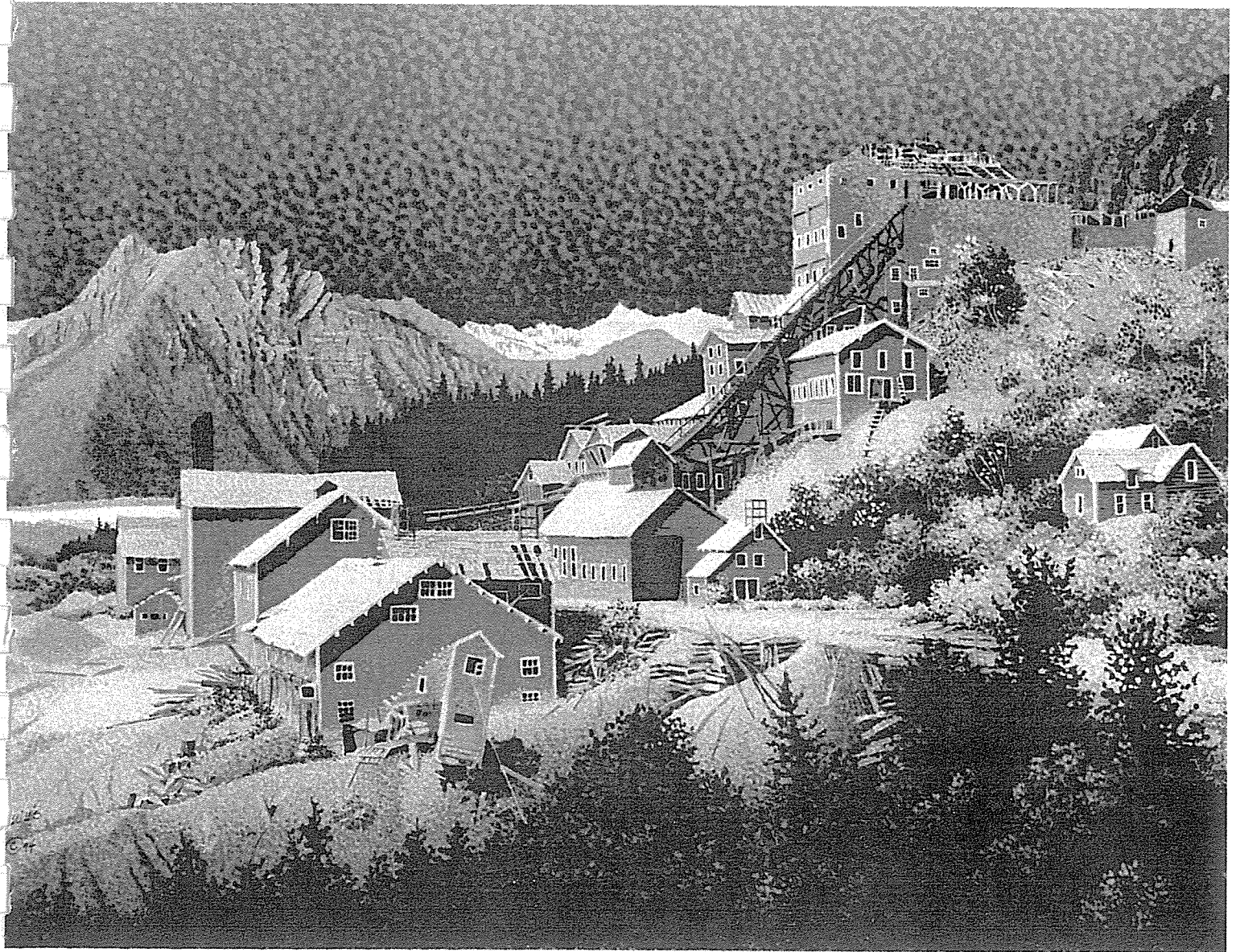


KENNECOTT ACQUISITION
PAST, PRESENT AND FUTURE



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This report was prepared by the Staff of Wrangell-St. Elias National Park and Preserve in cooperation with the Friends of Kennicott, Inc.

January 1997

Kennecott of the Past 1905-1938

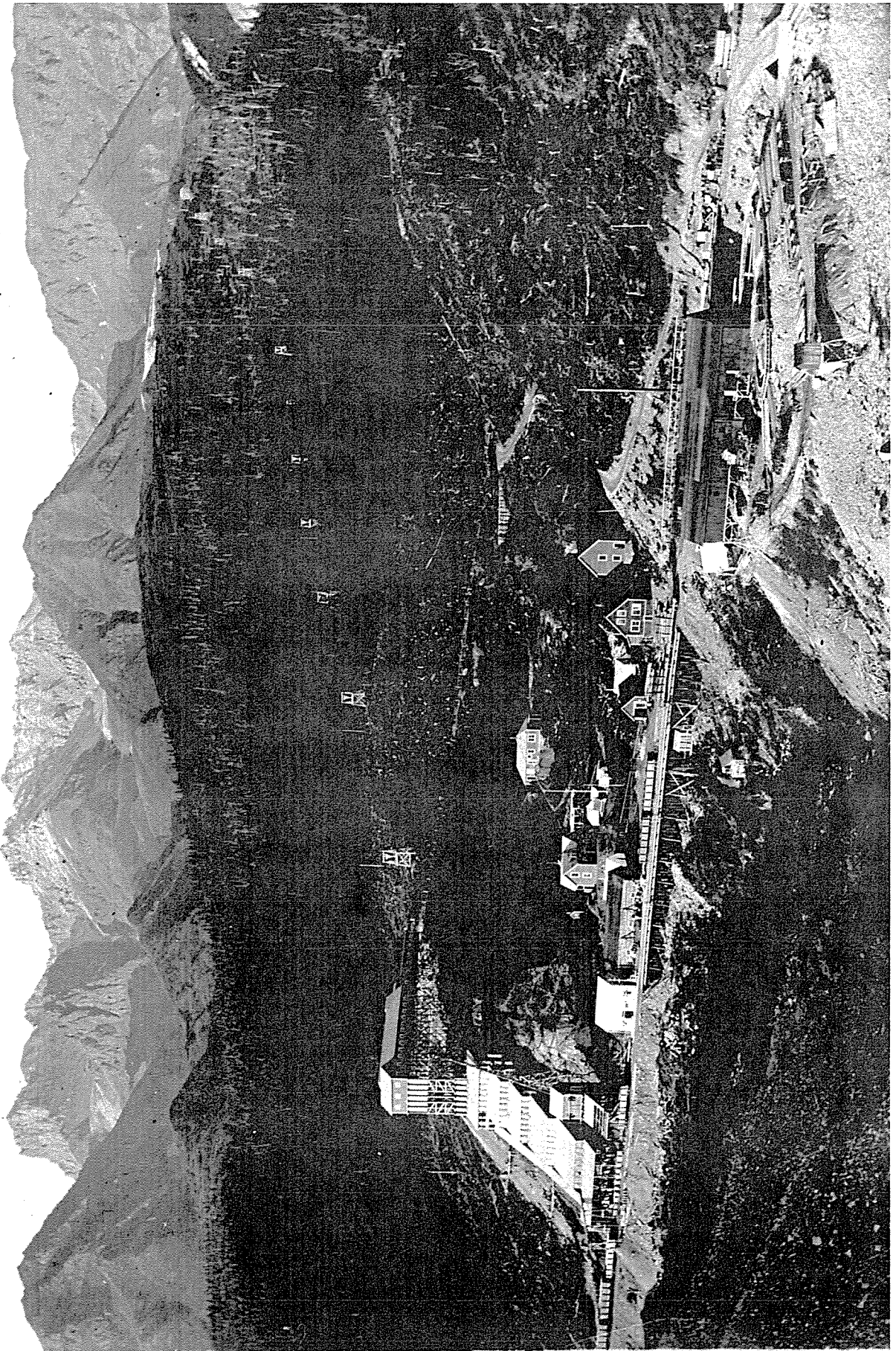
History

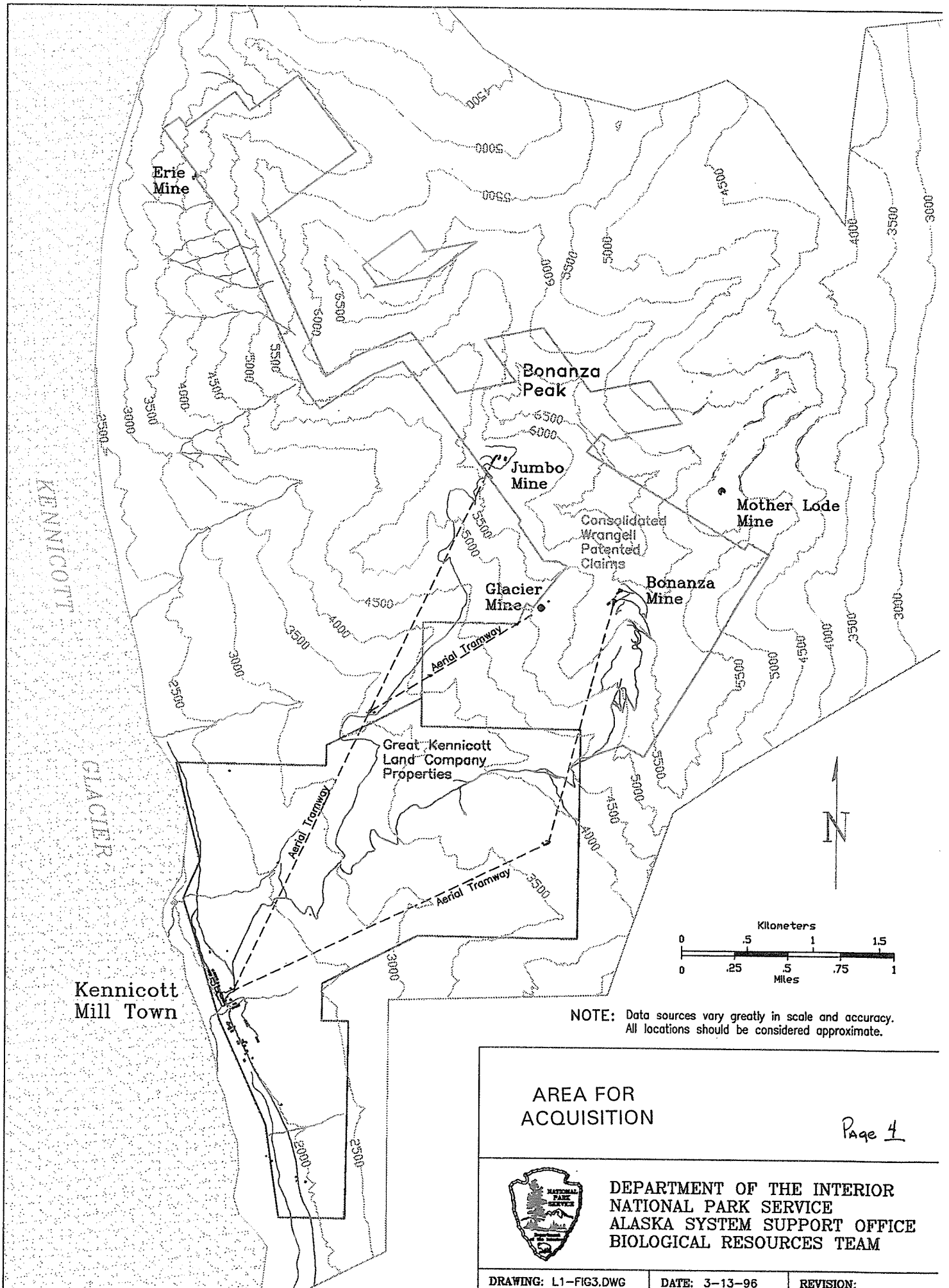
The Kennecott company town was born near the turn of the century after the richest copper deposits ever discovered were shown to explorers by Chief Nicolai, an Ahtna Athabascan Alaska Native whose village was near the area. A rich vein was soon located on Bonanza Ridge above the present town site. Some of the most prominent citizens of the era, including Gifford Pinchot, J.P. Morgan, and the Guggenheim family were responsible for the development of the railroad, mines and the town. In its heyday, Kennecott sat at the end of a 200-mile long railroad from the Gulf of Alaska and consisted of dozens of red and white wood frame buildings. The company town was anchored by the enormous 14 story concentrator mill. Two tram lines brought copper ore from the mines on Bonanza Ridge to the mill and more than one thousand people lived and worked at the site.

In 1938, due to declining copper prices and increasing operating costs, the Kennecott mine shut down and the train pulled out for the last time. By the time the last train left in November 1938, Kennecott Copper had realized something between \$200 million and \$300 million. The rails were removed and the right-of-way transferred to the State of Alaska. The closure of the mines and the abandonment of the railway was a hard blow to the economy of the communities along the railway from McCarthy, five miles south of Kennecott, to Cordova. The dependent communities of McCarthy and Chitina became near ghost towns. The Kennecott town and all its contents sat abandoned and relatively untouched until the mid-fifties when a few people moved back into McCarthy. In 1975, the car bridge over the Kennicott River washed out near McCarthy, and the community has remained virtually inaccessible by vehicles ever since. As a result of difficult access, most of the Kennecott buildings are still intact. Some of the equipment, tools, and written records remain, although much has been carried away by curious visitors in recent years. For the most part, Kennecott remains a ghost town whose empty windows frame the remnants of a bygone era.

Ownership and Acreage (Past)

In 1909, the Alaska Syndicate paid \$2,987,500 to purchase and consolidate individual placer and lode mining claims totalling 3000 acres. This became the Kennecott Mine operated by the Kennecott Copper Corporation. An additional 4000 acres of adjacent claims were later purchased. In the mid 1950's, after the high grade ore had played out, Kennecott Copper Corporation awarded a contract for the demolition of all buildings at the mines. The contractor, Ray Trotochau, removed the senior managers' residences and took the roofs from the concentrator and the main warehouse. In 1957, he acquired rights to the Kennecott buildings and the surface estate. In 1965, the Consolidated Wrangell Mining Co. acquired Trotochau's surface rights and began to mine copper from surface deposits below the Bonanza mine. The operation was not a success. Consolidated Wrangell Mining Co. formed a second incorporated partnership, Great Kennicott Land Company to own and sell the lower claims. These fifteen hundred acres were subdivided into lots in 1976 and offered to the public. Lots with houses on them and lots in the vicinity of the townsite sold fairly quickly. A few historic cottages have been privately restored as vacation cabins. An old Kennecott employee apartment building was opened as a lodge, burned in a 1983 fire, and has been reconstructed and expanded as the Kennicott Glacier Hotel, a resort lodge. The mineral or subsurface estate belongs to Kennecott Alaska Company, a subsidiary of Kennecott Corporation, based in Utah.





AREA FOR
ACQUISITION

Page 4



DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ALASKA SYSTEM SUPPORT OFFICE
BIOLOGICAL RESOURCES TEAM

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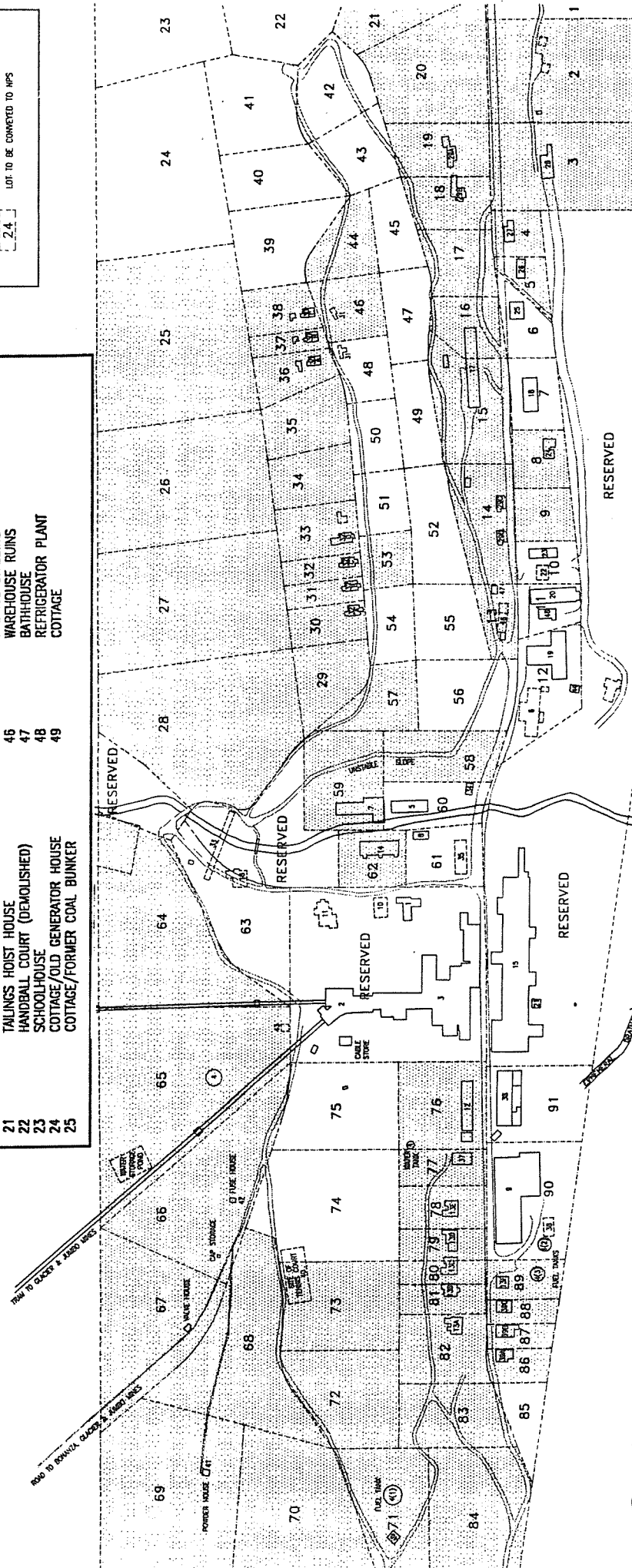
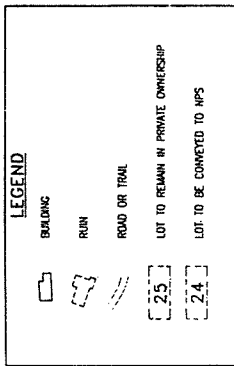


FIGURE 2
KENNICOTT MILL TOWN
SITE LAYOUT AND LAND OWNERSHIP



DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ALASKA SYSTEM SUPPORT OFFICE
BIOLOGICAL RESOURCES TEAM

DRAWING: L1-FIG2.DWG DATE: 3-13-96 REVISION:

NOTES:

Drawing scale is approximately 1"=200'. Data sources vary greatly in scale and accuracy. All locations should be considered approximate.

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Kennecott of the Present 1996

Ownership and Acreage (Present)

There are three owners involved at present. Kennecott Corporation owns the mineral or subsurface estate. The mineral estate and the surface estate associated with the historic cemetery (0.4 acres) are also held by the Kennecott Corporation. This includes over 70 miles of tunnels and the historic equipment still inside them. Consolidated Wrangell Mining Co. and Great Kennicott Land Company are partnerships with the same individuals as general partners and they hold title to the surface estate.

The lands available for acquisition by the National Park Service consist of the surface rights to 78 patented mineral claims held by the Consolidated Wrangell Mining Company, Inc. and the Great Kennicott Land Company. The lands available in this proposed purchase total 2,825 $\pm$ acres.

The subdivision of approximately 1500 acres owned by the Great Kennicott Land Company is divided into a total of 605 lots and five reserved areas. Ninety-seven lots have been sold, with the majority of those sold located in the millsite area. None of the lots already sold are part of the potential acquisition. There are 508 lots remaining. The subdivision and sale of lots in the Kennecott area has created a complex pattern of multiple ownership, especially in the mill site area. Nonetheless, the major industrial buildings which do much to define the character of the site are reserved for donation to the National Park Service and have not been offered for sale to individuals.

Setting within Wrangell-St. Elias National Park and Preserve

Wrangell St. Elias National Park and Preserve, (WRST) at 13.2 million acres, is the largest unit in the United States National Park system. Of that, 9.7 million are designated Wilderness, 2.3 million are recommended for wilderness designation, and almost one million are private, state or native corporation lands. Only two roads penetrate what is heralded as North America's mountain kingdom. One of these -- the "McCarthy Road" -- dead ends at the very heart of the wilderness, sixty miles inside WRST, at the abandoned mining site of Kennecott and its neighboring town, McCarthy. The spectacular beauty of this area cannot be captured in mere words but must be experienced to truly appreciate.

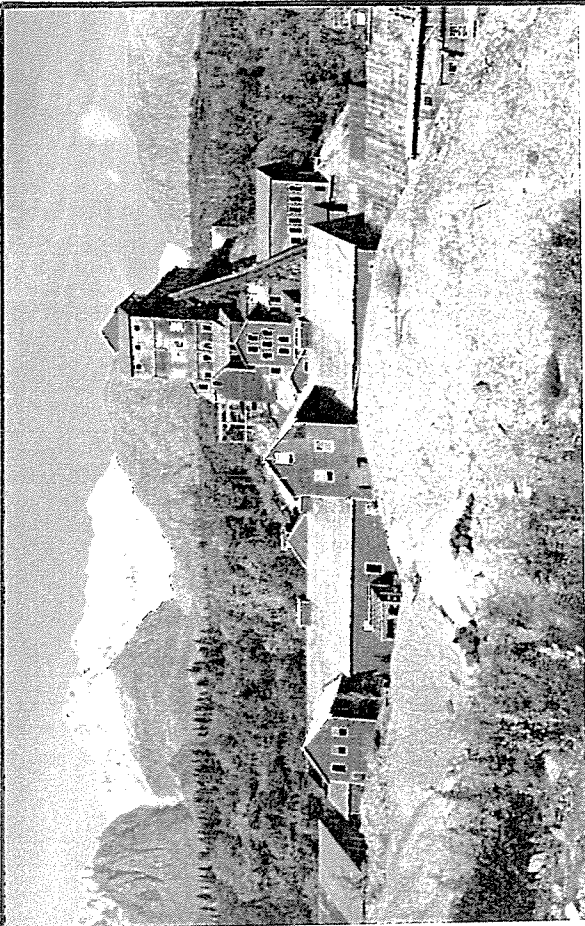
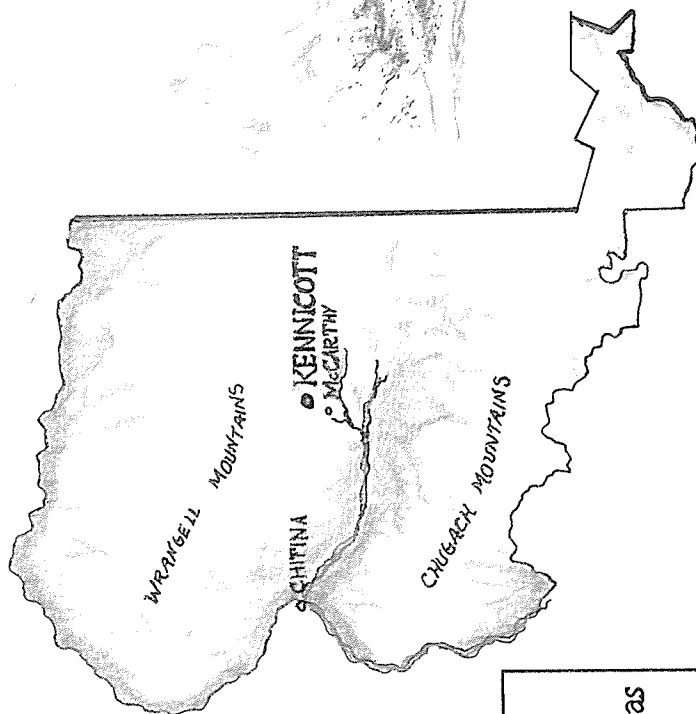
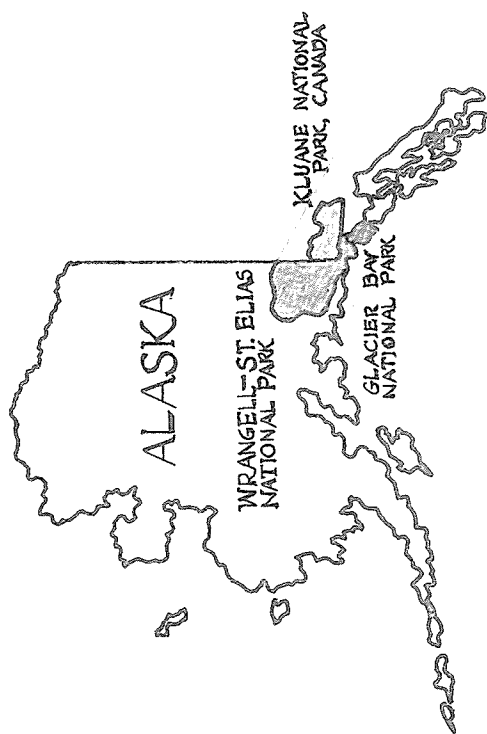
* International: WRST, Glacier Bay National Park, the Alsek-Tatshinshini Provincial Park, and Kluane National Park combined are a World Heritage Designation by the United Nations and together form the largest land based World Heritage Site on earth.

* Diversity: WRST contains every feature found in the other national parks in Alaska except for an arctic tundra coastal plain. Extensive mountain ranges, coastal forests, large river systems, interior boreal forests, and glaciers are all within WRST.

* Specific Superlative Features:

- *Largest National Park in the United States.*
- *Four major mountain ranges converge (Wrangell, St. Elias, Chugach and Alaska)*
- *Mt. St. Elias (18,008') - second highest peak in U.S.*
- *Nine peaks over 14,000 feet, and 14 peaks over 10,000 feet.*
- *Malaspina Glacier - Largest piedmont glacier in North America (larger than the state of Rhode Island.)*
- *Bagley Icefield - largest non-polar icefield in North America.*
- *Mt. Wrangell (14,163') - one of the largest active volcanoes in North America.*
- *Hubbard Glacier - one of the largest and most active tidewater glaciers in North America.*
- *National Historic Landmark: Kennecott Mine townsite, Kennecott, Alaska*
- *Gold Hill and Chisana: site of the last US gold rush*
- *Largest concentration of Dall Sheep in North America*
- *150 miles of rugged coastline*
- *Over 200 species of birds*
- *Large mammal populations of brown and black bears, mountain goats, caribou, moose, lynx and wolverine.*
- *Marine mammal populations and habitat*

Kennecott is a destination accessible both by air *and* by the Alaska Highway System, a rarity in Alaska. When a visitor comes to Wrangell St. Elias National Park and Preserve via roads, Kennecott, McCarthy and the McCarthy road corridor define their experience. The NPS now has the opportunity to acquire Kennecott and make it an integral part of the Park/Preserve.



The copper mining ghost town of Kennicott is a private inholding in the scenic heart of Wrangell-St. Elias National Park & Preserve, Alaska.

Status of Historic Structures

In 1990, Kennecott was listed by the Alaska Association for Historic Preservation and the National Trust for Historic Preservation on their list of "Ten Most Endangered" sites in the United States. As a direct result, in 1992, \$526,000 was appropriated by the U.S. Congress and the State of Alaska to complete the highest priority stabilization of critical structures. Through an agreement with the Friends of Kennecott, a non-profit organization, the work was completed according to National Park Service standards from 1992-1994. Much remains to be done.

Current Needs Regarding Historic Stabilization

Mill Structure Roof: The mill structure was inspected for purposes of evaluating past and future emergency stabilization needs. The roof repairs that were made in past years appear to be sound and are keeping the mill structure dry. The dry interior, however, comes at a cost -- the retention of snow on the roof. Snow eventually slides down the structure and appears to be causing extensive snow and ice loading on some of the lower roofs. At the lowest level of the building, there is evidence of recent cracking and failure of the roof trusses. There is an emergency need to repair the three trusses and support columns at the lowest level. This work should be accomplished in 1997.

Mill Structure Foundation: Since the stabilization that was completed in 1994, the large timber "cribbing" foundation has experienced some structural failure at a couple of locations. The cribbing, constructed using large section Douglas Fir timbers exhibits evidence of rot in many locations. The timber sections appear to have been used for the purpose of retaining the slope of the hill and as a way of establishing a footing or bearing area for the timber columns that support the building. This foundation deterioration has significant ramifications to the structural integrity of the mill building and will require major intervention to protect the mill. Historic records provide some detail on the structure, but they are not complete nor have they been field verified to establish the existing condition.

It is proposed to hire a graduate student in architecture or structural engineering to investigate, record and prepare as-built drawings of the foundation and structure of the mill. The drawings would be used for future structural stabilization and design.

Mill Structure Ore Trestle: The ore trestle that connects the upper part of the mill with the leaching plant is near collapse. Disassembly will probably need to occur in the near future to prevent major damage to several of the building additions to the mill. Presently the lower half is rotating out of alignment and plumb and is causing a dangerous list away from the building.

Kennecott Roofing: The 11 tasks identified under the last stabilization effort with the Friends of Kennecott did not include the replacement of all of the roofs. In the 5 years since the 11 tasks were identified, all of the wood shingle roofs have experienced significant deterioration. Large areas of the roofs on the lower bunkhouse and the leaching plant are now without wood shingles and are open to the weather. The roofs on these buildings and the metal roof on the machine shop require rarefying. (Note: these wood shingles are at least 60 years old). Priority consideration needs to be given to these buildings in the near future to halt deterioration.

Machine Shop Foundation: The foundation on the alleyway in front of the Machine Shop has never been repaired. The wood foundation retaining wall was backfilled with gravel along the railroad route through the mill building complex. The wood foundation has deteriorated and is presently collapsing. This collapse must be arrested before it leads to the collapse of the entire building.

Landscape Planning: The scatter of artifacts and collapsed or discarded building materials around the site makes visitor pedestrian use around the building potentially hazardous or difficult. Other issues such as the identification of important viewsheds, future locations for improvements etc., need to be identified. One approach to trying to deal with these immediate needs is to work with Kennecott as a cultural landscape. Such an approach would document the site from a historic basis and could be tailored to provide recommendations for contemporary visitor uses.

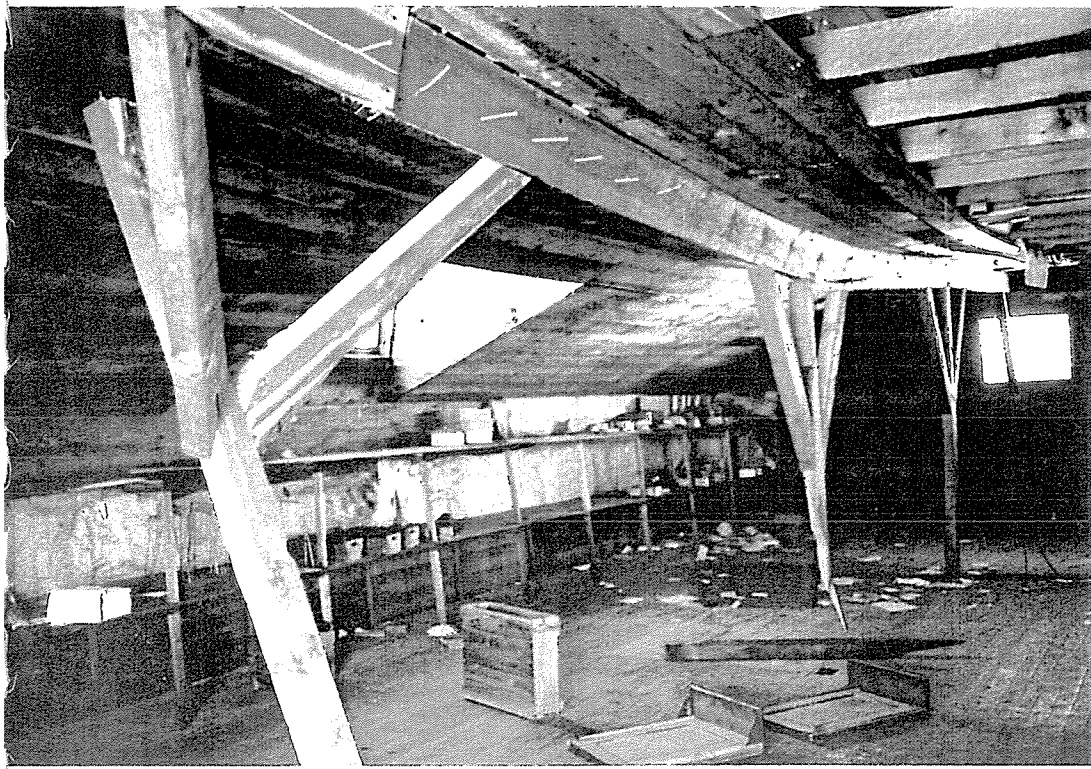
Archeology: Every action that is proposed on or around the buildings potentially affects the objects and artifacts that are scattered around the buildings. These objects are also an important part of the "atmospherics" of the Kennecott experience. In addition, routine actions on site in recent years around the buildings, such as the asbestos abatement project or the river bridge alternate route are chipping away at the site. At some time in the future, probably immediately after acquisition, the NPS needs to begin an active inventory and mapping effort around the building. Lead paint abatement, for example, will require the removal or moving of all objects within a few feet of every building wall in order to cap or remove top soils. The NPS will prepare a plan for archeological mitigation and artifact collection and management around the building.

General Office Building

Before: Tarpaper roof has deteriorated, allowing water in.



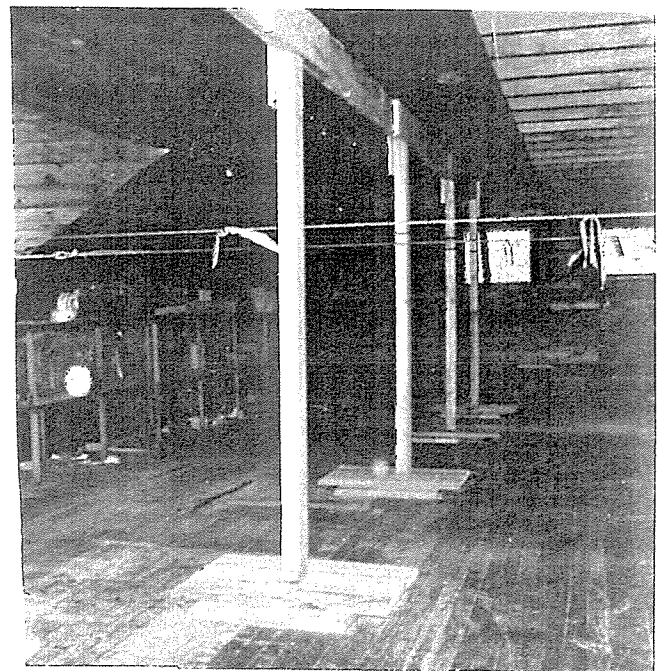
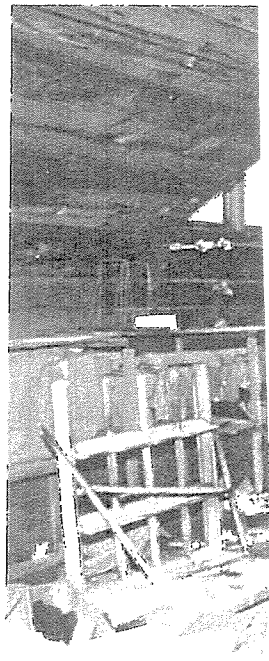
After: New rolled roofing will keep snow and rain out of building.



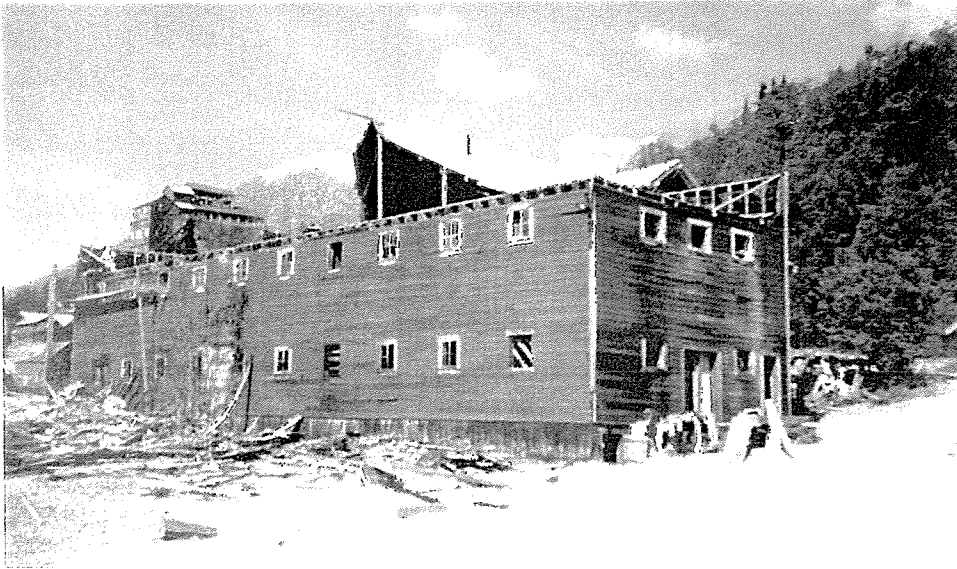
General Store

Before: Roof supports and rafters are broken.

During:
New posts and beams were installed. Rafters were strongbacked. Walls were cabled together.



After:
With structure repaired building will not collapse from snow load.



General Store

Before:

Rear roof and walls are gone,
structure is rotting.



During:

Foundation stabilized, new
walls and roof built on rear
section, front roof structure
repaired and cabled together.



After:

With structure repaired and
new roof, snow and rain will be
kept out.

Hazardous Materials

A team of NPS environmental professionals conducted a site reconnaissance July 12 to 14, 1995; conducted limited sampling, interviewed available personnel, and reviewed historical information and previous environmental investigations. Based on this assessment, the NPS has identified seven types of environmental issues related to hazardous substances and petroleum products. They concluded: that it would be necessary to respond to releases of hazardous substances and petroleum products; that such response will likely cost money (either federal or private); and that such releases, where properly managed, will NOT pose an unacceptable risk to human health and the environment. The estimated cost of hazardous waste disposal is \$108,000 to \$186,000. This does not include costs associated with the lead paint removal and encapsulation/repainting since these costs have been included as part of the cultural rehabilitation and structural stabilization project. When acquisition of the Kennecott lands is completed, the National Park Service will begin responding to these seven issues, on a priority basis. The following provides a brief summary of the contaminant sources of concern, the recommended management options, and the associated costs of each option, as available.

(1) TAILINGS: The copper ore recovery process implemented at Kennecott generated a large volume of tailings that were discarded on site. Based on the studies and analyses conducted at the Site, the tailings do not pose an unacceptable risk to human health or the environment. This finding is consistent with Alaska Department of Environmental Conservation's (ADEC) belief that the Kennecott tailings are not a human health or environmental concern. Accordingly, at this time, the recommended management option is for no further environmental assessment or mitigation. There is no cost associated with this management option.

(2) FUEL RELEASES: Evidence of fuel spills and releases were observed at several locations throughout the site. Recommended management options for these include: determining the depth of Bunker C oil contamination; plugging fuel transport piping; emptying and cleaning out fuel storage tanks (Jumbo Mine); and capping these contaminated areas to minimize exposure. The cost associated with these management options cannot be calculated until the extent of the contaminated areas is fully delineated. The range of costs, however, is estimated at \$35,000 to \$60,000.

(3) TRANSFORMERS: Electrical transformers filled with oil, possibly containing polychlorinated biphenyls (PCBs), were encountered at the Bonanza Mine. The recommended management option calls for the oil to be tested for PCBs, the transformers to be emptied, and the transformers and oil to be disposed of accordingly. The cost for laboratory analysis and disposal, assuming PCBs are **not** detected, is estimated at \$7,500. The Site has been tested for PCBs several times in the past, but without detection. (If PCBs were detected, disposal costs could be as high as \$50,000.)

(4) LUBRICANT OILS AND GREASES: Containers of lubricant oils and greases were observed throughout outer mine areas. The recommended management option is that these containers be removed for recycling and/or disposal. The cost associated with this management option is \$6,000.

(5) LEAD-BASED PAINT: Approximately 144,000 square feet of building surfaces at the mill town are covered with lead-based paint. The recommended management option is that the potential exposure to lead-based paint be mitigated as part of the stabilization/maintenance of the Site, through a combination of

- (a) removal and disposal of the lead-based paint
- (b) encapsulation of the lead-based paint or repainting with non-lead paint;
- and
- (c) capping impacted surrounding soils.

These activities should occur on a phased, multi-year schedule, with high lead/readily accessible sites being mitigated first. The costs for paint disposal and soil capping are estimated at \$32,659 to \$42,659. Because lead paint is on structures of national historic importance, the removal and/or encapsulation of the lead paint will be carried out in a long term historic stabilization program. Costs for this approach have not been included in this report and are provided in a separate analysis that considers historic preservation and building maintenance.

(6) ASBESTOS: Asbestos containing materials (ACM) were observed at the Jumbo and Erie Mines. The recommended management option is that the ACM at Jumbo Mine be removed. Due to the Erie Mine's inaccessibility, it should be administratively closed to eliminate access. The estimated cost for mitigating asbestos at the Jumbo Mine is \$25,000.

(7) SOLID WASTE: The historical dumps found at the mill town pose no unacceptable risk to human health or the environment at this time. Based on our findings, the dumps are not leaching hazardous substances into the groundwater. However, to ensure that no risk is posed to groundwater, it is recommended that a groundwater monitoring program for hazardous substances be implemented, at an estimated cost of \$2,400 per year.

Visitor Use

Numbers

A study of visitors to WRST was conducted in 1995 and contributed statistically to the local knowledge of the visitor use patterns. The NPS and the Department of Transportation also conducted a Visitor Trend economic analysis for the McCarthy Road in 1996. The results stated: (see attached summary)

** the most visited site in WRST is McCarthy at 58% and Kennecott at 53%. Of the visitors contacted, 55% stated that McCarthy/Kennecott was the reason they came to WRST.

** Economic projections for daily traffic on the McCarthy road are for 400 vehicles per day, once the road improvement project is completed.

Problems

Currently visitors to the Kennecott National Historic Landmark are faced with a number of problems:

No Trespassing Signs: The buildings and the grounds are wholly private property and posted as no-trespassing. Most buildings are locked or boarded up to prevent entry. Signs posted along the road from McCarthy indicate the area is open to residents and guests of residents only.

Safety: No safe routes of travel have been identified and hazards are common, from lack of guardrails over the bridges to rotten planking on porches of buildings.

No Visitor Information: In 1996, the NPS assisted the owners in preparation of a short information handout. However, very little information is available for the inquisitive public.

Visitor Services Project
Wrangell-St. Elias National Park and Preserve
Report Summary

- This report describes part of the results of a visitor study at Wrangell-St. Elias National Park and Preserve during July 12-18, 1995. A total of 531 questionnaires were distributed to visitors. Visitors returned 444 questionnaires for an 84% response rate.
- This report profiles Wrangell-St. Elias visitors. A separate appendix contains visitors' comments about their visit; this report and the appendix include a summary of visitors' comments.
- Fifty-five percent of the visitors were in family groups; 20% were in groups of friends. Forty-nine percent of Wrangell-St. Elias visitors were in groups of two. Most visitors (56%) were aged 26-55.
- Among Wrangell-St. Elias visitors, 11% were international visitors. Forty percent of those visitors were from Germany. United States visitors were from Alaska (31%), California (7%), Florida (5%) and 43 other states.
- Almost two-thirds of Wrangell-St. Elias visitors (61%) stayed more than one day. On this visit, the most common activities were scenic driving (82%), viewing wildlife (57%), walking around Kennicott (51%) and day hiking (49%).
- Prior to their visit, over three-fourths of the visitors (77%) were aware of Wrangell-St. Elias National Park and Preserve. The *Milepost* (45%) was the most used source of information about the park.
- The most visited sites were McCarthy (58%), Kennicott (53%), and the park visitor center (52%). Over one-third of the visitors went to the park visitor center first (35%).
- Half of the visitors (50%) day hiked during their visit to the park. Fourteen percent of the visitors took an overnight backpack trip in the park. Many (38%) stayed 2 to 3 nights in the backcountry, 27% stayed 6 or more nights and 27% stayed one night. Twenty-two percent used a plane to access the backcountry.
- The most commonly used forms of transportation to get to the park were private vehicles (53%), rental cars (28%) and RVs (20%). Forty percent of the visitors came from Palmer/ Mat-Su Valley to reach Wrangell-St. Elias; 23% came from Valdez.
- The reasons that brought visitors to the park were to view glaciers/ scenery (68%), view wildlife (59%), visit McCarthy/ Kennicott (55%), and recreation (46%).
- The most used visitor services and facilities were the park brochure/ map, restrooms/ outhouses, and assistance from employees. According to visitors, the most important services were restrooms/ outhouses, trails, guided tours and the national park visitor center. The best quality services were hotels/ motels/ lodges/ bed and breakfasts and assistance from employees.
- Future visitor center services that visitors would most prefer were exhibits (72%), a park movie (64%), trails (62%) and interpretive programs (53%).
- The average visitor group expenditure in the park area during this visit was \$241. The average per capita expenditure was \$84.
- Many of the visitors (76%) rated the overall quality of park services as "good" or "very good." Visitors made many additional comments.

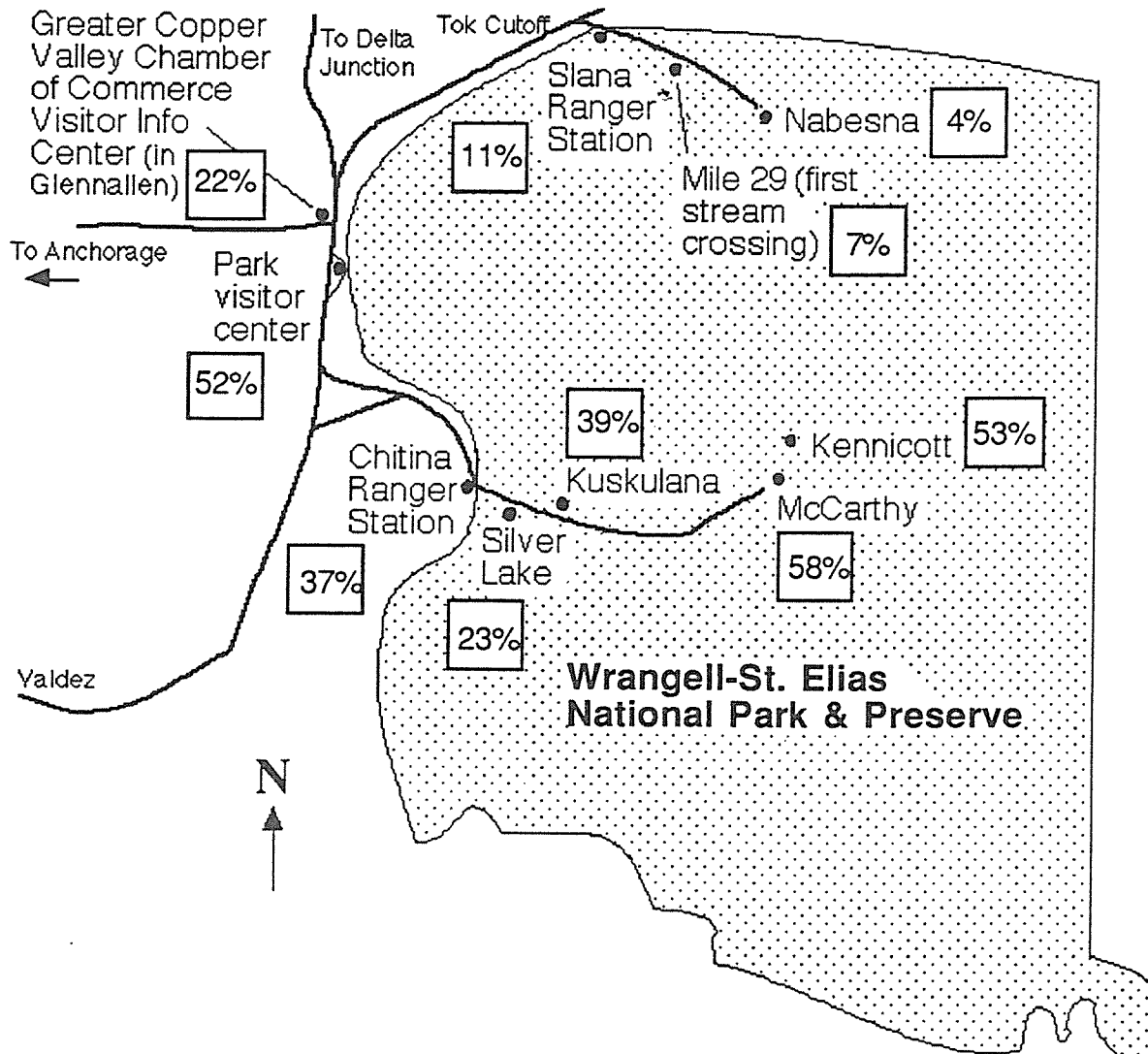
For more information about the Visitor Services Project, please contact:
Dr. Gary E. Machlis, Sociology Project Leader, University of Idaho Cooperative Park Studies Unit,
College of Forestry, Wildlife and Range Sciences,
Moscow, Idaho 83844-1133 or call (208) 885-7129.

Sites visited

The most commonly visited sites at Wrangell-St. Elias were McCarthy (58%), Kennicott (53%), the park visitor center (52%), and Kuskulana Bridge (39%), as shown in Map 3. The least visited site was Nabesna (4%).

The sites where more visitors went first were the park visitor center (35%), the Greater Copper Valley Chamber of Commerce Visitor Information Center (19%) and the Chitina Ranger Station (15%), as shown in Map 4.

N=436 visitor groups;
percentages do not equal 100 because visitors could visit more than one site.



Map 3: Sites visited

Commercial Activities

Within the Copper Valley, there are a smattering of lodges along the highways and a growing Bed and Breakfast trade, plus larger hotels in Glennallen and Gakona. There are six eating establishments in Glennallen, one in Chitina, two in McCarthy, one in Kennecott, and a smattering along the highways. Within McCarthy there is the McCarthy Lodge, several Bed & Breakfasts, two airtaxis, a mountaineering guide/outfitter, a river rafting company, and a van transportation system. At Kennecott, there is a lodge/restaurant, a Bed/breakfast, and a guide/outfitter. Guided tours for the Kennecott buildings are available through a guide service based in McCarthy. There are 16 hunting guides and 27 commercial businesses operating within Wrangell-St. Elias National Park and Preserve including river guides, airtaxis, and climbing outfitters.

Friends of Kennicott

The Friends of Kennicott is a non-profit 501(c)(3) organization that is incorporated under the IRS Code and the laws of the State of Alaska with the following stated purpose (Friends of Kennicott Bylaws):

"...is organized for charitable and educational purposes and more specifically to preserve and safely render available to the public the natural and cultural values and resources of Kennecott National Historic Landmark; to provide educational and interpretive services at Kennecott; and to enter into agreements or contracts as appropriate to serve these purposes..."

The Friends of Kennicott were the primary contractor in the 1992-94 stabilization of the historic structures at Kennecott.

State Marketing and Tourism

The Wrangells have been targeted by the Alaska Visitors Association and the State Division of Tourism as the Alaska visitor destination with the greatest potential. Several major hotel/cruise ship companies have visited the area and are considering large investments. The Copper Basin Chamber of Commerce, which has 175 members, is strongly promoting tourism and increased public use in the Valley. The Alaska Land Managers Forum, chartered under the Alaska Native Interest Land Claims Act (ANILCA), has initiated a pilot project on promoting public/private partnerships in tourism infrastructure for the Copper River Valley.

State Planning (McCarthy Road)

In 1995, the Alaska Department Of Transportation & Public Facilities (DOT&PF) entered into an agreement with the National Park Service (NPS), and the Department of Natural Resources (DNR) to prepare a plan for the McCarthy Road scenic roadway. The purpose of this plan is to determine needs regarding the type of public facilities (turnouts, picnic areas, restrooms etc.), and methods of preserving the scenic/historic character of the roadway, including the style of road construction that will retain the general character of the road and be compatible with the park. Over 25 public meetings have been held with representatives from the communities and Native corporations, and other land owners and managers. The results of this study will be summarized in the draft Environmental Impact Statement (EIS), and available for further review, comment and amendment as part of the overall road study document.

The DOT&PF anticipates that the draft EIS will include the following alternatives for the road improvement:

- A no build alternative. Selection of this alternative means no systematic improvement of the entire road; however, it does not preclude small projects, as necessary, to keep the road open.
- A 24 foot wide gravel road, mostly following the existing route, as presented in the original scoping documents and meetings.
- A 24 foot wide hard surface alternative in combination with minor realignments and other features to preserve the low-speed scenic/historic character of the road. (Without special construction measures, a hard surface roadway would have a different profile than a gravel roadway. The embankment would require a higher and, therefore, wider foundation. The driving surface of the road would remain 24 feet wide.)

State Historic Preservation Office (SHPO)

The Alaska State Historic Preservation Office has supported the preservation, stabilization and interpretation of Kennecott for many years. The SHPO was directly involved in the stabilization work completed in 1992-94. The SHPO supports acquisition by the National Park Service.

Support by Congress and Interior

In FY 1996, the U.S. Congress, primarily due to support from AK Senator Ted Stevens, appropriated \$1,500,000 "...to address visitor safety and to continue site stabilization of the Kennecott copper mine locations in Wrangell-St. Elias National Park and Preserve in Alaska." Language provided by Senator Stevens' staff for the preparation of the bill stated:

"It is the intent of Congress that, with the assistance of the Conservation Fund, NPS acquire the Kennecott surface and subsurface within the Wrangell-St. Elias National Park and Preserve, and that the property be managed in a stabilized site with a capped federal capital investment. Upon federal acceptance of the donation, the National Park Service is directed to operate and maintain Kennecott through a nonprofit entity in cooperation with the State of Alaska."

The acquisition of the Kennecott property has been listed as one of the top priorities of the Department of the Interior and the National Park Service.

Purchase Price

The Great Kennecott Land Company and the Conservation Fund acquired an appraisal of the property on 10/4/96. The National Park Service is currently reviewing that appraisal but has not yet approved it. The appraisal set the value of the properties follows:

Parcel #1: 1,323 acres (the subdivision):	\$3,350,000
Parcel #2: 1,502 acres (mining claims):	650,000
Parcel #3: historic structures:	348,000
Total:	\$4,348,000

This appraised value does not consider any hazardous materials clean-up or liability of the site.

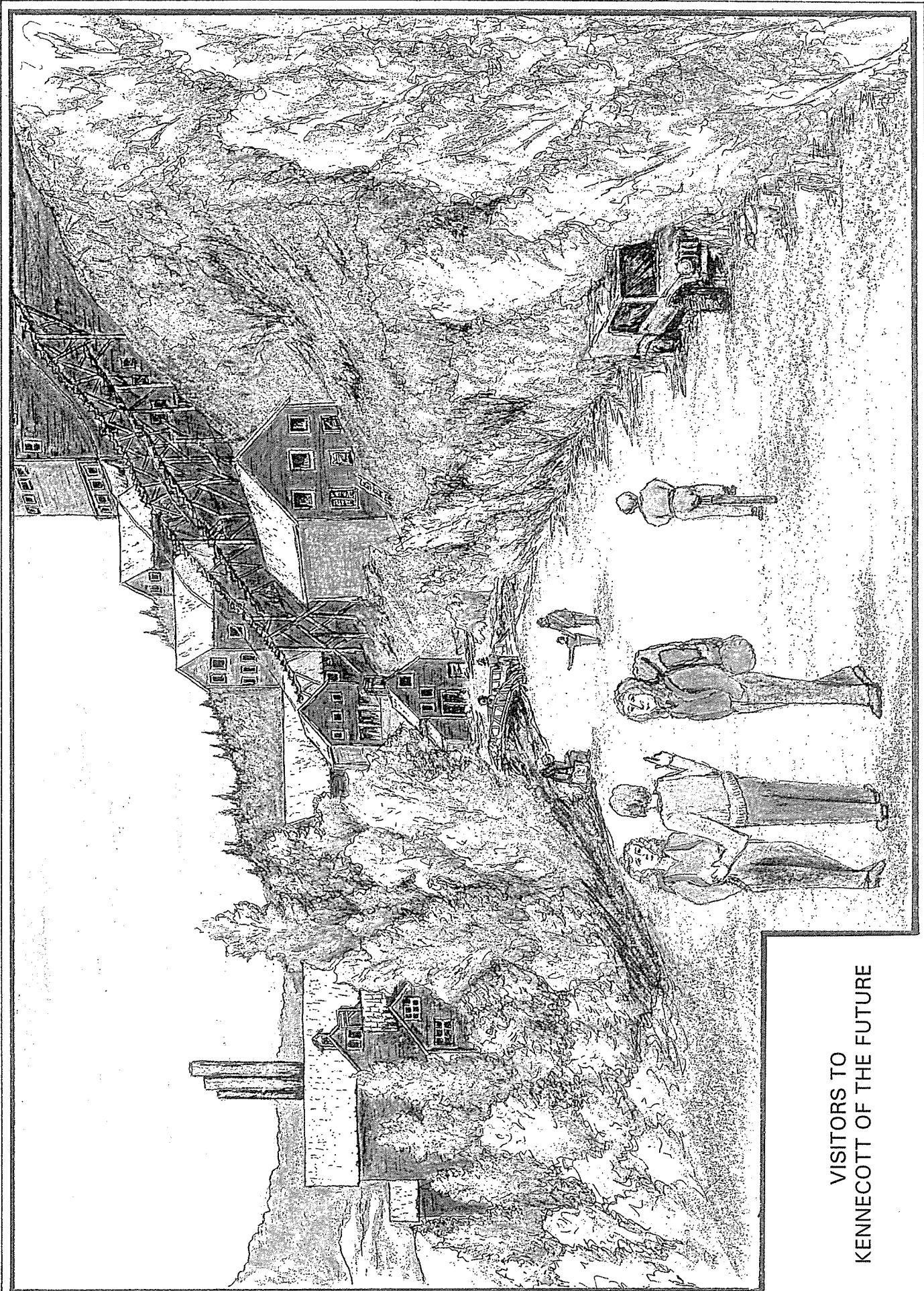
Available Funds for Acquisition

From the FY96 funds, there are \$1,200,000 remaining. Only \$1,300,000 was actually transferred to the National Park Service and \$100,000 was expended to complete a boundary survey of the property in anticipation of acquisition. The difference between the asking price and the National Park Service funds available is \$3,140,000. These are the funds needed to complete the purchase. There is the potential for Land and Water Conservation Funds in FY98 (beginning October 1, 1997).

Option to Purchase

The Conservation Fund, a non-profit conservation organization, purchased an 18 month option to purchase the property at the appraised value. The option expires December 5, 1997.

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VISITORS TO
KENNECOTT OF THE FUTURE

Kennecott of the Future 1997 and Beyond

In 1990, Joseph L. Sax wrote in "Keeping Special Places Special":

"The next few years will decide the fate of this precious resource. Historic structures are yielding to the ravages of time... Surrounding land, crucial both to the historic scene and to protection of the natural values of the area could be sold off. Kennecott has been discovered by journalists and tourism is on a rising curve; the opportunity that exists today to see and experience a very special place could easily be lost."

The following is a short explanation of the NPS vision of the future management of the site, should it be acquired.

Ownership and Acreage

The 2800 acres that were privately owned are now a part of the 13.2 million acre Wrangell-St. Elias National Park and Preserve. The lands and associated resources will fall under the body of laws and legislation governing the national parks stemming from the NPS Organic Act of 1916:

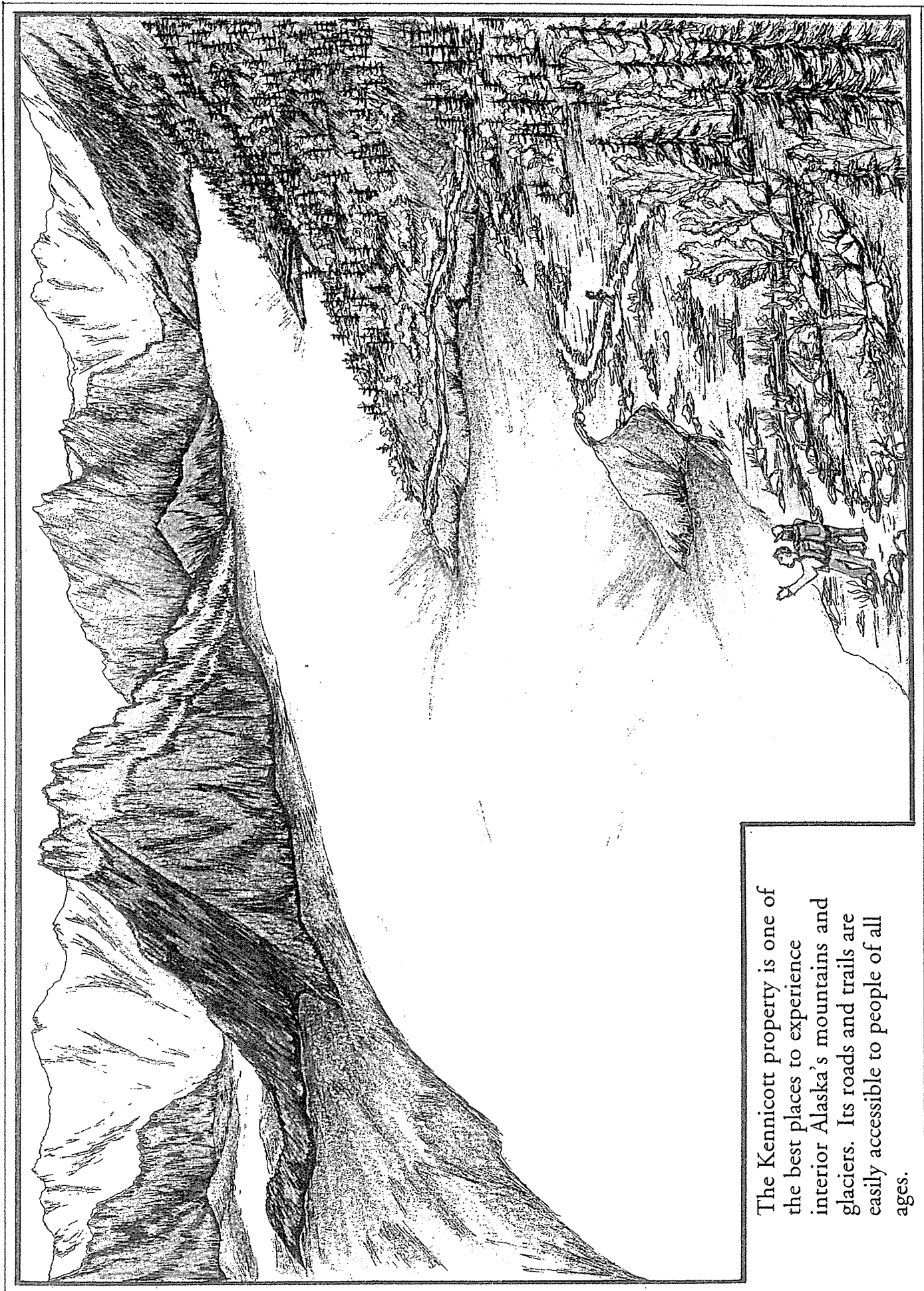
...to promote and regulate the use of the Federal areas known as national parks, monuments, and reservations....by such means and measures as conform to the fundamental purpose of said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations (16 USC 1).

Relationship to Wrangell-St. Elias National Park and Preserve

The WRST Visitor Center directs park visitors to various destinations including the McCarthy Road and Kennecott. Information on self-guided tours, precautions for safety, and protection of the interspersed private lands is provided. Visitors are made aware of the commercial opportunities at McCarthy and Kennecott. The NPS develops for public consumption, both free and for sale, a variety of handouts, brochures, books and maps for the curious traveler to Kennecott.

Management Plans for Kennecott

The Kennecott Mine lends itself to a new kind of visitor experience and site management --- a "managed ghost town." What is maintained is the sense of time frozen, a site abandoned but still "haunted" by past residents, a place that has not been vandalized or sanitized. It is a place of discovery for the visitor, but one where investigation and inquiry can be done safely and with respect for the remaining historic objects and structures. On-site management is directed by a non-profit organization such as Friends of Kennicott who conduct tours, open and close buildings, and carry out on-going maintenance. A fee may be charged for access or special tours to help offset the costs to the non-profit. The National Park Service works primarily in the background with technical expertise on interpretation, curation, and historic stabilization.



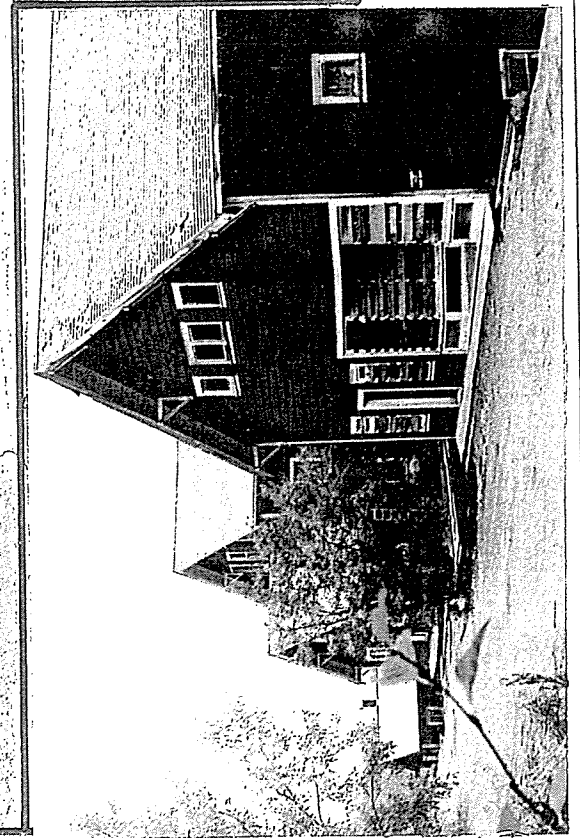
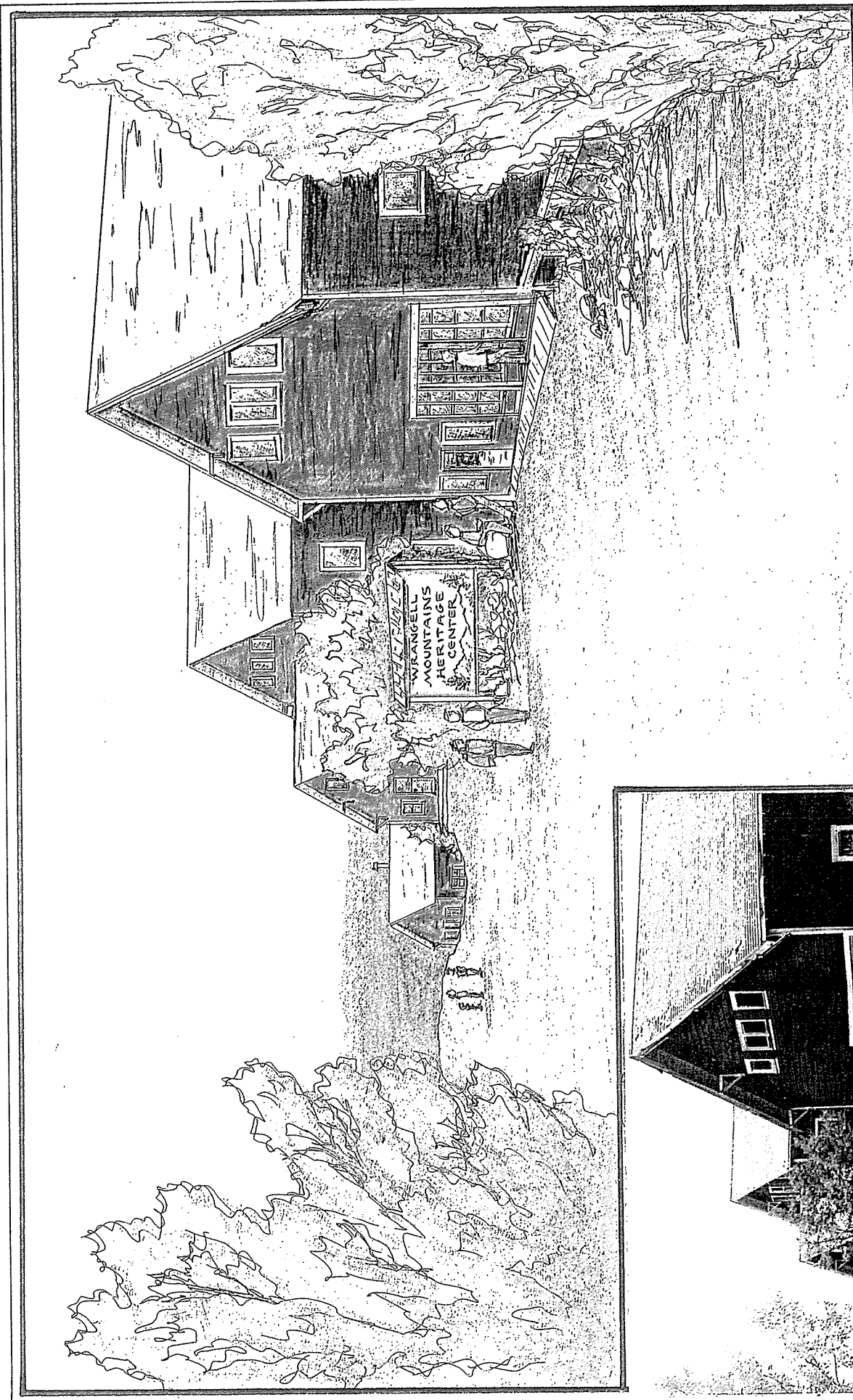
The Kennicott property is one of the best places to experience interior Alaska's mountains and glaciers. Its roads and trails are easily accessible to people of all ages.

Hazardous Materials

All remaining hazardous materials issues identified in the above section have been resolved. The Site remains under the jurisdiction of the Alaska Department of Environmental Conservation (ADEC) and any remaining or discovered hazardous conditions are managed by the NPS in cooperation with ADEC. Monitoring of National Creek and the Site continues to ensure environmental quality and human health. As historic structures are stabilized and/or rehabilitated lead paint is either encapsulated on the site or removed according to OSHA standards and disposed of as a hazardous waste.

Historic Structures

The Kennecott historic structures were excessively over built with large timbers and complex framing. With proper care to the foundations and the "skin" to prevent interior weathering, they will stand for a very long time. Through a public planning process a priority will be established for preservation and stabilization. Not all structures will be saved, as some are already beyond stabilization. Deterioration of the primary historic structures will be arrested. On-going maintenance focuses on foundation integrity, painting and siding of the exterior and roofing of the core structures.



Federal acquisition and stabilization of Kennicott's historic buildings will keep options open for development of interpretive, educational and research opportunities. Private funds can be sought for adaptation of the structures for public use.

McCarthy Road (Access)

Per the joint planning of the McCarthy road by the AK DOT&PF and the NPS, the McCarthy Road is upgraded for safe travel and alternative destinations along the route. The story of Kennecott is told at interpretive stops beginning in Chitina and include historic features at Gilahina, Kuskulana, Chokosna and McCarthy. The road is managed as a natural and historical scenic corridor and the road traveler is treated to a high quality experience along the route, preparing them for Kennecott as a destination. Private service providers along the road have been encouraged to incorporate design themes from the Kennecott era such as color of structures, signing and architecture. At McCarthy, a network of hiking and biking trails follows historic routes to the Bonanza Ridge, Root Glacier, the Nizina Bridge, and the Kennicott River.

Alaska Marketing and Tourism

Working under the direction of the Alaska Land Managers Forum, a comprehensive planning approach is developed for the Copper River Valley and particularly the Chitina and McCarthy Corridors. Alaska Visitors Association, the Greater Copper Valley Chamber of Commerce, all of the local communities, the environmental groups, the Native Regional and Village corporations and Village Councils, and the local residents are engaged with the State of Alaska and the National Park Service in facilitating the appropriate expansion of tourism economy in the area. Appropriate areas of development on private and native lands are identified and connections are made between private and public land through trails planning. Public service infrastructure such as toilets and trash collection are developed at strategic locations and maintained cooperatively by the public agencies. Private tourism providers, both large and small, are encouraged through state and federal incentives.

Commercial Activities

The Kennecott site lends itself to a continuation of most of the existing commercial activities occurring on private lands around it including lodging, food services, and guiding. Compatible commercial services for the traveling public will be encouraged.

Visitor Use

WRST continues to be targeted by the State of Alaska as an alternative destination to Denali. The public knowledge of WRST has grown and visitor use continues to increase at a steady pace, particularly for the summer months. Winter use has grown as well, though it is "event" oriented. Many visitors do not have the time or inclination to experience WRST on the ground, so the Visitor Center, (designed for construction in 1999 in Copper Center), serves as the vicarious experience for those traveling on a limited schedule. Through exhibits, a movie, and interpretive programs on a forested site overlooking the Copper River and the Wrangell Mountains, the traveler samples a small taste of the area and is enticed to return. Those with time to spend can be orientated to where to go and what to expect.

The following are the primary "entry" points of public use at WRST:

McCarthy Road: (already discussed above). The McCarthy Road is an "experience" along the route with many "destinations" besides Kennecott.

Nabesna Road: This is also a prime but less known entrance to WRST and a NPS/State team is also working on a scenic corridor plan for this 50 mile route into the park/preserve.

Airstrips: There are over two hundred airstrips within WRST that provide a wide range of backcountry access points via fixed-wing airplanes. The NPS is working to identify airstrips and associated scenic areas that offer a range of backcountry opportunities to the visitor. This information will be gathered with the assistance of airtaxis and then developed into a public information system for those planning a backcountry trip.

Trails: To provide access to the road traveler, a system of loop trails has been developed from the McCarthy and Nabesna Roads. These trails are short (1- 6 miles) in nature and lead the visitor to overlooks, rivers, or historic sites of interest. Trails and "routes" are also identified and developed from selected airstrips.

Public Use Cabins: WRST owns over 30 historic cabins that have been upgraded and rehabilitated for public use. These cabins provide excellent opportunities for the public to relive a bit of history while experiencing the backcountry.

Once the visitor goes into WRST, they will be able to experience ultimate wilderness or preserved examples of the history of the area such as Kennecott.

Appreciation for the use of photos and artwork is extended to:

Alaska and Polar Regions Department, University of Alaska Fairbanks (historical photo)

Korelle Hendee for Friends of Kennicott (drawings)

Gail Niebrugge, artist (cover)

Wrangell Mountain Center (photos of restoration)

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