

12/06/13 (2)

RG 95 RECORDS OF THE FOREST SERVICE

DEPARTMENT OF AGRICULTURE.  
FOREST SERVICE. REGION 10  
(ALASKA REGION). JUNEAU, AK.

Subject Correspondence, 1908 - 1976

ARC#: 1137914

BOX 98 OF 109

ENGINEERING		
Info		Action
	Div. Chf.	
	Eng. C & M	
	Trans. Plan.	
	Arch Design	
	Cartography	
	Eng. Aid	
	Div. Clerk	
By:		
Copy sent to:		
File:		

December 19, 1958

Forest Supervisor, Chugach N. F.

P. D. Hanson, Regional Forester

✓ E-ROADS & TRAILS, Policy  
U-SUPERVISION, Policy (Regulation U-14)

Reference is made to your U-SUPERVISION, Policy (Regulation U-14) memorandum of October 10.

It would be difficult to set a regional policy as to what constitutes a road and what a trail. To us the question is what is the definition of a road. It is our opinion that when a traveled way becomes defined on the ground by either repeated use or by construction and is useable by a four-wheel automotive vehicle, it is then a road.

A mining claimant can exercise his right of ingress and egress for permission to have access across national forest land. However, to get this right for a road he must subscribe to stipulations to protect the national forests. FSM NF-H5-4(5) & (6) is the reference for exercising this right under Regulation U-14. The stipulations can be varied to fit the need and conditions encountered, such as a driveway or a heavy constructed road.

Present regional policy is that no existing road will be put on our road system and classed as an "existing system road" unless it at least meets "SL" standards, single lane-light traffic, in the present transportation system. We do not have to place a road on our system just because it is on national forest land, especially if it does not meet our minimum standards. We have attached a copy of the current criteria for forest development roads.

We are asking the Chief's Office to change U-14 (a) to read as you have suggested. Should the Chief make this suggested change, our job should become easier in administering this type of use.

Attachment

CAMiller:psw

*John Emerson*

*RET.  
Cam*

STANDARD FORM NO. 64

FOREST SERVICE

ANCHORAGE, ALASKA

Office Memorandum • UNITED STATES GOVERNMENT

TO : Regional Forester

DATE: October 10, 1958

FROM : M. E. Hardy, Forest Supervisor

SUBJECT: U-SUPERVISION, Policy (Regulation U-14)

Please refer to my memorandum of April 9, 1958 to districts on this forest, copy of which was sent you.

It appears necessary that we review present policy covering our control over "jeep trails". We have nine such trails on the Kenai District, all associated with prospecting and mining. These trails carry pickups and 4-wheel drive rigs, but do not meet single lane light duty road standards. Under present policy, they are not subject to advance approval or supervision by the Forest Service.

It is recommended:

- 1) That a regional policy be determined as to what constitutes a road and what a trail. We have no comments on this except that we believe regular use by automotive wheeled vehicles should be considered indicative of "road" classification.
- 2) That request be forwarded to Washington that Regulation U-14 (e) be modified by changing the comma after "officer" to a period and deleting, "except that in the national forests in Alaska such consent and supervision will not be required."

This action, if taken, will give us necessary control over construction of substandard roads, and will help to prevent erosion and conflicts with other uses.

cc Cordova  
Kenai

*M E Hardy*

*LMA 10/10*  
*H*  
*SL light*

*NA NF-45-1 P 2*  
*214*

Chief, Forest Service

P. D. Hanson, Regional Forester R-10

E-ROADS & TRAILS, Policy

ENGINEERING		
Info		Action
	Div. Chf.	
	Eng. C & M	
	Trans. Plan.	
	Arch Design	
	Cartography	
	Eng. By: _____	
	Div. Clerk	
Copy sent to:		
File: _____		

December 18, 1958

AIR MAIL

Reference is made to FSM NF-H5-4, U-14 (e).

We are convinced that it is in the best interest of the Government to delete the last part of the sentence. It would then read:

"(e) TRAILS MAY BE CONSTRUCTED WITHOUT PERMIT UPON CONSENT AND UNDER THE SUPERVISION OF A FOREST OFFICER."

As it reads now it allows trails to be built promiscuously to any standard in Alaska. This is resulting in trails being built to standards useable by jeeps and even pickup trucks. Construction standards are such that erosion is excessive, resulting in damage to Forest Service land.

We hope it is not too late to make this change before the new Manual is issued.

GEMitchell:psw

*John L. Emerson*

*ES*  
*gmu*

FOREST SERVICE

JUNEAU, ALASKA

~~\_\_\_\_\_~~  
~~\_\_\_\_\_~~M. E. Hardy, Forest Supervisor  
Chugach

August 12, 1957

G. E. Mitchell, Assistant Regional Forester

## E-ROADS &amp; TRAILS, Program

During the recent trip of Fremming, Miller and Weller to the Chugach a short time was spent with Zimmerman of the Bureau of Public Roads discussing the road survey on the forest. The consensus at this meeting was that the roads to be surveyed in order of priority are:

- 1) Snug Harbor Road
- 2) Portage Glacier Road
- 3) Resurrection Creek Road

*Weller*  
*CRW*

It is assumed that by now the Bureau of Public Roads is making definite plans or actually conducting surveys on the Snug Harbor and Portage Glacier Roads. On August 8, 1957, we received a wire from Washington indicating a restitution of all except \$10,000 of road funds to the region. Our first obligation, therefore, is to commit the road funds we now have available. It has been decided by this office to establish the Resurrection Creek Road as a second priority and to forego the survey of the Portage Glacier Road if necessary. It is our hope to get both of these underway at an early date.

There is one other item to consider if we plan to build the Resurrection Creek Road in fiscal year 1958. It will be necessary to get a right-of-way across the St. Louis Mining Company property. Unless we hear to the contrary from you we will attempt to get the right-of-way from this office.

Even though you probably will not concur with the desirability of an extension of the Resurrection Creek Road in preference to reconstruction of the Portage Glacier Road, we are committed to expend all of the road funds we have received this year. That is the primary reason for this action.

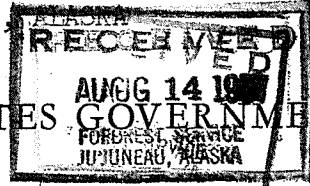
CRWeller:dg

G. E. Mitchell

STANDARD FORM NO. 64

FOREST SERVICE

ANCHORAGE, ALASKA



Office Memorandum • UNITED STATES GOVERNMENT

TO : Regional Forester

DATE: August 12, 1957

FROM : M. E. Hardy, Forest Supervisor

SUBJECT: E-ROADS & TRAILS, Programs

*Will*  
*Miller*

BPR District Engineer Zimmerman called today to discuss possible BPR survey work for this fall, specifically relating to reconstruction of part of the Resurrection Creek Road, which he informed me had been requested by your office as the number one priority.

Not having been advised of this action by your office, I was somewhat embarrassed for information on the subject.

If I understand the BPR situation, they will try to do both this survey and the one at Portage Glacier Road, but are not sure they can complete both.

*AW*  
*cam*

Please outline the proposed project in sufficient detail that I can make a joint on-the-ground location reconnaissance with full knowledge of your ideas on the extent of the project. We have discussed the relocation where the road drops off the sidehill, and have briefly considered a suitable location for a road bridge across the river. I assume we should plan any survey to push south at least to Palmer Creek, and probably to Rimrock Creek, which is the end of the former road. It appears that this coincides with the present system road terminus.

I hope that Mr. Zimmerman's information on priority of surveys is incorrect or excludes the Snug Harbor Road, since this latter project should have the top spot in planning, as I am sure you agree.

cc: Kenai

*M.E. Hardy*

FOREST SERVICE

JUNEAU, ALASKA

*Weller*

Forest Supervisor, Chugach

July 30, 1957

P. D. Hanson, Regional Forester

E-ROADS & TRAILS, Programs  
O-FINANCE, Allotments

Reference is made to our letter of July 9, 1957 with respect to the road fund allotment. On July 30, we received a wire from the Chief which in effect cuts the regional allotment of road funds by \$156,000. After several telephone calls this was reduced to \$76,000. The net effect on your forest will be the postponement of all proposed construction on Resurrection Creek Road.

You should proceed as planned prior to this reduction in allotment as far as forest forces and projects are concerned. This means you should definitely plan to replace the Quartz Creek Bridge as soon as possible. The requisition for the bridge material is being placed during this week, for delivery at Moose Pass. A set of plans for erection of the structure accompanies this letter. A plan and profile sheet with cross sections will be forwarded to you at a later date. We anticipate delivery of materials to the Seattle dock by September 15.

You should proceed with your present plans on the reconstruction efforts on the Palmer Creek and Portage Glacier Roads.

Mr. Weller of this office plans to be on the Chugach sometime during the month of September to assist in staking the Quartz Creek crossing for construction.

You should proceed to have the road to the front of Byron Glacier flagged. An attempt should be made to get the best grade possible; width will also be important. The road should be one that can be constructed for the most part by the forest D-6 and the Bureau of Public Roads motor grader. If you anticipate any difficulty in this location, service will be made available from this office.

Attachment

P. D. Hanson

cc: O-FINANCE, Allotment

C  
CWWeller:dg*Weller  
CWW*

FOREST SERVICE

JUNEAU, ALASKA

Chief, Forest Service

July 16, 1957

P. D. Hanson, Regional Forester By

E-ROADS & TRAILS, Program

Reference is made to your memorandum of July 11, 1957 with respect to the transfer of funds to the Bureau of Public Roads for the construction of the Blue Lake Road No. 211.

Plans are going ahead as rapidly as possible, but the project is not yet ready to advertise. We have prepared a tentative cooperative agreement that sets August 1, 1957 as the date for deposit of funds with the Bureau of Public Roads by the cooperators. All concerned are now working at raising the money, and we can see no reason for not being ready to advertise at that time.

We agree to your proposal to revise our FS 179 and withdraw \$190,000, but feel you should be advised that we will probably need it transferred before August 15 at the latest.

GRWeller:dg

[W. H. Johnson]



FOREST SERVICE

JUNEAU, ALASKA

Chief, Forest Service

July 3, 1957

P. D. Hanson, Regional Forester, By

E-ROADS & TRAILS, Program (Fiscal Year 1958)

Reference is made to Mr. Usher's telephone call of July 3, 1957 regarding the transfer of funds to the Bureau of Public Roads for carrying out the Forest Service program of road construction and maintenance during fiscal year 1958.

There was a <sup>staff</sup> meeting held and all concerned are very optimistic that the cooperative road construction project at Sitka will proceed before January 1, 1958. The local office of the Bureau of Public Roads has informed us that they cannot proceed with the advertising of the project until they have the funds on deposit.

Apparently there is some disagreement on this score, but it is our feeling in order to expedite and convince the other cooperators of our serious intentions, we should transfer the funds at this time.

Attached are copies of all agreements which will be, as soon as executed, the basis of the \$210,000 covered by the accepted Form 179.

Attachments

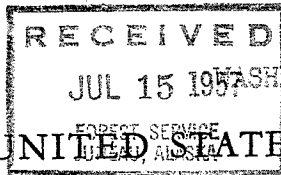
CRWeller:dg

G. E. Mitchell

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STANDARD FORM NO. 64

U. S. FOREST SERVICE



WASHINGTON 25, D. C.

*R-10*

Office Memorandum • UNITED STATES GOVERNMENT

TO : Regional Forester, Region 10

DATE: JUL 11 1957

FROM : A. P. Dean, Director, Division of Engineering

*Waller  
Mitchell*

SUBJECT: E-ROADS & TRAILS-R-10, Programs (F.Y. 1958)

Air Mail

Reference is made to your memorandum of July 3.

Funds for contract construction are now transferred to B.P.R. only when projects are scheduled for advertising. Insofar as possible, this is done twice yearly; on July 1 for projects scheduled for the first half of the fiscal year and on January 1 for the last half projects. We, of course, make in between transfers whenever necessary. Usually these are for projects which were indefinite at regular transfer time. It seems to us the North Tongass Road 211 is in this category.

*aw*

We doubt the propriety or need for transferring the funds for Road 211 as "earnest money". You have agreed to share the cost of the project, the funds are definitely programmed, earmarked, and committed, and will be made available to B.P.R. without delay whenever they are ready to advertise the job. We believe this is sufficient. Consequently, unless the Bureau has definitely scheduled the project for advertising during the first half of this fiscal year we propose to withdraw the funds and hold them here in the programmed, untransferred balance until such time as the Bureau is ready to go. There are various reasons why this is desirable; it avoids any appearance of "storing" funds with the Bureau, the transfer can be effected more rapidly when the project firms up, and it gives us a better chance to put the money to work on a loan basis if the job has to be deferred until next fiscal year.

If you agree, we will revise your FS 179 accordingly and withdraw the \$190,000. If the Bureau needs some of the money for engineering prior to advertising please give us the amount and we will include it in the transfer.

*current (July)*

If the project is not firmed up for this fiscal year by next April 1, we will want to consider putting the money to work on a loan basis.

*A. P. Dean*

MEMORANDUM OF AGREEMENT  
RELATING TO  
MAINTENANCE OF FOREST DEVELOPMENT ROADS IN ALASKA

AGREEMENT made by and between the U. S. Forest Service, Department of Agriculture, hereinafter called "Forest Service" and the Bureau of Public Roads, Department of Commerce, hereinafter called "Public Roads".

WHEREAS, responsibility for the maintenance of certain forest development roads in and adjacent to the Tongass and Chugash National Forests, Territory of Alaska, rests with the Forest Service, and

WHEREAS, the maintenance of such roads in Alaska may be readily accomplished with savings in cost to the Government if performed by Public Roads incident to the work being performed by Public Roads in connection with Alaska Forest Highways.

NOW, THEREFORE, it is hereby mutually agreed as follows:

1. PUBLIC ROADS shall maintain, during the fiscal year ending June 30, 1958, the roads described, delineated, and tabulated on the attached maps as "F.S. Roads." MAINTENANCE shall mean the preserving, of the roads as nearly as possible in their original condition as constructed or as subsequently improved to provide satisfactory and safe road service, and shall include, but not be limited to:
  - a. Blading and shaping the road bed.
  - b. Brushing by conventional methods or chemicals (as needed)
  - c. Culvert cleaning and replacement
  - d. Bridge maintenance
  - e. Installation of additional culverts as required up to 24 inches in diameter
  - f. Ditch cleaning
  - h. Slide removal and clean-up
  - i. Cautionary and warning sign maintenance

Maintenance of roads will not include:

- a. Surface restoration or surfacing except minor spot graveling
- b. Bridge replacement
- c. Information, directional, and portal signs
- d. Snow removal

There shall be two standards of maintenance as related to riding qualities of the road, but in no case will blading be undertaken that will encourage traffic to travel at a rate of speed in excess of that for which the road is designed.

- a. High-use roads as indicated on the attached list. Forest Service financed maintenance will be limited to an average

expenditure of approximately \$300 per mile, per year.

- b. Low-use roads as indicated in the attached list. Forest Service financed maintenance will be limited to an average expenditure of approximately \$100 per mile, per year.
2. The work to be performed by the Bureau of Public Roads will be financed by transfer of funds at the Washington office level.
3. The cost of maintenance to be performed hereunder shall not exceed an average of approximately \$200 per mile, per year, and the total commitment of the parties hereto under this agreement shall not exceed \$10,000.00

IN WITNESS WHEREOF, the parties hereto have executed this agreement effective as of July 1, 1957.

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

DEPARTMENT OF AGRICULTURE  
U. S. FOREST SERVICE

E. H. Lewis

P. J. Hanson  
586

LISTING

FOREST DEVELOPMENT ROADS NOT ON ALASKA FOREST HIGHWAY SYSTEM

KETCHIKAN & VICINITY

Ward Lake Road		<u>Miles</u> <u>3.50</u>	
	TOTAL MILEAGE		3.50

JUNEAU & VICINITY

° Spruce Road		0.20	
° Nugget Creek Road		0.80	
° Dredge Lake Road		0.70	
° Mendenhall Glacier Road		1.00	
° Montana Creek Road		2.80	
° Herbert River Road		0.80	
	TOTAL MILEAGE	<u>6.30</u>	6.30

SEWARD--ANCHORAGE ROAD SYSTEM

° Primrose Spur Road		0.70	
° Lawing Ranger Station Road		0.10	
° Bean Creek Spur Road		1.10	
° Snug Harbor Road		1.30	
° West Quartz Creek Road		1.10	
° East Quartz Creek Road		1.20	
° Quartz Creek Road		2.80	
° Palmer Creek Road		11.90	
° Resurrection Creek Road		3.00	
° Granite Creek Spur Road		1.50	
° Portage Glacier Road		7.80	
° Ptarmigan Creek Camp Ground Road		0.20	
° Crescent Creek Camp Ground Road		0.40	
° Cooper Creek Camp Ground Road		0.70	
° Russian River Camp Ground Road		0.30	
° Kenai River Camp Ground Road		0.10	
° Bear Lake Road		0.60	
	TOTAL MILEAGE	<u>34.80</u>	34.80

SITKA & VICINITY

° Harbor Mt. Road		<u>2.60</u>	
	TOTAL MILEAGE		2.60

CORDOVA & VICINITY

° Eccles Ramp Road		0.10	
° Eyak River Landing Road		0.10	
° Sheridan Road		3.10	
	TOTAL MILEAGE	<u>3.30</u>	3.30

GRAND TOTAL 50.50

° Indicates roads of lesser importance that should be maintained to a lower standard.

*F-RTT Road Highway Program*  
*Revised from 12/27/47*  
*July 1947*

PROJECTS UNDER CONSTRUCTION IN AREA DISTRICT

Project No.	Miles	Name of Place	M.I.L.S. O.P.			Estimated Cost	% Complete	
			Grading	Paving	Bridges		Survey	Design
1	95	31	Juncau-Douglas Bridge repairs	---	---	0.3	0	0
2	975	2	Thane-forest boundary	2.0	---	---	350,000	
3	933	11	11-8 bridges	---	---	0.05	150,000	100
4	911	---	Ketchikan streets	2.0	2.0	---	1,250,000	0
5	970	2	River Cove Road	2.7	---	---	400,000	75
6	95	1	Whipple Creek-Clover Pass	4.4	---	0.1	970,000	75
7	959	31	Risk Creek-Upper Glen	3.5	---	---	675,000	90
8	933	11	Sitka-Valmont Point	2.6	---	---	260,000	95
9	933	---	Sitka Streets	2.1	2.1	---	650,000	0
10	966	2	Jack Creek-Upper Henderson	3.0	---	---	225,000	0
11	---	---	Chilkat River Bridge & Approach	3.0	---	0.2	1,200,000	0
12	970	2	Jack Cr-Fauke Bay-Fritz Cove	---	9.5	---	665,000	0
13	95	1	Clover Point Creek-Lunch Creek	---	7.7	---	550,000	0
14	983	10	Wrangell-Doverster Bay	---	5.3	---	150,000	0
15	983	---	Wrangell Streets	1.6	1.6	---	750,000	0
16	933	11	Sitka-Old Sitka Streets	---	9.1	---	950,000	0
17	9724	---	Point Lena Loop	2.0	---	---	300,000	0
18	---	---	Palmer Road	3.5	---	---	600,000	0

Priority	Routes		Name or Place	M.I.L. S. O. F.			Estimated Cost	% Complete	
	PA	PH		Grading	Surfacing	Bridges		Survey	Design
19	95	2	Tee Harbor - Eagle R. Flats	--	10.5	--	\$ 725,000	0	0
20	95	--	Chilkat Flats - Pyramid Harbor	6.0	--	--	1,050,000	0	0
21	95	2	Eagle R. Flats - Yankee Cove	5.2	--	--	900,000	50	25
22	95	1	Lunch Creek - Deep Bay	3.0	--	--	550,000	50	0
23	( 95	2	Switzer Bridge	--	--	0.01	40,000	0	0
	( 95	2	Lower Mendenhall Bridge	--	--	0.05	225,000	0	0
	( 95	2	Montana Creek Bridge	--	--	0.01	36,000	0	0
24	959	31	Enter Point - Hilda Creek	2.5	--	--	450,000	75	60

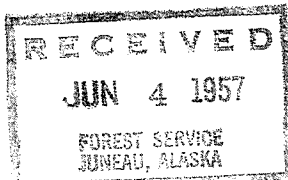
The above list of project priorities may have to be revised if pulp mill developments in Juneau area materialize. No consideration has been given to the development of a ferry system in preparing this tabulation of projects.

JUNEAU DISTRICT

Proposed Priorities of Surveys

<u>Section</u>	<u>Length</u>	<u>Remarks</u>
Hollis-Klawock	23.0 MI.	<del>To connect with 1955 survey</del>
Toe Harbor-Eagle River	1.0 "	To connect with 1955 survey
Power Plant - Blind Slough	7.5 "	
Juneau-Douglas Bridge	0.3 "	
Thane-Forest Boundary	2.0	Check with Baxter on existing done
Ketchikan Streets	2.0	Check City Survey Data
Fritz Cove Road	2.7	L-line for new topog. & property ties; new connection with Glacier Highway
Sitka Streets	2.1	
Duck Creek - Upper Mendenhall	3.0	
Chilkat River Bridge & Approach	3.2	Check with Baxter
Wrangell Streets	1.6	
Pt. Lena Loop	2.0	
Ski Bowl Road	3.5	
Chilkat Flats - Pyramid Harbor	6.0	Check with Baxter
Eagle River Flats - Yankee Cove	5.2	L - Line
Lunch Creek - Deep Bay	3.0	L - Line
Switzer Bridge		
Lower Mendenhall Bridge		
Montana Creek Bridge		
Juneau Streets	1.8	





*Engineering*  
*[Signature]*

*[Signature]*

*Roads Trails*  
*John FH*

June 3, 1957

Chief, Forest Service  
and  
Commissioner of Public Roads  
Washington 25, D. C.

Gentlemen:

In accordance with the Rules and Regulations for administering forest highways under the provisions of Section 23 of the Federal Highway Act, the following minor changes in the Alaska Forest Highway System necessitated by the establishment of a Federal-aid Highway System in Alaska, have been approved. This constitutes the revised Forest Highway System for Alaska.

<u>Route No. and Name</u>	<u>Termini</u>	<u>Approx. Length (Miles)</u>	<u>Class</u>
1. Tongass	Beaver Falls Creek - South Easterly Terminus Rt. 95 near Herring Bay	6.4	2
	South Easterly Terminus Rt. 95 near Herring Bay - Southern Terminus FAS Rt. 920 near Ketchikan exclusive of portion within Ketchikan town limits	11.9	1
	From South Terminus FAS Rt. 920 near Ketchikan - Loring	22.0	2
2. Glacier	Point Bishop - North Terminus FAS Rt. 975 near Thane	9.0	2
	North Terminus FAS Rt. 975 near Thane - Echo Cove exclusive of portion within town limits of Juneau	44.3	1
	Mendenhall Loop	8.2	2
	From town of Juneau limits to Alaska Juneau Camp	1.0	3
	From Mile 8 to Aviation Field	0.1	3
	From Mile 12 around Mendenhall Peninsula to connect with Mendenhall Peninsular Road	4.2	2

*[Handwritten mark]*

- 2 -

<u>Route No. and Name</u>	<u>Termini</u>	<u>Approx. Length (Miles)</u>	<u>Class</u>
	From Mile 17 to Point Lena	0.6	3
	From Mile 25 to Eagle River Landing	0.7	3
3. Seward Anchorage	North city limits Seward - Girdwood	89.5	1
4. Cordova Highway	Whiteshed Radio Towers - Power Creek excluding portion within Cordova town limits	20.0	2
5. Kenai River	Mile 38 (Seward-Anchorage Highway) - West boundary Chugach National Forest	18.2	1
7. Mitkof	South city limits of Petersburg - Blind Slough on eastern side Mitkof Island	24.0	2
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-Sawmill Creek excluding portion within Sitka City Limits	11.8	2
	Sawmill Creek - Herring Cove	1.4	3
12. Crow Creek	Seward-Anchorage Highway at Girdwood - Cache at Milk Creek	8.0	3
14. Hope	Mile 58 Seward-Anchorage Highway - Bognose Point	20.3	2
16. Wrangell	Eastern Passage opposite Mill Creek - Chichagof Peak excluding that portion within Wrangell City Limits	19.0	2
18. Texas Creek	Mile 9 (Salmon River Highway) - Crossing of Texas Creek	3.5	3
26. Point Agassiz	Point Agassiz - End of Spur Road toward Wood Point	3.0	3
30. Afognak Lake Highway	River Mouth Point on Afognak Bay - Fish Hatchery at Afognak	4.5	3

- 3 -

Route No. and Name	Terminal	Approx. Length (Miles)	Class
31. Douglas Highway	Douglas town limits - Juneau town limits including Juneau Douglas Island Bridge	2.4	1
	Juneau Douglas Island Bridge - Hilda Creek	21.6	2
32. Copper River	Cordova - Alaganik	21.7	2
33. Resurrection Bay	Mile 1.8 Seward-Anchorage Highway - Neen	2.6	2
34. Seward	Mile 0 Seward-Anchorage Highway - Seward Airport	1.4	2

A summary of the mileage of the system is as follows:

Class 1	Class 2	Class 3	Total
166.3	192.2	34.9	393.4

Very truly yours,

E. H. Swick, Regional Engineer  
By

Wm. J. Sieni  
Assistant Regional Engineer

cc: Regional Forester ✓  
Terr. Board of Road  
Commissioners  
Juneau Dist.

STANDARD FORM NO. 64

FOREST SERVICE

*Mitchell*

*Walter R-10*  
 WASHINGTON 25, D. C.

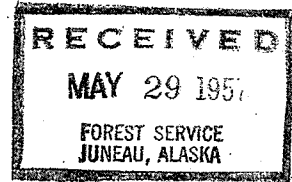
Office Memorandum • UNITED STATES GOVERNMENT

TO : Region 10

FROM : A. E. Bean, Director, Division of Engineering

SUBJECT: R ROADS & TRAILS R-10 System, Forest Highway

DATE: May 23, 1957



Reference your memorandum of March 29:

That portion of statements quoted from the Hendee-Gross GII report and the Chief's letter of transmittal which may appear to limit the scope of transportation planning by the Forest Service was to condition the thinking of the region to a planning approach directed primarily to national forest development. Under the circumstances existing in Alaska, it would be easy to fall into the trap of planning transportation system development for the territory with consequent over-emphasis on shorelines facilities and under emphasis on hinterland needs.

The contents of your memorandum indicate that we need feel no concern on that score. Knowing that you are thinking along appropriate lines, we advise you not to allow your planning for the national forest transportation system to be inhibited by restrictions which you may read into statements in the GII report or the Chief's letter.

*HW*  
*WRT*  
*com*

We shall try to answer the questions you have asked in sequence. First a general statement: The national forest transportation system consists of existing and planned roads, trails and landing fields inside the forest boundaries which are needed for the protection, development and utilization of the forests, plus such existing and planned roads, trails and landing fields outside the boundaries as are needed for ingress and egress. Basic forest road legislation subdivides the national forest transportation system into a forest highway system and a forest development system. The forest highway system comprises those routes on the national forest transportation system which have been designated as forest highways by joint agreement between the State, Bureau of Public Roads and the Forest Service. The forest development system is made up of all roads and trails on the national forest transportation system which are not on the forest highway system. (13 FSM 103.1, 103.2, 103.3, and 103.4). The foregoing material is more completely covered in revised 13 FSM Part 2, Subpart 1.

2-7-20-5/22/57

Inclusion of improvements in the forest developments system is not determined by maintenance responsibility or jurisdiction.

The Forest Service does not as a matter of policy and sound management discourage jurisdiction by local public road authorities or any road for which those authorities will assume maintenance responsibility. In other words we invite the overlapping of the national forest transportation system with the public road system, whether overlapping elements of the latter system be classed as forest highways, interstate, Federal Aid Primary, Secondary, county, town or municipal roads or highways.

"Incorporation of existing Forest Development roads into the system was on the basis of three criteria all related to permanent residences along the route":

The action is appropriate. The incorporation of these roads into the Federal Aid System does not automatically and need not change the status of a forest development road. The facility may remain a forest development road until formally designated as a forest highway. Every road important for access to or serving the national forest should be on the forest development road system unless designated a forest highway.

Jurisdiction over traffic, as well as uses of the R/W on a Forest Service road (13 FSM 105.31k) remains with the Forest Service regardless of its designation as a Federal Aid road or Forest Highway until such time as public road authorities assume responsibility for maintenance.

Jurisdiction is more clearly defined in the current revision of Title 13 which states that "Jurisdiction means authority to control use of a road and regulate or prohibit traffic thereon by virtue of statute, ordinance, fee, prescriptive right, permit agreement, or license".

As a matter of policy (13 FSM 105.34g) the Forest Service automatically waives jurisdiction, i.e. control over traffic and R/W use for road purposes on any road maintained by public road authorities, i.e. county, state, town or municipal highway departments. In Alaska R/W is included with public road authorities where it maintains the forest highways. No easement or special use permit is necessary in conjunction with this waiving of jurisdiction by the Forest Service but is appropriate if public road authority wishes the waiver to be formalized.

3-R-10-5/23/57

In waiving jurisdiction over traffic and road use, the Forest Service does not waive its authority for allowing and charging for use of the R/W for power, gas and water lines or other non-road purposes. Authorization of such uses should of course be acceptable to the road maintenance agency.

Bottom of page 2: (Region's memo)

1. No. Placing a road on the Federal Aid System does not preclude it being a Forest Development Road. See above.
2. No. See above.
3. Forest Highway regulations require certain formalities before a road may be designated a Forest Highway. (Ref. 13 FSM 103.2). Development Road System revision is accomplished by dropping the road from the RDR inventory and changing the transportation map. This should be concurrent with follow-up action on the signed order of the Commissioner of Public Roads placing the road on the Forest Highway System. That action consists of placing the road on the Forest Highway Inventory FS 677 and giving it the proper color on the Transportation System map.

The burden of maintenance and reconstruction may but does not automatically shift with the change in designation. The Forest Service is subsequently under no compulsion to improve the road as a public thoroughfare. Improvement may, however, be financed with development road funds if necessary for strictly national forest purposes and RDR financed improvement is warranted in the judgment of the regional forester by the absence of foreseeable improvement with all appropriations.

The Forest Service is not compelled to maintain forest development roads for traffic. (Ref. 13 FSM 105.32).

The intent of this policy is better expressed in 12 FSM 14 being revised as follows: "Maintenance Requirements -

- "a. Regional foresters are responsible for determining maintenance responsibilities as between the Forest Service, transportation system users, and State or local public road or airport authorities and for developing programs and selecting maintenance

47-10-5/23/57

standards which will assure adequate care and routine maintenance of interim development roads, land access roads, landing fields and trails as needed for national forest traffic and adequate care of land use roads during inactive periods at the lowest annual cost from appropriated funds. Except where equitable offsetting arrangements have been made, appropriated funds should not be used for routine maintenance for public service traffic on any transportation system facility."

- "b. On roads, routine maintenance with appropriated funds should be limited to the work necessary to keep interim development roads and land access roads in condition for Forest Service traffic and forest visitor traffic as needed. Routine maintenance for forest utilization traffic on these facilities and on land use roads during active periods is the responsibility of the user."

FDR funds may be used to care for unimproved FH when necessary for NF administration, protection, or accommodation of planned visitor traffic. (Ref. 11 FSM 105.278)

Public road authorities are not legally responsible for maintenance of unimproved forest highways or improved forest highways simply because of the designation. Technically speaking, there is no existing facility to be maintained. Users of the unimproved roads are on their own.


*Forest*

- 1. There is little justification for expenditure of highway funds on roads remote from national forests, but it is held: "feasible to terminate a highway route at the forest boundary. It makes for better system management to end all routes, forest highways or development roads at logical termini. These may be either inside or outside the forest boundary. Generally speaking, most existing forest highways are also on the primary or secondary federal aid system. It would seem appropriate for federal aid roads inside the forest boundary to be on the forest highway system. Outside the forest boundary, we should be working toward reduction of forest highway mileage except as desirable to connect with logical termini.

It would appear from the R-10 road maps that primary federal aid highways such as #95 and federal aid secondary roads such as #171, #223 (at least from the harbor to a logical terminus south of Sitka), #227 (at least from Petersburg to the Taylor road), and most of #213 should be seriously considered for removal from the Forest Highway system.

1-2-10-5/23/57

The foregoing discussion, while applicable to national forest conditions generally, may be inconsistent with certain conditions peculiar to Region 10. We anticipate that local ground rules will be necessary in some instances. Where that is the case, we expect the region to take the common sense approach in formulating those rules.

A handwritten signature in cursive script, appearing to read "W. Dean". The signature is written in dark ink and is centered on the page.



~~Willis~~  
~~Folkways~~ R-10

STANDARD FORM NO. 64

WASHINGTON 25, D. C.

FOREST SERVICE  
*Office Memorandum* • UNITED STATES GOVERNMENT

TO : Regional Forester, Regions 1 - 10, Incl.

DATE: August 26, 1958

FROM : A. P. Dean, Director, Division of Engineering, By

SUBJECT: E-ROADS & TRAILS, Policy, Forest Highways (BFR)

Enclosed are two copies of Bureau of Public Roads Policy and Procedure Memorandum 25-4, "Forest Highway Cooperative Agreements and Project Agreements."

**O. T. SULLIVAN**

*WLD*

*qu*  
*ma 9/3/58*

Enclosures (2)

<p>U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads</p>	<p>POLICY AND PROCEDURE MEMORANDUM 25-4 Date of issuance: August 18, 1958</p>
<p>PROGRAM AND PROJECT PROCEDURES SUBJECT: FOREST HIGHWAY COOPERATIVE AGREEMENTS AND PROJECT AGREEMENTS</p>	
<p>Supersedes: (This is an original issue)</p>	

**1. PURPOSE**

The purpose of this memorandum is to prescribe the form and procedures for the preparation and execution of Forest highway cooperative agreements and project agreements.

**2. FOREST HIGHWAY COOPERATIVE AGREEMENT**

a. The Forest highway cooperative agreement sets forth the general terms and arrangements mutually acceptable to the cooperator and Public Roads for the cooperative survey, design, construction, and maintenance of Forest highways pursuant to Section 23 of the Federal Highway Act of 1921, as amended and supplemented, and the Forest Highway Regulations jointly issued by the Secretary of Commerce and the Secretary of Agriculture. The cooperative agreement may be either Statewide, countywide, or by routes as the circumstances require. Suggested forms of agreement are provided by Public Roads.

b. The Forest highway cooperative agreement covers all of the principal features of the general plan of cooperation with respect to routes subject to the jurisdiction of the cooperator. Usually the State highway department has jurisdiction over most routes that are also a part of the Forest highway system, but in some instances the cooperator may be a county highway commission or other local highway authority.

c. The Forest highway cooperative agreement shall not contravene any of the provisions of the Forest Highway Regulations or requirements pertaining to the programming of Forest highway projects.

d. Inasmuch as the general arrangements covered by a cooperative agreement are intended to be on a continuing basis, it is appropriate that provision be made therein for its modification upon reasonable notice by either of the parties; provided, however, that any such modification shall not affect any funds already obligated to a project.

e. Forest highway cooperative agreements are to be executed in duplicate except that when there are more than two parties each party shall receive an executed copy. Signature on the part of Public Roads will be by the Federal Highway Administrator or his duly authorized representative.

**3. FOREST HIGHWAY PROJECT AGREEMENT**

The Forest highway project agreement, Form PR-2FH attached, implements the Forest highway cooperative agreement. Normally when the improvement of a Forest highway or portion thereof is being carried out pursuant to the terms of the Forest highway cooperative agreement and an approved Forest highway program, a Forest highway project agreement will be needed only when:

a. Public Roads is to construct the project and cooperative funds are to be made available to Public Roads for such work.

b. The cooperator is to construct the project and Federal funds are to be made available to the cooperator for survey, design, and construction purposes.

c. Public Roads is to reimburse the cooperator for costs of rights-of-way.

d. Special conditions not covered by the cooperative agreement are to apply to the project.

**4. PREPARATION OF PROJECT AGREEMENT**

a. The spaces to and including "Forest Highway Route No." are self-explanatory. Under "Project Termini" briefly identify the terminal limits of the project as to fix its general location, but do not use engineering or survey stationing. The project length is to be given to the nearest tenth of a mile unless special conditions warrant greater precision. Indicate in general terms the kind of work, such as, "Plant-mix bituminous surfacing on selected material base," or "Structural steel bridge and approaches."

b. When construction work is to be performed by Public Roads and cooperative funds are involved, the "Estimated Cost of the Project" is to include the cost of all work items of the project. Unless otherwise provided in the agreement, the words: "Balance Required" are to be entered in the space

PPM 25-4, page 2  
August 18, 1958

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provided for Federal funds to show that any cost in excess of the amount of cooperative funds will be the responsibility of Public Roads.

c. When the cooperator is to construct the project and Federal funds are involved, the entry in the space "Estimated Cost of Project" will be the same as provided in paragraph 4b. If the cooperator is to assume the balance of the cost not covered by the Federal funds, the words "Balance Required" are to be entered in the space "Cooperative Funds." However, if cooperative funds are to match Federal funds, equal amounts of each are to be shown. Any other arrangements for financing the project can be covered in the special provisions. In the space for "Federal Funds" show the amount obligated to the project. Federal funds are payable on a reimbursement basis only.

d. A copy of the Forest highway project agreement is to be executed for each cooperator and Public Roads. The Public Roads executed copy will be retained in the office of site audit. Conformed copies are to be made available to the Washington office and such other offices as may require them. Signature on behalf of Public Roads shall be as provided in AM 1-10.2 and AM 1-10.3.

#### 5. MODIFICATION OF PROJECT AGREEMENT

Form PR-2AFH, copy attached, is for use in modifying the Forest highway project agreement. Such modification will usually be a matter of increasing the amount of cooperative funds or Federal funds as the case may be, but it may also cover any other conditions changed from those set forth in the project agreement.



B. D. Tallamy  
Federal Highway Administrator

Attachments

FORM PR-2FH (1-21-58)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE _____ COUNTY _____ PROJECT NO. _____
FOREST HIGHWAY PROJECT AGREEMENT		
This Agreement is entered into between the undersigned parties pursuant to the provisions of Section 23 of the Federal Highway Act approved November 9, 1921 (42 Stat. 212), as amended and supplemented, the Regulations issued thereunder jointly by the Secretary of Commerce and the Secretary of Agriculture, and in accordance with the terms of the Forest Highway Cooperative Agreement.		
FOREST	FOREST HIGHWAY ROUTE NO. _____	
PROJECT TERMINI	PROJECT LENGTH (Miles) _____	
KIND OF WORK	AGENCY TO PERFORM WORK <input type="checkbox"/> PUBLIC ROADS <input type="checkbox"/> COOPERATOR	
ESTIMATED COST OF PROJECT	FUNDS PROVIDED BY THIS AGREEMENT	
	COOPERATIVE <u>1/</u>	FEDERAL <u>2/</u>
\$ _____	AMOUNT \$ _____ BASIS OF PAYMENT <input type="checkbox"/> ADVANCE <input type="checkbox"/> REIMBURSEMENT <input type="checkbox"/> OTHER	\$ _____
<u>1/</u> Entries may be omitted if cooperator performs work and assumes cost not covered by Federal funds. <u>2/</u> No entry to be made if work is to be performed by Public Roads.		
SPECIAL PROVISIONS		
This Agreement shall be effective as of the _____ day of _____, 19____.		
_____ (Name of Cooperator)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
By _____	By _____	
Title _____	Title _____	
By _____	By _____	
Title _____	Title _____	
By _____	By _____	
Title _____	Title _____	

FORM PR-2AFH (1-20-58)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE _____ COUNTY _____ PROJECT NO. _____
<b>MODIFICATION OF FOREST HIGHWAY PROJECT AGREEMENT</b>		

The Forest Highway Project Agreement for the above-referenced project, entered into between the undersigned parties effective \_\_\_\_\_, 19\_\_\_\_, is hereby modified as follows:

Revised estimated cost of project	\$ _____
Revised amount of Cooperative funds	\$ _____
Revised amount of Federal funds	\$ _____
Other revisions	

All other terms and conditions of said Forest Highway Project Agreement will remain in full force and effect.

This Modification shall be effective as of the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
(Name of Cooperator)

By \_\_\_\_\_

Title \_\_\_\_\_

By \_\_\_\_\_

Title \_\_\_\_\_

By \_\_\_\_\_

Title \_\_\_\_\_

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

By \_\_\_\_\_

Title \_\_\_\_\_

STANDARD FORM NO. 64

FOREST SERVICE

*W. L. H. II*  
*Chittenden*  
 MAY 25, 1957  
*Walter R-10*

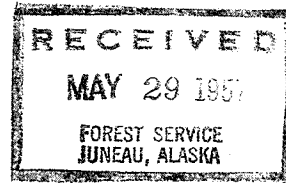
Office Memorandum • UNITED STATES GOVERNMENT

TO : Region 10

FROM : A. S. Year, Director, Division of Engineering

SUBJECT: ROADS & TRAILS R-10 System, Forest Highway

DATE: May 23, 1957



Reference your memorandum of March 29:

That portion of statements quoted from the Wendes-Cross III report and the Chief's letter of transmittal which may appear to limit the scope of transportation planning by the Forest Service are to condition the thinking of the region to a planning approach directed primarily to national forest development. Under the circumstances existing in Alaska, it would be easy to fall into the trap of planning transportation system development for the territory with consequent over-emphasis on developing facilities and under emphasis on hinterland needs.

The contents of your memorandum indicate that we need feel no concern on that score. Knowing that you are thinking along appropriate lines, we advise you not to allow your planning for the national forest transportation system to be inhibited by restrictions which you may read into statements in the III report or the Chief's letter.

*HW*  
*WLT*  
*com*

We shall try to answer the questions you have asked in sequence. First a general statement: The national forest transportation system consists of existing and planned roads, trails and landing fields inside the forest boundaries which are needed for the protection, development and utilization of the forests, plus such existing and planned roads, trails and landing fields outside the boundaries as are needed for ingress and egress. Basic forest road legislation subdivides the national forest transportation system into a forest highway system and a forest development system. The forest highway system comprises those routes on the national forest transportation system which have been designated as forest highways by joint agreement between the State, Bureau of Public Roads and the Forest Service. The forest development system is made up of all roads and trails on the national forest transportation system which are not on the forest highway system. (16 FSM 102.1, 102.2, 102.3, and 102.4). The foregoing material is now completely covered in revised 16 FSM Part 2, Subpart 1.

2-1-5/99/57

Analysis of improvements in the forest developments system is not determined by maintenance responsibility or jurisdiction.

The Forest Service does not as a matter of policy and sound management discourage jurisdiction by local public road authorities on any road for which those authorities will assume maintenance responsibility. In other words we invite the overlapping of the national forest transportation system with the public road system, whether overlapping elements of the latter system be classified as forest highways, interstate, Federal aid primary, secondary, county, town or municipal roads or highways.

Incorporation of existing Forest Development roads into the system was on the basis of three criteria all related to permanent easements along the route:

The action is appropriate. The incorporation of these roads into the Federal aid System does not automatically and need not change the nature of a forest development road. The facility may remain a forest development road until formally designated as a forest highway. Any road important for access to or passing the national forest should be on the forest development road system unless designated a forest highway.

Jurisdiction over traffic, as well as uses of the R/W on a Forest Development road (16 FR 105.21k) remains with the Forest Service regardless of its designation as a Federal aid road or Forest Highway until such time as public road authorities assume responsibility for maintenance.

Jurisdiction is more clearly defined in the current version of Title 17 which states that "Jurisdiction means authority to control use of a road and regulate or prohibit traffic thereon by virtue of statute, ordinance, fee, prescriptive right, permit, contract, or otherwise."

As a matter of policy (16 FR 105.21g) the Forest Service relinquishes jurisdiction, i.e. control over traffic and R/W use for road purposes on any road maintained by public road authorities, i.e. county, state, town or municipal highway departments. In Alaska 17 is included with public road authorities where it overlaps the Forest Highway. No account or special use permit is necessary in conjunction with this transfer of jurisdiction by the Forest Service but is appropriate if public road authority action is desired to be facilitated.

9-2-59-100/17

to reduce jurisdiction over traffic and road use, the Forest Service does not wish to authorize the planning and design of roads of the D/F highway system, nor any other kind of road program. Authorization of road use should be reserved to the road maintenance agency.

Section 4: (Declaratory)

- 1. The placing of a road on the Federal Aid System does not constitute it being a through development road. See above.
- 2. See above.
- 3. Forest Highway maintenance agencies should be authorized to place a road on the Federal Aid System. (Ref. to 9-2-59-100.2). Development of a road system should be accomplished by stopping the road from the D/F highway and changing the transportation map. This should be accompanied with following action on the signed copies of the Department of Public Works placing the road on the Forest Highway System. This action consists of placing the road on the Forest Highway System, the D/F highway, and placing it in the Bureau of Land Management jurisdiction.

The number of maintenance and reconstruction projects for road not automatically shift with the change in jurisdiction. The Forest Service is always willing under no obligation to improve the road as a public service. Improvement may, however, be required if development road funds is necessary for strictly national forest purposes and D/F funds improvement is required in the interest of the national forest in the absence of Governmental transportation appropriations.

The Forest Service is not required to maintain forest development roads for traffic. (Ref. to 9-2-59-100.2).

The intent of this policy is better expressed in 10-11-59 policy revised as follows: Maintenance Requirements

- 1. National Forests are responsible for determining maintenance responsibilities as between the Army, Civilian Conservation Corps, and other agencies and the road as developed either for national forest purposes and other purposes.





10/10/47

The following information, which is available in national files, was  
obtained from the records of the Department of the Interior, Bureau of  
Reclamation, and is being furnished to you for your information.  
It is noted that the above information was obtained from the  
files of the Bureau of Reclamation, and is being furnished to you  
for your information.

A. Dean

FOREST SERVICE

JUNEAU, ALASKA

Chief, Forest Service

March 29, 1957

P. D. Hanson, Regional Forester

E-ROADS &amp; TRAILS, System (Forest Highways)

AIR MAIL

Reference is made to Recommendation No. 7, page 13 of the Hendee and Gross GII of November 16, 1956, and to your comments in the letter of transmittal which states in part: "Before undertaking investigation of necessary forest highway and development road requirements, the limits of direct Forest Service road-planning responsibility should be established. This means taking a new look at our former custom of regarding all southeastern Alaska roads and highways as components of the national forest transportation system. That was logical when national forest boundaries coincided with the shore lines and national forest administration was the principal justification for the roads.

"That situation has changed materially in recent years. Eliminations have pushed back the national forest boundaries. The front lands around communities are in private ownership or headed that way. The 1956 Federal Highway Act provides for a Federal Aid highway system. Much of the existing forest-highway mileage is now entirely outside the forests. Although extension of these highways may be in character with the purpose of forest highways, proposals for widening or reconstruction of the existing forest highways will usually be inspired by purposes related only remotely or not at all to enhancing use of the forests by the communities. These points must be considered in establishing local guide lines for transportation planning.

"Further improvement, extension, or maintenance of forest highway and other road mileage outside the forests should generally be regarded as the responsibility of the Territory or the Bureau of Public Roads. Except for providing incapable extensions outside the forest to connect with the Federal Aid system or territorial roads, Forest Service transportation planning should be directed mainly to projecting highways and roads into and across the national forests.

"As a general objective, we should be moving away from participation in construction, improvement, and maintenance of forest highways outside the forests as rapidly as the Territory is able to incorporate those transportation facilities in the Federal Aid system."

Attached for your review and information is the proposed Federal Aid system for Alaska. Some projects now fall into the Federal Aid system that are currently Forest Development roads. As mentioned before the loss of these roads is of no particular concern to us from an administrative standpoint, but

2-Chief-3-29-57

could disrupt our planning since we do not yet realize the full significance of the proposed system. The Federal Aid system for the most part is composed of existing roads. Incorporation of existing Forest Development roads into the system was on the basis of three criterion all related to permanent residence along the route:

1. School bus route.
2. Mail delivery route.
3. Necessary winter snow removal excluding our own administrative site approaches.

The BPR system planners also agreed to place the Portage Glacier Road on the Federal Aid system. This decision was based on high use alone. The road is turning into a facility similar to the road up Pikes Peak and is beyond the finances of the Forest Service to keep adequately maintained or to reconstruct.

We have recently received from the field, requests for construction and reconstruction of roads in line with the recreation road plans as requested by your office for submission by March 1. There is conflict between the submitted program with regard to projects, some are now carried synonymously as Federal Aid projects and Forest Development roads. We hesitate to submit these projects for consideration as recreation development projects until we have an interpretation from you as to the significance of the Federal Aid system.

To further confuse the issue the Federal Aid system also includes the Harris River Road which is being constructed by the Ketchikan Pulp Company in conjunction with their timber operations at Hollis.

Recognizing that it is undesirable to have responsibility overlap on road projects we would like for you to answer the following questions:

1. Does placing a road on the Federal Aid system preclude it being a Forest Development road?
2. If a road is placed on the Federal Aid system, is a public highway, and passes through the National Forest, is it automatically a forest highway?
3. Is it necessary to go through the formality of a system revision and secure the various approvals, or did the acceptance of the proposed Federal Aid system by the Commissioner tend to make all of the roads on the system forest highways and shift the burden of reconstruction and maintenance to the BPR.

Incidentally the Forest Service participated to a small extent in the selection of the Federal Aid system and it has the approval of this office.

4. Should we ask for an immediate revision of the present forest highway

3-Chief-3-29-57

system and suggest that the responsibility for maintenance and construction of all roads and parts of roads now within the eliminated areas that are on the Federal Aid system be shifted so the required work is financed from Federal Aid funds? Forest highways, as such, will then terminate at the forest boundaries.

An early answer to these questions will not only enable us to approach the BPR with sound reasons for system revision but will give us a definite nucleus for the projection of the Forest Development road system and tend to align agency responsibility throughout the national-forest lands in the territory.

Attachment

CHMeller:ew

P. D. Hanson

*CHM*

## ALASKA FEDERAL-AID NUMBERING SYSTEM

### Primary System

Federal-Aid Primary Route numbers have been established as follows:

1. The primary system established consists of the principal highways, either existing or scheduled for early contract construction, and a projected ferry and highway system through the southeastern section.
2. Projected expansions of the system generally will be constructed and maintained as secondary roads until traffic volume dictates reclassification to a Primary Route.
3. Beginning in the southwest portion of the Territory, south-north routes were given odd numbers and west-east routes were given even numbers.

### Secondary System

The Secondary System established consists of two classifications identified as follows:

Class "A" - Principal secondary roads serving as main arteries and requiring improvements within the foreseeable future.

Class "B" - Secondary roads of the type normally constructed and maintained by states or counties.

For ease in geographical location and assignment of secondary route numbers, the Territory has been divided into 9 zones, identified on a marked Alaska map E.

Class "A" routes were assigned 3-digit numbers, the first digit indicating the zone location. Odd numbers were assigned to south-north routes and even numbers to west-east routes.

Class "B" routes were assigned 4-digit numbers, the first digit indicating the zone location. South-north routes were assigned odd numbers; west-east routes assigned even numbers. A zero as the last digit indicates an isolated route not connected to any principal system.

As in the primary system, low numbers were assigned to the southern and western areas of each zone, progressing to the higher numbers in the northern and eastern areas.

ALASKA HIGHWAY SYSTEM

SUMMARY

February 21, 1957

Classification	Constructed		System	
	Mileage	Percent	Mileage	Percent
Primary System	1633.8	39.53	1959.1	38.90
Secondary "A"	1515.3	36.66	2062.7	40.95
Secondary "B"	984.1	23.81	1014.9	20.15
	<u>4133.2</u>	<u>100</u>	<u>5036.7</u>	<u>100</u>

STATE ALASKA

## FEDERAL-AID PRIMARY HIGHWAY SYSTEM

FAP Route Number	Description
11	From Kodiak Naval Air Station through Kodiak to the Coast Guard Loran Station.
21 ✓	From the port of Homer via Ninilchik, Soldotna and Coopers Landing to FAP Route 31, and a spur from Soldotna through Kenai to Wildwood Station.
31 ✓	From the port of Seward via Moose Pass, Portage, Girdwood and Anchorage to Elmendorf Air Force Base, with a spur to Anchorage International Airport.
35	From FAP Route 42 at Palmer to Wasilla.
37	From the junction of FAP Routes 61 and 62 at Fairbanks via Ester to Nenana, with a spur to FAP Route 62, International Airport Spur.
42	From FAP Route 31 Spur at Anchorage International Airport via Spenard and Palmer to FAP Route 71 at Glennallen.
46	From FAP Route 71 at Gulkana Junction to FAP Route 62 at Tok Junction.



FAP Route Number	Description
52	From FAP Route 71 at Paxson via Cantwell through Mt. McKinley National Park to North Park Boundary.
61	From the junction of FAP Routes 37 and 62 at Fairbanks to Fox.
62	From the Alaska-Canada Border via Tok Junction and Big Delta to the junction of FAP Routes 37 and 61 at Fairbanks, with a spur to Fairbanks International Airport.
71	From the port of Valdez to FAP Route 62 at Big Delta Junction.
95 ✓	From Ketchikan via land and ferry routes through Wrangell, Petersburg, Juneau and Haines to the Alaska-Canada Border, with a spur from Haines to Lutak Inlet and a spur from Juneau to Douglas.
97	From Haines to Skagway.

STATE ALASKA

FEDERAL-AID PRIMARY HIGHWAY SYSTEM  
(Sections)

FAP Route Number	Description	Constructed Mileage	System Mileage
11-1	From Kodiak Naval Air Station through Kodiak to the Coast Guard Loran Station	3.9	3.9
21-1	Homer to Soldotna Junction	87.3	87.3
<i>5405</i> <i>15 miles</i> -2	Soldotna Junction to Junction with FAP 31 and spur from Soldotna Junction to Wildwood Station via Kenai	<del>71.6</del> <i>158.9</i>	71.6
<i>5405</i> <i>89.5 miles</i> 31-1	Seward to Hope Junction, Mile 56.8	56.8	56.8
-2	Hope Junction to Anchorage	<del>75.3</del> <i>132.1</i>	75.3
35-1	From FAP Route 42 at Palmer to Wasilla	11.0	11.0
37-1	From the junction of FAP Route 61 and 62 at Fairbanks via Nenana, with a spur to FAP Route 62, International Airport Spur	15.0	60.0
42-1	Anchorage International Airport to Palmer via Spenard	45.5	52.0
-2	Palmer to Sheep Mountain ACS Station	57.8	57.8
-3	Sheep Mountain ACS Station to intersection with FAP 71	83.3	83.3
46-1	From junction with FAP 71 at Gulkana Junction to Slana River, including north approach	75.6	75.6
-2	Slana Bridge to junction with FAP 62 at Tok	49.0	49.0

FAP Route Number	Description	Constructed Mileage	System Mileage
52-1	From junction with FAP 71 at Paxson to end of west approach to Susitna River	79.5	79.5
-2	From Susitna River to end of north approach to Nenana River at East Boundary of Mt. McKinley National Park	76.5	76.5
-3	From East Park Boundary to end of west approach, west bridge, Toklat River	67.8	67.8
-4	From Toklat River to North Boundary, Mt. McKinley National Park	30.3	30.3
61-1	From the junction of FAP Route 37 and 62 at Fairbanks to Fox	11.0	11.0
62-1	From Canadian Border at Mile 1221 to junction with Taylor Highway FAS 785 at Tetlin Junction	80.0	80.0
-2	From junction of FAS 785 to end of west approach of Johnson River	79.0	79.0
-3	From Johnson River to Shaw Creek (end of west approach)	64.3	64.3
-4	From Shaw Creek to junction with FAP 37 and FAP 61 via Fairbanks with spur to Fairbanks International Airport	77.1	78.9
71-1	From port of Valdez to end of north approach Tonsina River at Mile 79.1	79.1	79.1
-2	From Tonsina River to junction with FAP 46 at Gulkana Junction	49.9	49.9
-3	From junction with FAP 46 to junction with FAP 52 at Paxson	56.8	56.8
-4	From junction with FAP 52 to junction with FAP 62 at Big Delta Junction	82.1	82.1
95-1	At Ketchikan with ferry connection to Wrangell	13.9	113.9
-2	At Wrangell with ferry connection to Petersburg	-0-	46.0

159.9