

CORDOVA CHAMBER OF COMMERCE.

April 22, 1958

Mrs. Lucy Mick
Executive Secretary
League of Alaska Cities
Box 1764
Palmer, Alaska

Dear Mrs. Mick:

On April 13 we replied to your letter of April 8 concerning the application of the 1958 Federal-aid Highway Act to Alaska and advised that additional information would be supplied as it became available. Yesterday we received the apportionment releases on the additional 1959 monies (\$400,000,000) and a copy of the apportionment memorandum is attached. You will note on the last page that Alaska will have to match the funds on the normal 10 to 1 ratio but that it will be permitted to borrow against its 1961 and 1962 apportionments \$381,824 of the \$617,860 of matching monies, leaving only \$236,036 to be made available by the Territory prior to December 1, 1958. While the Territory has not made a formal decision in the matter it is most probable that the Board will elect to borrow as the Act provides.

Although the funds were apportioned to the States and the Territories on the basis of the Federal-aid formulae in the primary, secondary and urban categories, this procedure was followed only to arrive at the amount of funds which a particular state or territory received. It will not be necessary to spend the monies in the manner in which they were apportioned. It would be possible (but not likely) for all of the monies in Alaska to be spent on one project, on one highway system.

An informal copy of the Act supplied this office by the American Association of State Highway officials is the only one which we have seen. It is fairly certain however that Delegate Bartlett was unsuccessful in his proposal to have a larger proportion of the Alaska area included in the ABC formula and in attempts to include Alaska in the Inter-State system.

The Territorial Highway Commissioner is calling a meeting of the Highway and Public Works Board in May to act on the programming of the additional 1959 monies. As stated in our earlier letter the

225.

Mrs. Lucy Mick

2

April 22, 1959

placing of the new funds under contract prior to December 1, 1958, will require a considerable effort, particularly for projects which will involve extensive right-of-way acquisition. These factors all will be taken into account in our discussions with the Territorial Board next month.

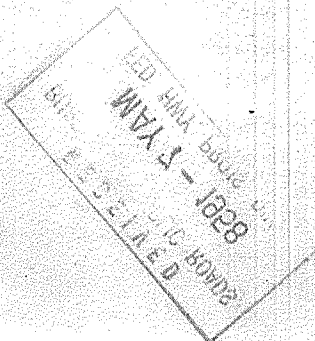
If there is further information which we are able to supply we shall be happy to do so.

Sincerely,

E. H. Swick
Regional Engineer

Attachment

cc: Mr. Paul F. Royster, Washington, D. C.



FORM CD-14 U.S. DEPARTMENT OF COMMERCE DATE (12-12-56)	
TRANSMITTAL SLIP	
TO: <i>Mr. Echart</i>	REF. NO. OR ROOM, BLDG. <i>6036</i>
FROM: <i>CC Unit</i>	REF. NO. OR ROOM, BLDG.
ACTION	
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> TAKE APPROPRIATE ACTION
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input type="checkbox"/> PER YOUR REQUEST
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> SIGNATURE
<input type="checkbox"/> PLEASE ANSWER	<input checked="" type="checkbox"/> FOR YOUR INFORMATION
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT
<input type="checkbox"/> PER OUR CONVERSATION	
COMMENTS:	

USCOMM-DC 969

for response.

... your letter of April 18,
... she is eligible to share in
... under either section 109 of
... 1950 or section 5 of the
... 58, has been referred to me

An early reply to the matter is under consideration
and you will receive a full report as soon as possible.

Sincerely yours,

Paul J. Royster
Assistant to the
Federal Highway Administrator

ERTargue:ert - (4-29-58)
Control No. PR 2016

cc: Files (2)
Gen Counsel
Chron
Legis ✓
CC Unit

Mr. Echart

26-12

Honorable E. L. Bartlett
Delegates from Alaska
House of Representatives
Washington, D. C.

Dear Mr. Bartlett:

In Mr. Turner's absence, your letter of April 18, 1958, in which you ask if Alaska is eligible to share in the authorizations of funds under either section 105 of the Federal-Aid Highway Act of 1956 or section 5 of the Federal-Aid Highway Act of 1958, has been referred to me for response.

An early reply to the matter is under consideration and you will receive a full report as soon as possible.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

ERTarguerert - (4-29-58)
Control No. PR 2016

cc: Files (2)
Gen Counsel
Chron
Legis ✓
CC Unit

Mr. Erhart

BARTLETT
FROM ALASKA

SECRETARY
MISS MARY LEE COUNCIL

ASSISTANT SECRETARY
MRS MARGERY SMITH

Congress of the United States
House of Representatives
Washington, D. C.

April 18, 1950

Mr. Frank C. Turner,
Deputy Commissioner and Chief Engineer,
Bureau of Public Roads,
Department of Commerce,
Washington 25, D. C.

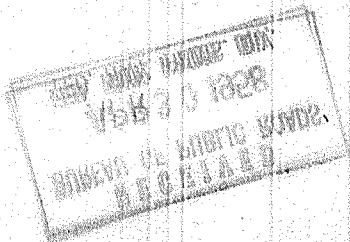
Dear Mr. Turner:

Reference is made to Section 105, Public Law 627, 84th Congress, and Section 5 of H. R. 2821 which has been signed into law by the President.

I should like to ask you if Alaska is eligible to share in the authorizations for funds under either of these two sections.

Sincerely yours,

E. L. Bartlett



April 8, 1958

cc in apportionment folder

Honorable M. L. Bartlett
House of Representatives
1013 House Office Building

Dear Mr. Bartlett:

In reply to your request of April 7, Alaska would receive the following approximate apportionments if H.R. 9821 passed by the Congress last week is enacted into law:

UNDER SEC. 1 OF THE BILL

(Millions of dollars)

For Fiscal Year 1960

Primary	8.2
Secondary	5.6
Urban	<u>0.1</u>
Subtotal	13.9

For Fiscal Year 1961

Primary	8.4
Secondary	5.8
Urban	<u>0.1</u>
Subtotal	14.3

UNDER SEC. 2 OF THE BILL

(Millions of dollars)

For Fiscal Year 1959

Primary	3.7
Secondary	2.5
Urban	<u>0.03</u>
Subtotal	<u>6.2</u>

TOTAL ABC ... 34.4

Honorable E. L. Bartlett

UNDER SEC. 3 OF THE BILL
FOREST HIGHWAYS
(Millions of dollars)

For fiscal year 1959 .. 0.4
For fiscal year 1960 .. 2.8
For fiscal year 1961 .. 2.8

Subtotal 6.0

In addition there may be made available other funds of unknown amounts for Forest Development Roads and Trails out of the \$30 million amounts authorized for fiscal years 1960 and 1961 and the \$5 million additional authorized for fiscal year 1959; and for National Park roads out of the \$18 million authorized under Sec. 4 for each of the fiscal years 1960 and 1961. Since these funds are not under our control, I cannot estimate what amounts, if any, Alaska might receive out of these categories.

The approximate total of funds for Alaska in this bill, therefore, is \$40.4 million, plus the other possible additional amounts which are administered by the Forest Service and National Park Service.

Sincerely yours,

Frank C. Turner
Deputy Commissioner
and Chief Engineer

Control No. PR 1938

cc:

Files
Mr. Erhart
Mr. Swick, Juneau
CCUnit

File

(Alaska) Forest Hwy

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

Conditions of Alaskan Highways

QUARTERLY REPORT

January 1, 1958 - April 1, 1958

GENERAL

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

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

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

ROAD CONDITIONS

Route No. 1 - Richardson Highway

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

QUARTERLY REPORT

Jan. 1 - Apr. 1, 1958

Route No. 2 - Alaska Highway

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

Route No. 3 - Glenn Highway Section

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

Route No. 3 - Taylor Highway Section

This route is closed for the winter.

Route No. 4 - Seward-Anchorage Highway

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

Route No. 5 - Sterling Highway

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

Route No. 6 - Steese Highway

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

Route No. 7 - Elliott Highway

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

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

This system closed for the winter.

Route No. 9 - Haines Highway

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

E. H. Swick
Regional Engineer

dated 3/31/58

F. C. Turner to Hon. Delegate Bartlett - Delegate for Alaska - Wash.D.C.

Re: \$900 million authorization in S.3414 (Appd. 3/27 by Senate as
H.R.9821) - Apportionment etc.

FILED IN APPORTIONMENT FOLDER

Office Memorandum • UNITED STATES GOVERNMENT

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

DATE: March 6, 1958

FROM : S. E. Farin, Regional Engineer
San Francisco, Calif.

S. E. Farin

EEV
CHL

SUBJECT: Annual F.H. Segregated Maintenance Reports

Attached are maintenance reports on Arizona Forest Highway Routes 6 and 9; and on California F.H. Routes 2, 3 and 96 for calendar year 1957.

The reports are forwarded in accordance with Mr. Clark's memo of June 9, 1954.

Att.

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE Arizona PROJECT Forest Highway Route 6 PERIOD January 1 to December 31, 1957 LENGTH 10.8

PROJECT IDENTIFICATION Sections A, B, C TERRAIN Mountainous ALTITUDE 3,195' to 4,340' DATE COMPLETED 9-12-56

SURFACE: Type 3210 Width 26' Thickness _____ BASE: Type Crushed Gravel Thickness 4" to 6"
Selected Material 4" to 15"

SHOULDERS: Type _____ Width _____

AVERAGE DAILY TRAFFIC: Cars 184 Trucks 61 SEASONAL VARIATION Estimated Maximum - 500 Minimum - 50

SUFFICIENCY RATING 98 MAINTENANCE RATING 98 REMAINING SURFACE LIFE 10 years

Item No.	Maintenance Item	Unit	Estimated Units of Work done	Per Work Unit	C O S T				Per Mile of Proj.
					Labor	Material	Equipment	Overhead	
1.	Surface (Routine)	Mile	10.8	202.99	1218.00	144.17	830.12	2192.29	202.99
2.	Surface (Periodic)				-	-	-		
3.	Shoulders				-	-	-		
4.	Roadside & Drainage			145.27	736.24	344.24	488.48	1568.96	145.27
5.	Traffic Service			-	-	-	-		
6.	Snow & Ice Control			-	-	-	-		
7.	Major Structures			-	-	-	-		
8.	Extraordinary Repairs			2.11	-	-	-	22.80	2.11
9.	Maint. Bldg & Yard FENCEALS				1954.24	488.41	1218.60	2280	3784.05
								2280	350.37

EQUIPMENT USED: (No. of Units & Capacity by Types)

2 Pickup Trucks	1 Power Grader (#12)	1 Power Broom (pull)
1 D4 Caterpillar Tractor	1 Skiploader 1 1/2 Yd.	1 600 gal. Asphalt Dist.
2 Dump Truck (2 1/2 c.y.)	2 Snow plows	1 International Flat rack

IS RECONSTRUCTION RECOMMENDED: Surface will need to be resealed at intervals

REMARKS: (Conditions affecting maintenance costs) Usually have some slide material to remove after each heavy storm.

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ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE Arizona PROJECT Forest Highway Route 6 PERIOD January 1 - December 31, 1957 LENGTH 12.0 miles

PROJECT IDENTIFICATION Sections D, E, F TERRAIN Mountainous ALTITUDE 2,450' to 4,340' DATE COMPLETED 6-D 7-11-52
6-E 11-30-53
6-F 8-1-55

SURFACE: Type OOLL Width 26' Thickness _____ BASE: Type None Thickness _____

SHOULDERS: Type Selected material placed full width Width _____

AVERAGE DAILY TRAFFIC: Cars 190 Trucks 70 Estimated SEASONAL VARIATION Maximum - 500 Minimum - 50

SUFFICIENCY RATING 90 MAINTENANCE RATING 90 REMAINING SURFACE LIFE 10

Item No.	Maintenance Item	Unit	Estimated Units of Work done	Per Work Unit	C O S T				Total	Per Mile of Proj.
					Labor	Material	Equipment	Overhead		
1.	Surface (Routine)	Mile	12	566.74	3,274.60	1,605.67	1,920.57		6,800.84	566.74
2.	Surface (Periodic)			-	-	-	-		-	-
3.	Shoulders			-	-	-	-		-	-
4.	Roadside & Drainage			321.92	1,956.87	407.28	1,498.94		3,863.09	321.92
5.	Traffic Service			-	-	-	-		-	-
6.	Snow & Ice Control			5.22	27.12	11.22	24.24		62.58	5.22
7.	Major Structures			2.37	14.44	6.21	7.79		28.44	2.37
8.	Extraordinary Repairs			-	-	-	-		-	-
9.	Maint. Bldg. & Yard Fence			1.91	-	-	-	23.00	23.00	1.91
TOTALS					5,273.03	2,030.38	3,451.54	23.00	10,777.95	898.16

EQUIPMENT USED: (No. of Units & Capacity by Types)

2 Pickup Trucks	1 Power Grader (# 12)
1 D-4 Caterpillar Tractor	1 International Flat Rack Truck
2 Dump Trucks (2½ c.v.)	1 Skyloader 1½ Yds.
	2 Snow plows

IS RECONSTRUCTION RECOMMENDED: _____

REMARKS: (Conditions affecting maintenance costs) In slide area - usually have some slide material to

remove after each heavy storm

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE Arizona PROJECT Forest Highway Route 9 PERIOD January 1 to December 31, 1956 LENGTH 10.0 Miles

PROJECT IDENTIFICATION Sections E, F, G TERRAIN Mountainous ALTITUDE 4,820' to 6,010' DATE 9-F 10-19-46
 COMPLETED 9-E, G 7-12-47

SURFACE: Type 3210 Width 26' Thickness _____ BASE: Type Crushed Gravel Thickness 4"

SHOULDERS: Type Bituminous treated full width Width _____

AVERAGE DAILY TRAFFIC: Cars 201 Trucks 66 SEASONAL VARIATION Maximum - 600 Minimum - 50

SUFFICIENCY RATING 60 (Est.) MAINTENANCE RATING 60 (Est.) REMAINING SURFACE LIFE 1 Year

Item No.	Maintenance Item	Unit	Estimated Units of Work done	C O S T					Per Mile of Proj.	
				Per Work Unit	Labor	Material	Equipment	Overhead		Total
1.	Surface (Routine)	Mile	10	1,097.76	5,445.24	2,571.94	2,960.48		10,977.66	1,097.76
2.	Surface (Periodic)			2.41	8	14	2.14		24.14	2.41
3.	Shoulders									
4.	Roadside & Drainage			97.65	425.21	273.51	277.74		976.46	97.65
5.	Traffic Service									
6.	Snow & Ice Control			10.50	62.41	12.50	30.08		104.99	10.50
7.	Major Structures									
8.	Extraordinary Repairs									
9.	Maint. Yard and Fence			2.11				21.12	21.12	2.11
TOTALS					5,940.86	2,871.95	3,270.44	21.12	12,104.37	1,210.43

EQUIPMENT USED: (No. of Units & Capacity by Types)

2 Pickup Trucks	1 Power Grader (#12)	1 Power Broom (pull)
1 D4 Caterpillar Tractor	1 Skip Loader 1 1/2 Yd.	1 600 gal. Asphalt Dist.
2 Dump Trucks (2 1/2 c.v.)	2 Snow plows	1 International Flat Rack Truck

IS RECONSTRUCTION RECOMMENDED:

Yes

REMARKS: (Conditions affecting maintenance costs) Considerable patching necessary to keep surface in satisfactory condition.

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE Arizona PROJECT Forest Highway Route 9 PERIOD January 1 to December 31, 1956 LENGTH 12.8 Miles

PROJECT IDENTIFICATION Sections D, L, H TERRAIN Mountainous ALTITUDE 4,535' to 5,060' DATE COMPLETED 7-20-56

SURFACE: Type 4231 Width 26' Thickness 2" BASE: Type Decomposed Granite Thickness 6"

SHOULDERS: Type Road mix surface - full width Width _____

AVERAGE DAILY TRAFFIC: Cars 213 Trucks 71 SEASONAL VARIATION Estimated Maximum - 600 Minimum - 50

SUFFICIENCY RATING 97 MAINTENANCE RATING 97 REMAINING SURFACE LIFE 10 yrs.

Item No.	Maintenance Item	Unit	Estimated Units of Work done	C O S T					Per Mile of Proj.	
				Per Work Unit	Labor	Material	Equipment	Overhead		Total
1.	Surface (Routine)	Mile	12.8	236.58	1,845.00	225.12	961.21		3,031.33	236.58
2.	Surface (Periodic)			-	-	-	-		-	-
3.	Shoulders			-	-	-	-		-	-
4.	Roadside & Drainage			26.04	333.27	20.73	221.28		575.28	26.04
5.	Traffic Service			66.32	488.88	181.12	178.88		848.88	66.32
6.	Snow & Ice Control			3.91	24.49	8.15	17.35		49.99	3.91
7.	Major Structures			-	-	-	-		-	-
8.	Extraordinary Repairs			-	-	-	-		-	-
9.	Maint. Bldg & Yard Fence			2.26	-	-	-	29.00	29.00	2.26
TOTALS					2,691.64	435.12	1,378.72	29.00	4,534.48	335.11

EQUIPMENT USED: (No. of Units & Capacity by Types)

2 Pickup trucks	1 Power Grader (#12)	1 Power Broom (Pull)
1 D-4 Caterpillar Tractor	1 Skip Loader 1 1/2 Yd.	1 600 Gal. Asphalt Dist.
2 Dump Trucks (2 1/2 c.y.)	2 Snow plows	1 International Flat Rack Truck

IS RECONSTRUCTION RECOMMENDED: Surface will need to be resealed at intervals.

REMARKS: (Conditions affecting maintenance costs) Decomposed granite in this area subject to rapid erosion during heavy rainstorms.

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE Arizona PROJECT Forest Highway Route 9 PERIOD January 1 to December 10, 1957 LENGTH 11.8 Miles

PROJECT IDENTIFICATION Sections I and K TERRAIN Mountainous ALTITUDE 3,030' to 4,735' DATE 9-I 8-5-50 COMPLETED 9-K 5-29-54

SURFACE: Type OOLL Width 26' Thickness 3" to 6" BASE: Type None Thickness _____

SHOULDERS: Type Selected material placed full width Width _____

AVERAGE DAILY TRAFFIC: Cars 226 Trucks 75 Estimated SEASONAL VARIATION Maximum - 600 Minimum - 60

SUFFICIENCY RATING *See Below MAINTENANCE RATING * See Below REMAINING SURFACE LIFE _____

Item No.	Maintenance Item	Unit	Estimated Units of Work done	Per Work Unit	C O S T				Per Mile of Proj.		
					Labor	Material	Equipment	Overhead		Total	
1.	Surface (Routine)	Mile	11.8	266.93	2,001.98	471.27	676.48		3,149.73	266.93	
2.	Surface (Periodic)				-	-	-		-		
3.	Shoulders				-	-	-		-		
4.	Roadside & Drainage			232.65	1,732.29	400.82	612.18		2,745.29	232.65	
5.	Traffic Service				-	-	-		-		
6.	Snow & Ice Control			14.33	89.12	20.82	59.18		169.12	14.33	
7.	Major Structures				-	-	-		-		
8.	Extraordinary Repairs				-	-	-		-		
9.	Maint. Bldg & Yard Fence			2.21				26.07	26.07	2.21	
TOTALS						3,823.39	892.91	1,347.84	26.07	6,090.21	516.12

EQUIPMENT USED: (No. of Units & Capacity by Types)

2 Pickup trucks	1 International Flat Rack Truck
1 D4 Caterpillar Tractor	1 Skiploader 1 1/2 Yd.
2 Dump Trucks (2 1/2 c.v.)	2 Snow plows
1 Power Grader (#12)	

IS RECONSTRUCTION RECOMMENDED: *Bituminous treated crushed gravel base course is presently under construction.

REMARKS: (Conditions affecting maintenance costs) _____

Usually have some slide material to remove after each heavy storm. 230

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE CALIF. PROJECT Forest Highway 2 PERIOD Jan. 1, 1957 to Dec. 31, 1957 LENGTH 6.379

PROJECT IDENTIFICATION Cade Mt. Section TERRAIN Mountain ALTITUDE 1100-1800 DATE COMPLETED 1954-1956

SURFACE: Type 3210 Width 24' Thickness Bituminous Treated BASE: Type Cr. Gravel & Select Borr. Thickness Crushed Gravel 4" Select Borrow 11"

SHOULDERS: Type Bituminous Treated Width 2 1/2 feet

AVERAGE DAILY TRAFFIC: Cars 119 Trucks 145 SEASONAL VARIATION 15% less in winter

SUFFICIENCY RATING 88 MAINTENANCE RATING _____ REMAINING SURFACE LIFE _____

Item No.	Maintenance Item	Unit	Estimated Units of Work done	Per Work Unit	C O S T				Per Mile of Proj.	
					Labor	Material	Equipment	Overhead		Total
1.	Surface (Routine)	Mile	6.379		5,080.10	268.81	6,054.08	258.00	11,660.99	1,828
2.	Surface (Periodic)	"	"		463.10	500.76	2,572.55	40.00	3,576.41	561
3.	Shoulders	"	"							
4.	Roadside & Drainage	"	"		8,229.54	21.69	6,797.66	106.80	15,155.69	2,376
5.	Traffic Service	"	"		164.80		33.65	2.75	201.20	32
6.	Snow & Ice Control	"	"		329.60				329.60	52
7.	Major Structures	"	"							
8.	Extraordinary Repairs	"	"		3,000.00		4,245.40	40.00	7,285.40	1,142
TOTALS					17,267.14	791.26	19,703.34	447.55	38,209.29	5,994

EQUIPMENT USED: (No. of Units & Capacity by Types) 1 - TD 18 Bulldozer
1 - Heavy Duty Grader
1 - Loader
2 - 5 cu.yd. Dump Trucks

IS RECONSTRUCTION RECOMMENDED: _____

REMARKS: (Conditions affecting maintenance costs) Large landslides on all sections

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE CALIF. PROJECT Forest Highway 2 PERIOD Jan. 1, 1957 to Aug. 4, 1957 LENGTH 4.294

PROJECT IDENTIFICATION Weitchpec - Adorni Flat TERRAIN Mountain ALTITUDE 300' DATE COMPLETED 1955

SURFACE: Type 3010 Width 24 Thickness Bituminous Treated BASE: Type Crushed Gravel Thickness 6"

SHOULDERS: Type Bituminous Treated Width 2 1/2 feet

AVERAGE DAILY TRAFFIC: Cars 219 Trucks 179 SEASONAL VARIATION 30% less in winter

SUFFICIENCY RATING 93 MAINTENANCE RATING 92 REMAINING SURFACE LIFE _____

Item No.	Maintenance Item	Unit	Estimated Units of Work done	C O S T					Per Mile of Proj.	
				Per Work Unit	Labor	Material	Equipment	Overhead		Total
1.	Surface (Routine)	Mile	4.294		6,828.98	2,506.88	37,136.69	66.64	46,539.19	10,838
2.	Surface (Periodic)	"	"		200.00		905.42		1,105.42	257
3.	Shoulders	"	"							
4.	Roadside & Drainage	"	"		6,219.22	10.13	843.38	10.05	7,082.78	1,649
5.	Traffic Service	"	"							
6.	Snow & Ice Control	"	"							
7.	Major Structures	"	"							
8.	Extraordinary Repairs	"	"		17,065.47	15.56	7,932.95		25,013.98	5,825
TOTALS					30,313.67	2,532.57	46,818.44	76.69	79,741.37	18,569

EQUIPMENT USED: (No. of Units & Capacity by Types)

- 1 - Heavy Duty Grader
- 1 - 3/4 C.Y. Truck Shovel
- 5 - 5 c.y. Dump Trucks
- 1 - D7 Dozer
- 1 - D7 Tractor and Scraper

IS RECONSTRUCTION RECOMMENDED: 1 - Loader

REMARKS: (~~Conditions affecting maintenance costs~~) Project turned over to State 8-4-57 in accordance with maintenance agreement. Major slipouts at two locations early in 1957.

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE CALIF. PROJECT Forest Highway 3 PERIOD Jan. 1, 1957 to Dec. 31, 1957 LENGTH 7.143

PROJECT IDENTIFICATION Berry Summit - towards Willow Creek TERRAIN Mountain ALTITUDE 2200-2900 DATE COMPLETED 1953 - 1956

SURFACE: Type 3010 Width 24 Thickness Bit.Treat BASE: Type Crushed Gravel Thickness 6"

SHOULDERS: Type Crusher run - non-bituminous Width 2 1/2 feet

AVERAGE DAILY TRAFFIC: Cars 1303 Trucks 495 SEASONAL VARIATION 15% less in winter months

SUFFICIENCY RATING 94 MAINTENANCE RATING 95 REMAINING SURFACE LIFE _____

Item No.	Maintenance Item	Unit	Estimated Units of Work done	Per Work Unit	C O S T				Per Mile of Proj.	
					Labor	Material	Equipment	Overhead Total		
1.	Surface (Routine)	Mile	7.143		8,482.22	212.42	30,184.92	352.25	39,231.81	5,492
2.	Surface (Periodic)	"	"							
3.	Shoulders	"	"							
4.	Roadside & Drainage	"	"		23,791.84	81.25	7,902.89	12.85	31,788.83	4,450
5.	Traffic Service	"	"							
6.	Snow & Ice Control	"	"		3,811.95	13.66		253.96	4,079.57	571
7.	Major Structures	"	"							
8.	Extraordinary Repairs	"	"		6,377.84	160.27	29,299.68		35,837.79	5,017
TOTALS					42,463.85	467.60	67,387.49	619.06	110,938.00	15,530

EQUIPMENT USED: (No. of Units & Capacity by Types) 6 - 5 C.Y. Dump Trucks
2 - H.D. Motor Graders
2 - D7 Dozers
1 - TD 14 Dozer
1 - 3/4 C.Y. Truck Shovel
 IS RECONSTRUCTION RECOMMENDED: 2 - Loaders

REMARKS: (Conditions affecting maintenance costs) _____

ANNUAL REPORT HIGHWAY MAINTENANCE COST

STATE CALIF. PROJECT Forest Highway Route 96 PERIOD Jan. 1, 1957 to Dec. 31, 1957 LENGTH 19.0 miles

PROJECT IDENTIFICATION Placer County Forest Hill to Bear Trap TERRAIN Mountain ALTITUDE 1400 to 4500 DATE COMPLETED 1950

SURFACE: Type 4221 Width 22' and 12' Thickness 2" BASE: Type Select Borrow Thickness 4" - 6"

SHOULDERS: Type Select Material - Untreated Width 2' ±

AVERAGE DAILY TRAFFIC: Cars 75 Trucks 40 SEASONAL VARIATION Closed in winter

SUFFICIENCY RATING $\frac{1}{2}$ - 85 MAINTENANCE RATING 92 REMAINING SURFACE LIFE _____

Item No.	Maintenance Item	Unit	Estimated Units of Work done	Per Work Unit	C O S T				Total	Per Mile of Proj.
					Labor	Material	Equipment	Overhead		
1.	Surface (Routine)	Mile	190		2,296.39	38.89	1,112.23	60.00	3,507.51	185
2.	Surface (Periodic)	"	"							
3.	Shoulders	"	"							
4.	Roadside & Drainage	"	"		4,426.34		2,976.28	60.00	7,462.62	393
5.	Traffic Service	"	"							
6.	Snow & Ice Control	"	"		278.48	31.20	42.88	30.00	382.56	20
7.	Major Structures	"	"							
8.	Extraordinary Repairs	"	"							
TOTALS					7,001.21	70.09	4,131.39	150.00	11,352.69	598

EQUIPMENT USED: (No. of Units & Capacity by Types)

- 1 - Heavy Duty Motor Grader
- 1 - 3/4 Yd. Truck Shovel
- 2 - 5 cu.yd. Dump Trucks

IS RECONSTRUCTION RECOMMENDED: _____

REMARKS: (Conditions affecting maintenance costs) _____

E. L. BARTLETT
DELEGATE FROM ALASKA

Congress of the United States
House of Representatives
Washington, D. C.

SECRETARY
MISS MARY LEE COUNCIL

ASSISTANT SECRETARY
MRS. MARGERY SMITH

February 20, 1958

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

Dear Mr. Royster:

I appreciate very much your comprehensive
report of February 14 relative to the road prob-
lem of Mr. Warren R. Stanley of Ward Cove, Alaska.

Sincerely yours,

E. L. Bartlett
E. L. Bartlett

MP

Fed Hwy Div

X

23-10

February 14, 1958

Mr. Warren R. 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

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,

P. F. Royster
Paul F. Royster
Assistant to the
Federal Highway Administrator

Cleared Through
Administrator's Correspondence Unit

EEErhart:nk

Control No. 40598 (2/14/58)

cc- Files (2)

Federal Hwy. Projs/ Div.

CC Unit - Room 6015

Mr. E. H. Swick (2-cc)

Hon. E. L. Bartlett

Mr. B. D. Tallamy

Mr. Royster - Room 6019

Frank P. Ponce

C
O
P
Y

Amarillo, Texas
February 8, 1958

Honorable Sinclair Weeks,
The Secretary of Commerce,
Washington 25, D. C.

Dear Secretary Weeks:

Honestly, I hate to bother you with such a minor detail as a short section of road in Hinsdale County, Colorado. I apologize in advance for this letter, but to me it is extremely important and I am inclined to think that both Commissioner Curtiss and yourself have some incorrect and biased information. For that reason I would appreciate it if you will check into this matter further through some totally disinterested party. You will find that I am right and that an awful lot of taxpayers money will be completely and uselessly thrown away on this project. It is not really an improvement and is definitely not of any benefit to the general public.

In your letter to Senator Allett dated January 15th 1958 you mention just about the same points that were given to me by the National Forest men and the engineers who were surveying that new section of road. Hinsdale County did complete a new section of road south of Spring Creek Pass toward the Mineral County line a year or so ago and I have yet to hear anybody say that it is really an improvement. Certainly those persons who drive that road regularly do not think so. It is longer, has worse curves and just about as steep grades and is not any more scenic than the old road. This road was constructed at heavy expense to no purpose whatever. This entire road is just a "cut-off" road from the San Luis Valley across the Continental Divide from the Eastern slope to the Western slope of the San Juan mountains. As I have been given to understand, this road was largely designed as a scenic mountain route in the first place. If this is correct then the change that has already been made and the change that is proposed (about which this letter is written) are both absolutely useless and a waste of money.

If the proposed new road is completed then these two lengths of road will serve, as I see it, just to bypass the only three deeded places on the old road. Why is the National Forest anxious to change roads in order to bypass those old deeded ranches? Their claim that the new road will enable the stockmen to get the large trailer trucks through that area is absolutely absurd. Regardless of what your information might be in that connection the north side of Slungullion Pass would still remain just as it is, as would both sides of Spring Pass (the Continental Divide). And the remaining side of Slungullion does have the steepest grades and the worst switchbacks. Any truck or vehicle that can negotiate the North side of Slungullion would have no difficulty in making the present road just as it is. A comparatively small amount of money