

KINROSS/CONTANGO ORE TRANSPORT PROPOSAL

by the NUMBERS

Advocates for Safe Alaska Highways

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www.everyfivemiles.com (2/28/22)

2/21/22

Number		Description			Comment	Source
BASIC INFORMATION						
1.	Distance	~240	miles	one way	From Manh Choh mines (Tetlin, AK) to Ft. Knox mill	Map Published KR data
2.	Feedstock mine to mill	4,800	tons	per day	Required delivery / day to Ft. Knox	KR instructions to DOT per DOT employee June 2021 “Expect 5,000 tons/day”
3.		9,600,000	pounds	per day		4,800 x 2,000 = 9.6 million #'s
4.	TIME	16.5	months		Time passed since Kinross/Contango have officially been in charge of this project	
5.		300	mile radius	283,131 sq. miles	Kinross – Alaska: publicly announced business plan to bring gold from all mines within a 300-mile radius to Ft. Knox for processing.	Multiple media announcements by corporate executives.

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6.	4.1	grams / ton	Measured indicated gold concentration in 1 ton of ore after drilling 3% of the lease.			Mining North of 60 02/21/22
7.		zero	Public Highways used as haul roads as proposed by Kinross		Manh Choh <-->Tetlin is unprecedented in the United States	Internal web research
8. PAYLOAD CONFIGURATION						
9.		80	tons	Total loaded gross vehicle weight	1 tractor 2 trailers 1 hitch	Kinross 2-15-22 Slide 16 Delta Ppt.
10.	Doubles Payload	45	tons		Total gross vehicle wt. = ~80 tons Payload = ~45 Tons Tare weight = 35 tons	Kinross 2-15-22 Slide 16 Delta Ppt.
11.	Doubles Tare weight	35	tons			
12.	Single Payload	~22.5	tons	shot mine rock	The payload has been an undisclosed number until 2-15-22	Kinross 2-15-22 Slide 16 Delta Ppt
13.	Requires	192	single trailer	deliveries per day	Calculation using 25 tons to arrive at commonly accepted 192 trips / day	(4,800 T / 25 T = 192)
14.	Doubles Payload	~45	tons	shot mine rock	The payload has been an undisclosed number until 2-15-22	Kinross 2-15-22 Slide 16 Ppt

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15.	Requires	96	double trailers	deliveries per day	Calculation using 25 tons to arrive at commonly used 192 trips / day	(4,800 T / 50 T = 96)
<p>16. <i>ROUTE TRAFFIC by SEGMENT 1 & 2</i></p> <p>17. <i>Tetlin to Delta Jct. to Mitchell Expressway Overpass. ~200 miles</i></p>						
18.	Route segments 1 & 2 (1) Tok to Delta (2) Delta to Mitchell	96 one way / day	Loaded northbound double trailer haul units per day	Tetlin to Mitchell overpass (~200 miles)	<u>Route</u> Manh Choh mines (Tetlin) road to the Alaska Highway , then Alaska Highway west to Richardson Highway at Delta Jct. then north to Mitchell overpass – Fbxs.	4 delv / hr. = 96 delv / day (one-way trip)
19.	<u>TOTAL</u> one-way trips per day	192	Double trailer haul units per day	Between Tetlin and Mitchell		[4 delv / hr. x 24 hrs.] x 2 [empty return] = 192 one-way trip <u>TOTAL</u> <u>192</u> one-way trip per day

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20.	Results in every	7.5	minutes	The frequency a double trailer ore hauling unit will pass by any one particular point on route to / from Tetlin to Mitchell overpass @ 4 delv / hour	Tetlin to Mitchell overpass (Segments 1 & 2)	60 min / (4 + 4 trucks) = 1 truck every 7.5 minutes
21.	Length	120	feet	Total tractor & double trailers	Route segment 1 & 2 (Tetlin to Michell)	Kinross & Chapter 25 Commercial vehicle regulations
22.		80	tons	Loaded weight of double northbound ore hauler	Route segment 1 & 2 (Tetlin to Michell)	Kinross 2-15-22 Slide 16 Delta PPt
23. ROUTE TRAFFIC by SEGMENT 3 & 4						
24. Mitchell Expressway to Fox Weigh Station to Ft. Knox mill ~40 miles						

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25.	Route segments 3 & 4 (3) Mitchell to Steese weigh station (4) weigh station to Cleary Summit	384	Single trailers per day on segment 3 & 4	<u>Chap. 25 Commercial Vehicle Size, Weight, and Permit restriction requires OAL no more than 95'</u>	<u>Route (After depot breakdown)</u> Mitchell overpass west to Peger Rd. Peger Rd north across Airport Road intersection to Johansen Expressway then east to Seekins' intersection . Then turning north onto the Steese to Fox weigh station to turn east to ascend Cleary Summit to mill entrance @8.3 miles.	(8 loaded trailers/hr. x 24 hrs.) x 2 (return) = 384 trips to and from Mitchell to Ft. Knox.
26.	Results in every	3 min 45 sec	Frequency	A single trailer ore hauling unit will pass by any one particular point on route to/from mill	From Mitchell overpass to mill Segments 3 & 4	60 min / (8 + 8 trucks) = 1 truck every 3.75 minutes
27.		95	feet	<u>Chap. 25 Commercial Vehicle Size, Weight, and Permit restriction requires OAL no more than 95'</u> total overall length bumper to bumper	Route segment 3 & 4 (Mitchell to mill)	Kinross & Chapter 25 Commercial vehicles regulations
28. SCHOOL BUS TRAFFIC and SAFETY						
29. PICKUPS and DROP OFFS EVERY SCHOOL DAY						

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30.		10	routes	public school bus routes	1 route: Tok 2 routes: Delta school district 7 routes: FNSB	FNSBSD (R. Hinton) Delta SD Tok SD
31.		188	school bus stops per day	on highways	Full stop, red lights on, on roadway or shoulders	Calculated from FNSBSD data and maps
32.		400	students on board	Nominal ridership pre CV19	10 routes x 40 / bus	Estimated ridership
33. SAFETY						
34.		2	inches of fresh snow	on highways	Creates a truck & trailer blinding blizzard nightmare	Actual experience for all interior Alaska travelers
35.		3 – 8	degrees	uphill slope on Cleary summit ascent	Reference point: Atigun Pass has 11%.	Actual transit
36.		1	hairpin curve on uphill grade	Skoogy Curve	Starts at 7.1-mile Steese Highway	
37.		5	MILES	EVERY FIVE MILES A TRAVELER WILL ENCOUNTER A 50 - 80 TON 120' ORE HAULER. ONE IN YOUR LANE / ONE IN OPPOSING LANE		
38.		7.5	MINUTES	THE FREQUENCY A DOUBLE TRAILER ORE HAULING UNIT WILL PASS BY ANY ONE POINT ON ROUTE TO / FROM TETLIN TO MITCHELL OVERPASS 8 UNITS/HOUR		

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39. INFRASTRUCTURE						
40.		Zero	Critical Analysis	No analysis: ESAL’s roadbed impact; Traffic impact, or air quality analysis	Preliminary data shows ESAL (<i>Equivalent Single Axle Load</i>) equating to multiples of thousands of cars per single loaded ore transport.	Reason for independent peer reviewed analysis
41.		1	highway connection to the United States		Alaska Highway	Actual
42.		1,980	feet	Robertson River bridge	2004 rail replace / seismic upgrade	ADOT ON SHPO LIST
43.		1944	year of construction			ADOT
44.		970	feet	Johnson River bridge	1994 rehab 2004 seismic upgrade	ADOT ON SHPO LIST
45.		1944	year of construction			ADOT
46.		Estimated \$250 M?	dollars	Replace bridges	1) Funding source? 2) Effect on state wide projects (STIP)? 3) Effect on Northern Region projects?	Broad estimate based on prior projects
47.		\$40	Million	“Discovered” in 1/22 to fund 10 - 12 miles of passing lanes	Northbound: 16% available for passing South bound: 19% available	DOT 1/17/22 email
48.		17.5%	of current highway miles that are passing lanes between EAFB and Tetlin		~1/2 are unusable for 120’ trucks	DOT web map
49.		3 – 8	degrees	uphill slope on Cleary summit ascent	Reference point: Atigun Pass has 11.0%.	Actual visit

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50.		1	hairpin curve on uphill grade	Skoogy Curve	Starts at 7.1-mile Steese Highway	
51.		1	Suspect overpass capacity	Chena Hot Springs overpass	Requires hard stop roundabout detour across Chena Hot Springs Road	1) Actual visit 2) DOT 3) Legislative testimony on Ak Gasline
52.		3	Truck scales	Tok Fairbanks Fox	per DOT	DOT actual
53.		6	minutes	To slow, exit, weigh, return to speed		Ak DOT Commercial truck enforcement
54. Air Quality						
55. Federal Serious Non-attainment area						
56.		1	Serious non-attainment area	Must be considered	EPA / ADEC Approved SIP	See FNSB PM2.5 Non-Attainment Area Map
57.		59	days	Non-attainment	Winters 2021 & 2022 ytd PM 2.5 requirement	ADEC AQ Division reporting
58.		Zero	Air Quality analysis		What is the effect of running 192 – 384 ore hauling units through Fairbanks every day	Reason for independent peer reviewed analysis

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59.		1	Vehicle Emission Plan	Based on travel modelling	2024-2025 expected traffic levels	2020 Serious SIP State AQ Control Plan Reason for independent peer reviewed analysis
60.		Zero	Critical Analysis		There has been no critical analysis of the proposed safety, equipment, infrastructure, or environmental impact	Zero
61. LEGISLATIVE ACTIVITY						
62.		2	lobbyist	In Juneau for session	Purpose?	Actual confirmed APOC documents
63.		\$86,800	dollars	Cost for Kinross / Contango lobbyist for session.	One base amount One by month	
64. TRUCKING THIRD PARTY CONTRACTOR SEARCH						
65.		5	trucking firms	Alaska owned and based	Given RFP sometime in 2 nd or 3 rd qtr. 2021	Kinross Nov 22, 2021
66.					Declared non-responsive Nov 2021	

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67.		Unknown	trucking firms	USA based	RFP released Nov 2021
68.				Canada based	
69.		Zero	response from trucking firms	USA / Canada RFP response	
70.	INCREASE IN TRUCKING VOLUME DUE TO PROPOSED ORE HAUL				
71.		10X	increase in “combo-unit” trucking volume in <u>Tok</u>	AKDOT/PF Traffic Data https://alaskatrafficdata.drakewell.com/	Reason for independent peer reviewed analysis
72.		50%	car / truck balance <u>Tok</u>	Tok will have 50% large truck traffic AKDOT/PF Traffic Data https://alaskatrafficdata.drakewell.com/	Reason for independent peer reviewed analysis
73.		>3X	increase in “combo-unit” trucking volume in <u>Delta</u>	AKDOT/PF Traffic Data https://alaskatrafficdata.drakewell.com/	Reason for independent peer reviewed analysis
74.		28%	percentage increase in <u>Delta</u>	All “big truck” AKDOT/PF Traffic Data https://alaskatrafficdata.drakewell.com/	Reason for independent peer reviewed analysis

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75.		>2X	increase in “combo-unit” trucking volume <u>Fairbanks</u>	On Mitchell Expressway and Peger Road	AKDOT/PF Traffic Data https://alaskatrafficdata.drakewell.com/	Reason for independent peer reviewed analysis
76.		15%	Anchorage – Fairbanks Parks Highway	Trucks “combo- unit” per day = 120-130	AKDOT/PF traffic counter Nenana	Reason for independent peer reviewed analysis
77. MISCELLANEOUS						
78.		7.83%	Permanent Fund ownership		How does one manage the conflict of interest?	Actual AK PF web
79.						
80.						
81.						
82.						

Compiled by Gary Wilken. 907-378-0707. February 21, 2022