

10/05/09 (3)

RG 30 ALASKA ROAD COMMISSION  
BUREAU OF PUBLIC ROADS  
PROGRAM PLANNING & RESEARCH CORRES  
JUNEAU, AK 1894? -- 1958

Box: **6** 10,05,09(3)



BUREAU OF PUBLIC ROADS • UNITED STATES GOVERNMENT  
Office Memorandum

DATE: May 29, 1959

Mr. [Name], Regional Engineer  
Juneau, Alaska

Subject: Recommendations for Nome Area - 1959

On May 11, 1959, Regional office received a telegram from the National Committee of the Northwestern Chamber of Commerce (Nome) requesting proposed plans for highway work in the Nome area during 1959. The request was presented in our reply of May 16, in a factual manner. Apparently our plans did not meet with the approval of the Nome Chamber of Commerce and they promptly appealed to Secretary of Commerce, Lewis L. Brown, and the entire Alaska delegation in Congress. In an attempt to rectify the 1959 Bureau of Public Roads planning for the Nome area. A letter was written to the Washington officials was transmitted to us on May 19, 1959. The submission of the Nome Chamber of Commerce requests only a program of \$27,350.00. Since this presents only a part of the actual program for the Nome area during 1959, the following is a summary which is recorded for our files in the event it is needed to correct the imprecision which were printed by the Nome Chamber:

Existing Highway Program - Nome Area

Program	Amount
Nome-Talkeetna Road - Snake & Penny	\$107,000
Nome-Talkeetna Grading & Drainage	100,000
<b>Total</b>	<b>\$207,000</b>

Program	Amount
Nome-Talkeetna Grading & Drainage	200,000
Nome-Talkeetna Road - Snake & Penny	200,000
Nome-Talkeetna Grading	130,000
Nome-Talkeetna Paving	130,000
Nome-Talkeetna Road	65,000
Nome-Talkeetna Road	75,000
Nome-Talkeetna Road	42,000
Nome-Talkeetna Road	30,000
<b>Total</b>	<b>\$1,202,000</b>

*Handwritten notes:*  
 5/29/59  
 [Signature]

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

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DATE: May 22, 1959

Mr. J. Neely, Regional Engineer  
Juneau, Alaska

1959 Projections in Nome Area - 1959

*Handwritten notes:*  
of  
2/11/59  
3/11/59

On May 11, 1959, Regional office received a telegram from the Local Committee of the Northwestern Chamber of Commerce (Nome) requesting an proposed plans for highway work in the Nome area during 1959. This proposition was presented in our reply of May 14, in a factual manner. Unfortunately our plans did not meet with the approval of the Nome Chamber of Commerce and they promptly appealed to Secretary of Commerce, Lewis L. Strauss, and the entire-Alaska delegation in Congress, in an attempt to reverse the 1959 Bureau of Public Roads planning for the Nome area. A copy of their letter to the Washington officials was transmitted to us on the date of May 19.

The submission of the Nome Chamber of Commerce mentioned only a program of \$617,435.00. Since this presents only a part of the actual program in the Nome area during 1959, the following is a summary which is recorded for our files in the event it is needed to correct the impressions which were planted by the Nome Chamber:

Existing Highway Program - Nome Area

Existing Program:

Nome-Teller Road - Snake & Penny Reconstruction	\$105,000	
Nome-Teller Grading & Drainage	<u>100,000</u>	\$205,000

New Program:

Nome-Teller, Grading & Drainage	200,000	
Chukchevok, " " "	200,000	
Alutian River Bridge	130,000	
Nome City Paving	139,000	
Nome Airport Paving	65,000	
Nome Municipal Drainage	75,000	
Nome-Teller, Quartz Creek Bridge	42,000	
Reconstruction	<u>20,000</u>	
		<u>1,001,000</u>
TOTAL		\$1,206,000

May 29, 1959

The Nome City paving and the Nome-Airport road paving projects were advertised and awarded this spring to take advantage of the presence of a paving contractor on a military project at the Nome airport. By letting this project ahead of some of the others we were able to realize a saving of \$18,000 below the engineer's estimate and a saving of \$55,000 below the only other bid received. The City of Nome participates in the amount of 10% in the costs of the City paving project.

The Kuzitrin River bridge and the riprap on the Nome-Council road will be advertised within a very few weeks.

The Nome-Teller road and the Nome-Kougarok road projects will be advertised later in the summer. These projects are in the Fiscal Year 1960 program and were approved at the joint October, 1958, meeting of the then Territorial Highway Board and Public Roads. Had not surveys been completed late in the Fall of 1958, under very severe weather conditions, some of the work would have necessarily been deferred to next letting. We still plan a full field review with plans-in-hand of the design of the Nome-Teller and Nome-Kougarok projects to assure that they are properly engineered. Costly corrections during construction or in future years are to be avoided by such normal engineering procedures.

ALASKA

U. S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION TEN

CONSTRUCTION PROGRAM F.Y. 1960

NOME DISTRICT

It is proposed to program two projects for construction and two for survey with the fiscal year 1960 allocations. These projects are to be constructed by contract as we plan to have all Bureau of Public Roads forces withdrawn from heavy construction by the end of the 1959 fiscal year.

Cost estimates are from those experienced on route 141 by force account construction and by contract construction. In those cases where a direct comparison between the two methods has been possible it has been found that the contract unit costs averaged twice those of force account - the difference being due to taxes, profit, higher wages, etc. Assuming that this ratio holds true for items which have not yet been contracted in this area all cost estimates are double those experienced by actual force account construction.

Project Nome - Dexter Realignment

Route 141

Begin Mile 1 - End Mile 13  
(Mileage on present road)

The purpose of the project is to eliminate a dangerous section of narrow twisting road and to detour an area of heavy snowfall; thus providing a safer road for the average daily summer traffic of 400 vehicles and reduced maintenance costs by avoiding the heavy snow.

This proposed road will replace 13 miles of route 141 and 7 miles of route 1412 with 14 miles of new road thus eliminating the maintenance of 6 miles of road.

It is planned to complete the physical survey of this proposed project during the summer of 1958 and the design during the winter following with construction during the 1959 season.

There follows an estimate of the construction cost:

14 miles @ \$40,000 <sup>2000 V. 0. 01. 17 1950</sup> \$560,000

Project - Nome - Teller - Pioneer Construction

Route 131

Begin Mile 0 End Sinuk River

The purpose of this project is to provide access to the Sinuk Coal fields, to revive interest in the now marginal gold fields near the abandoned town of Oregon, and to advance one section of the future Nome - Teller Road.

Obtaining complete engineering data for pioneer construction is very costly - often approaching the cost of actual construction. In the past the problem of high engineering costs has been met by establishing the best location and constructing by force account. Force account construction requires a minimum of engineering data and is flexible enough that changing field conditions disrupt the operation little if any.

Construction costs, for this had been developed from empirical factors and good judgment. These were applied to the location data and produced an estimate of cost that is reasonably accurate.

Contractors are unwilling to accept these costs and to also submit a reasonable bid price.

It is proposed that a different approach to contracting pioneer road construction be tried which will be acceptable to both the Government and the contractors without inviting unrealistic bidding. Pioneer construction to be efficient must be broken into separate phases - clearing, draining, and grading. Under certain conditions clearing and draining can be worked together but seldom can draining and grading without excessive costs. Along the Nome - Teller Route there is no clearing or grubbing so this phase can be passed. Drainage, one of the major phases, is that which we proposed to contract first.

This will specify that ditches be constructed to a minimum cross-section and that all excavation from side ditches be placed toward the centerline, exceptions to be noted. Ditches will be defined as lateral drains, intercepting drains, side ditches, and cross drains. All ditches are to be paid for by the lineal foot - no finishing or trimming will be required through unstable materials.

The effect of this drainage contract would be to open the surface for grading, permitting thawing, draining, and stabilizing.

This type of contract has been discussed with three large and active contractors and none have pointed out anything objectionable. In fact they favor it as they will be able to see foundation conditions before a grading contract is let.

The ditching contract will then be followed by a grading contract which will build to a minimum cross-section across rolling terrain following the natural profile until maximum grades were reached or cut section required. Maximum grades cut sections and ravines or gullies would require the usual detailed engineering and be handled in the conventional manner. Engineering costs would then be reduced to a minimum as a very large portion of the Nome - Teller Road lies across rolling terrain.

Estimated cost of ditching

16 2/3 miles @ \$6000 \$100,000

Project - Nome - Cape Nome - Survey

Route 130

Begin Nome End Mile 14

The purpose of this project is to improve the alignment of a narrow section of substandard road and to eliminate several snow traps. This road having a daily summer traffic count of 250 vehicles per day serves the villages of Solomon, Council, several individual mining operations and hunting and fishing areas of tribal eskimos. Access will also be provided for a variable omni range site now being proposed for construction at Cape Nome by the Civil Aeronautics Administration and to a few summer homes.

In addition to being a scenic drive many points of interest for the growing tourist business lie along this route; such as, the historic beach gold mining operations, signs of which are still visible, eskimo hunters bringing home their catch of seals, fish, etc. The self-supporting eskimos will be able to drive, now impossible because of the snow traps along the present road, to the open water near Cape Nome for their early spring hunting of seals, walrus, and occasional whales.

Estimate cost of survey and design . . . . . \$30,000

Project - Kougarok - Haycock Survey

Route 141

Begin Coffee Creek End Haycock

(Approximately 100 miles)

A road between Coffee Creek and Haycock will provide a section of a trunkline for the Seward Peninsula through the area of least snowfall with good alignment and easy grades.

This road will provide the immediate service:

- (a) A highway connection from Nome linking the Anvil Mountain "White Alice" Site with the Granite Mountain "White Alice Site" all supplies, materials and equipment are moved by air at present.
- (b) Easier access to the Kateel Oil fields - access for drilling equipment is down the Yukon from Nenana and overland from Nulato by cat train.
- (c) A direct connection Nome to Haycock a mining village.
- (d) Rejuvenation of the gold fields near the headwaters of the Kuzitrin River and in the vicinity of Haycock.
- (e) Access to the Copper prospects near the headwaters of the Koyuk River.

The following future service will be provided by this road:

- (a) A section of the proposed Fairbanks Nome Road.
- (b) A trunkline from which roads can branch to Candle, Deering, Buckland, Kotzebue, Unalakleet, and the eskimo villages between thus raising their standard of living by providing an outlet for their reindeer meat and hides.
- (c) Access by a short branch road to the Lead -silver deposit about 35 miles south of Deering.
- (d) Promotion of the tourist trade by permitting them to drive into the villages and actually see the eskimos in their natural habitat.
- (e) Access to timber areas that are capable of producing lumber.



Construction Program F. Y. 1960

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Basing the estimated cost of survey on that experience by the Nome - Teller Survey and assuming that pioneer construction will be broken into distinct phases which hold preliminary engineering and design costs to a minimum the following is offered.

100 miles @ 800

\$80,000







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January 9, 1958

1312	Little Creek Road (By U.S.S.R.&M.Co.).....	_____
1321	Submarine .....	\$ 500.00
1411	Center Creek	
	Summer .....	\$ 500.00
	Winter .....	\$ 500.00
1412	Osbourne Creek .....	\$ 1,000.00
1413	Buster Creek .....	\$ 500.00
1451	Kougarok Road .....	\$ 3,500.00
1510	Deering - Inmachuk .....	\$ 2,500.00
1550	Kotzebue .....	\$ 2,500.00
1590	Candle (By Havenstrite Oil Co.).....	_____
1690	Marshall (By Town of Marshall) .....	_____

The details of the proposed maintenance work is as follows: *Total 124,500*

FAS  
ROUTE 130 Council Road

Summer:

(a)	Surface blading .....	\$12,000.00
(b)	Open road Spring 1959 .....	\$ 7,000.00
(c)	Operate Safety Ferry .....	\$16,000.00
(d)	Repair Culverts .....	\$ 5,000.00
(e)	Clean ditches:	
	Solomon - East Fork	\$2000.00
	Skoozum - Fox River	\$3000.00
	Cape Nome	\$3000.00
	Fort Davis - Nome Rr.	\$1000.00
		\$ 9,000.00
(f)	Spot Gravel	
	Nome - Cape Nome	\$7000.00
	Safety - Solomon	\$9000.00
	Fox River	\$2000.00
		\$18,000.00

Mr. B. D. Stewart Jr.

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January 9, 1958

(g) Riprap Intake and Outlet	
Shovel Creek Culvert	\$ 1,000.00
(h) Signs	\$ 1,500.00

Winter:

Snow removal, winging, widening, glacier control, etc.

(a) Airport Through Nome	\$10,000.00	
(b) Nome to C.P. Site Road	\$ 5,000.00	
		\$15,000.00
	Total	<u>\$64,500.00</u>

FAS  
ROUTE 131 Teller Road

(a) Open road from Teller to Water Hole .....	\$ 1,000.00	
(b) Spring washout repair Nome - Penny River .....	\$ 500.00	
(d) Surface blading .....	\$ 500.00	
	Total	<u>\$ 2,000.00</u>

FAS  
ROUTE 141 Nome - Kougarok

Summer:

(a) Surface blading .....	\$ 7,500.00
(b) Open road Spring 1959.....	\$ 2,500.00
(c) Repair Culverts .....	\$ 500.00
(d) Clean Ditches:	
Dexter - Mile 12 .....	\$ 2,000.00
Basin Creek - Sampson Creek.....	\$ 1,000.00



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January 9, 1958

(e) Spot Gravel .....\$ 1,000.00  
(f) Signs .....\$ 1,000.00

Winter:

Snow Removal, winging, widening, etc. \$ 4,000.00  
Total \$19,000.00

FAS  
ROUTE 1301 Shovel Creek

(a) Open road spring 1959 .....\$ 500.00  
(b) Surface blade .....\$ 500.00  
Total \$ 1,000.00

FAS  
ROUTE 1304 Ophir Creek

(a) Open road spring 1959.....\$ 500.00  
(b) Surface blade.....\$ 500.00  
Total \$ 1,000.00

FAS  
ROUTE 1311 Snake River

(a) Surface blade .....\$ 2,000.00  
(b) Repair Culverts.....\$ 500.00  
(c) Clean Ditches.....\$ 1,000.00  
(d) Spot Gravel .....\$ 1,000.00  
(e) Open road spring 1959 .....\$ 1,000.00  
Total \$ 5,500.00

FAS  
ROUTE 1321 Submarine Road

(a) Surface blade.....\$ 500.00

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January 9, 1958

FAS  
ROUTE 1411 Center Creek

Summer:

(a) Surface blade .....\$ 500.00

Winter:

Snow removal, winging, widening, etc. \$ 500.00

Total \$ 1,000.00

FAS  
ROUTE 1412 Osbourne Creek

(a) Surface blading .....\$ 900.00

(b) Spot Graveling .....\$ 100.00

Total \$ 1,000.00

FAS  
ROUTE 1413 Buster Creek

(a) Surface Blading .....\$ 300.00

(b) Spot Graveling .....\$ 200.00

Total \$ 500.00

FAS  
ROUTE 1451 Kougarak Road

(a) Open Road.....\$ 2,000.00

(b) Spot Gravel.....\$ 1,000.00

(c) Surface blade .....\$ 500.00

Total \$ 3,500.00

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.6.

January 9, 1958

FAS ROUTE	1510	Deering - Inmachuk	
(a)	Open road.....		\$ 2,000.00
(b)	Surface blade .....		\$ 500.00
		Total	\$ 2,500.00

FAS ROUTE	1550	Kotzebue	
(a)	Surface blade .....		\$ 500.00
(b)	Snow Removal .....		\$ 2,000.00
		Total	\$ 2,500.00

#### ORGANIZATION NOME MAINTENANCE

Except the isolated areas most spot graveling and culvert repairs will be done by special crews. All else will be considered routine work and handle by the crew assigned to the particular area.

It is planned to organize as follows to accomplish this work.

#### Nome Vicinity

1 - foreman-operator

2 - Grader operators

1 - truck Driver

#### Using:

1 - Grader

1 - Truck

1 - Loader

1 -  $\frac{1}{2}$  T Pickup

Safety to Council - Route - 130 and all side roads

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January 9, 1958

1 - Foreman - operator

1 - Grader operator

Using:

1 - Grader

1 -  $\frac{1}{2}$  T pickup

1 - Small bulldozer

Gravel Crew: This crew will also make spring washout repairs.

1 - Foreman

1 - Grader operator

3 - Truck drivers

1 - Loader operator

Using:

3 - Dump trucks

1 - Grader

1 - Loader

Culvert Crew:

1 - Foreman

2 - Laborers

Using:

1 - Truck



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January 9, 1958

Kougarok Road

1 - Foreman - operator

1 - Truck driver

Using:

1 - Tractor

2 - Dump trucks

1 - Grader

Deering - Inmachuk

1 - Foreman - operator

1 - Truck driver

Using:

1 - Tractor

2 - Dump trucks

1 - Grader

Teller

1 - Foreman

Using:

1 - Tractor

1 - Truck

Any additional information that you wish will be furnished upon your request.

*Looks O.K. - might need more  
for the Kougarok (42) - to clear area around  
railroad road - with...*

P. O. Box 219  
Nome, Alaska

October 11, 1957

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

Dear Mr. Swick:

Submitted below is a summary of recommended projects for the consideration of the Territorial Highway Board that they might formulate their 1958 program.

CONSTRUCTION

Proj. #1 Nome - Kougarok Route 141 Completion grading by force account and contract.	\$300,000
Proj. #2 Golden Gate Creek to Pilgrim Hot Springs Preliminary grading by force account.	60,000
Proj. #3 Teller Road Route 131 Preliminary grading and two bridges by contract and by force account.	400,000
Proj. #4 Coyote Creek to Bering Dock Site. Preliminary grading by contract rental equipment.	70,000

The most feasible method of accomplishing Project #2 is to do the work on #2 with the crew from Project #1 while they are in the immediate area. The same thoughts are borne regarding Project #4 with respect to #3.

RECONSTRUCTION

Proj. #1 Nome to Municipal Airport Route 130 Engineering early in the spring of 1958 with construction of bridge and grading through one snow trap accomplished the same year.	75,000
Proj. #2 Nome to Mile 13 Route 130 Engineering accomplished 1958 with plans to let the contract in the spring of 1959.	30,000
Proj. #3 Kougarok to Haycock Route 141 Engineering by aerial photogrammetry.	50,000

Territory

Most include work by 11/1/57  
Not on 11/1/57

System?

System

- Proj. #4 Nome to Mile 13 Route 141  
Engineering during 1958 with plans to let the contract by spring 1959 for grading and the construction of one bridge. \$30,000
- Proj. #5 Safety Ferry to Solomon  
Surfacing and minor alignment improvement by contract. 80,000

MAINTENANCE

Summer

Erection of signs, bridge rails, some guard rails, repair and replacement of culverts, ditch cleaning, spring washout repairs, ferry operation, grading of snow traps and surface blading of all roads in the Nome District 160,000

Winter

Snow removal, widening, berming snow fences, et cetera including maintenance through the City of Nome 25,000

Buildings

- 1. Central heat plant for Nome Depot  
Construction by contract. 70,000
- 2. Additional housing, four units for Nome Depot  
Construction by contract. 120,000
- 3. Summer maintenance camp Route 131  
By force account. 25,000

Keep at 125,000

Out

It is proposed to provide summer maintenance for the following routes:

Route 130	1321
131	1411
141	1412
1301	1413
1304	1451
1311	1510
	1550

DEPARTMENT OF CONSTRUCTION  
BUREAU OF PUBLIC WORKS

OCT 18 8 55 AM 1957

This work is to include opening routes 130, 131, 141 and 1550 - consisting of plowing remaining snow drifts, removing the remnants of winter glaciating, and make spring washout repairs during the spring of 1959. The remaining routes listed above will not be opened until all snow and ice has melted unless public pressure justifies opening earlier.

These routes require ditch and culvert cleaning, minor bridge repairs and painting, traffic sign installation, spot gravelling, minor resurfacing, surface blading, sloping, and riprap reinforcement.

Routes 130, 141 and 1411 can have their winter maintenance reduced considerably by grading the few remaining snow traps.

It is planned to install guard rails on all new bridges. These rails will extend a short distance onto the approach fills.

Surface blading remains our greatest maintenance problem. It is doubtful that our present equipment would stand double shifting so we have done the best we could with a single shift. During the 1958 year a new grader is expected - it will be double-shifted and should permit us to keep up with surface blading requirements.

Fill slope repairs and reinforcing of riprap will be required mostly along route 130.

Thought has been given to your suggestion of working maintenance five days per week. Excepting three men, our whole district maintenance crew is composed of temporary employees for whom we have to compete in the local labor market each spring. In the outlying areas such as Teller, Deering et cetera we have been working five days per week the past seasons and expect to continue doing so; however, in the immediate Nome Area it is felt that we would be unable to attract the better men if we cut down to five days per week. It is agreed that if our maintenance crew was composed of permanent employees they would work at five days per week as they do not have the long idle winter months ahead.

#### Winter Maintenance

Winter maintenance will be provided for those portions of routes 130, 141, 1411 and 1550 whose winter use is required by the economy of Nome and Kotzebue. This maintenance will consist mostly of snow removal, widening, snowfence and winter glaciating control.

No maintenance is contemplated for routes 1050, 1210, 1302, 1303, 1312, 1590 or 1690 as traffic is so low that maintenance is not warranted at this time, private individuals are maintaining for their own use, or the Airforce is maintaining for its use.

#### CONSTRUCTION

##### Nome - Kougarok

It is expected that we will accomplish the following by force account the 1958 construction season:

Bridge the Pilgrim River and the Kusitrin River.



Completion of the preliminary grading, installation of culverts, final grading and short haul surfacing as far as Coffee Creek.

It is proposed that we again contract the surfacing of all materials hauled over 2000 feet and to contract all culvert placement in areas where the contractor does all grading. To finance this work it is expected that the \$110,000 authorized in 1957 program will be made available during the spring of 1958 to carry our work until July 1st. The proposed \$300,000 will be sufficient for both contract and force account work including all engineering until the end of the job unless unforeseen events occur.

Our plans for this work are as follows:

By Force Account

Fabricate a temporary bridge at the Nome Depot this winter in 30 foot sections for the crossing of the Pilgrim River. This bridge will be installed as soon as the road is open to this point and the water and ice have cleared sufficiently. This temporary structure will be cabled to the bank in the event that high water occurs and placed in such a position that a permanent bridge can be erected from it without the use of false work.

Steel for the Pilgrim River Bridge should arrive on the first boat and will be on construction site by the first week in July. Our past experience indicates it will take about six weeks for our crew to erect this bridge at which time we should have access to the Kuzitrin Bridge site provided the contractors have connected through between Mile 61 and Mile 67. Steel for this bridge then can be trucked to the site and the crew can begin erection which will probably not be completed until freeze up.

Preliminary grading with bulldozers will continue with a single shift from Shelton over to Coffee Creek.

The bulldozer crew can then either accomplish the preliminary grading between Golden Gate Creek and Pilgrim Hot Springs, if authorized to do so, or drop back to the Nome River and finish grading those narrow sections that were constructed in 1956 but never widened.

It is planned to move the scraper crew into the area between Mile 28 and Mile 30 early this spring and to finish widening the grade and straightening out the river channel as the river has threatened our grade several times. Approximately three weeks will be required to accomplish this. The crew will then move over to Mile 52 and finish widening and surfacing the road as far as Mile 61 which point will be accessible by auto late in the fall of 1957. Upon completion of this area scrapers will then be moved to the vicinity of Mile 68 for a small amount of scraper work has to be accomplished and then to Shelton and then on to Coffee Creek. These last three areas have spotted and scattered scraper work. It is anticipated



that all scraper work can be easily accomplished during the 1958 construction season, if normal conditions occur.

#### By Contract

It is tentatively planned to grade by contract from Mile 61 to near Mile 67 placing an overlay over the tundra without disturbing it ahead of the fill. At this writing we do not have our borrow pits blocked out and have noted the barest possibility of gravel in the middle of the section which has not yet been prospected. If this middle pit does not prove out, all material will have to be hauled from each end of the section. It is planned to make our stock pile of gasoline in the Kougarok available to the successful contractor that he might haul from the north end with a minimum of supply problems. Considerable long haul servicing may be required between Shelton and Coffee Creek as we do not have full information on the broken rock and dead rock available from the top of the ridge at present.

#### Teller Road

It is planned to accomplish preliminary grading over a two year period, to erect a replacement bridge over Snake River, and a new one over Penny River. Preliminary grading is to be done by contract equipment and the bridge work by our own forces. If we were not so very short of competent bridge engineers to administer the work, it would be desirable to contract the construction of these two bridges as access is easy from Nome.

Our plans to accomplish this work are as follows:

Preliminary grading will begin at the point where the Teller Road leaves route 141. The work will have ready access for the first nine miles as there is already an existing road. Commuting between the work and town will be practical for possibly two or three miles past the end of the road, then it will be necessary to establish a camp.

It is planned to have the actual work conducted under the supervision and direction of one of the foremen who has been trained in this type of work in the Nome area. The contractor is to provide the equipment, maintenance and operate the camp - boarding our foreman and the occasional transient inspector.

Airstrips constructed by our survey crew every few miles will be available for supplying lighter supplies such as groceries and miscellaneous parts, tools, et cetera. Fuel will have to be hauled along the surface. By making this a two year contract the contractor can start about the middle of the 1958 season progress at a moderate rate and move in his fuel supplies during the 1958 and 1959 winter season. The next season he will be in a position to work the job at whatever rate he desires.



It appears that if we accomplish that bridge work proposed for route 141 our crew will not have the time to complete both the Snake River Bridge and the Penny River Bridge unless the Kuzitrin Bridge is delayed until next season. It is felt that any necessary delays should be reflected on the construction of the Snake and Penny Rivers as they are much less difficult to ford than the Kuzitrin River.

Preparatory to final grading activities it is strongly recommended that an engineering crew follow directly behind the preliminary grading crew taking cross sections, that quantities for final grading can be computed.

RECONSTRUCTION

It is planned to accomplish only the engineering for our proposed reconstruction projects excepting that section on route 130 from Home to the Municipal Airport. Consideration should be given to paving this section as at that time contractors will have their crusher and related paving equipment here for the reconstruction of the Municipal Airport.

It is felt that a traffic count of 1,100 cars or vehicles per day justifies paving, however, we do not recommend paving into Home proper until they have solved their water and sewer problems. Possible this paving might be incorporated with that being done by O.A.A. as an extra work order.

PIONEER SURVEYS

At this time we propose only one pioneer survey for the 1958 season from the Kougarok to Haycock route 141.

It is proposed to accomplish engineering via aerial photograph with on the ground spot checking of soil conditions similar to that which has been done for the Home - Kougarok location. The first staking is then construction staking which is done just ahead of the actual construction. This method worked very well for force account construction and should work just as well for contract rental construction.

These aerial photographs could then be sent to the photogrammetry section in Washington for analysis along with the data we gather from spot checking in the field.

We propose this method of engineering as it has proven much faster and much cheaper on the Home - Kougarok construction than the conventional method. Our engineering costs so far have been under 3% however, one thing is lacking, we have no "as built" plans as yet. It desired these "as built" plans can be drawn reasonably accurate from aerial photos.

Very truly yours,

Frank Morris  
District Engineer

FAH  
Nome

Mr. Frank Morris, District Engineer  
Nome, Alaska

August 29, 1957

Wm. J. Niemi, Assistant Regional Engineer  
Juneau, Alaska

## Federal-aid Program

Your memorandum of August 15, 1957, indicates that further clarification of programming procedures is required.

SOS  
SDS

The only projects authorized are those for which you have received the authorizing Form PR-373. These are:

WJN  
WJN

- S-0141(1) Nome-Kougarok Construction from Salmon Lake to Sunker Hill, 48 Miles.
- S-0131(1) Construction of Penny River Bridge and survey of 20 miles of route toward Teller.
- S-0130(1) Construct Bonanza Channel Bridge.
- S-8000 Maintenance.

Work performed this season must be confined to the scope and type shown. Any deviation from the described project must be authorized by a Form PR-373 showing the change in scope, type of work or funds authorized.

The dotted routes between Sunker Hill and Haycock and between Unalakleet and Kaltag, shown on the system maps, are proposed routes only. No federal funds can be spent on them until they have been placed on the approved Federal-aid system or there has been authorized by the Regional office a special system study financed as a part of the Highway Planning activity. Discussion was held during the District Engineers Conference on desirable reconnaissance trips, and you, as an administrative employee, could make a flight over the routes without incurring any project costs. However, this was merely discussed, not authorized at the conference.

The tentative allocation of fiscal year 1959 funds is only a suggested distribution for consideration by territorial officials. The Board may decide to allocate funds for construction of the Pilgrim Hot Springs Spur, reduce or increase funds on the Nome-Teller, and Nome Sunker Hill routes, or may eliminate the projects or propose new projects.

In the meantime, no survey work can be performed on the Pilgrim Hot Springs Spur, Sunker Hill-Taylor, or Unalakleet roads.

BDStewart/jh



ALASKA HIGHWAY & PUBLIC WORKS DEPARTMENT  
Juneau, Alaska

As Approved by the Alaska  
Highway & Public Works  
Board October 9, 1958

1960 FEDERAL-AID HIGHWAY FUND ALLOCATION

	PRIMARY	SECONDARY	URBAN	TOTAL
Apportionment	\$ 8,218,724.	\$ 5,542,560.	\$ 68,597.	\$ 13,829,881.
10% Territorial Contribution	821,872.	554,256.	6,860.	1,382,988.
Total	\$ 9,040,596.	\$ 6,096,816.	\$ 75,457.	\$ 15,212,869.
Round to	9,040,600.	6,096,800.	75,500.	15,212,900.
<u>FIXED CHARGES</u>				
BPR Administration	\$ 476,000.	\$ 320,000.	\$ 4,000.	\$ 800,000.
Maintenance	2,900,000.	2,600,000.	- - - -	5,500,000.
Buildings (New)	465,000.	135,000.	- - - -	600,000.
Safety (Guard Rail)	200,000.	- - - -	- - - -	200,000.
Planning (1½%)	135,600.	91,500.	1,100.	228,200.
Subtotal	\$ 4,176,600.	\$ 3,146,500.	\$ 5,100.	\$ 7,328,200.
Gross to program	\$ 4,864,000.	\$ 2,950,300.	\$ 70,400.	\$ 7,884,700.
<u>RESERVES</u>				
Survey and Contingency 10% of Gross	\$ 486,000.	\$ 295,000.	\$ 7,000.	\$ 788,000.
Net to Program	4,378,000.	2,655,300.	63,400.	7,096,700.

2

DISTRIBUTION OF NET TO JUDICIAL DIVISION

	Division 1 (14.6%)	Division 2 (8.7%)	Division 3 (46.9%)	Division 4 (29.8%)	Total (100%)
Primary and Urban	\$ 710,235.	\$ - - - -	\$2,281,508.	\$1,449,657.	\$4,441,400.
Secondary	325,883.	617,413.	1,046,844.	665,160.	2,655,300.
Total	\$1,036,118.	\$617,413.	\$3,328,352.	\$2,114,817.	\$7,096,700.



Following is a description of projects selected and estimated value of each for the four Judicial Divisions. The sums set up for individual projects are based on preliminary estimates. In some cases final costs may differ from those estimated at this time, which may result in some rearrangement of the program. Where odd sums are shown for certain projects, these were used simply to balance against the total available for the particular type of highway within the Division. After each Division Program is a brief description of projects with peculiar characteristics.

First Judicial Division

PRIMARY

1.	Shrine-Herbert River, Rt. 95 - grading and drainage, 4.7 miles (plus \$450,000 Forest Highway funds)	\$ 450,000
2.	Tongass Avenue, Ketchikan, Rt. 95 - 0.8 mile Third Avenue to Tremont Street grading and paving, estimated total cost \$700,000 (alternate is Outer Drive, Juneau)	220,235
3.	Bridge painting - Juneau-Douglas, Lower Mendenhall, Ketchikan Creek	<u>40,000</u>
	Total Primary	\$710,235

SECONDARY

1.	City of Wrangell, Rt. 943 - grading 1.0 mile (total is 1.6 miles at a cost of \$540,000 without pavement)	240,883
2.	Klawock Bridge, Rt. 9240	75,000
3.	Bridge painting - Upper Mendenhall, Herring Bay	<u>10,000</u>
	Total Secondary	\$325,883

Primary Item 2. The money set up for this project would be held for future use on Tongass Avenue unless the next Congress gives the Corps of

Engineers sufficient money to proceed with the construction of a new small boat harbor in Juneau. In such case advantage would be taken of the material available from the dredging and the sum set aside would be used for the first leg of the Juneau Outer Drive.

Second Judicial Division

SECONDARY

1.	Nome - Teller, Route 131, Grading and drainage, 16.7 miles to Sinuk River area	\$300,000
2.	Nome - Kougarok, Route 141, Grading and drainage Kuzitrin River to Coffee Creek approx. 6 miles	200,000
3.	Nome - Council, Route 130, Rock protection at Mile 17	75,000
4.	Nome - Council, Route 130, Quartz Creek bridge	<u>42,413</u>
	Total	\$617,413

Secondary Items 1 and 2. The sums set up for 1960 are to supplement funds previously allocated to these two projects.

Third Judicial Division

PRIMARY

1.	King River bridge and approaches, Route 42, Replace existing single lane high truss structure.	\$ 300,000
2.	Bridge painting. Tazlina, Moose, Kenai, Kasilof, Anchor, Gulkana at Paxson, Delta area (as far as funds will permit)	50,000
3.	Matanuska River bridge approach line change, Route 42, 0.3 mile	210,000

4. Glenn Highway Mile 92 line change, Route 42, Grade and pave (surface treatment) 3.5 miles including Packsaddle bridge. (Supplement \$190,000 previously programmed)	\$ 185,000
5. Glenn Highway. Chester Creek Freeway from inter- section with 5th Ave. extended. Grade and pave 1.3 miles eastward.	250,000
6. Richardson Highway - Simpson Hill, Route 71, Mile 114. Line change 0.25 mile, to avoid slide area. Grade and bituminous surface treatment.	250,000
7. Denali Highway, Route 52. Grade and crushed gravel surfacing from Paxson to Tangle Lakes, 18 miles	800,000
8. Heavy maintenance of pavement to correct deformation in permafrost sections	<u>236,508</u>
Total Primary	\$2,281,508

SECONDARY

1. Willow - Talkeetna, Route 510. Clearing and grubbing 43 miles from Willow to Talkeetna.	175,000
2. Palmer - Matanuska, Route 570. Surface treatment to Echo Lake, 3.8 miles	100,000
3. Jonesville - Eska branches, Route 585. Grading and surface treatment, 3 miles	125,000
4. Naknek - Airbase, Route 380. Replace trestle bridges with clear spans at King Salmon, Pauls Creek and Leader Creek and culverts at Eskimo and No Name	300,000

5. Homer local roads, Route 430. Grade and gravel from top of East Hill road to Ohlson Mountain road, 4.5 miles	50,000
6. Copper River Highway, Route 851. Bridges, culverts and grading, Mile 5 - 7 and 13 - 15	250,000
7. Copper River Highway, Route 851. Rock rip-rap from Mile 16 to 41. Protection of overflow areas and erosion by Copper River (funds to be increased)	<u>46,844</u>
Total Secondary	\$1,046,844

Secondary Item 7. This project is necessary to protect the investment in the Copper River Highway which was threatened and damaged by the river in several places during the past summer. Surveys have not been completed, but it appears probable at this time that the amount allotted to the project will be insufficient. Since this is an essential piece of work, it may result in adjustment of one or more of the other secondary projects now programmed.

#### Fourth Judicial Division

##### PRIMARY

1. Alaska Highway - Rt. 62 - 35 miles base and surface treatment (completion of surfacing from approximately Mile 1257, 7 miles east of Northway Jct., to Mile 1292, end of present paving)	\$1,150,000
2. Steese Highway - Rt. 61 - 6.8 miles base and surface treatment, Chena Hot Springs Road to Fox	219,657
3. Bridge Painting - Alaska Highway, Rt. 62 - Johnson and Big Gerstle Rivers	<u>80,000</u>
Total Primary	\$1,449,657

SECONDARY

1. Steese Highway - Rt. 670 - North Fork Bridge and line change at Mile 94	\$ 85,000
2. Chena Hot Springs Road - Rt. 650 - grade and gravel about 6 miles to Mile 26 from Steese Highway	270,000
3. Eureka-Tanana Village - Rt. 680 - Extend pioneer road from Eureka 9 miles at an estimated cost of \$35,000 per mile	<u>310,160</u>
Total Secondary	\$ 665,160

Primary Item 1. This project will be contracted at the same time as an adjacent section programmed last year. The two jobs combined will see completion of a dust-free surface on the Alaska portion of the Alaska Highway.