

12/06/13 (3)

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 103 OF 109

FOREST SERVICE REGION 10 JUNEAU, ALASKA

FOREST SUPERVISORS, No. & So. Tongass
and Chugach

April 3, 1959

P. D. HANSON, Regional Forester, By

E-ROADS & TRAILS, Forest Highway Study

Reference is made to our memorandum of May 23, 1958, and your subsequent replies.

The attached maps outline roads that have been jointly agreed upon by the Bureau of Public Roads, the State Highway Commission and the Forest Service as proposed additions to the Forest Highway System. These proposed additions are, as yet, not a part of the Forest Highway System and are a matter of in-service information only. Any release of information regarding these proposed additions should be cleared through the regional office.

Attachments

AN:Johnson;paw

JOHN L. EMERSON

CAW-⁶³
Ary

STANDARD FORM NO. 64

FOREST SERVICE

WASHINGTON 25, D. C.

Office Memorandum • UNITED STATES GOVERNMENT

TO : Regional Forester, R-10

DATE: September 12, 1958

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

SUBJECT: E-ROADS & TRAILS, Studies, Forest Highways

AIR MAIL

Re your memorandum of September 4.

We agree with what you say in paragraph 3 but the Group B study is not a system planning job. It is intended to answer two questions of the Congress: (1) how many of the roads of forest highway character in and adjacent to the forests are not in the forest highway system, and (2) how much money would be needed for improvement and maintenance of these roads in the decade 1962 - 1971 (the latter is for needs during the decade and not necessarily all work needed to "complete" the roads).

Our part in the study is to make sure that all of the roads of forest highway character which are now in the development system are brought to the attention of BPR and the State and do our best to get them included in the Group B submission.

The planning you have done is by no means wasted. It flags the roads which we shouldn't improve or maintain from forest road and trail funds.

Now that Alaska is a State, the forest highway picture will change. As soon as a highway department is set up the prerogative for initiating proposals for forest highway designations and programs will pass to the State. This will reduce the voices of the Bureau and Forest Service from one-half to one-third and put us definitely out of forest highway planning except on a "good office" basis.

C. T. Sullivan.

Office Memorandum • UNITED STATES GOVERNMENT

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C. T. SULLIVAN

lxc: R-10

CTSullivan/rfh

Hanson

6

Chief, Forest Service

September 4, 1958

F. D. Hanson, Regional Forester, R-10 By:

R-ROADS & TRAILS, Studies, Forest Highways

AIR MAIL

Under separate cover we are sending you one set of maps of the Chugach and Tongass National Forests, showing the several routes being considered in the Forest Highways Study required by the Federal Aid Highway Act of 1958.

The Bureau of Public Roads has worked closely with us on the Study. The maps and the attached tabulation shows a basic difference of thinking by the two agencies. There is little chance of agreement at this level so we have agreed that each agency will submit its proposals to its Washington offices for comment.

Our proposal is based on our belief that the basic highway system for the Territory is in the formative stage, and that this is an opportunity to do the planning for a forest highway system that will become a part of the basic highway system. We have not let present appropriation levels influence our thinking, although the act speaks of completion by July 1971. We have considered needed and desirable routes with the assumption that financing will ultimately follow.

You will note that the majority of the routes are non-existing. The paragraph following the criteria for selection of Class B roads on page 2 of Mr. Woyster's circular memorandum to Regional and Division Engineers, dated June 25, makes the only mention of "non-existing" roads. Since the instructions for making the Study are a little vague regarding non-existing routes, we need to know the place non-existing routes take in the Study.

There are several routes that should be taken off the system and others that should be added. Preparing the justification statement for additions is difficult since there is no traffic, no traveled portion, no rural mail route, etc. The Bureau of Public Roads does not feel this is part of the Study since there is very little provision made for non-existing routes.

We realize that we are recommending a lot of miles and dollars be added to the system. At the present appropriation level it would

PH

2-Chief, Forest Service, 9/4/58

require 46 years to construct the recommended Forest Service system. If Alaska is to be developed, we will need to provide for an adequate highway system. Even though our recommendations seem impractical, we believe it is not too early to be getting probable routes on paper so that advance planning and surveys can be made. In short, we do not feel we are over-planning the Forest Highway System.

The routes that we are recommending beyond those acceptable to the Bureau of Public Roads are ones the local communities and officials have asked for at various times and others we believe are needed for future development. Access to markets, potential industrial sites, homesites and recreation areas are the main reasons given for these routes.

The Bureau of Public Roads gives "conditional approval" for a route up the Stikine River from Petersburg and Wrangell based on the premise that if they have to approve any of four proposed routes from South-east Alaska to the Alcan Highway they will approve the Stikine route.

The Bureau of Public Roads does not go along with a route up the Taku River from Juneau to the Alcan Highway. We believe the Territorial Highway Engineer considers this is his number one project.

On the present Forest Highway system there are seven of nineteen projects that have non-existing mileage. Of these seven projects, only four merit programming for expenditure of construction money by the Forest Service policy. One of the four projects is a doubtful Forest Service project. There are several existing routes that can be brought to a higher standard but we feel some of the Forest Service proposed additions are of a higher priority than raising construction standards of existing highways which appear to be adequate for traffic in the immediate future. From the Forest Service point of view many of our proposed additions to the system are more important for programming than any of the projects on the present system.

As yet the Territory has not been consulted on the Study. We feel that the two federal agencies should reconcile their differences before consulting with the Territory.

We hope that after we hear from you and the Bureau of Public Roads here from their Washington office we will be able to agree on the selection of projects to submit for consideration in the Study.

Attachment

cc: BFR

W. R. Rollins

CAMiller:psw

*Mitchell in on first draft
can*

*Hugh
E/B
Cowan*

G. E. Mitchell, Regional Engineer, B-10

August 19, 1958

C. A. Miller

R-ROADS & TRAILS, Forest Highway Study

Status of Forest Highway Study
Required by Federal-Aid Highway Act of 1958
 (in cooperation with Bureau of Public Roads)

(1) <u>Current System</u>	<u>M I L E S</u>		
	<u>Existing</u>	<u>non-existing</u>	<u>total</u>
Chugach	181.4	12.6	194.0
North Tongass	96.0	55.3	151.3
South Tongass	36.2	19.7	55.9
Total	<u>313.6</u>	<u>87.6</u>	<u>401.2</u>
 (2) <u>Mutual Agreement of Routes to be Added to F.H. System</u>			
Chugach	16	78	94
North Tongass	9	63	72
South Tongass	15	33	48
Sub-total	<u>40</u>	<u>174</u>	<u>214</u>
Conditional BFR approval (No. Tongass)	0	70	70
Total	<u>40</u>	<u>244</u>	<u>284</u>
 (3) <u>Additional Forest Service proposed additions not acceptable by BFR</u>			
Chugach	0	55	55
North Tongass	0	135	135
South Tongass	0	100	100
Total	<u>0</u>	<u>340</u>	<u>340</u>
 (4) <u>Total of All Proposed Additions (2) & (3)</u>			
Chugach	16	135	149
North Tongass	9	318	327
South Tongass	15	133	148
Total	<u>40</u>	<u>584</u>	<u>624</u>
 <u>Total Proposed Agreed System (Current plus Additions) (1) & (2)</u>			
Chugach	197	91	288
North Tongass	105	128	233
South Tongass	51	53	104
Total	<u>353</u>	<u>332</u>	<u>685</u>

R-S. S. Mitchell, Regional Engineer, R-10, 8/19/58

	M I L E S		
	Existing	non-existing	total
<u>Total Proposed Forest Service System (Current plus Additions</u> (1) and (2) and (3), or (1) and (4)			
Chugach	197	146	343
North Tongass	105	373	478
South Tongass	<u>51</u>	<u>153</u>	<u>204</u>
Total	393	672	1025

Assuming construction cost of \$200,000 per mile and F. Y. 1959 appropriation level, \$3,000,000 - Years required to construct:

Present System non-existing miles	6 years
Agreed to System non-existing miles	23 years
Forest Service proposed System non-existing miles	46 years

Assuming double F. Y. 1959 appropriation level, \$6,000,000 - Years required to construct:

Present System non-existing miles	3 years
Agreed to System non-existing miles	12 years
Forest Service proposed System non-existing miles	23 years

Routes

Mutual Agreement

	Exist- ing	Non-ex- isting	Total
Chugach:			
F.H.14, Hope; Hope to Forest boundary	0	18	18
F.H.32, Copper River; Alaganik to Forest boundary	16	0	16
F.H.36, Katalla, from F.H.32 to Katalla via coal fields	<u>0</u>	<u>60</u>	<u>60</u>
Total Chugach	16	78	94
North Tongass:			
F.H.2, Glacier; Extension Echo Cove - Haines	0	55	55
F.H.33, Yakutat; Yakutat to airport & to Coast Guard Station	9	0	9
F.H.31, Douglas; extension south of Douglas	<u>0</u>	<u>8</u>	<u>8</u>
Total North Tongass	9	63	72
South Tongass:			
F.H.1, Tongass; extension up George Inlet from Beaver Cr. via Ward Lake to Ward Cove	4	16	20
F.H.37, Craig; Craig to Hollis via Klauak	<u>11</u>	<u>17</u>	<u>28</u>
Total South Tongass	15	33	48
Sub-total - Region	40	174	214

3-C, S. Mitchell, Regional Engineer, R-10, 8/19/58

M I L E S
Existing Non-existing Total

Routes (continued)

Conditional Approval by BPR

North Tongass:

P.H.7, Mitkof; extension from Blind Slough up Stikine River to boundary	0	45	45
P.H.16, Wrangell; extension from Wrangell to Stikine River Route	0	25	25
Total North Tongass	<u>0</u>	<u>70</u>	<u>70</u>
Total - Region	40	244	284

Additional Forest Service proposed routes not acceptable to BPR

Chugach:

P.H.42, Resurrection River; Seward to Kenai River	0	40	40
P.H.39, Rude River; Cordova to Nelson townsite	0	15	15
Total Chugach	<u>0</u>	<u>55</u>	<u>55</u>

North Tongass:

P.H.2, Glacier; extension up Taku River to boundary from Bishop Pt.	0	45	45
P.H.40, Admiralty, Young Bay to Eliza Harbor	0	90	90
P.H.41, Kake; Petersburg to Kake	0	50	50
Total North Tongass	<u>0</u>	<u>185</u>	<u>185</u>

South Tongass:

P.H.37, Craig; extension from Harris River to Hydaburg	0	20	20
P.H. 1, Tongass; extension from Loring up Unuk River to boundary	0	80	80
Total South Tongass	<u>0</u>	<u>100</u>	<u>100</u>
Total - Region	0	340	340

STANDARD FORM NO. 64

Miller

Office Memorandum • UNITED STATES GOVERNMENT
U. S. FOREST SERVICE NORTH TONGASS NATIONAL FOREST

TO : Regional Forester

DATE: July 3, 1958

FROM : C. M. ARMSTRONG, Forest Supervisor, North Tongass, By: Buel M. Hixson, Jr.,

Acting
B.M.H.

SUBJECT: E-ROADS AND TRAILS, Systems (Forest Highways)

Below are our recommendations as requested in your memo of May 23.

FH #2 Glacier Highway. Our previous recommendations are okay on this.

FH #7 Mitkof Highway. Previous recommendations okay. However this road should connect with Stikine River Highway.

(Proposed) FH # Stikine River Highway at approximately mile 20 on Mitkof Highway across Mitkof Island to Gut Island, Dry Island and Farm Island, then up north side of Stikine River to Canadian Boundary. Length 40 miles.

Agassiz
 Wrangell Spur. Down south side of River from Boundary to Mill Creek with ferry section across Eastern Passage to eastern terminus of Wrangell Highway #76. Length 30 miles.

Yakutat Highway. Yakutat to Yakutat Airport excluding portions within the townsite. This is an important road for this community. Its link with its main transportation center - airport. Length 4 miles.

26 Point Agassiz. This should be classed as a Forest Development road rather than a forest highway. The basic purpose of the road is for land use.

31 Douglas Highway. The northern terminus of this should be Fritz Cove the proposed site of the pulp mill not Hilda Creek. The section between Fritz Cove and Hilda Creek should be a Forest Development Road.

This will be a main timber access road and will get considerable use for recreation. Summer home groups, organizational sites, and campgrounds are planned on the west side of the island. With lower standards on curves and grades a forest development road would utilize the land much better. This is quite important on the north end where the Bureau's survey is on the beach. A good development road should be back in the timber so that recreation areas and summer homes could be developed below the road on the beach side.

FDR #6301. Kake Road. This is a community road. Therefore a forest highway classification would fit it better than a development road.

FDR #7451. Angoon Road. The same is true of this road as with the Kake Road. It should be designated as a forest highway.

July 3, 1958

-2-

E-ROADS AND TRAILS, Systems (Forest Highways)

All of our highways are Class 1 and 2. This is fine except that the 200 feet set back distance will be too restrictive on certain stretches. For example on the extension of Glacier Highway past Herbert River the highway will be close to the beach and thus limit any development to 200 feet above the road. Thus from Herbert River to Echo Cove there would be very little development. This set-back distance would also include our recreation structures the way we interpret it. Could we have some clarification on this matter?

Lucretia M. Hinson, Jr.

FOREST HIGHWAY PROJECT STATUS RECORD

State Alaska

Date January 14, 1959

County _____

Status Revised Estimate

Project No. 35A and AFDR 0802

Project Name and Location Portage Glacier Highway

National Forest _____

Average Daily Traffic _____; Forest Highway Class _____; Other Systems: State ①; County or Local ②

Initial or Stage ②	Contr. or force acct.	Work class or type	Number of bridges		Surface width Present Construction	Thickness	Total cost	Forest highway funds	Miles	Fund
			New or major recon-struction	Minor re-construction or paving						
Former status										
							* 335,000	305,000	5.900	FH-L
							295,000	295,000		FH-L
Current status										
							* 365,000	335,000	5.900	FH-L
							265,000	265,000		FH-L
							* Combination Project with AFDR 0802 Authorized PR-366 8/8/58 in amount of \$30,000. Total mileage both projects 6.584 miles.			

#44

By: E. E. Shelhamer
E. H. Swick
E. E. Shelhamer

Regional Engineer
Finance Officer ^{Title}

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UNITED STATES
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 10

PROJECT AGREEMENT ESTIMATE

Project: ~~APR 35A Contract No. 1 & APR 0802~~ Prepared by: I. Melin

Location: ~~Portage Glacier Highway - Byron~~ Date: January 14, 1959
Glacier Spur.

Judicial Division: 3rd

Contractor: M.B. Contracting Company, Inc.

Item No.	Item	Quantity	Unit Price	Amount
100(3)	Clearing & Grubbing	50 Acres	200.00	10,000.00
100(4)	Pit Clearing and Grubbing	25 Acres	200.00	5,000.00
102(1)	Unclassified Excavation	115,000 Cu. Yd.	.38	43,700.00
102(4)	Borrow Excavation, Case 1	172,000 Cu. Yd.	.38	65,360.00
103(1)	Excavation for Structures	250 Cu. Yd.	3.00	750.00
105(2)	Overhaul (2000' freehaul)	1,500 Yd. Mi.	.50	750.00
105(3)	Overhaul of Borrow, Case 1 (1000' freehaul)	33,000 Yd. Mi.	.28	23,240.00
200(4)	Crushed Aggregate base, grading D-1	28,800 Tons	2.75	79,475.00
310(4)	Asphalt, Grade MC-0, Prime coat	95 Tons	30.00	2,850.00
314(2)	Aggregate, design at 50 Bit. Surface Treatment	2,450 Tons	6.00	14,700.00
314(8)	Asphalt, grade MC-3, Bit. Surface Treat.	95 Tons	30.00	2,850.00
453(1E)	18" Galvanized Corr. Metal Pipe	194 Lin. Ft.	4.50	873.00
453(1G)	24" Galvanized Corr. Metal Pipe	710 Lin. Ft.	7.50	5,325.00
453(1I)	36" Galvanized Corr. Metal Pipe	590 Lin. Ft.	16.00	9,440.00
457(1)	Remove and dispose of exist culvert	117 Lin. Ft.	2.50	292.50
			Sub Total	264,605.50
			Engineering	45,394.50
			Contingencies	45,000.00
			Govt. Furnished Mat.	10,000.00
				<u>\$365,000.00</u>

Type of Funds	Miles	Cost
FH	5.900	\$335,000.00
FDR	.684	30,000.00
TOTAL	<u>6.584</u>	<u>\$365,000.00</u>

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Washington 25

March 30, 1950

To: Division Engineers

From: Commissioner

There is enclosed a copy of the Rules and Regulations for Administering Forest Highways (Revised), approved by the Secretary of Agriculture and the Secretary of Commerce, and published in the Federal Register of March 22, 1950. Additional copies will be forwarded to your offices for immediate use. While the regulations are complete in themselves, there are administrative features involved which, while not made a part of the regulations, are considered supplemental details necessary for effective operations.

In Section 15.2(c), the second sentence reads "Deductions will be made from the reserve to cover administrative requirements of the Bureau of Public Roads including purchase of equipment, administration by the Forest Service, and in special cases to provide additional funds for programed projects." The specific reference to special cases is for the purpose of limiting the use of these funds, and to prevent the current programing and resultant elimination of this reserve.

In Section 15.3(a), the purpose of the change of classification is to emphasize the Federal-aid features of our forest highway system which should result in more effective presentation before Congress.

Section 15.3(b) - This provision is general in nature, and any further instructions found necessary can be handled administratively.

Section 15.4(b) - The division engineers should, soon after apportionment, call program conferences and promptly submit joint field recommendations of programs for approval. This would include advice to the State relative to the prompt submission of recommendations to the offices of the district engineers.

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- 2 -

Section 15.4(e), provides for increasing program amounts not to exceed 25 percent by the Commissioner. This authority is delegated to the division engineers with a caution that this only applies when no substantial change in work is involved over that originally programed, and that the reserve is not affected.

The division engineers are also authorized to decrease any programed amount up to 25 percent, providing there is no substantial change in work involved from that originally programed. A substantial change in work over that programed requires reprograming.

Enclosure

TITLE 23 - HIGHWAYS

CHAPTER I - BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

PART 15 - RULES AND REGULATIONS FOR ADMINISTERING FOREST HIGHWAYS (REVISED)

AUTHORITY: Sections 15.1 to 15.10 issued under Sec. 6, 54 Stat. 869; 23 U.S.C. 23b; Reorg. Plan 7 of 1949, 14 F.R. 5228. Interpret or apply Sec. 23, 42 Stat. 218, as amended, Sec. 2, 49 Stat. 1520; 23 U.S.C. 23, 23a.

Sec. 15.1 DEFINITIONS. For the purpose of these regulations the following terms, respectively, shall mean:

(a) Commissioner. The Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce.

(b) Forester. The Chief of the Forest Service of the Department of Agriculture.

(c) State. Any State, Territory, or insular possession eligible to receive forest highway funds.

(d) State Highway Department. As defined in the Federal Highway Act, the term "State highway department" includes any State department, commission, board, or official having adequate powers and suitably equipped and organized to discharge to the satisfaction of the Secretary of Commerce the duties herein required.

(e) County Authorities. The commissioners, supervisors, or other officials charged by law with the selection of roads in a county, township, road district, or town, and with the expenditure of funds for road building and maintenance.

(f) Division Engineer. The division engineer of the Bureau of Public Roads.

(g) District Engineer. The district engineer of the Bureau of Public Roads.

(h) Regional Forester. The regional forester of the Forest Service.

(i) Forest Roads. Roads wholly or partly within, adjoining or adjacent to and serving the national forests.

(j) Forest Highways. Those forest roads of primary importance to the State, counties or communities and which are selected and designated by the Commissioner and the Forester as constituent parts of a forest highway system.

(k) Forest Highway Fund. Any authorization or appropriation for forest highways.

(l) Forest Highway Program. List of forest highway projects for surveys, construction and maintenance, and the estimated amounts of Forest Highway Funds required, as approved by the Commissioner and Forester.

(m) Construction. Any improvement involving original construction or reconstruction.

(n) Highway Planning Survey. The engineering and economic investigations of highways and highway transportation conducted by the highway departments of the States and the Bureau of Public Roads.

(o) Maintenance. The preserving and keeping of each roadway, road structure and road facility as nearly as possible in its original condition as constructed, or as subsequently improved, to provide satisfactory and safe highway service.

Section 15.2 APPORTIONMENT. (a) The Secretary of Agriculture shall prepare, and certify to the Secretary of Commerce annually, a tabulation showing the areas and value of the national forest land in each State, including the value of forage and timber. This tabulation shall serve as the basis of apportionment for the forest highway fund.

(b) On or before January 1 of each year, or as otherwise provided by legislation, the Secretary of Commerce shall apportion among the several States, Alaska and Puerto Rico the forest highway fund authorized for the next succeeding fiscal year as follows: One-half in the ratio that the area of national forest land in any State bears to the total area of such land in all States, and one-half in the ratio that the value of national forest land in any State bears to the total value of such land in all States, subject to any modifications that future legislation may require.

- 3 -

(c) Ten percent of the amount so apportioned to each State shall be placed in a reserve and the balance shall be made available, immediately after apportionment, for the forest highway program. Deductions will be made from the reserve to cover administrative requirements of the Bureau of Public Roads including purchase of equipment, administration by the Forest Service, and in special cases to provide additional funds for programmed projects. Any balances in the reserve will be released for programming not later than the date of the apportionment of the succeeding fiscal year authorization.

Sec. 15.3 THE FOREST HIGHWAY SYSTEM. (a) Forest Highways designated under Section 15.1(j), shall be classified as follows:

- Class (1) - On the Federal-aid primary system.
- Class (2) - On the Federal-aid secondary system.
- Class (3) - Other Forest Highways.

(b) Proposed modifications, when jointly agreed upon and recommended by the State highway department, the regional forester, the district engineer and the division engineer shall be forwarded with necessary supporting data, including revised sketch maps and route descriptions, to the Commissioner and the Forester for approval.

Sec. 15.4 SELECTION OF THE FOREST HIGHWAY PROGRAM.

(a) For each apportionment of funds authorized by Congress for forest highways, the district engineer shall request the State highway department to submit a list of forest highway projects proposed for financing with such funds, supported by a map showing the location of the proposed projects. The State highway department shall also submit its recommendations on all projects proposed by counties, communities, or other agencies. Copies of the State's submission shall be forwarded to the division engineer, who shall furnish a copy to the regional forester. The regional forester may request the division engineer to make any investigations necessary to obtain further information on any project proposed by the State or county.

(b) Following receipt of the maps, lists and recommendations required by paragraph (a) above, the division engineer shall arrange for a joint conference with the State highway department, the regional forester, and the district engineer for consideration of projects to be included in a program. Projects included in the forest highway program shall be based upon the following considerations:

- 4 -

- (1) Provision for the maintenance of forest highways existing or under construction.
- (2) The completion of necessary surveys.
- (3) Findings of the highway planning survey.
- (4) Benefit to forest development, protection, and administration, as indicated by the transportation plan of the Forest Service.
- (5) Requirements for the production of timber, and mining.
- (6) Construction correlation with military requirements and with adjacent Federal and State road programs.
- (7) The economy of continuity of operations.
- (8) Ability of cooperators to maintain adequately the improvement.

(c) A joint report of this conference, in the form of a recommended forest highway program, shall be filed by the division engineer with the Commissioner, and by the regional forester with the Forester.

(d) Approval of the forest highway program shall be by the Commissioner and the Forester.

(e) The program amount for any project may be increased by the Commissioner by not to exceed 25 percent, the additional funds required in connection with cost increases to be obtained from any unprogramed balances, or in special cases, from the reserve. Any construction project substantially deviating from the project as approved in the forest highway program or on which the cost will exceed by more than 25 percent the expenditure authorized therein, shall constitute a program revision to be approved by the Commissioner and the Forester.

Sec. 15.5 COOPERATIVE AGREEMENTS. (a) A cooperative agreement for any project which involves financial contributions from cooperators shall be approved by the Commissioner prior to beginning work.

(b) Negotiations for cooperative agreements shall be conducted by the division engineer and the detailed provisions shall be agreed upon by him and the cooperator. All cooperative agreements shall be prepared on forms furnished by the Bureau of Public Roads for execution by the Commissioner and the cooperator.

- 5 -

(c) Construction projects under a cooperative agreement involving forest highway funds shall not be advertised and no contracts shall be let, nor shall any construction be started, without the prior approval of the division engineer.

Sec. 15.6 SURVEYS. (a) Surveys, and the preparation of construction plans, specifications and cost estimates, may be made for any improvement that is to be considered for inclusion in a future Forest Highway program. Such surveys may be made on routes that ultimately may become a part of the Forest Highway System as well as present Forest Highway routes.

(b) Before the completion of a survey, the regional forester shall be notified in writing so that he shall have opportunity to examine the surveyed line or the location map and to indicate any details of location desirable for the protection or development of the national forests.

Sec. 15.7 CONSTRUCTION. (a) No construction shall be undertaken upon any designated part of the Forest Highway System by any Federal agency until a survey and cost estimate have been approved by the division engineer and the State highway department, unless otherwise specifically authorized by the Commissioner; but the Forest Service at its expense may make temporary repairs on forest highways or construct timber utilization roads on the forest highway system following as closely as practicable surveys made by the Bureau of Public Roads at the request of the Forest Service.

(b) Approval of plans, specifications and estimates shall be by the Commissioner, or his duly authorized representative, following which the division engineer may advertise projects carried in the approved forest highway program.

(c) The construction of forest highways will be performed by the contract method, unless otherwise authorized by the Commissioner. The Commissioner, or his duly authorized representative, shall accept or reject proposals from bidders on any forest highway construction projects and execute any necessary contracts and supporting bonds therefor. If it is impracticable to construct a project or any part thereof by the contract method, the Commissioner may proceed with force account construction as authorized by paragraph (d), Section 23, of the Federal Highway Act, as amended and supplemented.

- 6 -

(d) Construction work on projects shall not be considered complete until the project has been inspected and approved by the division engineer and the cooperating agency, nor until the regional forester has approved the clearing and disposal of refuse.

Sec. 15.8 MAINTENANCE. Maintenance of forest highways shall be the responsibility of the cooperating agency unless otherwise approved by the Commissioner. However, maintenance of projects during their construction and for a specified period after completion of construction may be the responsibility of the Bureau of Public Roads in accordance with a Cooperative Agreement between the cooperator and the Bureau of Public Roads.

Sec. 15.9 RECORDS AND ACCOUNTING. (a) The Commissioner shall keep all records which he deems necessary of survey, construction, and maintenance costs for projects under his supervision.

(b) Each equipment depot under the jurisdiction of the Bureau of Public Roads shall be operated on a self-sustaining basis. Work done in the equipment depots will be charged on an actual cost basis, including overhead. Projects on which equipment is used will be charged with the cost of such equipment on a depreciation or appropriate rental basis.

(c) Cooperative funds contributed by any cooperator shall be deposited in the United States Treasury to the credit of the fund set up for Cooperative Work, Forest Highways, Bureau of Public Roads.

Sec. 15.10 COMMISSIONER'S REPORT. Not later than December 15 of each year, the Commissioner shall submit to the Secretary of Commerce and to the Secretary of Agriculture a report covering the operations on the Forest Highway System for the preceding fiscal year, including the current status of surveys, construction and maintenance, and with such recommendations as he shall consider desirable.

- 7 -

These regulations shall take effect upon publication in the Federal Register and shall supersede all prior rules and regulations heretofore promulgated for administering forest highways.

Recommended:

/s/ C. M. Granger
Actg. Chief, Forest Service
Department of Agriculture

/s/ Thos. H. MacDonald
Commissioner of Public Roads
Bureau of Public Roads

Certified to be a true
copy of the original.

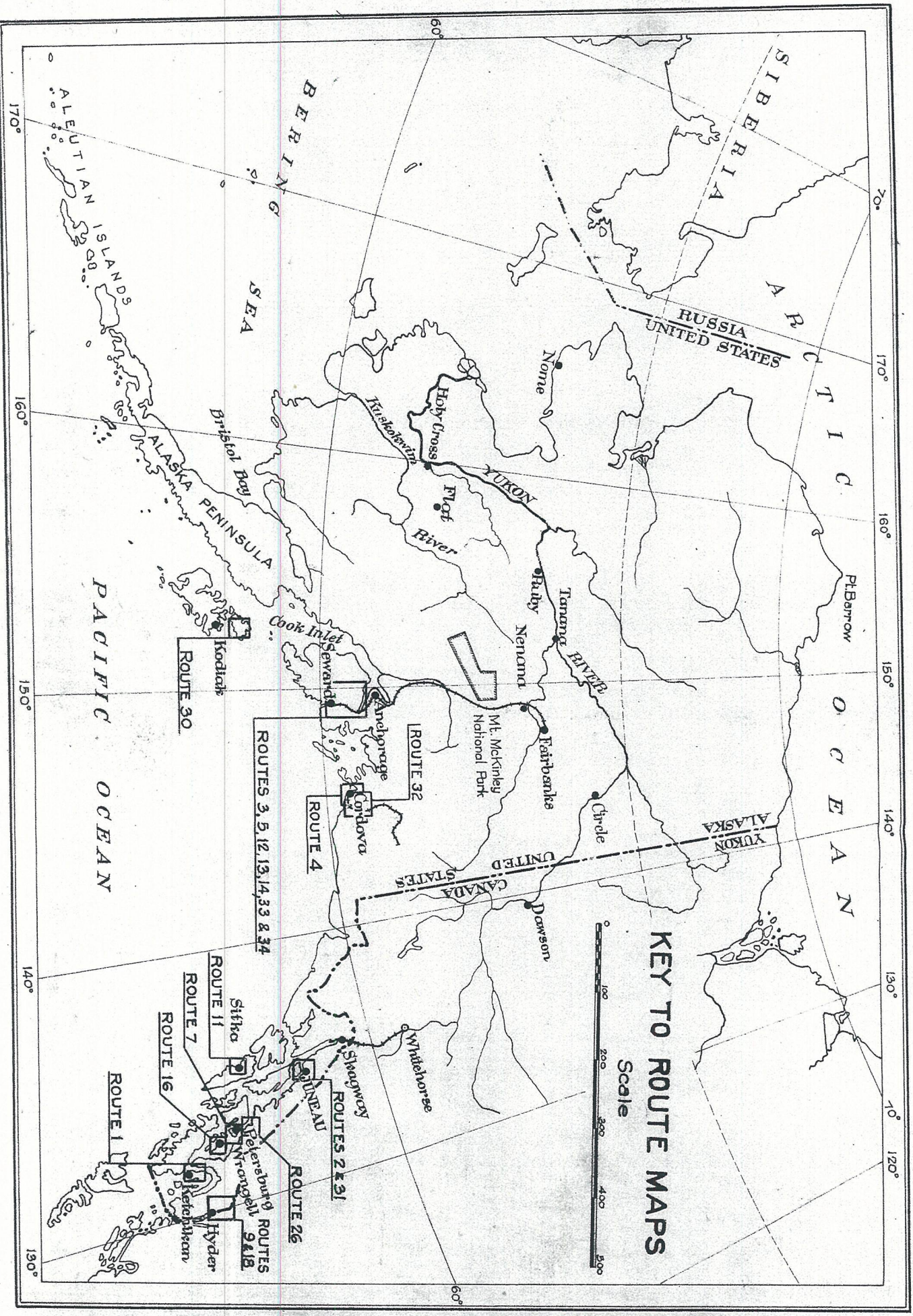
/s/ Gerald Ryan

Approved:

/s/ A. J. Loveland
Actg. Secretary of Agriculture

/s/ C. V. Whitney
Actg. Secretary of Commerce

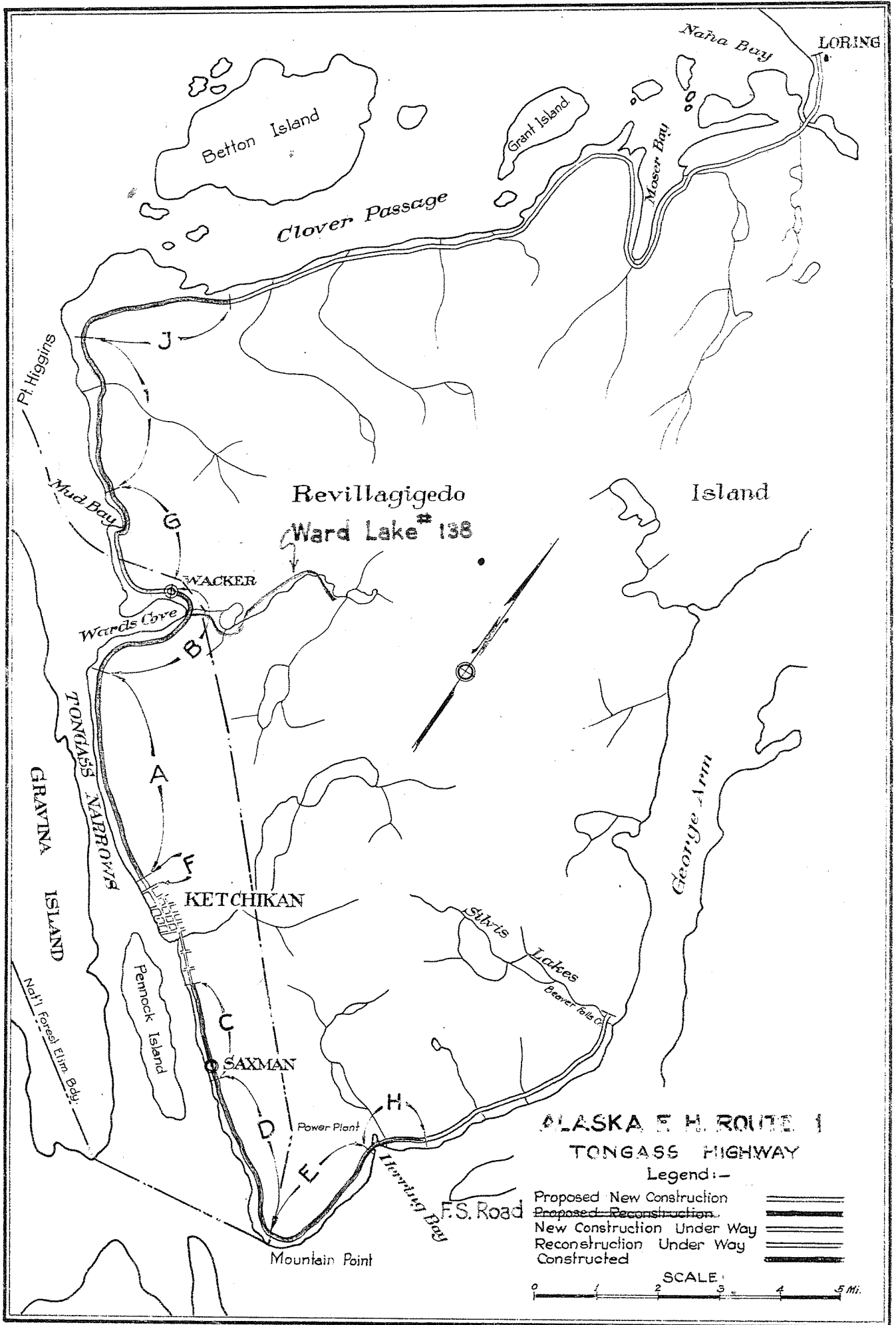
Published in the Federal
Register March 22, 1950,
15 F.R. 1585

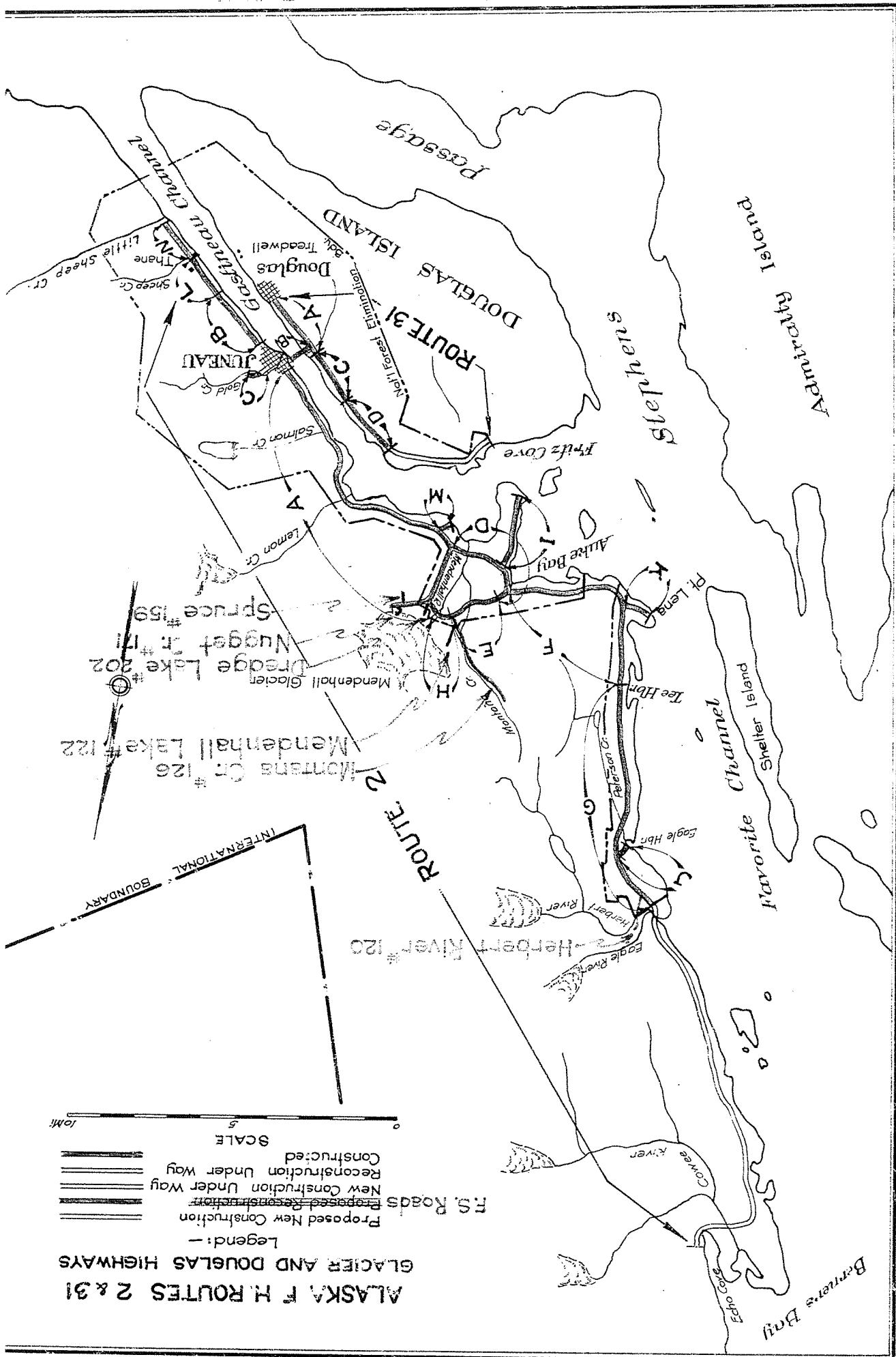


KEY TO ROUTE MAPS

Scale



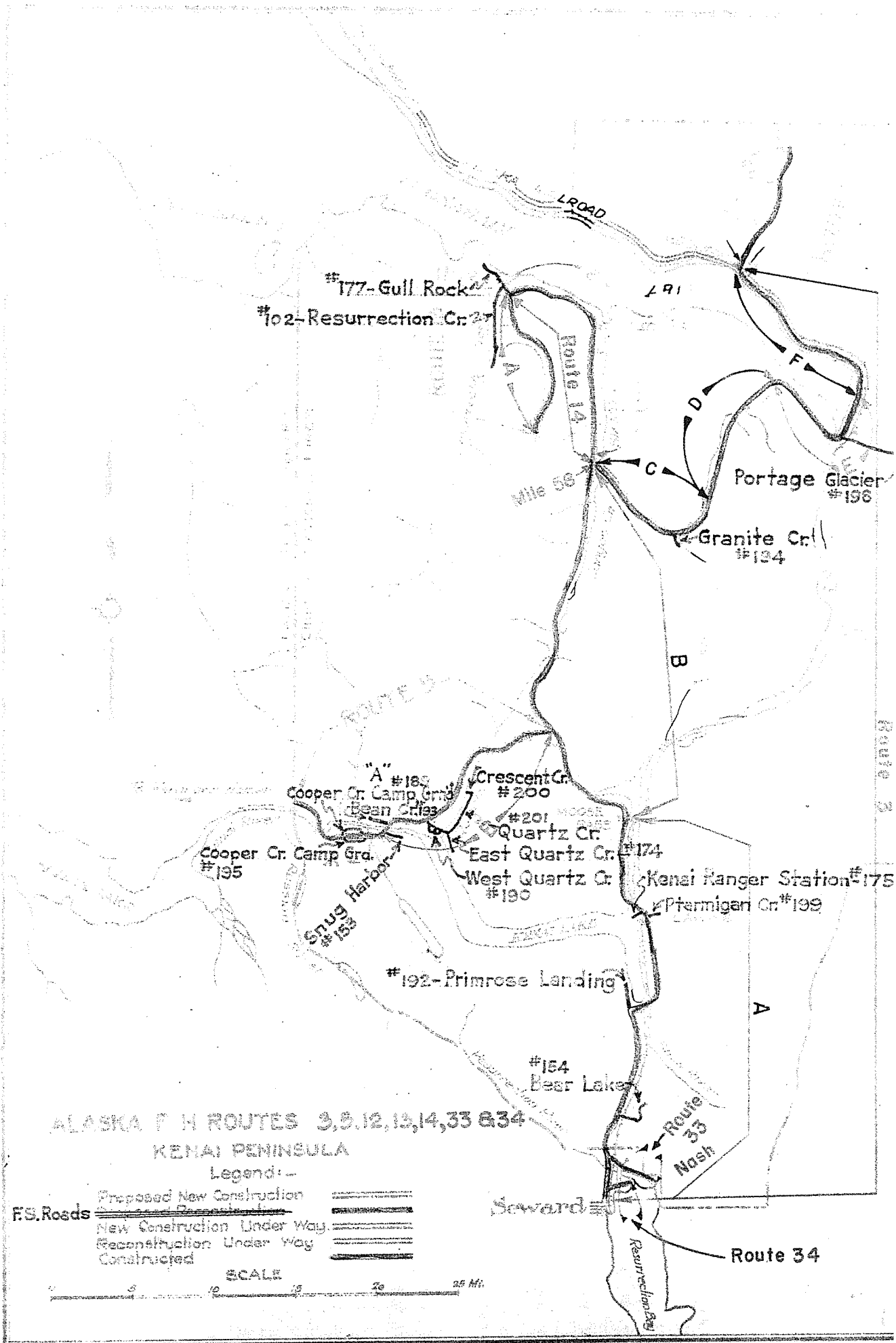


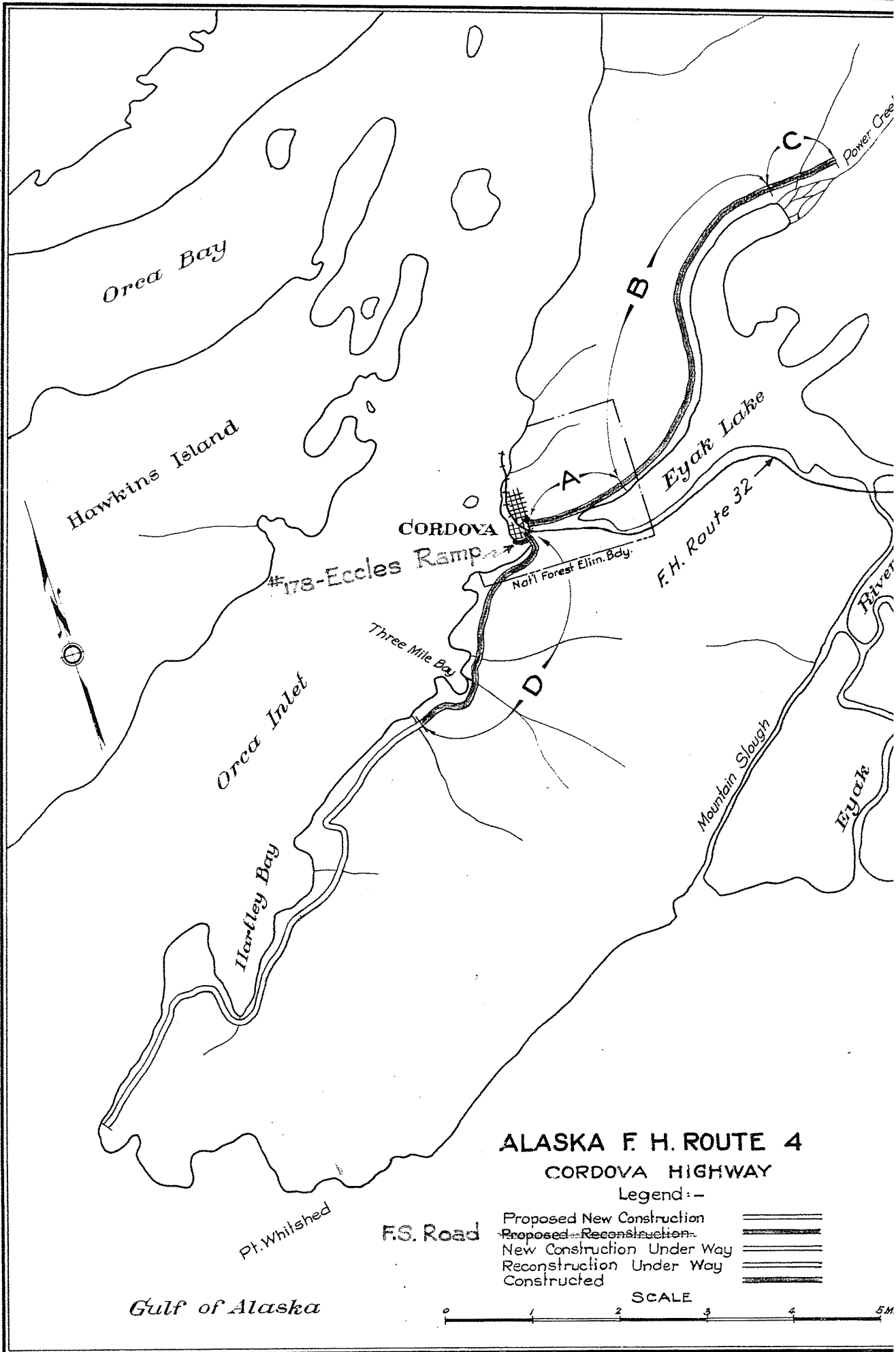


ALASKA F.H. ROUTES 2 & 31
GLACIER AND DOUGLAS HIGHWAYS

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

SCALE
 0 5
 miles

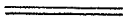
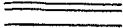
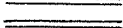






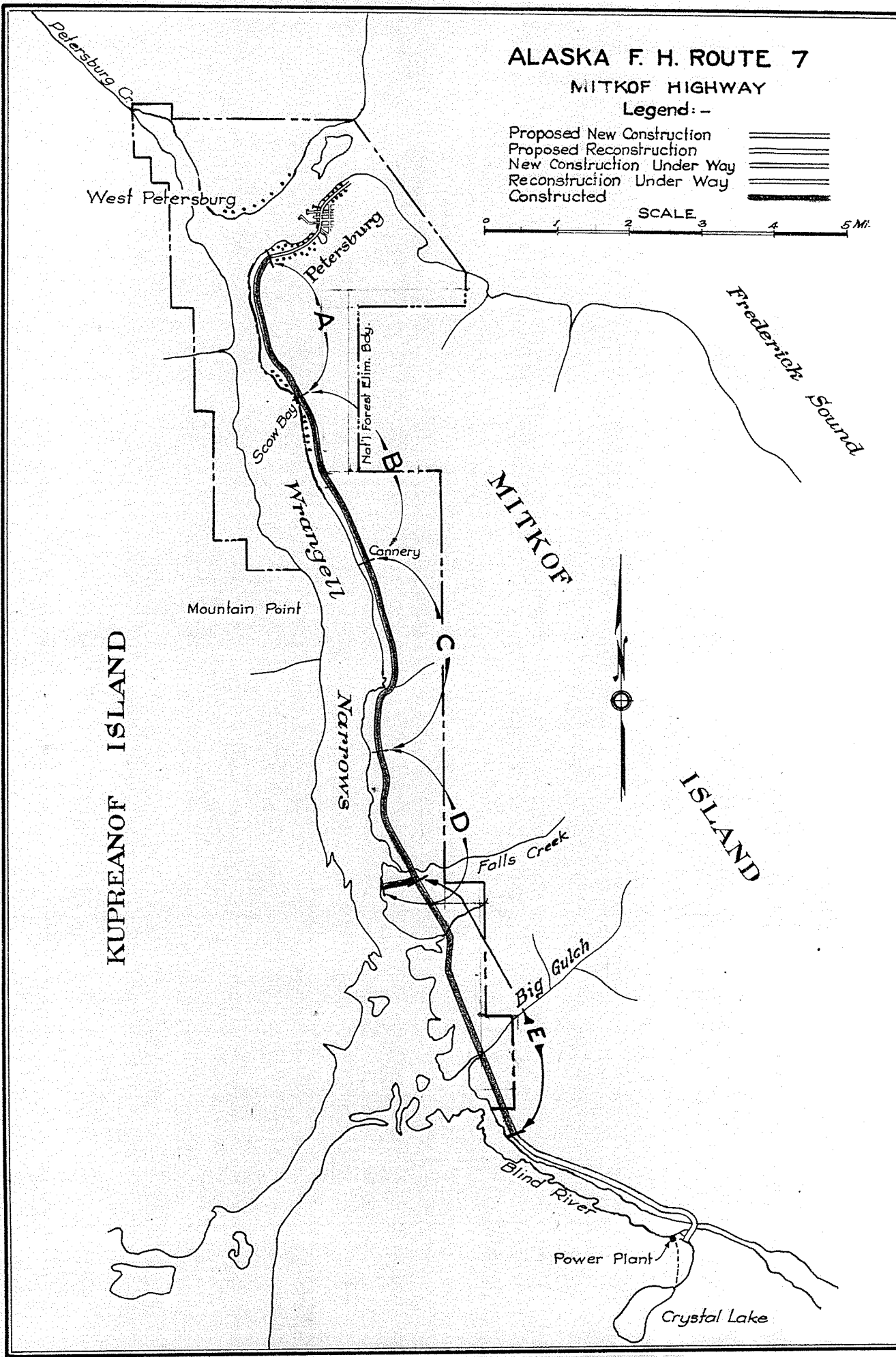
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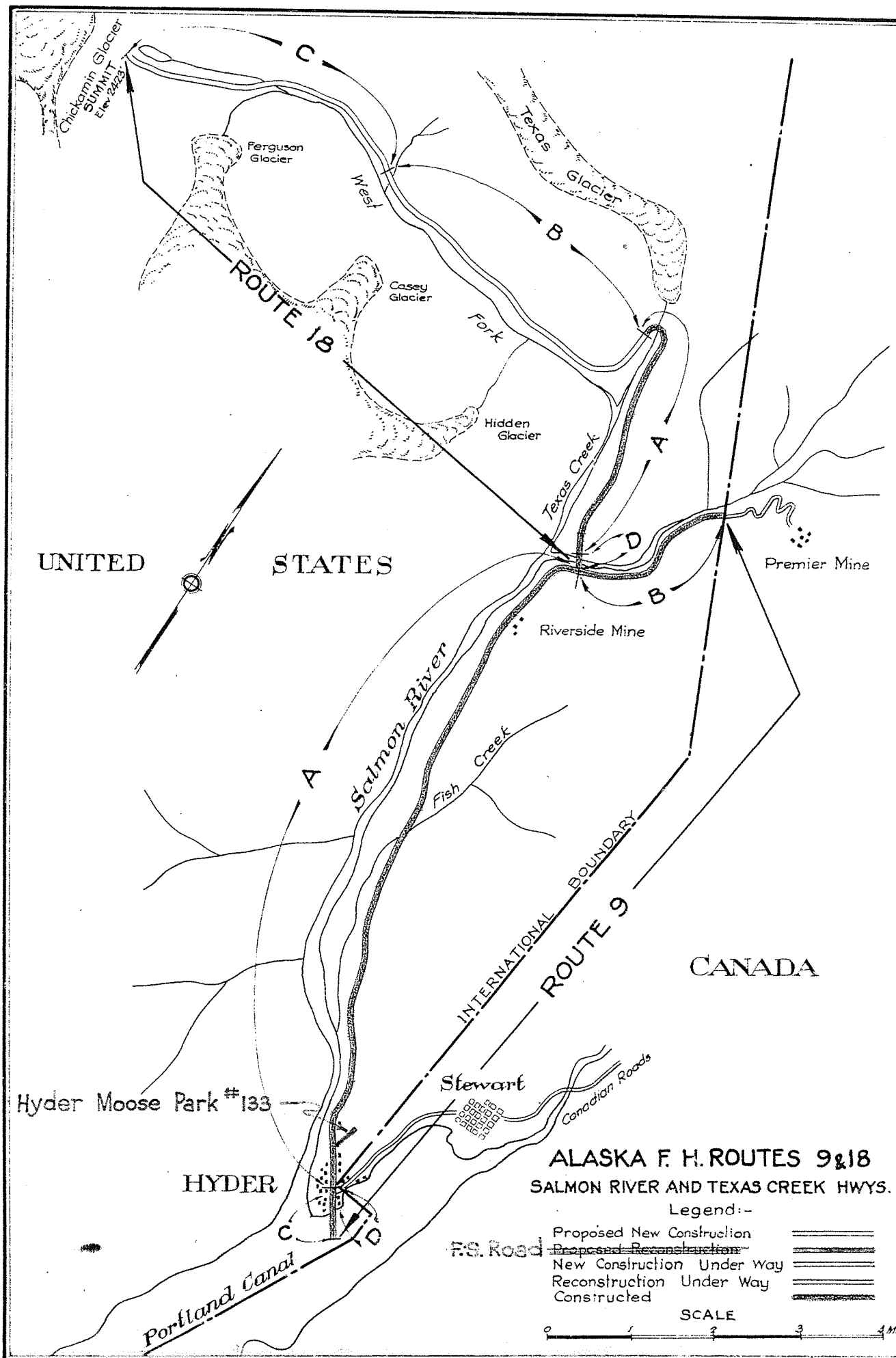
MITKOF HIGHWAY

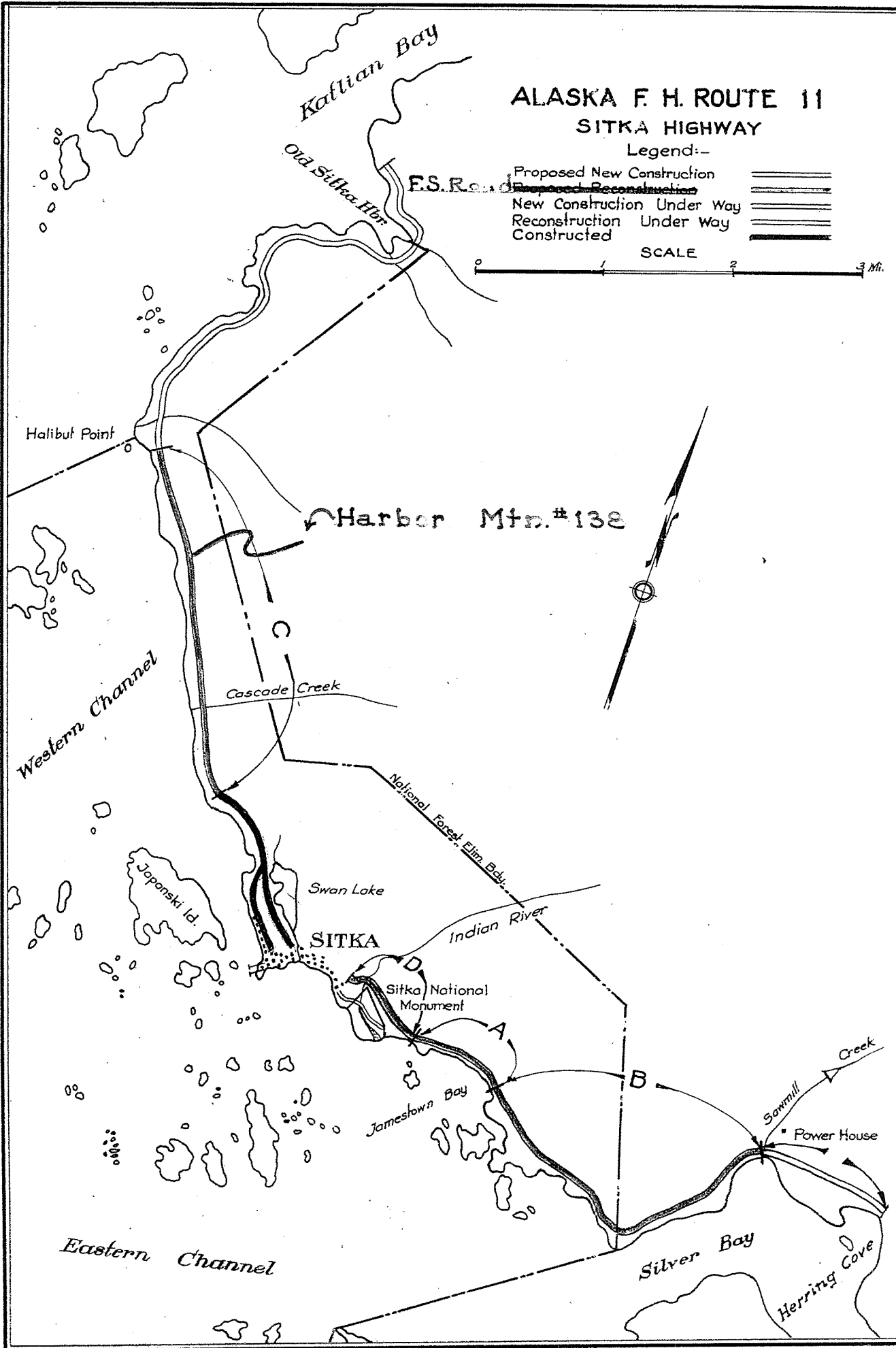
Legend: -

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

SCALE 0 1 2 3 4 5 Mi.



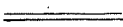

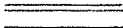
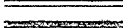





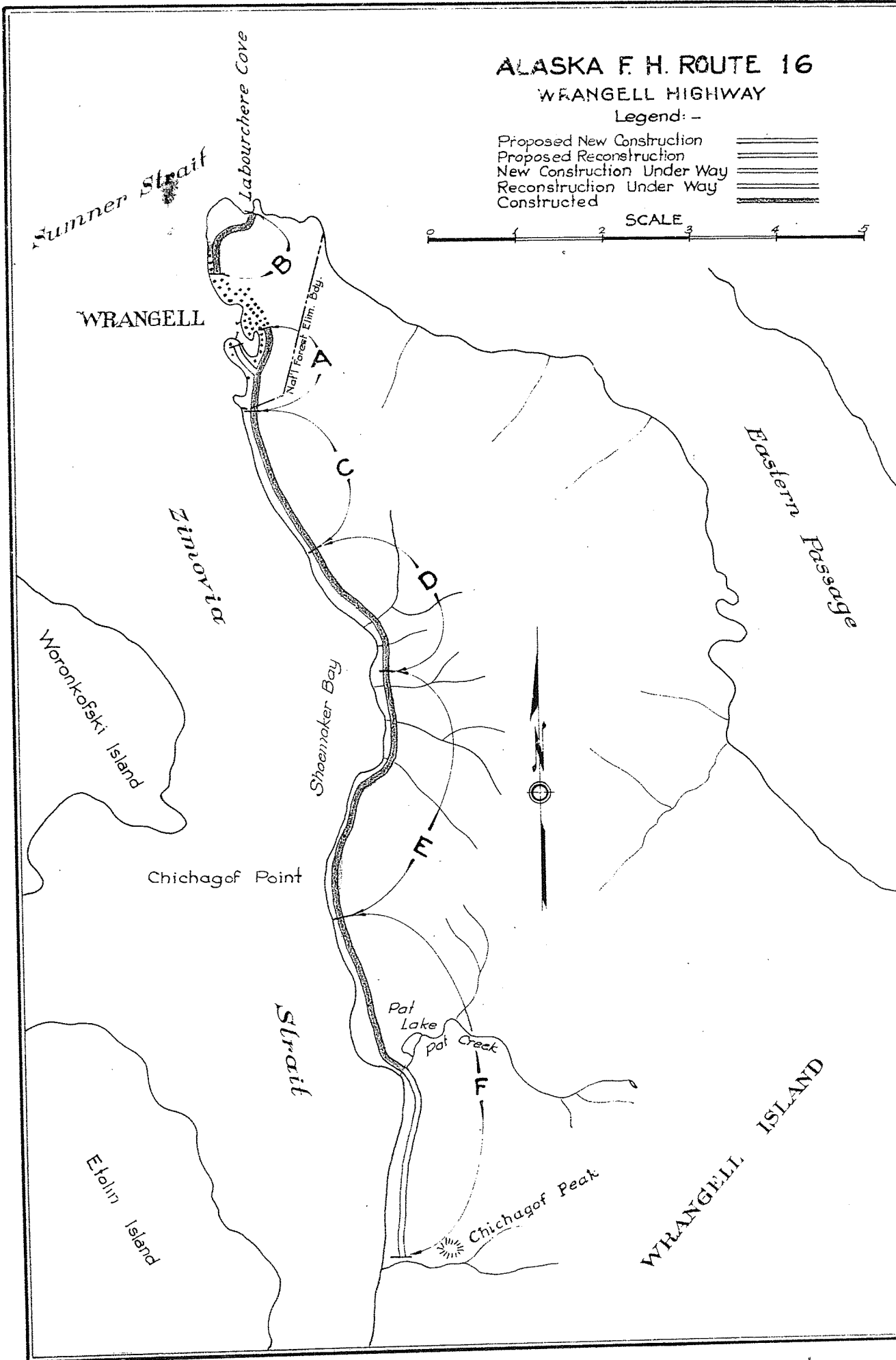
ALASKA F. H. ROUTE 16

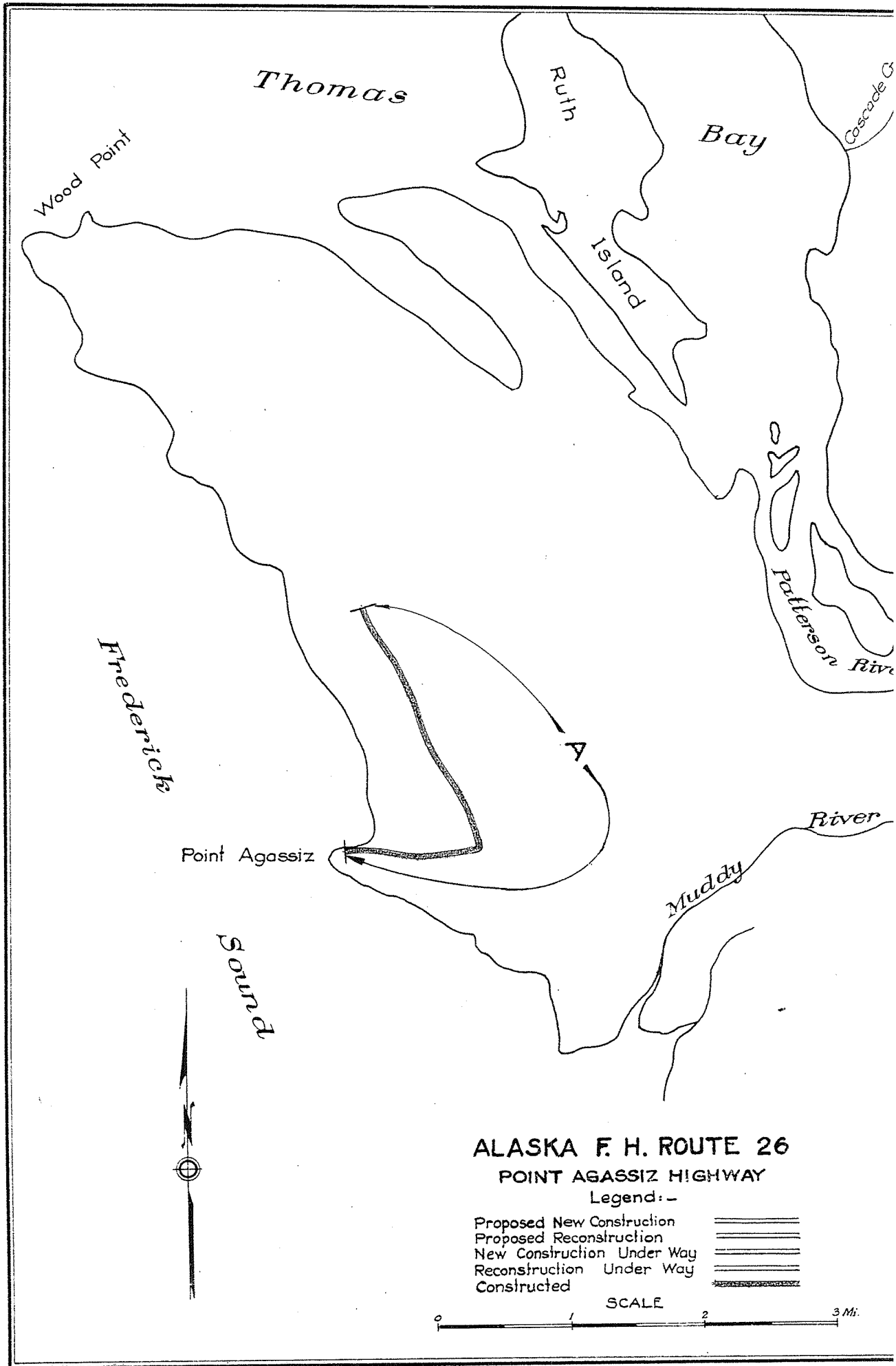
WRANGELL HIGHWAY

Legend: -

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

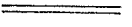
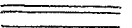
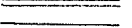
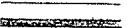

SCALE



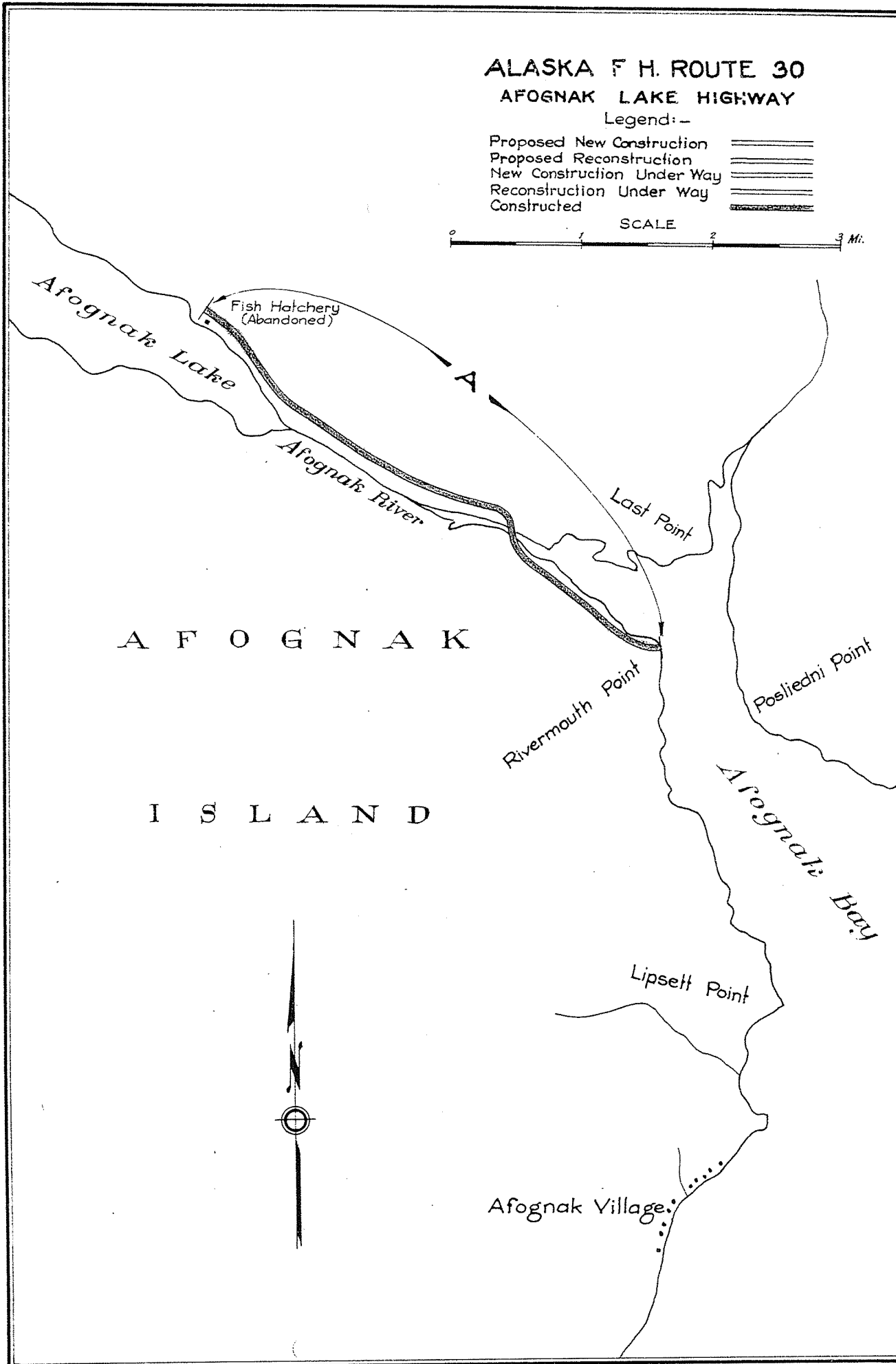
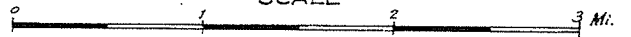


ALASKA F. H. ROUTE 30
AFOGNAK LAKE HIGHWAY

Legend: -

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

SCALE



A F O G N A K
I S L A N D

