

**Regional Manager's Decision AS 38.05.850(a)
ADL 419221 – Public Easement – Ferry Road
Alaska Department of Transportation & Public Facilities**

Proposed Action

Golden Valley Electric Association (GVEA) has applied to the DNR Division of Mining, Land and Water (DMLW), Northern Region Office (NRO) for a public access easement for upgrades and minor realignments to the existing Ferry Road outside a 100 foot Omnibus Right-of-Way (ROW), managed by the Alaska Department of Transportation (DOT) and DMLW. This road work is necessary to accommodate necessary transportation of equipment to the wind turbine lease site located on ridge tops above Ferry. This request is a part of GVEA's proposed 24.6 megawatt (MW) wind farm which will also include leasing and material sale contracts issued by the NRO.

The easement will also include approximately 2 miles of existing roadway not within the Omnibus Road. The proposed easement would ensure the entire road remains under DOT management, including those portions with minor realignments outside the existing Omnibus ROW.

The DMLW NRO proposes to issue an early entry authorization for construction/upgrade and as-built survey for the proposed work to GVEA. The final right-of-way for the public easement will be issued to DOT upon final approval of the survey. This right-of-way will be subject to the Omnibus right-of-way.

Scope of Decision

The scope of this decision is to determine if it is appropriate to issue an easement for this proposed use after review of the application, relevant materials and agency/public comments.

Authority

This easement application is being adjudicated pursuant to AS 38.05.850 and 11 AAC 51.010.

Administrative Record

The administrative record for the proposed action consists of this case file ADL 419221, and by reference, ADL 419216- wind turbine access roads, ADL 418853 – the lease casefile, ADL 419234 - the material sale contract, LAS 24099 and LAS 25503 – meteorological towers, this decision, a memo from the Director of the DMLW dated 6/6/2011, limiting appeal and reconsideration request eligibility to those who meaningfully participate during the public notice process, and by reference, the 1991 Update for the Tanana Basin Area Plan (TBAP).

Location and Legal description

Geographic: The proposed easement connects the Ferry Road at the Alaska Railroad to the wind turbines/infrastructure located on high ridgelines, approximately 15 miles northeast of Healy within the Eva Creek area. (See attached map)

Borough/Municipality: The proposed easement is located within the Denali Borough.

Regional/Village Corporation: Within Doyon Regional Corporation but no corporation land is involved.

USGS Quad: Fairbanks (A-4) and (A-5)

Legal Description:

Easement:

Coincident with the Ferry Road (the Omnibus ROW): A public easement of varying widths outside the 100 foot right-of-way for a distance of approximately 42, 240 feet in length, within Sections 22, 27-30, Township 10 South, Range 7 West, Fairbanks Meridian and Sections 25-27, Township 10 South, Range 8 West, Fairbanks Meridian.

Non- Omnibus: A public easement approximately 9,820 feet in length by 100 feet in width, consisting of 22.54 acres, more or less, within Sections 14, 15, 22, and 23, Township 10 South, Range 7 West, Fairbanks Meridian.

Title

GS 24, Patent # 1232740, Patent # 50-87-0273 issued for subject lands within T10S, R7W, FM.
GS 24, Patent # 1232740, Patent # 50-84-0695 issued for subject lands within T10S, R8W, FM.

Planning and Classification

The proposed project area is located within Management Unit, Subregion 4M1, Rex Dome to Liberty Bell Mine –1991 updated Tanana Basin Area Plan (TBAP).

TBAP states the management intent as *“State land in this unit is retained in public ownership for multiple use management. The emphasis is on subsurface resource development and maintaining fish and wildlife habitat.”* The primary surface use of the subject area is Minerals and Wildlife Habitat with a secondary use as Public Recreation.

Nothing in the plan prevents issuance of this easement.

Mineral Estate: The subject area is blanketed by numerous mining claims. Exploration has occurred on many of these claims in the past, focusing particularly on hardrock potential. GVEA has indicated the claimholders are primarily concerned with the potential impacts from the wind farm infrastructure and associated roads on the feasibility of future mine development. Private negotiations between GVEA and the claimholders are ongoing.

In addition, placer mining for gold and other minerals is present within the general area with mining operations located in several surrounding creek beds. These operations are situated at lower elevations, whereas the wind turbines/infrastructure and connecting road systems will be located on the higher ridgelines.

Issuance of this easement is expected to have a very minimal impact. The DOT Omnibus road predates any mining claims in the area, and portions of this easement would merely abut this existing ROW.

The remainder of this easement covers an existing road that provides access to the Liberty Bell Mine and the public lands to the east. The DOT Omnibus road provides equivalent legal access, but has been abandoned for unknown reasons. When upgrades are completed, the road system will be open to the public and available for miners to use.

As per AS 38.05.285, DNR manages state lands for multiple uses to the greatest extent consistent with public interest, and the issuance of this easement as proposed allows for concurrent surface and subsurface resource use and development.

All areas are open to mineral entry.

Wildlife Habitat: The Ferry Road and non-omnibus portion already exist as road access to recreational activities or mining operations within the area, traveled by 4-wheelers and vehicle traffic. Proposed upgrades or realignment will create minimal habitat loss. Increased traffic during project construction may contribute to a higher level of activity but should have minimal impact on wildlife movement.

Public Recreation: Most public usage occurs during the fall moose hunting season. Access to the area is predominately by 4-wheelers. GVEA has committed to keeping the road open even during construction. However, at times there may be delays, and/or users may be escorted through an area, much as one would experience during any major road construction project. A Traffic Safety Plan will be required within the early entry authorization stipulations.

Background

Initial construction of the Ferry Road and subsequent road/trails through out the area was done by miners in the early 1900's to access claims within the Eva Creek area and further east within the Alaska Range. The Ferry Road is directly accessed from the community of Ferry, though only foot traffic and 4-wheelers can access the footpath connected to the railroad bridge spanning the Nenana River.

GVEA has been conducting wind energy studies on state land in the Eva Creek area since 2003 (LAS 24099 and LAS 25503). Meteorological towers have been placed at various locations on ridges within the area to collect wind data. The existing Ferry Road and trails provided access for equipment transport and construction of the towers.

Recently, GVEA applied to the DNR NRO to construct a wind farm with turbines on the ridgelines within the Eva Creek area. The whole project includes a lease (ADL 418853), two easements (ADLs 419216 and 419221), and a material sale (ADL 419234). This easement application, ADL 419221, directly deals with the upgrade and realignment of the Ferry Road outside of the 100 foot right-of-way.

The Ferry Road is an Omnibus Road (FAS Route No. 6392, Ferry-Eva-Moose Creek). The Omnibus deed grants an easement only to DOT rather than fee ownership. Thus DNR remains the land and resource owner within an Omnibus ROW, and retains an interest in resource management. On January 12, 2011, GVEA entered into a third party agreement with DOT for operation and maintenance of the Ferry Road.

The present Omnibus ROW is a 100 foot ROW in an unknown location, presumed to be located on or near the currently existing road bed. There are no known surveys that fix the location of

the road. It is anticipated by GVEA that the majority of road upgrades and minor realignments to the Ferry Road will stay within a 100 foot ROW. Upon completion of the proposed upgrade, GVEA will be required to survey the location of the newly constructed centerline which will fix the location of the Omnibus ROW. The final road location will not substantially deviate from the existing alignment.

GVEA plans to improve the existing road from the Alaska Railroad to the wind turbine farm area to accommodate equipment during construction, such as cranes and trucks with long extended trailers. Curves will be straightened and vertical inclines lessened. This action is necessary to ensure that the long turbine blades can negotiate the curves for safe transport to their sites. The lower Ferry Road section is generally straight and will require minor centerline modifications.

The upgraded road will be 18 feet wide on the surface on the far eastern and western ends, and 26 feet wide in between, where two lanes are necessary. The existing road surface in the lower section is approximately 15 feet wide and somewhat narrower in the higher elevations. Roads to the wind turbine sites are addressed in a separate decision, ADL 419216.

Agency Review

On May 12, 2011 as part of an overall submission of leasing, material sales and easement information packets for the project, this application was distributed to the following agencies for review:

Alaska Department of Fish & Game, Habitat Division (ADF&G)
State Historical Preservation Office (SHPO)
Alaska Army Corps of Engineers (ACOE)
Alaska Department of Conservation (ADEC)
ADEC Compliance Program
US Fish & Wildlife Service (USFWS)
DNR Division of Oil & Gas (DO&G)
Bureau of Land Management (BLM)
DNR Pipeline Coordinator's Office
Denali Borough
Alaska Department of Transportation (DOT)
Alaska Railroad (ARR)
DNR Division of Mining, Land and Water Section (DMLW)

Comments addressed here pertain specifically to this easement application. Comments pertaining to the lease or material sales are addressed within those Final Finding & Decisions.

ADF&G Habitat Division: "To minimize impacts on existing recreational hunters, we recommend that construction related activities associated with road construction not occur during the September harvest (September 1st to September 25th). Activities either before or after the September hunting season would have minor effect on existing use of the area. Post-construction use of the roads by GVEA for maintenance activities would likely be of insufficient magnitude to create future impacts on recreational uses."

DNR Response: *GVEA has acknowledged that the Ferry Road receives heavy recreational use during the September moose harvest season and does not intend to close access on the road at any time, whether there be construction or operation, but short delays may be possible.*

GVEA is working out the schedule of construction and use in the area. Access will be maintained, but will be minimally impacted during hunting season. A Traffic Safety Plan will be submitted prior to any construction activities and will be addressed in the Early Entry Authorization (EEA) Special Stipulations.

DOT: "Northern Region ROW has no objections to this action. We are already coordinating the road relocation issues with DNR and GVEA."

DNR Response: DNR will continue to work with DOT and GVEA regarding the road relocation issues pertaining to the upgrades to the Ferry Road system

DNR has contacted DOT on whether they would like to shift or expand the existing ROW for final easement considerations. After further discussions, managers from both agencies have agreed that after construction and survey, the 100' Omnibus ROW will be fixed at a mutually agreeable location that is not necessarily the existing road centerline, shifted as necessary to encompass the existing roadway and improvements.

DNR/DOPOR/OHA: On August 24, 2011, SHPO issued a letter of "no adverse affect" to GVEA in reference to the Eva Creek Wind Project. This letter was contingent to GVEA's buffering and avoidance of two sites identified in Material Source B. SHPO added that if any archaeological resources were discovered project wide, that immediate notification would be required.

DNR Response: Work stoppage and notification of SHPO will be stipulated within the EEA upon any discovery of archaeological resources during the project

Other agency comments were received from ADEC, DO&G, and USFWS but pertained to project components outside the scope of this easement decision. No other agency review comments were received.

Public Notice

Public Notice was conducted from July 16, 2011 through August 15, 2011 for all applications submitted by GVEA to the DNR for the Eva Creek Wind Farm Project, including ADL 419216 - turbine site access easement, ADL 419221- the Ferry Road easement, ADL 418853 – the turbine site/infrastructure lease, and ADL 419234 - the material sale contract. Because these actions are linked and are different parts of the same project, The NRO included all proposed actions in a single public notice document.

These decisions are all appealable. The lease and material sale decisions are are Best Interest Findings and affected parties must comment during the public notice period in order to be eligible to appeal (AS 38.05.035(i)). Easement decision, under AS 38.05.850, are not best interest findings and are by statute appealable by any affected party after issuance of the .850 decision. Because all these decisions are related to the Eva Creek Wind Project, the NRO requested and received concurrence from the Director, pursuant to 11 AAC 02.010(d), to consolidate the appeal requirements such that an affected party was required to participate in the public notice period and provide comments to have standing in order to appeal the right-of-way decisions.

Notices were published in the Fairbanks Daily News Miner, the Anchorage Daily News, and posted on the State of Alaska Public Notice Website. A notice, along with a request to post, was sent to the Healy, Anderson, Cantwell, Clear, Fairbanks, Nenana and Denali Park postmasters.

Notice was sent to the Denali Borough and courtesy notice was sent to the Doyon Regional Corporation and nearby land/interest holders in the Ferry area. A notice of the final decisions will be sent to those who comment during the Public Notice comment period.

Eight comments were received though one entity responded with two separate comments. Five commenters supported the project to varying degrees while two objected.

Comments pertaining to the lease or material sales are addressed within the Final Finding & Decisions (FFD). Some of the comments received refer to the state's project permitting in whole which encompasses the leasing, material sales and easements. As best possible, comments addressed here pertain specifically to this easement application.

GVEA, Renewal Energy Alaska Project, and the Ferry Community Corporation (FCC) fully support the wind project in whole. FCC had one exception to their full approval. They objected to proposed Material Site A (ADL 419234) which is the closest to the community. (This will be addressed in the FFD)

The Ferry Community Corporation (FCC) has given approval for the wind project with the exception of Material Site A which lies adjacent to a portion of the Ferry Road and is located within Sections 26 and 27, T10S, R8W, FM. The main reason for their objection is the location of a community artesian spring in Section 27 which might become polluted if site development occurred there. Other concerns were impacts to a nearby berry picking area, and noise/dust pollution to neighboring residents.

DNR Response:

In response to the FCC concerns and as a result of modifications to GVEA material site locations, DMLW NRO will not be issuing a material sale from Material Source A as in ADL 419234. Brice Inc., the main contractor hired by GVEA for the wind project, recently applied to the DMLW NRO for a land use permit (LAS 28218) to establish an equipment/supplies staging area, up to 14 acres, in support of construction of the Eva Creek Wind Farm Project. The pad will be located in Section 26, adjacent to the Ferry Road, but appears to be far enough away from the above concerns. FCC did not object to this proposed project when informed during a courtesy public notice.

One active miner within the Eva Creek area stated that he was not opposed to the project but requested "that access not be inconvenienced, also that no negative impacts be placed on current mining and exploration in the area."

DNR Response: *If approved the DMLW NRO will be issuing a public access easement (ADL 419216) to GVEA for road construction/upgrade that would connect wind turbines and infrastructure to the Ferry Road system. This action will ensure access to all, whether it be miner's, recreationists, trappers, and hunters. It is GVEA's intention that all existing and newly constructed roads be kept open to public access.*

While GVEA plans to keep road access open they acknowledge that short delays may be possible during the construction phase with upgrades to the Ferry Road system. The NRO will require GVEA to implement an approved traffic safety plan before early entry authorization. After construction is completed current access should be improved with upgrades to the existing Ferry Road system.

Current mining will not be impacted as all present activity is placer mining and exists in the lower creek areas while the wind project exists on the high ridgelines. The surrounding area is open for mineral exploration and the wind project should not impede any exploratory activities with the present drill sampling technology. In addition, the ground surface footprint from the wind turbines and substation are relatively small and dispersed through the area.

GVEA sent two comment letters. The first letter stated full support for issuance of the lease, material sale, and easements. The second letter referred to the ongoing negotiations for an agreement between GVEA and Boot Hill Gold, owners of active mining claims underlying the turbine site areas. GVEA believes the construction of the EVA Creek Wind Project is a reasonable concurrent use of the land owned by the state with underlying mining claims. In addition, the proposed road work will provide improved access to mining claims and increase the economic viability of the subsurface claims as it becomes easier to get equipment in the area for potential exploration and future development of a mine.

Environmental Risk

There are minimal environmental risks associated with this proposed activity. Fuel, lubricants, and hydraulic fluids will be contained within the vehicles being operated for the project. A minor risk of release of these fluids to vegetation and water exists from hydraulic line breakage, leakage from the system, or equipment mishap.

This risk may be minimized by requirements described in the special stipulations attached to the early entry authorization and final easement, including the following **Stipulations**:

- 11. Fuel and Hazardous Substances
- 12. Operation of Vehicles
- 16. Notification

Construction and Survey

Construction: GVEA plans to construct and upgrade a portion of the Ferry Road system connecting to wind turbine access roads.

Survey: Upon completion of the road construction GVEA shall submit an as-built survey for review by the DNR Statewide Platting Officer. DMLW will require a survey acceptable to the standards of the Division prior to the expiration of a Land Use Permit for early entry construction.

Once this decision is approved, a Land Use Permit for early entry can be issued that authorizes construction and survey.

Performance Guaranty

A \$100,000 performance guaranty will be required during construction for ADL 418853, the project lease. NRO Lands has determined that the same guaranty will be used for this portion of the project as well.

Insurance

During the period of early entry authorization for construction/survey will be required to retain Commercial General Liability Insurance. This policy must have minimum coverage limits of **\$1,000,000** combined single limit per occurrence, and **\$2,000,000** annual aggregate with an Excess Liability Limit that is acceptable to the State of Alaska. The policy will be written on an "occurrence" form and will not be written as a "claims-made" form unless specifically reviewed and agreed to by the Division of Risk Management, Department of Administration. In addition, GVEA must maintain Pollution Liability Insurance with a minimum limit of \$5,000,000 per occurrence, \$5,000,000 aggregate. The State must be named as an additional named insured on the policy with respect to the operations of the permittee on or in conjunction with the permitted premises, referred to as *ADL 419221*. No insurance will be required after issuance of the easement.

Compensation

The easement itself will be issued to DOT. Pursuant to 11 AAC 05.010(c), the fee is waived for state agencies.

Term of Easement

This easement will be issued until no longer needed. In this instance, "no longer needed" means vacation, relinquishment, or similar such action. The term of the early entry permit for construction will be for 5 years.

Economic Benefit and Development of State Resources

Per 38.05.850(a), DMLW must consider whether this easement will provide direct and/or indirect benefits to the State, and whether it will encourage development of the State's resources. In 2010, the Legislature enacted House Bill 306 declaring its intent that the State obtain 50% of its electric generation from renewable and alternative energy sources by 2025. Wind energy is a renewable resource and the proposed project will benefit the State and Alaskans with increased energy independence and as responsible development of state resources.

This public easement is essential to the Eva Creek Wind Farm Project. Upgrading the Ferry Road is necessary for project construction and the road will be used for the ongoing operation/maintenance of the wind farm.

Discussion and Alternatives

In adjudicating an easement, DMLW seeks to facilitate development, conservation, and enhancement of state resources for present and future Alaskans, while minimizing disturbance to vegetation, hydrology and topography of the area that may impair water quality and soil stability.

This easement is a part of GVEA's proposed 24.6 megawatt (MW) wind farm which will also include another easement, leasing and material sale contracts issued by the NRO. Issuance of an EEA for the project lease will be required before either material sale or easement authorizations.

The GVEA Eva Creek Wind Energy project is one of the first large-scale, commercial projects of renewable wind energy in Alaska. GVEA has conducted wind energy studies since 2003 within the Eva Creek region on state land as permitted by DNR NRO. In addition, GVEA completed studies for local avian assessment, wetland determinations, cultural resources, geotechnical borings and soil resistivity assessment; all as necessary groundwork before formal submittal of project applications to the NRO.

The Ferry Road has been in existence for some time and its location and presence was a major factor in GVEA's determination to economically proceed with development of the wind farm on the high ridgelines within the Eva Creek area. Road upgrades and realignment are necessary for the successful transport of equipment to the farm area.

GVEA recently submitted a Traffic Safety Plan as required for the road construction/upgrade of the Ferry Road and turbine site access roads. The Ferry Road is used by miners, recreationists, and heavily by hunters during the fall moose harvest season. GVEA recognizes this public usage and does not plan to block access at any time during construction or operation. However, there may be minor delays at times.

Within the plan GVEA requested there be no shooting by hunters within ¼ mile of all roadways under construction. The NRO understands the safety rationale for workers but cannot restrict hunting activities further than what's already restricted by state hunting regulations. Current regulations on hunting near roadways states that you may not take game by "shooting on, from, or across the driveable surface of any constructed road or highway." DMLW requested GVEA to revise the sign to match the hunting regulations.

The NRO has decided to issue an early entry authorization to GVEA for construction and the public easement to DOT, due to their management authority of the Ferry Road. This easement would be functionally irrevocable. The early entry authorization may encompass work in areas that will not be part of the final easement.

DMLW, NRO and DOT managers had previously discussed whether to shift or expand the existing ROW after construction and survey for final easement considerations. Subsequently, GVEA's contracted engineers have revised their road design and plan to make minor road realignments in which roadwork and the existing road should fall within the 100 foot right-of-way. The NRO has proposed to fix the location of the 100' Omnibus easement at a mutually agreeable location that is not necessarily the existing road centerline, providing the existing roadbed and ditchlines are substantially contained within the ROW. Any development outside this location would require an additional easement that would be issued to DOT as part of the new DNR right-of-way for the Ferry Road that is subject to the Omnibus right-of-way. DOT has concurred with this proposal. Where minor realignments of the road occur, whether within the Omnibus or non-Omnibus portion of the route, the Division reserves the right to require the applicant to construct ramps from the new road bed to the existing trails or points of interest, such as Boot Hill.

GVEA's easement application ADL 419221 to the NRO is for the Ferry Road (outside of the DOT ROW) requested improvements for approximately 8 miles (See Attachment) from the edge of private property surrounding the rail siding to where the Ferry-Eva-Moose Creek Road and existing access road to the turbine areas diverge. While the legal Omnibus road ROW and the turbine access road diverge at this point, the portion of the Omnibus road between there and the Liberty Bell Mine appears to have been abandoned. Instead, traffic travels along the next approximately 2 miles on an existing ridge-top road, until a short connector road to the east

reconnects with the Omnibus ROW. DOT had upgraded this portion of the road in the 70's under the Ferry Upgrade Highway Project 6-27008.

Originally, GVEA had applied for an easement for this portion of the road under ADL 419216. DOT requested that this section be added to the Ferry Road easement ADL 419221. GVEA agreed to this action. The DMLW NRO complied with this request

In addition, a small segment of existing road, approximately ¼ mile in length within Section 14, T10S, R8W, FM) and not within any easement application, connects to the subject road section which reconnects to the Ferry-Eva-Moose Creek Road. This segment bisects Material Source G as proposed by GVEA and will require a location survey. Though totally separate from the wind farm project, this segment will be added as an easement to ADL 419221 to provide continuity to DOT and its management of the Ferry Road system.

On January 12, 2011, GVEA received a special land use permit from DOT which allows road construction work within eight miles of the Ferry-Eva-Moose Creek Road within the 100' ROW. This does not include the 8,500 foot long segment added to ADL 419221 in which upgrade work was authorized in a Letter of Authorization dated September 16, 2011.

The DNR/DMLW Northern Region Office reviewed the following alternatives:

- Alternative #1: Issue an early entry authorization and final public easement to GVEA for upgrade and realignment to the Ferry Road system.
- Alternative # 2: Issue an early entry authorization to GVEA for upgrade and realignment to the Ferry Road system and final public easement to DOT.
- Alternative #3: No action alternative

Alternative #2 is the NRO's preferred alternative. NRO managers had discussions with GVEA and DOT on the proposed work on the Ferry Road. Being that DOT had management authority within a 100' ROW, it made logical sense to separate the EEA and issuance of the final easement.

GVEA would implement all the necessary road upgrades under the EEA authorization and upon completion of the as-built survey, the final easement would be issued to DOT. GVEA has entered a third party use agreement with DOT for operation and maintenance of this route. Where realignment occurs primarily within the existing Omnibus ROW, but a portion extended outside this ROW, an easement would be granted to the base of the toe slope. Where the realignment may occur primarily outside the Omnibus ROW, a 100 foot easement would be granted.

Alternative #1 was initially considered but rejected due to the consequences of having two separate easements issued to separate parties for portions of the same road.

Alternative #3 was rejected because it would do nothing to address responsible development of state natural resources by providing necessary access.

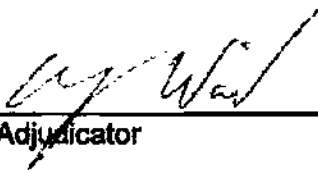
DECISION

Based on information provided by the applicant, inter-agency review and review of relevant planning documents, statutes, and regulations related to this application, it is the decision of the Alaska Department of Natural Resources, Division of Mining, Land and Water, Northern Region

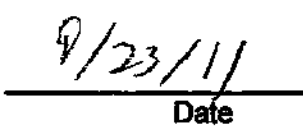
Office to issue an early entry authorization to GVEA to allow for construction and survey of the easement and to issue a Final Public Easement to DOT pursuant to AS 38.05.850.

The associated early entry authorization is subject to the terms of this decision and the stipulations within this Land Use Permit (LUP). During the term of the LUP, periodic inspections may be conducted at the discretion of DNR to ensure permit compliance. The State of Alaska reserves the right to issue other compatible uses within this same area.

The file has been reviewed and found to be complete. It is the finding of the Northern Region Lands Manager, DMLW, that issuance of this easement provides responsible development of the State's natural resources through alternative energy and protects the interest of public access. The final easement will be issued upon approval of the as-built survey.



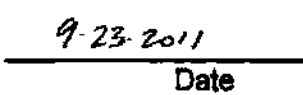
Adjudicator



Date



Northern Region Lands Manager



Date

A person affected by this decision who provided timely written comments or public hearing testimony may appeal it, in accordance with 11 AAC 02. Any appeal must be received by October 13, 2011 and may be mailed or delivered to Dan Sullivan, Commissioner, Department of Natural Resources, 550 W. 7th Avenue, Suite 1400, Anchorage, Alaska 99501; faxed to 1-907-269-8918, or sent by electronic mail to dnr.appeals@alaska.gov. This decision takes effect immediately. If no appeal is filed by the appeal deadline, this decision becomes a final administrative order and decision on October 24, 2011. An eligible person must first appeal this decision in accordance with 11 AAC 02 before appealing this decision to Superior Court. A copy of 11 AAC 02 may be obtained from any regional information office of the Department of Natural Resources.

Attachments:

- Attachment A (Ferry Road Location Map)
- Early Entry Authorization

