

**KODIAK**  
M A P P I N G  
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907-376-1406  
*Seward Hwy to Kenai Lake*  
*Forest Highway System*  
*for AK 1930s*  
*1953*

RG 30 ALASKA ROAD COMMISSION  
BUREAU OF PUBLIC ROADS  
PROJECT CORRESPONDENCE  
JUNEAU, AK  
1916 -- 1959  
*46347848*  
Box: \_\_\_\_\_



*File 486*

November 20, 1931.

Forester  
Chief of Bureau  
Washington, D. C.

Gentlemen:

On October 6, 1931, a conference was held with representatives of the Territorial Board of Road Commissioners, the Forest Service, and the Bureau of Public Roads, for the consideration of a supplemental Forest Highway Program for the Fiscal Year 1932.

Funds Available:

Unauthorized balance 1922-32 programs	\$837,817.26
Estimated underrun 1922-32 programs	<u>5,186.55</u>
	\$843,003.81
Less program recommended 11-12-31, but not yet approved	<u>125.00</u>
Balance available for authorization.....	\$842,878.81

Recommendations:

We recommend the following projects with allotment set opposite:

<u>No.</u>	<u>Project</u>	<u>Total</u>	<u>F.H.</u>	<u>Coop.</u>
✓ 1-C1D2	Tongass Highway, Ketchikan-Bugge Beach Sec., Widng. & Resurf.	100,000	100,000	--
✓ 1-B4	Tongass Hwy., Ketchikan-Wards Cove Section 2, Resurfacing.	20,000	20,000	--
✓ 1-I	Tongass Highway, Mud Bay-Clover Pass Sec., Clearing & Grubbing.	65,000	65,000	-- <small>1934 120,000 1935 125,000</small>
✓ 2-A6	Glacier Hwy., Juneau-Lemon Creek Sec., Improvement & Resurfacing	65,000	65,000	--
✓ 3-A4C2D1	Seward Hwy., Seward-Summit Sec. Improvement & Resurfacing	50,000	50,000	--

<u>No.</u>	<u>Project</u>	<u>Total</u>	<u>F.H.</u>	<u>Coop.</u>
✓ 7-A3	Mitkof Hwy., Petersburg Sec. Reconstruction & Resurfacing	15,000	15,000	--
✓ 7-C	Mitkof Hwy., Cannery-Falls Cr. Section, Clearing & Grubbing	45,000	45,000	-- 1934 \$175,000
✓ 11-ALB2	Sitka Hwy., Sitka-Power Station Section, Reconstr. & Improvement	45,000	45,000	--
✓ 20-A	Hydaburg Highway Hydaburg Village Road	30,000	30,000	--
✓ 21-A	Resurrection Cr. Hwy., Forks- Palmer Cr. Sec., Improvement	20,000	20,000	--
✓ 22-A	Angeon Hwy., Angeon-Anchorage Sec., Clearing & Grubbing	10,000	10,000	--
✓ 23-A	Gartina Hwy., Moonah-Gartina Bay Sec., Clearing & Grubbing	10,000	10,000	--
✓ 31-A1	Douglas Highway Lawson Cr. Bridge Reconstruction	40,000	40,000	--
		\$515,000	\$515,000	--
	Contingent (10%).....	51,500	51,500	--
		\$576,500	\$576,500	--
	Unallotted.....	266,378	266,378	--
		\$842,878	\$842,878	--

1-C1D2  
TONGASS HIGHWAY, KETCHIKAN-BUGGE BRANCH SECTION  
Widening and Resurfacing, 3.0 Miles

In 1923 the Bureau undertook the construction of 1.7 miles of road between the town limits of Ketchikan and the Indian Village of Saxman. The surfacing of this project was completed in 1925. During 1926-27 the Tongass Highway was extended 3 miles beyond Saxman Village to Mountain Point. During 1927-28 2.7 miles of additional highway were graded and surfaced to Herring Bay. This section of road was located

*Herring Bay Sec. in 1931-32, 0.7 miles*

of the Ketchikan - Saxman Sec.

Dairy  
Radio Sta.

outside the Ketchikan townsite elimination and within the National Forest area. A rapid homesite and summer home development followed upon the subdivision of the adjacent areas. This has resulted in a heavy daily suburban traffic between the homesite areas and Ketchikan. The original improvement provided for a 10 foot roadway. A recreational area and municipal beach approximately 1 mile beyond Saxman is extensively used by residents of Ketchikan. The surfacing on the section between Ketchikan and Saxman is badly worn and it is now impossible to maintain a satisfactory driving surface. In order to provide a satisfactory two-way road, it is proposed to widen the roadway to an 18 foot standard and apply a two course Crushed Rock Surface. The improvement will extend as far as the municipal beach, locally known as "Bugge's Beach". The total length of the proposed improvement is 3 miles. The cost of the proposed improvement is estimated at \$100,000. It is, therefore, recommended that the amount of \$100,000 be authorized from the Alaska Forest Highway fund for the widening and resurfacing of this section.

1-B4  
TONGASS HIGHWAY, KETCHIKAN-WARDS COVE SECTION 2  
Resurfacing, 2.3 Miles

During 1930-31 reconstructing and widening operations were carried on over this section under the Miscellaneous Small Project allotment. The work consisted of widening a number of narrow, sharp curves, raising of shoulders, super-elevating of curves, and redecking of bridges. The project is now in a satisfactory condition to handle two-way traffic except for the surfacing, which is badly worn and impossible to maintain properly. It is now proposed to apply a full depth of Crushed Rock Surfacing over the entire length of Section 2. This will then provide a complete improvement between Ketchikan and Wacker City. The estimated cost for surfacing 2.3 miles of road is \$20,000. It is, therefore, recommended that this amount be authorized from the Alaska Forest Highway Fund.

1-1  
TONGASS HIGHWAY, CLOVER PASS SECTION  
Clearing and Grubbing, 7.0 Miles

Ketchikan is the center of an extensive fishing community and there is demand for homesite locations that provide satisfactory truck gardening areas and small boat anchorages. Practically all such areas adjacent to the existing highway are now occupied as homesites. In order to open up additional areas, it is proposed to extend the Tongass Highway from Mud Bay to Clover Pass, a distance of approximately 7 miles. Two large homesite areas are adjacent to

the proposed extension. Between 30 and 40 five-acre tracts will be made available by this extension. In line with the new construction procedure which will be adopted in this district during the coming season, it is proposed to clear and grub approximately 7 miles of right of way during 1932. Grading operations will be undertaken during 1933-34, when contracts will be let for the construction of this project in two grading and surfacing sections. The estimated cost for clearing and grubbing 7 miles of right of way is \$65,000, and it is recommended that this amount be authorized from the Alaska Forest Highway Fund.

2-A6

GLACIER HIGHWAY, JUNEAU-LEMON CREEK SECTION  
Improvement and Resurfacing, 5.5 Miles

In 1924-26 the Juneau Section of the Glacier Highway was improved between Juneau and Duck Creek, a total distance of 9 miles. This section was originally constructed by the Alaska Road Commission to a one-way standard. The improvement by the Bureau provided a two-way road surfaced with unscreened natural gravel. At the present time the shoulders of the project are badly settled. Many of the curves are in need of additional super-elevation and the entire surface is badly worn, so that it is now impossible to maintain a satisfactory surface during long periods of heavy precipitation. It is now proposed to undertake a general improvement project over the first 5.5 miles of the Juneau Section, which extends from Juneau to Lemon Creek, (where connection is made with the Switzer Bridge-Rocky Point Section that was completed during the present construction season. The portion of the improvement consisting of raising of shoulders and super-elevating of curves will be handled on a day labor basis without plans. The estimated cost of this improvement will not exceed \$5,000 per mile. After general improvement of the roadway has been completed, a contract for the surfacing will be let. The estimated cost of 5.5 miles of general improvement is \$25,000. The estimated cost of applying Crushed Rock in two courses over this section is \$40,000, making a total estimated cost of \$65,000. It is recommended that this amount be authorized from the Alaska Forest Highway fund.

*Increased Traffic*

*Lemon Cr. Duck Cr. etc.*

3-AUC2D1

SEWARD HIGHWAY, SEWARD-SUMMIT SECTION  
Improvement and Resurfacing, 12.0 Miles

Prior to 1920 the Alaska Road Commission constructed approximately 5 miles of road between Seward and Weedrow. Since that time various improvements have been made along this section, including the construction of three truss bridges across channels of Resurrection River, trestle bridges over Salmon Creek and Bear Creek, and the



relocation and raising of the roadway in the Resurrection Valley in order to place the road above high water. Adjacent to Salmon Creek a side glacier stream has built up the channels to such an elevation that the streams are now discharging overflow waters onto the roadway for a distance of approximately 3/4 mile. This section will have to be raised and located on higher ground. by PPR

Between 1921 and 1924 the Bureau extended the original improvement to Kenai Lake. The first section of this improvement was constructed to a very narrow standard with a number of sharp curves. It is now proposed to make a general improvement of the first 12 miles of the Seward Highway, beginning at Seward and extending to the Summit. (This will include the elimination of one of two grade crossings across the Alaska Railroad, north of Seward, the raising of flooded sections of the road, the widening of shoulders, the super-elevating of curves, and the widening of a number of rock points where sharp curvature is encountered. A number of minor structures consisting of short, wooden bridges and log culverts will be replaced with permanent culverts. It is proposed to undertake this general improvement work on a day labor basis without plans, since the cost of the work will not exceed \$5,000 per mile. The total estimated cost of the improvement of the 12 miles is estimated at \$50,000. It is, therefore, recommended that \$50,000 be authorized from the Alaska Forest Highway fund.

35,000

7-A3

MITKOF HIGHWAY, PETERSBURG SECTION  
Reconstruction and Resurfacing, 0.5 Miles.

In 1920-21 the Bureau constructed a low standard road from the town of Petersburg to Seow Bay. Approximately 2 miles of this section were improved to a higher standard in 1927. In 1928 the route was extended 2.7 miles to the Mountain Point Cannery. A short section approximately 1/2 mile in length immediately adjacent to the town of Petersburg has not yet been improved. If it is possible to secure right of way, part of this section will be relocated, which will eliminate excessive curvature at the beginning of the project. Gravel surfacing will be applied to the full depth required for obtaining a suitable surface. The estimated cost of reconstruction and surfacing this 1/2 mile section is \$15,000. It is recommended, therefore, that this amount be authorized from the Alaska Forest Highway fund. Crawled  
adeguately  
broken ground

7-C

MITKOF HIGHWAY, CANNERY-FALLS CREEK SECTION  
Clearing and Grubbing, 5.0 Miles

6.0

The Bureau has constructed and improved the Mitkof Highway for a distance of approximately 5.5 miles south of Petersburg. The

improvement has been carried across the Petersburg townsite elimination and within the National Forest area. Petersburg is a thriving fishing community and there is a demand for small homestead areas which can be developed into truck gardens and possessing anchorages for small boats. In extending the existing highway to a point a short distance beyond Falls Creek, approximately 4 miles of the route will be tributary to homestead areas that can be developed between the roadway and Wrangell Narrows. It is proposed to terminate the highway at a deep water landing which will serve as a small harbor and anchorage for boats of homesteaders occupying areas on the opposite shore of Wrangell Narrows. In line with the procedure which will be followed in the construction of new projects in this district approximately 5 miles of right of way extending from the old Mountain Point cannery to the deep water landing near Falls Creek will be cleared and grubbed in 1932-33. During the 1933-34 construction season grading and surfacing of this 5 mile section will be undertaken. The estimated cost of Clearing and Grubbing 5 miles of roadway is \$45,000. It is recommended, therefore, that this amount be authorized from the Alaska Forest Highway fund.

11-AMB2  
SITKA HIGHWAY, SITKA-POWER STATION SECTION  
Reconstruction and Improvement, 5.0 Miles

Prior to 1920 the Alaska Road Commission constructed a section of road thru the Sitka National Monument and extending approximately 1 1/2 mile beyond the Monument boundary. "In 1924-25 the Bureau extended the original construction work to the mouth of Power Creek, a distance of approximately 4 miles." The Alaska Road Commission constructed the first mile to a low standard and it is now proposed to bring this section of road to a standard equal to that constructed by the Bureau in 1924-25. It is estimated that the cost of reconstructing and surfacing 1 mile of this road will amount to approximately \$25,000. The section constructed by the Bureau follows the precipitous shore of Silver Bay. Construction work consisted of heavy rock cuts and a number of high rock fills. This part of Alaska is subject to frequent earthquake tremors and a number of serious rock slides have occurred along the road during the last few years. Some of the fills have badly settled so that additional improvement work is necessary in order to provide a safe roadway and reduce maintenance costs. It is estimated that this general improvement work can be completed at a cost not to exceed \$5,000 per mile. In undertaking the reconstruction work adjacent to Sitka, it is recommended that the first mile be advertised for contract based on approved plans. The balance of the general improvement work will be handled on a day labor basis without plans. The total estimated cost of the work contemplated on this highway amounts to \$45,000 and it is recommended that this amount be authorized from the Alaska Forest Highway fund.

*Approved  
alignments  
between gardens*



20-A 1  
HYDABURG HIGHWAY, HYDABURG VILLAGE ROAD  
 1.0 Mile

During the 1931 construction season, improvement and construction projects were undertaken in the vicinity of four Indian villages. This work included the improvement of the main traveled street of the village and, in the case of Yakutat and Kake, the extension of roads to adjacent deep water landings. It is now proposed to extend this same reconstruction and improvement policy to other Indian towns in the Territory, among which is the village street of Hydaburg. This project will include the grading and surfacing of approximately 1 mile of street and roadway, together with the construction of a short span bridge across Hydaburg Creek. The estimated cost of grubbing, grading, draining and surfacing this project is \$30,000. It is recommended that this amount be authorized from the Alaska Forest Highway fund.

21-A 1  
RESURRECTION CREEK HIGHWAY, FORKS-FAIMER CREEK SECTION  
 Improvement, 5.0 Miles

During the early days in Alaska, large placer mining operations were active in the Resurrection Creek Valley. At that time a low standard road was constructed by the various mining interests operating in Resurrection Creek Valley. There are yet a number of valuable properties in the valley and due to the recent increased interest in gold, placer mining operations have again become active in this region. It is now proposed to expend a small amount of money in the improvement of approximately 5 miles of the old road which was constructed in the early days. The improvement will consist of bringing the existing road to such a standard that it will be accessible to tractors and light automotive vehicles. The funds to be expended will not exceed \$5,000 per mile. The total estimated cost of the improvement will not exceed \$20,000 and it is recommended, therefore, that this amount be authorized from the Alaska Forest Highway fund.

22-A  
ANGOON HIGHWAY, ANGOON-ANCHORAGE SECTION  
 Clearing and Grubbing, 1.5 Miles

Within the next two years it is proposed to undertake the improvement of the Indian Village street at Angoon and the construction of a short section of road to the small boat anchorage south of Angoon. Since a section of this highway traverses virgin country, it will be necessary to undertake prior clearing and grubbing operations in conformity to the policy being adopted in this district for future construction. The work proposed during 1932 includes the clearing and grubbing of approximately 1.5 miles of right of way at an estimated cost of \$10,000. Grading of this section will be undertaken during the 1933 construction season. It is recommended, therefore, that the sum of \$10,000 be authorized from the Alaska Forest Highway fund.



23-A

GARTINA HIGHWAY, HOONAH-GARTINA BAY SECTION  
Clearing and Grubbing, 1.5 Miles

The Indian Village of Hoonah is located over tide flats. The main street is now carried on piling. In order to construct a permanent street and roadway, it is proposed to locate the road on the shore immediately behind the Indian village. This roadway will connect a commercial deep water landing in the village with the Territorial School now under construction, and will extend to a number of homestead areas on Gartina Bay. In line with the policy being adopted in this district, it is proposed to undertake the clearing and grubbing of 1.5 miles of right of way during the 1932 construction season. Grading and surfacing operations will be undertaken in 1933. The estimated cost for clearing and grubbing 1.5 miles of right of way will amount to approximately \$10,000. It is recommended, therefore, that this amount be authorized from the Alaska Forest Highway fund.

31-A1

DOUGLAS HIGHWAY, LAWSON CREEK BRIDGE

Prior to 1920 the Alaska Road Commission constructed a section of road north of Douglas along Gastineau Channel for a distance of approximately 2.0 miles. At one point the roadway crosses a deep ravine known as Lawson Creek. The creek itself is spanned by a high, timber trestle with steep earth-graded approaches. The bridge is now badly decayed and dangerous for even foot traffic. During 1930 complete surveys were made connecting the Glacier Highway, adjacent to Juneau, with the town of Douglas, located on Douglas Island. The bridge across Lawson Creek will form a part of the highway connecting Juneau and Douglas. It is proposed, therefore, to construct a new bridge over Lawson Creek to the proper alignment, grade and on a standard which will be adequate to handle any future interurban traffic which may develop between Juneau and Douglas upon the construction of the Gastineau Channel Bridge. It is recommended that the proposed structure consist of one 140 foot steel span with trestle approaches, the roadway being carried on the roof of the truss. The estimated cost for constructing such a structure to a 20 foot standard roadway will amount to \$40,000. It is recommended, therefore, that this amount be authorized from the Alaska Forest Highway fund.

Very truly yours,

18 *W.D. Williams*

\_\_\_\_\_  
District Engineer.

14 *Chas. H. Selway*

\_\_\_\_\_  
Regional Forester

TERRITORIAL BOARD OF ROAD COMMISSIONERS

18 *Geo. A. Parker*

Chairman

15/ *Wm. A. Stess*

Highway Engineer.

18 *M. G. Smith*

Member.



B-3

Route	Read
Williams	<input checked="" type="checkbox"/>
Winsor	<input checked="" type="checkbox"/>
Jewett	<input type="checkbox"/>
French	<input type="checkbox"/>
Readman	<input type="checkbox"/>
Siemens	<input type="checkbox"/>
Wides	<input type="checkbox"/>
Answered:	By:

November 15, 1930.

MEMORANDUM FOR THE SECRETARY:

There is transmitted herewith a letter for your signature approving a revision of the System of Forest Highways in Alaska under the Rules and Regulations for Forest Roads Administration.

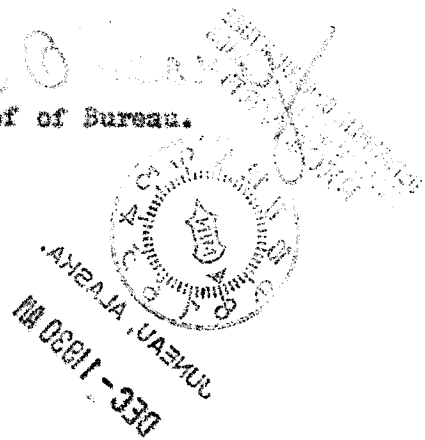
There is entire accord between the field officers of the Bureau of Public Roads and the Forest Service and the officials of the Territorial Board of Road Commissioners of Alaska with respect to a revision of the Forest Highway System.

Forester.

*W. L. O.*  
Acting Chief of Bureau.

Enclosure.

CC: The Forester  
Dr. Lewis  
Dr. Williams ✓



486-Alaska Gen.

November 13, 1930.

Chief,  
Bureau of Public Roads  
Washington, D. C.

Dear Sir:

Further reference is made to Mr. Nickols' radiogram of October 30, and our reply of November 1, relative to the length of completed Forest Road Projects by types in the Tongass and Chugach National Forests in Alaska.

A tabulation follows showing by routes the mileages completed for each of the Forest Highway Projects:

Route No.	Completed By B. P. R.	Completed By Others	Under Construction
1	13.84	-	2.95
2	38.832	2.76	3.00
3	15.75	5.42	-
4	7.14	-	-
5	6.67	-	-
6	13.89	-	-
7	4.51	-	-
9	9.87	1.188	1.112
11	3.58	1.06	-
12	7.76	-	-
13	11.92	-	-
14	45.66	-	-
16	6.35	-	-
17	-	2.28	5.23
18	11.64	-	-
26	4.54	-	-
27	0.87	-	-
29	8.20	-	-
30	4.53	-	-
31	-	2.00	-
Kenai River Trail*	6.06	-	-
Portage Road *	6.00	-	-
El Nido Road *	0.94	-	-
Total Mileage	228.552	14.708	12.292

\* Not maintained by B. P. R.



Page 2.

In our radiogram we stated that the mileage in the Tongass Forest was 101.0 and in the Chugach Forest 121.5, making a grand total of 222.5. To be exact the total mileage in the Tongass Forest is 100.972 and in the Chugach Forest 121.520, making a total of 222.492. This mileage does not include the Kenai River Trail which has a mileage of 6.06. Inasmuch as the mileage of this trail is included in your tabulation, this will make a grand total of 228.552.

In our tabulation we have also shown the mileage which was constructed by other agencies and is now being maintained by the Bureau.

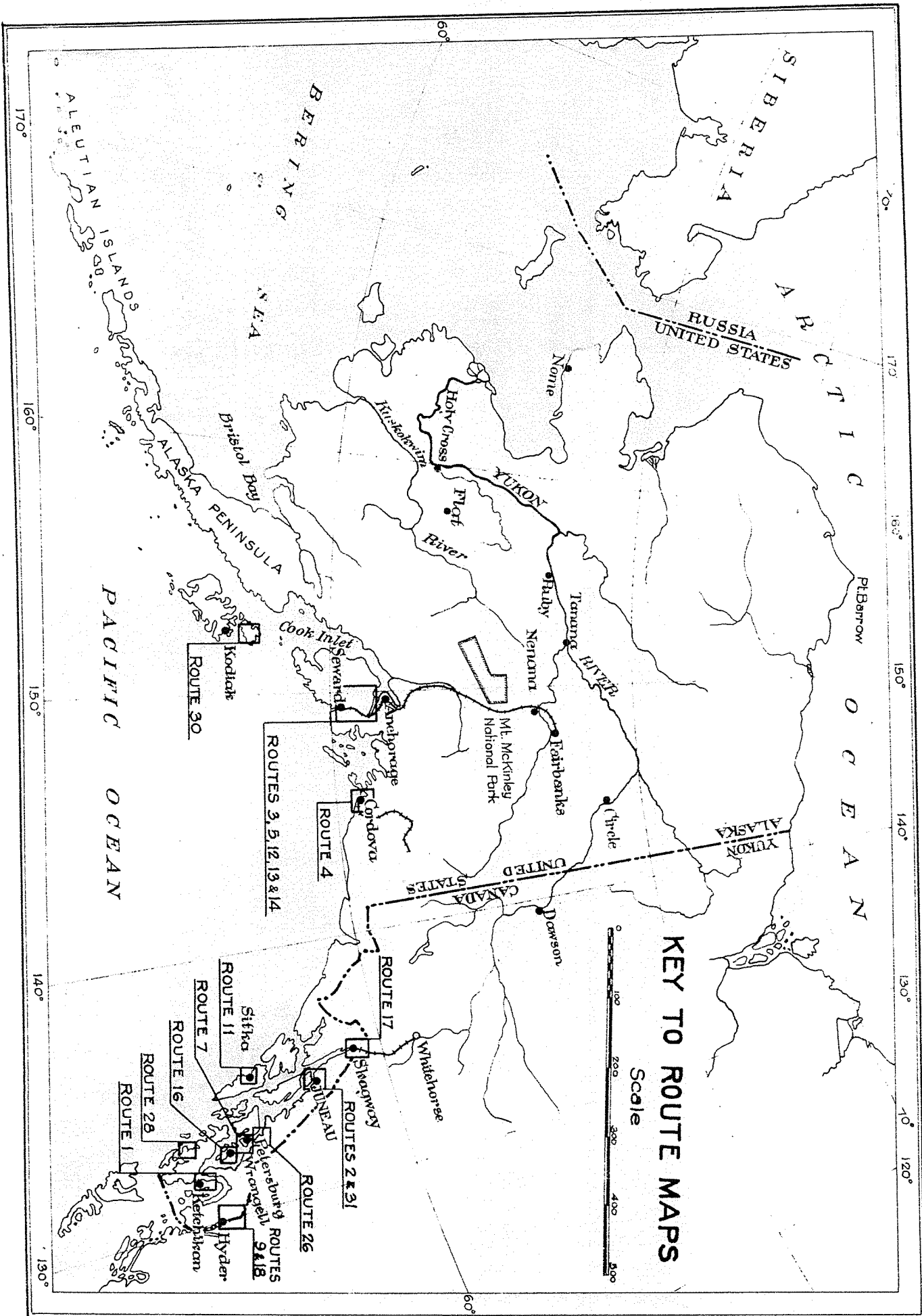
At the presenttime there are 12.292 miles under construction.

Very truly yours,

M. D. WILLIAMS,  
District Engineer.

By:  
Associate Highway Engineer.

IFS/ lps





*476-System List*

September 24, 1953

Mr. Irving Reed  
Territorial Highway Engineer  
Alaska Office Building  
Juneau, Alaska

Dear Mr. Reed:

Attached herewith for your records is a copy of list showing the Alaska Forest Highway System as revised and approved on August 14, 1953. The revised tabulation includes changes made and agreed upon by the Bureau of Public Roads, U.S. Forest Service and Territorial Board of Road Commissioners on May 4, 1953.

Very truly yours,

HUGH A. STODDART  
Division Engineer

By:

M. M. FLINT  
Construction Engineer

Attachment

*OK*

RVR:ms

cc: Reading File  
Files

## Copy for Bureau of Public Roads

C-2.2

August 14, 1953

Mr. R. E. McArdle  
Chief, Forest Service  
Washington 25, D. C.

My dear Mr. McArdle:

In accordance with the regulations for administering Forest Highways under provisions of Section 23 of the Federal Highway Act, the Division Engineer of the Bureau of Public Roads, the Regional Forester and the members of the territorial Board of Road Commissioners of Alaska have recommended changes in several of the routes on the Alaska Forest Highway system. The description of the revised Forest Highway system, including the recommended changes, is as follows:

Route No.	Route Name	Termini	Approx. Length (Miles)	Class
1	Tongass	Beaver Falls Creek-Loring, excluding portions within Eetchikan town limits.	40.3	3
2	Glacier	Little Sheep Creek-Echo Cove, including Mendenhall Loop and road from Juneau town limits to Alaska-Juneau Camp, from mile 12 to Mendenhall Glacier, from mile 12 to Fritz Cove, from mile 17 to Point Lena and from mile 25 to Eagle River Landing, and excluding portion within Juneau town limits.	59.1	3
3	Seward-Anchorage	North City limits Seward-Girdwood	89.5	3
4	Cordova Highway	Whiteshed Radio Towers-Power Creek, excluding portion within Cordova Town limits	20.0	3
5	Kensi River	Mile 38 (Seward-Anchorage Highway)-West Boundary Chugach National Forest	18.2	3
7	Mitkof	Skylark Creek at Petersburg-Power Plant at Blind River, including road from mile 11 to Papke's Landing.	16.6	3

<u>Route No.</u>	<u>Route Name</u>	<u>Terminal</u>	<u>Approx. Length (Miles)</u>	<u>Class</u>
9	Salmon River Highway	Hyder Dock-International Boundary at Boundary Creek, including road from Mile 1 to International Boundary at Hyder.	12.1	3
11	Sitka	Old Sitka-Merring Cove excluding portion within Sitka City Limits	13.2	3
12	Crow Creek	Seward-Anchorage Highway at Girdwood - Cache at Milk Creek	8.0	3
13	Palmer Creek	Hope Highway at Hope - Hershay Mine	11.9	3
14	Hope	Mile 58 Seward-Anchorage Highway-Hope Landing	17.3	3
16	Wrangell	Labourchere Cove - Chichagof Peak, excluding portion within Wrangell	12.7	3
18	Texas Creek	Mile 9 (Salmon River Highway)-Crossing of Texas Creek	3.5	3
26	Point Agassiz	Point Agassiz - End of Spru Road toward Wood Point	3.0	3
30	Afognak Lake Highway	River Mouth Point on Afognak Bay - Fish Hatchery at Afognak	4.5	3
31	Douglas Highway	Douglas town limits - Fritz Cove, including bridge from Juneau to Douglas Island	11.6	3
32	Copper River	Cordova-Alaganik	20.4	3
33	Resurrection Bay	Mile 1.5 Seward-Anchorage Highway-Nash	2.6	3
34	Seward	Mile 0 Seward-Anchorage Highway-Seward Airport	1.4	3



The summary of the mileage of the revised system is as follows:

<u>Class 1</u>	<u>Class 2</u>	<u>Class 3</u>	<u>Total</u>
0	0	365.9	365.9

The foregoing revised system has the approval of the Bureau of Public Roads and is submitted with recommendation for your approval.

Very truly yours,

**G. D. CURTISS**

Acting Commissioner of Public Roads

Approved:

**EDWARD P. CLIFF**

Acting Chief, Forest Service

SEP - 8 1953

(Date)

Mr. Hugh A. Stoddart (2) ✓

486/3 program letters

*File*

January 26, 1953

Chief, Forest Service  
 Commissioner of Public Roads  
 Washington, D. C.

Gentlemen:

In accordance with the regulations for administering Forest Highways under the provisions of Section 23 of the Federal Highway Act, the Division Engineer of the Bureau of Public Roads, the Regional Forester and the Territorial Board of Road Commissioners have recommended the following Forest Highway Program for Alaska:

PROJECTS RECOMMENDED

Project and Account No.	Route name and type of work	Length Miles	F.H. Funds
0380-00	Maintenance, Lump Fund		450,000.00
0381-00	Location Surveys, Lump Fund Routes 1, 2, 7, 11 and 32		30,000.00
0382-00 2-F8	Glacier Highway Grading	6.0	845,000.00
0383-00 3-A10	Seward-Anchorage Hwy.	0.5	80,000.00
0384-00 5-A5	Kenai River Highway Bridge	0.1	276,000.00
0385-00 32-A2	Copper River Highway Bridge and approaches	0.1	150,000.00
Total			\$ 1,831,000.00

Project Description and Comment

Maintenance

The constructed portion of the Alaska Forest Highway system consists of 48 miles of bituminous pavement and 25 1/2 miles of crushed gravel or crushed stone roadway. A 5 1/4 mile section of the latter is

-2-

presently under contract for construction of a bituminous surface. Improvements on the more heavily traveled routes offset the current higher cost trend so there will be no increase in maintenance costs over fiscal year 1953, although the improved sections will require more intensified winter maintenance because of increased traffic but extensive bridge repairs will tend to offset savings in maintenance costs which would normally be expected as a result of improved wearing surface construction.

### Surveys

Funds for location surveys will provide for the completion of surveys and P. S. and E. now underway. One new survey approximately 4 miles in length will be made on the extension of the Sitka Highway towards Old Sitka. The routes included are Tongass Highway, Route 1; Glacier Highway, Route 2; Mitkof Highway, Route 7; Sitka Highway, Route 11, and Copper River Highway, Route 32.

### Glacier Highway Grading, Project 2-F8

This project extending from Auke Bay to Tee Harbor provides for reconstruction of a section on which the surfacing is wornout and the grades, width and alinement are inadequate for present as well as future traffic. The portion of this section from the Lena Road to Tee Harbor is in an advanced stage of obsolescence; the surface is completely wornout, ditches are practically non-existent, and the width is wholly inadequate.

An increasing number of people have taken up permanent residence along this project. In recent years rural schools have been closed so that a greater number of school buses are operating to transport the children to the recently constructed new schoolhouse in Juneau. Tee Harbor is a highly popular fishing resort and generates heavy summer traffic.

The Haines auto ferry terminal is at the end of the Pt. Stephens road in Tee Harbor, at a distance of 0.8 miles from Glacier Highway. The ferry provides a connection to the Haines Highway which in turn connects with the interior Alaska Highway system and the States. Special funds have been earmarked for the reconstruction of the Pt. Stephens road which will be done in conjunction with this project.

Maintenance costs, both summer and winter are very high on this substandard section of road.

### Seward-Anchorage Highway

#### Grading, Surfacing, and Bituminous Surfacing, Project 3-A10

This project is adjacent to the northerly city limits of Seward and is the only link in the Seward-Anchorage Highway on which reconstruction to a high standard with a bituminous surface has not been



-3-

completed or placed under contract. The project was originally proposed for inclusion in the paving contract now underway from Seward to Mile 58 financed with Department of Interior funds but approval of the original city portion was withheld as being ineligible for improvement with funds of that Department. By revision of the city boundaries the project now proposed lies entirely outside of the City of Seward and qualifies for reconstruction as a Forest Highway Project. The reconstruction of this remaining low standard section is particularly desirable at this time while there are contractors with the required equipment available in the area. Deferring this project to a later date would result in much higher costs to the Government for its reconstruction.

Kenai River Highway

Schooner Bend Bridge, Project 5-A5

The present bridge over Kenai River at Schooners Bend was constructed in 1929. The structure is in poor condition and posted for limited loads. This entire route, with the exception of a 6 mile section between Coopers Landing and the Forest Boundary, has been raised to standards commensurate with the Seward-Anchorage Highway. The reconstruction of this last section is provided for in an approved program and this proposed project will complete the last link in the entire route. Increased defense construction activities in the Kenai area has resulted in a progressively greater number of passenger car and truck traffic.

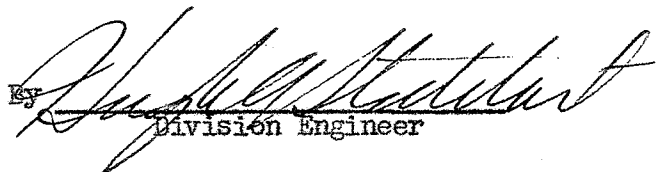
Copper River Highway

Grading and bridge, Project 32-A2

This project, estimated to cost \$150,000.00 will provide for replacement of the existing bridge at the Eyak River crossing which has deteriorated to the point where immediate reconstruction is mandatory. The work will include construction of immediate approaches at either end of the structure.

Very truly yours,

BUREAU OF PUBLIC ROADS

By   
Division Engineer

U. S. FOREST SERVICE

By   
Acting Regional Forester

TERRITORIAL BOARD OF ROAD COMMISSIONERS

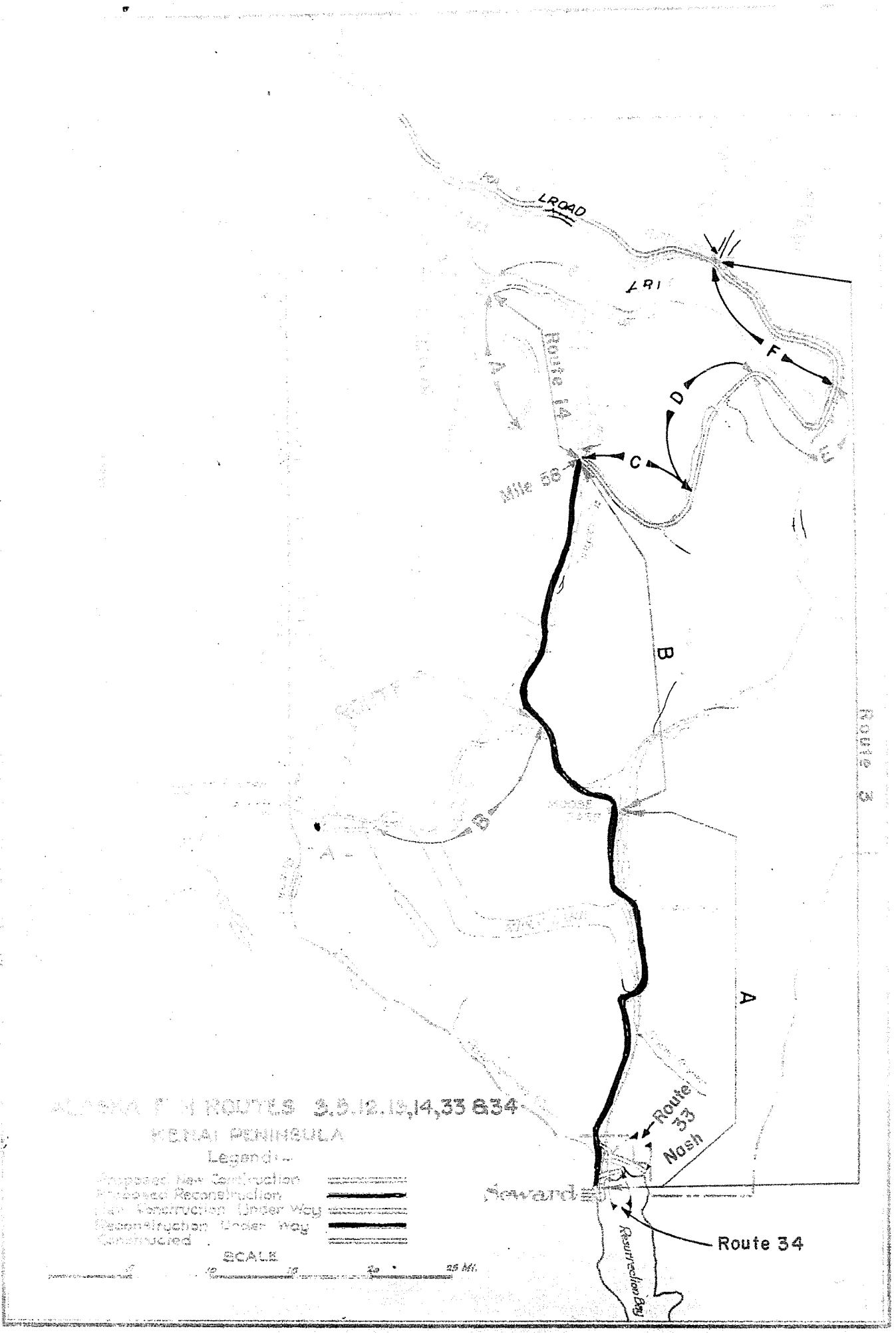
By Ernest Groning  
Chairman

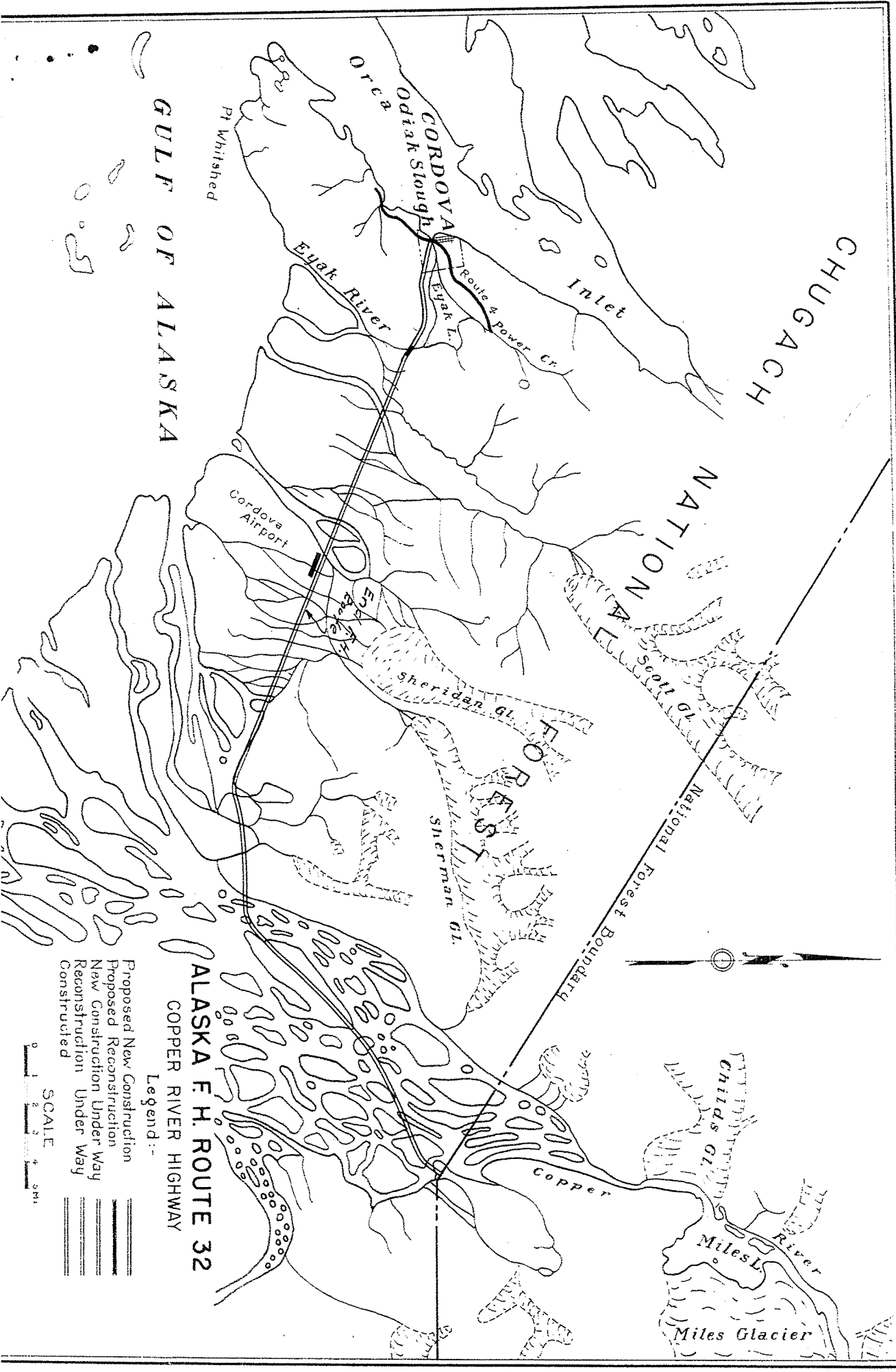
By R. ...  
Member

By \_\_\_\_\_  
Highway Engineer









Legend:-

- Proposed New Construction
- Proposed Reconstruction
- New Construction Under Way
- Reconstruction Under Way
- Constructed

SCALE  
0 1 2 3 4 5 MI.