

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6743 SENATE TRANSPORTATION

147

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SCR 9
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:3/31/89

Revision Date: _____
Title: Redesign and Reconstruction of
Hyatt Road
Sponsor: Kerimula & Szymanski
Requestor: McHugh

Agency Affected: DOT&PF
BRU: Design & Construction
Maintenance & Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SVCS.	-0-	-0-	-0-	0.9	0.9	0.9
TRAVEL	-0-	-0-	-0-	-0-	-0-	-0-
CONTRACTUAL	-0-	-0-	-0-	1.2	1.2	1.2
SUPPLIES	-0-	-0-	-0-	0.4	0.4	0.4
EQUIPMENT	-0-	-0-	-0-	-0-	-0-	-0-
LAND & STRCTRS	-0-	-0-	-0-	-0-	-0-	-0-
GRANTS, CLAIMS	-0-	-0-	-0-	-0-	-0-	-0-
MISCELLANEOUS	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL OPERATING	-0-	-0-	-0-	2.5	2.5	2.5

CAPITAL	-0-	600.0	5000.0	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of dollars)

GENERAL FUND	-0-	600.0	5000.0	2.5	2.5	2.5
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	-0-	600.0	5000.0	2.5	2.5	2.5

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

SEE ATTACHED

Prepared by: William R. Snell
Division: Regional Director
Approved by Commissioner: McGowan
Agency: DOT&PF

Phone: 266-1440
Date: _____
Date: 4/5/89

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor

Office of Management and Budget
Impacted Agency(ies)

Fiscal Note Analysis
SCR 9

ASSUMPTIONS

Since Hyer Road is not eligible for Federal funding, the total cost of these improvements would need to be provided by non-Federal sources.

PROGRAM SUMMARY

1. Positions: None required.
2. Other Expenditures: The design phase of the project is estimated to cost \$300,000. There also may be some right-of-way acquisition and utilities relocation involved which we estimate may cost \$300,000. The reconstruction and paving of Hyer Road to meet state standards is expected to cost in the range of \$4-5 million. Once the design has been completed, and accurate estimate for reconstruction can be made. Increased maintenance cost on this 2.5 mile long road would run approximately \$2,500 annually, because pavement maintenance costs approximately \$500 more per lane mile than gravel surface maintenance.
3. Funding: General Funds only.
4. Section Cost Analysis: Not applicable.

COMPUTATIONS

Maintenance costs for this road are estimated to increase \$500 per lane mile multiplied by 5 miles equals \$2,500 per annum. The design cost is estimated to cost \$300,000. Right-of-way acquisition/utilities relocation costs are estimated to cost approximately \$300,000. Construction cost is estimated to cost approximately \$4-5 million.

ECONOMIC IMPACT

No Significant Impact.

IMPACT ON LOCAL GOVERNMENT

With declining revenues, DOT&PF may not have funds to maintain this road, so maintenance may have to be assumed by the Matanuska-Susitna Borough.

OTHER INFORMATION

Hyer Road is a state-owned and maintained right-of-way connecting the Parks Highway to the Palmer-Wasilla Highway. The road is narrow and has many curves and steep hills and does not meet state design standards for horizontal and vertical alignment. In this respect, it is similar to many other roads maintained by the Department of Transportation and Public Facilities (DOT&PF) in the Matanuska-Susitna Borough and throughout the state. Due to subbase problems and frost heaving, the road is difficult to travel during spring breakup.

The design cost of \$500,000 in General Fund dollars project is presently included in the proposed DOT&PF FY'90-95 six-year Capital Improvement Program for FY'92. DOT&PF presently has no funds authorized for this project.

ATTACHMENTS

1. Map

1 IN THE SENATE

BY KERTTULA

2 SENATE CONCURRENT RESOLUTION NO. 9

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 Relating to the redesign and recon-
6 struction of Hyer Road near Palmer.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 WHEREAS Hyer Road near Palmer is centrally located in one of the
9 highest density residential growth areas in the Matanuska and Susitna
10 Valleys and is used as a school bus route; and

11 WHEREAS Hyer Road is unsafe and jeopardizes the safety of motorists
12 using the road; and

13 WHEREAS Hyer Road does not meet state road design standards relating
14 to grades or horizontal and vertical curve distances; and

15 WHEREAS Hyer Road is the only collector road feeding traffic from
16 residential areas adjoining Hyer Road to the Parks Highway and to the
17 Palmer-Wasilla Highway; and

18 WHEREAS there is an immediate need for additional, safe traffic feeder
19 roads between the Parks Highway and the Palmer-Wasilla Highway as an inter-
20 connecting link to Bogard Road and Trunk Road;

21 BE IT RESOLVED that the Alaska State Legislature respectfully requests
22 the Governor to direct the Department of Transportation and Public Facili-
23 ties to assign a high priority to the redesign and reconstruction of Hyer
24 Road near Palmer.



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: SCR 9

APPROVED:

A handwritten signature in black ink, appearing to read "M. A. [unclear]", written over a horizontal line.

TITLE: An Act relating to the design & reconstruction of Hyer Road. **DATE:** March 29, 1990

The department supports the reconstruction of Hyer Road as recommended in Senate Concurrent Resolution 9 (SCR 9). This road is currently very substandard and has been identified by the Matanuska-Susitna Borough as one of their highest priorities for improvement to the state maintained road system. Based on these factors, the department recommended an appropriation of \$300,000 in FY 91 to fund the design for the reconstruction of this road. Due to funding limitations, this funding request was not included in the Governor's FY '91 budget recommendation's to the Legislature.

For Further Information Please Contact Katy McHugh at 465-3900

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE 3-29-90
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

DATE TURNED INTO OFFICE 3-29-90

1/19/89

Mr. President:

TRANSPORTATION Committee considered SCR 9

redesign and reconstruction of Hyer Road near Palmer

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- _____ letter of intent adopted
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

FISCAL NOTE(S) attached zero fiscal impact
 appropriation no FN attached Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

John... no Rec
Pat... no rec
Paul... no Rec

[Signature]

 Chairman signature and recommendation

Committee backup attached

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION: SCR 9
PUBLISH DATE: 3/29/90

REQUEST: FISCAL NOTE

Revision Date: Agency Affected: DOT&PF
Title: "An Act relating the redesign & reconstruction of Hyer Road" BRU: Central Region
Sponsor: Kertula & Szymanski Components: Design & Construction
Requestor: McHugh Maintenance & Operations

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	8.8	8.8	8.8	4.2	4.2
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	0	12.5	12.5	12.5	6.2	6.2
SUPPLIES	0	3.7	3.7	3.7	1.6	1.6
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	25.0	25.0	25.0	12.0	12.0
CAPITAL	300.0	0	500.0	2500.0	0	2000.0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	300.0	25.0	525.0	2525.0	12.0	2012.0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	300.0	25.0	525.0	2525.0	12.0	2012.0

POSITIONS:

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

ANALYSIS: Please SEE ATTACHED

Prepared by: Kit Duke
Division: Regional Director, Central Region

Phone: 266-1440
Date: March 26, 1990

Approved by Commissioner: Mark S. Hickey
Agency: Department of Transportation and Public Facilities

Date: 3/28/90

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency()

Fiscal Note Analysis SCR 9

ASSUMPTIONS

Since Hyer Road is not eligible for federal funding, the total cost of these improvements would need to be provided by non-federal sources.

PROGRAM SUMMARY

1. Positions: None required.
2. Other Expenditures: The design phase of the project is estimated to cost \$300,000. The right-of-way acquisition and utilities relocation is estimated to cost \$500,000. The reconstruction and paving of Hyer Road to meet state standards is expected to cost in the range of \$4-5 million. Once the design has been completed, an accurate estimate for reconstruction can be made. Maintenance on this 2.5 mile long road would run approximately \$25,000 annually.
3. Funding: General Funds only.
4. Section Cost Analysis: Not applicable.

COMPUTATIONS

Maintenance costs for this road are estimated at \$5,000 per lane mile multiplied by 5 miles equaling \$25,000 per annum. This cost may be reduced to approximately \$12,000 in FY '95 & 96 once Segment 1 is completed. The design cost is estimated to cost \$300,000. Right-of-way acquisition/utilities relocation costs are estimated to cost approximately \$500,000. Construction cost is estimated to cost approximately \$4-5 million.

ECONOMIC IMPACT

No Significant Impact.

IMPACT ON LOCAL GOVERNMENT

With declining revenues, DOT&PF may not have funds to maintain this road, so maintenance may have to be assumed by the Matanuska-Susitna Borough.

OTHER INFORMATION

Hyer Road is a state-owned and maintained right-of-way connecting the Parks Highway to the Palmer-Wasilla Highway. The road is narrow and has many curves and steep hills and does not meet state design standards for horizontal and vertical alignment. In this respect, it is similar to many other roads maintained by the Department of Transportation and Public Facilities (DOT&PF) in the Matanuska-Susitna Borough and throughout the state. Due to subbase problems and frost heaving, the road is difficult to travel during spring breakup.

DOT&PF presently has no funds authorized for the project. The following project budget and recommendations are included in the proposed DOT&PF FY '91-96 Six-year Capital Improvement Program: FY 91 - Design - \$800.0; FY 93 - Right-of-Way acquisition and utility relocation - \$500.0; FY 94 - Segment 1 construction - \$2,500.0; FY 96 - Segment 2 construction - \$2,000.0. The FY 91 funding for design recommended by the department was not included in the Governor's budget recommendations to the Legislature due to funding limitations.

ATTACHMENTS

1. Map



Matanuska-Susitna Borough

BOX B. PALMER, ALASKA 99645 • PHONE 745-4801

BOROUGH ASSEMBLY

FEB 6 1987

February 4, 1987

Honorable Steve Cowper, Governor
State of Alaska
Pouch A
Juneau, AK 99811

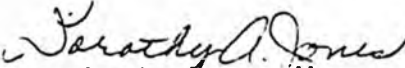
RE: Redesign & Construction of Hyer Road

Dear Governor Cowper:

The Matanuska-Susitna Borough Assembly adopted Resolution No. 87-10 on February 3, 1987 supporting necessary funding for redesign and construction of Hyer Road, a State maintained road. E

A copy of the resolution is enclosed for your information.

Sincerely,


Dorothy A. Jones, Mayor
Matanuska-Susitna Borough

DJ/cls
Enclosure

cc: Commissioner, DOT/PF
✓ Jalmer Kerttula, Senator
Mike Symanski, Senator
Curtis Menard, Representative
Ron Larson, Representative

FEB 6 1987

MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 87-010

A RESOLUTION OF THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH SUPPORTING
NECESSARY FUNDING FOR REDESIGN AND CONSTRUCTION OF HYER ROAD.

WHEREAS, the overall design of Hyer Road is unsafe and jeopardizes the health and well being of motorists and does not meet State road design specifications relating to grade and horizontal and vertical curve distances; and

WHEREAS, Hyer Road is the only collector road feeding traffic from residential areas adjoining Hyer Road to either the Parks Highway or the Palmer-Wasilla Highway; and

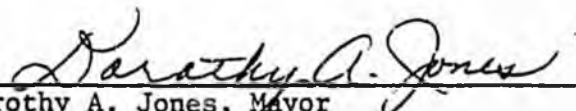
WHEREAS, Hyer Road is centrally located in one of the highest residential growth areas in the Mat-Su Valley and there is an immediate and identifiable need for additional, safe, traffic feeder roads between the Parks Highway and the Palmer-Wasilla Highway as an interconnecting link to Bogard and Trunk roads; and

WHEREAS, a petition containing the signatures of 240 residents of the Matanuska-Susitna Borough has been received requesting the redesign and construction of Hyer road;

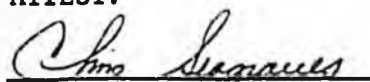
NOW THEREFORE, BE IT RESOLVED by the Assembly of the Matanuska-Susitna Borough that they support necessary funding for redesign and construction of Hyer Road; and

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to The Governor of the State of Alaska, the Department of Transportation and Public Facilities, Senator Jalmer Kerttula, Senator Mike Symanski, Representative Ron Larson and Representative Curtis Menard.

PASSED AND APPROVED by the Assembly of the Matanuska-Susitna Borough this 3rd day of February, 1987.


Dorothy A. Jones, Mayor

ATTEST:


Chris Seagraves, Clerk



Matanuska-Susitna Borough School District

Box AB PALMER, ALASKA 99645 (907) 745-4822

Bruce P. DeMond, Superintendent

January 12, 1987

Jean Campbell
Palmer Junior High
Palmer, AK 99645

Dear Mrs. Campbell:

It is my understanding that residents and users of Hyer Road intend to petition the Alaska State Department of Transportation to upgrade Hyer Road. The School District supports the intent of such a petition.

For years, school buses have traveled Hyer Road on a daily basis transporting students to and from Wasilla and Palmer schools. If it were possible, the School District would not use Hyer Road for school bus travel. However, the only access for the residential areas east or west of Hyer Road to the Parks Highway or the Palmer-Wasilla Highway is Hyer Road.

It is probable that the portion of Hyer Road that descends the bluff does not meet road design standards. In years past, when traffic volumes were limited, design deficiencies did not impact traffic safety as much as it does now. Not only has residential traffic in the area increased substantially in the last few years, Hyer is also used as a "feeder" road between the Palmer-Wasilla Highway and the Parks Highway. Three school buses travel Hyer Road this year, twice a day.

The DOT-PF capital improvements six-year plan reviewed by the Pupil Transportation Advisory Committee in November did not include Hyer Road. I will ask the Committee to consider a recommendation for upgrade of Hyer Road at the next meeting. The Committee's recommendation would be sent to the Borough Public Works Director. I will advise you of the Committee's action in this matter.

Sincerely yours,

A handwritten signature in cursive script that reads "Sandra C. Hutchins".

Sandra C. Hutchins
Pupil Transportation Supervisor

SH/sb

PETITION

WHEREAS, the overall design of HYER ROAD is unsafe and jeopardizes the health and well-being of motorists and does not meet state road design specifications relating to grade and horizontal and vertical curve distances, and,

WHEREAS, HYER ROAD is the ONLY collector road feeding traffic from residential areas adjoining HYER ROAD to either the Parks Highway or the Palmer - Wasilla Highway, and,

WHEREAS, HYER ROAD is centrally located in one of the highest residential growth areas in the Mat-Su Valley and there is an immediate and identifiable need for additional, SAFE, traffic feeder roads between the Parks Highway and the Palmer-Wasilla Highway as an interconnecting link to Bogard and Trunk Roads.

THEREFORE, the following individuals petition the Governor of the State of Alaska, the Commissioner of the Department of Transportation, Senator Jalmar Kerttula, Representative Curtis Menard, Representative Ron Larson, Representative Mike Symanski and the Matanuska Susitna Borough to declare HYER ROAD as substandard in design and therefore hazardous to vehicular traffic and to provide immediate support and funding for the redesign and construction of HYER ROAD.

DEFITION

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
THOMAS PALMIST	Thomas Palmist	P.O. Box 7 C-7 Box 7 Lak...	7-3-86
MAVIS LINDVALL	Mavis Lindvall	1.3.52 Palmetto	7-3-86
PAUL A PALMIST	Paul A Palmist	LI 1311 Ullrich	7-3-86
Leslie P. Palmist	Leslie P. Palmist		7-3-86
MILKE TURNER	Milke Turner	SRA BOX 1575 Palmer, Alaska	7-3-86
MIKE BUBBER	MIKE BUBBER	PO BOX 97008 Palmer, Alaska	7-3-86
→ TOMAS TURNER	Tomas Turner	LI 134 Ullrich	7-3-86
→ GAIL BURNS	GAIL BURNS	LI 134 Ullrich	7-3-86
→ SYLVIA SCHWINDT	Sylvia Schwindt	Box 872842 Palmer, Alaska	8-5-86
→ MICHAEL L. SILVERS	Michael L. Silvers	Box 129 Palmer, AK	8/5/86
GARY J. SILVERS	GARY J. SILVERS	Palmer, AK	8/5/86
B. GIFFORD WALES	B. GIFFORD WALES	Nicholson Lake	8/5/86
Marilyn Purcell	Marilyn Purcell	High Lake South View Tract A	8/5/86
WILDA BOGGS	WILDA BOGGS	385 N Chugach Palmer, AK 99645	8/5/86
FLORENCE WALLNER	FLORENCE WALLNER	Colonel Park	8-5-86
PAUL HULLERT	Paul E. Hullert	St. B. Box 2550 Walla, Alaska	8-5-86
EUGENIA A. CAMPBELL	Eugenia A. Campbell	Hideaway Circle Palmer, Alaska	8-8-86
H. PAUL CAMPBELL	H. PAUL CAMPBELL	Hideaway Circle Palmer, Alaska	8-8-86
NATALIE CAMPBELL	NATALIE CAMPBELL	Madaw ACRES Subd Mile 4.5	8-8-86
HENRY KIRCHER	Henry Kircher	MADAWAKA TRUNK RD Mile 4.5	8-10-86
EMIL KIRCHER	EMIL KIRCHER	MADAWAKA TRUNK RD Mile 4.5	8-10-86
MICHELLE BARRY	Michelle Barry	Grach Dr. Cottonwood Shores Subdiv.	8-11-86
PAUL BARRY	Paul Barry	Grach Dr. Cottonwood Shores Subdiv.	8-11-86
STACY B. REALE	Stacy B. Reale	475 N. FOXHOLE Palmer, Alaska	8/13/86
BARBARA REALE	Barbara Reale	STREET 994 9172 PALMER	8-13-86
MARY ANA COCAING	Mary Ana Cocain	2161 W. Melanick Palmer, Alaska	8/19/86
LINDA S. AKERS	Linda S. Akers	Mile 2.2 Palmer Fishhook Palmer, Alaska	8/19/86
BARBARA ESTAMIER	Barbara Estamier	2201 W. Melanick Palmer, Alaska	8/19/86
GERALDINE LEWENZ	Geraldine Lewenz	Mile 2.2 Palmer Fishhook Palmer, Alaska	8/19/86
JAMES W. COLLENG	James W. Colleing	End of V. Mestanka Sp	8/28/86
GLORIA L. PALER	Gloria L. Paler	1116 1/2 Hillside Palmer, Alaska	8/21/86

DEFINITION

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
REMY WILLIAMS	Remy Williams	5600 MEADOW DRIVE	7/6/86
WILLIAM E WILLIAMS	William E Williams	5600 Meadow Drive	7/6/86
NANCY E GEORGE	Nancy E George	Mi 1.5 500 Hyper Road	7-6-86
BRYAN P GEORGE	Bryan P George	Mi 1.5 500 Hyper Road	7-6-86
Lillian Stamm	Lillian STAMM	M. 36.8 PARKS Hwy	7/8/86
ARCHIE STAMM	Archie Stamm	M. 36.8 Parks Hwy	7/8/86
Chester Zenona	Charter	Lot 7 Block 22 Commonwealth Square S.D.V.	7-8-86
Patricia E Curie	PATRICIA E CURIE	Lot 4 Violet Circle Green Valley Subdivision	7-10-86
Barbara J. Miller	Barbara J. Miller	Lot 4 Block 13	-10-86
Doreen C. ...	Doreen C.
Edna L. ...	Edna L. ...	503 S. 5TH ST. PALMER 99645	7-10-86
Nona Van Horn	Nona Van Horn	SRP Box 6125	7-17-86
Michelle Hardin	Michelle Hardin	SRP Box 871903	7-17-86
Joy Ludv	Joy Ludv	SRP Box 6382	7-17-86
Diana Splice	Diana Splice	SRP Box 6382	7/17/86
CHARLOTTE MENDEL	Charlotte Mendel	PO Box 87248 Wash	7/17/86
Nys Vickaryaus	Nys Vickaryaus	SRP Box 1387 Wash	7/17/86
John McDonald	JOHN McDONALD	SRP Box 6216 Palmer	7-21-86
Lillian Grant	LILLIAN GRANT	PO Box 870851 Wasilla AK 99645	21-1986
Margaret Keene	Margaret Keene	P.O. Box 871183 Wasilla AK 99645	7-21-86
Kevin Keene	Kevin Keene	P.O. Box 871683 Wasilla AK 99645	7-21-86
Raymond A. Keene	Raymond A. Keene	Box 871683 Wasilla AK 99645	7-21-86
Liz Hunter	Liz Hunter	54 1/2 Park Way PO Box 74 Wash	7-22-86
Janice Kelly	Janice Kelly	P.O. Box 871262 Wasilla AK 99645	7-22-86
Cecilia Hanson	Cecilia Hanson	540 S. ... Palmer AK 99645	7-22-86
Pat Wieszicki	Pat Wieszicki	SRP Box 6300 Palmer AK 99645	7-22-86
Jane M. O'Sullivan	Jane M. O'Sullivan	SRP Box 6134 Palmer AK 99645	7/22/86
Jane D. O'Sullivan	Jane D. O'Sullivan	SRP Box 6104 Palmer AK 99645	7/22/86
Yvonne E. O'Sullivan	Yvonne E. O'Sullivan	PO Box 870852 Wasilla AK 99645	7-22-86
Lois Gerroff	Lois Gerroff	SRP Box 6305 Palmer AK 99645	7-22-86
Lloyd H. Gerroff	Lloyd H. Gerroff	SRP Box 6265 Palmer AK 99645	7-22-86

LA 1 Block 1
Wildernew Acres

DEFITION

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
MARGARET EDWARDS	Margaret Edwards	High Rd	7/9/86
ROBERT L. EDWARDS	Bob Edwards	4444R RD	7/9/86
JOHN KOBLER	John Kohler	203, Block 4	7/9/86
JOHN KOBLER	John Kohler	L. 203 side East	7/9/86
CHRIS LUND	Chris Lund	SR BOX 2085 SHALESTONE LOOP	7/10/86
STACY HILL	Stacy Hill	PO BOX 878904 WICKSILLI9 AK 99587	7-10-86
MERCENEY BUSH	Mercene Bush	SR BOX 6665 WICKSILL	7/10/86
JERRY MUSIS	Jerry Musis	SR BOX 843-11 WICKSILL AK	7-10-86
HELEN HAUGEN	Helen Haugen	P.O. BOX 6 WICKSILL AK	7/10/86
JUDY K. SANDERSON	Judy K. Sanderson	1980 WILLOW LOOP WICKSILL AK	7-10-86
HONARD ARKHEWIE	Honard Arkhewie	PO BOX 87-1511 WICKSILL AK	7/11/86
LINA MATNEY	Lina Matney	SR A BOX 6313 PALMISTE AK 99546	7/29/86
MARILEE PUGH	Marilee Pugh	P.O. Box 876548 Wicksill	7-29-86
HELEN SHAWSON	Helen Shawson	R.D. Box 872006	7-29-86
DAVID ROBERTSON	David Robertson	PO BOX 877-6 WICKSILL AK	7-29-86
DEBRA CURTIS	Debra Curtis	P.O. Box 87546 WICKSILL AK	7/29/86
ROBERT BROWN	Robert Brown	PO Box 877000 WICKSILL AK	7/29/86
ANNA BROWN	Anna Brown	P.O. Box 8765 PALMISTE AK	8/2/86
WILLIAM MITCHELL	William Mitchell	SR A BOX 6313 PALMISTE AK	8/2/86
JUDE ACENA	Jude Acena	SEC BOX 42 WILLOW	8/5/86
AUGIE ACENA	Augie Acena	SR BOX 42 WILLOW	8/5/86
CASSIUS PHIDO	Cassius Phido	Pa. Box 87098	8/7/86
HARRY HENDERSON	Harry Henderson	5170 FARM ROAD WICKSILL AK	8-7-86
SCOTT HENDERSON	Scott Henderson	PO Box 875292 WICKSILL AK	8/7/86
SCOTT HENDERSON	Scott Henderson	PO Box 875292	8/7/86
JENNIFER	Jennifer	PO Box 875292 WICKSILL AK	8/7/86
JENNIFER	Jennifer	PO Box 873873 WICKSILL AK	8/7/86
GEORGE SCHWARTZ	George Schwartz	3601 W. 42nd ANCHORAGE AK 99517	8/26/86
KENNETH D. BOFFIN	Ken Boffin	3601 W. 42nd ANCHORAGE AK 99517	8/26/86

PETITION

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
MERILEE ZENONE	Merilee Zenone	Lot 7 Blk 22 Cottonwood Shores Sub	7-8-86
GARY S. REGER	Gary S. Reger	LOT 14 Bk 4 SANDSTONE WEST	7/18/86
BRUCE Esquieta	Bruce Esquieta	NADONI DRIVE	7-18-86
Randy Swanson	Randy Swanson	Lot 2 Block 10 TRACT 13	7-19-86
REBECCA ALLEN	Rebecca Allen	C. LINDSEY EAST SUBD	7-21-86
Katie L. Pomeroy	Katie L. Pomeroy	Mile 20 1/2 Glenwood Palmer, Alaska	7-21-86
GENEVA C. McDONALD	Geneva C. McDonald	PALMER, ALASKA Rt. 2 Box 6216	7-21-86
→ Donna Staudt	Donna Staudt	LICKSILL ROAD KASILLI AV 97617	7-26-86
→ Pat Martin	Pat Martin	Beyond Circle, Wilderness	Acres 7-27-86
→ John Gruchow	John Gruchow	Beyond circle, wilderness	Acres 7-27-86
JACKIE Schmidt	Jackie Schmidt	601 Lower Rd	7-28-86
ART Schmidt	Art Schmidt	601 Lower Rd	7-28-86
→ TAMMIE CLAYPOLE	Tammie Claypole	Box 2 Blk 3 WILD ACRES	7-30-86
→ THOMAS CLAYPOLE	Thomas Claypole	Blk 3 lot 2 Wild Acres	7/30/86
ALICIA HUSTON	Alicia Huston	1115 1/2 Glenwood Palmer, Alaska	8/1/86
R. S. GEORGE	R S George	10 Box 51087 Kenai W. Alaska AK 99541	8/2/86
→ P. S. GEORGE	P. S. George	Rt. 2 Box 5702 1/2 Kenai, Alaska	8/2/86
→ M. S. GEORGE	M. S. George	730 Highway 11 Kenai, Alaska	8/2/86
→ CHARLES FENCE	Charles Fence	LOT 2, Bk 2 RIVERDELL ESTATES	8/2/86
→ DONALD L. HOFFMAN	Donald L. Hoffman	1115 1/2 Glenwood Palmer, Alaska	8/2/86
→ DENVER L. JACKSON	D Denver Jackson	Box 261 Palmer, Alaska 99645	8/2/86
GARY REGAN	Gary Regan	Box 261 Palmer, Alaska 99645	8/21/86
AMANDA ROBINSON	Amanda Robinson	Box 2615 Mile 1 Fishhawk Palmer, Alaska 99645	8/21/86
→ STEVE HARRISON	Steve Harrison	5700 S. Tri Lake	8/21/86
→ MICK R. HILL	Mick R. Hill	Box 5156 Palmer, Alaska	8/21/86
→ KEN BILLS	Ken Bills	mile 2 1/2 S. Palmer	8/21/86
→ EDITH RICHMOND	Edith Richmond	SPD, Box 9744 Palmer, Alaska 99645	8-21/86

PEPETION

PRINTED NAME	SIGNED NAME	LEGAL ADDRESS	DATE
Dorinda J. Wright	Dorinda Wright	5700 Yandow Dr 145 BK 2	7/14/86
Dorinda J. Wright	Dorinda Wright	5700 Yandow Dr 145 BK 2	7/14/86
Fred I. Foster	Fred I. Foster	5705 W. Anderson Dr LOT #1 BK #2	1-12-87
Robert P. McCarty	Robert P. McCarty	Robbin Sidoti	1-12-87
Charles W. McArthur	Charles W. McArthur	2000 E. 1st St. Palmer	1-12-87
Randy McCarty	Randy McCarty	566 E. Fairway	1/13/87
Vicki Steunil	Vicki Steunil	1111 12.5 Ave	1/13/87
Hughes Church	Hughes Church	2030 Bald Eagle	1/13/87
David J. Carlson	David J. Carlson	410 S. Cedar	1/13/87
John Thompson	John Thompson	P.O. Box 2527	1-13-87
Cheryl Girardet	Cheryl Girardet	P.O. Box 2527	1-13-87
Tim Anderson	Tim Anderson	P.O. Box 2531	1-13-87
Mary Hill	Mary Hill	1001 1st Palmer	1-13-87
Vivian Hughes	Vivian Hughes	Palmer	1/13/87
Bill McArthur	Bill McArthur	1001 1st Palmer	1/13/87
Pam Clough	Pam Clough	Palmer	1-13-87
Holly Stephens	Holly Stephens	Palmer	1-13-87
KATHLEEN SUMMERS	Kathleen Summers	534. Birchwood Ct P.O. Box 872	1-13-87
Vanetta Anderson	Vanetta Anderson	7100 Upper Wilson Dr.	1-13-87
Patricia L. Brown	Patricia L. Brown	311 Main St. Palmer	1-13-87
Denise Willis	Denise Willis	P.O. Box 2473 Palmer	1-13-87
Mary Lee Terry	Mary Lee Terry	Lot 18 Block 4 Palmer Estates	1/13/87
Gary D. Drasky	Gary D. Drasky	Lot 7 BK 1 Foothills Estates Sub	1/13/87

GEORGE C. SCHWADERER, INC.

CIVIL ENGINEERS AND SURVEYORS

PO BOX 6312 C

PALMER, ALASKA 99645

(907) 374-6503

February 9, 1987

The Hon. Curtis Menard
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Rep. Menard:

Thank you for your letter concerning future improvements for Hyer Road. I signed this petition along with my neighbors because we now endure our share of dust during dry periods and because the present alignment and grades include segments where inadequate sight distances cause hazardous driving conditions. However, I would like to take this opportunity to express my opinions concerning both Hyer Road and the Borough road program in general.

First of all the Department of Transportation & Public Facilities' estimate of four to five million dollars to improve Hyer Road to current Federal-aid Secondary or Borough Arterial Road standards appears to be grossly excessive. During 1986 the Borough Department of Public Works graded and paved 2.28 miles of East Bogard and Moffit Roads to essentially the same standard as the Palmer-Wasilla Highway for approximately \$1,100,000 including the cost of engineering and construction. That project involved crossing two swamp areas and several rolling hills with heavy grading comparable to the work involved for Hyer Road. One mile of the project was almost entirely on new alignment. Since Hyer Road is considerably shorter than the Bogard/Moffit project the design and construction costs should be more in the magnitude of that project than the four or five million dollar range provided by DOT&PF.

It is obvious that suitable alignment providing the required sight distances cannot be achieved within the existing Hyer Road right-of-way. Neither can the cost of acquiring sufficient right-of-way be ascertained with any degree of accuracy until such time as a new alignment has been determined from engineering studies. However, some right-of-way obviously exists at present and even an additional mile of new right-of-way 100 feet in width would involve only twelve acres of land. The Borough has been acquiring rural acreage at costs ranging from \$3,000 to \$4,000 per acre. Unless it becomes necessary to acquire someone's home the right-of-way cost would appear to be in the magnitude of \$50,000. If a house must be acquired these costs might be increased to \$200,000 or \$250,000.

The Hon. Curtis Menard
February 9, 1987
Page 2

Gravel is readily available along Hyer Road as well as from nearby sources. There are at least two commercial asphalt plants within short haul distances. Because many contractors are out of work unit bid prices for road construction have recently been low and there is little reason to believe that such prices will not prevail during the next few years. The DOT&PF estimate thus appears to be as much as triple the costs which might be anticipated on the basis of the Bogard/Moffit project. Even if circumstances increased those costs by as much as 50 percent the State's projection appears to be at least double a realistic estimate.

So far as timing of the work is concerned construction could not occur before 1988, and 1989 is much more realistic. Were funds to be provided for survey and design during this legislative session they would not become available until July 1st. The Borough might then advertise for engineering services by August 1st, receive proposals by September 1st, and issue a notice to proceed by mid-September. Time required for the field survey, preliminary design and advertisement would be unlikely to permit a location public hearing much before the end of the year. If there were no significant objections to the proposed alignment State and Borough approval of the location might be received in time for an appropriation for right-of-way, and possibly construction, during the 1988 session. However, since these funds would not likely become available until July 1988 much of that season would be lost to right-of-way acquisition activities. Possibly a construction contract could be advertised in time to accomplish the initial work in the fall of 1988. However, the Department of Fish and Game will limit the Wasilla Creek crossing work to the period between May 15th and July 15th. It is then apparent that stream crossing and paving activities cannot occur before the 1989 construction season at the earliest.

Because of the long lead time involved in any highway construction project it is clearly necessary during this legislative session to allocate only funds sufficient for the preliminary engineering phase. An amount more in the magnitude of \$150,000 should be adequate rather than the four to five million dollars indicated by DOT&PF. This would permit the necessary preliminary work to be accomplished in advance of the 1988 session. By that time the costs of right-of-way and construction could be determined to a higher degree of accuracy.

While from the personal standpoint I would like to see Hyer Road included in the Borough capital improvement program to the extent of preliminary engineering authorization there are other routes for which engineering has already been acc-

The Hon. Curtis Menard
February 9, 1987
Page 3

omplished and which I believe should be higher on the priority list for construction funding. Foremost among these projects is Trunk Road. The alignment of this route has been approved by both DOT&PF and the Borough assembly, design is essentially complete, and only appropriations for right-of-way and construction are necessary to begin this much needed improvement.

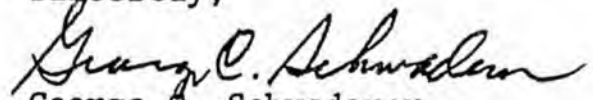
Other roads which should be high on the Borough priority list include those which comprise the alternate route from Houston to Palmer. This route includes four projects for which it is understood the design is complete or for which the alignment has been approved by the Assembly. These use segments of, or connect with, several existing roads to comprise the route. Included are projects identified as the Parks-Pittman Road, the Pittman-Yolanda Connector, the Seward Meridian Road, Phase III and East Bogard Road from Moffit Road to the Glenn Highway.

Another road which warrants early completion is the Willow Creek Road connecting the Parks Highway with the Susitna River at Willow. This road has been graded for 2.25 miles but has not been completed for lack of funds. The design is complete, right-of-way has been acquired and the wetlands permit issued by the Department of the Army. This road will provide public access to the river below the mouth of Willow Creek at a location where the Division of Parks has planned a boat launching facility. About 1.75 miles of grading is required to reach the river and four miles of surfacing. If completed this facility will serve not only residents of the valley but the many visitors seeking access to the Susitna and connecting rivers.

In summary, I support my neighbors' desire to improve Hyer Road to the extent of an appropriation for preliminary engineering funds this year. However, funds for right-of-way and construction should be deferred until such time as they are needed and known to greater accuracy. Any road construction or right-of-way funds allocated to the Borough this year should be spent for Trunk Road, the Willow Creek Road and other projects mentioned above for which location approval has been received and for which design and right-of-way acquisition are in advanced phases.

Thank you for your interest in the road program.

Sincerely,


George C. Schwaderer

cc: Mayor Dorothy Jones, MSB



Official Business

Alaska State Legislature

Senate

P.O. BOX V
State Capitol
Juneau, Alaska 99801

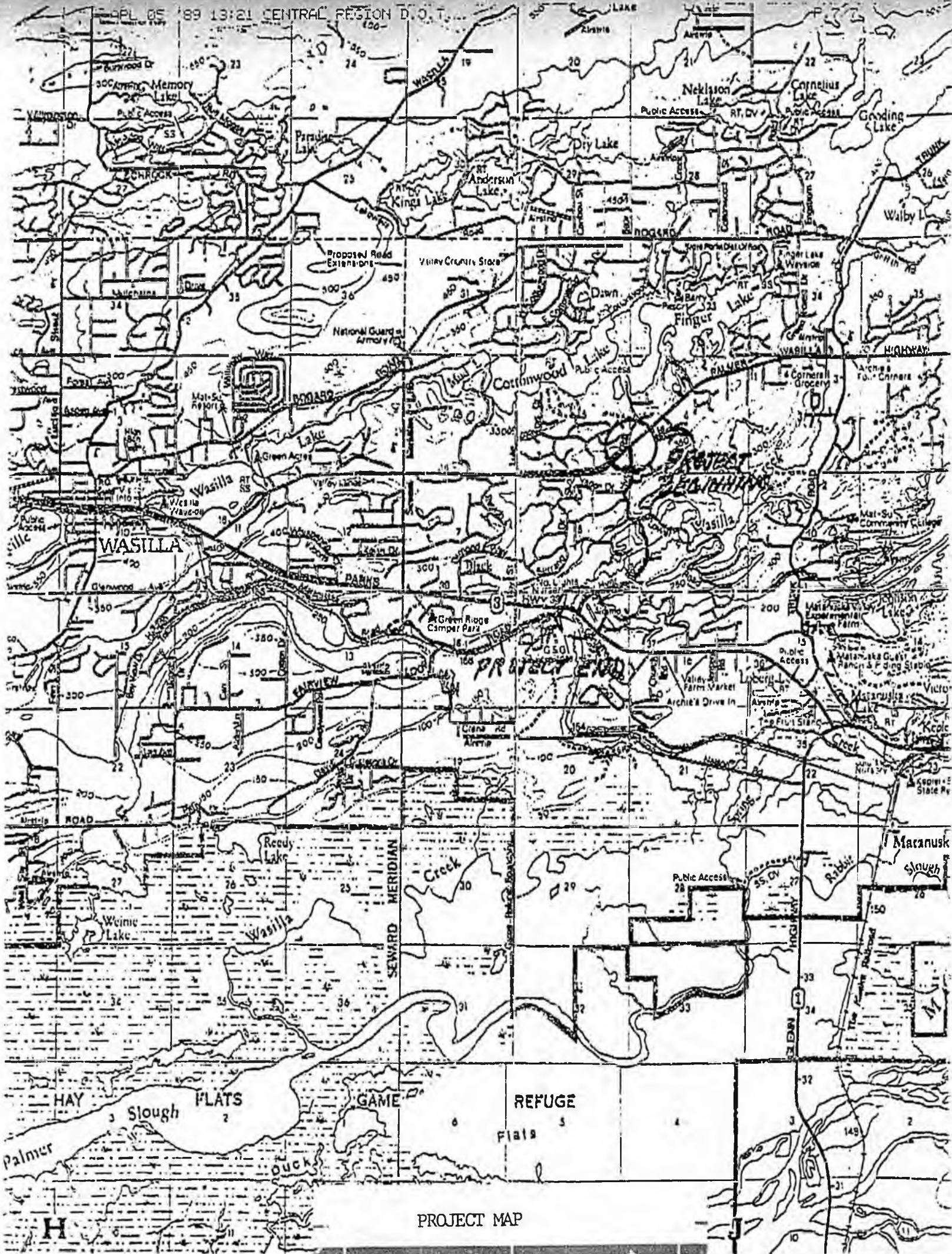
SPONSOR STATEMENT

SCR 9 - HYER ROAD

Senate Concurrent Resolution 9 requests the Department of Transportation to assign a high priority to the reconstruction of Hyer Road in the Matanuska-Susitna Borough.

Hyer Road is a main arterial that connects the Parks Highway and the Palmer-Wasilla highway and has been in use for over 40 years. The road does not meet design standards; it has steep grades and is narrow and winding. There are three major subdivisions along Hyer Road; all of them have been constructed during the last 10 years. In addition, the road serves as a school bus route. The road definitely poses a safety hazard.

Both the school district and the Matanuska-Susitna Borough have requested the Department to reconstruct Hyer Road. Over 300 residents of the road have sent in a petition requesting this project. Since the road is not eligible for federal funding, the total cost must be borne by non-federal sources.



PROJECT MAP

S C R

11

FISCAL NOTE

REQUEST:

Revision Date: 1/24/89
 Title: "Relating to the homeport of the M/V Tustumena"
 Sponsor: Kerttula and Szymanski
 Requestor: _____

Agency Affected: DOTPF
 BRU: AMHS
 Components: Southwest vessel operations and overhaul

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES	-0-	-0-	-0-	-0-	-0-	-0-
TRAVEL	-0-	-0-	-0-	-0-	-0-	-0-
CONTRACTUAL	-0-	-0-	-0-	-0-	-0-	-0-
SUPPLIES	-0-	-0-	-0-	-0-	-0-	-0-
EQUIPMENT	-0-	-0-	-0-	-0-	-0-	-0-
LAND & STRUCTURES	-0-	-0-	-0-	-0-	-0-	-0-
GRANTS, CLAIMS	-0-	-0-	-0-	-0-	-0-	-0-
MISCELLANEOUS	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

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

GENERAL FUND	-0-	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

John Halterman

Prepared by: John Halterman, Assistant Director Phone: 465-3950
 Division: Alaska Marine Highway System Date: 4/4/89

Approved by Commissioner: Mark S. Hickey *W. K. Carter* Date: 4/5/89
 Agency: Department of Transportation & Public Facilities

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)

Department of Transportation & Public Facilities



POSITION PAPER

BILL NO: SCR 11

APPROVED: *W. K. [Signature]*

TITLE: Homeporting of the M/V Tustemena **DATE:** April 5, 1989

Alaska Marine Highway System (AMHS) has no problem with legislative intent designating Seward as the "home port" for the M/V TUSTUMENA. The AMHS provides services to Kodiak and other communities from Seward and Homer. By contract with the marine unions AMHS presently utilizes Seward for our crew change port. In addition, AMHS uses Seward for fueling, and provisioning of the vessel. AMHS presently has no plans to change any of these items.

However, the primary purpose of AMHS is to connect isolated communities to large communities for commerce or to mainland road connections.

AMHS is not interested in having Kodiak as a crew change port as we would be obligated to fly our employees from the mainland to Kodiak for crew changes, thus incurring additional operational costs.

When the vessel is scheduled to make a run out the chain it is in AMHS and the public's best interest to take on fuel at Kodiak. For other routes Seward is the most convenient location for fueling and other provisions.

As demands on the AMHS limited fleet size and fixed budget continue to grow it would seem inappropriate to place any further fixed operation restriction upon AMHS.

S C R

14

STATE OF ALASKA
1988 LEGISLATIVE SESSION

BILL VERSION: SCR 14
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Relating to the Alaska Railroad
Suntrana Branch Bridge
Sponsor: Sen. Coghill
Requestor: _____

Agency Affected: Ak Railroad Corp.
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						

CAPITAL			130.0			
---------	--	--	-------	--	--	--

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER			130.0 *			
TOTAL			130.0			

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

* Would be funded by the Alaska Railroad. Source Frank Turpin, Alaska Railroad Corp.

Prepared by: Terry Otness, Committee Assistant

Phone: 465-4921

Division: Senate Transportation Committee

Date: February 21, 1989

Approved by ~~Committee~~: Senator Lloyd Jones, Chairman

Date: February 21, 1989

Agency: Senate Transportation Committee

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

1 IN THE SENATE

BY COGHILL

2 SENATE CONCURRENT RESOLUTION NO. 14

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 Relating to the Alaska Railroad Suntrana
6 Branch Bridge.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 WHEREAS the Alaska Railroad Suntrana Branch Bridge over the Nenana
9 River is an important lifeline to the areas on the east side of the Nenana
10 River; and

11 WHEREAS the bridge is a vital link between consumers and a supply of
12 reasonably priced processed coal; and

13 WHEREAS the bridge has deteriorated to such an extent that either the
14 bridge and the support piers must be repaired or the bridge must be closed;

15 WHEREAS the Alaska Railroad Corporation is contemplating closure of
16 the bridge rather than repairing the damage to the bridge;

17 BE IT RESOLVED that the Alaska State Legislature respectfully requests
18 the Governor to direct the Alaska Railroad Corporation to make those re-
19 pairs that are necessary to keep open the Suntrana Branch Bridge over the
20 Nenana River.

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

DATE TURNED INTO OFFICE _____

2/1/89

Mr. President:

TRANSPORTATION Committee considered SCR 14

Alaska Railroad Suntrans Branch Bridge

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- _____ letter of intent adopted
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

FISCAL NOTE(S) attached zero fiscal impact
 appropriation no FN attached Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Handwritten Signature]

Paul Frick (No Rec.)
Dittus Faber (No Rec.)
Bob Fausch (No Rec.)

[Handwritten Signature]

 Chairman signature and recommendation

Committee backup attached

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SCR 14
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: ARRC Suntrana Bridge

Agency Affected: Alaska Railroad Corp.
BRU: _____

Sponsor: Senator Coghill
Requester: Senate Transportation

Components: _____

EXPENDITURES / REVENUES : (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	130.0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary.)

This fiscal note is for informational purposes only. As the Alaska Railroad Corporation is not subject to the Executive Budget Act, legislative appropriation is not required. However, passage of SCR 14 would have fiscal impact on the Railroad. (Analysis continued on page 2.)

Prepared by: Jim Blasingame
Division: Alaska Railroad Corporation

Phone: 265-2688
Date: February 22, 1989

Approved by Commissioner: Larry Mercurieff
Agency: Department of Commerce & Economic Development

Phone: _____
Date: 2/23/89

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

BILL VERSION SCR 14

Analysis:

Reallocation of these funds to the Suntrana Branch Bridge improvements would prevent the ARRC from making additional necessary mainline upgrades. The annual return on investment of mainline improvements outweighs the bridge upgrade by reducing labor costs and train delays. Additional improvements to the Fairbanks yard operations to enhance customer service and reduce safety hazards would also be delayed. These cost savings are anticipated to amount to \$10.0-15.0 annually for a period of ten years.

Senator John B. (Jack) Coghill

Alaska State Legislature

Box V
Juneau, Alaska 99811
(907) 465-4797

Box 55028
North Pole, Alaska 99705
(907) 488-0862



MEMORANDUM

To: Senator Jones, Chairman
Senate Transportation Committee

From: Senator Jack Coghill

Re: SCR 14

Date: February 2, 1989

I would like to request a Senate Transportation Committee hearing on SCR 14, "relating to the Alaska Railroad Suntrana Branch Bridge."

The Alaska Railroad is considering the closure of the Suntrana Branch railroad bridge over the Nenana River due to deterioration of the support piers. I believe the bridge provides a vital transportation link to areas on the east side of the Nenana River and that the Alaska Railroad Corporation should make the necessary repairs to keep the bridge open.

Attached are copies of letters I have received relating to the bridge closure. If you have any questions regarding SCR 14, please feel free to contact me.

Senator John B. (Jack) Coghill
Alaska State Legislature

Pouch V
Juneau, Alaska 99811
(907) 465-4921

Box 55028
North Pole, Alaska 99705
(907) 488-0862



September 27, 1988

Mr. Frank Turpin
President & CEO
Alaska Railroad Corp.
P.O. Box 107500
Anchorage, AK 99510

Dear Frank:

It has come to my attention that the Alaska Railroad Corporation (ARRC) has proposed to close the railroad bridge that crosses the Nenana River on the Suntrana branch.

If ARRC is contemplating the closure of this bridge, I would like to go on record as strongly opposing the closure and request ARRC to reconsider their decision. There are users across the bridge that depend on the availability of rail service for their businesses existence. It would not be fair to the users if ARRC arbitrarily discontinued the present service.

I would appreciate a written explanation clarifying ARRC's position on the above mentioned bridge. I look forward to your response.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Jack Coghill".

Senator Jack Coghill

Reliable Coal

Coal and Automatic Coal Furnaces

3.6 Mile Usibelli Spur Road
P.O. Box 53
Healy, Alaska 99743

Wm. D. Nordmark
Owner

Ph. (907) 683-2411

September 15, 1988

Attention: Frank Turpin, General Manager
Alaska Railroad Corporation
P.O. Box 10-7500
Anchorage, Alaska 99510-7500

Dear Mr. Turpin,

During a meeting with Fairbanks terminal superintendent K. A. Smith on Monday, September 12, 1988, I was informed that the Alaska Railroad has proposed to close the railroad bridge over the Nenana River on the Suntrana branch. I must protest, as my business depends upon this bridge for its existence.

I set up my business adjacent to the Suntrana branch on the east side of the Nenana River in 1983 because of the availability of rail service at that location. Thus, I entered into a 20-year crossing permit with the Alaska Railroad and a 5-year land lease (which has recently been renewed for another 5 years) with William I. Waugaman, and proceeded to set up coal processing equipment, scale, bunkers, and shop. I would have to forfeit a considerable investment in improvements on the site, which is leased, if the railroad bridge were to be closed.

Usibelli Coal Mine hauls the coal from the mine to the Reliable Coal yard in 90-ton capacity dumptrucks which are not legal on Alaska State highways due to their weight and 18 foot width. Thus, moving the business across the Nenana River would not only cause financial loss to myself, but would pose problems obtaining a coal supply.

During the period from September, 1987 through August, 1988, Reliable Coal shipped 54 hopper cars of coal to the Alaska Railroad power plant in Fairbanks, and 46 hoppers to the Coal Bunkers in Fairbanks, as well as 2 side-dump cars to individuals. I would like to be able to assure my customers that I can continue to supply coal to them via the Alaska Railroad. My customers have no other source from which to obtain processed (screened and graded) coal in the State of Alaska.

Please reconsider the decision to close the bridge on the Suntrana branch.

Your truly,

William D. Nordmark
William D. Nordmark
Owner, Reliable Coal

cc: see attached list

Reliable Coal to Frank Turpin letter of September 15, 1988

cc: George Sullivan, Chairman, Board of Directors
Alaska Railroad Corporation

K.A. Smith, Fairbanks Superintendent
Alaska Railroad Corporation

William I. Waugaman
P.O. Box 2491
Fairbanks, Alaska 99707

Joe Usibelli, Jr., President
Usibelli Coal Mine
Box 1000
Healy, Alaska 99743

Attention: Walt Schlotfeldt
The Coal Bunkers
Box 72869
Fairbanks, Alaska 99707

✓ Senator Jack Coghill
Box 55028
North Pole, Alaska 99705

ALASKA RAILROAD CORPORATION



P.O. Box 107500 • Anchorage, Alaska 99510-7500
September 28, 1988

Mr. William D. Nordmark
Owner
Reliable Coal
P. O. Box 53
Healy, AK 99743

Dear Mr. Nordmark:

I have received your letter of September 15 concerning the Railroad's plans to remove the railroad bridge over the Nenana River on the Suntrana Branch from service.

This action is predicated upon the deterioration of the support piers of the bridge. The concrete has deteriorated to such an extent that our Engineering Department has advised that the bridge either must be removed from service or the concrete structure rehabilitated. It does not appear that an expenditure estimated at approximately \$125-130,000 for repairs is justified based on the amount of business carried over the bridge.

Although I realize your business is adjacent to the Suntrana Branch, I have been advised that closing the bridge would not preclude you from continuing your operations. Operational changes would have to be made since you would be unable to load directly into railroad cars at your present site; however, an alternate site in the Healy terminal could be made available for you to load rail cars.

You could continue to crush coal at your current site and then truck it to the rail. Although this would be an added expense to your current operations, your customers should understand your increased costs and expect to pay a higher price for your product.

The land lease and crossing permits that you currently have with the Railroad would be continued, and other property for a loading site across the river could be made available. Closing the bridge should not cause you to forfeit your investment nor prevent you from continuing to do business.

I have asked the Operating Division to review this issue further and will apprise you of their evaluation.

Sincerely,

F. G. Turpin
President and Chief Executive Officer

cc:
G. Sullivan, Chairman, ARRC Board of Directors
K. A. Smith, Fairbanks Terminal Supt., ARRC
W. I. Waugaman, Fairbanks
J. Usibelli Jr., Usibelli Coal Mine
W. Schlotfeldt, The Coal Bunkers
Senator Jack Coghill, North Pole



GOLDEN VALLEY ELECTRIC ASSOCIATION INC. Box 1249, Fairbanks, Alaska 99707-1249, Phone 907-452-11

October 3, 1988

Mr. Frank Turpin, General Manager
Alaska Railroad Corporation
P.O. Box 10-7500
Anchorage, Alaska 99510

Subject: Railroad Spur at Healy

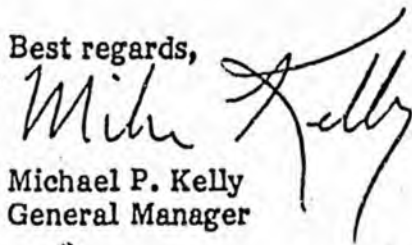
Dear Mr. Turpin:

It has come to our attention that the Alaska Railroad is considering the abandonment of the railroad bridge across the Nenana River at Healy. Golden Valley is not presently using it's rail spur into the Healy plant. We are bringing fuel oil in by truck. However, the rail line has always been considered an alternate means of liquid fuel supply and an important transportation link into the plant for major component delivery, etc.

In future years, when the Healy plant is enlarged, the rail spur will be needed to supply plant components and construction equipment. Without the bridge and spur, such freight movements would be more difficult and expensive.

We strongly urge you not to remove the railroad bridge. Although little used now, it will again become an important lifeline to areas on the east side of the Nenana River. Please advise us of any hearings to be held on this matter.

Best regards,


Michael P. Kelly
General Manager

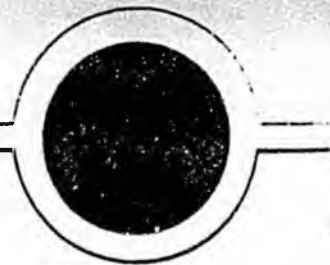
cc: W. Waugaman

Bill,

Thanks for alerting us to this matter.

MK

ALASKA RAILROAD CORPORATION



P.O. Box 7-2111 • Anchorage, Alaska 99510-7069

October 11, 1988

RECEIVED

OCT 13 1988

GVEA - Administration

Mr. Michael P. Kelly
General Manager
Golden Valley Electric Association, Inc.
P. O. Box 1249
Fairbanks, Alaska 99707-1249

Dear Mr. Kelly:

This is in reply to your letter of October 3, 1988, commenting on our plan to abandon the railroad bridge across the Nenana River at Healy.

Since your Healy plant may have future use for rail service across the Nenana River, and you feel the spur will again become an important lifeline to areas on the east side of the river, one option that would provide you with access whenever you find it advantageous would be for us to lease you the spur. If you owned the track, any use by the Alaska Railroad or any other user would be subject to payment that would contribute to the cost of maintaining the bridge and track. The track and bridge would have to be maintained up to Federal Railroad Administration requirements, of course, before we could use it for Alaska Railroad equipment.

If you have any interest in the ownership option, please contact me and we will begin developing a proposal to effect the lease. We do not plan any public hearings on this matter.

Sincerely,

F. G. Turpin
President and Chief Executive Officer

① Bd. -

② Joe Usibelli

③ Woody

Joe Usibelli
are you taking any
action regarding the
bridge's spur? We are
not inclined to own
it.
Mike Kelly

ARR.

ALASKA
CONSTRUCTION & MINING
EQUIPMENT, Inc.

DBA THE COAL BUNKERS

PHONE: (907) 456-5005 or 452-2722

P.O. BOX 72869 • 270 ILLINOIS ST.
FAIRBANKS, ALASKA 99707

October 31, 1988

Mr. Frank Turpin
President
Alaska Railroad Corporation
P.O. Box 10-7500
Anchorage, Alaska 99510-7500

NOV 3 1988

RE: Removal of Suntrana Branch from Service

Dear Mr. Turpin:

We have a great deal of difficulty accepting your decision to close the Suntrana Branch and force Reliable Coal to truck their product to rail access. To suggest that Reliable's customers would understand an increase in cost due to their additional costs is not accurate. We may understand Reliable's need to raise their price as a result of inaccessibility to the tracks, but we could not accept such an increased cost.

The Fairbanks consumer's cost of coal today is minimally cheaper than oil. To raise the price would diminish the demand for coal to a point where we would be out of business. Over the past several years the coal market in Fairbanks has continued to shrink, even as modern technology and automatic feed coal boilers have been introduced to the consumer. We have responded to this shrinking demand for coal by marketing other products, such as Senco fasteners and other construction-related products. We have also scaled back our operation and reduced overhead to a very low level. Even these actions have not been enough in these economic times to keep us from suffering a loss in 1988. We are struggling to survive the current recession, in the hopes that construction related sales will increase and bring us back to profitability. What lies in the future for the residential and commercial coal business in Fairbanks? We predict a continual decrease in demand over time at the current prices.

With the increased costs which would occur if Reliable had to truck to the railroad, the demand for coal would almost immediately stop. Homeowners and businesses would face the immediate need to convert their heating systems, causing them undue hardship in these already tough economic times. We

senco fastening
systems



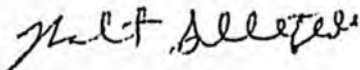
RELIABLE COAL

Mr. Frank Turpin
October 31, 1988
Page 2

would go out of business. The Alaska Railroad would lose a good leaseholder and would lose the transportation revenue from our coal demand. I believe that all of these things add up to more than your cost of repairing the bridge on the Suntrana Branch.

I request that you re-think your decision in this matter, and choose instead a course of action which ensures the continuation of the service you provide to Reliable Coal.

Sincerely,



Walt Schlotfeldt

cc: William D. Nordmark
Owner, Reliable Coal
P.O. Box 53
Healy, Alaska 99743

George Sullivan, Chairman
Alaska Railroad Corporation
P.O. Box 10-7500
Anchorage, Alaska 99510-7500

K.A. Smith, Fairbanks Superintendent
Alaska Railroad Corporation
280 N. Cushman
Fairbanks, Alaska 99701

William I. Waugaman
P.O. Box 2491
Fairbanks, Alaska 99707

Joe Usibelli, Jr., President
Usibelli Coal Mine, Inc.
Box 1000
Healy, Alaska 99743

Senator Jack Coghill
P.O. Box 55028
North Pole, AK 99705-5028

Reliable Coal

Coal and Automatic Coal Furnaces

RECEIVED

NOV 4 1988

3.6 Mile Usibelli Spur Road
P.O. Box 53
Healy, Alaska 99743

Wm. D. Nordmark
GVEA - Administration Owner

Ph. (907) 683-2411

November 2, 1988

Mr. Michael P. Kelly, General Manager
Golden Valley Electric Association
Box 1249
Fairbanks, Alaska 99707-1249

Dear Mr. Kelly,

Bill Waugaman sent us a copy of a letter from you to Frank Turpin on October 3, 1988 concerning the closing of the Alaska Railroad bridge on the Suntrana branch. Thank you for writing that letter. We value your support in opposing the closure, as our business depends on the existence of the bridge.

Enclosed, for your information, are copies of all the correspondence that I have on the subject to date. I spoke to Jack Coghill last night. He informed me that he has discussed the matter in person with Frank Turpin, and urged the ARR to repair the bridge rather than abandon it.

We are concerned, not only for our own sake, but also for the people who buy coal for household use from the Bunkers in Fairbanks. As Bill Waugaman points out, it is the low income people who burn coal to heat their homes, and they would be in a bad situation if they could not get coal, or if there were a steep price increase as Mr. Turpin advocates in his letter to us.

Thank you for taking an active role in opposing the bridge closing. Please advise us of information you receive on the subject. The ARR doesn't tell us much.

Sincerely,

Patricia Nordmark

Patricia Nordmark
Reliable Coal

13
File pls.



FEB 15 1989

ALASKA STATE CHAMBER OF COMMERCE

310 Second Street
Juneau, Alaska 99801
(907) 586-2323

February 14, 1989

Frank Turpin, President
Alaska Railroad Corp.
P.O. Box 10-7000
Anchorage, AK 99510

Dear Frank:

As you can see from the enclosed letter, Mr. William D. Nordmark has asked for the State Chamber's assistance in resolving the Suntrana bridge repair problem.

I understand the railroad is now considering the necessary repairs and would encourage your decision to do so.

In today's Alaska economy, I believe we must do all possible to assure that our businesses, large and small have the opportunity to remain in business. We at the State Chamber are particularly interested in assisting small businesses in making a go of it. It certainly seems as if Mr. Nordmark is doing all he can.

Also Frank, I think the Alaska Railroad as a public entity has, perhaps, a responsibility beyond the "bottom line" to see that the public is best served even when such service may adversely affect that line. Certainly, your estimate of \$125-130,000 in relation to your overall m & o cannot be such a prohibitive item when weighted against the railroads responsibility to the public and business community.

I would appreciate hearing from you as soon as possible.

Cordially,

George Krusz, President

cc: William D. Nordmark
Senator Jack Coghill

GK:ly/turpin

S C R

20

MAR 06 1989

March 2, 1989
Ho 01 Box 1315-4
Kenai, Alaska 99611
776-1145

Dear Senator Jones,

I would like to inform you of the work being done to improve Cabin Lake Road. I have taken on the job of contacting Sen. Kerttula, Rep. Zawaacki and Sen. Szymanski to ask for their assistance in upgrading and improving our road, the means to accomplish this by a direct grant from the state. Here is the information I have provided to them so far.

In 1974 monies were approved for widening and improving Cabin Lake Road, problems arose and these funds were transferred to another location. In 1976 another attempt was made, still nothing was done.

In June of 1988 I began questioning why buses could not come down Cabin Lake Road to get the 30 + children that live in the area and I was told that the Kenai Peninsula School Board did not allow buses to run on Borough roads because most borough roads were not properly maintained year round and were not wide enough for a bus and another vehicle to pass each other.

I contacted Jack Brown the Borough Assemblyman, and he has been helping me to find the means to get funds-a direct grant- to get CLR paved and become a State maintained road. Not knowing how well you are acquainted with CLR I enclosed a map. Cabin Lake Road from No. Miller to Josephine is very close to a mile, there is a 90 degree turn off No. Miller then an immediate left turn to the next 90 degree turn then, 1/4 mile further a sharp 90 degree turn to the right around a power pole. This curve is very dangerous during the winter because cars slide on the ice and miss the curve forcing them into the ditch across the road. Right now it is difficult for oncoming cars to see each other with the snow piled up, and difficult to see children as they walk to and from the bus stop up on the highway. A plan to straighten CLR would eliminate this problem. I have verbal approval from Mr. Warren Enzler that he would dedicate the necessary R/W of his property to be made into a public road. I am also working with DNR to get them to dedicate the R/W of state land for this purpose. This would be the yellow line on the map. So far, DNR has said it would take a year or more for this to go through and not to get our hopes up. Dave Perez is the person I spoke with who told me of the extreme backlog and the long time it would take.

The last 1/4 mile is referred to as the "tunnel". It is the width of the blade of the grader with berms on either side. Cars must wait for each other to travel this road. If one is on the road the other must wait at one end until the other has passed through. Chief Willis can tell you more about this part as he travels this road from his home.

Improving CLR has become a top priority for the Nikiski Chamber of Commerce along with the paving and upgrading of Aurora Heights. These two areas directly effect about 200 + people -voters- and even more people who do use these roads but don't live near or on them.

During the summer increased traffic for the public access on Cabin Lake helps turn the road to washboard within 3 days of grading. I have been told by Jim Connor, No. Rd. Maintenance Dept. that the road bed is of poor material, but the Road Board has no power and the Maintenance has no money to do anything but grade the roads- they can't even fill the potholes all they can do is grade them!

This is not one person wanting a better road- we have even gotten on the Kenai Peninsula Borough priority list- but again the Borough has no funds for roads.

I have spoken with Senator Kerttula and he has said he would work on getting funds, I have been collecting signatures of people who live on or use CLR to petition for improvements. People gladly sign and agree readily that it is a terrible road to drive on most times of the year.

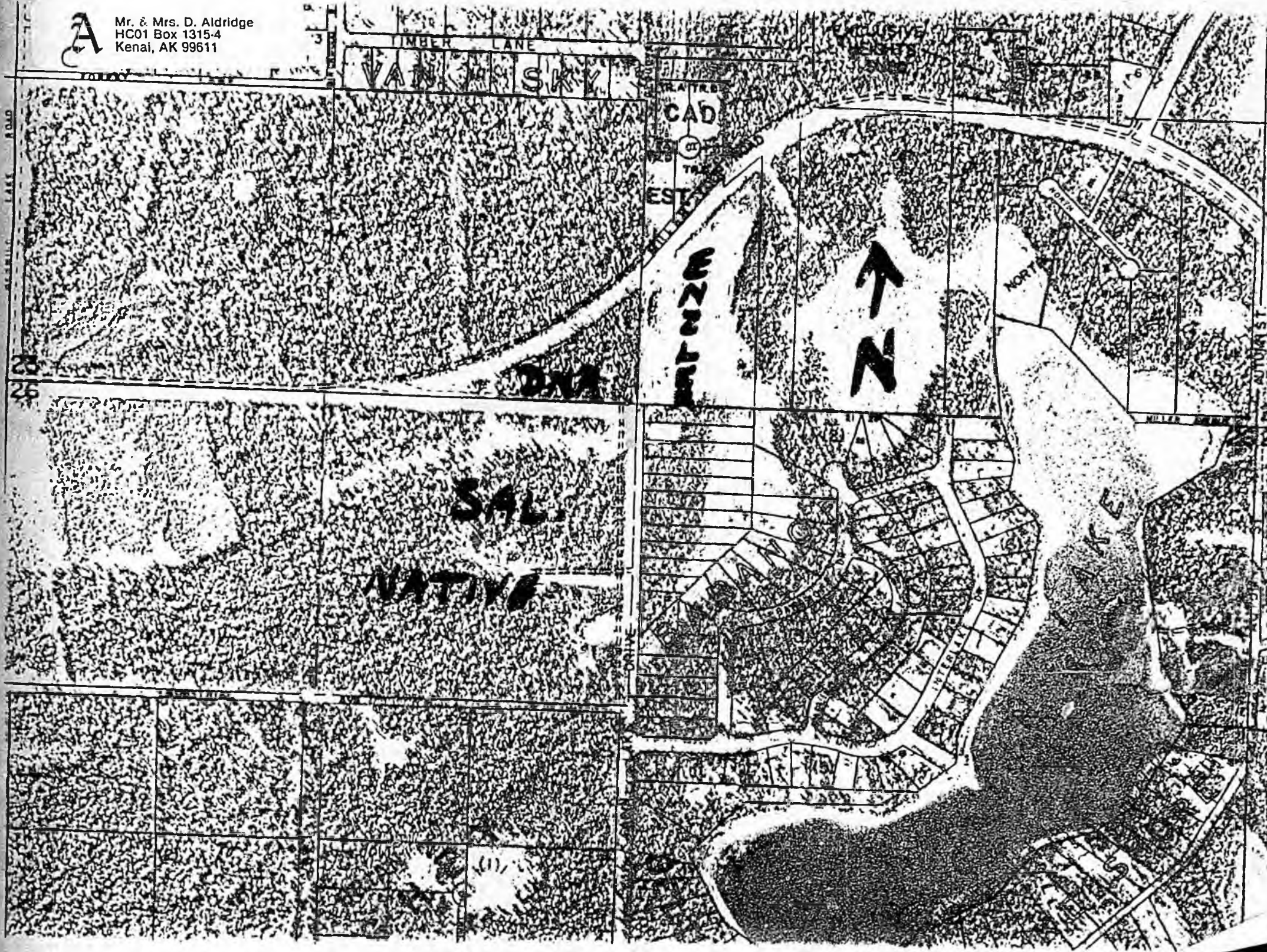
I would like to ask for your support in improving this road for the safety

of our children and our residents.

Sincerely,
Diane Aldridge

Diane Aldridge

A Mr. & Mrs. D. Aldridge
HC01 Box 1315-4
Kenai, AK 99611



S C R

22



Fairbanks Area Alaska State Parks Citizen Advisory Board

3700 Airport Way • Fairbanks, Alaska 99709-4613 • (907) 451-2695

January 31, 1989

FEB 13 1989

Senator Jack Coghill
Senate
P.O. Box V
Juneau, Alaska 99811

Re: Project '92

Dear Senator Coghill:

At a recent Board meeting, we were provided information on Project '92 -- the 50-year anniversary of the building of the Alaska Highway. What an opportunity to promote a big year of tourism with economic spinoff for years to come! Canada has realized it and we hear dedicated several million dollars to the promotion of tourism on the Highway in '92. Times "outside" are not tough like they are here and people are traveling, especially by car, in the U.S. and Canada -- the "safe" way/places to travel today. Many still think of the Alaska Highway as a desolate one-lane mud and gravel trail to a pretty but inhospitable wilderness.

Senator Coghill, we need to get on the bandwagon and support Project '92. It won't cost, it'll pay. Please, support diversification of our economy. Developing tourism is one answer. Let's advertise Project '92. Let's do quick upgrades on our roadside parks -- both state and private and prepare historic exhibits between the border and Fairbanks. A big push for '92 would leave our roadside parks in better shape and we believe increase road-oriented tourism for several years to come.

Please move with Canada to ready Alaska for a big tourism push in '92.

Sincerely,

Larry Bright
Chairman



PROJECT 92

The International Celebration of the
50th Anniversary of the Alaska Highway

Project 92 Committee, Delta Convention and Visitor Bureau (DCVB),
P.O. Box 987, Delta Junction, Alaska 99737 (907) 895-5068

November 30, 1988

Honorable Steve Cowper
Office of the Governor
Third Floor, State Capitol
P. O. Box A
Juneau, Alaska 99811

Dear Governor Cowper:

Attached is a report on the Alaska Highway International Umbrella Convention I attended in Dawson Creek, British Columbia, November 8, 1988.

I am sure you are already aware of the significant emphasis the Canadians are placing on this celebration.

The State of Alaska is being offered a unique opportunity to piggyback on the substantial marketing effort of our Canadian neighbors. The ultimate destination for most of the visitors attracted to the Alaska Highway celebration will be Alaska. With proper planning, funding and coordination, the entire State can benefit from this celebration in 1992 and beyond.

It is extremely important that the Legislature be made aware of the international scope of this project. The real opportunity is in the fact that there may not be another suitable anniversary or event before the year 2000 for the State to cooperatively organize something which will potentially have benefit for everyone. That is the reason this event is so significant and important to the State as a whole. It is a rare opportunity which should be seized by the people of the State and used to achieve a lasting legacy.

We need to formalize and fund a statewide organization to develop our anniversary plans and coordinate with Canada. The Delta Chamber of Commerce has been working towards this goal for over 18 months. We will be holding meetings and speaking to groups around the State to promote this effort. I will continue to keep you informed of this project and would appreciate any support or suggestions you may have.

Sincerely *C. Kemp*
Susan C. Kemp

SUSAN C. KEMP, Chairperson
Project 92 Committee

cc: Senator Jack Coghill
Representative Dick Shultz

SCK/pd

DRAFT...DRAFT...DRAFT

A PROPOSAL

for

The Celebration of
**THE 50TH ANNIVERSARY OF
THE ALASKA HIGHWAY:
PROJECT 92**

PROGRAM OUTLINE
and
BUDGET

February 21, 1989



DRAFT...DRAFT...DRAFT

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

DRAFT...DRAFT...DRAFT

A PROPOSAL

for

The Celebration of
**THE 50TH ANNIVERSARY OF
THE ALASKA HIGHWAY:
PROJECT 92**

PROGRAM OUTLINE
and
BUDGET

February 21, 1989



DRAFT...DRAFT...DRAFT

February 21, 1989

A PROPOSAL

for



The Celebration of
**THE 50TH ANNIVERSARY OF
THE ALASKA HIGHWAY: PROJECT 92**

PROGRAM OUTLINE and BUDGET

including
Proposals for

1992: A YEAR OF ANNIVERSARIES

and

The Celebration of
**THE 125TH ANNIVERSARY OF THE SEWARD
PURCHASE OF ALASKA FROM RUSSIA**

Douglas S. Christopherson

Prepared by the
Great Alaska Highways Society
P.O. Box 987, Delta Junction Alaska 99737
(907) 895-5068

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CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
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February 21, 1989

A PROPOSAL

for



The Celebration of
**THE 50TH ANNIVERSARY OF
THE ALASKA HIGHWAY: PROJECT 92**
PROGRAM OUTLINE and BUDGET

including
Proposals for

1992: A YEAR OF ANNIVERSARIES

and

The Celebration of
**THE 125TH ANNIVERSARY OF THE SEWARD
PURCHASE OF ALASKA FROM RUSSIA**

Douglas S. Christopherson

Prepared by the
Great Alaska Highways Society
P.O. Box 987, Delta Junction Alaska 99737
(907) 895-5068

FORWARD

This booklet contains four main proposals for Alaska.

The proposals all center on the year 1992 which is for Alaska...
"1992: A Year of Anniversaries"...

For this is the year of the International celebration of the...
"50th Anniversary of the Alaska Highway"...

Which will be under the leadership and promotion of the...
"Great Alaska Highways Society"... as the official operational
and administrative, "grass roots" body for Project 92 in Alaska.

And this is also the year of the celebration of Alaska's birthday as the...
"125th Anniversary of the Seward Purchase of Alaska from
Russia".

This proposal has been prepared in three levels... the overview... containing
basic ideas... the introduction... providing an preliminary outline of the
proposals... and the main body of the proposals... as detailed in the chapters
and appendices.

ACKNOWLEDGMENTS

This author would like to make the following acknowledgment:

The overall format of this proposal, many of the ideas contained therein and
some of the text was taken from the following, very excellent report:

**Project '92: Alaska Highway 50th Anniversary Celebration,
March 16, 1988; Cordillera Communications, Calgary, Alberta,
Canada T2P 2L2; prepared for Peace River Regional District, Fort St. John,
British Columbia, Canada, V1J 2N9.**

The author would also like to thank the following persons for their comments,
corrections, suggestions and overall assistance in preparing this proposal:

**Dr. William Wood, Executive Director, Festival Fairbanks, and Advisor,
the Great Alaska Highways Society;**

**Susan Kemp, acting Executive Director and Board President, the Great
Alaska Highways Society.**

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OVERVIEW

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1992: A YEAR OF ANNIVERSARIES

1992 is a year of significant historical anniversaries for Alaska which involve Canada and Russia.

The major events to be commemorated include the 1867 purchase of Alaska from Russia, the 1942 construction of the Alaska Highway and the 1942 US-to-Russia Lend-Lease War Planes program.

1992 will also be the year of a number of other anniversaries, international conferences and games which have as part of their focus, cultural, historical, political, economic and native issues of this Land at the Top of the World.

Thus, for Alaska it is a very special year... for Alaska it is... "1992: A Year of Anniversaries".

50TH ANNIVERSARY OF THE ALASKA HIGHWAY

The Alaska-Canada joint planning for the International Celebration of the 50th Anniversary of the Alaska Highway in 1992 has been ongoing since 1986. The result is an outline of a year-long series of historical and tourist events and activities along the entire length of the Alaska Highway, from Canada to Alaska for 1992.

This celebration is being designed to recognize the historical significance of the Alaska Highway in the development of Canada and Alaska while at the same time, realizing the potential economic benefit of this event through the tourism aspects of the celebration.

Project 92: the Celebration of the 50th Anniversary of the Alaska Highway, will involve other WWII anniversaries as they relate to the development of the communication, energy and transportation network developed in Alaska and Canada during 1942.

1992 will be a very exciting year along the Alaska Highway... from Canada to Alaska it will be the international celebration of the 50th Anniversary of the Alaska Highway.

125TH ANNIVERSARY OF THE SEWARD PURCHASE OF ALASKA FROM RUSSIA

The other main anniversary in 1992 is the 125th Anniversary of the Seward Purchase of Alaska from Russia.

This is a very significant anniversary in the history of the state and in this modern era of easing tensions between Russia and the rest of the world... this time of "Glasnost"... and this time of increasing contact between Alaska and Russia... the celebration of this anniversary would be a large part of Alaska's continuing "Russian Initiative".

Alaska and Russia ... taking the lead in the world... jointly celebrating the Russian heritage of Alaska... celebrating the 125th anniversary of the Seward Purchase of Alaska from Russia.

THE GREAT ALASKA HIGHWAYS SOCIETY

The Great Alaska Highways Society is a non-profit, private, state wide "grass roots" group that was organized to recognize the historical significance and heritage of the Alaska Highways and to promote their contribution to the continued development of Canada and Alaska.

The main goal of the Society is the coordination and promotion of the 1992 International Celebration of the 50th Anniversary of the Alaska Highway in Alaska. In support of this goal, the Great Alaska Highways Society is planning to be a "grass roots" body acting as the main operational and administrative organization for Project 92 in Alaska.

The Society is also seeking to be one of the recognized representatives of the State of Alaska to the International Committee on the 50th Anniversary of the Alaska Highway.

Project 92... its planning, organization and promotion... is the main goal of... The Great Alaska Highways Society.

1992...

The 50th Anniversary of the Alaska Highway...

**The 125th Anniversary of Alaska's Purchase from
Russia... and**

Project 92 and The Great Alaska Highways Society.

From historic Russian Alaska, 125th anniversary celebrations in Sitka, Kodiak, the Aleutian Islands and the Yukon-Kuskokwim Delta and Bristol Bay regions...

To 50th anniversary Lend-lease celebrations from Northway to Delta Junction to Fairbanks and on to Nome and Russia...

To the other 50th anniversary celebrations of WWII, construction related activities in Skagway, Delta Junction, Glennallen, Tok, Slana, Fairbanks, Palmer, Anchorage, Whittier, Portage, Anchorage and Valdez...

1992 will be the year when almost the entire state of Alaska will be a major tourist attraction and this will be a significant economic boost for the state.

...It is " 1992: The Year of the Anniversaries"

...It is "The 50th Anniversary of the Alaska Highway: Project 92"

...It is "The 125th Anniversary of the purchase of Alaska from Russia"

...It is Project 92 being promoted by the "Great Alaska Highways Society

...And 1992 is coming soon to the entire State of Alaska.

...Alaskan's need to be prepared!

INTRODUCTION

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1992... A YEAR OF ANNIVERSARIES

The year 1992 will undoubtedly be one of historical import for much of Alaska and the northwest sections of Canada. 1992 is the year in which there are a number of historical anniversaries which focus on this Great Northland.

The historic, cultural and economic potential of the celebration of even a small number of these anniversaries is significant.

Consider that

1992 is... The 25th Anniversary of Alaskaland in Fairbanks, Alaska;

The 25th Anniversary of the Great Flood of 1967 in Fairbanks, Alaska;

The 40th Anniversary of highway to Seward, Alaska;

The 50th Anniversary of the construction of the Alaska Highway;

The 50th Anniversary of the construction of the CANOL Pipeline;

The 50th Anniversary of the construction of the CATEL Telephone System;

The 50th Anniversary of the Northwest Staging Route;

The 50th Anniversary of the United States to Russia Lend-Lease transfer of War Planes via the Alaska to Siberia (ALSIB) Route;

The 50th Anniversary of the the Big Delta Army Air Force Base (Fort Greely);

The 50th Anniversary of Eielson Air Force Base;

The 50th Anniversary of the opening of the Glenn (Chickaloon) Highway;

The 50th Anniversary of the Portage to Whittier Railroad Tunnel and the Port of Whittier;

The 75h Anniversary of the founding of the Alaska Territorial College of Agriculture and School of Mines (present day University of Alaska);

The 125th Anniversary of the Seward Purchase of Alaska from Russia;

The 125th Anniversary of the Confederation of Canada;

The 150th Anniversary of the famous United States-Canada "Webster-Asburton Treaty" (Boundary settlement);

The 175th Anniversary of the equally famous Canada-United States "Rush-Bagot" Agreement (designed to prevent wars between North American neighbors); and

The 500th Anniversary of the European discovery of America by Christopher Columbus.

TOURISM NORTH

FORMATION During early 1988, the concept of development of a unique multi-jurisdictional cooperative marketing program that would focus on the development of highway traffic to Alaska, the Yukon and Northern British Columbia came into being with the formation of "Tourism North" by the governments of Alaska, Yukon and British Columbia.

This consortium and the Cooperative Marketing Plan of Tourism North will be a major part of the marketing and promotion of Project 92.

UNDERLYING CONCEPTS

The primary destination of the independent pleasure visitors who travel to the northland by personal and rental vehicles is usually Alaska. To reach this destination, these travelers must travel through the Yukon and Northern British Columbia.

These visitors are predominantly American.

In addition to sharing this segment of the visitor market, the three jurisdictions have other common tourism characteristics, such as, great scenery, vast distances between urban areas, visitors are required to make lengthy travel commitments, limited tourism facilities, high prices, and inadequately trained staff.

Historically, each of the jurisdictions has promoted their products independently, although they are interdependent for that visitor segment traveling by highway.

GOALS

The goal of Tourism North is to increase the effectiveness of travel marketing programs by initiating long term, joint projects to promote the common tourism interests of Northern British Columbia, the Yukon and Alaska to obtain:

- An increase in the number of and expenditures by highway visitors to each jurisdiction; and
- The enhancement of trip experiences by highway visitors in each of the jurisdictions.

CONSORTIUM The goals are to be attained by the creation of a consortium of Tourism Yukon, Tourism B. C. and the Alaska Division of Tourism. The cooperative venture is "Tourism North"

MARKETING STRATEGY

The three year Tourism North marketing strategy was agreed to with the signing of the Cooperative Marketing Plan of Tourism North. This was signed on January 3, 1989 by representatives of the three jurisdictions. The plan is to be implemented in the Fall of 1989 to generate preliminary results in 1990.

PROJECT 92

The initial marketing efforts will be created the foundation for, focus on and be integrated with the 1992 celebrations of the 50th Anniversary of the building of the Alaska Highway: Project 92.

COMMITMENT

The cost of this plan will be borne jointly by the jurisdictions. The three year estimates of this plan are (in US dollars):

1989-1990	\$750,000
1990-1991	\$1,000,000
1991-1992	\$1,250,000

(These monies are proposed and subject to approval of the respective legislatures.)

SPECIFIC OBJECTIVES

The specific objectives of this program are:

- In each program year, increase the number of visitors traveling to Alaska by personal vehicle;
- Increase the length of stay by Alaska bound visitors, in each region; north of Highway 16 in British Columbia, Yukon and Alaska;
- For visitors traveling by personal vehicle, increase their per diem expenditure in each of the participating jurisdictions;
- Generate awareness of the Alaska Highway and its history and promote the 50th Anniversary festivities and travel to the Region in 1992;
- Increase the number of visitors to the region who arrive on a fly/drive trip.

STRATEGIC ELEMENTS

The three-year strategic marketing plan contains the following elements:

- Identification and prioritization of target markets,
- Travel literature,
- Effective consumer advertising program,
- Intercept program for the motivation of highway traffic,
- Travel counseling program and support literature for visitors driving personal vehicles,
- Travel information counseling centers in the region,
- Mail fulfillment program,
- Community educational programs to improve service and enhance visitor trip experiences,
- Promotion at key consumer shows and AAA organizations,
- News releases and media fam tours,
- Consumer research to evaluate program effectiveness,
- Fly/drive and fly prepaid packages from international markets.

SUMMARY

The Cooperative Marketing Plan of Tourism North will provide a major part of the marketing and promotion for Project 92. These efforts will create the foundation for, focus on and be integrated with the 1992 celebrations of the 50th Anniversary of the building of the Alaska Highway.

The goals of Tourism North parallel many of the goals of Project 92.

THE CELEBRATION OF THE 125TH ANNIVERSARY OF THE SEWARD PURCHASE OF ALASKA

MAJOR

CELEBRATION

This celebration could be one of the major celebrations in Alaska in 1992. In conjunction with the 50th Anniversary celebration of the Alaska Highway, this would be one of the "umbrella" celebrations under which all the other anniversary celebrations would be developed.

This anniversary will involve the entire state of Alaska and this would also involve the continuation of Alaska's "Russian Initiative".

ALASKA 'S RUSSIAN INITIATIVE

The Russian heritage of Alaska is a long and colorful part of the state of Alaska.

When the United States Secretary of State, William H. Seward negotiated the purchase of Russian America in 1867, the Russian character of Alaska was deeply entrenched. This heritage is a major tourist attraction in Alaska today.

During recent years, a series of unique contacts have developed between Alaska and Russia... meetings about Bering Sea fisheries... American ship visits to Provideniya... Alaska Airlines flights between Nome and Provideniya... reunions of Siberian and Alaskan Eskimo families... Russian icebreakers and the whale rescue off Point Barrow... Russian - Alaskan agricultural exchanges... exchanges of Russian and Alaskan medical scientists and health professionals... Soviet rock band visit to Alaska... Soviet-American joint expeditions... Cub Scout visits to Provideniya... school student exchanges...

The celebration of the 125th Anniversary of the Seward purchase of Alaska from Russia would expand this contact and be a major part of Alaska's continuing Russian Initiative!

GOALS

Goals, objectives, organizational structure and funding policies could be similar to previous state-wide celebrations such as the 25th Anniversary of Alaska Statehood in 1984.

The celebration infrastructure could be integrated with that developed for Project 92.

THE ENTIRE STATE

This celebration and Project 92 would together involve 1992 celebrations across the entire state. From Sitka to Kodiak, to the Aleutian Islands and the Bering Sea, to the Yukon-Kuskokwim region... the entire state would be a part of the 1992 anniversaries celebrations.

THE 50TH ANNIVERSARY OF THE ALASKA HIGHWAY: PROJECT 92

MAIN PURPOSE OF THIS BOOKLET

The main purpose of this booklet is to outline a detailed program strategy and funding request for Project 92.... the Celebration of the 50th Anniversary of the Alaska Highway in the State of Alaska.

PROJECT 92 MISSION STATEMENT

To present a comprehensive year-long celebration of the 50th Anniversary of the Alaska Highway in the state of Alaska.

This celebration will be coordinated with similar celebrations in Canada to maximize the economic benefit to the entire northland.

It will focus on celebrations in 1992 and leave a legacy for the future.

THE GREAT ALASKA HIGHWAYS SOCIETY

The Great Alaska Highways Society is a non-profit, private, statewide, "grass roots" group that was organized to recognize the historical significance and heritage of the Alaska Highways and to promote their contribution to the continued development of Canada and Alaska.

The objectives of the Society are embodied in a main short term goal, a number of secondary goals, Project 92 objectives and long term goals.

MAIN SHORT TERM GOAL

The main concern of The Great Alaska Highways Society is the coordination and promotion of the 1992 International Celebration of the 50th Anniversary of the Alaska Highway throughout the State of Alaska.

In this capacity, the Great Alaska Highways Society (GAHS) plans to be one of the recognized representatives of the State of Alaska to the International Committee on the 50th Anniversary of the Alaska Highway and to be the main operational and administrative body for Project 92 in Alaska.

**SECONDARY,
SHORT TERM
GOALS**

As mentioned previously, there a number of other major anniversaries 1992. A secondary, short term goal of the Great Alaska Highways Society is the organization and promotion of these anniversaries as a part of, and in conjunction with Project 92.

The anniversaries include those of projects associated with the ALCAN and of other significant events in the history of the United States and Alaska.

**ASSOCIATED
PROJECT 92**

ANNIVERSARIES Like all great engineering projects, the Alaska Highway was part of a larger plan for a communications & transportation network and this project spawned or was a part of a number of affiliated or related projects which also have anniversaries in 1992 including:

- the CANOL project ;
- the Northwest Staging Route;
- the ALSIB (Alaska to Siberia) lend-lease program;
- the CATEL project ;
- the construction and opening of the Glenn Highway;
- the construction and opening of the Portage-Whittier railroad tunnel the establishment of the port of Whittier.

**OTHER
ANNIVERSARIES
IN 1992**

Other significant events with anniversaries in 1992, as listed previously, include:

- for North America... it is the 500th Anniversary of the European Discovery of America by Christopher Columbus;
- for Alaska... it is the 125th Anniversary of the Seward Purchase of Alaska from Russia and the 75th Anniversary of the Founding of the University of Alaska;
- for Fairbanks, Alaska... it is the 25th Anniversary of the 1967 Devastating Flood and the 25th Anniversary of the Building of the Alaskaland Historical Park.

**SPECIFIC
PROJECT 92
OBJECTIVES**

The main objectives of The Great Alaska Highways Society in support of Project 92 include:

**MAIN ALASKA
ORGANIZATION
FOR PROJECT 92**

- Designation of the Great Alaska Highways Society (GAHS) as one of the recognized representatives of the State of Alaska to the International Committee on the 50th Anniversary of the Alaska Highway and as the main operational and administrative body for Project 92 in Alaska;

**DEVELOP
PROJECT 92**

INFRASTRUCTURE • Assisting in the development of the Alaska State Project 92 Infrastructure through the attainment of the following sub-objectives;

- Establishment of, or affiliation with, local and regional Project 92 committees or similar organizations, in the towns, villages and other jurisdictions along and adjacent to the Alaska Highway and throughout the state;
- Establishment of a Alaska State Project 92 Office administered by GAHS, to;
 - provide a centralized information and assistance service to other organizations for the administration, planning and coordination of Project 92 functions for the state;
 - provide a State of Alaska, Project 92, point of contact with Canada, the lower 48, Russia and other jurisdictions;
 - provide assistance on the use of the international logo in the state;
 - work with tourism industry organizations such as the Alaska Visitors Association (AVA) Highways Chapter, the Southeast Alaska Marketing Council (SAMC) and the Alaska Highways Marketing Network (AHMN) in the marketing and promotion of Project 92;
 - assist in the development of a public relations effort, including a state-wide newsletter, for Project 92;

**OBTAIN
FUNDING**

- Obtaining administrative and operational funding from the state, and other sources or jurisdictions, governmental, corporate and private, for the Project 92 Office;

**IMPROVE
OF THE ALCAN
BY 1992**

- Improvement of the Alaska Highway for Project 92, by working with the State DOT & PF, to;
 - implement a series of Project 92 information signs along the ALCAN, as soon as possible;
 - improve historical and vista signage;
 - improve overall highway construction before 1992 (specifically the planned upgrade of Dot Lake to Johnson River section).