

## Estimated Costs to the State of Alaska to Accommodate the Ore Haul

PROJECTS	SOURCE	CONSTRUCTION YEAR(S)	COST (\$) *	NOTES
<b>Traffic Safety</b>				
Climbing lanes required for >10 mph speed differential	Kinney Engineering	TBD	\$50,600,000	Total of 15 locations throughout the route (18 total miles)
Bus stop improvements	Kinney Engineering	TBD	\$200,000	Scope and cost estimates for lighting upgrades, bus pullouts, and signage at 35 bus stops with inadequate SSD on ice
Brush cutting to improve sight distances	AKDOT (9/23/23 Ch 11)	Ongoing	\$1,600,000	Brush cutting, passing lanes signage, TBD location devices
<b>Traffic Operations</b>				
Additional state employee personnel required	AKDOT/ State of Alaska	TBD	TBD	Staffing of 24/7 weigh stations, EMS response and equipment, etc., still being determined
<b>M+O Increases</b>				
Summer maintenance and operations	Kinney Engineering/AKDOT	<b>Annual expense</b>	\$4,000,000	
Winter maintenance and operations	Kinney Engineering/AKDOT	<b>Annual expense</b>	\$3,500,000	
One-time expenditures	Kinney Engineering/AKDOT	TBD	\$3,200,000	Additional equipment, sand sheds, personnel housing
<b>Assets</b>				
Robertson River Bridge 509 Replacement	DOT STIP Amendment #2	Post-2027	\$135,251,000	STIP ID #34126
Johnson River Bridge 518 Replacement	DOT STIP Amendment #2	2025-2027	\$120,014,402	STIP ID #33824 and 34445
Gerstle River Bridge 520 Replacement	DOT STIP Amendment #2	Post-2027	\$128,672,826	STIP ID #22322 and 34447
NB Chena Flood Control Bridge 1364 Replacement	DOT STIP Amendment #2	2025-2027	\$105,798,946	STIP ID #34130
Corridor Pavement Replacement	Kinney Engineering	TBD	\$489,000,000	Significant Pavement Replacement and upgrades are required to accommodate the "new normal" weight of the ore haulers
* All costs are ROM estimates with the expectation that they will increase by as much as 50% at time of construction (Kinney Engineering at 9/14/2023 TAC meeting)				
		<b>TOTAL COST TO STATE DUE TO ORE HAUL</b>	<b>\$1,041,837,174</b>	