

RG 30 RECORDS OF THE BUREAU OF
PUBLIC ROADS

WASHINGTON OFFICE

GENERAL CORRESPONDENCE AND
RELATED RECORDS, 1912-65.

1955-1959

ALASKA MAINTENENCE BY AGREEMENT 1955-59
THRU
ARIZONA CONTRACTS 4 JULY 55-DECEMBER 59

BOX NO.
1132

HM 1991

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

Alaska

Secondary

HWYS

14-16

1957-59

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

Alaska Primary Hwy 14
 Alaska Sec Hwy 14

Office Memorandum • UNITED STATES GOVERNMENT

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

DATE: August 1, 1957

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

X in Project

SUBJECT: Alaska Federal-aid Primary Program; Alaska Federal-aid Secondary Program

Files
 (P)

The attached corrected PR-37 forms for the projects listed below all revise previous contract estimate amounts to include the cost of asphalt furnished contractors from Public Roads supplies. Through an oversight these project charges were not included in the contract estimate amounts as originally derived.

Attachments 2:

6 PR-37:

- Project No. F-031-2(2), International Airport Road (in dup.)
- Project No. F-062-2(1), Alaska Hwy, Tok-Johnson River Sec. (in dup.)
- Project No. F-071-1(1), Richardson Hwy., Sec. G1, H (in dup.)
- Project No. F-071-3(1), Richardson Hwy., Sec. E1 (in dup.)
- Project No. F-071-4(1), Richardson Hwy., Sec. D1 (in dup.)
- Project No. F-021-2(1), From Village of Sterling easterly to Forest Boundary (in dup.)
- PR-37S, Project No. S-0555(1), Boniface Road (in dup.)

Original PR 37's
 retained in
 Prop. Analysis

*(Alaska) Sec. Hvy. 14*AIR MAIL

Mr. A. F. Ghiglione, Acting Regional
Engineer, Juneau, Alaska

March 14, 1957

G. M. Williams, Assistant Commissioner
Washington, D. C.

A. E. SMITH

Alaska Program - Federal-aid Secondary Funds

The first Alaska program of projects involving Federal participation in the above funds as listed below with revised program item numbers and assigned project numbers for the maintenance, survey and reconstruction projects submitted with your memorandum of March 8, 1957, are approved effective March 14, 1957.

<u>FIELD ITEM NUMBER</u>	<u>REVISED ITEM NUMBER</u>	<u>PROJ. NUMBER</u>	<u>FIELD ITEM NUMBER</u>	<u>REVISED ITEM NUMBER</u>	<u>PROJ. NUMBER</u>
5	1	S-102(57)	21	8	S-103(1)
6	2	S-0670(1)	22	9	S-0411(1)
7	3	S-0650(1)	23	10	S-0851(1)
8	4	S-0785(1)	24	11	S-0680(1)
9	5	S-0786(1)	25	12	S-0141(1)
19	6	S-102(58)	26	13	S-0131(1)
20	7	S-104(1)	27	14	S-0920(1)

This program, as approved, contains 14 projects, as listed above, at a total estimated cost of \$6,393,900 with Federal-aid secondary funds requested in the amount of \$5,753,700. Ten of these projects are for new highway construction, two for lump sum general maintenance work, one for lump sum surveys on seven different routes and one for lump sum reconstruction and improvement of substandard section of various locations on the secondary system.

You will note that we have separated the projects included in your submission into two separate programs, one for Federal-aid secondary funds, which is covered by this memorandum, and the other for the Federal-aid primary funds which is covered by our separate memorandum of this date. As set forth in GAM No. 340, separate programs are required for each class of Federal-aid funds. Since the program for each class of funds is handled on a cumulative basis, there is no need for separate fiscal year programs, and the separate fiscal year listings included with your submission have been combined into a single program for each class of Federal-aid funds. This accounts for the changes in item numbers listed above. The program for each class of Federal-aid funds has a separate series of item numbers beginning with 1.

We note that Item 10 of the 1957 fiscal year listing submitted represents a reserve amount for "Farm Road Construction" which is not included as part of this current program. You advise that this improvement will be submitted after the Territory Board of Road Commissioners have selected the roads to be improved. When such selections have been made instead of submitting the improvement as a lump sum project, each route improvement should be programed separately in the same manner that the Federal-aid primary and Federal-aid secondary projects are programed.

You will note that we have assigned project numbers to those projects covering maintenance, surveys and reconstruction, in order to establish project identities for record and accounting purposes. The numbers so assigned are from the group of numbers in the established series for the secondary system which have not yet been used. If for any reason these assigned numbers will occasion conflict in your records please assign appropriate project numbers to the two maintenance projects and advise this office promptly as to what these revised numbers are. As set forth in the following paragraphs, the project numbers now assigned to the reconstruction and surveys projects are for temporary identity only. You will note that the agreement numbers (57) and (58) have been used for the respective maintenance projects. This has been done for convenience only, to indicate the fiscal year funds annually set aside for maintenance purposes.

Item 7, Project S-104(1) covers surveys, materials investigations and design of future projects on secondary routes 510, 639, 680, 850, 837, 937 and 9240. This is not the proper procedure for programing preliminary engineering work on the Federal-aid systems, but we are approving this project as submitted in order to avoid delay in getting the work started. You should, however, take prompt action breaking this lump sum project down by setting up a separate project, covering the preliminary engineering work, for each route involved or for each route section on those routes that are divided into sections. Where the improvement of only a part of the route or route section is anticipated it is preferable that the preliminary engineering be set up either as a part of the construction project or as a separate project covering the same terminal that will apply to the anticipated construction project. Where justified a preliminary engineering project may, of course, cover part or all of a route section that is proposed for future construction under more than one construction project.

(more)

Item 6, Project 8-103(1), covers reconstruction and improvement of substantial sections of various locations on the secondary system. We are approving this item as submitted in order to avoid any delay in getting the work started. However, you should take prompt action breaking this lump sum project down by setting up a separate project covering the reconstruction work for each route involved, or for each route section on those routes that are divided into sections. These separate improvements should, of course, be assigned project numbers applying to the route and section on which the particular project is located. Projects on a system-wide basis should not be programmed for any work except that classified as maintenance.

HFBurdette: rwr
on Files (2) ✓
Mr. Beach ✓
Mr. Smith ✓
Regional Engineer ✓
Mr. Alexander ✓
Mr. Turner ✓
Mr. Williams ✓

3/12/42

X 144

Alaska S.S. HWY-15
Alaska Sec. HWY-18

HE-10

MAY 29 1959
May 29, 1959

Honorable Hugh J. Wade
Secretary of State of Alaska
Juneau, Alaska

Dear Mr. Wade:

This will acknowledge receipt of your separate letters of May 18 to Secretary of Commerce Strauss and to me forwarding certified copies of Senate Resolution No. 9 urging action toward the construction of the extension of International Highway 97 from Fairbanks to Cape Prince of Wales.

The portions of this suggested road extension from Fairbanks through Livengood to Seward and from the vicinity of Bunker Hill via Nome to Teller are on the Federal-aid secondary highway system approved for Alaska which establishes the eligibility of these sections for improvement with Federal-aid Highway fund participation. The remaining portions from Seward to the vicinity of Bunker Hill and from Teller to Belauk near the tip of Cape Prince of Wales are not on the Federal-aid secondary system but are marked for possible future designation.

The Bureau of Public Roads has approved the expenditure of \$20,000 for a location study and economic analysis to determine feasibility of a complete through routing connecting Fairbanks and Nome. Further developments in this matter must, of course, await the results of this study.

Sincerely yours,

JEB:tkc
controls 44369 & ER-4323 (5-28-59)
cc: Files

- W. J. Niemi
- C. E. Mannerly
- B. D. Tallan
- E. L. Armstrong
- F. P. Hyster
- H. M. Williams

B. D. FILLAM
Federal Highway Administrator

Secretary's Correspondence Unit
25 Unit

Cleared Through
Administrative Correspondence

5-29-59

22-10

Alaska Sec HWY-15

April 3 1959

Honorable Hugh J. Wade
Secretary of State of Alaska
Juneau, Alaska

Dear Mr. Wade:

Secretary Strauss has asked me to reply to your letter of March 23 with enclosed certified copy of House Joint Memorial No. 3 adopted by the legislature of the State of Alaska urging the construction of a road between Hope and Kenai, Alaska, along Cook Inlet.

The Bureau of Public Roads has advised me that the highway from Kenai northerly and northeasterly about 26 miles along Cook Inlet is on the Federal-aid secondary highway system and is, therefore, eligible for improvement with Federal participation. The remainder of the suggested road along Cook Inlet to Hope does not have Federal system designation. However, it is considered a potential future addition. You may be assured that this suggested road will be given careful consideration in any future expansion of the System and programming of improvement projects.

Sincerely yours,

John J. Allen, Jr.

John J. Allen, Jr.

John J. Allen, Jr.
3-31-59
Bureau of Public Roads
JPBowler:kc
control Commerce 43868 (3-31-59)
cc: Signer
Under Secretary for Transportation
Return to BPR files

MAILED April 3 1959 BY *JPA*

RETURN TO BUREAU OF PUBLIC ROADS
Cleared Through
Administrator's Correspondence Unit

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

STATE OF ALASKA
SECRETARY OF STATE
JUNEAU

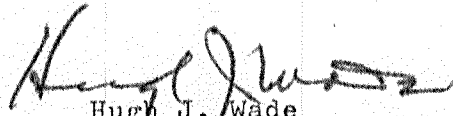
March 23, 1959

Honorable Lewis L. Strauss
Secretary of Commerce
Washington, D. C.

My dear Secretary Strauss:

At the request of the Legislature of the State of Alaska, I have the honor to transmit to you a certified copy of HOUSE JOINT MEMORIAL NO. 3, respectfully urging the construction of a road between Hope and Kenai, Alaska, along Cook Inlet.

Sincerely yours,


Hugh J. Wade
Secretary of State

Encl.

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Box 1132

IN THE HOUSE

BY MESSRS. HILLSTRAND, NORENE
ERWIN AND PETERSEN

HOUSE JOINT MEMORIAL NO. 3

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIRST LEGISLATURE -- FIRST SESSION

TO THE HONORABLE LEWIS L. STRAUSS, SECRETARY OF COMMERCE; THE HONORABLE E. L. BARTLETT AND THE HONORABLE ERNEST GRUENING, SENATORS FROM ALASKA; THE HONORABLE RALPH J. RIVERS, REPRESENTATIVE FROM ALASKA; THE HONORABLE ELLIS L. ARMSTRONG, COMMISSIONER OF THE BUREAU OF PUBLIC ROADS; THE HONORABLE EDGAR H. SWICK, REGIONAL ENGINEER, REGION TEN, BUREAU OF PUBLIC ROADS:

Your Memorialist, the Legislature of the State of Alaska in First Session assembled, respectfully submits that:

WHEREAS, the agricultural and mineral development of that area between Hope and Kenai, Alaska, along Cook Inlet, has been seriously curtailed because of the lack of adequate overland transportation in such area; and

WHEREAS, the completion of a road in this region would permit travel between Hope and Kenai at a considerable saving in miles and fuel over travel by the only existing route; and

WHEREAS, such road would further provide a means of evacuating the residents of the populous Anchorage area in the event of a crisis or calamity;

NOW, THEREFORE, your Memorialist, the Legislature of the State of Alaska in First Session assembled, respectfully urges the construction of said road.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House February 26, 1959.

/s/ Warren A. Taylor
Speaker of the House

ATTEST:

/s/ Esther Reed
Chief Clerk of the House

Passed by the Senate March 3, 1959.

/s/ William E. Beltz
President of the Senate

ATTEST:

/s/ Katherine T. Alexander
Secretary of the Senate

Certified true, full and correct.

Esther Reed
Chief Clerk of the House

VILLAGE:

SECRETARY OF STATE

WILLIAM W. ISATOR

PR-R

Alaska Sec HWY-15
STATE OF ALASKA
SECRETARY OF STATE

22-10

APR 1 1959

Honorable Hugh J. Wade
Secretary of State of Alaska
Juneau, Alaska

Dear Mr. Wade:

This will acknowledge receipt of your letter of March 23 and the enclosed certified copy of House Joint Memorial No. 3 urging the construction of a road along Cook Inlet between Hope and Kenai, Alaska.

The highway between Hope and Kenai is Federal-aid Secondary Route 490 from Kenai northerly and northeasterly 26.3 miles along Cook Inlet. The remainder of the suggested road is not included in any of the Federal-aid systems although it has been marked for possible future consideration.

We note that a copy of this resolution has been sent to the Bureau of Public Roads regional engineer who administers Federal-aid highway matters for Alaska. Please be assured that the development of this road will be given careful consideration in any future expansion of the system and programming of projects.

Sincerely yours,

ELLIS L. ARMSTRONG
Commissioner of Public Roads

- J.P.B.
 JP Bowker:
 Control No. PR-R (3-31-59)
 cc: Files (2) ✓
 E. H. Swick (2) ✓
 C. E. Mannerow ✓
 G. M. Williams ✓
 CC Unit ✓
 E. L. Armstrong ✓
 P. F. Royster ✓
 B. D. Tallamy ✓

Cleared Through
Administrator's Correspondence Unit

33-10

M. R. *Stinson* 1955-12

STATE OF ALASKA
SECRETARY OF STATE
JUNEAU
March 23, 1959

Honorable Ellis L. Armstrong
Commissioner of the Bureau of Public Roads
Washington, D. C.

My dear Commissioner Armstrong:

At the request of the Legislature of the State of Alaska, I have the honor to transmit to you a certified copy of HOUSE JOINT MEMORIAL NO. 3, respectfully urging the construction of a road between Hope and Kenai, Alaska, along Cook Inlet.

Sincerely yours,

Hugh J. Wade
Hugh J. Wade
Secretary of State

Encl.

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E. 6D, Gen Corr + Related Recs, 1955-59
Box 1132

IN THE HOUSE

BY MESSRS. HILLSTRAND, NORENE
ERWIN AND PETERSEN

HOUSE JOINT MEMORIAL NO. 3

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIRST LEGISLATURE - FIRST SESSION

TO THE HONORABLE LEWIS L. STRAUSS, SECRETARY OF COMMERCE; THE HONORABLE E. L. BARTLETT AND THE HONORABLE ERNEST GRUENING, SENATORS FROM ALASKA; THE HONORABLE RALPH J. RIVERS, REPRESENTATIVE FROM ALASKA; THE HONORABLE ELLIS L. ARMSTRONG, COMMISSIONER OF THE BUREAU OF PUBLIC ROADS; THE HONORABLE EDGAR H. SWICK, REGIONAL ENGINEER, REGION TEN, BUREAU OF PUBLIC ROADS:

Your Memorialist, the Legislature of the State of Alaska in First Session assembled, respectfully submits that:

WHEREAS, the agricultural and mineral development of that area between Hope and Kenai, Alaska, along Cook Inlet, has been seriously curtailed because of the lack of adequate overland transportation in such area; and

WHEREAS, the completion of a road in this region would permit travel between Hope and Kenai at a considerable saving in miles and fuel over travel by the only existing route; and

WHEREAS, such road would further provide a means of evacuating the residents of the populous Anchorage area in the event of a crisis or calamity;

NOW, THEREFORE, your Memorialist, the Legislature of the State of Alaska in First Session assembled, respectfully urges the construction of said road.

AND YOUR MEMORIALIST WILL EVER PRAY.

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E. 6D, Gen Corr + Related Recs, 1955-59
Box 1132

Passed by the House February 26, 1959.

/s/ Warren A. Taylor

Speaker of the House

ATTEST:

/s/ Esther Reed

Chief Clerk of the House

Passed by the Senate March 3, 1959.

/s/ William E. Beltz

President of the Senate

ATTEST:

/s/ Katherine T. Alexander

Secretary of the Senate

Certified true, full and correct.

Esther Reed
Chief Clerk of the House

ALASKA - SEC. HWY. 15
ALASKA B + S - 1

STATE OF ALASKA
SECRETARY OF STATE

22-10

MAR 30 1959

Honorable Hugh J. Wade
Secretary of State of Alaska
Juneau, Alaska

Dear Mr. Wade:

Mr. Tallamy has asked me to reply to your letter of March 16 with copy of Senate Memorial No. 3 concerning the construction of a highway between Klawock and Hollis, Alaska. I also have your letter of the same date with similar enclosures directed to me.

The route in Alaska connecting Klawock and Hollis is included in the Federal-aid secondary system and is eligible for improvement with the participation of Federal-aid secondary highway funds. The State of Alaska's current program involving Federal-aid highway funds includes a project providing for the replacement of the bridge at the crossing by this route of the Klawock River south of the city of Klawock.

We note that a copy of this Memorial has been directed to our regional engineer, Mr. E. H. Swick. You are assured that the need for the improvement of this route will be considered with other highway needs in Alaska in the future programing of Federal-aid funds for highway improvements in your State.

Sincerely yours,

WWOsborne:pg
Control No. PR-R (3-25-59)
cc: Files (2)
E. H. Swick (2)
C. E. Mannerow
G. M. Williams
CC Unit
B. D. Tallamy
E. L. Armstrong
P. F. Royster

ELLIS L. ARMSTRONG
Commissioner of Public Roads

Administrators' Correspondence Unit

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Box 1132

53-10

STATE OF ALASKA
SECRETARY OF STATE
JUNEAU

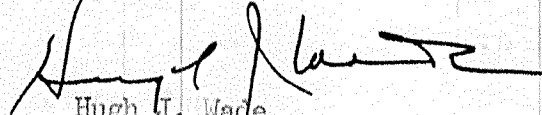
March 16, 1959

Honorable Bertram D. Tallamy
Federal Highway Administrator
U. S. Department of Commerce
Washington, D. C.

My dear Mr. Tallamy:

At the request of the Legislature of the State of Alaska, I have the honor to transmit a certified copy of SENATE MEMORIAL NO. 3, respectfully urging that the construction of a road between Klawock and Hollis be given high priority in the planning and development of the Alaska road system.

Sincerely yours,


Hugh J. Wade
Secretary of State

Encl.

IN THE SENATE

BY SENATOR FERATROVICH

SENATE MEMORIAL NO. 3

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIRST LEGISLATURE - FIRST SESSION

TO THE HONORABLE LEWIS L. STRAUSS, SECRETARY OF COMMERCE; THE HONORABLE E. L. RATTLETT AND THE HONORABLE ERNEST GRUENING, SENATORS FROM ALASKA; THE HONORABLE RALPH J. RIVERS, REPRESENTATIVE FROM ALASKA; THE HONORABLE BERTRAM D. TALLAMY, FEDERAL HIGHWAY ADMINISTRATOR; THE HONORABLE ELLIS L. ARMSTRONG, COMMISSIONER OF THE BUREAU OF PUBLIC ROADS; AND THE HONORABLE EDGAR H. SWICK, REGIONAL ENGINEER, REGION TEN, BUREAU OF PUBLIC ROADS:

Your Memorialist, the Senate of the State of Alaska in First Session assembled, respectfully submits that:

WHEREAS, the region between Klawock and Hollis on Prince of Wales Island, Alaska, is a potential source of great mineral and timber wealth; and

WHEREAS, the Harris River and Klawock Lake on Prince of Wales Island are excellent recreational areas; and

WHEREAS, the Ketchikan Pulp Company has begun the construction of a road leading from Hollis to the west; and

WHEREAS, the construction of a road between Klawock would encourage the economic development of the villages of Craig, Klawock and Hydaburg on the west coast of Prince of Wales Island; and

WHEREAS, the construction of such a road on said west coast would enable at least five logging camps to transport logs by overland route to Hollis, eliminating the need of moving such logs by raft around hazardous Cape Chacon and through Clarence Strait; and

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WHEREAS, such a road would also allow the fishing fleets to transport their catches overland from the west coast to Hollis and to retail and wholesale fresh fish markets; and

WHEREAS, such a road would lead to great improvement of the economic well-being of the residents of the west coast of Prince of Wales Island; and

WHEREAS, the Senate of the Twenty-third Territorial Legislature also favored such construction, proving that it is a matter of continuing legislative concern;

NOW THEREFORE, your Memorialist, the Senate of the State of Alaska in First Session assembled, respectfully urges that the construction of a road between Klawock and Hollis be given high priority in the planning and development of the Alaska road system.

Passed by the Senate February 21, 1959

/s/ William E. Beltz

President of the Senate

ATTEST:

/s/ Katherine T. Alexander

Secretary of the Senate

I hereby certify that the above and foregoing constitutes a full, true and correct copy of Senate Memorial No. 3 as passed by the Senate of the State of Alaska.

Katherine T. Alexander
Secretary of the Senate

22-10

43802

ALASKA. SEC. HWY - 15
ALASKA B + S - 1

March 20 1959

Honorable Hugh J. Wade
Secretary of State of Alaska
Juneau, Alaska

Dear Mr. Wade:

The Secretary of Commerce has asked me to reply to your letter of March 9, with copy of Senate Memorial No. 3, concerning the construction of a highway between Klawock and Hollis, Alaska.

The route cited in the memorial is included in the Federal-aid secondary highway system approved for Alaska which establishes its eligibility for improvement with the participation of Federal-aid secondary funds. The current Federal-aid highway program for Alaska includes a project providing for the replacement of the Klawock River Bridge south of Klawock.

We note that you have submitted a copy of Senate Memorial No. 3 to the Bureau of Public Roads regional engineer, Mr. H. H. Snick, who administers Federal-aid matters in Alaska. You may be assured that the further improvement of the Klawock-Hollis Highway will be given careful consideration in the programming of additional Federal-aid projects in Alaska.

Cordially yours,

E. J. Duntz
J. J. Allen, Jr.
3-19-59

John J. Allen, Jr.

Dyck Napp 3-19-59

Bureau of Public Roads
HPBurdette:ke
control 43802 (3-17-59)
cc: Signer
Under Secretary for Transportation
Return to BPR files

3/25

MAILED MARCH 27 1959

COPY TO UNDER SECRETARY FOR TRANSPORTATION

RETURN TO BUREAU OF PUBLIC ROADS

RG 30, Bur. of Public Roads
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Box 1132

STATE OF ALASKA
SECRETARY OF STATE
JUNEAU

March 9, 1959

The Honorable Lewis L. Strauss
Secretary of Commerce
Washington, D. C.

My dear Mr. Secretary:

At the request of the Legislature of the State of Alaska, I have the honor to transmit a certified copy of SENATE MEMORIAL NO. 3, respectfully urging that the construction of a road between Klawock and Hollis be given high priority in the planning and development of the Alaska road system.

Sincerely yours,



Hugh J. Wade
Secretary of State

Encl.

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

IN THE SENATE

BY SENATOR PERATROVICH

SENATE MEMORIAL NO. 3

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIRST LEGISLATURE - FIRST SESSION

TO THE HONORABLE LEWIS L. STRAUSS, SECRETARY OF COMMERCE; THE HONORABLE E. L. BARTLETT AND THE HONORABLE ERNEST GRUENING, SENATORS FROM ALASKA; THE HONORABLE RALPH J. RIVERS, REPRESENTATIVE FROM ALASKA; THE HONORABLE BENTRAM D. TALLAMY, FEDERAL HIGHWAY ADMINISTRATOR; THE HONORABLE ELLIS L. ARMSTRONG, COMMISSIONER OF THE BUREAU OF PUBLIC ROADS; AND THE HONORABLE EDGAR H. SWICK, REGIONAL ENGINEER, REGION TEN, BUREAU OF PUBLIC ROADS:

Your Memorialist, the Senate of the State of Alaska in First Session assembled, respectfully submits that:

WHEREAS, the region between Klawock and Hollis on Prince of Wales Island, Alaska, is a potential source of great mineral and timber wealth; and

WHEREAS, the Harris River and Klawock Lake on Prince of Wales Island are excellent recreational areas; and

WHEREAS, the Ketchikan Pulp Company has begun the construction of a road leading from Hollis to the west; and

WHEREAS, the construction of a road between Klawock would encourage the economic development of the villages of Craig, Klawock and Hydaburg on the west coast of Prince of Wales Island; and

WHEREAS, the construction of such a road on said west coast would enable at least five logging camps to transport logs by overland route to Hollis, eliminating the need of moving such logs by raft around hazardous Cape Chacon and through Clarence Strait; and

IN THE SENATE

WHEREAS, such a road would also allow the fishing fleets to transport their catches overland from the west coast to Hollis and to retail and wholesale fresh fish markets; and

WHEREAS, such a road would lead to great improvement of the economic well-being of the residents of the west coast of Prince of Wales Island; and

WHEREAS, the Senate of the Twenty-third Territorial Legislature also favored such construction, proving that it is a matter of continuing legislative concern;

NOW THEREFORE, your Memorialist, the Senate of the State of Alaska in First Session assembled, respectfully urges that the construction of a road between Klawock and Hollis be given high priority in the planning and development of the Alaska road system.

Passed by the Senate February 21, 1959.

/s/ William E. Beltz
President of the Senate

ATTEST:

/s/ Katherine T. Alexander
Secretary of the Senate

I hereby certify that the above and foregoing constitutes a full, true and correct copy of Senate Memorial No. 3 as passed by the Senate of the State of Alaska.

Katherine T. Alexander
Secretary of the Senate

F. H. Alaska (Tongass Hwy)

X my

ALASKA - SECONDARY - SYSTEM
RTE - 920

February 14, 1958

23-10

Mr. Warren F. Stanley
Box 21
Ward Cove, Alaska

Dear Mr. Stanley:

In response to your letter of January 11 we asked our regional engineer for a report on the road project in the Tongass National Forest to which you referred. We now have that report.

The road about which you are concerned is known as the Clover Pass - Lunch Creek Section of the Tongass Highway Alaska Forest Highway Route 1, north of Ketchikan. It is also included in the Secondary Federal-aid System for Alaska as Route 920. A preliminary survey of the route was made in 1930 and at the outbreak of World War II construction had been completed to the road's present terminus at Clover Pass.

Since 1950 there has been considerable discussion about the proper location for the section in question. Several alternate routes have been studied for the purpose of determining the road location that would permit the most advantageous development of the area at the least construction cost for adequate road standards. However, no firm decision has been reached at this time. Generally speaking the locations considered have been one following the beach and one above the steep bank that rises abruptly from the beach. Further studies are scheduled for the coming spring.

Forest highway funds have never been programmed for the construction of the Clover Pass - Lunch Creek Section. The project was included in the Federal-aid secondary program in 1957 but because of indicated high cost in excess of the programmed amount the project was canceled by the Alaska Highway and Public Works Board at its October 1957 meeting. Consideration was given to decreasing the length of the project to meet the programmed amount but this was not feasible because the only available source of gravel is located at Lunch Creek.

Cancellation of the project was not brought about by action of the Forest Service as you indicated in your letter nor is it correct that upon cancellation of the project that the funds were transferred to a project within the City of Ketchikan. In the

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first instance Federal-aid secondary funds were involved while the project in Ketchikan is to be financed from Federal-aid primary funds.

The January 17 - 18 meeting in Petersburg which you mentioned was a public meeting called by the Territorial Board Member from Southeastern Alaska. The meeting was attended by representatives of the Alaska Department of Public Roads, the Forest Service and the Bureau of Public Roads. The meeting furnished an opportunity for representatives from the entire Southeastern area to present their views of highway needs. The allocation of funds to any specific project was not mentioned.

The Forest Service roads to which you made reference in the third paragraph of the second page of your letter are roads that were originally on the Forest Development system. Recent revision of the National Forest boundaries has resulted in placing these roads outside the Forest and under the jurisdiction of the Bureau of Land Management. The latter agency has subdivided the area and we understand that a number of lots have been taken. Thus it appears that development of the land is not being restricted as you have indicated.

The total road needs in Alaska, as is the case in the continental United States, are in excess of funds presently available for construction of roads. Every effort is being made to allocate highway funds that are available in the most equitable manner possible with the object of securing improvement of the established system in an orderly manner in accordance with the needs. The road in which you are interested will be quite expensive to build and for this reason, plus the fact that the exact location has not been determined, the actual construction of the project has not been undertaken.

We trust that the information furnished above will provide you with a clear understanding of the problem. Please rest assured that the Bureau of Public Roads policy is to secure the utmost benefit to the people of Alaska from highway funds over which it has jurisdiction.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

EEErhart:mk
Control No. 40598 (2/14/58)
cc- Files (2) Federal Hwy. Proj. Div.
Mr. E. E. Swick (2-cc) Hon. E. L. Bartlett
Mr. B. D. Tallony Mr. Royster - Room 6015

Alaska Sec Hwy 15
Alaska Maint

22-50

April 3, 1957

Mr. Lyman E. McBride
Chairman, North Kenai Home
Owners Association
Box 158
Kenai, Alaska

Dear Mr. McBride:

et M Siegle
Your letter of February 13 to the Hon. Fred A. Sonton, Secretary of the Interior, concerning the need for construction and maintenance of certain roads in the vicinity of Kenai, Alaska, has been referred to us.

A Federal-aid primary highway system comprised of the main through routes, and a Federal-aid secondary highway system comprised of the principal secondary and feeder roads were proposed by the Territory and approved in February 1957 in accordance with provisions of Section 107 of the Federal-Aid Highway Act of 1956. The roads in which you are interested are not included in the designated systems and hence are not eligible for improvement or maintenance with Federal-aid funds.

Routes not included in the Federal-aid primary and Federal-aid secondary systems continue to be the responsibility of the Territorial Board of Road Commissioners. Until the Board again has funds available to finance these non-system roads, we have agreed to assist the Territory in continuing their farm and industrial road program by approving Federal-aid secondary system designation and economically justified Federal-aid secondary improvement projects for individual high priority petitioned farm and industrial roads which the Board recommends. It is our understanding that petitions already presented to the Board include one for the roads in the Kenai area in which you are interested.

In regard to snow removal formerly done on private roads by Alaska Road Commission forces, such work was done on a reimbursable basis in areas where no private or commercial equipment was available to serve the settlers. No such work was undertaken without an agreement committing the owner to deposit funds to cover the cost.

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Box 1132

Mr. Lyman E. McBride

- 2 -

April 5, 1957

We can well understand the problem confronting you and your associates. However, under the circumstances, we can only suggest that you keep your problem before the Territorial highway officials in order that it may be given due consideration in the overall program of work established by them through consideration of all roads.

Sincerely yours,

G. M. WILLIAMS
Assistant Commissioner
for Engineering

JPBowler:mm

cc: Files

Department of Interior

Mr. Hallamay

Mr. Swick

Mr. Williams

Mr. Siegle

4-11-57

Box 158
Kenai, Alaska
February 13, 1957

C
O
P
Y

The Honorable Fred A. Seaton
Secretary of Interior
Washington, D. C.

Dear Sir:

Having failed unduly, in our attempt through established channels, to secure assistance in a local matter controlled by the appointees of the Department of the Interior and the Federal Government, we are writing to you in an attempt to correct the situation.

Our organization, The North Kenai Home Owners Association, is a small group of permanent Alaskan residents who have built our own homes on homesites in the Kenai, Alaska, area. This group was formed because we believe in the Territory, more specifically Kenai, and wish to convert this area into a respectable residential section of the future community. Most of the obstacles we encounter can be overcome but there is one project which we can not overcome due to circumstances beyond our control.

Our Patents contain an easement for public roads. We have done a limited amount of work on these but to construct an all weather graveled road up here is an expensive undertaking for and organization (which could exercise no control over its use). In order to guarantee year-round access, it would be necessary for us to construct the road fronting on vacant homesites which were either patented on minimum requirements and deserted or are stalemated by leaseholders who fail to build; thus we would have to build approximately four times the distance of our own easements for the benefit of others. The present road is literally impassable for a month or two at spring break-up every year which is not only inconvenient but dooms us in case of fire.

To the best of our knowledge, there is no private grader for hire within one hundred miles of our area at this time. Maintenance is an impossibility for us. The local Road Commission supervisor has been requested to maintain our present road but he arrogantly (and we use the word intentionally but without malice) refused on the grounds that it was not territorially constructed.

Within a ten mile radius of our area, the Road Commission has constructed four loop roads, some shorter and some longer than ours. Not one of them served half as many people as ours would serve.

One of our members, Richard I. Morgan, corresponded with the Territorial Highway Engineer and did as he suggested, insofar as petitions, plats, etc. were concerned, to gain territorial assistance. Copies of this correspondence are enclosed. The Highway Engineers answering letters were very favorable and yet last fall the Road Commission re-graveled all of the existing graveled streets of Kenai proper and constructed a new gravel road over which only a partial jeep trail had existed. This road was approximately one-quarter mile in length and served one residence (two people in a trailer house,

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who were within three hundred feet of a graveled street) and a church under construction. Road construction, though simple in both cases, was more difficult in the road constructed than ours would have been due to topography. The Territorial Highway Engineer's inability to contact us, as stated in his letter, must have been due to time schedules or other interests as we would certainly have contacted him if we had been aware of the opportunity.

At present we have three-eighths of a mile of ditched roads (which are lacking only gravel to become all-weather roads) and one-quarter of a mile of roadway which is largely cleared and being used for access. At this time we have twenty-two resident adults with twenty-one children (ten attending school). We have reliable expectations of more residents in the near future. We have an approximate property valuation of one-hundred and twenty thousand dollars (this does not include anything but property of actual permanent residents). Also we have a church which has scheduled construction this summer.

We understand that the local Chamber of Commerce is requesting a road to the cemetery in our vicinity and therefore in conjunction with their action we request that the Road Commission construct and maintain a loop road to serve both the cemetery and our area. Alternately we request construction and maintenance of a loop road thru our area connecting "Salamatof" Road and the "Homesite Loop" Road. These roads are shown on the enclosed sketch. The first would be approximately one and one-half miles, the alternate one mile, long.

We further request immediate maintenance of our present road by the Alaska Road Commission. We know that the Road Commission does snow removal work, even on private driveways, and feel that a definite wrong is being done us by the local Road Commissioner (Supervisor) in his refusal (for reasons unknown to us) to in any way maintain our road.

Since past efforts on a territorial level have been to no avail and the action of the Territorial Road Commissioners appear not only questionable but even discriminatory, we appeal to you for assistance. Since the lack of all-weather access roads prevents the healthy growth and permanence of our area, this assistance would be very greatly appreciated.

Respectfully yours,

(Signed) Lyman E. McBride
Lyman E. McBride
Chairman
North Kenai Home
Owners Association

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES

Washington 25, D. C.

MAR 4 1955

Mr. Charles Curtiss
Mr. Charles Curtiss
Commissioner
Bureau of Public Roads
Department of Commerce
Washington 25, D. C.

Dear Mr. Curtiss:

Enclosed with a copy of my reply is a copy of a letter to Secretary Seaton from Mr. Lyman E. McBride, Chairman of the North Kenai Home Owners Association. We should greatly appreciate your sympathetic consideration of Mr. McBride's correspondence.

Sincerely yours,

Kirkley S. Coulter
Acting Director

Enclosures

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Box 1132