

Records 2

04713

Mr. Leo L. Garald, Director, Records  
 Division, Office of Administrative  
 Operations, Department of Commerce  
 George D. Potterton, Records Officer  
 Bureau of Public Roads

March 14, 1957

Forest Hwy 7 (Alaska)

O+M 2

Personnel and payroll records of the Bureau of Public Roads

In reply to your memorandum of February 18, 1957, concerning personnel and payroll records of the Bureau of Public Roads, the answers to your specific questions are as follows:

1. Personnel authority was decentralized to Region 7 on August 12, 1956, and to Region 9 on April 18, 1954, for all positions except the following:
  - a. Professional engineers and engineering technicians
  - b. Engineering aides, GS-4, in the training program
  - c. Chief administrative assistant or auditor in the district offices
  - d. All classified positions in Grade GS-9 and above

On December 6, 1954, personnel authority was decentralized to Region 8 for all positions except the following:

- a. Professional engineers and engineering technicians
- b. Administrative officer, personnel officer, fiscal accountant and fiscal auditor in the regional office
- c. Administrative assistant in the district offices
- d. Chief of the equipment depot

Regions 7 and 9 also have classification authority for the positions decentralized.

2. Personnel activities were decentralized to Region 10, Juneau, Alaska, on September 16, 1956, for all positions except the following:
  - a. Regional Engineer
  - b. Assistant to Regional Engineer

3. Payroll functions were redelegated to Region 10, Juneau, Alaska, on January 1, 1957. This region was established, effective September 16, 1956, under the provisions of Section 107 of the Federal-Aid Highway Act of 1956 (PL 627, 84th Congress) which extended the Federal-aid highway program to the Territory of Alaska and provided for the transfer of the Alaska Road Commission from the Department of the Interior to the Department of Commerce.
4. With the transfer of the functions, duties and authority of the Alaska Road Commission from the Department of the Interior to the Department of Commerce, the Alaska Road Commission lost its identity as such.

With the exception of Regions 7, 8, 9 and 10 and Costa Rica, all Bureau personnel and payroll activities are handled in the Headquarter's office in Washington, D. C. In Costa Rica, the natives are payrolled locally. It is expected that by March 24, 1957, all Public Roads employees in Costa Rica, except those paid from World Bank funds, will be payrolled locally.

GDPotterton/ihc

cc: Office Services DF ✓

Accounts

Personnel

*Cleared with Alexander  
and Zaccaro  
1957*

X ref

Alaska Land 3  
Bldg + Funds 6 (Alaska)  
~~(Glen Hwy, Alaska) 7 1/2~~

March 13, 1957  
(Alaska) F. H.

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

C. W. Phillips, Chief, Real Estate and Right-of-Way Division,  
Washington, D. C.

Withdrawal of lands in Alaska

See memo  
same date  
filed and  
Glen Hwy  
Alaska

Attached is a copy of a letter received from Mr. H. R. Hochmuth  
dated March 7, 1957, <sup>3/4/57</sup> relative to withdrawal of lands in Alaska, which  
is self-explanatory.

It will be appreciated if you will advise us whether you concur  
in the request for withdrawal formerly made by the Alaska Road Commission.

Attachment

- JRJohnson/jrj
- cc: Central Files (2)
- Mr. H. R. Hochmuth (Interior)
- Mr. Swick ✓
- R/W Division ✓
- R/W Folder ✓
- Legal

3/15/57

See 'Ferry' file  
in Alaska  
FA for other  
concepts

X

*M. Erhart*  
ESE  
DNE

MAR 12 1957

Mr. W. K. Boardman  
Manager  
Ketchikan Chamber of Commerce  
Ketchikan, Alaska

Dear Mr. Boardman:

Your letter of February 28, 1957, addressed to the Honorable Sinclair Weeks, Secretary of the Department of Commerce, has been referred to me for reply. The Bureau of Public Roads informs me that a Federal-aid primary system and a Federal-aid secondary system have been determined recently as required by the provisions of section 107(a) of the Federal-Aid Highway Act of 1956. Included on the Federal-aid primary system is a route from Ketchikan via Wrangell, Petersburg and Juneau to Haines. On the Federal-aid secondary system is a route from Ketchikan to Amette Island. The question of the establishment of a ferry service and its operation is one concerning which the Bureau of Public Roads would be glad to receive suggestions from the Territory of Alaska.

You also inquire concerning a ferry operation between Ketchikan and Prince Rupert. A similar question was recently asked of the Bureau of Public Roads by Highway Engineer Reed of Alaska. He was advised that under the provisions of section 107 of the Federal-Aid Highway Act of 1956 there would be no legal authority for the construction of terminal facilities in Canada or for the operation of a ferry in Canadian waters.

You are probably familiar with Public Law 884 of the 84th Congress (70 Stat. 838) which established an Alaska International Rail and Highway Commission. Although this law does not specifically mention ferries it is possible that under the duties of the Commission to make studies of additional highway facilities and routes between the continental United States and Alaska, consideration might be given in such studies to ferry operations between Alaskan ports and British Columbia. The law does authorize cooperation with officials of Canada and of the province of British Columbia.

Your interest in the highway problems of Alaska is appreciated and we will keep in mind your offer to assist us with further information if we require it.

RECEIVED  
MAR 13 1957  
U.S. DEPARTMENT OF COMMERCE

Sincerely yours,

*L.S.R.*

Bureau of Public Roads  
RLangdon:je 3-8-57  
Control No. 38515  
Signer's Copy  
Return to Public Roads

Gen. Counsel  
ect Files (2)  
Legal  
Mr. A. Siegle Messrs. Christensen-Erbart ✓  
Louis S. Rothschild  
Mr. J. C. Allen  
Mr. A. C. Clark  
Mr. G. M. Williams

26-00

*f Cny. Rk*  
*~~Mr. Clark~~*  
*Alaska*  
*Federal Aid General*  
*March 6, 1957*  
*+ Ferry -*

Honorable E. L. Bartlett  
House of Representatives  
Washington 25, D. C.

Dear Mr. Bartlett:

Under date of September 5, 1956, you wrote me asking whether under section 107(b) of the Federal-Aid Highway Act of 1956 there is authority to construct a ferry to serve between Skagway, Alaska and Prince Rupert, British Columbia. We advised you, under date of September 14, 1956, that the matter was being given a careful study and that you would be informed of our conclusion.

Highway Engineer Reed of Alaska asked us the same question in a letter enumerating several highway problems. We have recently advised Mr. Reed that we do not believe that under section 107(b) there would be authority to construct a terminal in Prince Rupert, British Columbia. We feel that this would require additional legislation and, of course, an agreement with Canada. We also informed Mr. Reed that under section 107(b) there is authority to construct and operate a ferry within the Territorial limits of Alaska if the route of the ferry should be placed on the Federal-aid System.

If we can be of further service to you do not hesitate to write us.

Sincerely yours,

**C. D. CURTISS**  
C. D. Curtiss  
Commissioner of Public Roads

RLangdon:je  
cc: Mr. J. C. Allen  
Mr. A. C. Clark ✓  
Mr. G. M. Williams  
Files (2)  
Legal

CROSS REFERENCE

att: copy ltr. 7/10/56 from Ghiglione to Interior

		File No.	(ALASKA) F.H.
		Date	1/22/57
FROM :	J.C. ALLEN (24-20)		
TO :	GHIGLIONE, Alaska		
SUBJECT:	CONTRACT AWARD-FOUR GLENN HWY. BRIDGES.		

Your memo of 12/20/56 (att) raised certain questions regarding the financing of construction contemplated under one budgetary item with residues from completed projects.

It is our view that if the proposed construction is contemplated by any budgeted item, it should be satisfactory to proceed with that construction even though it overruns the estimate of the line item in the budget estimate provided there is a sufficient underrun in another construction line item to offset the overrun. In other words, after it is determined that the construction is contemplated by the budget, there are but two limitations, i.e., the total appropriated for construction & the Budget Bu. apportionment.

See File No. (ALASKA, GLENN HWY. BRIDGES) F.H.

BUREAU OF PUBLIC ROADS

PUBLIC ROADS ADMINISTRATION

File No. (ALASKA) F.H.

CROSS REFERENCE

Date 2/11/57

From CLARK (23-10)  
(08-00)

To ANDREWS.

Subject REPORT OF OPERATIONS ON F.H. SYSTEM-FISCAL YEAR 1956.

?  
Reference is made to your 1/17/57 memo forwarding two photographs taken of scenes on the relocated Sunset Hwy. (Wash. F.H. Route 9) for use in the subject report.

?  
The 1/17 memo refers to another dated "Dec. 29, 1956" submitted a "narrative report on F.H. projects...". As we have not recd a memo on this subject dated 12/29, it is assumed that this date was given in error & that the intent was to refer to your memo of 12/20 which replied, in part, to our request of 10/29/56, by furnishing us with some coverage of the construction highlights. This information has been gratefully recd; however, if additional photographs are available to illustrate work on other routes or projects, your submission of a few more appropriate photographs will also be greatly appreciated.

As compilation of data recd. from the several regions is now well under way, we wish to call your attention to the fact that the additional F.H. needs report for the State of Mont., as referred to in your memo of 12/19 has not yet been recd. in this office; nor have we recd. a reply to our 12/13 memo to you requesting clarification of the data submitted covering F.H. work in Alaska. Presumably the ~~the~~ latter question was referred to the regional office in Alaska. Your cooperation in expediting the submission of the desired information is requested.

See File No. (DIV 8) F.H. 15

(Alaska) F.H.

40-90

BUREAU OF PUBLIC ROADS

Mr. F. C. Turner

January 11, 1957

A. C. Clark

*Handwritten signature/initials*

Attached is a report of a map study, made at your request by the Federal Domain Highways Division, which describes the proposed Copper River Highway in Alaska and its connection with the Richardson Highway. The affect on this proposed routing, also that of a route eastward from the Copper River road to Kennicott, that would be brought about by construction of the contemplated dam in Wood Canyon on the Copper River and possible alternate routes are discussed in this report.

It is presumed that you wish to have the Regional Office at Juneau review and comment on the report. Additional copies are available for distribution to the region if you so desire. Only one copy of the attached map has been prepared. Additional copies will be assembled if this is necessary.

Attachments

~~XXXXXXXXXXXX~~

EEErhart:nk

cc - Files (2)

Federal Domain ✓

Mr. M. B. Christensen

Mr. A. C. Clark

*Incoming sent to Turner w/this (m)*



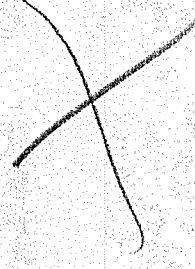
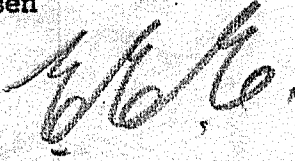
40-90

BUREAU OF PUBLIC ROADS

Mr. M. B. Christensen

January 7, 1957

Eric E. Erhart



Attached is a report of a map study made at the request of Mr. F. C. Turner of possible routes which might be selected to connect the Copper River Highway in Alaska with the Richardson Highway in the event the proposed dam is constructed at Wood Canyon. The study also includes discussion of possible routes to the Mc Carthy Kennicott area.

No attempt has been made to determine construction costs on the several routes discussed since details as to conditions affecting costs are entirely lacking for such determinations. Field investigation of the area involved may result in finding that some of the routes shown on the map are not feasible, that other possible locations are more favorable.

Attachment

EEErhart:mk  
cc - Federal Projects Branch ✓

Report of Map Study of the Copper River Highway  
and Connection to the Richardson Highway  
and to the Kennicott Area

The development of a highway in the Copper River drainage to provide access to the interior of Alaska from Cordova on the coast, has been under consideration for many years. At the present time the road has been completed or is under contract from Cordova to 39 miles northeast. It is largely of single lane construction with turnouts following and making maximum use of the abandoned roadbed of the Copper River and Northwestern Railway. It is understood that the Alaska Road Commission, prior to the transfer of that agency to the Bureau of Public Roads, had made surveys with the object of extending highway construction toward Chitina and a connection with the Richardson Highway.

The Central Alaska Power Association, Inc., of Anchorage, Alaska has filed an application with the Federal Power Commission for a preliminary permit for a hydroelectric project on Copper River with a dam at Wood Canyon. If this dam is built, the previously conceived plan of a highway following the river will be disrupted.

Following is a discussion of the Copper River Highway project based on a map study of the area and review of correspondence. Distances as given are as scaled from the attached map. Elevations and observations noted relative to topography all refer to conditions as shown on the map.

The dam as proposed would be about 560 feet in height and if built would result in raising the water level to elevation 950 feet. For the purpose of this study we have assumed elevation 1,000 feet as the minimum elevation for road location control. Actual control elevation, assuming that maximum flood level is definitely to be set at elevation 950 feet, could be somewhat lower.

As brought out in Mr. Morton M. Flint's memorandum of October 31, 1956, the Copper River Highway as proposed is to follow and utilize to a large extent the abandoned Copper River and Northwestern Railway roadbed to Chitina. Our understanding is that the old railroad grade followed the stream closely to Chitina where the railroad crossed Copper River and then continued easterly up Chitina River drainage to Kennicott.

Two main problems must be considered assuming that the dam will be built.

1. A change in location for the Copper River Highway, from say about two miles below the dam site to a connection with the Richardson Highway.

2. Provisions for a future highway to serve the upper Chitina River area (settlements of McCarthy and Kennicott).

An item which is not mentioned in the following discussion is the matter of access to the dam site for construction purposes. If access by highway is provided from Cordova via Copper River, with the rehabilitation of the old railroad grade for that purpose, it would obviously influence the choice of routes connecting Cordova to the Richardson Highway and to Kennicott. If access to the dam site is via the Edgerton Cutoff from Willow Creek to Chitina, and thence via the railroad grade, a different picture would be presented.

#### Problem No. 1 - Connection to Richardson Highway

(Assuming that service to Chitina would be necessary after the dam is constructed).

Starting from say two miles below the Wood Canyon site, construction of the dam would force the highway away from the canyon bottom location to the steep side slopes on the west side of the canyon resulting in higher construction cost (and some increase in length) to opposite and above the present settlement of Chitina, Mile 131 on the old railroad grade. North of Chitina the location in part would coincide with the present low standard Edgerton Cutoff Road to Mile 143 beyond which the present road descends to below elevation 1,000 feet. From Mile 143 the south side of the Tonsina River arm of the reservoir would be followed to about Mile 155. From this point there are two choices (a) continue up the south bank of the river to join the Richardson Highway at Tonsina or (b) by bridging the Tonsina River, follow a north-westerly direction and join the Richardson Highway about six miles north of the town of Tonsina. The length of construction of these two possible routes would be about the same. Decision as to the point of connection with the Richardson Highway would perhaps be based on the volume and direction of traffic.

Overall, the cost to connect the Copper River Highway with the Richardson Highway, assuming the dam is built, would be considerably greater than without the dam. Maintenance costs would also be greater because of a greater length of sidehill construction. Advantage to be gained from use of the present Edgerton Cutoff (without the dam) would largely be in the nature of access during construction since it is understood that this road has no salvage value. Its bridges are reported as being in particularly bad condition.

Assuming that service to the Chitina area will not be required following construction of the dam, consideration could be given to a location for the Copper River Road which would connect with the Richardson Highway without approaching the proposed reservoir area. For this situation there are several possibilities, each of which has been given some study according to correspondence from the field. One such route would make use of the old railroad grade to the mouth of Tiekel River, (railroad mile about 102), would then develop up Tiekel River for 16 miles to Richardson Highway at Mile 16 on that route. It is understood that this route would include 10 miles of very heavy construction. A second alternate, via Tasnuna River, departing from the old railroad grade at about Mile 83, is also available. This route would involve about 30 miles of construction from Copper River to Richardson Highway which would be joined a few miles south of Thompson Pass. It is indicated that the route via Tasnuna River would be the least expensive but it would defeat one of the original arguments in favor of the Copper River Route, that being the absence of heavy grades.

The tabulation attached hereto permits comparison of some of the important elements involved in the several routes described above.

#### Problem No. 2 - Highway Connection to Kennicott

The second problem that would be introduced by construction of the Wood Canyon Dam is the revision in the heretofore contemplated highway easterly from Chitina up Chitina River to McCarthy and Kennicott. The plan has been to construct a bridge across Copper River near where the old railroad bridge crossed the stream, thence to follow the abandoned railroad to Kennicott, a distance of about 60 miles. With the construction of the dam, it would not be feasible to cross the river at Chitina and, further, several miles of the old railroad roadbed east of the river would be inundated (It is not certain that existing maps accurately show the old railroad location in this area).

Assuming that the dam will be constructed, the following possible means of providing highway service to the Kennicott area should be considered:

1. Ferry operation across the reservoir at Chitina and rehabilitation of the old railroad roadbed to Kennicott. This plan would involve the least in construction cost but would have the disadvantage of ferry operation and the maintenance cost connected therewith.

2. By a highway located in the Canyon Creek drainage - Under this plan the point of departure from the Copper River Road would be at about Railroad Mile 117 where a bridge across the river would be necessary, followed by sidehill grade development on the east side of the river to Canyon Creek, thence up Canyon Creek. (An alternate to bridging the river would be to cross the river on the dam at Wood Canyon, assuming this to be physically and economically feasible, and thence southerly to Canyon Creek. Travel distance from Cordova to Kennicott would be increased about 8 miles while that from the Richardson Highway to Kennicott would be decreased a corresponding amount. Another approach to the Canyon Creek Route that might merit consideration would be via Taral Creek after crossing Copper River on the proposed dam. By developing up Taral Creek to its headwaters, thence down Pass Creek, the Canyon Creek Route as described above could be joined about 6 miles east of Copper River. This would involve additional adverse grade and difficult terrain).

The location would continue up Canyon Creek to Summit Lake (elevation about 3,000 feet) thence descend to Tebay River (elevation 1,600 feet) thence easterly up Hanagita River to a summit between Hanagita and Chakina Rivers (elevation about 2,800 feet). From this summit the route would descend in the Chakina River drainage to a crossing of Chitina River near the east end of the proposed reservoir and northeasterly to McCarthy where the abandoned railroad would be rejoined. This route, in addition to being about 12 miles longer than the abandoned railroad route, would have the further disadvantage of additional rise and fall. Cost would be considerably greater considering that it would involve all new construction for about 80 miles as compared with the old railroad route where there would be about 60 miles of salvagable roadbed.

3. Via Brenner River - Studying this situation on the map, it appears that a route which would depart from the old Copper River railroad at railroad Mile 76 might be feasible. After crossing Copper and Brenner Rivers, the main Brenner, thence the North Fork

of Bremner River would be followed to its headwaters near Bremner Glacier, elevation about 2,000 feet, thence down Tana River and northerly across Chitina and Nizina Rivers to McCarthy. In addition to some very obvious high drainage costs that would be encountered on this route, including an expensive crossing of Copper and Bremner Rivers, there would also be some very difficult terrain to overcome. For a considerable distance at the headwaters of the North Fork of Bremner and Tana River drainage, the map lacks topographic detail and the nature of the terrain in this area cannot be visualized. Some adverse grade would be involved but this would not be as serious as that on the Canyon Creek Route. To shorten the Bremner River Route and eliminate the necessity for continuing easterly to Tana River would involve heavy grades, a high summit (4,000 feet) and rugged terrain.

4. A route up Little Bremner River, leaving the railroad at about Mile 76, to a 2,000-foot summit near Tebay Lakes, thence down Tebay River to a junction with the Canyon Creek Route has been studied. Such a combination of routes would be the shortest of all routes under consideration. However, it would have all the undesirable features of heavy grades and increased rise and fall found on the Canyon Creek Route as well as some very difficult construction along Little Bremner River.

The second tabulation attached to this report compares the several routes to the Kennicott area as described above.

Assuming that the dam is constructed and considering the two problems as one, the combination of routes involving the least total miles of construction and maintenance and the least amount of rise and fall, would be:

Copper River to railroad Mile 102, thence via Tikel River to Richardson Highway, Bremner River - Tana River Route to Kennicott.

While a study such as this, based almost entirely on information from available maps, is not sufficiently accurate to permit the formation of even rough construction estimates, it is obvious that construction of the proposed Wood Canyon Dam would materially increase the cost of providing highway service to the areas involved.

As stated in the letter of November 13, 1956 to the Federal Power Commission, the Bureau of Public Roads expects the agency that undertakes construction of the dam to bear the cost of any highway relocation made necessary as a result of such development.

One question of considerable importance in determining the relative merits of the several possible routes is whether or not highway access to the Chitina area would be necessary if the dam is built. The 1950 census shows a population of about 100 for this area.

The need for maintaining and perhaps improving the portion of the Edgerton Cutoff from near Lower Tonsina to Willow Creek, if the dam is built, is another item requiring consideration.

Attachments

Comparison of Routes  
Cordova to Connection with Richardson Highway

	Approximate Length (Miles)				Summit Elevation	Rise and Fall (ft.)	Miles of New Construction in difficult Terrain
	Cordova to Willow Creek	Coincident with old Railroad	Coincident with existing highways	New Construction			
(1) The old Railroad grade to Chitina thence via Edgerton Cutoff to Willow Creek	170	131	39	0	North of Kenney Lake 1440'	2,000	-
(2) Old Railroad grade to Railroad Mile 124 thence via new location to Tonsina and Richardson Highway to Willow Creek	176	124	21	31	1975'	2,550	22
(2a) Same as (2) above excepting with connection to Richardson Highway 6 miles north of Tonsina	170	124	15	31	1975'	2,000	22
(3) Old Railroad grade to Railroad Mile 102 at mouth of Tielkel River thence westerly up Tielkel River to Richardson Highway	164	102	46	16	Richardson Highway vic. Ernestine 1850' Richardson Hwy. Vic. Pippin Lake 1975'	3,050	16
(4) Old Railroad grade to Railroad Mile 83 thence westerly via Tasnuna River to Richardson Hwy. south of Thompson Pass	180	83	67	30	Richardson Hwy. at Thompson Pass 2730' Richardson Hwy. vic. Ernestine 1850' Richardson Hwy. vic. Pippin Lake 1975'	6,050	30



Comparison of Routes

Cordova - Kennicott

	Approximate Length (Miles)				Summit Elevation	Rise and Fall (ft.)	Miles of New Construction in difficult Terrain
	Cordova to Kennicott	Coincident with old Railroad	Coincident with Copper River Road	New Construction			
(1) Old Railroad grade Full Length	189	189	131	0	near Kennicott Terminus 2,000'	2,200	-
(2) Old Railroad grade to Mile 117 thence via Canyon Creek, Hanagita	201	122	117	79	'Summit Lake' 3,000' 'Klu River' 2,800' 'nr. Kennicott' 2,000'	7,200	65
(2a) Same as (2) above except the departure from Copper River Hwy. would be at Wood Canyon Dam (Mile 126)	208	131	126	76	'Summit Lake' 3,000' 'Klu River' 2,800' 'nr. Kennicott' 2,000'	6,600	60
(3) Bremner River-Tana River Route	194	82	76	113	'E. Bank Copper River' 1,000' 'Bremner Glacier' 2,000' 'nr. Kennicott' 2,000'	4,400	80
(4) Little Bremner Road-Tabay River to Canyon Creek Route thence via Canyon Creek & Hanagita	178	82	76	96	'Tabay Lakes' 2,000' 'Klu River' 2,800' 'nr. Kennicott' 2,000'	5,400	