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23-10 / Bartlett, E. L. How
Alaska Maint 9
United States Senate

COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE

May 23, 1959

Files
23-10

Mr. Paul F. Royster,
Assistant to the Federal
Highway Administrator,
Bureau of Public Roads,
Department of Commerce,
Washington, D. C.

Dear Mr. Royster:

This is to acknowledge and thank you very much for
your completely explanatory letter of May 20 with
reference to snow removal in Alaska.

With best wishes, I am

Sincerely,

23-10
Royster / Lewis
E. L. Bartlett

E. L. Bartlett

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

23-10

MAY 20 1959

Honorable H. L. Bartlett
United States Senate
Washington, D. C.

Dear Senator Bartlett:

Reference is made to our letter of April 14 and earlier correspondence relative to the Bureau of Public Roads policy regarding the removal of snow from driveway entrances in Alaska, with particular reference to Gateway Lodge at Glenallen.

We are now in receipt of comments from our regional engineer which were requested following your receipt of the March 16 letter from Mrs. Blanche D. Dykes, Proprietor of Gateway Lodge.

Our regional engineer at Juneau has confirmed the information furnished you by our letter of October 31, 1958. It appears that Mrs. Dykes is not cognizant of the magnitude of the snow removal problem in Alaska. The policy now in effect was established with full consideration of previous experience in this area, the time required to adequately serve those highways which are expected to be kept open during the winter, and the great number of private driveways located within the wide scope of this Bureau's maintenance operations. A recent canvass of 195 lodges, stores and other business establishments comprising all public service facilities on the rural sections of the Alaska, Richardson, Glenn, Seward-Anchorage, and Sterling highways discloses that 189 have made satisfactory arrangements for snow removal. More than one hundred of these hire the work done, while the remainder have acquired their own equipment. As a result of this survey, we are pleased to advise that due to the satisfactory arrangements made by practically all those canvassed, the number of complaints reported by a few who did not make such arrangements for such snow removal

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is very small. It is believed, therefore, that (with few exceptions) the transition from the Bureau's former policy has been successful. Undoubtedly those for who did not make proper arrangements for removal of snow from their driveway entrances this past winter will be able to do so before next winter.

In our efforts to assist Mrs. Dytch in making arrangements for removal of snow from her driveway, our letter of October 31, 1956 advised of equipment being available at Glenallen for this purpose. At that time we were not informed specifically as to the type of equipment available. Recent correspondence from our Juneau office advised that Mr. C. J. Kellahan of Palmer, Alaska has a Caterpillar D-6 tractor based at Glenallen which we understand was available last winter at \$14.00 per hour (with operator). An Allis-Chalmers M-4 owned and operated by Mr. Kellahan, the proprietor of a service station and garage known locally as "Red's Garage," was also reported as available. Mr. Jerome G. Luckie of Glenallen, previously mentioned in earlier correspondence, has had a Caterpillar Model 10 motor grader available during this past winter at a rental rate of \$8.00 per hour, with driver. He also had a Caterpillar D-7 available until March 15, 1956 when a breakdown occurred. It appears, therefore, from the above that Mrs. Dytch should be successful in making some arrangements for removal of snow anticipated next winter.

With further reference to Mrs. Dytch's letter of March 16, we wish to advise you regarding Mr. Luckie's participation in snow removal operations, inasmuch as she seemed to question the legality of his operations because he is regularly employed by the Federal Government. Our regional office in a recent letter, advised that Mr. Luckie performs such service on his own time, principally on Saturdays and Sundays. Occasionally he has removed snow on other days, during which time the use of earned annual leave was approved. Such instances, however, have been infrequent. This practice, therefore, of removing snow under those circumstances is not prohibited by law as Mrs. Dytch has alleged.

We trust that the above information adequately replies to your earlier inquiries relative to this snow removal problem. It is believed that the present policy

of the Bureau of Public Roads regarding their removal in Alaska is in the best interest of the Government, and that it should be continued. Your interest in this matter is appreciated. If additional information is desired, we shall be pleased to advise you further in this regard upon receipt of your request.

Sincerely yours,

Paul P. Royster
Assistant to the
Federal Highway Administrator

①
CALewis/tb
Control No. 4016 (5/20/59)
cc: Files (2)
Federal Hwy. Projs. Div.
Mr. Tallamy
Mr. Armstrong
Mr. Royster - Room 814
Mr. W. J. Niemi (2-cc)
CC Unit

ent
GHR

5/20/59

Cleared Through
Administrator's Correspondence Unit

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner
for Operations, Washington D. C.

DATE: May 11, 1959

ATTENTION: Mr. E. E. Erhart

FROM : Mr. J. Niemi, Regional Engineer
Juneau, Alaska

D-10.2

SUBJECT: Snow Removal at Gateway Lodge - Glennallen

att herewith

In reply to your request of May 6, 1959, Mr. Luebke performs snow removal on his own time, principally on Saturdays and Sundays. He occasionally does some work during week-days, requesting annual leave for this purpose. Leave is granted if the work-load at the Glennallen depot permits his absence. Such requests have been infrequent.

Mr. Luebke operates his own equipment and employs no other operators. On occasion he has used the D-8 tractor mentioned as available at Glennallen. This machine belongs to a small contractor, C. J. (Slim) McMahan, who operates out of Palmer, Alaska. He has based this tractor at Glennallen to pick up the odd private job that occasionally develops. For example, he performed right-of-way clearing for the new REA lines in that area. Mrs. Dykes' snow was finally removed by Mr. Luebke, using Mr. McMahan's D-8 tractor.

The Allis Chalmers Model RD-6 is owned and operated by a Mr. Belchner, the proprietor of a service station and garage, known locally as "Red's Garage."

The above information was secured this date by phone from Mr. A. C. Divine, the Valdez District Engineer.

KAREN G. MADRISON, WASH. CHAIRMAN
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EDWARD JARRETT, CHIEF CLERK

United States Senate
 COMMITTEE ON
 INTERSTATE AND FOREIGN COMMERCE

Edw
W

April 15, 1959

Mr. Paul F. Royster,
 Assistant to the
 Federal Highway Administrator,
 Bureau of Public Roads,
 Department of Commerce,
 Washington 25, D. C.

Dear Mr. Royster:

Thank you very much for your letter of April 14
 in connection with the removal of snow from driveways
 in Alaska. I shall appreciate being advised when you
 have had a response from your Regional Engineer in this
 matter.

Sincerely yours,

E. L. Bartlett

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

BUREAU OF PUBLIC ROADS

10-00 Mr. W. J. Niemi, Regional Engineer
Juneau, Alaska

May 6, 1959

ERIC E. ERHART

23-10 Paul F. Royster, Assistant Commissioner
Washington 25, D. C.

Snow Removal at Gateway Lodge - Glenallen

Reference is made to your memorandum of April 29 submitting additional information relative to the above-indicated subject for use in our reply to Senator Bartlett. The removal of snow from driveway entrances, as you know, was the subject of considerable correspondence from Mrs. Blanche D. Dykes, proprietor of Gateway Lodge.

Mrs. Dykes' letter of March 16 to the Senator (a copy of which was furnished your office) included several statements relative to the activities of Jerome G. Leubke, a Bureau employee, in his participation of snow removal operations. Because of her questioning the legality of Mr. Leubke's operations, additional information in this regard appears desirable. In this connection, we refer particularly to the fourth paragraph of your April 29 memorandum.

You advised specifically that Mr. Luebke had a Caterpillar Model 10 motor grader and a Caterpillar D-7 available for snow removal operations. It is further noted that a Caterpillar D-8 with operator and an Allis-Chalmers HD-6 are also available at Glenallen. We assume that the latter two items of equipment are neither owned nor operated by Mr. Luebke. If our assumption is correct please furnish name of person or company making this equipment available. As for Mr. Luebke's participation in snow removal operations which are unrelated to the duties of his position with the Bureau, we shall appreciate being advised under what circumstances he provides this service and whether he personally operates the equipment.

Your prompt attention to this matter is requested in order that we may prepare a complete reply to Senator Bartlett's request.

CALewis/tb
cc: Files (2) ✓
Federal Hwy. Projs. Div.
Mr. Royster - Room 814

5/7/59

BUREAU OF PUBLIC ROADS

Mr. W. J. Niemi, Regional Engineer
Juneau, Alaska

April 14, 1959

23-10

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

Snow Removal - Gateway Lodge at Glenallen

Attached is a copy of Senator Bartlett's letter of April 2 and a copy of Mrs. Dykes' letter of March 16 forwarded therewith, relative to Public Roads policy regarding the removal of snow from driveway entrances.

Mrs. Dykes' letter, you will note, takes exception to several statements appearing in our letter of October 31, 1958 to the Senator on this same subject, a copy of which was furnished the regional office. We shall appreciate your review of the information furnished in the October 31 letter, and your comments relative to Mrs. Dykes' rebuttal (including the statements relative to Mr. Jerome G. Leubke). We shall also appreciate being advised as to the practice of operators of other lodges in the area during this past winter season, and of their criticism (if any) of our current policy.

Prompt attention to this matter is requested in order that we may appropriately reply to Senator Bartlett.

Attachments (2)

W
C
CALewis:nk Re: Control No. PR-4016
cc - Files (2) ✓
Federal Hwy. Projs. Div. ✓
Mr. Royster - Room 814

414

United States Senate

Washington, D. C.

April 2, 1959

Mr. Paul F. Royster,
Assistant to the
Federal Highway Administrator,
Bureau of Public Roads,
Department of Commerce,
Washington 25, D. C.

Dear Mr. Royster:

Reference is made to your letter to me of October 31, 1958, File No. 23-10, relative to the clearing of snow from Gateway Lodge at Glenallen, Alaska, as requested by Mrs. Blanche C. Dykes.

Recently, I received a communication from Mrs. Dykes on this subject, and I am enclosing copy of her letter. I am also going to send copy to Mr. Frank A. Metcalf, Commissioner, Department of Highways and Public Works, Juneau, Alaska, to whom the petition mentioned by Mrs. Dykes will also go. I am aware, of course, that the Board of the Alaska Highway and Public Works Department in its press release of October 22, 1958, announced that it had agreed to the policy of the Bureau of Public Roads not to plow snow any place except on the public highways of the established Federal Aid System. However, I am wondering if the experience of this last winter has been such as to warrant a review of this whole subject. I am especially interested in having any information you might send me in response to Mrs. Dykes' contentions.

Sincerely yours,

B. L. Bartlett

CC: Mr. Frank A. Metcalf

C O P Y

GATEWAY LODGE
AND TRADING POST

B. Dykes - Proprietor

GENERALLEN * ALASKA

March 16, 1959

Honorable E. L. Bartlett
U. S. Senate
Washington, D. C.

Re: Snow Flowing by B. P. R.
Their reply, Oct. 31, 1958.

Dear Senator Bartlett:

We, the people along highways in Alaska who have invested money to build much needed accommodations for the traveling public, and who have weathered all the hardships, feel we are due some consideration from you, our senior representative in Washington.

We ask you to get together with Senator Ernest Gruening, and Arizona's Senator Barry Goldwater, whom I have written, in obtaining an immediate reversal of the Bureau of Public Roads' new policy whereby they refuse to clear snow from driveways of lodges serving the public. Two things are needed:

1. Obtain immediately, an Executive Order authorizing the Bureau of Public Roads to continue removing snow from driveways of lodges serving the public, along highways in Alaska.
2. Rush through an amendment, placing any money collected for this work in a revolving fund rather than to "Miscellaneous Receipts in the U. S. Treasury," as it now stands.

I am enclosing a copy of a "press release" issued by the Bureau of Public Roads in Alaska, the last paragraph of which, shows clearly one of the "real" reasons they object to doing this work. I quote:

"Funds received for such reimbursable work must be deposited by the Bureau to Miscellaneous Receipts in the U. S. Treasury, and thus are lost to Alaska."

I wonder if the official issuing this press release ever considered the fact that every time a car is forced to pass by driveway because the snow is too deep, the money they would have spent at our lodge is "lost to us forever." Money that could have been spent building up Alaska.

Another reason they are fighting down any thing for us, is that once Alaska is settled, they will be out of a job. I understand that Washington has appropriated millions of dollars in the form of a grant, to help finance Alaska until it is settled sufficiently to stand on it's own feet. That day will never come unless assistance is given those of us who are trying to settle the country. It is an intolerable situation that should have the interest of every senator in Washington, D. C. I intend to pursue this injustice to its utmost.

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Box 1132

C O P Y

- 2 -

Our Government subsidizes the farmer, the airlines, and loans billions to even communistic countries. The B. P. R. snow plows must pass each place while plowing the road any way, it would be a small matter to open driveways as they went. When the future of the country depends on settlement, an agency such as the B. P. R. should not be permitted to lay down a policy like this that will cost every tax payer in the United States so long as it exists. You senators in Washington must appropriate this money, you should have something to say about the policies set up by them.

To suggest this need, I am enclosing a petition which as you can see, contains signatures from almost every major lodge from near Anchorage to the Canadian border. This petition was obtained just prior to the abolishment of the old Alaska Road Commission. Realizing it would be useless to send a petition to an out-going agency, and feeling sure the Bureau of Public Roads would solve our problems of snow plowing and brush removal, I held this petition in abeyance. These people now urge me to send it to you. It was rumored that the old die-hard Road Commission bunch would go, and that a completely new organization of top personnel would be in charge. However, only the top man was changed and the same old bunch is hindering and hampering the development of Alaska in every way they can. Their new policy refusing to plow driveways, as well as plowing our entrance-ways full of snow as they go by, and leaving it there for us to get out the best way we can, is sake testimony to this fact.

In November, during the campaign season, I wired you for assistance regarding the Bureau's refusal to plow snow from our driveway. Apparently you were busy, as your secretary took the matter up with the B. P. R. office in Washington. A copy of their reply to you was forwarded to me in Phoenix, Arizona, where I had to take my husband for medical treatment after a serious cancer operation. This letter, written by Mr. Paul F. Royster from information received from their Alaska office, contains some mis-statements. They are as follows:

a. Jerome G. Leubke, referred to therein as plowing snow commercially at Glenallen, is a regularly employed Bureau of Public Roads employee at Glenallen. He can not work for the Government and plow snow for pay at the same time. This would be dual employment and prohibited by law. Nor can he plow snow after work in the dark. Nor can businesses close their doors until he has a day off, or gets good and ready to plow us out. His equipment is old discarded B. P. R. equipment (sold on bid), totally inadequate for snow plowing, and for which I understand he has no license to travel on the highway. I understand Mr. Leubke recently bid on a job to make roadside parks for tourists and was turned down because of poor equipment. As stated before, there is no one plowing snow commercially in this area.

b. The third paragraph of Mr. Royster's letter says he is advised there are eight lodges in this area. This is erroneous; there are only four, and two of them can scarcely be called lodges, containing three or four meager log cabins with no inside plumbing.

c. The second paragraph of Mr. Royster's letter states this action became necessary because of the increased number of driveways. This is

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a mis-leading statement and one easily clarified. Since there are few if any, more businesses, considering that several have burned, than there were six or eight years ago, Mr. Royster must have counted the homesteaders in with his "increased number of driveways." Certainly you can not put the business man serving the public, in the same category with the homesteader whose livelihood does not depend on his being plowed out. And without accommodations for those traveling the highway, there would be no need for Bureau of Public Roads employees to plow the road, or supervisory personnel in Juneau.

d. Mr. Royster refers to the "time required for such snow removal and the necessity for devoting more and more time to removal of snow from the main traveled routes. This is a mis-statement. Since there are about the same number of businesses now as there were six or eight years ago, and since the time required to open a driveway is ten to fifteen minutes, the "time" is negligible. In order to hold on to key employees for summer work, all B. P. R. camps such as Glenallen, are over-staffed in winter. It is a well-known fact that the Bureau has a difficult time finding jobs for all of them. These men do not object to plowing driveways, they would be glad to cooperate in this respect. With regard to devoting more and more time to snow removal on main roads, this is a feeble excuse that does not stand up. There are no more roads now than before, they are the same width and there is no more snow than before. The plain truth is that they are trying to shirk their duty and prolong their jobs. To say that Mr. Royster has been ill advised and mis-informed, is the under-statement of the year.

And, because of the B. P. R.'s refusal to plow my driveway this winter, I am now in a state of emergency. Upon returning home March 1st, the party managing our lodge this winter said the only thing available for snow removal was a truck with a blade in front that barely skimmed the surface. As a result I now have about two feet of packed snow and ice on the level on my driveway, and huge piles of snow next to my main building and in front of my cabins. This packed snow will melt any day now and flood my buildings and cabins and septic tanks. Since we built here in 1950, the B. P. R. built the road bed up higher than my driveway, and the snow they have piled up from the road all winter will also run down into my building. I hired a man to make some pictures of it yesterday, and will forward some prints to you as soon as they are developed.

I have tried unsuccessfully since March 1st to find some one with heavy enough equipment to move this snow. Having equipment is one thing, and having a way to transport it is another. I even went to see Jerome G. Leubke, whose wife said she would tell him I needed some snow plowed and would have him call me. Mr. Leubke never called, which means he refuses to do the work.

Snow plowing commercially will not be feasible until the country is settled. No one can afford to have good equipment and a way to haul it, for the few driveways. Lodge owners can not afford to pay \$15,000 for equipment, and most of us could not operate it if we could afford it. This work can not be done by another lodge owner if and when he chooses to do the work. The B. P. R. snow plows go by after such snow any way, and should be forced to continue plowing our driveways.

COPY

I would greatly appreciate hearing from you as soon as possible as to what dispensation you plan to make in this important matter. I sincerely hope that you and Senators Greuing and Goldwater will cooperate, and that the lodge owners can be relieved of this day to day worry.

Very truly yours,

/s/ Blanche C. Dykes

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

BUREAU OF PUBLIC ROADS

Alaska Maint 9

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

January 19, 1959

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

Paul F. Royster

28-10

Snow removal on road to Moose Pass garbage disposal area.

Attached is a copy of a letter from Senator Bartlett on the above subject, also a copy of our interim reply.

Please forward a report on this situation in order that we may submit a more complete reply to the Senator.

EJH

Attachments(2)

1119

EEErhart:nk Control No. PR-3483)

cc - Files (2) ✓
Federal Hwy. Projs. Div.
Mr. Royster - Room 814 //

BUCK LORRY OF LONG TO MOOSE PASS GARAGE 'GIBSONY FLOW'

DEPARTMENT 52 D C
BUREAU OF PUBLIC ROADS WASHINGTON

JANUARY 15 1959
MR. E. H. BARTLETT WASHINGTON

BUREAU OF PUBLIC ROADS

JAN 15 1959

BUREAU OF PUBLIC ROADS

January 15, 1959

Hon. Bertram D. Tallamy,
Federal Highway Administrator,
Bureau of Public Roads,
Matomic Building,
1717 H Street, N. W.,
Washington 25, D. C.

Dear Mr. Tallamy:

A problem has arisen in the Moose Pass, Alaska, area regarding snow removal, as set forth by Mr. Glenn R. Miller in a communication received today and which is quoted here:

"The Bureau of Public Roads has been notified that they are not to remove snow on any roads other than that on their system.

"The garbage dump which is used by Moose Pass and surrounding area is located off the main highway about 200 yards and will be impossible to reach during the winter unless some arrangements are made to keep this road open. The people have no other place to dump their garbage. The bridges, streams and roadside will be exposed to possible pollution and clutter.

"Our situation is not unique, any other community will have the same problem on the Kenai Peninsula whose garbage dump is located off the main highway.

"Please assist us in finding an immediate solution to this situation and thus prevent the flies and bugs taking over in the spring and our roadsides being covered with a winter's accumulation of rubbish."

On October 31, 1958, your file 23-10, Mr. Royster was good enough to write to me setting forth the policy with regard to clearing of individual driveway entrances in connection at that time with the request for clearing of snow from Gateway Lodge at Glenallen, Alaska. However, it appears to me that the problem as described by Mr. Miller may well come under the category of a public interest operation since the difficulty lies with access to a community garbage dump. I am hopeful that your policy might be reviewed looking toward favorable action in the situation described. Any information you could give me would be appreciated.

Sincerely yours,

PR 5483

E. L. Bartlett

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

Alaska maintenance ?

UNITED STATES
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REGION 10
P. O. BOX 1961
JUNEAU, ALASKA

January 29, 1958

Hon. E. L. Bartlett
Delegate from Alaska
Congress of the United States
House of Representatives
Washington 25, D. C.

My dear Mr. Bartlett:

This is written to acknowledge your letter of January 13, (received here yesterday) which quoted a complaint from Mr. Ed L. Donaldson, of Seward, concerning the manner in which Public Roads' snow plows were filling his driveway as they cleared the main road north of Seward.

The question of snow removal from private driveway entrances has proven troublesome both to Public Roads and to the predecessor Alaska Road Commission. When snow removal first was undertaken in the Territory there were so few private driveways that the Road Commission felt warranted in removing the snow berms and in some instances in actually clearing the drives into the residences or other establishments where isolation was extreme. As the country became more populated this removal began to be a burden and, more important, charges were made that the Road Commission was competing with private facilities available for snow removal work. Accordingly, the policy became somewhat more rigid although there was still considerable snow removal from private driveways in the more isolated areas. The district engineers found also that delay in clearing private driveways until the main roads had been cleared, often resulted in private individuals doing their own clearing in order to get out from their residences earlier.

The Bureau of Public Roads from the beginning was somewhat more rigid than was the Road Commission and for some years has not removed snow berms or plowed private driveways in the Seward area (where Bureau of Public Roads had jurisdiction when the Road Commission was operating elsewhere). Early last Fall decision was made on a Territory-wide basis to further curtail the clearing of private drives and removal of snow berms at driveway entrances leading to all private establishments. As a public service we continued to clear drives to commercial establishments on a reimbursable basis where no private facilities to do the work existed and where a definite hardship was involved. It is proposed for

Only copies sent files.

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Box 1132

Berriett

2

January 29, 1958

Next winter to curtail private driveway clearance still farther,
the eventual goal of getting out of the business entirely.

While we agree with Mr. Donaldson that the shovelling of snow
piles left by plows clearing the public roads is an inconvenience,
actually it is one common to all dwellers in both rural and urban areas
where snowfall is a significant problem. We feel that it is in the
best interest of the public to continue our current policy concerning
snow removal at private residences and establishments. We shall, how-
ever, keep the question under careful observation and study.

Sincerely yours,

E. H. Swick,
Regional Engineer

*8/6
Fed. Hwy. Proj. Div. I
files*

*Alaska Maint - 32
(agreement)*

Mr. M. C. Zimmerman, Division Engineer
Anchorage, Alaska
B. D. Stewart, Jr., Construction & Maintenance Engineer
Juneau, Alaska
City Maintenance Agreement, Fiscal 1959

August 5, 1958

[Handwritten initials and marks]

Attached herewith are three copies of the following approved maintenance agreement:

CPR 10-185 Anchorage.

Please submit one copy to the City of Anchorage for their files and the remaining copies are for Divisional use.

Attachments

cc: Wash. office _____

*REC'D
AUG 11 1958*

*REC'D
AUG 8 - 1958*

*log
7/58*

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

Miller
MAINTENANCE AGREEMENT

This Agreement, entered into between the City/TOWN of Anchorage, Alaska, hereinafter called the City, and the Bureau of Public Roads, Region 10, Alaska, hereinafter called the Bureau, for the maintenance of a portion of the Territorial Federal-aid Highway System within the corporate limits of the City of Anchorage, Alaska, Witnesseth:

Said maintenance to be performed on the following listed and described routes, to wit:

PRIMARY ROUTESFAP Route 31

From South city limits at Chester Creek via Gambell Street, 4th Avenue and Post Road to Elmendorf AFB boundary.

FAP Route 42

Temporarily, in lieu of proposed freeway, from south city limits at Chester Creek, via "L" Street and 9th Avenue to FAP Route 31 intersection.

SECONDARY ROUTESFAS Route 536

From west city limits on East Fireweed Lane to FAS Route 547 intersection.

FAS Route 544

From east city limits via DeBorr Road and Airport Heights Road to FAS Route 546 intersection at east end of Merrill Field.

FAS Route 546

From FAP Route 31 intersection via 5th Avenue and Mountain View to Davis Road intersection.

FAS Route 547

From FAS Route 536 intersection south to FAS Route 530 intersection.

FAS Route 5381

Temporarily, in lieu of proposed freeway, from Fireweed Lane via C Street to 9th Avenue intersection.

Said City agrees:

1. To perform all normal maintenance functions including but not limited to the following: snow removal; sanding; pavement repair and patching; drainage maintenance; bridge maintenance; shoulder maintenance, as required to keep said route in the same conditions as constructed and safe for the travel and use by vehicular and pedestrian traffic at all times. Said maintenance is to be performed in accordance with standards acceptable to the Bureau. These standards shall not exceed the standards for City work on off-system streets of comparable use and traffic volume. In the event any major repair or reconstruction maintenance work is undertaken all phases of such work will require prior approval of the Bureau.

2. To perform said maintenance with City crews and equipment or by contractor's crews and equipment in the employ of the City. In the event of contractor maintenance for the City such contractor shall be approved by the Bureau prior to performance of any work under this agreement.

3. To keep accurate cost records of all labor, equipment use, supplies and materials used in the maintenance of the above-listed and described routes, and to submit monthly, for each route, an itemized statement of these costs by employee, individual equipment units and quantity of material. To summarize monthly statements under the following Work Class accounts:

<u>Work Class</u>	<u>Description</u>
11.	Maintenance of unpaved surfaces (Dragging, blading, reshaping, scarifying, removing over-size rock, spot-regraveling, etc., including the application of water or other materials as dust palliatives)
21.	Maintenance of bituminous surfaces (Patching holes, rough spots, leveling depressions, patching raveled edges, sanding bleeding areas, spot resealing, filling of cracks, etc.)
23.	Maintenance of shoulders (on paved highways) (Patching, dragging, blading, filling ruts and washouts, bituminous ribbon treatments, etc.)
31.	Pavement marking (Traffic lane and guide line painting, including word messages painted on the pavement)
33.	Maintenance of signs (Repairing, repainting, replacement, and resetting of direction markers, route markers, informational signs, and other safety devices, not including traffic signals)
41.	Snow removal (Removing new or drifted snow from the surface and shoulders)

- 42. Compacted snow and ice cake removal
 (Removing compacted snow and ice from the surface and shoulders)
- 43. Sanding icy surfaces
 (Applying sand or abrasive material, chlorides, etc., to icy surfaces)
- 51. Maintenance of culverts
 (Cleaning and repairing culverts)
- 53. Maintenance of bridges (over twenty (20) feet in length)
 (Includes all work incidental to the repair and maintenance of bridges, including repainting, replacement of faulty or decayed members, redecking, expansion correction, etc.)
- 61. Extraordinary maintenance
 (Included all special repairs and maintenance of the roadway surface, roadbed, shoulders, roadside, drainage facilities, safety devices, and structures due to flood, storm, fire, major landslides or other catastrophe, including the handling and protection of traffic during the emergency)

Labor rates, equipment rental rates and material costs are not to be in excess of those rates applied to other city road and street maintenance. City books of account shall be open to Bureau personnel for such audit of costs as the Bureau deems necessary to substantiate billings to the Bureau.

4. To submit hourly wage schedules for all classes of City employees as well as an hourly rental schedule for all city equipment used in maintenance of the above listed and described routes. Such wage and rental schedules will be a part of this agreement and will remain in effect for the duration of this agreement unless amended by the City and approved by the Bureau.

5. To repair without charge to this project any damage to streets, sidewalks, curbs, gutters or storm drainage caused by installation, repair or maintenance work on utilities systems located within the route rights-of-way.

6. To permit only parallel parking on the listed and described routes and to establish, erect, maintain and operate on the routes only such traffic control devices and signs as shall be agreed upon mutually by the City and the Bureau, as represented by its Division Engineer.

7. The City shall save harmless the Bureau and all of its representatives from all suits, actions, or claims of any character brought on account of any injuries or damages sustained by any person or property as a result of any City operation in performance of maintenance on the above listed and described routes.

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

The Bureau agrees:

1. To make periodic inspections of the work performed by the City under this agreement, and supply reports to the City commenting on the adequacy of the work in progress.

2. To reimburse the City for all approved maintenance costs incurred on the listed and described routes, said reimbursement to consist of monthly payments based on itemized cost statements as covered in Item 3 above.

Funds set aside for this work for the period July 1, 1958 to June 30, 1959, are in the amount of \$28,000.00 for primary routes and \$ 32,000.00 for secondary routes, and are to be utilized in such a manner that adequate maintenance will be performed throughout the specified period.

This agreement terminates June 30, 1959, and will be subject to renewal July 1, 1959, and each year thereafter with concurrence of the City and the Bureau.

In Witness Whereof we have hereunto set our hands and seals, the City/Town on the 17th day of July, 1958, and the Bureau on the 24th day of July, 1958.

City/Town of Anchorage, Alaska
By [Signature]
Title City Manager

ATTEST

[Signature]
City/Town Clerk [Signature] SEAL

BUREAU OF PUBLIC ROADS, REGION 10
By [Signature]
Regional Engineer

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

BUREAU OF PUBLIC ROADS

3
4

Filed

Mr. M. C. Zimmerman, Division Engineer
Anchorage, Alaska

July 24, 1958

B. D. Stewart, Jr., Construction and Maintenance Engineer
Juneau, Alaska

City Maintenance Agreements, Fiscal 1959

Attached herewith are two copies of the following approved maintenance agreements:

CPR 10-174	Seward
CPR 10-175	Kodiak
CPR 10-176	<u>Cordova</u>
CPR 10-177	Valdez

Please submit one copy to the respective cities for their files and the remaining copy of each agreement is for Divisional use.

Attachments :

cc: Wash. office

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

MAINTENANCE AGREEMENT

Filed

This Agreement, entered into between the ~~City~~/Town of
Cordova, Alaska, hereinafter called the City, and the
Bureau of Public Roads, Region 10, Alaska, hereinafter called the Bureau,
for the maintenance of a portion of the Territorial Federal-aid Highway
System within the corporate limits of the City of Cordova,
Alaska, Witnesseth:

Said maintenance to be performed on the following listed and
described routes, to wit:

SECONDARY ROUTEFAS Route 851

From Ketchikan Wharf Company dock via First Street, ~~A Avenue and Second~~
~~Street~~ to east city limits.

Said City agrees:

1. To perform all normal maintenance functions including but not limited to the following: snow removal; sanding; pavement repair and patching; drainage maintenance; bridge maintenance; shoulder maintenance, as required to keep said route in the same conditions as constructed and safe for the travel and use by vehicular and pedestrian traffic at all times. Said maintenance is to be performed in accordance with standards acceptable to the Bureau. These standards shall not exceed the standards for City work on off-system streets of comparable use and traffic volume. In the event any major repair or reconstruction maintenance work is undertaken all phases of such work will require prior approval of the Bureau.
2. To perform said maintenance with City crews and equipment or by contractor's crews and equipment in the employ of the City. In the event of contractor maintenance for the City such contractor shall be approved by the Bureau prior to performance of any work under this agreement.
3. To keep accurate cost records of all labor, equipment use, supplies and materials used in the maintenance of the above-listed and described routes, and to submit monthly, for each route, an itemized statement of these costs by employee, individual equipment units and quantity of material. To summarize monthly statements under the following Work Class accounts:

<u>Work Class</u>	<u>Description</u>
11.	Maintenance of unpaved surfaces (Dragging, blading, reshaping, scarifying, removing over-size rock, spot-regraveling, etc., including the application of water or other materials as dust palliatives)
21.	Maintenance of bituminous surfaces (Patching holes, rough spots, leveling depressions, patching raveled edges, sanding bleeding areas, spot resealing, filling of cracks, etc.)
23.	Maintenance of shoulders (on paved highways) (Patching, dragging, blading, filling ruts and washouts, bituminous ribbon treatments, etc.)
31.	Pavement marking (Traffic lane and guide line painting, including word messages painted on the pavement)
33.	Maintenance of signs (Repairing, repainting, replacement, and resetting of direction markers, route markers, informational signs, and other safety devices, not including traffic signals)
41.	Snow removal (Removing new or drifted snow from the surface and shoulders)

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

42. Compacted snow and ice cake removal
 (Removing compacted snow and ice from the surface and shoulders)
43. Sanding icy surfaces
 (Applying sand or abrasive material, chlorides, etc., to icy surfaces)
51. Maintenance of culverts
 (Cleaning and repairing culverts)
53. Maintenance of bridges (over twenty (20) feet in length)
 (Includes all work incidental to the repair and maintenance of bridges, including repainting, replacement of faulty or decayed members, redecking, expansion correction, etc.)
61. Extraordinary maintenance
 (Included all special repairs and maintenance of the roadway surface, roadbed, shoulders, roadside, drainage facilities, safety devices, and structures due to flood, storm, fire, major landslides or other catastrophe, including the handling and protection of traffic during the emergency)

Labor rates, equipment rental rates and material costs are not to be in excess of those rates applied to other city road and street maintenance. City books of account shall be open to Bureau personnel for such audit of costs as the Bureau deems necessary to substantiate billings to the Bureau.

4. To submit hourly wage schedules for all classes of City employees as well as an hourly rental schedule for all city equipment used in maintenance of the above listed and described routes. Such wage and rental schedules will be a part of this agreement and will remain in effect for the duration of this agreement unless amended by the City and approved by the Bureau.

5. To repair without charge to this project any damage to streets, sidewalks, curbs, gutters or storm drainage caused by installation, repair or maintenance work on utilities systems located within the route rights-of-way.

6. To permit only parallel parking on the listed and described routes and to establish, erect, maintain and operate on the routes only such traffic control devices and signs as shall be agreed upon mutually by the City and the Bureau, as represented by its Division Engineer.

7. The City shall save harmless the Bureau and all of its representatives from all suits, actions, or claims of any character brought on account of any injuries or damages sustained by any person or property as a result of any City operation in performance of maintenance on the above listed and described routes.

The Bureau agrees:

1. To make periodic inspections of the work performed by the City under this agreement, and supply reports to the City commenting on the adequacy of the work in progress.
2. To reimburse the City for all approved maintenance costs incurred on the listed and described routes, said reimbursement to consist of monthly payments based on itemized cost statements as covered in Item 3 above.

Funds set aside for this work for the period July 1, 1958 to June 30, 1959, are in the amount of \$ _____ for primary routes and \$ 15,000.00 for secondary routes, and are to be utilized in such a manner that adequate maintenance will be performed throughout the specified period.

This agreement terminates June 30, 1959, and will be subject to renewal July 1, 1959, and each year thereafter with concurrence of the City and the Bureau.

In Witness Whereof we have hereunto set our hands and seals, the City/Town on the 30th day of June, 1958, and the Bureau on the JUL 21 1958 day of _____, 1958.

City/Town of Cordova
 By Harry H. Huck
 Title City Manager

ATTEST

Norma L. Banta
 City/Town Clerk SEAL

BUREAU OF PUBLIC ROADS, REGION 10

By E. H. Swick
 Regional Engineer

BUREAU OF PUBLIC ROADS

*Fed. Highway
Files*

Mr. C. F. Wyller, Division Engineer
Juneau, Alaska

July 18, 1958

B. D. Stewart, Jr., Construction and Maintenance Engineer
Juneau, Alaska

City Maintenance Agreements, Fiscal 1959

Attached herewith are three copies of the following approved
Maintenance Agreements:

CPR 10-165	Douglas (BPR maintenance)
CPR 10-166	Haines
CPR 10-167	Juneau
CPR 10-168	Douglas (City of Douglas maintenance)
CPR 10-169	Sitka

BDS

Please submit one copy to the respective cities for their files
and the remaining two copies of each agreement are for Divisional use.

Attachments

BDS Stewart:psj

✓ cc - Washington

MAINTENANCE AGREEMENT

files

This Agreement, entered into between the City/Town of
 Douglas, Alaska, hereinafter called the City, and the
 Bureau of Public Roads, Region 10, Alaska, hereinafter called the Bureau,
 for the maintenance of a portion of the Territorial Federal-aid Highway
 System within the corporate limits of the City of Douglas,
 Alaska, Witnesseth:

Said maintenance to be performed on the following listed and
 described routes, to wit:

PRIMARY ROUTEFAP Route 95

From the easterly city limits of Douglas via St. Ann's Avenue and Third
 Street to its intersection with "I" Street.

Said City agrees:

1. To perform all normal maintenance functions including but not limited to the following: snow removal; sanding; pavement repair and patching; drainage maintenance; bridge maintenance; shoulder maintenance, as required to keep said route in the same conditions as constructed and safe for the travel and use by vehicular and pedestrian traffic at all times. Said maintenance is to be performed in accordance with standards acceptable to the Bureau. These standards shall not exceed the standards for City work on off-system streets of comparable use and traffic volume. In the event any major repair or reconstruction maintenance work is undertaken all phases of such work will require prior approval of the Bureau.
2. To perform said maintenance with City crews and equipment or by contractor's crews and equipment in the employ of the City. In the event of contractor maintenance for the City such contractor shall be approved by the Bureau prior to performance of any work under this agreement.
3. To keep accurate cost records of all labor, equipment use, supplies and materials used in the maintenance of the above-listed and described routes, and to submit monthly, for each route, an itemized statement of these costs by employee, individual equipment units and quantity of material. To summarize monthly statements under the following Work Class accounts:

<u>Work Class</u>	<u>Description</u>
11.	Maintenance of unpaved surfaces (Dragging, blading, reshaping, scarifying, removing over-size rock, spot-regraveling, etc., including the application of water or other materials as dust palliatives)
21.	Maintenance of bituminous surfaces (Patching holes, rough spots, leveling depressions, patching raveled edges, sanding bleeding areas, spot resealing, filling of cracks, etc.)
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31.	Pavement marking (Traffic lane and guide line painting, including word messages painted on the pavement)
33.	Maintenance of signs (Repairing, repainting, replacement, and resetting of direction markers, route markers, informational signs, and other safety devices, not including traffic signals)
41.	Snow removal (Removing new or drifted snow from the surface and shoulders)