

HB

117

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred: March 1, 1993

FURTHER REFERRALS:

Date of Committee Action: 3/12/93

The FINANCE Committee considered:

HB 117

HOUSE BILL NO. 117

NAME MANVIL H. OLSON BRIDGE (SCHROCK RD.)

"An Act naming the Manvil H. Olson Bridge."

- RECOMMENDATIONS: [] the same title
 be replaced with _____ [] a new title
- [] have attached amendments(s)
- [] do pass
- [] do not pass
- [] no recommendations
- [] individual recommendations
- [] additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

- ATTACHES NEW FISCAL NOTE(S): (Dept) _____ APPROVES PREVIOUS: (Dept/Date) _____
- [] fiscal impact _____ [] fiscal note(s) _____
- [] zero fiscal note _____ [] zero fiscal note(s) DOT 3/1/93

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Ronald J. Larson</i>	(3)	<i>EP Mechean</i>		X	
<i>Mark Hester</i>	Hester	<i>Ben Grossendorf</i>		X	
<i>Terry Martin</i>	Martin	<i>Lynn Hoffman</i>		X	
<i>Steve R. Powell</i>	Powell	<i>Kay Brown</i>		✓	
<i>Mike Savare</i>	NAVARRE	<i>Gene Theriault</i>		✓	

Ronald J. Larson *EP Mechean*
 CHAIRMAN'S SIGNATURE

FISCAL NOTE

Revision Date:
Title: Name Mavil H. Olson Bridge
(Schrock Road)
Sponsor: Menard, Carney
Requestor:

Department Affected: DOT&PF
BRU: Central M&O
Component: Central M&O
Component Serial Number: 567

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
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
REVENUE FUND SOURCE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	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 (FY93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary)

The Little Su Bridge (#1030) on Schrock Road will be under construction during the Summer of 1993. Signs can be included with the project.

Prepared by: Margaret Holland

Phone: 266-1440

Division: Central Region, Regional Director's Office

Date: February 8, 1993

Approved by Commissioner: 
Frank G. Durpin

Phone: 465-3900

Agency: Department of Transportation and Public Facilities

Date: February 8, 1993

Back-up

HB117
Rep. Curt Menard
2/20/93

HOUSE BILL NO. 117
Representative Curt Menard

SPONSOR'S STATEMENT

I introduced HB117, naming bridge #1030, located at Schrock Rd. over the Little Su River, after Manvil Olson. Mr. Olson spent many years constructing bridges at this same area in order for people to gain access to the end of Schrock Rd.

When people in the Schrock area are giving others directions they always refer to this river crossing as, "the Manvil Olson bridge". Many of my constituents and others in the community have put together a petition requesting the bridge be named after Mr. Olson.

Enclosed is a brief history of Mr. Olson's accomplishments. After reading it, I'm sure you will agree with my constituents that it is only fitting that this new bridge be named after Manvil Olson. He has demonstrated and captures the true spirit of an Alaskan pioneer.

HISTORY

MANVIL H. OLSON

Manvil Olson was born January 19, 1908, in Bird Island, Minnesota. He was among the first civilian travelers on the Alcan Highway, moving to Alaska with his wife and daughter in 1947. The family first settled in Haines, where he operated a garage.

In 1949, the Olsons moved to Skagway, where he became a machinist on the White Pass and Yukon Railroad. The family moved to Anchorage in 1951, where Manvil became a machinist on the Alaska Railroad.

In 1953, he lived on a homestead near Wasilla, six miles off the end of the nearest road. He and his family developed the homestead over the next several years. He opened and operated a commercial dairy farm from 1959 until 1964. The farm still produces hay and beef. During the homesteading period, Mr. Olson also worked full time on the railroad and after leaving the railroad worked at the Fort Richardson Motor Pool. He continued to work on the homestead evenings and weekends. He also did custom machine and equipment work for his neighbors.

In 1978, he drew a tract of land in the Delta Barley Project. At the age of 70, he began developing the parcel with his sons, eventually clearing and planting 2,400 acres of land. The farm, known as Big G Ranch, which is now owned by the family is still in operation.

Mr. Olson was a strong advocate of agriculture development and its potential in Alaska. He founded one farm on the family homestead north of Wasilla, where he cleared the land. In order to develop the area and continue his operation, he built four vehicle bridges over the little Su River, using three different designs. At the time of his death he was involved in managing a purebred herd of Scottish Highland beef cattle in Wasilla.

Mr. Olson's drive for great projects did not end with statehood and he remained committed to agricultural development in Alaska all of his life.

Mr. Olson is survived by his wife of 48 years, Beulah Weedon Olson; his daughter, Karen Olson Lee of Anchorage; his sons, Harold and Arnold of Wasilla; and his four grandchildren.

MANVIL H. OLSON

Wasilla resident Manvil Harold Olson, 84, died July 13 at his Little Susitna River home.

A funeral will be held at 2 p.m. Friday at First Presbyterian Church of Wasilla, 1375 E. Bogard Road.



Mr. Olson was born Jan. 19, 1908, in Bird Island, Minn. He spent the first 18 years of his life on a farm in the Mille Lacs area of Minnesota. He left the farm after high school and moved to Chicago where he became a machinist and tool and dye maker. He was a member of the Machinists Union International.

Mr. Olson enlisted in the Navy during World War II, serving on a destroyer in the Pacific and Atlantic theaters. He married Beulah Weedon Nov. 13, 1944, in Virginia. He was among the first civilian travelers on the Alcan Highway, moving to Alaska with his wife and daughter in 1947. The family first settled in Haines, where he operated a garage.

In 1949, the Olsons moved to Skagway, where he became a machinist on the White Pass and Yukon Railroad. The family moved to Anchorage in 1951. Mr. Olson became a machinist on the Alaska Railroad.

In 1953, he lived on a homestead near Wasilla, six miles off the end of the nearest road. He and his family developed the homestead over the next several years. A commercial dairy farm was opened in 1959, and operated until 1964. The farm still produces hay and beef.

During the homesteading period, Mr. Olson also worked on the railroad and at the Fort Richardson Motor Pool. He did custom machine and equipment work for his neighbors.

In 1978, he drew a tract of land in the Delta Barley Project. At the age of 70, he began developing the parcel with his sons, eventually

clearing and planting 2,400 acres of land. The farm, known as Big G Ranch, was successfully completed and is still in operation.

According to his family, Mr. Olson was a strong advocate of agriculture development and its potential in Alaska. He founded one

farm on the family homestead north of Wasilla and another at Delta. At the time of his death, he was involved in managing a purebred herd of Scottish Highland beef cattle in Wasilla.

Mr. Olson is survived by his wife of 48 years, Beulah

Weedon Olson of the family farm; his daughter, Karen Olson Lee of Anchorage; his sons, Harold and Arnold of Wasilla; his grandchildren, Leighton and Conan Lee of Palmer and Anchorage, and John Olsen and Stanley Olson, both of Wasilla; his niece, Louise Augustsson of

Anchorage; his nephew, Wayne Lofgren of Anchorage; his brother, Otto of Missouri; and his sisters, Vicki MacClean and Florence Haglund, both of Minnesota, and Lorraine Veith of Dallas.

Arrangements were by Kehl's Palmer Mortuary.

We, the undersigned petitioners
of Schrock Road and Surround
area Request the appropriate
naming of the New Bridge Be
The
Manvil Olson Bridge.

Betty Jean Bosch - 746-4007

Tim Reed - 373-5457

Ray Reed 373-5457

Dennis R. Caswell 376-2335

Dog Washburn 376 6431

Ed A W M Edward Woolzy 373-7506

Theresa Burton 373-4506

Loretta Caswell 376-2335

Carl Wilbur 376-5623

Marcella Wilbur 376-5623

Ed E Woolley 373-0527

Kathy Woolley 373-0527

Wm R Pens 376-8635

Greg Schuler 373 5794

Mrs Miller 842-1887

Andrew Scharker 373-5794

Jessie Zipp 373-2822

Bev Calder 376-2080

Glen Butts Mes. = 376-0549

Jean on Bush 376 4676

Matthew M. Bush "

FRANK Bush 376 5722

J. Marguerite Colvin

Roxanne Wellard 373-6918

Tom Hawley 376-2647

Richard Burk

A. ... A. ... 376-2100

Angela Buson

N/A

Kenneth Jenks

Nancy Hester
Randy Randall

Reagan Snelling

Natalie Orab

Joel Smith

Shelia D. Smith

Rozannak Smith

Shelia D. Hess

James S. Helminich

Reslyn Helminich

Row Kurek

Marv Greud

Carl Gray

373-2991

Jim E. Gray

W. Fitzgerald

376-5837

William Smith

Joyce Fitzgibbon

Jimmy L. Brown 746-4007

Timothy S. Thompson " "

Arnold Olson 373-1796

Stanley Olson 373-11

Jason G. Brown

Dana L. Richards

Harold J. Olson

373-1092

Onaive Reich (Liscu)

John

OLSON

Beverly W. Olson

376-5771

Craig Jones

376-1004

Dary A. Roberts

786-2774

James Sprague	746-1090
Jim Sprague	376-1004
Wray Weers	376-7608
Andy Hunter	376-6979
Carolyn Bush	376-5722
Randa Sawley	376-2647
Callie Willard	376-2647
Fruit Staters	376-5666
Doug Wier	376-7510
John Anton	376-5527
Miriam Anton	376-5527
May Ann	376-5527
Christian D. Warrin	373-0597
Michael J. Willkit	373-1795
Timothy W. Willkit	373-1795

Bridge No. 1030

Location: on the little Susitna River
off the end of the Schrock Rd.

I am requesting that the above bridge
be Dedicated in memory of my father
MANVILLE OLSON, recently deceased, July 13, 1992.

CECAL
e18
182 R1W

HE HAS A LONG HISTORY IN THIS AREA, ONE THAT
PREDATES STATEHOOD. HE HOMESTEADED NORTH OF
THE LITTLE SU 1/4 MILE NORTH OFF THE END OF THE
SCHROCK RD IN 1953.

OUR ORIGINAL ACCESS TO THE HOMESTEAD
WAS WHERE THE PRESENT DAY NORTH SHUSHANA ROAD IS.

HE BUILT A BRIDGE THERE IN 1954, ACTUALLY JUST
DOWN STREAM, WHERE THE CURRENT SHUSHANA BRIDGE
IS, WAS OUR FORD.

IN 1955 THE FEDERAL ROAD COMMISSION
EXTENDED THE SCHROCK RD. THREE MILES ~~DOWN STREAM~~
WEST, TO WHERE IT ENDS TO THIS DAY.

HE WORKED ON THAT ROAD EXTENSION OPERATING A
DOZER.

THAT SAME YEAR HE BUILT A BRIDGE OVER THE
LITTLE SU AND A NEW ROAD TO THE HOMESTEAD
FROM THE END OF SCHROCK RD.

DURING THE TIME FROM 1954 - 1958 HE CLEARED
LAND ON THE HOMESTEAD AND LAND FOR MANY OTHER
HOMESTEADERS WITHIN THE AREA, A LOT OF THIS WAS
LATER RENTED AND USED FOR THE DAIRY THAT WAS
STARTED IN 1957. FOR THE FIRST YEAR OF THE
DAIRY OPERATION MILK WAS HAULED IN TEN GALLON
CANS TO A DAIRY OWNED AND OPERATED BY PAT GREENE,
ANOTHER INDIVIDUAL WHO EMBRACED THE TRUE DEFINITION OF THE

homestead act, to Farm.

The reason the milk was delivered to the CARNEU FARM WAS ^{WAT} THE MILK TRUCK WOULD NOT CROSS THE BRIDGE, ^{ACROSS WEIGHT QUESTION.}

(LATE 57) => In 1958 HE BUILT A CANTILEVER SUSPENSION BRIDGE OVER THE LITTLE SU, THIS PIECE OF ARTISTIC ENGINEERING THE MILK TRUCK CROSSED.

In 1959 WE HAD OUR 100 YR. FLOOD AND THE BRIDGE FLOATED DOWN STREAM LIKE A BIG SHIP.

DURING THIS TIME, WITH WATER THREE FEET DEEP IN THE RIVER BOTTOM FLATS, HE ROWED THE MILK TO THE SOUTH SIDE IN TEN GALLON CANS AND HAULED THEM TO THE CARNEU FARM.

WHEN THE WATER WENT DOWN THE CORPS OF ENGINEERS PUT IN A BARRAGE; HOWEVER, THE MILK TRUCK WOULD NOT CROSS THIS.

DURING THE SUMMER OF 1959 HE ~~HE~~ BUILT A NEW BRIDGE OVER THE RIVER THIS TIME WITH A CENTER PIER. In 1960, ^{OR LATE 1959,} THE CORPS OF ENGINEERS, (OR LATE 1959) BUILT US A BAILED BRIDGE.

MY FATHER WAS A MAJOR BRIDGE BUILDER IN THE '20S BEFORE STATEHOOD. HE, TO MY KNOWLEDGE ~~WAS~~ BUILT THE ONLY SUSPENSION BRIDGE OVER THE LITTLE SU. ^{THE CLOSE PROXIMITY OF THE HOMESTEAD,}

THE INCREDIBLE ENERGY EXPENDED IN THE DEVELOPMENT OF THE AREA.

THE OPERATION OF A BUSINESS, HIS COMMITMENT TO ALASKA.

HE BUILT FIVE VEHICLE BRIDGES OVER THE LITTLE SU OF THREE DIFFERENT DESIGNS.

HIS DRIVE FOR GREAT PROJECTS DID NOT END WITH STATEHOOD AS HE REMAINED COMMITTED TO AGRICULTURE AND DEVELOPMENT IN ALASKA ALL HIS LIFE. THIS NEW BRIDGE IS A FITTING MEMORIAL TO MY FATHER.

THANK YOU HAROLD OLSON