

ALASKA STATE DEPARTMENT OF REVENUE  
1907-08

4394

STRA

SB - 38

SB 39

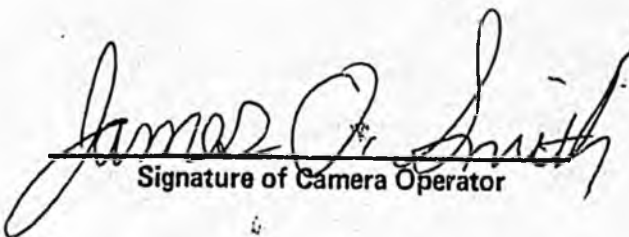
2291

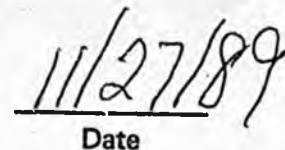


# RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

  
Signature of Camera Operator

  
Date

S B

Z 8

BILL NAME

BILL NUMBER

SB 38

DATE INTRODUCED 1-14

RELATED BILLS PENDING

~~SB 389 Finance 184~~

REFERRALS Trans & Fin.

An Act making a special appropriation to the DOT & PF  
For construction of a Kenai River Bridge; & PEO

SPONSOR(S) P. Fischer

IDENTIFICATION

INITIAL SUMMARY COMPLETED

Yes 1-23-85

LEGAL DIVISION SUMMARY

DEPT OF LAW SUMMARY

SPONSOR CONTACTED FOR BACKUP MATERIALS

Me'd 1-18

FISCAL NOTE

N/A

AGENCY RESPONSE →

OTHER INTERESTED LEGISLATORS NOTIFIED

Narvane  
Marou

INITIAL RESEARCH

SIMILAR BILLS INTRODUCED IN PREVIOUS LEGISLATURES

CSB 389 Finance 184 -

OTHER STATE OR FEDERAL PRECEDENTS, REGULATIONS, ETC

RESPONSES FROM INTERESTED PERSONS AND/OR GROUPS

See Minutes 1-23-85

BACKGROUND RESEARCH

CHAIRMAN BRIEFED

Yes

DATE & PLACE SET

1-23-85 Buttrouch

STAFF MEMO TO COMMITTEE

Yes 1-23

TELECONFERENCE

BACKGROUND MATERIAL DISTRIBUTED

Yes - 1-23

PSA/PRESS RELEASE

LIST OF WITNESSES

Senator Paul Fischer

SUGGESTED AMENDMENTS/CS DRAFTED

Adopted Transportation CS

HEARING PREPARATION

**DRAFT**

A handwritten signature in black ink, appearing to be initials or a stylized name, located below the 'DRAFT' stamp.

5 DAY NOTICE  
OF PUBLIC HEARING

The Senate Transportation Committee will hold a first public hearing on the following Senate Bill at 3:30 p.m. on Wednesday, Jan. 23, 1985 in the Butrovich Room in the

SB 38 "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River Bridge; and providing for an effective date."

Ford  
1/23/85 ✓

Original sponsor: P.Fischer

Funding Information

General Fund	\$6,660,000
Other Funds	-0-
	<u>\$6,660,000</u>

1 IN THE SENATE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO. 38 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 construction of a Kenai River bridge; and providing  
9 for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$6,660,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for con-  
13 struction of a Kenai River bridge providing for access to Funny River Road.

14 \* Sec. 2. The appropriation made by this Act is for a capital project  
15 and is subject to AS 37.25.020.

16 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
17 10.070(c).

LETTER OF INTENT

To Accompany

Senate Bill 38      "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River Bridge; and providing for an effective date."

It is the intention of the Senate Committee on Transportation that public access for the purpose of boat launching and parking be included within the right-of-way, or adjacent to the right-of-way, of the roadway to be funded by this appropriation.

# Alaska State Legislature

SENATOR  
JOHN B. "JACK" COGHILL  
Chairman

Senator Jan Falks—Vice Chairman  
Senator Mitch Abood  
Senator Paul Fischer  
Senator Joe Josephson



POUCH V  
JUNEAU, ALASKA 99811  
(907) 465-4921

## Senate Committee on Transportation

### MEMORANDUM

To: Transportation Committee Members  
From: Chairman Coghill  
Date: Wednesday, January 23, 1985  
Re: SB 38 "Kenai River Bridge"

Senate Bill 38 proposes to fund the construction of a highway bridge across the Kenai River near Sterling. Construction would include upgrading a portion of the existing Scout Lake Road, to be used as access on the north side of the river, and connection with Funny River Road on the south.

This project would have the desired effect of relieving sport fishing pressure on the north side of the Kenai, as well as allowing easier access to the Sterling Highway by residents living along the Funny River Road.

The bridge has been proposed for a number of years, and has been identified as a priority of both the Kenai Borough and DOT/PF. It's legislative history is varied over the past several years.

In their analysis, the sport fish division, ADF&G, has given its support to the project, and has asked for additional language to insure vehicle access to the river along the road's right-of-way. This particular spot at the end of Scout Lake Road is currently used as a boat-launching area, and with statutorily guaranteed access, federal funds may be available for construction of boat ramps near the bridge. Because this is an appropriation bill, this request has been addressed in the letter of intent.

The proposed CS reflects the higher capital cost as indicated on the DOT/PF fiscal note. In addition to the DOT/PF and ADF&G analyses, the letter of intent and the CS, we have included a memorandum from Sen. Paul Fischer, the prime sponsor; a clipping from the Peninsula Clarion; and a map showing the project's location.

# Alaska State Legislature

Senator Paul A. Fischer  
Senate District D  
Box 784  
Soldotna, Alaska 99669  
(907) 262-9420 W  
262-9269 H



While in Juneau  
Pouch V  
Juneau, Alaska 99811  
(907) 465-3791

## State Senate

January 17, 1985

Memorandum: Senate Bill 38

To: Jack Coghill  
Chairman, Senate Transportation Committee

From: Senator Paul Fischer

The Kenai River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai River Transportation Study, published by DOT/PF and jointly prepared by DOT/PF, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, and Seldovia,

Salient features are as follows:

1. This project is the keystone to solving the problems of overcrowding and congestion experienced by South Central Alaskan sport fishermen and other recreational users on the Kenai River. Completion will, for the first time, give equal access to the south side of the Kenai River. In addition, Alaskans will have their round trip driving time shortened by approximately 2 hours allowing more leisure time to enjoy the area.

2. Provides access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Access is currently in the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary, time on the bus for elementary school children is often in excess of 3 hours.

3. The bridge is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/PF's cost estimates of reconstructing for reconstructing the 17 miles of the road run as high as \$1 million per mile (\$17 million total cost).

4. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road,

5. Provides access for residents of the southern side of Kenai River to:

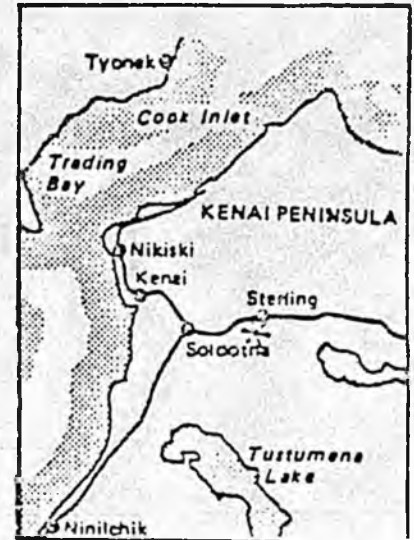
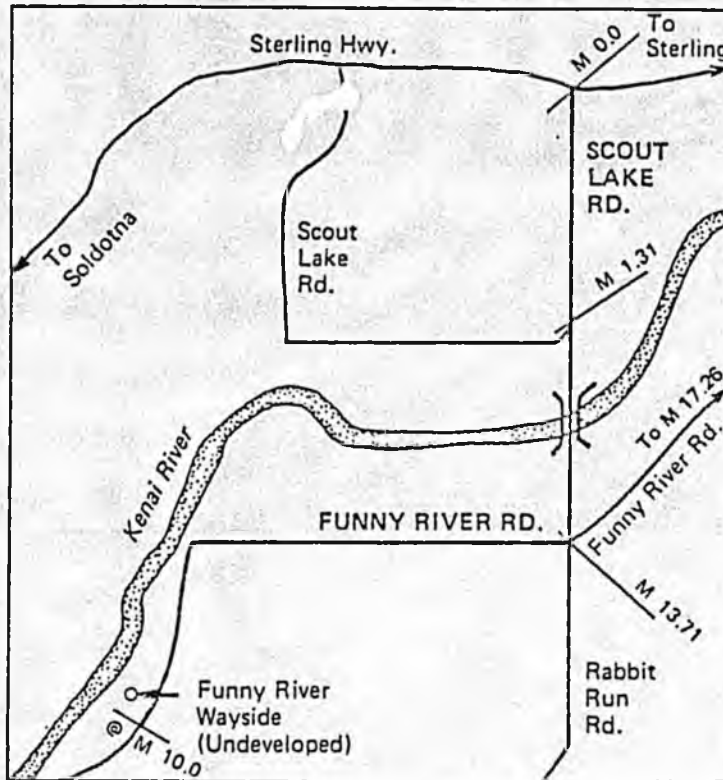
- a. Sterling Elementary School, grades K-6.
- b. Business area of Sterling
- c. Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.

6. Provides general public access to underutilized state park lands on the southeast side of the Kenai River, including the Nilnunga State Historical Park and Funny River Recreation area.

Actions on this Bridge/Road project are as follows:

1. 1980- Appropriation for reconnaissance.
2. 1981- Appropriation for design
3. 1982- Included in bond package which was vetoed by the Governor.
4. 1983- Included in Sheffield Administrative Budget (DOT/PF which was submitted to the Legislature.
5. 1984- Passed Senate as CSSB 389 (Finance).

Attached: Fiscal Note  
Project Study (DOT/PF)  
Newspaper article

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)

Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II:

Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct. Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard.

Status: DOT/PF has completed Scout Lake Rd. and bridge design.

Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step Prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

Relation to Other KRTS Projects: None

Cost - 5.672



# X-14615 SCOUT LAKE ROAD EXTENSION

## STERLING HIGHWAY TO FUNNY RIVER R.D. GRADING, DRAINAGE, PAVING, & BRIDGE

REG  
UNIT

DEPT. OF TR  
TRANS

### LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH  
RADIUS 25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH  
A 90° UNLESS SHOWN OTHERWISE

CONSTRUCT PIPE CONDUIT - (SKEW INDICATED IF  
OTHER THAN PARALLEL TO C CONSTRUCTION)

REMOVE AND DISPOSE OF CULVERT PIPE

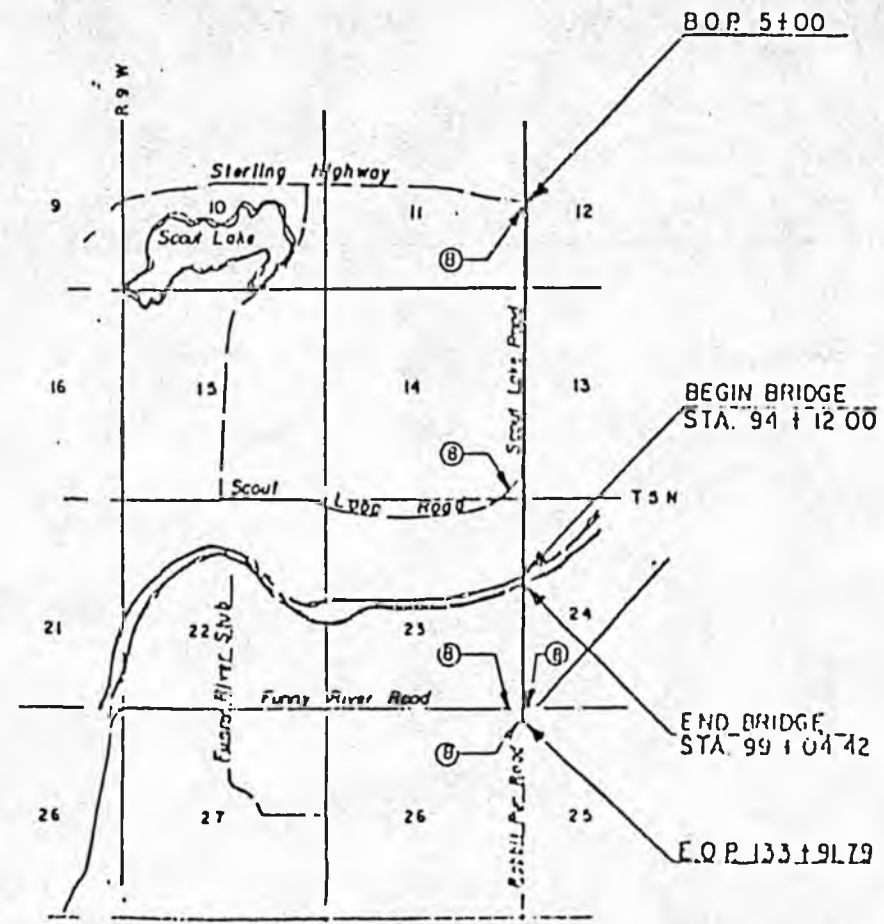
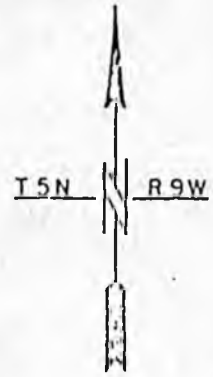
INSTALL GUARDRAIL

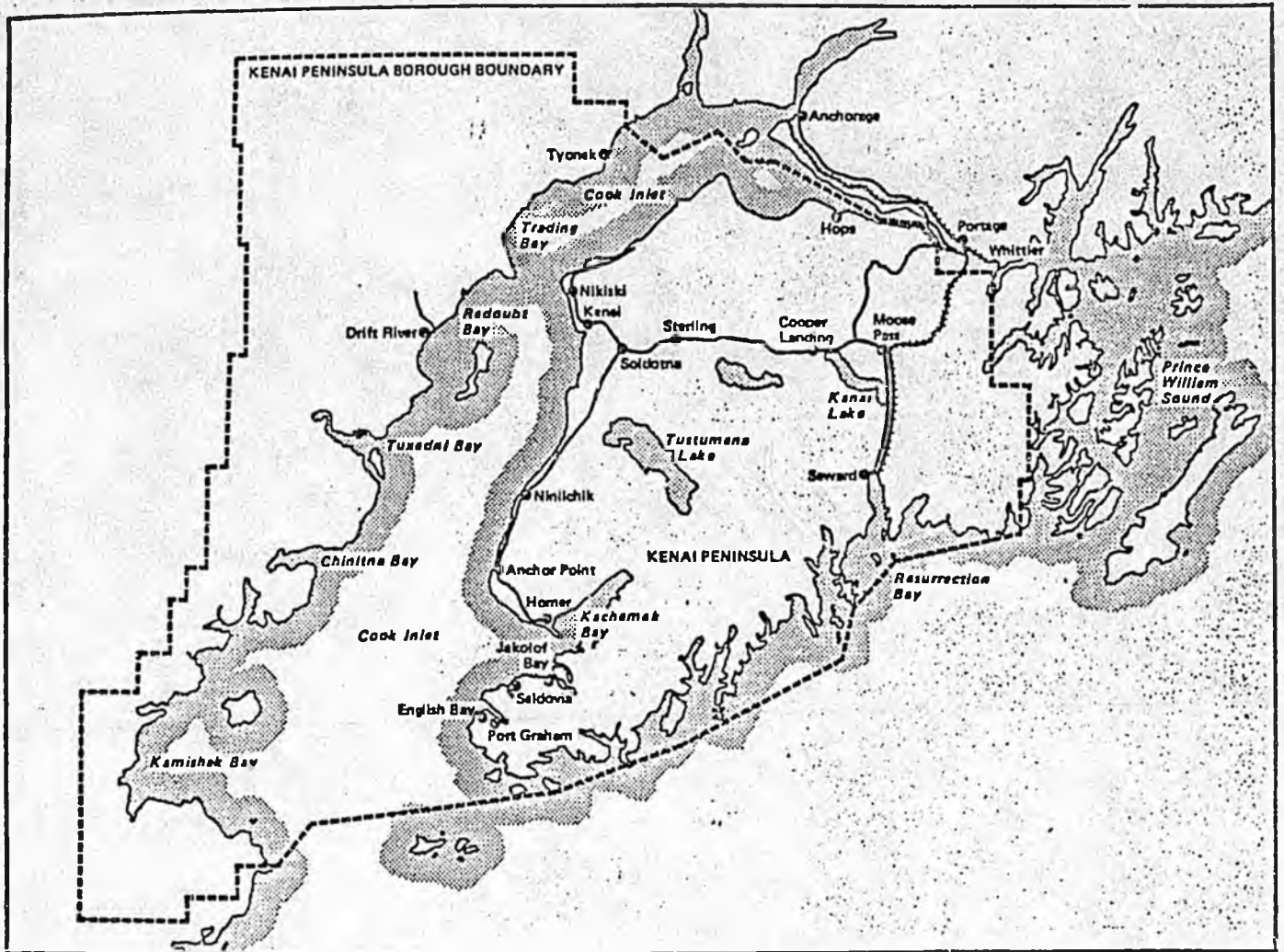
REMOVE STRUCTURE

TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER  
LISTED IN SIGN SCHEDULE)

INSTALL ADVANCE CONSTRUCTION SIGN IN ACCORDANCE  
WITH STANDARD DRAWINGS C-1004 AND C-1104

ADJUST SURVEY MEASUREMENT/ CASE TO GRADE





Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/PP Project	Ongoing KPB or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Mean Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. Big Eddie		x	x		
6. Cannery			x		
7. Ciechanski			x		
8. Clam Gulch				x	x
9. Coho Loop			x		
10. Diamond Ridge (Skyline Dr.)/Olson Mt.		x	x		
11. East End - Phases I, II, III, & IV	x	x	x		x
12. East Hill	x		x		x
13. Feuding Lane/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halbouty		x	x		
16. Homesite Loop		x	x		
17. Kenai Alternate			x		
18. Kenai Spur			x		
19. Kingsley/Oil Well	x	x	x	x	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Bolt		x	x		
22. Lou Morgan/Scout Lake	x		x	x	
23. Lowell Point			x		x
24. Mackeys Lakes		x	x		
25. Mevers/Struberry		x	x		
26. Naan Rd./Seward Hwy. Intersection			x		
27. Ninilchik/Beach		x	x	x	x
28. North Anchor River		x	x		x
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. Olson/Bunne/Main			x		
31. Resurrection River		x	x	x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolof Bay-Seldovia/Anderson			x		
34. Seward Highway	x		x		x
35. Soldotna Frontage			x		x
36. Sports Lake		x	x		
37. Sterling Highway	x		x		x
38. Tustumena Lake	x			x	
39. West Hill	x		x		x
<u>Air</u>					
40. English Bay Airport	x		x		
41. Homer Airport	x		x		x
42. Kenai Airport		x	x		x
43. Port Graham Airport			x		
44. Seldovia Airport			x		x
45. Seward Airport			x		x
46. Soldotna Airport			x		x
<u>Marine</u>					
47. English Bay Shuttle Ferry Ramp			x		
48. Homer Ferry Terminal and Passenger Bldg.	x		x	x	x
49. Homer Fish Dock	x	x	x		
50. Homer Small Boat Harbor	x	x	x	x	
51. Homer Ocean Dock			x		
52. Kachemak Park Shuttle Ferry Ramp				x	
53. Kasilof Harbor			x	x	
54. Kenai Small Boat Harbor		x	x		
55. Ninilchik Harbor			x	x	x
56. Port Graham Harbor/Ferry Dock	x	x	x	x	
57. Seldovia Ferry Terminal and Passenger Bldg.	x		x	x	x
58. Seward Ferry Terminal			x	x	x
59. Seward Small Boat Harbor			x	x	
60. Shuttle Ferry Vessel	x	x	x	x	
61. Tustumena Replacement	x		x		x
<u>Rail</u>					
62. Fourth of July R.R. Spur			x		

\*Projects are listed alphabetically and not order of priority

## HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

### High Priority Project Descriptions

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

#### FUTURE NEEDS

##### Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

##### Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).



**STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
BILL ANALYSIS**

DEPARTMENT Fish and Game	DIVISION Sport Fish	BILL NUMBER SB 38	SPONSOR P. Fisher
DEPARTMENT POSITION  Support with Amendment			
PREPARED BY Richard Logan, Director	DATE 1/22/85	COMMISSIONER'S SIGNATURE <i>Steven Penneyer</i>	DATE 1/22/85

**SUMMARY**

OTHER AGENCIES AFFECTED BY BILL  NOT/PF; DNR & DEC	CONSTITUENT GROUP(S) AFFECTED BY BILL  Southcentral Sport Fisherman Various Environmental Groups Local Government
ORGANIZATIONAL SUPPORT FOR BILL  Not Known	ORGANIZATIONAL OPPOSITION TO BILL  Not Known

FISCAL IMPACT:       NONE       FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

ANALYSIS OF BILL/PROGRAM EFFECTS

Construction of a bridge across the Kenai River near Sterling to provide access to the Funny River Road should have no direct impact to the fishery resources of the Kenai River. The improved access will increase development, specifically on the south side, that will in the future impact the Kenai River resources. The degree of impact is not presently known nor can it be reasonably determined.

Depending on final bridge design and location, existing river angler and boating access may be eliminated or compromised. Loss of public access must be avoided during state capital projects.

Section 147 of the Federal-Aid Highway Act of 1976, PL 94-280 provides that funds apportioned to the states under 23 USC Section 104 may be used on application by the states for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair or alteration on the

(Continued)

AMENDMENTS PROPOSED

Amend Section 1 by adding at the end of line 13;

Public access will be included within the right-of-way or provided adjacent to the right-of-way for vehicle access to the river including boat launching and parking. The facility needs to be determined in cooperation with the Department of Fish and Game.

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS.

Analysis of Bill/Program Effects (Continued)

Federal-Aid primary, secondary, and urban system highways. If this bridge does not qualify under this federal legislation, then appropriate funding should be provided in the state appropriation.

---

# Peninsula Clarion

---

THURSDAY, Feb. 16, 1984 Vol. 14, Issue 99 © The Peninsula Clarion/U.S.P.S. 438-410

---

## Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."

Introduced: 1/14/85  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$5,500,000  
Other Funds -0-  
\$5,500,000

1 IN THE SENATE

BY P.FISCHER

2

SENATE BILL NO. 38

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River bridge; and providing for an effective date."

7

8

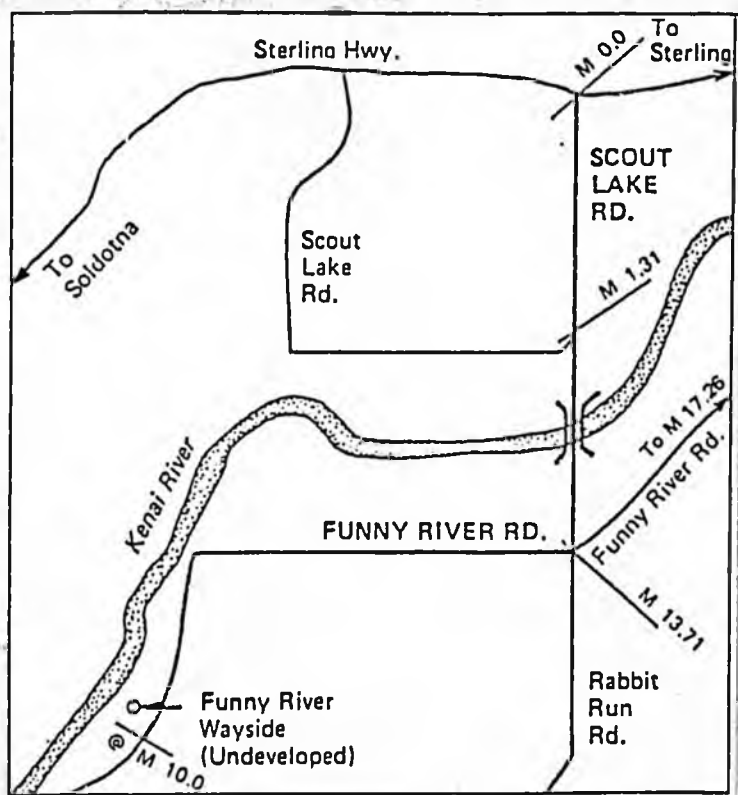
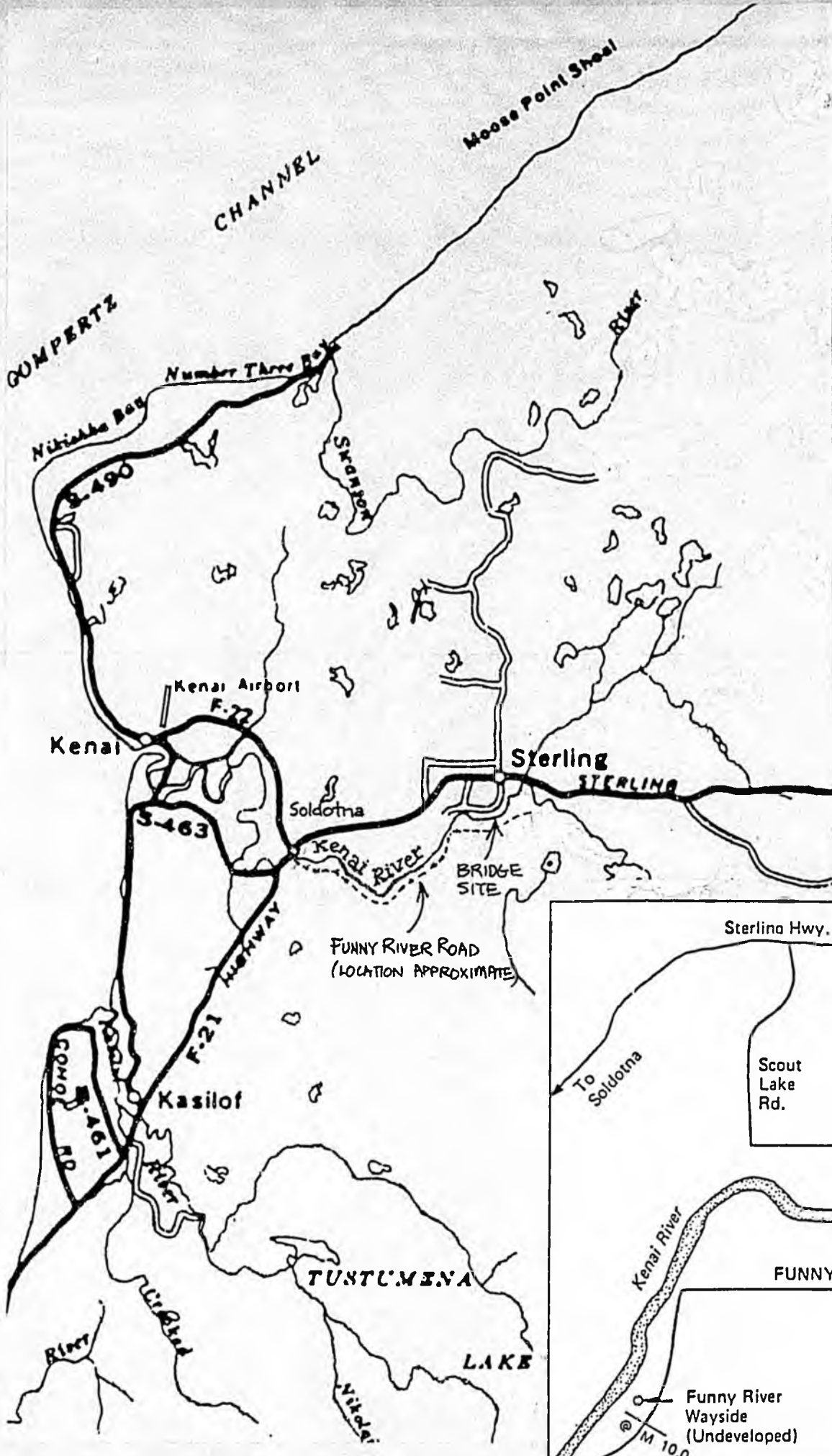
9

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$5,500,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for construction of a Kenai River bridge providing for access to Funny River Road.

13 \* Sec. 2. The appropriation made by this Act is for a capital project  
14 and is subject to AS 37.25.020.

15 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
16 10.070(c).  
17





**STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
BILL ANALYSIS**

DEPARTMENT Fish and Game	DIVISION Sport Fish	BILL NUMBER SB 38	SPONSOR P. Fisher
DEPARTMENT POSITION  Support with Amendment			
PREPARED BY Richard Logan, Director	DATE 1/22/85	COMMISSIONER'S SIGNATURE <i>Steven Pennoyer</i>	DATE 1/22/85

**SUMMARY**

OTHER AGENCIES AFFECTED BY BILL  SOT/PF; DNR & DEC	CONSTITUENT GROUP(S) AFFECTED BY BILL  Southcentral Sport Fisherman Various Environmental Groups Local Government
ORGANIZATIONAL SUPPORT FOR BILL  Not Known	ORGANIZATIONAL OPPOSITION TO BILL  Not Known

FISCAL IMPACT:     NONE                       FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

**ANALYSIS OF BILL/PROGRAM EFFECTS**

Construction of a bridge across the Kenai River near Sterling to provide access to the Funny River Road should have no direct impact to the fishery resources of the Kenai River. The improved access will increase development, specifically on the south side, that will in the future impact the Kenai River resources. The degree of impact is not presently known nor can it be reasonably determined.

Depending on final bridge design and location, existing river angler and boating access may be eliminated or compromised. Loss of public access must be avoided during state capital projects.

Section 147 of the Federal-Aid Highway Act of 1976, PL 94-280 provides that funds apportioned to the states under 23 USC Section 104 may be used on application by the states for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair or alteration on the  
(Continued)

**AMENDMENTS PROPOSED**

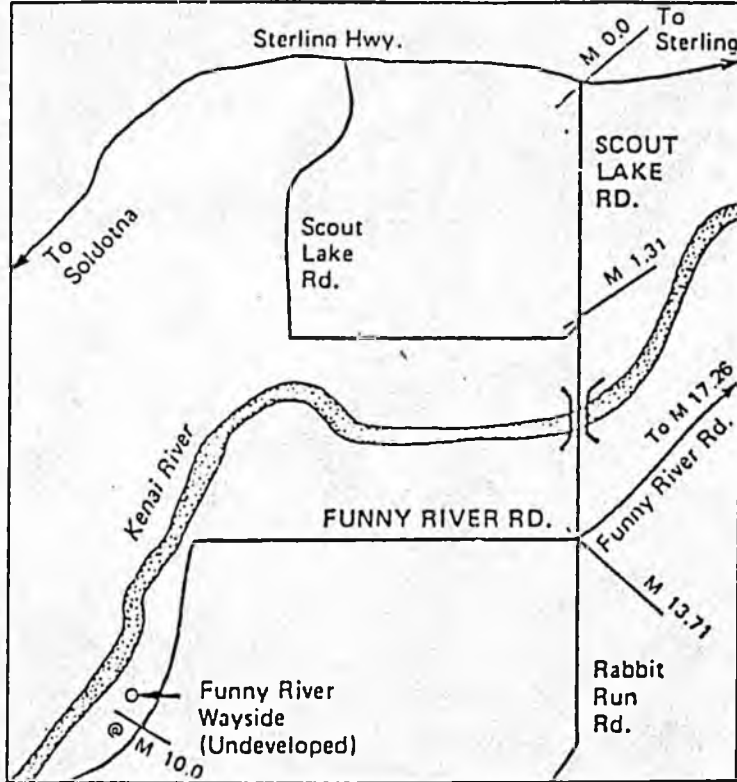
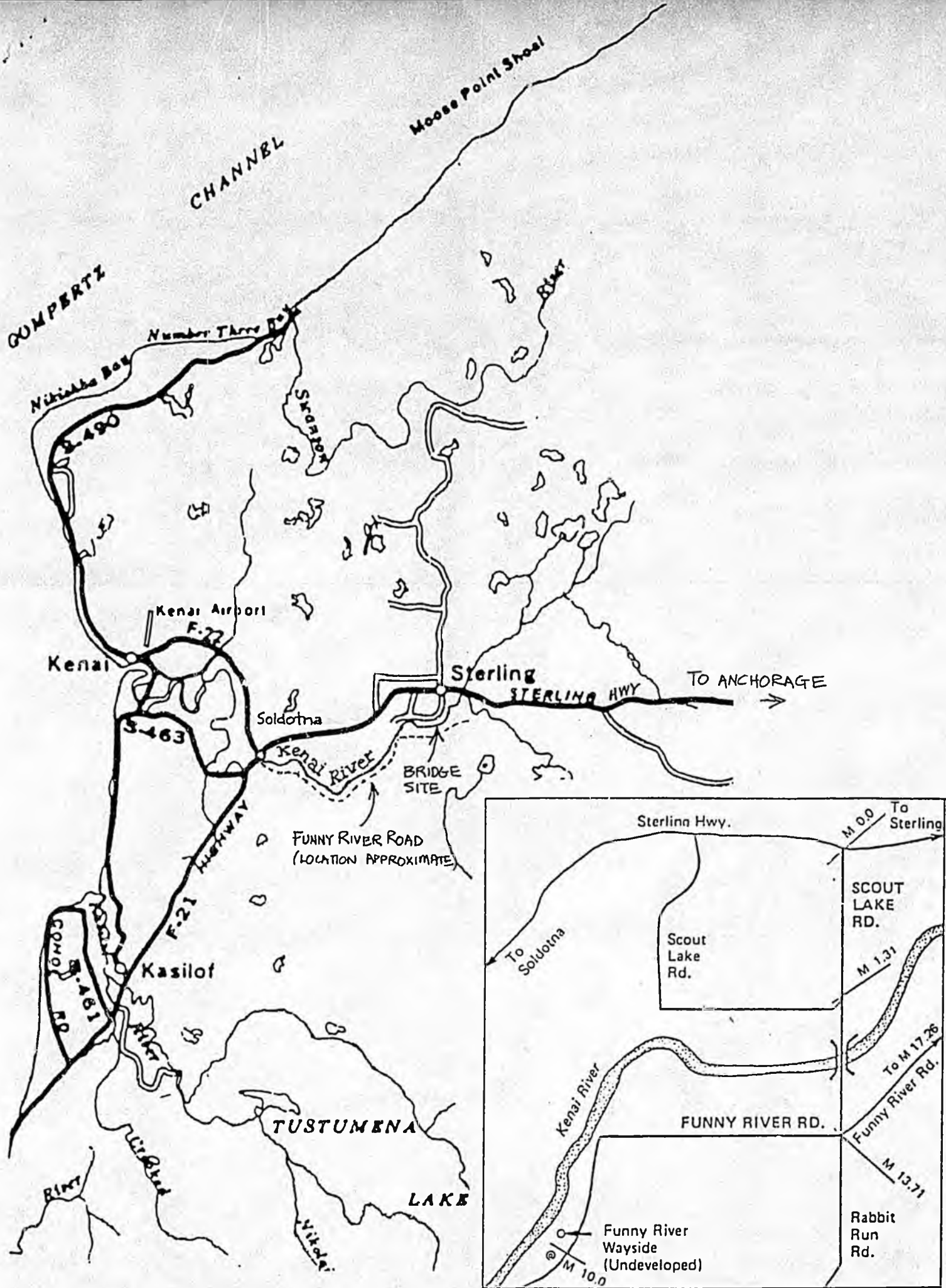
Amend Section 1 by adding at the end of line 13;

Public access will be included within the right-of-way or provided adjacent to the right-of-way for vehicle access to the river including boat launching and parking. The facility needs to be determined in cooperation with the Department of Fish and Game.

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS.

Analysis of Bill/Program Effects (Continued)

Federal-Aid primary, secondary, and urban system highways. If this bridge does not qualify under this federal legislation, then appropriate funding should be provided in the state appropriation.



Ford  
1/23/85✓

Original sponsor: P.Fischer

Funding Information

General Fund	\$6,660,000
Other Funds	-0-
	<u>\$6,660,000</u>

1 IN THE SENATE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO. 38 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 construction of a Kenai River bridge; and providing  
9 for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$6,660,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for con-  
13 struction of a Kenai River bridge providing for access to Funny River Road.

14 \* Sec. 2. The appropriation made by this Act is for a capital project  
15 and is subject to AS 37.25.020.

16 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
17 10.070(c).

Introduced: 1/14/85  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$5,500,000  
Other Funds -0-  
\$5,500,000

1 IN THE SENATE

BY P.FISCHER

2

SENATE BILL NO. 38

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 construction of a Kenai River bridge; and providing  
9 for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$5,500,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for con-  
13 struction of a Kenai River bridge providing for access to Funny River Road.

14 \* Sec. 2. The appropriation made by this Act is for a capital project  
15 and is subject to AS 37.25.020.

16 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
17 10.070(c).


LETTER OF INTENT

To Accompany

Senate Bill 38

"An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River Bridge; and providing for an effective date."

It is the intention of the Senate Committee on Transportation that public access for the purpose of boat launching and parking be included within the right-of-way, or adjacent to the right-of-way, of the roadway to be funded by this appropriation.

A handwritten signature in black ink, appearing to read "J. B. Gault", is written over a horizontal line. The signature is highly stylized and cursive.



# Alaska State Legislature

SENATOR  
JOHN B. "JACK" COGHILL  
Chairman

Senator Jan Fails—Vice Chairman  
Senator Mitch Abood  
Senator Paul Fischer  
Senator Joe Josephson



PCUCH V  
JUNEAU, ALASKA 99811  
(907) 465-4921

## Senate Committee on Transportation

### MEMORANDUM

To: Transportation Committee Members  
From: Chairman Coghill  
Date: Wednesday, January 23, 1985  
Re: SB 38 "Kenai River Bridge"

Senate Bill 38 proposes to fund the construction of a highway bridge across the Kenai River near Sterling. Construction would include upgrading a portion of the existing Scout Lake Road, to be used as access on the north side of the river, and connection with Funny River Road on the south.

This project would have the desired effect of relieving sport fishing pressure on the north side of the Kenai, as well as allowing easier access to the Sterling Highway by residents living along the Funny River Road.

The bridge has been proposed for a number of years, and has been identified as a priority of both the Kenai Borough and DOT/PF. Its legislative history is varied over the past several years.

In their analysis, the sport fish division, ADF&G, has given its support to the project, and has asked for additional language to insure vehicle access to the river along the road's right-of-way. This particular spot at the end of Scout Lake Road is currently used as a boat-launching area, and with statutorily guaranteed access, federal funds may be available for construction of boat ramps near the bridge. Because this is an appropriation bill, this request has been addressed in the letter of intent.

The proposed CS reflects the higher capital cost as indicated on the DOT/PF fiscal note. In addition to the DOT/PF and ADF&G analyses, the letter of intent and the CS, we have included a memorandum from Sen. Paul Fischer, the prime sponsor; a clipping from the Peninsula Clarion; and a map showing the project's location.

# Alaska State Legislature

Senator Paul A. Fischer  
Senate District D  
Box 784  
Soldotna, Alaska 99669  
(907) 262-9420 W  
262-9269 H



## State Senate

While in Juneau  
Pouch V  
Juneau, Alaska 99811  
(907) 465-3791

January 17, 1985

Memorandum: Senate Bill 38

To: Jack Coghill  
Chairman, Senate Transportation Committee

From: Senator Paul Fischer

The Kenai River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai River Transportation Study, published by DOT/PF and jointly prepared by DOT/PF, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, and Seldovia,

Salient features are as follows:

1. This project is the keystone to solving the problems of overcrowding and congestion experienced by South Central Alaskan sport fishermen and other recreational users on the Kenai River. Completion will, for the first time, give equal access to the south side of the Kenai River. In addition, Alaskans will have their round trip driving time shortened by approximately 2 hours allowing more leisure time to enjoy the area.

2. Provides access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Access is currently in the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary, time on the bus for elementary school children is often in excess of 3 hours.

3. The bridge is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/PF's cost estimates of reconstructing for reconstructing the 17 miles of the road run as high as \$1 million per mile (\$17 million total cost).

4. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road,

5. Provides access for residents of the southern side of Kenai River to:

- a. Sterling Elementary School, grades K-6.
- b. Business area of Sterling
- c. Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.

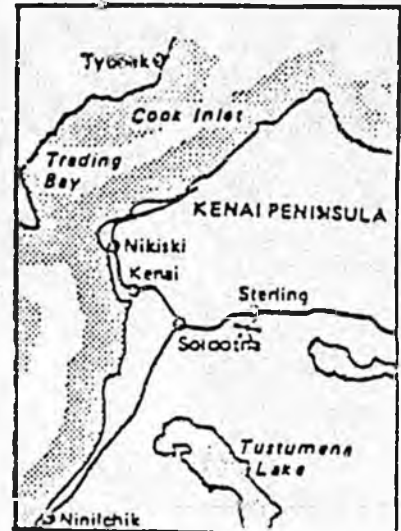
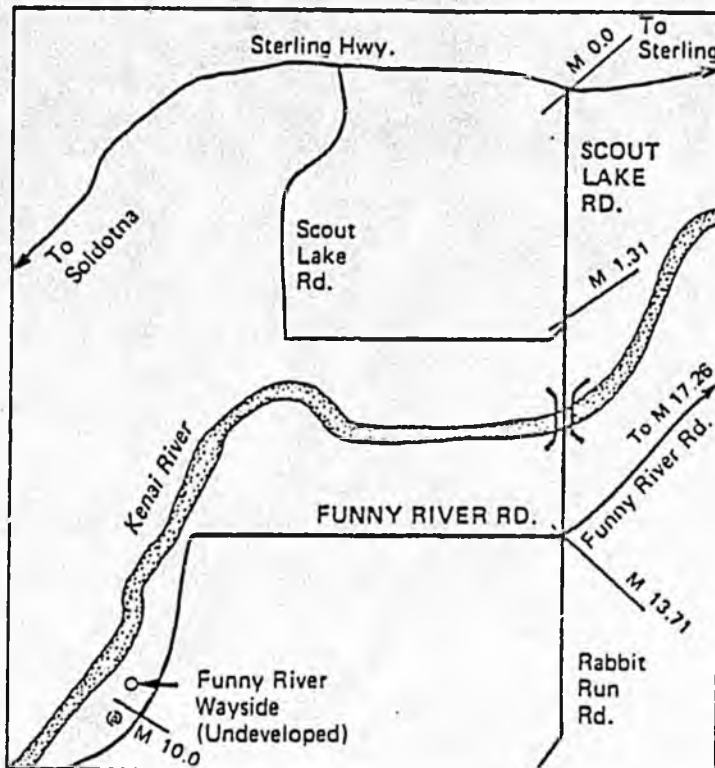
6. Provides general public access to underutilized state park lands on the southeast side of the Kenai River, including the Nilnunga State Historical Park and Funny River Recreation area.

Actions on this Bridge/Road project are as follows:

1. 1980- Appropriation for reconnaissance.
2. 1981- Appropriation for design
3. 1982- Included in bond package which was vetoed by the Governor.
4. 1983- Included in Sheffield Administrative Budget (DOT/PF which was submitted to the Legislature.
5. 1984- Passed Senate as CSSB 389 (Finance).

Attached: Fiscal Note  
Project Study (DOT/PF)  
Newspaper article

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)



Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II:

Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct. Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard.

Status: DOT/PF has completed Scout Lake Rd. and bridge design.

Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step Prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

Relation to Other KRTS Projects: None

0.01 - 5.672



# X-14615 SCOUT LAKE ROAD EXTENSION

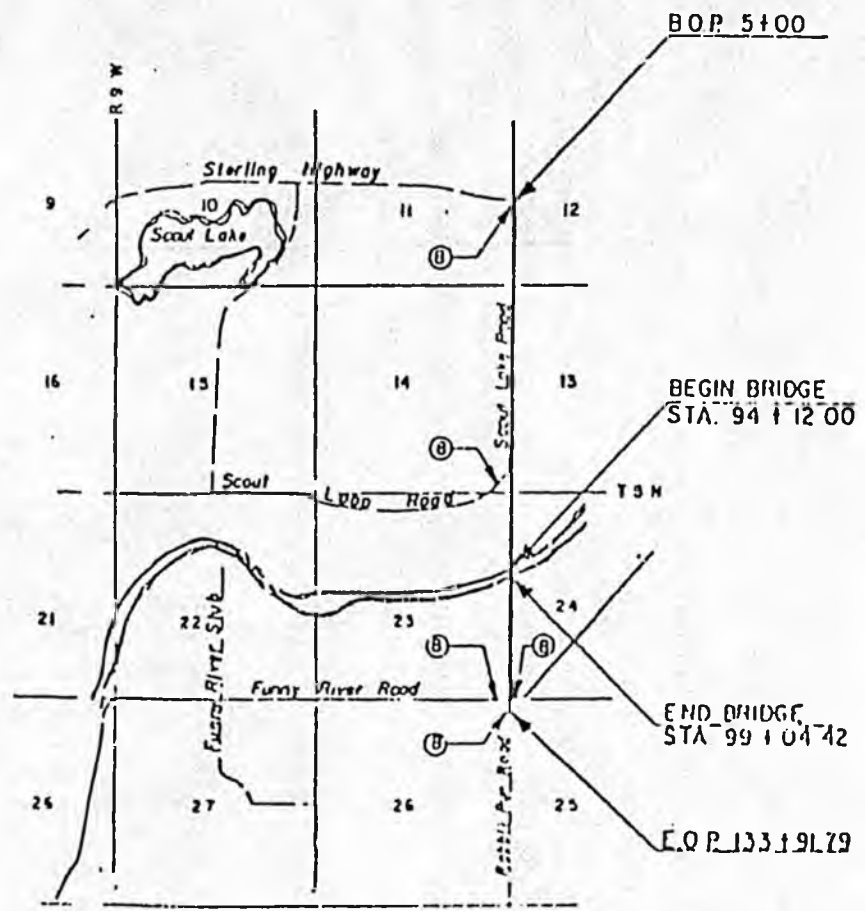
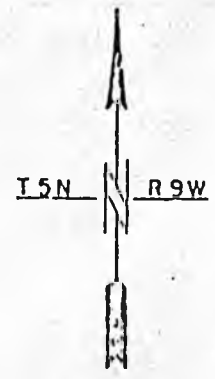
## STERLING HIGHWAY TO FUNNY RIVER RD. GRADING, DRAINAGE, PAVING, & BRIDGE

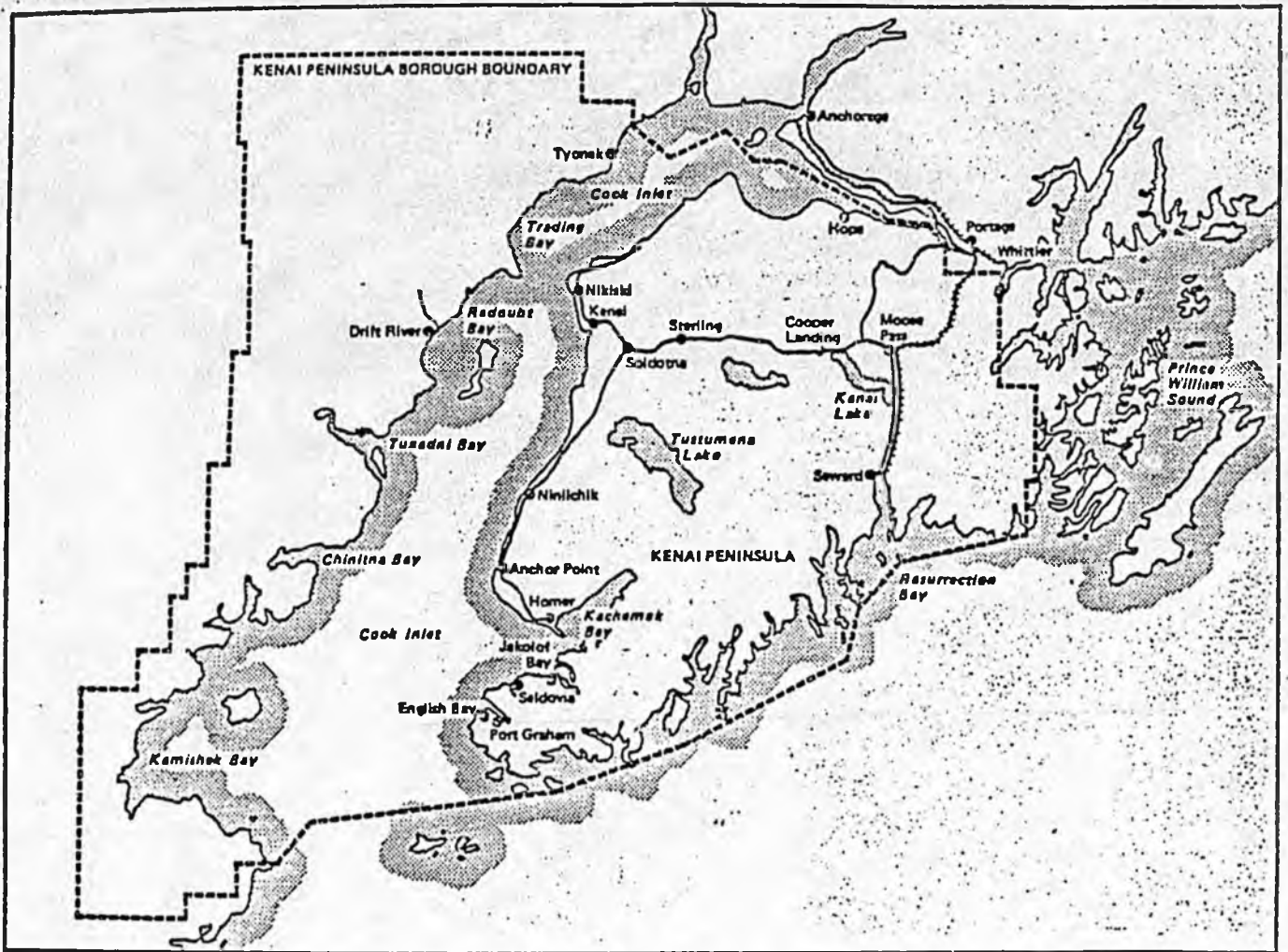
REC'D  
UNIT

DEPT. OF TR.  
HIGHWAYS

### LEGEND

- CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH  
(RADIUS = 25' UNLESS SHOWN OTHERWISE)
- CONSTRUCT PUBLIC ROAD APPROACH  
(A = 90° UNLESS SHOWN OTHERWISE)
- CONSTRUCT PIPE CONDUIT (SKEW INDICATED IF  
OTHER THAN PARALLEL TO C CONSTRUCTION)
- REMOVE AND DISPOSE OF CULVERT PIPE
- INSTALL GUARDRAIL
- REMOVE STRUCTURE
- TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER  
LISTED IN SIGN SCHEDULE)
- IMPLEMENT ADVANCE CONSTRUCTION SIGN IN ACCORDANCE  
WITH STANDARD DRAWINGS C-1004 AND C-1101
- ADJUST SURVEY MONUMENT/CASE TO GRADE





Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/PP Project	Ongoing KPS or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Be. Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. Big Eddie		x	x		
6. Cannery			x		
7. Ciechanski			x		
8. Clam Gulch				x	x
9. Coho Loop			x		
10. Diamond Ridge (Skwline Dr./Olson Mt.)		x	x		
11. East End - Phases I, II, III, & IV	x	x	x		x
12. East Hill	x		x		x
13. Feuding Lane/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halbouty		x	x		
16. Hocesite Loop		x	x		
17. Kenai Alternate			x		
18. Kenai Spur			x		
19. Kingsley/Oil Well	x	x	x	x	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Holt		x	x		
22. Lou Morgan/Scout Lake	x		x	x	
23. Lowell Point			x		x
24. Mackeys Lakes		x	x		
25. Mavers/Strawberry		x	x		
26. Nash Rd./Seward Hwy. Intersection			x		
27. Ninilchik/Beach		x	x	x	x
28. North Anchor River		x	x		x
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. Olson/Bunnel/Main			x		
31. Resurrection River		x	x	x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolof Bay-Seldovia/Anderson			x		
34. Seward Highway	x		x		x
35. Soldotna Frontage			x		x
36. Sports Lake		x	x		
37. Sterling Highway	x		x		x
38. Tustumena Lake	x			x	
39. West Hill	x		x		x
<b>Air</b>					
40. English Bay Airport	x		x		
41. Homer Airport	x		x		x
42. Kenai Airport		x	x		x
43. Port Graham Airport			x		
44. Seldovia Airport			x		x
45. Seward Airport			x		x
46. Soldotna Airport			x		x
<b>Marine</b>					
47. English Bay Shuttle Ferry Ramp			x		
48. Homer Ferry Terminal and Passenger Bldg.	x		x	x	x
49. Homer Fish Dock	x	x	x		
50. Homer Small Boat Harbor	x	x	x	x	
51. Homer Ocean Dock			x		
52. Kachemak Park Shuttle Ferry Ramp				x	
53. Kasilof Harbor			x	x	
54. Kenai Small Boat Harbor		x	x		
55. Ninilchik Harbor			x	x	x
56. Port Graham Harbor/Ferry Dock	x	x	x	x	
57. Seldovia Ferry Terminal and Passenger Bldg.	x		x	x	x
58. Seward Ferry Terminal			x	x	x
59. Seward Small Boat Harbor			x	x	
60. Shuttle Ferry Vessel	x	x	x	x	
61. Tustumena Replacement	x		x		x
<b>Rail</b>					
62. Fourth of July R.R. Spur			x		

\*Projects are listed alphabetically and not order of priority

## HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

### High Priority Project Descriptions

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

#### FUTURE NEEDS

##### Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

##### Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

---

# Peninsula Clarion

---

THURSDAY, Feb. 16, 1984

Vol. 14, Issue 99

© The Peninsula Clarion/U.S.P.S. 438-410

---

## Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
BILL ANALYSIS

DEPARTMENT Fish and Game	DIVISION Sport Fish	BILL NUMBER SB 38	SPONSOR P. Fisher
DEPARTMENT POSITION: Support with Amendment			
PREPARED BY Richard Logan, Director	DATE 1/22/85	COMMISSIONER'S SIGNATURE <i>William Pennington</i>	DATE 1/22/85

SUMMARY

OTHER AGENCIES AFFECTED BY BILL SOT/PF; DNR & DEC	CONSTITUENT GROUP(S) AFFECTED BY BILL Southcentral Sport Fisherman Various Environmental Groups Local Government
ORGANIZATIONAL SUPPORT FOR BILL Not Known	ORGANIZATIONAL OPPOSITION TO BILL Not Known

FISCAL IMPACT:  NONE  FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

ANALYSIS OF BILL/PROGRAM EFFECTS

Construction of a bridge across the Kenai River near Sterling to provide access to the Funny River Road should have no direct impact to the fishery resources of the Kenai River. The improved access will increase development, specifically on the south side, that will in the future impact the Kenai River resources. The degree of impact is not presently known nor can it be reasonably determined.

Depending on final bridge design and location, existing river angler and boating access may be eliminated or compromised. Loss of public access must be avoided during state capital projects.

Section 147 of the Federal-Aid Highway Act of 1976, PL 94-280 provides that funds apportioned to the states under 23 USC Section 104 may be used on application by the states for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair or alteration on the

(Continued)

AMENDMENTS PROPOSED

Amend Section 1 by adding at the end of line 13;

Public access will be included within the right-of-way or provided adjacent to the right-of-way for vehicle access to the river including boat launching and parking. The facility needs to be determined in cooperation with the Department of Fish and Game.

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS.

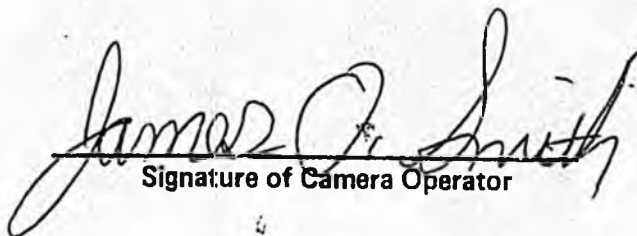
Analysis of Bill/Program Effects (Continued)

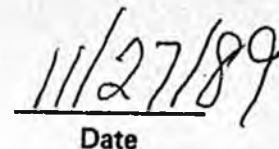
Federal-Aid primary, secondary, and urban system highways. If this bridge does not qualify under this federal legislation, then appropriate funding should be provided in the state appropriation.



# RECORDS CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

  
Signature of Camera Operator

  
Date

S B

3 9

BACKUP MATERIAL FOR SB 39

"An Act making a special appropriation to the Department of Transportation and Public Facilities for various construction projects in the Totchaket Resource area".

With an overview of prior work completed with regards to Nenana - Totchaket Agricultural Project.

Compiled by:  
Steve Bainbridge  
City of Nenana  
January 1985

<u>Funding Information</u>	
General Fund	\$5,630,000
Other Funds	-0-
	<u>\$5,630,000</u>

1 IN THE SENATE

RY COGHILL

2 SENATE BILL NO. 39

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 various construction projects in the Totchaket re-  
9 source area; and providing for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$5,630,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for the  
13 following construction projects in the Totchaket resource area:

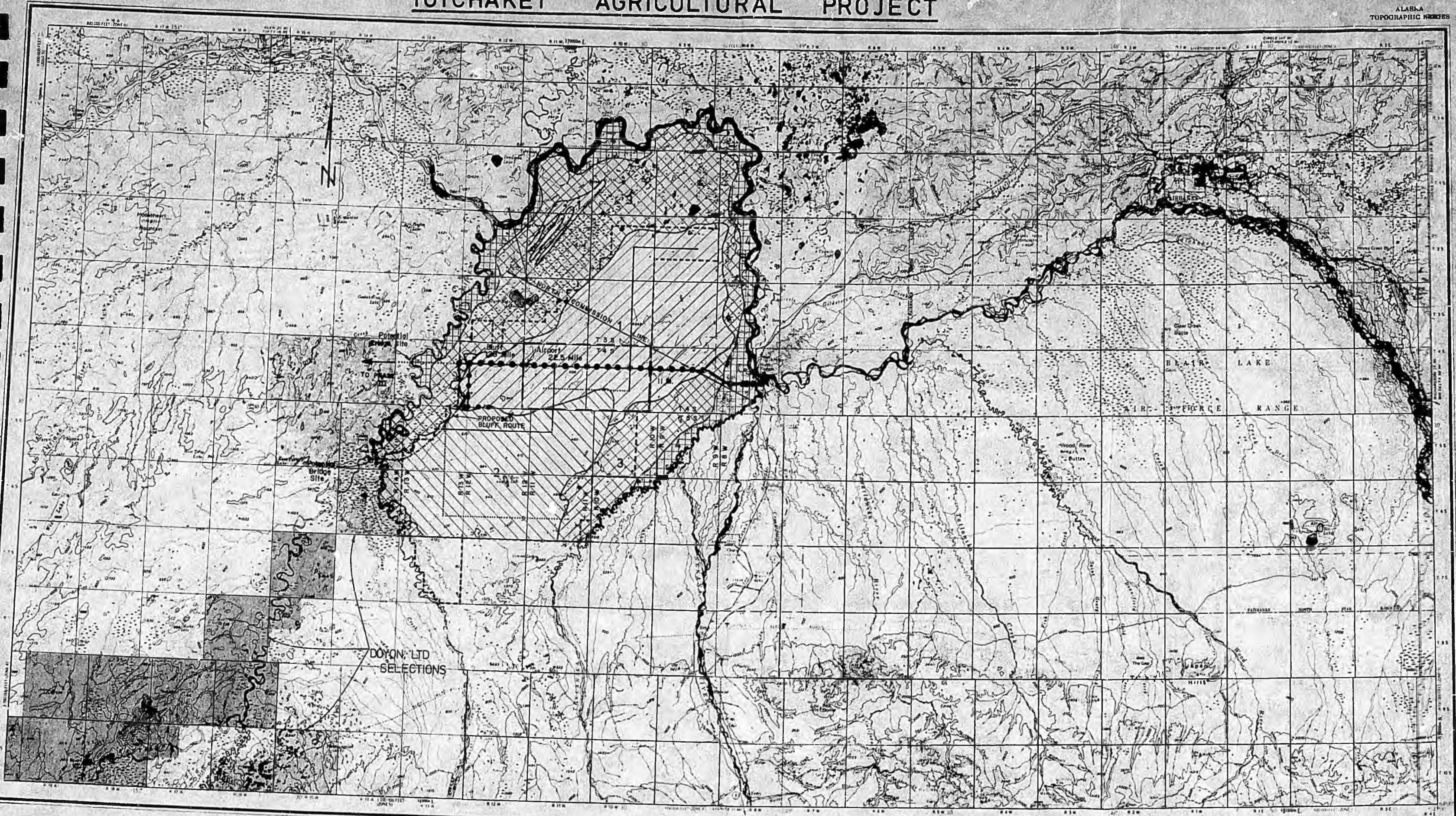
14	Nenana River Bridge	\$3,000,000
15	East Middle River, West Middle River,	
16	and Little Nenana River Bridges	1,600,000
17	Road construction	1,030,000

18 \* Sec. 2. The appropriation made by this Act is for capital projects  
19 and is subject to AS 35.15.080, 35.15.090, and AS 37.25.020.





20 \* Sec. 3. This Act takes effect July 1, 1985.

# TOTCHAKET AGRICULTURAL PROJECT

ALASKA  
TOPOGRAPHIC SERIES

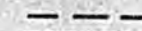








## MAP UNITS

-  NENANA-VOKEMAR: DEEP, NEARLY LEVEL TO STRONGLY SLOPING, WELL DRAINED AND MODERATELY WELL DRAINED, SILTY SOILS, ON OUTWASH PLAINS.
-  TELAHNA-SKALKE-NENANA: DEEP, NEARLY LEVEL TO STEEP, WELL DRAINED TO EXCESSIVELY DRAINED; SILTY SOILS THAT ARE UNDERLAIN BY SAND, ON OUTWASH PLAINS.
-  GOLDSTREAM-SOLJO-KANTISHNA: SHALLOW TO DEEP, NEARLY LEVEL, POORLY DRAINED, SILTY SOILS AND VERY POORLY DRAINED PEAT SOILS, ON BROAD ALLUVIAL PLAINS.
-  TANANA-TOTCHAKET: MODERATELY DEEP AND DEEP, NEARLY LEVEL, WELL DRAINED AND SOMEWHAT POORLY DRAINED, SILTY SOILS AND VERY FINE SANDY LOAMS, ON FLOOD PLAINS.

## GENERAL SOIL MAP

### LEGEND

-  PHASE I - 46,000 ACRES
-  PHASE II - 254,000 ACRES
-  ARTERIAL ROADS
-  COLLECTOR ROADS
-  PROPOSED BLUFF ROUTE
-  SURVEY CORNERS ON ROUTE
-  DENOTES DOYON, LTD. SELECTIONS

Note: Information from U.S.G.S. Fairbanks and Kantishna Quadrangles / U.S.D.A. Soil Conservation Service / University of Alaska. Map updated 3/83

— PREPARED FOR —  
**THE CITY OF NENANA**  
PROJECT AG-83-110  
**GENERAL SOIL MAP**

PREPARED BY:

**KALJENCO, INC.**  
S.R. 10113  
FAIRBANKS, AK 99705

DRAWN BY:  
K. FINKEL

SCALE: 1" = 5.98 MILE  
1:280,000

DATE: 5/29/88  
FILE NO: 88-04



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

Telex 090 26438  
Int. Telex 200 26436

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-561-1011

January 25, 1985

PN&D 81059

Mr. Steve Bainbridge  
City Engineer  
City of Nenana  
P.O. Box 177  
Nenana, Alaska 99760

Re: Updated Cost and Schedule for Nenana River Bridge

Dear Steve:

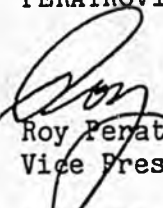
Per your request we have reviewed our 1981 cost estimates and have revised our costs accordingly.

There has been no major increases in construction costs as we had projected in 1981, consequently we feel you can still build the bridge and approaches for \$4.8 million using standard linear contracting techniques. This estimate includes all construction costs, engineering and administration and assumes construction beginning in September, 1985 and ending by July, 1987.

However, by using the same techniques that were so successfully utilized in constructing the Tanana River Bulkhead, wherein we participated jointly with the City of Nenana in the construction management of the project, we feel the bridge can be constructed for \$3,000,000.

Sincerely,

PERATROVICH, NOTTINGHAM & DRAGE, INC.

  
Roy Peratrovich, Jr., P.E.  
Vice President

RPV/jk/L4

Enclosure

# Funding Request: Nenana River Bridge Crossing

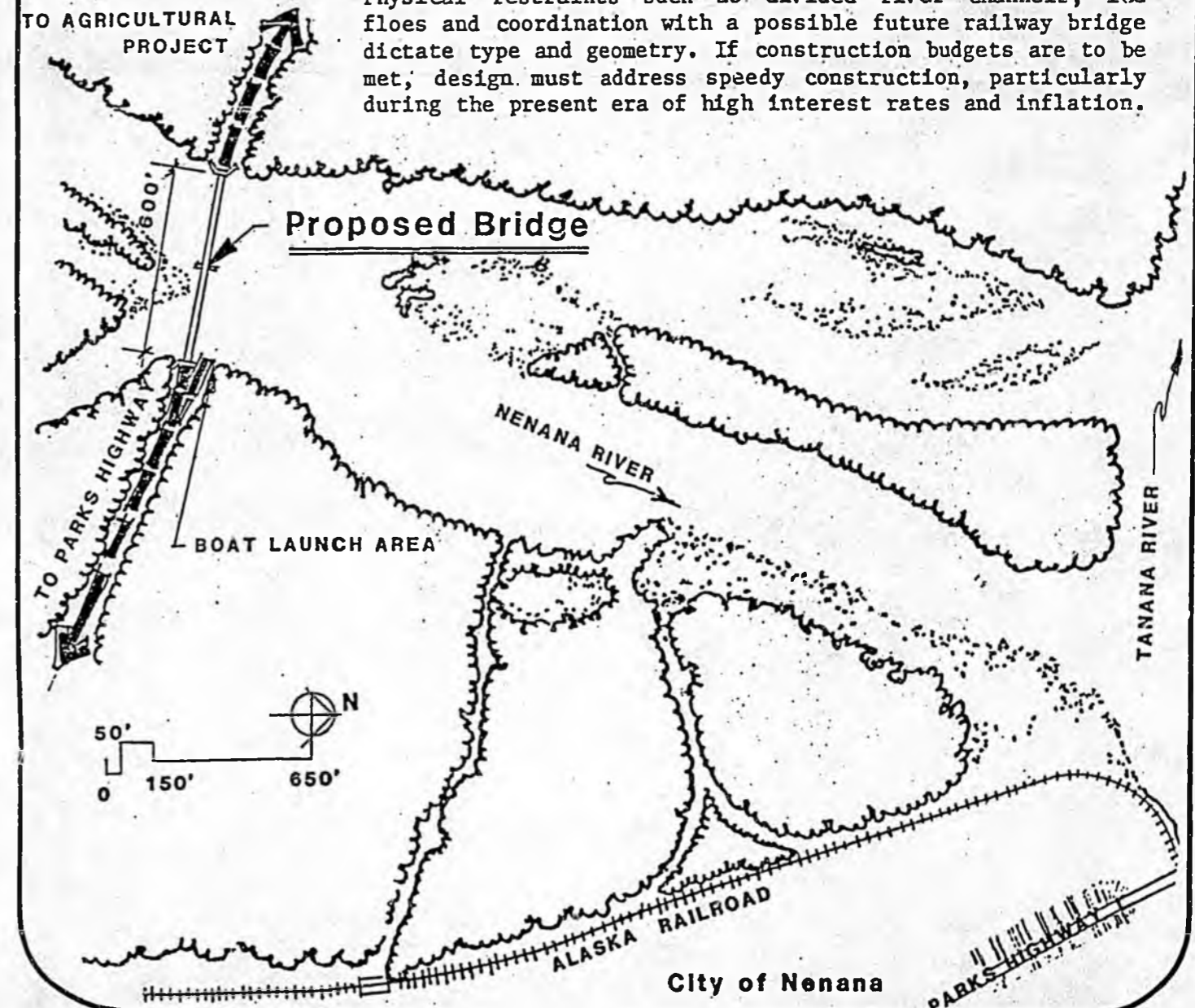
CITY OF NENANA RESOURCE  
DEVELOPMENT PROJECT

## INTRODUCTION

Present access to Nenana Agricultural Development is limited by a bridge crossing required over the Nenana River near Nenana. The Nenana River is over 500 ft. wide at its narrowest point, posing a significant obstacle requiring a coordinated effort to economically bridge. It is at this point that the proposed bridge is to be located.

Physical restraints such as divided river channels, ice floes and coordination with a possible future railway bridge dictate type and geometry. If construction budgets are to be met, design must address speedy construction, particularly during the present era of high interest rates and inflation.

TO AGRICULTURAL  
PROJECT



CITY OF NENANA

JOHN COGHILL, MAYOR

STEVE BAINBRIDGE, CITY ENGINEER

prepared by:



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

Telex 090 26436  
Int. Telex 200 26436

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-561-1011

JANUARY 1985

City of Nenana



THOMAS  
&  
ASSOCIATES

Box 80783  
Fairbanks, AK 99708  
(907) 479 4972

January 25, 1985

Mr. Steve Bainbridge  
City of Nenana  
P.O. Box 117  
Nenana, Alaska 99706

Re: East Middle River Crossing,  
West Middle River Crossing,  
Little Nenana River Crossing

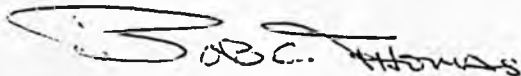
Dear Mr. Bainbridge:

The structures for the subject streams were designed several years ago and have been shelved pending funding. At the time I was a principal of Alaska Transportation Consultants, Inc. and was involved in the original design.

All of the subject bridges are similar in construction type, dimensions and foundation conditions. They are single span, concrete and steel bridges sitting on steel piling and will have a total of approximately 12,800 ft<sup>2</sup> of deck area. I have included attachments showing important details for these bridges.

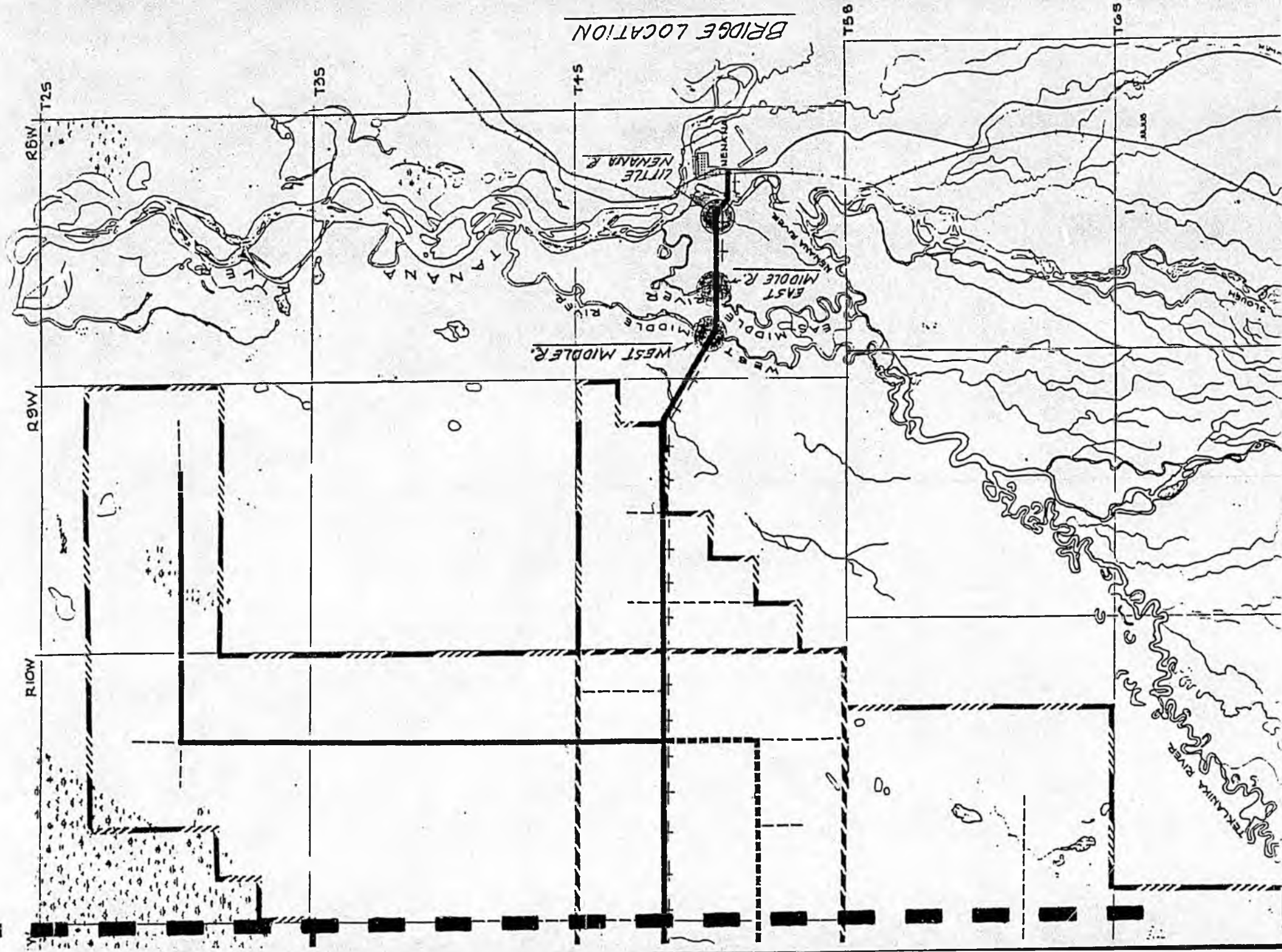
I have compared recent bridge construction costs as experienced by the DOTPF with the proposed budget of 1.6 million dollars for the subject bridges. Current DOTPF bridge costs range between \$120 and \$150 per ft<sup>2</sup>. Based upon 120 ft<sup>2</sup>, an updated estimate is \$1,540,000 for the three bridges with an additional \$60,000 for approaches and contingencies.

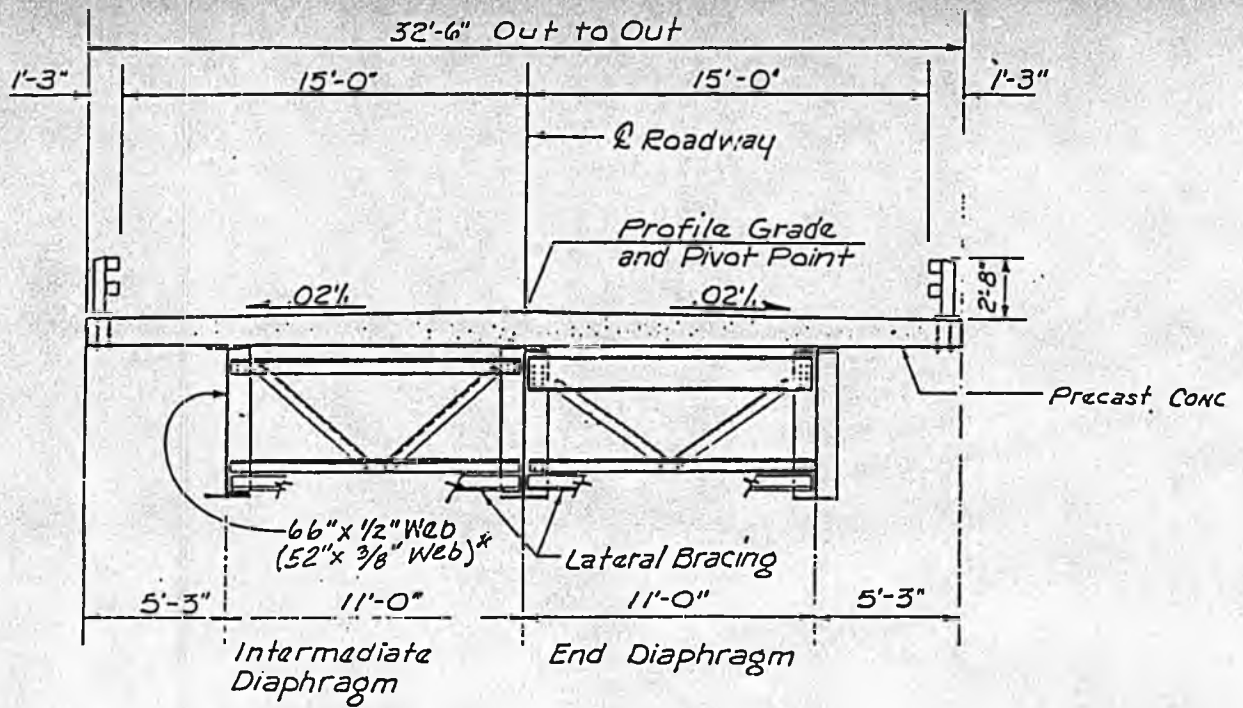
Sincerely,



Bob C. Thomas P.E.

Enclosures

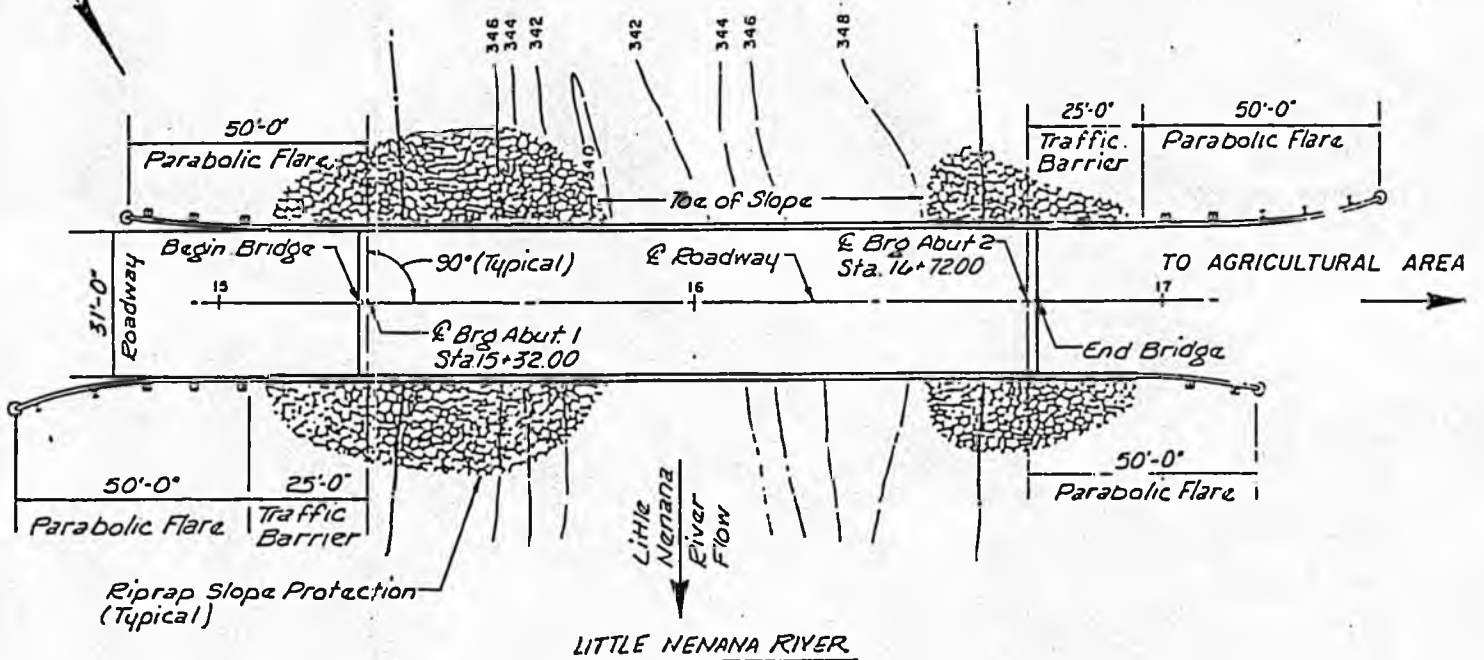


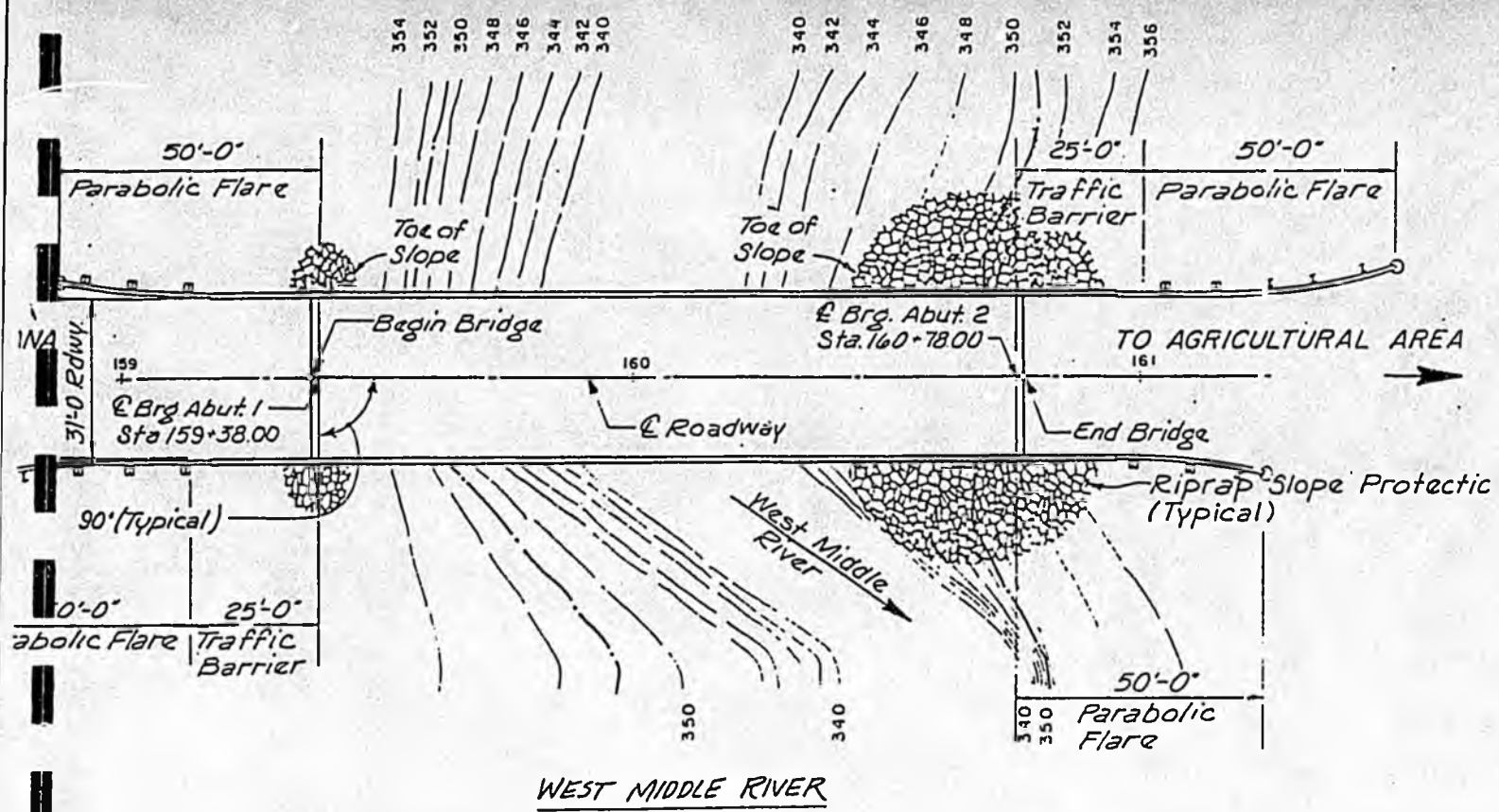


\* East Middle R.

**TYPICAL SECTION**

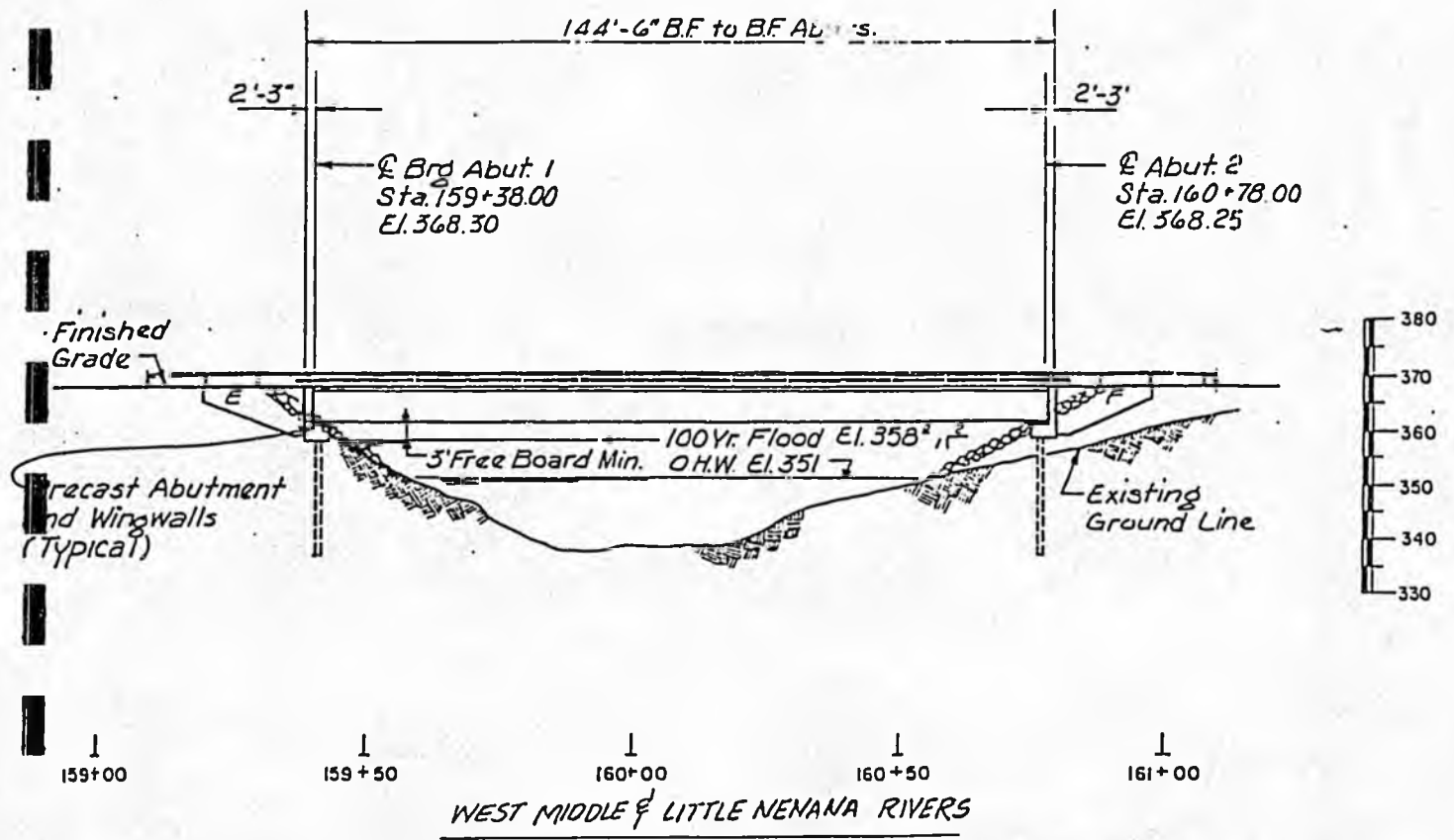
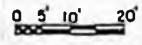
ALL BRIDGES





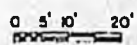
WEST MIDDLE RIVER

PLAN



WEST MIDDLE & LITTLE NENANA RIVERS

ELEVATION

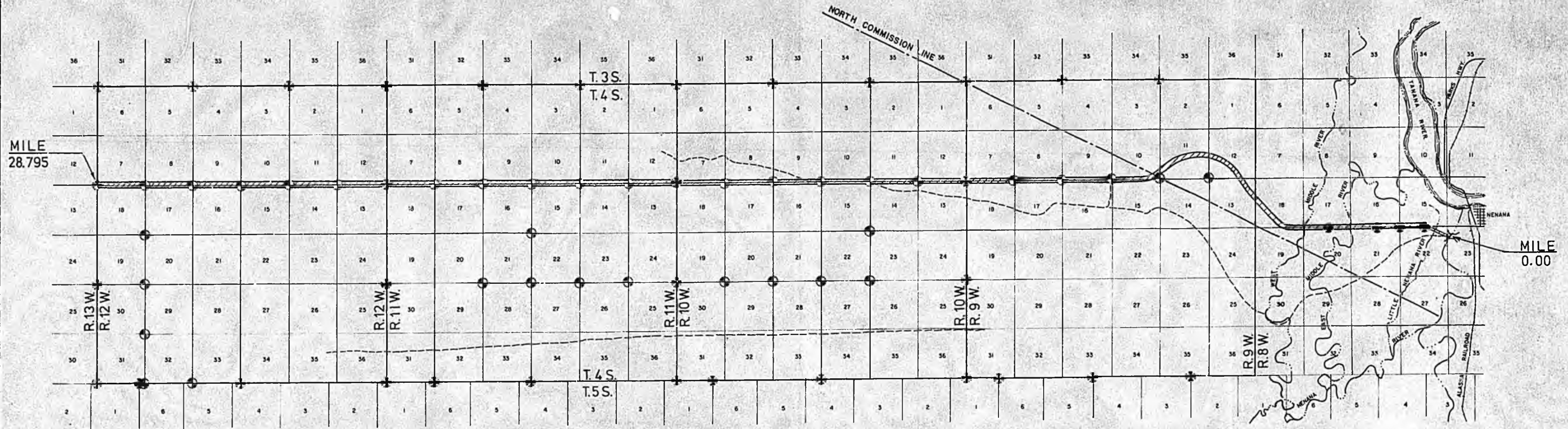


B.F. - Back Face  
O.H.W. - Ordinary High Water



**ACREAGE SUMMARY**

TOWNSHIP & RANGE	STATE OF ALASKA	UNIVERSITY OF ALASKA	CITY OF NENANA	SUB-TOTAL
T. 4 S. R. 8 W.	235.51		6.92	242.43
T. 4 S. R. 9 W.	345.07	52.20		398.07
T. 4 S. R. 10 W.	362.91			362.91
T. 4 S. R. 11 W.	362.63			362.63
T. 4 S. R. 12 W.	362.88			362.88
<b>TOTAL</b>	<b>1669.80</b>	<b>52.20</b>	<b>6.92</b>	<b>1728.92 ACRES</b>



**NOTES**

- FOR CORNER ACCESSORIES IN T. 4 S., R. 8 W., F.M. SEE TABLE ON SHEET 2.
- FOR CORNER ACCESSORIES IN T. 4 S., R. 9 W., T. 4 S., R. 10 W., AND T. 4 S., R. 11 W., F.M., SEE SUPPLEMENTAL CADASTRAL SURVEY OF THOSE TOWNSHIPS DATED AUGUST 5, 1981.
- FOR CORNER ACCESSORIES IN A PORTION OF T. 4 S., R. 11 W., AND T. 4 S., R. 12 W., SEE ALASKA STATE CADASTRAL SURVEY PLATS OF THOSE TOWNSHIPS DATED APRIL 1983.
- ALL BEARINGS ARE ALASKA STATE PLANE ZONE FOUR (1927 NAD).

**SURVEYOR'S CERTIFICATE**

I, PATRICK H. KALEN, HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE: May 30, 1984

REGISTRATION NUMBER: 4603-S



*Patrick H. Kalen*  
PATRICK H. KALEN R.L.S.

**LEGEND**

- ✦ GLO MONUMENT OF RECORD
- ⊙ DNR MONUMENT OF RECORD
- CAT TRAILS

DATE OF SURVEY Beginning <u>NOV. 1983</u> Ending <u>MAY 1984</u>	KALJENCO, INC. 1041 CHENA RIDGE ROAD FAIRBANKS, ALASKA 99701 479-2628
--	--

CITY OF NENANA  
P.O. BOX 70  
NENANA, ALASKA 99760

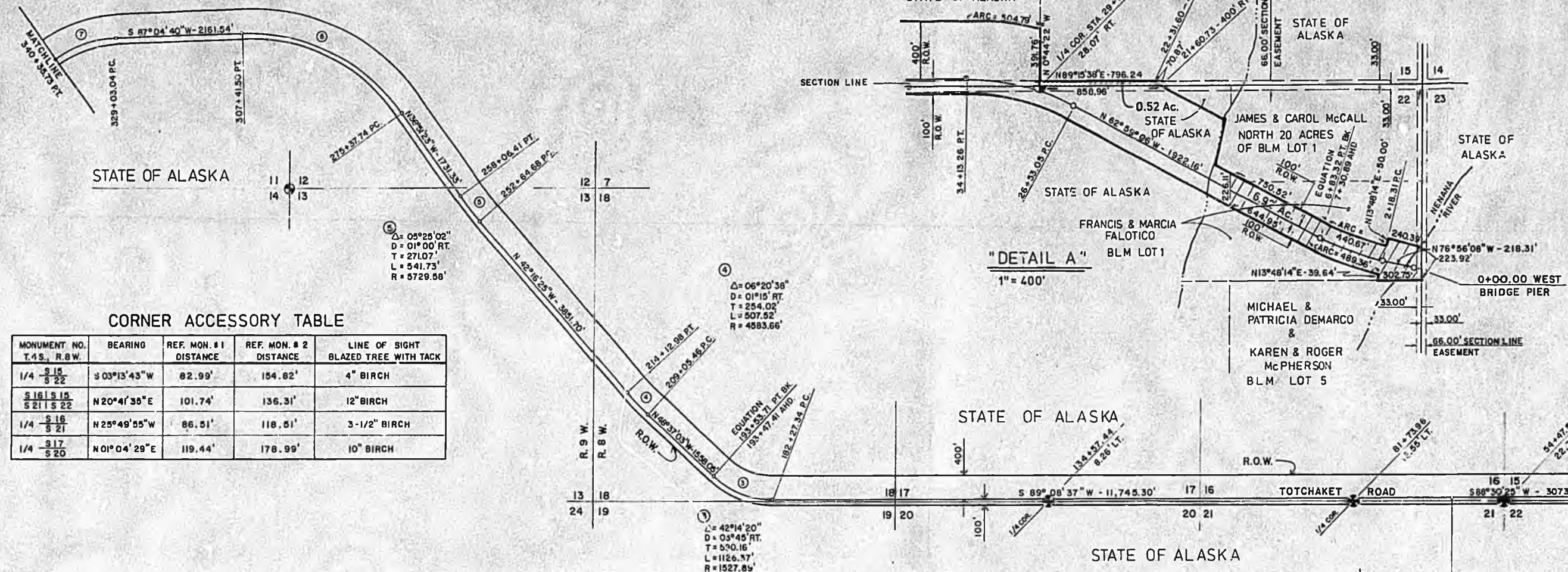
**TOTCHAKET ROAD  
RIGHT OF WAY PLAT**

DRAWN BY N. JORDAN DATE <u>5/84</u>	APPROVAL RECOMMENDED
SCALE: 1" = 1 MILE	CHECKED <i>PJ</i> 7/84
	FILE NO. 83-45

⑦ Δ = 33°58'51"  
D = 03°00' LT.  
T = 583.55'  
L = 1132.70'  
R = 1909.86'

⑧ Δ = 56°03'57"  
D = 01°48' LT.  
T = 1743.25'  
L = 3203.76'  
R = 3274.05'

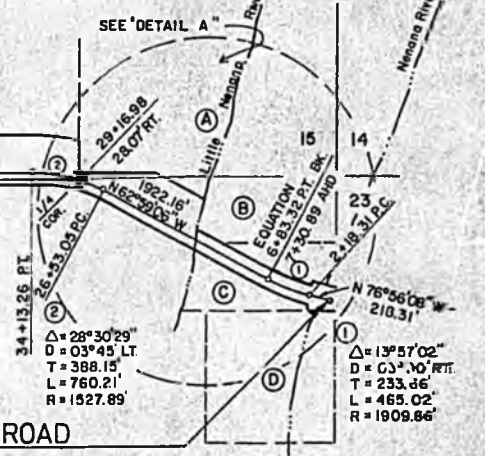
STATE OF ALASKA



CORNER ACCESSORY TABLE

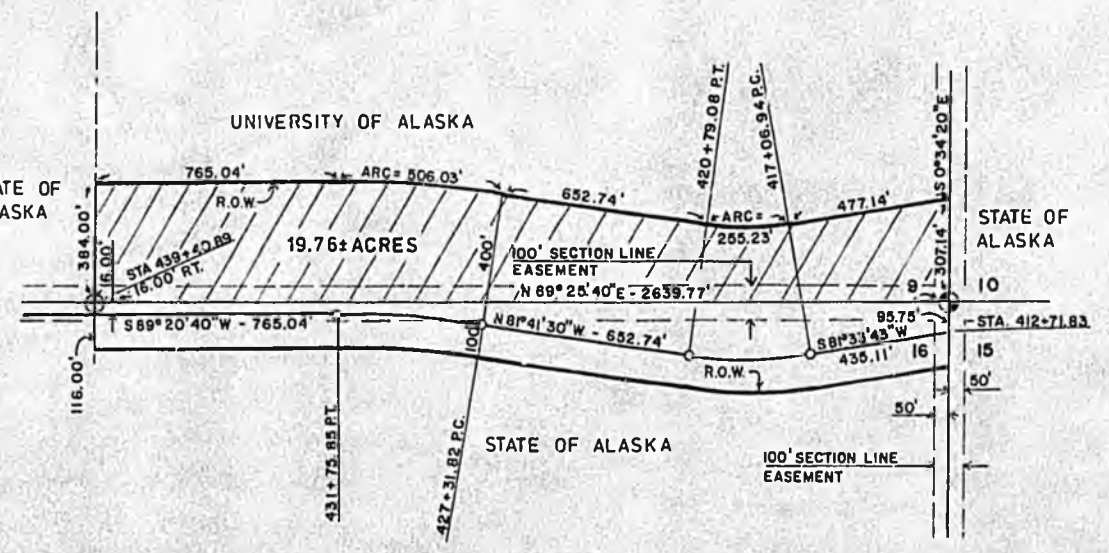
MONUMENT NO. T.1 S., R.B.W.	BEARING	REF. MON. # 1 DISTANCE	REF. MON. # 2 DISTANCE	LINE OF SIGHT BLAZED TREE WITH TACK
1/4 S 15 S 22	S 03°13'43"W	82.99'	154.82'	4" BIRCH
S 16 S 15 S 21	N 20°41'35"E	101.74'	136.31'	12" BIRCH
1/4 S 16 S 21	N 25°49'55"W	86.51'	118.51'	3-1/2" BIRCH
1/4 S 17 S 20	N 01°04'29"E	119.44'	178.99'	10" BIRCH

"DETAIL A"  
1" = 400'

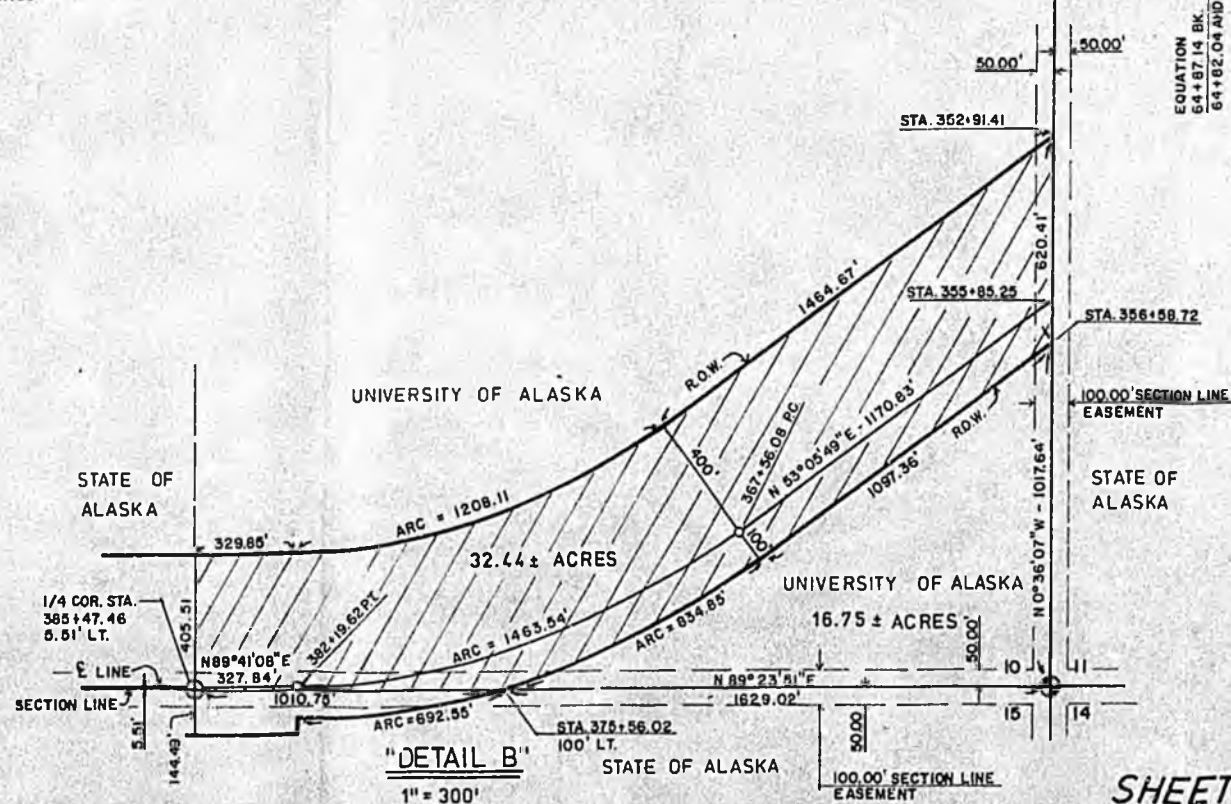


- OWNERS
- ① MORRIS GUNDRUM
  - ② JAMES & CAROL McCALL
  - ③ FRANCIS & MARCIA FALOTICO
  - ④ MICHAEL & PATRICIA DEMARCO & KAREN & ROGER McPHERSON

"DETAIL C"  
1" = 300'



"DETAIL B"  
1" = 300'



DATE OF SURVEY  
Beginning NOV 1983  
Ending MAY 1984

KALJENCO, INC.  
1041 CHENA RIDGE ROAD  
FAIRBANKS, ALASKA 99701  
479-2628

CITY OF NENANA  
P.O. BOX 70  
NENANA, ALASKA 99760

TOTCHAKET ROAD  
RIGHT OF WAY PLAT

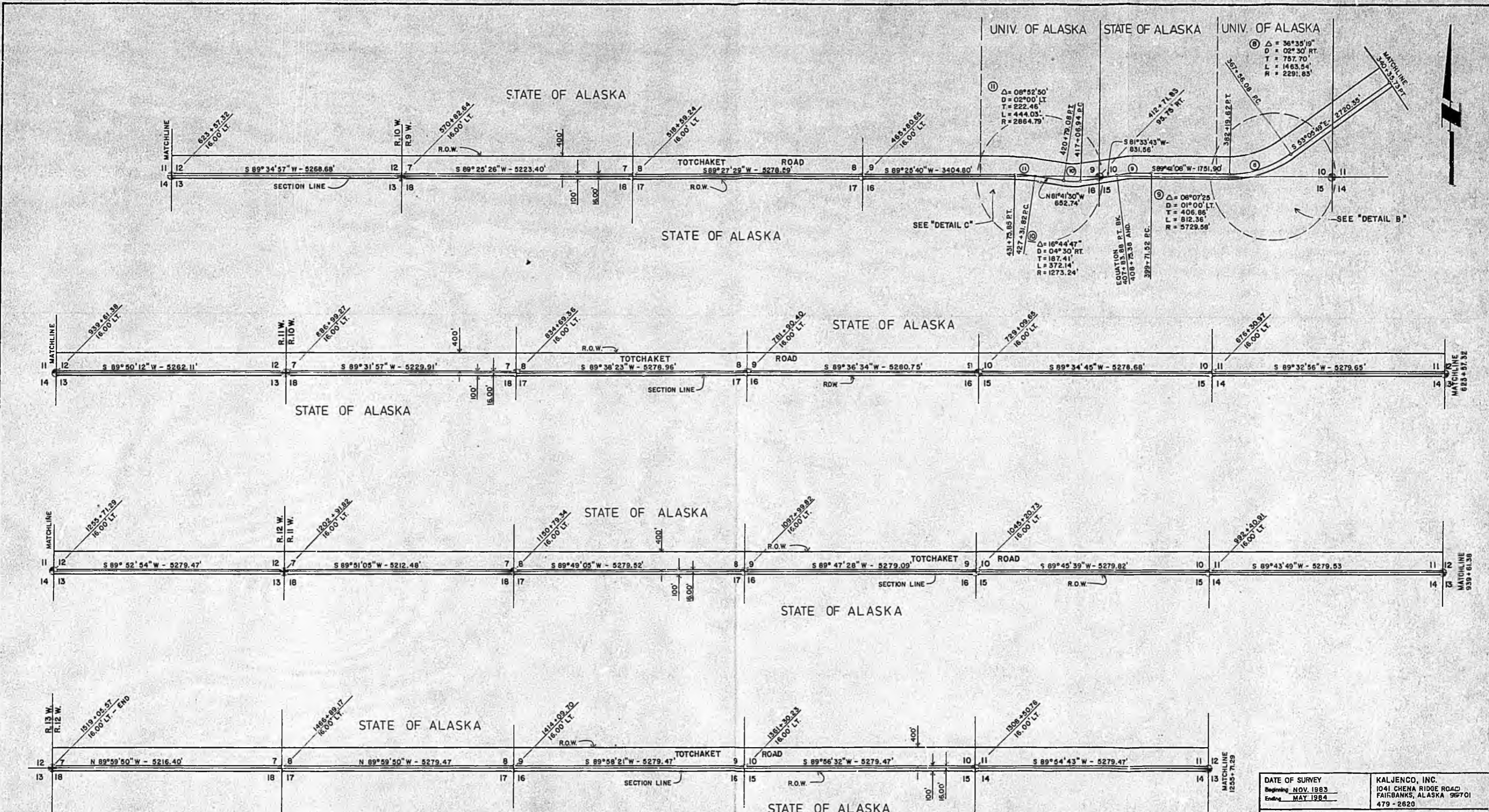
DRAWN BY  
N. JORDAN  
DATE 5/84

APPROVAL RECOMMENDED

SCALE  
1" = 1000'

CHECKED  
JK 7/84

FILE NO.  
83-45



DATE OF SURVEY Beginning NOV. 1983 Ending MAY 1984	KALJENCO, INC. 1041 CHENA RIDGE ROAD FAIRBANKS, ALASKA 99701 479 - 2620
CITY OF NENANA P.O. BOX 70 NENANA, ALASKA 99760	
<b>TOTCHAKET ROAD RIGHT OF WAY PLAT</b>	
DRAWN BY N. JORDAN DATE 5/84	APPROVAL RECOMMENDED
SCALE 1" = 1000'	CHECKED 7/84
	FILE NO. 83-45

SHEET 3 of 3

SEQUENCE OF EVENTS RELATING

TO THE

DEVELOPMENT OF THE NENANA TOTCHAKET AGRICULTURAL PROJECT

1975 - 1980 U.S.D.A. - Soil Conservation Service

"Soil Survey of the Totchaket Area", October 1980

Soil Classification - 579,790 Acres

Second Session, Eleventh Legislature - Chapter 50, SLA80 - Special Projects Office - City of Nenana

- 1) Transportation planning report, entitled "Nenana Agricultural Transportation Systems" by HDR/ATC, final report, February 1981
- 2) Livestock production and meat processing facility study prepared by the Featherstone Corporation - final report, February 1981
- 3) Vegetable Industry Report, by Little Goldstream Associates, February, 1981
- 4) Preparation of Cadastral Plats for T4S, R8W, R9W, R10W, R11W, F.M. by Kaljenco, Incorporated - March - June, 1981
- 5) Core drilling and soil sampling along the proposed road right-of-way - by Construction Test Lab, Incorporated - March, 1981
- 6) "An Investigation into Land Clearing Methods and the Utilization of Salvaged Wood Fiber from the Nenana Agricultural Project" by Columbia Engineering International, Ltd; Vancouver, Canada - April 1982
- 7) Reimbursable Services Agreements (RSAs)

SPO-DGGS Establishment of weather stations and data collection

SPO-DGGS Soil mapping, color infrared photos, orthophoto base maps to depict vegetation, permafrost and construction material sites

November 1980 - April 1981 - preparation of the

"Nenana - Totchaket Abbreviated Area Plan" - under the direction of the Department of Natural Resources - Division of Research and Development - 1,042,000 Acres

Preparation of the "Agricultural Tract Layout" for approximately 58,144 Acres within T4S, R9W, R10W, and R11W; F.M.

First Session, Twelfth Legislature - CSSB 222 (TRSP)

"An act making a special appropriation to DOT/PF for engineering and design of bridges and roads in the Nenana agricultural area"

Transfer of Responsibilities Agreement (TORA) DOT/PF to the City of Nenana

September, 1981 - June, 1982

- 1) Nenana River Bridge Design - by Peratrovich and Nottingham, Incorporated
- 2) Roadway Design - by Alaska Transportation Consultants (jv, with Henningson, Durham, and Richardson)
- 3) Appraisal of Private Property within R/W - by Price & Associates Appraisers

May 1982 - Corps Permit #071 - OYD -2 - 810451 - Nenana River Bridge

February 1982 - July 1982 - Preparation of the

"Nenana - Totchaket Management Plan" - under the direction of the Department of Natural Resources - Division of Land & Water Management

October 1982 - Corps Permit #071 - OYD -4 - 820272 - Roadway

Second Session, Twelfth Legislature - CSSSSB 702 (Fin)

" An Act transferring parts of certain fiscal year 1982 Agricultural Action Council appropriation allocations to the Nenana - Totchaket agricultural development project"

Total - \$1,622,800

February 1983 - Contract documents prepared for 34 miles of road right-of-way clearing

1984 - Secured Right-of-Way from the State of Alaska and private individuals see attached "Right-of-Way Permit" and copy of Right-of-Way Plat

THE NENANA - TOTCHAKET MANAGEMENT PLAN

Planning Section  
Northcentral District  
Division of Land and Water Management  
Alaska Department of Natural Resources

July 1982

State of Alaska  
Department of Natural Resources  
Division of Land and Water Management

The Nenana-Totchaket Management Plan is hereby adopted as policy of the Division of Land and Water Management for state lands within the planning area, subject to the commissioner's adoption of classification order #CAC-82-055

Signed Michael Eldred  
*acting* District Planning Officer

Approved:

*acting* Ed F. Wash  
District Manager

Jul 20, 1982  
Date

[Signature]  
Director, Division of Land and Water Management

August 20, 1982  
Date

## INTRODUCTION

### Area Description

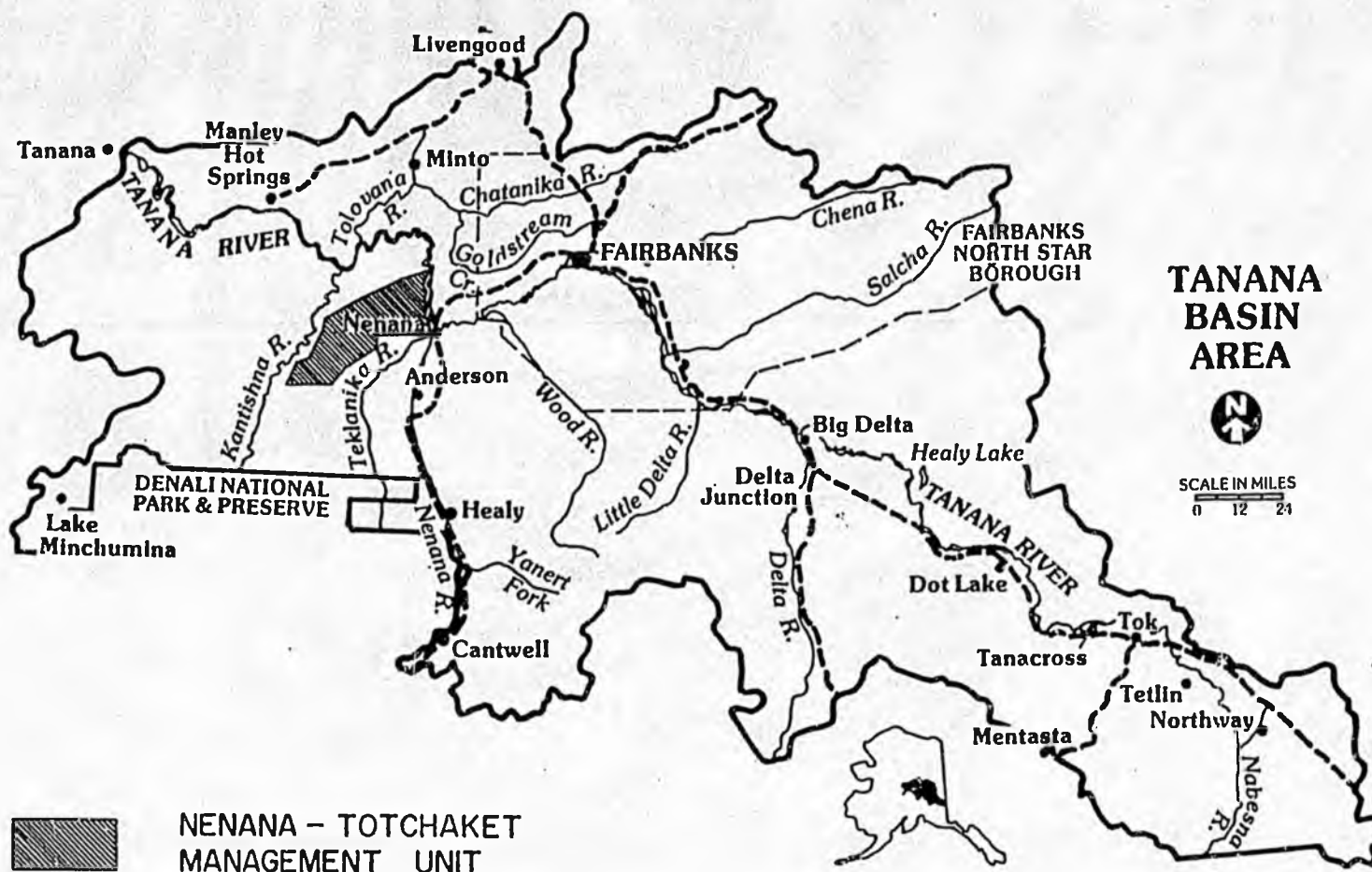
The Nenana-Totchaket Management Plan spans over 346,000 acres of land west of the Parks Highway approximately 60 miles southwest of Fairbanks (see Figure 1). Nearly 87% of the land is under state management authority with an additional 11,000 acres currently selected. The planning area encompasses a large glacial outwash plain bounded by several major rivers, including the Kantishna, Teklanika and Tanana Rivers. The dominant soils are characterized as silt loams ranging from 19 to 28 inches deep overlying sand with moderate permeability. Surface topography ranges from nearly level to hilly. In the southern one-third of the area the sand substrate is exposed to the surface in the sand dunes around Dune Lake.

The predominant vegetation is a mixed forest of aspen, birch and spruce. The proposed agricultural development area contains almost no timber of pole or sawlog size. A recent fire burned over 172,000 acres of land, severely effecting the forest resource in the southern half of the management area.

Activities such as trapping, hunting, and recreating have traditionally concentrated in the productive river corridors edging the region. At present no settlement has occurred in the subject area. The closest community is Nenana, located immediately east of the management unit at the confluence of the Nenana and Tanana River.

# NENANA - TOTCHAKET MANAGEMENT PLAN

FIGURE 1



# NENANA-TOTCHAKET MANAGEMENT PLAN

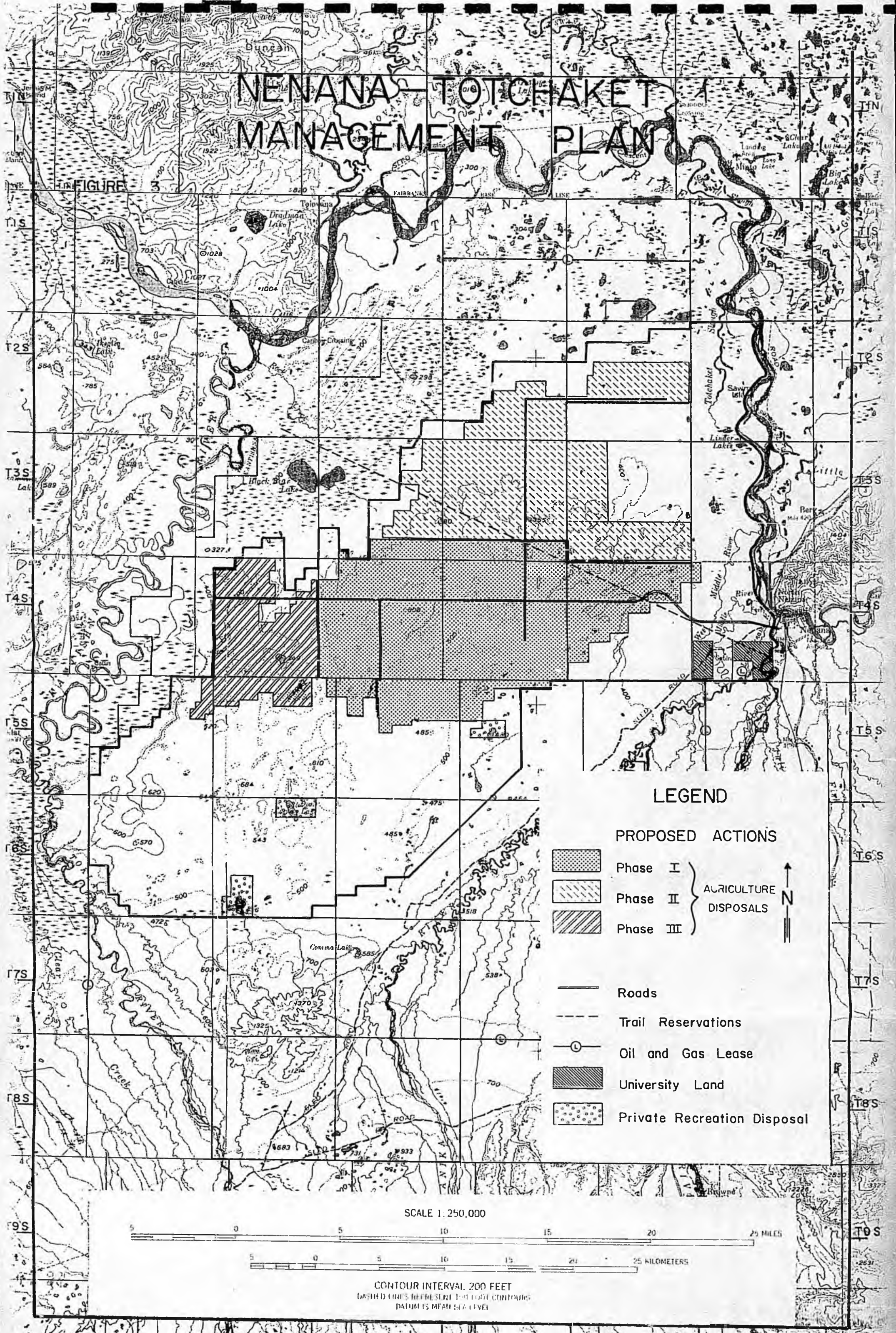

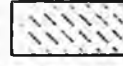
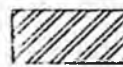

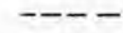
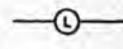

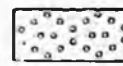
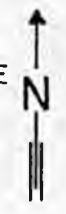


FIGURE 3

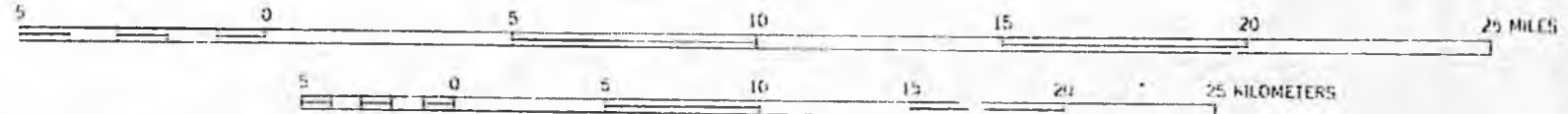
## LEGEND

### PROPOSED ACTIONS

-  Phase I
  -  Phase II
  -  Phase III
- } AGRICULTURE DISPOSALS
-  Roads
  -  Trail Reservations
  -  Oil and Gas Lease
  -  University Land
  -  Private Recreation Disposal



SCALE 1:250,000



CONTOUR INTERVAL 200 FEET  
DASHED LINES REPRESENT 1:00 FOOT CONTOURS  
DATUM IS MEAN SEA LEVEL

# NENANA-TOTCHAKET MANAGEMENT PLAN

FIGURE 2

## SUBUNITS

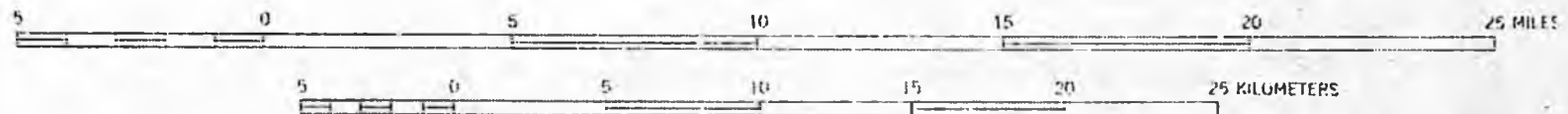
- Nenana Totchaket
- A Agriculture
- B Dune Lake
- C West Nenana
- D Totchaket Slough

## LEGEND

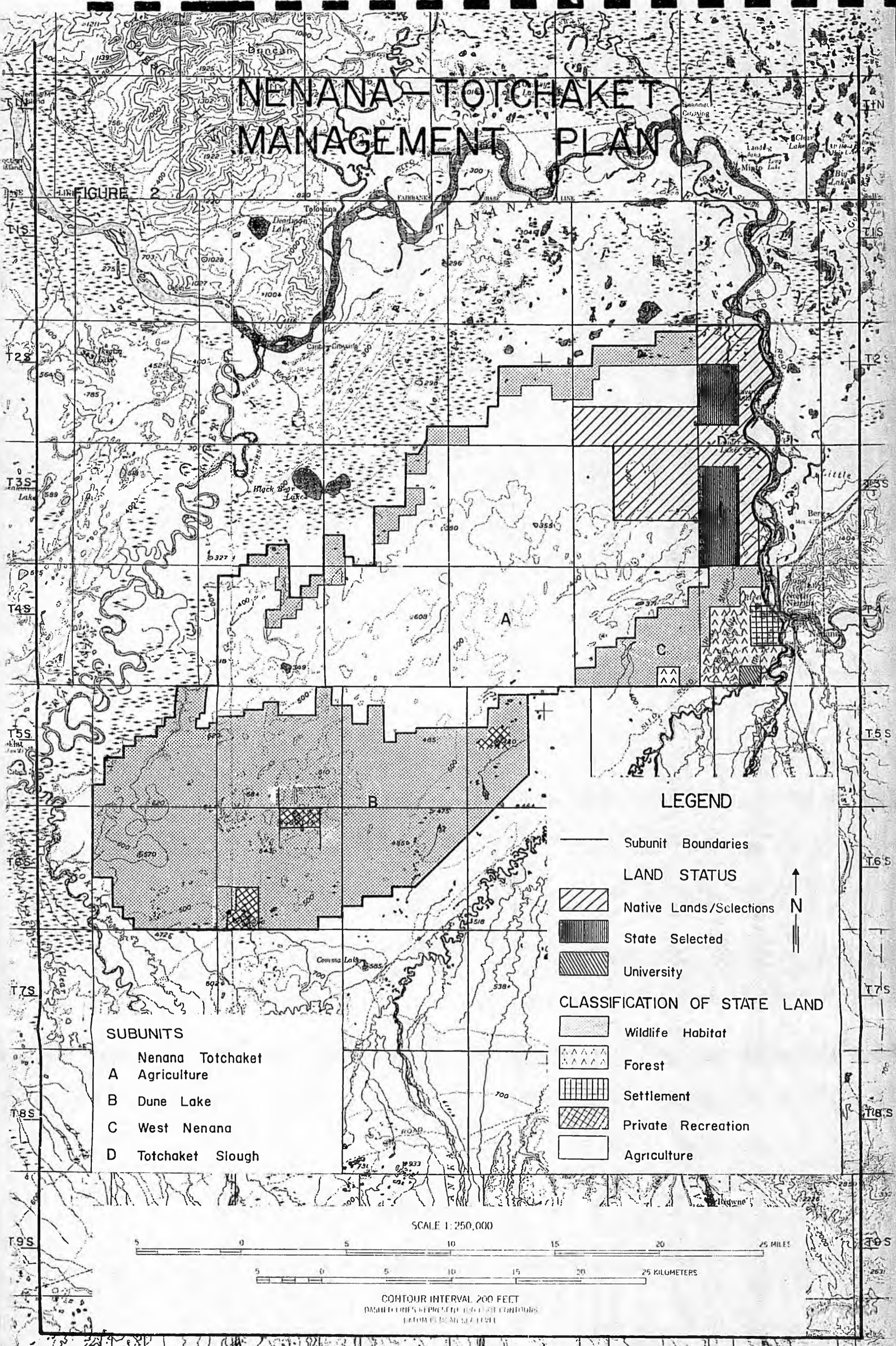
- Subunit Boundaries
- LAND STATUS
  - Native Lands/Sclections
  - State Selected
  - University
- CLASSIFICATION OF STATE LAND
  - Wildlife Habitat
  - Forest
  - Settlement
  - Private Recreation
  - Agriculture



SCALE 1:250,000



CONTOUR INTERVAL 200 FEET  
DASHED LINES REPRESENT 100 FOOT CONTOURS  
(ELEVATION IN FEET SEA LEVEL)



Original sponsors: Sackett, Fahrenkamp,  
Parr and Bennett

Offered: 3/18/81  
Referred: Finance

Funding Information

General Fund \$500,000  
Other Funds -0-  
\$500,000

1 IN THE SENATE

.BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO. 222 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 engineering and design of bridges and roads in the  
9 Nenana agricultural area; and providing for an effec-  
10 tive date."

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

12 \* Section 1. The sum of \$500,000 is appropriated from the general fund  
13 to the Department of Transportation and Public Facilities for engineering  
14 and design of bridges and roads in the Nenana agricultural area.

15 \* Sec. 2. The appropriation made by this Act shall be disbursed in  
16 accordance with AS 35.15.080 and 35.15.090.

17 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
18 070(c).

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF LANDS

BOOK 33 PAGE 439  
Nenana Recording District

ADL No. 409501

RIGHT-OF-WAY PERMIT

THIS AGREEMENT made and entered into this 26th day of October, 1984, by and between the STATE OF ALASKA, acting by and through the Department of Natural Resources, Division of Lands, hereinafter referred to as the grantor and City of Nenana hereinafter referred to as the permittee.

WITNESSETH, that in accordance with the provisions of Sec. 38.05.330, A.S. and the rules and regulations promulgated thereunder, the permittee having filed an application for a right-of-way for: Nenana-Totchaket Primary Public Access Road/Utility Corridor

with the Division of Lands together with a map showing the definite location thereon of the line of right-of-way which the permittee has adopted and agrees to be the specific and definite location of the aforesaid right-of-way, and

WHEREAS, it is understood and agreed by the permittee herein that, as a condition to the granting of the right-of-way applied for, the land covered by said right-of-way shall be used for no purpose other than the location, construction, operation and maintenance of the said right-of-way over and across the following described State lands, to wit:

(see Attachment A)

The said right-of-way shall extend 27.51 miles in length and 500 feet in width, containing approx. 1719.01 acres, more or less.

TO HAVE AND TO HOLD the same until the above described land shall no longer be used for the above-mentioned purpose and subject to conditions and reservations elsewhere set forth herein and any "Special Conditions" attached hereto.

The sketch map revealing the right-of-way granted herein shall be attached hereto and made a part hereof.

In the event that the right-of-way herein granted shall in any manner conflict with or overlap a previously granted right-of-way the permittee herein shall use this right-of-way in such a manner as not to interfere with the peaceful use and enjoyment of the previously issued right-of-way and no improvements shall be constructed by the permittee herein upon the overlapping area unless the consent therefore has first been obtained from the permittee under the pre-existing right-of-way.

The permittee in the exercise of the rights and privileges granted by this indenture shall comply with all regulations now in effect or as hereafter established by the Division of Lands and all other Federal, State or municipal laws, regulations or ordinances applicable to the area herein granted.

Upon abandonment, termination, revocation or cancellation of this indenture, the permittee shall within 90 days remove all structures and improvements from the area herein granted, except those owned by the grantor, and shall restore the area to the same or similar condition as the same was upon the issuance of this permit. Should the permittee fail or refuse to remove said structures or improvements, within the time allotted, they shall revert to and become the property of the grantor. However, the permittee shall not be relieved of the cost of the removal of the structures, improvements and/or the cost of restoring the area. Provided further, however, that the grantor, in his discretion, may alter or modify the requirements contained in this provision if it is to the best interest of Alaska to do so.

The permittee shall utilize the lands herein granted consistent with the purposes of the proposed use, as revealed by the application therefore, and shall maintain the premises in a neat and orderly manner and shall adopt and apply such safety measures as shall be necessary, proper and prudent with respect to the use to which the land is subjected.

The permittee shall take all reasonable precaution to prevent and suppress brush and forest fires. No material shall be disposed of by burning in open fire during the closed season unless a permit therefor has first been obtained from the agency empowered by law to issue such permits.

Prior to any construction or development that will use, divert, obstruct, pollute or utilize any of the waters of the State, the permittee shall first obtain approval therefor from the Commissioner of the Department of Fish and Game and file an image copy thereof with the grantor.

Any lands included in this permit which are sold under a contract to purchase shall be subject to this permit. Upon issuance of title to the purchaser, this permit shall remain in effect until its date of expiration.

In case the necessity for the right-of-way shall no longer exist, or the permittee should abandon or fail to use the same, then this permit shall terminate.

The State of Alaska shall be forever wholly absolved from any liability for damages which might result to the permittee herein on account of this permit having been cancelled, forfeited, or terminated prior to the expiration of the full time for which it was issued.

NOW THEREFORE, in accordance with the provisions of Sec. 38.05.330, A.S. and the rules and regulations promulgated thereunder and in accordance with the conditions heretofore set forth or attached hereto and made a part hereof, the permittee herein is hereby authorized to locate, construct, operate and maintain said right-of-way over and across the lands herein described.

Nenana Recording District

IN WITNESS WHEREOF, the said grantor has caused these presents to be signed in duplicate and the permittee herein has hereunto affixed his signature on the day and year first above written.

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES

By: Tom Hawkins  
Tom Hawkins, Director  
Division of Land and Water Management

Steven Bainbridge  
Permittee Steven Bainbridge, City Engineer  
City of Nenana

UNITED STATES OF AMERICA )  
State of Alaska ) ss.

This is to certify that on the 30<sup>th</sup> day of October, 1984, before me, the undersigned Notary Public, personally appeared Howard C. Quinn known to me and known by me to be the acting District of the Division of Lands of the Department of Natural Resources, and acknowledged to me that he executed the foregoing instrument for and on behalf of said State, freely and voluntarily for the use and purpose therein set forth.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

Quintus [Signature]  
Notary Public in and for the State  
of Alaska  
My commission expires 1-28-86

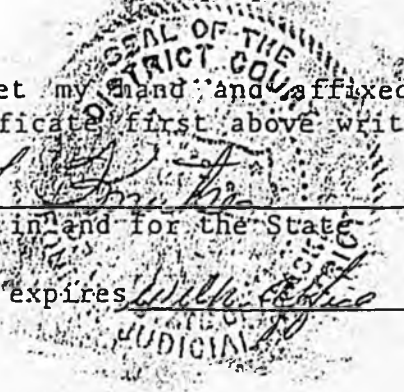


UNITED STATES OF AMERICA )  
State of Alaska ) ss.

This is to certify that on this 3<sup>rd</sup> day of October, 1984, before me, the undersigned Notary Public, personally appeared Steven Bainbridge to me personally known to be one of the persons described in and who executed the within instrument and the said person acknowledged to me that he signed and executed the same freely and voluntarily for the uses and purposes therein mentioned.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

[Signature]  
Notary Public in and for the State  
of Alaska  
My commission expires 11-15-84



ATTACHMENT A

Legal Description of the Nenana - Totchaket  
Primary Public Access Road/Utility Corridor

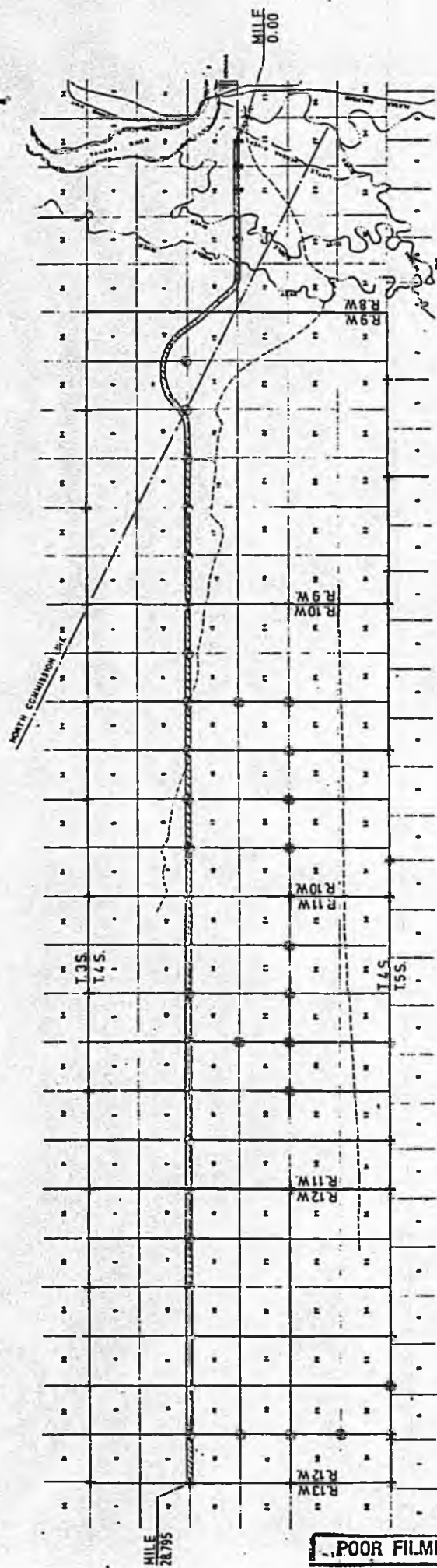
NOTE: Right-of-Way Permit ADL 409501, as illustrated on the attached survey, does not include the proposed Nenana River Bridge, the private property located along the Access Road alignment between Mile 0.00 and Mile 0.29, or two University parcels (E1/2 Section 10, Township 4 South, Range 9 West, Fairbanks Meridian and E1/2 Section 9, Township 4 South, Range 9 West, Fairbanks Meridian) located between Mile 6.80 and Mile 7.30 and between Mile 7.80 and Mile 8.30, respectively. The entire alignment extends from the west bank of the Nenana River (not including the Nenana River Bridge) to the east boundary of Township 4 South, Range 12 West near the Kantishna River. The City of Nenana will be responsible for acquiring a separate Right-of-Way from the University across its two parcels. The City has already acquired the necessary private property through purchase.

The legal description of Right-of-Way ADL 409501, which is shown on the attached survey plat and which is located entirely within the Fairbanks Meridian, can generally be described as follows:

The Right-of-Way ADL 409501 traverses Sections 15-22 of Township 4 South, Range 8 West; Sections 7-13<sup>and 15-18</sup> of Township 4 South, Range 9 West; Sections 7-18, Township 4 South, Range 10 West; ~~and~~ Sections 7-18 of Township 4 South, Range 11 West; ~~and~~ Sections 7-18 of Township 4 South, Range 12 West.

**ACREAGE SUMMARY**

TOWNSHIP & RANGE	STATE OF ALASKA	UNIVERSITY OF ALASKA	CITY OF NENANA	SUB-TOTAL
T.4S. R.9W	233.31		6.97	240.28
T.4S. R.8W	343.97	88.80		432.77
T.4S. R.10W	382.91			382.91
T.4S. R.11W	382.93			382.93
T.4S. R.12W	382.88			382.88
<b>TOTAL</b>	<b>1689.00</b>	<b>88.80</b>	<b>6.97</b>	<b>1784.77</b>



BOOK 33 PAGE 443  
 Nenana Recording District

DATE OF SURVEY 1983-04-18	KALPERCO, INC. FARBERGS, ALASKA 618-1222
CITY OF NENANA PO BOX 70 NENANA, ALASKA 9976	
TOTCHAKET ROAD RIGHT OF WAY PL.	
DRAWN BY N. JARVIS	APPROVAL RECOMMENDED DATE: 3/24

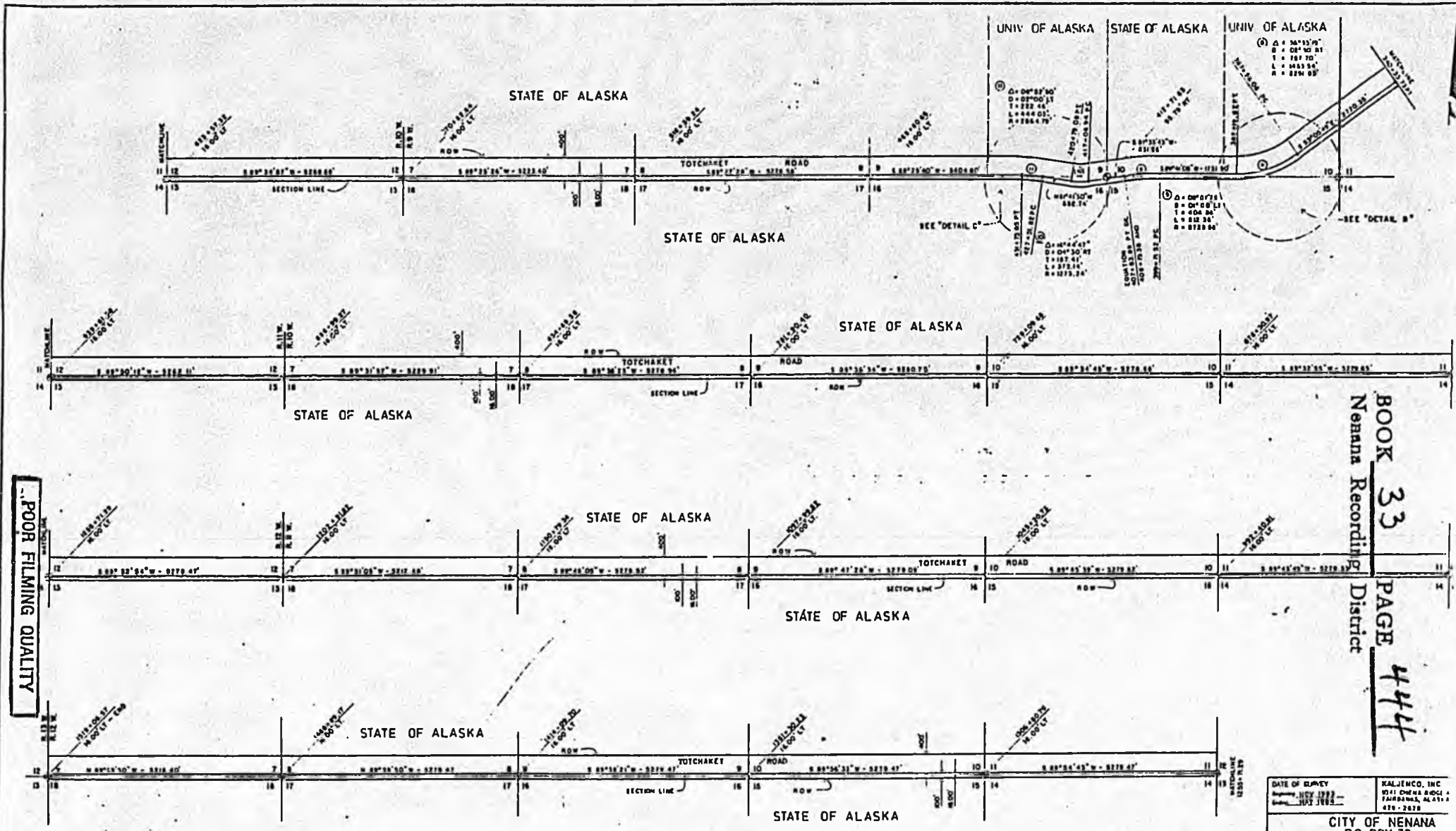
**LEGEND**  
 \* OLD MONUMENT OF RECORD  
 O DNR MONUMENT OF RECORD  
 --- CAT TRAILS

**SURVEYOR'S CERTIFICATE**  
 I, PATRICK H. GALEN, HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE AS A SURVEYOR IN THE STATE OF ALASKA, AND THAT THE PLAT REPRESENTS THE ACTUAL SURVEY MADE BY ME OR UNDER MY SUPERVISION AND THAT ALL BOUNDARIES AND OTHER DETAILS ARE CORRECT.  
 DATE: May 17, 1983 REGISTRATION NUMBER: 4803-E  
 PATRICK H. GALEN, TLL



- NOTES**
1. FOR CORNER ACCESSORIES IN T.4S. R.9W, P.M. SEE TABLE ON SHEET 2.
  2. FOR CORNER ACCESSORIES IN T.4S. R.9W, T.4S. R.8W, AND T.4S. R.11W, P.M. SEE SUPPLEMENTAL CADASTRAL SURVEY OF THOSE TOWNSHIPS DATED AUGUST 5, 1981.
  3. FOR CORNER ACCESSORIES IN A PORTION OF T.4S. R.11W AND T.4S. R.12W, SEE ALASKA STATE CADASTRAL SURVEY PLATS OF THOSE TOWNSHIPS DATED APRIL 1983.
  4. ALL BEARINGS ARE ALASKA STATE PLANE ZONE FOUR (1983 NAD).

POOR FILMING QUALITY



- POOR FILMING QUALITY -

BOOK 33  
 PAGE 444  
 Nenana Recording District

DATE OF SURVEY MAY 1992	KALJENCO, INC 1511 CHINA AVE FAIRBANKS, ALASKA 478-2628
CITY OF NENANA P.O. BOX 70 NENANA, ALASKA 9976	
TOTCHAKET ROAD RIGHT OF WAY PL	
DRAWN BY M. JORDAN DATE 5/92	APPROVAL RECOMMENDED