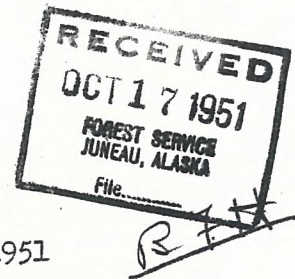




UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA



October 15, 1951

Mr. Frank B. Heintzleman
Regional Forester
U. S. Forest Service
Juneau, Alaska

Seward
Highway
docs from
NARA

Dear Mr. Heintzleman:

The Alaska Road Commission is arranging for a ceremony to open officially the Anchorage to Seward Highway to be held at 2:00 p.m., Friday, October 19, 1951, at Girdwood, Alaska.

Hon. E. L. Bartlett, Delegate from Alaska, and Hon. Dale E. Doty, Assistant Secretary of the Interior, have been invited to participate in the ceremony.

I wish to extend to you a cordial invitation to attend the opening ceremony. Transportation and other details can be obtained in Anchorage by calling District Engineer White of the Alaska Road Commission.

Sincerely yours,

Wm. J. Niemi
Chief Engineer

not answer received

B 7 14

COPY

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Pacific Alaska Region

654 West 3rd Avenue

Anchorage, Alaska 99501-2145

Record Group No. 95 Records of the Forest Service

Box No. / Location 25 of 109 12106/07 (5)

Additional Information

Dept of Agriculture, Forest Service,
Region 10 (Alaska Region), Juneau, AK
Subject Correspondence, 1908-1976

File: E Roads & Trails - General 1950-1951 1 of 2

R-

C-2 E-Best
General

August 30, 1950

J

Mr. A. P. Dean
Chief, Division of Engineering
U. S. Forest Service
Department of Agriculture
Washington 25, D. C.

RECEIVED
SEP 4-1950
FOREST SERVICE
BUREAU, ALASKA
File

RECEIVED
AUG 31 1950
DIVISION OF ENGINEERING

Dear Mr. Dean:

Enclosed for the use of your office are three photostat
copies of the following Agreement covering work to be performed by
the Bureau of Public Roads for the Alaska Road Commission:

MEMORANDUM OF AGREEMENT RELATING TO SURVEY AND CONSTRUCTION OF SEWARD-
ANCHORAGE, STEHLING AND CORDOVA-CHITINA HIGHWAYS IN ALASKA
Effective date, June 28, 1950

Very truly yours,

A. C. Clark, Deputy Commissioner
Bureau of Public Roads

FRANK A. NICKOLS

By
F. A. Nickols
Chief, Forest and Park Branch

Enclosures

Mr. A. P. Dean

Jed
AFH
9/4/50
©

MEMORANDUM OF AGREEMENT RELATING TO SURVEY AND CONSTRUCTION OF SEWARD-ANCHORAGE, STERLING AND CORDOVA-CHITINA HIGHWAYS IN ALASKA.

Memorandum of Agreement made this 28th day of June, 1950, by and between the Commissioner of Roads for Alaska, for the Alaska Road Commission of the Department of the Interior, and the Commissioner of Public Roads, for the Bureau of Public Roads of the Department of Commerce.

WHEREAS, funds for the survey and construction of certain highways in Alaska are either available by existing legislation or are expected to be made available by pending legislation; and

WHEREAS, it is mutually agreed by the parties hereto that the early construction of the highway sections described hereinafter is of the highest importance to the economy, development and defense of the Territory of Alaska.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the parties hereto do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

Article I. This agreement covers survey and preparation of plans, specifications and estimates by the Bureau of Public Roads for the following highway sections, including any bridges required thereon:

1. That portion of the Seward-Anchorage Highway from Seward northward to Mile 58 (the southerly 28.8 miles being the Seward Forest Highway, Route 3, and the remaining 28.8 miles being a portion of the Moose Pass Forest Highway, Route 14) 57.6 Miles
2. That portion of the Sterling Highway from the west boundary of Chugach National Forest to a connection with the Seward-Anchorage Highway, at Mile 38 thereof (this section being the Kenai River Forest Highway, Route 5, which is 19.7 miles in length) except the sections, 6.7 miles in length, already constructed or programed for construction with Forest Highway funds 13 Miles
3. That portion of the Cordova-Chitina Highway from Cordova eastward and northward to the topographic control point at approximately Mile 49 which is common to all alternate

locations which may be considered in the lower Copper River Valley (the 11.8 miles nearest Cordova being the Copper River Forest Highway, Route 32)49 Miles

This agreement also covers the construction of these same highway sections, except that the extent to which construction of the Sterling Highway and of the Cordova-Chitina Highway will be undertaken by the Bureau of Public Roads, will be determined after completion of the survey. The word "construction" as used in the preceding sentence includes grading, draining, structures and crushed rock or gravel base course for all of the highway sections, but does not include bituminous surfacing.

SURVEYS, PLANS, SPECIFICATIONS AND ESTIMATES

Article II. The Bureau of Public Roads will make all surveys and prepare all plans, specifications and estimates for the highway sections described in Article I. Before completion of the survey the Bureau of Public Roads will arrange to provide an opportunity for the Regional Forester of the Forest Service, or his authorized representative 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 Forest. The plans, specifications and estimates will be submitted to the Alaska Road Commission for review and approval before any construction work is undertaken.

It is agreed that every reasonable effort will be made to complete all surveys, plans, specifications and estimates by June 1, 1951.

Design standards shall conform in general to those approved by the American Association of State Highway Officials for the 400 to 1,000 vehicle per day category for Secondary Roads.

CONSTRUCTION

Article III. The Bureau of Public Roads will construct or cause to be constructed in strict accordance with the approved plans and specifications all of the highway section described in paragraph 1 of Article I hereof and such portions of the Sterling Highway and of the Cordova-Chitina Highway described in paragraphs 2 and 3 of Article I hereof as may be agreed upon by the Alaska Road Commission and the Bureau of Public Roads after the surveys have been completed. The construction work shall be performed by the contract method unless the Bureau of Public Roads and the Alaska Road Commission agree that it is in the public interest to perform the work with Government forces. The Bureau of Public Roads will advertise for bids, award the contracts and have direct supervision over and

adequately inspect all construction work subject to inspection and acceptance of the work by the Alaska Road Commission.

FINANCING

Article IV. The entire cost of the survey, plans, specifications and estimates for the sections of the Seward-Anchorage and Sterling Highways described in Article I hereof will be paid by the Bureau of Public Roads from Forest Highway funds programed for survey and design of Alaska Forest Highways.

The entire cost of the survey, plans, specifications, and estimates for the sections of the Cordova-Chitina Highway described in Article I hereof will be paid by the Bureau of Public Roads from Department of the Interior funds made available by the Alaska Road Commission. The necessary funds for the Cordova-Chitina survey and design will be transferred in advance to the Bureau of Public Roads by the Alaska Road Commission on a quarterly basis to cover estimated requirements for the ensuing quarter.

The entire cost of construction engineering to be performed by the Bureau of Public Roads on all projects covered by this agreement will be paid by the Bureau of Public Roads from Department of the Interior funds made available by the Alaska Road Commission. The necessary funds for construction engineering will be transferred to the Bureau of Public Roads by the Alaska Road Commission on a quarterly basis to cover estimated requirements for the ensuing quarter.

The entire cost of construction of all projects assigned to the Bureau of Public Roads under the provisions of Article III hereof shall be paid by the Bureau of Public Roads from Department of the Interior funds made available by the Alaska Road Commission and transferred prior to the award of each contract.

Authorization to undertake the construction work for each individual project will be given to the Bureau of Public Roads by the Alaska Road Commission after survey, plans, specifications and estimates have been completed and approved, and after funds are available from Department of the Interior appropriations for the purpose, in accordance with a program of work to be agreed upon in advance between the Commissioner of Roads for Alaska and the Division Engineer, Division 10, Bureau of Public Roads, and revised from time to time as may be necessary or desirable.

REPORTS

Article V. The Bureau of Public Roads will make a monthly report to the Alaska Road Commission including the following information:

- (a) Total expenditures and obligations to date for each phase of the work.
- (b) Work progress during the month.
- (c) Estimated future work progress and probable expenditures.

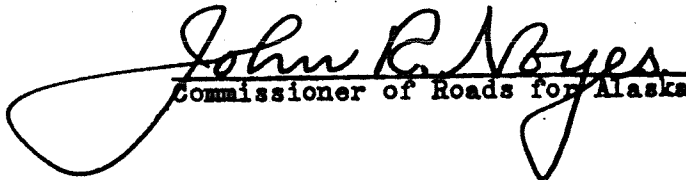
RIGHT-OR-WAY

Article VI. The Bureau of Public Roads will endeavor to arrange for the local authorities and agencies having control over Government lands involved to provide the necessary rights-of-way for the highway sections covered by this agreement, but will not itself assume responsibility for acquisition of such rights-of-way.

MAINTENANCE

Article VII. The maintenance after completion of the projects to be constructed under this agreement shall be performed by the Bureau of Public Roads and paid for by the Bureau of Public Roads out of Forest Highway funds programed for maintenance of Alaska Forest Highways, except that this provision shall not apply to any sections which are not a part of the approved Forest Highway system at the time the maintenance is to be performed.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures as of the day and year first above written.


Commissioner of Roads for Alaska


Acting Commissioner of Public Roads

EXTENSION OF MEMORANDUM OF UNDERSTANDING RELATING TO RECONSTRUCTION AND
IMPROVEMENT OF THE RICHARDSON, GLENN, ALASKA AND SEWARD-ANCHORAGE
HIGHWAYS IN ALASKA

Extension of Memorandum of Understanding made this 1st day of July, 1950, by and between the Commissioner of Roads for Alaska, for the Alaska Road Commission of the Department of the Interior, and the Commissioner of Public Roads, for the Bureau of Public Roads of the Department of Commerce:

WHEREAS, the Director of the Division of Territories and Island Possessions of the Department of the Interior, and the Commissioner of Public Roads executed a Memorandum of Understanding, approved August 17, 1948, by the Acting Secretary of the Interior, providing for the survey, reconstruction and improvement of certain highways in Alaska; and

WHEREAS, it is now desired to extend the Memorandum of Understanding to provide for the survey, reconstruction and improvement of additional highway sections in Alaska; and

WHEREAS, by Secretarial Order No. 2509, Section 50, approved January 13, 1949, by the Secretary of the Interior, the necessary authority to execute inter-Bureau agreements of this type has been delegated to the Commissioner of Roads for Alaska:

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, the Commissioner of Roads for Alaska and the Commissioner of Public Roads do hereby mutually agree to extend the Memorandum of Understanding of August 17, 1948, to provide for additional work to be performed by the Bureau of Public Roads for and in behalf of the Alaska Road Commission as follows:

ADDITIONAL WORK COVERED

Article I. The following additional work is covered by the agreement:

1. Construction engineering and supervision of construction for the bituminous surfacing of the following highway sections:
 - (a) That portion of the Seward-Anchorage Forest Highway extending from Seward to Girdwood. 90.2 miles
 - (b) That portion of the Richardson Highway extending from Big Delta to Rapids. 38 miles
 - (c) That portion of the Alaska Highway extending from Big Delta to Johnson River. 42 miles
 - (d) That portion of the Alaska Highway extending from Tok to the International Boundary. 94 miles
2. Such survey work and preparation of plans, specifications and estimates as may be necessary to prepare the projects for the construction covered by this agreement.

FINANCING

Article II. All work to be performed under this extension will be financed from appropriations made by the Congress to the Department of the Interior, and will be limited in each fiscal year to amounts provided within such appropriation acts for the work hereinabove described.

DEFINITIONS

Article III. Wherever the term "Division of Territories and Island Possessions" is used in the original Memorandum of Understanding, it shall be understood to refer to the Office of Territories of the United States Department of the Interior.

Wherever the term "Public Roads Administration" or the term "Administration" is used in the original Memorandum of Understanding it shall be understood to refer to the Bureau of Public Roads of the Department of Commerce.

Except as extended and modified herein the Memorandum of Understanding approved August 17, 1948, shall remain in full force and effect.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Commissioner of Roads for Alaska

Commissioner of Public Roads

All Divisions

August 3, 1950

Chas. G. Burdick, Assistant Regional Forester

R-ROADS & TRAILS, General

In order to clarify and reduce to quickly understandable language, the following definitions pertaining to highways are furnished you:

Right of way is the area actually occupied or needed for the road surface, shoulders, ditches, and cut and fill slopes.

Set back line or distance encompasses the area from the center line of the road to the agreed upon distance, 50 or 100 feet, and on which no improvements will be allowed without the approval of the Chief or the Regional Forester.

Road side zone includes the set back area but may be much wider. It may reserve a shore line, an entire creek basin or an adjacent slope in clear view of the road. To be established by the Regional Forester.

For more detailed information, see pages RP-03-20, 21, 22.

CCBurdick:cg

Handwritten initials:
C.G.B.
B.J.K.
W.W.C.

R-10

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

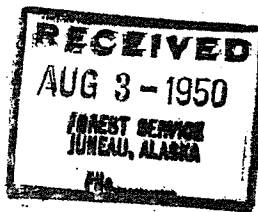


WASHINGTON 25 D. C.

E
ROADS AND TRAILS, R-10
General

July 28, 1950

Mr. A. C. Clark
Deputy Commissioner
Bureau of Public Roads
Washington, D. C.



[Handwritten signature]
B7H

Dear Sir:

Reference is made to Mr. Stoddart's teletype concerning the maintenance of Turnagain Arm road and the construction of a maintenance station.

We have just been advised by our Juneau Office that the Regional Forester concurs in the desirability of making immediate arrangements for maintenance of the Portage to Mile 58 section of the Seward-Portage highway and the construction of a maintenance station proposed by Mr. Stoddart. Regional Forester Heintzleman further advises us that the Forest Service and Bureau of Public Road offices have been cooperating and working out the details of proposed maintenance and tentative layout for the maintenance station.

We have not, however, received the Regional Forester's recommendation for adding the Turnagain Arm project to the Forest Highway System. You may, however, consider Forest Service concurrence assured, provided Mr. MacDonald approves the addition.

Very truly yours,

LYLE F. WATTS, Chief

By **G. N. GRANGER**

cc: R-10

Division Supervisor, Seward

July 28, 1950

W. A. Chipperfield, Forester

U-USES, BPR Maintenance Station
E-ROADS & TRAILS, General

Reference is made to your memorandum of June 28, 1950.

We recently sent you a copy of a wire dated July 25, to the Chief pertaining to approval of Stoddarts plan for maintenance of the Turnagain Arm Highway. We enclose a copy of a memorandum from Mr. Dean dated July 20, 1950, and Mr. Stoddarts teletype message of July 19, 1950.

Mr. Heintzleman will approve the location for the BPR maintenance station in the vicinity of Silver Tip Creek. We should help select the final location and help with the layout of improvements, structures and plans. I have tentatively discussed this with Mr. Marshall and given him a couple of sketches of my visionary plans for a guide. He will give this to you and you can proceed with the development of the plans with Mr. French.

Incidentally, a suggestion that we locate our guard station near the Bureau of Public Roads grounds is under favorable consideration. Mr. Marshall also has my visionary plans for this.

WAChipperfield:edy

C O P Y

✓ E-ROADS & TRAILS, R-10, General
U-USES, BPR Maintenance Station

FOREST SERVICE

FROM B. FRANK HEINTZLEMAN FORESTRY JUNEAU
TO CHIEF FOREST SERVICE WASHINGTON D C

JULY 25 1950

REFERENCE DEAN MEMO JULY TWENTY

REGION TEN APPROVES STODDARTS PLAN FOR ROAD MAINTENANCE DESCRIBED IN TELETYPE
TO A C CLARK PERIOD FOREST SERVICE AND BPR WILL COOPERATE IN DESIGNING
LAYOUT FOR BPR MAINTENANCE STATION.

B. FRANK HEINTZLEMAN
Regional Forester

WACHipperfield:edy

cc: Kenai

Office Memorandum • UNITED STATES GOVERNMENT

TO : B. Frank Heintzleman, Juneau, Alaska
FROM : A. P. Dean, Chief, Div. of Engineering
SUBJECT: E ROADS & TRAILS R-10 General

DATE: July 20, 1950

AIR MAIL

Attached is a copy of a teletype received by Public Roads here from Stoddart at Juneau. No doubt Stoddart has already discussed with you the question of maintaining the Turnagain Arm road and the Seward-Portage and the necessity for a maintenance station. However, since we have nothing definite from you in the way of recommendations, we were unable to advise Public Roads of the Forest Service attitude. Will you therefore give us your advice and recommendations as soon as possible.

Attachment - 1
1 copy of 7/19/50 teletype

C O P Y

TELETYPE MESSAGE

361 WA SE /C-EPR/

JUNEAU ALASKA 7-19-50 925AM

A C CLARK EPR WA

COMPLETION OF TURNAGAIN ARM SECTIONS C D E AND F1 IN 6 WEEKS REQUIRES THAT MAINTENANCE BY BUREAU MUST BE ASSUMED THEREAFTER PD IT IS ANTICIPATED THAT A REVISED SYSTEM LETTER THAT WILL BE SATISFACTORY TO ALL PARTIES CAN BE FORWARDED SOON PD BEGINNING OF CONSTRUCTION OF THE NECESSARY MAINTENANCE CAMP SHOULD NOT BE DELAYED PENDING APPROVAL PD HEAVY SNOWS ON SUMMIT BETWEEN C AND D REQUIRE STATION TO BE LOCATED IN VICINITY PD SNOW REMOVAL IS KEY TO HOLDING ROAD OPEN FROM SEWARD TO PORTAGE AND IN EVENT OF CLOSURE OF SEWARD RAILROAD BRANCH WILL BE OF CRITICAL IMPORTANCE PD APPROVAL IS REQUESTED TO CONSTRUCT THE NECESSARY WOOD BUILDINGS TO HOUSE MAINTENANCE STATION AT STA 300 ON SECTION C NEAR SILVERTIP CREEK ON GOVERNMENT LAND MADE AVAILABLE BY FOREST SERVICE PD STATION WILL BE COMPRISED OF TWO STORAGE SHEDS AT \$10,000 EACH AND FOUR SMALL BUILDINGS AT \$1,250 EACH PD CONSTRUCTION WILL BE INITIATED WITH MAINTENANCE FUNDS CURRENTLY AVAILABLE PD BELIEVE CIRCUMSTANCES WARRANT FAVORABLE ACTION AS SOON AS POSSIBLE

H A STODDART BUREAU OF PUBLIC ROADS JUNEAU ALASKA

DC D E F1 6 \$300 \$10,000 \$1,250

EM 927AM

COPY

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Pacific Alaska Region

654 West 3rd Avenue

Anchorage, Alaska 99501-2145

Record Group No. 95 Records of the Forest Service

Box No. / Location 25 of 109 12/06/07 (5)

Additional Information

Dept. of Agriculture - Forest Service.

Region 10 (Alaska Region) - Juneau, AK

Subject Correspondence, 1908-1976

File: E Roads & Trails - General 1950-1951 2 of 2