

January 31,2025

Lohmann – Olson Family, LLLP
Patricia Sindt, General Partner
13379 560th Ave.
Story City, IA 50248

Via email: peggy.horton@matsugov.us

Matanuska-Susitna Borough Planning Commission
350 East Dahlia Avenue
Palmer, AK 99645-6488

RE: February 3, 2025 Planning Commission Meeting
Central Gravel Products Application for Earth Material Extraction Conditional Use Permit

Dear Planning Commission:

This letter is a follow-up to my October 28 letter regarding the request for the Planning Commission and the Borough Public Works Department to address the traffic congestion issues on Engstrom Road and Bogard Road with the construction of the Southern Route Engstrom to Trunk Road Connector as a condition for approval of the Central Gravel Products Conditional Use Permit application for the proposed gravel pit.

We suggested that the Borough construct a connector road between Engstrom Road and Trunk Road on the north side of the proposed gravel pit (Southern Route) as per the 2021 Transportation Infrastructure Package (TIP) that was approved by the Planning Commission on June 21, 2021 (reference Resolution No. PC 21-12) and approved by voters in November 2021. Note that the Southern Route would eliminate the need for the construction of the alternative Northern Route across our property (which we strongly oppose).

It appears that the Borough staff have failed to acknowledge and consider the gravel pit developer's and property owner's willingness to sell right of way property and construct a significant portion of the road project (at low or no cost to Borough taxpayers) in the evaluation. We understand that these concepts were presented by the gravel pit developer to Borough staff and other groups including the North Lakes Community Council (NLCC) as the developer was developing support for Borough and public approval for the project. (Reference the October 28, 2024 NLCC Resolution, page 2, last two paragraphs.)

We did not find reference to these developer's proposals in the information provided by Planning and Land Use Development or Public Works Department staff to the Planning Commission for consideration in the Conditional Use Permit application review process.

In addition, the potential cooperation between the developer and the Borough in the construction of the South Route connector road (and subsequent significant reduction in the Borough's share of project costs) was not considered in the HDL Engineering Consultants review of alternate routes for the Enstrom Road to Trunk Road Connector.

Ideally, we still think the South Route connector road should be constructed now. This would provide the benefits of improved traffic safety early in the gravel pit project development and reduce Borough project costs for connector road right of way acquisition and construction costs.

We request the Planning Commission consider this information regarding the developer's willingness to negotiate right of way purchase and road construction as it reviews the Conditional Use Permit application. It appears that this information may not have been adequately presented to the Commission and the Commission may not have realized the potential significant economic and traffic safety benefits of including provisions for the Southern Route connector road details in the Conditional Use Permit now rather than try to negotiate right of way purchase and bear the entire cost for connector road construction in the future.

We request that the Planning Commission, at a minimum, require future negotiation and purchase of road right-of-way at a fair price from the proposed gravel pit property owners for the construction of the Southern Route connector road as a condition of the Conditional Use Permit.

Thank you for your consideration of this request.

Please contact me with discussion and questions.

Sincerely,

LOHMANN-OLSON FAMILY LLLP



Patricia Sindt

General Partner

515-290-0274 (Greg Sindt mobile phone)

C: Mayor Edna DeVries, via email
Mike Brown, Borough Manager, via email
George Hays, Borough Deputy Manager, via email
Tom Adams, PE, Borough Public Works Manager, via email
Cole Branham, EIT, Borough Project Management Division Manager, via email

Proposed Condition of Approval for Central Gravel Products CUP

From Rod Hanson <rod@nlakes.cc>

Date Fri 1/31/2025 3:53 PM

To Peggy Horton <peggy.horton@matsugov.us>; Lacie Olivieri <lacie.olivieri@matsugov.us>

Cc Alex Strawn <Alex.Strawn@matsugov.us>; Tom Adams <Tom.Adams@matsugov.us>; Adler, Clint J (DOT) <clint.adler@alaska.gov>; North Lakes Community Council (board@nlakes.cc) <board@nlakes.cc>

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Peggy and Lacie,

The NLCC would like to propose an additional condition of approval as the Planning Commission considers the Conditional Use Permit for Central Gravel Products.

We advocated for a similar condition of approval to be part of the State DOT permit for driveway access to Bogard, but the State explained why they could not do so. We therefore are requesting the Planning Commission take this action.

Condition of Approval:

- If and when the Mat Su Borough constructs an Engstrom to Trunk Road connector across the northern portion of the Havemeister and Kircher properties, Central Gravel Products must relocate their driveway access to connect to this new road and abandon the driveway access to Bogard Road.

The rationale for this change is to more closely align with the principles of the Bogard-Seldon Corridor Access Management Plan and reduce traffic conflicts on Bogard Road.

A decision on the Engstrom to Bogard connector location is still pending and is expected to be decided within the next few months.

Thank you,

Rod Hanson

Thank you for updating the web page for the Planning Commission meeting

From: [Cole Branham](#)
To: rod@nlakes.cc
Cc: [Tom Adams](#); [Clint Adler](#); [Alex Strawn](#); [Peggy Horton](#); board@nlakes.cc; [Lacie Olivieri](#)
Subject: Clarification Regarding Engstrom Road to Trunk Road Corridor & Gravel Pit CUP
Date: Wednesday, January 29, 2025 8:06:08 AM

Mr. Hanson,

I've received a copy of your email regarding the proposed gravel pit Conditional Use Permit (CUP) and the Engstrom Road to Trunk Road Corridor project. I'd like to clarify that the southern alignment has already been evaluated as part of the process. The change order, approved through Action Memorandum No. 24-143, intends to explore additional alternatives to the northern alignment.

The goal of this project is to enhance safety and increase the capacity of the road network in the North Lakes and Fishhook area. It is intended to improve connectivity and reduce congestion to accommodate both current and future traffic demands. While the southern alignment has not been ruled out, we maintain that the northern alignment (or a variation of it) better serves the project's overall purpose and need. We are not reprioritizing the southern alignment in response to the proposed CUP for the gravel pit. This project is being approached with a regional perspective, aiming to provide a solution that effectively meets the broader needs of the community.

We are ongoing with our public involvement process to gather input, which will be used to evaluate potential solutions that align with the project's purpose and need.

Please don't hesitate to reach out if you have any further questions or need additional clarification.

Best regards,

Cole Branham – *Manager*
Project Management Division
Matanuska-Susitna Borough
Cole.Branham@matsugov.us
(907) 861-7711

From: [Rod Hanson](#)
To: [Walsh, Matthew H \(DOT\)](#)
Cc: [Adler, Clint J \(DOT\)](#); [Peggy Horton](#); [Alex Strawn](#); [Tom Adams](#); [Lacie Olivieri](#); [board@nlakes.cc](#)
Subject: Re: DOT Permit - Driveway Access to Bogard
Date: Thursday, January 30, 2025 6:04:47 PM

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

Thank you Matt,

Very helpful information and background. I didn't have visibility to the two "general conditions" attached to DOT driveway permits ... and it was helpful to see that information.

... Rod

On Thu, Jan 30, 2025 at 5:19 PM Walsh, Matthew H (DOT) <matthew.walsh@alaska.gov> wrote:

Good Evening Mr. Hanson,

Clint Adler forwarded me your inquiry regarding special conditions related to the Central Gravel Products access permit onto Bogard Road. While there is not a public comment process for our access permits as defined by statute or regulation, DOT&PF appreciates your feedback and understands your concerns.

Every access permit application entails a thorough review by our function groups, including our Highway Design and Traffic and Safety sections. It is conducted to ensure the driveway design and construction is compatible with public safety. The condition you propose below is already covered in the permit regulations that govern DOT&PF process for issuing a permit. 17 AAC 10.020 (c) states:

In a driveway or approach road permit, except for a driveway or approach road included in a utility permit described in 17 AAC 15, the department will include a clause that requires the permittee to adjust or relocate the driveway or approach road without cost or liability to the department if the use or safety of the highway requires that the driveway or approach road be adjusted or relocated.

Tying a driveway permit to a future capital project with unknown timelines and design alternatives contradicts DOT&PF's regulatory requirements. If, as determined by DOT&PF, that the driveway's use is causing a safety issue, the driveway could be required to be removed or relocated to a reasonable alternative location. Future capital projects will review access management as part of their scope including any removals or relocations of driveways. The two general conditions which are listed in the permit are as follows:

Permittee is responsible for adjusting or relocating the driveway or approach road without cost or liability to DOT&PF if the use or safety of the highway requires that the driveway or approach road be adjusted or relocated.

A permit is not a property right but a temporary authorization, revocable by the State upon violation of any permit terms or conditions, or for other reasons. All reasonable attorney's fees and costs associated with legal or enforcement actions related to the terms and conditions of a permit will be borne by the permittee.

Sincerely,

Matt



Matt Walsh

ROW Property Management Supervisor, Central Region

[Alaska Department of Transportation & Public Facilities](#)

Office: [907-269-0700](tel:907-269-0700) • Direct: [907-269-0677](tel:907-269-0677) • matthew.walsh@alaska.gov

Keep Alaska Moving through service and infrastructure.



From: Rod Hanson <rod@nlakes.cc>

Sent: Tuesday, January 28, 2025 1:52:08 PM

To: Adler, Clint J (DOT) <clint.adler@alaska.gov>; Peggy Horton <peggy.horton@matsugov.us>

Cc: Alex Strawn <Alex.Strawn@matsugov.us>; Tom Adams <Tom.Adams@matsugov.us>; North Lakes Community Council (board@nlakes.cc) <board@nlakes.cc>; Lacie Olivieri <lacie.olivieri@matsugov.us>

Subject: Fwd: DOT Permit - Driveway Access to Bogard

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Adler and Ms. Horton;

Thank you for our recent discussions, particularly those related to the DOT driveway permit that is under review for the Havemeister / Kircher properties in support of Central Gravel Product's operation and application for Conditional Use Permit.

Today, we received notification from the MSB that the Public Hearing in front of the MSB Planning Commission is going forward as planned on February 3rd. We were provided a copy of the agenda and the 995 page "packet" that is being provided to the Commissioners.

Upon review of the meeting packet this afternoon, we now understand that the DOT will be providing approval for access onto Bogard. We understand the following conditions of approval apply to that access permit:

- Closure of other nearby driveways accessing Bogard from the North side and consolidation into a single new driveway.
- A traffic control plan (including speed reduction on Bogard Road, and the use of flaggers for any left turning truck traffic into and out of the new driveway) for the next two years.
- At the end of two years (upon completion of the Engstrom / Bogard Roundabout), elimination of left turns into the Central Gravel operation. At that time, the driveway will be modified to include a triangular "island" forcing any incoming or outgoing traffic to "right turn only".

The North Lakes Community Council appreciates these conditions of approval. They seem to be reasonable in order to reduce risks to the public in this highly congested section of Bogard Road.

We respectfully request that the Alaska DOT and the MSB consider one additional condition of approval to more significantly align with the principles of the draft Bogard-Seldon Corridor Access Management Plan. This additional condition of approval would further reduce traffic conflict risks on Bogard.

- Whereas, the MSB is still evaluating the potential routing for an east-west MSB Connector Road(s) between Engstrom and Trunk Road, and
- Whereas, one of the routes still under review would connect through the northern portion of the Havemeister and Kircher properties, and
- Whereas, if that route were selected and that connector road constructed, it would provide a safer option for access into and out of the Central Gravel Products operation,

An additional condition of approval for driveway access to Bogard should be:

- If and when a new MSB connector road were to be constructed across the northern end of the Havemeister and Kircher properties to connect Engstrom to Trunk Road, the Alaska DOT will rescind the access permit to Bogard Road in favor of a new driveway access onto the new MSB connector road.

At the Public Hearing, the NLCC will be supporting the approval of the Conditional Use Permit and recommending the addition of this condition of approval.

We would appreciate a response to this suggestion prior to the February 3rd Public Hearing.

Sincerely,

Rod Hanson

President, North Lakes Community Council

----- Forwarded message -----

From: **Rod Hanson** <rod@nlakes.cc>

Date: Wed, Jan 22, 2025 at 2:42 PM

Subject: DOT Permit - Driveway Access to Bogard

To: Adler, Clint J (DOT) <clint.adler@alaska.gov>

Cc: North Lakes Community Council (board@nlakes.cc) <board@nlakes.cc>, Peggy Horton <peggy.horton@matsugov.us>, Alex Strawn <Alex.Strawn@matsugov.us>, Tom Adams <Tom.Adams@matsugov.us>

Mr. Adler,

I left a voice message yesterday, but thought I would just drop you an email this afternoon ...

I believe the MSB is still scheduled to conduct the public hearing for the Central Gravel Products Conditional Use Permit on February 3rd. I wanted to check on the status of your decision on the Driveway Permit for access to this operation off of Bogard Road. I know you are not working directly with Central Gravel, but rather with the landowners (Havemeister and/or Kircher).

As you know, the NLCC continues to advocate with the Mat-Su Borough for the construction of a connector road from Engstrom to Trunk through the northern portion of the Havemeister / Kircher properties. This road would provide many benefits to current and

future residents in the area. It would also provide a very logical (and much safer) option for driveway access to the gravel extraction operation.

We are somewhat encouraged that the Borough took a step back and authorized a change order to their Engineering Consultant to further evaluate route alternatives for the Engstrom to Trunk connector road. This re-evaluation includes another look at the route we have been advocating. I believe the engineering analysis is expected to be completed by the end of March.

The NLCC strongly objects to a driveway permit onto Bogard Road, we believe driveway access should be on to a new connector road as described above. If the road is not constructed, we believe the driveway access should be off of Engstrom at the location where this future road would eventually tie in to Engstrom.

We do not know the current position of the State DOT. If the DOT is ultimately going to authorize driveway access for this operation onto Bogard Road, we would like you to consider two conditions of approval:

1. Any driveway access must be right turn only. There must be no authorized left turn into the driveway from Bogard. There must be no authorized left turn from the driveway onto Bogard.
2. Any driveway access onto Bogard must be rescinded if and when the Borough constructs a connecting road between Engstrom and Trunk as described above. At that time, the Bogard driveway must be closed and a new driveway must tie in to the connector road.

We would appreciate any update on the status of the Alaska DOT review.

Sincerely,

Rod Hanson

President, North Lakes Community Council

January Update: Seldon Road Extension Phase II

From Camden Yehle <camden.yehlealaska@71281066.mailchimpapp.com>

Date Tue 1/28/2025 8:01 AM

To MSB Planning Commission <msb.planning.commission@matsugov.us>

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

Seldon Road Extension Phase II: Windy Bottom/ Beverly Lakes Rd to Pittman Rd



[Overview map](#)

Status Update

Anticipated construction in 2027. Two factors impacting the schedule are:

- 1) The statewide right-of-way appraisal and review are in progress and are expected to take 6 months to one year to complete.
- 2) Construction funding programmed in the Statewide Transportation Improvement Program (STIP), Amendment #1, moved construction funding from 2026 to 2027.

The project design is nearing completion and will be shovel ready as soon as construction funding is available, property interests have been secured, and utility relocation agreements reached.

Join the project team at the Mat-Su Transportation Fair to comment about this project and many others.

Mat-Su Transportation Fair

Thursday, January 30, 2025

3 to 7 pm

Alaska State Fairgrounds, Raven Hall, Palmer

Enter at Red Gate and park at Raven Hall

Snacks available while supplies last!

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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and or special modifications to participate in this public event should call or text Camden Yehle at 907-346-0506 or call Alaska Relay at 711. Requests should be made at least 2 days before the accommodation is needed.

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You are receiving this email as a project stakeholder.

Our mailing address is:

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Meadow Lakes, AK 99623

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