

*Revised agreement prepared
May 26, 1948
by P.R.A. Ted*

*HRW
Bng
MKT
SAG
R
JWSH*

Draft
5-26-48

Mr. T. W. Taylor
Room 6421
New Interior Building

Dear Mr. Taylor:

Confirming our telephone conversation of this afternoon, there is attached a second draft of proposed memorandum of understanding relating to the Turnagain Arm Project.

This draft is essentially the same as the one prepared by your Office as submitted to us May 24 except for certain changes which it is thought by the officers concerned in the Public Roads Administration were necessary in the interest of clarification and to express our understanding of the functions of each of the agencies concerned in the handling of this project.

Mr. Bright, Deputy Commissioner of Public Roads, has asked me to go over the draft prepared in your Office and to make such changes as were thought necessary to indicate the respective functions of the three agencies in the handling of this project. It will be appreciated if you will examine our draft and let Mr. Bright have any comments you may wish to make with respect thereto.

G
TURNAGAIN

at Deficiency Appropriation
(519 - 80th Congress), and
concerned, the Alaska Rail-
road Administration,
designated as the "Turnagain
Project, to provide a facility
rail road system of Alaska,
terms and conditions:
have been made available
future appropriations that
will be transferred to the
that the sum of \$75,000
Public Roads Administration
Juneau for use in connection

Rm 6020

WJO'L x 4769

2. The U. S. Disbursing Officer at Juneau shall advance all necessary funds to be expended hereunder by the Public Roads Administration upon request of that organization and certification of the Chief Engineer of the Alaska Road Commission. The said disbursing officer

~~*No remarks on 975
line changes*~~

Draft
5-26-48

HRN
Pmg
MJK
SAG
JF
JF

MEMORANDUM OF UNDERSTANDING
RELATING TO THE CONSTRUCTION OF THE TURNAGAIN
ARM ROAD PROJECT IN ALASKA

Pursuant to the provisions of the First Deficiency Appropriation Act, 1948, approved May 10, 1948 (Public Law 519 - 80th Congress), and in accord with conferences between officials concerned, the Alaska Railroad, the Alaska Road Commission, and the Public Roads Administration, have arranged for the construction of a road designated as the "Turnagain Arm Project", hereinafter referred to as the Project, to provide a facility to connect the Kenai Peninsula with the central road system of Alaska, the work to be performed under the following terms and conditions:

1. All funds for the Project, which have been made available under said act of May 10, 1948, or from any future appropriations that may be made by Congress for the purpose, will be transferred to the disbursing officer at Juneau, Alaska, except that the sum of \$75,000 shall be transferred immediately to the Public Roads Administration through the U. S. Disbursing Officer in Washington for use in connection with surveys now in progress.

2. The U. S. Disbursing Officer at Juneau shall advance all necessary funds to be expended hereunder by the Public Roads Administration upon request of that organization and certification of the Chief Engineer of the Alaska Road Commission. The said disbursing officer

~~No remarks on 7-7-5~~
~~line changes~~

shall, at the option of the Alaska Railroad, either advance or reimburse the Railroad the funds necessary to cover all expenditures made or to be made by the Railroad on the Project upon certification of the Chief Engineer of the Alaska Road Commission. The Public Roads Administration and the Railroad shall pay all vouchers and make all disbursements for the work performed by each of them hereunder; and the funds necessary for the purpose shall be transferred to these agencies by the Alaska Road Commission either in advance of such payment or by way of reimbursement after payment therefor shall have been made, as may be requested by the Public Roads Administration or the Railroad, respectively.

3. The Railroad shall be paid the cost of grading and structures necessary for both the railroad and the highway for that portion of the Project between Potter and Indian. It is understood, however, that the ^{cost of placing of any new rails and ties will} ~~moving of the existing railroad tracks and ties, or of providing new tracks and ties for the section of the railroad between said points~~ shall be borne entirely by the Railroad and shall not be a charge against the funds appropriated for the Project. ^{If new tracks and ties are not available at the time of the survey, the cost}

54. It is understood that no portion of the funds for the Project shall be used to reimburse forest road funds expended on surveys of the proposed routes around Turnagain Arm made prior to May 10, 1948.

Handwritten notes:
All of money for work
has to be done against
the funds appropriated for
the project.

6. No contract shall be entered into by either the Alaska Railroad or the Public Roads Administration for work, materials, or equipment for the Project under the contract authorization provision contained in the act of May 10, 1948, unless specific authorization therefor shall first be given by the Alaska Road Commission.

7. Monthly reports shall be made to the Alaska Road Commission by the Alaska Railroad and the Public Roads Administration. These reports shall include the following information: (1) total expenditures and obligations and purposes for which spent and/or obligated; (2) work progress during the month; and (3) estimated work progress in next month. The specific details of the reports shall be worked out by the Alaska Road Commission, The Alaska Railroad, and the Public Roads Administration.

8. There shall be left for future determination by the parties hereto the question of whether the Railroad or Project funds shall bear any additional costs that may result from railroad improvements or increased costs of the highway ^{between Indian and Portage} in the event the highway is limited to the location within or adjacent to the railroad right-of-way, between those points

9. The Alaska Railroad shall assume responsibility for location survey, design, specifications, estimates, and supervision of contractors' operations with respect to the portion of the road between Potter and Indian: Provided, That all plans, specifications, and estimates for the construction work shall be submitted to the Public Roads Administration for review and approval before advertising for bids. The Public

Roads Administration shall designate a representative to maintain liaison with the Railroad in the location, survey, and design phases of this portion of the Project.

10-9. The Public Roads Administration shall assume responsibility for the location survey, design, specifications, and estimates for that portion of the road between Indian and Portage. The construction work shall be undertaken by either the Alaska Railroad or the Public Roads Administration as may be determined by the parties hereto upon completion of the survey, design, specifications, and estimates for said portion of the road. If the construction work for the section between Indian and Portage is assigned to the Public Roads Administration, all plans, specifications, and estimates shall be submitted to the Alaska Railroad for review and approval before work on said section is advertised for bids. The Alaska Railroad shall designate a representative to maintain liaison with the Public Roads Administration in the location survey, and design phases of this portion of the Project.

11 10. Alternate plans, specifications, and estimates shall be prepared by the Public Roads Administration for the location of the Project (1) around the head of Turnagain Arm to Portage, and (2) for the construction of a bridge across Turnagain Arm from a point near the mouth of Quartz Creek to a point at or near Railroad Mile 67. Proposals will be requested on both of these routes but no contract shall be awarded therefor without the prior approval of the Alaska Railroad and the Alaska Road Commission.

17. As soon as practicable after funds are made available, the Public Roads Administration shall proceed with the work on the initial section of the Project from Mile 58 to a point in the vicinity of the mouth of Quartz Creek on the south side of Turnagain Arm. All contracts for this section will be awarded by the Public Roads Administration which agency will supervise all construction work thereon.

THE ALASKA ROAD COMMISSION

By _____
Chief Engineer

THE ALASKA RAILROAD

By _____
General Manager

PUBLIC ROADS ADMINISTRATION

By _____
Commissioner of Public Roads

Approved: _____
(Date)

Secretary of The Interior

Rough Draft
TWTaylor 2/9/48

TURNAGAIN ARM

Effect of Turnagain Arm Road
on Railroad Rehabilitation Program

In a letter dated May 16, 1947, Colonel Johnson stated that detailed rehabilitation estimates show that on the ten-mile section where the Public Roads Administration considers it necessary for the highway location to parallel the tracks, an expenditure for all line changes amounted to \$274,000. This rehabilitation work comprised the widening of some of the cuts to make room for glacial and icing conditions and using the excavated material for widening exterior shore line embankments. It is roughly estimated that the original rehabilitation expenditure for this purpose would have been \$274,000. The PRA estimate on this same section for a joint highway and railroad grade totaled \$5,946,000.

The Public Roads Administration plan calls for moving the present location of the track. The rock all along this section disintegrates when blasted and exposed to the elements. It is therefore not suitable for riprap or armor rock against the action of the waves and fast-tide currents that prevail in this area. Armor rock would have to be obtained 50 miles north of the proposed work. Since the original construction in 1917 of the present embankment, over a million dollars has been spent by the Railroad for quarrying, hauling and placing armor rock to protect the fills along Turnagain Arm. If the existing line is moved further out to make room for a highway grade, this section of armored rock would be buried and rendered useless into a corresponding cost of an additional

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amount to the Railroad to replace this riprap. It is estimated that the additional cost would about equal the saving in line changes (\$274,000) mentioned above.

File 977

in reply refer to
2047529 "LP"

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON 25, D. C.

January 30, 1948.

MEMORANDUM

To: Mr. Theodore W. Taylor,
Division of Territories and Island Possessions.

From: Assistant Chief, Division of Land Planning,
Bureau of Land Management.

Subject: Kenai Peninsula (Turnagain Arm)

As you requested during our telephone conversation of January 29, the following information in regard to the land and timber resources of the Kenai Peninsula may serve your purpose.

One of the most extensive areas of settlement land in Alaska is found on the Kenai Peninsula. A combination of climate, soils, terrain, and forest cover make this area particularly suitable for settlement.

It is estimated that at least 1,000,000 acres of land on the Kenai Peninsula are suitable for crops and livestock. A detailed reconnaissance classification of 333,800 acres within the area indicated that 204,708 acres (approximately 61 percent) are suitable for various agricultural uses.

The forest cover on the land outside of the National Forest consists chiefly of spruce, birch, and aspen. This timber resource is important to local settlers and new industries because it is available where and when needed without long and expensive transportation. It is also a strategic reserve for military purposes, particularly if managed for sustained yield.

(sgd) Robert K. Coote

Assistant Chief,
Division of Land Planning.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

25, D.C.

September 17, 1947.

Air Mail

Mr. Ike P. Taylor, Chief Engineer,
Alaska Road Commission,
Juneau, Alaska.

Dear Ike:

There is enclosed a copy of a memorandum from Assistant Secretary Warne, together with a copy of a brief prepared by the Anchorage Chamber of Commerce relating to the Turnagain Arm project and a copy of my memorandum of this date to Mr. Warne.

Any views you may have on this, I should appreciate your transmitting to Mr. Warne through the Division.

Sincerely yours,

(Sgd.) Edwin G. Arnold
Edwin G. Arnold,
Director.

Enclosure.

Ayer/gmr

Ayer

9-1-51
ARC-Gen.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

Ayer

25, D.C.

September 19, 1947.

Memorandum

To: Assistant Secretary Wams.
From: Edwin G. Arnold, Director.
Subject: Turnagain Arm Highway and Alaska Roads.

This is in response to your two memoranda of September 11 relating to the Turnagain Arm Highway, and to Alaska roads generally.

According to present plans, the deficiency appropriation in the sum of \$11,300,000 for the construction of a road around Turnagain Arm is to be submitted to the Congress early in January.

The question of building a causeway or a bridge across Turnagain Arm is considered impractical, involving considerably greater expense, and because of climatic conditions too difficult to construct and maintain. This is the opinion of officials of the Public Roads Administration which, according to the provisions of a proposed bill requesting the deficiency appropriation of \$11,300,000, would take jurisdiction over the Alaska Road Commission. The bill also calls for extension of the Federal Highway statutes and benefits to Alaska.

The Public Roads Administration, as one of your memoranda suggests, has no jurisdiction over construction of any roads on the Kenai Peninsula, other than the Turnagain Arm project as specified above. Funds in the amount of \$625,000 were allocated to the Kenai Lake-Homer road for fiscal 1948. Under the Alaska Road Commission's proposed \$9,000,000 budget for 1949, the Commission plans to set aside \$1,000,000 for continuance of this vital work.

There is no question but what this and other roads must be pushed to the utmost. To this end, we have requested Mr. Ike P. Taylor to reconsider his tentative \$9,000,000 figure for 1949, and, if he deems it advisable, to recommend a higher amount.

The briefs from the Anchorage Chamber of Commerce are returned, and as you have suggested, we are sending the brief containing the views of the Anchorage Chamber of Commerce on the Turnagain Arm Project to Mr. Ike P. Taylor.

Attachments.

Ayer/gmr
cc Ike P. Taylor

DIVISION OF WASH
OFFICE OF TERRITORIES
DEPARTMENT OF THE
UNITED STATES

UNITED STATES
DEPARTMENT OF THE INTERIOR
WASHINGTON

INTERIOR DEPT.
RECEIVED
SEP 11 1947
TERRITORIES

September 11, 1947

To: Director, Territories and Island Possessions
From: Assistant Secretary Warne
Subject: Turnagain Arm Highway.

The views of the Chamber of Commerce of Anchorage as expressed to me at a public meeting on August 24 in the railroad office on the Turnagain Arm Highway are very succinctly put in the attached memorandum. If there are other views, you may want to send this to Ike Taylor for his information and for comment for my edification.

William S. Warne

Attachment



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TURNAGAIN ARM

The foremost need in road construction in Western Alaska today is the missing link across Turnagain Arm to tie in the Kenai Peninsula with the rest of Alaska and the arterial highway system. This project has long held first priority on the Chamber of Commerce program and has gained widespread recognition throughout Western Alaska as such.

At present, the Kenai Peninsula is isolated from the rest of Alaska as far as an automobile connection is concerned.

The Kenai Peninsula has a fine road from Seward north to Hope on Turnagain Arm. There is under construction at the present time a lateral road from Moose Pass to the western shore of the peninsula and south to Homer. This road is the backbone of the transportation on the peninsula. It extends through some of the most scenic and picturesque areas in Alaska. There are great potentialities for the development of timber, mining, recreational and other enterprises. All development is limited, however, until the peninsula is connected by automobile road with the rest of Alaska.

The Alaska Road Commission is completing this summer an extension of the highway south of Anchorage to the north shore of Turnagain Arm. When this is opened to traffic, the gap from the north to the south shore of Turnagain Arm will be the only obstacle to the development of trade and commerce by automobiles operating north from the Kenai Peninsula. Construction and proper facilities to fill this gap will tie in the peninsula with Anchorage, Fairbanks, and the Alaska Highway to the States.

Much engineering data is available in Washington on this project. Federal agencies have conducted exhaustive investigations in recent years. Three different proposals have been made, but none has yet been translated into a program for action. The Interior Department undoubtedly has access to this engineering information.

In selecting a route, either around Turnagain Arm or across it, the Chamber of Commerce would urge consideration of the operating cost of those using the road. T. H. McDonald, head of the Bureau of Public Roads Administration at Washington, has estimates of the volume of traffic and of the savings that would accrue to operators through the use of the shorter routes across the Arm which might entail a greater capital expenditure. It is considered highly desirable to keep operating costs as low as possible with the view of making transportation, and consequently, living costs cheaper.

The Chamber would also call attention to the problems of snow removal and maintenance of a highway extending around the east end of Turnagain Arm. The Alaska Railroad has detailed information on the snow slide conditions.

The Chamber of Commerce attaches great importance to this project because of the many benefits which would accrue to so many people over such a large part of Alaska. These include:

- (1) Greater mineral development resulting from the connection with Anchorage as a supply center.

- (2) The opening up of a large number of tourist lodges in the many picturesque settings of the peninsula.

(3) Greater use of the spectacular sports and fishing areas.

(4) Extensive development of timber resources with Anchorage as the main market for the products.

(5) Greater development of agriculture, especially in the Homer area, resulting from the accessibility of markets in Seward, Anchorage and elsewhere.

(6) Greater harmony, understanding and cooperation among the people of the rail belt as a result of their associations together during vacation trips extending all the way from Seward in the south to Circle in the north.

SECRETARY

UNITED STATES
DEPARTMENT OF THE INTERIOR
WASHINGTON

September 11, 1947

INTERIOR DEPT.
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To: (1) Director, Territories and Island Possessions
(2) Solicitor White
(3) Mr. Northrop

From: Assistant Secretary Warne

Subject: Alaska Roads.

While at Anchorage on August 24, a committee of the Chamber of Commerce presented me with the attached brief on the need of roads in Alaska. I have in mind also a memorandum of July 18 from Secretary Krug with regard to our budget request for the Kenai Peninsula road, and also a memorandum, a copy of which I have not immediately before me, that dealt with the subject of the Bureau of Public Roads participation in this program. Can any one of you advise me whether there is something we should be doing now relative to these roads that is being left undone? Please return the attachment to me.

William P. Warne

Attachment



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ADDRESS ONLY
THE ALASKA RAILROAD

UNITED STATES
DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD

Full

Turnagain Arm

Anchorage, Alaska
May 16, 1947

*9-1-55
Turnagain
Arms*

Mr. Edwin G. Arnold, Director
Division of Territories and Island Possessions
Department of the Interior
Washington 25, D. C.

My dear Mr. Arnold:

In explanation of the request for Rehabilitation funds submitted for that part of the Railroad line between Portage (Mile 64.2) and Anchorage (Mile 114.3) and the request of The Public Roads Administration for additional funds for highway construction paralleling the Railroad over the same route, I wish to draw your attention to the amounts requested on page 2, Schedule 2, on the analysis of The Alaska Railroad Rehabilitation Program, a copy of which, similar to that presented to Congress, is attached herewith.

It will be noted that a total of \$2,957,792 was requested for rehabilitating that section of track. In April 1946, at the time this estimate was made, the proposed joint highway and railroad construction along Turnagain Arm was not in the picture. Only minor line changes requiring the expenditure of \$655,000 (the last item on the list) were considered.

I am also attaching a copy of an estimate submitted on September 25, 1946 to Mr. George W. Colwell, our Chief Engineer, from Mr. Chris F. Wyller, Acting District Engineer, of The Public Roads Administration, District Eleven, amounting to \$5,946,000, for constructing a joint highway and railroad grade on that ten-mile section of Turnagain Arm between Mile 89.7 and 99.7 where The Public Roads Administration engineers considered it necessary for the highway and the Railroad to parallel each other around the base of the solid rock cliffs bordering the shore line along this section. This part of our track, in comparison to other sections of the line, is now in fair operating condition. It requires only new ties, rails, ballast, and some line changes to lessen some of the existing curves. The relocation and construction of the entire section of line with the Railroad on the outside of the dual grade bench as planned by The Public Roads Administration, and the consequent constant maintenance of the embankments against sea and ice erosion afterwards, would cause many costly delays to our present and future train operations.

You will note that the Railroad Rehabilitation estimate for line changes on the entire fifty miles of line between Portage and Anchorage totaled only \$655,000. Our detailed Rehabilitation estimates show that on the ten-mile section where The Public Roads Administration considers it necessary for the highway location to parallel the tracks, an expenditure for all line changes amounted to \$274,000. This Rehabilitation work comprised the widening of some of the cuts to make room for glacial and icing conditions and using the

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Mr. Arnold

-2-

May 16, 1947

excavated material for widening exterior shore line embankments. The PRA estimate on this same section for a joint highway and railroad grade totaled \$5,946,000. This estimate was projected and calculated after the Railroad Rehabilitation estimate had been made up. It entailed lowering the present Railroad gradeline about twenty feet closer to the high tide line and placing the Railroad tracks on an entire new location on the sea side of the highway. Very little of the Railroad Rehabilitation work as planned and estimated can be used in this proposed over-all joint highway and railroad line construction. As no actual survey has yet been made to evaluate this work, it is roughly estimated that the rehabilitation expenditure of \$274,000 might possibly lessen the joint highway and Railroad estimate on this section by three per cent.

The Public Roads Administration engineers considered that a joint grade or bench, 60 feet wide, would have to be blasted out, or built up, for the occupancy of both railroad and highway. The Railroad would occupy 20 feet of the outer, or sea side, of this bench, leaving the inside 40 feet for an 8-foot separation strip, plus a 32-foot highway base on which a car-traveling surface, 24 feet wide, could be maintained. The separation strip, also the width of the rolling surface, could possibly be reduced, but only at a sacrifice; as any after alterations required would be quite costly.

The rock all along this section, though quite hard in places, disintegrates when blasted and exposed to the elements. It is therefore unsuitable for riprap or armor rock against the action of the waves and fast tide currents that prevail in this area. Armor, or riprap rock, would have to be obtained at the railroad granite quarry at Eklutna (MP 142), fifty miles north of this proposed work, and train-hauled to this section to give such proposed embankments the necessary or proper protection. Since the original construction in 1917 of the present embankments, over \$1,000,000 has been spent by the Railroad for quarrying, hauling, and placing armor rock to protect the fills along Turnagain Arm. If the existing line is moved farther out to make room for a highway grade, this section of armored rock will be buried and rendered useless.

It is the opinion of our engineers that more survey and engineering work should be done on the investigation of other highway routes. They suggest that, instead of trying to locate, or construct, the highway alongside the Railroad at the toe of the mountain, several surveys and estimates be made: (1) A route higher up the mountain following the most suitable benches and tunneling where the excavation of a highway bench would cause rocks to roll down on the Railroad tracks and (2) A route away from the Railroad over the Indian Creek summit and down Ship Creek to Anchorage. This latter route is more desirable from a railroad standpoint. The Indian Creek summit is over 2,000 feet in elevation and the snowfall at this high altitude often exceeds a depth of eight feet. However, if the road over the Summit Section (5 miles) was built above the adjacent ground level on embankments from six to eight feet high and a wide, deep ditch made on the inside of the grade on the hill side sections, this route could be kept open with Snogos, or snowplows, during the winter. Similar snowfall condition exists on the Quartz Creek summit on that proposed section of road connecting Seward with Portage and over the summit at Divide (Mile 12) where similar snowfalls occur near Seward.

Very sincerely,


J. P. Johnson, General Manager

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COPY

Alaska

FEDERAL WORKS AGENCY
Public Roads Administration
District Eleven

September 25, 1946

Mr. George W. Colwell
Chief Engineer
Alaska Railroad
Anchorage, Alaska

Dear Mr. Colwell:

Following is the preliminary estimate on the grading and surfacing of the joint highway and railroad grade between Mile 89.7 and Mile 99.7:

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
Excavation	2,000,000	CY	\$ 2.00	\$4,000,000.00
*Borrow	52,000	CY	2.50	130,000.00
*Surfacing	47,000	CY	3.50	164,500.00
Culverts	8,000	Lin. Ft.	5.00	40,000.00
**Bridges(Highway)	126	Lin. Ft.	200.00	25,200.00
***Bridges(Railroad)	42	Lin. Ft.	75.00	3,150.00
"	" 84	Lin. Ft.	150.00	12,600.00
Riprap	200,000	CY	5.00	1,000,000.00
Misc. Items				30,000.00
Total cost for Construction				\$5,405,450.00
Engineering and Contingencies 10%				540,550.00
GRAND TOTAL ESTIMATE				\$5,946,000.00

- *Highway Subgrade
- *Highway Surfacing
- **9-14 ft. spans
- ***3-14 ft. spans and 6-14 ft. spans

In addition to the above come the ballast, ties and track which according to an estimate received today from Mr. Anderson, amounts to approximately \$50,000 per mile or \$500,000 more for this section. This amount will not be shown in the estimate prepared by this office, it being understood that it would be included in the estimate prepared by the railroad.

Very truly yours,

Chris F. Wyller
Acting District Engineer

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ANALYSIS OF REHABILITATION PROGRAM
1948-1952 Inclusive

Maintenance-of-Way
and
Bridge and Building
Requirements

TOTAL REQUEST:

Roadway and Track	\$ 19,945,790.00	
Bridges, Trestles, Culverts and Tunnels	4,620,000.00	
Buildings and Structures	<u>7,490,500.00</u>	
Total Requested July 1, 1948 - June 30, 1953		\$ 32,056,290.00

LESS:

Funds to be available 1948 (Schedule I)	340,000.00	
Contract Authorization available 1948 (Schedule II)	<u>14,300,000.00</u>	
Total for 1948		<u>14,640,000.00</u>
<u>BALANCE REQUESTED*</u>		<u>17,416,290.00</u>

*Represents the amount of funds to become available after July 1, 1948, and the work is to be apportioned over the four succeeding years.

SCHEDULE I.

Specific projects to be completed with funds to be made available during fiscal year 1948:

Bank Widening, Culverts and Track Box Extensions		
Mile 372 to 411 (Balance)	.....	\$ 180,000
Matanuska River Diversion	.....	<u>160,000</u>
 Total Funds Available in 1948	.....	\$ 340,000

SCHEDULE II.

Projects to be completed under Contract Authorization of \$14,300,000 for 1948 and for the four succeeding years:

Roadway and Track

Whittier to Portage

Steel	6 miles - 110#	.....	\$ 86,220
Joint Fittings	1,626 joints	.....	8,201
Nut Locks	7,680 each	.....	100
Tie Plates	61,005 each	.....	26,291
Track Spikes	130 kegs	.....	1,484
Rail Anchors	15,360 each	.....	4,570
Turnouts #9	2 complete	.....	2,295
Gross Ties	2,128 per. (New Treated)	.....	9,838
Relaying Steel	6 miles - 110#	.....	10,800
Line Change	(To eliminate snow condition)	2,600 ft.	2,600
Ballast	4,925 cy. Crushed Rock	.....	29,550
RIP Rap	6,000 cy. Heavy Rock	.....	24,000
Suocco Tunnel and Snowshed Portals (Bel.)	.....	.....	8,000
Drainage ditches, steam thaw for snow removal - Whittier	.....	.....	100,000
			 313,949

SCHEDULE II.

Roadway and Track - Continued

Portage to Anchorage					
Steel	50 miles - 110#	.....	.....	.....	\$ 718,256
Joint Fittings	13,550 joints	.....	.....	.....	68,315
Track Spikes	2,172 kegs	.....	.....	.....	24,801
Nut Locks	64,000 pcs.	.....	.....	.....	837
Tie Plates	304,000 pcs.	.....	.....	.....	131,024
Rail Anchors	64,000 pcs.	.....	.....	.....	19,056
Cross Ties	45,600 pcs. 30% (New Treated)	.....	.....	.....	210,820
Switch Ties	15,650 F.B.M. 30% (New Treated)	.....	.....	.....	1,837
Turnouts #9	17 each	.....	.....	.....	19,509
Compromise Joints	35 prs. 110# to 70#	.....	.....	.....	241
Tie Plugs	532,000 pcs.	.....	.....	.....	1,596
Relaying Steel	50 miles	.....	.....	.....	90,000
Bank Widening	60,000 cy. Gravel	.....	.....	.....	42,000
Grade Raise	50,000 cy. Gravel	.....	.....	.....	75,000
Ballast 49.3 miles	123,250 cy. Crushed Rock	.....	.....	.....	739,500
kip Rap	40,000 cy. Heavy Rock	.....	.....	.....	160,000
Line Changes	327,500 cy.	.....	.....	.....	655,000
					\$ 2,957,792

Anchorage to Fairbanks					
Steel	356 miles - 110#	.....	.....	.....	5,114,012
Joint Fittings (39' Rail)	96,476 joints	.....	.....	.....	486,317
Track Spikes	4,638 kegs	.....	.....	.....	52,988
Nut Locks	455,680 pcs.	.....	.....	.....	5,973
Tie Plates	2,164,480 pcs.	.....	.....	.....	932,856
Rail Anchors	455,680 pcs.	.....	.....	.....	122,094
Cross Ties	324,672 pcs.	.....	.....	.....	1,501,066
Switch Ties	121,517 F.B.M. (Treated)	.....	.....	.....	14,268
Turnouts #9	132 each	.....	.....	.....	151,483
Compromise Joints	264 prs.	.....	.....	.....	1,829
Tie Plugs	3,487,480 pcs.	.....	.....	.....	10,463
Relaying Steel	356 Miles	.....	.....	.....	640,800
Bank Widening	339 miles	.....	.....	.....	474,600
Grade Raise	352 miles	.....	.....	.....	264,000
Ballast	352 miles	.....	.....	.....	5,280,000

SCHEDULE II.

Roadway and Track - Continued

<u>Anchorage to Fairbanks - Continued</u>	
Rip Rap	40,000 cy.
Bridge Filling	168,000 cy.
Widening Cuts	100,000 cy.
Line Changes	506,000 cy.
TOTAL - Roadway and Track	\$ 1,012,000
	\$ 16,334,019
	\$ 19,605,790

Bridges, Trestles, Culverts and Tunnels

	<u>Steel Bridges</u>	<u>Treated Trestle Bridges</u>	<u>Culverts</u>	<u>Tunnels</u>
Whittier to Portage	\$ 80,200	\$ 38,000	\$ 5,000	\$ 175,000
Portage to Anchorage	95,600	230,000	125,000	
Anchorage to Curry	643,600	540,000	355,000	
Curry to Healy	972,500	496,000	330,000	80,000
Healy to Fairbanks	31,100	95,000	225,000	
Matanuska Branch		73,000	8,000	
Sutroona Branch		17,000	5,000	
Totals	\$1,823,000	\$1,489,000	\$1,053,000	\$255,000
TOTAL	4,620,000			

Buildings and Structures

<u>Whittier to Portage</u>	
Whittier Water System	\$ 10,000
Steam Lines	90,000
Section House	12,000
20 Employees Cottages	200,000

SCHEDULE II.

Buildings and Structures - Continued

Whittier to Portage - Continued

Moraine Section House	.....	\$ 12,000
" Section Car and Tool House	.....	1,500
		\$ 265,500

Portage to Anchorage

Portage Section Buildings	.....	6,000
" Depot	.....	8,000
" Coaling Facilities	.....	18,000
Kern Section Buildings	.....	6,000
Girdwood Freight Shed and Ramp	.....	4,000
Bird Section Buildings	.....	6,000
Indian Section Buildings	.....	6,000
Rainbow Section Buildings	.....	6,000
Potter Section Buildings	.....	6,000
Campbell Section Buildings	.....	6,000
		<u>72,000</u>

Anchorage

Power House	.....	450,000
Steam Distribution	.....	100,000
Water Tank	.....	30,000
Truck Material Shed	.....	10,000
Cool Room Whse. #3	.....	5,000
Butcher Shop Addition	.....	5,000
Remodel Machine Shop	.....	105,000
Diesel Shop	.....	300,000
General Office Building Addition	.....	50,000
Freight Shed Addition	.....	80,000
Residence	.....	50,000
Coaling and Sand Plant	.....	75,000
Ash Plant	.....	12,000
Ice Plant	.....	16,000
Locomotive Shop and Warehouse	.....	800,000
Heavy Equipment Shop	.....	300,000
Blacksmith Shop	.....	60,000
Carpenter Shop	.....	55,000

SCHEDULE II.

Buildings and Structures - Continued

Anchorage - Continued

Wheel Shop	30,000
Paint Shop	65,000
Permitory Club	400,000
Grading, Drainage, Track Changes, etc.	350,000
Timber Treating Plant	300,000
B & B Facilities	15,000
Government Hill Housing (Bal.)	8,000
	<u>3,701,000</u>

Anchorage to Curry

Whitney Section Buildings	12,000
Birchwood Section Buildings	2,000
Katanaska Depot	8,000
" Section Buildings	6,000
Palmer Platform and Ramp	4,000
Moose Creek Mess and Bank House	15,000
Wasilla Section Buildings	3,000
Wasilla Depot Remodeling	2,000
Pittman Section Buildings	6,000
Houston Section Buildings	7,000
Willow Section Buildings	7,000
" Coaling Plant	18,000
Kashwitna Section Buildings	6,000
Caswell Section Buildings	6,000
Montana Section Buildings	6,000
Sunshine Section Buildings	6,000
Falkestrna Section Buildings	5,000
" Freight Shed and Buildings	5,000
Chass Section Buildings	4,000
	<u>129,000</u>

Curry to Nealy

Curry Cottage Remodeling	20,000
" 3 New Cottages	30,000
" Engine House Addition	5,000
" Coaling Facilities	24,000
" Ash Plant	10,000

SCHEDULE II.

Buildings and Structures - Continued

<u>Curry to Healy - Continued</u>		
Sherman Section Buildings	.....	\$ 6,000
Gold Creek Section Buildings	.....	6,000
Chulitna Section Buildings	.....	6,000
Hurricane Section Buildings	.....	6,000
Honolulu Section Buildings	.....	6,000
Colorado Section Buildings	.....	6,000
" Freight Shed and Ramp	.....	5,000
Broad Pass Dormitory and Depot	.....	60,000
" " Coaling Facilities	.....	18,000
" " Train Shed	.....	25,000
" " Loop	.....	30,000
Summit Section Buildings	.....	6,000
" Freight Shed	.....	3,000
Cantwell Section Buildings	.....	6,000
" Freight Shed and Ramp	.....	5,000
Windy Section Buildings	.....	6,000
Carlo Section Buildings	.....	6,000
Lagoon Section Buildings	.....	6,000
McKinley Park Air Field Expansion	.....	20,000
" " Hotel Addition	.....	400,000
" " Depot Tr. Shed (Bal.)	.....	5,000
Wonder Lake Lodge and Cabins	.....	750,000
Garner Section Buildings	.....	22,000
Healy 3 Cottages	.....	30,000
		<u>\$ 1,528,000</u>
<u>Healy to Fairbanks</u>		
Lignite Freight Shed and Ramp	.....	5,000
Ferry Section Buildings	.....	6,000
" Freight Shed and Ramp	.....	5,000
Browne Section Buildings (Bal.)	.....	8,000
Clear Section Buildings	.....	6,000
Julius Section Buildings	.....	6,000
Neenah Coaling Facilities	.....	18,000
" New Dock and Marine Ways	.....	800,000
" Dormitory and Mess	.....	100,000

SCHEDULE II.

Buildings and Structures - Continued

<u>Healy to Fairbanks - Continued</u>	
Remains 10 Cottages	\$ 100,000
" Water Tank	15,000
" Power Plant	100,000
Berg Section Buildings	6,000
Dunbar Section Buildings	14,000
Standard Section Buildings	6,000
Cache Section Buildings	14,000
Dome Section Buildings	14,000
College Depot	3,000
Fairbanks Terminal	390,000
" Power House	150,000
" Cooling Facilities	24,000
" Ash Plant	10,000
" Freight Car Shed and Shop	35,000
Total - Building and Structures	\$ 1,795,000

S U M M A R Y

Roadway and Track	\$19,605,790
Bridges, Trestles, Culverts and Tunnels	4,680,000
Buildings and Structures	<u>7,490,500</u>
Total	\$31,716,290
LESS:	
Contract Authorization for 1948	<u>14,300,000</u>
Balance to be apportioned over 1949, 1950, 1951 and 1952.	<u>\$17,416,290</u>

Note: Funds will be available for transportation of equipment, material and supplies. Transportation costs are included in the estimated cost of each project.

DEPARTMENT OF THE INTERIOR
Division of Territories and Island Possessions

File

ADDRESS ONLY THE
DIRECTOR, FISH AND WILDLIFE SERVICE

DATE: *4/3/47*

FROM: *Flakne*

ERIOR
ICE

INTERIOR DEPT.
RECEIVED

APR - 8 1947

TERRITORIES

*file in
justification
file*

*marked
9/21*

March 31, 1947

- TO:
- Mr. Arnold
 - Mr. Barr
 - Mr. Beecroft
 - Mr. Flakne
 - Mr. Lee
 - Miss Maguire
 - Mr. Silverman
 - Mr. Taylor
 - Mr. Tyrrell

- FOR:
- Necessary action.
 - See me.
 - Surname.
 - Approval.
 - Recommendation.
 - Revision.
 - Note and return.
 - Information.
 - Comment.
 - Prepare reply for signature.

y from Anchorage to Seward.

REMARKS:

*More justification
for the Seward Road.
977*

of March 11, it would
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A. Crouch
Crouch

W. F. ...
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REFER TO

ADDRESS ONLY THE
DIRECTOR, FISH AND WILDLIFE SERVICE

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE

██████████
CHICAGO, ILLINOIS
54

INTERIOR DEPT.
RECEIVED

APR - 3 1947

TERRITORIES

*Noted
9/27*
*file in
justification
file*

March 31, 1947

MEMORANDUM for Mr. Thomas,
Division of Territories.

Subject: Benefits of Proposed Highway from Anchorage to Seward.

In response to Mr. James' memorandum of March 11, it would be quite inconsistent with the purposes of wildlife conservation in the Territory to say that the proposed highway from Anchorage to Seward would be beneficial to us. We say this since this proposed highway would make readily available to hunters a considerable area which is populated with moose, for which there is need for additional protection. It would, however, make available to the tourists some fairly good fishing streams. We do not believe that it would greatly add to the facilitation of administration of our activities, but instead would probably add to our responsibilities in the protection of big game on the Kenai Peninsula.

W. E. Crouch
W. E. Crouch

Frank Dufresne
Frank Dufresne

*971 Flakne Joe - or
Instruction document*

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

7/10

March 12, 1947.

MEMORANDUM

To: Mr. T. W. Taylor,
Administrative Officer.

From: Jos. T. Flakne. *971.*

Subject: Supplemental Estimate for Construction of Turnagain Arm
Highway. *For auth. bill*

There are submitted below some notes for possible use in connection with the proposed submission of a supplemental estimate for the construction of a highway to connect Seward and the Kenai Peninsula with Anchorage.

According to the attached letter from the Public Roads Administration dated February 24, the portion of the proposed highway between Seward and Mile 58 might be built with Forest Highway funds as they become available. The estimated cost of this section of the highway is \$4,050,000.

It is proposed that the second section of the highway (that between Mile 58 and Potter) be built by the Public Roads Administration at an estimated cost of \$10,923,700.

This estimate covers, in general, a road built to an 18-foot standard, although the section between Indian and Potter would be 30 feet wide.

The attached drawing shows very clearly the location of the several sections of the proposed highway and includes a breakdown of the estimated cost of each section built at various widths.

Because of engineering difficulties and high cost, the proposal to construct a bridge or causeway across Turnagain Arm has been abandoned and the new estimate submitted by the Public Roads Administration is to cover a highway to be built around the upper end of Turnagain Arm. Future plans call for connecting the highway



with a road to Homer and the lower part of the Kenai Peninsula. It is very important to the Department's plans for the development of this area that there be a road connection between Seward and the Lower Kenai Peninsula area and Anchorage.

The cost of improving and maintaining the Seward section of The Alaska Railroad is so out of proportion to similar costs for the remainder of the Railroad that it is considered most desirable for the Railroad to discontinue operation of the Seward branch at as early a date as possible. No more money than is absolutely necessary should be spent for rehabilitation and maintenance of the Seward section of the Railroad. The sooner the highway is built the greater will be the savings to Alaska Railroad funds. According to estimates furnished by the General Manager of The Alaska Railroad, the abandonment of the Seward to Portage Junction section of the Railroad should result in a saving of about \$386,000 annually in roadbed maintenance alone. It would also shorten the distance from port of entry (Whittier) to points along the line of the Railroad by 64 miles, with a resultant possible reduction in freight rates to all stations on the Railroad. Any reductions in freight rates and in length of time required for delivery, due to shortened distances freight would be hauled, would assist in the development of the area served by the Railroad.

Every effort should be made to secure authorization and funds as quickly as possible for the construction of the proposed highway to connect Seward and Kenai Peninsula with Anchorage. This is a matter on which we should continue to exert pressure on the Budget Bureau and the Congressional Committees, and on which we should continue to educate our own Department as to its importance.

The Department has given assurance to the people of Seward that the railroad line to Seward will not be discontinued until after the road to Anchorage has been built.

The construction of the road would not only (1) enable the Railroad to discontinue maintenance and operation of the most expensive part of its line and (2) furnish the promised road connection between Seward and Anchorage, but it would, in addition, be sine qua non which must become an accomplished fact before we can hope to develop the agricultural, fishing, mining, and tourist potentialities of the Kenai Peninsula Area.

Mr. James, of the Fish and Wildlife Service, has promised to furnish us with a statement regarding commercial and sport fishing

potentialities in the area. We hope to get from Dr. John Reed, of the Geological Survey, a statement regarding possible mineral developments. Possibly the Park Service could also furnish a contribution, although I was not able to get one over the telephone.

A supplemental estimate to provide funds for the construction of this highway should be prepared and submitted at once. I think we should get together and work up the most convincing argument that we can to support our request for an appropriation.

Attachments.

send to the Forest Service
brought out the Forest Service
Forest Service
Forest Service

COPY

File *9/17/55*

FOREST SERVICE
JUNEAU, ALASKA

Old but interesting
2/2/50

July 19, 1946

File

Chief, Forest Service, Washington, D. C.

B. Frank Heintzleman, Regional Forester

E
ROADS & TRAILS, R-10
Programs
Forest Highways

9-17-55
Turnagain
Construction

AIRMAIL

Reference is made to Mr. Granger's memorandum of July 13 on the proposed agreement for building the Turnagain Arm Road in three sections to be financed respectively from operational reserves of the Alaska Railroad, appropriations to Alaska Road Commission and Forest Highway Funds.

I am strongly of the opinion that we should urge the Interior Department (Division of Territories which looks after the Alaska Railroad appropriations) to ask Congress for the approximately \$3,000,000 which we are asked to contribute from our limited F.H. funds under this proposed agreement. Interior has excellent reasons to present for this appropriation. The Railroad faces the immediate necessity for rehabilitating that section of its line between the junction point of the Whittier Cut-off and Seward, 66 miles, at a cost of around three million dollars, unless the Turnagain Arm Road, which will allow abandonment of the Seward end of the Railroad, can be built. Also, great savings in the annual cost of railroad operation and maintenance would result from this abandonment of the Seward line. These features will appeal to Congress. We have no such striking reasons to advance in asking for increased Forest Highway funds to replace the huge sum we are asked to put on Turnagain Arm. I also think early action could be expected on an Interior Department request for the funds in view of the need for immediate rehabilitation of the Railroad if the highway isn't built.

Turnagain Arm is a high priority road project in Alaska, but in view of the above and the great need for our FH funds for construction work around the National Forest towns, I do not believe we should enter into the proposed agreement.

If the proposed FH section of the Turnagain Arm Road were started now, it would take all of the money we plan to allot to construction from the three-year postwar Highway Act. Our total yearly allotment from that Act is \$1,500,000. Maintenance requires \$500,000.

The draft of the proposed agreement states that we shall "concentrate" our F.H. funds on our portion of the project. If, however, work on our section were delayed for three years for any reason, the obligation to build this project might well be disastrous to our whole future road program in Alaska, as we have to assume that at the end of the three-year postwar period our Alaska FH allotment will be set back to something

RG 126, Off. of Territories
Entry 1-B, Classified Files, 1907-51
Box 377

like our prewar allotment of \$500,000. This amount will only cover maintenance. Even if we should be given our full FH allotment, as called for in the Forest Highway Act formula (we have long been arbitrarily cut to \$400,000 or \$500,000) all of our construction funds probably for a decade would have to go into the Turnagain Arm project, and the growing towns in the National Forest regions would suffer accordingly.

Incidentally, Alaska's share under the formula covering FH allotments for the three-year postwar period should have been \$2,213,928 per year. We were arbitrarily cut by this postwar Act to \$1,500,000 and the difference of \$713,928 is being distributed among several of the States.

I discussed this matter with Governor Gruening today and he intends to write Delegate Bartlett and the Division of Territories about the prospect of getting a special appropriation to cover the three million dollars which this agreement would take from FH funds. He ranks the Turnagain Arm project very highly, but he does not believe that it should be built at the cost of stopping all new construction and reconstruction in Southeastern Alaska for three years or more. He considers this especially true as Southeastern Alaska has had practically no extensions to its road system since the start of the war.

Delegate Bartlett is coming to Alaska soon, probably within a month, and I would like to discuss this matter with him in person before any further action is taken on the proposed agreement.