

RG 30 RECORDS OF THE BUREAU OF  
PUBLIC ROADS

WASHINGTON OFFICE, *Entry 6*

GENERAL CORRESPONDENCE AND  
RELATED RECORDS, 1912-65.

1955-1959

ALASKA FOREST HWYS 1959 PART 1 OF 2  
THRU  
ALASKA INTERSTATE HWYS 15-16 1957-59

BOX NO.  
1131

HM 1991

Alaska Forest HWYS

1959

Part 2 of 2

AUG 4 1959

Honorable Lyndon B. Johnson  
United States Senate  
Washington, D. C.

Re: Bell 5-1125-  
Filed in Logical Bk - "Bullo"

Dear Senator Johnson:

Your letter of July 28 transmitted a communication from Mrs. William B. Tepler, 3820 Castle Drive, Waco, Texas which contained several inquiries concerning the Alcan Highway.

The Alcan (or Alaska) Highway extending from Dawson Creek, British Columbia to a connection with the Richardson Highway in Alaska was constructed during the last war by the Army and the Bureau of Public Roads. The cost to the American Government for work performed by Public Roads in the initial construction of the road and related activities totaled approximately \$130 million. Information pertaining to the cost of the Army's share of work performed is not available to this office.

Maintenance of the portion of the road within Canada, approximately 1,221 miles, is a responsibility of the Canadian Government. The approximate 200 mile section in Alaska from the Canadian Boundary to the junction with the Richardson Highway at Big Delta is presently maintained by the Bureau of Public Roads for the State of Alaska.

Plans for the improvement of the section of the highway within Canada are not known since this is a responsibility of the Canadian Government. Senate Bill 1125, introduced by Senator Neuberger in the 86th Congress, would if enacted, authorize \$66 million for the improvement of the road over a six year period, provided an equal amount was made available by the Government of Canada.

The portion of the Alcan Highway in Alaska has been or is presently being improved. Bituminous surfacing of the last uncoiled section is now under contract for completion this season.

A study of rail and highway access to Alaska is now in progress. This is being conducted by the Alaska International Rail and Highway Commission and a report on the study is to be submitted to the Congress not later than June 1, 1961.

We trust that you will find the information as given above adequate for your use in replying to Mrs. Templar's inquiry. Such additional information as we have available in this office will be furnished if you so request.

The enclosure that accompanied your letter is being returned as you requested.

Sincerely yours,

ELLIS L. ARMSTRONG  
Commissioner of Public Roads

Enclosure

EEErhart:bj  
Control No. PR-4722 (8/3/59)  
cc: Files (2)  
Federal Highway Projects Division  
Mr. W. J. Niemi (2)  
Mr. E. L. Armstrong  
Mr. B. D. Tallamy  
Mr. Royster - Room 814  
CC Unit - Room 810

Cleared Through  
Administrator's Correspondence Unit

JON B. JOHNSON  
TEXAS

United States Senate  
Office of the Democratic Leader  
Washington, D. C.

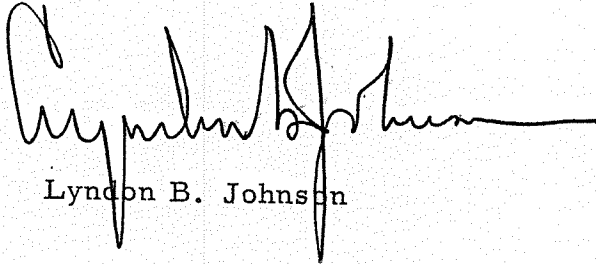
July 28, 1959

Dear Sir:

I am enclosing a communication I have received from one of my constituents. I will appreciate your giving serious consideration to this problem, based on its merits.

Please let me have as prompt a reply as possible, returning the enclosure, in order that I can inform the writer.

Sincerely,



Lyndon B. Johnson

P. S. Please address reply to Lyndon B. Johnson, United States Senate, Washington, D. C. If additional information is required, please telephone Arthur C. Perry at CA 4-3121, extension 5141.

Bureau of Public Roads  
Department of Commerce  
Washington 25, D. C.

PR 4722

July 19, 1959

Dear Senator Johnson

We are enroute home from Alaska traveling on the Alcan Highway. We would like answers to the following questions.

① How much did this road cost the American tax payers? (Bumps <sup>and all!</sup>)

② What plans, if any, have been made to improve it?

③ What of the future accessibility of Alaska?

Thank you so much!!

Sincerely,

Mrs W. B. Templar

3820 Castle Dr, Waco, Texas.

BUREAU OF PUBLIC ROADS

*Alaska 211  
x Long Road*

Office Memorandum • UNITED STATES GOVERNMENT

*(Mr. Niemi to files attached)*

TO : Mr. Paul F. Royster

DATE: July 8, 1958

FROM : Eric E. Erhart

*Erhart*

SUBJECT:

*See Departmental file  
-44-4897*

*your files  
thanks  
ER*

Mr. Turner advised on July 7 of a bill submitted by Senator Neuberger which, if enacted, would provide funds for paving the Alaska Highway both in Alaska and in Canada. The cost of this work is estimated at \$150,000 per mile and Public Roads is given as the source of this cost information.

I made inquiries here in the Washington office and was unable to determine that Alaska Highway paving estimates had been furnished to any member of Congress. I did find a copy of an estimate prepared by Engineering dated June 22, 1955 for regrading, base course, bituminous plant-mix surfacing, bridge and culvert replacement on 1221 miles of the Alaska Highway in Canada (Dawson Creek to the Alaska Boundary) at \$90,000 per mile or a total of \$109,890,000. An estimate for major reconstruction, base course, bituminous plant-mix surfacing and major structures on the 110 mile Canadian section of the Haines Cutoff was also made at the same time (6/22/55). This was given at \$135,000 per mile or a total of \$14,850,000.

I telephoned the Juneau office and discussed the subject of Alaska Highway paving estimates with Mr. Niemi (Mr. Swick was absent). Mr. Niemi said that such estimates had not been furnished to Senator Neuberger. He referred, however, to information furnished to Mr. D. D. Day of the Kaiser Corporation in response to a request received January 15, 1958. Mr. Day asked for approximate cost figures for new highway construction, reconstruction and maintenance in Alaska. He was furnished the following which could have been in turn made available to Senator Neuberger:

New construction, including grading, drainage, base course and 1 1/2" plant-mix surfacing - \$150,000 per mile.

Reconstruction, drainage, base, bituminous plant-mix surfacing - \$90,000 per mile.

Maintenance - \$1500 - 2000 per mile, per year.

Mr. Niemi advised that for the 71 mile unpaved section of the Alaska Highway in Alaska, all regrading has been completed and base course constructed on the portion from the Alaska boundary 40 miles westerly.

(More)

He said that present plans were to construct a bituminous surface treatment on the entire 71 miles since traffic was light and that therefore plant-mix pavement was not considered necessary at this time. Bituminous surface treatment is estimated at \$10,000 per mile. Bids received last week on a 35 mile job were in excess of the estimate by about 22 percent and were rejected.

Mr. Niemi stated that the cost of base course and bituminous plant-mix surfacing (1½" thickness) in the Territory was now being estimated at from \$30,000 to \$50,000 per mile, depending on material sources and project location.

During the telephone conversation July 7 with Mr. Turner, he also asked about the current status of paving by the Canadians on the 51 mile section of the Alaska Highway from Dawson Creek to Fort St. John. It was learned, from the Juneau office, that this is now under construction at a cost of \$2,650,000 (construction items only) for plant-mix pavement 24 feet wide, 3 - 4" thick with 6 foot treated shoulders. This figures about \$52,000 per mile without engineering and contingencies. Asphaltic materials being used are from the oil wells in the Dawson Creek area.

It was also learned that the Hart Highway (Prince George, B.C. to Dawson Creek) is being paved in sections. A 45 mile section from Prince George northerly has been paved and another 15 mile section is now under construction. In addition, a 25 mile section from Dawson Creek southerly has been black topped.

The Haines Cutoff has been paved from Haines to the Canadian line. There is no paving on the 110 mile Canadian section.

Later

It has also been learned that the Alaska Rail and Highway Commission (Junge's Office) has been in contact with Senator Neuberger's office regarding paving costs on the Alaska Highway.



Files

July 7, 1958

Mr. J. Niemi, Assistant Regional Engineer  
Anchorage, Alaska

Telephone Conversation with Mr. Erhart, Washington, D. C., Regarding  
Newberger Bill Proposed Paving of Alaska Highway in Canada

A call was made to Mr. Erhart in answer to his request for information to support Mr. Turner's testimony on the Newberger Bill for paving the Alaska Highway in Canada. The following information was conveyed to Mr. Erhart:

(1) Mr. Niemi talked with Major Richardson of Northwest Highway System, Whitehorse, Y. T., to gain information on the paving which is now under way from Dawson Creek, Mile 6 to Mile 51. Major Richardson confirmed that a contract had been let in amount of \$2,630,000 for reconstruction and paving of this section to a rather high standard known as Trans-Canada standard. This consists of 24-foot paving with 6-foot treated shoulders. Pavement thickness is 27 inches with 3 or 4 inches of plant mix bituminous surface. There has been some curve easement but no major structures. One large culvert 6 feet in diameter is included. The traffic volume is 1,600 vehicles per day of which 60% are heavy vehicles. Asphalt is being obtained from the refinery at Dawson Creek. The above contract price does not include preliminary, engineering, design or construction engineering and inspection. Supervision of construction is being handled by a consultant as was the design of the project. Our estimate is that preliminary engineering, design, and construction engineering will run approximately 15%. Total cost would then be about \$3,000,000 for the 51 miles. Major Richardson indicated that the remainder of the highway would be much less costly, a great deal less than the \$50,000 per mile of our preliminary estimate for reconstruction and paving to a lower standard.

(2) Mr. Erhart was informed that Mr. Fyler had called the Deputy Assistant Administrator for Highways, Victoria, British Columbia, and had learned that the West Highway has now been paved for a distance of 45 miles north from Prince George and that another 15 mile contract is now under way. Also that a 25 mile section is paved south from Dawson Creek toward Prince George. They have no cost figures on the paving but they estimate that the asphalt surface alone runs approximately \$21,000 per mile.

(3) There was quoted for Mr. Erhart the figure of \$50,000 per mile for base course and plant mix on a Richardson Highway Section B1 in Lebel Pass. This may help in estimating the cost of the paving of the Alaska Highway route.

Files

2

July 7, 1958

(4) He was also advised that the figures that Senator Neuberger probably used were those which were furnished by Region 10 January 16, 1958, to Mr. D. D. Day, General Traffic Department, Kaiser Steel Corporation, in answer to his wire of January 15, 1958. Figures furnished the Kaiser firm were \$150,000 per mile for a paved road in new country, \$90,000 per mile for reconstructing and paving an old road, \$50,000 per mile for base course and bituminous surface alone, and \$2,000 per mile for maintenance of an asphalt surface, and \$1,500 per mile for a gravel surface per year. The wire cautioned that these figures were subject to wide variation by areas and conditions.

Mr. Erhart felt that the above information is all that is needed for their purpose at this time.

cc: Mr. Erhart, Washington, D. C.

23-10

JUL 22 1959

Honorable Ernest Gruening  
United States Senate  
Washington, D. C.

Mrs. Simpson  
Gruening's office  
180-3004

Dear Senator Gruening:

We have provided your office with a copy of a memorandum from our Regional Engineer in Alaska containing information concerning the Federal-aid highway system in Alaska. At the time the information was furnished we advised, that following our review of the complete tabulation in this office, a statement indicating corrections necessary would be supplied.

In accordance with the above understanding we are enclosing a copy of revised material which is to be substituted for Item 1 of the original tabulation dated July 7.

These changes bring into agreement route totals of primary and secondary mileage of unconstructed roads reported in the summaries on pages 1, 10, and 11, and supplies other minor changes. Of interest also, is the interpretation of "Unnecessary Mileage". This was intended to reflect a refinement in estimates of route lengths. These length changes will be incorporated in the next revision of the Alaska highway system tabulation.

On sheet 12 of the tabulation please change the Navy report from "not presently available" to 545 naval mileage on and off bases.

We trust this will complete your needs on this subject. However, should supplemental data be necessary we will be pleased to assist in any way possible.

L.H. Hansen:bja (7/22/59)

Sincerely yours,

cc: Files (2)

Federal Highway Projects Division

Mr. B. D. Tallamy

Mr. E. L. Armstrong

Mr. W. J. Niemi (2)

Mr. Royster - Room 814

CC Unit - Room 810

Paul F. Royster

Assistant to the

Federal Highway Administrator

Enclosure

Cleared Through  
Administrator's Correspondence Unit

Item 1  
Surface Types

	PC or Bit. Con.	Inc. Bit.	Surf. Treat.	Gravel	Graded	Unimproved	Uncon- structed	Total
<b>Primary</b>								
Rural	1057	*	37	606	*	*	478	2178
Urban	13	*	*	*	*	*	4	17
Total	1070	*	37	606	*	*	482	2195
<b>Secondary</b>								
Rural	33	*	1	2104	*	356	597	3191
Urban	*	*	*	10	*	*	*	10
Total	33	*	1	2174	*	356	597	3161

BUREAU OF PUBLIC ROADS

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner for  
~~23-00~~ Operations, Washington, D. C.

DATE: July 17, 1959

23-10

FROM : Wm. J. Niemi, Regional Engineer  
10-00.4 Juneau, Alaska

SUBJECT: System Data Requested by Senator Gruening

In answer to your memorandum of July 14, 1959, on the above subject, we are submitting a new tabulation for Item 1.

Item 1 Surface Types	<i>High type</i> <del>PG or</del> Bit. Con.	Int. Bit.	<i>Bituminous</i> Surf. Treat.	Gravel	Graded	Unimproved	Uncon- structed	Total
<u>Primary</u>								
Rural	1057	-	37	606	-	-	478	2178
Urban	13	-	-	-	-	-	4	17
Total	1070	-	37	606	-	-	482	2195
<u>Secondary</u>								
Rural	33	-	1	2164	-	356	597	3151
Urban	-	-	-	10	-	-	-	10
Total	33	-	1	2174	-	356	597	3161

Recent surveys indicated that certain secondary route lengths were in error. These were reported as "Unnecessary Mileage" in the tabulation submitted on July 7, 1959, as intending to indicate an overestimate in route lengths. The tabulation still contains this excess secondary mileage in amount of 27.9 miles as unconstructed. It will be eliminated in the next revision of the system tabulation.

*We should now advise Senator  
Gruening of any difference between  
the system figures on construction  
in the 7/7 memo and the correct mileage.*

BUREAU OF PUBLIC ROADS

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

July 14, 1959

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

Data Requested by Senator Gruening

Reference is made to your memorandum of July 7, furnishing highway mileage and other statistical data for Alaska. A copy of your report, as submitted, was furnished immediately to Senator Gruening, in order to satisfy his urgent needs. It was agreed that a review would be made in this office of the complete report and discrepancies, if any, would be explained in a subsequent letter.

Important from our view point at this time is the data furnished on the route totals of Secondary and Primary mileage of unconstructed roads, reported on pages 10 and 11. We are unable to correlate these totals with your summary presented on page one. Please explain, also, why "unnecessary mileages" were reported, inasmuch, as they did not appear relevant to this report.

Under the pressing circumstances of the original request, it is urged that an immediate reply be forwarded on the questioned items so as to facilitate an early followup letter to the Senator.

*LH*  
LNHansen/tb

cc: Files (2)

*MCH* Federal Hwy. Projs. Div. ✓

Mr. Royster - Room 814

Rm 816

BUREAU OF PUBLIC ROADS

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Asst. Commissioner for  
23-00 Operations, Washington, D. C.

DATE: July 7, 1959

FROM : Wm. J. Niemi, Regional Engineer  
10-00.4 Juneau, Alaska

SUBJECT: System Data Requested by Senator Gruening

The following information is in answer to your telegraphic request dated July 2, 1959. A copy of that telegram is enclosed.

Item 1	Surface Types							Total
	P.C. or Bit.Con.	Int. Bit.	Surf. Treat.	Gravel	Graded	Unimproved	Uncon- structed	Total
PRIMARY								
Rural	1057	-	37	606 546	-	-	478 538	2178
Urban	13	-	-	706	-	-	4	17
Total	1070	-	37	546	-	-	542 182	2195
SECONDARY								
Rural	33	-	1	2164	-	556 246	599 707	3151
Urban	-	-	-	10	-	-	-	10
Total	33	-	1	2174	-	246 356	707 597	3161

Item 2 FAP mileage open all year unless otherwise noted.

Route	Description	Mileage Open Year-round	Mileage Open Summer Only
PRIMARY			
11	Kodiak NAS to CG LORAN Station	3.9	
21	Homer to Rte. 31 and Spur to Wildwood Station	158.9	
31	Seward to Anchorage and Anchorage Airport Spur	132.1	
35	Palmer to Willow and Cantwell to Summit	44.8	
37	Fairbanks to Nenana and Spur to Fairbanks Airport	60.0	
42	Anchorage to Route 71	186.6	
46	Gulkana Junction to Tok Junction	124.6	
52	Paxson to north boundary McKinley Park		254.1
61	Fairbanks to Fox	11.0	
62	Canadian Border to Fairbanks and Fairbanks Airport Spur	300.4	
71	Valdez to Big Delta Junction	267.9	
95	Ketchikan to Juneau and Haines to Canadian Border	93.1	
95	Juneau to Haines, ferry		59.3
97	Haines to Skagway, ferry		16.0
	TOTAL PRIMARY	1,383.3	329.4

see 7-17-59 memo.  
Fr. Niemi for changes shown in pencil.