PPD-quinone, will increase by 1,920 tires per day. Over five years this would result in over 3.5 million additional tire dust deposition incidents over current levels. Recent literature has also shown that mortality can be prevented by infiltrating road runoff through soil media containing organic matter, which removes 6PPD-quinone (Fardel et al. 2020; Spromberg et al. 2016; McIntyre et al. 2015). Research and corresponding adaptive management surrounding 6PPD is rapidly evolving, but the Service highly suggests using mitigative measures to avoid the toxic effects of increased 6PPD and 6PPD-quinone concentrations along the haul route from ore haul activities, including but not necessarily limited to employing filtration systems for road runoff where roads intersect with wetlands or surface waters, including streams.

Fish: The Service has major concerns that interjurisdictional fish along the haul route will be negatively affected by the accumulated ore dust load and potential spills of ore along the route. Interjurisdictional fish species include subsistence species which are of major importance to Alaskans and include multiple salmon species and whitefish. Those fisheries within the dust shadow along the haul route would be subject to contaminants from fugitive dust.

Humpback Whitefish (*Coregonus pidschian*) is the major species targeted in subsistence fisheries in and adjacent to the Tetlin National Wildlife Refuge in the upper Tanana River drainage (Native Village of Tetlin, 2020). Whitefish are harvested throughout the summer, and average household harvests were between 170 and 258 kg/year (Case 1986, Halpin 1987). Tetlin and Northway residents depend on their white fish catch (and moose harvest) to fill freezers for winter (Native Village of Tetlin, 2020). Whitefish are caught from the Tetlin River during migrations in and out of Tetlin Lake (Halpin 1987), and on the Tetlin River upstream of Tetlin Lake (Halpin 1987). Brown (2006) described the migrations of humpback whitefish to spawning areas in braided regions of the lower Nabesna River and the Chisana River near the mouth of Scottie Creek, and subsequent migrations downstream into the Tanana River and then for many, up the Tetlin River to overwintering habitat in Tetlin Lake. These locations can all be affected by ore dust, tire dust, and fuel or ore spills along the haul route.

The Tanana River is also a major producer of salmonids, many of which are in decline and are controlled by international treaty. In particular, the Salcha and Chena Rivers are major spawning and rearing habitats for Chinook salmon (Brown et al. 2017) which are in precipitous decline in the overall Yukon River watershed and whose populations are subject to compliance by the Yukon River Agreement, an annex to the 1985 Pacific Salmon Treaty between the United States and Canada. The seriousness of decline of this population of interjurisdictional fish was again highlighted by the State of Alaska in 2024 when it signed additional international agreements with Fisheries and Oceans Canada for Yukon River Chinook recovery. While the negative impacts of increased ore dust load and contaminants to the Chena and Salcha Rivers via their feeder tributaries and connected wetlands are of great concern due to the high productivity of these rivers, there are many documented crossings of anadromous fish bearing streams in the

pathway of the route (Table 1), and additional likely but undocumented anadromous streams along and downstream of the haul route.

Table 1. The Alaska Department of Fish and Game (Alaska Department of Fish and Game 2022) has documented nineteen streams along the route with known presence of Chinook (k), Coho (CO), Chum (Ch), and Sockeye (S) salmon using the waterbody for rearing (r), spawning (s) or simply being present (p).

River	Anadromous Waters Catalog	Species/Use
Chena River	334-40-11000-2490-3301	CHp,Kp
Little Salcha River	334-40-11000-2490-3325	CHp
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Salcha River	334-40-11000-2490-3329	CHs,Ksr
Piledriver Slough	334-40-11000-2490-3315	CHs
Moose Creek	334-40-11000-2490-3315-4009	CHp,COp,Kp,Sp
Tenderfoot Creek	334-40-11000-2490-3373	COr
Shaw Creek	334-40-11000-2490-3375	CHp,COp,Kp
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Unnamed Creek	334-40-11000-2490-3382	COsr
Delta River	334-40-11000-2490-3390	CHs,COsr
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Unnamed Creek	334-40-11000-2490-3376	COs
Unnamed Creek	334-40-11000-2490-3378	CHs,COr
Blue Creek	334-40-11000-2490-3398	CHs,COsr
Johnson Slough	334-40-11000-2490-3440	CHp
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Johnson River	334-40-11000-2490-3438	COp
Tok River	334-40-11000-2490-3660	COp

Wetlands: As mentioned above, the haul route intersects with hundreds of acres of wetlands, each of which contribute water to the main stem or tributaries of the Tanana River through surface and shallow groundwater. Wetlands along this route act as a filtration and capture system to streams and rivers, intercepting and accumulating contaminants generated by all roadway activities. As such, they are bioaccumulating systems, and over time those in proximity to ore haul activities will contain higher levels of captured chemicals than similar wetlands outside of the area of potential affects described in the Action Plan. This is of concern to the Service because wetlands are also heavily used habitats for trust species during parts of their lifecycles (e.g., salmonids for spawning and rearing, migratory birds for rest and refueling) or for their entire lifecycle (e.g., bald eagles and other raptors inhabiting floodplains). Higher levels of toxicants accumulated in wetlands adjacent to the route may cause decreased habitat quality for wildlife, which can affect populations.

Threatened and Endangered Species:

The purpose of the Endangered Species Act (ESA) is to conserve threatened and endangered species and the ecosystems upon which they depend. Projects that may affect listed species and/or designated critical habitat must be evaluated under section 7(a)(2) of the ESA to ensure Federal agencies authorizing, funding, and/or conducting projects (i.e., a federal nexus) are not likely to jeopardize the

continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat. A list of species potentially affected can be found on the Information for Planning and Consultation (IPaC) tool at <https://ecos.fws.gov/ipac/>. In this case, one ESA-listed species, the wood bison (*Bison bison athabasca*) may occur within the project area but are listed as a Nonessential Experimental Population under section 10(j) of the ESA.¹ It does not have a designated critical habitat, and no consultation is necessary at the present. For additional information or guidance regarding ESA listed species, we recommend contacting the Northern Alaska Fish and Wildlife Field Office, Consultation Branch at 907-456-0277.

Invasive Species: Transporting invasive species seeds (such as bird vetch, white sweet clover, and bird cherry) which are common along the Fairbanks and North Pole haul route to more weed-free portions of the route in the south is a concern for the Service. Seeds are transported in residual soils of the undercarriage and tire treads of transport vehicles. While non-haul truck traffic along the route also transports seeds from the same sources to the same pristine areas, the increased traffic and number of wheels represented by each truck exponentiates the likelihood of invasive species spread beyond the existing levels. The Service recommends implementing the following best management practices for minimizing the introduction and proliferation of damaging invasive species: thoroughly washing equipment before entering the jobsite to remove dirt and debris that might harbor invasive seeds; using weed-free fill² and certified weed-free erosion control materials; appropriately disposing of spoil and vegetation contaminated with invasive species; and revegetating the area with local native plant species. To assist on-the-ground operators in understanding their role in preventing and controlling the introduction and spread of invasive species, we recommend project operators review a free, self-paced training course on invasive species control, which can be found at <http://weedcontrol.open.uaf.edu>.

Migratory Birds: About half the haul route is within the Upper Tanana Valley Important Bird Area flyway, designated by the International Audubon Society in Partnership with Cornell University.³ The importance of the flyway as a migration corridor for birds that travel to and from Alaska and western Siberia to breed each year is widely recognized. Hundreds of thousands of migratory birds including swans, geese, ducks, cranes, and raptors pass through the valley each spring and fall. More than 3/4 of the entire mid-continental population of Lesser Sandhill Cranes pass through the and over the haul route annually in addition to thousands of swans.⁴ Recent state-wide late-summer surveys located nearly 10% of North American Trumpeter Swan population within the flyway area. Wetlands and open water along the haul route provide crucial habitats to these birds for rest, refueling and refuge on their migratory pathway. The Service is concerned that the effects of chemicals deposited by dust and tires will have cumulative negative effects to the bird populations who rely upon these habitats.

Conclusion: We appreciate this opportunity for comment, and we would welcome a discussion regarding our comments and recommendations. Our comments are based on the information provided in this scoping request. Should the project plans change, we would appreciate an

¹ <https://ipac.ecosphere.fws.gov/location/VCS5L7PGOVAONC5IQHKHUCT4YE/resources>

² <https://dnr.alaska.gov/ag/akpmc/pdf/WeedFreeGravel.pdf>

³ https://gis.audubon.org/portal/apps/sites/?_gl=1*jsbgdb*_ga*MTc0Nzg4Nzg2OS4xNzAwNTEzMDkz*_ga_X2XNL2MWTT*MTcxNDc2NTk0NS43LjAuMTcxNDc2NTk0NS42MC4wLjA.#/nas-hub-site/pages/iba-overlays

⁴ <https://netapp.audubon.org/iba/Reports/2967>

opportunity to review the changes. Please contact Amy Tippery at 907-456-0558 or amy.tippery@fws.gov should you have any questions concerning these comments.

Sincerely,

Neesha Stellrecht
Field Office Supervisor, Northern Alaska Fish
and Wildlife Field Office

ecc:

Alaska District (regpagemaster@usace.army.mil), USACE
Audra Brase (audra.braser@alaska.gov), ADF&G, Fairbanks
Jim Rypkema (james.rypkema@alaska.gov), ADEC, Anchorage
Matt LaCroix, (LaCroix.Matthew@epa.gov), EPA, Anchorage

Citations

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E Open House Meeting Summaries

Note to Reader: The contents of this appendix was added after the Public Meetings and includes:

- **Notification Files (combined e-newsletter, TAC Emails, Newspaper and State of Alaska Online notices)**
- **Public Meeting Materials (forms, presentations)**
- **Public Meeting Transcripts by Session**
- **Email Comments (including both those with comments in the message and those with attachments)**
- **Written Comments (exclusively the Comment Form provided at the public meetings)**
- **May 17, 2024 Letter to Phoebe Bredlie from: Neesha Stellrecht, Field Office Supervisor, Northern Alaska Fish and Wildlife Field Office, U.S. Fish and Wildlife Service, United States Department of the Interior**

From: [Shelly Wade](#)
To: [Shelly Wade](#)
Cc: [Randy Kinney](#); [Phoebe Bredlie](#)
Subject: [EXT] April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs
Date: Monday, April 8, 2024 6:07:32 PM
Importance: High

Dear TAC Members –

We are writing today to share the following project updates:

1. **Public Review Draft Status** – As of today, April 8th, 2024, the Public Review Draft of the Corridor Action Plan is posted to the project website. [CLICK HERE](#) to access the draft.
2. **Comment Period** – The comment period begins today and will close approximately two weeks after the first community meeting. Once we have the first meeting scheduled, we will post the comment deadline. The project website outlines the different ways the public can submit their comments. NOTE: We are also implementing an “interim comment deadline” for those commentors that would like their comments posted and shared during the public meetings (see below for details).
3. **Interim Comment Period** – For any commentor, including TAC Members, that would like their comments posted to the project website and printed in hard copy for the public meetings, **we are asking to you submit those comments by April 15th**. All comments received, including those received by the April 15th interim deadline, will be published in the Final Plan.
4. **How to Comment as TAC Members** –
 - a. Please submit your comments to Shelly, Phoebe, and Randy.
 - b. Please be specific in your comment or question to include the topic, section, and/or page number of the Draft Plan that you are commenting on.
 - c. Comments can be submitted via email with any related materials as attachments.
 - d. As previously shared, TAC Member comments will be posted in a dedicated section of the project website (“TAC Comments on April ‘24 Public Review Draft”), and in a way that identifies the TAC Member and entity you represent, including transmittal emails and all attachments.
5. **Community Meetings** – We are currently planning public meetings in Fairbanks, Delta, and Tok for the week of April 29th. We will have more information on the community meetings soon, including location and format.

Please let us know if you have any comments or questions regarding the status and process outlined above.

Thank you for your time and contributions to date.

Respectfully,

Shelly

Shelly Wade, A-R-S CAP TAC Facilitator

907.242.5326 Cell (call or text) | shelly@agnewbeck.com | www.agnewbeck.com | Engage. Plan. Implement.

Dena'inaq elnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

Alaska-Richardson-Steese Highways Corridor Action Plan

E-Newsletter

April 9, 2024

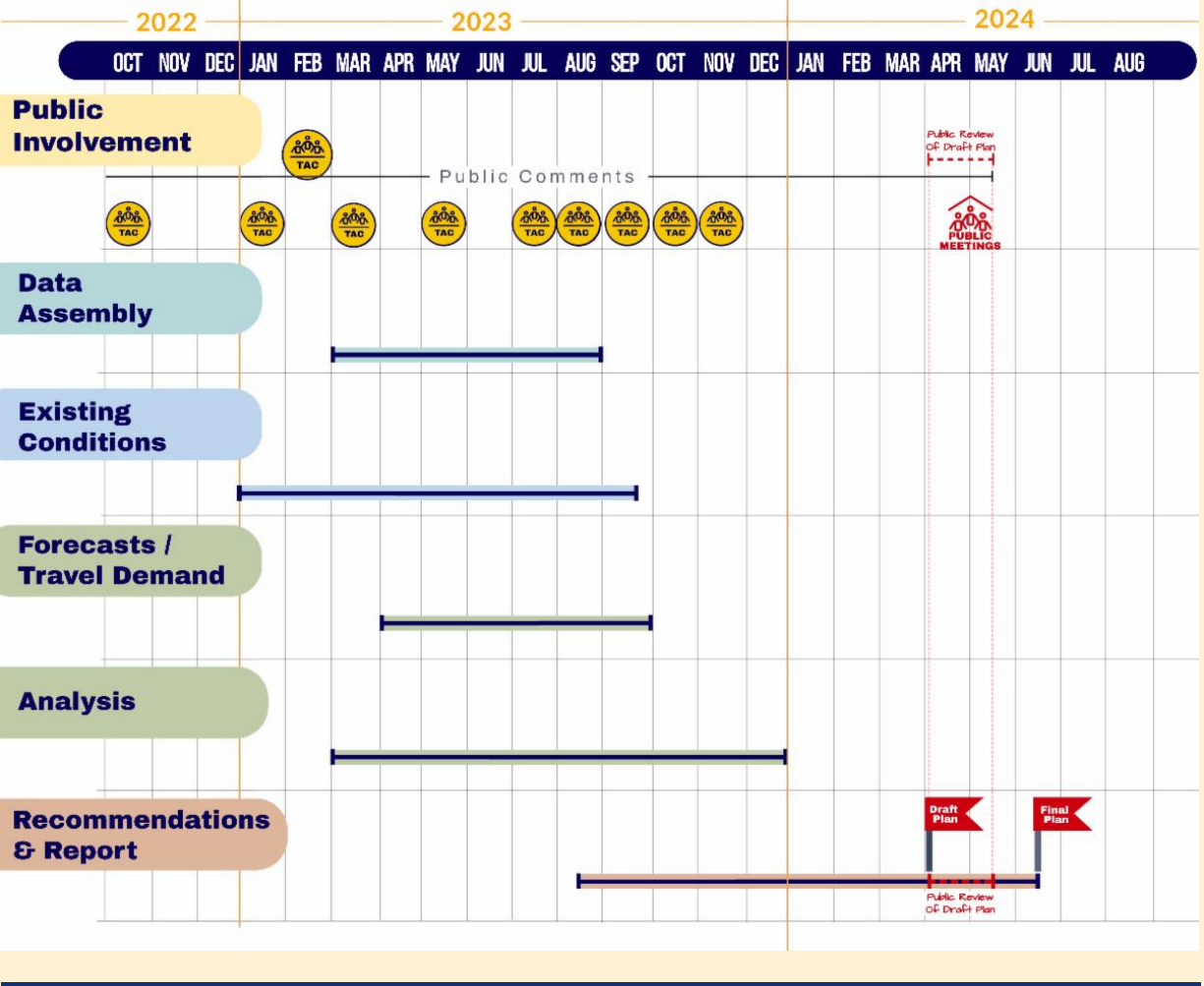
The Draft Alaska Richardson Steese Highways Corridor Action Plan is now available on the project website for public review and comment.

Instructions on how to provide comments on the Draft Plan are provided on the project website.

[Visit the Project Website](#)

Public meetings will be held in Fairbanks, Tok, and Delta in late April/early May.

- The meetings will include a brief presentation of the Draft Corridor Action Plan and findings.
 - Most of the public meeting time will be dedicated to a public hearing allotting 3 minutes per commenter. A court reporter will record comments.
 - Details of the public meetings (dates, times, places) will be announced and advertised two weeks prior to the first meeting.
 - The comment period will close approximately two weeks after the first public meeting, effectively providing the TAC and the public approximately 6 weeks total to review and comment on the draft plan.
 - TAC Member and public comments on the draft plan will be included as separated appendices to the Final Corridor Action Plan.
-



dot.alaska.gov/nreg/tetlinfofortknex

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Sent

114

Open Rate

77.9%

Click Rate

28.8%



Opens	81	Clicks	30
Sent	114	Did Not Open	23
Bounces	10	Unsubscribed	0
Successful Deliveries	104	Spam Reports	0
Desktop Open Percentage	91.6%	Mobile Open Percentage	8.4%

Recommendations

Here are some things we think would help this campaign even more.

Social Share

Try sharing your email in a social post to get your message out there to a broader audience. It is a free post that says "I'm here!"

Create a Facebook Lead Ad

People want to connect with you! Start gathering their contact information from Facebook and Instagram.

Home



Reporting



Link	Unique Clicks	Distribution
https://dot.alaska.gov/nreg/tetlintofortknox/analysis.shtml	30	93.8%
http://dot.alaska.gov/nreg/tetlintofortknox	2	6.3%
Total Click-throughs	32	100%

Send History

History of this email being sent including how many people it was sent to.

Date	Sent Count	Status
Tue, Apr 9, 2024 4:48 pm AKDT	114	Your email has been successfully sent.

Template Name: CPE-PT17831

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Alaska-Richardson-Steese Highways Corridor Action Plan

E-Newsletter

April 25, 2024

Public Meetings for the Draft Alaska Richardson Steese Highways Corridor Action Plan are happening next week in Tok, Fairbanks, and Delta Junction.

Tuesday, April 30 - Tok Senior Center - Jon Summar Dr, Tok, AK

Wednesday, May 1 - Carlson Center - 2010 2nd Ave, Fairbanks, AK

Thursday, May 2 - Delta Junction Community Center - 2287 Deborah St, Delta Junction, AK

All meetings will be held from 5:30 PM to 8:00 PM

How to Obtain the Draft Plan

The Draft Plan is available on the project website.
<http://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml>

A limited number of paper copies of the Draft Plan will be available at the meetings.

TAC and public comments received through April 22, 2024 are also available on the project website and will be made available at the meetings.

How to Provide Comment

Most of the meeting time will be dedicated to public testimony. Public testimony will begin at approximately 5:45 PM and is limited to three (3) minutes for each person. People who want to testify may sign up in person the evening of the meeting. Public testimony will be heard from in the order in which people signed up. People making public testimony will be asked to state their name, spell their last name, and provide their place of residence for the record before their three-minute testimony begins.

Paper forms will also be available for the public to provide written comments on the Draft Plan.

For more information about the meeting or the Draft Plan, or if you would like to submit comments outside the public meeting, please visit the project website or contact the project's Public Involvement Lead:

Phoebe Bredlie, PE
Kinney Engineering, LLC
100 Cushman St. Ste 311, Fairbanks, AK 99701
(907) 456-1418

comments@akrichsteese.com

[Visit the Project Website](#)

Public comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan are welcomed through Friday, May 17, 2024.

All public comments received will be included in an appendix to the Final Plan.

dot.alaska.gov/nreg/tetlinfofortknox

Kinney Engineering, LLC | 100 Cushman St, Fairbanks, AK 99701 (907) 456-1418

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Sent

118

Open Rate

67.6%

Click Rate ⓘ

17.6%

Opens	73	Clicks	19
Sent	118	Did Not Open	35
Bounces	10	Unsubscribed	0
Successful Deliveries	108	Spam Reports	0
Desktop Open Percentage	85%	Mobile Open Percentage	15%

Recommendations

Here are some things we think would help this campaign even more.

Social Share

Try sharing your email in a social post to get your message out there to a broader audience. It is a free post that says "I'm here!"

Create a Facebook Lead Ad

People want to connect with you! Start gathering their contact information from Facebook and Instagram.

Home



Reporting



Link	Unique Clicks	Distribution
http://dot.alaska.gov/nreg/tetlintofortknox/analysis.shtml	15	53.6%
https://dot.alaska.gov/nreg/tetlintofortknox/analysis.shtml	8	28.6%
http://dot.alaska.gov/nreg/tetlintofortknox	5	17.9%
Total Click-throughs	28	100%

Send History

History of this email being sent including how many people it was sent to.

Date	Sent Count	Status
Thu, Apr 25, 2024 2:17 pm AKDT	118	Your email has been successfully sent.

Template Name: CPE-PT17831

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AFFP

Notice of Public Meeting and R

Affidavit of Publication

STATE OF ALASKA }
COUNTY OF FAIRBANKS } SS
NORTH STAR BOROUGH }

00074582
Notice of Public Meeting and Request for
Public Comment for DRAFT Alaska Richardson Steese Highways Corridor Action
Plan

Kaira Lum, being duly sworn, says:

The Alaska Department of Transportation and Public Facilities is sponsoring in-person public meetings to collect comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan. Public meetings will be held:

That she is Affidavit Clerk of the Fairbanks Daily News-Miner, a daily newspaper of general circulation, printed and published in Fairbanks, Fairbanks North Star Borough County, Alaska; that the publication, a copy of which is attached hereto, was published in the said newspaper on

Tuesday, April 30, 2024, at Tok Senior Center –
Jon Summar Dr, Tok, AK

April 17, 2024, April 21, 2024, April 24, 2024, April 28, 2024

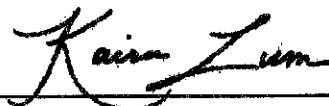
Wednesday, May 1, 2024, at Carlson Center –
2010 2nd Ave, Fairbanks, AK

Thursday, May 2, 2024, at Delta
Junction Community Center –
2287 Deborah St, Delta Junction, AK

That said newspaper was regularly issued and circulated on those dates.

All meetings will be held
from 5:30 PM to 8:00 PM.

SIGNED:



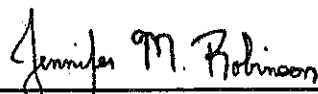
How to Obtain the Draft Plan
The Draft Plan is available on the project website at
<https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml>.
A limited number of paper copies of the Draft Plan will be available at the meetings.

Affidavit Clerk

How to Provide Comment
Most of the public meeting time will be dedicated to public testimony. Public testimony will begin at approximately 5:45 PM and is limited to three (3) minutes for each person. People who want to testify may sign up in person the evening of the meeting. Public testimony will be heard from in the order in which people signed up. People making public testimony will be asked to state their name, spell their last name, and provide their place of residence for the record before their three-minute testimony begins.

Subscribed to and sworn to me this 28th day of April 2024.

Paper forms will also be available for the public to provide written comments on the Draft Plan.



Jennifer M Robinson, Notary Public, Fairbanks North Star Borough County, Alaska

For more information about the meeting or the Draft Plan, or if you would like to submit comments outside the public meeting, please visit the project website or contact the project's Public Involvement Lead.

My commission expires: February 11, 2026

<http://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml>
Phoebe Bredlie, P.E.
Kinney Engineering, LLC
100 Cushman St, Ste 311, Fairbanks, AK 99701
Telephone (907) 456-1418
E-mail: comments@akrichsteese.com

00008922 00074582

Phoebe R. Bredlie, P.E.
Kinney Engineering, LLC
100 Cushman St., Ste 311
Fairbanks, AK 99701

Public comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan are welcomed through Friday, May 17, 2024. All public comments will be included in an appendix to the Final Plan.

STATE OF ALASKA
NOTARY PUBLIC



Jennifer M. Robinson
My Commission Expires February 11, 2026

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color,

00074582

**Notice of Public Meeting and Request for
Public Comment for DRAFT Alaska Richardson
Steese Highways Corridor Action Plan**

The Alaska Department of Transportation and Public Facilities is sponsoring in-person public meetings to collect comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan. Public meetings will be held:

**Tuesday, April 30, 2024, at Tok Senior Center –
Jon Summar Dr, Tok, AK**

**Wednesday, May 1, 2024, at Carlson Center –
2010 2nd Ave, Fairbanks, AK**

**Thursday, May 2, 2024, at Delta
Junction Community Center –
2287 Deborah St, Delta Junction, AK**

**All meetings will be held
from 5:30 PM to 8:00 PM.**

How to Obtain the Draft Plan

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<http://dot.alaska.gov/nreq/tef/intoforknox/analysis.shtml>

Phoebe Bredlie, P.E.
Kinney Engineering, LLC
100 Cushman St, Ste 311, Fairbanks, AK 99701
Telephone (907) 456-1418
E-mail: comments@akrichsteese.com

Public comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan are welcomed through Friday, May 17, 2024. All public comments will be included in an appendix to the Final Plan.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability.

Publish: 4-17, 4-21, 4-24 & 4-28-2024

From: [Delta Wind Advertising](#)
To: [Phoebe Bredlie](#)
Subject: [EXT] Re: Request to place public meeting notice in Delta Wind
Date: Monday, April 15, 2024 5:57:31 PM
Attachments: [Kinney Engr 227665.pdf](#)

Hi Phoebe,

Just wanted to get something back in your hands tonight.

Attached is the order confirmation for this placement.

If you have any questions, just let me know.

Thanks!!!

Tim Holoday
Delta Wind
AdvertisingManager
907-895-5115
ads@deltawindonline.com

On Apr 15, 2024, at 5:11 PM, Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com> wrote:

Hi Tim

Thanks for taking my call and helping me out. Attached is the public meeting notice we would like to post in the Delta Wind. We would like the notice to run this week and next week.

My contact information is included below.

Thank you,
Phoebe

Phoebe R. Bredlie, P.E.

<image001.png>

phoebredlie@kinneyeng.com
100 Cushman St., Ste 311~Fairbanks, AK 99701
Phone 907.456.1418 – Cell 907.590.4361
www.kinneyeng.com

<ARS CAP Public Meeting Notice-rev2.docx>

TRIDELTA, INCORPORATED

PO Box 986
Delta Junction, AK 99737 US
(907) 895-5115

Estimate

ADDRESS

Kinney Engineering - Fairbanks
100 Cushman St., Ste 311
Fairbanks, AK 99701

ESTIMATE #	DATE
1395	04/18/2024

DATE	ACTIVITY	QTY	RATE	AMOUNT
04/18/2024	Display Ad Display Advertising - Alaska Richardson Steese Highways Corridor Action Plan - 3x6.5	19.50		
04/25/2024	Display Ad Display Advertising - Alaska Richardson Steese Highways Corridor Action Plan - 3x6.5	19.50		
04/25/2024	Affidavit of Publication Affidavit of Publication	1		
04/25/2024	Tearsheet Tearsheet	1		
			TOTAL	

Accepted By

Accepted Date

Notice of Public Meeting and Request for Public Comment

for

DRAFT Alaska Richardson Steese Highways Corridor Action Plan

The Alaska Department of Transportation and Public Facilities is sponsoring in-person public meetings to collect comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan. Public meetings will be held:

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<http://dot.alaska.gov/nreg/tetlintofortknox/analysis.shtml>

Phoebe Bredlie, P.E.

Kinney Engineering, LLC

100 Cushman St, Ste 311, Fairbanks, AK 99701

Telephone (907) 456-1418

E-mail: comments@akrichsteese.com

Public comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan are welcomed through Friday, May 17, 2024. All public comments will be included in an appendix to the Final Plan.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability.

Notice of Public Meeting and Request for Public Comment

for

DRAFT Alaska Richardson Steese Highways Corridor Action Plan

The Alaska Department of Transportation and Public Facilities is sponsoring in-person public meetings to collect comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan. Public meetings will be held:

Tuesday, April 30, 2024, at Tok Senior Center ~ Jon Summar Dr, Tok, AK

Wednesday, May 1, 2024, at Carlson Center ~ 2010 2nd Ave, Fairbanks, AK

Thursday, May 2, 2024, at Delta Junction Community Center ~ 2287 Deborah St, Delta Junction, AK

All meetings will be held from 5:30 PM to 8:00 PM.

How to Obtain the Draft Plan

The Draft Plan is available on the project website at <https://dot.alaska.gov/nreg/tetlintofortknox/analysis.shtml>.

A limited number of paper copies of the Draft Plan will be available at the meetings.

How to Provide Comment

Most of the public meeting time will be dedicated to public testimony. Public testimony will begin at approximately 5:45 PM and is limited to three (3) minutes for each person. People who want to testify may sign up in person the evening of the meeting. Public testimony will be heard from in the order in which people signed up. People making public testimony will be asked to state their name, spell their last name, and provide their place of residence for the record before their three-minute testimony begins.

Paper forms will also be available for the public to provide written comments on the Draft Plan.

For more information about the meeting or the Draft Plan, or if you would like to submit comments outside the public meeting, please visit the project website or contact the project's Public Involvement Lead.

<http://dot.alaska.gov/nreg/tetlintofortknox/analysis.shtml>

Phoebe Bredlie, P.E.

Kinney Engineering, LLC

100 Cushman St, Ste 311, Fairbanks, AK 99701

Telephone (907) 456-1418

E-mail: comments@akrichsteese.com

Public comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan are welcomed through Friday, May 17, 2024. All public comments will be included in an appendix to the Final Plan.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability.

Alaska Richardson Steese Highways Corridor Action Plan

Overview of Public Review Draft Report

By: Randy Kinney, PE, PTOE  **KINNEY**
ENGINEERING, LLC

Public Meetings

April 30, 2024 | Tok |

May 1, 2024 | Fairbanks |

May 2, 2024 | Delta Junction |

PUBLIC REVIEW DRAFT

Scan me with your cell phone camera to access the project website!



- Full report is found on the project website at:
<http://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml>
- This presentation provides brief overview.
- Public comments (3 minutes each) will be recorded.
- *“Get Involved!”* section of the website provides other ways to comment.
- Comments will be addressed in Final Report.
- Final Report will have recommendations (considering technical evaluation and public/agency comment).

ALASKA RICHARDSON STEESE HIGHWAYS CORRIDOR ACTION PLAN

Phase 1

Short & Medium-Term Perspective: 5 – 10 years

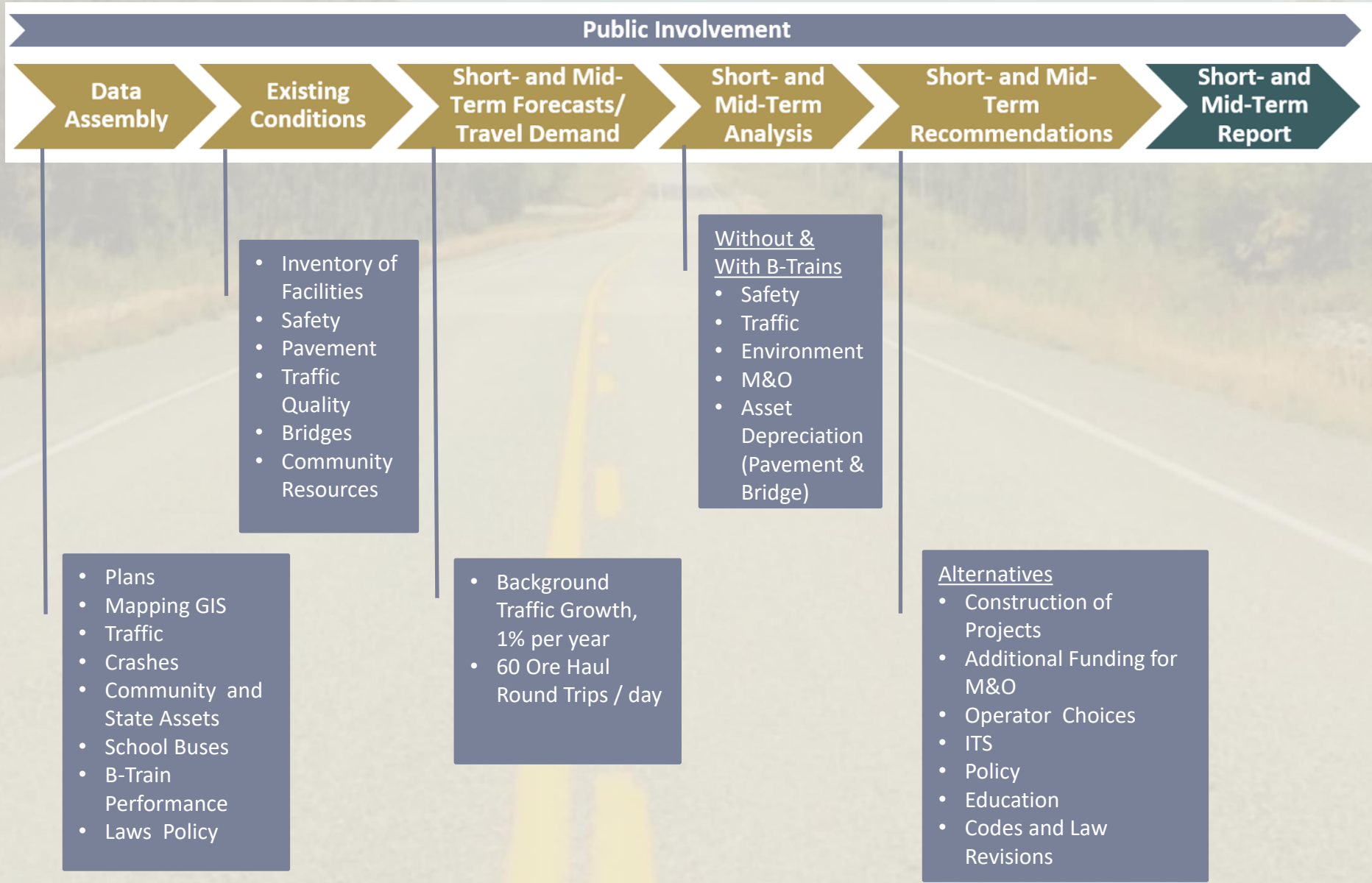
- This Draft Report specifically addresses Phase 1 only
- Many alternatives are also valid for long-term planning.
- Focuses on the Manh Choh Mine ore haul route

Phase 2

Long-Term Perspective: 20+ years

- Will take a longer-term, higher-level view
- Scheduling To Be Determined

PHASE 1 PROCESS



PUBLIC INVOLVEMENT

Transportation Advisory Committee (TAC)

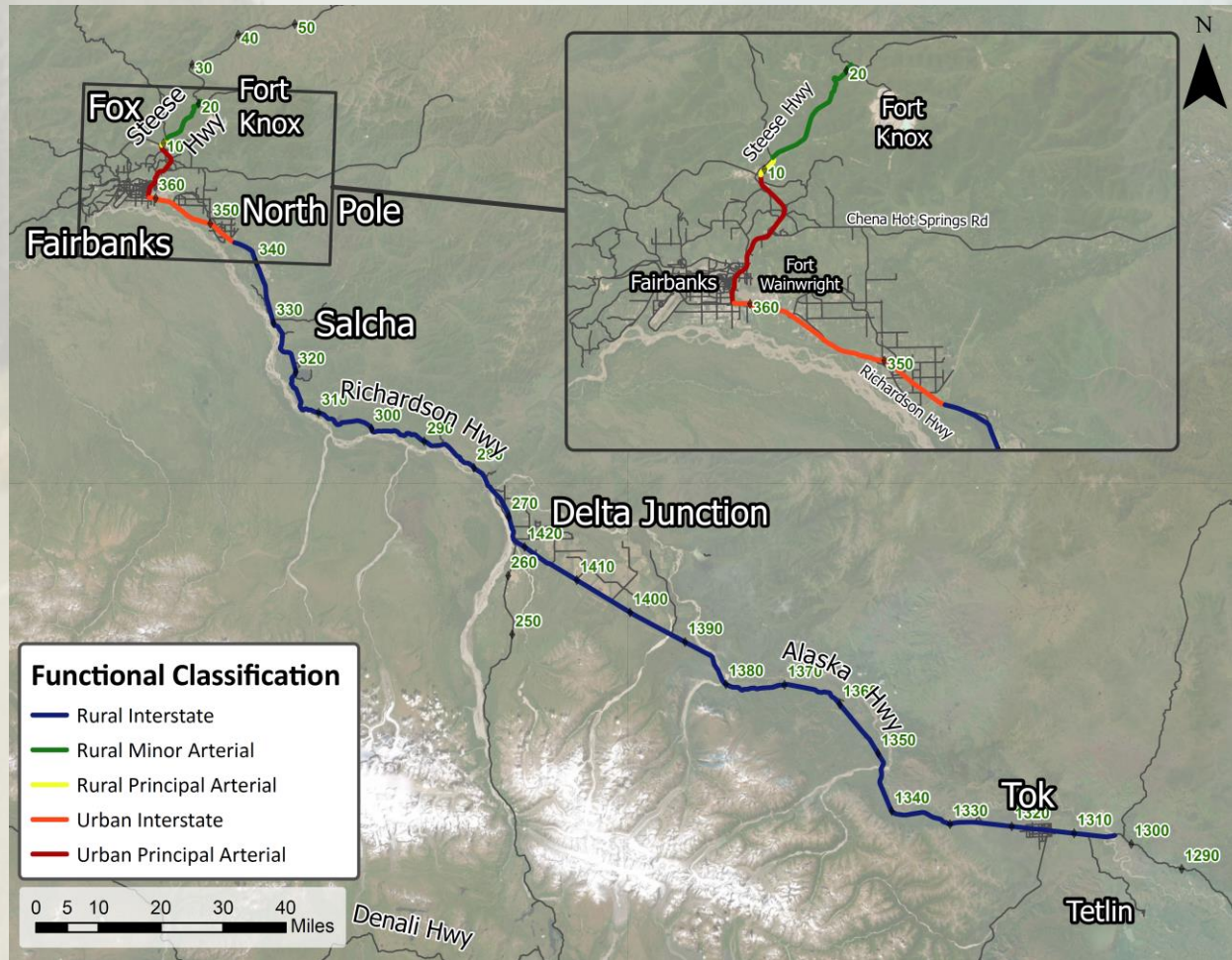
- Members represent State Agencies, Local Government and Departments, Military, Industry, and Community Advocates
- Activated May 2022
- 13 meetings through November 2023
 - Identified Issues & Alternatives
 - Two TAC meetings accepted public comments

Project website & E-Newsletter

Comments posted on Website or E-mail

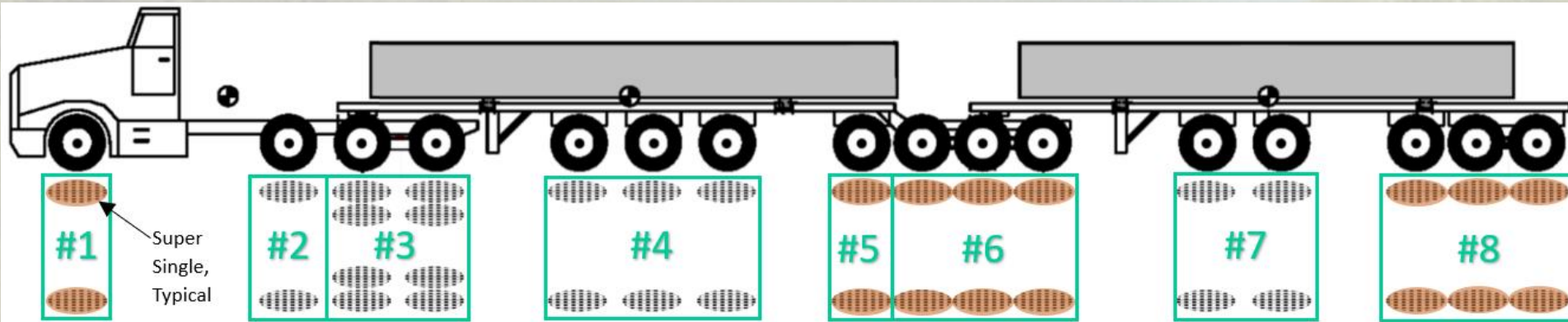
Public Hearings in Delta, Tok and Fairbanks

THE ORE HAUL ROUTE WHERE WILL IT GO?



Highway	Begin MP	End MP	Center Line Miles	Lane Miles	National Highway System
Alaska Highway	1308	1422	114	228	Eisenhower Interstate System
Richardson Highway	266	362	96	226	Eisenhower Interstate System
Steese Highway	0	20	20	48	NHS Route

WHAT IS A B-TRAIN?



Alaska Administrative Requirements	Maximum Value	B-Train
Long Combination Vehicle (LCV) Length	95 feet	94'-8.5"
Width	102 inches	102 inches
Height	15 feet	<15 feet
Gross Vehicle Weight (GVW)	164,500 lbs.	162,815 lbs.
Axle Seasonal Weight Restrictions	85% (Drive Axle 100%)	All axle groups are less than 85% (ranging 47% to 84%) at full GVW

B-TRAINS

HOW MANY WILL THERE BE?

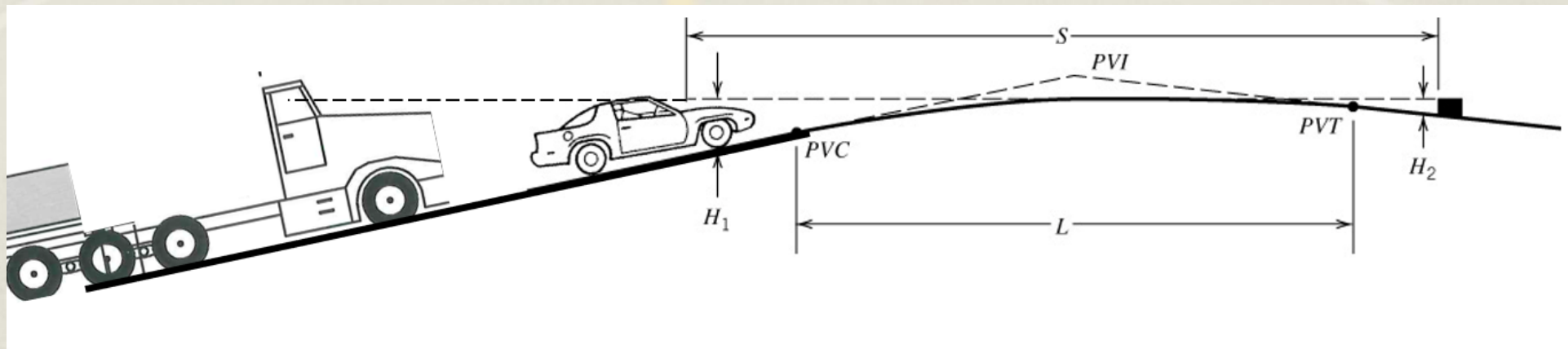
- 60 loaded B-Trains a day headed north
- 60 empty B-Trains a day headed south
- 2 to 3 per hour, continuously in each direction



SIGHT DISTANCE

Federal Motor Vehicle Safety Standard #121 Braking Requirement For 4 or More Axles – GVW > 85,000 pounds, required deceleration rate of 12-13 feet per second² for highway speeds 45 to 65 MPH:

- B-Train braking is adequate for safe “Stopping Sight Distance or SSD”, a highway design parameter that uses design deceleration rate of 11.2 feet per second² for all speeds.
- B-Train’s driver eye height allows them to see much farther, perceive hazards well in advance of the passenger car.



B-TRAIN PERFORMANCE

The Weight to Power Ratio is a function of weight and Engine Horsepower

- B-Train ratio is 162,800 lbs./565 HP (\approx 290 lbs./HP); reduced acceleration and reduced ability to maintain speeds on grades.

Lower acceleration may impact traffic flow, mostly at rural entry points and signalized intersections.

Mild upgrades will cause B-Trains to lose speed

- Statistically, deviating from prevailing speed by more than 10 MPH increases crashes.

Several sections on ARS will slow loaded northbound B-Trains by more than 10 MPH below speed limit.

- Alaska Highway – 6 or 7 segments
- Richardson Highway – 6 segments
- Steese Highway – 2 longer segments, of which 1 is multilane

CRASH PREDICTIONS

Highway Safety Manual model (calibrated for AK) predicts number of crashes.

			Without B-Train Operations		With B-Train Operations	
	2013-2021 Average Annual Crashes		2024 Expected Crashes	2030 Expected Crashes	2024 Expected Crashes	2030 Expected Crashes
	Observed	Expected				
Two-Lane Rural	87.6	87.5	84.6	89.7	93.6	98.6
Four-Lane	61.3	66	72.2	76.9	72.8	77.5
Intersections	70	66.1	62.9	67.8	63.3	68.3
Totals	219	220	220	234	230	244
Annual Increase with B-Trains					10	10
% Increase					4.6%	4.3%

Baseline traffic predicted increase crashes by 14 per year between 2024 – 2030.

B-Trains (120 trips/day) could result in 10 more crashes. Report finds higher severity rates likely in the 10 additional.

OTHER POTENTIAL SAFETY CONCERNS (TAC)

B-trains could run red lights at signals.

B-trains could impair school bus safety at bus stops.

B-Trains could encroach into adjacent lanes at intersections and on roadways.

Funding to mitigate safety issues caused by B-trains could divert funds from other projects/programs.

OPERATIONAL QUALITY

Operational Quality – congestion, mobility & delay.

Highway Capacity Manual expresses Operation Quality as Level of Service (“LOS”), measured in Levels **A, B, C, D, E, F**.

LOS A, B & C are deemed Satisfactory.

On free-flow highway segments, Model predicts LOS with the B-Trains, are LOS C or better.

At signalized intersections, 2 to 3 loaded B-Trains in a peak hour will increase delay for vehicles when present, but overall average increase for all vehicles is < 1 second.

PAVEMENT IMPACTS

Pavement structures are more impacted by trucks than passenger cars.

Loads are stated in Equivalent Single Axle Loads (“ESALs”)

A typical large truck imposes about 2.2 ESALs.

A loaded B-Train imposes 3.0 to 5.5 ESALs.

Needs for maintenance & repair increase w/ higher ESALs.

Standard design models for pavement structure do not address B-Train ESALs.

BRIDGE IMPACTS

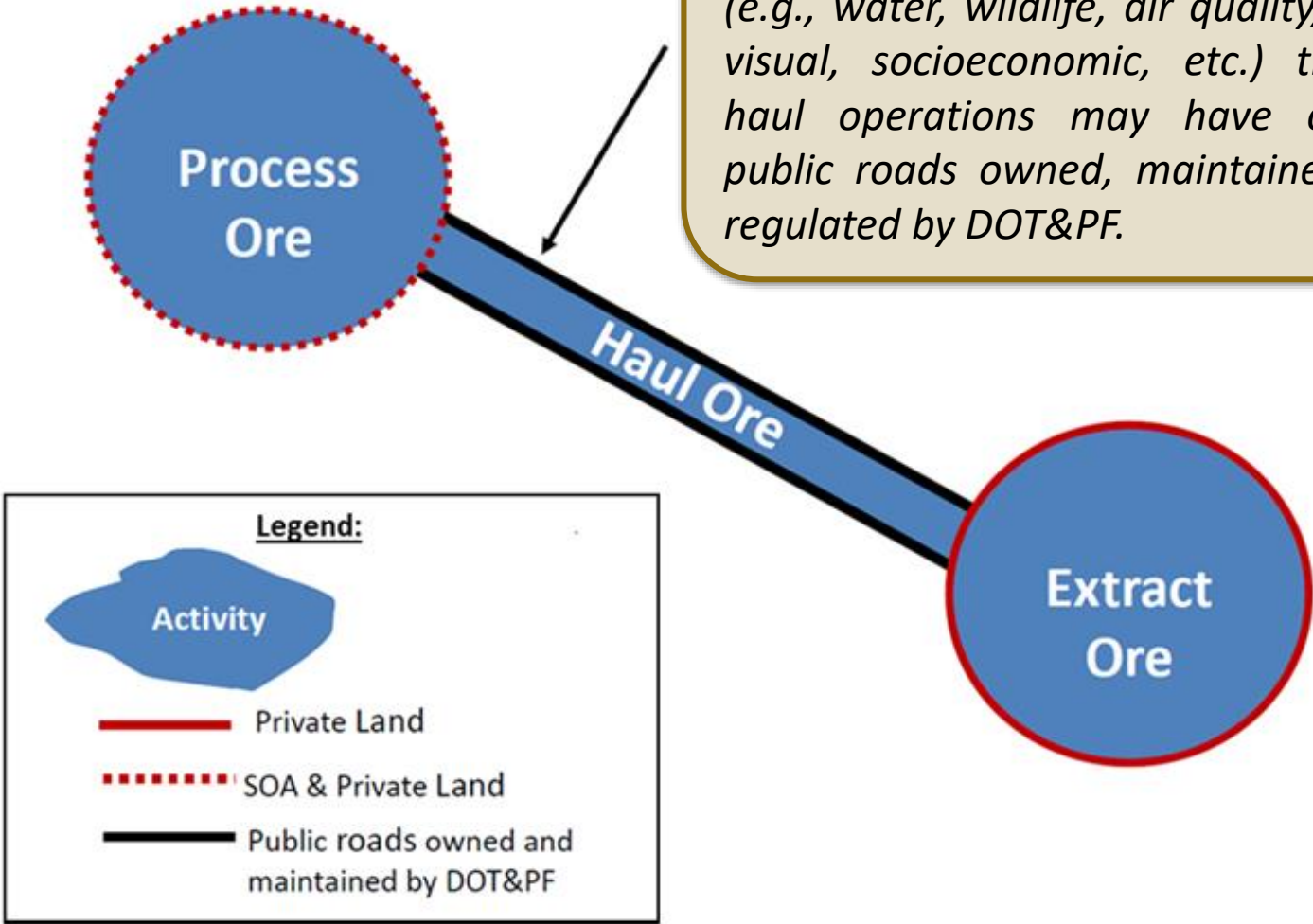
ARS bridges have been cleared by DOT&PF Bridge Design Section for the loaded B-Train –

Except for Bridge 1342, Chena Hot Springs Undercrossing on Steese Expressway.

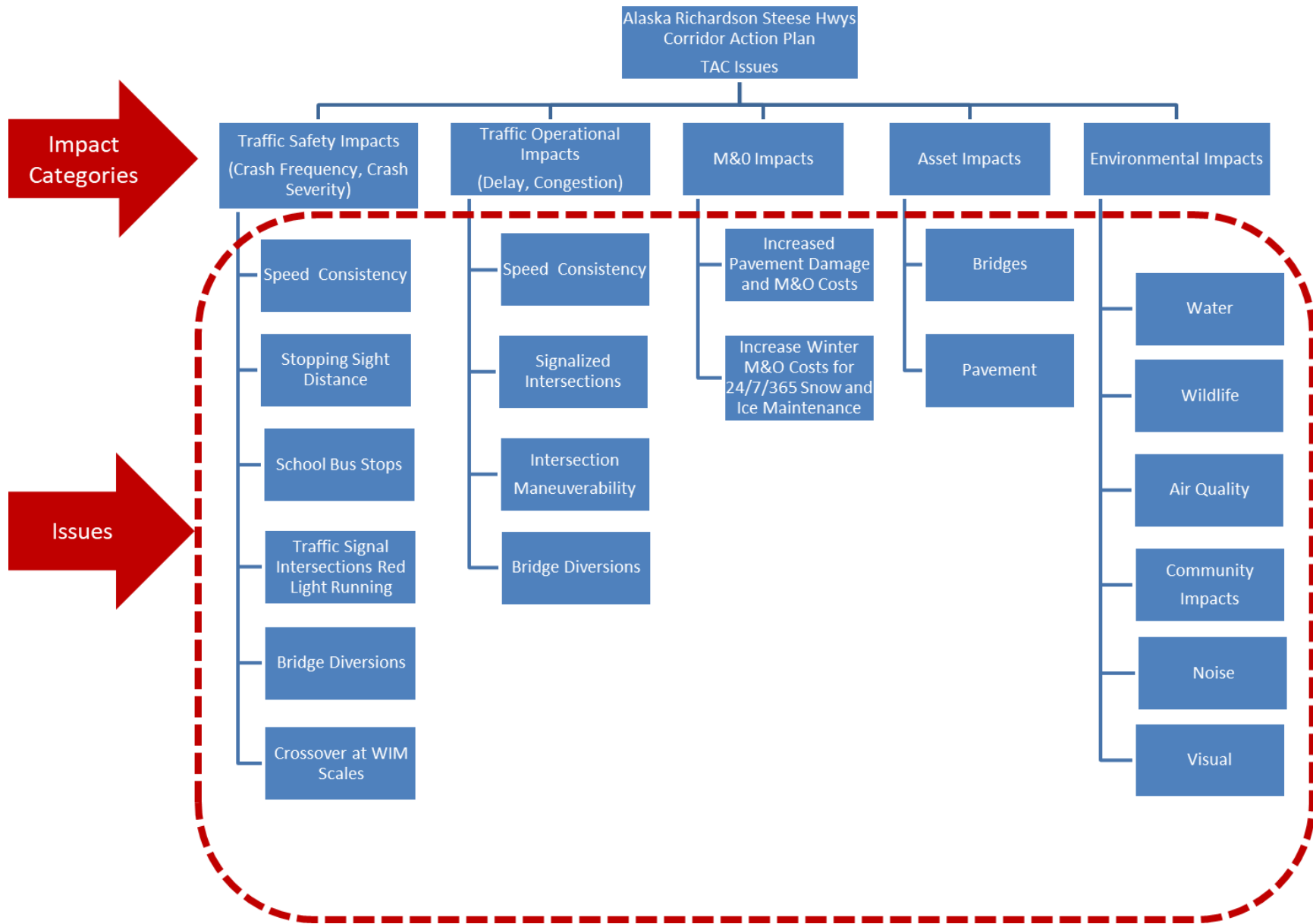
- At CHS Loaded B-Trains must exit the Steese Expressway and use the northbound ramps to by-pass the bridge.

ENVIRONMENTAL IMPACTS

The ARS Corridor Action Plan discusses the potential environmental impacts (e.g., water, wildlife, air quality, noise, visual, socioeconomic, etc.) the ore haul operations may have on the public roads owned, maintained, and regulated by DOT&PF.



ALTERNATIVE DEVELOPMENT TAC IMPACT CATEGORIES / ISSUES



OVERVIEW OF SUGGESTED MITIGATION

To Address Operational & Traffic Safety Issues with B-Train Performance on Grades

- Construct Climbing-Passing Lanes
 - 15 locations – \$21 to \$51 million
- Construct Slow Vehicle Turnouts
 - 13 locations – \$5 million

To address safety at school bus stops. *All bus stops meet SSD Standards, but 35 (of 86) don't meet snow/ice SSD.*

- Clear full Right of Way to Improve sight lines (no costs available, M&O)
- Install lighting, signing (no costs available)
- Install ITS transponder locators on buses (\$5,000 per bus)

MORE SUGGESTIONS

Increase maintenance to mitigate impact of higher ESALS:

- Summer – Increase budget \$2.6 - \$4.3 million/year
- Winter
 - Increase capital budget \$3.2 million for new facilities
 - Increase ops budget \$3.5 mill/year for more snow plowing...

Repair & replace pavement:

- Much of the pavement on the ARS corridor needs replacement now, with or without the B-Train.
- Total program costs for ARS corridor is \$478 to \$489 Million

MORE SUGGESTIONS

Install Variable Speed Limit Sign Assemblies – Displayed Speed Limit adjusts to match speed with conditions

- Solution for Bus Stop SSD on icy roads
- 40 additional locations, \$6.8 million



Improved Technology

- Install 2 new Road Weather Info. Systems – \$500,000
- Install Red-Light Running Countermeasures at traffic signals – \$50,000 for each intersection.
- Mapping various facilities

A screenshot of the Alaska Department of Transportation and Public Facilities Road Weather Information System (RWIS) website. The page features a dark blue header with the department's logo and name, a search bar, and navigation menus for Travel, Business, News and Social, Projects, and About Us. Below the header is a banner image of a snowy road with a truck, and the RWIS logo. A "Layer Control" panel is visible on the left, showing options for RWIS Layers (Summary, DOT Sites, Ext. Cameras, Atmospheric, Pavement, TDP, Cameras, Wind) and DOT Layers (Mileposts, Center Lines, Facilities). The main content area displays a map of Alaska with various data points and markers.

MORE SUGGESTIONS

Operator

- Strictly enforce compliance with laws
- Prohibit B-Trains from traveling in convoys to reduce passing issues & excessive delays at signals
- Reduce speeds in towns to minimize red-light running
- Driver Education

State of Alaska

- Provide funding for capital and M&O needs
- Increase hours at Weigh Scales
- Focus Enforcement
- Public Education

PUBLIC TESTIMONY



Testimonies will be heard in the order of the sign-up sheet.



When your name is called, come to the mic. For the record you will be asked to:

1. State your name
2. Spell your last name
3. State your town of residence



Testimonies are limited to 3-minute per person. The timer will start after stating your information.

COMMENT THROUGH MAY 17, 2024

OTHER WAYS TO COMMENT



Comment Form

Leave with a project team member
or mail to:

Kinney Engineering, LLC
100 Cushman St, Ste 311
Fairbanks, AK 99701



Email

comments@akrichsteese.com



Project Website

<http://dot.alaska.gov/nreg/tetlintofortknox/analysis.shtml>



Phone

907.456.1418 or 907.344.7575

Scan me with your cell phone
camera to access the project
website!



Alaska Richardson Steese Highways

Corridor Action Plan

Thank You

Y

Public Meeting Sign-In Sheet

Meeting: Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Review

Date: May 2 2024

Location: Delta Junction, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities (DPT&PF).

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Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Jim Verney	-akverneys@gmail.com James Verney	Female	<input checked="" type="checkbox"/>	Male	<input checked="" type="checkbox"/>
Pam Verney	-alaska pdu@gmail.com Pamela Verney	White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
Susan Seuder	aksuz44@yahoo.com	AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
(Reb) + July Ferguson	outpost99737@gmail.com; July Ferguson	N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
Melinda Edgerton	PO Box 722 Delta Jct AK 99737 white	Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Mary Leith	PO Box 322 Delta Jct AK 99737	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
CAROL Austin	PO Box 1166 Delta	White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
Richard Austin	PO Box 1166 DELTA	AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
↓		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
Jackie Fatt	PO Box 1135 Delta	Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Kern Aiton	PO Box 902 "	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
Wayne Hunt	PO Box 1153 Delta Jct	White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
Norm & Gigi Lenoire	Delta Jct Alaska	AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Linda Sloan lksloan@hotmail.com (907) 322-4390		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Christie MASON (907) 666-0374		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
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		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Denise Wilhelm 907-978-5033		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
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Audrey Brown		Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
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Cher Lundy		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
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		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Sean Cummings Sammycloud3@gmail.com		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
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Lotsie + George Pursey		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
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		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Dawn Frazier dawneliseak@gmail.com 310 804 0412		Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
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Donald Frazier		Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
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Bob & Ann Geise		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
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DUSTY WRIGHT		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
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Margarita Hunt akdaisjhunt@gmail.com		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
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John Hitchcock john@askasfocus.com		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
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Lori A. Carpenter		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
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		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Yevgeniy Chentov	2175 Beem Rd <i>[Signature]</i>	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
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		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Meetings

Public Testimony Sign-Up Sheet

Testimonies will be heard in the order per the sign-up sheet.

	Name	Organization
1.	Judy Ferguson	
2.	Wayne Hunt	
3.	Pam Gorman	
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
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19.		
20.		

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Public Meeting Sign-In Sheet

Meeting: Alaska Richardson Steese Corridor Action Plan - Draft Plan Public Meeting

Date: May 1, 2024

Location: Fairbanks, AK - Carlson Center

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Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
LOU BROWN loubrown1952@gmail.com 907.669.0288	—	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
JON COOK	PO BOX 71527	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
LOIS Barger loisrbarger@gmail.com 907-378-9191	NAEC - Stat4 PO Box 03277 Flx 97708	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Jason MacDonald CaptNmac@hotmail.com 907-841-0402	Healy LARe Village	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Charles Whitaker Box 81985 Fairbanks alaskachimney@gmail.com		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Public Meeting Sign-In Sheet

Meeting: Alaska Richardson Steese Corridor Action Plan - Draft Plan Public Meeting


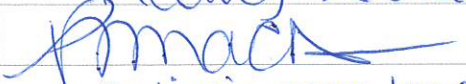
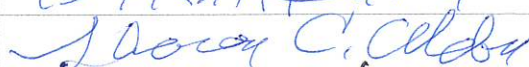
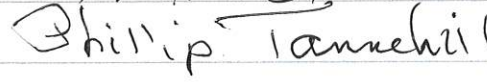
Date: May 1, 2024

Location: Fairbanks, AK - Carlson Center

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities (DPT&PF).


It is the policy of the DOT&PF that no person shall be excluded from participation in or be denied benefits of any and all programs or activities we provide based on race, color, sex, age, disability, or national origin, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Association and State of Alaska funds.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Kenoy Maxwell 907-308-9002		Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>		
		White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Patricia Macdonald Healy Lake Village 907-831-0844	Healy Lake Village  patricia.macdonald@healylake.org	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input checked="" type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Sharon Alden fwx5ca@yahoo.com 907-388-6895	159 Knifford Rd 99712 	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>		
		White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Phil Tannehill	924 Kellam St Fairbanks, AK 9970 	Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>		
		White <input type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Jackie Stack	PO Box 10806 Fbks AK 99710 515 Rayburn Dr 99712	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>		
		White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>		
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>		
		N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>		
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Lynn DeFilippo lodef Filippo@gmail.com	PO Box 82412 F'banks AK 99708	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
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		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
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		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
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		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Gabriele Larry 1853 Bridgewater Dr FBKS AK 99709	D. Larry 907-460-6875 @ Larry@alaskafuncenter.com	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input checked="" type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Cass & Nick Ferrol 405 Forest Hills Ct. FBKS AK 99709	907.460.6032	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
WENDELL SHIFFER 929 Reindeer Dr, FBKS 907-687-4499		Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
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		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Nikhil Nandakoppal nikhil495@hotmail.com	N/A 2941 Gold Hill Rd	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input checked="" type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
PHILIP S. MARSHALL <pmarshall@acctest.com>	1300 SKYLARK DR. FAIRBANKS, AK 99712 PS Marshall	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
MARY E KEHRHAHN-STARK	1510 Jennifer Dr 99709	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input checked="" type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Randy Pitney		Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input checked="" type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
DAVID PAYER	170 Rastvorov Fairbanks	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
CARL RUANO	2038 Alsh Rd Fairbanks, AK	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
TRACIE PENNERGRAST	1358 Springdale Rd Fairbanks AK	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>


Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Sandy Clark akfluter@gmail.com 907-377-5631	Sandy Clark	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Adele Vique akvalaska@qci	Adele Vique	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
JANET Marshall granjan220@gmail.com 907 388-2383	Janet Marshall	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
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JEFF Yaremaw 907 455-4036	Jeff Yaremaw	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
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		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Don Pendergrest 907 371 4868	Don Pendergrest	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Jacqueline D'Auria dauriaj@gmail	J. D'Auria	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
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Mike & Leanna Shields		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Emily Haynes	Juneau AK	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Jeanne Olson 907/3203123 cwp.societyfor dogs@gmail.com	1890 Hollowell Rd North Pole AK	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input checked="" type="checkbox"/>		
Nancy Rabeneer nancyr@alaska.net		Female <input type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Christin Swearingen mushroomchristin@gmail.com	Northern Alaska Environmental Center	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Jacque Virgin 907 3470508 jacque@gci.net		Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
MICHAEL ROEDAN 907-750-8884		Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		
Stacy Lense 907-388-5874		Female <input type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Suzi Lozo suziloza@yahoo.com 907 347-423	Suzi Lozo	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Sheree Dohner dohnersimmons@comcast.com 907-371-5013 / 907-479-0406		Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Gail Gardner	crinoidg@gmail.com 907 590-6613	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Patrick Gilchrist	KTVE/patrick.gilchrist@ktvf11.com 615-440-9357	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
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Brian Lawhead	P.O. Box 80296, 99708	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
SANDRA GARCIA-Aline	Juneau	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Peter Forsling	Juneau	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Carol Shafford cshafford@gmail.com	Carol Shafford	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Cuthbert Allgood plisskyn@proton.me		Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
David Jacoby		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
M. Long		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
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		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
J Rogan	self	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Mary Fenno maryefenno@gmail.com		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
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		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Dana H. Thesen		Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
① Birch Pavelsky 451-6063		Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
② Patricia R. Lee		Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
③ Jill S. Cameron		Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
④ CHARLES SIMMONS 907-479-0406 Dohner Simmons & Quail		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
⑤ Terry Fogleson 700 Lancaster Dr. Fairbanks 907 590-4713		Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
⑥ Rick Solie 1639 Madison Dr FBKS 99709		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
⑦ ROBERT RAGAR rragar@eventsair.com		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
① BOB HAJDUKOVICH BobHajduk@mac.com 907-322-2902	 229 DIMOCKS AVE PAC	Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
② PAT FITZGERALD 907-888-2256		Female <input type="checkbox"/>	Male <input checked="" type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
③ ROBIN DALE FORD (907) 488-8658		Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
④ Sue Sprinkle (907) 452-4166 Suesprinkle@alaska.net	211 5th Ave Pbk. AK 99701 Susan Sprinkle	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
⑤ Jenny Campbell 907 590 3911 campbellj2907@gmail.com		Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
⑥ Katie McClellan 814 386 8747 kmcclellan1993@gmail.com		Female <input type="checkbox"/>	Male <input type="checkbox"/>	White <input type="checkbox"/>	Hispanic <input type="checkbox"/>
⑦ Pamela A Miller 1800 Musk Ox Trl Fairbanks AK 99709	Please send me information (detailed route, engineering drawings) for any please Johnson Highway intersection, concerned @ Birch Hill Rec area access; Birch Hill Native Cemetery.	Female <input checked="" type="checkbox"/>	Male <input type="checkbox"/>	White <input checked="" type="checkbox"/>	Hispanic <input type="checkbox"/>
		AK Native <input type="checkbox"/>	Asian <input type="checkbox"/>	N. American <input type="checkbox"/>	Pac. Islander <input type="checkbox"/>
		Black <input type="checkbox"/>	Other <input type="checkbox"/>		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Deborah Ryan peapack07@gmail.com	Deborah & Ryan	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Sue Wilken Susan aksusie@me.com	2829 Chief William Dr Sue Wilken	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Kellen Spillman Kellen.Spillman@fnsb.gov Cort Zachel	FNSB Kell Y 898 Ballance Rd Flk	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Matthew Reckard mreckard@yahoo.com 907 378 3646	Box 12 Ester 99725	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Amy Cameron	POB 272 Ester	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Dana Platta dplatta@yahoo.com	670 Eastside Dr Fairbanks, AK 99712	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Margaret Durst mmdurstak@gmail.com	4058 Birch Ln Fairbanks, AK 99709	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Public Meeting Sign-In Sheet

Meeting: Alaska Richardson Steese Corridor Action Plan - Draft Plan Public Meeting

Date: May 1, 2024

Location: Fairbanks, AK - Carlson Center

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities (DPT&PF).

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Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Kitty Lancaster Sean McGuire Robyne	Kitty in Alaska kittyinalaska@yahoo.com 907-388-5875 K UAC-FM 907-699-1593	Female <input checked="" type="checkbox"/>	<input type="checkbox"/>	Male <input type="checkbox"/>	<input type="checkbox"/>
		White <input checked="" type="checkbox"/>	<input type="checkbox"/>	Hispanic <input type="checkbox"/>	<input type="checkbox"/>
		AK Native <input type="checkbox"/>	<input type="checkbox"/>	Asian <input type="checkbox"/>	<input type="checkbox"/>
		N. American <input type="checkbox"/>	<input type="checkbox"/>	Pac. Islander <input type="checkbox"/>	<input type="checkbox"/>
		Black <input type="checkbox"/>	<input type="checkbox"/>	Other <input type="checkbox"/>	<input type="checkbox"/>
Christina Moore Jack Barwell Maria Berger	438-B Flushman St FBX 200 N. Cushman / News-Memo mariaberger.ak@gmail.com Maria Berger	Female <input checked="" type="checkbox"/>	<input type="checkbox"/>	Male <input type="checkbox"/>	<input type="checkbox"/>
		White <input checked="" type="checkbox"/>	<input type="checkbox"/>	Hispanic <input type="checkbox"/>	<input type="checkbox"/>
		AK Native <input type="checkbox"/>	<input type="checkbox"/>	Asian <input type="checkbox"/>	<input type="checkbox"/>
		N. American <input type="checkbox"/>	<input type="checkbox"/>	Pac. Islander <input type="checkbox"/>	<input type="checkbox"/>
		Black <input type="checkbox"/>	<input type="checkbox"/>	Other <input type="checkbox"/>	<input type="checkbox"/>
Ridge Smith Ridge Smith	RidgeSmith2012@gmail.com	Female <input type="checkbox"/>	<input type="checkbox"/>	Male <input type="checkbox"/>	<input type="checkbox"/>
		White <input type="checkbox"/>	<input type="checkbox"/>	Hispanic <input type="checkbox"/>	<input type="checkbox"/>
		AK Native <input checked="" type="checkbox"/>	<input type="checkbox"/>	Asian <input type="checkbox"/>	<input type="checkbox"/>
		N. American <input type="checkbox"/>	<input type="checkbox"/>	Pac. Islander <input type="checkbox"/>	<input type="checkbox"/>
		Black <input type="checkbox"/>	<input type="checkbox"/>	Other <input type="checkbox"/>	<input type="checkbox"/>
Diann Darnall David Czech Barbara Schuhmann	ASAH David Czech	Female <input type="checkbox"/>	<input type="checkbox"/>	Male <input type="checkbox"/>	<input type="checkbox"/>
		White <input type="checkbox"/>	<input type="checkbox"/>	Hispanic <input type="checkbox"/>	<input type="checkbox"/>
		AK Native <input type="checkbox"/>	<input type="checkbox"/>	Asian <input type="checkbox"/>	<input type="checkbox"/>
		N. American <input type="checkbox"/>	<input type="checkbox"/>	Pac. Islander <input type="checkbox"/>	<input type="checkbox"/>
		Black <input type="checkbox"/>	<input type="checkbox"/>	Other <input type="checkbox"/>	<input type="checkbox"/>
Judy Shiffler	929 Reindeer Dr Fairbanks AK	Female <input checked="" type="checkbox"/>	<input type="checkbox"/>	Male <input type="checkbox"/>	<input type="checkbox"/>
		White <input type="checkbox"/>	<input type="checkbox"/>	Hispanic <input type="checkbox"/>	<input type="checkbox"/>
		AK Native <input type="checkbox"/>	<input type="checkbox"/>	Asian <input type="checkbox"/>	<input type="checkbox"/>
		N. American <input type="checkbox"/>	<input type="checkbox"/>	Pac. Islander <input type="checkbox"/>	<input type="checkbox"/>
		Black <input type="checkbox"/>	<input type="checkbox"/>	Other <input type="checkbox"/>	<input type="checkbox"/>

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Thomas Benjamin trbenjamin@mosquito.net.com 907-347-4805	no company - public	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Lala Malletto 907-378-6721		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Jan Van Hoornissen 907-687-4348		Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
DAVID BREWSTER DAVIDBREWSTER@YAHOO.COM		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
MARY FARRELL mrfarrell1777@gmail.com		Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Don Gulligan	FASB	Female	<input type="checkbox"/>	Male	<input checked="" type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Kayla Smith Constantine Zuchel	BGT <i>Wine</i>	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Public Meeting Sign-In Sheet

Meeting: Alaska Richardson Steese Corridor Action Plan - Draft Plan Public Meeting

Date: May 1, 2024

Location: Fairbanks, AK - Carlson Center

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities (DPT&PF).

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Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Tammy Maxwell 2coldinalaska@gmail.com	N.P.	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
Rita Leake trader@aweaale.com	Fae	White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
Jean W James@gmail.com	Jean W James	Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Tray Charles - Sns	ridx@gci.net	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Jane VanHoo Missen	jvh@gci.net	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Emily HIKES	FAIRBANKS, AK	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Meetings

Public Testimony Sign-Up Sheet

Testimonies will be heard in the order per the sign-up sheet.

	Name	Organization
1.	Lou Brown	SELF
2.	JOHN COOK	Self
3.	Seena McQuinn	Self
4.	Joan Frank	
5.	Christina Moore	self
6.	Patricia MacDonald	Healy Lake Village
7.	Tracy Charles Smith	Dot Lake Village
8.	Sharon Alden	Self
9.	Jean W James	self
10.	Diann Darnall	Self
11.	Deborah Ryan	Self
12.	Sue Wilken	self
13.	Emily Hikes	self
14.	Judy Shiffler	self
15.	Patrice R. Lee	Self
16.	ROBIN DALE FORD	SELF
17.	Sue Sprinkle	SELF
18.	David DeLong	SELF
19.	James Rogan	Self
20.	Mary Fenno	self

Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Meetings

Public Testimony Sign-Up Sheet

Testimonies will be heard in the order per the sign-up sheet.

	Name	Organization
21.	Darla Theiser	Retired
22.	Jeanne Olson	Citizen of Alaska
23.	Allyson	N/A
24.	PHILIP S. MARSHALL	RETIRED
25.	Don Pendergraft	Retired
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It is the policy of the DOT&PF that no person shall be excluded from participation in or be denied benefits of any and all programs or activities we provide based on race, color, sex, age, disability, or national origin, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Association and State of Alaska funds.

Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Meetings

Public Testimony Sign-Up Sheet

Testimonies will be heard in the order per the sign-up sheet.

	Name	Organization
41.	Michael RORDAN	
42.	WENDY STIFFLER	_____
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Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Meetings

Public Testimony Sign-Up Sheet

Testimonies will be heard in the order per the sign-up sheet.

	Name	Organization
61.	Leanna Shields	
62.	Gabriele Larry	
63.	Dana Platta	
64.	Frank Williams	
65.	BOB McHATTIE	
66.		
67.		
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Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Meetings

Public Testimony Sign-Up Sheet

Testimonies will be heard in the order per the sign-up sheet.

	Name	Organization
81.	Ratie McClellan	
82.	Pamela A Miker	self
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Public Meeting Sign-In Sheet

Meeting: Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Review

Date: April 30, 2024

Location: Tok, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities (DPT&PF).

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Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Alicia Kotman Shirley Marshall ↓ P.O. Box 406 ↓ Sam Jennings srjennings@gmail.com 509-671-6947 3569 Mandeville Loop North Pole 99705	PO Box 35 Tok AK 99788 P.O. Box 406 TOK 99780 Mile Post 1318 Alaska Highway ironagereclamation@aptalaska.net	Female	<input type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Mike & Jill Yryana jillyryana@gmail.com William Anteman William Anteman Self Bill Walden	PO Box 555 Tok AK 99780 PO Box 14 Tok Box 14 TOK Self PO Box 721	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>
Susie Calderwood Lisa Conrad Brad Heisterman	Box 831 Box 282 PO Box 913 TOK AK 99780	Female	<input checked="" type="checkbox"/>	Male	<input type="checkbox"/>
		White	<input checked="" type="checkbox"/>	Hispanic	<input type="checkbox"/>
		AK Native	<input type="checkbox"/>	Asian	<input type="checkbox"/>
		N. American	<input type="checkbox"/>	Pac. Islander	<input type="checkbox"/>
		Black	<input type="checkbox"/>	Other	<input type="checkbox"/>

Alaska Richardson Steese Highways Corridor Action Plan - Draft Plan Public Meetings

Public Testimony Sign-Up Sheet

Testimonies will be heard in the order per the sign-up sheet.

	Name	Organization
1.	Shirley Marshall	Self
2.	Susie Calderwood	Self
3.		
4.		
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2
3
4 ALASKA RICHARDSON STEESE HIGHWAYS

5
6 CORRIDOR ACTION PLAN

7
8 PUBLIC COMMENT PERIOD

9
10
11
12 Thursday, May 2, 2024

13 Community Center

14 Delta Junction, Alaska

1 THURSDAY, MAY 2, 2024

2 DELTA JUNCTION, ALASKA

3 5:30 P.M.

4
5 PUBLIC COMMENTS

6 JUDY FERGUSON: My name is Judy Ferguson,
7 F-e-r-g-u-s-o-n. I've been here for 59 years.

8 Topic: Where is DOT's budget for 2025 and
9 2026 coming from maintenance and operation of the Alcan,
10 Richardson, and Steese as a result of contracting to run
11 behemoth trucks every 12 minutes 24/7 for 5 years and
12 beyond?

13 A federal government in debt by \$36 trillion
14 can't pay the astronomical budget that will be required
15 for the destruction of our subarctic roads throughout the
16 risk of earthquake, permafrost, and sandy terrain.

17 And then subtopic: What has been engaged
18 regarding our public highways is complex and without
19 assured funds for M & O of our highways and is
20 unsustainable.

21 So I did this in several points, so Number 1:
22 There has never been an industrial extraction project for
23 which the company has not been required to pay a toll for
24 the use of a public road, or to build its own access road,
25 and who has not been required to repair any damage to said

1 roads.

2 Number 2: We live in the subarctic. The
3 Alcan and the Richardson Highways were built in the 1940s
4 and 1950s with some updates in the 1960s. The technology
5 for that type of road construction is NOT that of today's
6 construction technology. And I would say that the numbers
7 of cost that Randy quoted for redoing the pavement is with
8 the old technology. Because if they were to use fabric,
9 it's far more expensive, and that is the ideal pavement
10 construction.

11 Number 3: Recent construction -- and this
12 addresses that. Recent construction done to the south on
13 the Richardson Highway running through the Alaska Range is
14 far better and uses fabric to keep the underlying strata
15 of rock from shifting. The result is superior strength
16 and stability. This technology also costs a lot more per
17 mile.

18 Number 4: The geological bed underlying the
19 Richardson Highway, particularly from Delta to Fairbanks,
20 crosses at least three sheer plates that shift. Notably
21 at Milepost 297, with another unstable area at Banner
22 Creek. A million dollars was spent on the Banner Creek
23 area. Another shifting zone is ascending the road to the
24 view of Birch Lake.

25 The stretch from Delta to Fairbanks crosses

1 permafrost, sand, and earthquake zones. The existing road
2 is asphalt on rock with no fabric to keep the underlying
3 rock from shifting due to freezing, thawing, erosion and,
4 of course, you know, earthquakes. And now 82 tons per
5 every 11 to 15 minutes driving north and south. Not only
6 is the Kinross/Black Gold traffic increasing the abuse to
7 the fragile roads, but there is also the essential traffic
8 of double-trailer oil tankers and many semis hauling heavy
9 construction vehicles on the road. And this is not to
10 mention the many other trucks, tourist traffic -- okay I'm
11 going to go on.

12 What happens when DOT Band-Aids DOT fail and
13 our roads slowly grind to gravel? What is the DOT budget
14 for FY-25 and -26? There won't be any more federal dollar
15 infrastructure handouts by a government, as done under
16 Biden in July 2023, which the government is 36 trillion in
17 debt to fix roads whose destruction was foisted on us.

18 Government is reactive, not proactive.

19 Anyway, the bottom line is, is that we're
20 going to have to live through the awkward painful time
21 period when the government finally reacts to what should
22 have been done before this whole, in my opinion, idiotic
23 contracting was engaged in. So it puts us in a very tough
24 place.

25 Where will the money come from? Will the

1 federal government step in and nationalize our roads?
2 Will the Alaska government tap the PFD through AIDEA and
3 so forth.

4 Government is reactive, not proactive. The
5 public will suffer as the highways disintegrate, and while
6 the government decides to react and try to play catch-up.
7 In the meantime, rate of production must be maintained for
8 Kinross, an industrial corporation who must meet their
9 production demand. The only alternative for them will be
10 to increase a number and frequencies of the trucks to keep
11 up their bottom line.

12 Governor Dunleavy and Alaska Department of
13 Highways and PF have put their feet in a sticky wicky.
14 Are the oil companies and the mining corporations going to
15 build us super expensive super highways? Or will the
16 federal government step in and nationalize our roads? Or
17 will the Alaska government in the form of AIDEA -- Alaska
18 Industrial Development and Export Authority -- start
19 draining the PFD?

20 Number 7: The people think because trucks
21 start rolling that happy days are here again. But are
22 they?

23 Each truck hauling ore is each one carrying
24 the potential gross revenue of about \$32,500 of gold value
25 per truck times 60 loaded trucks per day. But yet,

1 Kinross is not required to pay for maintenance and
2 operation for the damage they are incurring. Also my
3 understanding is that Tetlin is getting only 3 percent of
4 Kinross profit for which they will pay for hundreds of
5 years on their ancestral lands in acid draining residuals.
6 And of course, the Black Gold trucks don't fill up their
7 gas tanks in Delta. That's at least as far as I
8 understand.

9 Number 8: Two respective Black Gold drivers
10 said the following: "Regarding Milepost 297, where the
11 sheer plate is, Richardson Highway, I hope that one day I
12 don't slide into the Tanana River." Yeah, really. I
13 wasn't even aware of how vulnerable that was until all of
14 this came in.

15 And another driver, who is from Florida, said
16 because Kinross/Black Gold's policy is "local hire," "We
17 are not allowed," the driver said, to take time off and go
18 home to see our family for a week or two. We have to work
19 till we drop and then quit if we want to go home."

20 Number 9: The precedent is being set for
21 precious metals and rare minerals extraction companies to
22 have a free pass using and abusing our public roads.
23 Alaska political cronyism has given away our fragile
24 corridors, which begs the question "why?"

25 Last of all, Kinney Engineering and DOT's TAC

1 committee were supposed to fully communicate and resolve
2 these unsettled issues of our inadequate bridges and
3 highways, pull-offs, safety issues of passing lanes and of
4 school buses before the ore extraction project began.
5 However, DOT's TAC committee was abruptly shut down, and
6 the result was today's glaring gaps.

7 And I do have a documentation of several
8 pages. I have a few handouts left that are over there on
9 the table which Randy graciously allowed me to do. And
10 they cover the gaps that Advocates for Safe Alaska
11 Highways painstakingly and diligently reviewed.

12 I do have a few things if you are wanting to
13 hear any more.

14 WAYNE HUNT: Good evening. My name is Wayne
15 Hunt, H-u-n-t. I live here in Delta. I've lived here on
16 and off since 2004. Been in Alaska since '99. And I
17 don't have a prepared speech. This is impromptu; I
18 probably won't go the whole three minutes.

19 But I do want to say that I think that there's
20 probably a lot of justified concern over just the way that
21 this project has rolled out as it was mentioned. You
22 know, these ore trucks are rolling. They already have
23 almost full loads. And it seems like the community hasn't
24 had the ability to really get resolution to a lot of the
25 concerns that you brought up before -- you know, before

1 the ore started rolling. I think a lot of us have, still,
2 questions that -- the ones that have been around here for
3 10, 15 years, you know, the state with the prodding of the
4 National Guard and the military with standing up the
5 Donnelly Training Area after, you know, the BRAC, the
6 closure, and then realignment for missile defense, there
7 was \$188 million project that was completed ten years ago
8 to build a railroad bridge in Salcha across the Tanana,
9 and that was supposed to have a rail spur to bring
10 military vehicles down to the Donnelly Training Area to
11 train and to keep that dangerous traffic off the road,
12 especially in the winters when you basically have a lot
13 of, like, 18-year-old, you know, young kids in the
14 military who PCS's up to Alaska and are used to driving
15 places without ice and snow. Now they're in a 5-ton or
16 more vehicle in a convoy driving down the Richardson
17 Highway.

18 So a lot of people, I think, have valid
19 concerns over why did we spend almost, you know, \$200
20 million on a bridge and not a single train has gone across
21 that bridge since then. And that project, if it would
22 have been continued, could potentially, you know, have
23 helped out with transporting ore.

24 The next thing I'd say is it was mentioned
25 that the Alaska highways are interstates, and they may be

1 considered that. But we all know that they're not, you
2 know, the interstate system in the Lower 48 is primarily
3 constructed with reinforced concrete. And so the road
4 beds and the road, the pavement themselves nowhere is
5 anyplace near what those roads were constructed to be able
6 to handle.

7 The area around 297, you know, if you look at
8 the sub- -- so you discussed the pavement of the road, but
9 the road bed is inadequate, and it's inadequate because
10 underneath it -- how did I actually do three minutes?

11 Because underneath of that road bed there is
12 basically stratified layers that the joints dip toward the
13 river, and that's why it creeps. And the more you put
14 those dynamic loads, you know, on there frequently, the
15 more it's going to -- the faster it's going to creep.
16 Anybody who's been back and forth to Fairbanks can see on
17 the uphill side that the lane where the trucks are loaded,
18 it's deteriorating faster than the unloaded lanes.

19 So there are things beyond just the pavement
20 that need to be addressed in some places. The road bed
21 needs to be completely reconstructed or it's going to
22 degrade to the point where it's not a -- it will be a
23 necessity to reconstruct the whole road bed. So earlier
24 is better.

25 I think that's all I've got. Thank you.

1 PAM GORMAN: Hello. My name is Pam Gorman,
2 G-o-r-m-a-n. I live in Big Delta. And I'm really -- I'm
3 coming as a very much of a lay person. Only because I
4 made a comment about observations, and I just wanted to
5 mention it. Most of you probably could exactly say the
6 same thing I'm going to say.

7 I have occasion to drive to Fairbanks two
8 times a week in a private passenger vehicle. I have
9 noticed a significant difference in the roads since we
10 were -- since before this started. Dramatic differences
11 in the -- and I realize, based on the presentation, it has
12 a lot to do with the material that's in the road, but
13 nevertheless, we're having to face it.

14 And the other thing I wanted to mention is
15 that coming and going, we've had occasion to keep track of
16 how many trucks we pass. And coming from my home in Big
17 Delta into Delta, very recently, within five minutes,
18 there were four trucks coming my way. Now, I'm sure
19 there's reasons for that happening, slow downs, whatever.
20 But that's not in our mind what we thought would happen.
21 And so it's just worth commenting on, and perhaps paying
22 attention to it.

23 Anyway, that's all I had to say. You probably
24 could have said exactly the same thing.

25 (End of testimony.)

C E R T I F I C A T E

STATE OF ALASKA)
) ss.
FOURTH JUDICIAL DISTRICT)

I, Crystal D. Thompson-Bartlett, Court Reporter and Notary Public duly commissioned and qualified in and for the State of Alaska, do hereby certify that the foregoing proceedings were taken electronically before me and thereafter reduced to typewriting by me or at my direction.

That the foregoing transcript is a full, true, and correct transcript of the proceedings, including questions, answers, objections, statements, motions, and exceptions, made and taken at the time of the foregoing proceedings.

That all documents and/or things requested to be included with the transcript of the proceedings have been annexed to and included with said proceedings.

That I am not a relative or employee or attorney or counsel of any of the parties in these proceedings, nor a relative or employee of such attorney or counsel, and that I am not financially interested in said proceedings or the outcome thereof.

IN WITNESS WHEREOF, I have set my hand and affixed my Notarial Seal this 17th day of May 2024.

CRYSTAL D. THOMPSON-BARTLETT
Notary Public for Alaska
My commission expires: 9/15/2026

In The Matter Of:
*Alaska Richardson Steese Highways
Corridor Action Plan*

*May 1, 2024
May 1, 2024
Public Comment Period - Fairbanks, Alaska*

*Crystal Thompson Court Reporting Services, LLC
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1 MS. LOU BROWN: Okay. My name's Lou, L-O-U, Brown. I live
2 here in Fairbanks out at Goldstream. First I want to thank Kinney
3 Engineering and the members of the transportation advisory
4 committee for their efforts to create the ARS action plan.
5 Creating workable options for addressing the very real dangerous
6 proposed to the traveling public by Kinross and the Manh Choh ore
7 haul plan require extreme commitment and, no doubt, considerable
8 patience so thank you.

9 Insofar as they go, I fully agree with the many and varied
10 recommendations made to increase safety for drivers and children by
11 technological innovations, improved lighting and so on. I also
12 agree with the need for improving driving conditions for the public
13 through the expansion of passing lanes, slow vehicle turnouts and
14 increased maintenance. These are expenditures of which I would
15 fully approve if they were to be paid for by the state to benefit
16 only the public. In this case, however, it is a private
17 corporation, Kinross, who will benefit financially from expensive
18 upgrades, bridge replacements and additional maintenance costs.
19 This observation leaves me to my two suggestions for improving this
20 already quite complete report.

21 First, since money is usually the first question asked in
22 any enterprise, I suggest that the cost analysis for maintenance
23 and operations, road improvements, bridge replacement and so forth
24 without the ore haul be compared side by side with costs resulting
25 from the ore haul on page 1 of the report. In other words, put

1 that -- put those numbers first front and center. Most these
2 comparisons from the end of the report and the appendices up front
3 and center so that legislators and members of the public can see
4 how much of a public benefit Kinross is counting on from the state.

5 Second, since Kinross will realize significant profit from
6 the Manh Choh Mine which it could not do without using and damaging
7 our public highways, Kinross should be held financially responsible
8 for some percentage of the additional maintenance and operation's
9 costs that the ore haul will certainly incur. I suggest that DOT
10 and Kinney place front and center in the report, a recommendation
11 to our legislators that a surcharge be levied against all heavy
12 users of our public highway infrastructure.

13 On a final note, I'd like to add that there are those who
14 say that the state earns income from gold mining making the danger
15 and inconvenience to those of us who reside in the state worth our
16 while. To those who make that argument, I say have a look at the
17 income streams that fund our state. There you will see that
18 mining, not just gold mining but all mining, comes in dead last as
19 -- at less than one-half of one percent of all income sources into
20 the state.

21 Kinross is already poised to make a fortune in Alaska. We
22 don't need to pay for their use of our roads into the bargain. One
23 second left. Did you see that?

24 MR. JOHN COOK: My name is John Cook, C-O-O-K. I'm a
25 resident of Salcha, Alaska. I'm here testifying in a personal

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1 capacity. I was part of a group that met with Governor Dunleavy,
2 Commissioner Anderson, Representative Cronk and Senator Bishop and
3 Kinross approximately two years ago. At that time, those in
4 attendance agreed that an independent study would be performed
5 under the Open Meetings Act that address safety, costs, liability
6 and environmental.

7 I participated in this process since its genesis. I could
8 tell you what we've ended up with is largely a DOT-directed process
9 where independent analysis hasn't been done on critical components
10 including the bridges, several of which are in dire condition and
11 other major components that just haven't been addressed at all
12 independently.

13 The biggest thing that Mr. Kinney didn't talk about this
14 evening is that none of the recommendations in the report, capital
15 or MNO, have been implemented or will be implementable in the near
16 term. The federal highway dollars of which there's about a billion
17 dollars worth of needs identified in this report, a grand total of
18 one project is near term scheduled to be funded in the STIP which
19 is the federal highway dollars and the federal government that pays
20 90 percent of these -- for 90 percent of these projects. It's the
21 Johnson River Bridge.

22 So none of these things that are recommended in this report
23 are going to be constructed before the supposed 4-1/2 year, you
24 know, end of the mine life.

25 With regard to MNO at \$10 million a year, I can tell you

1 how much DOT thought about MNO obligations this year. They did not
2 budget one penny in fiscal year '24 for any maintenance. They did
3 not budget one penny or one position in fiscal year '25 thus far.
4 The budget's still out there but there's been no money in either
5 the House or Senate version of the budget or the Governor's budget
6 to add any money for MNO. So these needs that are accruing right
7 now -- and if you drive in the northbound lanes, any of this
8 corridor, you can see the road damage signs, the asphalt falling
9 apart. There's no money budgeted for it.

10 So, you know, this plan if DOT had any intention of relying
11 upon this, it would have waited to start operations until this plan
12 was completed. Instead, things started in October. DOT still has
13 no plan. What they do with this beyond maybe using some of the
14 cost assumptions I don't know but it has been a failure of the
15 state and federal government to fulfill regulatory responsibilities
16 and to be financially responsible with public highway funds.
17 They've failed us to date. I hope they have a plan. If they do,
18 I'd like to hear it one day because this one that's here is not
19 implementable.

20 MR. SEAN McGUIRE: My name's Sean McGuire, M-C-G-U-I-R-E.
21 I live on Birch Hill. So, yeah, I want to thank Randy Kinney. I
22 mean, this poor guy, he is caught between a governor who is
23 pitching this project with all his force and his agency against the
24 public who appears not to want it. So thank you, Randy, for --
25 it's been -- I'm sure it's been a huge pain.

1 So one thing I want to say is there was a study done by
2 Kinross, I think, before this whole thing, you know, started and it
3 was -- they did a study between having the ore processed down there
4 or up here and it turned out the ore processing down there would
5 have been more expensive. It would have taken about, I think, two
6 years to pay off.

7 Now, the thing is that was when gold was like \$18 an ounce.
8 Now it's \$2,200 an ounce so that would be down maybe to a year. It
9 would only take a year for them to pay off that plant but why
10 wouldn't they do that? Well, because the state is going to pay,
11 you know, for all the maintenance on the roads and, you know, it's
12 like well, okay, they're going to do it. So to me that was -- the
13 other thing about that is, you know, this ore they're bringing up
14 here is highly toxic, acid mine drainage. It's really nasty stuff
15 and it's going to be put square in our watershed that's going to be
16 a danger for -- basically forever. They didn't want to have it
17 down there where they were. The people down there didn't want it.
18 They don't want their toxic stuff down there. Hey, let's give it
19 to somebody else. So that to me was very shaky.

20 Secondly, it just became clearer and clearer as this
21 process went on that Dunleavy was behind this forcing DOT to push
22 this project and I'll give you a couple of examples. The TAC
23 meeting. There was a couple meetings, one of which they opened it
24 up to the public for testimony. That testimony in an incredibly
25 broad range of forces up here in the Interior, many of which I have

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1 personally been fighting against -- that's how broad this coalition
2 is -- there was -- the meeting ended up being, I think, 42 to zero.
3 People said no, we don't want this. Forty-two to zero. I have
4 been involved with hundreds of meetings and hearings and I've never
5 seen something like 42 to zero.

6 So that was one thing and then shortly after that, they
7 decided -- DOT decided we don't want any more public hearings at
8 the TAC -- public participation at the TACS meeting.

9 Finally, the bridge over the Steese, DOT said we can't use
10 that bridge because it's the weight. It's too much weight and then
11 when they found out they couldn't take another route, they suddenly
12 came back and said oh, I guess we re-did the numbers, we can do it.

13 MS. JOAN FRANZ: Hi. My name is Joan Franz, F-R-A-N-Z, and
14 I live in Goldstream. As a 44-year Alaskan resident and a
15 healthcare provider, I'm asking the transportation advisory
16 committee, FAST and the legislature to please stop this rapid push
17 to create an ore haul road out of public highways. Each state
18 worker and government official is required to make decisions first
19 and foremost that do not jeopardize in any way the public health
20 and safety of Alaska's citizens. The ore haul plan endangers
21 anyone traveling on the road with these black gold oversized weight
22 killing machines. This corridor includes federal highways with a
23 weight limit of 80,000 pounds. Who requested this unsafe waiver?
24 Kinross stands for greed, not caring, as they demand that we
25 subsidize their private business, rob the state coffers of a

1 majority of the once in a lifetime infrastructure monies to fund
2 their business, destroy our highways and bridges and poison our
3 land and waterways for a noncritical mineral.

4 The highly acidic ore can be profitably processed on site
5 in Tetlin though this greedy foreign company does not want to
6 follow regulations nor complete environmental studies nor respect
7 the overwhelming no to their unsafe plan. If given the opportunity
8 now, this precedent will destroy our state. Many steps were
9 omitted, illegally bypassed and decisions expedited by government
10 officials. These ore trucks are refusing to use the bypass on the
11 Chena Flood Control Project Bridge because it would slow them down.
12 The bridge was not designed for this truck load limit. Why is DOT
13 not -- why is it allowing this to happen? We need an independent
14 structural engineering company to evaluate a safe load limit for
15 the bridges, each of the bridges, and enforce the load limit.

16 A double trailer weight and reaction time to brake make any
17 roadway unsafe. Use a single trailer with a load limit of 40,000
18 pounds. The public should have access on the DOT website for a
19 monthly report on highway and bridge damages on the entire
20 corridor. Damage has been photographed and recorded by citizens
21 using these roads and it doesn't seem like that's being publicly
22 exposed to let us know how much damage is being done. How are you
23 going to avoid what happened this winter on an icy hill? I'd love
24 to hear an answer for that.

25 Phase 1 is a four to five-year as initially presented but

1 Phase 2 says 10 to 20 years of extremely unsafe and damaged roads
2 and bridges. This surely demands mill processing of ore on the
3 mine site. Legislators, don't throw up your hands and give into
4 this. Establish safe and reasonable truck load limits. Anyone who
5 does not speak up is culpable for the maiming and killing that will
6 happen. It is an economic disaster for tourism and long-term
7 effects to our fish, water, land and air and we do need this to be
8 studied and a better plan put in place. Thank you.

9 MS. CHRISTINA MOORE: May I ask two questions before I
10 speak because they are -- I'm Christina Moore, M-O-O-R-E. I live
11 in Fairbanks. No. 1 question is are these trucks actually leaving
12 at the 15-minute intervals that they're supposed to be? And, No.
13 2, do these trucks have radios in them so drivers can communicate
14 and could I be answered these questions right now, please, because
15 they pertain to what I'm going to speak to?

16 Okay. I'll just wing it. Do these trucks have radios in
17 them so these drivers can communicate with each other? Okay. So
18 the first thing I would like to speak to is one thing that people
19 have -- were concerned about, have been concerned about, is the
20 weight of these trucks and we were reassured. Oh, the 16 axles,
21 they will be safe. Their weight load, the axles are designed for
22 the weight load bearing.

23 Well, this weekend, I had a great view of the Steese
24 Farmer's Loop Intersection. I personally saw three loaded trucks
25 with the axles off. The axles don't do a lot of good if they're

1 not all on the ground.

2 The second thing I would like to bring up is why I asked
3 about the 15-minute intervals and do these people have radios in
4 their trucks. Five trucks spun out on one hill, five. Five. If
5 they're leaving at 15-minute intervals, if they have radios in
6 these trucks when the first driver spun out, he should have got on
7 the radio and said yo, guys, I'm spun out up here, why don't you
8 hold off until I can get unstuck? Why did that not happen? Why
9 did five trucks spin out? It's ridiculous. This is a dangerous
10 thing.

11 And what happens when they -- this spin-out happened in a
12 late winter snowstorm, a few inches of snow on the ground. What's
13 going to happen when we have inches and inches? They spin out on a
14 hill and God forbid they can't stop, they can't get stopped and
15 they can't throw chains and they slide backward into half a dozen
16 oncoming people. It's going to happen. It's going to. It's just
17 a matter of time and how many people are going to have to die
18 before people wake up and realize it's not worth it for us to line
19 the state's pocket. The people of Alaska are getting nothing from
20 this project, nothing. Thank you.

21 MS. PATRICIA McDONALD: Good evening, my name is Patricia
22 McDonald and I am with the Healy Lake Village Council and I'm from
23 Healy Lake, Alaska. I reside here in Fairbanks and I was a member
24 of the TAC committee.

25 I'd like to start off by saying at the beginning of this,

1 you spoke about commercial use, the trucks being used for
2 commercial uses. This is not part of my testimony. These trucks
3 are not being used for commercial use, they are being used for
4 private use.

5 The Alaska Highway and the Richardson Highways are public
6 highways and, as Alaskans, are we okay with our highways that are
7 publicly funded being utilized by a privately-owned Canadian
8 company? Kinross Gold is a Canadian-based company. I'm curious,
9 having grown up in Tok, Alaska, why these trucks that are coming
10 out of Tetlin aren't taking a right and heading south into Canada
11 to have their gold processed in Canada.

12 Further, I'm curious why we, as Alaskans, are not concerned
13 about a Canadian-owned company monopolizing our state resources and
14 putting our children, our futures at risk with these trucks. The
15 TAC was formed to provide input on the corridor action plan yet on
16 October 19th, I made a motion and it was second and it was voted on
17 and it passed asking the State of Alaska to do two things. One, we
18 asked them to define commercial versus industrial truck hauling.
19 We were denied.

20 We also asked the Department of Transportation,
21 Commissioner Anderson, to hold off on allowing any trucks to be
22 able to begin hauling ore until this corridor action plan was
23 completed and recommendations were implemented. Not only were we
24 denied but the TAC was then halted and no longer allowed to meet
25 publicly. That is a direct manipulation of Commissioner Anderson

1 and our Governor. Thanks, Governor Dunleavy.

2 Weight to power ratio and safety. The B-train is 162,800
3 pounds and runs at 565 pounds of horsepower. Tractor trailers are
4 up to 80,000 pounds and run between 140 and 292 horsepower. I am a
5 CDL Class A truck driver. I've driven our highways here in Alaska.
6 I've driven the ice roads up north on the North Slope and I would
7 like to understand how it is okay to run these trucks with
8 Tenderfoot without any sort of safety plan in place.

9 As we know because there were five trucks that had problems
10 on Tenderfoot this winter, it is a risk and we are putting Alaskans
11 at risk. In the initial report that we received at the TAC, we
12 were told that there were going to be 230 crashes during our
13 service and now the report today lists 250. So, apparently, that
14 number has increased. Why aren't we asking, as Alaskans, why these
15 crashes are okay? Why are we okay with knowing that we travel
16 these roads and it could be ourselves, our children, our
17 grandchildren or our parents in an accident.

18 Baseline soil and water testing we asked for for the
19 chemicals that seep into our water and soil and we were denied,
20 speaking of which, Kinross says they are safe covered loads. Have
21 any of you run the northbound lanes? There is ice -- or, excuse
22 me, there is ore all along the northbound lane. Why this Canadian
23 company isn't covering the cost of repair of roads I don't
24 understand. We are not going to carry the cost of their for-profit
25 organization or are we because we have a choice.

1 Finally, why are we, as Alaskans, not holding Governor
2 Dunleavy and DOT Commissioner Anderson accountable? We have a
3 right to ask them to be accountable. Let's do that. Thank you.

4 MS. TRACY CHARLES-SMITH: Tracy Charles-Smith, President,
5 Native Village of Dot Lake. I am here on behalf of my 170 tribal
6 members who live 171 miles south of Fairbanks. Everything that
7 John Cook has said and Patricia McDonald, I back them a hundred
8 percent. We are seeing these trucks in realtime. They are not
9 spaced apart. They are not even going the speed limit. They're
10 not letting tribal members pass and they're passing each other on
11 the Robertson River Bridge. We have tribal members, if they see a
12 truck coming, they have video of them across the yellow line.

13 So on my phone, I get a ding every time a Kinross B-train
14 passes our village and I get a video that shows me how far apart
15 they are. So our safety is not being considered so at a tribal
16 meeting and at a meeting last week with Patolla in Delta, people
17 were asking this is dangerous. The roads are crap. I mean,
18 whatever budget you have, triple that because they are crap all the
19 way to Tok, Tok to Fairbanks, really horrible from Dot Lake to Tok.
20 So whatever budget you have, triple it because it's not going to
21 go.

22 So these bridges are not going to be fixed in time. So our
23 tribal members said this is dangerous, somebody's going to die.
24 Our vice president said "Well, according to the Kinney report,
25 there could be 10 crashes and 10 fatalities but none of you guys

1 get to pick straws." So this is a mess. This is unsafe,
2 dangerous. There's toxic ore falling all over the roads and
3 there's not enough money in the state's budget to fix any of it.

4 I see DOT's crews out there patching up. They look pissed
5 off as hell. Thank you.

6 MS. SHARON ALDEN: My name is Sharon Alden, A-L-D-E-N. I
7 live in Fairbanks on Birch Hill. I would like to echo just about
8 everything that has been said before me and been said much clear --
9 more clearly and authoritatively than I could but I want to talk
10 about the maintenance and the asphalt deterioration. You know, as
11 you just heard, things are falling apart now and when we look at --
12 when you looked at the increase in traffic and increase in
13 accidents, did you take into account increase in accidents from the
14 deterioration of the roads, not just vehicle and vehicle but
15 because of potholes and the asphalt falling apart, essentially?

16 The other thing I wanted to mention, Phase 1 is five to 10
17 years. If this ore haul is allowed to continue and the state picks
18 up the bills, there is nothing that prevents another and another
19 and another mine from using our public highways as their industrial
20 roads to take ore in this same fashion so these calculations that
21 have been done at another ore haul of equal magnitude and maybe
22 another and maybe another and see how those numbers play out and
23 what costs our state is expected to bear for profits of private
24 companies from other countries that are contributing very little to
25 our state. Thank you.

1 MS. JEAN W. JAMES: Jean W. James. What -- oh, Fairbanks,
2 Alaska. I agree with all have been said so far. I just want to
3 say I don't think we should be doing this, period. I mean, they
4 shouldn't be driving the trucks on that road. I've spent a lot of
5 my years dealing with going up the Haul Road and we had all kinds
6 of issues related to that but the one thing that hasn't really been
7 mentioned, in here, we talked about sight distance. You talk about
8 icy roads. I think icy roads are not the major problem. I think
9 the problem is our snow. Our snow is light, powdery and we get all
10 kinds of white-out.

11 What's going to happen, it's going to be bad enough for
12 whoever's behind the truck -- the trucks. It's going to be
13 impossible for the people who are trying to pass in the opposite
14 direction, totally blinding, absolutely blinding. That happened a
15 number of times just with a regular standard Ford truck in front of
16 me. It's scary and I think for that reason, we should never have
17 this happening.

18 Also, the -- talk about the difficulty of passing. Has
19 anyone ever tried to pass more than one car, maybe two cars? Do
20 you try to pass five cars which I understand is about the same
21 distance? And, as we talked about, who's paying for it? I think
22 we need to, one, increase the tax on our mining, all of our mining.
23 We hardly get any tax from it at all and, as we've pointed out, you
24 know, we don't have enough money for our school system. We're
25 terrible. When I first moved here years ago, schools were up at

1 the top. Now they're down, way down at the bottom, second from the
2 bottom. If we can't afford to take care of our school, how are we
3 going to afford to take care of the roads? Thank you.

4 MS. DIANE DARNALL: Good evening. My name is Diane
5 Darnall. That's D-A-R-N-A-L-L and I've been living -- I m on my
6 50th year living in Fairbanks and I'm hearing about all this going
7 on here and last summer, I go wow, I got to find out more about
8 this so I decided to take a trip and I drove down to Delta and then
9 on to Tok and crossed the highway and I really want to see this
10 before all this ore hauling starts. And it was really interesting.
11 There's just -- especially between, you know, Delta and Tok. I
12 mean, there was one road construction where they were making a wide
13 passing lane, just one. You wouldn't think they were -- I thought
14 there'd be a lot of construction, they're going to be replacing
15 these bridges, get them ready for all these trucks. No, there
16 wasn't any of that going on. It was quite shocking.

17 And, you know, just driving by Dot Lake, I've been there
18 many times, Dot Lake, and I'm thinking, you know, Dot Lake's got --
19 they got people living on this side of the road, they got people
20 living on this side of the road all the way through there. How are
21 they ever go back and forth, you know, with all these trucks going
22 by? How are they going to go and communicate? How are their
23 communities going to work? It's just like I just can't figure that
24 out so I was glad to hear those folks speak here tonight.

25 And so like, you know, once a -- oh, tourism is a huge

1 thing in this -- in our town. I work with the Alaska International
2 Senior Games and we are recruiting seniors to come here. A lot of
3 them drive up this highway in their little RVs. This is their
4 Alaska dream, some of the bucket list, you know, and I'm going
5 across like the big -- the river -- the bridges there and like, you
6 know, the one that's got its -- all the, you know, metal across the
7 top and everything so really narrow. I'm thinking these trucks
8 coming across and then RVers going across, how's that really going
9 to work, you know? I think it's going to shut down tourism. As
10 soon as the word gets out, tourists are not going to want to come
11 to this state and that's a big economical issue that we have.

12 So -- and I'm thinking like I'm recruiting people to come
13 to North Pole, let's do horseshoes and run in the races at the lake
14 and, you know, like is this really a good idea to be recruiting
15 seniors to drive out to North Pole with all those trucks on the
16 highway and going back and forth? I mean, like I'm just having to
17 think about do I really want to have those sports anymore, you
18 know, those in those conditions in those places. So, anyway, got a
19 lot of ideas. I'm thinking like what are we -- and this is just
20 not a safe plan. He's already said there's no plan here. They're
21 -- we're still hearing and they're hauling truck ore. That's just
22 ridiculous. I think that's absolutely ridiculous that this state
23 has allowed them without the plan in place. And you have to think
24 about that. That's just -- that's obscene. I just can't believe
25 it's Alaskans and when you look back about this like 25 years from

1 now, you could look back. If we allow this as what's happening
2 right now, it's going to be "What were you people thinking? X
3 number of people died. These neighbors, they died." I mean, you
4 know? But then we have an alternative.

5 Of course, they built their own little place down there and
6 did their own ore'ing down there. They didn't have any trucks
7 hauling. Once they did that and we look at the 25 years, what's
8 that story going to look like. Yeah, we did it. Thank you.

9 MS. DEBRA RYAN: Hi, I'm Debra Ryan. Debra Ryan, R-Y-A-N.
10 I'm in Fairbanks since 1979, a homeowner since 1984, well before
11 Kinross came to town. Joy and Nordell Elementary Schools, two
12 anchors in their neighborhoods, are shut down. Kinross couldn't
13 save them.

14 I travel to Delta frequently and note mile marker and time
15 between these heavy ore trucks. My last trip last month, trucks
16 were traveling 12 minutes apart. They're not even fully geared up.
17 I've gone up and down the hills and sometimes they're gearing down
18 to 15 miles and our and I'm -- and, again, nice day, who cares, you
19 know, but these trucks cannot travel the speed limit.

20 This is an industrial haul. It's hauling ore. It's not
21 anything we can use. We can't eat it, we can't heat our homes with
22 this and it's on a two-lane road, for the most part. No other
23 businesses haul 365 days a year 24 hours a day every 12 minutes.
24 I've attended meetings at Pioneer Park, Carlson Center, LIO, Morris
25 Thompson, attended the fast planning meetings, the TAC meetings,

1 city council and the borough assembly meetings. People have
2 testified over and over again no. They've testified over and over
3 again Tenderfoot is a problem.

4 Military personnel, highway engineers, fire and safety
5 staff and the public all warned about heavy ore traffic especially
6 at Tenderfoot and yet this April 9th, KUAC reported traffic was
7 backed up in both directions for hours because of the ore trucks.
8 One truck spun out. There were trucks on both sides.

9 A tow truck was dispatched. Trucks had to be towed up the
10 hill. Ms. Rydell said it was very unique weather. Mr. Perault
11 said snow was a little bit unexpected. It's the Interior. It's
12 Alaska. It snowed today, May 1st.

13 There's fog, there's -- when these trucks pass even regular
14 traffic, there are white-outs. There's dangerous, delay,
15 frustration. This is a bad idea, does nothing to contribute to any
16 community along this corridor or the state. Our way of life, our
17 culture, our peace of mind and our safety is compromised every
18 single day, 365 days a year, 24 hours a day, 12 minutes in between
19 these trucks. It's terrible.

20 My simple question is why don't we just stop this? It's
21 unsafe, it's draining state dollars today and it will continue to
22 drain our state dollars.

23 MS. SUE WILKEN: My name is Sue Wilken, W-I-L-K-E-N,
24 Fairbanks and I've been here since '55. Thank you for the
25 opportunity to testify on behalf of children riding school buses in

1 Alaska on the Alaska Richardson and Steese Corridor. As the DOT
2 states on page XIII in the report, this study addresses the Manh
3 Choh ore haul and the impacts and concerns. This study -- DOT also
4 divests itself as having any ability to control but stop locations
5 and other entities and agencies have to address them. However, DOT
6 has given the green light to the ore haul even before the study was
7 finished and no other entity or agency has addressed school bus
8 stops.

9 Even though there were two members of the corridor action
10 plan, Mayor Bryce Ward and Borough Senior Transportation Planner,
11 Dan Galligan, neither one was interested in addressing school bus
12 stops. If our leadership does not have a safe school bus plan to
13 accommodate school buses stopping, then there is no safe ore haul
14 in the Richardson's -- Alaska Richardson-Steese Highway corridor.

15 In the Kinney report, page 21, there was stated public
16 concern about the B-train's braking characteristics and how they
17 will function on highways that are designed for other lighter
18 vehicles. The concern is founded in the belief that the length, 95
19 feet, and the weight, 165,000 pounds, prevents B-trains from
20 stopping in time to avoid crashes. Braking performance on ice and
21 snow were of significant public and committee interest especially
22 related to B-trains and school bus stops.

23 Kinney identified 47 school bus stops in our borough on
24 two-lane highways but that is actually 188 times a school bus will
25 stop at that stop for pickup and dropoff and for a high school,

1 middle school route and an elementary route. 188 times a school
2 bus will be stopping and all traffic coming and going is stopped
3 and flashing red lights.

4 Of our 47 stops in the borough, 23 of them or 92 times a
5 school bus will stop at that top, will be stopping when there are
6 icy roads and trucks will have difficult stopping in time to avoid
7 a bus stop conflict, according to Kinney. Gosh, should we be
8 worried?

9 Another concern is lack of illumination during winter
10 pickup and dropoff. Well, we do live in the subarctic. School is
11 in the dark, snowy, icy months yet no one had the foresight to be
12 able to accommodate school but stops into this ridiculous or
13 industrial ore haul plan. Black Gold promised communication with
14 district bus vendor. Only a little chit-chat has happened.
15 Nothing has been done and the trucks are rolling. As of April
16 16th, no conversation, according to the vendor has been -- Black
17 Gold spoke of during the corridor meetings. There no plan. This
18 is not a safe ore haul.

19 MS. EMILY HIKES: Hello. My name is Emily Hikes. That's
20 H-I-K-E-S. I live here in Fairbanks and I'm representing myself.
21 I'd like to express gratitude to the Kinney Engineering and Agnew-
22 Beck project teams for implementing this proposal to the best of
23 their abilities. I'd also like to thank those members of the
24 transportation advisory committee representing communities along
25 the corridor who offered their valuable time and experience and

1 were met with minimal resolutions and obfuscation form the Alaska
2 Department of Transportation. In contrast was the lack of
3 meaningful engagement from representatives of Kinross, the
4 perpetrator of this entire ordeal and to whom DOT has been
5 compliant at every turn.

6 Fort Knox's regional manager revealed the ore haul plan to
7 the public in 2022 offering examples of how Kinross would uphold
8 their primary corporate value which states "health and safety is
9 our No. 1 priority in the communities where we operate". Their
10 middle and said regional manager seems to have been the starting
11 point of a pivot away from this value and those promises to be a
12 good neighbor with only an ounce of the accountability showing up
13 in this very limited planning process.

14 I would like to note another set of values which were
15 conveniently set aside during the process, those of DOT. Their
16 very first value is integrity which they define as doing the right
17 thing even when no one is watching, doing what you say you're going
18 to do.

19 Alaskans did get this corridor action plan after some
20 pleading but so far, it has been all plan and no action. A great
21 deal has been decided behind closed doors where no one is able to
22 watch and with no plan happening or even able to happen at the
23 appropriate time and the ore haul has already commenced.

24 DOT's fourth value includes safety, a commitment to
25 safeguarding transportation system and users. How is this

1 safeguarding possible when there are significant forecasts of
2 increased severe crashes and deaths and disproportionately immense
3 weakening of our infrastructure for only five years of hauling?

4 If Kinross and/or DOT had taken the time to work out a more
5 thoughtful and sensible plan or Kinross hadn't held themselves
6 accountable to dealing with their own mechanisms for generating
7 profits instead of placing that burden on the rest of us, we would
8 not be fearing for our lives. Rest assured that if they had gone
9 through standard procedure and built their own mill, they would be
10 better neighbors and not forcing an entire region to be test
11 subjects for their experiment. This is not innovation nor is it
12 community forward and it is most certainly not safe.

13 As for the plan of the bare minimum, serious
14 reconsideration should be given, especially following the public
15 comment today and yesterday, tomorrow and through May 17th. It
16 should be revised for true alignment with core values of these
17 stakeholders so that safety and integrity are made a true priority
18 and the ore haul should be halted until appropriate actions are
19 taken. Please do better. Thank you.

20 MS. JUDY SHIFFLER: Okay. I'm Judy Shiffler. I live in
21 Fairbanks and Shiffler is spelled S-H-I-F-F-L-E-R. I had plans to
22 talk about the military and how we need to protect our Chena
23 floodplain bridge which is inadequate already for these hauls. We
24 have a very important military presence in the world, this area of
25 our Greeley, Eielson, Fort Wainwright and Clear, but I've changed

1 my testimony and I want to ask you this is the corridor action
2 plan. Which corridor are we discussing? This is just the start.
3 Fort Knox has published, Kinross has published, a map that has a
4 diagram that shows a circle of their future plans. They are -- how
5 many of you in this room have seen that -- okay. Let's talk about
6 that.

7 They're not talking about the one over by Tok, they're
8 talking about extending, going to Fort Knox -- that's their plan --
9 ore hauling. They're already working on a plan in Hatcher Pass
10 which will include the Parks Highway. The circle goes all the way
11 around by Anchorage and back up by Tok and then around. It's just
12 this nice circle. Livengood is included. We're talking about all
13 the road systems we know in the Interior and southcentral, all of
14 the highways. They are planning to bring the ore to Fort Knox.
15 It's a published diagram. It's just amazing. So the question
16 would be can we stop it now? Can we make things be listened to
17 because this is the very beginning.

18 And back to the military, we need our military to be able
19 to get from Greeley to Eielson, from Fort Wainwright to Eielson and
20 to Greeley. They are all interconnected strategically. They are
21 very, very important. That bridge, the northbound part of that
22 bridge, is not deemed safe now for those ore hauls going north, the
23 heavy ones. We need to be aware of all of this and make sure we
24 include the military in our concern. Thank you.

25 MS. PATRICE LEE: My name is Patrice Lee and it's L-E-E and

1 I live off Chena Hot Springs Road. I would like to associate my
2 thoughts with everybody who's spoken so far. I'm amazed at the
3 engagement and the eloquence of your testimonies.

4 This is the public review draft of the Alaska Richardson-
5 Steese Highway Corridor Plan. Where is the plan? What is the plan?
6 It isn't evident. I was researching especially in the executive
7 summary of the report looking for okay, how are we going to be
8 safer with this, where is the public involved in improvements that
9 will make our life better and safer? It's not clear how we will be
10 safer with an ore haul happening in between our public daily lives,
11 military missions, tourism, medical and normal commerce.

12 How can you have collected -- meaning, I guess, the Kinney
13 -- I've -- this is an honest question, how can you collect data on
14 trucks that are unprecedented? They've never been used anywhere
15 else, not the same trucks that are on our roads now. They're
16 absolutely new and there isn't any data to which you could have,
17 you know, compared them to other than general physics or general
18 this or that. That perplexes me. These trucks were specifically
19 designed for Kinross and they are unique.

20 Normally, to collect data, there has to be several years of
21 investigation about the specific item. We can't study a specific
22 type of bee by studying insects at large. What data was based
23 specifically for the Kinross trucks? Commercial business includes
24 all the trucks that bring goods and services to our communities.
25 These might include food, fuel and the Alcan construction equipment

1 and materials, et cetera, things that people buy and use.
2 Industrial use such as an ore haul go from Point A to Point B
3 without delivery of goods and services to the community. The roads
4 are used for the benefit of the company moving the industrial load.
5 In this case, 99 percent, .9 percent waste, and one-tenth of one
6 percent gold.

7 Most of the information included in the report supports the
8 status quo which greatly favors DOT who commissioned the report and
9 Kinross, which parts might end up in an action plan that outlines
10 how we, the traveling public, will be safer. I'm concerned about
11 serious gaps that weren't taken up by the TAC committee. These
12 include the independent analyses of the Steese Bridge over the
13 Chena River. Why hasn't this been done yet?

14 Why would we pay for a foreign mining company to import
15 gold to Fairbanks only to export it to Canada where we'll never see
16 what happens to the value of it? What currency might this gold
17 back? What wars or terrorism might be funded? Is the loss of our
18 gold to a foreign mining corporation in the billions of dollars a
19 matter of national security? I wish we could just get our own
20 legislators to even admit this one, this ore haul is a state
21 problem contributing less than one-half of one percent. Everything
22 is okay until it isn't. We can't wait five to 10 years for a
23 safety plan.

24 MS. ROBIN DALE FORD: Hi. Robin Dale Ford, F-O-R-D, and
25 I've lived in Fairbanks for 51 years on Friday. I'd like to thank

1 you for this opportunity and I agree with everything I've heard
2 tonight. It's wonderful to hear and be with people that agree with
3 me. I'm here today because I feel like I'm being negatively
4 impacted by greed for gold we don't need and I wish this whole
5 thing would go away.

6 A friend who practices environmental law said the Kinross
7 Manh Choh ore haul scheme was a textbook example of how an entity
8 like Kinross's first step is to get the public to believe in the
9 inevitability of the project. In the recent ARS CAP report, it
10 seems to me that there are still so many problems concerning the
11 ore haul, from flawed testing methods, grossly underestimated costs
12 to the state and public -- and not to Kinross, by the way -- no
13 good plans to accommodate the safety of school buses and motorists,
14 inconsistent contradictions about bridge ratings, no thorough
15 environmental impact considerations plus the constant deception
16 about the life span of the Manh Choh Mine and on and on. This
17 boondoggle should be far from inevitable.

18 Governor Dunleavy, Ryan Anderson of DOT and Kinross know
19 this and this is why these oversized Black Gold behemoth rigs that
20 are not allowed on public highways in the Lower 48 were purchased
21 months ago and deployed on our public roads and bridges before full
22 public processes were complete, pushing that smokescreen of
23 inevitability.

24 This is the biggest bamboozlement of Alaskans I have
25 witnessed in over five decades and I refuse to let this crazy plan

1 be inevitable. Let's continue together to steel ourselves against
2 this false mantra of inevitability and keep pressuring the state to
3 do the right thing for Alaskans' safety and well-being. Thank you
4 very much.

5 MS. SUE SPRINKLE: Sue Sprinkle, S-P-R-I-N-K-L-E, and I
6 live in Fairbanks. I want to thank everybody who's put the time in
7 to make this project public, I guess, and I would today that I am
8 speaking as a private citizen. And I also want to make it sure
9 that everybody knows I don't think anybody in the room here hates
10 mining and I don't think we dislike trucking but I just think this
11 project is irresponsible and a misuse of our public infrastructure.

12 I am concerned a couple ways. The construction of the
13 Chena Flood Project Bridge is being discussed as replaced and if
14 that gets done, it's going to be years before it gets under way. I
15 want to think about construction. It's going to be what, one lane
16 one way for years? And I can't imagine putting trucks on the road
17 like that. Design I think has been done but I'm not sure how long
18 this project is going to take because this four to five-year
19 project will certainly need that bridge and I think the target of
20 these years are getting concerning because what, I think we saw
21 decades now.

22 Over the time of that -- or this initial push, a billion
23 dollars is going to be asked of this State of Alaska and it's
24 unconscionable that that should go to our private citizens for a
25 Chena parse -- a Canadian company.

1 I am very concerned about the Steese Bridge over the Chena.
2 What was not a good bridge to use is now okay and I want to know
3 why. DOT hasn't answered that question. I want to know what
4 numbers are going to be looked at. I'm going to ask the city
5 engineer to ask for details on that bridge. Will they be looking
6 at it every year? Are they going to have inspections every year?
7 If that bridge fails through my downtown, those trucks are going to
8 have to go through downtown so I'm really concerned about that.

9 I'm also horrified to think that that -- those mountains of
10 rubble are going to go into the watershed or is EPA on this? I
11 don't understand why there's no permit to be discussed and I think,
12 again, I'm just watching our government entities fail us and I'm
13 part of a government entity. I'm just really horrified by this.

14 So, anyway, I'm just distressed and I hope we can do better
15 so thank you.

16 MR. DAVID DELONG: Hello. My name is David DeLong, D-E-L-
17 O-N-G. I live in Goldstream and I'd point out that a hundred
18 percent of the testimony here has been against this plan and
19 there's a reason for that. It's outrageous. How did it come to
20 this? The ore haul -- this ore haul would be illegal anywhere else
21 in the country. It's like double the loads allowed.

22 We're going to spend close to half a billion dollars to
23 benefit a private corporation? This is -- and it's not just money.
24 People are going to die. They say 10 crashes a year. What do you
25 think a collision with a B-train is going to do? Well, maybe

1 they'll see you before you see them because they got better sight
2 but people are going to die. Children are going to be killed.
3 This is corporate welfare of the worst sort.

4 You know, and I think a lot of people don't know what's
5 happening. Kinross's hope is they get a bunch of money invested in
6 trucks. It happens and by the time people start getting killed and
7 citizens are like wow, they're going to say hey, we've got, you
8 know, millions of dollars invested that you said we could do it and
9 it's -- and, like other people have pointed out, this is not the
10 end of their plan. They want to turn all of our roads into their
11 industrial haul. I really feel for the people who live on this
12 corridor. I mean, it's going to be hellish and they're not going
13 to rebuild any of these bridges in this supposedly five-year window
14 that the mine is going to operate. Build a mill down there. Your
15 profits are going to be a little bit lower but that's not our
16 problem. Thank you.

17 MR. JAMES ROGAN: My name is James Rogan, last name R-O-G-
18 A-N, and I live in Fairbanks. I have lots of notes. Sorry. I was
19 born in Alaska. We've lived up in Fairbanks since 2001. I have a
20 page full of concerns. I'm worried about the bus stops. I'm just
21 -- it scares me.

22 And another thing that scares me is the weather up here. I
23 can't imagine a big truck and the weather and all our little, tiny
24 cars and they're going to tear our roads up that we, as taxpayers,
25 pay for through our federal taxes. I want them to use the railroad

1 and build a spur instead of using our poor roads.

2 Another one of my concerns is taxes. I'm not sure how much
3 taxes the State of Alaska is going to get from the project and I
4 believe the owners of the mine are not Alaskans. I think they're
5 Canadians maybe.

6 And going back to the bus stops, any crashes are going to
7 be horrible and I've emailed my elected politician and he hasn't
8 answered after several months and I thought he knew me by name and
9 I have no idea why he's not answering. Thank you all for coming.

10 MS. MARY FENNO: Do I ask a question if I have one first
11 before I start? Mary Fenno, F-E-N-N-O. I live in Goldstream. I
12 have a question for you. Are the loads covered going and coming
13 back with tarps? And -- okay. The second question was are they
14 electric tarps? Okay. Thank you for your response.

15 Okay. My concern about the tarps is, obviously, the dust
16 blowing off and polluting our land and water and I read on line
17 that truck drivers who don't have electric ones find it very
18 difficult to unfold and get them hooked back up when they have
19 empty trucks even though there's a lot of -- not a lot but residue
20 inside and it blows off as they drive which makes it much easier
21 when they get home to -- back to where they're going to get it put
22 back on.

23 I would say immediately if we have to have this ore haul
24 which I totally despise and don't believe is for our benefit
25 whatsoever, is to limit the trucks immediately to one trailer and

1 try to limit the damage and the -- and increase perhaps the safety
2 somewhat. I also would like to say I agree with the previous
3 speakers and I believe that the -- they should be all routed south
4 to Canada.

5 Another thing I would say is it sets a terrible precedent
6 because the other companies will be able to destroy our roads and
7 justify it.

8 Also, we must have more increased bridge inspections along
9 the route which is another expense we can't afford. So we really
10 cannot afford this ore haul whatsoever and the roads are bad
11 already. They're not going to be repaired in a way that's going to
12 be safe for people to use.

13 Governor Dunleavy has decided to destroy and dismantle our
14 state. He has started with the university, went to the schools and
15 now he's destroying the infrastructure. I believe it's all part of
16 his plan. I'm not a conspiracy theorist but I believe he believes
17 in Project 2025. If you haven't heard of it, look it up, read
18 about it and understand what is motivating Governor Dunleavy and I
19 believe he is the worst governor we've ever had for pushing this on
20 us. Thank you.

21 MS. DARLA THEISEN: Can you hear me? My name's Darla
22 Theisen. Sounds like a chicken but spelled T-H-E-I-S-E-N. It is
23 confusing.

24 So thank you for having this meeting for everybody and my
25 main concerns which it's everyone's is safety. I personally have

1 witnessed the degradation of the Steese in three weeks of -- two
2 weeks of working at Poker Flat from April 5th to the 19th all in
3 the northbound lane all from their staging area 1-1/2 miles from
4 Fox up to their Twin Creek Road, 30 plus potholes, DOT patching as
5 quick as possible. How much is that costing us every day? But I -
6 - I'd like to see the comparison.

7 Some of the holes go across into the other lane so the
8 other trucks coming have to drive around. I park there right by
9 the -- there's a pull -- a rest area right where the big hole is at
10 16 -- oh, 16.04 mile because it goes across into both lanes and
11 they have to go around it and then the one ore haul fully loaded
12 went right through it and spewed macadam all over. It was covered
13 going uphill. They're not covered coming downhill and going
14 uphill, the axles were not down, the axles are up. I have pictures
15 of the axles if anybody wants to see what that means, the axles up
16 or down. That would be in here.

17 My friends from Nassau couldn't believe how bad the road
18 got in the two weeks that we had a launch season at Poker Flat and
19 it was very dangerous. So I would like to know if there's a study
20 done. These are single ore haul trucks going up the Steese Highway
21 up to the mine road. Is there a study on them? They're heavily
22 loaded. Their axles are not always down and the damage done by
23 single is tremendous. Go look at the Steese. Look at it from Fox
24 to Twin Creek so I can't imagine what it's doing around Dot Lake.

25 I worked 30 years of fire, wildland fire, and those road

1 were horrible when I had to take a big engine from Delta to Tok so
2 I just can't imagine. And they're not every 15 minutes. Several
3 times I've counted five to six trucks in 15 minutes, five going
4 uphill as singles and one going downhill. They have been nice
5 about pulling out at pull-offs but they have also pulled straight
6 out in front of me. 6:30 in the morning, great sight distance and
7 here comes a full one right out of the staging area right in front
8 of me. There came a double empty right in front of me when I'm
9 headed home at 5:00. There came a single empty pulling out and
10 it's so muddy there. My husband thought it was a mud road. He
11 goes what road is that. I said oh, that's the Steese because
12 they're pulling all the mud out.

13 So pavement replacement is just horrendous so I just can't
14 imagine -- I'm just looking at that little place. And the Chena
15 Hot Springs Road Bridge, they're not going around it. Lots of
16 times they're going right over it. Lots of people have been
17 witness to this including my husband. Who is enforcing that?

18 The weigh stations, what are their hours? I've seen them
19 open once in those two weeks of commuting to Poker Flat. As far as
20 working at forestry, I see this fee. When we get fires, it's going
21 to be a real -- quite the show with all the trucks running around
22 and forestry and shutting down highways and we better do everything
23 by helicopter. I reiterate what Jean James said, we shouldn't be
24 doing this at all. I wish I could say you rock but, instead, I say
25 stop the madness and reiterate what James Rogan said, let's do the

1 railroad and -- okay. And look -- and if you have a chance, look
2 at the Navajo Nation, what they're going through Grand Canyon where
3 they're wanting to haul uranium 300 miles to Utah. Thanks.

4 MS. JEANNE OLSON: Jeanne Olson, OLSON. I live in the
5 North Pole area. Thank you, Randy, and your staff. This is
6 mindboggling. I tried to kind of speed read it and there's lots of
7 details in here and that I -- I'll just cover a few things that I
8 found.

9 I for my profession go down to Tok and back about every
10 other month so I have been paying attention to -- I've been doing
11 that for 15 years and I've now -- I just came back this past
12 weekend and one of the things I paid attention to this time was the
13 significance in the road damage and I went I'm going to see if
14 maybe the southbound lane is a little bit better than the
15 northbound and, indeed, it is all the way from Tok to Fairbanks.
16 There's a lot more road damage on the right and your explanation of
17 it and the physics and the engineering of it on page 136 or
18 something was a little bit technical but now I understand a little
19 bit better about why and now to know that even our pavement hasn't
20 been designed for these -- this load. So that was interesting.

21 Besides that, the bridges are always a concern, especially
22 the three bridges between Tok and Delta, the Robertson and the
23 Johnson River and then Bristol Bridge and even in the -- even
24 without those big trucks, I mean, if I see a car coming and I'm in
25 my little Tacoma or my Volvo, bzzz, you know, crossing those

1 bridges and you just think okay, we're not going to sideswipe each
2 other. If it's a camper or a semi, I usually try to slow down and
3 let them go first but I had -- have not yet crossed one with the B-
4 train guys. I had one of the -- a lady whose husband drives one of
5 them said that they've been instructed if they see a car coming to
6 slow down and not cross the bridge so they don't meet somebody on
7 those bridges but I can tell you that I don't know how you're going
8 to do that on the Robertson Bridge because it's a blind curve
9 coming down from Tok and you don't even see the bridge until you're
10 pretty much on it. And I don't know how a truck could stop and us
11 too. I mean, if you -- if you're on -- if you're in the middle of
12 the Robertson Bridge heading to Tok and one of those trucks come,
13 you're just stuck.

14 So, anyway, if you haven't done that yet, the other thing
15 is it talks about in your report when construction's going to
16 start. Well, that Tok River Bridge, it took them two years and
17 that's just a short little bridge on the other side of Tok towards
18 Canada. So the Robertson River Bridge, oh, my gosh, it's so long.
19 I don't -- it's going to take way more than a year for any three of
20 those bridges and so there's going to be delays. You're going to
21 wait. It's going to be an engineering feat and I realize that they
22 need to be replaced anyway sometime down the road but oh, this is
23 just amazing to me.

24 And, finally, there was a section in 10.2 on page 146 that
25 talked about migratory birds and that there was no adverse impacts

1 expected and I thought nobody knows about that wonderful osprey
2 pair that comes back every year to the nest on the Johnson River
3 Bridge. And, finally, like just say I don't know that any of our
4 public agencies is paying attention to us. The assembly example
5 last year -- or last week with our votes overwhelmingly, we
6 testified against the bridge replacement but it's going to happen
7 so -- anyway, thank you.

8 MR. PHILLIP MARSHALL: Phillip Marshall's my name. I'm a
9 43-year resident of Fairbanks and we have a house in Cleary Summit.
10 I wonder why there are no Black Gold transport representatives here
11 tonight. I'm sad to be saying these comments at the expense of my
12 beloved state, its employees and its subcontractors. This cap
13 today reminds me of the old Laurel and Hardy line, "It's a fine
14 mess you've left me in."

15 We have here a white paper costing significant funds.
16 Unfortunately, its pages are discursive with incomplete data
17 provided by Alaska DOT that do not answer critical questions;
18 primarily, what is the stopping distance for this actual truck
19 model fully loaded and in winter conditions. The engineering flip-
20 flops regarding bridge limits and truck routing are scandalous.
21 Pavement damage is occurring now yet the primary beneficiary,
22 Kinross, refuses to pay any fees or tolls for the damages they are
23 -- have incurred.

24 Why engineers have not suggested a conditional permit for a
25 trial period using reduced weight limits to verify public safety

1 and scrutinize road damage in a systematic manner is unfathomable
2 with a project of this scope and duration. That the Manh Choh
3 haulage has been permitted before this action plan has even been
4 accepted is misguided. Yes, we realize the plan is only advisory
5 but the state administration's handling of all it shows is only
6 going to be a public pacifier anyway.

7 The Governor ended the traffic advisory committee meetings
8 once it became obvious that a plan wasn't progressing in accordance
9 with Kinross's time lines. Their schedule rammed against the
10 lengthy regional planning documents with their own established
11 priorities and longer fixed time lines for federal funds. Thus,
12 the best mode for the state to proceed was simply to usurp these
13 plans. The outcome was preordained by the Governor. Pity that it
14 had to be implemented by otherwise normal public servants working
15 on behalf of the public's best interest.

16 The bridges, the passing lanes and sight lines have not
17 been built or enlarged so why has this mega project been allowed to
18 be executed at the public's expense and danger? The handling of
19 this joint state corporate project from inception to date has been
20 a shambles. Thank you for listening.

21 MR. DON PENDERGRAST: Hello. I'm Don Pendergrast. I live
22 in Fairbanks, Alaska and I'm a retired planner and I appreciate
23 being here but we're about three years late for this meeting. We
24 should have had a lot more time to discuss this amongst the public
25 and government and private industry.

1 We mentioned -- this plan mentioned transponders on the
2 school buses and I wonder if you've thought about putting
3 transponders on the trucks so that we could see in real time where
4 they are. That would be a good safety measure and, you know, might
5 keep the public aware of dangers on the highway or where the trucks
6 are going. So I'd like to see transponders on the trucks.

7 When I drive up and down the route that we're speaking of,
8 I frequently come across military convoys and it's a convoy and
9 there's lots of trucks and they travel oh, between 35 and 45 miles
10 an hour and it takes quite a long time to get around those guys.
11 So the convoys, military convoys, are going to be sort of a fly in
12 the ointment of this particular transportation plan and I wonder if
13 we've given much thought to that.

14 We live in Fairbanks. We have an air quality problem in
15 the winter, very serious air problem. I wonder if the trucks are
16 going to be halted when there's an air quality alert or -- that's a
17 problem. And, of course, as Sean pointed and a number of people
18 have pointed out, Fairbanks becomes as big toxic waste dump for all
19 the excess ore. I don't think that's a -- I don't want to see that
20 here.

21 About a hundred years ago, they completed the Alaska
22 Railroad and since that time, there's always been this dream of a
23 railroad connecting Alaska to outside and here is an opportunity to
24 get a small portion of that done and if we got to haul things in
25 and out of Fairbanks or Alaska, certainly, a railroad is the

1 greenest way to do that and limits the air quality problems and
2 railroad traffic is a lot greener than barge or plane or truck
3 traffic and I would like to see some thought put into a railroad.

4 And if we're interested in jobs, building a railroad takes
5 a lot of jobs, you know. That's a -- it's a long project. It
6 would be a good project for Alaska's future and I'd like to see
7 thought given to that. Thank you.

8 MR. MICHAEL REARDON: My name's Michael Reardon, live in
9 Fairbanks. I have one question for the Kinney people. I was
10 wondering if an video of the actual movement of the trucks en route
11 was part of your reporting. Did anybody ever follow one of these
12 B-trains for the whole route?

13 Because we've seen pictures of the trucks parked out front
14 here. Now we're seeing trucks in front of us and behind us on the
15 road. So we don't really know how long it takes to pass one of
16 these vehicles? So we don't really know how many people are
17 passing these trucks without passing lanes?

18 Okay. I have more questions than that. So, anyway, I
19 think that for the public to understand how bad this is, we need to
20 have some video. I don't know who would generate the video,
21 whether those are cameras on the trucks, on the front of the
22 trucks, on the back of the trucks or dash cams from DOT vehicles so
23 that the public -- maybe it's on YouTube. We see what these trucks
24 are doing to our life. Right now, we see papers, we see pictures.
25 We don't really see the action that's going on on the roads and I

1 think we really need to, that it could be a public service to be
2 able to punch YouTube in and here we are, we're following Black
3 Gold going all the way up to the mine. We had a description of
4 trying to get up to Cleary Summit. I mean, what is that like?
5 Public doesn't know. Not everybody's driving up there. I know a
6 lot of skiers that were trying to drive up there and these guys at
7 the mine, they don't care what's going on.

8 And I think we're just kind of a visual society these days
9 and if people want to understand what's happening, they ought to
10 have the opportunity to punch in YouTube or look at evening news
11 and see what these guys are doing. And I think it's a disservice
12 not to have that. That's about all I had to say.

13 MS. LEANNA SHIELDS: Hi, my name's Leanna Shields, S-H-I-E-
14 L-D-S. I've lived in Fairbanks for 60 years and I live on Chena
15 Hot Springs Road and I called DOT the other day because about a
16 half a mile before the off ramp where they go by the roundabout,
17 spillage on the road.

18 Anyway, I called them and let them know that there's
19 spillage on the road and it's not just like, you know, what they
20 do, the gravel, you know, small gravel. It was chunks. They were
21 like three and four inches, big rocks, four, on the side of the
22 road. Heaven forbid if there was a car behind them and it crashed
23 into them, you know, breaking windshields and what have you.

24 I think a day or two later, DOT was out there and they
25 swept it all off the side of the road. Are they going to do that

1 every time there's a spillage?

2 Then the roundabout, DOT made the roundabout so it would be
3 safe for us to go on and off the off ramp. They put in these gates
4 but now Kinross doesn't want to -- they don't want -- can't be
5 bothered to open those gates so they're going through the
6 roundabout and they're tearing it up because they weigh so much.
7 They're just -- you know, and how much, \$18 million is what they
8 spent on it and they're just trashing it. They don't even think
9 anything of it, they just drive through the roundabout.

10 And then the -- coming back, they aren't covered. I've
11 seen three of them in a row back to back, you know, so that means
12 they're going all the way back to Tok empty and they're not covered
13 and they are back to back.

14 And then when I was driving out to North Pole which I don't
15 do very often and I see the weigh station is open going south but
16 it's closed going north. Why is that? We have a 75 percent axle
17 weight but it's not -- they don't have to abide by those rules,
18 just everybody else does.

19 And so, you know, the Governor makes these decisions. He
20 lives in Anchorage and in Juneau. He is not affected by it but
21 everybody that lives in the Interior, each and every one of us are
22 affected by the decisions that he has made and what Kinross is
23 doing with their ore trucks. I think that's it.

24 MS. GABRIEL LARRY: My name's Gabriel Larry, L-A-R-R-Y. I
25 am a resident of Fairbanks, lived here since 1969. Dad was in the

1 Army. Mom, dad stayed here so we stayed here, brother and me, and
2 I have four children. Now I have four grandchildren. We travel
3 back and forth. My dad loved to fish. He loved to go to Quartz
4 Lake, Birch Lake so we ended up buying property at Birch Lake. My
5 husband worked it by hand, tilled soil, built the cabin. We
6 recreate out there a lot.

7 A lot of people travel up and down this road. We like to
8 go back and forth. We like the roads to be in good condition. We
9 don't want to have hazards to our families and friends. I
10 personally love Alaska. My family lives in Alaska but you know
11 what, some other place in this U.S. might be a little bit more safe
12 for us because I couldn't bear the thought of losing anyone and
13 friends and family. We are so concerned. Our community is so
14 concerned. This ore haul process hasn't been fair to the community
15 since Day One. I've testified just like many people here and we've
16 been cut off or we've been disconnected on our phones when I was in
17 Vegas. I remember. I remember the times I've spent at meetings.
18 I remember all these other people who have spent their livelihood
19 trying to get a clear picture of what's going on. We do not have a
20 clear picture and we do not feel safe. And when safety is our
21 first concern, everybody better start listening and that starts at
22 the top and, yes, they've called him out may a time, Governor
23 Dunleavy. We'll call you out again but everybody knows safety is
24 first. I learned that in Girl Scouts and it also taught me that an
25 accident is always waiting to happen. Okay? Girl Scouts 101.

1 They taught us.

2 Why is no one listening here? This is not like an old
3 Clint Eastwood movie, The Good, the Bad and the Ugly, this is the
4 Ugly. And I'll tell you what, the military and all these topics
5 people have brought to service are very important. We have an
6 economic problem here and, you know, our degradation of our roads,
7 the concerns we have to rebuild the infrastructure, well, I tell
8 you what, there's a company in town called Kinross Gold. They're
9 taking about a fistful of gold out of every one of those big ore
10 haul trucks and making millions of dollars but where's the millions
11 to pay for this. Okay? And why are we subjected to it and why are
12 our legislators not curing us? No one wants to participate in the
13 problem or resolve the problem? The TAC committee did. They
14 tried. We still don't have answers and there's these things in
15 here that say this could happen or that could happen or this could
16 happen. It will happen. It's not a could, it is it will happen.
17 There's the results of this report? I work in a business where A
18 and B, it's black and white. I like black and white. I don't like
19 the gray matter and we are sitting in gray matter. Why?

20 And I am frustrated. Go look up the tire problems, PP-6.
21 What is it? Let me just clarify. CBS News, here's a big one for
22 you. It's awful. Salmon fisheries are jeopardized by tire
23 toxicity and every tire on that truck contains that toxicity. We
24 are a salmon state first. Let's take care of our salmon, our
25 tribal communities. They need our support and I wish everyone

1 well-being on that highway until this changes. We need to pray for
2 one another.

3 MS. DANA PLATTA: Hello, my name is Dana Platta, P-L-A-T-T-
4 A. I live off of Gold Mine Trail. I'm not going to be nearly as
5 eloquent as many of these other people are. I more have a series
6 of questions. I don't know if they've been actually addressed
7 within the report. I haven't had an opportunity to read it through
8 so I'm not actually ask -- expecting a response at this point.

9 So questions more along those -- the lines of safety. We
10 talk about how the trucks are slowing down heading uphill. Are
11 there any sort of runaway truck lanes for downhill if they have
12 issues with brakes?

13 In the report, I couldn't quite tell what -- where the idea
14 of the impacts of the detritus from rain, from snow, from ice being
15 tossed up by the trucks, where that's actually being addressed or
16 the impact on sight distance because of ice fog which, you know, if
17 you get very thick and you can get down to minimal sight distance.

18 The current loads, are they actually full loads that are
19 being hauled? Because, as was noticed and mentioned before, I've
20 passed the -- I've passed trucks where not all of the axles or
21 wheels are on the pavement. So the idea of it being spread across
22 all the different wheels to help minimize the impact, that's not
23 happening if these are actually full loads. The tires are up.
24 That's a problem. How can we ensure that the tires stay down when
25 we have full loads?

1 There's talking about the idea of tracking where the school
2 buses are. How are -- how good are the communications capabilities
3 actually across the entire route? I know with hills, you don't
4 necessarily have consistent communication.

5 As you did your presentation, you talked about how long it
6 takes for the vehicles to stop but you also mentioned that the
7 actual ability to stop while on ice, that wasn't necessarily
8 included. The ability to stop on ice is really impacted by the
9 weight of a vehicle and, yes, they're impacted just like our
10 private vehicles are but with the weight they have behind them, I'm
11 thinking that the actual stopping distance is many times longer on
12 ice than it is not on ice.

13 There was also the mention about not allowing them to do
14 convoys. Last week I was heading into town. I saw three fully-
15 loaded trucks heading north on the Steese within the stretch of
16 about three miles. How is that going to be enforced? If you're
17 saying we're not going to allow convoys, how do you stop them from
18 doing the convoys?

19 And the last thing was is just this five-year time frame.
20 I think that's very short. I think that time frame is going to be
21 much longer than five years and when we talk about any of this, we
22 need to consider that. Thank you.

23 MR. FRANK WILLIAMS: Hi, my name is Frank Williams and the
24 first thing I want to say is I'm just totally in awe of all of you
25 that are here that have such articulate, well thought out and very

1 keen observations that you've brought. It's always amazes me how
2 we in Fairbanks can do that.

3 And I think I came because I wanted to make a comment that
4 my thought is that all of this activity is actually a part of the
5 game that Kinross is playing with us. I feel really gamed. I
6 think that from the very beginning, they had their intentions laid
7 out and this was part of it. Let's keep the public busy with stuff
8 that will go into reports that will never be addressed by the
9 people that have the power to overturn the government and the
10 decisions that it's made and the actions that Kinross is making
11 regardless of what we say or feel.

12 So what do you do when you feel like I am that it's sort of
13 futile? You have to find another path. You have to find a
14 different way to win this battle. I don't want to see those ore
15 haul trucks going. No one here that I have heard talk wants to see
16 the ore haul trucks going. We don't want to see the potential
17 devastation of our environment from the pits, the tailings or pits,
18 when they break. They will break regardless of what we're told.
19 We're told black is white by Kinross when we know better, when all
20 the evidence of a past shows better.

21 So I think it's time for us to put our minds together and
22 find a way to make impact where it will actually be felt. Thank
23 you.

24 MS. KATIE McCLELLAN: Katie McClellan, M-C-C-L-E-L-L-A-N,
25 and I live here in Fairbanks. Golden Summit, Treasure Creek, Lucky

1 Shot, Amanita, Esther Dome, Grant Mine, Shamrock, Liberty Bell,
2 Livengood, Northeast Fairbanks, Ambler and Graphite-I. These are
3 all mining proposals built on the premise of extracting ore in one
4 location and hauling it and processing it elsewhere. All but the
5 last mine, Graphite-I, would be hauled to or through Fairbanks.

6 Contango Ore CEO, Rick Van Nieuwenhuyse, has said multiple
7 times in interviews and shareholder meetings that he doesn't see
8 the mine stopping any time soon despite public promises that it
9 would only last four to five years. Mines continuously amend their
10 permits to expand operations and extend bond life beyond what they
11 initially proposed.

12 Kinross' own employees have shared that internal meetings
13 discuss a mine life of as many as 35 to 40 years. The 300-mile
14 development radius has already been mentioned tonight and it's
15 worth noting that this strategic plan is the impetus for further
16 gold exploration and mine development across the state and right
17 here in Fairbanks.

18 Gold produces more waste per ounce than any other metal and
19 a single wedding ring can produce as much as 20 tons of waste from
20 point of extraction to reaching your hand. Even the vastly
21 outdated general mining law of 1872 prevents companies from dumping
22 mine waste onto adjacent lands and this was upheld by the Rosemont
23 decision last year. Why is the State of Alaska allowing interior
24 roads and communities to serve as mine waste dumping sites for .04
25 percent return to the State of Alaska for mining royalties and even

1 less from projects like Manh Choh that take place on a mess of
2 state and private land. It makes little sense to spend millions on
3 a report with little chance of being implemented and billions of
4 dollars on public roadway improvements to subsidize private
5 profits. Thank you.

6 MS. PAMELA MILLER: Hello, my name's Pamela Miller. I live
7 off Ballaine Road. I'll start by saying I took a look at the
8 documents, both -- all the links that I could find within the
9 document, the corridor study map. The overall map says note, the
10 route through urban Fairbanks is not currently shown. I have found
11 no maps that show the proposed route for the Johansen-Steese
12 Expressway interchange changes, whether Birch Hill Native Cemetery
13 would be affected. I've already heard that they've -- DOT bought
14 out the church on the corner, that the car dealership may have been
15 affected by the proposed project. I haven't seen any of the
16 information. I think that is critical and Birch Hill recreation
17 area and access to it.

18 There is no need for some massive thing like was done at
19 Airport Way with the GAR which means that you have to stop,
20 actually, much more at that intersection than before but it
21 allegedly helped -- will help the Haul Road this traffic.

22 I do think the impacts to aurora viewers, especially our
23 tourists who come in not knowing a whole lot about the risks from
24 that road need to be addressed. We need formal pull-outs for
25 aurora viewing. We need the rental car companies in town to be

1 required to have four-wheel drive or studded snow tires so that the
2 people from out of town are safe. I tell my viewers I'm in a small
3 part of the tourism industry in the winter.

4 How does this combine the construction for DOT projects
5 with these new projects and how does that affect our traffic for
6 the residential view livers in Fairbanks? Sorry, I'm a little bit
7 scattered here. I think this is a classic case of piecemealing.
8 DOT does not take its responsibilities under state law or federal
9 law using federal funds for these construction projects under the
10 National Environmental Policy Act and also under our watered down
11 standards for looking at the public interest but the public
12 interest is still required to be looked at in projects.

13 At the meeting at the borough, the DOT's attitude about
14 public involvement was expressed in a way that makes it obvious
15 that they don't take it seriously. The cumulative impacts from
16 every aspect of the project that we've heard tonight shows that
17 this is a significant impact project with impacts that are very
18 major in our community. So I hope that you will consider those
19 things and I did provide written comments to elaborate on what I
20 didn't have time to say. Thank you.

21 MR. WENDEL SCHIFFLER: Hi, Randy. I just got here but --
22 my name. Yeah, I have a last name. My last name is Schiffler and
23 I live at 929 Reindeer Drive in Muskox Subdivision.

24 I've been a resident of Fairbanks for long time, 50 some
25 years, and I can't really believe what I've seen when I go to my

1 cabin in Quartz Lake. The road is already breaking up. It's -- in
2 those spots that you would expect it to break up, that's what's
3 happening and the trucks are rolling and any given trip down, I can
4 still meet three, four, five coming and going.

5 I guess I'd ask that Kinross -- Kinross is putting a ton of
6 money into the community and they're giving money to everybody and
7 the signs are going up "we're good neighbors" and that's fine but
8 we're getting some company this summer that are driving up from
9 Indiana and it's going to be very interesting. They're already
10 wondering about the highway, what it's going to be like, and so I
11 am going to ask the Department of Highways if they'd please remove
12 the signs that say that this is a scenic route that follow that
13 road here to Fairbanks because it's not really scenic anymore. The
14 mountains aren't going, that's for sure. They'll still be there
15 and the Tanana River's there and it is a very scenic drive but
16 that's just not a right sign for that road right now and it's all
17 the way from Tok up.

18 I would hope that the restrictions, they put some
19 restrictions on this because, I mean, I don't know if the weight --
20 if there are weight restrictions on it now or not but most of the
21 highways have them and I don't know if Kinross is -- or if Black
22 Gold is following any restrictions. I know some of the trucks are
23 fully loaded because you can tell they aren't fully loaded but I
24 think that that drive, that road, has changed a lot over the last
25 50 years. It's improved in many ways and I would like to think

1 that we, as residents of the State of Alaska, would be getting a
2 little bit more out of it than just a bunch of trucks driving on
3 that road up to Fort Knox.

4 I don't know what the legislature can do. I mean, they've
5 got lots of stuff going on but I'd like to see them involved in
6 putting some limits or something on this but I am grateful that
7 Fort Knox is contributing to the community and you see it all over,
8 signs all over and ads and I just went to a presentation at the
9 hospital tonight where Kinross is giving them a whole bunch of
10 money for the machines that they're asking for at the hospital.
11 So, anyhow, thank you.

12 MR. ROBERT MCHATTIE: My name is Robert McHattie, M-C-H-A-
13 T-T-I-E. I live in Fairbanks and I'm supposed to accompany some
14 people down the Haul Road this Sunday and -- to take a look at
15 damage, photograph things, maybe get GPS marks on where there's
16 special problems and that but I got thinking. It really worries me
17 because I'm supposed to be in back of a rig of somebody that's not
18 used to doing that.

19 I worked for DOT either as a contractor or an employee when
20 I did a lot of research as up and down that road and many others
21 for years and it worries me more that I got thinking about it than
22 I thought it would and I may not go Sunday. I'm old and maybe
23 expendable but I don't want to get hit in the back by a mammoth
24 truck. You know, if the guy that's driving stops on a -- all of a
25 sudden stops on a turn or something on -- a blind curve.

1 So I just may not -- it's a personal problem. I may not go
2 on Sunday but that's maybe neither here nor there but what it got
3 me thinking about is in all my experience up and down the routes, a
4 lot of times in the summer, I'd see lines of bicyclists going --
5 I'm sure they thought they were going very fast but they were
6 going, you know, touring speed, 14, 16 miles an hour one in back of
7 another taking up more road than they should and people see a moose
8 and all of a sudden there'd be a clog of cars and often it was
9 around a blind curve. Not all the time but they would have been
10 hard to spot by somebody just going along in a big truck trying to
11 get from here to there.

12 And even hikers going along the road, a lot of things going
13 on on the road that would be unexpected by a person driving a load
14 like that. So that's something that people hadn't really mentioned
15 tonight but I think during the summers especially, there's going to
16 be a lot of unexpected stuff on the road and where and when and
17 anything else, who knows. But that could be -- you now, you'd hate
18 to see a line of bicyclists from Poughkeepsie, New York, you know
19 all run down on a blind curve by a very long black truck but I
20 guess it's possible, I don't know, but that's all I have to say.

21 (End of testimony.)

22

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TRANSCRIBER'S CERTIFICATE

I, Linda S. Foley, hereby certify that the foregoing pages numbered 2 through 53 are a true, accurate, and complete transcript of Alaska Richardson Steese Highways Corridor Action Plan Public Comment Period of May 1, 2024, transcribed by me from a copy of the electronic sound recording to the best of my knowledge and ability.

May 14, 2024

Linda S. Foley, Transcriber

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In The Matter Of:
*Alaska Richardson Steese Highways
Corridor Action Plan*

*April 30, 2024
April 30, 2024
Public Comment Period - Tok, Alaska*

*Crystal Thompson Court Reporting Services, LLC
516 Second Avenue, Suite 315
Fairbanks, Alaska 99701
(907) 460-9535
AlaskaCrystal@gmail.com*

Public Comment Period - Tok, Alaska

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ALASKA RICHARDSON STEESE HIGHWAYS

CORRIDOR ACTION PLAN

PUBLIC COMMENT PERIOD

Tuesday, April 30, 2024

Senior Center

Tok, Alaska

Public Comment Period - Tok, Alaska

2

1 TUESDAY, APRIL 30, 2024

2 TOK, ALASKA

3 5:30 P.M.

4

5 PUBLIC COMMENTS

6 SHIRLEY MARSHALL: My name is Shirley
7 Marshall, M-a-r-s-h-a-l-l. And I live in Tok. I'll keep
8 this short.

9 When Tetlin voted to have their mine there,
10 they knew it was going to be built there, crushed there,
11 all of it processed there. I'm for that. I'm for keeping
12 it in Tetlin. And I believe these trucks -- it's totally
13 absurd for anybody in their right mind to think that this
14 is appropriate. I'm offended, and I -- that's it.

15 Thank you very much.

16 SUSIE CALDERWOOD: My name is Susie
17 Calderwood. It's C-a-l-d -- like "dog" -- e-r-w-o-o-d. I
18 live in Tok.

19 I have a question about -- well, the potholes,
20 of course. But the other one, too, is, there was a
21 blizzard on Tenderfoot. And there was eight ore trucks in
22 the ditch. Do you have winter drivers? I mean, every
23 time there's a snowfall, there's ore trucks in the ditch.
24 I mean, it doesn't make any sense, you know.

25 I guess that was my main thing. I -- I pass

1 them up in a little tiny car. And I don't know, I didn't
2 have no problems. But I don't know. I guess that's about
3 really it.

4 BILL WALDEN: My name is Bill Walden,
5 W-a-l-d-e-n.

6 I can't say a whole lot because of the nature
7 of my job. I'm one of the people that do work at the
8 weigh station. But your mention of the amount of trucks,
9 one or two an hour, is way off. I will say that.

10 The federal highways and the Alaska highways
11 differ quite a bit because none of the highways in Alaska
12 meet the requirements to be called federal highways. But
13 because we continuously show improvement every year, we
14 are then able to receive federal highway money.

15 So when you talk about the standards of the B
16 train meeting the requirements for federal highways, well,
17 Alaska's roads don't meet federal highways. So I'm kind
18 of curious of what you're talking about there.

19 I'm also curious as to why nobody from Black
20 Gold is here. Because that is the public's contact with
21 this project, is Black Gold and what they're doing on the
22 road, what they're doing to the road.

23 So for your future meetings, if you haven't
24 already had them, I would suggest having a representative
25 from Black Gold there because we all know that planning

Public Comment Period - Tok, Alaska

1 and application don't always meet eye to eye. So whatever
2 you guys do for planning might be good in theory, but in
3 application, they don't always meet.

4 Thank you for your time.

5 (End of testimony.)

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C E R T I F I C A T E

STATE OF ALASKA)
) ss.
FOURTH JUDICIAL DISTRICT)

I, Crystal D. Thompson-Bartlett, Court Reporter and Notary Public duly commissioned and qualified in and for the State of Alaska, do hereby certify that the foregoing proceedings were taken electronically before me and thereafter reduced to typewriting by me or at my direction.

That the foregoing transcript is a full, true, and correct transcript of the proceedings, including questions, answers, objections, statements, motions, and exceptions, made and taken at the time of the foregoing proceedings.

That all documents and/or things requested to be included with the transcript of the proceedings have been annexed to and included with said proceedings.

That I am not a relative or employee or attorney or counsel of any of the parties in these proceedings, nor a relative or employee of such attorney or counsel, and that I am not financially interested in said proceedings or the outcome thereof.

IN WITNESS WHEREOF, I have set my hand and affixed my Notarial Seal this 17th day of May 2024.

CRYSTAL D. THOMPSON-BARTLETT
Notary Public for Alaska
My commission expires: 9/15/2026

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From: akrichsteese.comments@kinneyeng.com
Sent: Friday, April 26, 2024 6:01 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Carsten
Email Address (optional): alaska65n@yahoo.com
Organization (optional):
Comment (optional):
Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: akrichsteese.comments@kinneyeng.com
Sent: Saturday, May 11, 2024 9:43 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Jessica Smith
Email Address (optional): smithface7602@gmail.com
Organization (optional): Shadowwolf Ranch
Comment (optional):
Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: akrichsteese.comments@kinneyeng.com
Sent: Thursday, April 25, 2024 10:26 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Kellen Spillman
Email Address (optional): kellen.spillman@fnsb.gov
Organization (optional): FNSB
Comment (optional):
Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: akrichsteese.comments@kinneyeng.com
Sent: Wednesday, May 1, 2024 1:49 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Lindsay
Email Address (optional): nutsenmai@gmail.com
Organization (optional): FNSB
Comment (optional):
Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: akrichsteese.comments@kinneyeng.com
Sent: Friday, May 3, 2024 2:03 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Nancy Holland
Email Address (optional): Holland57@gmail.com
Organization (optional):
Comment (optional):
Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: akrichsteese.comments@kinneyeng.com
Sent: Thursday, May 9, 2024 4:31 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Pat miller
Email Address (optional): Pdmiller907@gmail.com
Organization (optional):
Comment (optional):
Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: Phoebe Bredlie
Sent: Friday, May 10, 2024 6:16 AM
To: AK Richsteese Comments; comments@akrichsteese.com
Subject: RE: [EXT] ARS: A new comment has been submitted.

Hi Ms. Miller.

Try this link:

https://cdn.arcgis.com/sharing/rest/content/items/7ce4ccb909b44687a9126d5fcfc3e243/references/kzNH4ctZdMnmMtPLUo8_.pdf

Please let me know if this does not work for you.

Regards,

Phoebe R. Bredlie, P.E.



Public Involvement Lead

Alaska/Richardson/Steese Highways Corridor Action Plan

comments@akrichsteese.com

Phone: 907.456.1418

From: akrichsteese.comments@kinneyeng.com <akrichsteese.comments@kinneyeng.com>

Sent: Thursday, May 9, 2024 5:20 PM

To: comments@akrichsteese.com

Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Patty Miller

Email Address (optional): Pmiller@ptialaska.net

Organization (optional):

Comment (optional): The link to the ASAH comments isn't working for me. Could you send me those comments or post them in the comments section with the email from ASAH? Thank you

Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at Phoebe.Bredlie@kinneyeng.com.

From: Phoebe Bredlie
Sent: Friday, May 10, 2024 6:16 AM
To: akrichsteese.comments@kinneyeng.com; comments@akrichsteese.com
Subject: RE: [EXT] ARS: A new comment has been submitted.

Hi Ms. Miller.

Try this link:

https://cdn.arcgis.com/sharing/rest/content/items/7ce4ccb909b44687a9126d5fcfc3e243/references/kzNH4ctZdMnmMtPLUo8_.pdf

Please let me know if this does not work for you.

Regards,

Phoebe R. Bredlie, P.E.



Public Involvement Lead

Alaska/Richardson/Steese Highways Corridor Action Plan

comments@akrichsteese.com

Phone: 907.456.1418

From: akrichsteese.comments@kinneyeng.com <akrichsteese.comments@kinneyeng.com>

Sent: Thursday, May 9, 2024 5:20 PM

To: comments@akrichsteese.com

Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Patty Miller

Email Address (optional): Pmiller@ptialaska.net

Organization (optional):

Comment (optional): The link to the ASAH comments isn't working for me. Could you send me those comments or post them in the comments section with the email from ASAH? Thank you

Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at Phoebe.Bredlie@kinneyeng.com.

From: akrichsteese.comments@kinneyeng.com
Sent: Thursday, May 9, 2024 5:20 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Patty Miller

Email Address (optional): Pmiller@ptialaska.net

Organization (optional):

Comment (optional): The link to the ASAH comments isn't working for me. Could you send me those comments or post them in the comments section with the email from ASAH?

Thank you

Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: [GREENE, ALEXA CIV USAF PACAF 354 CES/CENPL](#)
To: [Shelly Wade](#)
Cc: [Randy Kinney](#); [Phoebe Bredlie](#)
Subject: [EXT] RE: RESEND: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs
Date: Thursday, April 11, 2024 10:30:16 AM

Hi Shelly,

I will not be sending any official comments to be posted.

Overall it was a good document and had all the important information.

Thank you for all the work you all did to produce the document!!!!

Alexa

v/r,

Alexa J Greene

Community Planner

Eielson Air Force Base, Alaska

DSN: (317) -377-4251 | Comm: (907) 377-4251

Email: alexa.greene@us.af.mil

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Thursday, 11 April, 2024 07:42
To: Shelly Wade <shelly@agnewbeck.com>
Cc: Randy Kinney <Randy.Kinney@kinneyeng.com>; Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>
Subject: [Non-DoD Source] RESEND: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs
Importance: High

Good morning, all –

I'm resending this email with a delivery and read receipt to ensure all TAC Members have received this important correspondence. Please let us know if you have any questions or concerns. I'll also follow up with each of you directly to ensure, at a minimum, this email has hit your inbox.

IMPORTANT: The first "deadline", April 15th, is right around the corner – that is the deadline to submit comments if you would like them posted to the project website and printed in hard copy for sharing at the community meetings (see details below).

Best,

Shelly

Shelly Wade, AICP

907.242.5326 Cell (call or text) | shelly@agnewbeck.com

Dena'inaq eñen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

From: Shelly Wade

Sent: Monday, April 8, 2024 6:07 PM

To: Shelly Wade <shelly@agnewbeck.com>

Cc: Randy Kinney <Randy.Kinney@kinneyeng.com>; Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>

Subject: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs

Importance: High

Dear TAC Members –

We are writing today to share the following project updates:

1. **Public Review Draft Status** – As of today, April 8th, 2024, the Public Review Draft of the Corridor Action Plan is posted to the project website. [CLICK HERE](#) to access the draft.
2. **Comment Period** – The comment period begins today and will close approximately two weeks after the first community meeting. Once we have the first meeting scheduled, we will post the comment deadline. The project website outlines the different ways the public can submit their comments. NOTE: We are also implementing an “interim comment deadline” for those commentors that would like their comments posted and shared during the public meetings (see below for details).
3. **Interim Comment Period** – For any commentor, including TAC Members, that would like their comments posted to the project website and printed in hard copy for the public meetings, **we are asking to you submit those comments by April 15th**. All comments received, including those received by the April 15th interim deadline, will be published in the Final Plan.
4. **How to Comment as TAC Members** –
 - a. Please submit your comments to Shelly, Phoebe, and Randy.
 - b. Please be specific in your comment or question to include the topic, section, and/or page number of the Draft Plan that you are commenting on.
 - c. Comments can be submitted via email with any related materials as attachments.
 - d. As previously shared, TAC Member comments will be posted in a dedicated section of the project website (“TAC Comments on April ‘24 Public Review Draft”), and in a way that identifies the TAC Member and entity you represent, including transmittal emails and all attachments.
5. **Community Meetings** – We are currently planning public meetings in Fairbanks, Delta, and Tok for the week of April 29th. We will have more information on the community meetings soon, including location and format.

Please let us know if you have any comments or questions regarding the status and process outlined above.

Thank you for your time and contributions to date.

Respectfully,

Shelly

Shelly Wade, A-R-S CAP TAC Facilitator

907.242.5326 Cell (call or text) | shelly@agnewbeck.com | www.agnewbeck.com | Engage. Plan. Implement.

Dena'inaq elnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

From: Angie Ackerman <angie@fairbanksemail.com>
Sent: Monday, May 6, 2024 11:52 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

Hi,

We drove back from Tok last week. You can see the damage on the northbound lane of the highway is much greater than the other direction. There were huge holes and huge pushed up mounds. You either need to come to a stop or go in the wrong lane. Pavement from the heaves was also thrown into the other lane. The truss bridges over the Johnson and Gerstle rivers are extremely narrow. I can't imagine a big motorhome passing an ore truck on the bridges! I wonder about the load capacity of both these bridges? One of those bridge decks was made of timbers.

We counted 18 ore trucks on our trip home. That's a truck every 11.5 miles! There were also 3 we had to pass going our direction. One of which couldn't seem to go any faster than 40-45. This makes others need to pass and sometimes not in safe places. We have been told they are not at full capacity yet? How often will you pass one?

We also live off Chena Hot Springs Road. Our only way to town is the Steese Highway. The highway has become awful this spring. Wavy and bumpy! It's trashing vehicles. It's becoming unsafe very fast.

There does not seem to be a comprehensive plan for maintenance. How can we all live with this? The maintenance bill is being put on the backs of those of us who actually live here. The ore trucks are trashing our roads at our expense. They must help pay for the ongoing maintenance. Why are we giving so much away to a foreign mining company? Most of the drivers of the ore trucks do not live in our community so aren't contributing much in the way of taxes.

I feel we were sold out without any public comment. Thank you Dunleavy! The FNSB is also selling us out with no public comment on the Chena Flood Plan bridge. ***If our bridges are unsafe for these large loads, why are they already running on our roads? Seems they are endangering all of us.***

The trucks should be stopped while this all gets figured out! Maybe the mine needs to pay a per load fee for the use and maintenance of our roads.

I invite anyone who feels this is overstated to please drive the route of the ore trucks!

Thank you,
Angela Ackerman

From: [J Campbell](#)
To: [Randy Kinney](#); [Phoebe Bredlie](#); [Shelly Wade](#)
Cc: [Jon Cook](#); mrfarrell777@gmail.com; barbaraalaska1@gmail.com; patricelee3294@gmail.com; campbelljl907@gmail.com
Subject: [EXT] ASAH final comments on ARS CAP DRAFT report
Date: Friday, April 19, 2024 2:58:24 PM
Attachments: [ASAH Comments on DRAFT ARS CAP.pdf](#)

Randy, Phoebe, and Shelly,
Please find our final comments attached. We understand that by submitting them before close of business today, they will be posted to the project website and shared at the community meetings, correct?
Thanks,
Jenny

Do the work. Be fair. Be kind. Lift each other up.

Advocates for Safe Alaska Highways (ASAH) Comments on Public Review Draft: ARS CAP

Submitted on April 19, 2024

ASAH has reviewed the Draft of the ARS CAP and submits the following comments to Kinney Engineering for inclusion in their final report. While we appreciate the volume of work represented, our overall impression is that the majority of the recommendations included cannot be implemented in a timeframe that will reasonably result in protecting both the driving public and the state's infrastructure from the Kinross plan to drive 60 round trips daily between Tetlin and the Ft Knox mine past Fairbanks in 164,000 LCV ore-haulers. A recommendation to significantly reduce the gross vehicle weights of the ore trucks until the corridor can be upgraded and improved is missing.

Study Weaknesses

- This is not a fully independent study to determine the costs to the state, damage to infrastructure and loss of life/personal property due to the addition of the ore haul traffic. Full independence of the consultants was agreed to in March of 2022 by Governor Dunleavy in a meeting between him, DOT commissioner Ryan Anderson, Senator Click Bishop, Representative Mike Cronk, Kinross GM Jeremy Brans and representatives from Advocates for Safe Alaska Highways. However, DOT paid for *and* provided 100% of the bridge assessment data used. While much of the work was performed by Kinney Engineering, the critical aspect of bridge conditions and their ability to accommodate the added B-Train traffic was not performed by an independent consultant, but rather dictated by DOT. No alternative to allowing these trucks to run well over each bridge's Inventory Rating was considered. A third-party bridge analysis, with real alternatives to avoid bridge failures, was, and still is, needed.
- Bridge replacement costs were calculated by DOT and supplied to Kinney Engineering. When pressed in TAC meetings, DOT agreed that their estimated costs are likely low based on recent bid tabs and today's inflationary environment and the remote locations of the projects. Material acquisition is slow to start still and contractors are still having trouble filling positions with qualified workers. ASAH estimates the bridge replacements alone will cost on the order of \$600M and will take multiple years longer than DOT's estimates.
- Similarly, based on current market costs for equipment, operators and materials (and the fact that the ESAL analysis does not consider the axles being lifted as is happening routinely), we believe the M&O aggregate costs will be in the \$13Million range.
- The Highway Safety Software model used does not distinguish between truck types and does not account for B-trains. Kinney states that crash frequency and severity due to the added B-Trains are most likely under-predicted. Cited articles confirm this. The State is making decisions about the safety of this ore haul based on flawed data, leaving the travelling public to be the guinea pigs while actual crash data is collected.
- Missing: Real world data shows B-trains have difficulty maintaining traction under common Alaskan road conditions, causing safety concerns for other drivers (for example, recent Hagelbarger and Tenderfoot Hill incidents on slick road surfaces). Other

truck traffic had no issues navigating these conditions, but many B-Trains were left stranded on the sides of the road.

- Claiming certain safety concerns do not fall under the control of this study doesn't make them go away.
- It is a flawed assumption that Manh Choh is only a 5-year mine and that these B-Trains will stop at that time. This study continues to ignore the fact that Kinross and Contango are speaking to their shareholders about their multi-decades long plan to use our public Alaskan roads as their haul routes. 60 trucks/day is the starting point, not the maximum. Case in point: Lucky Shot mine near Hatcher Pass has the same business plan to haul ore to Ft. Knox mill, beginning as soon as the Tetlin to Ft Knox project is fully underway. (<https://www.contangoore.com/media/contango-ore-red-clouds-pre-pdac-2024>)
- The calculations to determine pavement damage and legal loading based on the Bridge Gross Weight Formula were performed assuming that no truck axles are retracted (page 39 ARS report). With the possible seven retractable axles lifted, the maximum allowable GVW drops to 125,000#. We understand that lifting axles is allowed between Fairbanks and Ft Knox from October 1 to April 15th but raising axles any other time or on any other sections of the route would make it an illegal configuration. This should be clearly stated in the report but is not. Loaded B-Trains have been documented along the corridor with multiple axles raised.
- The report states the ore trucks are "expected to decelerate at 13.3 f/s²" but this value was arrived at, and included in the CFR, based on truck trials of rigs half the weight being used by BGT. It is hard to believe that the deceleration rate of this ore hauler is the same. The B-Trains should have been field tested for stopping characteristics as ASAH requested multiple times. We would posit that the CFR was never meant for extrapolating to such a heavy load when most design criteria is formulated to regulate and test trucks that max out at 80,000 lbs GVW.
- Passing Lanes – ASAH cannot tell whether or not Kinney Engineering recommends additional passing lanes beyond what DOT has planned. Both passing and climbing lanes were discussed as alternatives, but no conclusion is obvious in the report. Did Kinney Engineering verify that the passing lanes planned by DOT meet the needs of the B-Trains? We ask because the original projects were designed in 2016 before this plan came to light.

Major Gaps

- No recommendation that extremely heavy LCV operators bear some portion of the cost to upgrade infrastructure for their needs. (Tolls, permits, per-axle fees, etc). DOT has mysteriously decided that this is not an industrial haul, yet it is clearly not a commercial haul to bring goods and services to communities. This study is a direct result of the conflict between industrial use and commercial use, yet an examination and recommendation to clarify regulation Section 17AAC35.010 is not a part of this study. The existing road system design features cannot accommodate these long and extremely heavy loads without nearly a BILLION dollars of improvements, the cost of which is currently being put on the shoulders of the State.

- Why is there is no recommendation to limit weight loading to the lowest inventory bridge rating (**not** operating rating) along the route until all deficient bridges are replaced?
- No discussion on why DOT is allowing the ore haul to proceed **before** upgrades can be done (and before this study was even finished). DOT admits the roads and bridges are not up to the heavy wear these B-trains will cause, that they cannot repair or replace them in a any timeframe that even approximates the initial ore haul, yet that seems to make no difference, and Kinross was given the green light to haul without any restrictions to number of trips/day.
- There is zero analysis of the last-minute decision to allow trucks to use the Steese Hwy bridge over the Chena River (bridge 231), other than to say it happened and DOT says it's now OK. DOT insisted for years, and even presented to the TAC in July of 2023 that this bridge could not handle super heavy loads, and that DOT "doesn't want any permit or heavy ore loads on this bridge." (Leslie Dougherty to TAC July 26,2024) There is a complete lack of consistency within DOT's bridge section and no data shown to convince anyone that this is a safe option. An independent bridge analysis would likely have come to a different conclusion.
- Unsatisfactory claim by Kinney Engineering that fugitive dust is not a concern (p. 146, section 10.2.1). One look at the amount of mine dirt stuck to the tires and outside of the trucks currently running shows that the loads aren't the only sources of Manh Choh acid-generating ore particulates. The entire haul route is now being subjected to this "crop dusting" of toxic material.

School Buses and Bus stops

- The Alaska/Richardson/Steese Highway Corridor Action Plan exposes many concerns regarding School Bus Stops on this corridor, but no viable safe solution to accommodate school buses sharing this corridor with the frequency of the Mahn Choh Industrial Ore Haul.
- Kinney Report Page 21: There is stated public concern about the B-Trains' braking characteristics and how they will function on highways that are designed for other lighter vehicles. The concern is founded in the belief that the length (95 feet) and weight GVW (82 tons) prevents B-Trains from stopping in time to avoid crashes. Braking performance on snow and ice were of significant public and TAC interest, especially related to B-Trains and school bus stops.
- Kinney Engineering identified 86 school bus stops on the ARS route, however, Kinney did not report how many times a day school buses are stopping at those stops. Many of those stops have a school bus stopping four (4) times a day: High School/Middle bus and Elementary bus, both doing morning pickup and afternoon drop off. These are full stop, both lanes of traffic on two-lane highway. All but a couple of those identified 86 stops have buses stopping at least two (2) times a day because they pick up in the morning and drop off in the afternoon. Only reporting the school bus stops and not school buses stopping minimizes the danger of school buses sharing the road with these trucks.

School is in session nine months in our darkest, iciest, coldest, snowiest months of our sub-arctic climate. This isn't the lower 48...

- No additional Stopping Sight Distance calculations or allowances appear to have been performed during snow events to ensure school bus safety.
- At the April 16, 2024 Fairbanks North Star Borough School District Board Meeting, the regional manager for Durham School Bus, (the bus vendor) stated that no conversation has taken place with the Trucking Vendor (BGT/KR) about an alert system that would warn trucks of a bus stopping ahead of them. At the TAC meetings, Kinross spoke of a HAAS Alert system..... Obviously nothing has come of that and the trucks are rolling! There is NO PLAN to accommodate the safety of school buses.

Other

- Surprisingly large difference in ESAL estimations for loaded B-trains: 3.0 by DOT ("engineering estimate" without calculations) vs 5.5 Kinney Engineering calculation.
- End of last sentence missing on p. 84, Section 5.3.4.
- Remove STIP ID 34130 and 34128 from Table 79, page 202. These two projects are not in the STIP any longer.

Conclusions

1. It is very difficult to find Kinney Engineering's recommendations, costs and timelines in this 258 page narrative document. Based on the initial contract Scope of Work we would expect to be able to clearly identify:
 - a. The recommended policy goals and investment priorities,
 - b. Potential study gaps needing further assessment
 - c. Kinney's final recommendations on needs, infrastructure improvements, additional studies needed, policy or legal issues, and funding opportunities to help develop the recommended priorities.

The Alternatives section discusses alternatives considered and reports on the TAC input, but we would expect that Kinney would take that information and provide their solid conclusions and project priorities useful to the state and public for further use. Adding a table with this information, as well as additional maintenance dollars required to accommodate the B-Trains, in either the executive summary or first section, is needed.

2. The ARS CAP is heavy on the requirement that the State of Alaska and the public pay for and make concessions, change their behavior, accept a reduction in quality of life and an increased number of severe to fatal crashes, and pay for needed infrastructure improvements due specifically to the addition of the Kinross B-Trains.
3. The ARS CAP is light on what it asks Kinross (or any other operator who wants to run industrial loads at high frequencies) to contribute in order to preserve and upgrade the infrastructure that exists today and work harder to ensure the safety of Alaskans.

4. The public's plea to not turn our scenic, two-lane rural roads into industrial ore haul routes has been ignored in favor of an industry that contributes less than 1% to the State's general fund, has a terrible environmental track record, and forces the driving public to accept higher risk on our already limited road system.

From: Barbara Rondine <barbararondine@gmail.com>
Sent: Thursday, May 16, 2024 6:40 PM
To: comments@akrichsteese.com
Subject: [EXT] Manh Chuh Ore Trucks

My name is Barbara Rondine, I am a long time resident of Fairbanks at 2640 Gaia Lane. I am appalled that the Canadian gold mine has been allowed to start driving their 100,000 pound trucks on our roads, threatening the safety of our children on school busses, and our citizens on our roads. Our roads and highways are already being degraded, along the noise and air polluting routes, even before the final approvals have been made. Why can they do this? Why are there no environmental impact recovery plans? How did these slip by?

Has our governor and our DOT protected us from the dangers inherent in this ongoing plan? Have the citizens been listened to carefully and honestly?

Since the owners of the mine have the right to extract our gold, have them build their own roads or rails or processing plant, and leave us safely unaffected with their trash, their road destruction, and their acknowledged increase of roadway deaths.

Thank you,
Barbara Rondine

From: Bee Long <woodyfiber17@gmail.com>
Sent: Thursday, May 16, 2024 7:48 PM
To: comments@akrichsteese.com
Subject: [EXT] Draft AK-Richardson-Steese Corridor Action Plan

Please confirm receipt of these comments. Thanks.

Draft AK-Richardson-Steese Corridor Action Plan
Via comments@akrichsteese.com

-
5/14/24

No assessment of the Manh Chon mine ore transport on the corridor environment is the biggest drawback of this draft. The 250- mile transport route crosses essential fish habitats and subsistence resource areas up to 60 times per day. The public has seen uncovered loads on the trucks and/or covered loads with large holes in the covers. This ore transport can cause acid generating and heavy leaching into the lands and waters adjacent to the corridors.

This draft Plan needs further assessments in the following areas particularly in the Environment Section:

- Air quality,
- Noise,
- Wildlife impacts,
- Spill effects,
- Fugitive dust,
- Tire degradation impacts to fisheries (studies show impacts on coho salmon. More species need to be considered).

A lack of due diligence and transparency has occurred in this process. There is no mitigation plan for tire toxicity. The Manh Choh mine's waste management permits have no mitigation plan for impacts.

As an Alaska resident who travels these roads, I question the validity of Manh Choh mine's ore hauling plans.

Becky Long
Talkeetna AK

From: Betty Pixley <bettypixley@gmail.com>
Sent: Thursday, May 16, 2024 9:51 AM
To: comments@akrichsteese.com
Subject: [EXT] Or Haul from Mahn Choh to Fort Knox

I am against this activity because of Governor Dunleavy's Loyalty Letter forced on DOT employees; this road is against DOT's Common Sense in predicting both the road conditions and citizen safety.

Shame on their greed!

Betty Pixley

From: whitesrus <whitesrus@protonmail.com>
Sent: Tuesday, May 14, 2024 10:46 AM
To: comments@akrichsteese.com
Cc: whitesrus
Subject: [EXT] Manh Choh ore haul

Hello,

My title for this message is:

"They got the goldmine, we got the shaft"

- First of all, I would like to state that we believe that when these major - especially foreign - corporations apply for mining permits, it should be that they also, at that time, apply for the ball mill permit. The old argument that it takes too long to get the ball mill permit has worn quite thin, seeing as how this is how Kinross does business in their mining operations around the world. Just look at Nevada, for example.
- Another tired argument that we have heard, and just heard from the owner of Black Gold himself, is that the trucks don't weigh anymore than other trucks. One point that we would like to make about that is that these 'other trucks' are not running 24/7/365 every 15 minutes. The fuel trucks (i.e. Crowley) are not hauling 24/7/365 every 15 minutes, regardless of the weight.
- The 'every 15 minutes' is another lie. Many times we see the B trains in 5 to 10 minute intervals. On a recent Sunday drive to Delta Junction from Fairbanks we timed the trucks. Once they were only 2 minutes apart, many were 5 minutes apart, a few 10 minutes apart, and the most time apart was 12 minutes apart. Out here on the Steese north of the weigh station, we frequently see them at less than 15 minutes apart. And 2 Fridays ago, around 2pm, at a Fairbanks stop light, there were 4 B trains at the stop light at College and Steese. They were heading south, but just the same, they were bunched up one after the other. Also on that trip to Delta we noted all of the skid marks on the road on the highs and lows of the road. That cannot be good for the pavement, and it won't be long until the road needs resurfacing because of these heavy loads.
- The noise is another BIG issue. I can hear them coming from 1/2 mile away - my husband says that I am hearing the turbos. When they are closer, in front of our residence, the roar from all of the tires is incredible. I do not even have to look up to tell that it is Black Gold / Kinross trucks - I can tell by their sounds. This summer when we have our windows open the noise will make it impossible to sleep - if we can even open our windows because of their noise!
- It is absolute insanity that we Alaskans have built this foreign entity - or any private corporation, for that matter - a haul road, much less the fact that we are getting nothing for it. Basically, we are *paying* them to take our gold!!! Not only did we build what they consider their haul road, we are now maintaining it and upgrading it for them! And just wait until other projects around the state get put off so that this foreign entity's haul road is maintained and upgraded - people around the state will be awakened to what our public officials have done to further Kinross's bottom line! Many people that we have talked to are wondering just how much our local officials are getting in kickbacks and under the table monies. This sheds a very poor light on the elected officials who are supposed to be looking out for the citizenry and the state. The outcry is immense, and it is plain to see that the majority is not being listened to.
- Those of us that have lived along the north Steese have already seen the quick degradation of the Steese Highway since this ore haul began. All one has to do is take a drive from the weigh station up to the mine. The road is a mess! And take note of the road in front of the break down yard. There are skid marks all over the place! Those rigs are having a hard time braking and making those turns there.

- The Permanent Fund Division and the Permanent Fund Dividend is not benefitting from this whole deal. We were led to believe that as Alaskans we own the minerals and are entitled to a portion of the profits from these minerals. Our pfd could really profit from this operation if it were being handled appropriately.
- Then we are told how many jobs are created by this whole operation - mine workers, truckers, food service, mechanics, etc. Since we Alaskans have built this haul road for them and made it possible for this ore haul, and we are not getting any monies for any of it, we are basically paying these people to take our gold! It's kind of like how in war we are told that war is a good thing because everyone is working and making money. Then we see the devastation of war, and everyone is making money rebuilding everything. I guess that it is like Major General Smedley Butler said, "War is a Racket". It is just what we are seeing today with this Kinross / Manh Choh / Fort Knox / Black Gold ore haul. And we can hardly wait for the other ore hauls that are coming down the pipeline...
- And like "The Song That Never Ends", I could go on and on my friend! There is just so much wrong with this whole ore haul mess. It makes a person feel hopeless for what we, as Alaskans, have lost and will probably never get back.

Concerned Alaskan citizens,
Bob and Marci White
Steese Hwy North
Fairbanks, Alaska

Sent with [Proton Mail](#) secure email.

From: Ann Geise <ann.geise@gmail.com>
Sent: Thursday, May 2, 2024 10:04 PM
To: comments@akrichsteese.com
Subject: [EXT] Comment

Alaska Richardson Steese Highways Corridor Action Plan
Draft Plan Public Meeting - May 2, 2024 - Delta Junction, Alaska

From: Bob & Ann Geise (ann.geise@gmail.com)

What we are concerned about is the degradation of our roads that is ongoing with the increase of truck traffic. If repairs are not made shortly, the roads will not be passable by the ore trucks or passenger vehicles.

The Alaska DOT does not have the personnel or the funds to keep up with this increased road deterioration.

The Action Plan mentions increased cost for maintenance due to higher use (ESALS), about 2.6 to 4.3 million dollars per year for the summer and 3.5 million dollars per year for winter maintenance / snow plowing. Plus repair and replace pavement cost of 478 to 489 million dollars.

Some of this expense should be passed on directly to Manh Choh before they complete the year of hauling and should be collected for the future years that they use our roads.

If work - maintenance and repair - is not done, our roads will not be passable or usable. We are concerned about the many bridges along the corridor. If a bridge collapses or becomes unsafe, we don't have any handy detours.

From: Bruce Bridwell <bandg.bridwell@gmail.com>
Sent: Tuesday, April 30, 2024 12:29 PM
To: comments@akrichsteese.com
Subject: [EXT] AK DOT Alaska-Richardson-Steese Corridor Action Plan

Please add my comments and concerns to the AK DOT response

As a routine driver on the Steese Highway this April, seeing the impact of the preliminary light single trailer loads from the Alaska Welding marshalling yard to the Twin Creeks turn into Ft Knox access road, I couldn't believe the immediately discernible and progressive damage to the highway in just 3 weeks of observation. I haven't made a direct observation of the entire route yet, but by extrapolation from driving on the real damage to the Steese Hwy, I suspect wear on the Richardson Hwy from running double trailers from Tetlin to Fox, must also be significant. As well as all the bridges most worrisome include the older Johnson River and Gerstle bridges.

I am not against the Tetlin Mine or Ft Knox Mine or Kinross for being a outside foreign corporation developing a resource that domestic companies won't. Outside investment is what makes Alaska run. As a former employee at Pogo Gold Mine and mining supporter, I know that Pogo's developer, Teck/Sumitomo (also foreign corporations), had to build what the Mine Health Safety Administration rightly designates a mining haul road. That developer had to build the Shaw Creek Road, has to maintain it and ultimately will have to restore or gift it when the mining is finished. Why doesnt this apply to Man Choh Mine?

That said, my biggest issue is the damage done to Alaska roadways being used 24/7/365 as a dedicated mining haul road and the complete abdication by the users - Black Gold Trucking, Kinross, Tetlin Village Corporation - for owning any responsibility to maintain and upgrade this haul road which happens to be a public state owned highway.

Therefore please note that I am against Alaska DOT for doing little to protect the public users other than give the ore haul a free ride. The state needs to advocate and ensure that the Mine plan pays for all maintenance and upgrades needed to accommodate their dedicated traffic on the public domain.

A final comment to DOT: why not push the Canadian firm to pursue a rail connection to Fairbanks, thus joining with the Alaska Railroad's stated plan to build an extension from Eielson AFB south to Delta Junction. That way Kinross would be adding great value to the State instead of just depleting the resource and leaving like most outside development has been in Alaska history, and adding another link to a future rail connection to Prince George, BC, and thereby the rest of America. Which has been an Alaskan dream for the past 120 years. Not to mention taking the trucks off the roads and creating rail links for future mining development. Win-Win for all. Wouldn't that be a legacy (as well as paying their fair share for severance) they rightly could be proud of?

Bruce Bridwell
PO Box 81233
Fairbanks, AK 99708

From: Carl Roland <caroland@alaska.edu>
Sent: Wednesday, May 1, 2024 3:29 PM
To: comments@akrichsteese.com
Subject: [EXT] comments on Alaska Richardson Steese Highways Corridor Action Plan

To Whom It May Concern:

The plan to allow use of the public highway route between Manh Choh mine and Fort Knox as an industrial ore haul route without is a travesty that reflects a deficit of public input, open government and due consideration of citizens rights to appropriately influence what happens in their name in our state. It should be stopped and subject to an Environmental Impact Statement (EIS) process. The absence of any real planning oversight of this "plan" is egregious and concerning.

There are numerous specific reasons why this ore haul plan is a very seriously bad idea - including issues of public safety, the privatization of public goods (our roadways, air quality, and a reasonable level of natural quiet, among others) and simultaneous socializing of corporate costs - with the citizens of Alaska on the hook for subsidizing foreign corporate interests in the form of upgrading and maintaining roadways that will be severely compromised by the elevated amount of use envisioned in the ore haul plan.. But most troubling of all is the absence of any governmental advocacy for the clear preference of the majority of the citizenry to reject this hare-brained scheme and ensure that we maintain control over the quality of life and the character of our communities.

I am firmly and steadfastly opposed to allowing this conversion of our public highways into industrial haul roads with no consideration given to the many persistent and negative consequences for a large swath of interior Alaska.

Sincerely,

Carl Roland

2038 Alston Road
Fairbanks, Alaska 99709

From: Carol Dunlap-Austin <cabinma@gmail.com>
Sent: Thursday, May 2, 2024 10:23 PM
To: comments@akrichsteese.com
Subject: [EXT] Comment period

My name is Carol Dunlap Austin and I am a resident of Delta Junction. I just attended a meeting regarding the overview of public review draft report by Randy Kinney.

I am really against the ore haul being done on public roads and it just seems to be shoved down our throats and we are expected to believe the “lies” that have been told to us.

Those of us that travel to Fairbanks have definitely noticed an increase in the black gold ore trucks on the Highway. The report states that there will be 60 loaded B-Trains headed north and 60 empty B-Trains a day headed south. So it says that would mean 2 to 3 per hour each direction continuously.

So if that’s the case how come there were 9 counted coming back south when my friend went to North to Fairbanks on 4/29. There have also been up to 4 Black Gold trucks parked at different locations in Delta at the same time. Seems like a backup of trucks

These trucks are destroying our roads. The report acknowledges that the pavement is impacted more by trucks than passenger cars. And standard design models for pavement structure do not address BTrain ESALs. So now more trucks than what the TAC (and ManChoh) has told us. What else have we been lied to about?

This whole thing involving the mine and trucking on the highways is full of holes that really haven’t been addressed with solutions. The competing on the Highway with the military when there are exercises can prove deadly. All the school bus stops on the route are worrisome. One accident could prove deadly.

Also in the report under More Suggestions, under State of Alaska it mentioned increasing hours of the weigh scales. I have driven to Fairbanks many many times and have not seen the weigh station on the Richardson opened on any of those trips. So who is inspecting those trucks? The weigh station at Fox only serves the trucks going North on the Elliott.

So those are my comments.

Carol Dunlap Austin

From: Carol Lokken <cllokken3@gmail.com>
Sent: Friday, May 17, 2024 7:26 AM
To: comments@akrichsteese.com
Subject: [EXT] Ore haul

I am extremely opposed to hauling the ore in trucks to Kinross for safety reasons, the economic burden, environmental reasons. Carol Lokken

From: Hal & Carol Meyer <liquidearth2@gmail.com>
Sent: Tuesday, April 30, 2024 8:36 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

I'd like to voice my opposition to the ore haul taking place on the Richardson Highway. I can't see any benefit to Alaska in this plan. Not only will these trucks put massive amounts of stress on our roadways, but Kinross doesn't have to contribute in any way to their upkeep. And, all proceeds go to Canada! What is the governor and Alaska DOT thinking?? Is this just about jobs??

Other issues: road safety, environmental impacts, noise pollution, scenic destruction. I'm pretty sure no one will read this email, or if they do, it won't make any difference. This project has been pushed through with the caveat that no matter how horrible the plan is....its a go. It totally has made me think this administration is out for itself. Not for the people they are supposed to represent. How sad.

Carol Meyer
PO Box 342
Ester, AK 99725
907-474-8520
Sent from my iPhone

From: Charles Whitaker <alaskachimney@gmail.com>
Sent: Friday, May 17, 2024 5:53 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

To: Kinney and associates

SAFETY, should be priority for DOT and our legislators. So far they have shown little interest in keeping the public safe. Rules, regulations, and laws should be implemented to encourage mining operations to build a mill at or near the mine site. Our public roads and scenic highways should not become industrial haul routes.

Due to the acid generating nature of the ore an environmental impact statement or equivalent should be completed before any more ore is hauled along this route.

Ore trucks are leaving the mine site covered in thick muck and dust which no doubt contains acidic contaminants, gaining access to state roads and scattering this debris for the entire length of the trip. On the return from Ft. Knox back to Manh Choh the trucks are uncovered and dust swirls out of the trailers for 250 miles.

Another safety issue is the ability of these unprecedentedly heavy industrial vehicles to speed up and slow down efficiently. I recently followed a Black Gold ore hauling tractor with loaded double trailers going up the Steese highway north of Chena Hot Springs Road, traveling at 18 miles per hour up the hill in a 55 MPH zone. There are 2 lanes headed North. Alongside it in the left/fast lane was a Black Gold truck with a single trailer hauling a heavy load going 30 to 35 miles per hour. Is this safe? Is it legal?

It is simple to cure this problem of putting the safety of the traveling public at risk, ruining our roadways and bridges and polluting streams and wetlands along the way. BUILD A MILL AT THE MINE SITE.

Charles Whitaker

From: Clare Hill <chillydog1990@gmail.com>
Sent: Friday, May 17, 2024 11:29 AM
To: comments@akrichsteese.com
Subject: [EXT] Ore Haul Plan

I am firmly OPPOSED to the current ore haul plan. It is dangerous, poorly-conceived, and will cost Alaska taxpayers enormous amounts of money to rebuild and maintain highways. Already the northbound Steese has noticeable wear from the loaded trucks heading to Fort Knox. This trucking plan has been created to benefit foreign companies who will take their gold right out of the state. Build a mill at the Tok site! You could create jobs for locals right there!

Clare Hill
4320 Parks Ridge Rd.
Fairbanks. 99709

From: Claudi Thompson <claudi108@gmail.com>
Sent: Thursday, May 16, 2024 11:15 PM
To: comments@akrichsteese.com
Subject: [EXT] Comment on ARS CAP

To whom it may concern,

I am writing to express my concern about the ARS CAP.

First of all, this action plan should have been put in place long before trucking began. But here we are.

I would like to focus my concerns on environmental issues. The draft completely ignores the environmental hazards from what is being transported. Uncovered trucks and trucks with holes in their covers (which have been observed) potentially spread mining dust across the entire road corridor. The ore is acid-generating and contains heavy metals. Even a small amount of dust leaking from each truck will add up to contaminate lands and waters adjacent to the road. Of particular concern is airborne arsenic dust.

The contamination of waters by the fish-toxic 6PPD additive stemming from rubber tire wear is also a concern.

Overall, the ore-hauling plan is very poorly thought out and needs a major overhaul that takes into account the damage these trucks do to public roads and the surrounding environment.

Respectfully,

Claudi Thompson
Fairbanks, AK

From: Corcoran Mikol <cmikol25@gmail.com>
Sent: Friday, May 17, 2024 4:31 PM
To: comments@akrichsteese.com
Subject: [EXT] Comments for Ore Haul Plan

Hello,

I would like to thank you for making public input available – but frankly, I’m disappointed. This meeting is the definition of “Too little, too late”. It feels like a fig leaf, covering for an attack on Alaska’s constitutionally-mandated provisions of public notice and input, and even as I write and send this, ore haul trucks are running up and down our roads, getting stuck on our hills, delaying traffic, and crashing into vehicles on our highways.

The process of public input should have been completed BEFORE any extraction – let alone transportation or refinement – of ore from the Manh Choh Mine began, as pursuant to Article 8, Section 10 of the Alaska constitution. Had this public input process been any more than a mere formality – a measly attempt to mask that the proposed ore haul route had already been implemented before these sessions were completed and before public comment had closed, we would have had a say in the way our state’s natural resources are treated.

It is a blatant attempt to bypass and render irrelevant the near-unanimous opposition to the absurdity of hauling 160,000 pounds of ore, and it is convenient for Kinross and Contango to sit back in their corporate offices, having skirted environmental review, treated the public as an afterthought, and only dealt with testimony on the back end of the process – after they’ve ensured the security and continuity of their profit.

Also violated is section 2 of the 8th Article of Alaska’s Constitution, which stipulates that the state’s natural resources be developed to “the maximum benefit of the people”. While our resources are indeed being developed by the Manh Choh Mine, they are, it seems, being developed to the maximum detriment of Alaskans – take, for example, their proposal that we raise money from a GAS TAX to repair the damage to our roads that their trucking plan would cause! It’s like repairing damage to your home done by a burglar. While repair is a necessity, the burglary itself was still illegal. We have a process to seek restitution in the event of burglary, not so, it seems, for Alaskan victims of outsider greed.

In light of this and of the minimal return on value that the state is projected to receive, I will reiterate a potential solution we should consider – in part because of its value to the security of the ore haul, as well as commuter and infrastructure safety. That solution is to extend the Alaska Railroad from its current termination point to the site of the Manh Choh mine. Such a solution is projected to take 5 years to complete and would ensure the safety of the residents – including the 86 school bus stops – along the ore haul route. It would also ease military transportation, allow for longer vacationer tours up and down the Alaska Railroad, and aid in the transport of our agriculture industry – which, for the record, needs to grow. Permanent, trained, well-paying jobs in railroad maintenance will be created. In short, an extension of the Alaska Railroad would be a sustained boom to multiple economic sectors of our state, and allow us to build new sectors of our economy.

It is insulting to have Kinney Engineering not consider the viability of the railroad extension– when I emailed them in October, I received a response claiming that because the five years it would take to construct the railroad exceeded the four years that the Manh Choh Mine was expected to be in operation, that the railroad was not a solution for transport. This project appears to have been and continue to be deliberately flexible with dates, picking out a time-stamp to suit whatever results in them paying out less money, and in the quickest, most expedient timeframe, and Kinney Engineering appears to have been used as a local face, contracted to draft apologies for these outsider companies who wish not to answer to the people who live here and whose resources they are looting.

In a just world, the railroad extension would be completed and any movement of ore will be suspended until the railroad extension is complete. It is the ONLY means to safely transport large quantities of ore along this 250-mile route. Alaska is already getting a terrible deal on revenue from this mine and for local residents to be asked to carry the burden of repairing the road when their 80-ton tankers will be ripping apart the asphalt on the regular, is insult to injury.

Alaska should not be handed over to outsider companies who want only to leech off our state’s natural resources and have no respect for our way of life. This trucking plan has been drawn up solely for their benefit. To them, we are no more than a landing base for them to extract our minerals, and any “revenue” returned to the state is paltry pennies on the dollar, soon to be sent right back to the same corporations who paid them in the form of tax credits and rebates. These corporations are, of course, generous friends of the resident of the governor’s mansion, a man whose interests are so entangled with these firms that it’s difficult to tell where their backsides end and his face begins. In the end, the brunt of the ore haul will not be borne by him – the most he wants to import near his Mat-Su residence is more game to hunt! – or Kinross, headquartered in their city of over three million people with its amenities, well-maintained roads, comfy public transit system, carbon reduction plan, and of course, close proximity to maple syrup. It will be borne by Alaskans who live, hunt, fish, and breathe in our state. When the toxic dust wafts from uncovered truck beds we will breathe it, when the chemicals seep

into our land and are ingested by the wildlife, we will ingest them, whether through berries or the moose, caribou, hares and foxes that we hunt. And, heaven forbid, should the operators of the trucks – drivers operating under the hand and for the express wishes of outside companies – lose control of their trucks along the route, including at any one of the 86 school bus stops, it will be our family, our friends, and our children who will pay the price.

Throw this plan out. Reject the ore haul. This is a project for the Alaska railroad.

Thank you,
Corcoran Mikol

From: Dan Rizzolo <rizzolod@hotmail.com>
Sent: Thursday, May 16, 2024 10:36 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP Comment

Hello,

Please accept my comment on the draft Alaska Richardson Steese Corridor Action Plan.

I am a resident of the Fairbanks North Star Borough and I have serious concerns about the safety, environmental impact, and economic impact of this plan. My concerns align well with those stated by the comment submitted by Advocates for Safe Alaska Highways dated 19 April 2024.

Further, I strongly disagree with the backward management and decision-making approach taken for this project where it has essentially already been approved and started before community comments were taken and community concerns addressed.

I object strongly to subsidizing this project with public safety and public infrastructure. If the ore from this project cannot be processed at the mining site without being transported on public roads, the project should not happen.

Sincerely,

Daniel Rizzolo

From: akrichsteese.comments@kinneyeng.com
Sent: Thursday, May 16, 2024 11:56 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Darla Theisen
Email Address (optional): Dhtheisen10@gmail.com
Organization (optional): Neighbor and work near ore hauling
Comment (optional): Please send updates. Please add why railroad link is not an option.
Where is the railroad study
Add to news letter? Yes

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

From: Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>
Sent: Monday, May 20, 2024 9:12 AM
To: Darla Theisen; comments@akrichsteese.com
Cc: Skip Theisen
Subject: RE: [EXT] Comments

Good morning Ms. Theisen,

Thank you for your comments on the Alaska Richardson Steese Highways Corridor Action Plan.

Regards,

Phoebe R. Bredlie, P.E.



Public Involvement Lead

Alaska/Richardson/Steese Highways Corridor Action Plan

comments@akrichsteese.com

Phone: 907.456.1418

From: Darla Theisen <dhtheisen10@gmail.com>

Sent: Friday, May 17, 2024 4:28 PM

To: comments@akrichsteese.com

Cc: Skip Theisen <gdtheisen@alaska.net>

Subject: [EXT] Comments

Hello

Randy thank you for returning my call. Please let me know if you receive this. Thank you for the comment period.

1. I have counted 6 trucks in 15 minutes on Steese from their staging/ drop zone to Twin Creek/ mine turn off. I worked at Poker Flat over 2 weeks, April 5-19 and saw this several times. 5 singles fully loaded and single empty headed down the Steese. They are not traveling 2-3 per hour as written in your report.
2. I had a fully loaded single pull right out in front of me from their Fox staging/ drop zone at 6:30 am. I had a single empty pull right out in front of me, 4:30 pm from their mine rd headed S on the Steese. I had a double empty pull right out in front of me from their staging/ drop zone 5:00 pm. The sight distance is great. They are not looking or paying attention when they pull out. Hazardous with no enforcement.

3. The damage done to the Steese in the north bound lane, Fox to Twin Creek/mine rd was horrendous in those two weeks (April 5-23) Potholes deep and wide. As fast as DOT patches them there are new ones. One went into both lanes and all rigs had to swerve into other lane to get around them. I was parked at a pullout and a loaded single truck went right through it spewing macadam across the road. This is hazardous and a huge safety concern. It is not normal breakup damage. It is caused by the ore haul trucks. They should be paying for road maintenance. I'm sure there are stretches between Salcha and Delta, Dry Creek, Dot Lake and Tok that are experiencing similar degradation.
4. I have pictures of a fully loaded truck on dry pavement traveling up Cleary Summit with axles up. They are supposed to have axles down when loaded.
5. The ore haul trucks are doubling up on the bridges- Robertson, Gerstle, Chena bridges. They are supposed to be going one at a time across the bridges.
6. The loaded ore haul trucks are going across the Chena Hot Springs Rd bridge and not going around it like they are supposed to do. This has been witnessed by my husband, my neighbors and friends.
7. It is very difficult to pass the trucks when there isn't a passing lane- especially in the winter with new snow whiteout conditions
8. Forest fire traffic concerns. I worked wildland fire for 30 yrs. My friend manages Tok Area Forestry. He was traveling with red lights on headed to a fire and the trucks would not pull over for him. On another occasion he had lights flashing on the engine to block the rd due to a fire and they just went around him. He now has to have troopers or a complete blockade to make them stop for fire traffic . This is a huge safety concern. They should not be impeding response times to an incident or ignoring the commands to stop. I sense some bad incidents occurring from their irresponsible driving behavior when emergency vehicles have the right of way.
9. They should be going around the Chena Flood control bridge since they are over weight limits. There is already a diversion rd in place for this very reason.
10. Enforcement- I have never seen anyone enforcing their unsafe actions. This is incomprehensible. On my trips up the Steese for work for two weeks I only saw the Fox weigh station open twice.
11. Alternative 1- finish the rail link- all the infrastructure funding, State, Canada, feds and mine- partnership is the answer. We've wanted a rail link to Canada since 1942. Great for tourism and resource movement and development, and village and town support for food security and logistics support.
12. Alternative 2 - build a mill onsite like Pogo mine has.
13. Toll road option. They should be charged a toll for every run on our State highways- both directions.
14. Do not give them an exemption when load restrictions are on from breakup to sometime in May- most everyone else has to do this. They should have to sit during this time like our small AK businesses have to abide by.

Thank you again for the opportunity to comment. I have not witnessed anything good or safer for our communities and roads since the ore haul started.

Darla Theisen
Fairbanks, CHSR
907-687-1829
Sent from my iPhone

From: David Cory <dwarrencory@gmail.com>
Sent: Thursday, May 16, 2024 5:47 PM
To: comments@akrichsteese.com
Subject: [EXT] Manh Choh ore haul project

I have been an Alaskan resident for 52 years and my wife and I live in Delta Jct. Along with many of the folks who live along this corridor, make frequent trips to Fairbanks for medical, shopping and recreational activities. This road system is our only lifeline to Fairbanks.

It seems to me and a lot of folks that this ore haul project was rushed through its approval by the Governor and DOT and was a done deal before it was ever presented at public meetings. An impact study was never fully completed in reference to safety issues with school buses, road and bridge conditions, army convoys and personal safety of the people who use these roads regularly.

In addition winter conditions with snow, black ice and moose on the road present there own problems.

I believe the ore haul should be put on hold until all of these conditions are met. Also the extra costs associated with repairs and upgrades should be paid for by Manh Choh Mine and not from the State of Alaska coffers. Just because these are public roads does not give a company total entitlement.

sincerely, dave cory

From: David DeLong <davedelong@mosquitonet.com>
Sent: Friday, May 3, 2024 2:19 PM
To: comments@akrichsteese.com
Subject: [EXT] Kinross haul plan

This is an outrage. A gross taking for private gain. Hundreds of millions of dollars in costs for construction and maintenance solely to benefit a privately owned company, Kinross. This is in addition to an estimated 10 additional accidents per year with these behemoth trucks ie DEATH for the citizens of our state.

From: Dave Nebert <nebert@gci.net>
Sent: Monday, May 6, 2024 10:18 PM
To: comments@akrichsteese.com
Subject: [EXT] Negative comments on the industrial use of our highways

To those evaluating the Tetlin-Fort Knox ore haul plan,

Let me start out by saying that I can see nothing in this project that benefits Alaska or Alaskans. This project has been allowed to go forward without a serious exploration of the harm it will inflict on Alaskans. It has been designed to primarily benefit a foreign company at the expense of Alaskans, especially those who live along or frequently use the roads involved. This is patently clear based on changing the "viability" of bridges along the route after some of them were first deemed inadequate for the loads being proposed. If the project appears to be in conflict, the rules or regulations are changed to remove the conflict.

One of the main concerns I have is that an on-site mill (near Tetlin) was rejected because the native community didn't want the waste in their backyard, preferring to transport it to ours in Fairbanks. Their concerns are valid because the toxic waste involved could contaminate their nearby lake on which they rely upon for fish. So instead, the toxic waste is being transported to the headwaters of the Chena watershed where an eventual breach will contaminate much of the Chena watershed including rivers and ground waters. All you have to do is look at the history of mine waste holding ponds to see that it's a good bet that the holding pond at Fort Knox will be breached sometime between now and the time our great grandchildren are living here. The record on waste containment ponds across the country and the world is dismal, to be kind. We live in an active seismic area and the containment dam at Fort Knox wasn't even designed for what's there now, and certainly not for what will be there when this project is over.

And when exactly, will this project be over? There are plans to commercially haul ore from within a radius of 300 miles of Fort Knox, so the existing haul plan is only the first of many "ore hauls" we will have the pleasure of enduring if the present plan is not stopped. And it will be primarily be for the benefit of foreign companies with the State picking up the costs.

It's been predicted that there will 10 additional accidents along the corridor each year for this project. Given the huge size of the transport vehicles, it's obvious who will get the worst of the accidents and it's not likely to be the behemoths that are primarily carrying toxic waste rock. How many deaths will it take to shut down the ill-conceived plan? And what about the projects that will follow this one?

The roads at several locations along the route are already breaking up as many folks have already documented. And the State gets to cover the cost of constantly repairing our roads. Much of the money will be federal dollars that now won't be spent on maintaining other roads around the State, but will be spent to allow this ill-conceived project to support a foreign company that will leave little behind but a big mess for the State to deal with. And exactly how will it work to repair the damaged roads when the huge trucks are constantly passing? Will DOT need to close down one lane while they repair the other? How will this affect traffic? Or will they just shut down a section of the road for days to make the repair?

Fairbanks has had a constant battle to keep the air breathable for residents. Adding another source of pollution makes it even more difficult to meet air quality standards. Those of us who live here will have more health related problems so a foreign company can take our mineral resources at next to no cost since the State will end up paying the bills.

Since before Alaska became a State, it has been treated as a Third World country to be exploited by outsiders. We must rise up in protest to stop this continual rape of our natural resources that benefit those outside of Alaska, leaving the spoils for those who live here to deal with the problems left behind.

SHUT DOWN THIS ILL CONCEIVED PROJECT NOW!

Thanks for allowing those of us who live here and must deal with the problems generated by this project to make our concerns known.

David Nebert, a long-time resident of the Interior. (55 years)

From: David Webber <deltadave@deltafuelindustries.com>
Sent: Friday, May 17, 2024 12:31 PM
To: comments@akrichsteese.com
Subject: [EXT] Comments

My name is David Webber, I live in Delta Jct. and have been involved in trucking in Alaska since 1980, my whole adult life has involved heavy trucks, I own them, drive them, repair, and even sell them. My main focus is petroleum tankers and I am well versed in all the various combinations available and in use in both Alaska and in Canada.

I would like to comment on all the selective nonsense surrounding the "Corridor Action Plan" or whatever it's being called today.

First, stop the excessive use of the phrase "B Train", it's like a 1st grader that learned a new word. In the trucking world there are A Trains, B Trains, and even C Train combinations, all have been in use longer than most of us have been alive. Most double trailer combinations used in Alaska are of the A Train variety, there is also what the Feds call Rocky Mountain Doubles, this is what most Tanker Combinations you see are, a tractor, semi trailer, and a pull trailer, very common. And at ~120', longer than the "Kinross B Trains".

B Trains:

Very popular in Canada, their mainstay, extremely stable, has only 2 articulation joints, and can be easily backed up, something the other doubles don't

do well. Alaska weight laws do not favor B configurations, they are not long enough to fully utilize the Bridge Formulas, to use them efficiently you have to add more axles & length, which is what Kinross did.

If anybody has been paying any attention to the traffic on the Alcan & Richardson North of Delta you would notice Canadian B's hauling LNG pulling only 1 trailer, they are splitting up their trailers, hauling the lead to Fairbanks, unloading, empty back to the border, swap the lead for the pup and do it all over again, because of Alaska's screwed up weight laws. That's double the road miles to haul a load that does not have a single axle overweight,

simply does not meet the bridge formula. Canada has their weight regs and vehicle configurations figured out, and ironically, they have learned that the

Super B, (3 axle tractor, 3 axle lead & 2 axle pup) is the most common, efficient, & safe vehicle for movement of all types of freight. There might be something that can be learned here.

Passing Lanes:

The passing lanes now being added are the stupidest, most dangerous, and ill-conceived thing I have seen regarding "Corridor Improvements" !

The Kinross trucks maintain highway speeds just fine on flat ground, by putting in passing lanes that are not on a grade you are enticing traffic to speed

up to 80+ mph to get around them. Again, the addition of these passing lanes encourages traffic to drive at speeds well in excess of the posted speed limit. Smart move...Now let's add some dusty dry snow to the mix...

The statement that "a reduction in speed below 10 mph of the posted speed limit increases accident potential" is absurd. While that ridiculous statement is obviously directed at Kinross Trucks, it should also be noted that ALL heavy trucks slow down on grades, also motor homes, campers pulling boats, crippled people, and even tour buses. Passing lanes on grades serve a useful purpose, on flat ground, they do not.

Lastly, the 95' B Trains are far from the longest and heaviest trucks on the road, most doubles have 95' of *trailers*, and that does not include the length of the tractor, OAL is ~120'. And they are just as heavy, but that seems to be forgotten or ignored....

You're trying to fix something that isn't broken, and I fail to understand what the point of all this is....

Regards,

David Webber
Delta Fuel Industries LLC
PO Box 31
Delta Jct. AK 99737
Shop 907.895.4887
Shoe Phone 907.322.3340
deltadave@deltafuelindustries.com

Ella Roberts

From: Phoebe Bredlie
Sent: Tuesday, May 21, 2024 1:44 PM
To: Ella Roberts
Subject: FW: Comments on the ARS Corridor Study

[Another emailed comments to saved as pdf and categorize.](#)

[Phoebe](#)

From: Donald Galligan <Donald.Galligan@fnsb.gov>
Sent: Tuesday, May 21, 2024 11:57 AM
To: Shelly Wade <shelly@agnewbeck.com>; Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>
Subject: [EXT] Comments on the ARS Corridor Study

Shelly, sorry these are a bit late, I hope you still have an opportunity to incorporate them into the final draft document. These comments come from me and Jackson Fox, I represent the FNSB, and I'm not sure what organization Jackson was representing.

The following are our comments:

1. The discrepancy in ESAL computations (Kinney 5.5 ESALs vs. DOT 3.0 ESALs) for B-train loading should be addressed as it correlates to estimating maintenance costs. Using 5.5 vs. 3.0 results in a significant difference in estimating pavement degradation and cost to repair/replace.
2. There is limited information about the decision to allow B-trains to cross the Steese Expy bridge. Throughout most of the TAC process DOT asserted the bridge could not handle the loads, but later changed their assertion to B-trains are allowable. Historically (past 10-20 years?) we have heard this bridge has been off limits for heavy loads so I think it would benefit the Plan and public review to include the bridge load calculations and analysis performed by DOT.

3. The Corridor Action Plan currently only has documentation and discussion of the Alternatives considered, but no list of Recommendations moving forward. This would be the most critical outcome of the Plan so DOT has a roadmap of actionable items to being implementing. Is this still forthcoming in the Plan?
4. On page 84 in the middle of the page the second paragraph just ends and doesn't complete its thought. (Minor Edit)
5. On Page 70 the study references Portions of the Alaska Highway and Richardson Highway between Delta Junction and Fairbanks as US Bicycle Route 87 (USB 87). The document makes it seem like this is a Federal designation, however in my research I found that the group that makes this designation is a private non-profit corporation and is not endorsed by or affiliated with USDOT.

Thank you for the opportunity to comment.

Don

Donald C. Galligan, Jr. AICP | Planner IV—Transportation
[Fairbanks North Star Borough](#) | [Community Planning](#)
907.459.1272 (direct) | 907.459.1260 (department)
donald.galligan@fnsb.gov |

From: Iron Age Reclamation <ironagereclamation@aptalaska.net>
Sent: Thursday, May 16, 2024 10:44 PM
To: comments@akrichsteese.com
Subject: [EXT] ore haul on public roads

Safety and concern for the environment as well as the obvious exploitation of our infrastructure without proper compensation to the state of Alaska for the profits of a Canadian mining company is an absolute injustice to all the Alaskans that are not beneficiary to the minimal royalty that the 120 shareholders of Tetlin may or may not receive from Kinross. This plan is flawed in every way and we as Alaskans should hold accountable those elected officials at the state and tribal level that have enabled this. Thank you for conducting this comprehensive study. Duke Marshall Tok, Alaska

From: ewoodak@gmail.com
Sent: Friday, May 3, 2024 12:31 PM
To: comments@akrichsteese.com
Subject: [EXT] Stop B-trains on public roadways.

The line that screams out in my head, over and over, from this report is related to an estimate of 10 more crashes.... Not just car to car crashes but rather crashing with massive heavy trucks. Certain to w cause much more tragic results for the smaller car. I'm not willing to take this risk to allow this ore hauling in public roadways. Build a railroad. Perfect for hauling ore. No increase risk to the lives of Alaskans. No increased wear and tear in roadways. And, a benifet to the state long term by the addition of a train on this route.

I am firmly against the addition of this ore transport on public roadways. The revenue can not offset the loss of life risk in the estimated accident assessment.

I vote and I feel strongly this ore movement on public roadways is excessive.

Elizabeth Wood

From: Emily <emily.hikes@gmail.com>
Sent: Friday, May 17, 2024 11:55 PM
To: comments@akrichsteese.com
Subject: [EXT] Alaska-Richardson-Steese Highway Corridor Action Draft Plan Comment

The timeline of this project and the activity (the ore haul route) it addresses do not add up. It is difficult to understand how it was expected to take well over a year to come up with analysis and recommendations, but the ore haul was slated to start by the time the action plan report was released. Now, the reality is that we are still in the drafting process and the ore haul began six months ago. Even when the final plan is ready, only a couple measures will have been completed within the alleged 5-year ore haul (brush clearing, planning passing lanes). Regardless of whether or not these measures will provide safety for all users into the future (as the draft plan states), **they are not in place to provide the safety measures that are needed right now.** Nor will they be in one to five years, depending on the recommendation. This corridor is already an inherently dangerous environment, why are additional risks being allowed? What is the plan if hundreds of people are cut off from supplies and emergency services should a bridge deemed "insufficient" suddenly collapse?

If it was clear from early in this planning process that a lot of changes were going to be made to make the corridor not only safer, but literally *functional* for the ore haul, why was that not taken into account? The ore haul should not have been allowed to begin until 2027 at the very earliest based on obvious timelines behind projects like constructing passing lanes, replacing pavement, and replacing bridges, amongst many other items that could have been foreseen (although necessity is compromised when considering ore haul needs vs non-ore haul needs). It is well understood that any of these projects takes a long time to design, fund, and execute. Other than the poor decision to misappropriate, and therefore compromise, federal funding for some of these projects, (by way of the Statewide Transportation Implementation Plan) there is no state budget for any of these changes. Additionally, there is no financial assessment weighing the royalties and economic benefits to the state against the financial burden of the ore haul. Such data would be helpful for the public and the state of Alaska to assess the true economic costs and benefits of the ore haul. As it stands, this ore haul is moving mostly hazardous waste and the mining industry as a whole brings less than half a percent of revenue to Alaska. The economic soundness of this plan has been completely ignored.

Safety should be prioritized before money, and that appears to be one of the primary values of Alaska Department of Transportation & Public Facility. The four values they promote are as follows:

Integrity: Doing the right thing even when no one is watching. Doing what you say you are going to do

Excellence: Commitment to continually improve

Respect: Positive regard for customers, stakeholders, investors and colleagues

Safety: Commitment to safeguarding transportation systems and users while promoting a safety culture in the workplace.

Safety becomes extremely elusive when allowing a significant increase in frequency of heavy trucks and the possibility of an additional 10 severe or fatal crashes per year, and the draft plan admits this is underestimated on page 91. This is an egregious move away from the AKDOT&PF mandate of "Towards Zero Deaths." It is wholly unacceptable. The lack of concrete and reliable improvements to school bus stops and school children's safety is also unacceptable, given that the situation is already quite risky as-is. There is also no consideration of the increased danger to rural communities along the route that move around their community exclusively via the corridor, such as Salcha and Dot Lake. The unprecedented road damage caused by the frequency and weight of these trucks is yet another danger along the route and one that could most certainly contribute to crashes. Overall, the overwhelming increase to the forecast of severe crashes that the ore haul creates, predicted and otherwise, is more than just a cut and dry risk of injury or loss of life and/or property. It has ripple effects that could never be captured in a technical document and has most certainly not received the attention it deserves.

The three values of Integrity, Excellence, and Respect have also been challenging values for AKDOT&PF to follow during this process. AKDOT&PF's inability to provide transparency throughout this process was the worst infraction of their own definition of Integrity and put the project teams in a difficult place. The difficulties surrounding engagement from the Transportation Advisory Committee are also well-documented. The way certain parties of the TAC were treated due to outside influence by AKDOT&PF was utterly disrespectful. The interference in this public process, especially by the ending of the TAC meetings, was lacking in Integrity. Finally, the TAC made a motion to request information about who greenlighted the ore haul before the TAC and plan efforts were implemented and they requested a delay of the ore haul for the safety measures to be put in place, and neither were ever addressed.

AKDOT&PF further discredit their own integrity by their unfortunate decision to simply opt-out of addressing the distinction between an industrial ore haul and commercial use of the infrastructure they manage. This corridor action plan is a direct result of the conflict between industrial use and commercial use, yet an examination and recommendation to clarify regulation [Section 17AAC35.010](#) is not a part of this study.

There is still simply not enough environmental assessment for an unprecedented activity such as this. The region is being used as a laboratory for activity that is dangerous on so many fronts, and the environmental impacts are a critical and easily overlooked reality. Saying that the environmental impacts are outside of the regulatory context and therefore does not compel any action is disappointing. At the very least, the plan should be calling on multiple, appropriate agencies to make their own thorough assessments of the ore haul route, just as Kinney Engineering was called upon to do. When a situation is not clearly understood based on unprecedented activity, it warrants further investigation, new data, and monitoring.

One b-train carries around 100,000 pounds of ore that is acid-generating and heavy metal leaching. They move it across 11 essential fish habitats and vital subsistence

areas 60 times per day. There are ongoing observations of holes in load covers. While the b-trains have been studied thoroughly, the covers were not, and it appears that they are not up to their task. A different cover should be required that does not easily wear out. The holes in covers have led to spilled ore on the highways. Whether there are a few pounds of ore being spilled or an entire loaded b-train rolls over, there should be a serious spill response plan in place. There is nowhere in the report that indicates how spills coming from the b-trains will be addressed. This is critical to protecting waterways from toxic contaminants.

If Kinross has some such safety plan, it needs to be public so that it is well understood how they or their contractor are going to mobilize to address such situations or who is expected to respond if they do not. If small amounts of ore are being deposited along a 250-mile route, how will they know? If a large amount of ore is spilled, who is going to respond and from where depending on where the accident occurs? Kinross response teams are over 100 miles from the problem in either direction if it occurs halfway along the route. Delta Junction is the largest community along the halfway point of the route—are they expected to respond, and how? Again, where is the Kinross safety plan? Similar ideas were brought up in the Alternatives section, but it remains to be seen if and how any of the Kinross safety promises will be kept and enforced.

The draft plan also makes an unsatisfactory claim that fugitive dust is not a concern (p. 146). Mud being tracked outside of the mine for many miles expands the source of dust beyond the loads themselves. Not to mention that thick layers of mud on paved roadways are a new hazard that needs to be addressed. As for the dust, it is now apparent that there is no effort to cover empty, southbound trailers, no knowledge of Fort Knox wash stations and how they might be used, and therefore dust residue in empty trailers can be freely distributed. Presumably, there is no mention of wash stations because they are not on the public corridor, yet this is still valuable information.

There needs to be special attention paid to the negative and under forecasted impacts of tire degradation to the lands and waters surrounding the highway corridor. The plan acknowledges the toxicity of tires and its link to coho salmon die-offs, but offers no mitigation plan. As an unprecedented project with a large number of risks, at the very least monitoring and documentation should be solicited by the plan in order to react more efficiently to issues—whether by formulating regulations or knowing how to mitigate the effects of this pollution when their impacts become apparent.

Emily Hikes
Fairbanks

From: [Collier, Eric W CIV USARMY 11 ABN DIV \(USA\)](#)
To: [Shelly Wade](#)
Cc: [Randy Kinney](#); [Phoebe Bredlie](#)
Subject: [EXT] RE: RESEND: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs
Date: Thursday, April 11, 2024 7:54:50 AM

Good Morning Shelly,

As discussed at the last meeting, as a US Army employee, I will not be providing feedback. On a lighter note, I see the B-trains everyday and they have zero impact to traffic between North Pole and Fairbanks.

Thank you for all that you do.

R/
Eric

Eric Collier
11th ABD G3/5/7 FWA
907-353-7808

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Thursday, April 11, 2024 7:42 AM
To: Shelly Wade <shelly@agnewbeck.com>
Cc: Randy Kinney <Randy.Kinney@kinneyeng.com>; Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>
Subject: RESEND: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs
Importance: High

Good morning, all –

I'm resending this email with a delivery and read receipt to ensure all TAC Members have received this important correspondence. Please let us know if you have any questions or concerns. I'll also follow up with each of you directly to ensure, at a minimum, this email has hit your inbox.

IMPORTANT: The first "deadline", April 15th, is right around the corner – that is the deadline to submit comments if you would like them posted to the project website and printed in hard copy for sharing at the community meetings (see details below).

Best,
Shelly

Shelly Wade, AICP

907.242.5326 Cell (call or text) | shelly@agnewbeck.com

Dena'inaq e'nen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*
Translation by J. Isaak and S. Shaginoff-Stuart

From: Shelly Wade

Sent: Monday, April 8, 2024 6:07 PM

To: Shelly Wade <shelly@agnewbeck.com>

Cc: Randy Kinney <Randy.Kinney@kinneyeng.com>; Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>

Subject: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs

Importance: High

Dear TAC Members –

We are writing today to share the following project updates:

1. **Public Review Draft Status** – As of today, April 8th, 2024, the Public Review Draft of the Corridor Action Plan is posted to the project website. [CLICK HERE](#) to access the draft.
2. **Comment Period** – The comment period begins today and will close approximately two weeks after the first community meeting. Once we have the first meeting scheduled, we will post the comment deadline. The project website outlines the different ways the public can submit their comments. NOTE: We are also implementing an “interim comment deadline” for those commentors that would like their comments posted and shared during the public meetings (see below for details).
3. **Interim Comment Period** – For any commentor, including TAC Members, that would like their comments posted to the project website and printed in hard copy for the public meetings, **we are asking to you submit those comments by April 15th**. All comments received, including those received by the April 15th interim deadline, will be published in the Final Plan.
4. **How to Comment as TAC Members** –
 - a. Please submit your comments to Shelly, Phoebe, and Randy.
 - b. Please be specific in your comment or question to include the topic, section, and/or page number of the Draft Plan that you are commenting on.
 - c. Comments can be submitted via email with any related materials as attachments.
 - d. As previously shared, TAC Member comments will be posted in a dedicated section of the project website (“TAC Comments on April ‘24 Public Review Draft”), and in a way that identifies the TAC Member and entity you represent, including transmittal emails and all attachments.
5. **Community Meetings** – We are currently planning public meetings in Fairbanks, Delta, and Tok for the week of April 29th. We will have more information on the community meetings soon, including location and format.

Please let us know if you have any comments or questions regarding the status and process outlined above.

Thank you for your time and contributions to date.

Respectfully,

Shelly

Shelly Wade, A-R-S CAP TAC Facilitator

907.242.5326 Cell (call or text) | shelly@agnewbeck.com | www.agnewbeck.com | Engage. Plan. Implement.

Dena'inaq elnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

From: Eric Schneider <ericsschneider77@yahoo.com>
Sent: Wednesday, May 8, 2024 10:34 PM
To: comments@akrichsteese.com
Subject: [EXT] Safety Concerns Manh Choh Trucking

Sir/Ma'am--

I am horrified how the study downplays an extra 10 serious or fatal crashes per year on this corridor. We already have far too many serious accidents and deaths on our Alaskan roads. I have seen first hand how these incidents are devastating for the families and acquaintances of the dead or seriously injured. Outside the obvious deaths or disabilities, there is often catastrophic financial ruin when the household breadwinner is the casualty/fatality.

This is unconscionable that this incredible cost can be passed off as just a cost of business. I guess because it is a cost borne not by the trucking company and mine, but by individuals and families.

I am interested that the State proposes projects to the tune of a hundred million dollars or more (Steese/Johansen Intersection comes to mind)--partly to improve safety. I believe the Steese/Johansen intersection has seen a couple of tragic fatalities in the last 20 years. In comparison, the trucking project anticipates a far higher death toll every single year, with no such expenditure to "improve safety".

There are two options that can allow this project to be done more safely: on site milling (eliminates the long ore haul moves, though trucking of supplies and fuel to the remote location would continue), or extend the Alaska Railroad so that the ore trucking is over a much shorter distance. My understanding is that this project is still profitable using either of these scenarios, and the railroad extension would have a long term benefit in terms of a much safer and more energy efficient way to move people and goods to Delta and Tok and beyond indefinitely into the future.

There are many reasons the ore haul should not be allowed; the fact that many additional serious injuries and deaths will occur alone should be enough to stop this project until a safer option is developed. The gold isn't going anywhere; we can take the time to do this right.

Respectfully,

Eric Schneider
Fairbanks.

From: Estella Bratcher <ejbratcher@hotmail.com>
Sent: Saturday, May 18, 2024 4:18 PM
To: comments@akrichsteese.com
Subject: [EXT] Mining

No circumventing the responsibility to the people of Alaska now and in the future for environmental damages due to their negligence. Whatever damages are done they need to be held accountable. And a plan of action should be considered before proceeding.

Thank you,

Estella Bratcher

Sent from my iPhone

From: Garry Hutchison <garrylh@me.com>
Sent: Tuesday, May 7, 2024 11:48 AM
To: comments@akrichsteese.com
Subject: [EXT] I support developing GOLD from Manh Choh trailers and

Ladies and Gentlemen:

I am a lifelong resident of Fairbanks and support the ore hauling project to Fort Knox from the Manh Choh Mine.

First, I am surprised at how well the Black Gold trucks fit on the Richardson and Steese Highways. When they approach, you can't see the side dumps until the trucks are passing your vehicle, and they don't appear to have the size that many types of trucks hauling fuel and heavy trailers have. Most of the trucks hauling loads on our highways are by far not ore trucks. The ore trucks certainly have less impact than the army convoys and heavy loads coming out of the East heading up North to the oil patch.

Fairbanks was founded on the gold industry, and it is the most impactful basic industry that we have in the Interior. The Fort Knox mine employs many Fairbanks residents with high paying blue collar jobs, and as a community, we need to do all we can to keep that mine operating. Replacing gold reserves, even by trucking the ore, is an essential thing for our town to support.

Lastly, this project supports Native people living in the Interior. The ore is owned by the Native Village of Tetlin, meaning they own the land and mineral rights where the gold is located, and this mine provides an opportunity for the Tetlin Natives to improve the lives of all of its members. An opportunity to help this region and its people does not appear very often and all Alaskans should support this mine for this reason alone.

Thank you for the opportunity to present my comments on this issue.

Garry Hutchison
140 Falcon Drive
Fairbanks, Ak., 99712

From: Glenn Gould <justlikeanaturalman@outlook.com>
Sent: Tuesday, May 14, 2024 10:42 PM
To: comments@akrichsteese.com
Cc: Glenn Gould
Subject: [EXT] Gold Mine ore haul on public roads

Greetings and thank you,

The ore haul proposal in The North Alaska region is not a good idea in all of the rational points of discussion for the State of Alaska, the USA, and the suffering public users of the highways.

1. Increased destruction of already challenged roadways due to the ground underneath being areas of permafrost, swamp, and permeable overburden.
2. The roads and bridges are not built for the loads and lengths of loads to be hauled.
3. The functional conditions and necessary routing of the roads themselves place both the public and the company truckdrivers at risk.
4. The other commercial truckers will be slowed down costing all other commercial firms using the road time and money.
5. The insanity and road rage that will be inflicted upon all users of the highways. In an area of the world where driving already has elevated risk you propose to add a large longterm overall sustained risk factor that immediately enrages most of us knowing that this totally offensive plan is being pushed upon us by people who know this idea is wrong in every aspect.
6. The taxpayers of the US also are a part of this as both drivers and as payers for basically rebuilding the highways for a mining company to increase their profit.
7. All normal driving for all the drivers of these public roads will be substantially effected in all ways.
8. Due to other mistakes the State of Alaska cannot afford to fully fund its already existing primary responsibilities.
The taxes paid by the mining company cannot and will not be enough to cover the incurred damages and destruction to both roads and lives.
9. If one company can jam this through our corrupt administration others will follow suit adding to the downward spiral of the entire state financially and as a place to live and enjoy life.
10. The forced destruction of roads and bridges has the corollary effect of large ongoing road jobs that are in realtime destructive to all transportation on the roads due to major slowdowns in movement of traffic and destruction of the vehicles due to rough road in construction conditions. The increase in time fuel, vehicle repairs will affect all users.

I am fully invested in a life that covers our entire length of statehood. I've made my living working with my hands as a construction worker for an entire 40+ years. I have not encountered in that time a worse idea that hits so many in both immediate and far reaching ways.

Thank you,
Glenn Gould

Sent from my iPhone

From: Warren, Jim <WarrenJ@wlu.edu>
Sent: Saturday, May 4, 2024 6:32 AM
To: comments@akrichsteese.com
Subject: [EXT] Kinney report

To powers that be:

This haul plan will cost taxpayers several million dollars annually, according to the Kinney report. The Richardson and Steese are in bad shape already. There are 5 bridges that are not built for the project trucks.

Who benefits? Kinross, Black Gold, related private companies.

Who pays? The citizens who live in the corridor and the Alaska taxpayers in general.

Another scandalous example of government spending for private gain of wealthy corporations.

Who pays the long term costs? Guess who.

James P Warren
PO Box 60252
Fairbanks AK 99706
907-888-2489

Get [Outlook for iOS](#)

From: Jennine Williamson <jenninewilliamson@me.com>
Sent: Tuesday, April 30, 2024 9:28 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

I am opposed to having our public roads become 'haul' roads for the Kinross ore mine.

There are numerous reasons for my opposition which I share with many others.

Safety concerns, infrastructure damage, noise and air pollution, tax payer monies used for a private, foreign no less, company.

Let Kinross build a mill at the source. Do not allow them to put our quality of life, enjoyment in touring the state, safety, etc., at risk.

I've lived here almost half a century and hope to continue to enjoy the wonder that is Alaska for the rest of life hopefully without this debacle marring my/our experience of this incredible land ...

Thank you for your consideration,

Jennine Williamson

From: Jim <jandjplaquet@gci.net>
Sent: Friday, May 3, 2024 12:55 PM
To: comments@akrichsteese.com
Subject: [EXT] Ore haul trucks

I live at Birch Lake year round and travel the Richardson Hwy to Fairbanks and back probably 4-6 times a week.

I see nothing wrong with Black Gold ore trucks traveling the Richardson hwy. I have no problem passing them since they go slower than people who travel the road.

I see many larger trucks on the road and the Black Gold ore trucks look smaller. Most of the year I don't see that much traffic on the Richardson hwy.

I do like their extra lights that Black Gold ore trucks have on them especially in the winter months.

Jim Plaquet

12282 Old Richardson hwy

SALCHA, Alaska

99714

907-388-6063

From: Jo Roberts <memejosie@yahoo.com>
Sent: Wednesday, May 15, 2024 4:07 PM
To: comments@akrichsteese.com
Cc: Sally Anne
Subject: [EXT] COMMENTS ON KINNEY REPORT, AND THANK YOU

Kinney Engineering

comments@akrichsteese.com

15May2024

Thank you very much for doing this report.

I second the recommendation that a side-by-side cost analysis of repairs with and without B-train traffic be displayed on the report's first page.

I agree with the many objections raised to the proposed route and its implementation. I'd like to add that when the trucks start rolling through regularly, my husband and I will change our shopping from East Fairbanks to West Fairbanks, and I bet we won't be the only ones.

Thank you again for this report!

Jo Roberts

731 Homestretch Road

Fairbanks, AK 99712

(907) 347-3448

From: Joan Franz <joanbf Franz@gmail.com>
Sent: Friday, May 17, 2024 1:02 PM
To: comments@akrichsteese.com
Cc: Senator.Scott.Kawasaki@akleg.gov; senator.click.bishop@akleg.gov;
Representative.Mike.Cronk@akleg.gov;
Representative.Maxine.Dibert@akleg.gov;
Representative.Ashley.Carrick@akleg.gov;
Representative.Will.Stapp@akleg.gov;
Representative.Frank.Tomaszewski@akleg.gov; bryce.ward@fnsb.gov;
email@murkowski.senate.gov; Represetative.Mary.Peltola@house.gov
Subject: [EXT] Comments and Questions regarding the Draft Alaska-Richardson-Steese Corridor Action Pla

Hello,

As a 44 year Alaskan and healthcare provider, I am asking the Transportation Advisory Committee be reinstated and their requests to begin environmental studies to air, land and water be completed. The ore haul plan must be stopped until these studies are completed. The FAST, DOT and legislature must stop this rapid push to create an industrial ore hauling road out of our public highways. Each state worker and government official is required to make decisions first and foremost that do not jeopardize in any way the public health and safety of Alaskan citizens. Ryan Anderson as DOT Commissioner has abandoned his primary oath of office by not protecting public health and safety. The Ore Haul Plan endangers anyone traveling on the road with these Black Gold Killing Machines. I looked at the truck in the Carlson Center parking lot and envisioned a mangled school bus with children dead and many critically injured. Kinross stands for greed, not caring as they demand that we subsidize their private business, rob the state coffers of a majority of the once in a life time infrastructure monies to fund their business, destroy our highways and poison our land and waterways to mine a non critical mineral. The highly acidic ore can be profitably processed on site in Tetlin though this greedy foreign company does not want to follow regulations, complete environmental studies and respect the overwhelming NO to their present plan. If given the opportunity now, this precedent will destroy our state. Many steps such as Fairbanks Area Surface Transportation Planning was omitted, illegally bypassed and decisions expedited by government officials.

These industrial ore haul trucks are refusing to use the bypass on the Chena Flood Control Project Bridge because it would slow them down. This bridge has received different evaluations regarding a safe weight limit, seemingly based on what Kinross needed, not what is safe. According to some reported weight limit restrictions on bridges, the trucks are not legal or safe. Why is DOT allowing this to happen? I am asking that the state hire an independent structural engineer who can establish weight limits on all of the bridges in this corridor and enforcement of these limits. If this is not completed, explain why not as public

health and safety are at stake. Why did this happen? A double trailer weight and reaction time to brake make any public roadway unsafe when shared with an industrial ore haul vehicle that is heavier and longer than allowed on Federal Highways. What part of this corridor is Federal Highway? Federal highways do not allow more than 8,000 #'s so how is this legal? Kinross must use a single trailer with the load limit allowed on Federal Highways if allowed to continue this unsafe plan. Kinross began this plan without respect for public input and following the correct steps for this project to make it seem inevitable that they will get their way, I am asking that DOT provide a monthly public evaluation on their website of the road and bridge surface and structural damage that has occurred. Also providing a cost to repair this damage. Damage has been photographed and recorded by private citizens using these roads. DOT is responsible for evaluating and repairing as well as public knowledge of the cost. Who is responsible for this outrageous scam on Alaskans? Legislators don't throw up your hands and give in to this. Safe weight limit standards must be set and comply with Federal Highway requirements. Anyone who does not speak up is culpable for the maiming and killing that will happen.

It is an **absolute economic disaster for tourism**. An environmental study must be completed to determine the long term effects on our fish, water, land and air now. Citizens have recorded that ore and ore dust is currently contaminating our state along this corridor. Sounds like an issue that DOT is not taking care of. Kinney engineering predicts an increase of 10 more crashes per year. I am guessing that this may be an underestimate of the numbers. Please address how fatal crashes will be dealt with regarding this plan. Federal highway weight limit restrictions were established to protect the public health and safety. We need them now.

Please answer with studies and research the following questions:

1. How can we use Federal funds when we do not comply with Federal standards that protect public health and safety?
2. Federal highways do not allow more than 8,000 #'s so how are these industrial ore haul trucks legal on Federal Highways?

3. Why is DOT not providing public knowledge of the road/bridge damage that is already being reported?

4. Ryan Anderson as DOT Commissioner, the Governor, Lt Governor and AG have abandoned their primary oath of office by not protecting public health and safety. Why is this being allowed?

5. Why did DOT disband the TAC and refuse to act on their recommendations for an environmental study evaluating the long term effects to fish, air, land and water?

6. This corridor passes thru tribal lands and is on tribal lands. Has Kinross violated tribal land rights and their access to safe water and protection for subsistence foods on their land or surrounding their lands? Provide information that shows that this is legal.

7. Has the governor or other government administrators pressured DOT or other local officials to comply with their desire to ignore regulations to protect public health and safety or typical studies and commissions?

8. DOT must enforce accurate weight limits for bridges and roads and publish a monthly public notice of damage to our infrastructure-bridges and roads and the cost to repair the damage on their website that allows the public to know exactly how much public money is subsidizing this ore haul project.

9. What are you doing to prevent another blockage of traffic like last winter when trucks could not travel up a slippery elevated road surface? As the only road to access emergency care, military transports and public needs to travel to town, this must not happen again.

10. Why is DOT not insisting on a single trailer that meets Federal Highway standards?

11. The EPA has determined parts of this corridor in the nonattainment area for poor air quality in the FNSB. We continue to be out of compliance with Federal Air Quality standards and must improve our air quality or lose Federal highway funds. How can any construction and additional frequently traveling vehicles with toxic dust be allowed?

12. What happens after the first, second and third fatal crash with industrial ore hauling trucks involved and/or creating unsafe conditions by blinding drivers when they throw up snow on the roadway? Who will be responsible when an emergency vehicle cannot travel to save a critically injured person along the corridor?

13. What agency will evaluate the extreme damage economically to tourism that this ore haul plan will impose on all businesses on this public highway corridor?

14. I am asking that the state hire an independent structural engineer who can establish weight limits on all of the bridges in this corridor and enforcement of these limits. If this is not completed, explain why not as public health and safety are at stake.

Please do not dismiss my concerns and do answer my questions about actions requested.

Thank you in advance for your responses.

Best,

Joan Franz

Fairbanks, Alaska

From: Kitty Lancaster <kittyinalaska@yahoo.com>
Sent: Friday, May 17, 2024 11:16 PM
To: comments@akrichsteese.com
Subject: [EXT] Comments on Alaska Richardson Steese Highways Corridor Action Plan

I support the statements posted by the Advocates for Safe Alaska Highways, in the Fairbanks, Daily News Miner, dated Sunday, April 28, 2024 titled “ DON'T TURN OUR SCENIC HIGHWAYS INTO YOUR INDUSTRIAL HALL ROADS”. Every statement in this article is true, factual and should be further investigated. See a copy below.

I have attended every TAC meeting and it is obvious that there is no benefit for Alaska or its people to have these oversized industrial trucks monopolize our public highways.

Kinross Mining and Contango Ore now own the Alaska, Richardson and Steese Highway corridors and plan to own more.

Contango Ore CEO, has announced they have mines in Cook Inlet and Hatcher Pass. They plan to truck the ore from both these locations to Fort Knox, up the Parks Highway through Fairbanks as well. Will there be another costly TAC study done to see how much it will cost Alaska to let these companies tear up and pollute the Parks Highway?

Between Kinross Mining and Contango Ore, there will be no safe highways in or out of Fairbanks or Anchorage, Alaska.

I believe that Kinney Engineering, LLC has done a good job in their research within the limitations given to them by Ryan Anderson, DOT.

Everything about this ore haul is wrong for Alaska, our people and our economy. It can, and should be stopped.

Kathleen Lancaster
45 year Alaska Resident
907-388-5875

DON'T TURN OUR SCENIC HIGHWAYS INTO INDUSTRIAL HAUL ROADS



THE ALASKA DEPARTMENT OF TRANSPORTATION
**ALASKA-RICHARDSON-STEESSE
CORRIDOR ACTION PLAN**
(RELEASED APRIL 8, 2024)

A plan full of holes.

- The existing road system cannot accommodate 81-ton ore trucks making over 35,000 round trips per year
- Road and bridge repairs cannot be completed in time to make the haul safe
- The DOT mandate 'Towards Zero Deaths' cannot be attained; analysis predicts an additional **10** severe or fatal crashes per year
- There is no safety plan provided to safeguard 280 stopped school buses per day
- An independent bridge analysis was requested and refused, and only AKDOT data was provided
- Ore trucks will inflict heavy road damage through this **unprecedented use of public highways**
- Kinross will not pay for any portion of road upgrades or maintenance needed to improve safety
- No environmental impact statement will ever be done to evaluate the entire project's environmental impacts
- Alaskans must risk their lives, change their behavior, accept a reduction in quality of life, and **pay nearly \$1 billion for infrastructure upgrades** to accommodate an industry contributing less than 1% to Alaska's general fund

Why was no on-site mill built to avoid this mess?

Why are Alaskans bearing higher safety risks in exchange for higher corporate profits for a foreign company?



Sent from my iPhone

From: Kathy Lenniger <klenniger@gmail.com>
Sent: Tuesday, April 30, 2024 10:09 AM
To: comments@akrichsteese.com
Subject: [EXT] Mining and our roads

I am sickened by the destruction of our roads, our safety, the peace and value of our homes. This is not 100 years ago when mining was all there was . It has all changed. NO ONE I know wants to work in a mine !! Or drive a monster truck 24/7 !

What do you think that does to tourism , the second biggest business in the state ?

Nor do I want the toxins used in processing near me or my water supply !

And ... to make companies from other countries rich ???

NO to mining in populated areas and on our few roads that we all use !

I recall just a few weeks ago 5 trucks got stuck on ice and spent a few hours on the side of the road. In the spring.

Our lives must come FIRST.

Kathy Lenniger
1291 Ivory Rd
Fairbanks 99709
Sent from my iPhone

From: K Kittredge <kittrat@hotmail.com>
Sent: Wednesday, May 15, 2024 5:32 PM
To: comments@akrichsteese.com
Subject: [EXT] Richardson/Steele Haul road

Alaskas highways are for Alaskans and Alaskas visitors, not company roads for hauling ore.

I'm not only concerned for the traveling publics safety, but also for the long term maintenance of our highway. The residents of our state or the federal government should not have to Foot the bill for what these ore trucks will do to our highways.

It boggles my mind that this is even considered!

Kim Kittredge
907-229-5819
Kittrat@hotmail.com

Sent via the Samsung Galaxy S21 Ultra 5G, an AT&T 5G smartphone
Get [Outlook for Android](#)

From: Kirsten Foran <kgforan@gmail.com>
Sent: Saturday, May 11, 2024 8:49 PM
To: comments@akrichsteese.com
Subject: [EXT] Comment on Ore Haul.

I am concerned about the impact of the Ore Haul: 1. Environmentally: An inordinate amount of plastics and rubber into the environment, that is more pollution, without mentioning the exhaust from numerous engines. Impact on wildlife.

2. Safety: Children at multiple bus/school stops. Alaskans traveling our roadways due to hazardous conditions inherent in Alaska, wildlife, Alaskan winters, limited visibility due to darkness during winter. Bridge structures that are aging and already taxed due to extreme weather, brine which corrodes infrastructure, weight and frequency of travel with haul trucks. Safety of DOT workers to keep pace with high volume of repairs to infrastructure.

3. Cost: Taking in the cost of a project that will end before infrastructure is fixed or repaired while our taxes are high and the PFD cut in half is a very heavy burden on our high cost of living in the interior of Alaska.

I believe this project endangers Alaska's greatest resources, wilderness, wildlife and Alaskans. Kirsten Foran

From: Lou Brown <loubrown1952@gmail.com>
Sent: Friday, May 17, 2024 10:44 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS Action Plan Comments

Comments on Mahn Choh Ore Haul Plan

1. First, I want to thank Kinney Engineering and the members of the Transportation Advisory Committee for their efforts to create the ARS Action Plan. Creating workable options for addressing the very real dangers posed to the traveling public by Kinross and the Manh Choh Ore Haul Plan required extreme commitment and, no doubt, considerable patience. So thank you.
2. Insofar as they go, I fully agree with the many and varied recommendations made to increase safety for drivers and children via technological innovations, improved lighting, and so on. I also agree with the need for improved driving conditions for the public through the expansion of passing lanes, slow-vehicle turnouts and increased maintenance. These are expenditures of which I would fully approve if they were to be paid for by the state to benefit only the public.
3. In this case, however, it is a private corporation, Kinross, who will benefit financially from expensive upgrades, bridge replacements and additional maintenance costs.
4. This observation leads me to my two suggestions for improving this already quite complete report.

First, since money is usually the first question asked in any enterprise, I suggest that the cost analysis for maintenance and operations, road improvements, bridge replacement, etc. without the ore haul be compared side-by-side with costs resulting from the ore haul on page 1 of this report. Move these comparisons from the end of the report and the appendices up front and center so that legislators and members of the public can see how much of a public benefit Kinross is counting on from the state.

Second, since Kinross will realize significant profit from the Mahn Choh mine, which it could not do without using (and damaging) our public highways, Kinross should be held financially responsible for some percentage of the additional maintenance and operations costs that the ore haul will certainly incur. I suggest that DOT and Kinney place, front and center in their report, a recommendation to our legislators that a surcharge be levied against all heavy users of our public highway infrastructure.

5. On a final note I would like to add that there are those who say that the state earns income from gold mining, making the danger and inconvenience to those

of us who reside in the state worth our while. To those who make that argument, I say: have a look at the income streams that fund our state. There you will see that mining, not just gold mining, but all mining, comes in dead last at less than one-half of 1% of all income sources into the state. Kinross is already poised to make a fortune in Alaska. We don't need to pay for their use of our roads into the bargain.

--

Lou Brown

(907) 669-0286

loubrown1952@gmail.com

(Pronouns: She, her, hers)

"If you need someone else to change so you can be OK, you are really in trouble."--

Michael Singer from *Untethered Soul*

From: Lisa C <readysetreaddalaska@gmail.com>
Sent: Wednesday, May 15, 2024 5:53 PM
To: comments@akrichsteese.com
Subject: [EXT] Adding my comments and concerns

While I have not read through the complete draft of the ARS CAP, I have perused the Project Overview and the Executive Summary several times. I would like to add my experience of having the Black Gold B-Trains added to my Steese Highway commute.

On my drive home, I come up the Steese Highway and turn right onto Steele Creek. On several instances, I have encountered one of these slow moving trucks as I come up the hill. On one instance recently, as I was approaching Steele Creek but stuck behind a slow moving truck, I decided that I actually had enough time to pass on the left, and then get back over to turn right. I did this successfully, but as I was coming back over to the right, it occurred to me that someone else may have simultaneously come up in the turn lane, to the right of this very-long-truck-that-obstructs-my-view, and could possibly intercept with me. That did not happen, but the thought scared me. I vowed to be more vigilant about this the next time I had to make the decision about whether or not to pass a truck at this juncture, but I've seen plenty of others make this same move. Every time there is a truck on that hill, I am making quick calculations about whether I should go ahead and pass, or whether I just need to settle in behind and wait it out. It is difficult to make this calculation for several reasons. Road conditions is of course one, but that always applies. Another is the fact that some traffic on the left is about to slow down to turn left onto Hagelbarger. Another is that this is an *intersection*; there may be traffic darting across the highway going in either direction. Another is that these trucks are much longer than what drivers are normally using in their passing calculations. And another factor is that these trucks are *not* going at a normal speed on the highway.

At multiple points, the summary alludes to trucks that are going "10 MPH less than the posted speed limit." The Traffic Safety Analysis summary states: "Steese Highway has two extensive grade segments, which slow B-Train below 45 MPH (10 MPH less than the posted speed limit of 55 MPH)." This is quite a simplification. The trucks on that hill are not just going 10 MPH less than the posted speed limit! They are going well

below that. How fast are they actually going? 30 MPH? 15? I have not had the opportunity to slow down alongside one to find out, and I'm not sure that it would ever be safe to do so. In any case, passing is always more hazardous than not passing, but drivers are now trying to make these quick calculations in unusual circumstances.

The summary further states:

“However, there is a 4-lane, divided highway between MP 2 and MP 8 which mitigates speed differential issues.”

This is again a complete oversimplification of the traffic pattern at the intersection of Steese/Hagelbarger/Steele Creek. If you include the lanes of traffic merging both on and off the highway, it is actually *eight lanes* at that juncture!

When someone

“drew these conclusions from the additional research:

- Passing slower moving B-Trains may be a challenge on two-lane highways and a crash contributing factor. This is exacerbated by the inability for B-Trains to maintain highway speeds on mild upgrades.”

they minimized the fact that this totally applies to four lane roadways as well, especially where there are additional complicating factors.

Have any of you who are arriving at these conclusions actually driven these routes, or have you just looked at maps? Merely noting that there is a four-lane divided highway does not speak to the experience of driving on it.

I also saw no mention of the well-known fact within the community that the trucks must exit the highway at Chena Hot Springs Road and then come back up onto the Steese, where they are then unable to gain enough speed to merge into regular traffic in a meaningful way, and create yet another hazard for those of us coming up the hill.

While this whole action plan is being researched and conducted regarding financial burdens, environmental impacts, and our safety, it is really outrageous that this operation has been allowed to proceed with their project; we already see numerous over-sized trucks on our roads, and in our way, every day.

“When fully mobilized, B-Trains will run 60 trips northbound and 60 trips southbound 24 hours per day, 7 days per week”

This is an astounding number of times we may have to deal with these trucks jeopardizing our travels, as we go about our daily business.

-Lisa Cogen
Steele Creek area resident

From: ewoodak@gmail.com
Sent: Friday, May 3, 2024 12:31 PM
To: comments@akrichsteese.com
Subject: [EXT] Stop B-trains on public roadways.

The line that screams out in my head, over and over, from this report is related to an estimate of 10 more crashes.... Not just car to car crashes but rather crashing with massive heavy trucks. Certain to w cause much more tragic results for the smaller car. I'm not willing to take this risk to allow this ore hauling in public roadways. Build a railroad. Perfect for hauling ore. No increase risk to the lives of Alaskans. No increased wear and tear in roadways. And, a benifet to the state long term by the addition of a train on this route.

I am firmly against the addition of this ore transport on public roadways. The revenue can not offset the loss of life risk in the estimated accident assessment.

I vote and I feel strongly this ore movement on public roadways is excessive.

Elizabeth Wood

From: Emily <emily.hikes@gmail.com>
Sent: Friday, May 17, 2024 11:55 PM
To: comments@akrichsteese.com
Subject: [EXT] Alaska-Richardson-Steese Highway Corridor Action Draft Plan Comment

The timeline of this project and the activity (the ore haul route) it addresses do not add up. It is difficult to understand how it was expected to take well over a year to come up with analysis and recommendations, but the ore haul was slated to start by the time the action plan report was released. Now, the reality is that we are still in the drafting process and the ore haul began six months ago. Even when the final plan is ready, only a couple measures will have been completed within the alleged 5-year ore haul (brush clearing, planning passing lanes). Regardless of whether or not these measures will provide safety for all users into the future (as the draft plan states), **they are not in place to provide the safety measures that are needed right now.** Nor will they be in one to five years, depending on the recommendation. This corridor is already an inherently dangerous environment, why are additional risks being allowed? What is the plan if hundreds of people are cut off from supplies and emergency services should a bridge deemed "insufficient" suddenly collapse?

If it was clear from early in this planning process that a lot of changes were going to be made to make the corridor not only safer, but literally *functional* for the ore haul, why was that not taken into account? The ore haul should not have been allowed to begin until 2027 at the very earliest based on obvious timelines behind projects like constructing passing lanes, replacing pavement, and replacing bridges, amongst many other items that could have been foreseen (although necessity is compromised when considering ore haul needs vs non-ore haul needs). It is well understood that any of these projects takes a long time to design, fund, and execute. Other than the poor decision to misappropriate, and therefore compromise, federal funding for some of these projects, (by way of the Statewide Transportation Implementation Plan) there is no state budget for any of these changes. Additionally, there is no financial assessment weighing the royalties and economic benefits to the state against the financial burden of the ore haul. Such data would be helpful for the public and the state of Alaska to assess the true economic costs and benefits of the ore haul. As it stands, this ore haul is moving mostly hazardous waste and the mining industry as a whole brings less than half a percent of revenue to Alaska. The economic soundness of this plan has been completely ignored.

Safety should be prioritized before money, and that appears to be one of the primary values of Alaska Department of Transportation & Public Facility. The four values they promote are as follows:

Integrity: Doing the right thing even when no one is watching. Doing what you say you are going to do

Excellence: Commitment to continually improve

Respect: Positive regard for customers, stakeholders, investors and colleagues

Safety: Commitment to safeguarding transportation systems and users while promoting a safety culture in the workplace.

Safety becomes extremely elusive when allowing a significant increase in frequency of heavy trucks and the possibility of an additional 10 severe or fatal crashes per year, and the draft plan admits this is underestimated on page 91. This is an egregious move away from the AKDOT&PF mandate of "Towards Zero Deaths." It is wholly unacceptable. The lack of concrete and reliable improvements to school bus stops and school children's safety is also unacceptable, given that the situation is already quite risky as-is. There is also no consideration of the increased danger to rural communities along the route that move around their community exclusively via the corridor, such as Salcha and Dot Lake. The unprecedented road damage caused by the frequency and weight of these trucks is yet another danger along the route and one that could most certainly contribute to crashes. Overall, the overwhelming increase to the forecast of severe crashes that the ore haul creates, predicted and otherwise, is more than just a cut and dry risk of injury or loss of life and/or property. It has ripple effects that could never be captured in a technical document and has most certainly not received the attention it deserves.

The three values of Integrity, Excellence, and Respect have also been challenging values for AKDOT&PF to follow during this process. AKDOT&PF's inability to provide transparency throughout this process was the worst infraction of their own definition of Integrity and put the project teams in a difficult place. The difficulties surrounding engagement from the Transportation Advisory Committee are also well-documented. The way certain parties of the TAC were treated due to outside influence by AKDOT&PF was utterly disrespectful. The interference in this public process, especially by the ending of the TAC meetings, was lacking in Integrity. Finally, the TAC made a motion to request information about who greenlighted the ore haul before the TAC and plan efforts were implemented and they requested a delay of the ore haul for the safety measures to be put in place, and neither were ever addressed.

AKDOT&PF further discredit their own integrity by their unfortunate decision to simply opt-out of addressing the distinction between an industrial ore haul and commercial use of the infrastructure they manage. This corridor action plan is a direct result of the conflict between industrial use and commercial use, yet an examination and recommendation to clarify regulation [Section 17AAC35.010](#) is not a part of this study.

There is still simply not enough environmental assessment for an unprecedented activity such as this. The region is being used as a laboratory for activity that is dangerous on so many fronts, and the environmental impacts are a critical and easily overlooked reality. Saying that the environmental impacts are outside of the regulatory context and therefore does not compel any action is disappointing. At the very least, the plan should be calling on multiple, appropriate agencies to make their own thorough assessments of the ore haul route, just as Kinney Engineering was called upon to do. When a situation is not clearly understood based on unprecedented activity, it warrants further investigation, new data, and monitoring.

One b-train carries around 100,000 pounds of ore that is acid-generating and heavy metal leaching. They move it across 11 essential fish habitats and vital subsistence

areas 60 times per day. There are ongoing observations of holes in load covers. While the b-trains have been studied thoroughly, the covers were not, and it appears that they are not up to their task. A different cover should be required that does not easily wear out. The holes in covers have led to spilled ore on the highways. Whether there are a few pounds of ore being spilled or an entire loaded b-train rolls over, there should be a serious spill response plan in place. There is nowhere in the report that indicates how spills coming from the b-trains will be addressed. This is critical to protecting waterways from toxic contaminants.

If Kinross has some such safety plan, it needs to be public so that it is well understood how they or their contractor are going to mobilize to address such situations or who is expected to respond if they do not. If small amounts of ore are being deposited along a 250-mile route, how will they know? If a large amount of ore is spilled, who is going to respond and from where depending on where the accident occurs? Kinross response teams are over 100 miles from the problem in either direction if it occurs halfway along the route. Delta Junction is the largest community along the halfway point of the route—are they expected to respond, and how? Again, where is the Kinross safety plan? Similar ideas were brought up in the Alternatives section, but it remains to be seen if and how any of the Kinross safety promises will be kept and enforced.

The draft plan also makes an unsatisfactory claim that fugitive dust is not a concern (p. 146). Mud being tracked outside of the mine for many miles expands the source of dust beyond the loads themselves. Not to mention that thick layers of mud on paved roadways are a new hazard that needs to be addressed. As for the dust, it is now apparent that there is no effort to cover empty, southbound trailers, no knowledge of Fort Knox wash stations and how they might be used, and therefore dust residue in empty trailers can be freely distributed. Presumably, there is no mention of wash stations because they are not on the public corridor, yet this is still valuable information.

There needs to be special attention paid to the negative and under forecasted impacts of tire degradation to the lands and waters surrounding the highway corridor. The plan acknowledges the toxicity of tires and its link to coho salmon die-offs, but offers no mitigation plan. As an unprecedented project with a large number of risks, at the very least monitoring and documentation should be solicited by the plan in order to react more efficiently to issues—whether by formulating regulations or knowing how to mitigate the effects of this pollution when their impacts become apparent.

Emily Hikes
Fairbanks

From: [Collier, Eric W CIV USARMY 11 ABN DIV \(USA\)](#)
To: [Shelly Wade](#)
Cc: [Randy Kinney](#); [Phoebe Bredlie](#)
Subject: [EXT] RE: RESEND: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs
Date: Thursday, April 11, 2024 7:54:50 AM

Good Morning Shelly,

As discussed at the last meeting, as a US Army employee, I will not be providing feedback. On a lighter note, I see the B-trains everyday and they have zero impact to traffic between North Pole and Fairbanks.

Thank you for all that you do.

R/
Eric

Eric Collier
11th ABD G3/5/7 FWA
907-353-7808

From: Shelly Wade <shelly@agnewbeck.com>
Sent: Thursday, April 11, 2024 7:42 AM
To: Shelly Wade <shelly@agnewbeck.com>
Cc: Randy Kinney <Randy.Kinney@kinneyeng.com>; Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>
Subject: RESEND: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs
Importance: High

Good morning, all –

I'm resending this email with a delivery and read receipt to ensure all TAC Members have received this important correspondence. Please let us know if you have any questions or concerns. I'll also follow up with each of you directly to ensure, at a minimum, this email has hit your inbox.

IMPORTANT: The first "deadline", April 15th, is right around the corner – that is the deadline to submit comments if you would like them posted to the project website and printed in hard copy for sharing at the community meetings (see details below).

Best,
Shelly

Shelly Wade, AICP

907.242.5326 Cell (call or text) | shelly@agnewbeck.com

Dena'inaq e'nen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*
Translation by J. Isaak and S. Shaginoff-Stuart

From: Shelly Wade

Sent: Monday, April 8, 2024 6:07 PM

To: Shelly Wade <shelly@agnewbeck.com>

Cc: Randy Kinney <Randy.Kinney@kinneyeng.com>; Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>

Subject: April 8, 2024: AK-Rich-Steese Hwys CAP TAC UPDATE - Public Review Draft & Community Mtgs

Importance: High

Dear TAC Members –

We are writing today to share the following project updates:

1. **Public Review Draft Status** – As of today, April 8th, 2024, the Public Review Draft of the Corridor Action Plan is posted to the project website. [CLICK HERE](#) to access the draft.
2. **Comment Period** – The comment period begins today and will close approximately two weeks after the first community meeting. Once we have the first meeting scheduled, we will post the comment deadline. The project website outlines the different ways the public can submit their comments. NOTE: We are also implementing an “interim comment deadline” for those commentors that would like their comments posted and shared during the public meetings (see below for details).
3. **Interim Comment Period** – For any commentor, including TAC Members, that would like their comments posted to the project website and printed in hard copy for the public meetings, **we are asking to you submit those comments by April 15th**. All comments received, including those received by the April 15th interim deadline, will be published in the Final Plan.
4. **How to Comment as TAC Members** –
 - a. Please submit your comments to Shelly, Phoebe, and Randy.
 - b. Please be specific in your comment or question to include the topic, section, and/or page number of the Draft Plan that you are commenting on.
 - c. Comments can be submitted via email with any related materials as attachments.
 - d. As previously shared, TAC Member comments will be posted in a dedicated section of the project website (“TAC Comments on April ‘24 Public Review Draft”), and in a way that identifies the TAC Member and entity you represent, including transmittal emails and all attachments.
5. **Community Meetings** – We are currently planning public meetings in Fairbanks, Delta, and Tok for the week of April 29th. We will have more information on the community meetings soon, including location and format.

Please let us know if you have any comments or questions regarding the status and process outlined above.

Thank you for your time and contributions to date.

Respectfully,

Shelly

Shelly Wade, A-R-S CAP TAC Facilitator

907.242.5326 Cell (call or text) | shelly@agnewbeck.com | www.agnewbeck.com | Engage. Plan. Implement.

Dena'inaq elnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina) *I live and work on the land of the Dena'ina. (English)*

Translation by J. Isaak and S. Shaginoff-Stuart

From: Eric Schneider <ericshneider77@yahoo.com>
Sent: Wednesday, May 8, 2024 10:34 PM
To: comments@akrichsteese.com
Subject: [EXT] Safety Concerns Manh Choh Trucking

Sir/Ma'am--

I am horrified how the study downplays an extra 10 serious or fatal crashes per year on this corridor. We already have far too many serious accidents and deaths on our Alaskan roads. I have seen first hand how these incidents are devastating for the families and acquaintances of the dead or seriously injured. Outside the obvious deaths or disabilities, there is often catastrophic financial ruin when the household breadwinner is the casualty/fatality.

This is unconscionable that this incredible cost can be passed off as just a cost of business. I guess because it is a cost borne not by the trucking company and mine, but by individuals and families.

I am interested that the State proposes projects to the tune of a hundred million dollars or more (Steese/Johansen Intersection comes to mind)--partly to improve safety. I believe the Steese/Johansen intersection has seen a couple of tragic fatalities in the last 20 years. In comparison, the trucking project anticipates a far higher death toll every single year, with no such expenditure to "improve safety".

There are two options that can allow this project to be done more safely: on site milling (eliminates the long ore haul moves, though trucking of supplies and fuel to the remote location would continue), or extend the Alaska Railroad so that the ore trucking is over a much shorter distance. My understanding is that this project is still profitable using either of these scenarios, and the railroad extension would have a long term benefit in terms of a much safer and more energy efficient way to move people and goods to Delta and Tok and beyond indefinitely into the future.

There are many reasons the ore haul should not be allowed; the fact that many additional serious injuries and deaths will occur alone should be enough to stop this project until a safer option is developed. The gold isn't going anywhere; we can take the time to do this right.

Respectfully,

Eric Schneider
Fairbanks.

From: Estella Bratcher <ejbratcher@hotmail.com>
Sent: Saturday, May 18, 2024 4:18 PM
To: comments@akrichsteese.com
Subject: [EXT] Mining

No circumventing the responsibility to the people of Alaska now and in the future for environmental damages due to their negligence. Whatever damages are done they need to be held accountable. And a plan of action should be considered before proceeding.

Thank you,

Estella Bratcher

Sent from my iPhone

From: Garry Hutchison <garrylh@me.com>
Sent: Tuesday, May 7, 2024 11:48 AM
To: comments@akrichsteese.com
Subject: [EXT] I support developing GOLD from Manh Choh trailers and

Ladies and Gentlemen:

I am a lifelong resident of Fairbanks and support the ore hauling project to Fort Knox from the Manh Choh Mine.

First, I am surprised at how well the Black Gold trucks fit on the Richardson and Steese Highways. When they approach, you can't see the side dumps until the trucks are passing your vehicle, and they don't appear to have the size that many types of trucks hauling fuel and heavy trailers have. Most of the trucks hauling loads on our highways are by far not ore trucks. The ore trucks certainly have less impact than the army convoys and heavy loads coming out of the East heading up North to the oil patch.

Fairbanks was founded on the gold industry, and it is the most impactful basic industry that we have in the Interior. The Fort Knox mine employs many Fairbanks residents with high paying blue collar jobs, and as a community, we need to do all we can to keep that mine operating. Replacing gold reserves, even by trucking the ore, is an essential thing for our town to support.

Lastly, this project supports Native people living in the Interior. The ore is owned by the Native Village of Tetlin, meaning they own the land and mineral rights where the gold is located, and this mine provides an opportunity for the Tetlin Natives to improve the lives of all of its members. An opportunity to help this region and its people does not appear very often and all Alaskans should support this mine for this reason alone.

Thank you for the opportunity to present my comments on this issue.

Garry Hutchison
140 Falcon Drive
Fairbanks, Ak., 99712

From: Glenn Gould <justlikeanaturalman@outlook.com>
Sent: Tuesday, May 14, 2024 10:42 PM
To: comments@akrichsteese.com
Cc: Glenn Gould
Subject: [EXT] Gold Mine ore haul on public roads

Greetings and thank you,

The ore haul proposal in The North Alaska region is not a good idea in all of the rational points of discussion for the State of Alaska, the USA, and the suffering public users of the highways.

1. Increased destruction of already challenged roadways due to the ground underneath being areas of permafrost, swamp, and permeable overburden.
2. The roads and bridges are not built for the loads and lengths of loads to be hauled.
3. The functional conditions and necessary routing of the roads themselves place both the public and the company truckdrivers at risk.
4. The other commercial truckers will be slowed down costing all other commercial firms using the road time and money.
5. The insanity and road rage that will be inflicted upon all users of the highways. In an area of the world where driving already has elevated risk you propose to add a large longterm overall sustained risk factor that immediately enrages most of us knowing that this totally offensive plan is being pushed upon us by people who know this idea is wrong in every aspect.
6. The taxpayers of the US also are a part of this as both drivers and as payers for basically rebuilding the highways for a mining company to increase their profit.
7. All normal driving for all the drivers of these public roads will be substantially effected in all ways.
8. Due to other mistakes the State of Alaska cannot afford to fully fund its already existing primary responsibilities.
The taxes paid by the mining company cannot and will not be enough to cover the incurred damages and destruction to both roads and lives.
9. If one company can jam this through our corrupt administration others will follow suit adding to the downward spiral of the entire state financially and as a place to live and enjoy life.
10. The forced destruction of roads and bridges has the corollary effect of large ongoing road jobs that are in realtime destructive to all transportation on the roads due to major slowdowns in movement of traffic and destruction of the vehicles due to rough road in construction conditions. The increase in time fuel, vehicle repairs will affect all users.

I am fully invested in a life that covers our entire length of statehood. I've made my living working with my hands as a construction worker for an entire 40+ years. I have not encountered in that time a worse idea that hits so many in both immediate and far reaching ways.

Thank you,
Glenn Gould

Sent from my iPhone

From: Warren, Jim <WarrenJ@wlu.edu>
Sent: Saturday, May 4, 2024 6:32 AM
To: comments@akrichsteese.com
Subject: [EXT] Kinney report

To powers that be:

This haul plan will cost taxpayers several million dollars annually, according to the Kinney report. The Richardson and Steese are in bad shape already. There are 5 bridges that are not built for the project trucks.

Who benefits? Kinross, Black Gold, related private companies.

Who pays? The citizens who live in the corridor and the Alaska taxpayers in general.

Another scandalous example of government spending for private gain of wealthy corporations.

Who pays the long term costs? Guess who.

James P Warren
PO Box 60252
Fairbanks AK 99706
907-888-2489

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From: Jennine Williamson <jenninewilliamson@me.com>
Sent: Tuesday, April 30, 2024 9:28 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

I am opposed to having our public roads become 'haul' roads for the Kinross ore mine.

There are numerous reasons for my opposition which I share with many others.

Safety concerns, infrastructure damage, noise and air pollution, tax payer monies used for a private, foreign no less, company.

Let Kinross build a mill at the source. Do not allow them to put our quality of life, enjoyment in touring the state, safety, etc., at risk.

I've lived here almost half a century and hope to continue to enjoy the wonder that is Alaska for the rest of life hopefully without this debacle marring my/our experience of this incredible land ...

Thank you for your consideration,

Jennine Williamson

From: Jim <jandjplaquet@gci.net>
Sent: Friday, May 3, 2024 12:55 PM
To: comments@akrichsteese.com
Subject: [EXT] Ore haul trucks

I live at Birch Lake year round and travel the Richardson Hwy to Fairbanks and back probably 4-6 times a week.

I see nothing wrong with Black Gold ore trucks traveling the Richardson hwy. I have no problem passing them since they go slower than people who travel the road.

I see many larger trucks on the road and the Black Gold ore trucks look smaller. Most of the year I don't see that much traffic on the Richardson hwy.

I do like their extra lights that Black Gold ore trucks have on them especially in the winter months.

Jim Plaquet

12282 Old Richardson hwy

SALCHA, Alaska

99714

907-388-6063

From: Jo Roberts <memejosie@yahoo.com>
Sent: Wednesday, May 15, 2024 4:07 PM
To: comments@akrichsteese.com
Cc: Sally Anne
Subject: [EXT] COMMENTS ON KINNEY REPORT, AND THANK YOU

Kinney Engineering

comments@akrichsteese.com

15May2024

Thank you very much for doing this report.

I second the recommendation that a side-by-side cost analysis of repairs with and without B-train traffic be displayed on the report's first page.

I agree with the many objections raised to the proposed route and its implementation. I'd like to add that when the trucks start rolling through regularly, my husband and I will change our shopping from East Fairbanks to West Fairbanks, and I bet we won't be the only ones.

Thank you again for this report!

Jo Roberts

731 Homestretch Road

Fairbanks, AK 99712

(907) 347-3448

From: Joan Franz <joanbf Franz@gmail.com>
Sent: Friday, May 17, 2024 1:02 PM
To: comments@akrichsteese.com
Cc: Senator.Scott.Kawasaki@akleg.gov; senator.click.bishop@akleg.gov;
Representative.Mike.Cronk@akleg.gov;
Representative.Maxine.Dibert@akleg.gov;
Representative.Ashley.Carrick@akleg.gov;
Representative.Will.Stapp@akleg.gov;
Representative.Frank.Tomaszewski@akleg.gov; bryce.ward@fnsb.gov;
email@murkowski.senate.gov; Represetative.Mary.Peltola@house.gov
Subject: [EXT] Comments and Questions regarding the Draft Alaska-Richardson-Steese Corridor Action Pla

Hello,

As a 44 year Alaskan and healthcare provider, I am asking the Transportation Advisory Committee be reinstated and their requests to begin environmental studies to air, land and water be completed. The ore haul plan must be stopped until these studies are completed. The FAST, DOT and legislature must stop this rapid push to create an industrial ore hauling road out of our public highways. Each state worker and government official is required to make decisions first and foremost that do not jeopardize in any way the public health and safety of Alaskan citizens. Ryan Anderson as DOT Commissioner has abandoned his primary oath of office by not protecting public health and safety. The Ore Haul Plan endangers anyone traveling on the road with these Black Gold Killing Machines. I looked at the truck in the Carlson Center parking lot and envisioned a mangled school bus with children dead and many critically injured. Kinross stands for greed, not caring as they demand that we subsidize their private business, rob the state coffers of a majority of the once in a life time infrastructure monies to fund their business, destroy our highways and poison our land and waterways to mine a non critical mineral. The highly acidic ore can be profitably processed on site in Tetlin though this greedy foreign company does not want to follow regulations, complete environmental studies and respect the overwhelming NO to their present plan. If given the opportunity now, this precedent will destroy our state. Many steps such as Fairbanks Area Surface Transportation Planning was omitted, illegally bypassed and decisions expedited by government officials.

These industrial ore haul trucks are refusing to use the bypass on the Chena Flood Control Project Bridge because it would slow them down. This bridge has received different evaluations regarding a safe weight limit, seemingly based on what Kinross needed, not what is safe. According to some reported weight limit restrictions on bridges, the trucks are not legal or safe. Why is DOT allowing this to happen? I am asking that the state hire an independent structural engineer who can establish weight limits on all of the bridges in this corridor and enforcement of these limits. If this is not completed, explain why not as public

health and safety are at stake. Why did this happen? A double trailer weight and reaction time to brake make any public roadway unsafe when shared with an industrial ore haul vehicle that is heavier and longer than allowed on Federal Highways. What part of this corridor is Federal Highway? Federal highways do not allow more than 8,000 #'s so how is this legal? Kinross must use a single trailer with the load limit allowed on Federal Highways if allowed to continue this unsafe plan. Kinross began this plan without respect for public input and following the correct steps for this project to make it seem inevitable that they will get their way, I am asking that DOT provide a monthly public evaluation on their website of the road and bridge surface and structural damage that has occurred. Also providing a cost to repair this damage. Damage has been photographed and recorded by private citizens using these roads. DOT is responsible for evaluating and repairing as well as public knowledge of the cost. Who is responsible for this outrageous scam on Alaskans? Legislators don't throw up your hands and give in to this. Safe weight limit standards must be set and comply with Federal Highway requirements. Anyone who does not speak up is culpable for the maiming and killing that will happen.

It is an **absolute economic disaster for tourism**. An environmental study must be completed to determine the long term effects on our fish, water, land and air now. Citizens have recorded that ore and ore dust is currently contaminating our state along this corridor. Sounds like an issue that DOT is not taking care of. Kinney engineering predicts an increase of 10 more crashes per year. I am guessing that this may be an underestimate of the numbers. Please address how fatal crashes will be dealt with regarding this plan. Federal highway weight limit restrictions were established to protect the public health and safety. We need them now.

Please answer with studies and research the following questions:

1. How can we use Federal funds when we do not comply with Federal standards that protect public health and safety?
2. Federal highways do not allow more than 8,000 #'s so how are these industrial ore haul trucks legal on Federal Highways?

3. Why is DOT not providing public knowledge of the road/bridge damage that is already being reported?

4. Ryan Anderson as DOT Commissioner, the Governor, Lt Governor and AG have abandoned their primary oath of office by not protecting public health and safety. Why is this being allowed?

5. Why did DOT disband the TAC and refuse to act on their recommendations for an environmental study evaluating the long term effects to fish, air, land and water?

6. This corridor passes thru tribal lands and is on tribal lands. Has Kinross violated tribal land rights and their access to safe water and protection for subsistence foods on their land or surrounding their lands? Provide information that shows that this is legal.

7. Has the governor or other government administrators pressured DOT or other local officials to comply with their desire to ignore regulations to protect public health and safety or typical studies and commissions?

8. DOT must enforce accurate weight limits for bridges and roads and publish a monthly public notice of damage to our infrastructure-bridges and roads and the cost to repair the damage on their website that allows the public to know exactly how much public money is subsidizing this ore haul project.

9. What are you doing to prevent another blockage of traffic like last winter when trucks could not travel up a slippery elevated road surface? As the only road to access emergency care, military transports and public needs to travel to town, this must not happen again.

10. Why is DOT not insisting on a single trailer that meets Federal Highway standards?

11. The EPA has determined parts of this corridor in the nonattainment area for poor air quality in the FNSB. We continue to be out of compliance with Federal Air Quality standards and must improve our air quality or lose Federal highway funds. How can any construction and additional frequently traveling vehicles with toxic dust be allowed?

12. What happens after the first, second and third fatal crash with industrial ore hauling trucks involved and/or creating unsafe conditions by blinding drivers when they throw up snow on the roadway? Who will be responsible when an emergency vehicle cannot travel to save a critically injured person along the corridor?

13. What agency will evaluate the extreme damage economically to tourism that this ore haul plan will impose on all businesses on this public highway corridor?

14. I am asking that the state hire an independent structural engineer who can establish weight limits on all of the bridges in this corridor and enforcement of these limits. If this is not completed, explain why not as public health and safety are at stake.

Please do not dismiss my concerns and do answer my questions about actions requested.

Thank you in advance for your responses.

Best,

Joan Franz

Fairbanks, Alaska

From: Kitty Lancaster <kittyinalaska@yahoo.com>
Sent: Friday, May 17, 2024 11:16 PM
To: comments@akrichsteese.com
Subject: [EXT] Comments on Alaska Richardson Steese Highways Corridor Action Plan

I support the statements posted by the Advocates for Safe Alaska Highways, in the Fairbanks, Daily News Miner, dated Sunday, April 28, 2024 titled “ DON’T TURN OUR SCENIC HIGHWAYS INTO YOUR INDUSTRIAL HALL ROADS”. Every statement in this article is true, factual and should be further investigated. See a copy below.

I have attended every TAC meeting and it is obvious that there is no benefit for Alaska or its people to have these oversized industrial trucks monopolize our public highways.

Kinross Mining and Contango Ore now own the Alaska, Richardson and Steese Highway corridors and plan to own more.

Contango Ore CEO, has announced they have mines in Cook Inlet and Hatcher Pass. They plan to truck the ore from both these locations to Fort Knox, up the Parks Highway through Fairbanks as well. Will there be another costly TAC study done to see how much it will cost Alaska to let these companies tear up and pollute the Parks Highway?

Between Kinross Mining and Contango Ore, there will be no safe highways in or out of Fairbanks or Anchorage, Alaska.

I believe that Kinney Engineering, LLC has done a good job in their research within the limitations given to them by Ryan Anderson, DOT.

Everything about this ore haul is wrong for Alaska, our people and our economy. It can, and should be stopped.

Kathleen Lancaster
45 year Alaska Resident
907-388-5875

DON'T TURN OUR SCENIC HIGHWAYS INTO INDUSTRIAL HAUL ROADS



THE ALASKA DEPARTMENT OF TRANSPORTATION
**ALASKA-RICHARDSON-STEESSE
CORRIDOR ACTION PLAN**
(RELEASED APRIL 8, 2024)

A plan full of holes.

- The existing road system cannot accommodate 81-ton ore trucks making over 35,000 round trips per year
- Road and bridge repairs cannot be completed in time to make the haul safe
- The DOT mandate 'Towards Zero Deaths' cannot be attained; analysis predicts an additional **10** severe or fatal crashes per year
- There is no safety plan provided to safeguard 280 stopped school buses per day
- An independent bridge analysis was requested and refused, and only AKDOT data was provided
- Ore trucks will inflict heavy road damage through this **unprecedented use of public highways**
- Kinross will not pay for any portion of road upgrades or maintenance needed to improve safety
- No environmental impact statement will ever be done to evaluate the entire project's environmental impacts
- Alaskans must risk their lives, change their behavior, accept a reduction in quality of life, and **pay nearly \$1 billion for infrastructure upgrades** to accommodate an industry contributing less than 1% to Alaska's general fund

Why was no on-site mill built to avoid this mess?

Why are Alaskans bearing higher safety risks in exchange for higher corporate profits for a foreign company?



Photos of Steese Highway MP 15-20 damage taken April 19 2024



Sent from my iPhone

From: Kathy Lenniger <klenniger@gmail.com>
Sent: Tuesday, April 30, 2024 10:09 AM
To: comments@akrichsteese.com
Subject: [EXT] Mining and our roads

I am sickened by the destruction of our roads, our safety, the peace and value of our homes. This is not 100 years ago when mining was all there was . It has all changed. NO ONE I know wants to work in a mine !! Or drive a monster truck 24/7 !

What do you think that does to tourism , the second biggest business in the state ?

Nor do I want the toxins used in processing near me or my water supply !

And ... to make companies from other countries rich ???

NO to mining in populated areas and on our few roads that we all use !

I recall just a few weeks ago 5 trucks got stuck on ice and spent a few hours on the side of the road. In the spring.

Our lives must come FIRST.

Kathy Lenniger
1291 Ivory Rd
Fairbanks 99709
Sent from my iPhone

From: K Kittredge <kittrat@hotmail.com>
Sent: Wednesday, May 15, 2024 5:32 PM
To: comments@akrichsteese.com
Subject: [EXT] Richardson/Steele Haul road

Alaskas highways are for Alaskans and Alaskas visitors, not company roads for hauling ore.

I'm not only concerned for the traveling publics safety, but also for the long term maintenance of our highway. The residents of our state or the federal government should not have to Foot the bill for what these ore trucks will do to our highways.

It boggles my mind that this is even considered!

Kim Kittredge
907-229-5819
Kittrat@hotmail.com

Sent via the Samsung Galaxy S21 Ultra 5G, an AT&T 5G smartphone
Get [Outlook for Android](#)

From: Kirsten Foran <kgforan@gmail.com>
Sent: Saturday, May 11, 2024 8:49 PM
To: comments@akrichsteese.com
Subject: [EXT] Comment on Ore Haul.

I am concerned about the impact of the Ore Haul: 1. Environmentally: An inordinate amount of plastics and rubber into the environment, that is more pollution, without mentioning the exhaust from numerous engines. Impact on wildlife.

2. Safety: Children at multiple bus/school stops. Alaskans traveling our roadways due to hazardous conditions inherent in Alaska, wildlife, Alaskan winters, limited visibility due to darkness during winter. Bridge structures that are aging and already taxed due to extreme weather, brine which corrodes infrastructure, weight and frequency of travel with haul trucks. Safety of DOT workers to keep pace with high volume of repairs to infrastructure.

3. Cost: Taking in the cost of a project that will end before infrastructure is fixed or repaired while our taxes are high and the PFD cut in half is a very heavy burden on our high cost of living in the interior of Alaska.

I believe this project endangers Alaska's greatest resources, wilderness, wildlife and Alaskans. Kirsten Foran

From: 10planet@mosqitonet.com
Sent: Friday, May 10, 2024 4:53 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

This was my public testimony at the May 1, 2024 presentation by Kinney Engineering of the ARS CAP:

Robin Dale Ford
Fairbanks, 51-year resident and small business owner
5/1/24

Thank you for this opportunity.

I am here today because I am being negatively impacted by greed for gold we don't need.

A friend who practices Environmental Law said the Kinross/Manh Choh ore haul scheme was a textbook example of how an entity like Kinross' first step is to get the public to believe in the **inevitability** of the project.

In the recent ARS CAP report, it seems to me that there are still so many problems concerning the ore haul, from flawed testing methods, grossly underestimated costs to the State and public...not to Kinross, no good plan to accommodate the safety of school buses and motorists, inconsistent contradictions about bridge ratings, no thorough environmental impact considerations and more, plus the constant deception about the life span of the Manh Choh mine and on and on. This boondoggle should be far from **inevitable**.

Gov. Dunleavy, Ryan Anderson of DOT and Kinross know this, and this is why these over-sized, Black Gold behemoth rigs (that are not allowed on public highways in the lower 48), were purchased months ago and deployed on our public roads and bridges before full public processes were complete. Pushing the smoke screen of **inevitability**. This is the biggest bamboozlement of Alaskans I have witnessed in over five decades and I refuse to let this crazy plan be **inevitable**.

Let's continue to steel ourselves against this false mantra of **inevitability** and keep pressuring the state to do the right thing for Alaskans safety and well-being.

From: Lisa C <readysetreaddalaska@gmail.com>
Sent: Wednesday, May 15, 2024 5:53 PM
To: comments@akrichsteese.com
Subject: [EXT] Adding my comments and concerns

While I have not read through the complete draft of the ARS CAP, I have perused the Project Overview and the Executive Summary several times. I would like to add my experience of having the Black Gold B-Trains added to my Steese Highway commute.

On my drive home, I come up the Steese Highway and turn right onto Steele Creek. On several instances, I have encountered one of these slow moving trucks as I come up the hill. On one instance recently, as I was approaching Steele Creek but stuck behind a slow moving truck, I decided that I actually had enough time to pass on the left, and then get back over to turn right. I did this successfully, but as I was coming back over to the right, it occurred to me that someone else may have simultaneously come up in the turn lane, to the right of this very-long-truck-that-obstructs-my-view, and could possibly intercept with me. That did not happen, but the thought scared me. I vowed to be more vigilant about this the next time I had to make the decision about whether or not to pass a truck at this juncture, but I've seen plenty of others make this same move. Every time there is a truck on that hill, I am making quick calculations about whether I should go ahead and pass, or whether I just need to settle in behind and wait it out. It is difficult to make this calculation for several reasons. Road conditions is of course one, but that always applies. Another is the fact that some traffic on the left is about to slow down to turn left onto Hagelbarger. Another is that this is an *intersection*; there may be traffic darting across the highway going in either direction. Another is that these trucks are much longer than what drivers are normally using in their passing calculations. And another factor is that these trucks are *not* going at a normal speed on the highway.

At multiple points, the summary alludes to trucks that are going "10 MPH less than the posted speed limit." The Traffic Safety Analysis summary states: "Steese Highway has two extensive grade segments, which slow B-Train below 45 MPH (10 MPH less than the posted speed limit of 55 MPH)." This is quite a simplification. The trucks on that hill are not just going 10 MPH less than the posted speed limit! They are going well

below that. How fast are they actually going? 30 MPH? 15? I have not had the opportunity to slow down alongside one to find out, and I'm not sure that it would ever be safe to do so. In any case, passing is always more hazardous than not passing, but drivers are now trying to make these quick calculations in unusual circumstances.

The summary further states:

“However, there is a 4-lane, divided highway between MP 2 and MP 8 which mitigates speed differential issues.”

This is again a complete oversimplification of the traffic pattern at the intersection of Steese/Hagelbarger/Steele Creek. If you include the lanes of traffic merging both on and off the highway, it is actually *eight lanes* at that juncture!

When someone

“drew these conclusions from the additional research:

- Passing slower moving B-Trains may be a challenge on two-lane highways and a crash contributing factor. This is exacerbated by the inability for B-Trains to maintain highway speeds on mild upgrades.”

they minimized the fact that this totally applies to four lane roadways as well, especially where there are additional complicating factors.

Have any of you who are arriving at these conclusions actually driven these routes, or have you just looked at maps? Merely noting that there is a four-lane divided highway does not speak to the experience of driving on it.

I also saw no mention of the well-known fact within the community that the trucks must exit the highway at Chena Hot Springs Road and then come back up onto the Steese, where they are then unable to gain enough speed to merge into regular traffic in a meaningful way, and create yet another hazard for those of us coming up the hill.

While this whole action plan is being researched and conducted regarding financial burdens, environmental impacts, and our safety, it is really outrageous that this operation has been allowed to proceed with their project; we already see numerous over-sized trucks on our roads, and in our way, every day.

“When fully mobilized, B-Trains will run 60 trips northbound and 60 trips southbound 24 hours per day, 7 days per week”

This is an astounding number of times we may have to deal with these trucks jeopardizing our travels, as we go about our daily business.

-Lisa Cogen
Steele Creek area resident

From: Lou Brown <loubrown1952@gmail.com>
Sent: Friday, May 17, 2024 10:44 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS Action Plan Comments

Comments on Mahn Choh Ore Haul Plan

1. First, I want to thank Kinney Engineering and the members of the Transportation Advisory Committee for their efforts to create the ARS Action Plan. Creating workable options for addressing the very real dangers posed to the traveling public by Kinross and the Manh Choh Ore Haul Plan required extreme commitment and, no doubt, considerable patience. So thank you.
2. Insofar as they go, I fully agree with the many and varied recommendations made to increase safety for drivers and children via technological innovations, improved lighting, and so on. I also agree with the need for improved driving conditions for the public through the expansion of passing lanes, slow-vehicle turnouts and increased maintenance. These are expenditures of which I would fully approve if they were to be paid for by the state to benefit only the public.
3. In this case, however, it is a private corporation, Kinross, who will benefit financially from expensive upgrades, bridge replacements and additional maintenance costs.
4. This observation leads me to my two suggestions for improving this already quite complete report.

First, since money is usually the first question asked in any enterprise, I suggest that the cost analysis for maintenance and operations, road improvements, bridge replacement, etc. without the ore haul be compared side-by-side with costs resulting from the ore haul on page 1 of this report. Move these comparisons from the end of the report and the appendices up front and center so that legislators and members of the public can see how much of a public benefit Kinross is counting on from the state.

Second, since Kinross will realize significant profit from the Mahn Choh mine, which it could not do without using (and damaging) our public highways, Kinross should be held financially responsible for some percentage of the additional maintenance and operations costs that the ore haul will certainly incur. I suggest that DOT and Kinney place, front and center in their report, a recommendation to our legislators that a surcharge be levied against all heavy users of our public highway infrastructure.

5. On a final note I would like to add that there are those who say that the state earns income from gold mining, making the danger and inconvenience to those

of us who reside in the state worth our while. To those who make that argument, I say: have a look at the income streams that fund our state. There you will see that mining, not just gold mining, but all mining, comes in dead last at less than one-half of 1% of all income sources into the state. Kinross is already poised to make a fortune in Alaska. We don't need to pay for their use of our roads into the bargain.

--

Lou Brown

(907) 669-0286

loubrown1952@gmail.com

(Pronouns: She, her, hers)

"If you need someone else to change so you can be OK, you are really in trouble."--

Michael Singer from *Untethered Soul*

From: Marg <marg@clearysummit.com>
Sent: Wednesday, May 8, 2024 4:59 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

My husband and I have lived on Cleary Summit full time since 1972, long before Ft. Knox Mine. Our home faces south; the mine is south/southeast of us. We can see the heap leaches, the rock piles and see ALL of the traffic coming and going to the mine.

One problem with the recent full-time ore haul from Tetlin is the increase dust from the road. We often have a SE wind, which brings the dust directly to our place and Skiland. There is also an increase in lights, which interferes with aurora viewing Plus the noise is 24/7.

The Steese Highway between the mine turnoff and the breakdown area near Fox has been covered with mud and therefore dust when it dries. Recently I followed an ore truck up the hill toward the mine road when it swerved out into the other lane. They were going around a deep pothole. As I have been on vacation for the last few days, I assume the state has repaired that dangerous pothole. But there are other potholes forming. The wear and tear on the Steese is visible now. With increased trucking and over a long period of time, the Steese in this area will require constant repair.

What annoys me is that this disrepair is a direct result from the trucking of the ore. What also annoys me is that the State of Alaska will receive little in royalties from the gold extracted from this ore that is ruining our roads and bridges.

Kinross hints that they would close down the mine if not for this ore hauling. I would like for them to prove it. From our home, we can see Gill Mine that they are processing ore from and they are exploring other adjacent areas.

Back about 1995, Kinross met with Cleary Summit residents and told us they would be there for 12 years and then pack up and move on. I guess we were pretty gullible!

It appears that Governor Dunleavy is giving Kinross/Manh Choh preferential treatment for this ore haul. Bridges are being replaced that do not need to be replaced except for the large ore-hauling trucks. Our state appears to be bending over backwards for this ore hauling. I wish they would bend over backwards for the citizens of the Interior. I still don't understand why a mill cannot be built near Tetlin area.

Thank you,
Margaret Johnson
2382 Skiland Rd.
Fairbanks, Alaska 99712

Sent from [Mail](#) for Windows



Virus-free www.avast.com

From: Margaret Johnson <marg@clearsummit.com>
Sent: Wednesday, May 8, 2024 7:09 PM
To: comments@akrichsteese.com
Subject: [EXT] Photos

Here are photos taken in Feb. of dust and lights taken from our home.
Margaret Johnson







Sent from my iPhone

From: Maria Berger <mariaberger.ak@gmail.com>
Sent: Friday, May 17, 2024 4:58 PM
To: comments@akrichsteese.com
Subject: [EXT] Comments on the Alaska-Richardson-Steese Highways Corridor Action Plan

To Whom It May Concern,

Although the Kinney corridor action plan describes and models likelihoods of various events and outcomes of the Manh Choh industrial ore haul, what is needed to complete it is a brief summary of the current situation along this 250-mile route. A simple trip up and down the route in a day or two could provide 'real-world' data and observations.

To demonstrate how far-fetched this industrial trucking is in terms of damage to infrastructure required for public safety during daily travel for work, school, commerce, tourism, emergency services and other activities, let me describe my observations of the deterioration of the Alaska Highway in early April.

I traveled from Fairbanks to Tok on April 6th, 2024 and returned to Fairbanks on April 23rd. In just under 3 weeks, significant damage to pavement included many large potholes with loose chunks of pavement thrown up and scattered up to 40' from the pothole and erosion of the shoulder margin, especially in the westbound lane used by the loaded industrial haulers. Major damage west of Tok was in the MP 1345 through 1367 region, followed by scattered locations further west of there. The Tenderfoot Hill area on the Richardson also had many damaged sections, as well as MP 326 on this route.

Another real-world safety consideration is that these behemoth trucks have difficulty maintaining their lane on the narrow bridge crossings. I have footage of a loaded ore truck crossing the Robertson bridge on April 6th toward my vehicle overlapping the marked centerline into my lane. Only as it passed my vehicle did it manage to pull back to the yellow line.

The title of the document we are commenting on here is the ARS Highways Corridor ACTION Plan. Why have meetings and prepare a document on an action plan for an ore haul when the majority of the recommended actions have not and will not be completed in a timely way?

DOT purports that safety is number 1 on their list of concerns. If so, they would not allow the ore haul to proceed until resolving the many safety issues described in the Kinney report and articulated clearly by the considerable, eloquent public testimony at public meetings during fall 2023 and spring 2024. This undertaking has been allowed to proceed without the passing lanes, bridge upgrades and other safety features in place.

There are obvious statewide detriments also - among them massive diversion of funds from necessary, approved DOT projects that benefit the general public to instead subsidize a private, foreign company operating in one region and based outside Alaska.

Building a mill at the Manh Choh Site would resolve these issues.

Sincerely,
Maria Berger

Sent from my iPad

From: Mark Jaynes <msjaynes@gmail.com>
Sent: Friday, May 10, 2024 7:13 PM
To: comments@akrichsteese.com
Subject: [EXT] Manh Choh comments

I am against the use of the Alaska Highway system to transport the ore from Tetlin. There are two reasons for my opinion:

1. It's not safe. I personally encountered the two stuck ore trucks on the South side of Tenderfoot Hill in early April when they spun out and couldn't climb that hill. WTF?
2. The cost of road maintenance should not be borne by the State. Period.

Those are two simple reasons why Kinross should suck it up and process the ore onsite, unless the State increases the royalty payments to cover all road costs, plus. Also Kinross should station the huge tow trucks at those spots where these trucks are likely to need assistance.

thanks, Mark Jaynes

From: Mary Bishop <marybishop37@gmail.com>
Sent: Thursday, May 9, 2024 12:33 PM
To: comments@akrichsteese.com
Subject: [EXT] Ore haul

I object to any of our public highways being turned into industrial haul roads--especially when the industry is paying very little toward the necessary upkeep. Alaskans are bearing higher safety risks and higher maintenance cost. Not close to fair!!
Sent from my iPhone

From: [Mary Corcoran](mailto:Mary.Corcoran@akrichsteese.com)
To: comments@akrichsteese.com
Subject: [EXT] Draft Alaska Richardson Steese Highways Corridor Action Plan
Date: Sunday, April 14, 2024 9:07:10 PM

Thank you for this opportunity. Following are my comments primarily regarding safety and State costs for the Draft Alaska Richardson Steese Highways Corridor Action Plan:

1. The comment time frame seems too restricted to cover such a comprehensive document fairly.
2. School bus safety is a major concern when one looks at clearly defined stops and speed limit locations. The dim/dark light for so many months and road conditions that may not allow sufficient braking etc. seem ripe for accidents.
3. The cost to the State of Alaska for road maintenance obligated by this increase in weighted traffic is a burden the State should not be obligated to accommodate. This haul is a for-profit company that is not transporting any commodity Alaskans need. The roads are being torn up now. Weather, darkness, road grade and condition MUST be included in the safety factor.
4. Bridges are strategic access. They are Alaska's lifeline via vehicle transport to/from the lower 48. AK DOT maintenance dollars are finite. Stressing the bridges makes no sense in light of this.
5. Stats re. more traffic=more accidents is a valid conclusion. This involves humans and animal life--like roulette. Who will be next?
6. The location of the Interior Alaska Medical Center may be incorrect. It is located on the Alaska Highway.

Mary Corcoran
Delta Junction AK

From: Matthew Reckard <mkreckard@yahoo.com>
Sent: Wednesday, May 1, 2024 8:17 PM
To: comments@akrichsteese.com
Subject: [EXT] truck weights and lengths

I've heard a great deal about safety concerns regarding the Mahn Choh ore haul trucks. It seems to me that all truck combinations longer than about 65 feet are unsafe on two lane roads and should be banned in Alaska. Outside of towns, they can't be passed safely; pass-no pass lane markings are deceiving as they aren't designed for overtaking vehicles that long. In town, they encroach on multiple lanes when turning – which is to say, they're physically unable to operate legally.

It also seems an imprudent squandering of public infrastructure to allow vehicles as heavy as we do in Alaska – and not just for the Manh Choh haul vehicles. My understanding is that the FHWA says states can't limit vehicles on the national highway system to less than 80,000 pounds, and that in many states 80,000 pounds is, indeed, the maximum vehicle weight. Given the harsh weather conditions in Alaska, and the lightweight pavement structures that prevail here, why do we allow more?

Matthew Reckard
PO Box 12, Ester Alaska 99725

From: Michelle Gillette <mirogi715@gmail.com>
Sent: Wednesday, May 15, 2024 6:10 PM
To: comments@akrichsteese.com
Subject: [EXT] Draft AkRichSteese Corridor Action Plan

Comments on the CAP

This report is not an action plan for the Richardson, Alaska highway and Steese highway Corridor. It does not really address the effect of the Kinross Manh Choh Ore Haul on the communities and Corridor area as a whole. Rather, it addresses only issues that the Alaska Department of Transportation (AkDOT) says is within its regulatory purview, and gives some mitigation suggestions. From presentations I listened to, the whole process seemed incomplete. I thought the contractor was making informational presentations to the TAC committee, there was some discussion, but then the whole process was cut off by AkDOT. So the mitigation suggestions are from the contractor, not the TAC group. Therefore, it can't really be a plan because nothing was ever brought before a group to come to a decision.

Many people have brought forth gaps in the data. I will just mention two.

1. There is no real attempt to include environmental effects. Fugitive dust is mentioned as not being a problem because the hauler is supposed to have truck load covers. There is no suggestion for any testing along the route periodically to make sure that is true. The same concept applies to tire chemicals released on roads that cross salmon spawning streams. Coho salmon are particularly sensitive to these chemicals and there should be ongoing testing along roads used by these extremely heavy vehicles.
2. What are the effects of the haul on communities near the route. There was no real attempt to examine the effects of the haul on people living nearby. The information on noise appeared to be a legal justification why DOT doesn't need to concern itself with noise. Where is the data on noise levels throughout the year and at different times of day along the whole route?
Why are there mancamps if they are creating new jobs for local residents? What kind as well as how many new jobs are being created, and are people who already work at Fort Knox being included?
Who is collecting data if there are increased road accidents, or increased violence near mancamps. These are all issues that need to be addressed.

There is some good information based on lighter trucks under good conditions, and information on what we can expect to spend on increased maintenance. However,

it doesn't address the needs of people in communities, nor present any alternatives even for discussion. They were just removed from community consideration. The inadequacies are due not to the contractor, but to the Governor and his department's handling of this whole project from the start. What an opportunity missed.

From: info@auroracabin.com
Sent: Wednesday, May 1, 2024 5:23 PM
To: comments@akrichsteese.com
Subject: [EXT] Steese MP 15-20

Hello,

Unfortunately I am unable to attend the May 1, 2024 Kincross public forum at the Carlson Center today.

We have a lodge on Cleary Summit, and have been driving the Steese from Fox to Cleary Summit (MP20.9) on a near daily basis since 2000.

I realize that our roads are subject to deterioration over time, I've never seen it damaged to this extent in the past 24 years. The bulk of the damage is on the uphill lane between MP 15 & the Fort Knox access road.

Vehicles are forced to sway to the oncoming traffic side to avoid this damage. Even the large ore trucks are now switching lanes to avoid them.

And though admittedly during the winter, the delays due to increased truck traffic weren't as bad as I had anticipated due to ore truck drivers being pretty good about utilizing the uphill pullouts to let others pass, we mustn't forget that the winter of 2023/2024 has been one of the easiest in recent years in terms of snow/ice on the road.

My concern is further damage, and eventual traffic indents/accidents along the Mahn Choh – Fox corridor.

Sincerely,

Mok Kumagai
Cell. 907-590-9489
Aurora Borealis Lodge
Fairbanks, Alaska
www.auroracabin.com

Located atop the hills of Cleary Summit, just 20 miles north of Fairbanks.

From: Myrtle Dick <sam.dick@k12northstar.org>
Sent: Wednesday, May 1, 2024 10:05 AM
To: comments@akrichsteese.com
Subject: [EXT] Comments- Using AK Railroad

My idea is -

Use the Alaska Railroad for transporting 81-ton ore trucks from Eielson AFB to Fairbanks Railroad Depot

Benefits would include but not limited to-

81-ton ore trucks would be off Richardson Highway in most populated areas

30 less miles of 81-ton ore trucks wear and tear on Richardson highway roads and bridges

81-ton ore trucks would not be traveling on Richardson Hwy during peak time of cars driving to Fairbanks for work

81-ton ore trucks less exhaust pollution

AK Railroad would benefit from increase revenue of transporting 81-ton ore trucks

81-ton ore trucks could access Eielson AFB Back gate and load on train near Eielson AFB Power Plant

Railroad tracks on Eielson are established and in secure area and I am sure an area could be designated for 81-ton ore trucks and Security monitored

I assume all 81-ton ore trucks drivers have passed background checks and be able to enter Eielson AFB and I am sure a partnership can be worked out between the military and mining company

81-ton ore trucks could be off-loaded at Fairbanks Depot and driven to Fort Knox single bed load at a time to lessen load and wear and tear on Steese Highway and bridges and increased safety on Richardson and Steese Highways

Lots of other reasons I could give for this idea. At the very least I think this idea should be considered and a discussion held between Eielson AFB, Ak Railroad and Mining Company.

Thank you for reading my email, forwarding my ideas to appropriate members and considering my ideas.

--

M.L. Sam Dick
Temporary SPED Clerk
Fairbanks Northstar Borough School District
sam.dick@k12northstar.org

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Notice Of Procedural Safeguards

<https://drive.google.com/file/d/1DknluDxNwGxdhCyTyN87OEnLQa06c5M1/view>

From: nancy@acsalaska.net
Sent: Friday, May 3, 2024 5:11 PM
To: comments@akrichsteese.com
Subject: [EXT] Man Choh debacle

Hi My name is Nancy Herning and I was born and raised in Fairbanks....66 year resident, and proud to be an Alaskan. It's a travesty how our State leaders have sold the Alaskans out to literally foreign interest mining companies! We put so many stipulations on our own American companies only to allow foreign companies to rape and pillage our resources with a miniscule financial benefit coming back to the people of the State of Alaska.

The Man Choh ore haul is irresponsible and dangerous to the traveling public. It was stated in the Kinney Engineering draft report that in an hours time you would see no more than 3 Man Choh trucks going South and 3 Man Choh trucks going North. I was on the Steese Hwy today and in 15 minutes time I saw 6 Man Choh trucks. Does the State of Alaska, DOT, Man Choh Company, Contango, Fort Knox, etc. really think we are that stupid that we can't see what's going on??

The Man Choh behemoths have been seen numerous times idling wastefully at various locations in Delta Junction and along the Steese Hwy. Is anyone (EPA/DEC) paying attention to the amount of pollutants being discharged into our air on a daily basis, not to mention their daily trips....276 miles - ONE WAY!!

Then there's the wear and tear on our highways.....why should the State of Alaska finance necessary road changes (passing lanes, new bridges, etc) for a private interest company.

Wake Up Alaska and Smell the DECEPTION AND POLLUTED AIR!! Not to mention the toxic waste dump at Fort Knox, in that humongous pit they have augered to CHINA. Anyone that doesn't see that eventually poisoning our water, is blind! Our leaders will keep giving away our natural resources and making concessions to these big companies until those companies have eked out every bit of value out of our land.....then they will pull out and leave their toxic mess for us to clean up...either filing bankruptcy or find another way to not take responsibility.

The State of Alaska needs to immediately levy load taxes on every one of those trucks when they leave Tetlin. It would at least help with some of the eventual road maintenance that is rapidly becoming an issue.

Please address these issues before someone dies as a result of making our State highways mining roads on a regular basis. Im not alone, as you well know... thousands of Interior residents feel the same way I do, and we vote religiously!

Thank you for your time and I hope you will proceed from a place that isn't governed by money but instead by your heart.

Sincerely,

Nancy Herning
PO Box 74410
Fairbanks, AK 99707

(907) 388-9297

From: Nathan Brenner <nathanbren2003@gmail.com>
Sent: Thursday, May 16, 2024 10:02 AM
To: comments@akrichsteese.com
Subject: [EXT] NO MORE TRUCKS WITHOUT OVERSIGHT-Your agency is killing the planet with fossil fuels and byproducts!

The trucks carry 100,000 pounds of ore that is acid-generating and heavy metal leaching across 11 essential fish habitats and vital subsistence areas 60 times per day. The state and federal agencies assessing the project have not done their due diligence.

There are ongoing observations of holes in load covers and uncovered trailers. The plan acknowledges the **toxicity of tires** and its link to coho salmon die-offs, but offers no mitigation plan. This unprecedented project must command special attention and further study of the effects of spills, fugitive dust, and tire degradation to the lands and waters surrounding the highway corridor. Regardless of lack of regulation, there are understood risks and monitoring is needed.

Nathan Brenner
Law in Motion

From: Nelson Grier <nelson@interiorhardware.us>
Sent: Thursday, May 9, 2024 1:52 PM
To: comments@akrichsteese.com
Subject: [EXT] Corridor action plan comment.

Hi,

No matter what the outcome of the damage to the roads due to ore hauling and traffic, I believe the best option is to change State legislation to increase mining taxes for our natural resources. This would be used for State improvements for the people of Alaska. I realize the current ore comes from Native lands but I still think **all natural resources should be utilized for the MAXIMUM benefit of its people**. As stated in our Constitution. To not do this is in violation of that constitution.

<https://law.justia.com/constitution/alaska/constitution-8.html>

§ 2. General Authority

The legislature shall provide for the utilization, development, and conservation of all natural resources belonging to the State, including land and waters, for the maximum benefit of its people.

--

Nelson Grier
Interior Hardware
Manager
PO Box 146
Mile 267 Richardson Highway
Delta Junction Alaska 99737
P 907-895-4223
F 907-895-5573
C 907-803-7944
Hubzone #60025



www.interiorhardware.us

From: [Phoebe Bredlie](#)
To: [Pamela A Miller](#); comments@akrichsteese.com
Subject: RE: [EXT] Draft plan online - links to appendices not working
Date: Monday, April 22, 2024 3:13:33 PM

Hi Ms. Miller

The links to the appendices have all been restored.

Thanks again for bringing this to my attention so that we could correct the issue.

Phoebe R. Bredlie, P.E.



Public Involvement Lead

Alaska/Richardson/Steese Highways Corridor Action Plan

comments@akrichsteese.com

Phone: 907.456.1418

From: Pamela A Miller <pammillerarctic@gmail.com>
Sent: Monday, April 22, 2024 12:23 PM
To: comments@akrichsteese.com
Subject: [EXT] Draft plan online - links to appendices not working

<https://storymaps.arcgis.com/stories/98f64a497c834ae18955d5d6b5994ff4>

On this website, the links to the appendices do not work.

This contains essential information for public comment on the plan, with Fairbanks public meeting on Wed.

Also, is there any detailed map of the Steese- Johnson intersection proposals for change.

Thank You,
Pam

--

Pamela A. Miller

1800 Musk Ox Trail
Fairbanks, AK 99709-6626

(907)441-2407 | pammillerarctic@gmail.com

From: Pam Weaver <akpsweaver@yahoo.com>
Sent: Friday, May 17, 2024 4:37 PM
To: comments@akrichsteese.com
Subject: [EXT] Manh Choh Alaska-Richardson-Steele Corridor Action Plan

I am gravely concerned by the limited scope of this "action plan". A lot of good information has been produced regarding roads and traffic, but there are many other areas that have not been seriously considered.

I live in Fairbanks which has compromised air and does not comply with EPA standards. These trucks will add a further burden to meeting air quality standards.

Not only this, Contango has plans to do the same thing utilizing the Parks Highway, which will wind up surrounding our town with industrial hauling.

These trucks cause far more damage to our roadways than a standard tractor trailer. Their load of 100,000 pounds is not an essential service benefiting the public. It is strictly for the benefit of a foreign corporation and their bottom line. This actually amounts to corporate welfare on the backs of Alaskans.

Our roads, which are layed out on permafrost that is now melting, will require substantial ongoing maintenance for the benefit of this parade of trucks. The route from Manh Choh crosses many streams and rivers that are essential to the survival of coho salmon, an iconic species of Alaska. It has been scientifically proven that the toxins from wearing tire treads traveling on roadways kill baby salmon and other aquatic species, and then continues up the food chain. It has also been shown that the dust blowing off of these trucks, no matter how well covered, contains heavy metals and other toxins, fouling our land, waters and air. The ore that is being hauled is acid bearing, to be processed at a facility that has only handled alkaline rock in the past. What does this do to the toxicity of the settling pond? Has the settling pond been approved for this quality of ore as well as quantity of ore? This is not exactly "corridor" territory, but it is of very valid concern.

None of the polluting aspects has been seriously looked into and the foreign corporation has not agreed to taking responsibility for any of it, including road maintenance and snow removal.

Ten more accidents a year is the projection. These trucks are already traveling on a highway utilized by military convoys as well as travelers visiting our beautiful state. Do we really want their experience to be one of entering an industrial ore haul or a roadway akin to the I 95 corridor? This is ALASKA, for heaven's sake.

The roadway is also filled with bus stops, many short sighted, and is the only lifeline for citizens living along it as well as towns. I have already seen traffic backed up by one of these behemoths climbing a hill. Normally all of that traffic would've been sailing on their way

This ore haul does NOT benefit our state. At the bare minimum, these corporations should pay a very stiff fee for the devastation caused to our road. It is unfortunate they cannot suck their added particulates out of our air or remove the toxins they spew as they roll along noisily (another concern—especially for people living close to their route-not to forget the impact to property values).

This ore haul should never have been foisted on our state to begin with. The processing mill needs to be where the ore is removed.

This plan has only looked at the tip of the iceberg. There truly needs to be a real assessment of the environmental, economic, social and community impacts. It needs to be done before the ore haul is ramped up, as is the big plan, and problems are compounded. It is well past time that the concerns of the people who actually live here be taken seriously.

Many thanks,
Pamela S Weaver
1305 Eriophorum Drive
Fairbanks, AK. 99709
akpsweaver@yahoo.com

From: peg schaffhauser <pegfairbanks@yahoo.com>
Sent: Friday, May 17, 2024 5:23 PM
To: comments@akrichsteese.com
Subject: [EXT] Ore haul on public roads

I am 100% against the heavy industrial usage of public roads by foreign mining corporations.

Siting the initial report from Kinney Engineering, I find the staggering costs of road upgrades and maintenance as well as the reduced safety of all citizens and travelers using these roads unacceptable.

Instituting surcharges for usage may decrease the costs incurred by DOT but they won't insure the safety of Alaskans and travelers.

Such usage will set a precedent, which is already being embraced by Contango Ore as it has expanded its holdings, as reported in the May 5, 2024 article in the Fairbanks Daily News-Miner by Jack Barnwell, based on the "run-of-mine, direct shipping ore operation" at Manh Choh (co-owned by Contango).

The advantages stated by Darwin Green CEO of HighGold Mining emphasize the cost savings to the company and streamlined timetables because many permitting processes will be bypassed. There is no concern for the safety of or costs to Alaskans, the widespread environmental impacts along haul routes, or the local environmental impacts of acidic ore being processed in a facility not designed for it.

This is not a road the state should go down.

Sincerely,
Peg Schaffhauser

Peg Schaffhauser RPT
PO Box 71241
Fairbanks, AK 99707-1241
pegrpt@gmail.com
(907) 978-0978

Sent from [Mail](#) for Windows

From: Randy Fletcher <rkf99711@gmail.com>
Sent: Sunday, May 12, 2024 5:13 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS CAP

REAL WEIGHTS!

Weight per yard loose in the truck is at least 3100 lbs. That's using material values found in Fairbanks. Gold ore will be more. $52 \times 3100 = 161,200$.

Weight empty of one of those 26 yard side dumps is at least 20,000lbs. Plus the 5 drop axles. That put us at 206,200lbs. The weight of a double axle Kenworth tractor is at least 20,000 pounds. (They are using 3 axle tractors).

That equals AT LEAST 226,200 POUNDS.

Why not challenge them to verify their claim. Invite media, politicians etc. Film the truck being loaded to typical amounts. (I have pictures), and driven over scales that have been certified and are operated by an independent third party.

Film everything. Then add up the number of violations so far.

Randall Fletcher

Ran material lab for 15 years

From: Sam & Mary Demientieff <samary@gci.net>
Sent: Friday, May 17, 2024 9:23 AM
To: comments@akrichsteese.com
Subject: [EXT] plan

My wife and I are opposed to this plan, because of the length of the haul, but mainly because if this goes forward, it will contribute pollution for many decades into the future. Samuel and Mary Demientieff

From: Sandy Dauenhauer <ravensandyd@gmail.com>
Sent: Thursday, May 16, 2024 3:36 PM
To: comments@akrichsteese.com
Subject: [EXT] Manh Choh ore haul

I add my opinion to many others that this industrial ore haul is a misuse of state highways and an outrageous safety hazard that ignores the threat of these oversized and overweight trucks to the people of the Interior.

It is obvious that the companies involved are interested only in maximizing profits at the expense of other users, be they local residents, commercial interests, or tourists. These huge and destructive trucks do not belong on 2-lane highways that are poorly maintained even for current uses.

Likewise, the state government is contorting itself to justify using federal funds to replace bridges solely for the use of a single foreign company while ignoring more critical infrastructure needs of other parts of the system.

This unjustifiable and questionable use of federal money should not proceed. The State of Alaska should get out of the business of subsidizing companies who otherwise would not be here except for being on the state dole.

Sandra Dauenhauer. P O Box 418. Ester, AK 99725

Sent from my iPhone

From: Sarah Marshall <sarah@iagreenstar.org>
Sent: Thursday, May 16, 2024 10:48 AM
To: comments@akrichsteese.com
Subject: [EXT] Against the Ore Haul

Greetings,

I am weighing in as a community member of the Fairbanks North Star Borough. I am against the ore haul from the Manh Choh mine to Fort Knox. I stand with the Northern Alaska Environmental Center in my opposition to the "plan" that is going forward...especially since there are already trucks hauling ore with no final action plan.

"The **Environmental Section** of this draft circumvents all environmental responsibility. No assessment of ore transportation in the Manh Choh mine's waste management permits means there is nothing in place to mitigate the environmental repercussions of mining activity being spread out across 250 miles.

The trucks carry 100,000 pounds of ore that is acid-generating and heavy metal leaching across 11 essential fish habitats and vital subsistence areas 60 times per day. The state and federal agencies assessing the project have not done their due diligence.

There are ongoing observations of holes in load covers and uncovered trailers. The plan acknowledges the **toxicity of tires** and its link to coho salmon die-offs, but offers no mitigation plan. This unprecedented project must command special attention and further study of the effects of spills, fugitive dust, and tire degradation to the lands and waters surrounding the highway corridor. Regardless of lack of regulation, there are understood risks and monitoring is needed." Northern Alaska Environmental Center

Sarah Marshall
907-699-1301



From: Scott Joyce <scottjoyce@live.com>
Sent: Thursday, May 16, 2024 3:20 PM
To: comments@akrichsteese.com
Subject: [EXT] Opposition to Manh Choh ore haul

I am writing to oppose the lack of detail and transparency related to the Manh Choh ore haul.

The [Environmental Section](#) of this draft circumvents all environmental responsibility. No assessment of ore transportation in the Manh Choh mine's waste management permits means there is nothing in place to mitigate the environmental repercussions of mining activity being spread out across 250 miles.

The trucks carry 100,000 pounds of ore that is acid-generating and heavy metal leaching across 11 essential fish habitats and vital subsistence areas 60 times per day. The state and federal agencies assessing the project have not done their due diligence.

There are ongoing observations of holes in load covers and uncovered trailers. The plan acknowledges the [toxicity of tires](#) and its link to coho salmon die-offs, but offers no mitigation plan. This unprecedented project must command special attention and further study of the effects of spills, fugitive dust, and tire degradation to the lands and waters surrounding the highway corridor. Regardless of lack of regulation, there are understood risks and monitoring is needed.

Please refine the corridor plan to include additional detail, and include stakeholder feedback.

Respectfully,
Scott

Sent from my iPhone

From: akrichsteese.comments@kinneyeng.com
Sent: Sunday, May 12, 2024 10:30 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Shane Ransbury

Email Address (optional): Shane.r.ransbury@gmail.com

Organization (optional):

Comment (optional): In reviewing the draft proposal, it looks like the planners have done their due diligence to prepare a hauling plan that addresses safety concerns while providing for industrial use of our roads. Ideally, this would all be done by rail, but I understand the infrastructure isn't there.

Add to news letter? No

For any follow up questions please contact Phoebe Bredlie at Phoebe.Bredlie@kinneyeng.com.

From: Sonja Benson <sonja@mosquitonet.com>
Sent: Thursday, May 16, 2024 10:15 AM
To: comments@akrichsteese.com
Subject: [EXT] Manh Choh ore haul is a bad plan

I am writing to express my ongoing alarm at Kinross's ore haul plan. This is an outrageous situation in which public process, public safety, environmental stewardship and the greater good are being completely ignored by Kinross and by the State of Alaska. The corruption at the foundation of this whole sweetheart deal between the governor, the Department of Transportation and Kinross should be fully investigated and the ore haul stopped. It shouldn't be happening; the governor should be placing the public interests of Alaskans before padding the profits of a foreign mining company. I am opposed to this ore haul plan and I'm opposed to operating mines in Alaska without environmental oversight. What a disgrace.

Thank you.

Sincerely,
Sonja Benson
Fairbanks

From: smokey3@gci.net
Sent: Sunday, May 12, 2024 11:07 AM
To: ORE HAUL
Subject: [EXT] Ore Hauling

Dear Sirs:

I could write pages expressing my concerns over the ore hauling debacle that exists but I would only be repeating what so many others have already stated, so I will make this brief.

Please ignore the profit to be made by outsiders, (and apparently some "insiders") deal with common sense and logic, and put an end to this ill-conceived fiasco. It does not benefit the citizens of this great state in any way, shape, or manner. They can, and should, process the gold at the site where it is mined.

Thank you.

Steve Adams
PO Box 81814
Fairbanks, AK. 99708

Phone 907-455-7130

From: bias@alaska.net
Sent: Tuesday, April 30, 2024 1:03 PM
To: comments@akrichsteese.com
Subject: [EXT] Corridor Plan

Your continued insistence on propping up the Ore haul route is criminal. DOT is supposed to protect the citizens of Alaska not be a lackey for a foreign mining company! No ore hauling on the Richardson/Steese! I have to deal with these bastards every single day.

Susan and Pete Vogt
Bias Drive
Fairbanks

From: sdelisa@gci.net
Sent: Thursday, May 16, 2024 8:09 PM
To: comments
Subject: [EXT] Ore haul truck traffic

I am writing to express my anger and disbelief at the ore haul truck traffic from the Manh Choh mine to Fort Knox, an immensely destructive activity that has been thrust on Alaskans with no due process. It has already affected me, driving to Skiland on Cleary Summit to do volunteer ski patrolling. That section of the Steese Highway was in worse shape than I have seen it in 30 years, huge potholes developing, ground up rock on the road that gets kicked up by passing vehicles and cracks your windshield, and clouds of dust kicked up by the ore haul trucks. The damage was far greater in the northbound lane, where the trucks are running loaded. Aside from these inconveniences and the annoyance of getting stuck behind a truck on the way up the hill, I worry what would happen when we have to call an ambulance for an injured customer and it is slowed by the ore truck traffic. These are just a tiny example of the problems that can and will be caused by this activity. It should not be happening at all, and would not if regulations were followed and if the true costs of this activity were borne by the mining company. The whole situation is appalling.

Sincerely,
Susan Delisa
1918 Southern Ave
Fairbanks AK 99709

From: suzi lozo <suzilozo@yahoo.com>
Sent: Friday, May 17, 2024 9:17 PM
To: comments@akrichsteese.com
Subject: [EXT] ARS Corridor Action Plan

To whom this concerns:

I oppose the Kinross Manh Choh Ore haul to Fort Knox Mine, north of Fairbanks for the following reasons:

Safety for others on the highways will be severely compromised by the presence of 60 daily round-trips of the double trailer ore-haul vehicles. Routine traffic will be impacted, emergency traffic will be impacted, and military traffic will be impacted. Accidents WILL happen and lives will be lost at worst. Every injury will be blood on the hands of the planners.

Roads will be severely degraded. The cost of repair and upkeep will fall upon Alaskans. Of course, Kinross loves this plan. THEY don't have to pay for the roads their trucks are going to trash. More profit for them.

One has to wonder who else is benefiting from this plan. One has to wonder, WHY is the state of Alaska assuming all the risk and maintenance cost for a foreign private industry's increased profit? Hm-m-m-m. It does give one pause to think.

The public process on this has been quite the dog and pony show. The people come, the people object, but sorry, no questions that require answers beyond the 3 minute allowable comment period per person are allowed. Who exactly is listening to the public? Are these meetings just to assuage some nebulous requirement to "include the public"? They come across as quite the dog and pony show.

We, the public, feel like helpless victims of a plan that is going to endanger all users of our road, including our children (school bus stops on the route), trash our roads which equals trashing our vehicles, degrade our environment from toxic ore lumps and dust flying off the trucks onto our roadsides, inhibit emergency response especially during summer fire-fighting season, impact the military training events which require use of the roads, and generally make our lives living hell.

For what? So

a foreign mining company can make a bigger buck. The jobs this will bring to a few Alaskans are a drop in the bucket compared to the burden on our communities that will play out for years.

The planners approving this ore haul should hang their heads in shame.

Sincerely,

Suzi Lozo
suzilozo@yahoo.com



Virus-free www.avast.com

From: Tamara Hambright <tlhambright@icloud.com>
Sent: Tuesday, April 30, 2024 5:44 AM
To: comments@akrichsteese.com
Subject: [EXT] Alaska-Richardson-Steese Corridor Action Plan

To: Alaska Department of Public Facilities

I want to register my strong disapproval of the Kinross trucking plan from the Man Choh Mine to Fort Knox Mine for the following reasons:

Reckless disregard for the safety of Alaska's residents, including children on school busses!

Ongoing destruction of roads and bridges that are not designed for loads of this type.

Likely accidents and breakdowns, potentially causing delays of food and other essential supplies to Interior Alaskan towns and cities.

No plan for the profiting companies to contribute to the cost of construction, maintenance, or repairs that are being done for their sole benefit.

Unknown environmental damage to our road corridors, streams, air, and rivers, and ugly tire remnants littering the sides of our roadways.

It is your responsibility to make our roads safer, not more dangerous. Please do not approve this unsafe, irresponsible, precedent-setting plan.

An on-site mill should be built by Kinross, rather than gambling with the lives of Alaskan families.

Tamara Hambright
Fairbanks, Alaska

Sent from my iPad

From: Teresa de Lima <alaskanberries@gmail.com>
Sent: Thursday, May 16, 2024 9:53 AM
To: comments@akrichsteese.com
Subject: [EXT] No to Manh Choh

This is a very bad idea. The hauling operations alongside residential traffic on the highway is unacceptable, unsafe and poses serious harm to wildlife and people.

Teresa de Lima
907 450 9041

From: Theodore DeCorso <tdecorso@icloud.com>
Sent: Wednesday, May 8, 2024 3:27 PM
To: comments@akrichsteese.com
Subject: [EXT] Manh Choh

To Whom it May Concern:

I'm not an expert but my understanding is that monster trucks (very long and 80 tons?), would haul ore 24/7, passing by every 10 minutes or so, for 5 years or so.

This would use Alaska roadway, with no commitment to making it well again or guaranteeing a clean site. Assessments made by those who know more than I do predict an increase of accidents, greater severity of accidents, possible truck/school bus interactions, major problems when trucks must slow on hills (imagine passing one in the winter!). Add in the paucity of the financial return to the state and you have to ask:

Who in their fight mind would think this is a good idea!?!??

Well, the mining company of course, and for some perverse reason, our state administration.

My vote is an unequivocal NO! Save our highways, and fatal interactions which will lead to the inevitable question: why didn't we see this coming?

To repeat: an unequivocal NO to the Manh Choh haul plan.

Sincerely,

Theodore DeCorso
661 Fordham Drive
Fairbanks, AK 99709

From: trbenjamin@mosquionet.com
Sent: Thursday, May 16, 2024 11:49 AM
To: comments@akrichsteese.com
Subject: [EXT] comments
Attachments: [Untitled.rtf](#)

Thomas Benjamin

1986 Tall Timbers Drive

Fairbanks, Alaska 99709

Comments on Kinney Engineering Draft Report for Alaska/Richardson/Steese Highways Action Plan

1)The Plan introduces the concern for wear and damage to the pavement and infrastructure, but seems to understate it. A very short search on the internet turns up a report by Purdue University with the title, EFFECTS OF HEAVIER TRUCK LOADINGS AND SUPER-SINGLE TIRES ON SUBGRADES, Conducted in Cooperation with the Indiana Department of Transportation and the U.S. Department of Transportation Federal Highway Administration. This report is not new, written in 2002. It indicates that super single tires have a much more destructive affect on the pavement as well as the substructure due to the more concentrated loading.

2)The plan and the report, neither one address the additional torque applied by drivers to the pavement surface during acceleration and hill climbing. This “shearing” affect would seem to scuff, scrub and perhaps even deform the pavement surface from the load trying to be moved.

3)The report did not address the affect of a spilled load on the road right of way. I understand, although I have not yet reviewed the technical report, that there are constituents in the ore that would render it a hazardous waste, which it might become following a cleanup effort from. Spilled load. This brings the question, does Black Gold Express have a contingency plan in place for ore recovery, road cleanup, following a spill?

I address these question is, as I did not hear them brought forth at the public participation meeting held in Fairbanks. I was employed by Alaska Department of Transportation as an Environmental Impact

Analyst prior to retirement and worked at the Fort Knox Mill as a metallurgist the first five years of operation.

Thomas Benjamin

(907) 347-4805

1986 Tall Timbers Drive

Fairbanks, Alaska 99709

From: Toby Davidow <tobydavidow@yahoo.com>
Sent: Friday, May 17, 2024 8:54 AM
To: comments@akrichsteese.com
Subject: [EXT] Alaska-Richardson-Steese Corridor Action Plan

I am writing because of my many concerns to the above Corridor Action Plan. Already waste is being hauled from this Manh Choh mine.

I am greatly concerned about the dangerous effects of this being allowed. Such hauling creates, not just noise, but air pollution, possible spills with great effects, dust and damage from tires. These impacts also affect wildlife - and people.

Much more attention needs to be paid to this situation before further hauling is allowed. It seems to me that those agencies - both state and federal - have not done a proper job and MUST!

I urge his action be stopped now - and the situation properly reviewed with all the long terms, deleterious effects, being thoroughly considered.

Thank you for your attention,
Mrs. Toby Davidow

From: Tom Duncan <tomd@holadayparks.com>
Sent: Monday, April 29, 2024 5:21 PM
To: comments@akrichsteese.com
Subject: [EXT] Opposition to use of public roads

my wife and I do not approve of the use of public roads for for the e hauling of ore from Tok to ft Knox for each of the itemized issues listed on the email received from ASAH on 04/29/24

Tom Duncan
9073880429

Sent from my iPhone, Tom

From: Stellrecht, Neesha NS <neesha_stellrecht@fws.gov>

Sent: Friday, May 17, 2024 10:27 AM

To: comments@akrichsteese.com

Cc: regpagemaster@usace.army.mil; audra.braser <audra.braser@alaska.gov>; james.rypkema <james.rypkema@alaska.gov>; LaCroix.Matthew@epa.gov; Tippery, Amy C <amy_tippery@fws.gov>

Subject: [EXT] Scoping Letter for the Draft Alaska, Richardson, Steese Highways Corridor Action Plan

Good Morning,

Please find our scoping letter for the referenced project attached.

Thank you,

Neesha

Neesha Stellrecht

Field Office Supervisor, Northern Alaska Fish and Wildlife Field Office

101 12th Avenue, Rm. 110

Fairbanks, Alaska 99701

907-347-8906



United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE
Northern Alaska Fish and Wildlife Field Office
101 12th Avenue, Room 110
Fairbanks, Alaska 99701
May 17, 2024



VIA ELECTRONIC MAIL, NO HARD COPY TO FOLLOW

Kinney Engineering, LLC
Attn: Phoebe Bredlie, P.E. (comments@akrichsteese.com)
100 Cushman St, Ste 311
Fairbanks, AK 99701

Re: Draft Alaska, Richardson, Steese Highways
Corridor Action Plan

Dear Ms. Bredlie:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Alaska Richardson Steese (ARS) Highways Corridor Action Plan which analyzes the impacts and potential implications of the proposed Mahn Choh ore haul operations to public resources along the 247-mile ARS route. The Department of Transportation and Public Facilities (ADOT&PF) plan includes upgrades between Tok in the south near the Tetlin National Wildlife Refuge, and Kinross Fort Knox Gold mine at the northern terminus. Ore haul operations are expected to begin in 2024 and continue year-round for four to five years. As proposed, the ore haul will make approximately 60 roundtrips daily using purpose-built trucks on a route that includes segments of State-maintained roads, specifically segments of the Alaska, Richardson, and Steese Highways. We would like to offer comments about this draft plan because the increased highway use, and the specific way in which the ore haul will be carried out, will likely have effects to the health and sustainability of the Service's trust resources.

Potentially Affected Fish and Wildlife Trust Resources: The Service's trust resources are natural resources we are entrusted to protect for the benefit of the American people. Within the proposed project area these resources include species listed as threatened or endangered under the Endangered Species Act (ESA), migratory birds including bald and golden eagles, inter-jurisdictional fish, wetland and upland habitats used by these species, and lands managed by the Service (e.g., national wildlife refuges).

Comments and Recommendations: We appreciate the opportunity to share with you the potential for effects of the proposed project's impacts on fish and wildlife, mainly through potential to cause negative impacts to their habitats. In some cases, these impacts can be mitigated to an extent, and in some cases they cannot. The following trust resources are those we see as having the potential to be most affected by the actions described in this draft plan.

Toxicant Loading and Trust Species Habitats:

Fugitive Dust: We understand that mitigation for fugitive dust is in place (covered vehicle loads), and we appreciate the effort to minimize escapement of ore minerals along the route. However, unless the loads are sealed in transit there will always be a portion of dust escapement, and there is the likelihood of ore contamination into the environment during highway vehicle accidents. For example, studies by Neitlich et al. (2017) and Hasselbach et al. (2005) show that even with using minimization measures at the Red Dog mine (e.g., hydraulically sealed lids, truck rinsing procedures), ore concentrates can escape during transportation and were found in measurable concentrations up to 2.5 miles from the haul route and sometimes much farther. The Service is concerned ore concentrates can introduce hazardous compounds into the surrounding environment proximate to and beyond the 247-mile route. Fugitive dust from any source has documented impacts on vegetation, permafrost, surface waters and waterfowl (Auerbach et al. 1997) (Walker & Everett 1987; Walker et al. 2022; Myers-Smith et al. 2006; McGanahan and Poling 2021) within a predictable deposition area of up to 328 feet (100 meters) from the haul route road.¹

Arsenic and acid leaching minerals management: Four Environmental Information Documents from various consultants to Peak Gold, LLC.² describe arsenic and acid-forming sulfides (Illig 2015) in the ore body of both Mahn Choh mine pits. At the mine site, mitigation measures are in place to prevent dust from reaching surface and ground waters; but as small amounts of ore dust containing acid-forming minerals and arsenic accumulate along the route over the 60 round trips per day for five years there is no mitigation planned for preventing this dust reaching adjacent plants, soils and waters including wetlands and stream crossing. Sulfides in ore dust can acidify upon exposure to air and can be leached into surface water through rain and snowmelt; these and arsenic can could substantially alter water chemistry, degrade aquatic habitat and affect the health of fish and invertebrate populations. These potential effects are long-term and difficult to mitigate after they occur.

Tire contaminants 6PPD and 6PPD-quinone: In March 2023, the Environmental Protection Agency held an informational webinar with the Alaska DOT&PF to share recent scientific findings linking the compounds 6PPD and 6PPD-quinone to salmon die-offs in anadromous tributaries of the Puget Sound (Williams and Bristol 2023). 6PPD and 6PPD-quinone are components of truck and car tires; a large body of research points to their ubiquitousness in roadside waterways with heavy traffic and to their toxicity to fish, especially salmonids. The compounds cause spawning and juvenile salmonid mortality, especially in Coho salmon, and were pinpointed as the cause of mass die-offs of fish following stormwater events in the Puget Sound (Scholz et al. 2011). Notable symptoms upon contact with these chemicals included

¹ Ambler Road DEIS Vol 1. Page 3-41; and Vol 3. Appendix L

² Reports prepared for Peak Gold, LLC. include Piteau Associates. 2021. Manh Choh Project Hydrogeological Characterization and Groundwater Modeling Summary Report; Piteau Associates. 2021. Manh Choh Project Water Management Plan; SRK Consulting. 2021. Manh Choh Project. Waste Rock Management Plan; SRK Consulting. 2021. Manh Choh Project Reclamation and Closure Plan.

disorientation, swimming on side, gasping, and pre-spawn mortality (Chow et al. 2019). Toxicity affects all life stages of salmonids, including alevin, juveniles, adults, and spawners.

As proposed, the ore haul will make approximately 60 roundtrips daily utilizing purpose-built trucks which each have double trailers with twelve sets of trailer tires and four sets of truck tires plus two front tires for a total of 32 tires per truck. The resulting tire dust deposition, containing 6PPD and 6PPD-quinone, will increase by 1,920 tires per day. Over five years this would result in over 3.5 million additional tire dust deposition incidents over current levels. Recent literature has also shown that mortality can be prevented by infiltrating road runoff through soil media containing organic matter, which removes 6PPD-quinone (Fardel et al. 2020; Spromberg et al. 2016; McIntyre et al. 2015). Research and corresponding adaptive management surrounding 6PPD is rapidly evolving, but the Service highly suggests using mitigative measures to avoid the toxic effects of increased 6PPD and 6PPD-quinone concentrations along the haul route from ore haul activities, including but not necessarily limited to employing filtration systems for road runoff where roads intersect with wetlands or surface waters, including streams.

Fish: The Service has major concerns that interjurisdictional fish along the haul route will be negatively affected by the accumulated ore dust load and potential spills of ore along the route. Interjurisdictional fish species include subsistence species which are of major importance to Alaskans and include multiple salmon species and whitefish. Those fisheries within the dust shadow along the haul route would be subject to contaminants from fugitive dust.

Humpback Whitefish (*Coregonus pidschian*) is the major species targeted in subsistence fisheries in and adjacent to the Tetlin National Wildlife Refuge in the upper Tanana River drainage (Native Village of Tetlin, 2020). Whitefish are harvested throughout the summer, and average household harvests were between 170 and 258 kg/year (Case 1986, Halpin 1987). Tetlin and Northway residents depend on their white fish catch (and moose harvest) to fill freezers for winter (Native Village of Tetlin, 2020). Whitefish are caught from the Tetlin River during migrations in and out of Tetlin Lake (Halpin 1987), and on the Tetlin River upstream of Tetlin Lake (Halpin 1987). Brown (2006) described the migrations of humpback whitefish to spawning areas in braided regions of the lower Nabesna River and the Chisana River near the mouth of Scottie Creek, and subsequent migrations downstream into the Tanana River and then for many, up the Tetlin River to overwintering habitat in Tetlin Lake. These locations can all be affected by ore dust, tire dust, and fuel or ore spills along the haul route.

The Tanana River is also a major producer of salmonids, many of which are in decline and are controlled by international treaty. In particular, the Salcha and Chena Rivers are major spawning and rearing habitats for Chinook salmon (Brown et al. 2017) which are in precipitous decline in the overall Yukon River watershed and whose populations are subject to compliance by the Yukon River Agreement, an annex to the 1985 Pacific Salmon Treaty between the United States and Canada. The seriousness of decline of this population of interjurisdictional fish was again highlighted by the State of Alaska in 2024 when it signed additional international agreements with Fisheries and Oceans Canada for Yukon River Chinook recovery. While the negative impacts of increased ore dust load and contaminants to the Chena and Salcha Rivers via their feeder tributaries and connected wetlands are of great concern due to the high productivity of these rivers, there are many documented crossings of anadromous fish bearing streams in the

pathway of the route (Table 1), and additional likely but undocumented anadromous streams along and downstream of the haul route.

Table 1. The Alaska Department of Fish and Game (Alaska Department of Fish and Game 2022) has documented nineteen streams along the route with known presence of Chinook (k), Coho (CO), Chum (Ch), and Sockeye (S) salmon using the waterbody for rearing (r), spawning (s) or simply being present (p).

River	Anadromous Waters Catalog	Species/Use
Chena River	334-40-11000-2490-3301	CHp,Kp
Little Salcha River	334-40-11000-2490-3325	CHp
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Salcha River	334-40-11000-2490-3329	CHs,Ksr
Piledriver Slough	334-40-11000-2490-3315	CHs
Moose Creek	334-40-11000-2490-3315-4009	CHp,COp,Kp,Sp
Tenderfoot Creek	334-40-11000-2490-3373	COr
Shaw Creek	334-40-11000-2490-3375	CHp,COp,Kp
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Unnamed Creek	334-40-11000-2490-3382	COsr
Delta River	334-40-11000-2490-3390	CHs,COsr
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Unnamed Creek	334-40-11000-2490-3376	COs
Unnamed Creek	334-40-11000-2490-3378	CHs,COr
Blue Creek	334-40-11000-2490-3398	CHs,COsr
Johnson Slough	334-40-11000-2490-3440	CHp
Tanana River	334-40-11000-2490	CHp,COp,Kp,Sp
Johnson River	334-40-11000-2490-3438	COp
Tok River	334-40-11000-2490-3660	COp

Wetlands: As mentioned above, the haul route intersects with hundreds of acres of wetlands, each of which contribute water to the main stem or tributaries of the Tanana River through surface and shallow groundwater. Wetlands along this route act as a filtration and capture system to streams and rivers, intercepting and accumulating contaminants generated by all roadway activities. As such, they are bioaccumulating systems, and over time those in proximity to ore haul activities will contain higher levels of captured chemicals than similar wetlands outside of the area of potential affects described in the Action Plan. This is of concern to the Service because wetlands are also heavily used habitats for trust species during parts of their lifecycles (e.g., salmonids for spawning and rearing, migratory birds for rest and refueling) or for their entire lifecycle (e.g., bald eagles and other raptors inhabiting floodplains). Higher levels of toxicants accumulated in wetlands adjacent to the route may cause decreased habitat quality for wildlife, which can affect populations.

Threatened and Endangered Species:

The purpose of the Endangered Species Act (ESA) is to conserve threatened and endangered species and the ecosystems upon which they depend. Projects that may affect listed species and/or designated critical habitat must be evaluated under section 7(a)(2) of the ESA to ensure Federal agencies authorizing, funding, and/or conducting projects (i.e., a federal nexus) are not likely to jeopardize the

continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat. A list of species potentially affected can be found on the Information for Planning and Consultation (IPaC) tool at <https://ecos.fws.gov/ipac/>. In this case, one ESA-listed species, the wood bison (*Bison bison athabasca*) may occur within the project area but are listed as a Nonessential Experimental Population under section 10(j) of the ESA.¹ It does not have a designated critical habitat, and no consultation is necessary at the present. For additional information or guidance regarding ESA listed species, we recommend contacting the Northern Alaska Fish and Wildlife Field Office, Consultation Branch at 907-456-0277.

Invasive Species: Transporting invasive species seeds (such as bird vetch, white sweet clover, and bird cherry) which are common along the Fairbanks and North Pole haul route to more weed-free portions of the route in the south is a concern for the Service. Seeds are transported in residual soils of the undercarriage and tire treads of transport vehicles. While non-haul truck traffic along the route also transports seeds from the same sources to the same pristine areas, the increased traffic and number of wheels represented by each truck exponentiates the likelihood of invasive species spread beyond the existing levels. The Service recommends implementing the following best management practices for minimizing the introduction and proliferation of damaging invasive species: thoroughly washing equipment before entering the jobsite to remove dirt and debris that might harbor invasive seeds; using weed-free fill² and certified weed-free erosion control materials; appropriately disposing of spoil and vegetation contaminated with invasive species; and revegetating the area with local native plant species. To assist on-the-ground operators in understanding their role in preventing and controlling the introduction and spread of invasive species, we recommend project operators review a free, self-paced training course on invasive species control, which can be found at <http://weedcontrol.open.uaf.edu>.

Migratory Birds: About half the haul route is within the Upper Tanana Valley Important Bird Area flyway, designated by the International Audubon Society in Partnership with Cornell University.³ The importance of the flyway as a migration corridor for birds that travel to and from Alaska and western Siberia to breed each year is widely recognized. Hundreds of thousands of migratory birds including swans, geese, ducks, cranes, and raptors pass through the valley each spring and fall. More than 3/4 of the entire mid-continental population of Lesser Sandhill Cranes pass through the and over the haul route annually in addition to thousands of swans.⁴ Recent state-wide late-summer surveys located nearly 10% of North American Trumpeter Swan population within the flyway area. Wetlands and open water along the haul route provide crucial habitats to these birds for rest, refueling and refuge on their migratory pathway. The Service is concerned that the effects of chemicals deposited by dust and tires will have cumulative negative effects to the bird populations who rely upon these habitats.

Conclusion: We appreciate this opportunity for comment, and we would welcome a discussion regarding our comments and recommendations. Our comments are based on the information provided in this scoping request. Should the project plans change, we would appreciate an

¹ <https://ipac.ecosphere.fws.gov/location/VCS5L7PGOVAONC5IQHKHUCT4YE/resources>

² <https://dnr.alaska.gov/ag/akpmc/pdf/WeedFreeGravel.pdf>

³ https://gis.audubon.org/portal/apps/sites/?_gl=1*jsbgdb*_ga*MTc0Nzg4Nzg2OS4xNzAwNTEzMDkz*_ga_X2XNL2MWTT*MTcxNDc2NTk0NS43LjAuMTcxNDc2NTk0NS42MC4wLjA.#/nas-hub-site/pages/iba-overlays

⁴ <https://netapp.audubon.org/iba/Reports/2967>

opportunity to review the changes. Please contact Amy Tippery at 907-456-0558 or amy.tippery@fws.gov should you have any questions concerning these comments.

Sincerely,

Neesha Stellrecht
Field Office Supervisor, Northern Alaska Fish
and Wildlife Field Office

ecc:

Alaska District (regpagemaster@usace.army.mil), USACE
Audra Brase (audra.braser@alaska.gov), ADF&G, Fairbanks
Jim Rypkema (james.rypkema@alaska.gov), ADEC, Anchorage
Matt LaCroix, (LaCroix.Matthew@epa.gov), EPA, Anchorage

Citations

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From: vickie greenleaf <vickie_greenleaf@yahoo.com>
Sent: Thursday, May 16, 2024 4:53 PM
To: comments@akrichsteese.com
Subject: [EXT] Ore Haul Trucks/Road Damage and Safety

To Whom It May Concern,

I have recently had some major health conditions that needed medical attention and consequently have made the journey between Delta and Fairbanks most every wk. since March. In the beginning we would pass about 5-6 trucks from Kinross on our way both to and from Fairbanks each trip. These were only the clearly marked black and gold trucks that say Black Gold on them. In the past two wks. we have encountered 10 trucks going towards Fairbanks, and 8 on our return. Many of these trucks were not spaced 15 minutes apart, in fact, we passed 3 in 5 minutes. This is way out of the bounds that Kinross tried to tell people before they began their actual production.

The other observation, which has to be obvious to anyone who travels back and forth is the rapid decline of the highway and the damage that is more evident every day. There are major sections of the road that in a wks. time have developed large cracking areas, and deep potholes. From wk. to wk. you can see more of these areas developing. The emphasis to put in more passing lanes will not be enough as the State will not have enough workers or finances to keep the roads in a functional and safe condition at the rate they are presently deteriorating.

Hopefully government officials will take this journey in person to see what those of us who have to depend on this highway are already facing after not ever 6 months of abuse.

Sincerely a very concerned citizen,
Vickie Greenleaf

From: akrichsteese.comments@kinneyeng.com
Sent: Tuesday, April 30, 2024 8:48 AM
To: comments@akrichsteese.com
Subject: [EXT] ARS: A new comment has been submitted.

A new comment has been submitted through Survey123. The results are as follows:

Name (required): Wyatt Kowalchuk

Email Address (optional): kowalchukwyatt@gmail.com

Organization (optional):

Comment (optional): This plan states that the ore-haul project would increase the probability of accidents, especially fatal ones, increase road wear, and increase traffic on the highways. It also states that the costs of many of the alternatives for mitigation would be borne by the state, and many would not be complete for years, an example being climbing lanes and illuminated intersections not being completed until 2028, while the project has already begun. I disagree that these mitigation costs should be borne by the state, and not by Kinross/trucking contractor, even though they would be made to accommodate them. Going further, I am disappointed that operations have begun while a corridor action plan has not been finalized yet. Beginning a project with hazards and impacts as great as this one without set safety, environmental, and transportation plans is hazardous, and it is disappointing that the public's concern and safety is being ignored over short-term corporate profits.

Add to news letter? No

For any follow up questions please contact Phoebe Bredlie at
Phoebe.Bredlie@kinneyeng.com.

Alaska Richardson Steese Highways Corridor Action Plan

Draft Plan Public Meetings - April 30 - May 2, 2024

Name: Susie Calderwood

Organization (if applicable): _____

Comment: worried about our wells
pot holes

need winter drivers (8 in ditch on
tenderfoot during that bizzard

Alaska Richardson Steese Highways Corridor Action Plan

Draft Plan Public Meetings - April 30 - May 2, 2024

Name: Patricia MacDonald (907) 831-0844

Organization (if applicable): Healy Lake Village Council

Comment: _____

If these loads are partial loads and are covered why is the ore from TOK to the Steese ?

Alaska Richardson Steese Highways Corridor Action Plan

Draft Plan Public Meetings - April 30 - May 2, 2024

Name: Pamela A Miller, 1800 Musk Ox Trail, FBX 99709

Organization (if applicable): self

Comment: ADOT should have taken the lead on the meeting. There should be a public scoping meeting on the whole plan (i.e. now), then draft alternatives. This whole ore haul goes beyond the ADOT traffic, + repairs, replacement, + upgrades. This Man Choo project starts with the mine, the tailings produced ~~and~~ (Their chemical composition, quantity, and rationale for shipping them 120+ miles from the mine to Fort Knox mine) the quantities + frequencies of truck traffic including noise + distance away it can be heard) all of the road changes proposed whether to accommodate the schedule + weight of the "B Trains" (e.g. mega truck loads, ^{to the public interest}), the negative impacts (including cost to ADOT, loss of private + public property due to ADOT construction (e.g. airport way + Steese highway GAAR intersection @ the military base) as well as the environmental losses to the community (cutting of trees, natural vegetation etc), loss of housing, churches, ^(e.g. Birch Hill Native cemetery) cemeteries, and ease of reaching places like Birch Hill Rec Area, general travel about town. ADOT did not conduct adequate

Hand this form to anyone on the project team before you leave, mail it to 100 Cushman St, Ste 311, Fairbanks, AK, 99701, or email us at comments@akrichsteese.com

public notice in Fairbanks due to ^{past, present, & future} ~~the~~ combined nature of all these including ADOT projects including Chena ~~Fluvial~~ Flood Control Bridge replacement, Airport way - Steese Hwy GAAK intersects; Steese - Johansen interchange (widening, traffic circle, overpass or whatever the --- ADOT is considering, Chena Hot Springs bridge. All of these projects individually during their construction + operation + the "B Trains" new traffic compared to prior to the Mancho mine need to be evaluated.

This is a classic case of the need for ~~the~~ a full NEPA EIS. ADOT cannot segment each bridge replacement or ~~over~~ pass, lane widening, etc.

Also ~~the~~ most of the time these trains will run it will be dark and so often the roads icy. Furthermore the cost analysis be done for ~~ore~~ haul upgrades vs ADOT ~~exp~~ who + before the hauling.

The alternative of processing the ore at the Mancho mine site needs to be fully evaluated.

^{also} Are these ore tailings/rock when processed at Fort Knox the same kind of impacts to water quality (eg cyanide heap leach mine process for Mancho ore). How ~~tail~~ will ~~this~~ be its chemical qualities affect the

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ultimate closure + restoration of Ft. Knox mine. This needs to be done prior to approval of any ADOT ~~or~~ approvals of these plans!

Alaska Richardson Steese Highways Corridor Action Plan

Draft Plan Public Meetings - April 30 - May 2, 2024

pg 3
Name: Pamela A Miller, 1800 Musk Ox Trail, Fairbanks AK 99709

Organization (if applicable): self

Comment: Please provide to the public ^{all} the Engineering + proposed infrastructure changes for every ~~the~~ part of the road / route, before this public comment period ends. ~~It also needs to look at future other issues - that have been ignored~~ ^{mine ore haul use @}

- 1) The Corridor + plan needs to consider Ft Knox mine negative impacts to tourism, recreational users, e.g. travellers coming from Canada +
- 2) Negative impacts to winter aurora views where ~~signed~~ sites along the Steese are commonly used by independent aurora viewers,
- 3) will the transcripts for the public meetings be available ~~for~~ to the public before the end of the public comment period
- 4) Particular interest in seeing ^{any} the plan for ~~the~~ Steese - Johnson Rd including ^{description + maps show} any changes or impacts to these features including Birch Hill Native cemetery, ~~access~~ ^{access} road to Birch Hill neighborhoods + Birch Hill FNSB Rec Area, commercial businesses and open space generally.
- 5) ~~the~~ what are cumulative impacts from other ADOT construction to the local + tourist traveling public?

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The ore haul + the bridge up grades or intersection changes - so more delays all over Fairbanks.

5) Please rectify the fact that the Corridor Study map says "Note: The route through urban Fairbanks is not currently ~~shown~~ shown." (This is critical information for the plan).

A full ADOT public notice process must be ^{extended in time frame +} re-done once this information is available.

6) Impacts to aurora viewing + our night skies needs to be addressed.

7) Where are the detailed maps, wetlands + forest information?

8) How does it combine w/ delays due to long trains + RR traffic.

Notice of Public Meeting and Request for Public Comment for DRAFT Alaska Richardson Steese Highways Corridor Action Plan

The Alaska Department of Transportation and Public Facilities is sponsoring in-person public meetings to collect comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan. Public meetings will be held:

**Tuesday, April 30, 2024, at Tok Senior Center –
Jon Summar Dr, Tok, AK**

**Wednesday, May 1, 2024, at Carlson Center –
2010 2nd Ave, Fairbanks, AK**

**Thursday, May 2, 2024, at Delta
Junction Community Center –
2287 Deborah St, Delta Junction, AK**

**All meetings will be held
from 5:30 PM to 8:00 PM.**

How to Obtain the Draft Plan

The Draft Plan is available on the project website at <https://dot.alaska.gov/nreg/tellintofortknox/analysis.shtml>.

A limited number of paper copies of the Draft Plan will be available at the meetings.

How to Provide Comment

Most of the public meeting time will be dedicated to public testimony. Public testimony will begin at approximately 5:45 PM and is limited to three (3) minutes for each person. People who want to testify may sign up in person the evening of the meeting. Public testimony will be heard from in the order in which people signed up. People making public testimony will be asked to state their name, spell their last name, and provide their place of residence for the record before their three-minute testimony begins.

Paper forms will also be available for the public to provide written comments on the Draft Plan.

For more information about the meeting or the Draft Plan, or if you would like to submit comments outside the public meeting, please visit the project website or contact the project's Public Involvement Lead.

<http://dot.alaska.gov/nreg/tellintofortknox/analysis.shtml>

Phoebe Bredie, P.E.

Kinney Engineering, LLC

100 Cushman St, Ste 311, Fairbanks, AK 99701

Telephone (907) 456-1418

E-mail: comments@akrichsteese.com

Public comments on the Draft Alaska Richardson Steese Highways Corridor Action Plan are welcomed through Friday, May 17, 2024. All public comments will be included in an appendix to the Final Plan.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability.

Publish: 4-17, 4-21, 4-24 & 4-28-2024

Advocates for Safe Alaska Highways (ASAH) Comments on Public Review Draft: ARS CAP

Submitted on April 19, 2024

ASAH has reviewed the Draft of the ARS CAP and submits the following comments to Kinney Engineering for inclusion in their final report. While we appreciate the volume of work represented, our overall impression is that the majority of the recommendations included cannot be implemented in a timeframe that will reasonably result in protecting both the driving public and the state's infrastructure from the Kinross plan to drive 60 round trips daily between Tetlin and the Ft Knox mine past Fairbanks in 164,000 LCV ore-haulers. A recommendation to significantly reduce the gross vehicle weights of the ore trucks until the corridor can be upgraded and improved is missing.

Study Weaknesses

- This is not a fully independent study to determine the costs to the state, damage to infrastructure and loss of life/personal property due to the addition of the ore haul traffic. Full independence of the consultants was agreed to in March of 2022 by Governor Dunleavy in a meeting between him, DOT commissioner Ryan Anderson, Senator Click Bishop, Representative Mike Cronk, Kinross GM Jeremy Brans and representatives from Advocates for Safe Alaska Highways. However, DOT paid for *and* provided 100% of the bridge assessment data used. While much of the work was performed by Kinney Engineering, the critical aspect of bridge conditions and their ability to accommodate the added B-Train traffic was not performed by an independent consultant, but rather dictated by DOT. No alternative to allowing these trucks to run well over each bridge's Inventory Rating was considered. A third-party bridge analysis, with real alternatives to avoid bridge failures, was, and still is, needed.
- Bridge replacement costs were calculated by DOT and supplied to Kinney Engineering. When pressed in TAC meetings, DOT agreed that their estimated costs are likely low based on recent bid tabs and today's inflationary environment and the remote locations of the projects. Material acquisition is slow to start and contractors are still having trouble filling positions with qualified workers. ASAH estimates the bridge replacements alone will cost on the order of \$600M and will take multiple years longer than DOT's estimates.
- Similarly, based on current market costs for equipment, operators and materials (and the fact that the ESAL analysis does not consider the axles being lifted as is happening routinely), we believe the M&O aggregate costs will be in the \$13Million range.
- The Highway Safety Software model used does not distinguish between truck types and does not account for B-trains. Kinney states that crash frequency and severity due to the added B-Trains are most likely under-predicted. Cited articles confirm this. The State is making decisions about the safety of this ore haul based on flawed data, leaving the travelling public to be the guinea pigs while actual crash data is collected.
- Missing: Real world data shows B-trains have difficulty maintaining traction under common Alaskan road conditions, causing safety concerns for other drivers (for example, recent Hagelbarger and Tenderfoot Hill incidents on slick road surfaces). Other

truck traffic had no issues navigating these conditions, but many B-Trains were left stranded on the sides of the road.

- Claiming certain safety concerns do not fall under the control of this study doesn't make them go away.
- It is a flawed assumption that Manh Choh is only a 5-year mine and that these B-Trains will stop at that time. This study continues to ignore the fact that Kinross and Contango are speaking to their shareholders about their multi-decades long plan to use our public Alaskan roads as their haul routes. 60 trucks/day is the starting point, not the maximum. Case in point: Lucky Shot mine near Hatcher Pass has the same business plan to haul ore to Ft. Knox mill, beginning as soon as the Tetlin to Ft Knox project is fully underway. (<https://www.contangoore.com/media/contango-ore-red-clouds-pre-pdac-2024>)
- The calculations to determine pavement damage and legal loading based on the Bridge Gross Weight Formula were performed assuming that no truck axles are retracted (page 39 ARS report). With the possible seven retractable axles lifted, the maximum allowable GVW drops to 125,000#. We understand that lifting axles is allowed between Fairbanks and Ft Knox from October 1 to April 15th but raising axles any other time or on any other sections of the route would make it an illegal configuration. This should be clearly stated in the report but is not. Loaded B-Trains have been documented along the corridor with multiple axles raised.
- The report states the ore trucks are "expected to decelerate at 13.3 f/s²" but this value was arrived at, and included in the CFR, based on truck trials of rigs half the weight being used by BGT. It is hard to believe that the deceleration rate of this ore hauler is the same. The B-Trains should have been field tested for stopping characteristics as ASAH requested multiple times. We would posit that the CFR was never meant for extrapolating to such a heavy load when most design criteria is formulated to regulate and test trucks that max out at 80,000 lbs GVW.
- Passing Lanes – ASAH cannot tell whether or not Kinney Engineering recommends additional passing lanes beyond what DOT has planned. Both passing and climbing lanes were discussed as alternatives, but no conclusion is obvious in the report. Did Kinney Engineering verify that the passing lanes planned by DOT meet the needs of the B-Trains? We ask because the original projects were designed in 2016 before this plan came to light.

Major Gaps

- No recommendation that extremely heavy LCV operators bear some portion of the cost to upgrade infrastructure for their needs. (Tolls, permits, per-axle fees, etc). DOT has mysteriously decided that this is not an industrial haul, yet it is clearly not a commercial haul to bring goods and services to communities. This study is a direct result of the conflict between industrial use and commercial use, yet an examination and recommendation to clarify regulation Section 17AAC35.010 is not a part of this study. The existing road system design features cannot accommodate these long and extremely heavy loads without nearly a BILLION dollars of improvements, the cost of which is currently being put on the shoulders of the State.

- Why is there is no recommendation to limit weight loading to the lowest inventory bridge rating (**not** operating rating) along the route until all deficient bridges are replaced?
- No discussion on why DOT is allowing the ore haul to proceed **before** upgrades can be done (and before this study was even finished). DOT admits the roads and bridges are not up to the heavy wear these B-trains will cause, that they cannot repair or replace them in a any timeframe that even approximates the initial ore haul, yet that seems to make no difference, and Kinross was given the green light to haul without any restrictions to number of trips/day.
- There is zero analysis of the last-minute decision to allow trucks to use the Steese Hwy bridge over the Chena River (bridge 231), other than to say it happened and DOT says it's now OK. DOT insisted for years, and even presented to the TAC in July of 2023 that this bridge could not handle super heavy loads, and that DOT "doesn't want any permit or heavy ore loads on this bridge." (Leslie Dougherty to TAC July 26,2024) There is a complete lack of consistency within DOT's bridge section and no data shown to convince anyone that this is a safe option. An independent bridge analysis would likely have come to a different conclusion.
- Unsatisfactory claim by Kinney Engineering that fugitive dust is not a concern (p. 146, section 10.2.1). One look at the amount of mine dirt stuck to the tires and outside of the trucks currently running shows that the loads aren't the only sources of Manh Choh acid-generating ore particulates. The entire haul route is now being subjected to this "crop dusting" of toxic material.

School Buses and Bus stops

- The Alaska/Richardson/Steese Highway Corridor Action Plan exposes many concerns regarding School Bus Stops on this corridor, but no viable safe solution to accommodate school buses sharing this corridor with the frequency of the Mahn Choh Industrial Ore Haul.
- Kinney Report Page 21: There is stated public concern about the B-Trains' braking characteristics and how they will function on highways that are designed for other lighter vehicles. The concern is founded in the belief that the length (95 feet) and weight GVW (82 tons) prevents B-Trains from stopping in time to avoid crashes. Braking performance on snow and ice were of significant public and TAC interest, especially related to B-Trains and school bus stops.
- Kinney Engineering identified 86 school bus stops on the ARS route, however, Kinney did not report how many times a day school buses are stopping at those stops. Many of those stops have a school bus stopping four (4) times a day: High School/Middle bus and Elementary bus, both doing morning pickup and afternoon drop off. These are full stop, both lanes of traffic on two-lane highway. All but a couple of those identified 86 stops have buses stopping at least two (2) times a day because they pick up in the morning and drop off in the afternoon. Only reporting the school bus stops and not school buses stopping minimizes the danger of school buses sharing the road with these trucks.

School is in session nine months in our darkest, iciest, coldest, snowiest months of our sub-arctic climate. This isn't the lower 48...

- No additional Stopping Sight Distance calculations or allowances appear to have been performed during snow events to ensure school bus safety.
- At the April 16, 2024 Fairbanks North Star Borough School District Board Meeting, the regional manager for Durham School Bus, (the bus vendor) stated that no conversation has taken place with the Trucking Vendor (BGT/KR) about an alert system that would warn trucks of a bus stopping ahead of them. At the TAC meetings, Kinross spoke of a HAAS Alert system..... Obviously nothing has come of that and the trucks are rolling! There is NO PLAN to accommodate the safety of school buses.

Other

- Surprisingly large difference in ESAL estimations for loaded B-trains: 3.0 by DOT ("engineering estimate" without calculations) vs 5.5 Kinney Engineering calculation.
- End of last sentence missing on p. 84, Section 5.3.4.
- Remove STIP ID 34130 and 34128 from Table 79, page 202. These two projects are not in the STIP any longer.

Conclusions

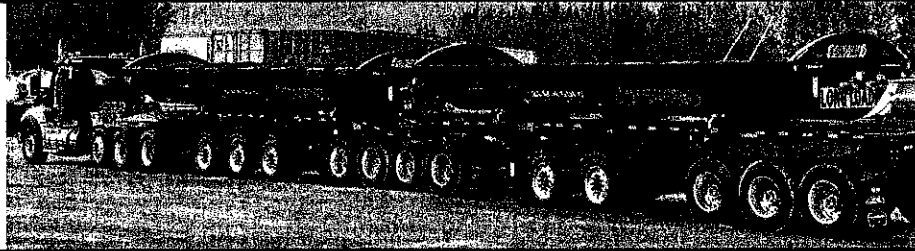
1. It is very difficult to find Kinney Engineering's recommendations, costs and timelines in this 258 page narrative document. Based on the initial contract Scope of Work we would expect to be able to clearly identify:
 - a. The recommended policy goals and investment priorities,
 - b. Potential study gaps needing further assessment
 - c. Kinney's final recommendations on needs, infrastructure improvements, additional studies needed, policy or legal issues, and funding opportunities to help develop the recommended priorities.

The Alternatives section discusses alternatives considered and reports on the TAC input, but we would expect that Kinney would take that information and provide their solid conclusions and project priorities useful to the state and public for further use. Adding a table with this information, as well as additional maintenance dollars required to accommodate the B-Trains, in either the executive summary or first section, is needed.

2. The ARS CAP is heavy on the requirement that the State of Alaska and the public pay for and make concessions, change their behavior, accept a reduction in quality of life and an increased number of severe to fatal crashes, and pay for needed infrastructure improvements due specifically to the addition of the Kinross B-Trains.
3. The ARS CAP is light on what it asks Kinross (or any other operator who wants to run industrial loads at high frequencies) to contribute in order to preserve and upgrade the infrastructure that exists today and work harder to ensure the safety of Alaskans.

4. The public's plea to not turn our scenic, two-lane rural roads into industrial ore haul routes has been ignored in favor of an industry that contributes less than 1% to the State's general fund, has a terrible environmental track record, and forces the driving public to accept higher risk on our already limited road system.

DON'T TURN OUR SCENIC HIGHWAYS INTO YOUR INDUSTRIAL HAUL ROADS



THE ALASKA DEPARTMENT OF TRANSPORTATION
**ALASKA-RICHARDSON-STEESSE
CORRIDOR ACTION PLAN**

(RELEASED APRIL 8, 2024)

A plan full of holes.

- The existing road system cannot accommodate 81-ton ore trucks making over 35,000 round trips per year
- Road and bridge repairs cannot be completed in time to make the haul safe
- The **DOT mandate 'Towards Zero Deaths'** cannot be attained; analysis predicts an additional **10** severe or fatal crashes per year
- There is no safety plan provided to safeguard 280 stopped school buses per day
- An independent bridge analysis was requested and refused, and only AKDOT data was provided
- Ore trucks will inflict heavy road damage through this **unprecedented use of public highways**
- Kinross will not pay for any portion of road upgrades or maintenance needed to improve safety
- No environmental impact statement will ever be done to evaluate the entire project's environmental impacts
- Alaskans must risk their lives, change their behavior, accept a reduction in quality of life, and **pay nearly \$1 billion for infrastructure upgrades** to accommodate an industry contributing less than 1% to Alaska's general fund

Why was no on-site mill built to avoid this mess?

Why are Alaskans bearing higher safety risks in exchange for higher corporate profits for a foreign company?



Photo of Steese Highway MP 19-20 Damage taken April 19 2024



MAKE YOUR VOICE HEARD

Email comments to comments@akrichsteese.com by May 17, 2024



Attend meetings and testify in person:
Tok Senior Center (4/30)
Fairbanks Carlson Center (5/1)
Delta Junction Community Center (5/2)
All meetings start at 5:30pm



Read our comments and additional meeting info:

<https://bit.ly/3UATrXq>

Alaska Richardson Steese Highways Corridor Action Plan

Draft Plan Public Meetings - April 30 - May 2, 2024

Name: Lori A. Carpenter - DeltaJet. resident. ^{24 yrs}

Organization (if applicable): _____

Comment: I want to know why we should support this Canadian Company who is taking the profits while Alaskans are taking the damages to the roads with minimal kickbacks to fix them. We are gaining nothing but wrecked roads and will not come out ahead of damages.

Alaska Richardson Steese Highways Corridor Action Plan

Draft Plan Public Meetings - April 30 - May 2, 2024

Name: E R Ferguson

Organization (if applicable): 60 yr Resident

Comment: _____

Why did they build the Turnouts from Tok to DELTA first when most of the traffic is from DELTA to FB you have traffic from TOK TO DELTA + GLEN ALLEN ALL GO THROUGH DELTA BY PASSES - should BE IN DELTA TO FB.

Judy Ferguson (1) Re the school bus safety: (2) There is a 12' blind spot over the Kinross hood such that they cannot see a child or a nearby vehicle. Also the discussed transponders are prohibitively expensive for AK school bus system. (3) The crash models for trucks were not based on anything like a 18' long, 82-ton Kinross trucks so the predicted crashes forecasted for Kinross B-trains is only an approximation, particularly complicated by whiteouts, so below. (4) There should've been an EIS cause the ore is high sulfur, hence sulphuric acid. (5) The projected costs of M+O are vastly under estimated. (6) 8 Kinross trucks IN April could not make the Sanderfoot Hill + stacked up in a snowstorm.

Hand this form to anyone on the project team before you leave, mail it to 100 Cushman St, Ste 311,

Fairbanks, AK, 99701, or email us at comments@akrichsteese.com

Interstates don't have private driveway or school bus stops. Must have the promised 17 passing lanes

Where is DOT's budget for FY-25 and FY-26 coming from for M & O of the AlCan, Richardson and Steese as a result of contracting to run behemoth trucks every 12 minutes 24/7 for five years and beyond? A federal government in debt by 36 trillion dollars can't pay the astronomical budget required for the destruction of our ~~subarctic roads~~ ^{overcoming} earthquake, permafrost and sandy terrain.

~~the~~
submit
to
DOT/
Kinney

What has been engaged regarding our Ak public highways is complex and without assured funds for M & O of our highways and is unsustainable.

- 1) There has never been an industrial extraction project for which the company has not been required to pay a toll for the use of a public road or to build its own access road and who has also not been required to repair any damage to said roads.
- 2) We live in the subarctic. The AlCan and the Richardson highways were built in the 1940s-1950s with some updates in the 1960s. The technology for that type of road construction is NOT that of today's road construction technology.
- 3) Recent construction done to the south on the Richardson running through the Alaska Range is far better and uses fabric to keep the underlying strata of rock from shifting. The result is superior strength and stability. This technology also costs a lot more per mile.
- 4) The geological bed underlying the Richardson Highway particularly from Delta to Fairbanks crosses at least three ~~shear plate~~ ^{shear plate} shift notably at MP 297 with another unstable area at Banner Creek. A million dollars was spent on the Banner Creek area. Another shifting zone is ascending the road to the view of Birch Lake. The stretch from Delta to Fairbanks crosses permafrost, sand, and earthquake zones. The existing road is asphalt on rock with no fabric to keep the underlying rock from shifting due to freezing, thawing, erosion and now, 82 tons per every 11 -15 minutes driving north and south. Not only is the Kinross/Black Gold traffic increasing the abuse to the fragile roads but there is also the essential traffic of (double-trailer) oil tankers and many semis hauling heavy construction vehicles on the road. And this is not to mention the many other trucks, tourist traffic, emergency vehicles and military convoys. The AlCan, its ~~WWII bridges~~ ^{WWII bridges} Steese Richardson simply aren't built to withstand this demanding limitless push.
- 5) What happens when the DOT band-aids DOT fail and our roads slowly grind to gravel? What is the DOT budget for FY-25 and -26? There won't be any more federal dollar infrastructure handouts by a government (as done under Biden in July 2023), which government is 36 trillion in debt to fix roads whose destruction was foisted on us.
- 6) Government is reactive, not proactive. The public will suffer as the highways disintegrate and while the government decides to react and try to play catch up. In the meantime, rate of production must be maintained for Kinross, an industrial corporation who must meet production demand. The only ~~alternative~~ ^{alternative} alternative for them will be to increase the number and frequency of the trucks to keep up with their bottom line. Gov. Dunleavy and ADOT&PF have

put our feet in a sticky-wicky. Are the oil companies and the mining corporations going to build us super expensive super highways or will the federal government step in and nationalize our roads or will the Alaska government in the form of AIDEA (Alaska Industrial Development and Export Authority) start draining the PFD?

- 7) The people think because trucks start rolling that happy days are here again. But, are they? Each truck hauling ore is each one carrying the potential gross revenue of about \$32,500 a truck of gold times 60 loaded trucks per day, but yet, Kinross is not required to pay for maintenance and operation (M&O) of the damage they are incurring. Also my understanding is that Tetlin is getting only 3% of Kinross profit. And of course, the Black Gold trucks don't fill up their gas tanks in Delta.
- 8) Two respective Black Gold drivers said the following: "Regarding MP 297, Richardson Highway, I hope that one day I don't slide right into the Tanana" and another driver, who is from Florida, said because Kinross/Black Gold's policy is "local hire", "We are not allowed to take time off and go home to see our family for a week or two. We have to work till we drop and then quit if we want to go home."
- 9) The precedent is being set for precious metals and rare minerals extraction companies to have a free pass using and abusing our public roads. Alaska political cronyism has given away our fragile corridors, which begs the question, "Why?"
- 10) Kinney Engineering and DOT's TAC committee were supposed to fully communicate and resolve these unsettled issues of our inadequate bridges and highways, pull-offs, safety issues of passing lanes and of school buses before the ore extraction project began. However DOT's TAC committee was abruptly shut down and the result was today's glaring gaps. Gaps which Advocates for Safe Alaska Highways (ASAH) have addressed in the available handouts: *Advocates for Safe Alaska Highways (ASAH) Comments on Public Review Draft: 5: ARS CAP*. Also available at:
<https://storymaps.arcgis.com/collections/7ce4ccb909b44687a9126d5fcfc3e243?item=3>

Judith Ferguson
May 2nd, 2024
Big Delta, Ak.

Alaska Richardson Steese Highways Corridor Action Plan

Draft Plan Public Meetings - April 30 - May 2, 2024

Name: Dawn Frazer Delta Jct

Organization (if applicable): _____

Comment: _____

1. On a regular basis I see between 3-5 Btrains sitting at Delta Junction businesses downtown idling and expelling diesel fumes into the downtown community.
2. My experience driving to Fairbanks has been that several times I have passed up to 5 trucks within 15 mins on my journey to fairbanks. The plan was every 15 mins each direction!
3. On trips to Fairbanks on straight-aways the trucks speed up to over 65 and make it difficult to safely pass. On the other side I've also been slowed down to 35 mph by the trucks in 65 mph zones.
4. The entire plan will come to a stop when the road becomes impassable for both citizen traffic AND BTrains and ambulances, and school buses! Then the community pays the price for the too late or non action by the state + D.O.T.
5. Why is the Chena River Bridge all of a sudden ok to drive over?
6. If the TAC actually has little to no power to dictate changes that needs to happen - what real impact do we the public have when the official TAC has little to none? 😞

Hand this form to anyone on the project team before you leave, mail it to 100 Cushman St, Ste 311, Fairbanks, AK, 99701, or email us at comments@akrichsteese.com

7. Why are the upgrades and issue with roads being addressed AFTER the ore haul has begun.

F Public Comment Log

Note to Reader: The contents of this appendix was updated for the Final Report and includes a record of all public comments received prior to the release of the Public Review Draft Plan.

Date Received	Collection Method	Commenter Email	Commenter Phone	Commenter Address	Commenter Name	Comment	Category	Response Date	Response	Follow Up Response Required?	Follow Up Response Date	Hyperlink
11/19/24	Email								Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log which will be documented as part of the final plan. For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml .			
11/19/24	Survey123					Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/19/24	Survey123				marco		General	03/01/24	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log which will be documented as part of the final plan. Per your request, you have been added to the project's list serve to receive e-newsletters. For additional information about the project, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml .	No		
02/11/24	Email	oldjonesy@hotmail.com		Fairbanks, AK	Hansen, Tom and Diane	<p>this is an insane plan...100' long trucks every few minutes...a desperate plan I get it. The big new gold mine over at Tetlin will create a good many jobs with significant positive economic impact for the interior of Alaska.</p> <p>But does that really have come at the cost of jeopardizing my grandchildren's lives on interior highways? Seriously — the plan is to run 24-7 two to four heavily laden double trailer ore trucks per hour in each direction along the 240 mile Alcan, Richardson & Steese Highway route between the Tetlin mine and the Ft. Knox mill? Seriously??? Has whoever come up with that brilliant plan ever heard of something called a train?</p> <p>Have the planners ever driven the portion of the Steese Hwy. that my grandchildren travel back and forth to school on? It already looks to be a road likely seen in Little Appalachia - frost heaves, potholes, intermittently patched asphalt - basically beat to hell - and that's with Toyotas, Subarus, Dodge Rams and Ford F150s driving it.</p> <p>What's it going to cost for the upgrades to the roads and bridges to make them accessible to these huge ore trucks? More importantly - what's it going to cost for the constant freakin' repairs that will be needed because of the constant behemoth truck travel? And still more importantly, who can tell me that my grandkids' lives are NOT going to be put at risk with the greatly increased heavy truck traffic in all kinds of winter time driving conditions??</p> <p>Get a brain - build a train!! Seems like we've built railroads in our nation and state before. Seems like we even seriously considered building a train</p>	General	03/01/24	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Ms. Chapman shared your comment, and it has been recorded in the public comment log which will be documented as part of the final plan. For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml .			
		dmhansen56@hotmail.com tom.l.hansen53@gmail.com										

02/04/24	Survey123	Meghanorona@gmail.com			Orona, Meghan	I live directly off the Alaska highway, just east of mp1413 and would like more information about any construction being planned for in front of my home and how it might effect my standard of living.	General	02/05/24	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. As you requested, you have been added to the project's list serve to receive e-newsletters. You mentioned you like more information about any construction being planned near your residence. I recommend you check out DOT&PF Northern Region Project website at https://dot.alaska.gov/nreg/projects/ for information about projects under construction and those being planned or designed for future construction.	No		
02/04/24	Survey123	Meghanorona@gmail.com			Orona, Meghan	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
01/31/24	Survey123	kballard@alaskaconcretesawing.com		Alaska Concrete Sawing Inc - Anchorage, AK	Ballard, Kellie	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
12/08/23	Email	chuck@clearysummit.com	907-389-2594 907-322-6052	2382 Skiland Rd., Fairbanks, AK 99712	Johnson, Chuck	Thanks again for your response. One thing I asked that you didn't respond to was the length of time the single and double ore trucks will take to go up the hill from mile 17 to mile 20 of the Steese. Almost all of this stretch is a no passing zone. There are two pull outs but both are on 7% grades. Just concerned about how long traffic traveling this portion of the route could be stuck behind a truck with no place to pass. I know that the plan is to run only singles on this portion of the haul but would like to know about doubles as well in case plans change.	General	12/12/23	Hello again, Mr. Johnson. I apologize for the oversight on responding to your question regarding length of travel time. Note: It is assumed that the single-trailer B-train will perform like other commercial vehicles with a gross vehicular weight of 80,000 pounds. The travel times considers the horizontal geometry and the posted advisory speeds. There are four horizontal curves between MP 17 and MP 20 with advisory speeds below 55 mph. Kinney confirmed the posted advisory speeds comply with AASHTO methodology based on horizontal curve radius, superelevation, and side friction factor. •Passenger vehicle speed should not be constrained by grade and expected to travel at the posted speed limit while slowing to advised speeds for the four curves. •The single-trailer B-train speed is limited by grade for all but one horizontal curve location. •The double-trailer B-train speed is constrained by grade for the entire 3-mile segment. I believe this answers your question. If not, please let me know.	No		
12/05/23	Survey123	stacy_pense@murkowski.senate.gov		Senator Murkowski Fairbanks Office	Pense, Stacy	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/16/23	Email	pmarshall@acetek.com	907-457-3895	1300 Skyline Dr Fairbanks, AK 99712	Marshall, Philip	Dear Committee Members, Since Tetlin has a parallel driveway to the Manh Choh mine, it only seems fair that Tok, Tanacross, Dot Lake, Delta, Salcha, North Pole, Fairbanks and Fox receive the same. If the Guggenheims paid for and built the Copper River & Northwestern Railroad from Cordova to Kennicott, why can't Kinross/Contango follow precedent and repeat here? Even the mine at Nabesna had its own mill on site, why not here? Respectfully,	General	N/A	Comment recorded. No direct response provided.	No		
11/16/23	Survey123	gsattley@gmail.com			Sattley, Guy	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		

11/16/23	Email	Rainbow Chaser <svrainbowchaser@yahoo.com>		Squyers, James	Who on the TAC is representing the thousands of Alaskans along the ore haul route South of the North Star borough over to the Johnson river excluding the very small 17 square mile City of Delta Junction? Answer: There is no TAC member on your list that represents the large area described. The Deltana Community Corporation is a publicly elected board by residents who live in REAA 15 excluding the small City of Delta Junction. They hold their elections publicly at the same time and location as the City of Delta Junction and the School Board. On their last public ballot, they had two ballot propositions polling the community on the ore haul which would be of interest to the TAC. In the DCC bylaws a portion of their mission is to be a voice for their members. The DCC should have a seat on this committee. I have called and left a message with you folks to discuss this lack of representation with no response. I understand the DCC President Pamela Goode has also called to establish communication and discuss this lack of representation with no response.	Procedural	11/21/23	Thank you for your comment, and for your continued interest in the Alaska Richardson Steese Highways Corridor Action Plan. The project's Transportation Advisory Committee was established in early spring of 2022 through invitation from DOT&PF. The work of the TAC is nearing its completion, as such, adding any new entity at this point is not practical. If you have a copy of the ballot propositions you mention, please send those to me and I will document those along with your comment. All comments received are recorded and will be documented as part of the final Corridor Action Plan. Also, after the holidays, there will be project open houses held in communities along the corridor including in Delta Junction. The open houses will provide DCC and residents an opportunity to learn more about the project and voice their input. Thank you for your time.	No		
11/16/23	Survey123	lfiness@gmail.com		Fiess, Linda	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/15/23	Survey123	Kod4960@gmail.com		K	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/15/23	Survey123	gerardsla@gmail.com		Gerards, Laura A	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/15/23	Survey123	mariaberger.ak@gmail.com		Berger, Maria	Your project schedule under 'public involvement indicates that open houses will be held in Fairbanks/North Pole, Delta Junction and Tok in late 2023. Is it not about time that dates were posted? With Thanksgiving imminent and Christmas parties not far behind, it would be useful to narrow down the dates for these events if you really do want to hear what residents of those areas think about this scheme. At the last TAC meeting, a Kinross representative assured us their model shows that there should be no problem negotiating the CHSR roundabout. We understand that trucks have since traveled this route. What is the time frame required for a loaded B-train to negotiate the roundabout and what is the sample size - showing how many attempts were made under varying conditions, including snow and ice? Thank you for any updates on these issues.	General	N/A	No direct response provided; however, comment documented in comment log. The report will address the B-Trains travelling the CHSR RAB and Ms. Berger will be notified via e-newsletter when the Draft Cap is available for public review.	No		
11/15/23	Survey123	Alaskachimney@gmail.com		Whitaker, Charles	I am against this project but If it goes forward 3 things I'd like to see for now and will forward more later on. #1 for The entire length of the ore haul corridor headlights should be required for all vehicles at all times and be strictly enforced. #2 rattle grates should be installed on the mine access road to shake rocks, dirt, mud and other debris off the trucks before they enter the Alaska Highway. This will help prevent track out material which can be a road hazard. (perhaps a rattle grate should also be installed at the Fort Knox road before trucks enter the Steese) #3 another lane should be added for the Steese northbound lane at the intersection with Goldstream road. It is dangerous to turn left off the Steese while waiting for oncoming traffic	General	N/A	No direct response provided; however, comment documented in comment log. Mr. Whitaker will be notified via e-newsletter when the Draft Cap is available for public review.	No		
11/15/23	Survey123	Alaskachimney@gmail.com		Whitaker, Charles	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		

11/15/23	Survey123	genebottcher@gmail.com			Bottcher, Eugene	Zoom the meetings please. I believe it would widen the number of participants. Or have telephonic meetings so all highways area could stay informed and participate in all meetings, please. Thank you.	Procedural	N/A	A response was never provided for this comment. All meetings were zoomed and the information was posted to the project website where this comment was submitted.	No		
11/15/23	Survey123	genebottcher@gmail.com			Bottcher, Eugene	Add to news letter	Procedural	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/15/23	Survey123	shirley.fields@fortyukon.org		Native Village of Fort Yukon	Fields, Shirley	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/15/23	Survey123	meadowbailey@meadow.com			Bailey, Meadow	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/14/23	Email	david_daum@david_daum@yahoo.com		Fairbanks, AK	Daum, David	Please do not allow any hauling of ore on State Highways and through Fairbanks until all safety improvements and regulation disputes have been completed. Since ore hauling is starting without these issues being addressed, there needs to be a mechanism to stop the ore haul until all issues have been settled. Thanks for the opportunity to comment.	General	11/21/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log which will be documented as part of the final plan. For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknnox/analysis.shtml .	No		
11/13/23	Survey123	mcnary@mosquitonet.com			McNary, David	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/02/23	Survey123	city@deltajunction.us		City of Delta Junction		Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
11/02/23	Survey123	susanlundgren90@gmail.com			Lundgren, Susan	It has been a challenge to attend meetings I do not know are happening. More social media connection would be helpful. I greatly appreciate the efforts of this organization and the posting of previous meeting notes. You're asking for donations, but I would like to attend a meeting before donating. Thank you	Other	N/A	Comment appears to be intended for another organization considering the reference to donations.	No		
11/02/23	Survey123	susanlundgren90@gmail.com			Lundgren, Susan	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		

10/20/23	Email	pmarshall@acetek.com	907-457-3895	1300 Skyline Dr Fairbanks, AK 99712	Marshall, Philip	<p>Dear TAC Members,</p> <p>Thank you for being the first State-supported agency to voice our concerns over the Kinross Manh Choh ore haulage. I realize it is falling on deaf ears in this Administration, but at least you won't be included in the likely forthcoming legal proceedings.</p> <p>Here are some problems with the ore haulage, particularly in the Fox area, that have not been mentioned:</p> <ol style="list-style-type: none"> 1) Realize the acoustic study done for DOTPF says the impact of the operation is minimal, but that testing was done without the real rigs; sensor placement was questionable; was performed only in the summer; and didn't address hills. How can we abate acceleration, deceleration and air-brake noise? The nighttime noise pollution from this trucking will end our present nocturnal silence in the Goldstream-Fox-Clearly corridor. 2) The upper front bumper on the trucks has four quad-panels of high-intensity LED lights. How can we prevent blinding of motorists and animals (experienced at Donnelly Dome on the Richardson and south)? This new source of unnatural light will be such a detrimental change to the quality of life here. 3) Turns of the rigs at the following locations are problematic for public safety: <ol style="list-style-type: none"> a. north-bound off the Steese at Fox into the weigh station with loaded doubles that cross the Steese (how about building an automated weigh station annex on the east side of the Steese?). b. Two 90-degree turns of loaded tandems out of the Fox weigh station on to the Elliott southbound and then back on to the Steese going north. This is really double jeopardy since it blocks both these thoroughfares and the major intersection sequentially. c. 90-degree turn out of the changeover yard at Wheelock's next to the Welding Shop on the Steese just north of Fox for the unloaded tandem back on to the Steese southbound. d. Repeat of 90-degree turns in and out of the Fox weigh station with empty tandems will further hinder safe traffic. 4) These repetitive turns all day long all year long are serious potential bottlenecks for this trucking operation. Will the Black Gold Transport yards be configured to handle such backups? What will the light, noise and air pollution be for locals when there is a stack-up of trucks and trailers? 5) The Black Gold Transport tandem trailers are red and yellow blinking black dragons that are disorienting and invasive. I can't imagine getting stuck behind one for miles and having to tolerate this annoyance. (Will it be detrimental to people susceptible to seizures?) <p>It is highly ill-advised to be undertaking these questionable (yes, I understand they are legal, but are they wise?) activities before any of the mitigation measures (brush-cutting, new signage, passing lanes, bridge constructions and a proper Ft. Knox access road bypassing Skoogy Gulch) have been completed. The economic desire to get this project operational by June 2024 pales before careful planning in a logical and rational manner when it comes to public safety and seriously adverse, longterm changes in the quality of life here in the Interior. Your group is to be commended for attempting to slow down this controversy and trying to solve it in a sensible manner.</p> <p>A solution for all concerned is a modular mill at Manh Choh. We've never had such an intrusive, highway long-haul for raw minerals in Alaska. It will be just the start of a monumental, undesirable change in the life of the Interior.</p> <p>Thank you for your consideration and please keep up the good work. (Kinney Engineering's report is shaping up to be professional and damning of the Manh Choh haulage.)</p> <p>Sincerely,</p> <p style="text-align: center;">Philip S Marshall 1300 Skyline Drive Fairbanks, Alaska 99712</p>	General	N/A	Comment recorded. No direct response provided.	No		
10/20/23	Survey123	Jesellin@alaska.edu			Sellin, Jane	<p>I would like to see the data on stopping distances of the trucks. I have been called "stupid" and accused of "fear mongering."</p>	General	11/07/23	<p>Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the project's public comment log.</p> <p>Data on stopping sight distance was first presented to the project's Transportation Advisory Committee (TAC) in March. Click here to review the B-Train Stopping Sight Distance Module presented at the March 21, 2023 TAC Work Session.</p> <p>All presentations to the TAC, including the video records of the TAC meetings and work sessions are posted on the project website https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml</p> <p>Per your request, you have been added to the project's list serve to receive e-newsletters.</p> <p>I apologize for the inconvenience and aggravation this might have caused you. I made some changes to how the is uploaded to the website. This link should now work. B-Train Stopping Sight Distance Module. On my desktop computer, the link opens to page 48 of the pdf. On my iPhone, the link opens to page 1 of the pdf then I must scroll to page 48.</p> <p>I've attached the file too. The B-Train Stopping Sight Distance Module begins on page 48.</p>	No		
10/20/23	Survey123	Jesellin@alaska.edu			Sellin, Jane	<p>Add to news letter</p>	General	N/A	<p>Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.</p>	No		

10/20/23	Email	marykatherine.romberg<mkrinnome@yahoo.com>	Romberg, MK	Who are the voting members of the TAC and how did they vote for both motions? Thanks, m	Procedural	10/23/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. The project's Transportation Advisory Committee (TAC) acts in an advisory/non-voting capacity. TAC meetings or work sessions may occasionally involve the TAC Facilitator to conduct a roll call to directly ask for TAC member's positions on topics and questions. In those instances, TAC Members representing federal, or state agencies abstain from the roll call, but all TAC members are included in all discussions. At the October 19th TAC Work Session, the TAC presented two motions and the TAC reached the consensus to move both motions forward. More information about the TAC and the project can be found on the website at https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml .	No
10/18/23	Survey123	lorensmith@gmail.com	Smith, Loren	Add to news letter	General	10/23/23	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No
10/18/23	Survey123	Mirogi715@gmail.com	Gillette, Michelle	Add to news letter	General	10/23/23	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No
10/18/23	Survey123	scandace18@gmail.com	Smith, Candace	Why are we allowing this to happen? It's because the Great Dunleavy has ordered it so. Regardless of public opinion, especially from people who live on the proposed route, the Great Dunleavy has ordered it so. And at that level of government, no thought is being given to our concerns, from safety, to noise levels, to environmental, to school buses, to icy winter roads, to road/bridge damage, to using bridges that were not built to sustain the weight loads but will be used anyway. The government and Kinross powers that are pushing this plan are totally ignoring the public response. And others involved via state jobs are silent, I beleive, due to \$\$\$ promised in pockets or threats of income (job) loss. I have lived here for 32 years and have never been so disgusted.	General	10/23/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the project's comment log which will be published with the final plan. I appreciate the concerns you have voiced. The very purpose of the Alaska Richardson Steese Highways Corridor Action Plan is to identify and evaluate safety, operational, and other issues, and recommend transportation related countermeasures to mitigate the forecasted impacts of future traffic along the corridor, including that of the proposed Manh Choh haul. The project team is currently discussing impacts, issues, and alternatives with the TAC to inform plan recommendations. These discussions occurred at the September 14th TAC work session and are continuing through the month of October/November. DOT&PF Bridge engineer presented on bridges at the July 26th work session. The Department of Transportation and Public Facilities Bridge Design Section analyzed the bridge crossings of the Kinross ore haul route (i.e., Richardson-Parks (Mitchell)-Peger-Johansen-Steese) and determined all bridges can support B-Train loads, except for the Chena Flood Channel bridge on the Richardson Highway and the Chena Hot Springs Road undercrossing bridge on the Steese Highway. Kinross recently informed the project consultant team and the Transportation Advisory Committee of their plan to reduce their loads, so the B-train does not exceed the Chena Flood Channel bridge capacity. Regarding the Chena Hot Springs Road undercrossing, the B-trains have the option to reduce their loads such that it does not	No

10/18/23	Survey123	markfishjarrald@gmail.com		Fitzjarrald, Mark	This project is ridiculous. Move the the mill to the mine. They will still make billions! Isn't it illegal to spend public money to benefit one private corporation? What if one of the bridges fails? Then what? Thousands of Alaskans will have to use the altenate route, costs on everything will sky rocket. Its wrong! All so,no where have I seen this talked about. All the Moose hunters that hunt on that stretch of road in September. Hundreds of people (like myself) in vehicle's driving at slow speeds (30mph or less) looking for moose. Moose they need to help keep their food costs down all year. This whole road project just sounds so wrong.	General	10/23/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the project's comment log which will be published with the final plan. The Alaska Department of Transportation and Public Facilities is responsible for the maintenance and operation of the bridges along the corridor. DOT&PF Bridge Engineers routinely monitor bridges to check for flaws and other signs of fatigue. At the July TAC meeting, DOT&PF indicated their plan to increase the frequency of monitoring the bridges along the corridor, that is they will monitor the bridges monthly for three months after the Kinross Manh Choh ore haul begins. The monitoring plan includes visual observations and with drones. DOT&PF will take the appropriate preventative action if deterioration is found. You have been added to the newsletter list serve as requested. Newsletters are sent out once new information is made available on the project website https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml	No
10/17/23	Email	martharaynolds@gmail.com	907-479-3726	Raynolds, Martha	I support the alternative suggested by Jim Gibertoni in a Letter to the Editor published in the Sep 15, 2023 Daily News Miner: Coming up the Richardson Highway, you pass Eielson Air Force Base and turn north onto the existing Chena Lake access road, traveling all the way to the dam. Install a one-way, northbound, elevated, removable road for three miles; the road would be built on pillings so as not to damage the environment and be removable. The road would tie into Chena Hot Springs Road, and trucks would travel west-bound for four miles and turn right onto a new four-mile road directly to the Fort Knox mine. Boom, done. And it all can be done this winter. Trucks traveling via the Steese Highway return empty to the Richardson Highway going back. • Sincerely, -- Martha Raynolds +++++ Martha Raynolds MarthaRaynolds@gmail.com (907) 479-3726	General	10/23/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log which will be documented as part of the final plan. For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml .	No
10/15/23	Survey123	Krich231@gmail.com		Kathe	Poker Flat Research Range Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No
10/14/23	Survey123	lorensmith@gmail.com		Smith, Loren	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No
10/13/23	Email	bushalaska1@gmail.com	989-785-0597	PO Box 161 Eagle, AK 99738 Hall, Scarlett	Good Day, Not sure who to complain to but I am very concerned about the trucking from the mine. It sounds like the State is going to be taking all the blame and work and rebuilding of roads and bridges as and when they wear out. There has to be a safer way to do this. Sincerely, Scarlett Hall P O Box 161 Eagle, AK 99738 989-785-0597		Good evening, Ms. Hall. Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log and will be documented as part of the final plan. For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml .		

10/13/23	Email	bias@alaska.net		Vogt, Susan and Pete	<p>This trucking plan has been long decided illegally before the people affected have any say it has been rammed down our throats and we are told it is fate accomplished! This is an industrial road project that is using taxpayer money to fund their project! I have never tried to have been sold so much corporate welfare bullshit in my life! The health and safety welfare of thousands of people are being screwed for corporate benefit!!!! This is outrageous and must be stopped. The constant, noise, air pollution, land pollution, accidents...you are all complicit and should be held accountable.</p> <p>Susan and Pete Vogt Bias Drive Fairbanks</p>	General	10/16/23	<p>Good evening and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log and will be documented as part of the final plan.</p> <p>For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknnox/analysis.shtml.</p>	No		
10/12/23	Email	eaufurman1@gmail.com	907-987-9561	Furman, Liz	<p>I am writing to express my fierce opposition to the Kinross Manh Choh ore haul that is supposed to begin shortly. It's completely unethical and, frankly, dangerous for Kinross to be allowed to haul huge quantities of ore on Alaska highways. There are a myriad of reasons why this must be stopped, and I will name a few:</p> <p>-the roads were not built for several heavy trucks per day to drive in them day after day after day, especially considering how challenging road construction is in rural Alaska. Who is going to maintain the roads? They will require exponentially more repair because of this project. It is not the taxpayer's or the state's job to foot the bill for the profit of Kinross. It's not fair for Alaskan 's vehicles to take the wear and tear of rough roads this will needlessly create.</p> <p>-traffic! This ore haul will slow down and congest travel on Alaska's public roads, especially in the summer with tourist/RV travel. It's not OK for Alaskans to have to deal with following big trucks on the highways. Some of us travel these roads for work and should not be subjected to harmful commercial vehicles every day.</p> <p>-it's dangerous. Alaska's highways pass through small towns where many of the major buildings and events happen right off the main road/highway. People park along the highway. Kids and townspeople walk the highway. It puts innocent lives at risk to have huge trucks passing through many times/day.</p> <p>I'd like to reiterate that this project is not for the public good. It's to generate wealth for a for-profit company that will line the pockets of a few people. It will burden everyone else in many ways. Honestly, it's ridiculous that the ore haul is even being considered as a viable option for Alaska.</p>	General	10/16/23	<p>Good evening and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the project's public comment log which will be published as part of the final plan.</p> <p>The Department of Transportation and Public Facilities Bridge Design Section analyzed the bridge crossings of the Kinross ore haul route (i.e., Richardson-Parks (Mitchell)-Peger-Johansen-Steese) and determined all bridges can support B-Train loads, except for the Chena Flood Channel bridge on the Richardson Highway and the Chena Hot Springs Road undercrossing bridge on the Steese Highway. Kinross recently informed the project consultant team and the Transportation Advisory Committee of their plan to reduce their loads, so the B-train does not exceed the Chena Flood Channel bridge capacity. Regarding the Chena Hot Springs Road undercrossing, the B-trains have the option to reduce their loads such that it does not exceed the Chena Hot Springs bridge capacity or bypass the bridge either navigating the roundabout or utilizing the bypass ramp at the roundabout.</p> <p>DOT&PF Bridge engineer presented on bridges at the July 26th work session. The project team is currently discussing impacts, issues, and alternatives with the TAC to inform plan recommendations. These discussions occurred at the September 14th TAC work session and are continuing through the month of October. All materials from TAC work sessions, including video recordings of the meetings are available on the project website.</p>			

10/12/23	Email	makkyfresh@gmail.com	Dem, Mak	How can they begin with this plan when the bridges that aren't rated for these loads haven't even been fixed yet?	General	10/16/23	Good evening and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the project's public comment log which will be published as part of the final plan. The Department of Transportation and Public Facilities Bridge Design Section analyzed the bridge crossings of the Kinross ore haul route (i.e., Richardson-Parks (Mitchell)-Peger-Johansen-Steese) and determined all bridges can support B-Train loads, except for the Chena Flood Channel bridge on the Richardson Highway and the Chena Hot Springs Road undercrossing bridge on the Steese Highway. Kinross recently informed the project consultant team and the Transportation Advisory Committee of their plan to reduce their loads, so the B-train does not exceed the Chena Flood Channel bridge capacity. Regarding the Chena Hot Springs Road undercrossing, the B-trains have the option to reduce their loads such that it does not exceed the Chena Hot Springs bridge capacity or bypass the bridge either navigating the roundabout or utilizing the bypass ramp at the roundabout. DOT&PF Bridge engineer presented on bridges at the July 26th work session. The project team is currently discussing impacts, issues, and alternatives with the TAC to inform plan recommendations. These discussions occurred at the September 14th TAC work session and are continuing through the month of October. All materials from TAC work sessions, including video recordings of the meetings are available on the project website.	No
10/12/23	Survey123	shirley.fields@fortyukon.org	Fields, Shirley	Native Village of Fort Yukon Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No
10/12/23	Survey123	jennifer.wright@alaska.gov	Wright, Jenny	Just signing up for updates...	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No
10/11/23	Survey123	chuck@clearsummit.com	Johnson, Charles	We are residents of the Skiland Subdivision, mile 20.5 Steese Highway. We have been sharing the Steese with the Fort Knox Mine since its creation in the early 90s. We're glad to see that the brush clearing project has been extended to the Fort Knox access road. Hopefully that will include making the 180 corner at Skoogy Creek fully visible to motorists entering this corner.	General	N/A	Comment recorded. No response necessary.	No
10/11/23	Survey123	chadsturgis@yahoo.com	Sturgis, Chad	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No
10/10/23	Survey123	Emily.Haynes@dot.gov	Haynes, Emily	FHWA Alaska Division Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No

10/09/23		aksusie@me.com		Wilken, Susan	<p>Hi Phoebe, Thanks for all your hard work. I have just a couple of things.</p> <p>1. Land Line Media is an interesting news source for truckers. It also gives news by state:</p> <p>These states are the most dangerous for truckers https://landline.media/these-states-are-the-most-dangerous-for-truckers/</p> <p>2. It appears that the general public and even some DOT folks are confused about Alaska Interstate compared to U.S. Interstate. We understand that there was a waiver given to Alaska & Puerto Rico regarding the definition of the Interstate so that we could get federal money without building four lane divided roads with no driveways and no school bus stops. When that was passed it was looking at getting supplies and commerce to the population in Alaska. It has worked for us and the commercial companies. No one had a crystal ball when the waiver was granted and certainly no one anticipated Industrial Ore Hauling in trucks with the frequency that they will be running. Our Scenic Highway (supported by Federal Funding) is a foundation for the Tourist Industry that actually brings more money to the State GDP than Mining. The Frequency of these trucks is a safety issue and should be confined to an Industrial Haul Road or a railroad. Why are we ignoring that this "plan" is a part of a mining project? It's not just trucks on the road. It's connected to the Mine and the Mill. It is one project and should be looked at and permitted as such. Why do we look at "pieces" to trigger studies and permits. Mining by installment, highway projects by installment, noise studies by installment, project by installment. It doesn't</p>	General	10/16/23	<p>Thank you for your continued interest in the Alaska Richardson Steese Highways Corridor Action Plan.</p> <p>You've raised some very good questions regarding the permitting process, specifically why do we look at pieces to trigger studies and permits. This is a subject that I admittedly could have (and in hindsight should have) addressed better at the October 12th TAC work session. Realizing as much, we are preparing revisions to the Environmental slides including adding slides that will explain the permitting process. I anticipate revisiting this subject with the TAC at one of the next work sessions. That said, I will attempt to provide you a response now...</p> <p>Agencies are assigned regulatory authority by types of activity and where those activities occur. The general activities of Manh Choh are: 1) Extract the ore. 2) Haul the ore. 3) Process the ore. In any situation involving transport via public roads which are owned, regulated, and maintained by DOT&PF, under Alaska Statute, and Federal Codes and Regulations, DOT&PF has considerable control and responsibility limited to the public right-of-way. This applies item 2) Haul the ore, and any related activities which occur on public roads owned, regulated, and maintained by DOT&PF: Alaska Highway, Richardson Highway, Mitchell Expressway, Peger Road, Johansen Expressway, Steese Expressway, Steese Highway. In other words, it is not within DOT&PF's jurisdiction to evaluate the activities and predicted impacts of extracting and processing ore; however, if the TAC has concerns and recommendations related to those</p>	No		
10/08/23	Survey123	melinda.rice@tananchiefs.org		Rice, Melinda	<p>Who is going to provide emergency services along the Alaska Hwy and in the greater Tok area? I am not referring to emergency services for miners, but for the public.</p>	General	10/16/23	<p>I received your comment and request to be added to the newsletter for the subject project. Thank you for your interest in the project. Public comments are catalogued in the project's comment log which will be published as part of the final plan.</p> <p>You asked who is going to provide emergency services along the Alaska Hwy and in the greater Tok area. I believe that responsibility is that of the Alaska State Troopers. Emergency Medical Services (EMS) is one of the many subjects being discussed with the project's Transportation Advisory Committee (TAC). The project team is currently engaging with the TAC on these very issues and are meeting with the TAC regularly to review the predicted impacts of the proposed ore haul and determine solutions and strategies that could help mitigate the identified impacts.</p> <p>Please continuing checking the project website to stay up to date on these discussions and their outcomes. https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml</p>	No		
10/05/23	Email	ridge@pci.net		Charles-Smith, Tracy, Dot Lake Village Council	<p>None. Attachment only. https://www.yesmagazine.org/environment/2019/10/05/native-fossil-fuel-missing-murdered-indigenous-women-mmiwg</p>	General	10/06/23	<p>Thank you for sharing this information, as well as the information you shared in your two other emails today. Shelly and I will follow up with you soon with more information/discussion, but I wanted to at least reply with an acknowledgement that we received your emails. I have recorded each email (we received a total of three from you on 10/5/23) in the public comment log for the Alaska Richardson Steese Highways Corridor Action Plan. More to come soon.</p>	Yes		https://www.yesmagazine.org/environment/2019/10/05/native-fossil-fuel-missing-murdered-indigenous-women-mmiwg

10/05/23	Email	ridge@gci.net		Charles-Smith, Tracy, Dot Lake Village Council	None. Attachment only. https://www.colorado.edu/program/fpw/2020/01/29/violence-extractive-industry-man-camps-endangers-indigenous-women-and-children	General	10/06/23	Thank you for sharing this information, as well as the information you shared in your two other emails today. Shelly and I will follow up with you soon with more information/discussion, but I wanted to at least reply with an acknowledgement that we received your emails. I have recorded each email (we received a total of three from you on 10/5/23) in the public comment log for the Alaska Richardson Steese Highways Corridor Action Plan. More to come soon.	Yes		https://www.colorado.edu/program/fpw/2020/01/29/violence-extractive-industry-man-camps-endangers-indigenous-women-and-children
10/04/23	Survey123	marycorc@gmail.com		Corcoran, Mary	Please send me the e-newsletter. Thank you	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
10/04/23	Survey123	ghostlightmater@yahoo.com		Hurst, Jackson	Hi I would like to sign up for project updates regarding the Alaska Richardson Steese Highways Corridor Action Plan Project.	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
10/03/23	Survey123	kevin_swanson@mrkowski.senate.gov		Swanson, Kevin	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/29/23	Survey123	scandace18@gmail.com		Smith, Candace	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/27/23	Survey123	dajohnson.1983@gmail.com		Johnson, Daryl	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/21/23	Survey123	mrfarrell777@gmail.com		Farrell, Mary	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/19/23	Survey123	gbacon@alaska.net		Bacon, Glenn	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/17/23	Survey123	bb.wright@hotmail.com		Becky	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/17/23	Email	kaartack@yahoo.com		Tack, Kaarin	I'm a resident of Fairbanks and wanted to add another vote against Kinross' ore trucks traveling between Tetlin and Fort Knox as per their current plan. I'm very much in favor of a railroad being built to do the ore transportation instead. Thank you for all your work on this! Kaarin Tack	General	09/18/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log and will be documented as part of the final plan. For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknnox/analysis.shtml .	No		
09/16/23	Survey123	peapack87@gmail.com		Ryan, Deborah	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		

09/14/23	Email	jenninewilliamson@me.com		PO Box 323 Ester Alaska 99725	Williamson, Jennine	<p>As many folks in our community have said over and over, ...loud and clear...DO NOT DO THIS!!!!</p> <p>Every reason previously stated is reason enough. It pains me to think we even have to be 'fighting' this. Let Kinross figure out another way. It is their problem. It should not be the problem of the tax payers/road users.</p> <p>I like living here, been here over 40 years. I plan to live out my life here...but this makes thinking of that hard. Many things have happened here that I have disagreed with but this...holy moly. This scares me.</p> <p>Thank you</p>	General	09/18/23	<p>Good evening, Ms. Williamson, and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan.</p> <p>Your comment has been recorded in the public comment log and will be documented as part of the final plan.</p> <p>For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml.</p>	No		
09/14/23	Email	lindaschandelmeier@gmail.com		1998 Kittiwake Drive Fairbanks, Alaska 99709	Schandelmeier, Linda	<p>Dear TAC Members,</p> <p>I am horrified by the prospect of these giant trucks driving through our community all hours of the day and night. This plan will have nothing but negative effects on the quality of life and safety of Interior residents and visitors.</p> <p>It is already challenging to navigate snowy roads in the winter; having huge ore hauling trucks constantly commandeering the roads is going to make me afraid to venture out of my house.</p> <p>Also it does not seem fair to divert our precious highway funds to support a private foreign entity.</p> <p>There are many environmental impacts of this project that haven't been evaluated. This project requires a full EA/EIS process.</p> <p>I hope you will take my comments and those of others who testified into consideration and find an alternative to converting our highways into an ore hauling road.</p>	General	09/18/23	<p>Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comments have been recorded in the public comment log and will be documented as part of the final plan.</p> <p>The project team meets regularly with the Transportation Advisory Committee (TAC) to discuss the proposed ore haul's potential impacts to the roadway corridor. The environmental impacts are one such issue that is planned for discussion during a future TAC meeting. You may be interested in listening to that meeting. I encourage you to check out the project website for up-to-date information about the project and to sign up for the project newsletter. Signing up for the newsletter is the best way to stay informed of new information, including notice of future TAC meetings and public comment opportunities. To visit the project website, go here: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml.</p> <p>Thank you for your time.</p>	No		
09/14/23	Email	kay.kindt@gmail.com			Kindt, Kay	<p>I am against the trucking plan, bringing ore from Tetlin to Ft. Knox.</p> <ol style="list-style-type: none"> The ore hauling plan will result in more highway accidents, burdening an already over whelmed health care delivery system. While Fairbanks Memorial Hospital can care for level two trauma, many complicated cases have to be medically evacuated for a higher level of care. The hospitals in Anchorage close on a daily basis, meaning they cannot accept new admissions, emergencies included. Will the patient be able to survive the three hour medical evacuation to Seattle? Which facility in Alaska or Washington will be able to handle the extra trauma associated with this dangerous and poorly thought out ore hauling plan. The fully loaded double trailer trucks will cause accelerated degradation of all of the proposed highway corridors. The double trailer plan is unhealthy for our roads. The double trailer plan is unhealthy for our human, animal and plant population. Noise will be a constant problem year round, but worse in the winter which is around half the year, when deciduous trees have lost their leaves and noise runs unabated a mile or more through the roadside growth. This increases stress for all residents within a mile of the highways. Light pollution from Bright LEDs on the front of the trucks, used when high beams are called for, may prevent collision with animals such as moose, bear, buffalo, wolf, wolverine, fox, caribou, porcupine, squirrel, lynx, dog, cat, sheep, goat and human! LEDs penetrate the woods, brightening the area around homes, exposing people to disruptions in darkness, which 	General	09/18/23	<p>Good evening and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comments have been recorded in the public comment log and will be documented as part of the final plan.</p> <p>Many of the issues you raise have been discussed with the project's Transportation Advisory Committee (TAC), including the impacts of the loads to the roadway pavement and the ore haul's impacts on traffic safety and operation. Other issues you mention, such as environmental impacts and emergency medical service will be discussed in future TAC work sessions and will be addressed in the final plan.</p> <p>To view this information, or to sign up for the project newsletter, please visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml.</p>	No		

09/14/23	Email	cmikol25@gmail.com			Mikol, Corcoran	<p>To Whom It May Concern,</p> <p>I am writing to oppose Kinross's plan to truck their tailings up our roads to the Fairbanks refining facility, and to offer an alternative — to expand the railroad line to the mine, instead of allowing an outsider company.</p> <p>Expanding the rail line will allow for Kinross to safely move their tailings to the refining facility. It will also open up a corridor to ship grain produced in the Delta area across the state. It is a win on many fronts.</p> <p>The Constitution of our state stipulates that our resources ought to be developed to the maximum benefit of the people of Alaska, not to our slight benefit, and certainly not to our detriment, as is being done right now. We deserve better. We deserve infrastructure that brings added value, not a rip-and-tear destruction of our current infrastructure. We should not bend and scrape to accommodate desires of outsider mining companies whose only interest is profit — especially when that profit comes at the expense of Alaskans. This is our state, our resources, our minerals and our roads, and we ought to act on that.</p> <p>Thank you, Corcoran Mikol</p>	General	09/18/23	<p>Good evening and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log and will be documented as part of the final plan.</p> <p>The alternative to extend the Alaska Railroad is not considered feasible under the purview of this project for the following reasons:</p> <ul style="list-style-type: none"> •The time it would take to develop the railroad extension is greater than the life of the mine. •The trucks are legal on the existing road system under current legislation. <p>For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml.</p>	No		
09/14/23	Email	ptugmanalexander@gmail.com	PO Box 81374 Fairbanks, Ak 99708		Tugman-Alexander, Phyllis	<p>Dear Sir or Madame,</p> <p>If Kinross/Contango wants to legally, ethically, and morally mine for gold on Tetlin Tribal land I say go for it, but don't expect the state of Alaska to underwrite your transportation costs by rebuilding bridges, widening lanes and supplying additional safety measures to ensure air, water, and ground are protected from mining spills/leakage. Either build a processing plant near Tok, or construct your own railroad spur.</p> <p>Nobody in their right mind, (who hasn't accepted hefty bribes from your corporations), believes that this harebrained scheme to drive 95 foot trucks every 15 minutes along the Richardson Highway with school bus stops, and along Steese and Peger Roads is a good idea. Gold mining should be lucrative enough to bear its own transportation costs!</p> <p>Sincerely,</p> <p>Phyllis Tugman-Alexander PO Box 81374 Fairbanks, Ak 99708</p>	General	09/18/23	<p>Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log and will be documented as part of the final plan.</p> <p>For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml.</p>	No		
09/14/23	Email	marsha.c.sousa@gmail.com			Sousa, Marsha	<p>I am opposed to the plan to use huge, heavy trucks to haul ore from the new Manh Chou mine near Tetlin to the processing plant north of Fairbanks. The weight, size, and frequency of the trucks on the Richardson and Steese highways is not safe and not an appropriate use of our highways. These are mostly two lane highways with local and visitor traffic. They are not built for this heavy use, as noted by the need to rebuild numerous bridges and bypass some by going through roundabouts and alternate routes. It is not safe for our citizens, our school children in their buses, or our visitors to encounter this kind of traffic.</p> <p>I am not opposed to the mine, only to the plan for moving the ore. The current plan is not safe and our roads will not sustain this abuse. Kinross should build a processing plant near the mine.</p> <p>Marsha Sousa</p>	General	09/18/23	<p>Your comment has been recorded in the public comment log and will be documented as part of the final plan.</p> <p>For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml.</p>	No		

09/14/23	Email	heathersmacfarlane@gmail.com			MacFarlane, Heather	<p>Good morning,</p> <p>I do not support the Manh Choh ore trucking plan. It will place undue stress on our infrastructure, with the State taking on the burden of funding repairs and maintenance. It will needlessly endanger our community, for the accidents are a matter of when, not if. It will cause excess pollution at a time when the borough is already struggling with illegally bad air quality. And as a final insult, Kinross has not committed to a firm date of when this activity will cease. People will die in accidents and of sickness from poor air quality for an Outside company's profit. This is unacceptable.</p> <p>Kinross cannot build their bottom line on our ill health.</p> <p>Thank you for your time.</p> <p>Sincerely, Heather MacFarlane Fairbanks, Alaska</p>	General	09/18/23	<p>Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log and will be documented as part of the final plan.</p> <p>For additional information about the project, or to sign up for the project newsletter, visit the project website at: https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml.</p>	No		
09/14/23	Survey123	shbrodie1@gmail.com			SB	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/14/23	Survey123	lisa@usibelli.com			Cassino, Lisa	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/14/23	Survey123	tmisrasi@gmail.com			Misrasi, Tammy	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/14/23	Survey123	Djones49@gmail.com			Jones, Don	Is the current IGU industrial haul from Canada along this route also factored into the stats, safety plans, and inquires into all the trucking operations	General	09/26/23	<p>Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted through the website has been recorded in the project comment log which will be published as part of the final plan.</p> <p>You asked whether the current IGU industrial haul from Canada along this route also factored into the operations being studied. To the best of my recollection, there has been no mention of the IGU haul in any of our discussions with the project's Transportation Advisory Committee (TAC). We are scheduled to meet with the TAC again in early to mid-October at which time I will share your inquiry with the committee.</p> <p>Thank you for your interest in the project and for your time.</p>	Yes		
09/14/23	Survey123	lfiness@gmail.com			Fiess, Linda	Add to news letter	General	N/A	Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		

09/14/23	Survey123	voropromo@gmail.com		Voronin, Ivan	<p>Rather than having trucks run individually on a high frequency schedule, I'd like to propose having convoys of 4-5 trucks with a front and rear pilot vehicle on a less frequent basis. This would allow for breaks at regular intervals to allow traffic to pass and give warning to the truck drivers and other road users of the convoy approaching. It would also allow for warning to heavy truck drivers of any road hazards, like stopped school buses, long before they must take emergency actions. It would also allow the drivers to be supervised and stop the urge to speed and make up for delays to stay on schedule. What holds up the ore rail proposal beside the capital costs? Building a rail spur to Tok is beneficial toward the AK to Alberta project that died after embezzlement of project funds and allow for shipment of goods from the Port of Alaska directly to Tok. Is the limit the grades along the Steese (max 2% without traction augmentation with a rack and pinion or similar design?)</p> <p>Add to news letter</p>	General	09/26/23	<p>Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted through the website has been recorded in the project comment log which will be published as part of the final plan.</p> <p>The project team is currently discussing with the project's Transportation Advisory Committee (TAC) potential alternatives to mitigate impacts and issues that may result from the proposed ore haul. I will share with the TAC your idea to have convoys of 4-5 trucks with a front and rear pilot vehicle on a less frequent basis.</p> <p>You also asked about the possibility to haul the ore by rail. A rail alternative is not considered feasible under the purview of this project for the following reasons:</p> <ul style="list-style-type: none"> •The time it would take to develop the railroad extension is greater than the life of the mine. •The trucks are legal on the existing road system under current legislation. <p>As requested, you have been added to the project newsletter list serve.</p> <p>Thank you for your interest in the project and for your time.</p>	Yes		
09/14/23	Survey123	stacey.fritz@gmail.com		Fritz, Stacey Anne	Add to news letter	General	N/A	<p>Requests to be added to the project newseltr were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.</p>	No		
09/14/23	Survey123	Peter.Forsling@dot.gov		Forsling, Peter	<p>Thanks for making this available to the public.</p> <p>Add to news letter</p>	General	09/26/23	<p>Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted through the website has been recorded in the project comment log which will be published as part of the final plan.</p> <p>As requested, you have been added to the project newsletter.</p> <p>Thanks for your time and your interest in the project.</p>	No		
09/13/23	Email to Shelly Wade	jeffapplebenowitz@gmail.com		Benowitz, Jeff	<p>Dear Shelly,</p> <p>Am both appalled, scared, and disappointed to see the TAC community is not considering the environmental impacts Of</p> <ol style="list-style-type: none"> 1) Acid mine drainage and heavy metal pollution from ore spills/accidents and fugitive dust. Copper alone kills fish. <p>Baseline Ph and heavy metal concentrations should be required for all waterways (sample transects) and water bodies along the proposed ore haul.</p> <ol style="list-style-type: none"> 2) The impact on stopping distance and road damage of rapid acid mine drainage/leakage onto road-bridge surfaces should be evaluated. 3) Tire particles from simple rd use and blow outs can kill fish and should be evaluated. <p>All these concerns have been commented to TAC already-hence the disappointment.</p> <p>I just got out of surgery-ankle-all good-but feel free to contact me for additional info-references,</p> <p>Aside: any noise and air pollution study has to be done at 40 below when sound travels further and their is an inversion.</p>	General	10/03/23	<p>Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment below has been recorded in the project comment log which will be published as part of the final plan. Using the numbering you set forth in your email, here are comment responses for your consideration:</p> <ol style="list-style-type: none"> 1) DOT&PF cannot address the mine drainage, as its purview is limited to the transportation corridor. Ore spills/accidents may occur, however fugitive dust is not expected, as the loads will be covered. Ore rock spill response is not regulatory. 2) Acid mine drainage is not expected to be carried onto road or bridge surfaces. SWPPP procedures should prevent transporting contaminants onto state roads. 3) This is an emerging field for all U.S. State Transportation agencies, and studies are in their infancies. DOT is aware of the issue but has not received the funding nor permission to address studies and research. <p>Regarding noise and air pollution, DOT&PF performs those studies as directed by state and federal law. For instance, DOT is required to conduct noise studies for passing lane projects such as those proposed along the corridor.</p> <p>There is a Transportation Advisory Committee (TAC) work session scheduled for October 5, 2023, from 9am-1pm. We anticipate covering Environmental Impacts, Issues, and Alternatives with the TAC at this meeting. For information on how to participate, please visit the project website at:</p>	No		

09/13/23	Survey123	lveypat@gmail.com			Ivey, Pat	Doesn't look like a good traffic plan, folks. Way safer to put in a processing plant at Tetlin. Add to news letter	General	09/26/23	Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted through the website has been recorded in the project comment log which will be published as part of the final plan. As requested, you have been added to the project newsletter. Thanks for your time and your interest in the project.	No		
09/13/23	Survey123	mariaberger.ak@gmail.com			Berger, Maria	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/13/23	Survey123	dragonflyssong@gmail.com			Camp, Kenneth	Who and where is best to e-mail comments to? I did one to DOT & Dunleavy's who is it called sleight of hand northbound lane unneeded bridge upgrades. Sorry I can't be there to testify tomorrow morning. Can you send in comments? Add to news letter	Procedural	09/13/23	Good evening and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. During tomorrow's Transportation Advisory Committee work session, one hour is allotted for public comment and persons wishing to comment may do so by attending in-person or virtually. At any time, comments regarding the project can be e-mailed to: comments@akrichsteese.com . All comments received are being logged and will be recorded in the final plan document. Future opportunities for public comment will be available at open houses and future TAC works sessions.	No		
09/12/23	Survey123	juliejuliascott@gmail.com			Scott, Julie	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/11/23	Survey123	jwebster@alaska.edu			Webster, Joan	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/09/23	Email	judyshiffler@gmail.com			Shiffler, Judy	I am not against mining. When I retired from teaching, the Alaska Miners Association hired me to conduct teacher workshops using the Alaska Minerals Energy Resource Educational Fund Kit. This AMEREF Kit held remarkable resources: K-8th hands-on curriculum; an extensive rock sample kit; many detailed charts and posters. Several posters illustrated the many exhaustive and safety steps required for governmental permitting re: exploration, extraction, refining and reclamation. Workshop participants received a full kit. Now, I'm keenly aware that important and standard governmental permitting has been avoided by the Manh Choh Mine Project because they have partnered with the existing Ft. Knox Mine permits...245 miles across the region...and containing different ore and chemical compositions. This cagey maneuver should not be allowed! Interior Alaskans have growing awareness and concerns Manh Choh Ore Haul Project and its very long list of possible negative consequences. But little has been addressed or even revealed about the acids in the Manh Choh ore that will ultimately invade our local watershed...long-lasting acids that have not been plentiful here before. This information needs to be publically revealed, a focus of our discussions and reviews. Both Governor Dunleavy and Kinross/Contango are in a serious rush to begin this daily/hourly ore hauling operation. DOT has confirmed that their related projects are being rushed forward while circumventing or dropping standard procedures. Standards steps and reviews are being ignored and avoided. Is this safe? Is it legal?	General	09/19/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the project comment log which will be published as part of the final plan. The purpose of this project is to identify impacts and issues caused by the proposed ore haul and determine potential alternatives to address the issues. The project team met with the project's Transportation Advisory Committee (TAC) last week to initiate the alternatives discussion. We will continue discussions with the TAC regarding impacts and possible alternatives at future meetings which have yet to be scheduled. One of the future meetings will cover the Environmental impacts topic. If you would like to view past meeting materials and recordings, learn about upcoming meetings, or sign up to receive the project newsletter, please visit the project website at https://dot.alaska.gov/nreg/tetlinfofortknox/analysis.shtml . In addition, I encourage you to reach out to our legislators regarding your concerns. You may do so via the Alaska State Public Opinion Message System at https://www.akleg.gov/poms/ .	No		

09/07/23	Survey123	Birhamm@yahoo.com		Bonny	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/07/23	Survey123	Kanakaukoa@gmail.com		Lyle, John	Completely opposed to mine development and transport plan	General	09/26/23	Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted through the website has been recorded in the project comment log which will be published as part of the final plan. As requested, you have been added to the project newsletter. Thanks for your time and your interest in the project.	No		
09/07/23	Survey123	jeremy@blackgoldalaska.com		Huffman, Jeremy	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/07/23	Survey123	derek.lakey@kinros.com		Lakey, Derek J.	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
09/07/23	Email	davidraycornberg@icloud.com		Cornberg, David	Hopefully, the proposed litigation will bring an injunction against the entire project which will stop the ore haul in its tracks and make your work a colossal waste of time and money. :) David Cornberg	General	09/19/23	Thank you for your interest in the Alaska Richardson Steese Corridor Action Plan. Your comment with attachment has been recorded in the project comment log which will be published as part of the final plan.	No		
09/04/23	Email	mrfarrell777@gmail.com		Farrell, Mary	On your website, on the TAC tab where all of the meeting minutes are listed, you have a duplication of Work Session #6 (May 16 and July 26). Could you please adjust the numbering? Thank you.	General	09/19/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. I appreciate you bringing this to our attention. This adjustment was made prior to sending out the project newsletter on September 7, 2023.	No		
09/03/23	Survey123	ggwalker@mosquitonet.com		Walker, Gerald G	I have not heard a discussion of whether any consideration has been given to whether the ore trucks will be able to navigate the temporary road being built between Johansson and Farmer's Loop along the marsh on which to route northbound traffic once the Steese intersection is closed for construction of the north bound lanes. Are temporary roads built to the standards of weight, size and length that the ore hauling trucks require?	General	09/26/23	Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted via the website comment form has been recorded in the project comment log which will be published as part of the final plan. You asked if consideration has been given to whether the ore trucks will be able to navigate the temporary road detour planned for the Steese/Johansen Interchange project. DOT and the consultant for the Steese/Johansen Interchange project are aware of the planned ore haul and the truck's configuration and load.	No		
09/03/23	Survey123	ggwalker@mosquitonet.com		Schaffhauser, Elizabeth	The plan to haul ore over public roads running through Fairbanks impacts me personally as I and members of my immediate family regularly travel upon the Johansson and Steese highways. I already have concerns about the compromised road surfaces of both these highways and am concerned about further degradation caused by the ore hauling trucks. My commute and those of my immediate family members route us through the traffic circles at the western end of Chena Hot Springs Road. It is not clear to me exactly how the ore trucks will navigate the traffic circles but it is clear that there will be an impact to the flow of traffic. The Steese Highway approaching Cleary Summit is a series of tight, twisty turns. I have a hard time believing the ore trucks will be able to navigate these turns maintaining all wheels in its own lane. Lastly, I reside within earshot of traffic on the Steese Highway north of CHSR. I fear the noise pollution and decibel level of the ore hauling trucks. Add to news letter	General	09/26/23	Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted via the website comment form has been recorded in the project comment log which will be published as part of the final plan. You noted concerns about the compromised road surfaces and the ore haul truck's ability to navigate the geometry of the highways and roundabouts. Desktop analysis shows the trucks can navigate the roundabouts at Chena Hot Springs, however this will need to be field verified to be certain. The project team is currently in the process of discussing with the project's Transportation Advisory Committee potential alternatives or countermeasures that could help to mitigate impacts to the corridor. As requested, you will receive project newsletter which will keep you apprised of when new information is available on the website. Thanks for your interest in the project, and for your time.	No		

08/28/23	Survey123	troy@wolvtech.com			Mursch, Troy	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/28/23	Survey123	larchapman@yahoo.com			Chapman, LaRita	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/25/23	Survey123	loubrown1952@gmail.com			Brown, Linda Sue	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/25/23	Survey123	clageson@gmail.com			Lageson, Julie	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/25/23	Survey123	leslie.robbs@jacobson.com			Leslie	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/24/23	Survey123	aksusie@me.com			Wilken, Susan	Members of the public are looking for next meeting date, especially since it will have public comment time. I've directed them to the website but it's not there! Please advise.	Procedural	08/24/23	Thanks for your continued interest in the Alaska Richardson Steese Highways Corridor Action Plan. The project website was updated today with information about the next TAC meeting which is scheduled for September 14, 2023 from 9:00 AM to 5:00 PM with public comment between 9:15 AM and 10:15 AM. You can visit the project website using this link: https://dot.alaska.gov/nreg/tetlinfofortknnox/library.shtml	No		
08/24/23	Email	aksusie@me.com			Wilken, Susan	Several people have been asking for the website address. Is there something besides this? Let me know if there is an address that can be passed on please. Thank you. Susan Wilken	Procedural	08/29/23	Ms. Wilken The project website address is dot.alaska.gov/nreg/tetlinfofortknnox/ Scanning this QR code with the camera of your mobile device will also take you directly to the website.	No		
08/12/23	Email	marybishop37@gmail.com	907-378-9187	1555 Gus's Grind, Fairbanks	Bishop, Mary	I asked this question months ago of some group but never got an answer. I believe there is a railroad easement parallel to the highway from Fairbanks to Tetlin. I know that, unfortunately, a railroad is not acceptable however using the railroad easement to construct a road that could be used for the big trucks seems like a more acceptable alternative than using our highway. This road could be used later for a railroad if desired. Has that alternative been investigated?	Substantive	09/19/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the project comment log which will be published as part of the final plan. Regarding the alternative to build a parallel road, this has been researched and is not considered feasible at this time for the following reasons: <ul style="list-style-type: none"> •The time it would take to develop a parallel road would exceed the life of the mine. •The cost and environmental impacts to develop a parallel road would be high in comparison to using the existing right of way, and there would be impacts to other public affect interests. •Finally, the current corridor, Alaska-Richardson-Mitchell-Peger-Johansen-Steeese institutionally evolved as the "best" route through Fairbanks. This last point was discussed with the project's Transportation Advisory Committee (TAC) at the July work session. The project team is currently discussing alternatives with the TAC. These discussions were initiated last week at the September 14th work session and there will be more meetings schedule soon. If you would like to view past meeting materials and recordings, or sign up to receive the project newsletter, I encourage you to visit the project website at https://dot.alaska.gov/nreg/tetlinfofortknnox/analysis.shtml .	No		

08/10/23	Survey123	ghostlightmater@yahoo.com	-	-	Hurst, Jackson	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/07/23	Email	alisoncarter2@yahoo.com	-		Carter, Alison	I am interested in staying informed about developments relating to the Kinross plan to run ore hauling trucks from Man Choh mine to Fort Knox, and the potential impact on the physical integrity of the roads and the safety and quality of life of those who live along the corridor and use the roadways. Please add me to your list serve.	General	08/07/23	Thank you for your interest in the Alaska-Richardson-Steeese Highways Corridor Action Plan. We have added you to the list serve to receive e-newsletters for the project happenings.	No		Emails\20230807-Carter Alison Please add me to notification list.pdf
08/03/23	Survey123	Sara.sandbo@kinross.com			Sara	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/03/23	Survey123	mcnary@mosquitonet.com			McNary, David	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/03/23	Survey123	judyshiffler@gmail.com			Shiffler, Judith K	Appreciate the opportunity to sit in on the meetings with TAC and have possible comment time Add to news letter	General	09/26/23	I periodically check the project comment log, and in doing so today it appears that I may have overlooked following up with you on the comment you submitted through the project website on August 3, 2023. So, this email is to inform you that your comment was in fact received and logged, and like all comments, it will be published as part of the final plan. Also, as requested, you have been added to the project's newsletter list serve.	No		
08/02/23	Survey123	scandace18@gmail.com			Smith, C	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/02/23	Survey123	mkrinnome@yahoo.com			Romberg, MK	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/02/23	Email	david_daum@yahoo.com	-	1540 Ivan's Alley	Daum, David	Question 1: Who will be responsible for repairing the road damage caused by Kinross trucks on the AK, Richardson, and Steese Highways? Question 2: Who will be responsible for modifying highway design to accommodate Kinross trucks, i.e. additional turnouts, school bus stops, residential access, and signage? Question 3: Is there a bond required from Kinross that will cover liability for crashes where they are found at fault?	General	N/A	No direct response provided; however, comment documented in comment log.	No		Emails\20230802-Daum David Kinross Road Damage.pdf
08/01/23	Survey123	peechy13@gmail.com			Eckman, Jayne	Property in Salcha Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/01/23	Survey123	susan.bear08@gmail.com			Bear, Susan	Concerned Resident Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
08/01/23	Email	jeffapplebenowitz@gmail.com	-		Benowitz, Jeff	When the Alaska highway from Tok to Delta is shut down due to an ore truck related accident or ore truck related bridge repair: Can Kinross run these road destroying trucks down the Tok-Cut off Road and then up the Richardson? Have you examined the Tok-Cut off for bridge stability-road safety from these heavy weight Ore Trucks?	General	05/23/23	A similar question was previously asked by Mr. Bemowitz and answered by DOT&PF re: the Robertson River Bridge Replacement. That response: <i>Regarding your project specific comment about detour routes during construction – at this time there are no plans to detour traffic outside of the project area. Robertson River is in the very preliminary stages of engineering, so the final construction management plan is not defined but will be similar to Johnson or Gerstle – either construct a parallel structure for traffic to use during construction or use the existing bridge while a new bridge is constructed parallel.</i>	No		Emails\20230801-Benowitz Jeff [EXT] Tok-Cut Off.pdf
07/31/23	Survey123	sslay059@gmail.com			Slay, Scott	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		

07/31/23	Survey123	Akphil2015@gmail.com		Philippe	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/29/23	Survey123	Lisaintok@gmail.com		Conrad, Lisa	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/28/23	Survey123	gasak@alaska.net		Barnes, Nola	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/26/23	Survey123	akmiller1@hotmail.com		M, I	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/26/23	Survey123	anne.rittgers@akleg.gov		Anne	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/25/23	Survey123	scott.crass@gmail.com		Crass, Scott	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/24/23	Survey123	tim.kuac@alaska.edu		Ellis, Tim	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/24/23	Survey123	patrick.filbin@kinross.com		Filbin, Patrick	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/20/23	Survey123	robyne@alaska.edu		Robyne	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/18/23	Survey123	hydrox05@gmail.com		Cox, Alisa	Personally impacted. Add to news letter	General	09/26/23	Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted through the website on July 18, 2023, was recorded in the project comment log which will be published as part of the final plan. Also, as requested, you have been added to the project newsletter.	No		
07/17/23	Survey123	outpost997372@gmail.com		Ferguson, Judy	I'm in the square center corridor of the Kinross trucking plan. This is a horrendous thoughtless greedy plan. Add to news letter	General	09/26/23	Thank you for visiting the Alaska Richardson Steese Highways Corridor Action Plan project website. The comment you submitted through the website on July 17, 2023, was recorded in the project comment log which will be published as part of the final plan. Also, as requested, you have been added to the project newsletter.	No		
07/17/23	Survey123	Sjavenvironmental@gmail.com		Sanner, Carol	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/17/23	Survey123	news@deltawindowline.com		Paschall, Michael	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/16/23	Survey123	aksusie@me.com		Wilken, Susan	Looking forward to seeing these. Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		

07/13/23	Survey123	minchumina@yahoo.com			Tate, Phyllis	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/12/23	Survey123	mmccammon@dowl.com			McCammon, Morgan	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/10/23	Survey123	joann.mitchellak@gmail.com			Mitchell, Joann	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/08/23	Email	klom@aptalaska.net	-	-	Odle-Moore, Kay Lynn	Concerned about the frequency in which the ore trucks will be on the highways. States that safety concerns are not being satisfactorily adressed (safety on narrow bridges). Concerend about the "Man Camp which will be housed in Tok". Could there be some investigation into the practices of this company? Was the NEPA process followed?	Substantive	07/14/23	Thank you for your interest in the Alaska/Richardson/Steese Highways Corridor Action Plan project. Your comments have been recorded in the project comment log. All public comments received will be documented as part of the final plan. The purpose of the Corridor Action Plan is to analyze the potential impacts of the proposed Manh Choh ore haul to roadway infrastructure and safety. Specifically, the plan will: <ul style="list-style-type: none"> •Analyze safety, congestion, maintenance, and environmental concerns related to increased corridor usage. •Identify potential study area gaps in transportation safety and mobility along the corridor. •Recommend policy goals and investment priorities/opportunities. •Provide recommendations on needs, infrastructure improvements, route alternatives, additional studies or analyses needed, policy or law changes, and funding/partnership opportunities to help develop projects recommended in this study. Community and affected interest groups, represented by a project Transportation Advisory Committee, are kept informed of the progress and results of the analysis at bi-monthly work sessions. The information shared with this group is also posted on the project website. If you would like to review the TAC presentations, or the full scope of services for this project, please visit:	No		Emails\20230708 Odle-Moore Kay Concerns about Mahn Choh Kinross Transport of Gold Ore.pdf
07/07/23	Survey123	john.perreault@alaska.gov			Perreault, John	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		
07/06/23	Email	Sslay059@gmail.com	-	-	Slay, Scott	Requesting to be added to project contact list	General	07/06/23	Good afternoon and thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your request has been received and we have added your contact information to our project contact list. In the meantime, for the latest information on the project please visit the project website at https://dot.alaska.gov/nreg/tetlinfofortknox/	Yes	7/24/2023	Emails\20230706 Slay Scott Sign up for notification about the ore haul plan.pdf

06/30/23	Email	mary_timm@hotmail.com	907-505-0603	-	Timm, Mary & Henry	Multiple concerns due to the ore haul: bus stops, gridlock due to too much traffic, hazardous passing situations, public nuisance and noise pollution. Numerous questions arise: Will pilot cars be required for these oversized loads? Will weight restrictions during breakup apply to these huge trucks? How will the Alaska Statute 28.35.140 be addressed (pulling off road if 5 or more vehicles behind you)? There are currently no passing lanes between Tok and Delta. Who will be held liable when inevitable accidents occur pertaining to these mining trucks along our highways? ADOT should fund other highway projects and safety concerns.	Substantive	06/30/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comments have been recorded in the project comment log. All public comments received will be documented as part of the final plan. I have shared your comments below with the project consultant team for their review and consideration, and to solicit their input for formal response. The ore haul vehicles are subject to Alaska's state statutes and regulations pertaining to commercial motor vehicle operations. Regarding noise, a noise study is not part of the current scope of work for the Alaska Richardson Steese Highways Corridor Action Plan; however, the final plan will propose recommendations to address identified impacts. For example, a recommendation of the plan could be to conduct a noise study for sections of the corridor. Regarding air quality, the Alaska Richardson Steese Highways Corridor Action Plan Air is utilizing air quality data obtained from FAST Planning and reported within their recently published air quality conformance report: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://fastplanning.us/wp-content/uploads/2023/03/2045_MTP_Update_Air_Quality_Conformity_Final_Report.pdf	Yes		Emails\20230705_Timm Mary_Manh Choh Trucking Comments.pdf
06/29/23	Email	blizzard_lizard07@yahoo.com	-	3875 Geist Rd Ste E #466, Fairbanks, AK 99709	Timm, Molly	Concerned about the effects of the ore haul, especially safety and pollution. Has questions about passing lanes between Tok and Delta and cited Alaska Statute 28.35.140. The noise study conducted for this project was incomplete and did not include comments from people directly affected by this. Road improvements should be made in places other than the Alaska/Richardson Highways.	Substantive	07/05/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comments have been recorded in the project comment log. All public comments received will be documented as part of the final plan. I have addressed some of your comments below. Remaining comments and questions will be shared with the project consultant team for their review and consideration, and to solicit their input for formal response. A noise study has not been conducted as part of the Alaska Richardson Steese Highways Corridor Action Plan; however, the final plan will propose recommendations to address identified impacts. For example, a recommendation of the plan could be to conduct a noise study for sections of the corridor. The Alaska Richardson Steese Highways Corridor Action Plan Air is utilizing air quality data obtained from FAST Planning and reported within their recently published air quality conformance report: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://fastplanning.us/wp-content/uploads/2023/03/2045_MTP_Update_Air_Quality_Conformity_Final_Report.pdf	Yes		Emails\20230706_Timm Molly_Concerned Public vs Kinross Manh Choh Trucking.pdf
06/20/23	Email	pgberkhahn@gmail.com	907-394-0008	39195 Coulter Ct., Soldotna, AK 99669	Berkhahn, Patti	[From IATP] "The Kinross ore haul plan slated to begin in 2024 is unacceptable and jeopardizes the health and safety of Alaskans and other highway users. I highly suggest going back to the drawing board to look harder at processing this ore on site. It has been studied and is doable." Has concerns about safety, gridlock, and especially increased noise level along the corridor due to the ore haul.	General	06/21/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comments have been recorded as part of the project comment log and will be documented as part of the final plan.	No	6/21/2023	Emails\20230620_Berkhahn Patti_Proposed ore hauling plan by Kinross.docx
06/14/23	Email	davidraycornberg@icloud.com	-	-	Cornberg, David	[Forwarded from DOT&PF] In the extensive state regulation list of specifically named roads all over Alaska on which 95' long trucks are allowed, the names "Peger Road" and "Johansen Expressway" appear nowhere. How is it then, that the state/borough/city can allow Kinross industrial ore haul trucks at 94' 10.5 inches in length and 162,000 lbs loaded on these roads? I would appreciate your referring to printed regulations that make this length of truck on these two roads legal.	Substantive	06/14/23	DOT&PF received and provided response to this comment and then shared with A/R/S CAP because the comment mentioned the "ore haul" or it related to the corridor. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230614_Cornberg David Industrial truck length limit on Peger Road and Johansen Expressway.pdf

06/06/23	Email	city@deltajunction.us	907-895-4656	PO Box 229, Delta Junction, AK 99737	Cole, Flower, City of Delta Junction	When is the next meeting?	Procedural	06/06/23	The next TAC Work Session is scheduled for July 26, 2023. Meeting information will be posted on the project website as the date nears.	No		Emails\20230606_City of Delta Junction Cole Flower Meeting.pdf
06/01/23	Email	patricelee3294@gmail.com	907-799-9580	-	Lee, Patrice R	A list of questions regarding information shared at the 5/16 TAC meeting. Concerned about air quality, sight lines around traffic circles, safety of children, and cost.	General	06/01/23	Thank you for your interest in the Alaska/Richardson/Steese Highways Corridor Action Plan project. Your comments have been recorded to the project comment log. I have addressed some of your comments below. Remaining comments and questions will be shared with the engineering team and TAC for their review and consideration, and to solicit their input for formal response.	Yes		Emails\20230601_Lee Patrice Comments Questions for TAC committee.pdf
05/31/23	Email	marg@clearysummit.com	-	2382 Skiland Rd., Fairbanks, AK 99712	Johnson, Margaret	I would like ADOT's plan to include wording that would prohibit heavy-duty ore hauling on Alaskan highways. Alaska's infrastructure monies should not be used for bridges along the proposed Ft. Knox ore hauling route. Thank you!	General	05/31/23	Thank you for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. Your comment has been recorded in the public comment log and will be documented as part of the final plan.	No		Emails\20230531_Johnson Margaret Interior transportation plan.pdf
05/30/23	Email	susan.bear08@gmail.com	-	-	Bear, Susan	I STAND OPPOSED to the haul of gold ore from Tetlin to the Fort Knox Mine in Fox. I AM PRO MINING, however believe this is dangerous. Not safe! I was born & raised here & frequently travel these routes. I do not want my family, friends or neighbors to be victims of "an accident".	General	05/30/23	DOT&PF received and provided response to this comment and then shared with A/R/S CAP because the comment mentioned the "ore haul" or it related to the corridor. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230530_Bear Susan Kinross-Fort Knox.pdf
05/26/23	Email	garywilken@me.com	907-378-0707	2829 Chief William Dr #6, Fairbanks, AK 99709	Wilken, Gary	Comments and questions he had from the 3/21 TAC meeting.	Substantive	05/26/23	Thank you for your interest in the Alaska/Richardson/Steese Highways Corridor Action Plan project. Your comments have been recorded to the project comment log and will be shared with the engineering team for review and consideration. Line 38 references four attachments which were not included in your email. Did you intend to send those?	Yes		Emails\EXT\G. Wilken 3-28-23 response to 3-21-23 Corridor Review Cmt..pdf
05/26/23	Email	mrfarrell777@gmail.com	-	-	Farrell, Mary	The incorrect email still appears under the Meetings tab on the Alaska Richardson Steese Highways Corridor Action Plan website.	Procedural	05/26/23	Ah, the misfortune of copy/paste. Thanks for bringing this to my attention. I'll work to get this resolved ASAP. In the meantime, please note that the correct email is comments@akrichsteese.com	Yes	5/26/2023	Emails\20230526_Farrel Mary Incorrect comment email.pdf
05/25/23	Email	david_daum@yahoo.com	-	Fairbanks, AK	Daum, David	(Comment to IATP) Does not believe that the planned bridges, pullouts, and resurfacing need to be fast tracked.	General	N/A	IATP public comments related to the corridor were shared with the project consultant team for their situational awareness. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230525_Daum David Interior Alaska transportation plan.pdf
05/25/23	Email	jeananderson509@yahoo.com	-	Fairbanks, AK	Anderson, Jean and Donald	(Comment to IATP) Against the ore haul due to concerns over possible dangers posed to other vehicles, pedestrians, school bus routes, ground water, and civic engagement.	General	N/A	IATP public comments related to the corridor were shared with the project consultant team for their situational awareness. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230525_Anderson Jean Dangers of the Kinross Contango Mahn Choh Mine hauling plan.pdf
05/25/23	Email	tracy.charles-smith@dotlakevillage.org	907-347-1251	-	Charles-Smith, Tracy, Dot Lake Village Council	Please find the attached letter from Dot Lake Village President, Tracy Charles-Smith and the concerns over the Manh Choh project in Tetlin. Please let us know if you have any questions.	General	N/A	Acknowledged receipt in TAC meeting and later emails.	No		Emails\20230525_Charles-Smith Tracy Dot Lake Village Council Dot Lake Village Manh Choh Man Camp Concerns.pdf

05/24/23	Email	bsgemmel@gmail.com	-	-	Gemmell, Stephen	There is a misspelling in the comment email.	Procedural	05/24/23	Thank you for bringing this issue to our attention. We have resolved the issue and the correct email address is now listed on the Home page.	No		Emails\20230524_Gemmell Stephen Tetlin FtKnox Corridor Dual Speed limits Proposed.pdf
05/23/23	Email	bsgemmel@gmail.com	-	-	Gemmell, Stephen	Suggests using dual speed limits along the Tetlin/Fort Knox corridor.	General	05/24/23	Thank you for your interest in the Alaska/Richardson/Steese Corridor Action Plan project. Your comments have been documented in the project log and your suggestions will be shared with the engineering team and Transportation Advisory Committee.	No		Emails\20230523_Gemmell Stephen Tetlin FtKnox Corridor Dual Speed limits Proposed.pdf
05/16/23	Email	rlmchattie@gci.net	-	-	McHattie, Bob	Historic data can not be used when building predictive models of the corridor because the ratio of heavy trucks to other vehicles will have changed. It's a completely different form of road use!	General	05/24/23	Thank you for your interest in the Alaska/Richardson/Steese Highways Corridor Action Plan project. Your comments have been recorded to the project comment log and will be shared with the engineering team and the Transportation Advisory Committee.	No		Emails\20230516_McHattie Bob Crash analysis question.pdf
05/12/23	Email	davidraycornberg@icloud.com	-	-	Cornberg, David, ASAH	A series of emails between representatives from ASAH and various legislators about Kinross and the ore haul.	General	N/A	Comment does not warrant a response.			Emails\20230512_Cornberg David The beat goes on.pdf
05/11/23	Email	davidraycornberg@icloud.com	907-474-0848	1924 Gilmore Trail, Fairbanks, AK 99712	Cornberg, David	Requested noise and vibration studies along the corridor. He is concerned that this health issue is being overlooked.	Substantive	05/24/23	Thank you for your continued interest in the Alaska/Richardson/Steese Corridor Action Plan project. Your comments below have been documented in the project log. Our scope of work does not include performing noise or vibration studies along the corridor; however, such studies can become recommendations of the final plan and so will be shared with the engineering team and the Transportation Advisory Committee for such consideration.	No		Emails\20230511_Cornberg David Noise and Vibration Issues.pdf
05/10/23	Email	robyne.kuac@alaska.edu	907-699-1593	PO Box 755620 Fairbanks, AK 99775	Robyne, KUAC	Do you know if there is a date yet for the middle-to-late May meeting of the TAC for the Alaska Richardson Steese Highways Corridor Action Plan?	General	05/10/23	Yes, the next TAC Work Session is scheduled for May 16, 2023, 9am-12pm. The agenda and information about how to participate will be posted to the project website sometime tomorrow.	No		Emails\20230510_KUAC Robyne Notification of TAC meetings.pdf
05/08/23	Email	aksusie@me.com	-	-	Wilken, Susan	Requesting that the FAQ question about bus stops gets updated for clarity.	General	05/09/23	Kinney Engineering, LLC is coordinating with DOT&PF to update the project website content to align with the analysis efforts completed to date. Your request is in our queue, and we will address this request with the other website changes. I cannot give you an exact date the website changes will take effect, but I anticipate it to be this week or next.	No		Emails\20230508_Wilken Susan School Buses.pdf
05/08/23	Email	aksusie@me.com	-	-	Wilken, Susan	When will you be posting the when & where & agenda of the next meeting? Thank you.	Procedural	05/09/23	The next upcoming meeting for the project is the TAC Work Session scheduled for May 16, 2023. We will post the notice with agenda on the project website later this week to include a virtual connection for the public to listen in. For in-person participants, we have reserved and will be at the Pipeline Training Center again, with limited seating for non-TAC participants.	No		Emails\20230508_Wilken Susan Next Meeting.pdf
04/26/23	Email	kittyinalaska@yahoo.com	-	-	Lancaster, Kathleen	Concerned about fast-tracking the construction on three bridges. Believes that fast-tracking is happening because of the ore haul and is against the ore haul.	General	04/25/23	Thanks for your interest and for taking the time to comment on these projects. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement, Alaska Highway Gerstle River Bridge #520 Replacement, and Alaska Highway Robertson River Bridge #509 projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan team at Kinney Engineering to make sure your questions and concerns are included in the analysis being performed this year on the effects of the transportation plan.	No		Emails\20230426_Lancaster Kathleen Comments on replacing Johnson River bridge.pdf

04/25/23	Email	ridge@gci.net	-	-	Charles-Smith, Tracy, Dot Lake Village Council	Safety concerns due to being so close to the Alaska Highway. Requested a speed study, noise study, and dust study for near the village.	Substantive	05/18/23	Thank you again for participating in the TAC Work Session on Tuesday and for extending your time and attention to the project. Your comment below was recorded in the public comment log for the Alaska Richardson Steese Highways Corridor Action Plan project in April, just after it was received. Our current scope of work does not include performing noise and dust studies along the corridor; however, such studies can become recommendations of the final plan. I will coordinate with the project team regarding your concerns and specific requests and follow up with you again once I have additional input from others on the team.	No		Emails\20230425 Charles-Smith Tracy Tetlin to Fort Knox.pdf
04/21/23	Email	jeffapplebenowitz@gmail.com	-	-	Benowitz, Jeff	Concerned about acid mine drainage from Kinross ore trucks.	General	04/21/23	Thanks for your interest and for taking the time to comment on this project. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement project. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project.	No		Emails\20230421 Benowitz Jeff Johnson Bridge Comment (Response).pdf
04/21/23	Email	mrfarrell777@gmail.com	-	POB 83327, Fairbanks, AK 99708	Farrell, Mary	Concerns about the noncompliance finding on B13 and if the bridges are being built to hold the Kinross ore haul trucks	Substantive	04/21/23	Thanks for your interest and for taking the time to comment on this project. Please see below for answers to your questions in red. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement project and also sent to the Alaska Richardson Steese Highway Corridor Action Plan project.	No		Emails\20230421 Farrell Mary Alaska Highway Johnson River Bridge #518 Replacement (MP 1380) – NFHWY00743.pdf
04/21/23	Email	barbaraalaska1@gmail.com	907-328-0401, 907-322-1680	520 Marshall Drive Fairbanks, AK 99712	Schuhmann, Barbara	Suggested an EIS for all of the projects happening along the Tetlin to Fort Knox corridor. Concerned that bridges are only on fast track because of the Kinross ore haul and about acid drainage from ore hauls.	General	04/21/23	Thanks for your interest and for taking the time to comment on these projects. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement, Alaska Highway Gerstle River Bridge #520 Replacement, and Alaska Highway Robertson River Bridge #509 projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project and the design manager for the Richardson Highway and Steese Highway bridges.	No		Emails\20230421 Schuhmann Barbara Comments on bridge replacement projects.pdf
04/21/23	Email	svrainbowchaser@yahoo.com	-	-	Squyers, James	Wants the alignment of the new Johnson River Bridge to be to the SW, not NE. The expedited process of building this bridge is due to the Kinross ore haul	General	04/21/23	Sorry I missed your call earlier. To confirm, I have received this email and was able to open and read the PDF. Thanks for your interest and for taking the time to comment on this project. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement project. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project.	No		Emails\20230421 Squyres James Johnson River Bridge Replacement (Response).pdf and Emails\20230421 Squyres James Johnson River Bridge Replacement (Comment).pdf
04/21/23	Email	akpsweaver@yahoo.com	-	1305 Eriophorum Dr, Fairbanks, AK 99709	Weaver, Pamela	Believes that the bridges are being replaced due to the Kinross ore haul. Worried that the process is being expedited for this reason and that the ore haul will negatively effect everyone.	General	04/20/23	Thanks for your interest and for taking the time to comment on this project. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement project. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project.	No		Emails\20230421 Weaver Pamela Johnson River Bridge Replacement.pdf
04/21/23	Email	cozachob@gmail.com	-	898 Ballaine Rd, Fairbanks, AK 99709	Zachel, Connie	Opposed to fast-tracking bridges that Contago/Kinross will use.	General	04/21/23	Thanks for your interest and for taking the time to comment on this project. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement project. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project.	No		Emails\20230421 Zachel Connie Johnson river bridge replacement.pdf

04/17/23	Phone	-	907-388-9917	-	Craft, Mike	He is opposed to the Mahn Choh trucking plan because of the environmental impacts, and he doesn't think Alaska isn't getting any benefit out of it. With 43 years in AK – he's surprised that this project is getting funded when other DOT work isn't being funded. He has property in Delta and Fairbanks, and knows how it will be once trucks are hauling.	General	04/17/23	DOT&PF received and provided response to this comment and then shared with A/R/S CAP because the comment mentioned the "ore haul" or it related to the corridor. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230417_Craft Mike_AK Bridges Public Comment.pdf
04/17/23	Email	dianalingle@gmail.com	907-322-0967	Ester, Alaska	Lingle, Diana	Believes that the bridges are being replaced due to the Kinross ore haul. Worried that the process is being expedited for this reason and that the ore haul will negatively effect everyone.	General	04/17/23	Thanks for your interest and for taking the time to comment on these projects. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement, Alaska Highway Gerstle River Bridge #520 Replacement, and Alaska Highway Robertson River Bridge #509 projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project.	No		Emails\20230417_Lingle Diana_FW Bridge replacements.pdf
04/17/23	Email	richard@tillyandcompany.com	907-456-5565	PO Box 72080, Fairbanks, AK 99707	Tilly, Richard, RTI LLC	An email chain between Richard Tilly and Jim Matherly. He has many questions regarding the benefits of the Kinross Manh Choh project and asked to meet with Jim Matherly.	General	04/17/23	DOT&PF received and provided response to this comment and then shared with A/R/S CAP because the comment mentioned the "ore haul" or it related to the corridor. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230417_Tilly Richard_Kinross questions.pdf
04/13/23	Email	davidraycornberg@icloud.com	-	-	Cornberg, David	Sent a link to an ADN article. Opposes the mining plan because it will waste public money and make Alaska's roads less safe.	General		Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement, Alaska Highway Gerstle River Bridge #520 Replacement, and Alaska Highway Robertson River Bridge #509 projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project. Thank your interest and for taking the time to comment on these projects.	No		Emails\20230413_Cornberg David_Bridge replacements.pdf
04/13/23	Email	gwen.retterer@hotmail.com	-	-	Retterer, Gwen	Believes that the bridges are being replaced due to the Kinross ore haul. Worried that the process is being expedited for this reason and that the bridges will not be safe.	General	04/10/23	Thank your interest and for taking the time to comment on these projects. Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement, Alaska Highway Gerstle River Bridge #520 Replacement, and Alaska Highway Robertson River Bridge #509 projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project.	No		Emails\20230413_Retterer Gwen_Public Comment about Johnson River, Gerstle River, and Robertson River Bridge Replacements.pdf
04/12/23	Email	wendell929@hotmail.com	907-687-4499	929 Reindeer Dr, Fairbanks, AK 99709	Shiffler, Wendell	The reason that these bridges are being replaced is because the ore haul trucks will need them. Opposes these ore haul trucks and believes processing should be done on-site.	General	04/10/23	Your comments have been recorded in the public comments for the Alaska Highway Johnson River Bridge #518 Replacement and Alaska Highway Gerstle River Bridge #520 Replacement projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project. Thank your interest and for taking the time to comment on these projects.	No		Emails\20230412_Shiffler Wendell_Johnson and Gerstle River Bridge Replacement.pdf
04/10/23	Email	jeffapplebenowitz@gmail.com	-	-	Benowitz, Jeff	Questions regarding bridge replacements. Mentioned questions about Manh Choh ore trucks and the environmental impacts.	General	04/10/23	Your email will be filed as a public comment. Please see responses to your questions below in red.	No		Emails\20230410_Benowitz Jeff_RE Bridge replacements Tok to Delta.pdf
04/10/23	Email	davidraycornberg@icloud.com	907-474-0848	1924 Gilmore Trail, Fairbanks, AK 99712	Cornberg, David	Opposes the Manh Choh ore haul proposal. Included Barbara Schuhmann's comments on the bridge replacements.	General		Your comments have been recorded in the public comments for the Richardson Highway Northbound Chena Flood Control Bridge 1364 Replacement and Steese Highway MP 5 bridge 1342 Replacement projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project. Thank you for taking the time to comment on the projects.	No		Emails\20230410_Cornberg David Objections to proposed bridge placements.pdf

04/10/23	Email	patricelee3294@gmail.com	-	-	Lee, Patrice R	Comments on the replacements of Bridge #1364-Richardson Highway North and Bridge #1342-Steese overpass of Chena Hot Springs Rd	General		Your comments have been recorded in the public comments for the Richardson Highway Northbound Chena Flood Control Bridge 1364 Replacement and Steese Highway MP 5 bridge 1342 Replacement projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project. Thank you for taking the time to comment on the projects.	No		Emails\20230410_Lee Patrice Comment on Bridge Replacements.pdf
04/04/23	Email	ksmith@bgtak.com	907-388-9127	1520 Sailor Court, North Pole, AK 99705	Smith, Kayla, Black Gold Transport	She is the new Community Relations Liaison and wants to attend the TAC meetings. Asking if there is a way to set up notifications or invites for the upcoming meetings?	Procedural		Phoebe called her and discussed this.			Emails\20230404_Smith Kayla [EXT] Transportation Advisory Committee Meetings.pdf
04/03/23	Email	jeffapplebenowitz@gmail.com	-	-	Benowitz, Jeff	Why can't Kinross use the Tok cutoff to Glenallen, Glenallen to Delta Richardson highways? What will Kinross do when there are repairs needed on the roads they're using? Is the study considering damage to roads and infrastructure from acid mine drainage from trucks?	General	05/18/23	The FAQs posted on the project website address the regulations that apply to the proposed ore haul vehicle. To access the FAQs on the project website, go to: https://dot.alaska.gov/nreg/tetlinfoortknox/faqs.shtml . As indicated in the FAQs, route alternatives and recommended changes to laws and regulations may be evaluated in the Corridor Action Plan. The analysis is evaluating the impacts the ore haul trucks will have on road infrastructure (e.g., pavement, bridges, etc.) based on the truck configuration, load weight, and trip frequency. As Kinney Engineering progresses with the corridor analysis and has results to share, this information is being posted to the website via power point slides and Zoom video recordings. Please note the analysis is ongoing and as more content is developed, it too will be added to the project website. However, since the loads are required by law to be contained or confined to prevent the load from dropping, shifting, leaking, or escaping, which is the responsibility of the driver, the analysis is not considering damage to road infrastructure caused by materials from the load escaping during transport. Thank you for your interest in the project.	No		Emails\20230403_Benowitz Jeff Tetlin to Fort Knox Corridor.pdf
03/28/23	Email	barbaraalaska1@gmail.com	907-328-0401, 907-322-1680	520 Marshall Drive Fairbanks, AK 99712	Schuhmann, Barbara	Comments on the replacements of Bridges # 1364 Richardson Highway Northbound at Chena Flood Control Project, and # 1342 Steese MP5 (Overpass at Chena Hot Springs Road)	General		Your comments have been recorded in the public comments for the Richardson Highway Northbound Chena Flood Control Bridge 1364 Replacement and Steese Highway MP 5 bridge 1342 Replacement projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project. Thank you for taking the time to comment on the projects.	No		Emails\20230328_Schuhmann Barbara Comment on Bridge Replacements.pdf
03/28/23	Email	bdwardak@gmail.com	907-803-3043	-	Ward, Bill	Comments on Richardson Highway Northbound Chena Flood Control Bridge #1364 Replacement, and Steese MP 5 Bridge #1342 Replacement	General		Your comments have been recorded in the public comments for the Richardson Highway Northbound Chena Flood Control Bridge 1364 Replacement and Steese Highway MP 5 bridge 1342 Replacement projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project. Thank you for taking the time to comment on the projects.	No		Emails\20230328_Ward Bill Public Comment re bridge #1342 & #1364 replacement.pdf
03/28/23	Email	garywilken@me.com	907-378-0707	2829 Chief William Dr #6, Fairbanks, AK 99709	Wilken, Gary	Comments on the new bridges. Believes that Kinross should pay for their own haul road.	General		Your comments have been recorded in the public comments for the Richardson Highway Northbound Chena Flood Control Bridge 1364 Replacement and Steese Highway MP 5 bridge 1342 Replacement projects. I have also sent your comments to the Alaska Richardson Steese Highway Corridor Action Plan project. Thank you for taking the time to comment on the projects.	No		Emails\20230328_Wilken Gary Flood control Steese overpass public comments.pdf

03/27/23	Email	robyne.kuac@alaska.edu	907-699-1593	PO Box 755620 Fairbanks, AK 99775	Robyne, KUAC	Would it be possible to sign up for email notifications of future meetings of the Technical Advisory Committee for the Alaska Richardson Steese Corridor Action Plan?	Procedural	03/28/23	Thank you for your email and for your interest in the Alaska Richardson Steese Highways Corridor Action Plan. The next TAC meeting is tentatively planned for mid- to late May. To date, we have only been directly emailing the TAC meeting information to TAC representatives, DOT representatives, and the project team. We have been notifying the public of the TAC meetings via the State's Online Public Notice and via the project website. Given this project is so high profile, we're considering the idea of sending out a brief "project update" / e-blast to direct folks to the project website where they will find TAC related materials, like the agenda and previous meeting agendas/PPT slides, and notes, and virtual connect info. Your request for project updates has been recorded in the public comment log for the project. Thanks again for your time and have a good evening.	No		Emails\20230327_KUAC_Robyne [EXT] An email reply to Notification of TAC meetings.pdf
03/27/23	Email	garywilken@me.com	907-378-0707	Fairbanks	Wilken, Gary	Asked that responses from AKDOT to his questions be included in the corridor study.	Substantive	03/27/23	Your comments to the Richardson Highway Passing Lane project along with DOT's responses to your questions have been recorded in the public comment log for the Alaska Richardson Steese Highways Corridor Action Plan.	No		Emails\20230327_Wilken Gary [EXT] Fwd Richardson Highway Passing Lane OPN Comments.pdf
03/26/23	Email	garywilken@me.com	907-378-0707	2829 Chief William Dr #6, Fairbanks, AK 99709	Wilken, Gary	Expressed that Kinross should pay for their own haul road and that a new northbound bridge is unnecessary.	General	03/27/23	Your comments below have been recorded in the public comment log for the Alaska Richardson Steese Highways Corridor Action Plan project.	No		Emails\20230326_Wilken Gary [EXT] Flood control Steese overpass public comments.pdf
03/26/23	Email	garywilken@me.com	907-378-0707	-	Wilken, Gary	Asking for his name to be added to Barbara Schumann's comments on the bridge replacement.	Other	03/26/23	DOT&PF received and provided response to this comment and then shared with A/R/S CAP because the comment mentioned the "ore haul" or it related to the corridor. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230326_Wilken Gary Add my name please - bridge replacement public comment.pdf
03/23/23	Email	aksusie@me.com	907-388-3422	-	Wilken, Susan	Requesting that an Open House be held in Salcha.	General	03/23/23	Thanks for your email and for the reminder to include Salcha in the list of communities to hold an Open House. During my presentation to the TAC, someone in the audience corrected me on that point too. Also, in addition to the in-person Open Houses, we will post a virtual open house on the project website. The Open Houses are anticipated to take place once the Draft Plan is available. Thanks for your continued interest with the Alaska Richardson Steese Highways Corridor Action Plan.	No		Emails\20230323_Wilken, Susan Re [EXT] Salcha Community Meeting.pdf
03/19/23	Email	kittyinalaska@yahoo.com	-	-	Lancaster, Kathleen	Concerned about safety along the corridor, specifically with bus stop and EMT response. Asked if the ore hauls will need a pilot car due to the vehicles being over 75 feet. Also asked about whether there are certain road conditions that would restrict oversized trucks from being on the road (holiday, severe weather, winter break up, etc).	Substantive	05/18/23	Thank you for your email. Your comment in its entirety was recorded in the public comment log for the Alaska Richardson Steese Highways Corridor Action Plan project back in March, just after it was received. The FAQs posted on the project website address the regulations that apply to the proposed ore haul vehicle. To access the FAQs on the project website, go to: https://dot.alaska.gov/nreg/tetlinfofortknox/faqs.shtml : https://dot.alaska.gov/nreg/tetlinfofortknox/faqs.shtml . As Kinney Engineering progresses with the corridor analysis and has results to share, this information is being posted to the website via power point slides and Zoom video recordings. Please note the analysis is ongoing and as more content is developed, it too will be added to the project website. Thank you again for your interest in the project.	No		Emails\20230319_Kathleen Lancaster [EXT] TAC Meeting March 21, 2023.pdf

03/09/23	Email		-	-	Cornberg, David	<p>Hello, Jennifer...The only justification I can see for this project is to accommodate the increased loads of ore proposed to be trucked from the Manh Choh mine to the Fort Knox Mill. Since I firmly and completely oppose the Kinross/Peak Gold Manh Choh ore haul proposal, I also firmly and completely oppose this project. NO ORE HAUL=NO BRIDGE REPLACEMENT.</p> <p>The state is giving away its resources to a foreign mining company that, as in Ghana, thinks it's OK to do business, destroy homes, kill people and then walk away with a profit. The State of Alaska Dunleavy administration appears to me to be corporate fascism operating behind a facade of representative democracy because that administration is not listening to the voices of the hundreds if not thousands of people who oppose the ore haul proposal. No, it is listening to whatever sound money makes in its ears and it is allowing foreign resource extraction corporations to destroy more and more of the pristine wilderness which is one of the main reasons that many of us live here.</p> <p>It seems that the Interior Delegation has become pimps for Kinross/Contango/Peak Gold and is willing to sell us out-our health, our safety, our land, our peace and quiet, our air and water quality-in short, our way of life, to allow our land to be destroyed for mineral extraction by companies that take almost all of their profits not only out of state but also out of country.</p> <p>I don't know how you and your colleagues can sleep at night while you are engaging in such egregious degradation of human and natural life for</p>	General	03/09/23	DOT&PF received and provided response to this comment and then shared with A/R/S CAP because the comment mentioned the "ore haul" or it related to the corridor. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		
03/08/23	Email	pstark@mosquitone.com	-	-	Stark, Patricia	<p>I am writing to ask you to not allow Kinross Gold to transport ore from Many Choh gold on the route they have planned.</p> <p>They are planning to transport, every day, (24/7/365days a year) almost 10 million pounds of unprocessed mine rock from the new Manh Choh gold mines near Tok, Alaska, up through Delta, North Pole and then north on Peger Road and east on the Johansen Expressway on the way to the Ft. Knox processing mill just below Cleary Summit. This route is absolutely NOT SAFE for many reasons.</p> <p>The route is mostly 2 lane with no runaway lanes. There are blind corners, hills, and very few shoulders or pull-outs if conditions require a truck to stop.</p> <p>Loaded tractor-trailers require 20-40% more distance than cars to stop, and the discrepancy is greater on wet and slippery roads. Much of the year, the road surface will be snowy and icy, especially at Fairbanks stip lights. In snow conditions, truck will create clouds of snow behind and all around them creating white-out conditions. There are 188 school bus stops along the proposed route.</p> <p>i have listed just a few of the safety hazards this plan embodies. PLEASE DO NOT ALLOW this plan to take place.</p>	General	03/08/23	DOT&PF received and provided response to this comment and then shared with A/R/S CAP because the comment mentioned the "ore haul" or it related to the corridor. Such comments were reviewed by the project consultant team to ensure the analysis and plan were addressing the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.			
03/03/23	Email	davidraycornberg@icloud.com	-	-	Cornberg, David	<p>It is encouraging when someone these days gives a prompt and useful response to a private citizen inquiry...much gratitude...:)</p>	General	N/A	Comment does not warrant a response.	No		Emails\20230303_Cornberg David [EXT] Non-responding trucking companies to the Kinross ore haul RFP (1).pdf

03/03/23	Email	davidraycornberg@icloud.com	-	-	Cornberg, David	<p>To whom it may concern: I am a resident of the Fairbanks North Star Borough. I firmly and completely oppose the Kinross/Peak Gold Manh Choh ore haul proposal. There is, in my opinion, nothing positive about the proposal. However, there are many negative aspects regarding human health and safety, environmental damage and pollution, infrastructure damage and maintenance, and degradation of the life-styles of thousands of local Alaskans who live on or near the proposed route.</p> <p>It is of great importance that as much accurate, relevant information as possible be available to private citizens, such as myself, and to local NGOs, three of whom are united in their opposition to the ore haul, Advocates for Safe Alaska Highways, Citizens for Clean Air and Save Our Domes.</p> <p>A particular piece of information has been conspicuously absent from discussions of the ore haul proposal. I hereby request that Kinney Engineering, in its role as the conductor of the Corridor Haul Study, obtain written statements of the specific reasons that so many reliable, reputable trucking companies, both in Alaska and beyond its borders, were non-responders to the original Kinross RFP for the trucking portion of the ore haul proposal. I request that Kinney Engineering obtain this information from every trucking company to which Kinross sent the RFP and from which Kinross received non-response.</p> <p>I hereby request that this information be gathered as soon as possible. I think that this information will be of great value to opponents of the ore haul proposal and that it may well bring to the foreground issues, from the viewpoints of experienced, professional truckers, that Randy Kinney and his</p>	General	03/03/23	Thank you for your email and interest in the Alaska Richardson Steese Highways Corridor Action Plan project. Your comment has been logged and I will share your comment with the project team for consideration.	No		Emails\20230303 [EXT] An email reply to Non-responding trucking companies to the Kinross ore haul RFP.pdf
02/28/23	Email	davewaldo@gmail.com	-	-	Waldo, Dave, ASAH	ASAH has questions regarding bridge conditions and the magnitude of proposed investments	Substantive	03/03/23	I received your comments and questions, and I am coordinating with the project team to prepare a response. I anticipate having responses to you sometime next week. Thank you for your continued interest in the project and for your participation as a TAC member.	Yes	7/26/2023	Emails\20230228 Waldo Dave [EXT] Bridge replacements for ore-haul.pdf
02/28/23	Email	garywilken@me.com	907-378-0707	-	Wilken, Gary	Thank you. This issue has been shuffled under the rug as DOT has used it as a cure to solve the congestion / safety issues buried in their plan to sell this distressing effort of turning our highways into haul roads.	General	03/02/23	Thank you for your comment. Your comments are being considered as part of the Alaska Richardson Steese Corridor Action Plan project.	No		Emails\20230326 Wilken Gary Flood control Steese overpass public comments.pdf
02/28/23	Email	aksusie@me.com	907-388-3422	-	Wilken, Susan	I would like to suggest that the answer to Question 9 be enhanced with critical information for the reader. The second sentence after "four lane segments of road" should then read: (approximately 30 miles of highway). Without the enhancement, it may lead people to believe there are many many more miles of 4 lane road and less impact for four zones of school buses	Procedural	02/28/23	Thank you for your comment and continued interest in the Alaska Richardson Steese Corridor Action Plan project. The project team has made recent updates to the project website and will continue to do so as the project progresses. We will be updating the FAQs page soon (I don't have an exact date yet) and in doing so, we will reconsider the response to FAQ No. 9. Please note that your comment is logged and has been flagged as one the project team will follow up on.	No		Emails\20230228 Wilken Susan RE [EXT] FAQ Question 9 Corridor Study.pdf
02/27/23	Email	garywilken@me.com	907-378-0707	-	Wilken, Gary	Review of the passing lanes in regard to the Manh Choh ore hauling proposal.	Substantive	02/28/23	I received your comment with attachment and have logged it as part of the Alaska Richardson Steese Corridor Action Plan project. Thank you for your participation and interest.			Emails\20230227 Wilken Gary Personal comment - analysis of Manh Choh Passing lanes.pdf
02/20/23	Email	aksusie@me.com	907-388-3422	-	Wilken, Susan	Comments regarding school bus stops on the corridor	General	02/21/23	Your comment has been received and logged as part of the Alaska Richardson Steese Corridor Action Plan project. Thank you for your participation and interest	No		Emails\20230220 Wilken Sue RE [EXT] Corridor Comment_School Buses.pdf

02/14/23	Email	aksusie@me.com	907-388-3422	-	Wilken, Susan	Asked where to send comments for the corridor plan	Procedural	02/14/23	This is the comment email that the public can use to ask questions or give comment regarding the Alaska Richardson Steese Corridor Action Plan. I am the Public Involvement Lead for the project and will be administering the receipt of and response to comments. Shelly Wade of Agnew Beck is supporting Kinney Engineering with the planning, and she will be facilitating the Transportation Advisory Committee meetings, a role that was previously performed by Julie Jessen of CRW. Thank you for checking.	No		Emails\20230214 Wilken Sue RE [EXT] Public Comments.pdf
02/10/23	Email	campbelljl907@gmail.com	-	-	Campbell, Jenny, ASAH	Asking where to send public comments	Procedural	02/10/23	Thank you for your inquiry. The public can send comments to the following email: comments@akrichsteese.com. This email was set up today and it forwards directly to my email, so I'm notified as soon as comments come in. We are in the process of updating the project website. The "engage" page will be updated by early next week to include this email address	No		
02/10/23	Email	barbaraalaska1@gmail.com	H: 907-328-0401, C: 907-322-1680	520 Marshall Drive Fairbanks, AK 99712	Schuhmann, Barbara	Expressed concerns over the environmental impact of this project.	General	02/10/23	Received. Thank you. Phoebe	No		
02/09/23	Email	garywilken@me.com	907-378-0707	-	Wilken, Gary, ASAH	Concerns over allowing having ore haul trucks on the route. Cited dated and incomplete data, road construction and maintenance, and money spent for benefit derived.	Substantive		Response provided			
01/31/23	Email	WMacNaughton@nrltd.com	T: 907-458-4003, M: 907-347-3676	-	MacNaughton, Wendie, Pogo	Want to include upgrades at the Richardson HWY/Shaw Creek Entrance	Substantive	01/31/23	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	Yes	5/17/2023	Emails\20230131 Pogo MacNaughton Wendie [EXT] RE Tetlin Corridor Road Upgrade 20220131.pdf
01/31/23	Email	WMacNaughton@nrltd.com	T: 907-458-4003, M: 907-347-3676	-	MacNaughton, Wendie, Pogo	Asking about the progress of the road upgrades and including upgrades at the Richardson HWY/Shaw Creek Entrance.	Substantive	01/31/23	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230131 Pogo Coxon Jim [EXT] FW Tetlin Corridor Upgrades.pdf
01/30/23	Email	garywilken@me.com	907-378-0707	-	Wilken, Gary, ASAH	Asking how to obtain the Kinney/DOT contract	Substantive	01/30/23	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Emails\20230130 wilken Gary [EXT] Contract request response.pdf
01/26/23	Verbal Public Comment		-	-	Ryan, Deborah	Does not want to sacrifice safety of others for the benefits to Tetlin. Fairbanks residents do not feel benefit of Fort Knox. Tourism is important and creates jobs; community needs a diversity of jobs not just mining.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23

01/26/23	Verbal Public Comment	-	-	-	Moore, Christina	Current passing lanes are not adequate for this plan. Would like to understand how Black Gold (trucking company) will train their drivers. Want to know stopping distance for these extremely large heavy vehicles. How will the weight stations be used? Why is the route through Fairbanks so convoluted?	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Email	davewaldo@gmail.com	-	-	Waldo, Dave, ASAH	Asking if the Screening of Mitigations will result in overlooking certain safety aspects. Also mentioned letting the TAC weigh in on these aspects. (see: scalability, truck configuration, 3D simulations, EMS response, bridge data, info from Kinross)	Substantive		Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.			Emails\20230206 ASAH Waldo Dave [EXT] Fwd Scope bullet points.pdf
01/26/23	Verbal Public Comment	-	-	-	Milne, Clark	TAC will have to evaluate the impacts. This project/plan should be allowed as long as the vehicles/loads are legal and safe. The engineering evaluation/analysis needs to be "dispassionate." The state needs and relies on natural resource extraction.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Lee, Patrice, Citizens for Clean Air	Kinross's air quality analysis is outdated and uses poor assumptions. This project will add to current air quality issues. The FAST Planning Air Quality Analysis is not using the most current data.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Vezey, Al	Community leaders need to consider the jobs this project will create for young people.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Ahrens, Theresa	Not enough of the public know about this plan. Noise is a concern.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	-	-	Anonymous	It is difficult to hear the microphones from the audience. Also, these meetings need to be projected better and sooner. Checking your website is not enough.	Procedural	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23

01/26/23	Written Comment	-	-	-	Baker, Linda	Kinross needs to build their own mill and take care of their own project	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Written Comment	-	-	-	Cornberg, David	The Twin Manh Choh Mine Road Believes benefits of this plan go to a few and negative impacts are experienced by many more people. Mentioned there will be a new road built from the mine to the Alaska Highway because the existing road into Tetlin isn't suitable for vehicles. Believes the Alaska Highway is not suitable. It has minimum shoulders, minimal pullouts, and many places with poor sight distance.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Cornberg, David	Believes benefits of this plan go to a few and negative impacts are experienced by many more people. Mentioned there will be a new road built from the mine to the Alaska Highway because the existing road into Tetlin isn't suitable for the vehicles. Believes the Alaska Highway is not suitable. It has minimum shoulders, minimal pullouts, and many places with poor sight distance.		N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	-	-	Cornberg, Lynn	What are the current PM 10 measurements on fugitive dust at Ft Knox at the ore dump site? What is the projected?	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Written Comment	-	-	-	Cornberg, Lynn	Ore Haul Trucking Noise Dangers Concerned about adverse health effects of the increased noise levels, especially at night. Proposed three mitigations - 1) No ore haul; 2) Don't allow as many trucks per hour; 3) Don't allow ore haul at night	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Cornberg, Lynn	Concerned about adverse health effects of the increased noise levels, especially at night. Proposed three mitigations" 1) No ore haul; 2) Don't allow as many trucks per hour; 3) Don't allow ore haul at night.		N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Davis, Ronald	The preponderance of comment has been against trucking. Has the company considered a processing facility closer to the site instead and eliminate the trucking issue? Could the public help in the funding of a process plant?	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23

01/26/23	Verbal Public Comment	-	-	-	Farrell, Mary	Concerned about safety and costs to the State of Alaska	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	-	-	Fletcher, Randall	How will honesty be ensured on the scales at Tetlin? What is the procedure if trucks exceed the claimed amount? What is the capacity? Who is paying for roadway construction and maintenance? Will Kinross be required to post bonds?	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Written Comment	-	-	-	Frey, David E.	Concerned about safety at Gold Mine Trail intersection, Hagelbarger Rd intersection, and Chena Hot Springs overpass. Also concerned about noise levels. Supports mining but not trucking the ore.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Frey, David E.	Would like to see safety plan for Goldmine Trail intersection and Hagelbarger Road (visibility is poor, merge is too short – will not work with frequent, large vehicles passing). Concerned about noise northbound downhill from Hagelbarger. Concerned about Chena Hot Springs bridge. Is it strong enough? Will trucks bypass it? What will be the effect of that on the traffic? Support mining, but not trucking the ore – ore should be processed on site.		N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Grey, Don	TAC needs to also consider the economics of this project and its benefits	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Grove, Robert	Concerned about crashes and accidents. Concerned about poorly maintained roads.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Hancock, Daniel	Concerned about safety, environment, and how traffic impacts will impact tourism	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23

01/26/23	Written Comment	hovenden3@alaska.com	-	-	Hovenden, Steve	Concerned about how ore trucks might impact military heavy industrial use of the same two-lane highway. Also the impact to military training.	Substantive	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment				Hovenden, Steve	Ask the TAC to analyze the cumulative impact on our military of heavy industrial use of the same two-lane highway. Impact to training		N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment		-	-	Keller, Sarah	Concerns over Mahn Choh proposal including volume of trucks, EMS response, noise pollution, and air pollution.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Written Comment		-	-	Keyes, Bob	How many people are expected to lose their lives over the first 5 years? How will this positively effect Alaskans?	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Email	laurajkolasa@gmail.com	-	-	Kolasa, Laura	greatly concerned as to the ways this project will affect the lives and safety of my family the potential of driving degraded roads due to increased use, or enduring construction for resulting maintenance or improvement needs the societal risks and costs to residents of Interior Alaska seem to far outweigh any benefits we receive from the Mahn Cho project. This project seems to primarily benefit select private companies who do not share significant responsibility for this transportation system. I am troubled that it does not seem to build into a markedly better infrastructure that will benefit our state in the long run.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		
01/26/23	Written Comment		907-251-8098	-	Larry, Bill	well as thousands of my fellow Alaskans on a daily basis	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23

01/26/23	Written Comment	-	-	-	Larry, Gabrielle	Concerns about EMS response, road and bridge capacity, noise and air pollution, tourism, and other aspects of life. Kinross needs to evaluate.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment				Larry, Gabrielle	Roads are congested and route is poor. More of the public needs to be engaged in this plan.		N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	907-322-0967	PO Box 395 Ester, AK 99725	Lingle, Diana	Concerned about road damage and pollution caused by ore trucks. Upset that these trucks will be taken through Fairbanks. Kinross should mitigate the damage they cause--and pay for it.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	McDowell, David	Concerned about noise. Submitted concerns to TAC in fall 2022 asking if there will there be a noise assessment conducted. Discovered noise report done by consultant Michael Minor & Associates, in November 2021, but it did not propose any noise mitigation and believe this is an error.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	-	-	McDowell, David	Will the Kinney study extend the corridor analysis to 1 mile on each side of the highway now? Will a noise analysis be conducted? The Michael Minor report is overly biased.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	McHattie, Bob	Described using the roads as a haul route as the world's longest conveyor belt, and the user doesn't have to maintain it. Concerned that trucks going highway speed won't be safe. How is compliance with trucks ensured?	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	-	-	Meyer, Carol	Concerns over air quality, safety at bus stops, and road maintenance.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23

01/26/23	Written Comment	-	-	-	Meyer, Hal	Concerns over snow drifts and visibility behind large trucks	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Miller, Ken	Concerned about safety and military bus drivers and tour bus drivers with ore trucks on the road. Mining jobs do not motivate this generation.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Muehling, Eric	Concerned about safety and odds of accidents due to increased traffic with addition of truck. Opposes the trucking plan, not the mine.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Mulls, Kerri	Bridges are an issue. Some people who must travel this road are elderly or timid drivers. Having whiteout conditions with trucks on the road could be dangerous.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	-	-	O'Leary, Danny	This is asinine	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Written Comment	-	-	-	Ryan, Deborah	Does not support this project due to safety and environmental impact concerns. Wants to know more about the effect this project will have on road maintenance and EMS response.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Schlotfeldt, Jo	Concern about safety. How much would it cost to build a processing plant instead of trucking?	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23

01/26/23	Written Comment	-	-	-	Shiffler, Judy	Tourism will be severely impacted! No one will want to live here!	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Written Comment	-	-	-	Shiffler, Wendell	Suggestion to process ore at the site	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Squyers, James	Johnson and Gerstle Bridges are not in STIP for replacement. Seems to be favoritism in prioritizing Johnson bridge but it doesn't appear Gerstle Bridge is on STIP. It is narrow already for traffic.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	H: 907-895-5415, C: 907-803-3043	PO Box 1087 Delta Junction, AK 99737	Ward, Bill, Ward Farms	The ore trucks that Kinross is using will affect the operations of the highways. There aren't any truck drivers who will be familiar with driving trucks like this, which will lead to serious crashes. The ore trucks should be kept to private access roads. Three attachments: Safety: these vehicles should be used on private access roads, constant use may result in improper inspections and catastrophic situations. Truck Operations: A combination of tired drivers, slow trucks, and impatient people will result in catastrophic situations. Highway Impact: The bridges along theroute are insufficient for this proposal. Also the roads will be ripped apart by these vehicles.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment				Ward, Bill, Ward Farms	Concerned about the ability to drive such heavy vehicles, damage to road, how regular vehicle traffic will be disrupted, dangers, finding qualified drivers for the ore truck.		N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23
01/26/23	Verbal Public Comment		-	-	Wilken, Gary	This process should follow the open meetings act	Procedural	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No		Verbal Public Comments - TAC 1/26/23

01/26/23	Written Comment	-	-	-	Wilken, Susan	What is the school bus stop solution? Safety at school bus stops and school zones.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No	Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Wilken, Susan	Concerned about safety at school bus stops and driveways along the corridor.		N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No	Verbal Public Comments - TAC 1/26/23
01/26/23	Written Comment	-	-	PO Box 323 Ester, AK 99725	Williamson, Jennine	Concerned about whiteouts when ore trucks pass.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No	Written Comments TAC 1/26/23
01/26/23	Verbal Public Comment	-	-	-	Zirnheld, Sandra	Concerned about safety--this is an unprecedented use of the road. Concerned truck drivers will be inexperienced because of difficulty in hiring them. Concerned money will have to be spent on maintenance instead of more important projects.	General	N/A	Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.	No	Verbal Public Comments - TAC 1/26/23
01/23/23	Email	davidraycornberg@i cloud.com	-	-	Cornberg, David	A repsonse in support of Barbara Schuhmann's email on 1/23/23 my approach at this point is to drill as many holes as possible in the hull of the proposal until it either falls apart or sinks of its own weight....)	General	N/A	Comment does not warrant a response.		Emails\20230123 Cornberg David [EXT] An email reply to Tetlin to Fort Knox Corridor Public Engagement needs your review2.pdf
01/23/23	Email	barbaraalaska1@gm ail.com	-	520 Marshall Drive Fairbanks, AK 99712	Schuhmann, Barbara	Please encourage the DOTPF to enforce their regulations, which would prohibit use of the route by the Kinross ore haul, since none of the roads have been designated for industrial use, Kinross has no permits, and Long Combination Vehicles cannot use Peger or Johansen for their regular LCV route	General	N/A	Read at the 1/26 TAC meeting. Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.		Emails\20230123 Schuhmann Barbara [EXT] An email reply to Tetlin to Fort Knox Corridor Public Engagement needs your review.pdf

01/19/23	Email	jeffapplebenowitz@gmail.com	-	-	Benowitz, Jeff	encourage the DOTPF to enforce their regulations, which would prohibit use of the route by	General	N/A	Read at the 1/26 TAC meeting. Individual responses were not provided to comments received during TAC meetings. Public comments provided during TAC meetings were recorded here within the project comment log and reviewed by the project consultant team to ensure the analysis and plan considered the subject matter of the comment. If the comment noted a subject matter not already being considered, then the comment was noted as one requiring review and follow-up by the project consultant team.			Emails\20230119_Benowitz Jeff [EXT] An email reply to Tetlin to Fort Knox Corridor Public Engagement needs your review.pdf
01/19/23	Email	aksusie@me.com	907-388-3422	-	Wilken, Susan	Asked that the list of stakeholders be updated for the Jan 26 meeting.	Procedural	N/A	A response was never provided for this comment; however, the comment was noted and eventually resolved.	No		Emails\20230119_Wilken Sue Update Members of Advisory Committee.jpg Emails\20230117_Erickson David [EXT] An email reply to Tetlin to Fort Knox Corridor Public Engagement needs your review.pdf
01/17/23	Email	derickson7421@gmail.com	-	215 Craig Ave, Fairbanks, AK 99701	Erickson, David	has no permits, and Long Combination Vehicles cannot use Peger or Johansen for their regular	General	05/17/23	Your comment below came to a comment platform (publicinput.com) that the project unsubscribed from using right about the time you submitted your comment. Nonetheless, your comment did make it way to the project team and has been recorded as part of the Alaska/Richardson/Steese Highways Corridor Action Plan project. Concerning air quality, Fairbanks Area Surface Transportation (FAST) Planning recently published a report that presents the fine particulate matter (PM2.5) and carbon monoxide (CO) Regional Conformity Analysis for the urbanized portion of the Fairbanks North Star Borough, including the cities of Fairbanks and North Pole. The conformity analysis report shows emissions results with and without the ore haul and reports that for both scenarios, with and without the ore haul, emissions are no greater than the applicable emissions budget (i.e., conformity is demonstrated). The final report is available at https://fastplanning.us/wp-content/uploads/2023/03/2045_MTP_Update_Air_Quality_Conformity_Final_Report.pdf Information pertaining to the impacts to roads and traffic is available at the project website, specifically under the "meetings" tab here: https://dot.alaska.gov/nreg/tetlinfofortknox/meetings.shtml Thank you for your interest in the project. Should you have additional comments, please send those to comments@akrichsteeze.com .	No		
08/31/23	Survey123	kittyinalaska@yahoo.com			Lancaster, Kitty	Add to news letter	General	N/A	Requests to be added to the project newsletter were not provided a response. The project consultant team documented the request here within the project comment log and added the email to the newsletter list serve.	No		