



ET-1860

SURFACE TRANSPORTATION BOARD
Section of Environmental Analysis
ARRC NORTHERN RAIL EXTENSION PROJECT
Environmental Impact Statement

COMMENT FORM

Your input is an important element in the scoping phase of this project. To help us incorporate your views and suggestions, please provide your comments below and mail to the address preprinted on the back of this form. Please write legibly. You may attach additional sheets if necessary.

Please include your name and address so that we can add you to our mailing list if you would like to receive subsequent information on the project. Thank you for taking the time to provide us with your comments.

Comment deadline is: January 13, 2006.

Comments may be submitted today,
or sent to:

Surface Transportation Board
Case Control Unit
Attention: David Navecky
STB Finance Docket No. 34658
1925 K Street, NW
Washington, DC 20423-0001

Name (Print) CLIFFORD W. PANANEN
Address 8379 RICH. HWY
City, State, Zip SALCHA, ALASKA 99714
Phone 907-488-2919
Email C.PANANEN@GCI.NET

What potential environmental issues and impacts are you concerned about?

MY HOUSE, SAUNA, STUDIO, SWIMMING POOL & GREENHOUSE ARE EASILY LOCATED ON THE MAPS OF THE PROPOSED RAILROAD EXTENSION JUST LOOK SMACK DAB ^{THE} AT MILE 19 MARKER ON PROPOSED ROUTE N2b. IN 1972 WE ^{STARTED TO} BUILD A 2 STORY LOG HOUSE WITH A TOWER AND A BASEMENT AND AN ATTACHED GARAGE. WE (MY WIFE JACKIE & SON & DAUGHTER) DID 99% OF THE WORK OURSELVES AND WE STILL CALL IT HOME -- AND THE HOUSE IS COMPLETED, ALONG WITH THE PREVIOUSLY MENTIONED ADDITIONS TO THE PROPERTY.

UNFORTUNATELY, OUR 10 ACRES IS LOCATED BETWEEN THE RICHARDSON HWY. AND THE TANANA RIVER, AND IN 1978-1980 (?) WE FOUND SURVEY MARKERS ON OUR LAND & FOUND OUT ABOUT A PROPOSED RAILROAD TO DELTA. THAT PLAN DIED FOR LACK OF FUNDS, OR MAYBE SOMEONE REALIZED THERE WOULDN'T BE ENOUGH MATERIAL TO HAUL (ESPECIALLY WHEN THE BARLEY PROJECT STALLED) TO JUSTIFY THE \$500 MILLION DOLLAR PROJECT.

I WAS SURPRISED TO SEE THE PROJECT COME BACK TO LIFE A FEW YEARS AGO, AND I SEE OUR HOME IS STILL ON THE RIGHT-OF-WAY FOR ROUTE N2, BUT NO OTHER POSSIBLE ROUTES EXIST.

(over)

IF THE RAILROAD HAS TO GO THROUGH NOW, (IT'S STILL NOT ECONOMICALLY ^{FEASIBLE} THE BEST ROUTE, WITHOUT QUESTION, IS N1. ~~N2a~~. THIS ROUTE CROSSES THE TANANA RIVER BEFORE IT IMPACTS THE SALENA AREA. EXCEPT FOR A FEW TRAPPERS, A LOT OF HUNTERS, POSSIBLY ONE OR TWO CABINS AND THE MILITARY, IT HAS ALMOST NO IMPACT ON HOMES, SCOTCHS, DRIVEWAYS & THE SALCHA RIVER (A MAJOR SALMON SPAWNING STREAM)

THE MILITARY HAS THOUSANDS OF ACRES OF LAND AND THEIR "IMPACT AREA" AND TRAINING TAKES PLACE SEVERAL MILES WEST OF THE PROPOSED LINES (N1 AND N2a) ON THE FAR SIDE OF THE TANANA RIVER. THE TANANA RIVER WILL BE CROSSED NO MATTER WHICH ROUTE IS SELECTED, AND ALL OF THESE FOUR ROUTES WILL BE ON MILITARY LAND, SO CROSSING NEAR NORTH POLE TO REDUCE THE IMPACT ON PEOPLE IS THE WAY TO GO.

IF THE ROUTE (N2b) IS SELECTED, THE LEAST IMPACT IN MY CASE ^(AND MANY OTHERS) WOULD BE TO "HUG" THE TANANA RIVERBANK AND SPARE MY HOUSE & BUILDINGS, WHILE SUPPLYING US WITH SOME FLOOD & EROSION CONTROL.

PLACE
STAMP
HERE

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