

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. J. C. Allen, Assistant Commissioner for
Administration, Washington, D. C.

DATE: July 19, 1957

FROM : E. H. Swick, Regional Engineer
Juneau, Alaska

SUBJECT: Alaska Maintenance - Hyder Area •

The writer has been concerned for some time with the difficulties attendant on the Public Roads maintenance operation at Hyder, a small community in extreme southeast Alaska, adjacent to Stewart, B. C., a larger Canadian community. The Juneau District was asked to prepare a report on the subject, and a copy is attached. It is significant that the traffic served in the area is to and from Canadian installations.

It is proposed to approach Canadian officials with view toward asking them to assume maintenance of the Hyder net on a reimbursable basis, with costs not to exceed significantly those experienced by Public Roads. Before making the contacts, we desire your reaction to the plan.

Attachment:
Copy of report

**COST ANALYSIS BREAKDOWN BETWEEN WINTER AND SUMMER
MAINTENANCE CHARGES**

HYDER MAINTENANCE

WINTER 1954 - (Period 11/1/54 - 3/31/55)

Salary Charges	\$2412	
Equipment Rental Charges	191	
Supplies, Materials & Miscellaneous	<u>1000</u>	
TOTAL 1954 Winter Maintenance Cost		\$3603

SUMMER 1955 - (Period 4/1/55 - 10/31/55)

Salary Charges	6527	
Equipment Rental Charges	431	
Supplies, Materials & Miscellaneous	<u>1400</u>	
TOTAL 1955 Summer Maintenance Cost		8358

WINTER 1955 - (Period 11/1/55 - 3/31/56)

Salary Charges	2769	
Equipment Rental Charges	112	
Supplies, Materials & Miscellaneous	<u>1000</u>	
TOTAL 1955 Winter Maintenance Cost		3881

SUMMER 1956 - (Period 4/1/56 - 10/31/56)

Salary Charges	6811	
Equipment Rental Charges	443	
Supplies, Materials & Miscellaneous	<u>1400</u>	
TOTAL 1956 Summer Maintenance Cost		8654

Note: Supplies and materials estimated as impractical to differentiate between winter and summer maintenance usage.

MAJOR EQUIPMENT ASSIGNED HYDER MAINTENANCE

<u>Description</u>	<u>Unit Cost</u>
COMPRESSOR, air, portable, 105 c.f.m. LeRoy-Rix, acquired 1936, # C16801	\$1,812.61
GRADER, Motor patrol, gasoline-engine powered, Galion, Mod. 101, acquired 1936, # C16802	6,889.15
GRADER, pull, Galion, Mod. 70, acquired 1936, # C16803	712.80
MOWER, tractor-mounted, IHC, Mod. A, tractor with Mod. 18 highway mower, acquired 1947, # C16800	1,716.82
TRACTOR, with dozer, Caterpillar, Mod. D4, acquired 1946, hour meter reading 2,872 - # C16837	4,034.51
TRUCK, dump, 2½-ton, IHC, Mod. KB-7, acquired 1947, speedometer reading 28,226, # C16804	3,040.16
TRUCK, pickup, 1/2 ton, Chevrolet Mod. 3100, acquired 1949, speedometer reading 22,595, # C16719	1,549.46
HOIST, double drum, gasoline-engine driven, Construction Machinery Co., acquired 1936, Code #34.3	<u>728.35</u>
TOTAL ACQUISITION COST	\$20,483.86

NOTE: All equipment has been fully depreciated with the exception of Chevrolet Pickup # C16719 - residual value \$400. In the event station abandoned, equipment now located on project would not be transferred to another location due to obsolescence.

FIXED PROPERTY ACCOUNT

<u>Ident. No.</u>	<u>Description</u>	<u>Valuation</u>
Land	Warehouse site	\$100
Bldg. BX	Bunkhouse, 12x24 feet	100
Bldg. BY	Cookhouse, 14x24 feet	100
Bldg. BZ	Equipment Storage, 24x36 feet	400
Bldg. CA	Warehouse & Shop, 30x70 & 1824 feet	<u>500</u>
	Total Valuation	\$ 1,200

RG 30, Bur. of Public Roads
E. 6D, Gen Corr + Related Recs, 1955-59
Box 1132

Mr. E. W. Swick, Regional Engineer, Region Ten
Juneau, Alaska

June 17, 1954

Mr. F. Wyller, District Engineer
Juneau, Alaska

Report on B.P.R. Activities, Hyder and vicinity.

In response to your request on May 8th, we are submitting the following report on our activities in the Hyder area. A map of the area is attached for orientation.

Hyder is a small unincorporated village situated at the head of Portland Canal immediately adjacent to the International Boundary between Alaska and British Columbia. Approximately 2 miles from the boundary on the Canadian side is located the town of Stewart, B. C. Both Hyder and Stewart are essentially mining camps and like most such camps, both towns have had a lot of violent ups and downs. At the present time, they are down -- the population of Hyder is estimated at about 40 while there might be 300 or 400 people in Stewart, B. C.

On the American side there has been a number of promising mining prospects but only one has developed into a productive mine. That is Reverside Mine, near Mile 9 on Salmon River Highway. This mine was originally a gold and silver producer but, when the silver prices took a decided slump at the beginning of the great depression, the mine was closed. It was re-opened again during the war when it was operated as a tungsten mine. It has now been closed down for a number of years. Some attempts have been made recently to reopen the mine but with little success.

A considerable portion of the activity on the Canadian side is accessible from the American side only. The major development, and the only one, that has been active in the latter years, is the Premier Mine which for years employed as many as 300 men. This mine was originally a very rich producer in gold but in the latter years it has been operated mainly for production of lead and zinc. The ore was concentrated in the mill at Premier and the concentrate was originally transported on a 12-mile aerial tramway through Hyder to a dock on the Canadian side of the boundary. Shortly after the war, the tramway was abandoned and concentrates have been hauled from Premier to the dockside in large dump trucks. The mill burned in 1956 but it is our understanding that the company intends to rebuild the mill in a different location and to continue operations.

Another type of traffic which originates in Canada is the winter-time hauling of supplies to Canadian prospects which are accessible only in summertime over the glaciers. The supplies are hauled by trucks and by cat-drawn sleds from Canada to a supply dump off the Texas Creek

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Mr. E. H. Swick

-2-

6/17/57

highway approximately one mile above the crossing of Salmon River. In the summer the supplies are again hauled by tractor-drawn sleds over a cut-trail and the glaciers to the various prospects. In the last couple of years a considerable amount of freight has been hauled in by this route to the large and important copper deposit discovered at the head of the LeDuc River on the Canadian side. This past winter about 2600 tons of supplies have been hauled to the supply camp at Texas Creek Highway, for this prospect.

There are two Forest Highways in the Hyder area and both are now on the Federal Aid secondary system. Salmon River Highway, Forest Highway Route 9, extends from Hyder Dock through the village with a spur to the International Boundary toward Stewart, up through the Salmon River Valley to the boundary opposite Premier. The connection to the mine is over a 14-mile long Canadian road. This highway is 12.14 miles long. Texas Creek Highway, Forest Highway Route 18, branches off from Salmon River Highway at approximately Mile 9, cross the Salmon River, and extends up the north fork of Texas Creek. The highway, as it is now designated, extends only a few hundred feet on the west side of Texas Creek after crossing this stream. As originally constructed, the highway extended up the West Fork of Texas Creek to the Chickamin Glacier Summit. Due to the negligible traffic using this highway, none of which was essential and also due to the high cost of maintenance, the section up West Fork of Texas Creek was abandoned and taken off the system in 1953. The portion of Texas Creek highway remaining on the system is therefore only 3.46 miles. The total mileage of highways in the area presently on the system is 15.6.

Both these highways are relatively low standard gravel roads. Most of the Salmon River Highway is wide enough so that two cars can pass at any point using reasonable caution. The portion of Route 9 above the junction with Route 18 and all of Route 18 are very narrow and have a number of very sharp curves and steep grades. Generally, the roads are adequate for the light traffic they now support and will not be in need of reconstruction in the foreseeable future. The only exception is the bridge across the North Fork of Texas Creek. This structure consists of a 122-ft. untreated timber truss with 81 feet of trestle approaches which were constructed in 1928. The truss is covered by a corrugated sheet metal housing and is still in reasonably good condition. However, in the latter years, some large checks have appeared in the lower chord at the end bearings. It is therefore questionable how much longer the structure can be maintained in safe condition without reconstruction. There are two other timber bridges which may require replacement within the next 5 or 6 years but they are minor and can be replaced at relatively low cost.

We do not have any recent traffic count in the Hyder area. In 1946, when both the Premier and Riverside Mines were operating at full capacity, our records indicate an average daily traffic of 48 cars. Of this approximately 14% consisted of heavy trucks, which were all Canadian. The following table indicates the percentage of traffic which originated or was destined for the various points in the area:

Stewart, B. C.	36%
Premier, B. C.	24%
Hyder, Alaska	16%
Riverside Mine	10%
Other U. S. Points	14%

At the present time, with both the mines down, the traffic has dropped off considerably and it is doubtful if it now exceeds 15 cars per day. In the winter time all traffic outside the immediate environment of Hyder is of Canadian origin.

The maintenance has in the latter years been handled by a foreman, assisted by a W.A.E. employee, who has worked full time during the summer half of the year and only occasionally during the winter time. The list of the equipment assigned to the project and also an analysis of the cost for the past two years are attached. The two buildings, listed as cookhouse and bunkhouse, are old buildings left over from previous construction projects and are no longer of any particular value or use. The equipment storage building is of relatively new date and is in fair shape. The main warehouse and shop building is an old barn-like structure with the main floor on the second level. The first floor is like an unfinished basement with dirt floor and is used for storage of lumber and odds and ends. The main floor is reached by a steep, barnlike approach and is no longer safe for modern heavy equipment. If the maintenance is continued in this area, the need for a new building in the next few years is quite evident. The new building will not, however, have to be anywhere nearly as large as the present building.

All maintenance on the highways is being performed by our own organization, except the snow removal. Hyder has a very heavy snowfall and a depth of snow on the level of ten feet at Hyder and 25 feet at Premier is not unusual. To keep the road open with these snow depths requires a heavy rotary snow plow and, since the American traffic does not justify the expense of this type of heavy snow removal, we have never attempted to keep the roads open in the winter time. In the earlier years when the cable tramway was still operating, no effort was being made to keep the snow off the road but it was compacted by tractors so that under good conditions, traffic could proceed over the highway although it would be traveling on as much as five to six feet of compacted snow. When the cableway was abandoned and the Canadians started hauling ore concentrates from Premier by truck, it became necessary to perform snow removal which has been largely done by the Canadian Highway Organization at Stewart, using a large Sno-Go and bulldozers. We assist the Canadians with our power grader and D4 bulldozer. We do clear the snow off the

roads in the village of Hyder and immediate environment but, even here, the Canadians quite often give us a hand as the rotary passes through to the highway leading to Premier.

The administration of the Hyder maintenance unit is very materially complicated by the almost complete isolation of the community from any other point in Alaska or the United States. Ketchikan is the nearest point in Alaska but there is no regular communication service either by air or by boat. To get into Hyder it is necessary to charter a plane or boat, and to get equipment and supplies into the area we have to charter a boat and scow which is landed on the beach and unloaded at low tide. Stewart, B. C., on the other hand, has regular scheduled air service to Prince Rupert and has a weekly boat connection with that town. Regular mail between Hyder and Juneau goes via Prince Rupert and usually takes about two weeks. The quickest mail service is obtained by air but the mail then has to go to the states for transshipment and the mail must be addressed to Stewart, B. C., or be mailed in Stewart for the opposite direction.

There are at present no indications of any major development on the American side of the boundary that will increase traffic and the use of the highways in the area. It is, however, possible that Stewart, B. C., will be the site of a large copper mill and smelter in connection with the copper deposits at the head of the LaDuc River. It is also in the planning of British Columbia to connect Stewart with Hazelton and Telegraph Creek, and it is very much possible that Stewart will become an important shipping point and outlet for northern British Columbia. This development may be accelerated in case the mining project develops in the near future. Either, or both, of these developments will indirectly have a bearing on the traffic picture on the American side but the increase will be almost 100% of Canadian origin.

- 3 Enclosures:
Sketch Map
Cost Analysis Stmt. (in dupl.)
Equip. & Property Stmt. (in dupl.)

*Alaska Maintenance
E. H.**Office Memorandum* • UNITED STATES GOVERNMENT

6046
 TO : Mr. Paul F. Royster, Assistant Commissioner for Operations, Washington 25, D. C. DATE: October 10, 1957
 FROM : E. H. Swick, Regional Engineer Juneau, Alaska 10
 SUBJECT: Alaska Maintenance

In accordance with a decision given the Regional Engineer verbally by Mr. Turner, Public Roads in Alaska is taking over, effective at about this time, the maintenance of the Federal-aid systems in the various towns and cities. In each case, we are executing with the incorporated place an agreement which sets forth the manner in which the maintenance is to be accomplished. In some instances, the Bureau will take over the maintenance of the Federal-aid systems with its own equipment and forces; in other instances it is deemed advisable to arrange for the maintenance to be continued by the city with Public Roads reimbursing it for the actual audited costs incurred. There are attached single copies of the first two executed agreements, those for the towns of Cordova and Valdez.

Mr. Erhart has directed our attention to the fact that the phrasing of paragraph 2a of Administrative Memorandum 1-10.3 is such that none of the procedures or authorities contained therein are applicable to the expenditure of Federal-aid funds in Alaska. It is his understanding that the phrasing was used with the understanding that a separate memorandum concerning Federal domain authorities in Alaska was to be written. This is contrary to the writer's understanding of discussions with other offices in Washington where it was stated that the memoranda purposely had been phrased to include Alaska as any other region. The apparent lack of authority cited by Mr. Erhart, of course makes invalid the regional engineer's signature on the enclosed agreements and any other day-to-day actions involving Federal-aid funds in direct construction. Since, however, the Region cannot operate without most of the authorities outlined in Administrative Memorandum 1-10.3, we are assuming that the authorities do exist but have not yet been spelled out. We urge that there be an early clarification in this regard.

Attachment

TELEGRAPHIC MESSAGE

OFFICIAL BUSINESS—U. S. GOVERNMENT

17

E. H. SWICK
BUREAU OF PUBLIC ROADS
JUNEAU, ALASKA

Alaska maint.

FROM DEPARTMENT OF COMMERCE

BUREAU PUBLIC ROADS

Canada maint.

CHG. APPROPRIATION

(Alaska) Contract 4

WASHINGTON, D. C. OCTOBER 19, 1957

GPO : 1956 - O - 373780

REFERENCE ROAD MAINTENANCE IN HYDER AREA, ALASKA, NO LEGAL OBJECTION TO CONTRACTING WITH AGENCY OR DEPARTMENT OF CANADIAN GOVERNMENT TO PERFORM THE MAINTENANCE WORK UNDER CONTRACT WITH PUBLIC ROADS. PRESUME CANADIAN AGENCY HAS AUTHORITY TO OPERATE ITS EQUIPMENT AND PERSONNEL IN ALASKA ABOUT WHICH WE RAISE NO QUESTION AND LEAVE SUCH MATTER ENTIRELY TO CANADIAN AGENCY. SUGGEST CONTRACT BE PREPARED ON BASIS OF PAYMENT FOR UNITS OF WORK AT AGREED UNIT PRICES CONSISTENT WITH COSTS THEREOF RATHER THAN ANY ARRANGEMENT ON AN ACTUAL COST BASIS WHICH WOULD REQUIRE ITEMIZING ALL COSTS AND EXPENSES. MATTER HAS BEEN CLEARED WITH ROYSTER AND ALLEN. YOU MAY PROCEED WITH NEGOTIATIONS AS BEST INTERESTS OF UNITED STATES MAY APPEAR.

Confidential
ENFIELD

1957 OCT 14 PM 4 23

BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

10-11-57

7

HEC:mb

cc: Mr. Allen
Mr. Royster
Legal

McL
GRB

JA

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Box 1132

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. J. C. Allen, Assistant Commissioner for Administration, Washington 25, D. C.

DATE: September 12, 1957

FROM : E. H. ¹⁰Swick, Regional Engineer Juneau, Alaska

SUBJECT: Alaska Maintenance - Hyder Area

*cc unit
7-22-57*

When may we expect a reply to our memorandum of July 19 on transfer of maintenance in the Hyder area to the Canadian government?

*Refer 37
7-26-57*
Circular stamp: RECEIVED SEP 12 1957 BUREAU OF PUBLIC ROADS

RECEIVED
SEP 12 1957
BUREAU OF PUBLIC ROADS

MP

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Enfield, General Counsel

DATE: July 25, 1957

FROM : C. F. Barker, Acting Chief Accountant *CFB*

SUBJECT: Alaska Maintenance - Hyder Area

Attached is a memorandum of July 19 from Mr. Swick and the file which accompanied his memorandum.

It will be appreciated if you will advise us as to the legal propriety of the proposed contract with the Canadian Government.

Attachment

37
7/26/57

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. J. C. Allen, Assistant Commissioner for
Administration, Washington, D. C.

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FROM : E. H. Swick, Regional Engineer
Juneau, Alaska

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ROADWAY ADMINISTRATION
OFFICE OF THE COMMISSIONER

1957 JUL 25 11 15 20

BU OF PUBLIC ROADS

**COST ANALYSIS BREAKDOWN BETWEEN WINTER AND SUMMER
MAINTENANCE CHARGES**

HYDER MAINTENANCE

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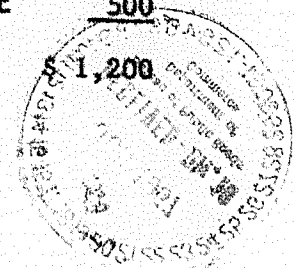
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Duplicate

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

June 17, 1957

Chr. F. Wyller, District Engineer
Juneau, Alaska

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roads in the village of Hyder and immediate environment but, even here, the Canadians quite often give us a hand as the rotary passes through to the highway leading to Premier.

The administration of the Hyder maintenance unit is very materially complicated by the almost complete isolation of the community from any other point in Alaska or the United States. Ketchikan is the nearest point in Alaska but there is no regular communication service either by air or by boat. To get into Hyder it is necessary to charter a plane or boat, and to get equipment and supplies into the area we have to charter a boat and scow which is landed on the beach and unloaded at low tide. Stewart, B. C., on the other hand, has regular scheduled air service to Prince Rupert and has a weekly boat connection with that town. Regular mail between Hyder and Juneau goes via Prince Rupert and usually takes about two weeks. The quickest mail service is obtained by air but the mail then has to go to the states for transshipment and the mail must be addressed to Stewart, B. C., or be mailed in Stewart for the opposite direction.

There are at present no indications of any major development on the American side of the boundary that will increase traffic and the use of the highways in the area. It is, however, possible that Stewart, B. C., will be the site of a large copper mill and smelter in connection with the copper deposits at the head of the LeDuc River. It is also in the planning of British Columbia to connect Stewart with Hazelton and Telegraph Creek, and it is very much possible that Stewart will become an important shipping point and outlet for northern British Columbia. This development may be accelerated in case the mining project develops in the near future. Either, or both, of these developments will indirectly have a bearing on the traffic picture on the American side but the increase will be almost 100% of Canadian origin.

3 Enclosures:

Sketch Map

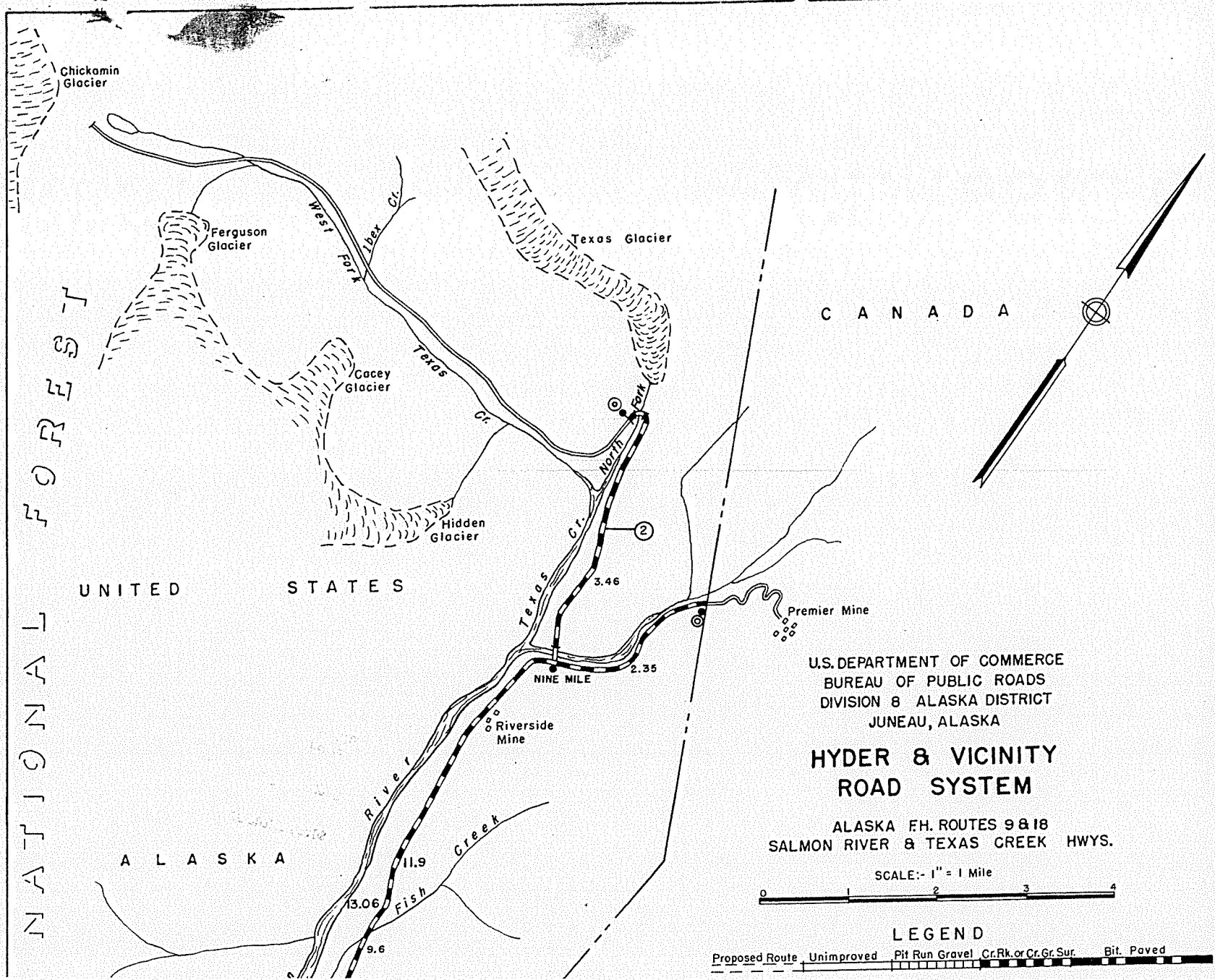
Cost Analysis Stmt. (in dupl.)

Equip. & Property Stmt. (in dupl.)

NATIONAL FOREST

UNITED STATES

ALASKA



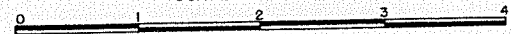
CANADA

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 DIVISION 8 ALASKA DISTRICT
 JUNEAU, ALASKA

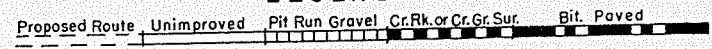
**HYDER & VICINITY
 ROAD SYSTEM**

ALASKA FH. ROUTES 9 & 18
 SALMON RIVER & TEXAS CREEK HWYS.

SCALE: - 1" = 1 Mile

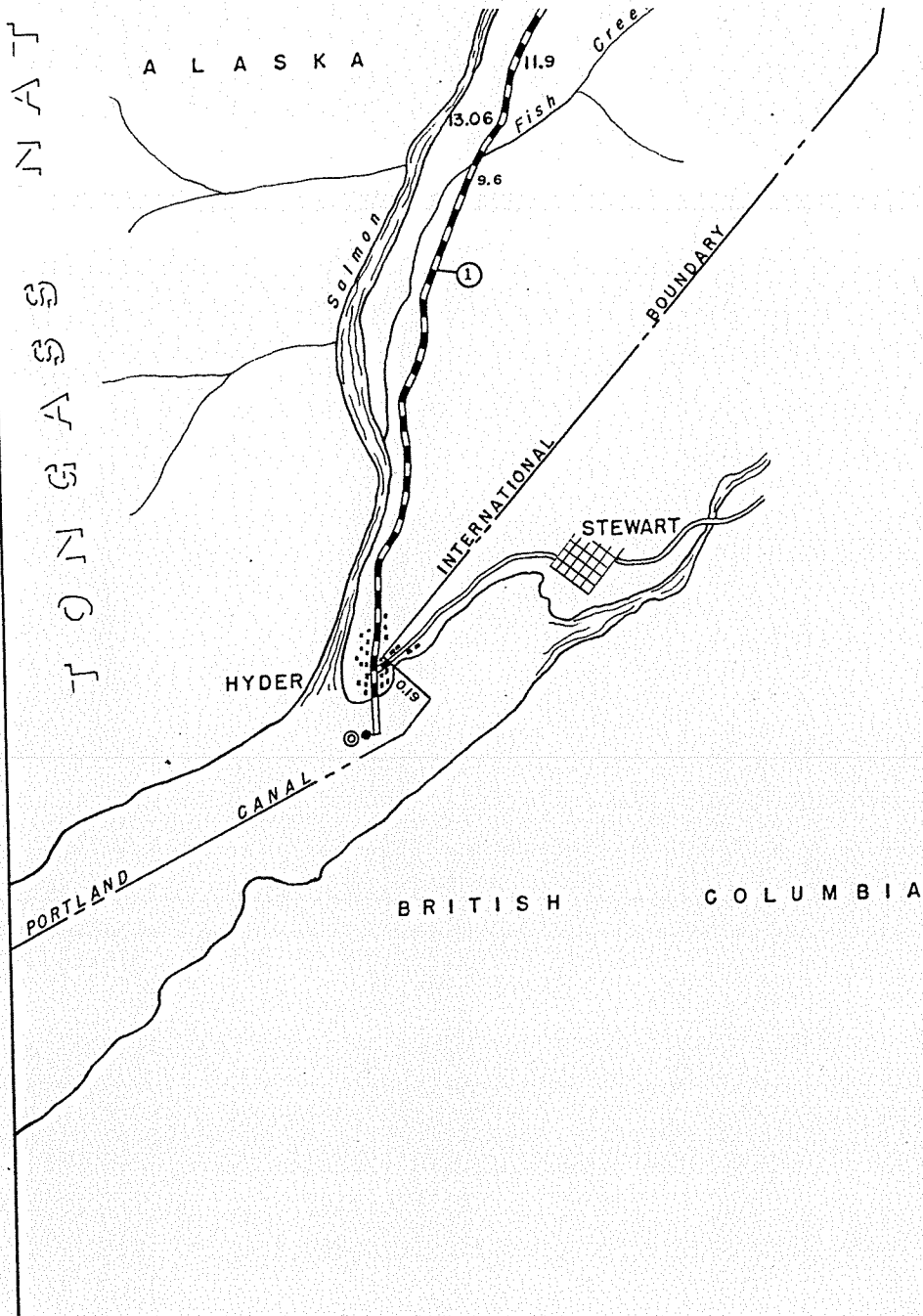


LEGEND



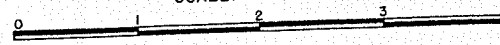
RG 30, Bur. of Public Roads
 E. 60, Gen. Corr. + Related Plans, 1955-59
 Box 1132

PLAN
 SECTION

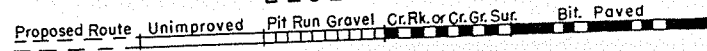


SALMON RIVER & TEXAS CREEK HWYS.

SCALE:- 1" = 1 Mile



LEGEND



- BLUE Forest Highway
- GREEN Forest Service Roads
- RED A. R. C. Roads
- ORANGE Territory Roads

- 4.08 ● Total Mileage between Dots
- ⊙ ⊙ Total Mileage between Circles

FOREST HIGHWAY	
1. SALMON RIVER HIGHWAY	12.14
2. TEXAS CREEK HIGHWAY	3.46

MILEAGE PER AGENCY

TOTALS 15.6

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Files Alaska Maint. 3

BUREAU PUBLIC ROADS
REC. TO ANCHORAGE DIV
S-D
DEPT. OF PUBLIC ROADS

Kodiak, Alaska 1959
JUL 6
July 2, 1959

ADM
ACCT
PERS

P&S
E&R
MAT

R&C
VAL.
SOL.

Maintenance & Inspection Report

City Of Kodiak

FAP-11, Mileage-1.8 Miles

FAS-389, Mileage-0.8 Miles

Inspected by; P. H. Stover, Foreman, B.P.R. and Herman Beukers,
Superintendent, City Of Kodiak, July 2, 1:30 P.M.

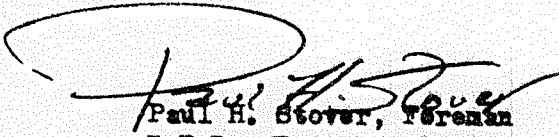
FAP-11, Shelikof, Main Street and Mission Road.

Paving on Shelikof had been patched and was presently in good shape. Main Street was washed down as needed and curbs re-painted. Mission Road maintenance limited to necessary grading and one culvert re-placement. The City is widening the road near 6th street intersection, but no charge to this account, on this project. The above routes are in fairly good shape with adequate maintenance being performed.

FAS-389, Brooklyn Ave. & Mill Bay Road.

This route is in good shape, work performed last month was limited to necessary grading.

Copy: Kodiak City Manager


Paul H. Stover, Foreman
B.P.R. Kodiak, Alaska

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S-L
JUN 25 2 12 PM 195

MAINTENANCE AND INSPECTION REPORT

CITY OF SEWARD

FAP 31-1 Mileage 1.368

ADM
P.S.
REC
V.M.
S.M.

As the contractor just completed this section about June 15th, no report should be necessary at this time.

Ralph Soberg
Ralph Soberg
General Foreman

RS/ft

cc: G. O. Headrick, MGR. City of Seward

INSPECTED BY: Raymond Huddleston Gen. Foreman June 24, 1959

ROUTE 71 - TOWN OF VALDEZ MILEAGE .63
MAINTENANCE AND INSPECTION REPORT

10-11

JUNE 29, 1959

10-11

June 29, 1959

MAINTENANCE AND INSPECTION REPORT
FAP Route 71, Mileage .63 and FAS Route 8151
Town of Valdez

INSPECTED BY: Raymond Huddleston June 25, 1959

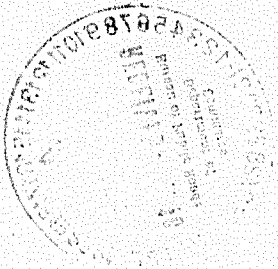
Inspection was made on June 25. Weather had been dry and warm previous three weeks and was warm with light overcast at time of inspection.

No work in progress at time of inspection. FAS Route 8151 had been graded prior to this date and other than being very dusty was in good condition.

Town of Valdez requested permission to install water and sewer connections on Route FAP 71 between 7th and 8th Streets and were given verbal approval by John M. Cooley. Other requests still pending.

Maintenance on these routes have been satisfactory for this month.

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ROAD OF AVIATION
BY ROUTE 11 WILSON '03 AND TWO ROUNDS RTD
MILWAUKEE AND INSPECTION REPORT

10-11

JUNE 30 1959

MAINTENANCE INSPECTION REPORT

CITY OF PALMER

F-9042 F-9035

INSPECTED BY - PETER J. BAGOY

An inspection was conducted by Peter J. Bagoy, General Foreman for the Bureau of Public Roads. Mr. Russell Felzien, Street Maintenance Superintendent for the City of Palmer was not available to accompany Mr. Bagoy.

At the time of the inspection, on June 30, 1959, all roads were in good condition. Shouldering along the pavement had been accomplished.

JUN 30 1959



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ENCLOSURE - LETTER 1 - EVCOX

F-9042 F-9031 S-9001

MAINTENANCE INSPECTION REPORT

MAINTENANCE INSPECTION REPORT

CITY OF ANCHORAGE

F-9042 F-9031 S-9001

INSPECTION BY-PETER J. BAGOY, 7/1/59

An inspection was conducted by Peter J. Bagoy, General Foreman for the Bureau of Public Roads, and Mr. Burton L. Anderson, Public Works Superintendent for the City of Anchorage.

At the time of inspection, all roads were in good condition, cracks sealed, pavement holes repaired, and graveled roads graded, excepting sections under reconstruction by contractors and Gambell Street, where reconstruction is pending.

Maintenance on all routes considered satisfactory.

Equipment used:

Motor Grader
Dump Trucks
Patchmobile
Sprinkler Trucks
Roller

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BUREAU OF PUBLIC ROADS

Alaska Maint 4

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

January 8, 1959

ERIC E. ERHART
Eric E. Erhart, Chief, Federal Highway Projects Division
Washington 25, D. C.

23-10

Mr. John Ruhling of the American Concrete Pipe Association and Mr. Ken Sheppard of the Alaska Concrete Products Company called on me today to discuss the use of concrete pipe in Alaska. Mr. Sheppard made the statement that he thought that for certain installations in connection with urban highway work more consideration should be given to the use of unreinforced concrete pipe, also the use of precast concrete blocks in catch basins. He inferred that since these items were not included in FP-57 that we were specifying more expensive types of construction.

I explained to him that FP-57 was written to cover those items most commonly used in our direct highway construction program; that if an item, proven to be equally satisfactory, was found to be more economical it could be included in a project by special provision.

He is going to call on you following his return to Anchorage later this month. I did not offer any comment on his remarks (except as noted above). I did say that I was sure that you would want to effect any possible economy in construction cost provided that quality and service were assured.

EEErhart:nk
cc - Files (2)
Federal Hwy. Projs. Div.
Mr. Royster - Room 814

1-8-59

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BUREAU OF PUBLIC ROADS

clock maint 9

WIM

Files

November 13, 1959

23-10 C. A. Lewis *e. a. l.*

Congressional Inquiry Relative Removal of Snow from Driveway
Entrance in Alaska.

An inquiry was received from Senator Bartlett's office via telephone on November 12 relative to the removal of snow from driveway entrances, with particular reference to the entrance to Gateway Lodge at Glenallen.

This subject was one involving considerable correspondence last year. The proprietor of Gateway Lodge, Mrs. Blanche D. Dykes, had questioned Public Roads policy which was opposed to the removal of snow from driveway entrances in connection with snow removal operations on the main highways. Mr. Royster's letter of May 20, 1959 to Senator Bartlett regarding this matter advised of the magnitude of the snow removal problem in Alaska and of the great number of driveways located within the wide scope of Public Roads maintenance operations. A report was also made of a canvass of 195 lodges, stores and other business establishments along several highways and of the satisfactory arrangements made for removal of snow from driveway entrances to these areas.

It was my understanding from the November 12 inquiry that Mrs. Dykes, in her recent communication with the Senator, has considered that the snow removal policy may have been revised since Alaska became a State. I was advised that Mrs. Dykes is willing to reimburse the Bureau (or the State) for snow removal services if such service can now be provided. The Senator's assistant questioned whether Mrs. Dykes' proposal should be directed to Public Roads or to the State.

The Senator's office was advised that insofar as we know there was no change in Public Roads policy regarding the removal of snow from driveway entrances. The arrangement for certain continued operations in Alaska in accordance with an agreement with the State was briefly discussed. With consideration given to the previous communications on this subject of snow removal, and to Public Roads present relationship with the State in maintenance operations, the Senator's office was advised that it appeared that Mrs. Dykes' current proposal might best be directed to the State.

CALewis:nk

cc - Files (1) Federal Hwy. Projs. Div.

Mr. Royster

Mr. Niemi

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