

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 08-11-2011 BY 60322/UC/STP

significant increase in pass elevation, over which traffic from Seward to the lower Kenai Peninsula would have to go in getting from Seward to the mouth of the Russian River.

A further consideration is that this is the only proposed major extension of the System in the Third Judicial District.

Route No. 13, Palmer Creek-

The Forest Service concurs in the abandonment of this Forest Highway and its designation instead as a Forest Development Road.

Very truly yours,

/s/ A. W. Greeley  
Regional Forester

6036

08-00

BUREAU OF PUBLIC ROADS

*(California) Forest Highway*  
*(Alaska) Forest Highway*

# Office Memorandum • UNITED STATES GOVERNMENT

TO : Deputy Commissioner for Engineering

DATE: Aug. 29, 1955

FROM : *[Signature]* E. Andrews, Division Engineer

SUBJECT: Status of Alaska Route--Cordova via Chitina to Willow Creek.

~~ASG~~  
~~EMD~~  
MBC  
~~JPH~~  
~~DTC~~

In response to your request of August 17th <sup>*(California) H. 15*</sup> attached <sup>*act*</sup> in duplicate is a report prepared by District Engineer Wyller covering the present status of the highway route between Willow Creek on the Richardson Highway and Chitina.

Encl.

08-49  
08-00

BUREAU OF PUBLIC ROADS

Mr. F. E. Andrews, Division Engineer

August 24, 1955

Chr. F. Wyller, District Engineer

We are in receipt of your memorandum of August 19, 1955 with a copy of Deputy Commissioner Clark's memorandum of August 17th concerning the status of principal routes in Alaska. The following is a supplementary report covering the status of the route between Cordova via Chitina to Willow Creek on the Richardson Highway.

The route has been constructed between Cordova and Alaganik Slough at Mile 22 and this portion is on the Forest Highway System and maintained by the Bureau of Public Roads. The roadbed is the old Copper River Railroad which has been converted to highway. The road is narrow with no surfacing of any kind except pitrun gravel. The section between Alaganik and Mile 39 on the west side of Copper River delta is now under contract by the Alaska Road Commission with a completion date set in the fall of 1956. This section also follows the old railroad utilizing old railroad steel bridges. The section between Mile 39 and Mile 51, "The Million Dollar Bridge", has been surveyed and Alaska Road Commission has, at the present time, a crew surveying north from Mile 51. Some surveying has also been done from Chitina south.

The present route between Chitina and Willow Creek is an old, very low-standard road with grades up to 15-18% and about a 12 foot width with no surfacing of any kind. The bridges are in particularly bad condition and are all posted for a 5 ton load limit and a 5 mile per hr. speed limit. The present road is of no particular value in connection with the proposed through highway between Cordova and Willow Creek except as an access road.

Alaska Road Commission officials are not very optimistic about getting any substantial appropriations towards completion of this route. Their present plan is to use what funds they can obtain to improve the present road between Chitina and Willow Creek. Apparently they do not contemplate the reconstruction to through-highway standards, but merely improvement of the present road, including new bridges.

An alternate route from Mile 101 on the Copper River route up the Tiekel River to Mile 46 on the Richardson Highway has been considered for the past few years. This route is only 16 miles long, but would require very heavy construction for about 10 miles. The alternate is still being considered, particularly since the construction of a dam at Wood Canyon, a few miles below Chitina, has been suggested. The

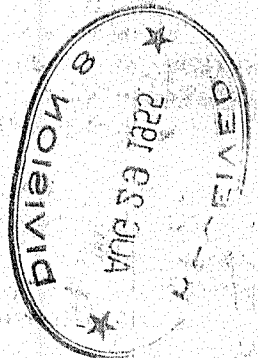
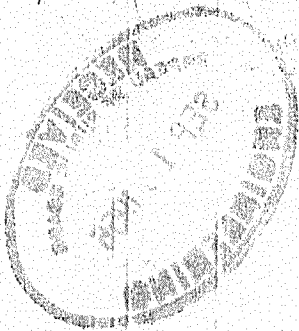
August 24, 1955

construction of this dam would create a lake about 90 miles long and place the proposed highway on the old Copper River Railroad, the town of Chitina and portions of the present road between Chitina and Willow Creek under 300 to 400 feet of water. A very expensive relocation of the highway would be necessary.

Another alternate under discussion is to leave the Copper River Railroad at Mile 70 and construct a road up the Tasmuna River, a distance of about 30 miles, and connect with the Richardson Highway at Mile 24, a few miles south of Thompson Pass. This alternate would probably be the least expensive, but it defeats one of the original arguments for the Copper River Highway, which was that it would not be necessary to cross any high pass and eliminate the need for long and steep grades.

In connection with this route should be mentioned the possibility of construction of a road between Mile 39 on the east side of the Copper River delta to Katalla and then east towards Icy Bay. An extensive oil exploration project including the drilling of test wells is now underway in the area between Katalla and Icy Bay. If a major oil field should be discovered in this area, it would unquestionably result in heavy pressure for the construction of a highway to connect the area with Cordova, the nearest feasible deep water harbor. The Alaska Road Commission has at this time a reconnaissance party in the field together with a party from the Geological Survey investigating possible routes between Mile 39 on the Copper River Highway and Katalla. If the need for the construction of this route should become urgent, it will probably mean deferment of the construction north towards Chitina from Mile 39.

The plans for the Copper River Highway are, as can be seen from the above, very indefinite, and are to a certain extent, dependent on other developments in the area. It is for this reason that the route was not mentioned in our previous report.



08-19  
08-00

BUREAU OF PUBLIC ROADS

Mr. F. E. Andrews, Division Engineer

August 24, 1955

Chr. F. Wyller, District Engineer

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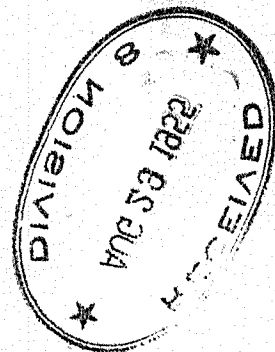
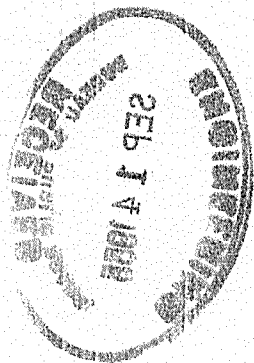
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CROSS REFERENCE

File No. Forest Hwys 15 (Alaska)

Date 7/1/55

FROM : C. D. Curtiss (Christensen)

TO : Hon. E. L. Bartlett.

SUBJECT:

re your ltr 6/3/55 to Hon. Rothchild, Under Secy for Transportation, Dept. of Commerce, Forest Hwy funds to be used for const. forest hwy routes thru Ketchikan, Alaska, etc.

There is no provision of existing law or regulation prohibiting extension of Forest hwy routes into or thru incorp. cities. xx etc.

re 366 miles of rural roads on approved forest hwy system for Alaska. xx cost for bringing this rural mileage to adequate standards is \$20,854,000. re \$1,960,694 for Alaska. re \$500,000 used each year cover costs of maint.

See File No. Forest Hwys 16 (Alaska)

BUREAU OF PUBLIC ROADS

(machine was broken)

F.H. ALASKA-16

AIR MAIL

24-20.6

BUREAU OF PUBLIC ROADS

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

November 21, 1957

C. F. Barker, Chief Accountant  
Washington, D. C.

Treatment of Reimbursements for Forest Highway Projects

In reply to your teletype of November 18, 1957, September tabulation separates reimbursement because they are not to be shown as project credits. There should be no construction project reimbursements. Any reimbursable f.y. 1958 costs now charged to a construction project should be transferred by journal voucher to a reimbursable allotment thereby reducing project costs so they are properly stated. The reimbursement collected will be credited on code cards to the reimbursable project but will not be entered as a credit to the project costs. A memorandum entry may be made in column 1 of reimbursable Project Cost Record, however, to show collection of costs.

The above journal voucher transfer will reduce project costs and will affect the entries to account 443 by increasing reimbursable allotment charges which are not closed to 208 and 309 accounts. The reduction of project costs will be reflected in closing the completed project.

Forest Highway projects are closed by submission of Final Voucher PR-37 FH (completed and paid) and adjusted to final project costs. Our tabulation will carry the project as active until the end of the fiscal year.

JWFrank/kmj  
cc: Files (2) ✓  
Mr. Frank ✓  
Mrs. Junkin ✓  
Chron File (Accounts Br.)

11/22/57



(Glenn Hwy Bridges)  
Alaska - 7 H.  
x (Alaska) 7 H. 16

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

January 22, 1957

J. C. Allen, Assistant Commissioner for Administration  
Washington, D. C.

Contract Award - Four Glenn Highway Bridges

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

Your memorandum of December 20, 1956, 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 construc-  
tion and the Budget Bureau apportionment.

FP Alexander:etc  
cc: Files (2)  
Mr. A. F. Ghiglione  
Mrs. Culley (Accts)

1-22-57  
copies detached

FORM CD-14 (10-27-53)	DEPARTMENT OF COMMERCE	DATE
TRANSMITTAL SLIP		<i>1-21-54</i>
TO:	<i>Business Banker</i>	REF. NO. (If any)
FROM:	<i>W. C. ...</i>	REF. NO. (If any)
<b>ACTION</b>		
<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 type="checkbox"/> FOR YOUR INFORMATION	
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT	
<input type="checkbox"/> PER OUR CONVERSATION		
COMMENTS:		
<p><i>You may want to have the ... form through ... budget matter. ... contract has been revised and ... before ... ... insurance and return here ...</i></p>		

COMM-DC-3822

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Frank Turner, Assistant Commissioner  
Washington, D. C.

DATE: December 20, 1956

FROM : A. F. Chiglione, Acting Division Engineer  
Juneau, Alaska

SUBJECT: Contract award - Four Glenn Highway Bridges

As discussed by telephone this date, we are proceeding with the award of contract for the Glenn Highway bridges. Funds for this purpose are available from the Interior Department appropriation "Construction of Roads, Alaska", although Secretarial authority for transfer between budgetary items within the appropriation may be necessary.

The appropriation for "Construction of Roads, Alaska" included several budgetary items such as Preparation of Plans, Reconstruction of Existing Roads, Surfacing of the Alaska Highway, Glenn Highway, Sterling Highway, etc. Transfer of funds between these items in the appropriation required Secretarial approval; however it was frequently accomplished in order to utilize residues from completed projects and to permit realistic programming in the field.

Our most recent analysis of construction funds indicates an unobligated balance of \$1,290,693 in the appropriation "Construction of Roads, Alaska". In addition to this amount, we are reserving \$453,394 for possible obligation by settlement of claims now pending before the Interior Board for Contract Appeals and the Board of Contract Appeals of the Department of Commerce. The Four Glenn Highway Bridges contract bid price, plus cost of engineering and Government-furnished material, totaled \$320,000, and is, obviously, within the available appropriated funds. However, these bridges are on the Glenn Highway, the budgetary item for which has a balance of \$337,600, enough to cover the contract but sufficiently close to require our consideration of transferring funds from other items within this appropriation.

The whole subject of utilizing the Interior funds within budgetary items should be reviewed in your office since the need for adjustments between items will continually arise, and the requirement that such adjustment be cleared by the Secretary may no longer be applicable. This requirement, under Interior Department budget procedures, was necessary to satisfy the Appropriations Committees of Congress and the Bureau of the Budget which reviewed our programs in detail. Since the detailed project evaluation is not required from the Bureau of the Budget or Congress under Federal-Aid procedures, I believe efforts should be made to consolidate all of our remaining Interior funds within the appropriation "Construction of Roads, Alaska" for use on construction work regardless of the item identification.