

Other Impacts and Concerns

I am not in favor of the state picking up the tab for the extra road and bridge damage caused by these trucks.

I live 200-mile round trip to Fairbanks, where I am dependent for medical, emergencies, groceries, family needs. The tender lifeline of the Richardson Highway is the means for my accessing the basics of life. Likewise the WWII bridges are Alaska's critical lifeline for food, fuel, construction, military for the needs of our livelihood. All of Alaska's gatekeepers for the public safety and highway accountability have been derelict in their responsibilities to the public welfare due to cronyism and opportunism for protecting the venues of this most beautiful frontier. During the winter, interior Alaska has five hours of daylight and temps as low as -50 along with blowing powdery snow and black ice. When a huge truck passes an oncoming vehicle, there is a whiteout, a complete lack of visibility for the oncoming car, who has to think about vehicles to following him. It is a complete abdication of stewardship to give away our highways, to give a free ride to a foreign resource extraction company, to greatly risk safety in using our fragile, NON-Interstate highways for the abuse of 80-ton, 90-foot long double trailer trucks to pound our highways every 12 minutes, day and night for five years plus. It is a sin for our elected gatekeepers to make legislative deals to allow this for all of Contango's mushrooming further gold claims for the purpose of lining Kinross, Contango and Black Gold pockets. Such poor decision-making for the purpose of keeping Ft Knox alive because the owners thereof don't want to pay the enormous costs and do the complicated mandatory permits for shutting down Ft Knox and its financial pipeline to Fairbanks. For what? the abuse of our ecology, of our fragile highways and an exaggerated dream of what foreign mining companies do for Alaska. Foreign companies who think it's okay to run behemoth trucks every 12 minutes, 24/7 and who refuse any responsibility for upkeep to Alaska's highways should be disallowed for this unprecedented giveaway of corridor use. Heretofore resource extraction companies have either built their own venue or paid a toll. Black Gold and Kinross have taken extreme opportunism of the outdated, pipeline era allowance of calling Alaska's roads interstates, which they are not. To allow AKDOTPF to make arbitrary assessments of the definition of Interstate and to be equally arbitrary re WWII bridge limits, strength of our roads and bridges is to allow the fox in the hen house to oversee the birds.

Traveling South on the Richardson, i encountered 8 loaded trucks traveling North in 37 minutes. 3 were traveling together. Many have torn tarps.

I followed on ore haul truck loaded around CHS roundabout and up onramp to Steese. Only going 17 miles per hour to merge at Steese!

The noise from the trucks is a higher impact than they have reported. My daughter lives off Steese Highway and we cannot visit on her deck when the trucks go by because they're so noisy we cannot hear each other talk. I lost wheel weights on the Richardson and Alaska Highway due to, the damage to the roads from the trucking and had to have my tires rebalanced. I also have a rock chip in my windshield from the trucks.

Concerned about snow blow from trucks reducing visibility ie safety while driving.
Extended drive time due to inability to pass.

Feel unsafe driving to and from Delta now. They lumber uphill and are slower going downhill. They seem never to be in sync with regular traffic flow. Not only is the haul a concern, the fact that Kinross and Black Gold are regularly recruiting staff from outside of Tok that is supposed to gain so much from this unnecessary mining. Fairbanks and all of the communities along this corridor are suffering and gain nothing. It is wrong and therefore immoral.

I used to be a Volunteer EMT in Tok. I am concerned how turning the Alaska Highway into a mining haul road has and will in the future, effect public safety.

I no longer live in Tok, but am reluctant to drive this section of the Highway, due to safety concerns.

It's too soon to see road damage just yet, but the predicted cumulative wear and tear is a straightforward calculation. On that basis, the Black Gold trucks are already clandestinely robbing the community. I've also witnessed dozens of ore haul vehicles over-riding the curbs at the CHSR/Steese roundabout. Something certain to accelerate damage for a provision that is only supposed to be used infrequently.

The truck traffic has a chilling effect on tourism and local enjoyment of our lands along the haul route.

The sheer size and volume of trucks on this road is a serious problem. The passing lanes have been needed but with the military traffic also will just make a bad situation worse.

Air, light, noise, and roadway pollution and damage out at Twin Creeks turnoff to Ft. Knox mill below our place at Cleary-Summit.

The noise and traffic safety at the Fox changeover yard as the trucks pull in or go out is a problem and the mud from their yard is detrimental.

The slow acceleration of the tandems to and from town at stops is a hazard.

The single trailers going up the Steese past Skoogy Gulch have had as many as five vehicles stacked behind them at 18 mph.

The Steese pavement out by the Pedro Monument was pulverized this spring.

The road up to Chatanika is awful as well as heading to one of our favorite camping spots outside of Tok. Personally experienced dangerous driving conditions several times between 3 1/2 and 4 mile Steese Hwy. Rounding the curve at 55 mph and having to quickly switch lanes if possible or slow down substantially in a short amount of time because ore truck only going

37 mph., Not cool. The ore trucks are not staying 15 minutes apart especially since June forward.

Rock thrown from an ore truck smashed my windshield, repair cost \$915.00

Because of the ore trucks, my family relocated as our businesses required regular travel to southeast AK on the same road the ore trucks frequent m. We had a wonderful home yet didn't want to place ourselves into an ongoing, risky situation. The few trips we have made to FAI from SE AK since moving, show the ore trucks are not evenly spaced out along the highways. They are clumped together, which is even more intimidating for passenger vehicle drivers.

Noise level noticeable from trucks on Steese Highway at residence on Old Steese Hwy.

Roads are in terrible shape. I can't directly attribute to heavy ore trucks solely, but they can't be helping it any.

The trucks are running two, sometimes three, together with only one to two minutes between. This makes it difficult to assess dangerous traffic. Also, I am concerned that going over bridges/ overpasses so close together puts added stress on them.

I am fortunate enough not to be living near the roads these trucks travel, but when I do drive the ore haul route, I'm always fearful of those large trucks, I drive a motorcycle and a small car and those trucks are rather intimidating. I expect that sort of traffic on the haul road (Elliot, Dalton hwy), but major roads going through town that aren't designed for such large trucks is a recipe for disaster. We all have to share the same roads which are limited in Alaska, and maintenance is a huge challenge without the wear and tear those trucks do.

It now takes longer to travel from Delta Junction to Fairbanks because of the increased truck traffic

The highway is no longer safe to travel on.

I laugh how trucks are supposed to be at 15 min. intervals, then see 3-4 stacked up at a highway flagged station.

It appears that the trucks are frequently traveling together. Even more scared on the highway.

Return trucks leaving the Black Gold site to return to Tetlin raise a lot of dust, impacting visibility on the Richardson

I don't travel much on the specific roads but I am hearing from people about 'truck trains', road damage, etc. I am flat out opposed to this for all the reasons you are.

Ore coverings are often torn. These loads are known to carry toxic minerals. I live right on the route.

I feel they are not abiding by their stated schedule. On my 4 mile drive to work m-f I see 5-6 trucks from Mike 271-Delta. I also see 3-4 North bound loads in less than 5 minutes.

Frequent continuous build up of mud on the highway road surface from the ore trucks, making the road surface dangerously slippery.

I am a very senior citizen living in the Goldstream area. I do not anticipate using any of the roadway that the trucks are using.

The State of Alaska is supporting the extraction of non-renewables with very little compensation.

This DSO has adversely affected the peace and tranquility of our home and property. 24/7/365 DSO is intrusive! We cannot leave our windows open at night because of this noise, holidays are no longer quiet and peaceful, Sundays are no longer quiet and peaceful. We are outside almost all day every day and we hear these trucks coming from 1/2 mile away in both directions - loaded and unloaded! The road noise from all of the tires is incredible - I think Kinney Engineering needs to have their decibal meters recalibrated, because the noise is nerve racking!

Kinross sold 'the bill of goods' that there would only be 2.5 loads per hour - HAH! We have many times see 4 btrains in a row, and just yesterday we saw 4 in a row less than 1 minute apart. We live off of the north Steese, and the road is a mess this Spring and summer, worse than we have ever seen it. We highly resent that a foreign corporation, especially, is taking our gold for a mere pittance of royalties. And actually, by the state maintaining this DSO for them, we are paying them to take our gold!!!

Why, oh why, is it not a requirement for these major mining companies to apply for the ball mill and settling pond permits at the same time as they apply for the mining permit?! In our opinion, no onsite ball mill, no mining permit!! Period!

And under no circumstances should our highways be used for these ore hauls that do nothing to benefit our state. Our state legislators, highway department, government officials, etc., have let us down by allowing this to happen at all, much less continue, ignoring the public outcry!

Environmental damages are immense

That are going to kill someone when there is snow on the roads

I have seen on several occasions 3 ore trucks back to back travelling on the Richardson. This is just too unsafe.

Actually, its a lot less than I thought and the trucks are quiet which is a big plus for me. But I'm still against all this because its a corporation just destroying our roads and we pay for it. I

have yet to be stuck behind one of these trucks but I will at some point I'm sure.

I have a beef with the way the survey is put together. Its a survey designed to get the answers you want. Who could be for kids getting hurt? Who could be for destroyed roads. Its a dishonest survey I usually see from the right wing politicians and I hate them. So much so the only reason I did it was to make this comment. And you don't need this kind of survey to convince anyone. Most people are on your side so don't insult them with trash surveys.

Keep suing them. That's the way to get their attention and produce some results.

I've lived on this route since the early 1970's. I Hauled spaghetti pipe to Prudhoe, Kuparuk. Our family has long hauled from Delta Junction, Alaska to the lower 48; back before everyone suddenly decided to do a disservice to Alaskans by no longer hauling everything we need up the ALCAN from the lower 48.

Kinross doubles should never have arrived in Alaska. Our roads aren't designed for a greedy corporation to fraudulently fund their FOR PROFIT mining operation, via federal and state taxes earmarked for PUBLIC ROAD MAINTENANCE across all 50 states.

Fools driving these rigs, don't run those doubles THROUGH A VEHICLE WASH when they come off the Taylor Hwy before they depart TOK bound for Fairbanks via my front yard!!

Coming through the city whose newspaper is named for the WIND that never stops blowing, ore dust embeds on rig exteriors, blows off, leaving a NASTY FILTHY LAYER of ore dust coating EVERYTHING indoors & out!

Ore haulers are spreading DUST & GRIT all along the route. I'm not the only one tired of having to remove a layer of grit & ore DUST from EVERYTHING numerous times daily!!

Kinross' ore dust makes us sneeze & causes increased health complications from the junk those doubles are hauling hundreds of miles UNNECESSARILY! Only an inexperienced cheechako miner would think ore isn't processed AT MINING SITES! Take a look back at Alaska history! #Klondike

Remember that cheechako who died in the school bus as he was too stupid to go to the neighbors & get help? He was an uneducated cheechako too..from , "America,". Only thing worse is a cheechako from another country who doesn't have enough self respect to educate themselves BEFORE coming to Alaska..&..sticking both boots in their mouths, like Kinross has.

With the whole state being in control of the right wing Republicans there will be no improvement and in fact, more deterioration of the roads and our lives will continue to worsen. Since mining pays almost nothing to support the state this is an insult to the

population at large.

Their oversized trucks, now traveling in threes with little spacing seem to be blocking the view south on the Steese Hwy at the Gilmore/Steele Creek exit quite often. As they slowly crest the hill their size and length and the number of wheels blocks the view so we have to wait at the stop sign as they crawl by. I usually wave one finger at them and wonder if they even notice.

I watched one cross the Chena Hot Springs Rd northbound overpass two weeks ago. Fully loaded with all wheels down. I wonder how often they do that. Maybe at night when most of us are not around. This was mid-day.

I wonder how the weight limits were not put on the highways for the ore trucks this past spring. Have you folks looked at that?

I suggest making more than one selection available in a few places. I think we should all pay for maintenance of the highways but those who do the most damage should pay more.

Good luck.

My husband and I travel the Richardson and the Alcan for recreation, and have considered it a challenging drive in the past decade because of the increase in reckless drivers. Now with the ore haul PLUS the reckless driving, I am actually afraid of driving this stretch that I used to love so much. I am constantly watching for vehicles approaching fast in my lane to pass an ore haul truck (and the car parade behind it).

We recently drove back to Fairbanks from the Birch Lake area at about 1:30am thinking that it would be a more peaceful drive than in the daytime. We were about to pull out from Lost Lake Road when a north-bound ore haul truck came barreling around the Birch Lake turn. We thought that by getting right behind it we would be free of trucks all the way to Fairbanks. No. A couple minutes later we see those flashing lights in our rear view...another ore haul truck coming up fast behind us. We were able to pull off and let it pass and resumed behind it. We were driving between 50 and 55mph because of the very low light and moose and sure enough, within another few minutes there was another ore haul truck coming up fast behind us again. This time I couldn't pull over in time and felt that I had to increase my speed to faster than was appropriate (in my opinion) because we were in a curvy, no-pass section of the highway. I couldn't believe that we were so quickly put in this situation. I feel I am a good driver and have driven many bad situations in my life, but this was scary. And this was a dry, summer road. I don't want to imagine this experience in bad weather or winter.

All in all, we encountered four ore haul trucks going north-bound (our direction) in less than one-half hour. Who knows how many more were right behind them. We also saw two trucks going south-bound. My guess is that they ramp up the rotations at night. There was no highway work at that time of the morning.

I am completely disheartened that it seems like the people of Alaska have no say, even with such obvious safety concerns as this. Thank you ASAH for all the work you have done and

continue to do.

Ore trucks are not using the pull-out used by all other (slow) trucks while climbing to Cleary Summit.

Very concerned about premature wear and tear on our roads.

Trucks are not paying their way--all trucks cause much more wear and tear on roads than passenger cars.

Ore should be hauled by rail, with the shortest possible road hauls.

I remain confused as why certain road users need DoT permits (i.e., foot races like the Equinox Marathon; or bike races); yet this massive ore haul requires no permitting or environmental review.

In a similar vein, I don't understand how adding Amtrak service in the Lower 48 might take years of environmental review for a single (!) round trip daily service, yet multi-hour ore truck at double the highest weight limit of trucks anywhere in the country does not require such a review.

I am concerned that the DoT spokespersons do not respond to emailed question(s) that include mention of the ore haul (happened to me).

The ore haul drivers seem courteous and attentive. I suspect they and their supervisors feel the pressure of the public to minimize mistakes that will draw more negative publicity to the ore haul.

Questions below should allow 2 or more answers.

Thank you.

Many areas along the route are serviced by volunteer fire departments and/or ambulances. They are highly underfunded and asked to be at the ready to respond should one (or more) of these trucks cause an accident. This would also make them unavailable to respond for an extended time should the ambulance need to transport a victim to Fairbanks for medical treatment, thus taking resources that are woefully short of manpower already out of their response area for several hours.

Black Gold trucks entering the Richardson southbound from their camp in North Pole leave significant amounts of dust and debris on the road. In dry conditions, the dust has impacted visibility to the extent that I've had to reduce speed well below the speed limit in order to see the vehicles in front of me.

I DON'T LIVE NOR DRIVE NEAR THE KINROSS TRUCK ROUTE. MY CONCERN IS WITH DUMLEAVY'S LOYALTY THREAT TO AK STATE EMPLOYEES FOR CONTINUED EMPLOYMENT. MY OTHER CONCERN IS THE METHOD OF A FOREIGN CORPORATION TO OBTAIN THE MINING SITE FROM INDIGENOUS PEOPLE.

You can't ride on the side of the road because it's full of rocks now. The amount of rocks and trash on the side of the road used to not be this bad. This is the first year I haven't been able to commute to work along the highway in a decade.

I drive from fbks to delta twice a week and have not been affected at all.

While DOT focuses on improvements, repairs & maintenance on the haul route, funding for other roads will be diminished and repairs delayed creating more widespread safety issues.

The president is horrible. We now have more heavy loads, & more double loads on our roadways, but less maintenance, & enforcement.

Kinross & Hilcorp et al will willingly take advantage of the states ignorance at a cost to citizens.

Who benefits? Substantial benefits should require significant investment.

The Steese Highway is wearing out faster from the trucks. Turning onto the highway from Goldmine Trail is more difficult now, too.

traffic is always a problem. the backups in traffic at the CHSR roundabout can have vehicles stacked up all the way on the off ramp to CHSR coming from Fbks. There have been times where i worried that i would be rear ended by traffic flow NOT turning off to CHSR since i was in the backed up right lane.

Lately these trucks have been sometimes traveling in pairs which makes it harder to pass. When weather conditions are bad the trucks can be issue since they travel so much slower than surrounding traffic going up the Steese Hwy hills. Lets not forget that in icy conditions those trucks loose traction on the Steese Hwy and outside of Delta which results in traffic closures. It happened this winter and it will happen again but just more often since they are hauling more now.

Waking up to these vehicles gaining speed to make the steese hills at 3am is interesting. while not as loud as some other long haulers (so far) they have their own distinctive sound and at times will come 2x at a time. Almost every hour/ every day.

My house will be a harder sell because of the increased traffic flow. While the other truck traffic is short term oil projects (for transporting materials and such), the KinrossContango projects are for years. I will have to deal with the traffic and the noise for years. When i retire my house is a part of my portfolio. Less value means longer work years.

No concerns. This ore haul is extremely safe. This is not a cowboy operation! Detailed risk analysis has been executed along with taking in the comments from the community. These ore trucks were specifically designed and paid for to be the top of the line in safety. Weight is not an issue, its how that weight is spread, that is why additional axels were added. Top of the line engines, breaks and safety gear were added to mitigate safety issues. The school children argument is weak. Kinross, and DOT have nothing to do with where the children are picked up at...this is local school board issue. Further, when my son was picked up by the school buss, it is MY responsibility to be there, sit with him, and teach him what is safe and what is not.

As the trucks leave, Fort Knox, they bring with them dirt, heavy metals and possibly chemicals that are being Deposited along miles of the highway. This has two major concerns for me First, the silt like dirt and wet conditions causes a slippery mud that is a driving hazard. Not. Not to mention it makes any other vehicles that travel along it totally filthy with mine dirt.

And my second concern is what's in that mind dirt what heavy metals chemicals, or other things are being spread into the ecosystem. The dirt the mine trucks are carrying off the mine and onto the highway periodically gets washed into the side of the road. As that's their plan for dealing with the problem. But I don't think these materials should be released from the mine environment.

In addition to the immediate safety impacts, I'm also concerned that money for road maintenance for other roads (for example Chena Hot Springs Road) is being hoovered up and diverted to road maintenance and passing lane construction on the ore hauling route. (A much more minor point is that arguments for job creation are a little thin given the labor shortage in Alaska).

Mostly concerned about uncompensated road damage, but I do live on the route and am impacted by trucks behind me when I need to turn left off the Steese into my driveway. Concerned they won't or can't slow down enough on winter roads.

The state has decided to build a passing lane right in front of my house on the same side of the road as my house. My house was built in the 1950s and is closer to the highway than most houses. That is going to put the passing lane even closer to my house. On the opposite side of the highway there is not one house the entire length of the planned passing lane. There are many driveways on the side of the road I live on. The increased heavy ore trucks are aging our highways faster. Additionally, they have little value to our local economy as the miners and truckers are from out of state!

The same route is frequented by double fuel trucks and large loads going north, often longer than the ore trucks. There is no issue with the ore trucks. Not enough passing lanes.

The practice of allowing B-Trains, industrial use of our public highways, is out of public control. I have written letters with little response or answers to the problems of this situation. What happens with other mines and more B-Trains? Impossible to see clearly to pass these trucks in rain...what will happen with blowing snow? We already have accidents that close the Richardson highway in the winter with the snow removal trucks.

What happens if these trucks lose control on the hills. What is their stopping capability on icy hills?

These trucks are illegal in many states. How many people will be killed before they are banned in Alaska?

I am most concerned about the safety of people traveling the same route as the trucks, including children traveling with their families and on school busses. I'm worried about residents and tourists trying to enjoy our beautiful state sharing the roads with these oversized and overweight trucks, and the potential loss of life and tourism revenue to Fairbanks. And I am worried about environmental damage to the surrounding watersheds from the ore haul.

As a frequent motorhome traveler I have been on "trucking routes" in the lower 48, and will avoid them as much as possible in the future. They felt unsafe, and intimidating. I can easily imagine travelers coming into Alaska and choosing to go toward Anchorage or Valdez instead of Fairbanks, because they have heard about the trucking situation. And finally, I am apprehensive about the fact that there is only one road into and out of Alaska, up to Fairbanks, and beyond to Ski Land, Circle, and Central, and our supply line and evacuation route could be compromised if there is a major road-blocking accident involving one of these humongous trucks.

I was of the understanding that the ore trucks would be spaced out and not be bunched together. Today (1 August) when I drove into town from the Steele Creek area, I saw 5 ore trucks within a short distance of one another. The distance between the first two was about 100 yards, the distance between the 2nd and 3rd trucks was about 20 yards, and between the 3rd and 4th was about a mile, and between the 4th and 5th was about 3 miles. If I was standing in one place along the Steese Highway, I would have seen 5 trucks within a relatively short time. The ore trucks are NOT spaced out!

The road damage between the Farmer's Loop junction with the Steese Highway and Chena Hot Springs Road is worse this year but it's hard to quantify because I haven't taken notes in previous years. As someone who drives a vehicle that has a relatively stiff suspension, I can testify that this stretch of highway is in serious need of more repairs. One stretch of about a hundred yards was recently repaired on the south bound lanes but the north bound lanes are in serious need of repairs in this stretch of road. I would not like to drive a motor home through this section of road at the posted speed. Suspensions could be damaged due to the undulations of the roadway.

I am a road cyclist. I cannot ride some of the roads I used to any more as the draft created by the trucks as they go by me causes safety issues.

During the summer, I travel to Valdez. The presence of the trucks is a safety issue due to cars passing and the length of the trucks.

I'd like to ride the Richardson highway from Fairbanks to Valdez, but the frequency of trucks, their weight, and potential of out of state drivers has me questioning how safe I'd actually be. I am still concerned about how the continuing traffic of the ore haul trucks will affect the Steese Expressway's bridge over the Chena River, which last year DOTP&F rated as unable to carry loads the size of the ore hauling trucks, but was reversed.

I live in Eagle on the Taylor Highway.

It is in dire need of reclamation.

DOT budget restraints over the years have had serious negative impacts on travelers here. Using State of Alaska funds to repair the damage caused by Kinross ore hauls is nothing less than corporate welfare.

Funds are needed to reclaim highways Alaskans rely upon to travel safely.

Complaints & concerns have been sent up & down the chain of command & NO ONE IS LISTENING.

We have lived in Tok for over 30 years, and this is definitely impacting our community in a very negative way. First of all, many people left their jobs and went to work for the mine since they could make a higher wage, leaving many essential services without the employees needed. One example is our heating fuel delivery service. Last year, the owner of the business and an elderly employee had to step up and deliver. It was very difficult for them, and they simply couldn't find anyone with a CDL available to hire. Every service (including our grocery, only open restaurant, and even the Post Office) were impacted and begging for employees. We walk daily and there are often times when we pass 4 of those haul trucks along our paths. They are not spaced out as they should be. ALSO, we are noticing some of the trucks have big rips in the covering for the ore. Obviously these are not being mended and this will result in more exposure to their routes of loose material. We have been outspoken and written letters to our legislators to no avail. It is sad. We are senior citizens and only drive in the winters when absolutely necessary, but now really worry about visibility. In the summers, we drive a smaller motorhome, and I'm terrified of encountering one of those haul trucks as I cross one of the already too narrow bridges we must cross enroute to Fairbanks.

I have driven past and passed these trucks several times. So far, my experiences have not been negative. I don't like double trucks, but those are allowed right now anyway. My main concern so far has been road damage. But the damage has been worst on the Elliott and Dalton highways. So, this issue is bigger than the ore-haul trucks. I definitely think we need to look into comprehensive legislation that deals with this problem. I am glad Sen. Kawasaki is working on legislation regarding this.

this sets a precedent for all ore from interior mines to be processed and the waste stored here at the head of our valuable watershed. This mine was not permitted to store acidic waste or to store more than the produce of Ft Knox. We are jeopardizing the future of our next 7 generations for the added profits of some foreign mining corporations.

I travel the affected area of the road summer and winter for the past 40 plus years. Some areas have always been bad do to permafrost. Although i am now retired i have held a class A commercial drivers licence for 35 years. I am very impressed with the design of these trucks. Much safer than the double tanks hauling petroleum products.

I am concerned about the overall impact this trucking plan will have on our community. Absolutely love the trucks generating jobs and money for the community

My concerns are the safety of our children, impact to our roads and bridges, danger of sharing the road with huge ore trucks especially during the long winters. All the burdens borne by the local population. And when it comes to the toad and bridges repair, well be left holding the bag.

Also, how will the ore mine site remediation be carried out? Haven't heard anything about it. Hope the ore extraction company is on the hook to get it done.

I am more concerned about the jerks that pass these trucks and others in unsafe locations. As well as large military convoys that often stop without pulling off the roads. This can be mitigated by increased trooper enforcement. The main issue I have with the trucks is deterioration of the pavement.

As a cyclist who lives near the Steese Highway and usually ride the route from Old Steese to beyond Chatanika Lodge frequently during the summer months is a safety concern. I have not venture out there this summer and probably won't while the trucks are running there. I now start at the lodge.

I'm concerned by the greatly accelerated degradation of the highways used for ore hauling. I'm also concerned by the significant traffic delays caused by the haul trucks, and the increase in aggressive driving and unsafe passing motorists are using to cope with this. The trucks don't pull over and let traffic backed up behind them pass; and often they are so close to each other that doing so would have little effect on the slowing of traffic, especially on steep grades. As someone who drives many of these roads on a daily basis, this is very frustrating.

When I recently went camping at Donnelly Creek, I counted no less than nine Kinross trucks on the way down and 12 on the way back, including the three that I was stuck behind at various times going uphill. When I took a day trip to the Upper Chatanika, I was stuck behind one going up the winding hill roads for about 30 minutes. In both cases my driving time was lengthened and my recreational time shortened. It was also extremely concerning when an oversized vehicle hauling a building was heading in the opposite direction as a Kinross truck at one point. The oversized vehicle's escorts had stopped traffic to allow passenger vehicles to pass before an uphill. I had just passed when a Kinross truck came speeding down the hill. I was really concerned that it wouldn't be able to slow down in time to avoid the passing cars or the building being hauled. Fortunately there was no collision this time, but the situation was very dangerous and it seems like only a matter of time.

Road repair and construction activities currently result in an extra one hour to reach Delta Junction from Fairbanks. Only time will tell, but it appears that other road systems (e.g., Taylor Highway) may be receiving less attention because DOT resources are being strained by the attention and resources required to subsidize the ore truck route. At the very least, the private mining interests should pay their fair share.

Tearing up the Steese from Fox to Twin creeks. They are not adhering to 15 minutes apart. I see 3 in a convoy right through town. They impact emergency traffic. I see their man camp on the frontage rd of the Rich. Where do all those people come from. What is ratio to local hire. How many moose have been hit? I feel very unsafe if i have to pass them even if it is a 4 lane highway.

No issues what so ever with these trucks nd I travel with them 6 days a week

1. Those super tankers bringing fuel to Fairbanks are 22% heavier and 12 ft longer than the ore trucks and sport 1/3 the axles
2. Around northern Nevada similar ore transportation has been implemented for more than 25 years in nearly identical climate and terrain.
3. The founder of the anti ore haul is enjoying huge financial benefits by participating in approval of the Compressed LNG haul.
4. This disputed ore haul has been functioning for nine months successfully without impacting public safety to any discernable degree

This survey is incredibly biased in how it is crafted. Road maintenance is a general concern, but to attribute it all to trucks seems like a stretch.

We have been delayed following several ore trucks backed up at road construction. We have seen other drivers taking chances passing them in no passing zones and on curves.

Build the RR! Build mill at mine.

I am far more concerned with the double fuel trucks

They cause an environmental risk totally unchecked

Do you approve of the lost economic benefits if mining activity is stopped? Do you approve of the cost of associated unemployment benefits?

Slow down traffic very dangerous

No impacts as with other types of traffic especially heavy truck traffic. Tourists are a pain. I can feel the change in road surface as I travel the Richardson from Salcha to Fairbanks.

The ore trucks are operating legally
Travel time, safety, automobile repair.

Our family's commute to Fairbanks from Delta is significantly more dangerous as a result of this haul.

None. The trucks and drivers are respectful

This is a really biased survey why are you doing it if you've already decided to be against this. To see how many people are against it also. Looks like a great platform for complainers. And you can only pick 1 who should be financially responsible for the roads. I can think of 3. Mining company's feds for the military and our state. Our roads were crappy long before the ore trucks started. Also my husband drove a truck for delta transport services and it was longer and heavier! With fewer axles. Also if it only contributes.04% then whose fault is that. Shame on our state leaders. Tenderfoot hill is going to possibly be a nightmare with the trucks .

This is a very BIASED survey which forgets the highway is already used for industrial haul route for private, foreign mineral extraction without fair compensation to the state for the resulting damage to roads and infrastructure for the existing Ft Knox and Pogo mines as well as an industrial haul route for fuel and other goods. ALL commercial vehicles along these routes pay fuel taxes which are to be used for road maintenance. If DOT is not using the funds correctly, that is not the responsibility of private industry, that needs to be taken up with the State!

No concerns drill baby drill

Concerned about my children learning to drive and the snow wash from these trucks.

run this question when first snows comes will see far different answers

I've had several new rock chips in my windshield of my vehicles from the ore trucks. Last winter when they started running around the clock, I was nearly ran off the road near the tanana river bridge when the truck came into on coming traffic lane. Other impacts are the road conditions. Over the last year the north bound lanes have become very dangerous due to pot holes arising from the extreme weight of the rigs. They have caused a pile up this winter at the top of tenderfoot, because their trucks weren't able to make it up the hill. They do not slow down, on the Alaska Highway where the school

buses run. I don't think the state should have to pay for the road damage these trucks are having.

As a pupil transportation company they have contacted us many different times to check on bus routes and stop that could be effected. They are doing their best to stay a head of any issues.

Ignore the cry babies from delta, they have nothing better to do. We have zero issues with the ore haulers and applaud them.

No concerns here! Y'all are doing great work! I've been able to pass any truck I've seen on the road safely, I appreciate y'all's work.

I'm more concerned with idiots that think they can dictate who or what travels on a public road!

The drive from Delta to Fairbanks is HORRIBLE! Sitting in the miles long lines of traffic in the road construction. The unreasonably long amount of time waiting for the pilot cars. Then when you finally get moving you can't pass because the ore trucks cannot go any faster than 55. People are afraid to pass them when there is an opportunity. They can't make it up Tenderfoot in the winter, and they kick up a mile long blinding cloud of snow behind them. There are dents, chipped paint, and cracks in everyone's vehicles and windshields now from the rocks they kick up. And the bad spots in the highway are absolutely horrible now!

First off, these trucks are traveling far more frequent than one every 15 minutes. Sitting at the end of my driveway along the Alaska Highway, these trucks are passing northbound at the rate of one every 7 1/2 minutes and southbound they tend to get bunched up because of the road construction from Tenderfoot through Salcha. Have you tried passing one of these trucks? You can get passed them but then you are in violation of the states motor vehicles laws. Try that in the winter. To pass one in the winter, even when there is a passing lane, is extremely dangerous and should never be encouraged. if it's snowing, forget about it. I am a firm believer that if these trucks are going to operate year round, during winter driving conditions, the should not be allowed to haul the second trailer. This should also apply to fuel trucks. Right now, DOT restricts fuel trucks during certain winter weather conditions but, has an exception for companies and/or drivers to make the final decision. This sets a really bad president. Proposals to operating ore trucks on the Glenn highway from the Hatcher Pass area are in the preparation stages. Proposals to operate ore trucks on the Richardson and Denali Highways are also in the infancy stages. If/when those mining operations become active, the sheer amount of trucks operating will outnumber the vehicle traffic currently operating on the highways. Since the Highways are currently substandard, the cost to the state in upgrades and repairs will more than quadruple not to mention the cost to individuals and families who loose their lives due to highway accidents.

None

I believe the ore trucks are the greatest thing to happen in this part of interior Alaska since statehood & look forward to the positive economic impact it provides to my friends & neighbors.

All the previously mentioned safety concerns. Plus the environmental considerations regarding Man Cho and Ft. Knox. I have provided considerable information regarding the history of Kinross. Based on that alone they should never have been allowed to operate in our state. Our government completely failed us in this regard.