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UNITED STATES DISTRICT COURT  
DISTRICT OF ALASKA AT ANCHORAGE

SIERRA CLUB, a non-profit corporation, )  
ALASKA CONSERVATION SOCIETY, a )  
non-profit corporation, )  
Plaintiff, )  
v. )  
CLAUDE S. BRINEGAR, individually, and as )  
Secretary of Transportation; )  
R. R. BARTELSMEYER, individually, and as )  
Acting Federal Highway Administrator; )  
LOUIS E. LYBECKER, individually, and as )  
Regional Federal Highway Administrator )  
for Region 10 of the Federal Highway )  
Administration, U.S. Department of )  
Transportation; GENE HANNA, individually, )  
and as Division Engineer, Alaska Division )  
Federal Highway Administration; )  
BRUCE CAMPBELL, individually, and as )  
Commissioner of Alaska Department of )  
Highways; and TOM YOUNG, individually, )  
and as District Highway Engineer, Alaska )  
Department of Highways, )  
Defendants. )

No. A-33-73

AFFIDAVIT OF BRUCE CAMPBELL

STATE OF ALASKA )  
) ss.  
FIRST JUDICIAL DISTRICT )

Bruce Campbell being first duly sworn deposes and states:

1. I am the Commissioner of Highways for the State of Alaska serving under the appointment of the Honorable William A. Egan, Governor of the State of Alaska. I was appointed Commissioner of Highways on February 1, 1971, and in such capacity I am responsible for the planning, construction, maintenance, protection and control of the State Highway System. From 1952 until 1967 I served in various capacities with the Alaska Department of Highways, and its predecessor organizations, the Alaska Road Commission (Department of

ATTORNEY GENERAL, STATE OF ALASKA  
STATE CAPITOL  
FOUCH K. JUNEAU, ALASKA 99501  
PHONE 586-5391

1 Interior) and Bureau of Public Roads (Department of Commerce), including  
2 serving as the Acting Commissioner of Highways intermittently during the  
3 period from 1962 to 1967. In my capacity as Chief Executive Officer of the Alaska  
4 Department of Highways, and because of the other positions I have held within  
5 the Department of Highways, I am familiar with the highway system in the  
6 Cordova, Alaska area, from an historic standpoint, and I am also familiar with  
7 the current status of the highway as well as future highway plans and proposals.  
8

#### 9 HISTORY OF THE RAILROAD BED

10 2. The City of Cordova was founded primarily as a deep-water  
11 shipping port to service the Kennecott Mines lying some 196 miles into the  
12 Interior, near McCarthy, Alaska. Cordova was ultimately selected as the  
13 southern terminus of the Copper River and Northwestern Railway Company which  
14 ran from Cordova along the Copper River into the Kennecott mines in the  
15 McCarthy area. The railroad proceeded out of Cordova and reached the delta  
16 of the Copper River at approximately Mile 27, i.e. 27 miles from Cordova. The  
17 Copper River at this point forms a delta of many channels. The railroad crossed  
18 the various channels to the easterly bank and followed a path basically upstream  
19 to the "Million Dollar Bridge" which is located at approximately Mile 49 on the  
20 highway. The railroad crossed the Copper River on the "Million Dollar Bridge"  
21 and then proceeded on the westerly side of the river to Chitina at Mile 131. At  
22 Chitina the railroad crossed the Copper River again and proceeded easterly to  
23 McCarthy and the Kennecott mines. In constructing the railroad it was necessary  
24 to traverse various river channels and meanders which required the construction  
25 of numerous bridges.  
26

27  
28 3. Pursuant to the terms of an Act of Congress (May 14, 1898)  
29 (30 Stat. 409) the Copper River and Northwestern Railway Company acquired  
30 a 200 feet wide right-of-way by constructing and operating a railroad from  
31 Cordova to Chitina to McCarthy and Kennicott. Exhibit A.  
32

1                   4. In 1932, pursuant to a June 30 Act of Congress (47 Stat. 446)  
2 the authority, responsibility and duty for constructing and maintaining the roads  
3 and trails of Alaska was transferred to the Department of the Interior. Exhibit B.

4                   5. The agency within the Department of Interior which accepted  
5 the trail and road responsibilities in Alaska was the Alaska Road Commission.

6                   6. In 1939 the railroad ceased its operations after carrying  
7 approximately \$100,000,000 worth of copper ore to the seaport at Cordova. The  
8 Alaska Road Commission thereafter took over the railroad and began operating  
9 a public tramway between Chitina and McCarthy. Exhibit C.

10                  7. In 1941 the U.S. Congress reviewed the matter of the railroad  
11 right-of-way. The Senate Committee on Territories and Insular Affairs issued  
12 Senate Report No. 375 (June 5, 1941) which summarizes the issues then under  
13 consideration by Congress. Exhibit D.

14                  8. The Senate Committee recommended that S. 1289 do pass. On  
15 June 9, 1941 the Senate passed S. 1289 with a minor amendment and the bill as  
16 passed is printed in the Congressional Record - Senate, page 4870. Exhibit E.

17                  9. The bill was approved on July 15, 1941 and is located as 55 Stat.  
18 594. Exhibit F.

19                  10. The special 1941 Act authorized the Secretary of Interior, who  
20 was then the government official responsible for roads and trails in Alaska, to  
21 acquire the railroad right-of-way for use as a "public highway, tramroad, or  
22 tramway . . . ." Second, the special Act provided that the future use of the  
23 right-of-way was to be governed by the 1932 Act (47 Stat. 446) transferring  
24 road and trail responsibilities in Alaska to the Department of the Interior  
25 from the War Department. Finally, the Act stated that that special Act was  
26 paramount to any other Act of Congress. Furthermore, the 1941 special Act  
27 provided specific exemption from the 1922 Act (42 Stat. 414) which provided that  
28 abandoned railroad rights of way should revert to the adjoining landowner  
29 if not in a municipality, or else become a part of the public domain.  
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1           11. The Alaska Road Commission continued its use of the right-  
2 of-way uninterrupted from the time the Railroad ceased operations until road  
3 and trail responsibilities in Alaska were transferred in 1956. The Alaska Road  
4 Commission expended funds on the highway. Exhibits G1 - G32.

5           12. On March 29, 1945, pursuant to the 1941 special Act of Congress,  
6 the railroad relinquished its interest to the Secretary of Interior and its interest  
7 was formally accepted by the federal government on May 11, 1945. Exhibits H & I.

8           13. At various points in time the Department of the Interior formally  
9 recognized the existence of highways and roads in Alaska which were located  
10 on public lands. Public Land Order 601 (dated August 10, 1949) memorializes  
11 the Alaska "Through Roads" and "Feeder Roads" by name, and states that  
12 "All roads not classified as Through Roads or Feeder Roads, established or  
13 maintained under the jurisdiction of the Secretary of the Interior" shall be  
14 known as "Local Roads." Exhibit J.

15           14. Public Land Order 601 was revised and up-dated on October 15,  
16 1951 by Order No. 2665 of the Secretary of the Interior. Exhibit K.

17           15. In 1953 and 1954, the Department of the Interior requested  
18 additional appropriations for construction work on the Copper River Highway.  
19 Exhibits L1 - L6.

20           16. On September 15, 1956, the Secretary of the Interior promulgated  
21 Amendment No. 2 to the 1951 Order (2665) to declare that the Copper River  
22 Highway was to be known as a "Through Road" with a width of 150 feet on each  
23 side of the center line of the road. Exhibits M1 - M2.

24           17. The "repair, maintenance and construction of roads, tramways,  
25 ferries, bridges, trails and other works in Alaska" were transferred to the  
26 Department of Commerce, Bureau of Public Roads by the June 29, 1956 Act of  
27 Congress (70 Stat. 377). Exhibit M3.

1                   18. On December 11, 1957 the Department of the Interior and the  
2 Bureau of Public Roads, Department of Commerce signed a document settling by  
3 stipulation several disputes in federal court over the scrap iron remaining  
4 from the old railroad. Exhibit N.

5                   On page 2 of that document the following is stated in a summary of  
6 the history and status of the right-of-way up to that time: "pursuant to the  
7 terms of the Federal-Aid Highway Act of 1956 (70 Stat. 374), the Bureau of  
8 Public Roads, United States Department of Commerce, assumed jurisdiction  
9 over the aforesaid abandoned former right-of-way of the Copper River and  
10 Northwestern Railroad." The Director of the Bureau of Land Management,  
11 Edward Woozley, a party to the suit, on page 6 of that document, explicitly con-  
12 curred in that statement and the document as a whole.

13                   Furthermore, stipulation 8, page 5, of that document provided as  
14 follows: "The Government is constructing a highway progressively along the  
15 general route of said abandoned former right-of-way of the Railroad. If any  
16 rails with respect to which Grevnin, et al., have the authority and right to  
17 remove hereunder lie in the immediate path of construction work, the Govern-  
18 ment and its designated agents or contractors shall have the right to cover,  
19 remove or use such rails, and with respect to such rails all rights of Grevnin,  
20 et al., hereunder shall end."

21                   Stipulation 6, page 5, of that document provided that "all rails  
22 must be fully and completely removed from the Government lands by the date  
23 of ending of said seven year period and any rails not so removed shall there-  
24 upon become the property of the Government."

25                   Finally on page 6 of the document it is recited that it was further  
26 understood and agreed "That all rights to remove the rails granted herein to  
27 Grevnin, et al., shall not be subject to transfer or assignment, and the time  
28 period within which said rails may be removed shall not be renewed or  
29 extended."  
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32

1                   19. Subsection (a) of section 21 of the Alaska Omnibus Act,  
2 (73 Stat. 141) (June 24, 1959) provided that the Secretary of Commerce was  
3 to transfer "to the State of Alaska by appropriate conveyance . . . all lands  
4 or interests in lands, including buildings and fixtures, all personal property  
5 . . . , pertaining to roads in Alaska, which are owned, held or administered  
6 by, or used by the Secretary in connection with the activities of the Bureau of  
7 Public Roads in Alaska . . ." Subsection (c) (1) provided "The State of Alaska  
8 shall be responsible for the maintenance of roads, including bridges, tunnels,  
9 and ferries, transferred to it under subsection (a) of this section, as long as  
10 any such road is needed for highway purposes."

12                   20. On June 30, 1959, the Secretary of Commerce implemented  
13 the mandate of the Alaska Omnibus Act in a series of conveyances and formally  
14 transferred roads, other properties, and scrap iron from the railroad to the  
15 State of Alaska. On July 2, 1959, Governor William A. Egan formally accepted  
16 the conveyances on behalf of the State of Alaska. Exhibits O., P. & Q.

18                   The Copper River Highway was included in a conveyance of  
19 roads under the headings of FAS Nos. 850 and 851.

21                   21. Since Statehood, the State of Alaska has maintained and improved  
22 the Copper River Highway. The State of Alaska has also sold a portion of the  
23 scrap iron from the old railroad. Exhibit R.

24                   22. The Copper River Highway was damaged as a result of the  
25 Alaska Good Friday earthquake on March 27, 1964. Before the earthquake the  
26 following schedule summarizes some of the monies that were expended on the  
27 highway:

28	1. Civil Aeronautics Administration (prior to 1950)	\$ 166,000.
29		
30	2. Forest Highway Fund (1950 to 1960)	\$ 1,393,607.
31		
32	3. Alaska Road Commission (1949 to 1956)	\$ 3,903,127.

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4. Bureau of Public Roads (1956 to 1960)	\$ 2,799,569.
5. State of Alaska, Department of Highways	\$ 4,442,800.
	<hr/>
TOTAL	\$ 12,705,103.

After the earthquake the State of Alaska began repairing the highway. The following is a schedule of the monies expended on the Copper River Highway since the earthquake:

ATTORNEY GENERAL, STATE OF ALA  
STATE CAPITOL  
POUCH K. JUNEAU, ALASKA 99801  
PHONE 586-3381

PROJECT NO.	AREA	PHASE	LENGTH (Miles)	DATE AUTH.	LOCATION APPROVAL	DESIGN APPROVAL	COMPL. DATE	EXPENDED FUNDS	
								PRIOR TO 1970	1970 TO PRESENT
S-0851(12)	Various area between Mile 49 to 75	PE R/W	10.0	8/28/59	10/20/62	10/20/62	Open	271,044	60,515
S-0851(17)	Mile 0 Dock in Cordova	PE	4.0	7/7/60	7/7/60	7/7/60	5/28/65	1,162	144
S-0851(18)	Mile 0 Dock in Cordova	R/W	1.366	5/24/61	7/7/60	7/7/60	8/17/67	181,051	Closed
		U						135,257	Closed
		CS						13,139	Closed
S-0851(19)	Cordova E. to Airport	PE	11.0	1/20/66	1/20/66	1/20/66	7/17/67	1,701,244	Closed
		CS						11,298	-0-
S-0851(24)	Mile 15 to 18	PE	3.2	8/25/61	8/25/61	8/25/61	9/14/67	536,973	240
		R/W						102,431	Closed
S-0851(28)	Mile 14.7 E. of Cordova Northeast	CS	4.0	9/14/67	8/25/61	8/25/61	2/17/69	3,746	Closed
S-0951(31)	Mile 12 to 14	CS	1.0	10/6/67	7/7/67	7/7/67	9/26/68	875,395	Closed
S-0851(32)	Woodworth Glacier Area	PE	17.0	9/12/69	9/9/70	9/9/70	Open	400,882	Closed
		CS						82,160	698,895
S-0851(33)	Mile 82 to 96	PE	14.0	9/12/69	7/21/72	7/21/72	Open	-0-	-0-
S-0851(34)	Cordova Ferry Access	PE	0.4	12/29/69	12/29/69	12/29/69	Open	124	153,734
S-0851(35)	Mile 75 to 82	PE	7.0	2/4/70			Open	-0-	1,676
S-0851(36)	Mile 33 to 38	PE	9.5	3/2/71	9/22/72	9/22/72	Open	-0-	4,399
		CS						-0-	9,921
ERFO-3(1)	Mile 5 to 13	PE	8.0	5/18/64	5/7/64	5/7/64	8/2/66	44,237	Closed
		CS						2,549,834	
ERFO-7(1)	At Mile 4.5	PE	N/A	6/10/64			8/2/66	4,029	Closed
		CS						140,059	
ER-38(1)	Mile 25.9 to 27.9 (Flagg Point Bridges)	PE	2.0	11/21/67	11/16/67	11/16/67	10/11/72	192,385	
		CS						9,294	7,461,702
ER-39(1)	Mile 27.9 to 38.1	PE	10.2	11/21/67	11/16/67	11/16/67	Open	100,951	354,660
		CS							19,065
ER-40(1)	Mile 38.1 to 49	PE	3.7	11/21/67	11/16/67	11/16/67	Open	78,933	199,911
		R/W						-0-	-0-
		CS						-0-	-0-
ER-1(1)	Temporary Repairs Immediately After Earthquake on Copper River Highway Mile 0-18	PE	18.0	4/20/64			1964	519	
		CS						123,447	

PE Preliminary Engineering    R/W Right-of-way    CS Construction    U Utilities



1           23. In order to confirm the State of Alaska's right-of-way to the  
2 Copper River Highway, retain amicable relations with citizens and federal  
3 agencies, and prevent later misunderstandings, the State of Alaska has  
4 obtained three confirmations of its right-of-way to the Copper River Highway.  
5 First, on February 28, 1963 the Bureau of Land Management confirmed the  
6 right-of-way between Mile 49 and Mile 59. Exhibit S. Second, the State of  
7 Alaska, in March and April of 1965, acquired quitclaim deeds from the heirs  
8 of Nels Hawkinson who may have had some property interest in 0.686 of an  
9 acre of land which the State of Alaska claimed. The will of Nels Hawkinson  
10 is attached as Exhibit T, and the quitclaim deeds of his heirs, as recorded  
11 in the Cordova Recording District, are attached as Exhibits U, V, and W. In  
12 addition, on June 5, 1969, the federal government confirmed the State of Alaska's  
13 rightofway through the Chugach National Forest, Cordova to Mile 39. Exhibit X.

14  
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16                           NATURE OF THE CONTROVERSY

17           24. In 1972 the plaintiffs first indicated to me their interest in the  
18 Copper River Highway and demanded that I prepare an environmental impact  
19 statement for the highway. I agreed to do so, although I doubted it was  
20 necessary, and delivered to plaintiffs' counsel, on March 5, 1973 a preliminary  
21 draft environmental impact statement which was released to the general public  
22 on March 8. Exhibit Y. The plaintiffs filed this action on March 6, 1973.

23           25. On March 13, 1973 the federal government withdrew all its  
24 financial support for the new construction on the Copper River Highway that  
25 was planned for the calendar year 1973 and indicated that it would not approve  
26 any other actions until this litigation was resolved. The new construction planned  
27 for 1973 was designated ER 39 (1) and S0851(36) and consisted of the building  
28 of eight new bridges in the delta area (Mile 33 Mile 38) whose total length  
29 would be .683 miles and the grading of the roadway between the new bridges  
30 consisting of 3.92 miles. The total new construction in the delta area was  
31 estimated to have cost about \$6.5 million, from federal disaster relief funds,  
32

1 and \$.5 million from federal secondary road funds for the grading. The planned  
2 new construction would not have passed through the Copper Delta Game Management  
3 Area established in 1962. The highway right of way is surrounded completely by  
4 National Forest Lands throughout the limits of the proposed project.

5  
6 26. On April 4, 1973, I issued an addendum to the previous draft  
7 environmental impact statement and the statement now encompasses the entire  
8 Copper River Valley. Exhibit Z.

9 PUBLIC HEARINGS

10 27. On May 17, 1973 I caused to be held an additional public  
11 hearing in Cordova on the Copper River Highway to receive comments on  
12 location, design, environmental impact and any other comments on any aspect  
13 of the Copper River Highway. Notice of the meeting was prominently published  
14 in several newspapers.

15  
16 28. Previously, my predecessors had caused to be published  
17 in the Cordova Times on May 22, June 13, and June 19, 1969, a notice of a combined  
18 corridor and design public hearing on the Tasnuna route. That public meeting  
19 was held, as announced, at Valdez on June 26, 1969. An additional public  
20 hearing was held at Cordova on June 17, 1969.

21 29. A notice affording the opportunity for a public hearing for future  
22 plans regarding Miles 75 to 82 of the Copper River Highway was published in  
23 the Valdez Copper Basin News in March, 1970 and the Cordova Times on  
24 March 12 and 19, 1970. Since no written requests for such a hearing were  
25 received from anyone, including the plaintiffs, a public hearing was not held.

26  
27 30. I also caused to be published a notice affording the opportunity  
28 for a public hearing for future plans regarding Miles 28 to 42 of the Copper  
29 River Highway in the Valdez Copper Basin News and the Cordova Times on  
30 January 20 and 27, 1972. Again no requests for a hearing were received from  
31 anyone, including the plaintiffs, and therefore no hearing was held.  
32

EARTHQUAKE DAMAGE

1  
2                   31. At the time of the Good Friday earthquake the Copper River  
3 Highway was complete to secondary road standards and traversable to Mile 49.  
4 That portion of the highway between Mile 49 and Mile 59 was then under contract,  
5 was nearly completed, and was traversable throughout its length. An access road  
6 had been constructed to about Mile 68 and was traversable. Surveys had been  
7 completed past Mile 75 where the survey line rejoined the railroad alignment.

8  
9                   32. After the earthquake the major priority and effort by the  
10 State of Alaska was the repair of the most heavily traveled roads in the urban  
11 areas and hence the state did not have an opportunity to do much work on the  
12 Copper River Highway past the airport at Mile 13, except to survey the damage,  
13 until 1965.

14  
15                   33. After the damage had been surveyed a feasibility study on the  
16 entire highway was undertaken. That study was completed in 1967 and is  
17 reproduced as Appendix VI in Exhibit Y. Due to that study it was decided  
18 that not only should the construction to upgrade the highway to secondary  
19 standards proceed as before the earthquake, but also that the road should  
20 branch off at Mile 82 to join up with the Richardson Highway, at Mile 22 of the  
21 Richardson Highway, by passing through the Tasnuna Valley.

22  
23                   34. Once this re-evaluation had been completed and a public hear-  
24 ing held, and due to the completion of other repair work in the urban areas, the  
25 state was able to proceed with the task of repairing the existing highway. The  
26 nature of the highway and damage made the repair necessarily slow. The repair  
27 could only commence from the lower part of the highway and each bridge that had  
28 been damaged had to be repaired in order to reach the next repair area. In  
29 short, the repairs of the upper portion of the highway had to await the repair  
30 of the lower areas.

1           35. The lack of access to the upper portion of the highway prevented  
2 necessary routine maintenance activities to preserve the road and bridge  
3 investments in that area. The access problem preventing maintenance on the  
4 upper portion of the highway was essentially eliminated by the completion of the  
5 \$7,661,660.00 bridges at Flagg Point, Mile 27, in October, 1972.

6  
7                                   MAINTENANCE AND REPAIR

8           36. When access to the upper portion of the Copper River Highway  
9 was essentially solved in October, 1972, the State of Alaska could then practicably  
10 maintain and repair the remainder of the road and hence the Department  
11 of Highway's statutory maintenance duties and responsibilities became particularly  
12 relevant. Those duties and responsibilities are as follows:

13                       a. Pursuant to AS 19.05.010 the Alaska Department of Highways  
14 has the "responsibility" to maintain, protect and control the state highway system.  
15 The department also has the "duty" to maintain, protect and control highways  
16 pursuant to AS 19.05.020. The legislature has given the department power to  
17 fulfill its responsibilities and duties in AS 19.05.040 (11) .

18  
19                       b. The legislature has defined the Department's maintenance  
20 responsibility and duty in AS 19.05.130(9) in the following terms:

21                               "maintenance" means the preservation of each type  
22 of highway, roadside structure and facility as near-  
23 ly as possible in its original condition as constructed,  
24 or as subsequently improved, and the operation of  
25 highway facilities and services to provide satisfactory  
26 and safe highways.

27                       c. The statutory responsibility and duty to maintain the Copper  
28 River Highway was reaffirmed and declared to be a high priority by the Alaska  
29 Legislature on April 9, 1973 in Senate Concurrent Resolution No. 29.

30 Exhibit AA.

31           37. Normal routine maintenance on a road such as the Copper River  
32 Highway is approximately \$2,500 per mile per year when such maintenance is  
done each year. Since the upper portion of the Copper River Highway had

1 not been maintained for nearly 9 years and the maintenance had accumulated  
2 for that period, it was estimated that upon completion of the Flagg Point bridges  
3 in 1972, the 1973 maintenance cost would be increased for that next year. How-  
4 ever, the projected maintenance activities and their budgeted cost, when spread  
5 over a 9 year period, were still less than the normal maintenance costs per mile  
6 per year for a similar road.  
7

8 38. When access was possible, in addition to studying the cost of  
9 maintenance, I also caused a survey to be conducted on the risk of loss, and  
10 the magnitude of the potential loss, of the road and bridges on the upper  
11 portion of the highway. Mr. William Gute and other employees visited the area  
12 and reported to me.  
13

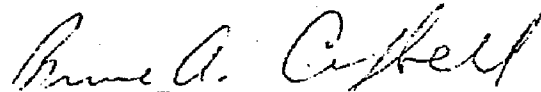
14 39. When access was apparent, I also considered further facts.  
15 First, due to the present financial plight of the State of Alaska, it is incumbent  
16 upon all state officers to be cognizant of obtaining revenues for the people of  
17 Alaska. The scrap iron market had been increasing very rapidly and the value  
18 of the state's scrap iron from the old railroad was and is increasing. It is  
19 prudent to sell the scrap iron piled along the Copper River Highway while the  
20 favorable market conditions persisted. The sale price would be enhanced  
21 if the Copper River Highway was in a repaired condition allowing efficient  
22 removal of the scrap iron. Second, the 1973 summer tourist season was about  
23 to begin and it could provide badly needed revenues to the people of Cordova  
24 if the area's tourist appeal could be heightened by road access to the available  
25 attractions. The area at Mile 49 provides such a scenic and recreational  
26 attraction due to the Million Dollar Bridge and the Miles and Childs Glaciers.  
27

28 40. After reviewing all of these considerations in the spring of  
29 1973 I decided that I should authorize maintenance on the Copper River Highway  
30 as soon as the weather and seasons permitted. Such maintenance has been  
31 initiated and the cost has been generally consistent with normal maintenance  
32

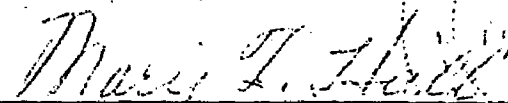
1 activity. The funds being expended are state road maintenance funds annually  
2 appropriated for that purpose. The tourists have been able to view the scenes  
3 at Mile 49 and large crowds have been using the area at Mile 49. In addition,  
4 the bridges have been shored up. Furthermore, I have advertised for bids on  
5 July 17, 1973, in order to sell 5,000 tons of scrap iron which can now be  
6 efficiently removed by any purchaser.  
7

8 41. The exhibits referred to in this affidavit are attached and are  
9 true copies of the originals.

10 42. The photos, charts, maps, and descriptions comprising  
11 supplementary exhibits to this affidavit are true copies of the original, official  
12 photos, charts, maps and descriptions of the Alaska Department of Highways,  
13 collected in the course of highway business, which are on file in the Department's  
14 main offices at Douglas, Alaska

15   
16 Bruce A. Campbell

17 SUBSCRIBED AND SWORN TO before me this 18 day of July,  
18 July, 1973, at Juneau, Alaska.

19   
20 Notary Public in and for Alaska  
21 My Commission Expires: November 18, 1973

22 My Commission Expires  
23 November 18, 1973