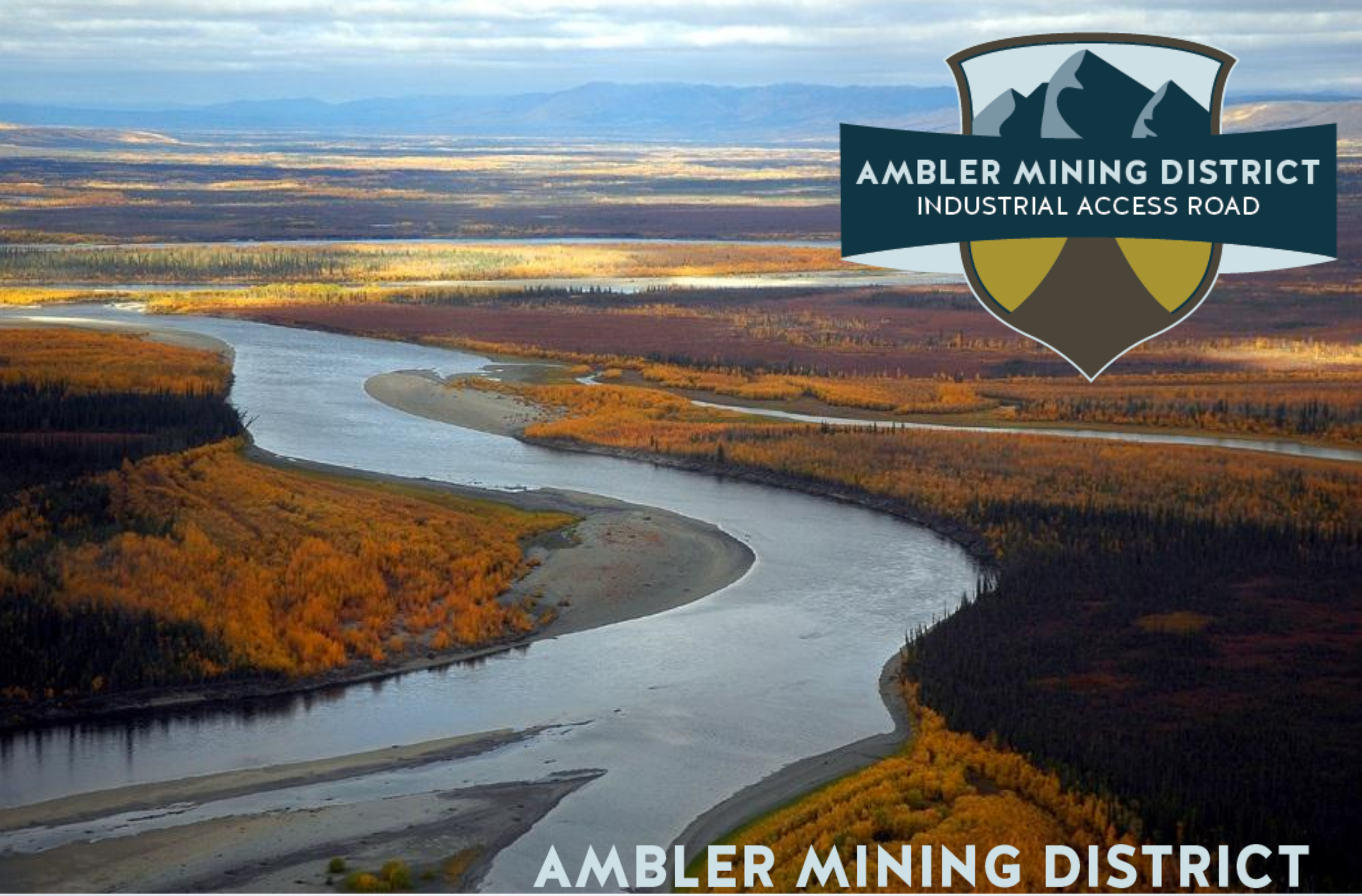


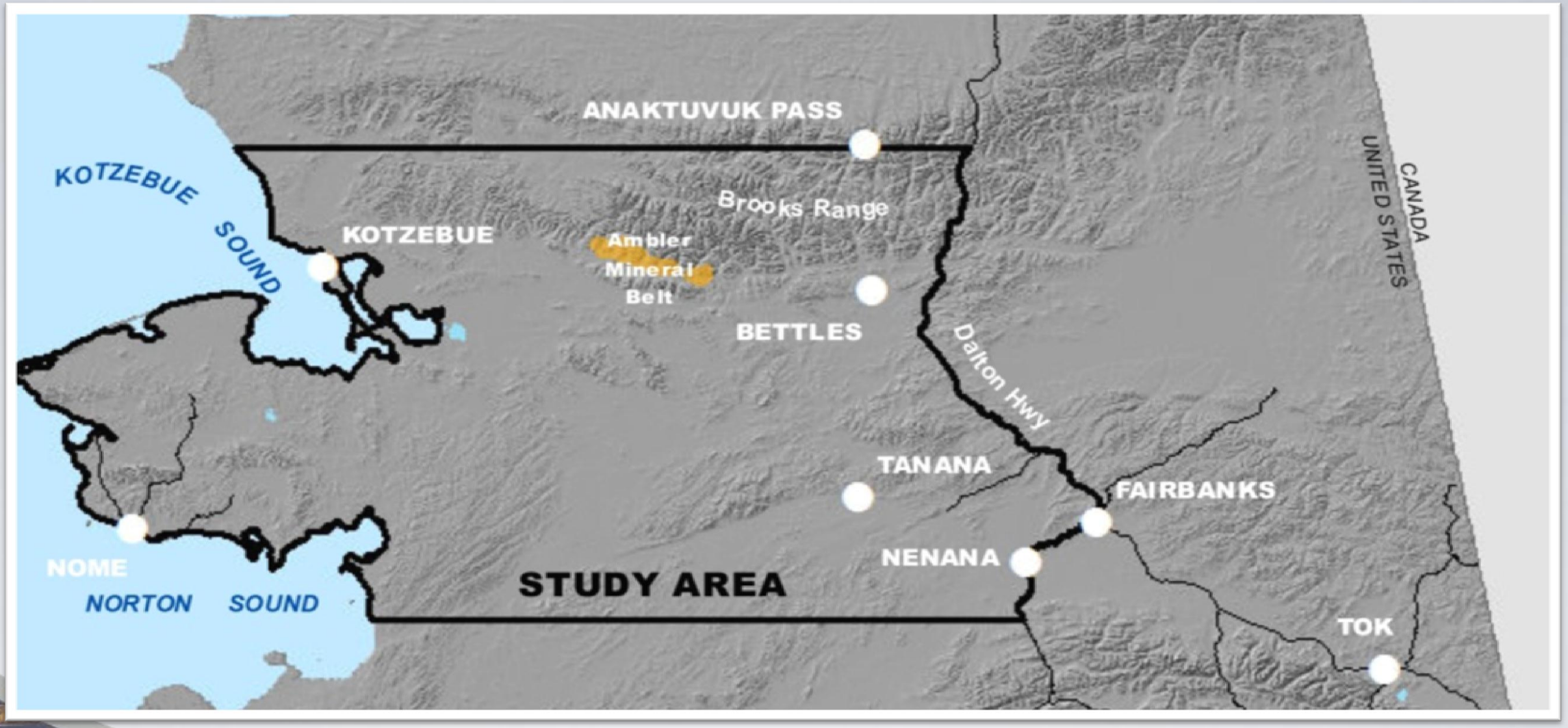
AMBLER MINING DISTRICT
INDUSTRIAL ACCESS ROAD

Purpose of the Project

- Construct surface access (industrial) to the Ambler Mining District
- Support exploration and development of mineral resources in the Ambler Mining District

AMBLER MINING DISTRICT
INDUSTRIAL ACCESS ROAD

Where is the Ambler Mining District?



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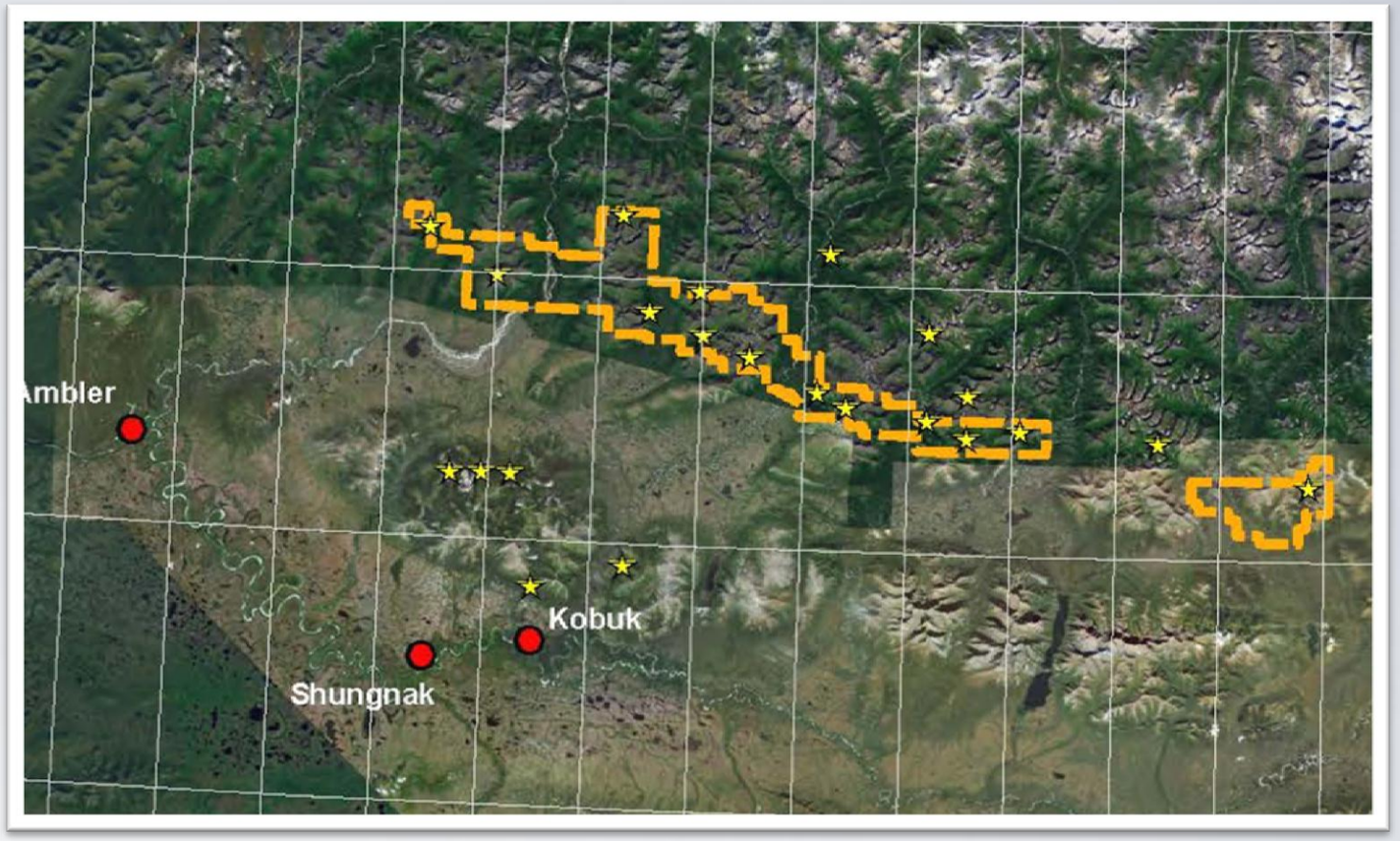
Resource Rich Region

- **75 mile long State-owned mineralized area,**
- **Copper, zinc, lead, silver and gold**
- **Key deposits:**
  - Arctic (Nova Copper)
  - Sun (Andover Ventures)
  - Bornite (NANA)
  - Smucker (Teck Cominco)



Mine feasibility studies show overland transportation is required for mining to be economically feasible

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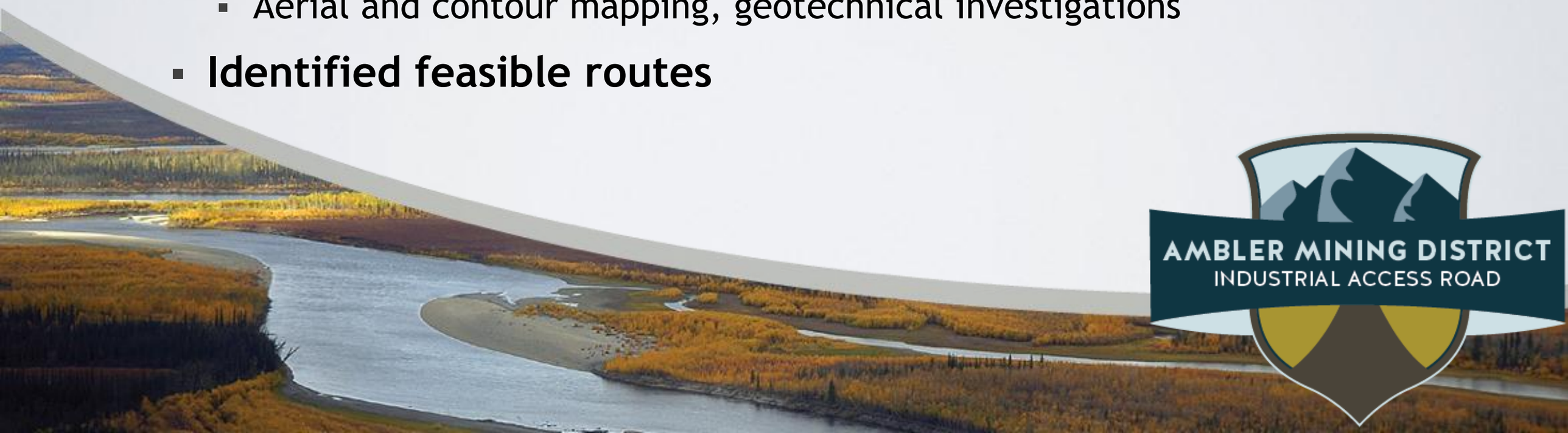
Project Development To Date

- **DOT&PF initiated transportation reconnaissance efforts in 2010**
  - Community outreach/consultation
  - Project website, 20+ public meetings, newsletters/emails
- **Preliminary engineering**
  - Design criteria, corridor identification/analysis, cost estimating
- **Preliminary baseline environmental research**
  - Preliminary wetland/vegetation mapping, baseline biological studies
  - Socioeconomic analysis, subsistence study data gap analysis
- **Other work completed**
  - Aerial and contour mapping, geotechnical investigations
- **Identified feasible routes**



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Analysis of Preliminary Corridors

- **Preliminary corridors were evaluated on:**
  - Corridor length
  - Federal Conservation System units (e.g. wildlife refuges)
  - Wild and Scenic Rivers
  - Salmon/sheefish habitats
  - Caribou habitats
  - Threatened/endangered species and critical habitats
  - Wetland habitats
  - Availability of material sites
  - Construction/maintenance cost

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INDUSTRIAL ACCESS ROAD

Brooks East Corridor

- 200+/- miles long
- Four maintenance stations
- 15 large bridges (>150 feet)
- Least caribou impacts, no endangered species impacts
- Least impact on salmon/sheefish habitats
- Corridor through Gates of the Arctic National Park & Preserve was reserved in ANILCA
- Generalized Land Status
  - 120+/- miles on State land
  - 20-30 miles on federal (NPS/BLM) land
  - 40+/- miles on ANCSA Corporation lands

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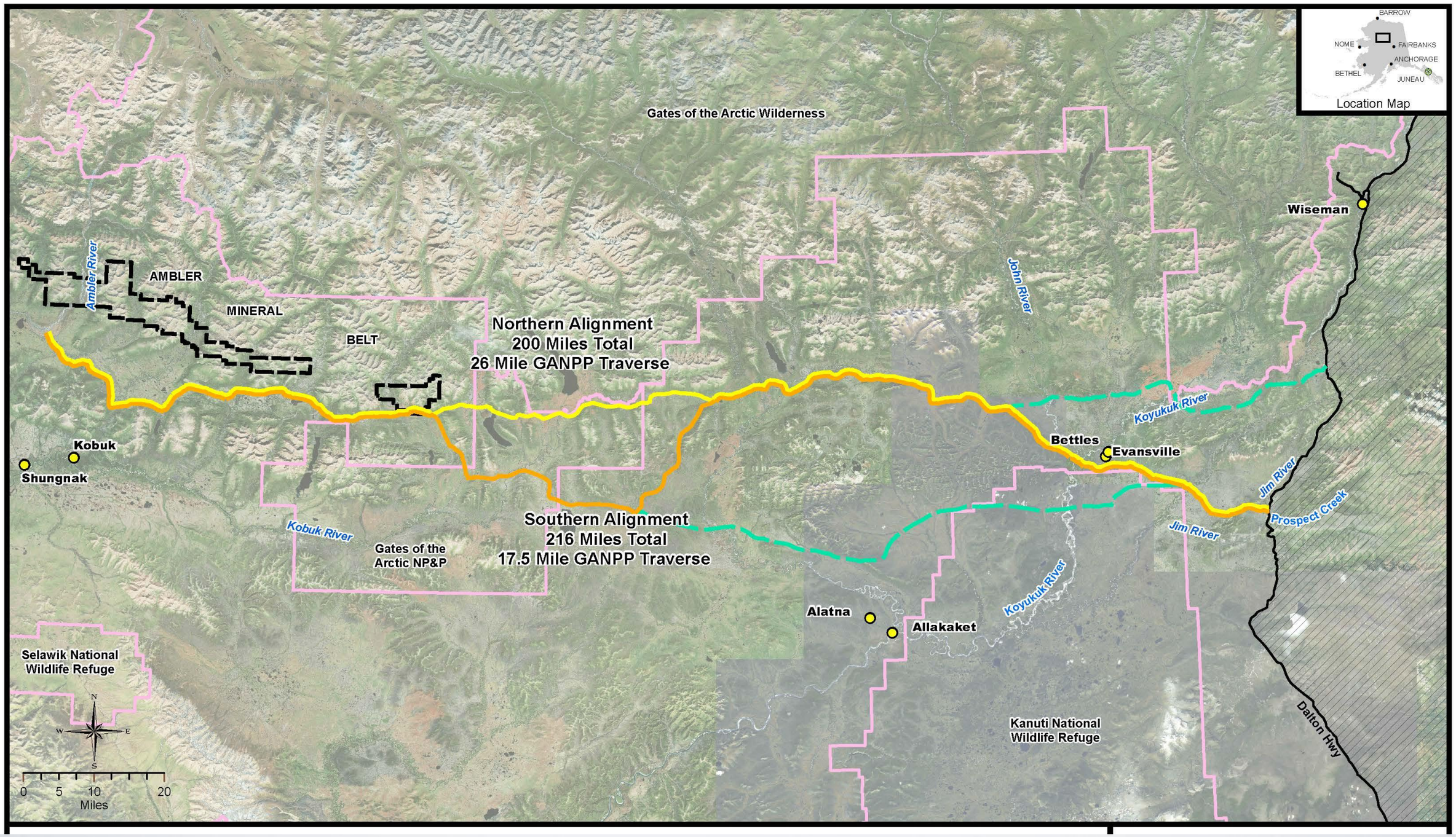
Proposed Corridor and Alternatives



Community Input on Proposed Access

- **High level of interest in communities throughout the region**
- **Many of the comments have centered on:**
  - Subsistence impacts
  - Economic issues (employment, cost of living, etc.)
  - Access (restricted vs. public) and number of vehicles
  - Environmental issues (wilderness, asbestos, acid rock drainage)

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Different than Dalton Highway

- Was constructed using a public ROW from BLM and closed by Commissioner of Transportation
- Dalton Highway ROW was owned by State and road was managed by DOT&PF – Commissioner had authority to open or close road
- Dalton Highway was placed on the Federal Aid Highway System – allowed federal funds to be used for maintenance

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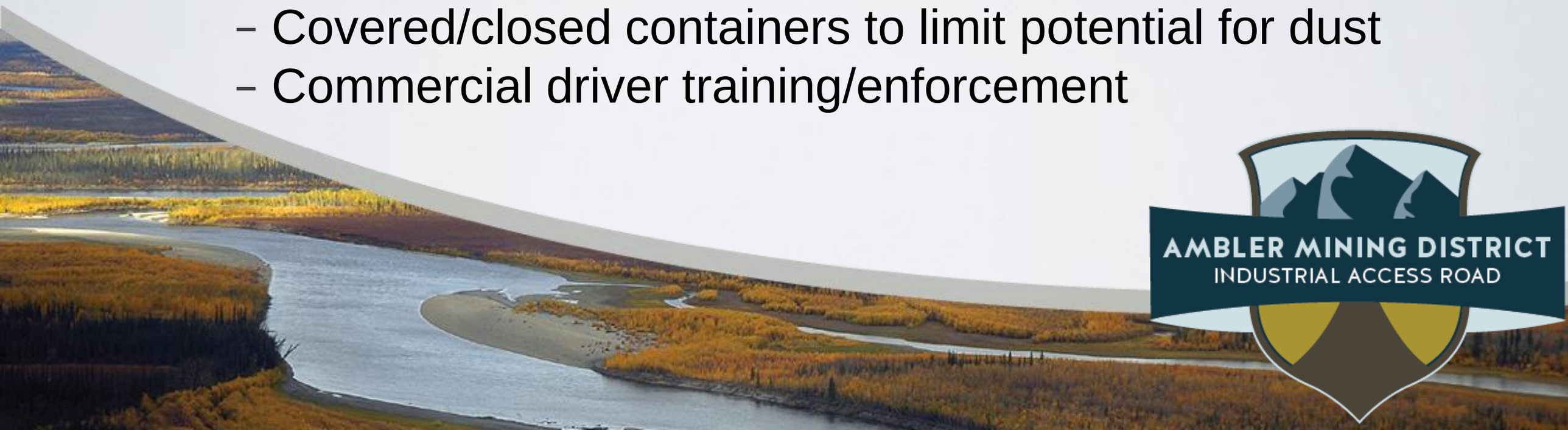
Similar to Red Dog Mine Road

- Controlled access – for industrial use only
- Road is narrower and lower than public highway
- User tolls used to fund/repay construction and maintenance
- Lessons learned on Red Dog Mine Road:
  - How to deal with caribou crossing road
  - Working with local community to identify needed road crossings
  - Covered/closed containers to limit potential for dust
  - Commercial driver training/enforcement



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Red Dog Mine Road

Proposed Project Schedule

Community Outreach/Consultation	2011-2018
Routing/Reconnaissance Studies	2010-2013
Baseline Environmental	2012-2015
Preliminary Engineering	2013-2015
Submit permit app. to initiate EIS	2014
Public Private Partnership Development	2016
Permitting/Final Design	2016-2018
Construction Start	2019

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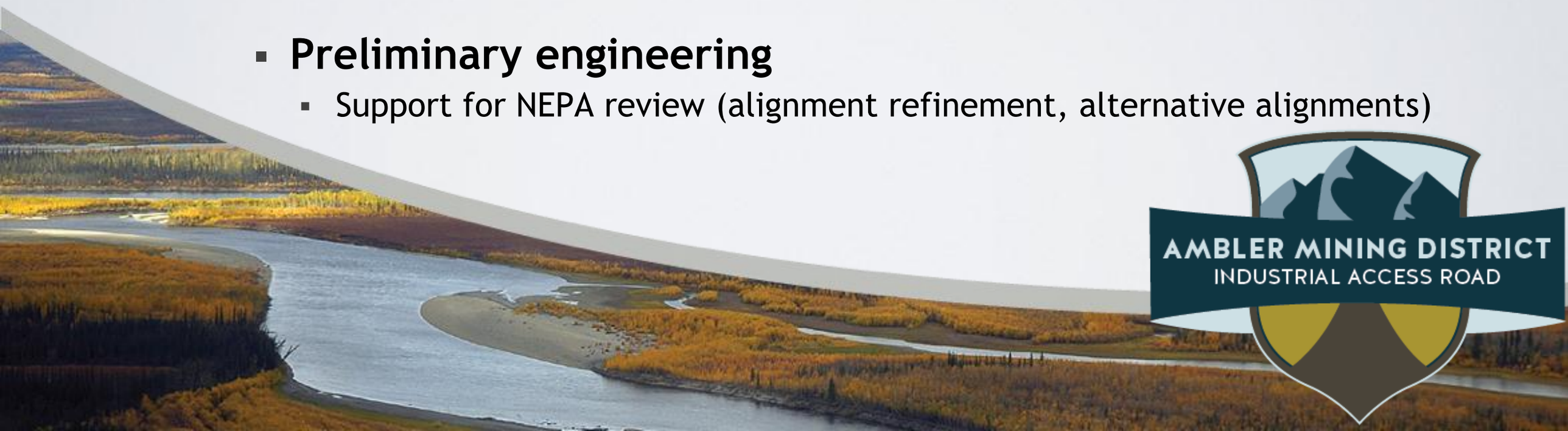
Proposed Tasks FY2015

- **Environmental documentation/permitting**
  - EIS coordination
  - Continued Agency consultations
- **Community outreach/meetings**
- **Additional baseline studies**
  - Additional hydrology studies (UAF, contractor)
  - Additional biological studies (ADF&G, contractors)
  - Cultural resources and subsistence studies (ADF&G, contractors)
  - Additional geotechnical studies (DOT&PF, contractor)
  - Additional economic/financial studies
- **Preliminary engineering**
  - Support for NEPA review (alignment refinement, alternative alignments)



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FY15 Activities Funding

AGENCY	FY15	SCOPE OF WORK
Project Mgmt/Legal	$1,250,000	AIDEA personnel charges, outside legal counsel for NEPA process.
Public Outreach	$700,000	PI services including local community liaison services.
Third-Party EIS	$1,000,000	Third-party contractor to work on EIS under lead federal agency direction.
Hydrology Studies	$600,000	Meteorological data collection, stream gauging on the 4-5 major rivers, snow surveys (snow depth and snow water equivalent), suspended/bedload sediment studies.
Fisheries Studies	$1,200,000	Fisheries and habitat studies by ADF&G over 2-3 years.
Geotechnical Studies	$1,000,000	DOT&PF geotechnical drilling and studies to identify material site, quantify material site quantities, and provide geotechnical recommendations.
Health Impact Assessment	$500,000	DNR OPMP project coordination manager and HIA development. HIA funding assumed to be split btw FY15 and FY16.
Other Enviro/Engineering	$1,250,000	Cultural resources, other environmental, engineering support for EIS and permitting.
Federal Cost Reimbursement	$1,000,000	NPS/FHWA cost recovery as allowed under federal law for processing ROW permit application on federal lands.
TOTAL	$8,500,000	

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Project Cost to Completion Estimates

Phase	FY15	FY16	FY17	FY18	FY19	Total
Pre-Design/Enviro	$8.5	$8.5	$7.0	$6.5		$30.5
35% Design/Permitting				$5	$5	$10
Right-of-Way					$3.5	$3.5
Design/Construction (Design/Build)					$290-400	$290-400
Total	$8.5	$8.5	$7.0	$11.5	$298.5-408.5	$334-444

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Introduction to Public Private Partnerships (P3)

- P3 is a project delivery method
- Combines design, build, finance, operate & maintain functions
- Allocates different risks to the public & private sectors
- US leads the world in power P3 but lags in other sectors
- Transportation P3 now gaining momentum in US

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Rationale for P3

- Transfer design, construction, O&M risk to private sector
- Provide incentives for cost control & proper maintenance
- Attract subordinate equity financing

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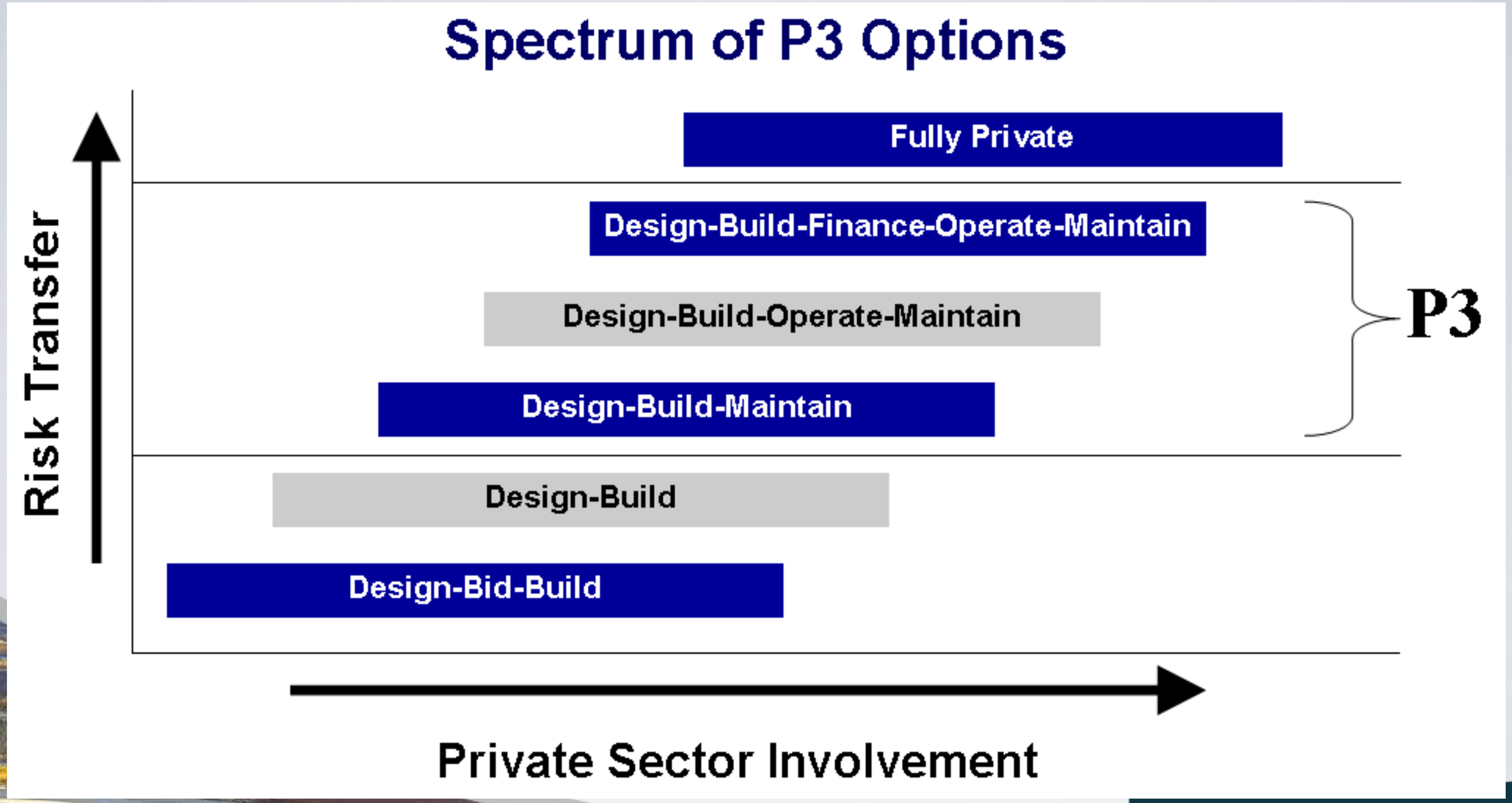
Spectrum of P3 Options



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Questions/Discussion

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