

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672  
5994 HOUSE RESOURCES

378

## STATE PARK TOURISM IMPROVEMENTS

March 1989

PAGE	HOUSE BILL REF.	PROJECT NAME
1	209(1), 227(20)	DNR Historic Preservation Grants
2	209(2), 227(21)	Alaska Conservation Corps
3	209(3), 227(22)	DNR/Highway Interpretive Signs Program
4, 5	209(4), 227(23)	Chena River State Recreation Area
6	209(5), 227(24)	Chena River State Recreation Site
7	209(5), 227(25)	Chena Hot Springs Winter Trail
8, 9	209(10), 227(27)	Anchor River State Recreation Area and Bing's Landing State Recreation Site Improvements
10	209(15), 227(31)	Finger Lake State Recreation Site
11	209(16), 227(32)	Willow Creek State Recreation Area Road Access
12	209(17), 227(33)	Eagle River Greenbelt Access
13, 14	209(18), 227(34)	Eagle River Visitor Center Improvements
15	209(19), 227(35)	Turnagain Arm Scenic Corridor Improvements
16	209(20), 227(36)	Chugach State Park Safe Drinking Water Supplies and Toilet
17	209(21), 227(37)	Toilsome Drive By-Pass Road Design
18, 19	209(29), 227(42)	South Anchorage Hillside State Park Access Development

March 1989

Project: DNR HISTORIC PRESERVATION GRANTS

Location: Statewide (Anchorage office)

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: Grants funds will be used for maintenance, restoration and rehabilitation of historic sites. There are a great many historic properties in need of repair and maintenance if they are to be saved from deterioration and preserved. Rehabilitation work is labor intensive and creates local jobs. Materials used in rehabilitation work are available and purchased in the local community. The grants will be distributed throughout the state.

Justification: Historic properties are an important part of local communities and the state. As part of the tourism industry, they are visitor destinations. Revitalized downtowns and older neighborhoods and adaptive reuse of historic properties can provide new business opportunities and increase property values. They are part of our heritage that needs to be preserved. There are hundreds of historic sites in Alaska eligible for these funds. The grants will be administered by the Department of Natural Resources under AS41.35.040. A grants program is already in place so the funds can be distributed quickly.

Project: ALASKA CONSERVATION CORPS

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$150,000

Description: This project would provide funds for park improvements by Alaska Conservation Corps employees. Approximately 40 Alaskans would work 12 weeks on ACC crews across the state.

This job-oriented program would accomplish varied tasks such as construction and maintenance of trails, brushing of roadsides, facility maintenance, including refurbishing tables, barrier posts, guardrails, toilets, and shelters; landscaping use areas or correcting and rehabilitating erosional problems.

Justification: This work-oriented program provides an excellent opportunity for Alaskans to gain valuable outdoor and construction skills, as well as develop valuable work ethics. The labor intensive products provided to the public by ACC crews are less costly than contracting for these services.

Project: DNR/HIGHWAY INTERPRETIVE SIGNS PROGRAM

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: The highway interpretive sign program would provide roadside interpretation of natural and cultural features along the states highway system. The product would be attractive, well design interpretive signs at already popular pull-outs.

Justification: The highway system throughout Alaska routes through many regions of natural history, unusual natural beauty and historic significance. The Department of Highways' wood routed natural/historic feature information signs of 20 years ago have all but disappeared. The opportunity for enrichment of the traveler's visiting experience can be greatly enhanced through a planned system of highway interpretation.

Project: CHENA RIVER STATE RECREATION AREA

Location: 30 miles east of Fairbanks

Senate District: J-K

House District: 18-21

Amount: \$200,000

Description: Construct trailhead parking improvements in three areas, including parking sites, loading ramp, toilet, well and information boards; install interpretive station, directional and informational signing; construct three trail shelters on the Granite Tors and Chena Dome trails, and one public use cabin on the river; construct a group use picnic shelter at 39-mile Campground; and, expand the shooting range at 36-mile, including new picnic sites, road improvements, and an archery range.

Justification: This area, located just 30 miles from Fairbanks, is popular with residents and tourists alike. The Chena River is one of the best road-accessible grayling fisheries in the state.

Recreational activities are currently concentrated along the road-river corridor. These funds would provide necessary facilities to divert activities off the Chena Hot Springs thoroughfare and provide additional access points to the river and backcountry.

Improvements would provide access to popular ATV, snowmachine, dogmushing, hiking and horse trails on Colorado Creek, Four-mile Ridge, the South Fork and Angel Rocks.

The area is popular with the entire spectrum of users: boaters, hunters, trappers, fishermen, hikers, ATV riders, horse riders, campers, etc. The Division is attempting to satisfy the diverse recreational needs with orderly developments that do not overly favor any particular user groups.

Developments are planned to minimize impact on the scenic and resource values, yet maximize recreational opportunities for the 130,000 annual visitors (1987 figure).

ITEMIZED ESTIMATE

Construct trailhead improvements at three sites	\$105,00
Interpretive station and miscellaneous signing	8,000
Construct three trail shelters	33,000

Construct public use cabin	15,500
Construct 39-mile picnic shelter	19,500
Miscellaneous improvements to 36-mile shooting range	<u>19,000</u>
Total	\$200,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

Project: CHENA RIVER STATE RECREATION SITE

Location: within downtown Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$300,000

Description: Upgrade and pave the campground roads and campsites for better drainage and dust control; improve the access and drainage around the toilets and dump station; rehabilitate and landscape the group picnic area; upgrade the riverside nature trail for handicap access; establish five new campsites; replace deteriorated tables, benches and barbeques.

Justification: This site is probably the most popular summer recreation destination site in Fairbanks with 80,000 visits in 1987. Nearly every tourist that camps in Fairbanks stays in Chena River SRS because of its close proximity to downtown, the university and shopping areas. It is also popular for residents' weekend and river-oriented activities. These funds will give deteriorating areas a facelift.

ITEMIZED ESTIMATE

Upgrade and pave roads	\$165,700
Landscaping and drainage improvements	32,400
Upgrade trail	28,600
Construct five campsites	12,500
Replace tables, benches and barbeques	<u>60,800</u>
Total	\$300,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

March 1989

Project: CHENA HOT SPRINGS WINTER TRAIL

Location: 30 miles east of Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$50,000

Description: Continue work initiated with \$50.0 grant which explored the feasibility of developing this historic sled road as a public recreational corridor between Fairbanks and Chena Hot Springs. Continue field surveys, platting, easement negotiations with private and government properties crossed by the trail; adjudication/assertion of RS 2477 status initiated as necessary. Public meetings on the progress and feasibility of the project will be conducted, and trail markings and improvements (brushing, widening, rerouting) will be initiated on "accepted" portion of the trail.

Justification: The Chena Hot Springs Winter Trail (historic sled road) is very important for winter tourism and recreational use in the Fairbanks area. Portions of the route are used by: sled dog racers such as the Yukon Quest, Angel Creek 125, Two Rivers Classic; various snowmachine and ski events; numerous individual mushers, skiers, horse riders, and snowmachiners. The trail needs to be established and recognized as an entire public recreation corridor and its future development planned.

March 1989

Project: ANCHOR RIVER STATE RECREATION AREA AND  
BING'S LANDING STATE RECREATION SITE IMPROVEMENTS

Location: Homer, Sterling

Senate District: D

House District: 5

Amount: \$653,500

Description: This project would provide long overdue facility improvements to the popular Anchor River State Recreation Area. Existing facilities are heavily used and have deteriorated to the point that annual maintenance cannot keep pace. Restoration of the existing facilities and construction of new and expanded parking for both day-use and overnight use would be accomplished. Also, a new 20-unit campground would be constructed at Bing's Landing State Recreation Site to accommodate sport fish campers.

Justification: The Anchor River SRA receives tremendous fish pressure and experiences perhaps the longest use season of all the public fishing access sites in Southcentral Alaska. Appropriations for visitor facilities in recent years have fallen far too short to maintain this as a quality site. These funds would accomplish a major reconstruction and expansion of the site. The Bing's Landing fishing access parking lot at the boat ramp is continuously filled beyond capacity. Overnight camping occurs at the parking lot which significantly decreases the parking availability for day-use sport fishing. A 20-unit campground would provide the overnight camping opportunity needed at this site.

ITEMIZED ESTIMATE

Anchor River State Recreation Area	
Upgrade and expand existing parking units	\$101,200
Upgrade and expand existing camping units	198,000
Upgrade and expand fishing access trails	20,400
Replace park furniture items	27,400
Install new signs	3,000
	<u>350,000</u>
	Total estimated cost
Bing's Landing Campground	
20 camping units	\$125,000
Campground road	118,000
1 double vaulted toilet	23,500
1 water well	12,500
Signs	3,000
Trail to river	21,500
	<u>303,500</u>
	Total estimated cost
	<u>\$653,500</u>
	TOTAL
	\$653,500

Above figures include: site design  
construction plans  
contract document preparation  
project management  
contingency

March 1989

Project: FINGER LAKE STATE RECREATION SITE

Location: 6 miles west of Palmer, 7 miles east of Wasilla

Senate District: E

House District: 16

Amount: \$200,000

Description: A deplorable campground heavily impacted by overcrowding. This campground, located near Wasilla, demands immediate attention. More specifically, all internal roads, parking areas, camping and picnic sites, the boat launching ramp and the beach area must be repaired and/or upgraded. Improvements will reduce annual maintenance costs, improve public safety, provide for the physically impaired, protect degrading resources and increase camping fee revenues.

ITEMIZED ESTIMATE

Repair 41 each vehicle campsites	\$ 75,000
Remove and replace unserviceable boat ramp	33 00
Swim beach safety improvements	9,300
Replace one set illegal pit latrines with double vaulted toilet	24,500
Repair campground roads and parking	37,750
Repair trail system	15,000
Replace signs and bulletin boards and install kiosk	<u>5,000</u>
Total	\$200,000

Above figures include: site plan completion  
construction plan preparation  
engineering administration  
project management  
contingency

March 1989

Project: WILLOW CREEK STATE RECREATION AREA ROAD ACCESS

Location: Willow

Senate District: E

House District: 16

Amount: \$100,000

Description: The Willow Creek State Recreation Area was created by the 1987 Legislature. Minimal funds have been used by the Mat-Su Borough over several years for road construction. The area is very popular for accessing the Susitna River. This project will provide improvements to the existing road from the Parks Highway to the Susitna River. Future work will require construction of camping and parking facilities to provide basic services for the existing public use. Matching Dingle-Johnson Fish Restoration Funds may also be available for future fishing access development at the proposed Susitna River boat launch site.

ITEMIZED ESTIMATE

Two-way access road improvements	<u>\$100,000</u>
Total	\$100,000

Above figures include: site design  
construction plans  
contract document preparation  
project management  
contingency

March 1989

Project: EAGLE RIVER GREENBELT ACCESS

Location: Eagle River Valley

Senate District: 1

House District: 15

Amount: \$336,000

Description: Chugach State Park, located in Anchorage and Eagle River, is the state's gateway for visitors arriving in Alaska. The Eagle River Greenbelt provides tourists and residents with excellent opportunities for experiencing a nearby river environment. The river access points at Roop Road, the New Eagle River Bridge and the Eagle River Campground are all public sites with no improved facilities available. An Eagle River Greenbelt management plan is currently being developed and will be complete in May of 1989. This project reflects facility developments proposed in the management plan accommodating vehicle parking, public safety through interpretive signing, wildlife viewing and handicapped accessible trails, toilets and drinking water supplies.

ITEMIZED ESTIMATE

Vehicle parking lot and access roads	\$226,250
Boat launching	15,000
Picnic facilities	36,250
Drinking water and toilets	37,000
Dressing room	9,500
Interpretive kiosk and traffic/directional signs	<u>12,000</u>
Total	\$336,000

Above figures include: site design  
construction plans  
contract document preparation  
project management  
contingency

Project: EAGLE RIVER VISITOR CENTER IMPROVEMENTS

Location: 25 miles north of Anchorage on Eagle River Road

Senate District: 1

House District: 15

Amount: \$300,000

Description: The visitor center is in need of major foundation restoration. The logs of the building rest on shallow footings, the floors inside are warped and there is no basement. The existing structure would be raised to replace the sill logs, remove the shallow footings and to construct a full basement. The main floor would be reconstructed to provide for structural integrity and the worn carpet replaced. Staff offices would be moved to the basement increasing display room on the main floor. The existing interpretive displays would be improved to include an Iditarod Trail display.

Justification: The improvements greatly enhance the ability of the facility to meet visitor needs by adding needed storage area, space for volunteers to work and areas where interpretive exhibits can be planned and developed. The Eagle River Visitor Center continues to be one of Anchorage's major tourist attractions. One-half the tourists visiting the Anchorage/Eagle River area also visit the Eagle River Visitor Center. The center is operated by park volunteers which minimized the impact of its operation on the state's operating budget while providing a highly visitable and high quality visitor attraction in the Anchorage area.

ITEMIZED ESTIMATE

Raise/lower structure and install basement foundation	\$118,375
Replace rotten sill logs	20,625
Replace existing substandard floor	32,750
Install new carpeting	21,300
Install new entryway	3,750
Wall surface repairs	9,900
Install new staff offices in basement	35,000
Relocate furnace room and upgrade heating system	22,000
Site grading	3,450

Install new interpretation displays 33,000

Total \$300,150

Say \$300,000

Above figures include:      construction plan preparation  
   project management  
   engineering administration  
   contingency

Project: TURNAGAIN ARM SCENIC CORRIDOR IMPROVEMENTS

Location: Anchorage

Senate District: E-1

House District: 7-15

Amount: \$150,000

Description: Provide interpretation kiosks and signs at selected sites along the Seward Highway adjacent to Turnagin Arm. Included also would be new programs for the radio transmitters previously installed and rest stops and interpretation signs along the pathway from Indian to Bird.

Justification: The drive along Turnagin Arm Scenic corridor is breathtaking. There are numerous natural and historic features to interpret which would enhance the experience of travelers and be a major contribution to tourism in Alaska. Interpretive kiosks were constructed at Beluga Point several years ago. This site has been very well received. Similar displays can be installed at other sites such as McHugh Creek, Falls Creek and Rainbow Creek. Bicyclists and hikers would enjoy pull outs along the pathway which would serve as both rest stops and interpretive stops. Presently no such facilities exist.

ITEMIZED ESTIMATE

Interpretive kiosk structures	37,000
Interpretation Panels for kiosks (includes design & artwork)	46,500
Other interpretation signs	5,000
Pullouts/Reststops along pathway	27,500
Interpretive kiosk & panels along pathway	12,000
Radio Interpretive Programs	<u>22,000</u>
Estimated Cost	\$150,000

Project: CHUGACH STATE PARK SAFE DRINKING WATER SUPPLIES AND TOILET

Location: Anchorage, Turnagain Arm, Eklutna

Senate District: E-1

House District: 7-15

Amount: \$100,000

Description: DEC regulations and building codes require safe drinking water supplies and sanitary restrooms in park units. These facilities eliminate contamination and protect public health and safety. Critically needed in this area to meet the states obligation are 4 drinking water systems and one handi-capped accessible toilet to replace an old non-handicapped accessible unit.

ITEMIZED ESTIMATE

PUBLIC TOILETS

1 each double vaulted toilet at \$24,500 each Upper Huffman (Susitna View)	<u>\$ 24,500</u>
Subtotal	\$ 24,500

PUBLIC DRINKING WATER SYSTEMS

2 wells with handpumps at \$13,500 each (deeper than average) Prospect Heights Trailhead Susitna View Trailhead (Upper Huffman)	\$ 27,000
Eklutna Lake pressurized system	42,000
Potter Section House Water System Repair	<u>6,500</u>
Subtotal	\$ 75,500
Total	\$100,000

Project: TOILSOME DRIVE BY-PASS ROAD DESIGN

Location: Anchorage

Senate Districts: 7-15

House Districts: E-1

Amount: \$75,000

Description: Conduct soils analysis and route location study for rerouting a portion of Toilsome Drive. Prepare design plans to include grading and drainage. Prepare specifications and estimates.

Justification: Toilsome Drive leads from Upper Huffman to Glen Alps at the base of Flattop Mountain. The Glen Alps Trailhead is the most popular trailhead on the hillside. A portion of Toilsome Drive contains a very sharp switch-back curve and steep grades. Rerouting would be beneficial to the public by improving safety and winter access.

March 1989

Project: SOUTH ANCHORAGE HILLSIDE STATE PARK ACCESS DEVELOPMENT

Location: Anchorage

Senate District: F

House District: 8

Amount: \$367,500

Description: Funding for this project would provide improvements of two state park access sites on the South Anchorage Hillside. At Glen Alps the existing 80 unit parking lot would be expanded to 120 units, a new loop trail section, handrailing and benches would be added to the Anchorage View Trail for the elderly and physically disabled and six interpretation panels, a weather/wind shelter and a double vaulted toilet would be added to the Anchorage viewing area. Presently \$79,000 is available to begin this work but is insufficient to implement the full expansion. An additional \$315,500 is needed for this site.

At Upper Huffman two small picnic shelters, picnic sites and an additional single vaulted toilet would be developed and installed.

Justification: The Glen Alps trailhead is the most frequently visited trailhead in Chugach State Park. Expanded parking and visitor amenities, such as the wind screen and trail improvements to the Anchorage View Trail are necessary to accommodate the heavy visitation.

The Upper Huffman trailhead, located a short distance downhill from the Glen Alps trailhead, receives heavy use during winter months and lighter use during the summer. Improvements are needed at Upper Huffman to enhance summer use there and reduce impacts on Glen Alps.

ITEMIZED ESTIMATE

Glen Alps Access

Expand existing parking facility	\$154,400*
Double vaulted toilet	24,500
Directional signs	5,000
Develop and install 6 interpretation panels	31,000
Hillside trail improvements	31,500

Install handrailing and benches along the accessible Anchorage View Trail	21,600
Handicapped accessible trails - complete loop trail	30,000
Anchorage View Area weather/wind shelter	<u>17,500</u>
Subtotal	\$315,500

\*Approximately \$79,000 is presently available. This additional \$154,400 will fully implement the designed expansion plan.

Upper Huffman Access

Directional signs	\$ 1,300
Picnic facilities	13,000
Picnic shelters - 2 each	19,850
Additional single vaulted toilet	<u>17,850</u>
Subtotal	\$ 52,000
TOTAL	\$367,500

# Kay Brown

## Alaska State Legislature House of Representatives

TO: House Resources Committee Members

FROM: Representative Kay Brown

DATE: April 5, 1989 *Kay*

RE: House Bill 209, Railbelt Tourism/Recreation Projects

House Bill 209 funds tourism and recreation-related projects in the Railbelt. The \$6 million would fund projects in the Anchorage area, Interior, Mat-su Valley, and Kenai Peninsula. Half involve rehabilitation of and improvements in state parks; the other half include such things as historical preservation grants, predevelopment funds for the Native Cultural Center, road improvements for Hatcher Pass development, and tourist facilities at state hatcheries.

The source of funding for these Railbelt projects is the Railbelt Energy Fund. It is my belief that tourism is a growth industry, and that it is an appropriate governmental role to help provide the infrastructure for such development. It is also my belief that the Railbelt Energy Fund will have more beneficial impacts on the economy of the Railbelt if it's used for economic development, including the infrastructure necessary for a healthy tourism industry, instead of being restricted to energy projects. It's my desire to see the Railbelt Energy Fund spent in the Railbelt on projects of the highest priority, which meet the greatest need, and which deliver the most benefits to our constituents.

The criteria for the projects included in HB 209 are similar to those used for last year's jobs bill. All projects are ready to go, carry minimal or no continuing costs for the state, and provide direct economic benefits to the tourism industry without competing with private enterprise. Many also leverage non-state funds. These projects will stimulate the economy in the short term while also making a significant long-term investment in Alaska's tourism and recreation industry.

The Governor's bill to appropriate \$152 million of the Railbelt Energy Fund (HB 227) includes all of the projects in HB 209 except for those in sections 8 and 9 (Alaskaland), 24 (Aviation Heritage Museum), and 26 (Native Cultural Center). HB 227 is presently in a Finance Committee subcommittee.

Section **REGION-WIDE**

1	DNR Historic Preservation Grants	100.0
3	DNR Highway Interpretive Sign Program	100.0
2	Alaska Conservation Corps	150.0
	<b>Subtotal</b>	<b>350.0</b>

**ANCHORAGE/EAGLE RIVER**

17	Eagle River Greenbelt Access	336.0
18	Eagle River Visitor Center	300.0
19	Turnagain Arm Scenic Corridor	150.0
20	Chugach State Park Safe Drinking Water	100.0
21	Toilsome Drive By-Pass Road Design	75.0
22	Chugach Forest - Challenge Cost Share Projects	100.0
23	Anchorage Stream Rehabilitation	200.0
24	Aviation Heritage Museum	100.0
25	Ft. Richardson Hatchery	25.0
25	Elmendorf Hatchery	37.2
29	Glen Alps Access	315.5
26	Native Cultural Center	500.0
27	Government Hill Port Overview Park	20.0
28	Ship Creek Overlook Park	300.0
29	Upper Huffman Access	52.0
	<b>Subtotal</b>	<b>2,610.7</b>

**INTERIOR**

4	Chena River State Rec Area	200.0
5	Chena River State Rec Site	300.0
6	Chena Hot Springs Winter Trail	50.0
7	Historic Preservation/Riverboat Nenana	250.0
8	Alaskaland Amphitheater	15.0
9	Alaskaland Enhancements	185.0
	<b>Subtotal</b>	<b>1,000.0</b>

**MAT-SU VALLEY**

15	Finger Lake State Rec Site	200.0
16	Willow Creek State Rec Area	100.0
25	Big Lake Hatchery	25.2
14	Hatcher Pass Public Use Area	700.0
	<b>Subtotal</b>	<b>1,025.2</b>

<b>KENAI PENNINSULA</b>
-------------------------

10	Kenai Peninsula Sport Fish Access	653.5
25	Crooked Creek Hatchery	22.0
11	Homer/Kachernak Visitor Center	114.0
12	Old Town (Kenai) Viewing Area	95.0
13	Kenai River Boat Ramp/Parking Area	137.5

<b>Subtotal</b>	1,022.0
-----------------	---------

<b>GRAND TOTAL</b>	<b>6,007.9</b>
--------------------	----------------

Section 1

Project: Historic Preservation Grants

Location: Throughout Railbelt

Amount: \$100,000

Description: See attached material

January 31, 1989

Project: DNR HISTORIC PRESERVATION GRANTS

Location: Statewide (Anchorage office)

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: Grants funds will be used for maintenance, restoration and rehabilitation of historic sites. There are a great many historic properties in need of repair and maintenance if they are to be saved from deterioration and preserved. Rehabilitation work is labor intensive and creates local jobs. Materials used in rehabilitation work are available and purchased in the local community. The grants will be distributed throughout the state.

Justification: Historic properties are an important part of local communities and the state. As part of the tourism industry, they are visitor destinations. Revitalized downtowns and older neighborhoods and adaptive reuse of historic properties can provide new business opportunities and increase property values. They are part of our heritage that needs to be preserved. There are hundreds of historic sites in Alaska eligible for these funds. The grants will be administered by the Department of Natural Resources under AS41.35.040. A grants program is already in place so the funds can be distributed quickly.

Section 2

Project: Alaska Conservation Corps

Location: Throughout Railbelt

Amount: \$150,000

Description: See attached material

January 31, 1989

Project: ALASKA CONSERVATION CORPS

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$150,000

Description: This project would provide funds for park improvements by Alaska Conservation Corps employees. Approximately 40 Alaskans would work 12 weeks on ACC crews across the state.

This job-oriented program would accomplish varied tasks such as construction and maintenance of trails, brushing of roadsides, facility maintenance, including refurbishing tables, barrier posts, guardrails, toilets, and shelters; landscaping use areas or correcting and rehabilitating erosional problems.

Justification: This work-oriented program provides an excellent opportunity for Alaskans to gain valuable outdoor and construction skills, as well as develop valuable work ethics. The labor intensive products provided to the public by ACC crews are less costly than contracting for these services.

Section 3

Project: Highway Interpretive Signs

Location: Throughout Railbelt

Amount: \$100,000

Description: See attached material

January 31, 1989

Project: DNR/HIGHWAY INTERPRETIVE SIGNS PROGRAM

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: The highway interpretive sign program would provide roadside interpretation of natural and cultural features along the states highway system. The product would be attractive, well design interpretive signs at already popular pull-outs.

Justification: The highway system throughout Alaska routes through many regions of natural history, unusual natural beauty and historic significance. The Department of Highways' wood routed natural/historic feature information signs of 20 years ago have all but disappeared. The opportunity for enrichment of the traveler's visiting experience can be greatly enhanced through a planned system of highway interpretation.

Section 4

Project: Chena River State Rec Area

Location: East of Fairbanks

Amount: \$200,000

Description: See attached material

January 31, 1989

Project: CHENA RIVER STATE RECREATION AREA

Location: 30 miles east of Fairbanks

Senate District: J-K

House District: 18-21

Amount: \$200,000

Description: Construct trailhead parking improvements in three areas, including parking sites, loading ramp, toilet, well and information boards; install interpretive station, directional and informational signing; construct three trail shelters on the Granite Tors and Chena Dome trails, and one public use cabin on the river; construct a group use picnic shelter at 39-mile Campground; and, expand the shooting range at 36-mile, including new picnic sites, road improvements, and an archery range.

Justification: This area, located just 30 miles from Fairbanks, is popular with residents and tourists alike. The Chena River is one of the best road-accessible grayling fisheries in the state.

Recreational activities are currently concentrated along the road-river corridor. These funds would provide necessary facilities to divert activities off the Chena Hot Springs thoroughfare and provide additional access points to the river and backcountry.

Improvements would provide access to popular ATV, snowmachine, dogmushing, hiking and horse trails on Colorado Creek, Four-mile Ridge, the South Fork and Angel Rocks.

The area is popular with the entire spectrum of users: boaters, hunters, trappers, fishermen, hikers, ATV riders, horse riders, campers, etc. The Division is attempting to satisfy the diverse recreational needs with orderly developments that do not overly favor any particular user groups.

Developments are planned to minimize impact on the scenic and resource values, yet maximize recreational opportunities for the 130,000 annual visitors (1987 figure).

ITEMIZED ESTIMATE

Construct trailhead improvements at three sites	\$105,00
Interpretive station and miscellaneous signing	8,000
Construct three trail shelters	33,000

Construct public use cabin	15,500
Construct 39-mile picnic shelter	19,500
Miscellaneous improvements to 36-mile shooting range	<u>19,000</u>
Total	\$200,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

Section 5

Project: Chena River State Rec Site

Location: Fairbanks

Amount: \$300,000

Description: See attached material

January 31, 1989

Project: CHENA RIVER STATE RECREATION SITE

Location: within downtown Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$300,000

Description: Upgrade and pave the campground roads and campsites for better drainage and dust control; improve the access and drainage around the toilets and dump station; rehabilitate and landscape the group picnic area; upgrade the riverside nature trail for handicap access; establish five new campsites; replace deteriorated tables, benches and barbeques.

Justification: This site is probably the most popular summer recreation destination site in Fairbanks with 80,000 visits in 1987. Nearly every tourist that camps in Fairbanks stays in Chena River SRS because of its close proximity to downtown, the university and shopping areas. It is also popular for residents' weekend and river-oriented activities. These funds will give deteriorating areas a facelift.

ITEMIZED ESTIMATE

Upgrade and pave roads	\$165,700
Landscaping and drainage improvements	32,400
Upgrade trail	28,600
Construct five campsites	12,500
Replace tables, benches and barbeques	<u>60,800</u>
Total	\$300,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

Section 6

Project: Chena Hot Springs Winter Trail

Location: East of Fairbanks

Amount: \$50,000

Description: See attached material

January 31, 1989

Project: CHENA HOT SPRINGS WINTER TRAIL

Location: 30 miles east of Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$50,000

Description: Continue work initiated with \$50.0 grant which explored the feasibility of developing this historic sled road as a public recreational corridor between Fairbanks and Chena Hot Springs. Continue field surveys, platting, easement negotiations with private and government properties crossed by the trail; adjudication/assertion of RS 2477 status initiated as necessary. Public meetings on the progress and feasibility of the project will be conducted, and trail markings and improvements (brushing, widening, rerouting) will be initiated on "accepted" portion of the trail.

Justification: The Chena Hot Springs Winter Trail (historic sled road) is very important for winter tourism and recreational use in the Fairbanks area. Portions of the route are used by: sled dog racers such as the Yukon Quest, Angel Creek 125, Two Rivers Classic; various snowmachine and ski events; numerous individual mushers, skiers, horse riders, and snowmachiners. The trail needs to be established and recognized as an entire public recreation corridor and its future development planned.

Section 7

Project: Riverboat Nenana

Location: Fairbanks

Amount: \$250,000

Description: See attached material

Project #21: RIVERBOAT NENANA GRANT

Location: City of Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$250,000

Description: Grant funds for the restoration and preservation of the Riverboat Nenana will enable work to continue on one of the major visitor attractions in Fairbanks. The restoration work will follow the restoration plans prepared by a maritime engineering company. The work will be labor intensive. Materials will be purchased locally. The funds will be appropriated to the Department of Natural Resources for payment as a grant under AS 37.05.316 to the Fairbanks Historic Preservation Foundation.

Justification: The Riverboat Nenana, which is listed on the National Register of Historic Places, is the last steamboat to offer passenger service in Alaska. It is the major attraction at Alaskaland, an important visitor destination in Fairbanks. For many years the community of Fairbanks has been active with the restoration of the Riverboat through volunteer support and donations. In the past, federal and local funds have been used to stabilize and begin restoration on the steamboat. This grant will allow the long-term restoration work to continue.



RIVERBOAT NENANA

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

755 8th AVENUE  
FAIRBANKS, ALASKA 99701  
(907) 452-7295

DIRECTORS

- JOHN D WILLIAMS  
Chairman
- JOSEPH JACKOVICH  
Vice Chairman
- JONATHAN LINK  
Treasurer
- JANET MATHESON  
Secretary
- JIM BINKLEY
- MARY HAJDUKOVICH
- BASIL HEDRICK
- RAY KOHLER
- KENNETH MURRAY
- STEPHEN SANDERS
- ASSOCIATES
- TIMOTHY AMES
- RENEE BLAHLTA
- BRYAN F BORJESSON
- RUTH BURNETT
- JOHN BUTROVICH JR
- JACK COGHILL  
Alaska State Senate
- MIKE COOK
- STEVE COWPER  
Governor of Alaska
- DERRINGER
- MARY JANE FATE
- HARD FRANK
- J GIBSON
- JAMES HAGE
- JANE HAIGH
- AL JOHN
- ELIZABETH KEATING
- SHEILA KHERA
- WILLIAM J KING
- JACK KUTZ
- HOWARD LUKE
- MELINDA MATTSO
- REV FRANK MCGUIGHAN SJ
- FRANK MURAWSKI  
United States Senate
- PIONEERS OF ALASKA  
Iglou No 4
- PIONEERS OF ALASKA AUXILIARY  
Iglou No 8
- BILL ROBERTSON
- BRICE STEPHENSON
- TED STEVENS  
United States Senate
- CATHERINE STEVENS
- WM G STROECKER
- UNIVERSITY PARK SCHOOL  
THIRD GRADE CLASSES  
Teachers: Barbara Lee  
Cindy Aguilera  
Joanne Mihm
- FRANK TERPIN  
Pres & CEO Alaska Railroad
- G Y A Van DUREN
- VIRGIN
- LE VIRGIN
- WILLIAM R WOOD
- IN WELBROLD
- YOUNG  
United States Congress

January 12, 1989

Representative Mark Boyer  
119 N. Cushman St. Suite 203  
Fairbanks, AK 99701

RE: GRANT REQUEST  
SS "Nenana" Restoration  
Harding Car "Denali" Historic Display

*Mark*  
Dear ~~Mark~~:

For the past two years the Fairbanks Historical Preservation Foundation has been active in restoring the above referenced artifacts. Our progress during this short period has been excellent. The "Denali" restoration with the exception of a planned outside historical display structure, was completed in May of 1988, and work is continuing with good progress on the "Nenana".

None of these accomplishments could have been possible without the combined participation of the State of Alaska, local City and Borough governments and the Fairbanks Community. Similarly, the continuance of this combined support is absolutely necessary to successfully complete these most important - especially the "Nenana"-restoration projects.

Accordingly, we are requesting the support of yourself and the Interior Delegation in implementing legislation to secure for the Fairbanks Historical Preservation Foundation a State grant in the amount of \$420,000.00 for fiscal 1989.

To support our request, I have included documentation which will describe more specifically project(s) status, costs, and, perhaps most importantly, how available funds have been leveraged through community support to realize very favorable cost-to-value expenditures.

Representative Mark Boyer  
Letter of 1/12/89  
Page 2

Additionally, we would request the following conditions to apply to any grant award:

- 1) That the Fairbanks Historical Preservation Foundation be accorded direct-recipient grant status as:
  - a) The Foundation is in leasehold control of the artifacts for 25 years - Lease copy included.
  - b) The Foundation has since January 1, 1988, engaged the CPA firm of Kohler-Obendorf Co., to manage the foundation accounts. This firm is well acquainted with the State regulations governing grant accounting procedures and has satisfactorily demonstrated this by its management and reporting of our 1988 State grant of \$125,000.00.
  - c) The Foundation wishes to avoid the 14.1% administration fee charged by the Fairbanks North Star Borough for (pass through) grant management which is, for the most part, unnecessary due to the work done by Kohler-Obendorf.

2) That any grant to FHPF be unrestricted except in terms of it's application solely to the designated projects.

I know that you endorse and appreciate our work and are well aware of it's economic as well as historic importance. Please accept the heartfelt thanks of the Foundation for any assistance you are able to provide. Please do not hesitate to contact me if you should require any additional information.

Very truly yours,

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

*Toni*

\_\_\_\_\_  
Toni Gibson, Director

TG/klr

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

DATE: January 9, 1989

TO: Representative Mark Boyer and The Interior Delegation

SUBJECT: Request for 1989 Alaska State Grant

AMOUNT: \$420,000.00

PURPOSE: Continued Restoration of the SS "Nenana" - \$391,094.00  
Harding Car "Denali" Outside Historic  
Display Structure 28,000.00

TOTAL \$419,094.00  
Rounded To 420,000.00

LOCATION:

Fairbanks, Alaska at Alaskaland

GRANT CONDITIONS REQUESTED:

- 1) Direct Rec
- 2) Unrestrict

## FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

### ORGANIZATIONAL AND PROJECT SUMMARY

#### INTRODUCTION

The complete, authentic, restoration of the SS "Nenana" is unquestionably the most important historic restoration project currently under way in Alaska. It is also one of the most important maritime projects in the United States.

The remarkable contribution of the steam-powered riverboats to the development of our country is a matter of record; yet, of the thousands of wooden-hulled side and sternwheel vessels once in service throughout the nation, only a few have been preserved; and of these, the "Nenana" is unique. She is the only wooden hull, steam driven, overnight passenger sternwheel vessel, as typified by Mark Twain, remaining in the United States.

Formal national recognition of the "Nenana's" importance was accorded when the National Landmark Advisory Board unanimously approved her nomination to the Secretary of the Interior for National Landmark status in October of 1988.

This recognition by the Advisory Board culminated many months of effort by the FHPF. Especially rewarding is that, of over 56,000 places listed on the National Register for Historic Places, only 1800 have been accorded Landmark status - A critically selected 3%.

The ramifications of the "Nenana" as a National Landmark are not limited to her value as an important reminder of our heritage. As a major attraction to visitors, her contribution to

the community, in terms of tourist revenue, will be substantial for, conceivably, hundreds of years. When restored, she will be a source of great community pride and will provide the incentive for continuing historic restoration and revitalization at Alaskaland and throughout the community.

The FHPF is committed to this concept. By preserving our history we preserve and increase our pride in ourselves and our community. We will add to our well-being and independence by capitalizing on our heritage and greatly expanding the stable visitor-tourist industry to the benefit of all.

#### BACKGROUND AND PURPOSE

The FHPF was formed in March, 1987 expressly, as stated in the Articles of Incorporation, "to preserve for posterity the structures and sites of historic, cultural, architectural, geographic and archaeological significance located in the Fairbanks North Star Borough."

Subsequent (and frequent) Board meetings resulted in the adoption of By-laws, Articles and operational policies suitable for a public, non-profit corporation.

Non-profit corporation status was granted by the State of Alaska on November 3, 1987 and the IRS designation as a tax exempt corporation under Section 501(c)(3) was approved on January 7, 1988.

## PROJECTS

### "DENALI" RESTORATION - THE FIRST PROJECT

Restoration of the luxury Pullman observation car "Denali", A/K/A "The Harding Car", began in June, 1987 with \$43,784.69 of excess State grant funds held by the City of Fairbanks. The City requested a grant designation change to apply the funds to the "Denali".

At this point it is appropriate to acknowledge the efforts of the Pioneers of Alaska, Igloo #4 and Auxillary #8. The participation of the Pioneers made this project possible.

Originally, the money was to be used to raise, rejoin and construct a concrete foundation under the historic "Kitty Hensley House", at Alaskaland. The Pioneers, aware that the grant designated for that purpose could be freed for use elsewhere at Alaskaland, undertook the project in May, 1987; and, using their own resources, completed it in September.

The restoration of the "Denali" continued throughout the remainder of 1987. The project was completed and rededicated to the people of Alaska on Memorial Day of 1988.

The total project cost was \$66,481.97; the value of the work accomplished has been estimated by a restoration architect to be in excess of \$300,000.00.

### THE "NENANA" RESTORATION - THE SECOND PROJECT

Planning for the restoration of the "Nenana" began in September, 1987 when the Foundation engaged the services of Mr. Jack Kutz, Marine Consultant, of Seattle. Mr. Kutz is highly credentialed and has been working for the City of Fairbanks intermittently since 1980 to complete the relocation and placement of the vessel upon a permanent concrete grid foundation.

Mr. Kutz began a complete resurvey of the "Nenana" and by October, had prepared guidance specifications and a cost estimate for restoration.

Work began immediately on the bow, which, due to extremely severe dry rot, was in imminent danger of separating from the main body, and consequently was the highest priority and most critical part of the entire restoration.

Using contributed labor and materials, the forebody was levered and jacked into its original configuration and stabilized with shoring for the winter.

In the spring of 1988, with funds raised from the private sector and a \$125,000 State Grant, the complete restructuring of the forebody began. This included replacement of frames, shelf timbers, winch support structure, deck beams, subdecking and finish decking. In addition, that portion of the temporary roof covering the bow, (installed in 1983), was removed and all deck hardware was sandblasted, cleaned and repainted.

This phase of restoration was completed on October 1, 1988. The total cost was \$60,917.63, excluding in-kind contributions totaling \$58,765.12. The estimated contracted value is \$189,375.00.

Additional work done on the "Nenana" in 1988 includes:

- 1) Asbestos removal - Cost \$12,896.03 - estimated value \$100,000.00.
- 2) Removal of kitchen, bathrooms, bar, wall panelling, flooring, plumbing, electrical, heating units, electric dumbwaiter and other miscellany from the Saloon and Texas decks.. Cost - \$21,897.71; Estimated value \$37,050.00.

The total estimated cost of the "Nenana" restoration is \$1,500,000.00, excluding furnishings. Completion of the project is difficult to estimate due to the highly specialized-labor intensive nature of the work; however, the FHPF has targeted May of 1992 as the completion date and feels that this can be realized, but only with continued State and community support.

#### FHPF AND COMMUNITY PARTICIPATION - A WORKING PARTNERSHIP

The Board of Directors has long understood that the support of the community is crucial to the successful completion of the FHPF's restoration projects. Solicitation of this support is on the basis of: community benefit, community ownership of the artifacts and, most important, community pride in its accomplishments. A few major examples of this spirit of cooperation are:

1) The Pioneers of Alaska, Igloo #5 and Auxillary #8 - the completion of the "Kitty Hensley" project and additional cash contributions to the "Nenana" project totaling \$39,500.00.

2) The Fairbanks North Star Borough has given a very favorable long term (25 yr.) lease to the Foundation for the "Denali", the "Nenana" and Tanana Valley RR Engine #1 (scheduled for complete restoration at a later date).

3) The City of Fairbanks- In 1988 granted \$20,000 of its discretionary bed tax revenue to the Foundation for the "Denali" and the "Nenana".

4) Other firms, individuals and service groups who have contributed cash, labor, services and material, number over 75. The total contributions for 1988 are: cash - \$47,897.20; In Kind - \$97,308.06; private sector participation totals \$145,205.26.

BUDGET PROJECTION

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

HARDING CAR "DENALI" AND SS "NENANA" RESTORATION PROJECTS

"NENANA" RESTORATION

A listing of projects/priorities, estimated (budgeted) costs, actual costs, including payroll taxes and insurance, and estimated contracted value (completed projects only). Contributions in-kind are not included here.

\* = Budget Totals for Projects - Fiscal 1989 \$420,000

ECV = Estimated Contracted Value

FIP = Funding in-place

SECTION I. EXTERIOR AND GENERAL RESTORATION/RECONSTRUCTION

	<u>PROJECT</u>	<u>COSTS</u>			<u>STATUS</u>
		<u>Budget</u>	<u>Actual</u>	<u>ECV</u>	
1.	Forebody Hull Recovery Project A: Priority 1-A	\$ 6,288	\$ 5,622.88	\$ 12,500	100%
2.	Forebody Framing/Deck Restoration Project A: Priority 1-B	65,020	60,917.63	189.375	100%
3.	Forebody Hull Planking Project B: Priority 3	81,250			1990
4.	Cargo Deck Sides Project B: Priority 1-B Additional: Caulking	63,308 6,250			* *
5.	Sternwheel Timbers Project C: Priority 1-A	14,000			*
6.	Spars, Hogging Posts, Rods Project D: Priority 1-B	2,500			1990
7.	Texas Deck & Pilothouse Deck Covers Project E: Priority 2	31,188			*



	<u>PROJECT</u>	<u>COSTS</u>			<u>STATUS</u>
		<u>Budget</u>	<u>Actual</u>	<u>ECV</u>	
8.	Boat Deck Cover Project F: Priority 2	29,975			*
9.	Saloon Deck (Ext.) Cover Project G: Priority 2	14,269			*
10.	Saloon Deck (Int.) Cover Project H: Priority 3	29,359			*
11.	Texas Deck House Sides Project I: Priority 2	14,500			*
12.	Hold Areas Blocking Project J: Priority 3	4,250			*
13.	Asbestos Removal Project K: Priority	-0-	12,336.09	100,000	100%
	Paint Removal: Topside & Deckhouse Exterior Project L: Priority 1-B	60,625			*
15.	Misc. Rot Repair & Surface Preparation Project M: Priority 2	4,000			*
16.	Dress Ship (Exterior) Project N: Priority 2	13,980			*
17.	Temporary Roof Removal Project O: Priority 1-A	<u>15,000</u>	<u>1,212.36</u>		8% - FIP
	Section I Project Totals	\$445,662	\$80,088.96	301,875	

Section I Budget Totals - Fiscal 1989 \$285,704.00



"NENANA RESTORATION"

SECTION II: INTERIOR STRUCTURAL RESTORATION

	<u>PROJECT</u>	<u>COSTS</u>		<u>STATUS</u>
		<u>Budget</u>	<u>Actual</u>	
1.	Saloon Deck Removal Project A: Priority 3	31,800	19,293.39	60% - FIP
2.	Main Deck/VIP Room & Wheelhouse Removal	5,250		FIP
3.	Saloon Deck - Interior Structural Restoration Project C: Priority 3	<u>45,390</u>		*
	Section II Project Totals	\$ 82,440	19,293.39	
	Section II Budget 1989	45,390		

ADMINISTRATION EXPENSES

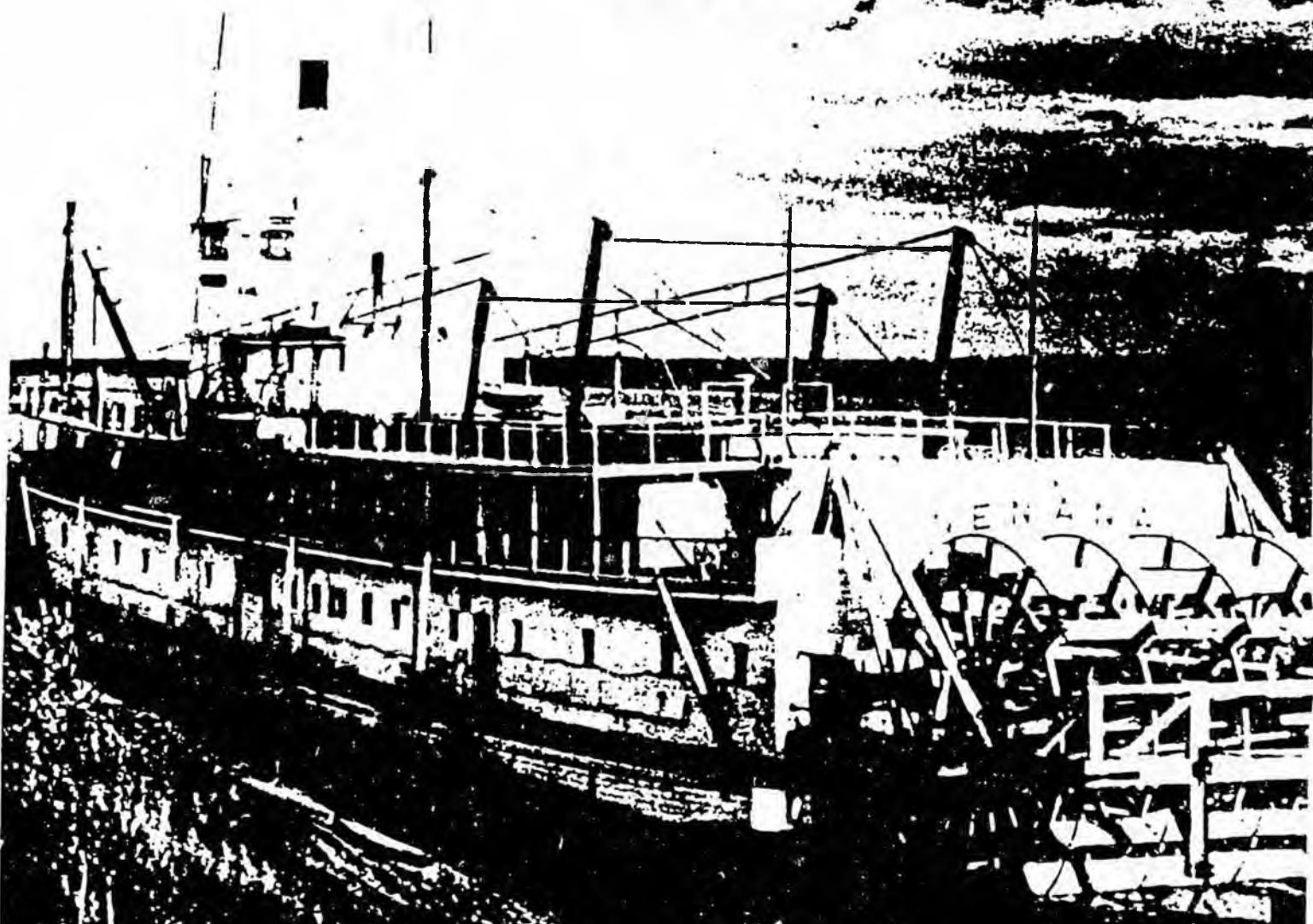
1988 -----	\$40,903.51
Less in-Kind-----	<19,539.52>
Actual Cost	\$21,363.99

ESTIMATED ADMINISTRATION EXPENSES

1989 ----- \$60,000 (Estimated)

"NENANA" Sec. I Budget 1989	285,704
"NENANA" Sec. II Budget 1989	45,390
"NENANA" Admin. Budget 1989	<u>60,000</u>

TOTAL PROJECTED BUDGET 1989                      \$391,094.00



The *Nebada* in service with the Alaska Railroad. The bogging system shows up well in this view. Charles Mayes Collection, UAF

# SAVING THE "NENANA"

**The sternwheeler *Nenana* played a vital role in recent Alaskan history and was the backbone of river transportation during the critical war years when she carried thousands of tons of priority cargo and GIs throughout the tricky inland waterways. For a time efforts had been made to save her from extinction, but once again uncertain politics, civic indifference and harsh economics threaten her future.**

**BY MARTIN P. WUBBOLD**

ALL PHOTOS BY THE AUTHOR UNLESS OTHERWISE CREDITED

**T**he discovery of gold in the far north created a situation where large numbers of people wanted access to some of the most remote locations in North America and then needed dependable transportation to maintain their existence there. When news of a new strike was heard, they wanted the ability to move quickly to the site of the next bonanza and to be able to take their equipment with them. This fell to the shallow draft sternwheel steamboat, large numbers of which saw service on the rivers of Alaska and northern Canada. They transported not only the food and clothing needed to survive, but all the essential commodities that the people who moved into the interior would need to create towns in the wilderness, mine its wealth, farm its rich soil and raise their families.

During the early days gold was the name of the game, but some foresighted individuals realized that fortunes could be made in ways besides mining for gold. Supplying the miners and prospectors money could be acquired under less rigorous circumstances. But, it took planning and it took capital, for these merchants had to be able to look ahead and have goods for sale all winter, and to be

able to pay for them well before they would be able to re-sell them. Often the demand would exceed the stock on hand and a community could very well find itself low on grub well before the first boat of the season was to arrive. The problem would be compounded if the very last boatload of goods was frozen in river ice before reaching its destination the preceding fall. This did occur and expeditions would be organized to find the boat and sled the cargo on to waiting customers. All in all though, the system worked well enough so that what may have started out as no more than a trading post or wood camp became a town, and in some cases, a city. Folks went from being Cheechakos, tenderfoot boomers, to Sourdoughs, the grizzled veterans of the north. It came to pass that more and more people were becoming dependent on the steamboats not just to aid them in their battle with gold fever, but to allow communities isolated by thousands of miles to stabilize and grow, even after the gold played out. The gold rush to the Canadian Klondike was over by 1900, even though sizable amounts of gold were to be produced for a long time thereafter.

Fairbanks hit its peak gold production

in 1909, and in communities throughout Alaska people were starting to leave for the southern states. This did not mean that the gold had all been taken, only that it was getting harder to get it out of the ground. World War I, combined with fewer jobs mining caused the population to fall, and with it, the need for the large numbers of boats that had been plying the rivers.

Dependence on the steamboat for everything brought into the interior created the general feeling that alternate routes had to be established. The primary trail that led to the coast, at the town of Valdez Alaska, was being improved from a winter sled trail to an all weather route and eventually was named the Richardson Highway, but it was pretty rough and it would be years before it could be considered even a basic roadway. The sternwheeler remained the preeminent mode of transportation. Shippers and passengers were at the mercy of the companies that operated the boats, as far as the freight rates were concerned, and as time went on there were fewer and fewer companies competing. In 1913 the two largest companies became involved in a rate war that saw the cost of shipping fall dramatically and that ended when the Alaska-Yukon Navigation Company bought out its main competitor, the Northern Navigation Company, including its ninety-six steamboats and barges. This led to an increase in shipping rates, as would be expected, but the A-Y N Company would not be able to escape the effects of their ultimate competitor, the United States Government.

In 1915 it was decided to start construction of a railroad from tidewater at Seward to Fairbanks, thus doing away with the long sea route to the mouth of the Yukon River and much of the long up river journey from there. For all those who needed freight shipped into the interior it sounded like a godsend. To those who owned and operated the boats it sounded like the death knell of their industry.

Section 8

Project: Alaskaland Amphitheater

Location: Fairbanks

Amount: \$15,000

Description: See attached material.

### Elements of the REDI project:

1) construction of an amphitheater to accommodate "The Athabaskan Experience". This will be a simple earthwork project, landscaped into the hill behind the Museum. The simple construction will preserve the natural outdoor character of the setting, enhancing the ~~active~~ feeling of these presentations.

2) re-locate the stream/ drainage ditch which now flows through the amphitheater area. This drainage runs from the Mining Valley in Alaska and on through the Village. It must be moved to accommodate the amphitheater.

3) Install fencing for admission control, so that the Village can be run on a business basis. This will be fencing with cedar slats for an attractive appearance, low enough to permit viewing into the Village and seeing the attractions to a sufficient degree to entice people to come in.

4) install a demonstration fishwheel. The fishwheel is a significant cultural element, interesting to tourists because of its uniqueness. Main Street Fairbanks is planning to install one in the downtown area, near the Cushman Street Bridge; we have discussed with them coordinating the narratives displayed with each wheel, so that tourists who visit both fishwheels will learn something new at each one -- so that the two complement each other, instead of duplicating.

5) construct a set for "The Athabaskan Experience".

6) install interpretive signs for the traditional Native buildings and for an "Aboriginal Plants Area" to be constructed in a joint project by Fairbanks Development Authority and FNA.

7) carry out code compliance work (especially wiring upgrade) identified by the Borough (see detail in budget back-up). Some of this has been identified by the Borough as life-safety work.

### Conclusion:

Several years ago, a private entrepreneur attempted to operate the Native Village. Under the existing circumstances, this proved impossible to do on a self-sustaining basis -- the buildings lack any interpretive narratives, the Museum collection is unbalanced (all Eskimo), and there is no conveying of the values and key aspects of the culture. This entrepreneur was forced to abandon the project part-way through the season.

Our project is different in offering a full vision of what the

# EARTH MOVERS OF FAIRBANKS, INC.

**GENERAL CONTRACTOR**

925 Aurora Drive  
Fairbanks, Alaska 99709-2197

BL. 035813  
REG. AA253

Phone (907) 456-5087  
(907) 452-5634  
Fax (907) 451-7632

RECEIVED FEB 10 1988

February 8, 1989

Fairbanks Native Association  
310 1st Avenue  
Fairbanks, Alaska 99701

Attention: Bob Keller

Gentlemen:

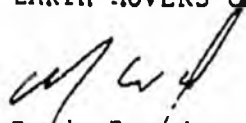
After inspection of the proposed amphitheater site at Alaskaland, we feel the following figures may be used for budgeting purposes:

Realignment of drainage ditch	10,000.00
Amphitheater construction	5,000.00

If you have any further questions, please do not hesitate to call the undersigned.

Sincerely,

EARTH MOVERS OF FAIRBANKS, INC.



Randy Brand  
Vice President

RWB/mj

**CDBG-REDI Application**

**SCHEDULE FOR PROJECT IMPLEMENTATION**

IDENTIFY THE TIME FRAMES FOR MAJOR ACTIVITIES AND EXPENDITURES AND COORDINATION OF NON-CDBG-REDI RESOURCES FOR THE PROJECT. FURTHER, THE APPLICANT MUST COMMIT TO ADHERE TO THE SCHEDULE. (REFER TO PAGE 30 OF HANDBOOK).

The Business Plan, enclosed later, shows the schedule of development and implementation for the program elements of the cultural enterprise. For the elements of the REDI grant, this timetable is foreseen:

**REDI Component:**

~~1. Prepare working drawings and coordinate with Parks Management (Mr. Bob Peterson, Alaska Land Manager)~~ (for "The Athabaskan Experience")

Steps:	Desired Time Frame:	Latest Time Frame:
a. Prepare working drawings and coordinate with Parks Management (Mr. Bob Peterson, Alaska Land Manager)	Early April	Early May
b. Obtain bids	Late April	Late May
c. Conduct earthwork	Mid May	Early June

**REDI Component:**

2. Install fence for access control.

Steps:	Desired Time Frame:	Latest Time Frame:
a. Prepare specifications and obtain bids.	Mid-April	Late April
b. Coordinate use of Fairbanks Correctional Center inmates on project	Mid-April	Early May
c. Installation	Mid-May	Mid-June

Section 9

Project: Alaskaland Enhancements

Location: Fairbanks

Amount: \$185,000

Description: See attached material.

## SUGGESTED ALASKALAND IMPROVEMENTS

1. New Marquee (Reader Board): Current reader board is antiquated and condemned by City and Borough as unsafe.  $\pm$  \$25,000 C.I.P. Submittal.
2. Restroom for R.V. Parking: Borough currently rents portable toilets to service R.V.'s. Costly and unsightly. New restroom facilities would save on annual general fund expenditures and be an added amenity for tourists. Hooked into City sewer.  $\pm$  \$75,000
3. Kitchen addition to Civic Center: Alaskaland Civic Center does not have full kitchen nor does C.A.C. A full kitchen would enhance our ability to host conventions/conferences and would directly increase Civic Center marketability.  $\pm$  \$125,000
4. Maintenance Building: Alaskaland currently has small maintenance shop that is inadequate for even current needs. New building could accommodate sign shop, vehicle/equipment repair, storage, and other maintenance projects. Submitted on C.I.P. list. Could be utilized as support shop for C.A.C.  $\pm$  \$300,000
5. Greenhouse: Small greenhouse for supply of departmental/divisional plant materials. The department currently expends \$5,000 annually to purchase plant materials. Substantial savings could be realized by growing flowers in greenhouse by staff. Small admission could be charged public for tour of greenhouse with staff to explain types of plants grown in Alaska.  $\pm$  \$30,000
6. Fitness Trail: Twelve station fitness trail to be designed and built in undeveloped area in rear of Alaskaland with access to Chena River bike path.  $\pm$  \$15,000

MARQUEE AND DIRECTORIES

The current parking lot Marquee for Alaskaland falls short of its intended function. It is poorly designed, underscaled and unattractively painted. The need to advertise the current and future events at Alaskaland to the passing traffic is recognized by the existence of this effort. However, its messages are difficult to see or read by the passing motorist. In order to correct this condition, drawing #5 in the Masterplan rendering depicts a conceptual drawing of a new Alaskaland Marquee. Drawing #2 of the Masterplan layouts shows the Marquee located in the parking lot with two optional executions. One shows a one-faced Marquee parallel to the road while the other shows the Marquee at right angles to the road in a two-sided configuration. The Marquee is supported by steel banded clustered logs encircled at its base by a log planter, tastefully landscaped. The central portion of the Marquee is an interior lighted translucent plexiglass marquee board that accepts a changeable letter format, such as a movie marquee. Capital letters from 8", 16" to 24" can be arranged on its billboard sized face. The entire unit is topped off by a black 1/2" formed plexiglass color reproduction of the Alaskaland logo. The entire effect commands attention from its mass and its prominent visibility. It is recommended that this conceptual design be conveyed to a selected number of sign producers in the Fairbanks area for the purpose of bidding, so that a contractor may be selected for its fabrication and erection.

While the Marquee will tell the passing public those events which are occurring or are planned for Alaskaland, there is also a need to inform the park visitor, in more detail, about current and future events on the park

MARQUEE AND DIRECTORIES (Con'd)

program. A diminutive version of the Marquee converted to a grounds directory, depicted in drawing #5, will provide this function. The grounds directory is conceived as a double-faced unit. At the top of the glassed-in face is a grounds map of Alaskaland showing the location of the visitor. In the bottom half of the face, there are three columns. The columns are designated "Today", "This Week", "This Month". Each column can accommodate an 8 1/2 by 11 piece of paper. On this paper are listed the day's activities with the last column listing all the activities of the month. This will enable the park staff to keep the public informed of Alaskaland's program with a minimum of effort at a minimum expense. All the work can be accomplished on a typewriter and the staff copy machine. It is recommended that five of these units be fabricated and located in the following areas:

1. Parking lot directly in front of main entrance to Bartlett Plaza
2. Gold Rush Town adjacent to the Amphitheatre Area
3. Felix Pedro Square adjacent to the Picnic Gazebo
4. Exploratorium adjacent to Front Entry
5. Entry to Mining Valley

These prominent locations will reach the highest percentage of the park visitors and give them a number of opportunities to be exposed to the events schedule of Alaskaland, as well as tell the unfamiliar visitor of his location relative to the park layout.

It is recommended that the same procurement procedure be applied to the grounds directory as described for the Marquee and that this item receive a high priority for early installation.

THE SIGN/GRAPHICS PROGRAM

Signage and graphics existing in Alaskaland are in great need of improvement. While there is evidence that some standardization was attempted in the identification of the cabins in Gold Rush Town, even these signs are beginning to wear and will soon need replacement. Other signage, currently identifying major structures, is poorly conceived and executed. There is a lack of consistency or a display of poor taste in the signs, particularly those identifying concessionaires' operations. The interpretive signage at the Native Village needs replacement as does that in Mining Valley. A facility the size of Alaskaland has a need for a great deal of signage. Signage is expensive. Poorly executed, it will require continual replacement, thereby adding to the expense. This need not be the case. The signage categories in Alaskaland are as follows:

- Period Building Identification
- Directional Informative
- Concessionaire Identification
- Interpretive Placard

Each category of the Sign/Graphics Program in Alaskaland shows the need for a thoughtful solution. The signage provides either a decorative, informative function or a necessary directional, informative function. Inconsistency in the signs leads to inconsistency in the interpretation by the public. Improvement in this area can effectively improve the appearance of Alaskaland. At the same time this area can be informative and can direct with a minimum amount of confusion.

THE SIGN/GRAPHICS PROGRAM (Con'd)

It is recommended that Alaskaland commission a sign-inventory study in order to determine the total signage needs within the park relative to the categories listed. A request for a proposal from a qualified consultant, either an independent designer or a sign producer in the Fairbanks or Alaska area, must be structured to provide the following information:

Quantity, style and specifications for period building identification

Format, style and materials for directional informative signage

Specifications for Gold Rush Town concessionaire signage

Format and style of informative advertising on park-facility signage

Format, styling and reproduction process of interpretive plaques

A review of this data, accompanied with the inventory and an estimate for the production of this signage, is a necessary step. The production may be either contracted to a local or Alaskan firm or it may be in the interest of Alaskaland to hire a signmaker for a specified period of time. That person could be an Alaskaland employee or subcontractor to produce the signage according to the recommended specifications. Concessionaire signage may be produced by the concessionaire to the specifications subject to approval or produced by Alaskaland for the concessionaire at a quoted cost. Both exterior and interior signage is needed. The needs will continue to grow as various areas of the park are rehabilitated. Adoption and adherence to a sign code will tend, in the long run, to reduce costs, minimize replacement and improve total communications throughout the facility.



ALASKALAND

NOW BETTER THAN EVER

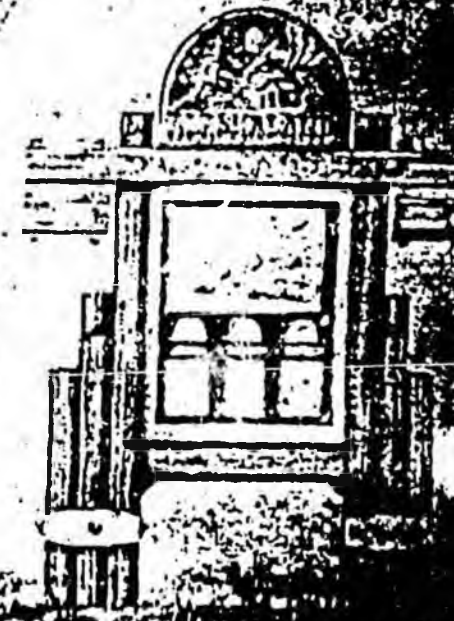
PAN FOR GOLD

BREAKUP BIKE RACE 3:PM START

SALMON BAKE OPEN 10 TO 10

STRING QUARTET CIVIC CENTER 8: PM

WORK COPY



GROUNDS DIRECTOR

ENTRANCE SIGN

1440 07 33 3:08 FAIRBANKS NS BOROUGH

# Proposal

Page No. \_\_\_\_\_ of \_\_\_\_\_ Pages

## NORTHERN SIGNS & LIGHTING

P. O. Box 75162  
FAIRBANKS, ALASKA 99707  
Phone 452-6576

PROPOSAL SUBMITTED TO <b>ALASKALAND</b>		PHONE	DATE <b>5/27/87</b>
STREET		JOB NAME	
CITY STATE AND ZIP CODE		JOB LOCATION	
ARCHITECT	DATE OF PLANS	JOB PHONE	

We hereby submit specifications and estimates for:

(1) ONE 5'6" x 27' DOUBLEFACE ELECTRICAL SIGN COMPLETE WITH COLD WEATHER LAMPS AND BALLAST, AND FACES DECORATED AS SPECIFIED.	13,365.00
CREDIT ON CABINET, DONATED BY NORTHERN SIGNS & LIGHTING	-2,595.00
<b>SUBTOTAL</b>	<b>10,770.00</b>
(1) ONE 7'6" x 12' DOUBLEFACE READERBOARD COMPLETE WITH COLD WEATHER BALLAST AND LAMPS, SIGNS ALSO TO BE PROVIDED WITH FACES AND TRACK, PRICE DOES NOT INCLUDE LETTERS.	6,750.00
PIPE (2) TWO 12" x 12" x 1/2" x 20 @ \$988.00 each.	1,976.00
CONCRETE	2,000.00
EXCAVATION AND CONCRETE PREP MATERIALS	1,100.00
TRANSPORTATION OF SIGNS AND PIPE TO JOBSITE	300.00
NORTHERN SIGNS AND LIGHTING LABOR	2,980.00
HEAVY CRANE RENTAL	950.00

\* PRIMARY POWER TO BE PROVIDED BY OTHERS

\*\* 10' LETTERS SHALL BE PROVIDED @ \$2.75 PER LETTER (SUGGESTED FONT 350)

**Mr. Propose** hereby to furnish material and labor — complete in accordance with above specifications, for the sum of:

TWENTY SIX THOUSAND EIGHT HUNDRED TWENTY SIX AND 00/100---- dollars (\$ 26,826.00 )

Payment to be made as follows:

Material is guaranteed to be as specified. All work to be completed in accordance with standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will be extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Authorized Signature

Note: This proposal may be withdrawn by us if not accepted within \_\_\_\_\_ days

**Acceptance of Proposal** — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized

Signature \_\_\_\_\_

CAPITAL REPAIRS AND IMPROVEMENT PROJECT REQUEST FORM

Responsible Agency: FNSB/Parks & Recreation/Alaskaland

Name of Project: Replace Alaskaland Marquee

Project Contact: Bob Peterson

Project Description:

Remove old marquee and construct new one per specifications  
submitted by Northern Signs & Lighting. Old marquee has been  
condemned via City Risk Manager since 1985 and is safety risk  
to Borough employees that service the board.

=====

1. Community Economic Effects: Does the project provide for economic development in the Borough? Does the project fit within the Comprehensive Plan for the Borough? Is the project a basic service of the Borough? Economic benefits would be gained by local contractor that constructs new sign. New Reader Board incorporated in Alaskaland Park Master Plan.

=====

2. Enhancement or Preservation of Existing Capital Facilities: Does project upgrade or protect Borough property? Does project complete a major public improvement? New marquee would definitely enhance marketability of Alaskaland and subsequent events conducted at the Park.

=====

4. Special Needs: What is the extent that the project addresses the special needs of the elderly, handicapped, or low-income citizens? New marquee will not directly address special needs of elderly, handicapped, or low income citizens.

=====

5. Quality of Life: What are some environmental, aesthetic, and social benefits of the project? A new marquee would definitely enhance the aesthetics of Alaska land.

How many people would have their quality of life directly affected?  
XXX A) more than 500, D) more than 10,  
B) more than 100, E) less than 10  
C) more than 50,

Are the effects concentrated in one neighborhood or in one group of citizens? Benefit would be for residents & tourists alike.

5. Health and safety effects: How will this project reduce health hazards, injuries, accidents, and other health related issues?

Current marquee must be changed manually. It has been condemned since 1985 and is a definite safety hazard for employees that must change messages weekly - especially in poor weather conditions..

How many people will directly have health and safety benefits from this project? Over the life of a new marquee,  
A) more than 500, D) more than 10,  
B) more than 100, E) less than 10  
XXX C) more than 50, Borough Employees.

What is the impact of this project on health and safety?  
XXX A) Improves significantly  
B) Improves moderately  
C) no change

Implications of Deferring the Project: Do certain revenue sources only exist for a limited time? Is this project funded partly by other agencies? Will this project become a health and safety hazard if unfunded? Yes and how many will feel the effects of deferring the project. The existing marquee is a safety hazard and if the project remains unfunded, the odds of an accident happening will only be increased.

3. \* Fiscal Impacts: Capital costs, revenues, and EXPECTED CHANGE in operations and maintenance costs. Capital costs for future completion of the project should be shown. What annual revenue will be generated: \_\_\_\_\_

\_\_\_\_\_ N/A \_\_\_\_\_

3. Reduction of Dependence on Depletable Resources: What parts of the project reduce energy consumption? \_\_\_\_\_

\_\_\_\_\_ N/A \_\_\_\_\_

Is energy consumption reduced

A) significantly

B) moderately

XXX C) not at all

10. \* How many years has this project been requested and gone unfunded? Requested 1987 - Unfunded.

\* Note: Please be accurate with cost, population figures and years unfunded. These values will be verified for accuracy, substantial deviations between submitted and verified values may cause the project request to be delayed.

11. Proposed Capital Project Budget:

Project Administration	_____
Pre-Design/Programming	_____
Design	_____
Advertising/Printing	_____
Construction	<u>      </u> + \$21,640
Equipment and Furnishings	_____
Land Acquisition	_____
Testing and Inspection	_____
Construction Contingency	_____
Grant, Bond Costs	_____
Revenue Generated	? <u>Increase Marketability.</u>
CHANGE in M & O	_____



12. Proposed Project Funding

Recommended Sources: State of Alaska

Alternative Sources: \_\_\_\_\_

This project qualifies for reimbursement from the State of Alaska.

Federal Government, or other. YES \_\_\_\_\_ NO \_\_\_\_\_

If yes provide the following information:

A) agency providing reimbursement \_\_\_\_\_

B) reimbursement number assigned \_\_\_\_\_

C) projected date of reimbursement \_\_\_\_\_

D) application for reimbursement \_\_\_\_\_

Expiration Date of Funds \_\_\_\_\_



Section 10

Project: Anchor River State Recreation Area  
Bing's Landing

Location: Kenai Peninsula

Amount: \$653,500

Description: See attached material.

January 31, 1989

Project: KENAI PENINSULA SPORT FISH ACCESS

Location: Homer, Sterling

Senate District: D

House District: 5

Amount: \$1,000,000

Description: This project would provide long overdue facility improvements to the popular Anchor River State Recreation Area. Existing facilities are heavily used and have deteriorated to the point that annual maintenance cannot keep pace. Restoration of the existing facilities and construction of new and expanded parking for both day use and overnight use would be accomplished. Also, a new 32-unit campground would be constructed at Bings Landing State Recreation Site to accommodate sport fish campers.

Justification: The Anchor River SRA receives tremendous sport fish pressure and experiences perhaps the longest use season of all the public fishing access sites in Southcentral Alaska. Appropriations for visitor facilities in recent years have fallen far too short to maintain this as a quality site. These funds would accomplish a major reconstruction and expansion of the site. The Bings Landing fishing access parking lot at the boat ramp is continuously filled beyond capacity. Overnight camping occurs at the parking lot which significantly decreases the parking availability for day use sport fishing. A 32-unit campground would provide the overnight camping opportunity needed at this site.

ITEMIZED ESTIMATE

Anchor River State Recreation Area	
Upgrade and expand existing parking units	\$140,500
Upgrade and expand existing camping units	275,000
Upgrade and expand fishing access trails	21,500
Replace park furniture items	38,000
Install new signs	5,000
	<hr/>
Total estimated cost	\$480,000
Bings Landing Campground	
32 camping units	\$256,500
Campground road	170,500
2 double valuted toilets	49,000
1 water well	12,500
Signs	5,000
Trail to river	27,000
	<hr/>
Total estimated cost	\$520,000
TOTAL	\$1,000,000

Above figures include: site design, construction plans and contract document preparation, project management and contingency.

Section 11

Project: Kachemak Visitor Center

Location: Homer

Amount: \$114,000

Description: See attached material

## KACHEMAK PARK GATEWAY BUILDING AND VISITOR'S CENTER

### Project Description:

Park with 2000 sq. ft. frame structure, located on City of Homer park land.

### Project Use:

- (1) Gateway facility for Kachemak Bay State Parks utilized to advise, inform and direct users of the park system.
- (2) Visitor's Center utilized by local Chamber of Commerce to advise, and direct tourists regarding local sites, activities and services.
- (3) Tourist Shop operated by private entrepreneur under City of Homer lease to provide revenue for maintenance of structure.

### Project Location:

City Parkland measuring approximately 1200' long X 150' wide. This parcel of land is situated approximately 1 mile from the entrance to the Spit on the Homer By-Pass Road at the intersection of Lake Street.

This location is perhaps one of the most visible and accessible of any within the City. Since the parcel is very long it would provide adequate access and parking for transient vehicles to enter and exit without traffic problems.

This park is planned to have a municipal R.V. sewage dump station as part of Homer's area-wide sewage disposal system.

### Economic Impact:

The ongoing budgetary requirements should be minimal. The City would provide maintenance and all operational costs associated with the structure. It would be expected that the entrepreneur leasing the building would provide a positive source of revenue for the City which would be utilized for the maintenance and operation of the Center. Excess revenues would be utilized in part for additional park improvements within the City.

The building should provide both the State and City with a facility for visitors and tourists of the area with no continuing budgetary impact.

### Project Need:

For years the State has looked at Kachemak Bay Park system as being one of the most publicly visible parks within the State. Road transportation to the edge of the park via the Homer Spit provides easy access, but since the roads ends before the park entry the problems associated with vehicular traffic in the park are non-existent. The situation lends

Section 12

Project: Old Town Viewing Area

Location: Kenai

Amount: \$95,000

Description: See attached material,



*Kenai Bicentennial Visitors and Convention Bureau*

**BICENTENNIAL**

*Village with a Past - City with a Future!*

January 30, 1989

John Williams, Mayor of Kenai  
210 Fidalgo  
Kenai, Alaska 99611

Re: **OLD TOWN VIEWING AREA  
A MEMORIAL TO FISHERMAN AND MARINERS  
OF THE COOK INLET WHO HAVE BEEN LOST  
AT SEA**

Dear Honorable Mayor Williams,

As you are aware, I have been working with the Land and Building Committee of the Kenai Bicentennial Visitor and Convention Bureau. Attached is a copy of the street, viewing area, and walkway master plan which was presented at the last City Council work session. It is my understanding that the City is attempting to accommodate as much of the street and walkways construction as is possible within available City funds. The viewing area at the mouth of the Kenai River desperately needs to have construction completed so that landscaping can establish itself by the 1991 Bicentennial activity.

The revitalization of Kenai's Old Town is the center piece of our upcoming Bicentennial. Our goal is to offer visitors an educational, informative, historic, interesting, and pleasant experience as they tour the Old Town pathways. The improvement of streets, viewing area, and walkways will help us to accomplish this goal. From the aspect of promoting tourism, the improvements will keep providing this experience to visitors for many years after the Bicentennial.

It is our plan to provide interpretive signage dispersed along the walkway routes. As a focal point, we plan to have a concentration of interpretive signage at the viewing area. A raised gazebo would provide protection from rain for the signage and the visitors. We would provide ramped walks to the viewing platform, keeping access for

OLD TOWN VIEWING AREA  
Mayor John Williams  
January 30, 1989 - Page 2

the handicapped a priority. Within and around the gazebo, benches will offer a resting area. We would like to have landscaping on all ground not covered with improvements. The landscaping we have in mind is native plantings accompanied by descriptive signage.

A wealth of information can be provided at the viewing area with much of it referenced so that the visitor can correlate the signage with the actual 360 degree view. A few of the viewing opportunities from the mouth of the Kenai River which readily come to mind are:

- \* Mt. Illiamna and Mt. Redoubt, active volcanoes
- \* Mt. Saint Augustine, Alaska's most recent volcanic eruption
- \* Chisik Island, a Federal Wildlife and Bird Sanctuary
- \* The mouth of the Kenai River and Cook Inlet
- \* Beluga whales, Salmon runs, the Caribou migration route on the Kenai River Flats (the Kenai River Flats Viewing Area being developed by the Dept. of Natural Resources will be viewable from our site and visitors will be directed to it for more information).
- \* The Kenai fishing fleet passes directly below our site.
- \* Beautiful sunrises and sunsets with the Kenai and Alaska Mountain ranges for a backdrop.

In addition to the above viewing opportunities we intend to inform the visitors about the fishing industries and the perils of the unforgiving water of Cook Inlet. We also will have signage about historic information. Our site is located next to the original access to Kenai used by the Russians in the 1700's.

As you can see, the opportunities for visitor appeal presented by a viewing area at the mouth of the Kenai River are extraordinary. On behalf of the Land and Building Committee, I am requesting that you explore the possibilities of obtaining \$95,000 to construct the Old Town Viewing Area.

If you have any questions or need additional information, please call.

Sincerely,



Bill Kluge, Architect  
Land and Building Committee  
Bicentennial Visitors and Convention Bureau

cc: Committee Members  
Board of Directors

Section 13

Project: Kenai River Boat Ramp and Parking Area

Location: Soldotna

Amount: \$137,500

Description: See attached material.

RECEIVED

MAR 20 1989

To: Pat Malone, Office of Representative Mike Navarre  
From: Richard Underkofler, Soldotna City Manager  
Date: March 15, 1989  
Subject: Kenai River Public Boat Ramp



Funding Request: \$275,000

Here is some additional information in support of Soldotna's funding request for this project, with emphasis upon the tourism related park and recreation benefits.

Soldotna has grown to be the center of recreation services for tourists, hunters and sports fishermen who visit the Kenai Peninsula. The Kenai River, the Kenai National Wildlife Refuge and a number of State recreation facilities attract visitors to this area. The Kenai River meanders through the center of town. The Kenai National Wildlife Refuge borders the City on the east and the south.

The Kenai River drainage holds state sport fishing records for the largest king salmon, sockeye salmon and pink salmon. It holds the world sport fishing record for the largest king salmon.

In the summer of 1987, more than 575,000 recreational vehicles traveled through Soldotna from Memorial Day to Labor Day. Other visitors arrive by automobiles and by planes at Soldotna and Kenai airports. About 80% of our visitors are residents of the Anchorage bowl or Mat Su Borough. Of the 260 fishing guides licensed for the Kenai River in 1988, approximately 165 used Soldotna as their base of operations. The number of tourists appears to be growing each year.

About 90% of the visitors to this area come to fish on the Kenai River.

At present, there are only two Kenai River boat ramps in Soldotna. Both are located at the City's public campgrounds - one at Centennial Park (occupancy 165) and another at Swiftwater Campground (occupancy 40). Both campgrounds are usually "plugged" at the height of the fishing season. As you might imagine, both ramps are quite congested throughout the summer.

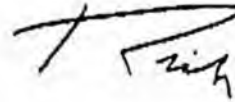
There are other private boat ramps between Soldotna and the mouth of the river at Kenai, but the cost ranges from \$6 to \$10 per launch (what a rip-off). Soldotna charges a modest fee of \$7 per night for use of the campgrounds or \$2 per day per vehicle for day use of the facilities at Centennial Park. The boat ramp at Swiftwater Campground is currently free.

The purpose of the proposed boat ramp at the end of Knight Drive is to disburse some the boat launching traffic away from the public campgrounds so that our campground visitors can have more peace and quiet and a better outdoor camping experience. This location is likely to attract quite a few users because it would enable quicker access to the lower river. It would also save about a gallon of gas per trip in coming back up stream to Soldotna.

I hope this information, together with the information I forwarded to you on March 7 (copy attached) will be sufficient for you to justify this funding request.



To: Pat Malone, Office of Representative Mike Navarre  
 FAX # 465 2718  
 From: Richard Underkofler, Soldotna City Manager  
 Date: March 7, 1989  
 Subject: Kenai River Public Boat Ramp



**Funding Request: \$275,000**

Per your request of yesterday afternoon, here is some back-up material regarding this request for a legislative appropriation to the Department of Administration for a FY 90 municipal grant. This project is ranked #4 on Soldotna's capital grant priority list.

The Soldotna City Council is presently considering a city management proposal to acquire some property located at the end of Knight Drive on the Kenai River. The property is owned by Leo Phillips. The City would use this property for:

- 1) An outlet for a storm sewer to drain the Knight Drive area;
- 2) Underground storm water treatment facilities to remove sediment and other pollutants prior to discharging the storm water to the river;
- 3) A public boat ramp to the Kenai River; and,
- 4) Vehicle and boat trailer parking areas.

We also intend to use this property acquisition as a substitute for some "anti-conversion" covenants on some property owned by the City at ARC Lake which was improved with the assistance of a grant from the Federal Land and Water Conservation Fund (L&WCF). We desire to make the ARC Lake property available to a local service club for construction of a lodge.

The project budget is as follows:

Acquisition of Property	\$ 195,000
Utility Relocations	15,000
Engineering & Inspection	6,500
Construction	<u>125,000</u>
	\$ 341,500

These figures exclude costs for construction of the Knight Drive storm water treatment facilities which would be financed by the \$900,000 appropriation the Kenai Peninsula Borough and the City of Soldotna are seeking for Phase 2 of the Knight Drive Reconstruction Project (Borough Road Priority #1; Soldotna Priority #3).

The City would assume financial responsibility for costs in excess of the amount we have requested. We would handle this by an installment purchase agreement with the property owner or a federal Dingell-Johnson Grant, administered by the Alaska Department of Fish and Game.

I'm attaching a copy of the appraiser's opinion of value for the property and a schematic showing the preliminary design for the improvements.

Attachments (2)

cc: Mayor & Members of the Soldotna City Council  
 David Bunnell & Steve Bonebrake

floating dock

Cleaning Station

Cleaning Station

1.52'

14A

51.82'

112R'

71.0'

ROW  
15' x 5' Building

S  
H  
U  
B  
D  
S  
H  
O  
D  
G  
S  
H  
O  
D  
G  
S  
H  
O  
D  
G

11 - 10' x 45' stalls

17 - 10' x 45' stalls

5' Green Belt

5' Green Belt

30'

Knight Drive

Section 14

Project: Hatcher Pass Public Use Area

Location: Mat-su

Amount: \$700,000

Description: See attached material.

2

HATCHER PASS CAPITAL IMPROVEMENTS FOR TOURISM DEVELOPMENT

LEGISLATIVE PRIORITIES FOR FY 89

THIS LIST HAS NOT BEEN PRIORITIZED

A. TRANSPORTATION

\$90,000 REPLACEMENT OF BRIDGE AT MILE 8.5 WILLOW-FISHHOOK RD.,  
 (Hatcher Pass Road.), using HBRR funding. According to DOT/PF this bridge is eligible for the 80% matching federal funds. The replacement cost according to DOT/PF Bridge Design is \$454,000 for a tentative 36 ft. width, (including 4 foot shoulders), and contingency. A pedestrian walkway is also being recommended. Annual average traffic count for 1986 was 945. The count in 1985 was 770. This increase is reflected in other areas of the Management Area as well. Little Su Bridge is also a priority on DOT/PF bridge replacement program. Just within the last several days of this writing a head-on collision occurred with one vehicle totalled. This grant should go directly to DOT/PF.

\$507,000 ROAD UPGRADE FROM MILE 7.2 TO 14.5 WILLOW-FISHHOOK ROAD  
 Prepare road base from end of pavement (Mile 7.2) to Ml. 14.5 for later chip sealing. This preparation includes:  
 1) Continued drainage improvements;  
 2) Realignments and widening;  
 3) Building up gravel base with pit run and 2 inch minus. <sup>base course</sup>  
 This improvement is considered to be very important because of the increasing traffic volumes and costs for maintenance. This amount is only an estimate since variables, such as amount of pit run are unknown. With completion of this phase the final step will be laying of the D1 and chip sealing, which will cost \$625,000.

↓  
 De-faxed figure  
 use 700,000.

\$200,000 ROAD ROAD UPGRADE FROM MILE 14.5 TO 19.4 WILLOW-FISHHOOK RD.

General road upgrade from area of Motherlode to Summit Lake. This work will include:

- 1) Drainage improvements;
- 2) Realignment and widening.

Even with the work done to date on this section of road, many visitors and users avoid traveling this portion of the road. Summit Lake, one of the real highlights in Hatcher Pass, is particularly difficult and dangerous to reach.

PROJECT TITLE: Willow Fishhook Road Upgrade

PROJECT DESCRIPTION: Realignment and reconstruction of approximately seven (7) miles of road from milepost 7 to milepost 14.

DISCUSSION: Mitsui, Ltd., the second largest trading company in Japan, has signed a lease with the State in order to develop an international ski resort in the Hatcher Pass area. The Hatcher Pass area is a very popular, year round recreational facility for Borough and regional residents and domestic and foreign visitors. For example, visits to the Independence Mine State Recreation site which is located just north of the Mitsui's ski project have been growing by 11% per year for the past four years and in 1987 totaled 116,000. Willow Fishhook Road is a State road that is of sub-standard quality, contains several choke points and has some hazardous locations. The upgrade of Willow Fishhook Road is vitally needed in order to handle the growth in existing recreation travel as well as the expected increased traffic brought on by the ski facility.

The proposed upgrade would make the road safer and more efficient thereby making a visit to Hatcher Pass a more enjoyable experience for current users and new visitors to the ski resort. The proposed upgrade will also reduce maintenance costs.

Section 15

Project: Finger Lake Rec Site

Location: between Palmer and Wasilla

Amount: \$200,000

Description: See attached material.

January 31, 1989

Project: FINGER LAKE STATE RECREATION SITE

Location: 6 miles west of Palmer, 7 miles east of Wasilla

Senate District: E

House District: 16

Amount: \$500,000

Description: A deplorable campground heavily impacted by overcrowding. This campground, located near Wasilla, demands immediate attention. More specifically, all internal roads, parking areas, camping and picnic sites, the boat launching ramp and the beach area must be repaired and/or upgraded. Improvements will reduce annual maintenance costs, improve public safety, provide for the physically impaired, protect degrading resources and increase camping fee revenues.

ITEMIZED ESTIMATE

Repair and rehabilitate 41 each vehicle campsites	\$151,400
Remove and replace unserviceable boat ramp	33,450
Swim beach safety improvements	9,300
Install 2 each rain/picnic shelters (½ size)	19,850
Replace one set illegal pit latrines with double vaulted toilet	24,500
Construct picnic area for day-use visitors	23,000
Repair and upgrade campground roads and parking	151,615
Repair and upgrade trail system	32,320
Replace signs and bulletin boards and install kiosk	13,840
Finish work and landscaping	<u>36,500</u>
Total	\$495,775
Say	\$500,000

Above figures include:

- site plan completion
- construction plan preparation
- engineering administration
- project management
- contingency

Section 16

Project: Willow Creek State Rec Area

Location: Willow

Amount: \$100,000

Description: See attached material.

January 31, 1989

Project: WILLOW CREEK STATE RECREATION AREA

Location: Willow

Senate District: E

House District: 16

Amount: \$600,000

Description: The Willow Creek State Recreation Area was created by the 1987 Legislature. Minimal funds have been used by the Mat-Su Borough over several years for road construction. The area is very popular for accessing the Susitna River. A campground and parking facilities are needed to support the tremendous use already occurring. Without these facilities the area will experience a negative impact on the resources and the public/tourists will be denied basic camping services which should be furnished by the state. The federal government will participate in this project by contributing approximately \$500,000 of Dingell-Johnson Fish Restoration Funds for the boat launch and parking improvements. The campground is estimated to cost \$600,000.

ITEMIZED ESTIMATE

Vehicle campsites	\$223,500
Two-way access road	124,200
One-way access road	198,780
Single vaulted toilet (2 each)	35,700
Well (1 each)	12,500
Signs and gate	<u>5,500</u>
Total	\$600,180
Say	\$600,000

Above figures include:

Site design, construction plans and contract document preparation, project management and contingency.

Section 17

Project: Eagle River Greenbelt Access

Location: Eagle River

Amount: \$336,000

Description: See attached material

January 31, 1989

Project: EAGLE RIVER GREENBELT ACCESS

Location: Eagle River Valley

Senate District: 1

House District: 15

Amount: \$670,000

Description: Chugach State Park, located in Anchorage and Eagle River, is the state's gateway for visitors arriving in Alaska. The Eagle River Greenbelt provides tourists and residents with excellent opportunities for experiencing a nearby river environment. The river access points at Roop Road, the New Eagle River Bridge and the Eagle River Campground are all public sites with no improved facilities available. An Eagle River Greenbelt management plan is currently being developed and will be complete in May of 1989. This project reflects facility developments proposed in the management plan accommodating vehicle parking, public safety through interpretive signing, wildlife viewing and handicapped accessible trails, toilets and drinking water supplies.

ITEMIZED ESTIMATE

Roop Road Access

Access road	\$ 62,000
50 unit parking lot	149,000
Boat launch	13,500
Double vaulted toilet (handicapped accessible)	24,500
River access trail	4,500
Interpretation kiosk and signs	7,000
Water well	12,500
Traffic/directional signs and dumpster screen	<u>5,000</u>
Subtotal	\$278,000

New Eagle River Bridge Access

75 unit parking lot	\$226,250
Boat launch	15,000
12 picnic sites	16,400
2 small picnic shelters	19,850

Double vaulted toilet (handicapped accessible)	\$ 24,500
Water well	12,500
Dressing room	9,500
Traffic/directional signs and dumpster screen	5,000
Interpretive kiosk and signs	<u>7,000</u>
Subtotal	\$336,000

Eagle River Campground Access

20 unit parking lot	\$ 44,000
Traffic/directional signs and dumpster screen	5,000
Interpretation kiosk and signs	<u>7,000</u>
Subtotal	\$ 56,000
Total	\$670,000

Above figures include:

Site design, construction plans and contract document preparation,  
project management and contingency.