

23-10

FEB 2 1959

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

Dear Senator Bartlett:

Your letter of February 20, addressed to Mr. Edgar H. Swick, Regional Engineer, Juneau, concerning the development of plans for a garage and a fenced depot at Bethel, Alaska has been forwarded here for reply.

The need for the facilities you mention are understood and this has been given serious consideration by Mr. Swick in his overall planning for the region. However, it has not been found possible to include an item in the budget for this work. Because of impending changes in the present organizational structure as an outgrowth of Alaska's attainment of Statehood, it is difficult to predict when the improvements at Bethel can be programmed. Please rest assured, however, that this matter will be kept in mind for inclusion in such future budget recommendations as Public Roads may appropriately submit.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

EEErhart:nk
Control No. PR-3840 (3/12/59)
cc - Files (2)
Federal Hwy. Projs. Div. ✓
Mr. E. H. Swick (2-cc)
Mr. Armstrong
Mr. Tallamy
CC Unit - Room 810
Mr. Royster - Room 814

Cleared through
Administrator's Correspondence Unit

Rogster

Seems that last sentence should be deleted since Swick has already been seen + gone + Bartlett knows this. They may even have discussed this in which case the answer should be checked with Swick by telephone to be sure it has not been changed -

706

603

J.C.T.

Swick's proposed
reply looks ok -
Will you please clear
so we can write
Sen. Bartlett?

AK/3
/9

from the desk of _____
PAUL F. ROYSTER

Office Memorandum • BUREAU OF PUBLIC ROADS
UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner
25-00 for Operations, Washington, D. C.

DATE: March 4, 1959

FROM : E. H. Swick, Regional Engineer
10-00,01 Juneau, Alaska

SUBJECT: Congressional Correspondence -- Senator Bartlett

The following is a draft of a proposed reply to Senator E. L. Bartlett in reply to his letter of February 20, 1959, regarding garage and fenced depot at Bethel, Alaska. The Senator's letter, copy attached, reached this office March 2, 1959.

Please refer to your letter of February 20, 1959, to Edgar H. Swick, Regional Engineer, Alaska, pertaining to Bethel garage and security fence.

Our Alaska Region is particularly concerned about the inadequate facilities at Bethel and had scheduled replacement in the fiscal year 1961 Department of Commerce budget. Federal-aid highway funds are not available for this purpose.

With the advent of statehood to Alaska it is no longer possible to include such items in the Department of Commerce budget. Mr. Swick proposes to talk to you further on this subject during his current conferences in Washington on Alaska highway matters.

Attachment 1
c Senator Bartlett's ltr 2/20

10-00,01

EDWARD S. MADDILL, GA. CHAIRMAN
 JAMES A. EASTBY, VA
 THOMAS W. BROWDER, WYOM.
 RICHARD W. STROVER, MISS.
 STUART B. MORTON, MD.
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 FRANK THOMPSON, S.C.
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 HERMAN W. CHAMBERLAIN, NEB.
 LYLE B. SWINNEY, ALA.
 LINDSEY G. FENWELL, MASS.
 ELIZABETH CLARK SMITH, MASS.
 FRANCIS CASE, S. DAK.
 PHILIP W. BAKER, OHIO
 J. OLSON REALL, MD.
 HARRY L. WINGATE, JR., CHIEF CLERK

United States Senate
 COMMITTEE ON ARMED SERVICES

February 20, 1959

Mr. Edgar H. Swick,
 Regional Engineer,
 Bureau of Public Roads,
 P. O. Box 1961,
 Juneau, Alaska

Dear Mr. Swick:

I am wondering if any plans have ever been developed which would provide for a garage and fenced depot at Bethel. When I was there last fall several people talked to me about this. Any information you can give me will be appreciated.

Sincerely yours,

E. L. Bartlett
 E. L. Bartlett

I	A	TO	INT.
1		R.E.	
2		A.R.E.	
		ADM.	
2		C.A.M.	
		C.P.S.	
3		P.&R.	
5		M.A.R.	

PR 3840

BUREAU OF PUBLIC ROADS

Mr. Paul F. Royster

February 18, 1959

Eric E. Erhart

ERIC E. ERHART

Alaska Highway

The Program Analysis Division referred to this division an inquiry from Mr. Josephson of Senator Bartlett's office requesting information as to the surface on the Alaska Highway.

In response to this request, Mr. Josephson was advised that the Alaska Highway was 1423 miles in length, from Dawson Creek, B. C. to Delta Junction in Alaska where it connects with the Richardson Highway. Of this total length, 1221 miles are in Canada and 202 miles in Alaska. As to the surface of the highway, all the mileage in Canada (except for approximately 50 miles near Dawson Creek) has a gravel surface. A contract was underway last season for constructing a bituminous surface on the 50-mile exception. It was not known here whether this contract was completed. In Alaska, we have one project under contract to provide a bituminous surface treatment on 70 miles of the highway from the Canadian line to near Midway Lake. Upon the completion of this contract all the mileage of the Alaska Highway in Alaska, will have a bituminous treated, or higher type bituminous surface.

Mr. Josephson seemed satisfied with the above information and expressed his appreciation of same.

W.L.
CALewis:bja
cc: Federal Highway Projects Division ✓

23-10

1959

Honorable Warren G. Magnuson
United States Senate
Washington, D. C.

Dear Senator Magnuson:

We have your communication of February 2 with which you transmitted a letter from Mr. W. T. Areshenkoff of Grand Forks, British Columbia in which inquiry is made about the paving of the Alaska Highway in Canada by the United States.

Our information on this subject is limited to our understanding of the bill, S.4097, introduced in the 85th Congress by Senator Neuberger which if enacted would have authorized funds for the construction reconstruction and improvement of the Alaska Highway. Since no action was taken on S.4097 there has been no further development of this proposed undertaking.

We will gladly furnish additional information on this matter upon receipt of your request.

Sincerely yours,

151
Paul F. Royster
Assistant to the
Federal Highway Administrator

EEErhart/tb
Control No. PR-3589 (2/4/59)
cc: Files (2)
Federal Hwy. Projs. Div. ✓
Mr. E. H. Swick
Mr. B. D. Tallamy
Mr. E. L. Armstrong
Mr. P. F. Royster - Room 814
CC Unit - Room 810

Cleared for
Administrator's Office

DO NOT WRITE IN THESE SPACES
RECEIVED FEB 2 1959
U.S. GOVERNMENT PRINTING OFFICE

53-70

United States Senate

Washington, D. C., Feb. 2, 1959

Respectfully referred to

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

Dear Sir:

The attached letter from
Mr. Areshenkoff is referred
to your office for whatever
action you deem appropriate.

LET MAIL
FEB 7 - 1959

U.S. GOVERNMENT PRINTING OFFICE

FEB 2 1959

U.S. GOVERNMENT PRINTING OFFICE

Walter Magnuson

U. S. S.

U. S. GOVERNMENT PRINTING OFFICE

PR-3589

Grand Forks B.C.
Box, 680
Canada,

January 23/59

Department of Transport
Parliament building
Washington D.C.
U.S.A.

Dear Sir

I read in the paper that the U.S.A. Government going to
black top the Alaska Highway which going through Canada,
And I am in opinion that who ever going to do this job they
will need the heavy trucks for hauling gravel, I have a
Kenworth Diesel I would like to put it on this job and also
other trucks out here will be available for this job.
Please let me hear from you in connection, and also send me
the names of your Contractors going to do this job, and about
when will this work commence, Hoping to hear from you,
thank you.

Yours very truly

W. T. Areschenkoff

W. T. Areschenkoff

PR 3589

23-10

JAN 26 1959

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

Dear Senator Bartlett:

In our interim reply dated January 19 we advised that your inquiry concerning snow removal on the access road to the garbage disposal area adjacent to Moose Pass, Alaska, had been referred to our regional engineer in Juneau.

We have now been informed that the problem arose as a result of a misunderstanding which has since been satisfactorily resolved. Snow removal and other maintenance work on roads such as the one to the Moose Pass community garbage disposal area is considered as incidental to the maintenance of the established highway system.

Please advise if we can be of further assistance to you.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

EEErhart:nk
Control No. PR-3483 (1/28/59)
cc - Files (2)
Federal Hwy. Projs. Div.
Mr. E. H. Swick (2-cc)
Mr. B. D. Tallamy
Mr. Armstrong
CC Unit - Room 810
Mr. Royster - Room 814

Control No. PR-3483
January 28, 1959
Director's Office

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner
23-00 for Operations, Washington, D. C.
ATTEN: Mr. E. E. Erhart
FROM : E. H. Swick Regional Engineer
10-00.2 Juneau, Alaska

DATE: January 22, 1959

SUBJECT: Snow Removal on Moose Pass Garbage Disposal Area - Senator Bartlett Request

In reply to your memo of January 19, 1959, this matter had already been brought to our attention by the Alaska Highway & Public Works Department and has been resolved satisfactorily.

Region 10 Memorandum No. 41, two copies attached, has been issued authorizing such work in rural areas as a maintenance function.

It has been the practice in the past to perform such work; the problem arose when field personnel complied with instructions to confine activities strictly to the established Federal-aid systems. This is considered incidental to system maintenance.

Attachment
Memorandum No. 41 (2 copies)

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

January 21, 1959

REGIONAL MEMORANDUM NO. 41

TO: Division Engineers Anchorage
Fairbanks
Juneau

FROM: E. H. Swick, Regional Engineer
10-00 Juneau, Alaska

SUBJECT: Access Road, Parking Area Maintenance for Other Agencies

Snow removal and summer maintenance of access roads and parking areas for:

1. State Department of Police
2. State Department of Education
3. Alaska Communications System - U. S. Army
4. Non-profit community services in isolated rural areas, subject to prior approval of Division Engineer

will be performed without charge to the respective agencies. Charges for such work will be a part of, and included in, adjacent route maintenance costs.

BUREAU OF PUBLIC ROADS

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

January 19, 1959

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

Paul F. Royster

Snow removal on road to Moose Pass garbage disposal area.

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

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

Attachments(2)

EEErhart:nk Control No. PR-3483)
cc - Files (2)
Federal Hwy. Projs. Div. ✓
Mr. Royster - Room 814

PART
ALAS

23-10

JAN 19 1959

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

Dear Senator Bartlett:

Your letter of January 15, addressed to Mr. Bertram D. Tallamy, advised of a matter pertaining to snow removal in the Moose Pass area in Alaska which had been referred to you by Mr. Glenn Miller. Mr. Tallamy has asked me to acknowledge receipt of your letter and to develop information on the subject for a later, more complete reply.

As you have indicated, you are familiar with the policy that has been established in Alaska with respect to removal of snow from individually owned driveway entrances and from roads not included in the approved highway system. Since the details as applied to the situation to which Mr. Miller refers are not known here, I am asking our regional engineer at Juneau for this information. Upon receipt of a reply a further communication will be forwarded to you.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

EEErhart:nk
Control No. PR-3483 (1/19/59)

cc - Files (2)
Federal Hwy. Projs. Div. ✓
Mr. E. H. Swick (2-cc) - att to Swick 1/19/59
Mr. B. D. Tallamy
Mr. Armstrong
CC Unit - Room 810
Mr. Royster - Room 814

Cleared Through
Administrative Correspondence

BARTLETT
ALASKA

United States Senate

WASHINGTON, D. C.

January 15, 1959

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

Dear Mr. Tallamy:

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

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

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

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

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

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

Sincerely yours,

E. L. Bartlett

PR 3483

Report, Supplemental map
filed in Alaska FH general

JAN 26 1959

Jed P.

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

Dear Senator Gruening:

In response to your request of January 9, 1959, there is listed below a breakdown of the routes that have been proposed by others and yourself to expand the Alaska Highway System, showing the approximate mileage to be constructed, an estimated cost per mile, and an estimated total cost for each section. In that portions of some routes already are in existence, the actual termini vary somewhat from the general descriptions given in the listing contained in our January 7, 1959 letter. Actual termini have been shown in parenthesis.

<u>Route (actual termini)</u>	<u>Length (Miles)</u>	<u>Est. Cost/Mile (\$000)</u>	<u>Est. Total Cost (\$000)</u>
Nenana-McKinley Park	62	100	6,200
McKinley Park (Summit)-Willow	128	50	6,400
Talkeetna (Peters Creek)-McGrath	225	55	7,040
McGrath (Ophir)-Ruby (Pookman)	80	70	5,600
McGrath-Flat	80	45	3,600
Flat-Bristol Bay (Billingham)	280	90	25,200
Chitina-Cordova (Million Dollar Bridge)	80	120	9,600
Chitina-McCarthy	56	60	3,360
McCarthy-Alaska Highway (Canadian Border)	76	90	6,840
Fairbanks (Eureka)-Nome (Council)	440	60	26,400
Fairbanks (End of present construction)-Chena Hot Springs	36	50	1,800

<u>Route (actual termini)</u>	<u>Length (Miles)</u>	<u>Est. Cost/Mile (\$000)</u>	<u>Est. Total Cost (\$000)</u>
Circle-Eagle	188	45	8,460
Circle (Livengood)-Uniat & Gubik	340	60	20,400
Unalakleet-Yukon River (Kaltag)	70	45	3,150
Juneau (Thane)-Canadian Border	52	175	9,000
Wrangell & Petersburg-Canadian Border	79	135	10,665
Ketchikan-Canadian Border	88	225	19,800
Hydaburg-Craig	32	150	4,800
Craig-Hollis	28	150	4,200
Skagway (End of construction)- Canadian Border	15	225	3,375
Eagle River-Echo Cove	15	200	3,000
Netlakstla-Walden Pt.	16	200	3,200
	<u>2,459</u>		<u>192,090</u>

As previously noted, these cost estimates and mileages are approximate only and major structures have again been disregarded. There is attached a print of Alaska Map A showing, by distinctive color, the existing primary system, the major existing secondary system, the unconstructed secondary routes, and the routes that have been proposed in expanding the secondary system.

A copy of the report and a supplement thereto on a ferry system for southeast Alaska is enclosed. The system as recommended by the Consultant will cost about \$14,000,000. You requested this information during our telephone conversation of January 15.

Sincerely yours,

15/
Paul F. Royster
Assistant to the
Federal Highway Administrator

Enclosures

EEErhart:mk Control No. PR-3459 (1/26/59)
cc - Files (2) Federal Hwy. Projs. Div. ✓
Mr. Armstrong Mr. B. D. Tallamy
Mr. Royster - Room 814

CC Unit - Room 810
Mr. E. H. Swick (2-cc)

Cleared through
Administrator's Correspondence Unit.

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner
23-00 for Operations, Washington, D. C.
ATTENTION: Mr. E. E. Erhart
FROM : E. H. Sack, Regional Engineer
10-00.2 Juneau, Alaska

DATE: January 22, 1959

SUBJECT: Request of Senator Gruening

In reply to your memo of January 13, 1959, there is attached a draft of a letter to the Senator containing the requested information.

Under separate cover we are forwarding two copies of Alaska Map A, on which the existing systems and proposed extensions and additions have been delineated in color, and two copies of the ferry report and supplement thereto. One copy of the map and the ferry report is for the Senator, the second is for your files.

Attachment
Draft of letter to Senator Gruening

DRAFT

January 22, 1959

The Honorable Ernest Gruening
United States Senate
Senate Office Building
Washington, D. C.

Dear Senator Gruening:

In response to your request of January 9, 1959, there is listed below a breakdown of the routes that have been proposed by others and yourself to expand the Alaska highway system, showing the approximate mileage to be constructed, an estimated cost per mile, and an estimated total cost for each section. In that portions of some routes already are in existence, the actual termini vary somewhat from the general descriptions given in the listing contained in our January 7, 1959, letter. Actual termini have been shown in parenthesis.

<u>Route (actual termini)</u>	<u>Length (Miles)</u>	<u>Est. Cost/Mile (\$000)</u>	<u>Est. Total Cost (\$000)</u>
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McGrath (Ophir)-Ruby (Poorman)	80	70	5,600
McGrath-Flat	80	45	3,600
Flat-Bristol Bay (Dillingham)	280	90	25,200
Chitina-Cordova (Million Dollar Bridge)	80	120	9,600
Chitina-McCarthy	56	60	3,360
McCarthy-Alaska Highway (Canadian Border)	76	90	6,840
Fairbanks (Eureka)-Nome (Council)	440	60	26,400
Fairbanks (End of present construction)-Chena Hot Springs	36	50	1,800

Senator Gruening

-2-

January 22, 1959

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Circle (Livengood)-Umiat & Gubik	340	60	20,400
Unalakleet-Yukon River (Kaltag)	70	45	3,150
Juneau(Thane)-Canadian Border	52	175	9,000
Wrangell & Petersburg-Canadian Border	79	135	10,665
Ketchikan-Canadian Border	88	225	19,800
Hydaburg,Craig	32	150	4,800
Craig-Hollis	28	150	4,200
Skagway (End of construction)- Canadian Border	15	225	3,375
Eagle River-Echo Cove	15	200	3,000
Metlakatla-Walden Pt.	<u>16</u>	200	<u>3,200</u>
	2,469		192,090

As previously noted, these cost estimates and mileages are approximate only and major structures have again been disregarded. There is attached a print of Alaska Map A showing, by distinctive color, the existing primary system, the major existing secondary system, the unconstructed secondary routes, and the routes that have been proposed in expanding the secondary system. A copy of the report and a supplement thereto on a ferry system for southeast Alaska is enclosed. *you requested this information during our telephone conversation of Jan 15.* The system as recommended by the Consultant will cost about \$14,000,000.

Sincerely
~~Very truly~~ yours,

Enclosures

BUREAU OF PUBLIC ROADS

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

January 13, 1959

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

Paul F. Royster

Our letter of January 7 to Senator Gruening transmitted a list of routes in Alaska, also approximate total length and cost which the Senator requested when in your office some time ago. He has now requested (see attached letter) the mileage involved in the individual routes. A map showing the existing system, as well as the routes he has proposed, is also requested.

Please note that Senator Gruening has requested that this information be furnished promptly.

Attachment

EEErhart:bj
cc: Files (2)
Federal Highway Projects Division ✓
Mr. Royster - Room 814