

DISCUSSION:

The request is to acquire right-of-way (ROW) for the reconstruction of Glenn Hwy MP 53-56, Project #OA15025/Z5801130000 (**Exhibit A & B**). A fact sheet from the project website is at (**Exhibit C**)

The plat meets the requirements of MSB 43.15.070 as it includes:

- The location, name, and number of the acquisition project;
- The proposed timetable for the acquisition and construction; and
- The names of the property owners identified by parcel.
- The dimensions and area of the parcels to be acquired and of each remainder parcel.

MSB 43.15.070 also requires the dimensions and area of the parcels to be acquired and of each remainder parcel. This map shows some existing parcels and remainder parcels listed as “LARGE” in the parcel information tables. This has been done on at least three past ROW Acquisition plats (**Exhibit D**). ADOT&PF responded (**Exhibit E**), “There are several reasons why a larger, non-specific, area is shown.

1. The parcel has never been surveyed but has been platted by protraction, such as a BLM lotting (aliquot part or Govt. Lot).
2. The parcel was created via a borough waiver and not surveyed.
3. The parcel abuts a water boundary which makes for an interpretive boundary and area.
4. The parcel boundary has not been surveyed by DOT or its boundary is subject to interpretation.

The parcel tables remain as shown in the final, except a recording document number is added.

Preliminary Timetable:

Acquisition – September 2019 – March 2021

Construction – Summer 2021

Area: Within the borough, if a condemnation reduces the area of a lot below the minimum required by MSB 43.20.280(C), the area after condemnation shall be the minimum area required for that lot if that lot met the minimum requirements before the condemnation and the resulting area after the condemnation is not less than 80 percent of the minimum required. The partial acquisitions shown meet the requirements of MSB 43.20.281(C).

Setbacks: Condemnation must not create setback encroachments of existing structures below that allowed by the applicable borough code. Within the borough, if a condemnation by a governmental agency reduces the building line setback of a structure below 25 feet, but there remains at least a ten foot setback, and the setback reduced by the condemnation met the requirements of MSB 17.55.010 prior to the condemnation, the resulting setback shall be the setback requirements for the lot.

Comments: MSB DPW Engineer had no comments (**Exhibit F**). Fire Code had no issues (**Exhibit G**). Planning Division has no comments (**Exhibit H**).

Alaska Railroad has no objections (**Exhibit I**). ARRC has no objections to this plat. However, we would like to more fully explain the nature of proposed acquisition parcels P15, and P17. Wherever the State of Alaska DOT & PF has approved roadway facilities that lie within or cross the ARRC Right-of-

Way, the use of those facilities is allowed by a Public Facilities Master Agreement between ARRC and DOT, ARRC Contract Number 9670. This single agreement has a list of all the DOT roadways, crossings and other related facilities that lie within or cross the ARRC ROW. Their use by DOT is governed by the specific terms of the agreement.

ARRC typically includes under the agreement only the areas necessary for the existence, use, and maintenance of the DOT facility and not necessarily a full uniform ROW width. One condition for including a new facility in this agreement is that the new construction must comply with the ARRC “Technical Standards for Roadway, Trail, and Utility Facilities in the ARRC Right-of-Way”. Since the design of the DOT facility is not complete, ARRC has to date been unable to assess compliance with these standards. Once compliance is achieved ARRC will ultimately include, under the agreement, some portion of the land area within P15 and P17 as a grade separated crossing. The specific limits of the facility area have not yet been defined since DOT has not yet completed its design.

ADOT&PF has no comment (**Exhibit J**).

CONCLUSION:

The Right of Way Acquisition Plat for Glenn Highway MP 53 to 56 Reconstruction, Moose Creek Canyon, Project #OA15025/Z580130000 is consistent with AS 40.15.380 Applicability To Governmental Bodies; Right-Of-Way Acquisition Plats and MSB 43.15.070 Right Of Way Acquisition Plats, a plat for a subdivision created by a government agency’s acquisition of a road, street, highway, right-of-way, railroad right-of-way, or airport parcel is subject to approval under MSB 43.15.070 and is not subject to any other approval procedure for plats under MSB 43.15. Right-of-way acquisition plats are not subject to any of the other submission requirements for plats under Title 43. Partial acquisitions appear to comply with MSB 43.20.281(C), Area, and MSB 17.55.010(E), Setbacks.

FINDINGS of FACT:

1. The Right-of-Way Acquisition Plat for Glenn Highway MP 53 to 56 Reconstruction, Moose Creek Canyon, Project #OA15025/Z580130000 is consistent with AS 40.15.380 Applicability to Governmental Bodies; Right-Of-Way Acquisition Plats and MSB 43.15.070 Right-Of-Way Acquisition Plats.
2. A right of way acquisition plat is not subject to any of the other submission requirements for plats consistent with MSB 43.15.070(C)(1).
3. The preliminary approval of a right-of-way acquisition plat is effective for 120 months per MSB 43.15.0070(D)(4). The platting authority may grant an extension of up to 120 months for recording the final plat upon the finding that it is in the public interest to do so.
4. All decisions of the platting officer under this section are final unless appealed to the platting board within 10 days under MSB 43.35.003.

5. A right of way acquisition is not subject to the subdivision construction manual.
6. The plat meets the requirements of MSB 43.15.070 as it includes:
 - 1) The location, name, and number of the acquisition project;
 - 2) The proposed timetable for the acquisition and construction;
 - 3) Dimensions and area of the parcels to be acquired and each remainder parcel; and
 - 4) The names of the property owners identified by parcel.
7. The few parcels labeled as Large in the Parcel Information Table are so labeled for the following reasons:
 - 1) The parcel has never been surveyed but has been platted by protraction, such as a BLM lotting (aliquot part or Govt. Lot).
 - 2) The parcel was created via a borough waiver and not surveyed.
 - 3) The parcel abuts a water boundary which makes for an interpretive boundary and area.
 - 4) The parcel boundary has not been surveyed by DOT or its boundary is subject to interpretation.
8. All monumentation, re-monumentation, right-of-way alignment and reconstruction and other requirements of the borough or of this title shall be met before approval of the final plat unless it is clearly impractical or legally impossible to accomplish prior to final plat approval. Any action required as a condition of final plat approval, but not to be accomplished prior to the approval, shall be completed under the terms and conditions as are set out in writing by the borough. Any survey markers that control the length or direction of any property line shall be reset according to the new location.
9. Survey requirements of this title are not applicable to a right-of-way acquisition plat unless otherwise provided by written agreement between the borough and the government agency applying for the plat; the borough shall require remonumentation or reference monumentation of subdivision control monuments, aliquot part section corner monuments and government survey control monuments that will be disturbed, destroyed or lost as a result of the proposed project.
10. Within the borough, if a condemnation reduces the area of a lot below the minimum required by MSB 43.20.281(C), the area after condemnation shall be the minimum area required for that lot if that lot met the minimum requirements before the condemnation and the resulting area after the condemnation is not less than 80 percent of the minimum required. The partial acquisitions shown meet the requirements of MSB 43.20.281(C).
11. Within the borough, if a condemnation by a governmental agency reduces the building line setback of a structure below 25 feet, but there remains at least ten feet setback, and the setback reduced by the condemnation met the requirements of this section prior to the condemnation, the resulting setback shall be the setback requirements for the lot.

RECOMMENDATIONS for CONDITIONS OF APPROVAL:

Staff recommends approval of the Right-of-Way Acquisition Plat for Glenn Highway MP 53 to 56 Reconstruction, Moose Creek Canyon, Project #OA15025/Z580130000, contingent on staff recommendations:

1. Pay postage and advertising fees.
2. Partial acquisitions must comply with MSB 43.20.281(C), Area.
3. Any survey markers that control the length or direction of any property line shall be reset according to the new location. Secondary monumentation of all property corners, points of curves and angle points along the new right-of-way shall be required per MSB 43.15.070(D)(7).
4. Condemnation must not create setback encroachments of existing structures below that allowed by MSB 17.55.010(E).
5. Submit the Right-of-Way Acquisition Plat in full compliance with MSB 43.15.070.

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES**

RIGHT-OF-WAY MAP

ALASKA PROJECT

**GLENN HIGHWAY MP 53 TO 56
RECONSTRUCTION
MOOSE CREEK CANYON
OA15025/Z580130000**

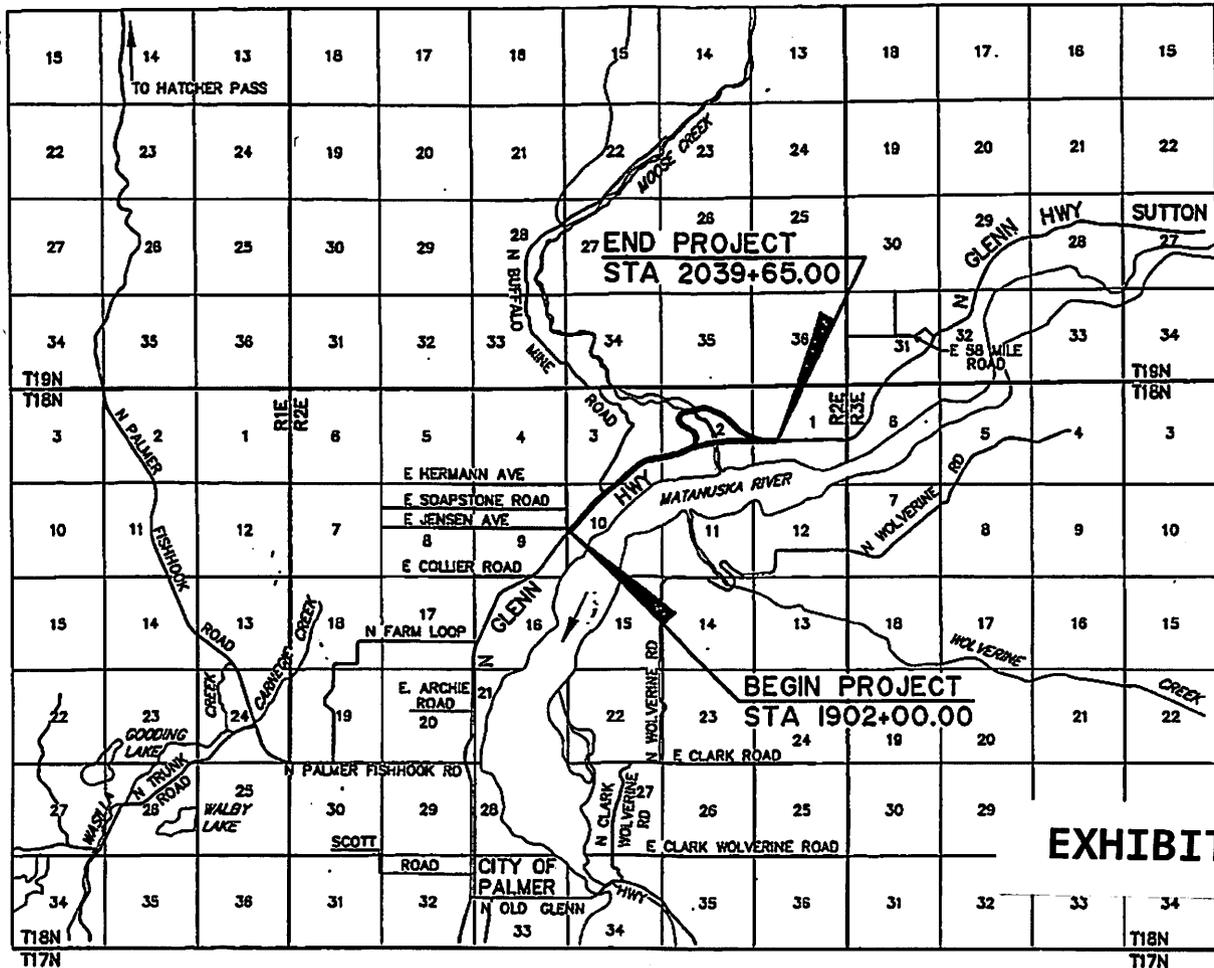


EXHIBIT A



EXHIBIT B

THIS PROJECT WILL:

- » Improve safety and driver comfort
- » Reduce congestion by removing steep grades and tight curves; and adding a westbound passing/climbing lane
- » Lessen roadway maintenance cost
- » Widen the roadway to 12-foot lanes with 8-foot shoulders to enhance public safety
- » Construct new pedestrian amenities to provide local connectivity

PROJECT OVERVIEW

The Alaska Department of Transportation and Public Facilities (DOT&PF), in coordination with the Federal Highway Administration (FHWA), proposes to realign the Glenn Highway between Milepost (MP) 53 and 56. This section of the Glenn Highway currently has an undesirable steep grade and tight curves with limited sight distances. Unstable gravel slopes of Moose Creek Canyon also result in ongoing rockfall issues on the roadway, leading to safety and maintenance challenges beyond those caused by the narrow, steep road. The current design concept will leave the existing highway on the west bluff of the canyon and rejoin the existing alignment on the east bluff. The current design concept requires a new bridge over Moose Creek, approximately 2,800 feet downstream from the existing bridge.

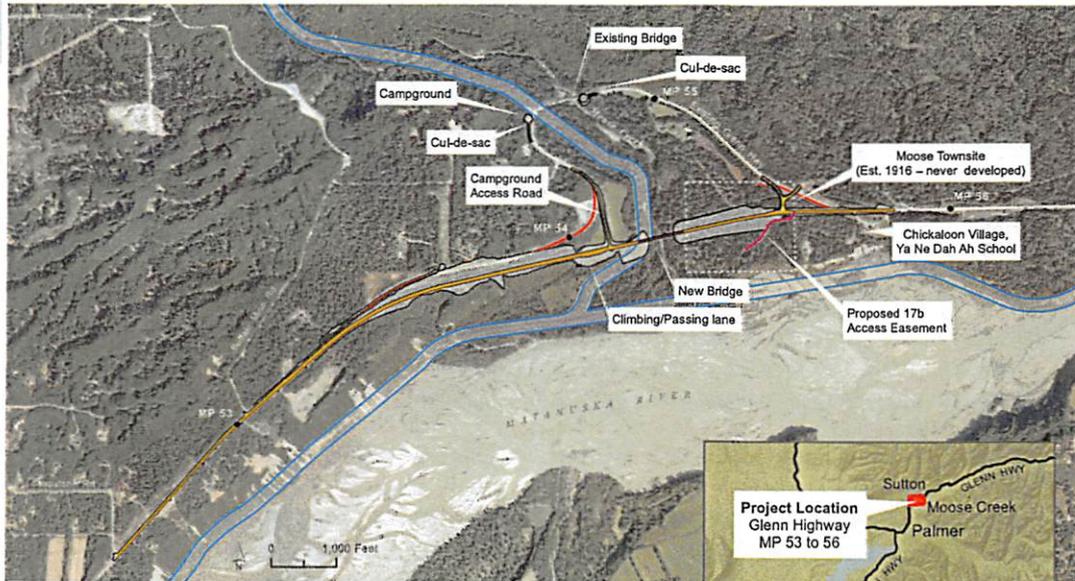


Figure 1: Location and Vicinity Map

- | | |
|--|---|
|  Realigned Glenn Highway Edge of Pavement |  Access Road Edge of Pavement |
|  Proposed 17b Access Easement |  Bridge Deck |
|  Cut/Fill Limits |  Old sections of roadway closed following construction |
| |  Alaska Railroad Right-of-Way |



PROJECT FACT SHEET

Glenn Highway, MP 53-56 Reconstruction - Moose Creek Canyon

PURPOSE

The purpose of the Glenn Highway, MP 53-56 Reconstruction - Moose Creek Canyon Project is to increase safety and to accommodate anticipated traffic for the next 20 years.

GET INVOLVED

Your feedback is important and will be considered by the planning team as they continue work on the project's design and plan for construction. We will keep the public informed of project progress via e-newsletters, the project website, and with public meetings. Please visit the website at

www.GlennHighwayatMooseCreek.com

to make a comment and learn more about the project. You can also sign up for the project email list to receive up-to-date information on future opportunities to provide feedback and participate in the process.

CONTACT

If you would like to request additional information or share your ideas, please contact:

Clint Adler
Project Manager
DOT&PF

Clint.Adler@alaska.gov
907-269-0544

Josie Wilson
Public Involvement, HDR
josie.wilson@hdrinc.com
907-644-2000

PROJECT BACKGROUND

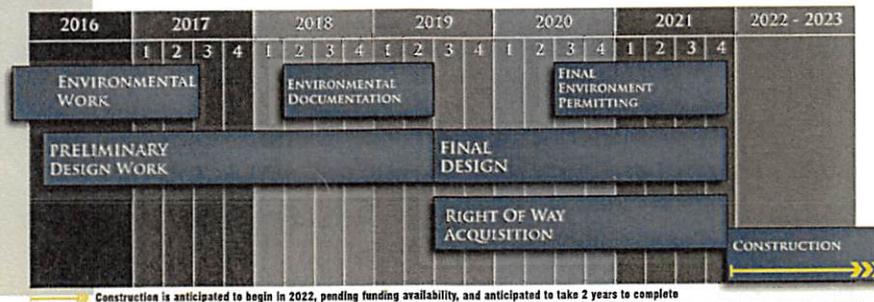
Originally constructed during World War II, the Glenn Highway is overdue for repairs and renovation. Due to a rising population and the additional transport of goods, traffic on the Glenn has increased over time; the highway currently serves area residents, the traveling public, commercial trucks, tour company vehicles, and other users, with an average of approximately 3,000 vehicles a day in the project area.

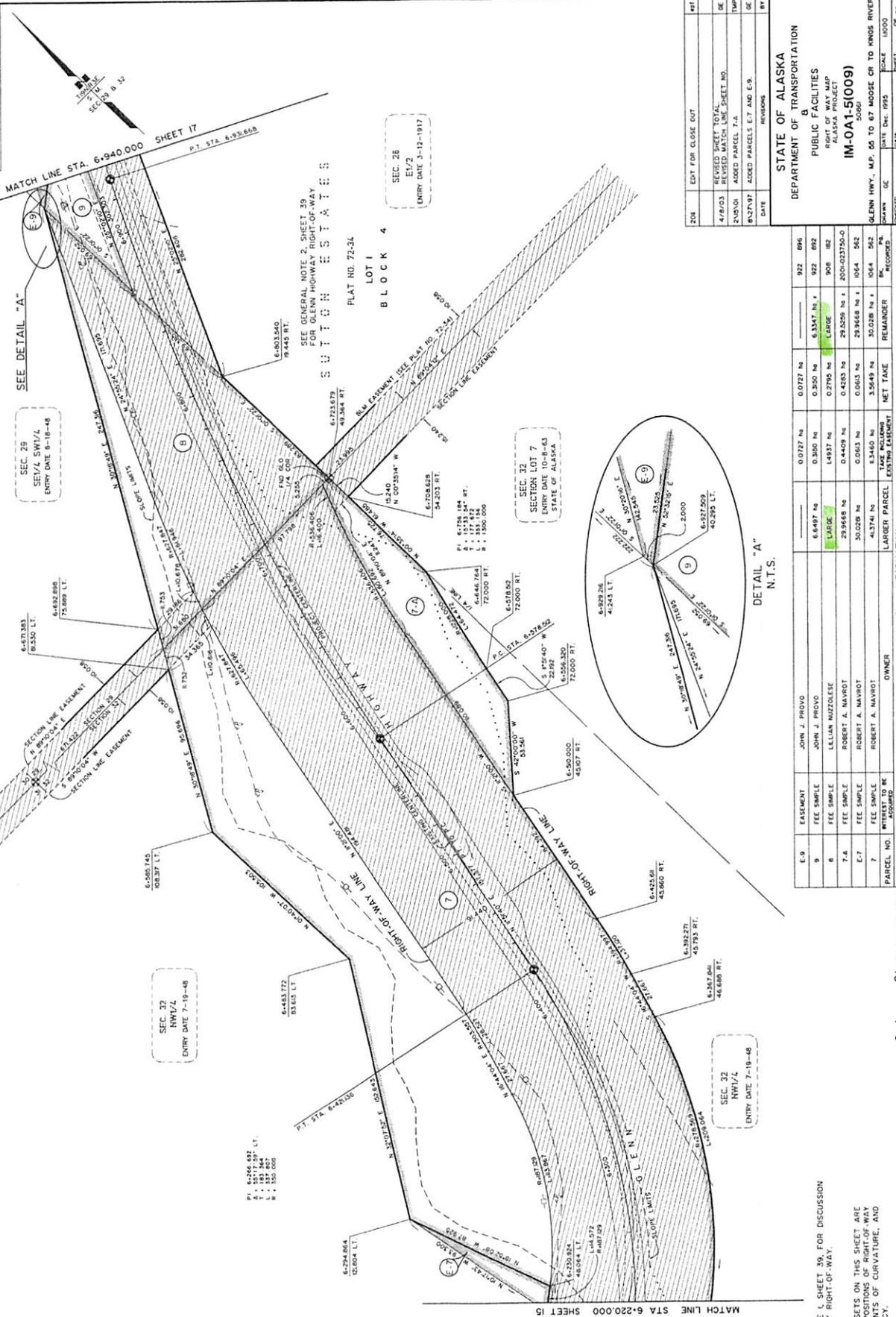
COST

The Glenn Highway MP 53-56 Reconstruction Moose Creek Canyon Project is federally funded and is estimated to cost approximately \$60 million (including design, Right-of-Way property acquisition, utility relocation, and construction costs). Cost estimates will be further refined as the project design is finalized.

SCHEDULE

This project's design is approximately 75% complete. During the re-evaluation (re-eval) of 1993 environmental documents, State Historical Preservation Office (SHPO) determined the project is located in historic coal mining district. To comply with federal and state laws regarding historic properties, the project team evaluated several roadway alignment alternatives to minimize impacts to the historic district and this summer the agreement between DOT&PF and SHPO was signed which approve mitigation measures of the historical district. With the analysis complete and approved, DOT&PF has now begun purchasing right-of-way along the project corridor to advance the project design. DOT&PF anticipates this process will take about approximately 2 years to complete with construction beginning in spring of 2022. Construction of the roadway and bridge may take 2 years to complete, and is dependent on availability of funding.





STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 IM-0A1-5(1009)
 GLENN HWY., M.P. 65 TO 67 MOOSE CR TO KINGS RIVER
 SCALE 1/8" = 100'
 DRAWN BY: [blank] DATE: [blank]
 CHECKED BY: [blank] DATE: [blank]

PARCEL NO.	OWNER	NET TAKE	REMAINDER	% RECORDED
E-9 <td>JOHN J. PROVO <td>0.0727 N</td> <td>0.0727 N</td> <td>922 696</td> </td>	JOHN J. PROVO <td>0.0727 N</td> <td>0.0727 N</td> <td>922 696</td>	0.0727 N	0.0727 N	922 696
9 <td>JOHN J. PROVO <td>0.300 N</td> <td>0.300 N</td> <td>922 692</td> </td>	JOHN J. PROVO <td>0.300 N</td> <td>0.300 N</td> <td>922 692</td>	0.300 N	0.300 N	922 692
B <td>LELAIN MIZTOLESE <td>1.4937 N</td> <td>6.547 N</td> <td>922 682</td> </td>	LELAIN MIZTOLESE <td>1.4937 N</td> <td>6.547 N</td> <td>922 682</td>	1.4937 N	6.547 N	922 682
T-A <td>ROBERT A. NAVROT <td>0.4409 N</td> <td>0.2795 N</td> <td>908 882</td> </td>	ROBERT A. NAVROT <td>0.4409 N</td> <td>0.2795 N</td> <td>908 882</td>	0.4409 N	0.2795 N	908 882
E-7 <td>ROBERT A. NAVROT <td>0.0603 N</td> <td>29.8209 N</td> <td>200-023700-0</td> </td>	ROBERT A. NAVROT <td>0.0603 N</td> <td>29.8209 N</td> <td>200-023700-0</td>	0.0603 N	29.8209 N	200-023700-0
7 <td>ROBERT A. NAVROT <td>0.0603 N</td> <td>0.0603 N</td> <td>1064 562</td> </td>	ROBERT A. NAVROT <td>0.0603 N</td> <td>0.0603 N</td> <td>1064 562</td>	0.0603 N	0.0603 N	1064 562
WITNESS TO BE ASSESSED <td>ROBERT A. NAVROT <td>3.5649 N</td> <td>30.028 N</td> <td>064 562</td> </td>	ROBERT A. NAVROT <td>3.5649 N</td> <td>30.028 N</td> <td>064 562</td>	3.5649 N	30.028 N	064 562
		43.774 N	30.028 N	REMAINDER
		LAKE INCLUSIVE		% RECORDED
		LARGER PARCEL		
		EXISTING EASEMENT		

DETAIL "A"
N.T.S.

SPECIAL NOTE:
 SEE GENERAL NOTE 1, SHEET 39, FOR DISCUSSION OF GLENN HIGHWAY RIGHT-OF-WAY.
 NOTE:
 STATIONS AND OFFSETS ON THIS SHEET ARE TO THE COMPUTED POSITIONS OF RIGHT-OF-WAY LINES OF CURVATURE, AND POINTS OF TANGENCY.

EXHIBIT D-2

Palmer Plat 2022-29

Peggy Horton

From: Hooyer, Patricia (DOT) <louise.hooyer@alaska.gov>
Sent: Thursday, December 12, 2019 10:53 AM
To: Peggy Horton
Subject: RE: Glenn Hwy MP 53-56

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Peggy:

There are several reasons why a larger, non-specific, area is shown.

1. The parcel has never been surveyed but has been platted by protraction, such as a BLM lotting (aliquot part or Govt. Lot).
2. The parcel was created via a borough waiver and not surveyed.
3. The parcel abuts a water boundary which makes for an interpretive boundary and area.
4. The parcel boundary has not been surveyed by DOT or it's boundary is subject to interpretation.

The parcel tables remain as shown in the final, except a recording document number is added.

Louise Hooyer, PLS, CFedS, SR/WA
ROW Engineering Supervisor
State of Alaska DOT&PF
4111 Aviation Avenue
Anchorage, AK 99516
(907) 269-0713
fax: (907) 269-0489

From: Peggy Horton <Peggy.Horton@matsugov.us>
Sent: Thursday, December 12, 2019 9:50 AM
To: Hooyer, Patricia (DOT) <louise.hooyer@alaska.gov>
Subject: Glenn Hwy MP 53-56

Hi Louise,

I noticed on the project map that many of the existing parcels and remainder parcels are listed as "Large" in the Parcel Information tables. Are these areas expected to be given a square footage when the acquisition is finalized?

Thanks,

Peggy Horton
Platting Technician
907-861-7881

EXHIBIT E

Peggy Horton

From: Jamie Taylor
Sent: Friday, December 13, 2019 4:48 PM
To: MSB Platting
Cc: Peggy Horton
Subject: RE: Request for Comments for Glenn Hwy MP 53-56 ROW Acq Case #2019-177 Tech: PH

No comment.

Jamie Taylor, PE
Civil Engineer
Matanuska-Susitna Borough
Department of Public Works
Operations & Maintenance
t: 907-861-7765 c: 907-355-9810
jamie.taylor@matsugov.us
<http://www.matsugov.us/>

From: MSB Platting <Platting@matsugov.us>
Sent: Tuesday, December 10, 2019 1:48 PM
To: Allen.kemplen (Allen.kemplen@alaska.gov) <Allen.kemplen@alaska.gov>; tucker.hurn@alaska.gov; Melanie.nichols@alaska.gov; kyler.hylton@alaska.gov; samantha.carroll@alaska.gov; James Walker (james.walker2@alaska.gov) <james.walker2@alaska.gov>; sarah.wilber@alaska.gov; adam.dubour@alaska.gov; stephensd@akrr.com; mearow@matanuska.com; Right of Way Dept. <row@mtasolutions.com>; Fire Code <Fire.Code@matsugov.us>; Jill Irsik <Jill.Irsik@matsugov.us>; Eric Phillips <Eric.Phillips@matsugov.us>; regpagemaster@usace.army.mil; Jude Bilafer <Jude.Bilafer@matsugov.us>; Cindy Corey <Cindy.Corey@matsugov.us>; Debbie Bakic <Debbie.Bakic@matsugov.us>; Terry Dolan <Terry.Dolan@matsugov.us>; Jim Jenson <James.Jenson@matsugov.us>; Jamie Taylor <Jamie.Taylor@matsugov.us>; Charlyn Spannagel <Charlyn.Spannagel@matsugov.us>; Planning <MSB.Planning@matsugov.us>; Joseph Metzger <Joseph.Metzger@matsugov.us>; Eileen Probasco <Eileen.Probasco@matsugov.us>; Fred Wagner <Frederic.Wagner@matsugov.us>; Permit Center <Permit.Center@matsugov.us>; Alex Strawn <Alex.Strawn@matsugov.us>; Theresa Taranto <Theresa.Taranto@matsugov.us>; Andy Dean <Andy.Dean@matsugov.us>; John Aschenbrenner <John.Aschenbrenner@matsugov.us>; timhaledistrict1@gmail.com; pamela.j.melchert@usps.gov; suttoncommunitycouncil@gmail.com; retirees@mtaonline.net; gdr@mtaonline.net
Subject: Request for Comments for Glenn Hwy MP 53-56 ROW Acq Case #2019-177 Tech: PH

Good Afternoon,

The link below will take you to a request for comments for a Right-of-Way Acquisition Plat for the Glenn Hwy MP 53-56 Moose Creek Canyon project. Please review and provide any comments by December 30, 2019.

https://matsugovus-my.sharepoint.com/:f/g/personal/peggy_horton_matsugov_us/Epwvivo-KDJNKRXEHPoB7fQBbUJyHldWNiPfXXzsUnhEfA?e=LmgqeG

EXHIBIT F

Peggy Horton

From: Fire Code
Sent: Thursday, December 26, 2019 1:41 PM
To: MSB Platting
Subject: RE: Request for Comments for Glenn Hwy MP 53-56 ROW Acq Case #2019-177 Tech: PH

Peggy,
Fire Code has no issue with this.



Donald Cuthbert
Fire Marshal
Fire & Life Safety Division
Central Mat-Su Fire Department
(907) 861-8030
FireCode@matsugov.us

From: MSB Platting <Platting@matsugov.us>
Sent: Tuesday, December 10, 2019 1:48 PM
To: Allen.kemplen (Allen.kemplen@alaska.gov) <Allen.kemplen@alaska.gov>; tucker.hurn@alaska.gov; Melanie.nichols@alaska.gov; kyler.hylton@alaska.gov; samantha.carroll@alaska.gov; James Walker (james.walker2@alaska.gov) <james.walker2@alaska.gov>; sarah.wilber@alaska.gov; adam.dubour@alaska.gov; stephensd@akrr.com; mearow@matanuska.com; Right of Way Dept. <row@mtasolutions.com>; Fire Code <Fire.Code@matsugov.us>; Jill Irsik <Jill.Irsik@matsugov.us>; Eric Phillips <Eric.Phillips@matsugov.us>; regpagemaster@usace.army.mil; Jude Bilafer <Jude.Bilafer@matsugov.us>; Cindy Corey <Cindy.Corey@matsugov.us>; Debbie Bakic <Debbie.Bakic@matsugov.us>; Terry Dolan <Terry.Dolan@matsugov.us>; Jim Jenson <James.Jenson@matsugov.us>; Jamie Taylor <Jamie.Taylor@matsugov.us>; Charlyn Spannagel <Charlyn.Spannagel@matsugov.us>; Planning <MSB.Planning@matsugov.us>; Joseph Metzger <Joseph.Metzger@matsugov.us>; Eileen Probasco <Eileen.Probasco@matsugov.us>; Fred Wagner <Frederic.Wagner@matsugov.us>; Permit Center <Permit.Center@matsugov.us>; Alex Strawn <Alex.Strawn@matsugov.us>; Theresa Taranto <Theresa.Taranto@matsugov.us>; Andy Dean <Andy.Dean@matsugov.us>; John Aschenbrenner <John.Aschenbrenner@matsugov.us>; timhaledistrict1@gmail.com; pamela.j.melchert@usps.gov; suttoncommunitycouncil@gmail.com; retirees@mtaonline.net; gdr@mtaonline.net
Subject: Request for Comments for Glenn Hwy MP 53-56 ROW Acq Case #2019-177 Tech: PH

Good Afternoon,

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https://matsugovus-my.sharepoint.com/:f:/g/personal/peggy_horton_matsugov_us/Epwvivo-kDJNkRXEHPoB7fQBbUJyHldWNIpfXXzsUnhEfA?e=LmgqeG

NOTE: Please open the link in Chrome or copy and paste the link to your browser. Using Microsoft Edge seems to cause some viewing problems.

Thank you,
Peggy Horton

EXHIBIT G

Peggy Horton

From: Christopher Cole
Sent: Monday, December 30, 2019 4:23 PM
To: Peggy Horton
Cc: Karol Riese
Subject: RFC for Glenn Hwy MP 53-56 ROW Acq

After reviewing the documents, the planning division doesn't have any comments at this time for DOT or Platting.

All the best,
Chris

Christopher Cole
Mat-Su Borough Planner II
350 E Dahlia Ave, Palmer, AK 99645
(907) 861-7855

Peggy Horton

From: Douglas Stephens <StephensD@akrr.com>
Sent: Thursday, December 19, 2019 1:09 PM
To: MSB Platting
Cc: 'randy.vanderwood@alaska.gov'; 'melanie.arnolds@alaska.gov';
'devki.rearden@alaska.gov'; Rachel Maddy; Kristen Gratrix; Douglas Stephens
Subject: RE: Request for Comments for Glenn Hwy MP 53-56 ROW Acq Case #2019-177 Tech: PH

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Dear Ms. Horton,

The Alaska Railroad Corporation (ARRC) has reviewed the Right-of Way Map for the Glenn Highway MP 53 to 56 Reconstruction through Moose Creek Canyon.

ARRC has no objections to this plat. However, we would like to more fully explain the nature of proposed acquisition parcels P15, and P17.

Wherever the State of Alaska DOT & PF has approved roadway facilities that lie within or cross the ARRC Right-of-Way, the use of those facilities is allowed by a Public Facilities Master Agreement between ARRC and DOT, ARRC Contract Number 9670. This single agreement has a list of all the DOT roadways, crossings and other related facilities that lie within or cross the ARRC ROW. Their use by DOT is governed by the specific terms of the agreement.

ARRC typically includes under the agreement only the areas necessary for the existence, use, and maintenance of the DOT facility and not necessarily a full uniform ROW width. One condition for including a new facility in this agreement is that the new construction must comply with the ARRC "Technical Standards for Roadway, Trail, and Utility Facilities in the ARRC Right-of-Way". Since the design of the DOT facility is not complete, ARRC has to date been unable to assess compliance with these standards. Once compliance is achieved ARRC will ultimately include, under the agreement, some portion of the land area within P15 and P17 as a grade separated crossing. The specific limits of the facility-area have not yet been defined Since DOT has not yet completed its design.

Please feel free to contact ARRC if you have any questions or concerns.

Regards,

Douglas A. Stephens, PLS

Manager, Land Services, Real Estate Department

907.265.2469 office
mailing: PO Box 107500, Anchorage, AK 99510-7500
physical: 327 W. Ship Creek Ave, Anchorage, AK 99501
web: www.AlaskaRailroad.com

ALASKA
RAILROAD

From: MSB Platting [mailto:Platting@matsugov.us]
Sent: Tuesday, December 10, 2019 1:48 PM
To: Allen.kemplen (Allen.kemplen@alaska.gov); tucker.hurn@alaska.gov; Melanie.nichols@alaska.gov;
kyler.hylton@alaska.gov; samantha.carroll@alaska.gov; James Walker (james.walker2@alaska.gov);
sarah.wilber@alaska.gov; adam.dubour@alaska.gov; Douglas Stephens; mearow@matanus

EXHIBIT I



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

Program Development and Statewide Planning
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, AK 99519-6900
Main number: 907-269-0520
Fax number: 907-269-0521
Website: dot.state.ak.us

January 6, 2020

Fred Wagner, Platting Officer
Matanuska-Susitna Borough
350 East Dahlia Avenue
Palmer, Alaska 99645

Re: Plat Review

Dear Mr. Wagner:

The Alaska Department of Transportation and Public Facilities, ADOT&PF, Central Region Planning office has no comments on the following plat:

- **Glenn Hwy MP 53-56 ROW Acquisition**
- **Tax Map CN 07, Sec 29, T20N, R06E (Stocks)**

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has reviewed the following plat and has the following comments:

- **Sunshine Hanna (Miller)**
 - No change to existing access onto Talkeenta Spur Road will be allowed.

All properties accessing ADOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

If there are any questions regarding these comments please feel free to contact me at (907) 269-0509 or melanie.nichols@alaska.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Melanie Nichols".

Melanie Nichols
Mat-Su Area Planner