



**STATE OF ALASKA**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Mining, Land and Water**

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## INSTRUCTIONS FOR COMPLETING A DEVELOPMENT PLAN

A development plan is a written statement (narrative) and a sketch or blueline drawing describing the proposed use and development of state land. The information contained in a development plan is needed to provide a complete review of the application and the proposed use and development, and helps to determine the terms and conditions of the authorization and the level of bonding and insurance that may be required.

Most applications submitted to the Division of Mining, Land and Water must have an attached development plan. The few exceptions to this rule include applications for state land sales and some types of land use permit. The amount and type of information included in the development plan will depend on the proposed use and level of development. Insufficient information in the development plan and/or application or failure to provide a development plan may result in a delay in processing the application. If you are unsure whether your application will require a development plan, contact the regional office responsible for managing the area you are planning to use (regional office addresses and phone numbers are shown at the top of this sheet).

If the application is approved, the approved development plan becomes a part of the authorization document. Authorized activities are limited to those described in the development plan and/or authorization document. The development plan must be updated if changes to an approved project are proposed before or during the project's siting, construction, or operation; if any additional structures, buildings, or improvements are proposed; or if there is a change in activity that was not addressed during consideration of the application. Please note that these development plans or plan changes must be approved by the Division of Mining, Land and Water before any change occurs in use, construction, or activity. Conducting activities that are not authorized by the development plan and authorization document could result in revocation and termination of the authorization and/or other appropriate legal action.

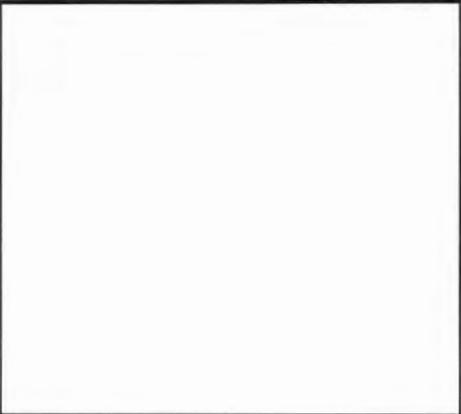
- I. **General Guidelines for Preparing a Development Plan** For new authorizations, the development plan must show the proposed improvements and/or use areas, as well as preconstruction plans. For existing authorizations without a current development plan or if the development plan is being updated, the plan must show existing improvements and/or use areas, etc., and any known future changes. The development plan must include:
  - **Maps:** a USGS map at a scale of at least 1:63,360 showing the location of the proposed project; a blueline drawing or sketch, drawn to scale (the attached diagram may be used); and
  - **Written Project description:** a detailed written description (narrative) of the intended use and level of development planned under the authorization and an explanation of the sketch or blueline drawing.

- II. **Land Use Permits** Permanent improvements cannot be authorized by a land use permit. However, a development plan accompanying a land use permit application must describe nonpermanent structures and activities. (Nonpermanent structures are structures that can be easily and quickly taken down and removed from the site, without any significant disturbance or damage to the area.) Several of the specific development plan items listed below will not apply to activities authorized under a land use permit; those items that do apply should be described in as much detail as possible, to enable prompt review of the application. If the proposed land use permit activity is of a mobile nature, such as a permit to move heavy equipment across state land, a development plan is not required; but a map showing the proposed route of travel is required. If the impact would not have a significant effect on the environment, such as a permit to harvest wild produce, a development plan is not required, but a map showing the location of the proposed harvest area is required.
- III. **Narrative portion of the development plan** Describe the type of activities or development planned for the site; specify if any facilities are intended for commercial use, or will be rented out; and provide a description and explanation of the items shown on the sketch or blueline. Following is a list of specific information to be included in the narrative, if applicable to the proposed project:
- **Legal description.** Provide a legal description of the parcel, i.e. a metes and bounds description, survey, lot and block, aliquot part, or other legal description.
  - **Terrain/ground cover.** Describe the existing terrain/ground cover, and proposed changes to the terrain/ground cover.
  - **Access.** Describe existing and planned access, and mode of transportation. If public access is to be restricted, define possible alternative public access routes.
  - **Buildings and other structures.** Describe each building or structure, whether permanent or temporary, including a description of the foundation as well as the building and floor construction; the date when the structure is to be constructed or placed on the parcel; the duration of use; and what activities are to occur within each structure.
  - **Power source.** Describe type and availability of power source to the site.
  - **Waste types, waste sources, and disposal methods.** List the types of waste that will be generated on-site, including solid waste, the source, and method of disposal.
  - **Hazardous substances.** Describe the types and volumes of hazardous substances present or proposed, the specific storage location, and spill plan and spill prevention methods. Describe any containment structure(s) and volume of containment structure(s), the type of lining material, and configuration of the containment structure. Provide Material Safety Data Sheets (MSDS).
  - **Water supply.** Describe the water supply and wastewater disposal method.
  - **Parking areas and storage areas.** Describe long-term and short-term parking and storage areas, and any measures that will be taken to minimize drips or spills from leaking vehicles or equipment. Describe the items to be stored in the storage areas.
  - **Number of people using the site.** State the number of people employed and working on the parcel, and describe the supervisor/staff ratio. Estimate the number of clients that will be using the site.
  - **Maintenance and operations.** Describe the long-term requirements, how they will occur and who will perform the work. Specify if any subcontractors will be involved, and explain the tasks they will perform.
  - **Closure/reclamation plan.** Provide a closure/reclamation plan, if required for the type of authorization being applied for, e.g. material sale.
- IV. **Sketch or blueline portion of the development plan** The sketch or blueline must be drawn to scale, and each item labeled in such a way that the information contained in the drawing can be located in the narrative portion of the development plan (professional quality drafting and mechanical lettering is preferred). Following is a list of information to be shown on the drawing, if applicable:

- Section, Township, and Range lines; North arrow; scale; title; and legend (attached is an acceptable format).
- All property boundaries, ordinary or mean high water lines, and existing or proposed rights-of-way; major topographic features such as roads, streams, rivers, and lakes, and their geographic names.
- Location and dimensions of any gravel pads, or cement foundations, buildings, and other structures and improvements, appropriately labeled.
- Location of any buried or above-ground utility lines (power, water, fuel, natural gas, etc.); sewage facilities, including sewage and wastewater outfall point; underground water system; and water source (if any).
- Location where any hazardous substances, including but not limited to oil, lubricants, fuel oil, gasoline, solvents, and diesel fuel, are stored. Method of storage (tank, drum, etc.).
- Location of parking areas, and areas for the storage of inactive vehicles; snow storage areas; storage areas for any other items not mentioned above (drill rigs, camps, pipe, watercraft, etc.).

### Site Development Diagram

Please see the attached Development Plan Narrative and maps/diagrams of the proposed route.



VICINITY MAP

Date Prepared:	Applicant's Name:
<b>Alaska Department of Natural Resources</b> <b>Division of Mining, Land &amp; Water</b> <b>Land Use Permit</b>	
<b>Site Development Diagram</b>	
Sec(s) _____	T _____ R _____ M _____
Sheet of _____	File # _____

## **Development Plan Narrative**

### ***BACKGROUND AND DESCRIPTION OF PUBLIC INTEREST***

Alaska Industrial Development and Export Authority (“Applicant”) makes application to secure the subject Easement from Grantor for the purpose of consolidating a right-of-way across state, federal, borough and ANCSA corporation lands, and financing and constructing a controlled, industrial-access road (the “Ambler Access Project” or “Project”) to open currently inaccessible State of Alaska lands in the Ambler Mining District to potential future economic development activities. The Ambler Mining District is a large prospective copper-zinc mineral belt with deposits of cobalt, germanium, gallium and platinum group elements. These strategic and critical minerals are essential, secure and reliable resources for our nation’s tech-focused economic expansion and our nation’s military preparedness. Development of access to the Ambler Mining District aligns with state and federal policy to identify and access new domestic sources of critical minerals, increase domestic certainty at all levels of the supply chain (exploration, mining, concentration, and separation) and streamline the leasing and permitting processes to expedite the exploration and production of strategic and critical minerals. The planned surface transportation route will promote the health, security, and general welfare of the people of Alaska, and it will increase job opportunities and otherwise encourage the economic growth of the state through the development of its natural resources, which, without this critical infrastructure, will remain stranded.

Applicant is a political subdivision of the State of Alaska with the specific statutory charge to promote, develop, and advance the general prosperity and economic welfare of the people of Alaska. The Ambler Access Project was conceived and is being pursued by AIDEA consistent with this statutory direction. The Project, which will extend key infrastructure into remote, difficult to access areas of the state, is intended to realize the promises of the Statehood Act, pursuant to which the state selected lands in the Ambler Mining District for purposes of future mineral development to support the state’s economic wellbeing. The Project is undertaken consistent with the additional commitments Congress made to the state with the passage of the Alaska National Interest Lands Conservation Act (ANILCA), wherein Congress specifically acknowledged its obligation to allow for a surface transportation route across federal lands to facilitate resource development activities on state and ANCSA corporation lands in the Ambler Mining District.

When complete, the Ambler Access Project will be a point-to-point controlled, industrial-access road that will establish permitted access from the Dalton Highway to the Ambler Mining District, which road will facilitate mining exploration and development activities in the area, consistent with the March 2020 Ambler Road Final Environmental Impact Statement, the July 2020 Ambler Road Record of Decision issued jointly by the U.S. Bureau of Land Management (BLM) and U.S. Army Corps of Engineers (USACE), and the July 2020 Record of Decision issued jointly by the Secretaries of the Interior and Transportation on Alignment of the Ambler Road through the Kobuk Preserve (collectively, the “Ambler Road RODs”):

Final EIS ~

[https://eplanning.blm.gov/public\\_projects/nepa/57323/20015364/250020506/Ambler\\_FEIS\\_Volume\\_1-\\_Chp\\_1-3\\_&\\_\\_Appendices\\_A-F\\_.pdf](https://eplanning.blm.gov/public_projects/nepa/57323/20015364/250020506/Ambler_FEIS_Volume_1-_Chp_1-3_&__Appendices_A-F_.pdf)

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BLM/USACE Joint ROD ~

[https://eplanning.blm.gov/public\\_projects/57323/200091317/20022329/250028533/Ambler%20Road%20Record%20of%20Decision.pdf](https://eplanning.blm.gov/public_projects/57323/200091317/20022329/250028533/Ambler%20Road%20Record%20of%20Decision.pdf)

DOI/DOT JROD ~ <https://www.federalregister.gov/documents/2020/08/04/2020-16906/availability-of-record-of-decision-selecting-a-route-for-the-ambler-mining-district-industrial>

Final EAA ~

<https://parkplanning.nps.gov/document.cfm?parkID=11&projectID=37092&documentID=105431>

Authorizing the subject Easement is critical to consolidating the right-of-way as established in the Ambler Road JRODs, which right-of-way crosses federal lands administered by various federal agencies, surface lands owned by various ANCSA corporations, as well as lands owned by the state and the Northwest Arctic Borough.

***Planned Construction, Operation and Maintenance Activity Along the Right-Of-Way***

The Ambler Access Project is planned as a controlled, industrial-access road approximately 211 miles long stretching from milepost 161 along the Dalton Highway to the Ambler Mining District. The Ambler Access Project will be completed in several stages.

Initial development activities will include preconstruction work on the road alignment from 2022 through 2024. This preconstruction effort will focus on final feasibility studies and data collection to support final Project design and permitting and construction preparation work, including:

- Geotechnical Investigations
- Right-of-Way Surveys
- Environmental Studies
- Design (Bridges and Roadway)
- Road Communications (Fiber and Communication Towers)
- Land Access Agreements from Landowners and Managers
- Cultural Resources work in compliance with the Programmatic Agreement entered into by Applicant with the BLM, the Alaska State Historic Preservation Officer, the Advisory Council on Historic Preservation and other agencies and signatories.

As scoped and thoroughly reviewed and evaluated in the Ambler Road JRODs, construction of the Ambler Access Project controlled, industrial-access road will follow completion of preconstruction work and will be completed in three stages, the first of which will be construction of a single-lane pioneer road with seasonal access. The next stage will be the construction of a

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single-lane, all-season gravel roadway. Finally, a two-lane road may be built if required to support future permitted activity on state, federal, borough or ANCSA corporation lands along the route.

Construction activities will include embankment work. Activities on the subject state lands will also include the development of turnouts, a two-way radio communications system and installation of a fiber optics line in the roadbed. Directional drilling is proposed at bridge crossings to place the cable housing beneath stream beds. This planned activity is consistent with the right-of-way permits issued by the Bureau of Land Management and the National Park Service (NPS) for the Ambler Access Project.

Activities planned for the development of the single-lane, seasonal road, which will have minimal shoulder space, include installation of culverts and bridge crossings. The single-lane, seasonal road will allow access to the Ambler Mining District late-summer through winter, but it is not anticipated to provide access in spring and early summer when portions of the road may be soft. All bridges will be single lane structures and will not be widened as part of future construction activities.

Subsequent activities planned for construction of the all-season road will involve work to widen, deepen, and otherwise finish the road embankment needed for year-round use, but the road will remain a single-lane road. Construction of the proposed two-lane, all-season road will proceed if required to support future permitted activity on state, federal, borough or ANCSA corporation lands along the route.

Once constructed, on-going activities along the Easement will be for road operations and maintenance. The Ambler Access Project will operate as an industrial-access road, the use of which will be controlled through a permitting system administered by Applicant. Applicant will issue permits for use of the controlled, industrial-access road to those entities and/or individuals who present sufficient evidence of valid authorization to access state, federal, borough or Native Corporation lands along the route, and agree to pay the established toll for use of the road and comply with all rules and regulations governing its use. Delivery of goods and fuel by commercial carrier to communities/landowners along the established roadway, and road access and use by land management agencies on official business and emergency personnel will also be permitted.

***State Interest in Facilitating the Development of the Ambler Access Project***

Facilitating access to Alaska's abundant natural resources, generally, and the Ambler Access Project, as being pursued by Applicant, specifically, serves a public purpose and is in the public interest. First, financing and developing the Ambler Access Project will achieve a long-established state policy priority of creating access to the vast state mineral bearing lands held across the south side of the Brooks Range. By financing and developing the infrastructure that will create that access, the state will be in a position to realize the value of the mineral lands it selected in that region as part of its Statehood land grant. Developing the Ambler Access Project will also allow the state to hold Congress to the commitments it made with the passage of ANILCA, wherein Congress specifically acknowledged its obligation to allow for a surface transportation route across federal lands so the state can access its lands in the Ambler Mining District.

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Furthermore, in addition to the rentals and royalties the state will realize for the development of its mineral lands, development and operation of the Ambler Access Project will have additional, substantial economic benefits for the state and its residents based upon an Impacts Report by the University of Alaska dated June 28, 2019, including:

Road Construction and Operations

- An annual average of 360 direct jobs over the road construction period
- Up to 81 direct annual jobs for road operations and maintenance over the life of the road

Mines Construction

- 2,777 direct jobs for mine construction with \$286 million in wages annually
- 2,034 additional indirect and induced jobs with \$108 million in wages annually

Mining Operations

- 495 direct jobs with \$72 million in wages annually
- 3,436 additional indirect and induced jobs with \$228 million in wages annually
- additional access that could be used for emergency response and fiber optic infrastructure improving telecommunications for rural communities along the route;
- lower costs for fuel and other goods and services required in rural communities as needed supplies are trucked into roadside staging areas rather than flown in or delivered by barge; and
- \$1.3 billion in revenues for both local and state governments over the life of four mines anticipated to be developed during the 50-year term of the BLM and the NPS rights-of-way:
  - \$393 million in mining license tax revenues to the State
  - \$524 million in corporate income taxes to the State
  - \$214 million in production royalties to the State
  - \$13 million in claim rents to the State
  - \$193 million in payments to local governments

The Alaska Legislature has determined that Applicant's role in facilitating the financing and development of critical infrastructure is "essential to the development of the natural resources and the long-term economic growth of the state and will directly and indirectly alleviate unemployment in the state." See AS 44.88.010(a)(4) and (b). When financing and developing critical

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infrastructure, the Legislature has further specifically determined that Applicant's investment serves a public purpose and is in the public interest. *See* AS 44.88.010(a)(10)(B) ("it is in the public interest to promote the prosperity and general welfare of all citizens of the state by encouraging the production of raw materials . . . through the establishment of a program that provides financial assistance in cooperation with federal, state, and private institutions for these purposes"); *see also* AS 44.88.010(b) ("It is declared to be the policy of the state . . . and a public purpose, to increase job opportunities and otherwise to encourage the economic growth of the state, including the development of its natural resources . . . by creating the Alaska Industrial Development and Export Authority with the powers, duties, and functions as provided in this chapter") and AS 44.88.010(c) ("It is further declared to be the policy of the state . . . and a public purpose of the state, to accomplish the objectives set out in (b) of the section through the provision of financial support to a federal, state, municipal, or private entity.")

Additionally, AS 44.88.010(a)(11) expresses the Legislature's finding that the Applicant, "acts in the state's interest to import private capital to create new economic activity that would not otherwise take place in the state."

That the Ambler Access Project serves a public purpose and is in the public interest is further demonstrated in the federal agency Ambler Road JRODs. The Ambler Mining District is a large prospective copper-zinc mineral belt with deposits of cobalt, germanium, gallium and platinum group elements. These strategic and critical minerals are essential, secure and reliable resources for our nation's tech-focused economic expansion and our nation's military preparedness. Development of access to the Ambler Mining District aligns with state and federal policy to identify and access new domestic sources of critical minerals, increase domestic certainty at all levels of the supply chain (exploration, mining, concentration, and separation) and streamline the leasing and permitting processes to expedite the exploration and production of strategic and critical minerals.

The National Environmental Policy Act (NEPA) requires a project proponent to demonstrate a public purpose and need for a proposed project requiring the preparation of an Environmental Impact Statement. The BLM in its FEIS for the Ambler Access Project determined that the Project's purpose is to support mineral resource exploration and development in the Ambler Mining District, providing surface transportation access to the District and allowing for expanded exploration, mine development, and mine operations at mineral prospects throughout the District on land owned by the State of Alaska, thereby producing revenue and taxes for the state treasury.

In the FEIS, the BLM noted that Applicant has identified multiple public benefits related to the Project's purpose, including direct employment for road construction and operation, indirect employment related to mining, revenues paid to local and state governments and Alaska Native corporations, and commercial access opportunities for nearby communities in close proximity to the road.

The USACE in the Joint Record of Decision for the Ambler Road defined the Project's purpose as providing transportation access to the Ambler Mining District to support mineral exploration and development. Defining the overall Project purpose is the responsibility of the USACE, which must consider the public interest. Consistent with this responsibility to the public, the USACE has

defined the overall Project purpose as: providing year-round surface transportation access for mining exploration and development in the Ambler Mining District.

***LEGAL DESCRIPTION***

Attached to this application is a table with the legal description over state-owned and state-selected lands (See Route Over State Sections Table). Please also see the attached diagrams of the route for the precise location of the road.

***TERRAIN/GROUND COVER***

Varied

***ACCESS; MAINTENANCE AND OPERATIONS***

Please see the Background section for a detailed description of access over State, federal, and ANCSA Corporation lands.

AIDEA would operate the Ambler Road as an industrial access road not open to the general public and would establish a road-use permit system for all users to ensure authorized use only. AIDEA would maintain a staffed gate at the Dalton Highway end of the road to regulate access only to authorized drivers. A similar gate would be established near the western end, near the boundary of the District. The road would not be open to general public use for any purpose or by any means, including vehicles, on foot, or by bicycle, except for crossing the road at designated and safe locations. AIDEA's proposal is that AIDEA would permit only (1) drivers on official mining business to and from the District; (2) road construction and road maintenance personnel on official business; (3) the road's fiber optics and satellite communications system installation and maintenance personnel on official business; (4) road construction and maintenance camp employees on official business; (5) borough, state, and federal land management agency personnel or Native regional corporation landowners' land management or permitting personnel on official business for lands adjacent to the road or within the District; (6) regulatory agency personnel on official business associated with compliance, monitoring, inspection, or enforcement for the Ambler Road project or District authorizations; (7) state and federal emergency response officials or crews (police, medical, fire) on official business; and (8) commercial companies/drivers transporting goods or fuel for communities near the road, including for private landowners whose parcels may not be directly adjoining or associated with a named community (outlying Native allotments and similar private properties). None of these classes of road users would be allowed to transport members of the general public as passengers, whether for a fee or not, except those passengers on official business as stated above.

Applicant's road construction and operations would not impede qualified rural residents from pursuing subsistence activities (Alaska National Interest Lands Conservation Act, Public Law 96-

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487). Applicant’s road construction, operations and maintenance would be coordinated with local communities and Tribes to help ensure these activities would not limit access to Native American religious sites, would not limit use and possession of sacred objects, would protect the indigenous people’s freedom to worship through ceremonial and traditional rites (as defined in the American Indian Religious Freedom Act [AIRFA], 42 U.S. Code 1996); and would avoid adversely affecting the physical integrity of any Sacred Sites that may be located on federal lands, per Executive Order (EO) 13007 (May 24, 1996; 61 Federal Register 26771).

***BUILDING AND OTHER STRUCTURES; PARKING AND STORAGE AREAS***

The Applicant has proposed 4 maintenance stations for the life of the Project and 5 additional temporary construction camps. Maintenance stations each would include a gravel airstrip that is 150 feet wide and 3,000 feet long. Temporary camps would be built within material sites. Temporary and permanent camps would include housing, storage and maintenance areas, water and sewer systems, generators, and fuel tanks. The road would include heated, staffed gatehouses near each end. Twenty periodic turnouts would be constructed of additional fill to provide locations to pull off the road.

Additional structures include:

**Table 1: Summary of Major Project Elements**

<b>Project Element</b>	<b>Description</b>	<b>Quantity</b>	<b>Typical Size/ Dimensions</b>
<a href="#"><u>Industrial Access Road Lanes</u></a>	<a href="#"><u>Industrial Access Road Travel Lanes</u></a>	<a href="#"><u>211 miles</u></a>	<a href="#"><u>32 ft wide</u></a>
<a href="#"><u>Industrial Access Road Embankment</u></a>	<a href="#"><u>Two-lane Gravel-Surfaced Road with Full-Depth Embankment</u></a>	<a href="#"><u>211 miles</u></a>	<a href="#"><u>80 ft wide</u></a>
<a href="#"><u>Vehicle Turnouts</u></a>	<a href="#"><u>Gravel-Surfaced Turnouts</u></a>	<a href="#"><u>20</u></a>	<a href="#"><u>20 ft wide x 250 ft long</u></a>
<a href="#"><u>Material Sites</u></a>	<a href="#"><u>Borrow Locations</u></a>	<a href="#"><u>41<sup>1</sup></u></a>	<a href="#"><u>Varies</u></a>
<a href="#"><u>Access Roads Lanes</u></a>	<a href="#"><u>Travel Lanes for Access Roads</u></a>	<a href="#"><u>48</u></a>	<a href="#"><u>32 ft wide x varied lengths</u></a>
<a href="#"><u>Access Road Embankments</u></a>	<a href="#"><u>Access Road with Embankment</u></a>	<a href="#"><u>48</u></a>	<a href="#"><u>80 ft wide x varied lengths</u></a>
<a href="#"><u>Bridges</u></a>	<a href="#"><u>Water Crossings Greater than 20 ft wide</u></a>	<a href="#"><u>29</u></a>	<a href="#"><u>23 ft wide x varied lengths</u></a>
<a href="#"><u>Minor Culverts</u></a>	<a href="#"><u>Water Crossings Up to 3 ft wide</u></a>	<a href="#"><u>2,869</u></a>	<a href="#"><u>Varied Lengths</u></a>
<a href="#"><u>Moderate Culverts</u></a>	<a href="#"><u>Water Crossings 4 to 10 ft wide</u></a>	<a href="#"><u>15</u></a>	<a href="#"><u>Varied Lengths</u></a>
<a href="#"><u>Major Culverts</u></a>	<a href="#"><u>Water Crossings 10 to 20 ft wide</u></a>	<a href="#"><u>19</u></a>	<a href="#"><u>Varied Lengths</u></a>
<a href="#"><u>Maintenance Stations<sup>2</sup></u></a>	<a href="#"><u>Material and Crew Facilities</u></a>	<a href="#"><u>3</u></a>	<a href="#"><u>12 Acres</u></a>
<a href="#"><u>Air Strip<sup>2</sup></u></a>	<a href="#"><u>Landing Surface</u></a>	<a href="#"><u>3</u></a>	<a href="#"><u>150 ft wide x 3,000 ft long</u></a>
<a href="#"><u>Air Strip<sup>2</sup></u></a>	<a href="#"><u>Airstrip Footprint</u></a>	<a href="#"><u>3</u></a>	<a href="#"><u>550 ft wide x 6,400 ft long</u></a>

<sup>1</sup>This is a conservatively large number for preliminary design level analysis.

<sup>2</sup>These facilities would be co-located with material sites.

### ***POWER SOURCE***

The Ambler Road project is not an energy production project, therefore, energy production is not proposed for the project. The project would develop an industrial gravel access road a distance of 211-mile from the Dalton Highway from milepost 161 to banks of Ambler River, using conventional energy sources (diesel and gasoline fuels). Diesel would be the primary fuel used on-site for vehicles, equipment, and power generators for construction of road, and material site development. Gasoline would be used for small engine equipment.

### ***WASTE TYPES, WASTE SOURCES, AND DISPOSAL METHODS***

AIDEA would ensure that all solid waste and garbage, including incinerated ash, is removed from public lands and disposed of in an ADEC-approved waste disposal facility within 90 days of generation. AIDEA would ensure that portable toilets are used for human waste disposal, and are regularly maintained anywhere construction or maintenance activity is concentrated, such as at material sites.

AIDEA or its designee would prepare and implement a comprehensive waste management plan. This plan would be drafted in consultation with federal, state, and borough agencies as appropriate, and would be submitted to the Authorized Officer for approval. Management decisions affecting waste generation would be addressed in the following order of priority: (1) prevention and reduction, (2) recycling, (3) treatment, and (4) disposal. The plan would include:

- Precautions taken to avoid attracting wildlife to food and garbage, including use of bear-resistant containers for all waste materials and classes.
- Protocols for the incineration, backhaul, or composting of all putrescible waste in a manner approved by the Authorized Officer; burial of waste is not permitted. All solid waste, including incinerator ash, would be disposed of in an approved waste-disposal facility in accordance with U.S. Environmental Protection Agency and ADEC regulations and procedures.
- Procedures for the disposal of wastewater and domestic wastewater. The BLM prohibits wastewater discharges or disposal of domestic wastewater into bodies of fresh, estuarine, and marine water, including wetlands, unless authorized by an Alaska Pollutant Discharge Elimination System permit.

### ***HAZARDOUS SUBSTANCES***

Please see the Environmental Risk Questionnaire for a description of the use, handling, and storage of hazardous substances.

### ***WATER SUPPLY***

Water sources are proposed at multiple streams; water sources typically will include short spur access roads. AIDEA will need to obtain authorizations from ADNR and ADF&G for each water source prior to construction and expects to follow typical stipulations to protect individual fish, such as providing a screen at the water intake. Permit stipulations set forth by ADNR and ADF&G also typically limit the quantity of water that can be removed from each source to minimize impacts to aquatic life and ensure suitable habitat is maintained throughout the year.

### ***NUMBER OF PEOPLE USING THE SITE***

#### Road Construction and Operations

- An annual average of 360 direct jobs over the road construction period.

#### Mines Construction

- 2,777 direct jobs for mine construction with \$286 million in wages annually.

#### Mining Operations

- 495 direct jobs with \$72 million in wages annually

### ***CLOSURE/RECLAMATION PLAN***

Stabilization and restoration of sites disturbed during construction activities would occur in a timely manner as work is completed. Disturbed soils would be stabilized and revegetated with native plant materials to reduce visual impacts and the potential for soil erosion and sediment discharge.

Alaska's vast size, sparse population, and difficult terrain makes communications and transportation across the state a significant challenge. Its regional isolation also defeats the economics of many of the resource development projects critical to Alaska's long-term economic health. The Ambler Access Project will support mineral resource exploration and development in the Ambler Mining District for many decades by opening surface transportation access to the District and allowing for expanded exploration, mine development, and mine operations at mineral prospects throughout the District on land owned by the state and the ANCSA Corporations with lands in the general vicinity of the Project. The Project will promote the health, security, and general welfare of the people of Alaska, and it will increase job opportunities and otherwise encourage the economic growth of the state through the development of its natural resources, which, without this critical infrastructure, will remain stranded. As such, no reclamation of the industrial access road and support facilities is planned on State lands until after mineral exploration and mine operations in the Ambler Mining District are completed and when a surface transportation corridor to the region is no longer determined to be necessary.

Land Manager	Legal Description	Section	Location	Length (Feet)
State	F025N016W	1	SW 1/4, SE 1/4	#####
State	F025N016W	2	SW 1/4, SE 1/4	5,332
State	F025N016W	3	SW 1/4, SE 1/4	5,391
State	F025N016W	4	NW 1/4, NE 1/4, SE 1/4	5,155
State	F025N016W	6	NW 1/4	0.01
State	F025N016W	33	SE 1/4	0.34
State	F025N020W	1	NW 1/4	1,382
State	F025N020W	2	NW 1/4, NE 1/4	5,290
State	F025N020W	3	NW 1/4, NE 1/4	5,285
State	F025N020W	4	NW 1/4, NE 1/4	5,293
State	F025N020W	5	NW 1/4, NE 1/4	5,744
State	F025N020W	6	NW 1/4, NE 1/4	5,363
State	F025N021W	1	SW 1/4, NE 1/4, SE 1/4	5,691
State	F025N021W	2	NW 1/4, SW 1/4, SE 1/4	6,221
State	F026N017W	19	NW 1/4	0.01
State	F026N017W	22	SE 1/4	2,741
State	F026N017W	23	SW 1/4, SE 1/4, NE 1/4	5,657
State	F026N017W	24	NW 1/4, SW 1/4, SE 1/4	5,694
State	F026N017W	27	NW 1/4, NE 1/4	2,903
State	F026N017W	28	SW 1/4, NW 1/4, NE 1/4	6,114
State	F026N017W	29	SW 1/4, SE 1/4	3,842
State	F026N017W	31	NW 1/4, NE 1/4	5,229
State	F026N017W	32	NW 1/4	1,789
State	F026N019W	31	SE 1/4	0.01
State	F026N019W	32	NW 1/4, NE 1/4	5,483
State	F026N019W	33	NW 1/4, NE 1/4	5,339
State	F026N019W	34	NW 1/4, NE 1/4	5,347
State	F026N019W	35	NW 1/4, NE 1/4, SE 1/4	5,475
State	F026N019W	36	SW 1/4, SE 1/4	5,317
State	F026N020W	31	SW 1/4, NW 1/4, NE 1/4	5,802
State	F026N020W	36	SW 1/4, SE 1/4	4,198
State	F026N021W	3	NE 1/4	1,586
State	F026N021W	27	SW 1/4	647
State	F026N021W	28	SW 1/4, SE 1/4	5,701
State	F026N021W	29	SW 1/4, SE 1/4	5,548
State	F026N021W	30	SW 1/4	1,801
State	F026N021W	34	NW 1/4, SW 1/4, SE 1/4	6,788
State	F026N022W	19	NE 1/4	821
State	F026N022W	20	NW 1/4, NE 1/4, SE 1/4	6,208
State	F026N022W	21	SW 1/4	2,262
State	F026N022W	28	NW 1/4, SW 1/4	5,423
State	F026N022W	31	NW 1/4, NE 1/4	3,941

Land Manager	Legal Description	Section	Location	Length (Feet)
State	F026N022W	33	NW 1/4, SE 1/4	5,625
State	F026N022W	34	NW 1/4, NE 1/4	5,289
State	F026N022W	35	NW 1/4, NE 1/4	5,289
State	F026N022W	36	NW 1/4, NE 1/4	5,298
State	F026N023W	7	SW 1/4, SE 1/4, NE 1/4	5,275
State	F026N023W	8	SW 1/4, SE 1/4	5,495
State	F026N023W	9	SW 1/4, SE 1/4	5,669
State	F026N023W	10	SW 1/4, SE 1/4	2,906
State	F026N023W	13	NW 1/4, SW 1/4, SE 1/4	5,864
State	F026N023W	14	NW 1/4, NE 1/4	5,390
State	F026N023W	15	NE 1/4	2,733
State	F026N023W	18	SW 1/4, SE 1/4	4,667
State	F026N024W	3	SW 1/4, SE 1/4	5,301
State	F026N024W	4	SW 1/4, SE 1/4	5,291
State	F026N024W	5	SW 1/4	2,166
State	F026N024W	7	NW 1/4, NE 1/4, SE 1/4	5,735
State	F026N024W	8	SW 1/4, NW 1/4, NE 1/4	4,366
State	F026N024W	10	NE 1/4	259
State	F026N024W	11	NW 1/4, SW 1/4, SE 1/4	6,878
State	F026N024W	12	SW 1/4, SE 1/4	5,919
State	F026N025W	11	NW 1/4, NE 1/4	3,206
State	F026N025W	12	NW 1/4, NE 1/4	5,436
State	F026N025W	30	SE 1/4	1,971
State	K019N011E	13	NE 1/4	0.01
State	K019N011E	18	NW 1/4	1,442
State	K019N012E	7	SW 1/4, SE 1/4	4,579
State	K019N012E	8	SW 1/4, NW 1/4, NE 1/4	5,516
State	K019N012E	9	NW 1/4, SW 1/4, SE 1/4	5,568
State	K019N012E	10	SW 1/4, SE 1/4	5,367
State	K019N012E	11	SW 1/4	1,425
State	K019N012E	13	NW 1/4, NE 1/4, SE 1/4	5,650
State	K019N012E	14	SW 1/4, SE 1/4	4,447
State	K019N012E	18	SW 1/4, SE 1/4	3,883
State	K019N013E	19	NE 1/4, SE 1/4	3,951
State	K019N013E	25	NW 1/4, SW 1/4, SE 1/4	5,940
State	K019N013E	27	SW 1/4, NW 1/4	1,901
State	K019N013E	28	SW 1/4, SE 1/4	5,561
State	K019N013E	29	SE 1/4	4
State	K019N013E	32	NW 1/4, NE 1/4	2,492
State	K019N014E	19	SW 1/4, SE 1/4	5,191
State	K019N014E	23	SE 1/4	2,082
State	K019N014E	24	SW 1/4, SE 1/4	5,408

Land Manager	Legal Description	Section	Location	Length (Feet)
State	K019N014E	26	NW 1/4, NE 1/4	4,243
State	K019N014E	27	NW 1/4, NE 1/4	5,356
State	K019N014E	28	NW 1/4, NE 1/4	5,464
State	K019N014E	29	SW 1/4, SE 1/4, NE 1/4	5,430
State	K019N014E	30	NW 1/4, SW 1/4, SE 1/4	5,200
State	K019N015E	20	SW 1/4, SE 1/4	5,414
State	K019N015E	21	SW 1/4	979
State	K019N015E	27	SW 1/4, SE 1/4	3,981
State	K019N015E	28	NW 1/4, NE 1/4, SE 1/4	7,026
State	K019N015E	31	SW 1/4, SE 1/4, NE 1/4	5,598
State	K019N015E	34	SE 1/4	2,150
State	K019N015E	35	NW 1/4, SW 1/4, SE 1/4, NE 1/4	5,834
State	K019N015E	36	NW 1/4, SW 1/4, SE 1/4, NE 1/4	5,696
State	K019N016E	25	SW 1/4, SE 1/4	5,302
State	K019N016E	26	SW 1/4, SE 1/4	5,432
State	K019N016E	27	SW 1/4, SE 1/4	5,460
State	K019N016E	28	SW 1/4, SE 1/4	5,357
State	K019N016E	29	SW 1/4, SE 1/4	4,336
State	K019N016E	32	NW 1/4	1,964
State	K019N017E	21	SE 1/4	469
State	K019N017E	22	SW 1/4, SE 1/4	5,633
State	K019N017E	23	SW 1/4	443
State	K019N017E	25	NW 1/4, NE 1/4, SE 1/4	5,631
State	K019N017E	26	NW 1/4, NE 1/4	5,512
State	K019N017E	28	NW 1/4, NE 1/4	5,446
State	K019N017E	29	NW 1/4, NE 1/4	5,703
State	K019N017E	30	SW 1/4, SE 1/4, NE 1/4	5,253
State	K019N017E	30	SW 1/4, SE 1/4 NE 1/4	5,365
State	K019N018E	14	SW 1/4	1,211
State	K019N018E	15	SE 1/4	1,583
State	K019N018E	19	SE 1/4	781
State	K019N018E	19	NW 1/4	0.01
State	K019N018E	20	SW 1/4, SE 1/4	5,526
State	K019N018E	21	SW 1/4, SE 1/4	5,404
State	K019N018E	22	SW 1/4, NW 1/4, NE 1/4	4,946
State	K019N018E	23	NW 1/4, NE 1/4	4,424
State	K019N018E	24	NW 1/4, NE 1/4	5,321
State	K019N023E	7	NW 1/4, SW 1/4, SE 1/4, NE 1/4	5,110
State	K019N023E	8	SW 1/4, SE 1/4	5,048
State	K019N023E	9	SW 1/4, SE 1/4, NE 1/4	5,312
State	K019N023E	10	NW 1/4, NE 1/4	5,347
State	K019N023E	11	NW 1/4, NE 1/4	5,284

Land Manager	Legal Description	Section	Location	Length (Feet)
State	K019N023E	12	NW 1/4, SW 1/4, SE 1/4, NE 1/4	5,399
State	K019N023E	17	SW 1/4, NW 1/4	3,497
State	K019N023E	18	SW 1/4, SE 1/4	5,207
State	K019N024E	8	SW 1/4, SE 1/4	5,524
State	K019N024E	9	SW 1/4, SE 1/4	3,452
State	K019N024E	11	SE 1/4	2,397
State	K019N024E	12	SW 1/4, SE 1/4	5,281
State	K019N024E	14	NW 1/4, NE 1/4	4,135
State	K019N024E	15	NW 1/4, NE 1/4	5,474
State	K019N024E	16	NE 1/4	2,171
State	K019N025E	2	NW 1/4, NE 1/4	5,439
State	K019N025E	3	SW 1/4, SE 1/4, NE 1/4	5,640
State	K019N025E	7	SW 1/4, SE 1/4	5,004
State	K019N025E	8	SW 1/4, SE 1/4	5,531
State	K019N025E	9	SW 1/4, NE 1/4, NW 1/4	5,878
State	K019N025E	10	NW 1/4	396
State	K019N026E	2	SW 1/4, SE 1/4, NE 1/4	6,087
State	K019N026E	3	SE 1/4	2,491
State	K019N026E	4	NE 1/4, SE 1/4	4,533
State	K019N026E	9	NW 1/4, NE 1/4	4,218
State	K019N026E	10	NW 1/4, NE 1/4	4,054
State	K020N025E	1	NW 1/4, SW 1/4, SE 1/4, NE 1/4	5,777
State	K020N025E	36	SE 1/4	1,469
State	K020N026E	1	NW 1/4, NE 1/4	3,370
State	K020N026E	5	NE 1/4	2,729
State	K020N026E	31	SW 1/4, SE 1/4	4,955
State	K020N026E	31	SW 1/4, NW 1/4, NE 1/4	5,993
State	K020N026E	32	SW 1/4, SE 1/4	3,031
State	K020N026E	36	SW 1/4	3,043

