

Public?

Public?

Chena R. Bridge Access  
CHSR Access  
NORDALE RD Access

Mileage  
fr. downtown FBKS.

12/13/85  
from Darryl  
Johnson

①

## Problem

Access to private and state owned lands east of Ft Wainwright and north of the Chena River.

Past studies of this problem indicate that there are three acceptable alternatives.

Alt. #1 - Bridge the Chena River <sup>EAST of Ft. Wain.</sup> in the vicinity of Dennis Rd.

Alt #2 - Construct a new access road from Chena Hot Sp. Rd along the east side of Ft. W.

Alt #3 - Construct a new access road west from Nordate Rd along the N. bank of the Chena R.

These alternatives are shown on the attached map and are discussed in more detail below.

(2)

Alt #1

The possibility of constructing a new bridge across the Chena River at Dennis Rd was studied in 1981. At that time the cost of the bridge was estimated at \$2,885,000. This was for a structure and approaches meeting secondary highway standards.

While such a bridge may be the best long term solution to the access problem, the cost seems excessive in view of the low traffic volumes that would be served.

A more acceptable version of alternative #1 would be to install a lower cost temporary bridge structure that could be replaced when development north of the river warranted a permanent bridge. It has not been determined whether an appropriate temporary structure is available.

Alt. # 2

Alt # 2 begins at 3 mile Chena Hot Springs Road and runs south along a section line easement for the first mile. The proposal would then enter military land and would bend to the east to provide clearance from Ft Wainwright's ammo dump. Ft Wainwright officials have indicated that the military would grant an easement for the new road. As drawn on the map, the route may not be quite as far from the ammo dump as the military would like. However, shifting the route any farther to the east would place it on <sup>the</sup> extremely poor foundations that prevail along Columbia Ck. Even as drawn, portions of the route encounter less than favorable foundation conditions.

From the Fairbanks Base Line Alt. # 2 runs south along the boundary of Ft. Wainwright and then bends back to the west to terminate at the  $\frac{1}{4}$  cor between sections 9 and 10.

Except for a short cut section at Sage Hill,  
ALT # 2 would be all overlay construction.  
This would entail 3.8 miles of new  
roadway.

For Telephone Conversation With B. B. Allen, Mayor, NSB

From: Bill McMullen, Acting Deputy Commissioner

12-9-83

RE: Ft. Wainwright Access  
Summary

In May, 1981 the Army closed the Trainor Gate Access Road at Ft. Wainwright thereby restricting access for a number of property owners living east of the Fort. Since that time, Paul Shultz has been petitioning government agencies to intercede on his behalf to convince the Army that the gate should be reopened. Paul owns approximately 500 acres in an area east of the Fort bounded by the Chena River, the pipeline, Chena Hot Springs Road and the Fort.

DOT&PF, Planning was contacted by Paul in the summer of 1983. Deputy Commissioner Glenzer authorized John Martin to deal directly with the military staff on this issue. Planning has prepared a large file of information relating to the subject and distributed it to the Borough, Deputy Commissioner Glenzer, and Representative Bob Bettisworth, who has asked DOT&PF to expedite a solution to the problem.

We see three (3) possible solutions:

Litigation. Planning has not addressed the legality of Paul's claim that the road through the Fort is a "public" road and that the Army's closure of the road is illegal. *Availability of funding for bridge*

Fencing. John Martin met with the Post Commander on November 18, 1983 to discuss their position. The Army's primary concern is security. Fencing would not be an acceptable solution because the adjacent facilities require frequent access by the military. The four major facilities north of the Chena River are the fuel storage area, the ski facility, the sanitary landfill and the ammunition storage area.

Chena River Bridge. In September, 1982 Brigadier General Vail (previous Commander) assured Commissioner Katz (DNR) that he would offer every possible assistance, including use of engineer troops to assist in construction and, if approved by Department of the Army, the temporary construction of a Bailey bridge across the Chena River until such time as DOT&PF could acquire funds from the State Legislature for construction of a permanent bridge. General Vail assured Commissioner Katz that this promise would be carried out by him or his successor and this was a formal commitment to the State by the 172nd Infantry Brigade (Alaska).

The Commander in Alaska now is General Bethke, who took General Vail's place. General Bethke does not feel that he can legally authorize construction/supply of a Bailey bridge across the Chena River. There is no statute or regulation under which they can provide the bridge, except for an emergency release provision which does not apply in this case.

Furthermore, the Army is concerned about liability since a Bailey bridge would only be one lane wide.

If we wish to pursue the request for the bridge we can contact:

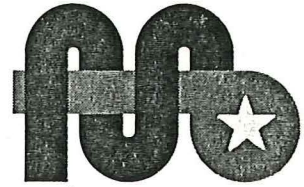
Col. Fraley, Facilities Engineer, Ft. Richardson, AK : Phone 862-2180

JLW:bci  
xc: Charity Fechter

fairbanks north star borough

p.o. box 1267 520 fifth ave. fairbanks, alaska 99707 907-452-4761

DEP. COMM INTERIOR REC 83 DEC 1 3:54



November 21, 1983

Mr. H. "Glenn" Glenzer, Jr.  
Deputy Commissioner, Interior Region  
Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99701

*John Markley*

✓	Deputy Commissioner	
✓	D & C Director	
	P. A. P. Director	<i>John Shultz</i>
	Admin. Serv. Director	
	Interior M & O Director	
	Western Director	
	S. Central Director	

*Please draft final reply for Dep. Com. signature & route to Peger*

RETURN

Dear Mr. Glenzer:

This letter concerns the problem Paul Shultz and other property owners are having in their attempt to gain full public access from Steese Highway through Fort Wainwright to their properties. As you are well aware, there has been a lot of independent and unsuccessful efforts to solve the problem with the military. I think it would be productive for the State and the Fairbanks North Star Borough to coordinate their efforts to offer our solution in a unified fashion before the military personnel at Fort Wainwright.

I would be happy to meet with you at your convenience to coordinate this effort.

Sincerely,

*Bill*

B. B. Allen  
Borough Mayor

BBA/rds

cc: The Honorable Bob Bettisworth  
Paul Shultz

Department of Transportation  
Interior Region

DEC 2 1983

ROUTE

Director
Planning Manager
Assistant Interior
Urban
Rural
Support Services
Assistant, Western
FPP
CIP
Research
D&C
M&O
Log
File
Return To

Time Received 1P

RECEIVED NOV 29 1983

### Telephone/Conference Data

Date: 12/5/83 Re: Ft. Manwright Access

People Involved: Major Shelton, Ft. W.W.

353-7204

- 4173

Topics: General Bethke's response to General Vail's offer of a Bailey bridge:

Gen Bethke does not feel that he can legally authorize construction/supply of Bailey bridge across the Chena River. There is no statute or regulation under which they can provide the bridge, except for an emergency release provision which does not apply in this case.

Furthermore, the Army is concerned about liability since a Bailey bridge would only be one lane wide.

If we wish to pursue the request for the bridge we can contact:

Col. Traley  
Facilities Engineering  
Ft. Richardson, Ak.  
862-2180

Response/Follow-up:

Returned to  
Signed By: Janie

Copies To: J. Martin  
C. Fleeter



## Telephone/Conference Data

Date: 12-2-83 Re: H. Skinnwright

People Involved: Paul Shultz

Topics: Wanted to know status of project

Told him Army rejected north route and were pursuing Badger river r-ing.

Said that he was not happy with Badger alternative because it would add several miles additional travel. Also would be selling lots soon and that there would soon be several additional people to contend with

Response/Follow-up:

Signed By: *JS*

Copies To:

# MEMORANDUM

# State of Alaska

TO: File


DATE: November 18, 1983

FILE NO: 300I/1650

*30fw*

TELEPHONE NO: 479-4281

SUBJECT: Ft. Wainwright Access

  
FROM: John D. Martin, P.E.  
Asst. Planning Manager  
Planning and Programming  
Northern Region

I met this morning with the following military officials:

Colonel Lewis F. Driver, Post Commander  
Major Joe Estridge, Deputy Post Commander  
Major Sam Shelton, Judge Advocate General  
Major Don Williams, Provost Marshall  
Tom Leschorn, Deputy Director of Engineering and Housing

I informed them that I was trying to gain insight into their position regarding public use of an existing road north of the Chena River.

I was told that their primary concern is security. Fencing would not be an acceptable solution because the adjacent facilities require frequent access by the military. There are four major facilities north of the Chena River: the fuel storage area, serving not only Ft. Wainwright but also Eielson; the ski facility; the sanitary land fill and the ammunition storage area.

It appears at this time that short of litigation, it will be very difficult to negotiate having a north access road opened for public use, unless there is a policy change on public access to the Post.

Discussion turned to access from a new Chena River bridge off of Badger Road. They were aware of General Vail's prior remark about the military providing a Bailey bridge, but stated that such an action was against regulations and might require Congressional action to allow non-military use. They do have some Bailey bridges currently in "war stock" and will report back about December 1 on the procedures required to modify regulations prohibiting this use. They also indicated that they could make right-of-way available for this purpose if necessary. The Department of Transportation's assumption of maintenance would be a significant factor in pursuing this option.

While the Department may wish to continue pursuing public access via existing roads, access off of Badger Road seems to offer the most promise for a solution acceptable to all parties.

sjr

cc: Mim Dixon, Director, Planning and Programming, Northern Region  
H. Glenzer, Jr., Deputy Commissioner, Northern Region

# MEMORANDUM

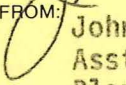
# State of Alaska

TO: File

DATE: November 18, 1983

FILE NO: 3001/1650

TELEPHONE NO: 479-4281

  
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Asst. Planning Manager  
Planning and Programming  
Northern Region

SUBJECT: Ft. Wainwright Access

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sjr

cc: Mim Dixon, Director, Planning and Programming, Northern Region  
H. Glenzer, Jr., Deputy Commissioner, Northern Region

# Telephone/Conference Data

Date: 11-17-83 Re: St. Vrainwright Access

People Involved:

Major Gen. Gordon H. Austin 703-768-0304

Topics:

Was the last Air Force commander before  
Ft. Collins AFB became St. Vrainwright. <sup>(1958-1960)</sup> He didn't recall  
any problem with civilian access. As an in point,  
he developed the existing ski area and access was  
available, <sup>to civilians</sup> without restriction from the Steese Highway.

There were several severely restricted areas on  
post base, such as nuclear weapons, but with  
those exceptions civilians were allowed free access  
on post - they did have ~~un~~ manned gates.

Bob Bethisworth had just contacted him  
and asked him to put his recollections in writing.  
I asked to be cc'd

Response/Follow-up:

Signed By: Jm.

Copies To: GLENZER; CHARITY; MIM

## Telephone/Conference Data

Date: 11-16-83 Re: Paul Skultny

People Involved: Mary Lou Sen. Stevens Office (456-0261)

Topics: PS. last contact Jan '83 "State's interest has  
planned."

15 owners involved at that time - also  
should consider state leads out there

Sen Stevens position going through  
now - for resolution or permanent basis

State should take active role.

9:00 am Thurs. can come show their files.

room 206 Fed Bldg (101-12<sup>th</sup>)

Response/Follow-up:

Signed By: *jm*

Copies To:

sm  
file

**Telephone/Conference Data**

Date: 11/15/83 Re: Ft Tainwright Access Roads

People Involved: John Martin, Richard Spittler, Janice Taylor  
in Richard Spittler's office

Topics: Paul Skultz property access thru Ft Ww

Paul Skultz approached Mayor Allen with his access problems and Mayor Allen asked Richard Spittler to work with DOT to find answers/solutions.

John Martin will meet with the military to find out their perspective & why they reacted negatively to previous alternatives.

Richard Spittler will write a letter from ~~the~~ Mayor Allen to Blinger requesting a meeting to discuss strategy.

Richard & John agreed that Mayor Allen & Blinger should meet on a united front with the military.

Response/Follow-up:

Signed By: Janice Taylor

Copies To: J.M.

Return to G.F. <sup>CF</sup> Janice



DEPARTMENT OF THE AIR FORCE  
 HEADQUARTERS AIR FORCE MANPOWER AND PERSONNEL CENTER  
 RANDOLPH AIR FORCE BASE, TX 78150

ROUTE	
<input type="checkbox"/>	Director
<input type="checkbox"/>	Planning Manager
<input checked="" type="checkbox"/>	Assistant Interior
<input type="checkbox"/>	Urban
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REPLY TO: MPCDO03  
 ATTN OF:

SUBJECT: Locator Information

15 Nov 83

TO: DEPT. OF TRANSPORTATION & PUBLIC FACILITIES  
 ATTN: MR. JOHN D. MARTIN, P.E.  
 600 UNIVERSITY AVENUE  
 FAIRBANKS, ALASKA 99701

Items indicated below by an "X" reply to your inquiry for locator information on MAJOR GENERAL GORDON H. AUSTIN, USAF (RETIRED), dated 4 Nov 83.

( ) Latest address of record is \_\_\_\_\_

( ) Information furnished is insufficient to identify a record of Air Force service. Further search will be made if you furnish additional identifying data, such as full name, Social Security Account Number, Air Force Service Number, date and place of birth, former organizations and dates of assignment. In this case, return this letter and your original inquiry.

X) Remarks: *YOUR REQUEST HAS BEEN REFERRED TO THE RETIREE ACTIVITIES BRANCH, THIS CENTER. THAT OFFICE WILL ATTEMPT TO CONTACT GENERAL AUSTIN BY TELEPHONE AND ASK HIM TO CALL YOU DIRECT. RETIREE ACTIVITIES BRANCH ADDRESS IS: HQAFMPC/MPCARS, RANDOLPH AFB, TX 78150.*

Department of Transportation  
 Interior Region

NOV 18 1983

Time Received

*JP*

*H. V. Klier*

H. V. KLIER  
 Chief, Research, Locator & Fees Section  
 Dir of Mnpwr & Pers Data Systems

# STATE OF ALASKA

Bill Sheffield, Governor

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DIVISION OF PLANNING AND PROGRAMMING, INTERIOR REGION

University Plaza - West, Suite D  
600 University Avenue  
Fairbanks, Alaska 99701  
(907) 479-4281

November 4, 1983

Re: Ft. Wainwright Access

Honorable Robert H. Bettisworth  
Alaska House of Representatives  
211 Cushman  
Fairbanks, Alaska 99701

Dear Representative Bettisworth:

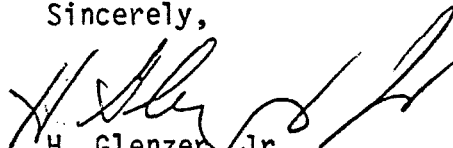
In response to your letter of October 20, 1983, I have been personally involved in the question of access through Ft. Wainwright. The Department of Transportation and Public Facilities' primary role in the controversy to date has been to 1) assist in determining the legal status of the right(s)-of-way for the existing roads into the area in question and 2) develop a cost estimate for an alternate access to the area via a new river crossing off of Badger Road.

Our fact finding effort to date has been extensive and substantial additional information has been collected since you reviewed John Martin's files on this subject. John is currently preparing an analysis to include current status of issues to be addressed and strategies to resolve this problem. I expect his report within a few weeks. John has been given full authority to deal directly with the appropriate military staff on this issue.

We would like to meet with you for your input and support and to discuss these and other strategies.

In the meantime, if you have questions on our progress, please feel free to contact me or John Martin.

Sincerely,



H. Glenzer, Jr.  
Deputy Commissioner

JDM/mr

cc: Daniel A. Casey, Commissioner, Department of Transportation and Public Facilities  
Paul Shultz



November 4, 1983

Re: Major General Gordon H. Austin

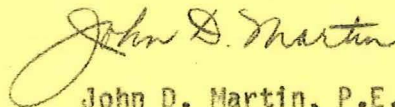
AFMPC  
Air Force Locator  
Randolph AFB, Texas 78150

Dear Sir or Madam:

I would appreciate your help locating (retired) Major General Gordon H. Austin for purposes of official State of Alaska, Department of Transportation and Public Facilities business. Major General Austin was stationed at Ladd Air Force Base (now Fort Wainwright) several years ago and he may be living in the Washington, D.C. area at this time.

Thank you.

Sincerely,



John D. Martin, P.E.  
Assistant Regional Planning Manager

jlw

Department of Transportation  
Interior Region

NOV 2 1983

Time Received

10 AM

S U S P E N S E   F I L E

TO: DIXON/ MCMULLEN

FROM: Glenzer/ Rose Young

DATE SENT: 11-1-83

PLEASE COMMENT BY: 11-4-83

SUBJECT: Bob Bettisworth's letter concerning Fort Wainwright Access

ACTION and/or OTHER REMARKS: McMullen and Dixon work together and  
please draw up reply for Glenzer's signature.

PLEASE RETURN TO ROSE YOUNG, 452-1911, ext. 222, Room 116

R U S H   B Y   N O V . 4 , 1 9 8 3   O R   E A R L I E R   P L E A S E

*WORK UP RESPONSE  
w/ McCALEB PER OADR  
DISCUSSION*

*LS*

ROUTE	
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<input checked="" type="checkbox"/>	Planning Manager
<input checked="" type="checkbox"/>	Assistant Interior
<input type="checkbox"/>	Urban
<input type="checkbox"/>	Rural
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<input type="checkbox"/>	M&O
<input checked="" type="checkbox"/>	Log <u>114-83</u>
<input type="checkbox"/>	File _____
<input type="checkbox"/>	Return To _____

# Telephone/Conference Data

Date: 11-3-83 Re: Paul Schultz

People Involved:

Glen Glendon

Topics: I received instruction as follows to pursue  
St. Hamwright access issue.

Find out how to contact (ret.) Maj. Gen. Gordon Austin  
Hask. D.C. - was in A-Fore at the time Ladd AFB  
assumed control over access roads in question. Set up  
conference call (Jm e.p.b.) <sup>James - full #</sup>

Find out prior involvement of Sen Stevens and  
other members of our congressional delegation. Also  
with our legislative delegation. Determine local  
sentiment (News-Miner)

Talk directly with military (Jm) in Fairbanks  
to discuss a reasonable way to develop alternatives -  
points: least expense; finalize issue; DOT under pressure;  
possible Army build bridge off Badger <sup>suggestions on contacts</sup>

After our homework is done, set up meeting with  
Bethworth - prior to session. Ask his help in sponsoring  
legislation to fund alternative solutions

Public Affairs Office - Capt Paula Molnar 353-7117  
to setup appt with Commander.

Response/Follow-up:

Signed By: Jm

Copies To: Min, Charity, Mc Mullen, Jodin

## Telephone/Conference Data

Date: 11-3-83 Re: Paul Schultz

People Involved:

Glen Glazier

Topics: I received instruction as follows to pursue  
St. Hamwright access issue:

Find out how to contact ret. Maj. Gen. Gordon Austin  
Wash. D.C. - was in A-Force at the time Ladd AFB  
assumed control over access roads in question. Set up  
conference call (Jm & P.S.)

Find out prior involvement of Sen. Stevens and  
other members of our congressional delegation. Also  
with our legislative delegation. Determine local  
sentiment (News-Miner)

Talk directly with military (Jm) in Fairbanks  
to discuss a reasonable way to develop alternatives -  
points: least expense; finalize issue; DOT undue pressure;  
possible Army barrier, bridge off Badger

After our homework is done, set up meeting with  
Bethworth - prior to session. ask his help in sponsoring  
legislation to fund alternative solutions

Response/Follow-up:

Signed By: Jm

Copies To: mim, Charity

DEP. COMM.  
INTERIOR REGION  
DOT/PF



83 NOV 1 A 8:33

POUCH V  
JUNEAU, ALASKA 99811

REPRESENTATIVE

ROBERT H. "BOB" BETTISWORTH

P.O. BOX 80288  
COLLEGE, ALASKA 99708

October 20, 1983

Mr. H. "Glen" Glenzer, Jr.,  
Deputy Commissioner  
Interior Region  
Department of Transportation & Public Facilities  
2301 Peger Road  
Fairbanks, Alaska 99701

INTERIOR REGION	
Deputy Commissioner	
D. R. C. Director	
P. R. P. Director	
Admin. Serv. Director	
Interior M. & O. Director	
Western Director	
S. Central Director	
RETURN	

Dear Mr. Glenzer:

I recently met with John Martin regarding the as yet unresolved problem of public access through Fort Wainwright. Despite Mr. Martin's obviously high level of expertise and caring, it's equally as obvious that he's not been given a free hand to deal with this issue.

I am under the impression that you feel the public right-of-way should be maintained. However, as time passes I'm beginning to think that perhaps I'm under a misconception. The more I check into this issue, the more balls I find dropped. In 1981, when Paul Shultz first brought the situation to the attention of the powers that were, every department, bar none, was vociferous about the seemingly unreasonable stance of the military. During the last two years, as far as I've been able to determine, nothing regarding this impasse has been addressed.

Regarding how the department is going to proceed, I would like to know who is authorized to make a decision within DOT/PF? I am most curious about why DOT/PF has never conducted any factual analysis of the situation. The Attorney General's office issued an opinion on April 13, 1983 which was based on a fact sheet provided to them by the military!

My position is clear. I want full public access from the Steese Highway via the foot of Birch Hill (Birch Hill cemetery) along the north side of the Chena River onto the private property lying north and east of Wainwright. It is my firm and unwavering belief that the public has the right of way to this privately owned land and I want this fact acknowledged by the military.

I would appreciate anything you can do to expedite a resolution of this long-standing inequity.

Sincerely,

Representative Bob Bettisworth

RHB/lsk

cc: Commissioner Daniel A. Casey, DOT/PF  
Mr. John Martin, Assistant Planning Manager, DOT/PF  
Mr. Paul G. Shultz

30FW

OCT 31 1983

Time Received

4P

POUCH V  
JUNEAU, ALASKA 99811

REPRESENTATIVE

ROBERT H. "BOB" BETTISWORTH

P.O. BOX 80288  
COLLEGE, ALASKA 99708

cc'd	Director
cc'd	Planning Manager
cc'd	Assistant Interior
cc'd	Urban
	Rural
	Assistant, Western
	FPP
	CIP
	Research
	D&C
	M&C
	Log
<input checked="" type="checkbox"/>	File
<input type="checkbox"/>	Return To

October 20, 1983

Mr. H. "Glen" Glenzer, Jr.,  
Deputy Commissioner  
Interior Region  
Department of Transportation & Public Facilities  
2301 Peger Road  
Fairbanks, Alaska 99701

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Representative Bob Bettisworth

RHB/lsk

cc: Commissioner Daniel A. Casey, DOT/PF  
Mr. John Martin, Assistant Planning Manager, DOT/PF  
Mr. Paul G. Shultz

## Telephone/Conference Data

Date: 9.29.83 Re: Paul Schultz

People Involved:

Leeta Keye

Topics: Wanted to know status of our access project.

Told her it's on hold due to CIP. Asked her to call back after 10-10-83 and we would get together and compare files. She agreed to help us with any leg work. Told her new Director effective 10-24. Best to wait until then to get things going, but

that between 10-10-83 and 10-24-83 we would prepare a briefing paper for the new Director for ACTION!

Response/Follow-up:

Signed By: Jm

Copies To: CF

## Background

June 5, 1981 - DOT/PF letter to the U.S. Army in opposition to restricting access and stating DOT/PF possessed documentation indicating this is a public access system.

June 15, 1981 - Access officially closed by Ft. Wainwright.

July 14, 1981 - Memo stating DNR's position to support land owners in their efforts to establish the existence of legal access.

Sept. 30, 1981 - Letter to Brig. Gen. Vail from Gov. Hammond stating the state's belief that legal public access does exist.

Nov. 13, 1981 - Memo from D.N.R. summarizing meeting on Oct. 28th with state, local and military officials regarding access restriction. The military's legal position involved a different interpretation of the law concerning public access easements - 1) a road constructed by the ARC gave the right of access only to homesteaders who lived in the area and not the general public; 2) by constructing a facility on Fort Wainwright which blocked off a road constructed by the ARC, the military had "vacated" the public right of access; and 3) the Quitclaim Deed, issued by the Secretary of Commerce, pursuant to the Alaska Statehood Omnibus Act, was the sole means of dedicating, reserving, or conveying public access in Alaska.

April 13, 1983 - A.G.'s opinion regarding access. John Athens, Assistant A.G. stated his doubts as to the state's legal rights to access.



*Draft*

August 12, 1983

300I/

479-4281

Janice L. Wagner  
Planner  
Planning & Programming  
Northern Region

Schultz Request to  
Military to Reopen  
Roads on Fort  
Wainwright

OVERVIEW:

Paul Schultz owns approximately <sup>500</sup>160 acres in an area bounded by the Chena River and Fort Wainwright. Access to this and other properties in the area had been via roads within Fort Wainwright. On June 15, 1983 the Army closed the roads within the boundaries of Ft. Wainwright for "security reasons", thereby cutting off his access. Since that time Paul has gone through various courses of action to get the roads opened to the public. He has collected a considerable amount of material to support his claim that the roads are public, including affidavits from people who used the roads in the early 20's and 30's, maps dating back to 1913, aerial photos taken in 1949 and 1951 and Alaska Road Commission records. He has presented his case to DNR, DOT&PF, FNSB, the Citizens Advisory Commission on Federal Areas and Governor Hammond in an attempt to get them to intercede in his behalf.

The following is a summary of the positions these agencies have taken in this issue:

Fairbanks North Star Borough (FNSB), Paula Twelker, (8/5/83):

The Borough has not discussed access through Ft. Wainwright with the Military. The Borough feels that Paul Schultz's access problem is one of special interest and that they do not have enough staff to crusade for one person. They have allowed him to subdivide 13 parcels (Nissen Ranch) along the Chena River using the River as legal access but will not allow additional subdivisions behind Nissen Ranch until legal access to a public road is provided.

Department of Natural Resources (DNR), Chris Guinn (8/8/83):

DNR is sympathetic with Paul Schultz in part because they, too, would like to see Lazelle Road opened up to the public. Several lots on two State Land Disposals, Potlach Ponds and Two Rivers, use Lazelle Road as their legal access. DNR has tried to work out deals with the Military when the Military has come to DNR with requests for permits for Military maneuvers, etc., on State Lands. Thus far, however, they have not been able to agree about the status of Lazelle Road.

*Draft*

Correspondence on this issue has been exchanged between Frank Milke, Chief of Lands, Anchorage; and Fort Wainwright Base Commanders and Adjutant Generals.

Citizen Advisory Commission on Federal Areas (11/22/82):

The Commission was advised by Assistant Attorney General Robert Price that if the Commission wishes to take further action, it should consider a request to the DOT&PF for further factual research into the claim of right-of-way.

Alaska Department of Transportation & Public Facilities (ADOT&PF):

In the summer of 1982 Commissioner Ward and John Scribner met with General Vale in Anchorage to discuss the issue. I do not have the results of that meeting. On April 13, 1983 Assistant Attorney General E. John Athens, Jr. wrote a memo to Stephen Sisk in this office. The memo gives a general overview of the law as it relates to what legal action the State may take as a result of the Army prohibiting the public from using certain arguably public roads that pass through Fort Wainwright.

Paul Shultz contacted *this office* .....

*Attachments<sup>are</sup> from various agencies*

8-5-83

Ownership maps - Paula T.

Security

- Tosh Road - five miles - Jeability.

- Baro has not talked w military.

→ 1 1/2 acre lots along river + long further back

→ he would accept

est. of Dennis Road + bridge

but his 1st desire is rd across base.

RS2477 Lazelle

# 1 - 2 -

→ CF  
Janice

# Telephone/Conference Data

Date: 7-25/83 Re: St. Wainwright Access

People Involved: Paul Schultz

Topics: Called to see how we were coming re: access to his property. Concerned that a confrontation may occur with the military. Since he has sold lots with river frontage and roadway access, new owners will likely be trying to gain access thru St. Wainwright.

He will call back in a week or so to see how we are doing. I told him to date all we had been doing was researching the historical sequence of events leading up to the present situation.

Response/Follow-up:

Signed By: *Jm*

Copies To: *US*

GORDON H. AUSTIN  
6202 FOXCROFT ROAD  
ALEXANDRIA, VIRGINIA 22307

NOV 28 1983

Time Received

10 AM

20 NOV 83

Dear Mr. Bittlesworth,

It was a pleasure talking to you a few days ago and hearing a little bit about Fairbanks and Ladd Air Force Base (now Fort Winchcomb). My time at Ladd was one of my most enjoyable assignments.

You were interested in what sort of access to the base was enjoyed by the local population during my tour at Ladd from summer 1958 to summer 1960. Of course, I have no records of any sort and can only give you the benefit of my best recollections.

As I recall it, sensitive areas of the base were well guarded and strictly off limits. However, the general area of the base was pretty well open to the local people. Mrs. Austin and I often entertained a variety of our civilian friends and I cannot remember ever making any special arrangements for them to enter the gate. Also, during the winter, civilians from town not infrequently skied on Birch Hill using the back road from the city.

Of course, all of these people may have obtained base

deals — in any event, I cannot recall any problem that came my way in this regard.

I trust this will provide the sort of background information you were seeking.

Sincerely,

Weldon H. Austin  
Maj. Gen. USAF (Ret.)

August 31, 1981

DRAFT COPY

Brig, General Nathan Vail  
Commanding General  
172nd Infantry Brigade  
Ft. Richardson, Alaska 99505

Dear General Vail:

Recently Alaskans residents have been experiencing great difficulties in using roads traditionally used by the public for many years, and even some used prior to the establishment of military reservations, which cross military reservations.

Actions by the Military on Ft. Wainwright in unreasonably restricting access to individuals owning land with no other access is an unacceptable situation. To date the only offer by the Military has been to suggest that a route around Ft. Wainwright be established. While the Alaska Department of Transportation and Public Facilities has begun to take steps to investigate the feasibility of such a route, construction could not be completed earlier than within the next two construction seasons. The costs of a bridge across the Chena River is estimated to cost \$2,000,000, if the route suggested is feasible.

Staff from the Departments of Law, Natural Resources, and Transportation and Public Facilities have reviewed the issue of the public right to access on roads which existed, and were maintained by the Alaska Road Commission prior to the creation of the military reservation at Ft. Wainwright, and is of the opinion that legal public access does exist, or at least given the facts of the situation, a very substantial legal question exists. If civilian residents of the area are subjected to continued arbitrary closing of the traditional, established means of access, the State of Alaska has no alternative except to press the legal issue.

The situation is not unique to Alaska. Many military reservations are subject to major thoroughfares and freeways used by the general public. It is clearly in the best interest of the State of Alaska and the Military to resolve the public access problem without resort to the judicial system. However, to suggest that the public find a route around Ft. Wainwright, without more, is not an acceptable response to the problem. A joint effort is required from the Military and the State of Alaska.

Brig. General Nathan Vail  
Commanding General  
172nd Infantry Brigade  
Ft. Richardson, Alaska 99505

- 2 -

Staff from the affected State agencies has requested a meeting to discuss the access problem. However, no response to that request has been received from the Military. Hopefully that meeting will lead us to the beginning of a resolution for both parties. -

Sincerely yours,

Jay S. Hammond,  
Governor

cc: John Katz, Commissioner, DNR  
Robert Ward, Commissioner, DOTPF  
Wilson Condon, Attorney General  
Sen. Charlie Parr



### Background on Military Denial of Access Across Ft. Wainwright

Within the last year the Ft. Wainwright Military Reservation has been designated a closed post. That is, civilian vehicles not bearing a post decal must stop at the gate and secure a visitor's pass prior to entering the post. Ft. Wainwright had been an open post for some time, most notably during oil pipeline construction, and when the BLM building was built, dedicated and first open to the public.

The military advised the public by display ads in the Fairbanks Daily New Miner that persons acquiring land after a certain date would not be granted access across the post. Particularly mentioned in the ad was the State disposal known as Potlach Pond.

A request has been made of the military to allow public access through LaZelle Road which existed and was used prior to the creation of Ft. Wainwright. Apparently LaZelle Road was maintained by the Alaska Road Commission prior to the creation of the reservation. While the military did not deny the LaZelle Road, Trainor Gate Road, or any other previously used roadway was legally a public access route, roadways could not be opened for safety and security reasons.

More recently the military has denied access to individuals owning land beyond Ft. Wainwright, accessed only roads crossing the reservation. Vehicle decals are not available to such persons and they must secure a visitor's pass each time they enter the post. Certain named individuals are to obtain access only by permission of the post commander (this was communicated to me in a telephone conversation with the Provost Marshal's Office at Ft. Wainwright). One individual, Vern Carlson was twice denied access across the post, after first securing permission, when he attempted to bring building materials to his land. This resulted in many hours of delay and great expense for the standby time of the trucks hauling the materials to the building site.

The military and Fairbanks North Star Borough have met on the matter and have proposed a route around the boundaries of the post. However, neither has offered any assistance such as finding use of surplus bridges, etc.

In a meeting between DNR, DOTPF, Borough officials and Sen. Charlie Parr (Vern Carlson's father-in-law), DOTPF has agreed to do some investigatory work on the feasibility of the proposed route. Heinrich Springer of DOTPF estimated the cost of another bridge across the Chena River, which would be necessary to use the proposed route, at \$2,000,000. The route could not be constructed earlier than fiscal year 1984.

DOT/PF

Name/Section Charity Fester / Planning

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED

REPRESENTING

Date: 12/21/84

Russel Rebel  
3045 Westgate  
99701

Time: 9:30

Project No./Name  
Ft. WW access

TOPICS:

He snowmachines in area east of Fort Wainwright and uses trail(s) at base of Birch Hill to get through Fort.

Last year MP's stopped them for first time since 1969 when he started going in that area.

Has used river, but feels it is too dangerous. Would like a standing OK to go through (to dog trail area) so he doesn't have to constantly go to Provost Marshall each time.

He will write us a letter. I suggested he also contact the DNR & Boro Trails Planning people.

Would like a copy of the Ft. Wainwright minutes.

ACTION ITEMS: Send copy of minutes

Copies To: John Martin  
Tarana Basin Trails Plan

Signature: Charity Fester

STATE OF ALASKA

## **FT. WAINWRIGHT ACCESS**

The Department of Transportation and Public Facilities will hold an informal public meeting to discuss access to private properties east of Ft. Wainwright. Area residents are urged to attend.

**WEDNESDAY,  
DECEMBER 5th  
BIRCH SCHOOL  
BUILDING 1031,  
FORT WAINWRIGHT  
7:00 p.m.**

For further information, please contact Charity Fechter at 479-4281.

AO-25N AL 11

11/28/84

December 21, 1984

RE: Access East of Fort Wainwright

Russell Rebel  
3045 Westgate  
Fairbanks, AK 99701

Dear Mr. Rebel:

Enclosed, as requested in our phone conversation, are the minutes, agenda, and map from the December 5 meeting held on access to property east of Fort Wainwright.

Thank you for your interest.

Sincerely,

*Charity Fechter*

Charity Fechter  
Planner

CF/crm

Enclosure

# MEMORANDUM

State of Alaska  
Department of Transportation & Public Facilities

TO: DISTRIBUTION

DATE: December 11, 1984

FILE NO: 300N

TELEPHONE NO: 479-4281

FROM: Charity Fechter *CF*  
Planner  
Area & Local Planning  
Northern Region

SUBJECT: Fort Wainwright Meeting  
Property Access

Enclosed is a copy of the summary of the December 5 meeting on access to property east of Fort Wainwright.

If you have any questions, please call me.

CF/crm

Enclosure

DISTRIBUTION:

Jerry Brossia, Regional Director, Dept. of Natural Resources  
Bill Copeland, Chief of Planning & Coordination Section, Dept. of Natural Resources  
H. Glenzer, Jr., Deputy Commissioner, Northern Region  
Danny Johnson, Design Group Chief, Design & Construction, Northern Region

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

*DIVISION OF PLANNING, NORTHERN REGION*

*BILL SHEFFIELD, GOVERNOR*

*600 University Avenue, Suite B  
Fairbanks, Alaska 99701  
(907) 479-4281*

December 11, 1984

RE: Fort Wainwright Meeting  
Property Access

[ADR]

Dear [NAME]

Enclosed is a copy of the summary of the December 5 meeting on access to property east of Fort Wainwright.

If you have any questions, please call me.

Sincerely,

Charity Fechter  
Area Planner

CF/crm

Enclosure

TO: FILE

DATE: December 11, 1984

FILE NO: 300N

TELEPHONE NO: 479-4281

FROM: Barbara Shepherd *cf*  
Planner  
Area & Local Planning  
Northern Region

SUBJECT: Public Meeting  
Ft. Wainwright Access

On December 5, 1984, DOT&PF held a public meeting at Birch School on Ft. Wainwright. Approximately 30 people attended. The purpose of the meeting was to determine public sentiment regarding access to private property east of Ft. Wainwright. Presently this property is reached by restricted road access through Ft. Wainwright military base.

John Martin, DOT&PF, outlined the history of access problems and then identified options for access. These options were divided into three categories: a. continue restricted access, b. unrestricted access provided on existing rights-of-way, and c. unrestricted access provided by construction of new rights-of-way, bypassing the military base.

1. Continue Restricted Access:

Public Comment

This option would maintain the existing restricted access. Passes would continue to be required.

- Property owners and their guests are subject to regular search procedure and vehicle checks. Some object to the spot check procedure that the military uses. The general feeling was that either every car entering Fort Wainwright should be checked, or no vehicle should be subject to the search procedure.
- The military is inconsistent in applying restrictions and rules regarding access through the base. The rules change with base command.
- Current policy is a form of discrimination because it makes development difficult.
- At rush hours the traffic at the Gaffney entrance is backed up to Cushman Street because of the military policy of checking vehicles before they are allowed to enter Fort Wainwright. This also contributes to air pollution build-up. Traffic and pollution problems will worsen when 3000 more troops move into the area.
- When the military gates need to be opened to let in property owners with special loads/deliveries, there are sometimes delays due to the military bureaucracy which can be costly in time and money (when rented equipment is involved). One person said that his recent experience with the military had been good, but in the past delays were common.



## 2. Unrestricted Access via Existing Rights-of-Way:

The three routes described were:

- A. Lazelle Road - This road starts at the Steese Highway in the vicinity of Seekins Ford, then follows the base of Birch Hill to Sage Hill and the private property.
- B. Old River Road - This road starts at Trainor Gate and generally follows the river to Approach Hill and the private property.
- C. Montgomery Road/Golf Course - This road starts at Badger Road gate, goes through the golf course, crosses the river west of Approach Hill and then connects to Old River Road.

### Public Comment:

- Use of the Old River Road would be a good compromise until other access could be made available. This option would be low cost as well.
- It was felt that Trainor Gate Road should not be considered because of increased congestion at the Steese Expressway.
- Trainor Gate access would be more efficient than an access point on the east side of the base (e.g., the distance from one man's property to town via Trainor Gate would be 5.8 miles, whereas via a Nordale connection the distance to town would be 23 miles).
- DOT&PF cited the problems of using Trainor Gate as a free access route. The military sees open access as a security problem. Alternatively, if the road were fenced, north/south military movement would be hampered.
- One person felt restricted access was the military's problem and they should be the one to come up with a solution.
- Of the existing right-of-way alternatives, Montgomery Road would be the shortest and cheapest. The bridge is limited to 5 tons, but carried more during the pipeline. This restriction should be changed so public doesn't have to cross illegally or have Trainor Gate opened.
- Martin Gutoski, FNSB, said that Borough standards probably would require that a new two-lane bridge be built.
- One person suggested that the military bridge could be moved downstream. DOT&PF said they would make note of the suggestion, but reconstruction would have few cost advantages in comparison to other options. Such a move requires new piers and abutments which are a substantial part of the cost of a new bridge.

### 3. New Construction:

Access provided by new road construction was discussed. The three options included: a. bridge the Chena River (\$3.3 million), b. a road connection to Chena Hot Springs Road (\$825,000), and c. a road connection to Nordale Road (\$550,000).

#### Public Comments:

- One person felt option (b) would increase congestion and traffic safety problems on Chena Hot Springs Road, especially for school buses. Another person felt there would be similar traffic problems on Badger Road if option (a) were pursued, coupled with the problem of ice fog on the Richardson Highway. Option (a), however, would be a shorter route.
- Residents were concerned with the quality of new road construction. They did not want to drive on roads of lesser quality than their existing roads. If the State builds a new road, it will be built to State standards. DOT&PF is not responsible for the construction of local subdivision roads.
- Someone asked if DOT&PF had sought any appropriation yet. Martin said no, and explained that DOT&PF must first know what the majority of people want. At that point, an appropriation can be requested, but must then compete against many other projects. State policy is to first commit monies to the existing system, rather than new projects.

After the discussion of identified alternatives, there was a poll vote taken to determine which alternative or combination of alternatives was desired. Following are the results of the vote:

1. Continue restricted access through Fort Wainwright: yes-2, no-16.
2. Unrestricted free access via existing right-of-way:
  - 2A - from Steese Expressway - 4
  - 2B - from Trainor Gate Road - 1
  - 2A & 2B combination - 14
  - 2C - from Montgomery Road - 0

There was one person that didn't agree with any of the 6 alternatives that would use existing rights-of-way. John Martin asked, "Why does 2A & 2B (combination) appeal to most?" Residents responded that they would prefer a route that would begin in the area of Seekins Ford and continue southeast to the old River Road. Residents stated that traffic congestion would decrease with the combination of alternatives 2A & 2B.

In a separate poll, alternatives 2A & 2B & 3C were considered. This combination of alternatives would create a route from Seekins Ford to Nordale Road. There were 19 people in favor of this combination.

3. Construct new alternate access around the military reservation:

- 3A - bridge the Chena River - 6
- 3B - from Chena Hot Springs Road - 0
- 3C - from Nordale Road - 1

There were 11 people that didn't agree with any of the above alternatives. John Martin asked, "If there were no other options except 3A, 3B or 3C how would you vote."

- 3A - 19
- 3B - 0
- 3C - 1

There was one person that didn't agree with any of the three alternatives.

### General Concerns

- It was stated by one of the residents that the military is opposed to subdivision/development. The military responded by saying that they don't oppose subdivision/development, but that they are concerned about development near the airstrip. Because of noise caused by aircraft, the military may oppose development for that reason.
- There was a general feeling that since there are existing rights-of-way on Fort Wainwright, the public has the right to use them and shouldn't be hindered by the military.
- Military's position on alternatives. (Military officials) stated that they came to be silent and that the group here tonight cannot speak for the army. They said that they were present just to gather information.

Of the people present, 16 own property in the area east of Fort Wainwright, 6 are area residents, and 6 people visit in that area.

The meeting ended at 8:55 p.m.

### Comments Received from People Attending the Meeting:

Citizens Advisory Committee on Federal Areas: Requested copy of issue analysis and list of attending public.

"I hope the military will reevaluate the problems and consider that there has to be a large step forward towards greater freedom of access economies, lesser of several evils access distance be considerably modified. We need the military, but they also need us."

"It seems as though, considering the rapid growth in the area now, a route from Steese through to Nordale would serve to address a long-term need."

"Route 2A or a combination of 2A and 2B is by far the best alternatives. It would provide the most direct access and cost would be lower because there is already a road. I recognize the traffic congestion at Trainor Gate Road."

"Open Trainor Gate."

"Informative - would like to incorporate 3A, 2B, and 2A."

"We are interested in the 2A (Seekins) combined with 2B and the road continuing Nordale Road."

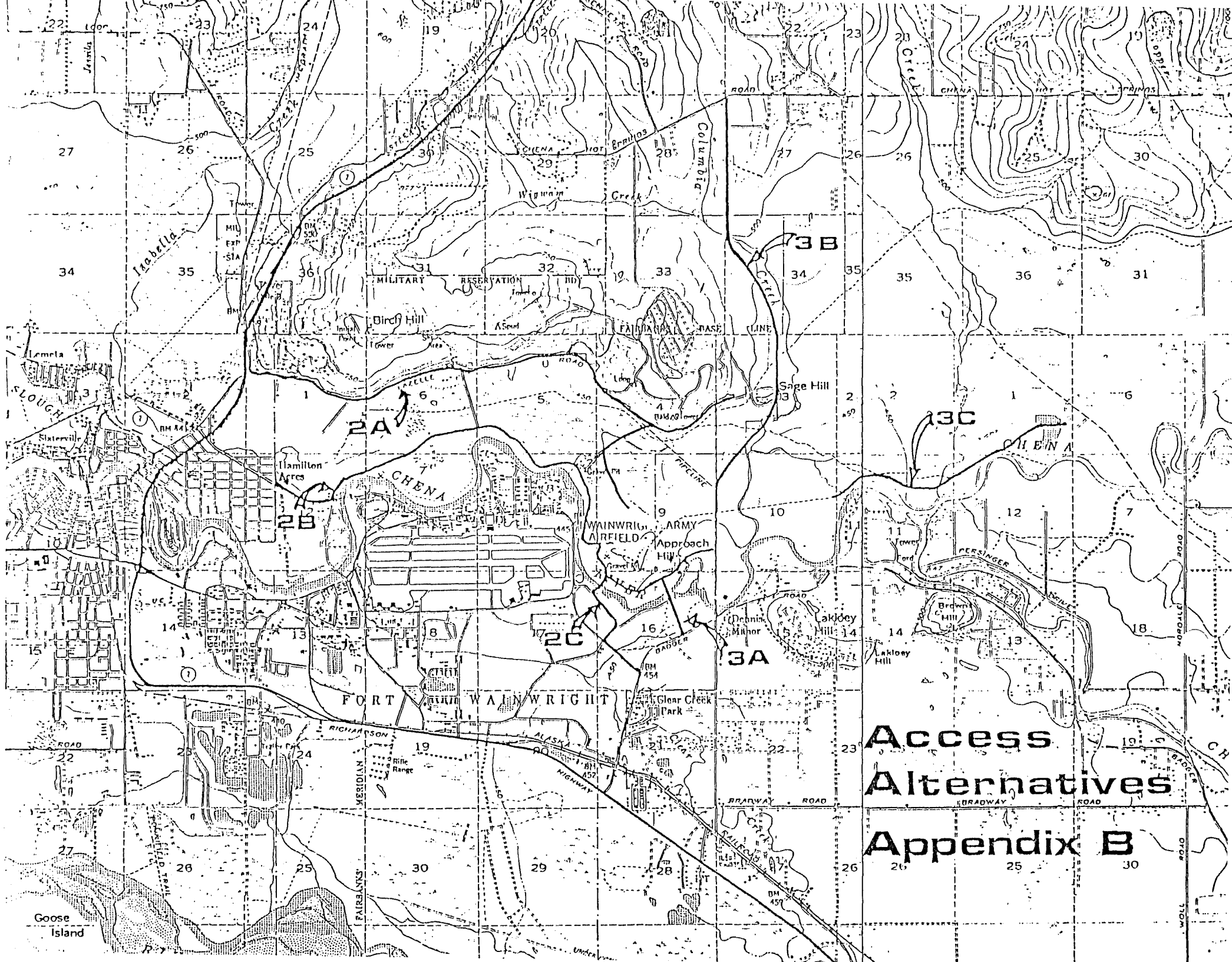
"Our property lies north of the line about 2 to 3 miles west of Nordale Road. Access off Nordale Road seems best to us. The military must be able to control their property. Access should be on public land not on military property."

"Platting section would like to be kept abreast."

"My interest is to see a through road connecting Steese, along Lazelle Road then lands to Nordale Road north of river. Also to release traffic in Chena Hot Springs Road, population and traffic will increase with access. Development in this area has been retarded by Wainwright blockade."

"Meeting was informative."

BSS/crm



# Access Alternatives

## Appendix B

ACCESS TO PRIVATE PROPERTY

EAST OF FORT WAINWRIGHT

Public Meeting - December 5, 1984  
7:00 p.m. Birch School

- I WELCOME
- II INTRODUCTION
  - A. Meeting Purpose - to determine the neighborhood consensus on access to the private property east of Fort Wainwright
  - B. Meeting Format
  - C. Possibilities for funding a project
- III PRESENTATION
  - A. History of Problem
  - B. Alternatives Identified
    - 1. Continue restricted access through Fort Wainwright
    - 2. Unrestricted free access via existing rights-of-way
      - a. from Steese Expressway
      - b. from Trainor Gate Road
      - c. from Montgomery Road
    - 3. Construct new alternate access around the military reservation
      - a. bridge the Chena River
      - b. from Chena Hot Springs Road
      - c. from Nordale Road
- IV QUESTIONS
- V BREAK
- VI PUBLIC COMMENT

If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1 PUBLIC COMMENT

If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: CITIZENS' ADVISORY COMMISSION ON FEDERAL AREAS

ADDRESS: 515 7<sup>th</sup> AVE. SUITE #310

FAIRBANKS, ALASKA 99709

COMMENTS: ~~Please send us a copy of report to Deputy Commissioner~~

Please send us a copy of report to Deputy Commissioner

Also: please send list of attending public

12-11-74

If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: HAROLD C. DRAPER

ADDRESS: 2820 RIVERVIEW DRIVE

FAIRBANKS, ALASKA 99701

COMMENTS: I hope the military will reevaluate the problems and consider that there has to be a large step forward towards ~~us~~ greater freedom of access and Economics, less of ~~the~~ several miles ~~to~~ access distance be considerably modified. We need the military but they also need us.

If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: Tom + Joannie Frey

ADDRESS: 1421 Hhaca Rd

Fairbanks, AK 99701

COMMENTS: It seems as though, considering the rapid growth in the area now, a ~~new~~ route from Steese through to Hardale would serve to address a long term need.

Route 2A or a combination of 2A and 2B is by far the best alternative. It would provide the most direct access and cost would be lower because there is already a road. I recognize the traffic congestion at Trulmer gate Rd.

NAME: Richard and Nancy Roberts

ADDRESS: 1604 Carr Street

Fairbanks, Alaska 99701

COMMENTS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: C. Vernon Carlson Jr

ADDRESS: 431 Stearns Hwy. Fairbanks Ak 99701

COMMENTS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

NAME: Martina Gutowski (

ADDRESS: #NSB

Div. Community Planning

COMMENTS: Planning Section would

like to be kept abreast

\_\_\_\_\_

\_\_\_\_\_

SUITE B, FAIRBANKS, ALASKA 99701

NAME: JOHN ROBERTS (

ADDRESS: 965 AURORA DR

FAIRBANKS

COMMENTS: OPEN DRAINER GATE

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: WAINWRIGHT COLEMAN

ADDRESS: P.O. Box 2333 Fbks. AK 99707

COMMENTS: INFORMATIVE - Would like to incorporate 3A, 2B and 2A.

If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: Robert Gamble

ADDRESS: Box 1104  
Fairbanks, Alaska 99707

COMMENTS: My interest is to see a through road connecting Steese, along Lazelle road then lands to Nordele road North of River. Also to relieve traffic on Chena H.S. Road, Population and traffic will increase with Access. Development in this area has been retarded by Wainwright Blockade.

If you would like to be on any mailing list concerning this issue or potential projects arising from it, please fill out the information below and send it to CHARITY FECHTER, ADOT&PF, DIVISION OF PLANNING, 600 UNIVERSITY AVENUE, SUITE B, FAIRBANKS, ALASKA 99701

NAME: Clyde A Shover

ADDRESS: 112 Farmers Loop  
Fbks. AK. 99701

COMMENTS: \_\_\_\_\_

NAME: Normand C. J. Lemoine

ADDRESS: PO Box 58101  
Fairbanks, AK 99711

COMMENTS: Our property lies north of the  
river about 2 to 3 miles west of  
Nordale Rd. Access off Nordale Rd  
seems best to us. The military must be  
able to control their property. Access  
should be on public land not on military  
property.