

SB

9

FISCAL NOTE

STATE OF ALASKA  
1991 LEGISLATIVE SESSION

BILL NO. CS SB 9

Revision Date: \_\_\_\_\_ Department Affected: Community & Regional Affairs  
 Title: "An Act naming the Bob Blodgett" BRU: Administration and Support  
Nome-Teller Highway..... Component: Office of the Commissioner  
 Sponsor: Adams, Rodey, Sturgulewski  
 Requestor: Pourchot COMPONENT SERIAL NO. 

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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME						
TEMPORARY						

Estimate of current year impact: \_\_\_\_\_

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Remond Henderson Remond Henderson Phone: 465-4708  
 Division: Administrative Services Date: 2/18/91  
 Approved by Commissioner: Ed. Blatchford Edgar Blatchford  
 Agency: Community & Regional Affairs Date: \_\_\_\_\_

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

FISCAL NOTE

STATE OF ALASKA  
1991 LEGISLATIVE SESSION

BILL NO. CSSB 9

Revision Date: 12-Feb-91 Department Affected: Natural Resources  
 Title: An Act naming the Bob Blodgett BRU: Management & Administration  
 Name-Teller Highway etc. Components: Commissioner's Office  
 Sponsor: Senator Adams  
 Requestor: Senate Transportation Committee COMPONENT SERIAL NO. 423

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND&STRUCTURES						
GRANTS,CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of Current year impact:

ANALYSIS: (Attach a separate page if necessary)  
  
See Attached

Prepared by: Carol Wilson Phone: 465-2400  
 Division: Commissioner's Office Date: Feb. 12, 1991  
 Approved by Commissioner: B Harold Heinze Date: Feb. 12, 1991  
 Agency: Department of Natural Resources

Distribution (by preparer) : Legislative Finance, legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

STATE OF ALASKA  
1990 LEGISLATIVE SESSION

FISCAL NOTE

No. 1

Version: SB 9

(S) Publish Date: 2/8/91

Revision Date:

Title: An act naming the Bob Blodgett  
Nome-Teller Highway.

Department Affected:

DOT&PF

BRU:

Western District M&O

Sponsor: Adams, Rodey, Sturgulewski

Component:

Highways & Aviation

Requestor: Senator Adams

Component Serial Number:

0587

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY91	FY92	FY93	FY94	FY95	FY96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUNDS	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	0	0	0	0	0	0

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary)

The only direct costs incurred by this bill would be approximately \$400 to purchase two signs; one for each end of the highway. That cost would be absorbed by the Western District M&O budget. Sign installation would be done incidental to normal sign maintenance.

Prepared by: Norm Piispanen

Phone: 474-2423

Division: Northern Region Planning

Date: January 29, 1991

Approved by Commissioner: Frank G. Turpin

Changes in SSB 9 Trans  
have no fiscal impact. This  
fiscal note is appropriate.

Agency: Department of Transportation and Public Facilities

2/7/91 Cam  
date Comte Aide (initial)

Distribution By Preparer: Legislative Finance, Legislative Sponsor, Requestor, OMB, Impacted Agency(ies).

# Alaska State Legislature

Al Adams  
District L

WHILE IN SESSION  
P.O. Box V  
State Capitol  
Juneau, Alaska 99811  
(907) 465-3707

OUT OF SESSION  
P.O. Box 333  
Kotzebue, Alaska 99752  
(907) 442-3245

3111 C Street  
Anchorage, Alaska 99503  
(907) 561-7622



Official Business

MAR 05

TO: Representative Richard Foster, Chair  
House Transportation Committee

FROM: Senator Al Adams *WPA*

RE: Senate Bill 9, "An Act naming the Bob Blodgett Nome-Teller Highway, the Ina Johnson Bridge, and Mount McGhan"

DATE: March 4, 1991

This is to request a hearing in the House Transportation Committee on the aforementioned legislation.

Attached to this letter are:

- ° copy of original bill and new version
- ° fiscal notes from DCRA, DOT and DNR
- ° map of the road area for Bob Blodgett Road designation
- ° letter of support from the Department of Transportation Western District manager for Bob Blodgett Road designation
- ° copies of past newspaper articles showing Senator Blodgett's interest in creation of the road
- ° letter of support from the City of Nome for Bob Blodgett Road designation
- ° resolution by the Nome City Council in support of Bob Blodgett Road designation
- ° statutory citation of need for legal action in road naming
- ° statutory citation for Geographic Names Board
- ° legislative citation that passed the Seventeenth Legislature recognizing the contributions of Senator Blodgett
- ° resolution of the North and Northwest Mayors Conference supporting the Bob Blodgett Road designation
- ° committee reports
- ° background material on Ina Johnson and Bruce McGahn

If you need further information please contact Martha Stewart my office.

Thank you for your consideration of this.

SENATE FINANCE COMMITTEE REPORT

Sponsor  
Sen. Adams

DATE: 2/8/91

FURTHER:

DATE TURNED INTO OFFICE: 2/19/91

The Finance Committee considered SENATE BILL NO. 9  
"An Act naming the Bob Blodgett Nome-Teller Highway."

and recommended:

- replace with \_\_\_\_\_ CS
- or adopt \_\_\_\_\_ CS SB 9 (T130.)
- attached amendment(s)
- \_\_\_\_\_ letter of intent adopted
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to \_\_\_\_\_

- same title
- new title
- technical title change (HB only)

ATTACHES NEW FISCAL NOTE(S): Dept/Date:

- fiscal note(s) \_\_\_\_\_
- zero fiscal note(s) DNR 2/12/91

APPROVES PREVIOUS:

- fiscal note(s) \_\_\_\_\_ Dept/Date:
- zero fiscal note(s) DOT 1/29/91

appropriation-no fiscal note

SIGNING DO PASS:

*[Handwritten signatures]*

OTHER RECOMMENDATIONS:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1. [Signature] 2. [Signature] Do pass

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERENCE

DATE: 1/21/91

FURTHER: Finance

Date of 5-Day Notice: 1-31-91  
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 2-8-91

Transportation Committee considered SENATE BILL NO. 9

"An Act naming the Bob Blodgett Nome-Teller Highway."

and recommended: and a majority of the committee recommends it be replaced with

- replace with ~~SB 9~~ CS SB 9 (TRAN)  same title  new title
- attached amendment(s) and do pass
- \_\_\_\_\_ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

*OK*

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

fiscal note(s) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

zero fiscal note(s) DOTPF/1/29/91  
SB + CS  
\_\_\_\_\_  
\_\_\_\_\_

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

*Harold Jones* (1)  
*Paul Pearce* (1)

OTHER RECOMMENDATIONS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Chair: Signature and Recommendation*  
*DO PASS*  
*Minard*

# Alaska State Legislature



Sen. Curt Menard, *Chair*  
Sen. Lloyd Jones, *Vice-Chair*  
Sen. Bettye Fahrenkamp, *Member*  
Sen. Drue Pearce, *Member*  
Sen. Dick Shultz, *Member*

P.O. Box V  
Juneau, AK 99811

907 465-4921

## Senate Transportation Committee

TO: Senate Transportation Committee

FROM: Senator Curt Menard, Chairman

DATE: 6 February 1991

RE: Ina Johnston and Bruce McGahan Amendments to SB 9

Ina Johnston came to the Matanuska-Susitna valley in 1957, where she worked for many years as a nurse's aid at the hospital. In 1963, the state provided the materials for the building of bridge #1192, with local volunteers doing the construction. Mr. Johnston worked as a welder on the bridge, and his wife Ina provided the meals for the workers.

Ina died in March of 1989, and her friends and neighbors have requested that this bridge be named to honor the work that Ina has done for her community and neighbors. As per the letters attached, Ina was always willing to lend a helping hand to those who needed it. As one of the local people who helped with the construction of the bridge, it seems only fitting that this bridge become a memorial to her.

Bruce McGhan was killed in an industrial accident on November 26, 1986 while upgrading a septic system in the Wasilla area. The family and friends of Bruce would like the State of Alaska to leave a landmark and memorial for him. Born and raised in Alaska, Bruce explored much of the state. In his travels he discovered Crescent Lake on the Kenai Peninsula.

Bruce worked throughout Alaska on many construction projects. He built village schools, houses, and state campground facilities. The work Bruce did around the state over the years stretches from Fairbanks to Valdez, Kenai to Palmer, Iliamna to Girdwood and all around southcentral Alaska.

Page 2

Ina Johnston & Bruce McGhan amendments

Bruce took great pride in his home state and in every job and landmark he left behind.

His family and friends have joined together in their request that the unnamed mountain near Crescent Lake be officially named Mt. McGhan as a memorial for this most deserving man. Bruce's remains have been spread on the slopes of this mountain in the place he loved and visited so much.

I am requesting that the committee members consider these amendments to SB 9.

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, WESTERN DISTRICT

P.O. BOX 1048  
NOME, ALASKA 99762-1048  
PHONE: (907) 443-3444

September 11, 1990

Senator Al Adams  
P.O. Box 333  
Kotzebue, Alaska 99752

Dear Al:

We here at the Department of Transportation wholeheartedly support naming the Nome-Teller highway for Bob Blodget. Were it not for his efforts it would not have been constructed. Additionally, having Bob as a friend and discussing the areas needs with him on numerous occasions I am well aware of his love for and dedication to the people of the Seward Peninsula. Bob is most deserving of this recognition.

To answer your questions: The Nome-Teller highway is a Federal Aid Secondary route. As to jurisdiction, it is under the State's but to receive Federal money it must meet Federal Standards.

I have attached copies of a 1976 Department of Highways map showing the Seward Peninsula and the various road systems. I haven't been able to find anything more detailed.

Looking through our archives here in Nome I only find a couple of old newspaper clippings which may be of some use so have included them. I will research this further.

I will send along anything else I find which will assist you in this endeavor.

Sincerely,



C. M. Coyle, Manager  
Western District

CC/sg

Enclosures

BRUCE ALLEN MCGHAN

By: Debra McGhan

On November 26, 1986 Bruce McGhan was killed in an industrial accident while upgrading a septic system in the Wasilla area. Bruce is gone, but his memory will live on in the hearts of those who knew and loved him; and in the many landmarks of work he left behind to the state of Alaska, his home.

The family and friends of Bruce now call on Alaska to help leave a landmark for him; a memorial for Bruce. Born and raised in Alaska, Bruce explored much of the state. In his travels he discovered Crescent Lake on the Kenai Peninsula. When Bruce and his wife Debra needed a change from the fast pace of city life, they hiked to Crescent Lake. Here, in this special place, they spent many hours sharing their love and enjoying the beauty of Alaska's backcountry.

Located approximately three miles north of Kenai Lake in the Kenai Peninsula Borough, Crescent Lake is bordered by several mountains. One mountain, which lies on the north shore of Kenai Lake and the south shore of Crescent Lake, is currently unnamed. We would like to have this mountain named Mt. McGhan in memory of Bruce Allen McGhan and his love for the state of Alaska.

Bruce was born on August 14, 1953 in Anchorage Alaska. He was the oldest of four children born to Terry Smith and Marilyn Cox McGhan.

His father, Terry McGhan, owned an Anchorage based construction company which specialized in water and sewer excavation. His company installed the first public water and sewer systems used in Spenard. He was a bush pilot and son of pioneer Alaska parents who operated one of the early airlines between Alaska and Seattle. Terry's father, Clifford D. "MAC" McGhan drove one of the first cars over the Alcan Highway after it opened in the 1940's.

In 1961 Bruce's parents divorced and Bruce, along with his sister and brothers: Mike, Colleen, and Pat, remained in Anchorage living with their mother. Terry continued to work in Alaska in the construction field for many years. He owned and operated Mentasta Lodge on the Tok Cutoff from 1966 to 1969. In 1973 he left the state and currently owns a construction company in Warrenton, Oregon.

Marilyn, Bruce's mother, began working for Business Service Bureau in 1961 as a receptionist and executive secretary. In 1967 she was offered an executive position with a newly formed company, Labor Trust Services, as administrator for many large health, welfare, and pension trust funds. She is now a corporate owner of Labor Trust Services in Anchorage.

As the oldest child many responsibilities fell to Bruce and he took this position seriously. He realized at an early age that the only way to get ahead was hard work; and Bruce was determined to thrive. He kept his brother's, who were both rapidly growing taller than himself, in line with brute strength. There was a constant challenge among the brothers but they each respected one another recognizing the individual talents that

emerged as they grew.

At eight years old Bruce became the youngest paper boy hired by the Anchorage Daily News. Conscientious and hard working, he succeeded in establishing one of the largest paper routes in the Spenard area, winning dozens of awards for his efforts. He kept up with the deliveries for many years, getting up at 4:00 a.m. seven days a week.

When Bruce was 12 his father bought Mentasta Lodge on the Tok Cutoff. For three summers the kids worked in the lodge making beds, cutting wood, stocking shelves, and even building an aircraft runway. Bruce learned to run his first piece of heavy equipment on that runway. It took all summer because when the dozer broke down he had to repair it; this was quite a task for a 13 year old who didn't know much about fixing dozer's. But with a book, some tools, and a sense of challenge, Bruce fixed the dozer and finished the runway a week before summer ended.

The McGhan family faced many hard years as Marilyn struggled to raise four children alone in Anchorage. It was a challenge keeping food on the table, and extra money was unheard of. In spite of the odds Bruce saved enough money to buy a brand new Datsun pickup by his seventeenth birthday.

Once Bruce had wheels and could drive he began to thirst for more; he wanted to fly. Along with his school work he took on two jobs (appliance repair and gas station attendant) to earn the money needed for flying lessons. He soloed after just eight hours of formal instruction. At 18 he earned his private pilot license and began saving for an airplane.

In 1971, during his senior year of high school, Bruce landed a job with A.A.A. Rental company as a yard hand. Within a week, Bob Holt the owner, discovered Bruce had a knack for mechanic work and running equipment. He was promoted, given a raise, and put to delivering loaders, backhoes, and dozers around Anchorage, Girdwood, and the Mat-Su Valley. He became known as "the kid who could get anything unstuck." Occasionally arriving to pick up a piece of equipment buried in the mud, he would jump down from his truck, a huge grin lighting his boyish face, and proceed to do what seemed impossible; get a multi ton piece of equipment out of the mud and onto dry ground. But somehow he always succeeded.

Bruce continued his education with engineering and math courses at Mount Hood Community College in Portland, Oregon. But he missed Alaska, and after a short time, returned home.

In November 1973 Bruce married a former classmate, Debra McDaniel, the daughter of Alaskan artist Scott McDaniel, and settled down to raise a family.

Taking his new wife, Bruce moved to Seward and worked in the lumber mill for several months. In the spring of 1974 he was accepted into the operating engineers union so the couple returned to Anchorage. 1975 brought more changes with the start of McGhan Construction company, owned by Bruce's uncle, Tim McGhan. Bruce went to work for Tim's company as the foreman and operator. And for the next five years he worked with Tim, helping to build a strong, successful business.

In 1976, shortly before the birth of their first child, Bruce made the decision to move his family to the Mat-Su valley.

He spent the winter designing house plans, then began construction of his first home in Wasilla during the summer of 1977. He continued to work for Tim, commuting into Anchorage daily, and working on the house at night, and days off. He finished the construction in June 1978.

By 1980 the drive to Anchorage became too hard, and after buying his first airplane, Bruce went to work for a remote bush company; Jansen Construction. He flew to Illiamna and worked on the construction of several village schools around the lake.

When the schools were finished Bruce went to work for the State of Alaska, Department of Parks under the supervision of Jim Hoag. Headquartered in Willow, he worked as part of a 4 member maintenance and building crew in the state campgrounds throughout the Mat-Su Valley. Accompanied by his family, he spent the summer of 1982 traveling around south central Alaska making repairs, and building new, better devices to be used in the campgrounds. (He aided in the design and building of the currently used bear proof garbage cans.)

In the fall of 1982 Bruce bought his first backhoe and started his own construction company, B.A.M. Construction. For the next five years Bruce worked hard to build up his business. He earned the reputation of being hard working, honest, and dependable. He built seven homes in the Wasilla and Big Lake area, each one with pride and quality construction. He installed hundred's of water and sewer systems, did landscaping, home improvements, and additions; all of which were done with the same high standards Bruce lived by.

The work Bruce did around the state over the years stretches from Fairbanks to Valdez, Kenai to Palmer, Illiamna to Girdwood, and all around South Central Alaska. Bruce took great pride in his home state and that pride went into every job, and every landmark he left behind.

Now, as the one year anniversary of Bruce's death approaches, his family and friends have joined together to make a request to the state of Alaska; that the mountain near Crescent Lake be officially named Mt. McGhan as a memorial for this most deserving man.

Bruce was cremated and his remains have been spread on the slopes of this mountain in the place he loved so much. What better monument could be dedicated to this true Alaskan?









# CITY OF NOME

*Send to  
June*

P.O. BOX 281 - NOME, ALASKA 99762  
TELEPHONE (907) 443-5242

October 5, 1990

Senator Al Adams  
Box 333  
Kotzebue, Alaska 99752

Dear Al,

Enclosed please find City of Nome Resolution No. R-91-9-7, " A Resolution Endorsing the Renaming of the Nome-Teller Highway to the BOB BLODGETT NOME-TELLER HIGHWAY". This resolution was adopted unanimously by the Nome Common Council at their September 24, 1990 regular meeting.

Thank you for your plan to introduce legislation naming the road in memory of Bob. It is a fitting memorial to a man who served the Seward Peninsula for many years.

Sincerely yours,

*Linda E. Conley*

Linda E. Conley  
City Clerk

cc: Representative Richard Foster  
Mrs. Robert Blodgett

Presented By:  
Councilman Adams  
Action Taken:  
Yes    No   

CITY OF NOME, ALASKA

RESOLUTION NO. R-91-9-7

A RESOLUTION ENDORSING THE RENAMING OF THE  
NOME-TELLER HIGHWAY TO THE BOB BLODGETT NOME-TELLER HIGHWAY

WHEREAS, the expansion of road systems on the Seward Peninsula has always been instrumental in encouraging economic development; and,

WHEREAS, the Nome-Teller Highway is a valuable transportation route for the cities of Nome and Teller which allows ease of trade and better access to medical facilities; and,

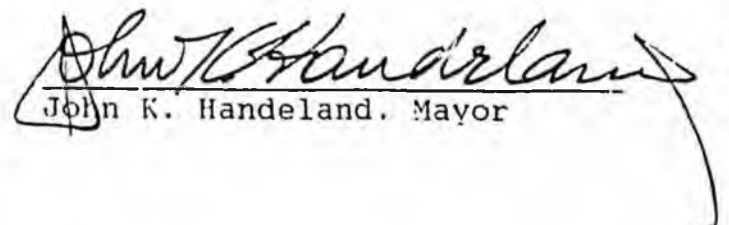
WHEREAS, R.R. "Bob" Blodgett was elected as a State Representative from the local area during the First Session of the First State Legislature in 1958 and he continued to serve in that capacity through the Third State Legislature in 1964, at which time he was elected to the State Senate and served through the Sixth State Legislature ending in 1970; and,

WHEREAS, the contributions of Senator Bob Blodgett to the local area and the state as a whole should fittingly be remembered by a dedication to his name; and,

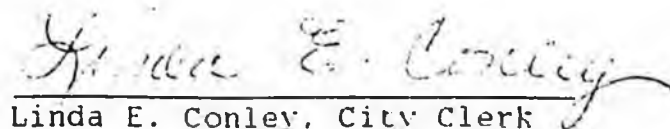
WHEREAS, Senator Blodgett was instrumental in developing and securing funding for the construction of the Nome-Teller Highway,

NOW, THEREFORE, BE IT RESOLVED by the Nome Common Council that in recognition of his commitment and dedication to the residents of Nome and Teller, the City of Nome endorses efforts to rename the Nome-Teller Highway to the BOB BLODGETT NOME-TELLER HIGHWAY.

APPROVED and SIGNED this 24 day of September, 1990.

  
John K. Handeland, Mayor

ATTEST:

  
Linda E. Conley, City Clerk



## KENAI PENINSULA BOROUGH

144 N. BINKLEY • SOLDOTNA, ALASKA 99669  
PHONE (907) 262-4441

DON GILMAN  
MAYOR

RECEIVED  
JUN 13 1988

June 8, 1988

COMMISSIONER'S OFFICE  
COMMUNITY & REGIONAL AFFAIRS

Alaska State Geographic  
Names Board  
P.O. Box B  
Juneau, AK 99811

Dear Sirs:

On June 7, 1988, the Kenai Peninsula Borough approved a motion to forward a letter of non-objection to the naming of a mountain at Latitude 60°26'0" North; Longitude 149°33'30" East, Section 13, Township 4N, Range 2W, Seward Meridian located on the north shore of Kenai Lake and the south shore of Crescent Lake. The mountain is currently unnamed based on the section map - Seward B-7 quadrangle.

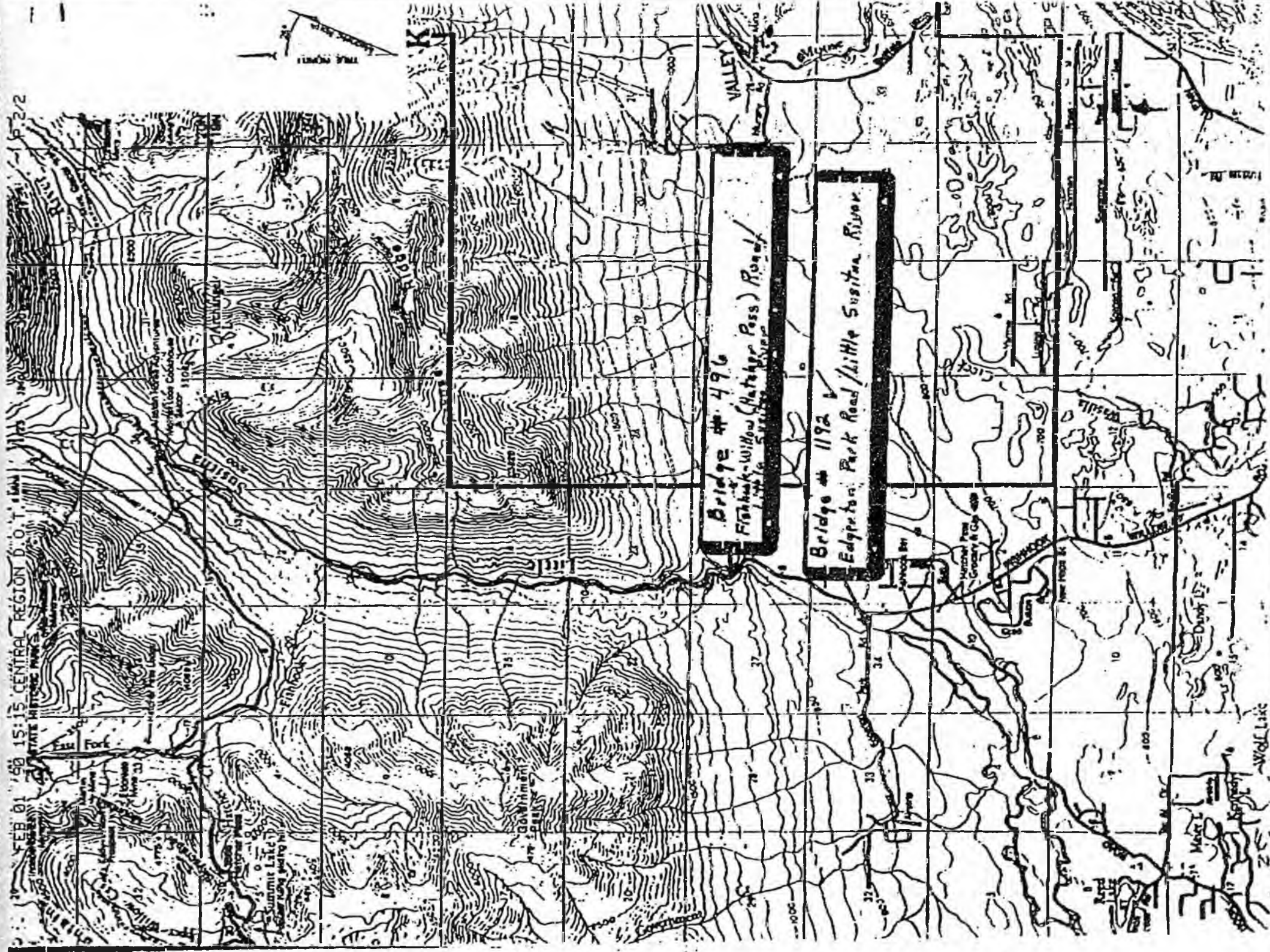
Debra A. McGhan has requested the mountain be named in memory of her deceased husband - Mt. McGhan.

If we may be of further assistance, please contact the Borough Clerk's Office, 262-4441 ext. 220/221.

Very truly yours,

Joanne Brindley, CMC  
Kenai Peninsula Borough Clerk

FEB 01 '60 15:15 CENTRAL REGION D.O. 15:22  
STATE HISTORIC PARKS



Bridge # 496  
Fishhook-Widow (Hatchers Pass) Road  
Little Susitna River

Bridge # 1192 ✓  
Edgerton Park Road / Little Susitna River

Wolf Lake

ALVIN JOHNSTON  
P.O. BOX 6  
PALMER, AK. 99645  
(907) 745-3531

September 29, 1989

Rep. Curt Menard  
351 W. Swanson Ave., Ste. 1  
Wasilla, Ak. 99687

RE: The Naming of a Bridge; i.e., Johnston Bridge

Greetings:

The family and friends of Ina Johnston request a memorial for Ina, who died in March 1939.

We have talked this over and there is a bridge near the Johnston home which has been a very definite part of our lives. The bridge does not as yet have a name. It was started in March 1963 and completed in November 1963. The materials were funded by the state, however the construction was completed by volunteer work from neighbors. The meals during this construction were served by Ina.

We have researched the project and the following is the information we have found:

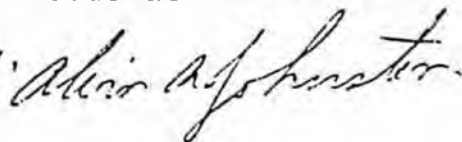
Edgerton - Parks Road  
State #57062  
Federal #BR-OS-1(44)

Susitna River - Hatcher Pass Road  
State #57340  
Federal #BR-580(18)

Ina loved this valley and she gave generously of her time with much love as she worked at the Valley Hospital and was always ready to be a friend to her neighbors.

Your considerations and assistance will be greatly appreciated.

Sincerely,



Alvin Johnston,  
family and friends

P.S. If we do not hear from you we will write again during the session in Juneau.

Ria Cottini  
H C 01 Box 6755  
Palmer - Ak. 99645

Feb. 5 - 1990

Rep. Curt Menard  
Juneau Ak.

Re: Johnston Bridge

Dear Mr. Menard

I wish to advise that  
I knew Ina Johnston when  
she first came to Alaska as a  
neighbor and a friend she  
was always near when anyone  
needed her

I sincerely appreciate the  
consideration of this memorial  
of naming the bridge

Sincerely,

Ria Cottini

Rep. Curt Menard  
Box 1  
Juneau, Alaska

Feb 5-1990

Re: Inmate request for  
memorial bridge

Dear Curt -

Per your office request, I am happy  
to advise that I've known the family  
for many years and they enjoy a very  
fine reputation.

As for Inna's activities - she  
was very well acknowledged as  
a special person. At her funeral,  
there was a standing-room only.  
I believe that stays a great deal  
for a person in our busy world.

Whatever support you can  
give to this cause will be  
appreciated by her husband,  
family and friends.



My personal regards to you  
and your family -

Sincerely,  
Barbara Loxton

Box 547,  
Palmer, AK  
99645



Debra McGhan

## He wasn't a politician

### State rejects widow's plea to name mountain

By SUSAN MORGAN HOWK  
Frontiersman staff

Mount McGhan.

Wasilla resident Debra McGhan had hoped by now that a mountain near Cooper Landing would bear that name in honor of her late husband. This month, however, she says she was told that Bruce McGhan just wasn't important enough to the state of Alaska to warrant naming a mountain after him.

Soon after Bruce, a life-long Alaskan, was killed in a construction accident Nov. 26, 1986, Debra realized she wanted a permanent reminder of her husband of 13 years.

Someone suggested naming a star for him, but she decided on one of the unnamed mountains on the Kenai Peninsula instead. "A star just seemed too far away," she says. "I wanted something more tangible."

Debra began plowing through all the required paperwork and regulations; the state told her she needed.

She collected signatures on peti-

tions, talked about her dream with politicians in the Kenai Peninsula Borough and traveled with her two young children to meetings in the area. She never doubted that her husband was worthy of a mountain.

"Bruce lived and breathed Alaska. This was home," she says. "I just always saw him go out of his way to help the state as a private citizen."

Bruce and Debra married shortly after both graduated from Diamond High School in 1972. Bruce owned his own construction business in Wasilla. He was killed when the walls of a sewer ditch collapsed on him.

Debra says her husband was an adventurer and recalls the time they spent camping and hiking on "their mountain" fondly. "Just to be in the heart of that beautiful country was great," she says. "It was our favorite place."

After collecting 1,200 signatures of support, Debra's application to name Mount McGhan was finally approved by the Kenai

Borough last June.

She then packaged up all the information and supporting data and mailed it to the Commissioner of Regional Affairs in Juneau for final approval. A phone call from someone in the office in August told her the application looked "really good" and said approval would probably be just a formality.

On Feb. 9, however, she was told the state had refused her request.

"They said they didn't feel that Bruce had given the state of Alaska a substantial enough contribution," Debra says. "I said, 'What exactly are you looking for' and she said, 'Well, like somebody who held a political office or something.'"

Debra said Bruce made more than his share of contributions to Alaska. He designed a bear-proof trashcan still in use in state parks and took pride in installing sewer systems that wouldn't pollute the environment.

"His whole thing was, 'I'm going to be here forever and my

children are going to be here forever,' so he wanted to take care of the state," she says. "But they didn't think that was enough."

She admits to feeling bitter. "Do they think that somebody who puts on a white shirt and lobbies in Juneau makes more of a contribution than Bruce did?" she asks. "This is what Alaska is all about, we're the people who live here and work here."

Now, Debra says, she's beginning the appeal process. Juneau will need more supportive information and reasons to consider naming Mount McGhan.

Meanwhile, a bronze plaque, installed by Debra, marks the 4,730-foot-high mountain that he husband loved. After his death Debra scattered his ashes over the peak and says she and the children can feel his presence when they visit.

"It's like when you get there he's really there," Debra says. "It's so quiet, it's like being in the middle of a picture. It's like heaven and it feels like he's really happy there."



### AFTER

# Basic System Of Throughways In Alaska Illustrated 'Before And After' By Sen. Gruening

Proposals of Senator Ernest Gruening (D-Alaska) for construction of a basic system of throughways in Alaska is seen in the accompanying photographs.

The first shows the existing road system in Alaska. In the second, the senator points out how the system would be expanded under his program.

Senator Gruening has proposed that the Public Works Committee of the Senate visit Alaska after adjournment this year to study Alaska's highway needs. He has received encouraging support from Majority Leader Lyndon Johnson (D-Tex.), Senator Dennis Chavez (D-N.M.), chairman of the Public Works Committee, and Senator Pat McNamara (D-Mich.), chairman of the Public Roads Subcommittee.

The main elements of the Gruening highway plan are as follows:

(1) Completion of the Copper River Highway from Cordova via Chitina to McCarthy and its extension to a junction with the Alaska Highway;

(2) Construction of a road paralleling the Alaska Railroad from Nenana via McKinley Park to Talkeetna and Willow, so as to provide

a second through route from Fairbanks to Anchorage;

(3) Completion of Highway 97 from Fairbanks to Nome and Teller;

(4) Provision of a road from Talkeetna via McGrath to a junction with Highway 97 at Ruby, so as to give Anchorage access to northwestern Alaska;

(5) Provision of a southeastern Alaska ferry system on a fast and frequent schedule linking Prince Rupert with Haines and with stops at Ketchikan, Wrangell, Petersburg, Juneau and Skagway;

(6) Construction of a road from McGrath to Dillingham to tie Bristol Bay into the rest of the state overland;

(7) Construction of a road from Unalakleet to the Yukon River and

a junction with Highway Yukuk;

(8) Closing of the Eagle link;

(9) Extension of the road Nabesna to a junction with the Alaska Highway;

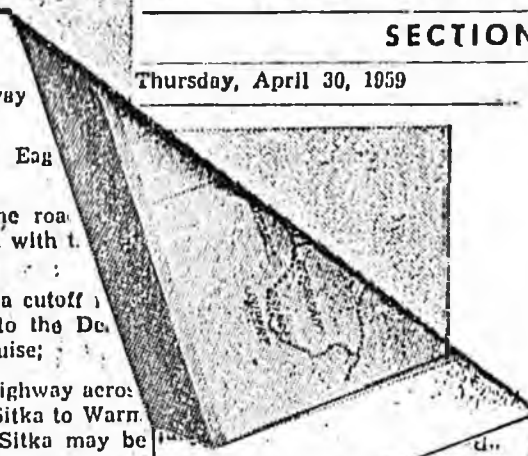
(10) Completion of a cutoff of the Glenn Highway to the DeWitt Highway via Lake Louise;

(11) Building of a highway across Baranof Island from Sitka to Wrangell Springs Bay so that Sitka may be tied into the ferry system;

(12) Completion of the Hydaburg-Craig-Hollis road so that the west coast of Prince of Wales Island may be linked with the ferry;

(13) Building of roads from southeastern Alaska cities (all depending upon Canadian cooperation in construction on their side of the border), so as to connect Skagway with Carcross, Juneau with Atlin, Petersburg and Wrangell with Telegraph Creek and Ketchikan with an extension of the "A" Route northward from Hazelton, B.C.

Senator Gruening advocates this construction over the next 10 years to correct a situation which leaves Alaska unique among the states in that few of its cities are connected with others by road.



the proven immunity of Salk vaccine," Couch declared.

The Northern Alaska chapter cooperating with the State and Federal Medical Association in urging every person to obtain the Salk vaccine shots at their earliest possible convenience. There are several general ways in which the immunity of Salk vaccine may be obtained.

"You may obtain the vaccine shot from your family physician in his office, at your convenience. All children through age 18 and expectant mothers may obtain the Salk vaccine at the Fairbanks Health Center, during the weekly shot clinic each Friday.

RE. CHANGE IN PRESENT METHOD OF ALLOCATING GASOLINE TAX FUNDS

Fairbanks Daily News-Miner - March 21, 1959  
Anchorage Times March 21, 1959  
Nome Nugget March 23, 1959

Anchorage Times  
Mar 21 '59

Mon Mar 23  
Nome Nugget

Fairbanks Daily News-Miner, Saturday, March

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JUNEAU, March 21, (AP) — A Federal Bureau of Public Roads official yesterday voiced strong opposition to a bill to change Alaska's present method of allocating gasoline tax funds and require equal distribution among the state's four major districts. After the hearing before the Senate, in session as a committee of the whole, the bill was retained on the calendar but appeared in line for amendment before final action.

Strongest support for the measure has come from northwestern Alaska senators who seek a road connecting Nome with other parts of the state. The measure, which had been saved from defeat several times, appeared headed for passage before yesterday's hearing.

E. H. Swick of Juneau, regional engineer for the BPR, told senators he felt it would be impractical to split off available highway funds in the method proposed under the bill. And he added the federal agency would not be agreeable to administering federal matching funds on such a basis.

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"It's my personal opinion that the Legislature would not be wise to program a highway fund. For the next few years at least, you should permit the state Highway Department to come up with a program and then you can see how it is doing," he said.

"I can't see how you can decide that any one area is going to have so much money and still come up with anything that makes sense."

Alaska now receives about 13 1/2 million dollars a year in federal highway aid, he said. Along with state matching funds, the total amount available to Alaska for road programs amounts to about 15 million dollars a year.

# I Oppo

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