

The 2 projects on the Livengood-Eureka Road. Completion of the remaining portion of this road is to be by contract.

The Nome-Kougarok Road on which it is planned to continue force account construction of a low standard pioneer road in 1958 about as in 1957. The cost of this work in 1957 was less than \$10,000 per mile. Gravel surfacing has been done by contract and more of this will be let to contract if possible. A bridge over Kusitrin River is planned for construction by contract in 1959.

The Nome-Solomon Road on which a bridge was built by Government forces in 1957. Future work will be let to contract if competition in bidding can be secured.

For the 8 projects listed in Group B, future force account work is contemplated on 5 to complete jobs already started. This includes work on the Taylor Highway. A part of the latter will be let to contract if deemed feasible. Work on the other projects has been completed or the remainder will be let to contract.

Six projects are included in Group C. Work of this nature will continue on a force account basis as heretofore except where repair work of considerable volume is concentrated in a single area in which case the contract method will be used if feasible. Guardrail construction, previously performed by force account, will be let to contract in those cases where there is a considerable volume of work involved.

The tentative program of work to be financed with 1959 Federal-aid funds includes some of the foregoing projects. In a discussion of this program by telephone with Mr. Swick on February 4, he was asked to identify all construction items planned for accomplishment by force account. This was furnished by districts as follows:

Anchorage District

Edlund Road	\$10,000) No definite plan) as yet but these) may be built by) force account.
Farm Loop Road	\$10,000	
(Project 9 in AGC report)		

Fairbanks District

Taylor Highway Reconstruction \$100,000
(Project 6 of AGC report)
About one-half of this item is planned
for force account construction to
complete work partially done. Remainder
will be by contract. See discussion of
Group B projects above.

Valdez District

Caluna Protection \$100,000
Final determination of how this work will
be done has not been made. This could be
a force account job.

Juneau District

No force account work planned.

Nome District

Nome-Kougarok \$300,000
Nome-Airport \$ 65,000
The Nome-Kougarok project is covered
above in the discussion of Group A
projects contained in the AGC report.
The Nome-Airport project is planned
for construction as part force account
and part contract. The grading work is
to be by force account.

Analyzing the above, it will be noted that the value of work
planned for construction by force account in 1958 is greatly reduced
when compared with that of 1957. The success of the change over to
contract construction of course will depend upon the competition
received in advertising for bids on some of the less attractive jobs,
particularly those small jobs and those projects both large and small
located in remote areas.

The AGC has been advised that liquidation of our inventory of
equipment not adaptable to use on maintenance operations would be
done gradually and that this equipment would be used to the best

advantage on construction work as long as it could be economically operated. The AGC has also been advised that Public Roads did not plan to purchase additional equipment for construction purposes; that equipment currently on requisition was for maintenance use.

Recently it has been called to our attention that invitations for bids for equipment for Alaska have contained information that this was to be used for "construction and maintenance". Such language has been used inadvertently by including descriptions drafted for use in purchase of equipment for our foreign operations. The items of equipment in these invitations included:

3 - 75 h.p. motor graders
5 - 115 h.p. " "
11 Dump Trucks - 15,000 lb. gross vehicles weight
1 Stake body Truck - 15,000 lb. gross vehicles weight
1 Truck, tank, - 30,000 lb. " " "
4 Crawler Tractors) 2 equal to caterpillar D6
) 2 " " " " D7
1 Front end loader - 2 1/2 c.y.
1 " " " - 2 1/2 "
4 " " " - 1 "
1 Shovel front - 3/4 "
4 Trucks, dump, 4 X 4 with snow plows
1 Wagon drill - heavy duty
2 Rollers, tandem - 3 - 5 ton
2 Air compressors - 315 cubic feet

These items were discussed with Mr. Swick who advised that none of this equipment was for use on force account construction. A good share of it will be used in connection with snow removal work. This latter operation includes snow removal in cities and towns, an operation not heretofore undertaken. This will require loading and hauling of the snow. The wagon drill is to be used in quarrying rock to be used in the maintenance of bank protection in the Valdez District. The air compressors will also be used in this operation and in addition will be available to drive piling as necessary in the emergency reconstruction or repair of bridges.

If you wish a fuller discussion of any of these items, I will be glad to arrange for a meeting at your convenience.

Sincerely yours,

Paul F. Royster

Paul F. Royster
Assistant Commissioner
for Operations

EE
EEErhart:PFRoyster:tb
cc: Files (2)
Federal Hwy. Projs. Div.
Mr. J. C. Allen
Mr. E. H. Swick
Mr. Royster

2-5-56

Telegraphic - Alaska

1. DATE OF RECORD Jan 30, 1958	1. DATE OF RECORD
2. CLASSIFICATION To - E. H. Swick	2. CLASSIFICATION
3. TO	3. TO
4. FROM	4. FROM
5. SUMMARY Rewrtel Jan 29 regarding Reconnaissance Rept. on Stikine River etc - This rpt has been rec'd by Jungel etc.	5. SUMMARY
6. CHARGED TO Mrs Jones Rm 824	6. CHARGED TO
7. DATE CHARGED OUT 6/22/59	7. DATE CHARGED OUT

PLACE IN UPRIGHT POSITION IN FOLDER

PLACE IN UPRIGHT POSITION IN FOLDER

FORM PR-852
(4-18-55)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CORRESPONDENCE CHARGE-OUT FORM

7. DATE CHARGED OUT	7. DATE CHARGED OUT
6. CHARGED TO	6. CHARGED TO
5. SUMMARY	5. SUMMARY
4. FROM	4. FROM
3. TO	3. TO
2. CLASSIFICATION	2. CLASSIFICATION
1. DATE OF RECORD	1. DATE OF RECORD

USCOMM-DC 11114

RG 30, Bur. of Public Roads
E. 6D, Gen Corr. + Related Recs, 1955-59
Box 1128

Files

FORM CD-14 (12-12-56)	U.S. DEPARTMENT OF COMMERCE	DATE 3/12/58
TRANSMITTAL SLIP		
TO:	Mr. Paul F. Royster	REF. NO. OR ROOM, BLDG. Room 6019
FROM:	Eric E. Erhart <i>eee</i>	REF. NO. OR ROOM, BLDG. Room 6036
ACTION		
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> RETURN WITH MORE DETAILS
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> PLEASE ANSWER	<input type="checkbox"/> FOR YOUR APPROVAL
<input type="checkbox"/> PER OUR CONVERSATION	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE	<input type="checkbox"/> TAKE APPROPRIATE ACTION
<input type="checkbox"/> PER YOUR REQUEST	<input type="checkbox"/> SIGNATURE	<input checked="" type="checkbox"/> FOR YOUR INFORMATION
<input type="checkbox"/> INVESTIGATE AND REPORT		
COMMENTS:		
Six copies of the attached have received and have been distributed as follows:		
1 - Royster		
1 - J. C. Allen		
2 - G. M. Williams		
2 - Federal Hwy. Projs. Div.		
GPO : 1957 O - 414035		COMM-DC 969

RG 30, Bur. of Public Roads
E. 6D, Gen. Corr. + Related Recs, 1955-59
Box 112B

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Region 10
Juneau, Alaska

Alaska Gen
Book 65
P.H.

March 6, 1958

DESCRIPTION OF PROJECTS

1958 PROGRAM

(Per Attached Summary)

CARRY-OVER PROJECTS:

1. Sterling Highway Paving. Hot plant mix, bituminous paving will be extended from Mile 18 to Mile 47. This will close the gap and provide a paved highway from the Seward-Anchorage Highway to Wildwood Station north of Kenai.
2. Anchorage-International Airport Road Paving. Blacktop surfacing of the road leading from the Seward-Anchorage Highway to the existing pavement near the International Airport.
3. Richardson Highway-Delta Bridges. Four narrow bridges in the Isabel Pass area are being replaced with modern concrete and steel structures. Mile 201.5 to Mile 217.2.
4. Copper River Highway. The existing road out of Cordova is being extended 10.5 miles to the "Million Dollar Bridge" at Mile 50, the upper crossing of the Copper River.
5. Copper River Bridge Web Walls. These are concrete web walls being placed on piers of existing structures to protect them from ice damage.
6. Richardson Highway-Salcha Bridges. Three small obsolete bridges in the vicinity of the Salcha River south of Eilsen are being replaced with modern structures, 35 to 40 miles east of Fairbanks.
7. Haines Highway-Chilkat River Bridge. The old wooden bridge on the Haines Highway crossing the Chilkat River at Mile 24 is being replaced with a modern bridge. This is near the village of Klukwan.
8. Wrangell Highway Improvements. The existing highway south of Wrangell is being improved to a higher standard.
9. Blue Lake Road. This project will enable materials and equipment to be transported to Blue Lake for constructing a dam in connection with the \$50,000,000 pulp mill which is being built at Sitka. The stored water will also provide electric energy for the City of Sitka.

10. Eagle River. This project, 28 miles north of Juneau, extends the road northward a distance of one mile. The important features are structures across the Herbert and Eagle Rivers.

1958 PROJECTS:

1. Sterling Highway D-1. Improvement of the existing road northward from Homer to Anchor River in preparation for paving.
2. Sterling Highway D-2. Improvement of the existing road in preparation for paving between Anchor River and Ninilchik.
3. Seward City. Paving an existing city street from the end of paving on the Seward-Anchorage Highway to the ocean dock.
4. Palmer City. Paving an existing city street from the Glenn Highway to join the paving on the Palmer-Wasilla road.
5. Glenn Highway. This is a relocation of the existing highway in an area near Mile 94. The highway will be placed on better alignment and grade at lower elevation.
6. Gambell Street Paving. Gambell Street, which is the start of the Seward-Anchorage Highway, will be paved to four-lanes from 4th Avenue in Anchorage to Fireweed Lane.
7. Sterling Highway, Section C. Improvement of the existing Sterling Highway south from Soldotna. This work will eventually close with the work which is being done northward from Homer to Ninilchik.
8. Denali Highway. The work is all within Mt. McKinley National Park to provide guard rail protection on dangerous side-hills and to build dikes to contain some of the streams.
9. Wasilla-Willow. This project will extend the graded road to Willow from its present terminus near Houston.
10. Portage Glacier. Improvement of the existing recreational road leading to Portage Glacier and placing a dust-free bituminous surface. This is on Turnagain Arm on the Anchorage-Seward Highway.
11. Denali Highway, Two Bridges. Replacement of substandard bridges at Mile 1.8 and 41.7 from McKinley Park Station and bank protection at Mile 53, Toklat River, all within Mt. McKinley Park.
12. Denali Highway. Improvement of the first 5 mile section of the road leading into Mt. McKinley National Park from the Alaska Railroad. This is the beginning of a long-range program to improve existing sub-standard road.

13. Willow Road. Replacement of Deception Creek bridge, which is located about one mile from Willow Station on the Alaska Railroad. This road leads over the mountains to Palmer and Wasilla in the Matanuska Valley.

14. Snug Harbor Road. This is a short forest development road along the shore of Kenai Lake, about Mile 16 on the Sterling Highway.

15. Seward-Anchorage Highway Seal Coat. The present paved road south of Anchorage for a distance of 10 miles will have a new bituminous seal coat.

16. Fairbanks-Nenana C. This is the last section of grading between Fairbanks and Nenana and will put the road to the north bank of the Tanana River at Nenana. Decision has not been reached on whether to place a ferry on the Tanana River, or to seek joint use of the railroad bridge until such time as traffic warrants a separate structure.

17. Steese Highway Paving. The paving will be extended a distance of two miles west of Fairbanks and will carry it to approximately five miles west of Fairbanks or to the junction with the Chena Hot Springs road.

18. Alaska Highway Paving. Penetration type bituminous surfacing is planned for this section immediately adjacent to the Canadian border. This is a part of the remaining 70 mile unpaved section of the Alaska Highway within the Territory.

19. Steese Highway, A-2, Grading. This project consists of improving the Steese Highway to Fox, which is 11 miles from Fairbanks.

20. University Line Change. This contemplates the relocation of the Fairbanks-Nenana Highway near the University and to extend the paving a distance of 1.7 miles westward.

21. Livengood-Eureka. The distance from Livengood to intersection with Manley Hot Springs-Eureka Road is 59 miles. This project will complete the grading on the remaining 25 mile center section and will open the road to Manley Hot Springs and Eureka.

22. Tolovana River Bridge. A steel span will be erected at this site, which is the west fork of the Tolovana River just south of Livengood.

23. Phillips Field Road. An existing road from Illinois Street in Fairbanks to Phillips Field will be improved and paved to the proposed location of the new Alaska Railroad depot. The improvement will eventually be extended to Phillips Field, another one-half mile to the west.

24. Taylor Highway Surfacing. This project will place additional gravel on a section of the Taylor Highway northward from the junction at the Alaska Highway.
25. Tonsina River Bridge and Dike. This is on the cutoff road which leads to Chitna on the Copper River from the Richardson Highway. The present wooden bridges will be replaced with 2 steel spans and approaches. A rock faced dike will also be constructed to contain the river to its channel.
26. Copper River Grading and Bridges. This project is between the City of Cordova and the Airfield and includes widening the existing road and replacing substandard wooden bridges.
27. Rock Creek Line Change. This is a culvert replacement for an obsolete wooden bridge at Mile 87 on the Richardson Highway. The line change will also eliminate a steep grade on the south end of the project.
28. Gravel Surfacing, Nome-Kougarok. This project will place gravel on a pioneer road which is being constructed between Nome and Kougarok to replace the rail tramway which is no longer functional. Grading will probably be completed to a junction with the Bunker Hill-Taylor Road. However, a major bridge across the Kuzitrin River will follow in 1959.
29. Nome-Teller. Bridges across the Snake and Penny Rivers will be constructed as a first step on a start of a road from Nome to Teller.
30. Nome Airport Paving. It is proposed to regrade and pave the road between the City of Nome and the airport while a paving contractor is in the area doing work on the airfield.
31. Ketchikan City. Grading and paving cover a section of the highway leading north from the city toward the pulp mill and Clover Pass.
32. Glacier Highway Bridge Improvements. Two bridges on the first 12 miles of the highway north from Juneau will be widened and improved.
33. Mitkof Highway Grading. The present highway south from Petersburg will be extended to Blind Slough at the south end of Mitkof Island. Small vessels from Wrangell can anchor there and passengers take the highway to Petersburg rather than buck the currents of Wrangell Narrows. This is also the start of a highway up the Stikine River.
34. Sitka City Grading. Improvement of the highway through the City of Sitka to care for heavy traffic which is developing in connection with the construction of the pulp mill.

35. Mendenhall Loop Near Juneau. The present bridge over Montana Creek will be replaced.
36. Mendenhall Loop Grading. The remainder of this loop road just north of the Juneau Airport will be improved in preparation for paving.
37. North Douglas Highway. An existing narrow road beginning at the Juneau-Douglas bridge will be widened and improved to meet increased traffic.
38. Sitka Highway Bridges. Two bridges north of Sitka which were constructed during the past war will be replaced with modern structures.
39. Juneau-Douglas Bridge Repairs. Concrete piers supporting the main structure are in need of repairs; damage is resulting from corrosive action of sea water.
40. Guard Rail on all Highways. This is the start of a program to place guard rail on critical points on the existing highway system. The work will continue from year to year as a part of the highway safety program.

1957 CARRYOVER PROJECTS LESS THAN 80% COMPLETE

No.	Location	Type of Work	Length	Contractor	Bid Price	% Complete
1	Sterling Hwy	Bituminous paving	29.3	Rogers Const. Co. & Babler	\$ 847,350	15
2	Anch. Airport	Grading & Bituminous paving	2.9	Cheney-Birch-Green	111,674	45
3	Richardson H.	Four Delta Bridges		Nygren Const. Co.	391,710	30
4	Copper River H	Grading and drainage	10.5	Stock and Grove, Inc.	563,124	3
5	Copper R. Hwy	Bridge pier web wall		Steinacker & Sandstrom	72,385	60
6	Richardson H.	Three Salcha Bridges		Pacific Construction Co.	100,359	5
7	Haines Hwy	Chilkat River Bridge		Keil & Peterman	309,325	0
8	Wrangell Hwy	Grading & drainage (Forest)	5.2	Stock and Grove, Inc.	578,659	59
9	Blue Lake Rd	Grading & drainage (Forest)	2.1	Sitka Pulp Mill Builders	328,136	43
10	Eagle River	Grading & drainage (Juneau)	1	Cole and Paddock	399,376	0
TOTAL COST					3,732,098	

1958 PROJECTS

No.	Locations	Type of Work	Length	Estimated Cost	Approx. Adver. Date
1	Sterling Hwy D1	Grading and drainage	18.8	\$ 1,435,000	June 15
2	Sterling Hwy D2	Grading and drainage	22.5	1,613,000	July 1
3	Seward City	Grading and Bit. paving	1.5	247,000	April 1
4	Palmer City	Grading and Bit. paving	1	197,000	May 1
5	Glenn Highway	Grading 2-mile line change	2	190,000	Sept 1
6	Seward-Anch. Hwy	Gambell St. grading & paving	1.7	500,000	June 1
7	Sterling Hwy C	Grading and drainage	21.4	1,400,000	July 15
8	Denali Hwy	Dikes and Guardrail (Park)		120,000	July 1
9	Wasilla-Willow	Grading and drainage	9	500,000	May 15
10	Portage Glacier	Grading, bridges, paving (For)	5.8	600,000	Indefinite
11	Denali Hwy	2 bridges, bank protec. (Park)		590,000	Feb 18 (bid opening)
12	Denali Hwy	Grading and drainage	5	500,000	May 1
13	Willow Road	Deception Creek Bridge		40,000	Sept.
14	Snug Harbor Rd	Grading and drainage (Forest)	3	35,000	June 1
15	Seward-Anch Hwy	Bituminous seal coat	10	30,000	May 15
16	Fairbanks-Nenana C	Grading and drainage	16.2	750,000	March 15
17	Stees Highway	Bituminous paving	2	120,000	May 1

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E. G. D., Gen. Corr. + Related Recs., 1955-59
Box 1128

No.	Location	Type of Work	Length	Estimated Cost	Approx. Adver. Date
18	Alaska Hwy C2	Bituminous paving	20	\$ 406,000	May 1
19	Steese Highway A2	Grading and drainage	6.7	220,000	July 1
20	Fairbanks-Nenana	University line change	1.7	180,000	June 1
21	Livengood Eureka	Grading and drainage	25	400,000	May 15
22	Livengood Eureka	Tolovana River bridge		80,000	April 1
23	Fairbanks	Phillips Field grading, paving	2	109,000	May 1
24	Taylor Highway	Gravel surfacing	36	50,000	May 1
25	Edgerton Cutoff	Tonsina River bridge & dike		280,000	April 1
26	Copper River	Grading & bridges (Forest)	4.5	500,000	Indefinite
27	Richardson Hwy	Grading & drainage - Rock Creek line change, Mi 87	.4	80,000	May 1
28	Nome-Kougarok	Gravel surfacing	48	200,000	April 1
29	Nome-Teller	Snake & Penny River Bridges		125,000	May 1
30	Nome-Airport	Bituminous paving	.9	30,000	July 15
31	Ketchikan City	Grading and paving	1.1	500,000	June 1
32	Glacier Hwy	Bridge improvements (Juneau)		130,000	July 1
33	* Mitkof Hwy	Grading and drainage	8	900,000	Indefinite
34	Sitka City	Grading and drainage	1.9	379,000	May 1
35	Mendenhall Loop	Montana Cr. bridge (Forest)		75,000	July 1
36	* Mendenhall Loop	Grading and drainage	4.5	500,000	Indefinite
37	North Douglas Hwy	Grading and drainage (Forest)	1.8	285,000	March 1
38	Sitka Hwy	Two bridges (Forest)		150,000	Indefinite
39	Juneau	Juneau-Douglas bridge repair		75,000	June 1
40	All highways	Guard rail		150,000	June 1
TOTAL EST. COST				14,671,000	

* Combination Federal-aid and
Forest Highway

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Box 1128

FORM **CD-14** U.S. DEPARTMENT OF COMMERCE DATE **5/23/58**
 (12-12-56)

TRANSMITTAL SLIP

TO: **Mr. E. E. Erhart** *EEH* REF. NO. OR ROOM, BLDG. **6036**
 FROM: **Mr. Kurylo** REF. NO. OR ROOM, BLDG. **6019**

ACTION

- NOTE AND FILE
- NOTE AND RETURN TO ME
- RETURN WITH MORE DETAILS
- NOTE AND SEE ME ABOUT THIS
- PLEASE ANSWER
- FOR YOUR APPROVAL
- PER OUR CONVERSATION
- PREPARE REPLY FOR MY SIGNATURE
- TAKE APPROPRIATE ACTION
- PER YOUR REQUEST
- SIGNATURE
- FOR YOUR INFORMATION
- INVESTIGATE AND REPORT

COMMENTS:

Mr. Royster has not seen this.

COMM-DC 969

GPO: 1957 O-414035

FRANK HEINTZLEMAN

UNEAU, ALASKA

May 16, 1958

Handwritten:
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 Attn: Royster

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resolution I drafted and which was of the Pacific Northwest Trade April 22, 1958.

committee to cooperate with the Alaska. The PNTA is a Canadian-U.S. group members of Commerce. It was established to help develop the "North sides of the boundary, and is a very active institution.

Sincerely,

Handwritten signature: Frank.

B. FRANK HEINTZLEMAN

ATTACHMENT

RG 30, Bur. of Public Roads
 E. 6D, Gen. Corr. + Related Recs, 1955-59
 Box 1128

B. FRANK HEINTZLEMAN

JUNEAU, ALASKA

May 16, 1958

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C W with attachment
Attn. Register

Mr. Edgar H. Swick
Bureau of Public Roads.
Juneau, Alaska

Dear Mr. Swick:

Attached is a copy of a resolution I drafted and which was approved by the conference of the Pacific Northwest Trade Association in Spokane on April 22, 1958.

I am Chairman of a PNTA Committee to cooperate with the Alaska Rail and Highway Commission. The PNTA is a Canadian-U.S. group of business concerns and Chambers of Commerce. It was established 12 years ago primarily to help develop the "North Country" on both sides of the boundary, and is a very active institution.

Sincerely,

Frank

B. FRANK HEINTZLEMAN

ATTACHMENT

+ R.

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E. 6D, Gen Corr. + Related Recs, 1955-59
Box 1128

PNTA
Spokane - 4/22/58

RESOLUTION

Recognizing the substantial contribution that could be made to tourism and the general development of the North Country on both sides of the international boundary by the establishment of a motor car ferry system connecting the communities on the Inside Passage between Prince Rupert, B. C., on the north and Haines and Skagway, Alaska, on the north;

Be It Resolved, that the Pacific Northwest Trade Association offers the full cooperation of its officers and appropriate committees to the study now being made by the United States Bureau of Public Roads, and the Territory of Alaska, of the public necessity and economic feasibility of such a project.

Payson
2/14

Washington

UNITED STATES
DEPARTMENT OF COMMERCE
Bureau of Public Roads
Region 10
Juneau, Alaska

September 18, 1958

REGIONAL MEMORANDUM NO. 32

TO: Division Engineers, District Engineers
FROM: E. H. Swick, Regional Engineer
10-00.1 Juneau, Alaska
SUBJECT: Cooperation with Other Federal Agencies

This memorandum replaces unnumbered memorandum dated August 6, 1958, subject as above, and is issued to endorse and make clear the policy which the divisions already are following in furnishing transportation, petroleum products, and service to other agencies in remote areas.

Representatives of other Federal agencies occasionally request assistance for transportation in remote areas to facilitate their inspection trips. These requests are frequently brought to the Regional office, due probably to the reluctance of Public Roads field personnel to assist without formal clearance. Under the Economy Act it is permissible to render assistance on a reimbursable basis if it can be accomplished without undue interference to our work. If the request appears unreasonable the matter should be presented promptly to the Division Engineer for decision.

It is also permissible to furnish other agencies gasoline, lubricating oil and other service type items when commercial sources do not exist or where commercial charges are unreasonable.

Federal agencies are to be billed for equipment, petroleum products and services in accordance with the rates and surcharges as published by the Division.

295-

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File in Alaska file

Alaska

ITS ECONOMY AND MARKET POTENTIAL

U.S. DEPARTMENT OF COMMERCE
BUSINESS AND DEFENSE SERVICES ADMINISTRATION
Office of Distribution

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Box 1128*

The remainder of this booklet was not copied.

Alaska

Mr. E. H. Swick, Regional Engineer
Juneau, Alaska

January 21, 1958

Paul F. Royster, Assistant Commissioner
Washington 25, D. C. Paul F. Royster

At a recent meeting here in Washington with Director Junge of the Alaska International Rail and Highway Commission, Public Roads was asked and we agreed to assist in preparing a map overlay which will show planned highway developments in the area under study by the Commission. The actual request was stated as follows:

One overlay showing: roads planned for which money is appropriated; roads under discussion, long range (1975-1980) plans. Show especially the feeder routes to coast; roads under construction. Show roads planned as paved/black-top as solid black, gravel as black/white block, improved roads as two black lines with black cross lines. Note: rail lines (main only) should show on this map for orientation. Show and identify FGE, Northern Alberta, CN, CP, GN. Show main towns only.

The overlay, which is to be prepared on acetate material, will be made here. The area to be included is that shown by the U. S. Coast and Geodetic Survey Route Chart 2209 (Seattle-Anchorage), Scale 1:2,000,000. A print of this map is being forwarded under separate cover. It is suggested that you place on this copy of the map as much of the *mailed* requested information as is available to you. This should include the area within Canada as well as for Alaska. Information required for the small area within the Continental United States will be secured from Region 8.

Please let us have an estimate of the time that will be required to furnish the needed data, also your estimate of how much of that pertaining to the portion within Canada you will be able to supply.

As mentioned in previous communications concerning the Commission's requests for assistance, we have been asked to furnish such cooperation as we can reasonably provide. In doing so we do not wish to burden you to any greater extent than is absolutely necessary.

W
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cc - Files (2)
Federal Hwy. Projs. Div.
Mr. Royster - Room 6019

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Alaska
Bull. 5

83-10

January 15, 1958

Mr. C. L. Cloudy
President
Alaska Chamber of Commerce
Juneau, Alaska

Dear Mr. Cloudy:

We wish to acknowledge receipt of your letter of January 10 with copies of a resolution enacted by the Alaska Chamber of Commerce at its annual convention in Juneau in 1957. The resolution states the position of the Chamber with reference to paving of the Alaska Highway and of the Heines Cutoff access road. You urge that favorable consideration be given to this work.

The portion of the Alaska Highway within the Territory of Alaska has been paved excepting for a section about 75 miles in length from the Canadian boundary northwesterly. The paving of this section will be undertaken as funds become available consistent with the needs for improvement of other Federal-aid primary routes in Alaska.

The portion of the Heines Cutoff Highway in Alaska (Heines to the Canadian boundary) has been paved.

It is assumed that your recommendation with respect to the paving of the portion of the Alaska Highway and the Heines Cutoff within Canada have been conveyed to the Canadian authorities responsible for the construction and maintenance of these highways. It is realized that the completion of these routes within Canada would be of material assistance for Alaska bound traffic.

We wish to thank you for your recommendation.

Sincerely yours,

Paul F. Royster
Paul F. Royster
Assistant Commissioner
for Operations

EEErhart:mk
Control No. PR-R
cc - Files (2)
Federal Highway Projects Div.
Mr. E. H. Swick (2-cc)
CC Unit
Mr. Royster - Room 6010

RG 30, Bur. of Public Roads
E. 6 D, Gen. Corr. + Related Recs, 1955-59
Box 1128

Alaska Chamber of Commerce

PRESIDENT

CHARLES L. CLOUDY
BOX 1079
Ketchikan Alaska

SECRETARY-TREASURER

VIC NEKLASON
Box 17
Ketchikan Alaska

155 South Seward Street
JUNEAU, ALASKA

VICE PRESIDENT-WEST

WIN ERVIN JR.
Box 133
Seward, Alaska

VICE PRESIDENT-EAST

FRANK RICHARDS
Sitka, Alaska

RESOLUTION NO. I

WHEREAS, the Alaska Highway is the only direct highway connection to Alaska; and

WHEREAS, in its present unpaved condition, the Alaska Highway is not fully utilized as an artery for tourists; and

WHEREAS, tourism has tremendous potential for the economy of Alaska; and

WHEREAS, tourist development will not be fully realized until such time when the Alaska Highway is completely paved; and

WHEREAS, efforts to accomplish such work will require good, strong effort on the part of all Alaska;

NOW, THEREFORE, BE IT RESOLVED that the Alaska Chamber of Commerce reaffirm its position urging the paving of the Alaska Highway and the Haines Cut-off access road, and use its good offices to lead the concerted effort by the Territory to successfully accomplish this project.

RG 30, Bur. of Public Roads
E. 6D, Gen. Corr. + Related Recs, 1955-59
Box 1128

Alaska
Canada

23-10

January 15, 1958

Mr. C. L. Cloudy
President
Alaska Chamber of Commerce
Juneau, Alaska

Dear Mr. Cloudy:

We wish to acknowledge receipt of your letter of January 10 with copies of a resolution enacted by the Alaska Chamber of Commerce at its annual convention in Juneau in 1957. The resolution states the position of the Chamber with reference to paving of the Alaska Highway and of the Haines Cutoff access road. You urge that favorable consideration be given to this work.

The portion of the Alaska Highway within the Territory of Alaska has been paved excepting for a section about 75 miles in length from the Canadian boundary northwesterly. The paving of this section will be undertaken as funds become available, consistent with the needs for improvement of other Federal-aid primary routes in Alaska.

The portion of the Haines Cutoff Highway in Alaska (Haines to the Canadian boundary) has been paved.

It is assumed that your recommendation with respect to the paving of the portion of the Alaska Highway and the Haines Cutoff within Canada have been conveyed to the Canadian authorities responsible for the construction and maintenance of these highways. It is realized that the completion of these routes within Canada would be of material assistance for Alaska bound traffic.

We wish to thank you for your recommendation.

Sincerely yours,

Paul F. Royster

Paul F. Royster
Assistant Commissioner
for Operations

EEErhart:nk
Control No. PR-R ✓
cc - Files (2) ✓
Federal Highway Projects Div.
Mr. E. H. Swick (2-cc) ✓
CC Unit
Mr. Royster - Room 6019 ✓

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Cleared Through
Administrator's Correspondence Unit

PRESIDENT

CHARLES L. CLOUDY
BOX 1079
Ketchikan Alaska

SECRETARY-TREASURER

VIC NEKLASON
Box 17
Ketchikan Alaska

x Alaska Chamber of Commerce

155 South Seward Street
JUNEAU, ALASKA

Jan. 10, 1958

VICE PRESIDENT-WEST

WIN ERVIN JR.
Box 133
Seward, Alaska

VICE PRESIDENT-EAST

FRANK RICHARDS
Sitka, Alaska

Mr. C. D. Curtis
Bureau of Public Roads
Department of Commerce
Washington 25, D. C

Dear Mr. Curtis:

Enclosed herewith please find a number of copies of a Resolution enacted by the Alaska Chamber of Commerce at its annual convention at Juneau, Alaska in 1957 urging paving of the Alaska Highway and the Haines Cutoff access road.

The Alaska Chamber of Commerce represents all of Alaska and its present membership consists of all organized Chambers of Commerce in the Territory of Alaska.

On behalf of the Alaska Chamber of Commerce I urge that you give full, favorable consideration to this matter.

Respectfully yours,

ALASKA CHAMBER OF COMMERCE

By:  C. L. Cloudy, President

CLC/om

RG 30, Bur. of Public Roads
E. 6D, Gen. Corr. + Related Recs, 1955-59
Box 1128

Alaska Chamber of Commerce

155 South Seward Street .

JUNEAU, ALASKA

PRESIDENT

CHARLES L. CLOUDY
BOX 1079
Ketchikan Alaska

SECRETARY-TREASURER

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Box 1128

Alaska

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Region 10
Juneau, Alaska

Conditions of Alaskan Highways

QUARTERLY REPORT

January 1, 1958 - April 1, 1958

GENERAL

Full winter conditions now prevail in the Territory and may be expected to continue throughout this period. The highways are covered with a layer of snow and/or ice, and extreme sub-zero temperatures have been and are being experienced. Snow and wind storms may occur at any time.

Travelers are advised to take special winter precautions to insure that their vehicles are in good operating conditions and have been thoroughly winterized. Adequate and suitable winter clothing, equipment such as shovel and an axe, matches or other means for readily starting a fire, and emergency rations should be carried at all times. All vehicles must carry tire chains or be equipped with snow tires. Failure to use them when the road is posted for chains constitutes a traffic violation. Snow tires are recommended for normal winter conditions.

For those planning to enter Alaska over the Alaska Highway in Canada, information as to highway conditions from the United States border to Dawson Creek may be obtained from the Alberta Motor Association, 9905 101A Avenue, Edmonton, Alberta and from the B. C. Travel Bureau, Seymour and Georgia Streets, Vancouver, B. C.

ROAD CONDITIONS

Route No. 1 - Richardson Highway

Open from Valdez, Mile 0 to Fairbanks, Mile 363. Unusually mild weather experienced to date has resulted in this route being maintained over its entire length. Rather than closing the Isabel Pass Section between Gulkana Junction, Mile 128, and Fort Greeley, Mile 260, on December 15, 1957, as originally contemplated, this route will be kept open until severe snow conditions necessitate closure. Should this occur, traffic from Anchorage and Valdez destined for Fairbanks, or other points along the Alaska Highway and the Richardson Highway north of Fort Greeley, will utilize the Tok Cut-off route from Gulkana Junction. A new bridge across the Tonsina River, at Mile 82 out of Valdez, was completed and placed in service during the past quarter, eliminating the detour crossing at this location.

RG 30, Bur. of Public Roads
E. 6D, Gen Corr. + Related Recs, 1955-59
Box 1128

QUARTERLY REPORT

Jan. 1 - Apr. 1, 1958

Route No. 2 - Alaska Highway

Open from the Canadian Border Mile 1221 to its terminus at Big Delta, Mile 1428, and the junction with the Richardson Highway route to Fairbanks. Bridge replacement construction on this route has been completed and all detours eliminated.

Route No. 3 - Glenn Highway Section

Open from Anchorage to the junction with the Alaska Highway at Tok. Occasional thawing weather will result in slippery surfaces, especially on steep grades, between Anchorage and the Richardson Highway junction at Glenallen.

Route No. 3 - Taylor Highway Section

This route is closed for the winter.

Route No. 4 - Seward-Anchorage Highway

Open from Seward to Anchorage. Severe icing occurs frequently on this section and during thawing weather the section between Potter and Girdwood on Turnagain Arm is subject to avalanches. Extreme caution should be used in traveling this route.

Route No. 5 - Sterling Highway

Open from the junction at Mile 39 on the Seward-Anchorage Highway to its terminus at Homer and to Kenai and Wildwood Station on the Kenai Spur Road. The new location near Jean Lake is being maintained for winter traffic.

Route No. 6 - Steese Highway

Open from Fairbanks to Chatanika Mile 31. Closed for the winter between Chatanika and Circle.

Route No. 7 - Elliott Highway

Open from the junction at Fox on the Steese Highway to Olnes, Mile 9. Closed for the winter between Olnes and Livengood.

Route No. 8 - Denali Highway and Mt. McKinley Park Roads

This system closed for the winter.

Route No. 9 - Haines Highway

Open from Haines to Mile 48 (POL Pump Station No. 2). Closed for the winter by Canadian authorities from Mile 48 to the Alaska Highway at Haines Junction.

E. H. Swick
Regional Engineer

Alaska*Office Memorandum* • UNITED STATES GOVERNMENT

TO : Mr. C. S. Woolsey
Special Assistant to Administrator

FROM : A. F. Ghiglione, Chief, Foreign Programs Division

DATE: December 13, 1957

SUBJECT: Alaska Highway progress since transfer to Bureau of Public Roads

Section 107 of the 1956 Federal-aid Highway Act extended Federal-aid to Alaska for the first time. Prior to this Act all roads in Alaska, excepting certain forest projects, were constructed and maintained by the Alaska Road Commission under the Department of Interior. Formal transfer of all functions, duties, and authority, together with equipment, property, and personnel was accomplished on September 16, 1956.

Under the Alaska Road Commission a system of highways had been developed in Alaska over a 50-year period, totaling 4,000 miles in extent. In the last 8 years approximately \$200,000,000 were spent on improving and paving the main highway network and installing modern and efficient camps and depots throughout the Territory. The Bureau of Public Roads, therefore, has taken over a competent highway department similar to those of the Western States.

Forest highways previously constructed and maintained under the Bureau of Public Roads in Alaska total approximately 300 miles. Now that the Bureau has taken over the entire system of the old Alaska Road Commission certain economies are being realized through integration of the highway network.

The Territory of Alaska has no operating highway department although legislation was passed this year setting up the authority for a highway department. The legislation was based on proposals drafted by the Alaska Road Commission and the Bureau of Public Roads from model highway legislation being considered by the AASHO. Under this legislation, the Territorial Governor appoints a 4-man highway commission on staggered terms. The Commission then appoints the Territorial highway engineer who acts as chairman of the Commission. The present highway engineer is an elected official, however, at the expiration of his term in 3 years he will be replaced by the Commission appointee in accordance with the new legislation.

The territorial legislation gives complete coverage of right-of-way acquisition, vehicle size and weight control, traffic codes, and similar matters necessary for the highway department functions. All highway-user

tax monies collected by the Territory are returned to the highways through the authority of the Commission. At present, the Territory has a 5-cent fuel tax but only nominal vehicle registration and truck weight taxes. The territorial income from highway taxes now approximates \$2,200,000 annually.

Since the Bureau of Public Roads took over the highway construction and maintenance in Alaska, there has been little change in actual progress in the field. Existing and new contracts have been active on the construction program and all maintenance is still handled by the government forces. The scope of work possible under the Federal-aid funds is approximately the same as the level maintained during the past 8 years under the Department of the Interior.

Public Law 627 permits the use of Federal-aid monies for maintenance of highways in Alaska and requires only a ten percent matching from the Territory. Since this ten percent consumes most of the territorial highway funds, it is anticipated that the assumption of regular highway duties by the territory will be slow. However, it is the Bureau's policy to develop the highway department of the Territory and transfer ~~of~~ the maintenance and construction activities as fast as possible. This transfer of responsibilities will necessitate transfer of property and personnel since it is obvious that all camps, maintenance equipment, and maintenance personnel must remain with the Territory.

The Bureau of Public Roads has worked with the Territory in establishing a Federal-aid system of highways. This system anticipates a considerable extent of ferry operation since the southeastern portion of Alaska with its inland waterways does not lend itself to through highway construction. Studies are presently going forward for establishing a basic ferry system between the major cities of Ketchikan, Wrang~~e~~, Petersburg, Juneau, Haines, and Skagway, with a connecting link in the British Columbia at Prince Rupert. A consultant has been employed by the Bureau for detailed studies in this respect.

The Bureau of Public Roads has established Region 10 in Alaska consisting of 5 districts. The personnel in Alaska totals approximately 1,200 in the summer and 800 in the winter when construction crews are laid off.