

43213 814
K 150.00

Alaska Road Commission - Juneau, Alaska

District Engineer, Fairbanks
District Engineer, Anchorage
Commissioner of Roads for Alaska

March 7, 1956

Territorial Farm and Industrial Road Program

During the construction year just ended, the Alaska Road Commission expended all Federal funds available for Farm and Industrial Road construction. No funds have been requested for this program in the 1957 appropriation; therefore all such projects scheduled this year will be wholly funded by the Territory.

The agreement under which the Alaska Road Commission will construct this type road for the Territory provides that over-runs in excess of 10% will not be paid by the Territory. Since no Federal funds are available for this purpose, over-runs must not be permitted to occur.

Work Orders authorizing these projects will clearly state that they are funded by the Territory. The Budgetary Activity will be 2-x. It is imperative that District Engineers pay close attention to the financial status of these projects, and promptly advise Headquarters of additional fund requirements. Should such additional funds not be programmed, it shall be the responsibility of the District Engineer to suspend all work prior to incurring an over-run.

A. F. Origiore
Commissioner of Roads for Alaska

SLI

Fairbanks:

Several of your work orders this past season were over-run by more than 10%.

AFG

AFG

SLLYNDwall:mrl

514
William P. J.

December 30, 1955

Mr. Irving Reed
Territorial Highway Engineer
P.O. Box 2073
Juneau, Alaska

Dear Mr. Reed:

Attached is a copy of a memorandum just received from Mr. Johansen transmitting documents pertaining to the Farm Road program. One copy of each of the documents listed is also attached for your use and information.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

Enclosure

BDStewart/bn

8141
Main Data

Alaska Road Commission -Headquarters

H.A. Supino, Finance Officer
Through: Chief, Administrative Division
Commissioner of Roads for Alaska

November 9, 1955

Billing Territorial Highway Engineer for Cooperative Work.

Previously, the desired policy in billing the Territory for work performed on Farm Road construction projects, funded jointly by Federal and Territorial appropriations, was to consider Territorial funds expended first.

Farm and Industrial Road appropriations are no longer to be made available by Congress since the Territory increased its tax structure, therefore, work of this nature will henceforth be funded entirely by the Territory.

In view of this, it is now desired that the remaining Federal funds be used and that account closed. All projects funded jointly by Federal and Territorial money should have costs charged first to the full amount of the Federal authorization, and remaining costs billed to the Territory.

A.F. Ghiglione
Commissioner of Roads
for Alaska

COPY

Original filed on 303.

814
x 11 4/4 ARC ^{memo} 130

Alaska Road Commission, Juneau, Alaska

Mr. H. W. Johansen, District Engineer, Fairbanks

October 25, 1955

Mr. Wm. J. Niemi, Chief Engineer, Headquarters

Farm Road Surveys

With the close of the current construction year, your attention is invited to ARC Memorandum No. 130 on the above subject.

The final paragraph of this memorandum states that at the end of each construction season, "alignment maps and original survey notes for all farm roads constructed during the season shall be forwarded to Headquarters for review and filing of maps as above". Please review your activities for 1955, and submissions for previous years, to secure compliance with this request. Original survey notes need not be submitted. Alignment maps for Headquarters use may be printed from your original drawings, either on Techni-cloth or Vapo Vel reproducible paper.

7/15
FLB

8/5
BDS

The third paragraph of the memorandum states that alignment for farm roads shall be plotted to a scale of 1"=400'. During the Resident Engineers' Conference in Glennallen in the spring of 1955 it was agreed that 1"=100' was a more desirable scale, and that standard Federal Aid plan and profile sheets should be used for this purpose. The field notes requested in this paragraph may be omitted but the land ties requested should be shown, including descriptive details of corners.

8/15

WJN

Wm. J. Niemi
Chief Engineer

FEBaxter:vr

Identical letter sent to Anchorage District

TERRITORY OF ALASKA
Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS
Box 2073
JUNEAU, ALASKA

814.
From road
Copied on 152 - Hwy

September 28, 1955

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

Receipt is acknowledged of your letter of September 26, 1955 requesting that the Territorial Board of Road Commissioners assign priority numbers to projects being considered in connection with your budget submission. As you have requested early consideration of this matter and as no Board meeting is planned in the immediate future the priority assignments are being submitted directly from this office.

The first five priorities are as follows:

1. Livengood-Eureka
2. Chitina-McCarthy-Kennecott
3. Fairbanks-Chena Hot Springs
4. Dillingham-Aleknagik
5. Chilkat River Bridge and Road

The following four roads on your list, although given a priority status, are not considered by this office so important for the development of Alaska as the six roads on the substitute list below.

6. Circle Hot Springs-Eagle
7. Nabesna-Chisana-Alaska Highway
8. Kasilof-Kenai-Sterling Highway
9. Denali Highway paving

The roads this office would prefer to substitute for the last named priorities are:

6. Copper River Highway
7. Nome-Bunker Hill
8. Nome-Teller
9. Lost River-Teller
10. Flat-Kuskokwim (Crooked Creek)
11. Ruby-Sterling Landing

These priorities would be corrected to include either the Juneau-Taku road

Mr. A. F. Ghiglione

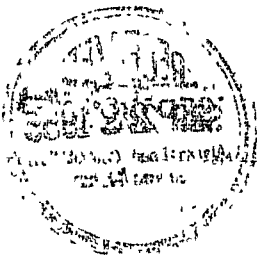
2.

September 28, 1955

or the Skagway-Carcross road if Canadian road construction justified either or both of these roads.

Very truly yours,

IRVING REED
Highway Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

811. Farm Roads General
(CODE NUMBER AND TITLE)

August 23, 1955
(DATE OF CORRESPONDENCE)

TO M. C. Zimmerman, District Engineer, Anchorage

FROM Chief Engineer

SUBJECT North Kenai Road Construction

SYNOPSIS: Regarding construction methods and standards of the
North Kenai road.

ORIGINAL FILED

601. Farm Rds Standards
~~610.577~~ *General*

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

814. Jan

(CODE NUMBER AND TITLE)

7/5/55

(DATE OF CORRESPONDENCE)

TO Anthony T. Lausi, Director, Office of Territories

FROM A. F. Ghiglione

SUBJECT 1956 Dept. Interior Appropriation Act

SYNOPSIS: The 1956 Department of the Interior Appropriation Act appropriated \$6,300,000 for obligation by the Alaska Road Commission for Construction projects. This appropriation was \$1,500,000 less than our budget estimated although the House Interior Appropriation Sub-Committee approved all of our programs presented in the 1956 budget. In the submission of the 1957 preliminary estimates for the ARC the reduction of \$1,500,000 was reflected by the elimination of the amount requested for the Sterling Highway Paving program for 1956.

After further consideration it now appears advisable to indicate that the Sterling Highway Paving program received the funds requested for 1956. Accordingly, it is requested that our 1957 preliminary estimates indicate the following amounts as having been appropriated for 1956 for "Construction in Progress":

Taylor Highway	\$ 400,000
Richardson Highway Surfacing	900,000
Denali Highway	1,700,000
Local Farm and Industrial Roads	200,000
Sterling Highway Paving	1,500,000
Total Construction in Progress	\$4,700,000

This adjustment reflects the Congressional reduction as being applied to the Richardson Highway Surfacing program. It is believed that this will present a more appropriate schedule in the consideration of our 1957 budget estimates.

In order that the ARC may prosecute its programs as planned and approved by the Congress, it is also proposed that the Division of Budget

ORIGINAL FILED 311.

ALASKA ROAD COMMISSION
DEPARTMENT OF THE INTERIOR
UNITED STATES

and Finance, Office of the Secretary, be requested to approve the transfer of \$500,000 from the Seward-Anchorage Highway program and \$1,000,000 from the Alaska Highway Surfacing program to the Richardson Highway Surfacing program. The ~~\$5,000~~ \$500,000 item represents available unobligated funds now determined as being in excess of the requirements for the Seward-Anchorage Highway. The amount of \$1,000,000 proposed to be transferred from the Alaska Highway Surfacing program represents funds which are not presently scheduled for obligation because of the greater urgency of other programs.

(UNIT OF CORRESPONDENCE)
This adjustment is in accord with discussions with the Director, Division of Budget and Finance, when I was in Washington last month. It is necessary that formal approval be obtained as quickly as possible so that the adjustment may be included in our 1957 budget estimates. Radio advice of such approval will be appreciated.

SUBJECT

2406212

TERRITORY OF ALASKA

Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS

Box 2073
JUNEAU, ALASKA

April 26, 1955

Comm. R.	
Chf. Engr.	
Admin.	
Spec.	
D. & C.	
Road	
Bridge	
Const.	
R/W	
Finance	
Personnel	
Legal	
Planning	
Public Affs.	
Records	
Training	
Unassigned	

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

Receipt is hereby acknowledged of your letter of April 21, 1955 with enclosed copies of a letter from Mr. Lowell M. Puckett, Area Administrator, Bureau of Land Management, Anchorage, Alaska, together with your answer to Mr. Puckett, on the subject of allocating farm road funds for a system of roads through released lands previously withdrawn in Public Land Order No. 487.

I have given your letters and Mr. Puckett's letter very careful consideration. I rather think and I believe you will agree with me that what few funds both our departments have available on the farm road program should be placed on those roads which will make accessible the parts of Alaska which are already settled, and not be placed on land which may or may not be settled in the future. After these newly released lands are settled and title passed to the settlers with a reasonable expectation that their residence thereon will be permanent, a comprehensive plan for road development in the area should be undertaken. For this reason, I do not believe I could, at the present time conscientiously recommend allocating funds on the roads proposed by Mr. Puckett.

I am returning to you herewith the plat furnished you by the Bureau of Land Management on the land released and the proposed system of roads.

Very truly yours,

Irving Reed

IRVING REED
Highway Engineer

Enc: *1/2*

P. O. Box 1961

April 21, 1955

3/4
X 150. BLM.
X 610 X 511.1 Kasilof-Kent
X 313 E

Mr. Lowell M. Puckett
Area Administrator
Bureau of Land Management
Area 4
Anchorage, Alaska

Dear Mr. Puckett:

Reference is made to your letter of April 18, regarding the revocation of land withdrawals in the Kenai area. We appreciate receiving this detailed information and will coordinate our plans for highway development to assure conformance with your recommendations at the earliest possible date.

Specifically answering your questions regarding the projects for road extensions into these areas this year or next, it is not possible to assure such early action. The major loop road between the Kenai River crossing of the Sterling Highway and Kasilof, has been a budgetary item of the Alaska Road Commission for several years, however, it has not yet received favorable action in the Bureau of the Budget. It is possible that this additional justification furnished by you in connection with the opening of these lands, will assist in overcoming this problem. In any case such funds would not be available before our 1957 budget and, therefore, could not provide access before 1957.

In the meantime the small farm road funds provided the Alaska Road Commission for this season have already been programmed to the field in accordance with the recommendations of the Territorial Board of Road Commissioners and, in most cases, in accordance with recommendations from your field offices. All of these farm road funds are now programmed as recommended by the Territorial Board since the Territory participates financially in this program to a great extent.

The increased tax revenues, which will now become available to the Territorial Board of Road Commissioners, will permit the programming of additional roads throughout the Territory and could be used to initiate construction in this newly released area. A copy of this letter is being furnished Mr. Reed, Territorial Highway

[Handwritten signature] 31.
20/3

Engineer, with a copy of your letter of April 18, in order that he may consider the desirability of this road program. We will recommend to the Territorial Board of Road Commissioners that the roads in the Kenai area be given high priority.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

cc: Mr. Reed

AFGhiglione:ak

814-10
Bureau of Land Management

P. O. Box 1961

April 21, 1955

Mr. Irving Reed
Territorial Highway Engineer
P. O. Box 2073
Juneau, Alaska

Dear Mr. Reed:

Attached herewith is a copy of a letter just received from the Area Administrator, Bureau of Land Management, and a copy of our reply of April 21. This development is considered a very important addition to the Kenai area and it is invited to your attention in order that you may consider allocating farm road funds for a portion of the roads required. I consider this a very worthy project.

Attached also is a map of the Kenai area, indicating the roads required in connection with the revocation of existing withdrawals. Since this is the only map available to the Alaska Road Commission on this subject, I must request that it be returned for our files and for use in supporting our budget request for the loop highway to Kasiloof.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

AFG

Attachments - c/2 letters
Kenai area map

AFGhiglione:ak



UNITED STATES
 DEPARTMENT OF THE INTERIOR
 BUREAU OF LAND MANAGEMENT
 Area 4
 Anchorage, Alaska

In reply refer to: *OL*
 LM:HTJ

Comm. R.	.....
Chf. Engr.	.....
Admin.	<i>[Signature]</i>
Opns.	<i>B.D.S.</i>
D. & C.	.....
Road Br.	.....
Bridge Br.	.....
Const. Engr.	.....
W. Off.	.....
Finance	.....
Pers.	.....
Supply	.....
R/E Lab.	.....

April 18, 1955

Mr. A.F. Ghiglione
 Commissioner of Roads
 Alaska Road Commission
 Juneau, Alaska

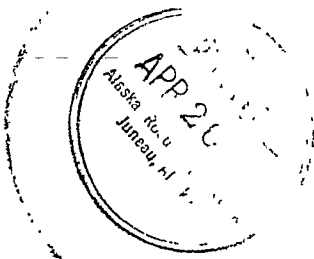
Dear Sir:

Recommendations have been submitted to the Director, Bureau of Land Management, that the Kenai-Kasilof settlement area withdrawal established by Public Land Order 487 be revoked as follows: (1) the temporary retention of certain of the shore lands pending issuance of an order of classification; (2) the opening of 54 homestead selection units in two openings; and (3) the opening to general entry of the balance of the land not heretofore restored under 11 previous land orders, or the 54 units mentioned under item 2.

Attached hereto are land survey and status maps of the lands in the Kenai-Kasilof area on the Kenai Peninsula. You will note that the 54 homestead selection units are delineated on these maps. Also there is shown a suggested road patterned to afford access to these homestead units. The suggested road system would connect with a projected road extension along the shorelands north from Kasilof to the south shore of the Kenai River in the vicinity of the Libby, McNeill and Libby Cannery.

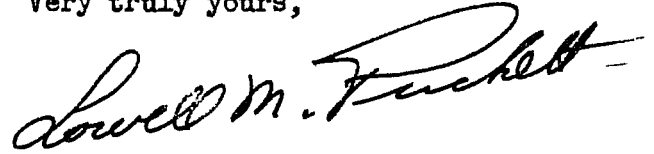
It is anticipated that the action outlined above in regard to the lands presently embraced by PLO 487 will be concluded during the ensuing summer months. Of vital importance to the settlement and development of the homestead selection units is the provision of access to the lands. The land capability surveys carried out by the Soil Conservation Service indicate a considerable block of better agricultural lands in the area where the homestead selection units are proposed. Each of the homestead selection units has a minimum of 100 acres of cultivable lands based on the SCS survey classification. As you are aware, all homesteaders now must cultivate one-eighth of the land embraced in their homestead entries before patent may be issued. Thus, there is more assurance that there will be farm development in the area proposed for homestead development.

Pursuant to the above it is requested that the Alaska Road Commission give consideration to the provision of farm-to-market roads within



the area proposed for homestead development at the earliest possible time. I would appreciate information from you as to the prospects of road extensions into the area this year or next year as it is anticipated many inquiries will be made at the Land Office as to the possibilities of these road developments.

Very truly yours,

A handwritten signature in cursive script that reads "Lowell M. Puckett". The signature is written in black ink and is positioned to the right of the typed name.

Lowell M. Puckett
Area Administrator

Attachments: maps

A handwritten signature in cursive script, possibly reading "E. J.", written in black ink below the text "Attachments: maps".

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

814 Program
(CODE NUMBER AND TITLE)

April 16, 1955
(DATE OF CORRESPONDENCE)

TO ARC

FROM Irving Reed

SUBJECT _____

SYNOPSIS: Reference is made to your letter of April 13, 1955 regarding the priority for Fairbanks Farm Road ~~FROM THE McKinley~~ Petition No. 55-3 covering the proposed road from the McKinley Park Highway to Stampede Creek.

You state in your letter that although this road is listed in the Fairbanks Farm Road petitions because it falls in the Fourth Division, it will be constructed by funds from your Anchorage District, in connection with routine maintenance performed in McKinley Park for the National Park Service.

ORIGINAL FILED 814 Fairbanks

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

8141
~~150. Highway Engineer~~

(CODE NUMBER AND TITLE)

^A April 13, 1955

(DATE OF CORRESPONDENCE)

TO Reed

FROM AFG

SUBJECT Maintenance Program

SYNOPSIS:

Re ltr from Reed, ^March 8, 1955.

"All secondary and access roads, which have been and are still considered to be included in the Cooperative Maintenance Agreement, are listed in ARC Order No. 40, Revised as of January 3, 1955, copies of which have been furnished your office. These roads, and their mileage, are listed under the headings, Feeder Roads, Local Roads from Main Systems. Those roads listed as Through Roads are considered to be entirely the responsibility of the Federal Government to maintain.

* * * *

It is considered that funds contributed by the Territory under the Cooperative Agreement are applicable to the cost of maintaining the entire Feeder and Local Road system, amounting to some 2570 miles as of this date.

ORIGINAL FILED

~~814. Program~~ 150. Vault

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
CROSS REFERENCE SHEET

313.

(CODE NUMBER AND TITLE)

April 21, 1955

(DATE OF CORRESPONDENCE)

TO Lowell Puckett, BLM

FROM AFG

SUBJECT re Land withdrawals, etc.

SYNOPSIS:

Reference is made to your letter of April 18, regarding the revocation of land withdrawals in the Kenai area. We appreciate receiving this detailed information and will coordinate our plans for highway development to assure conformance with your recommendations at the earliest possible date.

Specifically answering your questions regarding the projects for road extension into these areas this year or next, it is not possible to assure such early action. The major loop road between the Kenai River crossing of the Sterling Highway and Kasilof, has been a budgetary item of the Alaska Road Commission for several years, however, it has not yet received favorable action in the Bureau of the Budget. It is possible that this additional justification furnished by you in connection with the opening of these lands, will assist in overcoming this problem. In any case such funds would not be available before our 1957 budget, and, therefore, could not provide access before 1957.

* * * *

ORIGINAL FILED 814. Farm & Industrial

814. P...

P.O. Box 1961

April 13, 1955

Mr. Irving Reed
Territorial Highway Engineer
P.O. Box 2073
Juneau, Alaska

Dear Mr. Reed:

Reference is made to your letter of March 9, 1955, setting forth a revised priority list for the Farm Road program in the Fairbanks area.

Confirming our conversation of Monday, April 11, it is our understanding that you now do not desire any work on Petition 52-13, Aurora Subdivision, therefore, this item will be dropped from our 1955 construction year program.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

BDS Stewart/bn

cc: Fairbanks Dist.

B2
BD
AP

814

P.O. Box 1961

April 13, 1955

Mr. Irving Reed
Territorial Highway Engineer
P.O. Box 2073
Juneau, Alaska

Dear Mr. Reed:

Reference is made to your letter of March 29, 1955, in which you requested advice as to where to list Fairbanks Farm Road Petition No. 55-3, covering the proposed road from the McKinley Park Highway to Stampede Creek.

This petition was given a Fairbanks number because the area involved is in the Fourth Judicial Division, however, funds for construction will actually be expended by our Anchorage District in connection with routine maintenance performed in McKinley Park for the National Park Service. Therefore, this project should be shown on the Anchorage District priority list.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

B
E

A
K

BDStewart/bn

cc: Fairbanks Dist.

Anchorage Dist:

Mr. Reed advises that funds will be provided for the construction of this road during the coming season.

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, ARC, Juneau

DATE March 30, 1955

FROM : Alaska Road Commission, Fairbanks

SUBJECT: Review Farm Road Petitions

Transmitted herewith for your information is a copy of the review of Petitions 55-2 and 55-3 by the Area Administrator, Bureau of Land Management.

W. P. Cameron
Acting District Engineer

*Original 214
W.P.C.*

TERRITORY OF ALASKA

Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS

Box 2073
JUNEAU, ALASKA

Comm. R.	<i>WGM</i>
Chf. Engr.	<i>WGM</i>
Admin.	<i>WGM</i>
Ops.	<i>WGM</i>
D & C	
Road Br.	
Bridge Br.	
Const. Engr.	
R/W Off.	
Finance	
Pers.	
Supply	
R/E Off.	

March 29, 1955

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Box 1961
Juneau, Alaska

Dear Mr. Ghiglione: *K*

Enclosed please find a copy of a letter dated March 17, 1955 from H. W. Dunham, Construction Engineer, Fairbanks District, Alaska Road Commission concerning farm and industrial road petitions No. 55-2 and 55-3.

In regard to Petition No. 55-2, it is apparent that Mr. Dunham does not realize that this petition is embraced in Territorial priority No. 5 as shown on the revised list sent to your office on March 9, 1955. After consultation with Mr. William Cameron of your Fairbanks District, it was decided that this road would serve more people if built through the center of Sections 21 and 22, T.1, S. R.1 W., FM rather than on the section line between Sections 16, 21, 15 and 22. It is possible, however, that Mr. Dunham and Mr. Cameron have changed their minds on this road and now consider the road more useful in the location last specified. If this is so, I have no objections whatsoever.

In regard to Petition No. 55-3, I believe this is a very necessary road on the farm and industrial road program. However, I do not know whether this road would be constructed in the Fairbanks or in the Anchorage District and which district it should be listed under as the construction money for farm and access roads is different in the two districts. I would like to know where to list it as I would like to give it a very high priority. If it is in the Fairbanks District, I would like to place it in Priority 8 moving the present 8, 9, 10, and 11 down one priority.

Very truly yours,

Irving Reed

IRVING REED
Highway Engineer

C O P Y

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Area 4
Anchorage, Alaska

In reply refer to:
LM:HTJ

March 23, 1955

Mr. H. W. Dunham
Construction Engineer
Alaska Road Commission
Department of the Interior
Fairbanks, Alaska

Dear Sir:

The proposed road construction on the south boundary of Sections 15 and 16, T. 1S., R. 1 W., F.M., identified as Petition No. 55-2 borders the south boundary of the lands sold under Alaska Public Sale No. 13. Indirectly, also, this proposed road construction will assist our small tract lease holders in Section 15 by providing another access road into the small tract area. This road is not particularly important, however, for the small tract area because the Road Commission has already constructed a good access road into the small tract area on the north and west boundary of Section 15.

The proposed road construction from the McKinley Park Highway to Stampede Airfield, along the Toklat, does not concern directly inasmuch as the entire highway is within McKinley National Park. The main purpose of the highway to Stampede Airfield is presumed to be to serve the mining developments there, but possibly it might provide another scenic drive in the park which would be advantageous to the general public. It is presumed that, unless the National Park Service has approved the use of the Denali Highway within the park, the spur road to the mine will not be constructed.

On the basis of the above, it is believed that the Bureau of Land Management should recommend that both petitions should be given a favorable priority.

For the Area Administrator

/s/ Harold T. Jorgenson



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

Farm Rd.

814 Program

(CODE NUMBER AND TITLE)

March 3, 1955

(DATE OF CORRESPONDENCE)

TO H. R. Beckwith

FROM Niemi

SUBJECT Crooked Creek to Flat road

SYNOPSIS:

* * * *

* * * *

"The earliest date at which the Alaska Road Commission could consider initiation of construction would be in the summer of 1956, since this is a new project and would require approval and appropriation of funds from the Congress of the United States. Mr. Irving Reed, Territorial Highway Engineer, may be in a position to afford you some degree of assistance during the coming summer and it is suggested that you also get in touch with him." 2

ORIGINAL FILED 610.012 Crooked Creek

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

811 Farm Road Program
(CODE NUMBER AND TITLE)

Feb. 21 & 24, 1955
(DATE OF CORRESPONDENCE)

TO _____

FROM _____

SUBJECT Extension of the road south of Seward to Lowell's Point

SYNOPSIS: Agreed that it would provide access to a site which has definite potential value for industrial development.

It would, therefore, be necessary that you justify the need for this road to the Territorial Board for the assignment of priority.

Question is: Is it possible to get this small stretch of road constructed under any of the Alaska Road Commission road Construction programs?

ORIGINAL FILED 032 Seward Chamber of Commerce

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

811, Farm Program
(CODE NUMBER AND TITLE)

Feb. 9 & 17, 1955
(DATE OF CORRESPONDENCE)

TO _____

FROM _____

SUBJECT Over all Fram Road Program

SYNOPSIS: Anchorage will back highway program .

The Secretary of the Interior has strongly urged the President to recognize the highway needs of Alaska and to include the Alaska Road Commission program in the Clay Committee Studies.

ORIGINAL FILED 032 Anchorage C of C

ARC FORM 155 (Existing stock may be used)

JAN 1954

INTERIOR-ARC-MIMEOGRAPH SERVICE, JUNEAU, ALASKA

511
x 150 H E
ml

Alaska Road Commission - Headquarters

Wm. P. Cameron, Acting Dist. Engineer, Fairbanks

January 25, 1955

Chief, Operations Division

Farm Road Priorities

Mr. Irving Reed, Territorial Highway Engineer, advises that you intend to submit a revised priority listing for Farm Road construction in the Fourth Division, to include petitions received subsequent to your original submission.

In connection with this revision, Mr. Reed has just transmitted to this office a petition for a road in the Kantishna area and we are forwarding this correspondence to you for inclusion in the new listing.

Should the Territorial Board see fit to allocate funds for this project, actual construction would be under the supervision of the Anchorage District, which presently handles operations in McKinley Park.

B. D. Stewart, Jr.
Chief, Operations Division

cc
B.

AP

Attachments:

- cc Reed's letter of 1/19/55,
- w/ Kalbaugh letter and petition

BDS Stewart/bn

Alaska Road Commission - Headquarters

Wm. P. Cameron, Acting Dist. Engineer, Fairbanks

January 20, 1955

Chief, Engineering Division

As-Built Plans - Farm Roads

It is noted on your District Engineering Report covering the period from December 27, 1954, to January 9, 1955, under Farm Roads that you have completed the as-built plans for several of these. It is requested that you please transmit to Juneau the tracings and we will print reproducibles for our files and return the tracings to you. If you wish any reproducibles for your files, please so note in the transmittal of these tracings.

H. B. Schultz
Chief, Engineering Division

BSchultz/bn

WB
HE

TERRITORY OF ALASKA
Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS
Box 2073
JUNEAU, ALASKA

January 19, 1955

Comam. of Res.	
Chf. Engr.	WJM
Admin.	
Op'ns.	12/55
Engrg.	
Acc't.	
Pers.	
Supply	

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

Please find enclosed herewith a petition for a road from Stampede Creek to the McKinley Park Highway along with a letter from Mr. F. E. Kalbaugh, General Manager of the Alaska Railroad, in support of this petition.

My supposition is that you may want to add this petition to your priority list for Farm and Access Roads for the Fourth Division in 1955.

Very truly yours,

Irving Reed

IRVING REED
Highway Engineer

Enc. *K*

~~150-111111~~
6:4
A. F. Chiglione

P.O. Box 1961

December 14, 1954

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

Dear Mr. Reed:

This will acknowledge receipt of the Resolution adopted by the Board of Road Commissioners on November 19, covering the overall road program for the Territory.

I agree that the thirteen major roads listed are vital highways for the development of Alaska and should be progressively added to our highway system. You may rest assured that the Alaska Road Commission will continue to strive for the accomplishment of this program.

Sincerely yours,

A. F. Chiglione
Commissioner of Roads
for Alaska

AFChiglione/bn

RESOLVED that the Board of Road Commissioners of the Territory of Alaska respectfully urge the President of the United States, the Secretary of the Interior, the Commissioner of Public Roads, the Office of Territories, the Governor of Alaska, the Delegate to Congress from Alaska, the Commissioner of Roads for Alaska, the Congress of the United States, and the Legislature of the Territory to do their utmost to include the Territory of Alaska in the proposed Federal Road Program with the ultimate purpose in view of bringing into being the following road program in Alaska:

- a. Teller-Nome-Rampart-Fairbanks road
- b. Ruby-Poorman-McGrath-Susitna River road
- c. Fairbanks-Nenana-Mt. McKinley road
- d. Fairbanks-Chena Hot Springs-Circle road
- e. The Copper River road
- f. Dillingham-Illiamna Bay-Homer road
- g. Ketchikan-Haines car ferry service
- h. Skagway-Carcross-Haines road
- i. Juneau-Taku-Alaska Highway road
- j. Stikine River-Alaska Highway road
- k. Unuk River-Alaska Highway road
- l. Slana-Nebesna-White River road
- m. Copper River-Katalla road

Comm. of Engs.	
Chf. Engr.	
Admin.	<i>4/6/54</i>
Op'ns.	
Engng.	
Acc't.	
Pers.	
Supply	

ALSO RESOLVED that copies of this Resolution be sent to:

President of the United States
 Secretary of the Interior
 Commissioner of Public Roads
 Office of Territories
 Governor of Alaska
 Delegate to Congress from Alaska
 Commissioner of Roads for Alaska
 Speaker of the House, the Congress of the United States
 President of the Senate, The Congress of the United States
 Chairman of the Committee on Territories of the House of Representatives
 Chairman of the Committee on Territories of the Senate
 Speaker of the House, Territorial Legislature
 President of the Senate, Territorial Legislature

Adopted this nineteenth day of November, 1954 by unanimous action of the Territorial Board of Road Commissioners.

Spring Reed
 Territorial Highway Engineer
 and Ex-Officio
 Chairman
 Territorial Board of Road
 Commissioners

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

FAIRBANKS DISTRICT

Supplement No. 3
1954 WORK ORDER NO. 365

Farm Road Surveys

To increase funds for survey of petitioned roads.

<u>AUTHORITY</u>	<u>PREVIOUS PROGRAM</u>	<u>THIS CHANGE</u>	<u>CURRENT PROGRAM</u>
W.O. No. 365	\$ 9,000		\$ 9,000
Supp. No. 1 No change	-0-		-0-
Supp. No. 2 Increase	2,000		2,000
Supp. No. 3 Increase		\$ 5,000	5,000
	<u>\$11,000</u>	<u>\$ 5,000</u>	<u>\$16,000</u>

FUNDS AVAILABLE

TOTAL FUNDS PROGRAMED TO DATE 16,000

FUNDS AVAILIABLE DISTRICT DIRECT LABOR TO DATE 1,000

Budgetary Activity - 1

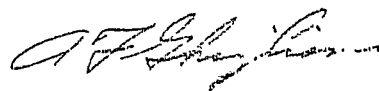
Appropriation Activity - F

General Ledger Account - 161

Asset Account - 156

Cost Schedule - A

AUTHORIZED: November 9, 1954



A. F. Ghigliano
Commissioner of Roads for Alaska

- cc: 5 District
- 1 Comm. of Roads
- 1 Chief Engineer
- 1 Chief, Operations
- 1 Chief, Engineering
- 1 Chief, Administration
- 1 Program Officer
- 1 Road Design
- 1 Bridge Design
- 2 Finance
- 1 Internal Audit

814-
7

TERRITORY OF ALASKA
Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS
Box 2073
JUNEAU, ALASKA

November 1, 1954

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Box 1961
Juneau, Alaska

Lv. ④
③
②
①

Comm. of Rds.	
Chf. Engr.	
Admin.	<i>HW</i>
Op'ns.	<i>EAS</i>
Engtg.	
Acc't.	
Pers.	
Supply	
	<i>Summing</i>

Dear Mr. Ghiglione:

Reference is made to your letter of October 4, 1954 concerning the distribution of allocations under your Farm Road Program.

The following is a recommendation of the distribution of funds according to your divisions:

First Division	\$ 15,000.00
Second Division	10,000.00
Third Division	237,500.00
Fourth Division	<u>137,500.00</u>
	\$ 400,000.00

Very truly yours,
Irving Reed
IRVING REED
Highway Engineer

Copy

P. O. Box 1961

October 4, 1954

Mr. Irving Reed
Territorial Highway Engineer
Box 2073
Juneau, Alaska

Dear Mr. Reed:

In connection with our Farm Road Program, it has been agreed that the allocation of funds to satisfy the petitions received will be made in accordance with the recommendations of the Territorial Board of Road Commissioners. Towards this end we have furnished you the complete list of petitions received, which now aggregate work in excess of \$2,000,000.

It is now necessary to request advance recommendations regarding the Farm Road Program in order that we may incorporate such work in next season's plans. Therefore, it is requested that the Territorial Board of Road Commissioners advise, not later than October 30, the allocation of next season's Farm Road Funds, by districts. It is not necessary that detailed petitions be listed at this early date, however, the division of the Farm Road Funds between districts is required, and the Board's recommendations will have to remain unchanged.

While the total funds available for next year's construction have not yet been fixed by Congress, the Board should consider that \$400,000 will be available for Farm Road work. Subsequent action by Congress may reduce this figure, in which event the Board's allocation to districts will be proportionately reduced to stay within the budget.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

AFGhiglione:ak

617

~~AFG~~



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Area 4
Anchorage, Alaska

September 23, 1954

Handwritten initials: *W. J. Niemi*

Comm. of R.R.	
Engr. Engr.	<i>WJ</i>
Admin.	
Op'ns.	
Engsg.	<i>WJ</i>
Acc't.	
Pers.	
Supply	

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
P.O. Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

Please refer to the letter dated August 17 of Mr. Wm. J. Niemi, Chief Engineer, relative to a road development program near Haines. The problem is whether or not a road should cross the Chilkat River at about Mile 8 or at Mile 26. We were given the opportunity of commenting upon the desirability of one crossing as against the other.

Mr. Niemi mentioned the interest of the University of Alaska in that area. As the lands there are not surveyed, technically it appears that the University's application cannot be processed. However, this is not to be taken as official denial of any interest that the University of Alaska might have there.

There is some difference of opinion in my organization and you can consider them for what they are worth. R.R. Robinson, Forestry Staff Officer, feels that a crossing at Mile 8 would make accessible more timber lands than would the other crossing. Others on the staff of the Lands and Mineral Officer are inclined to feel that the Mile 26 crossing would make accessible some timber in the Chilkat Lake area as well as land in the vicinity of Chilkat Lake which may become a recreational site. However, a few years ago when we were considering both the timber and the opening of land, we bumped into the problem of aboriginal rights and received indications that the natives in that vicinity would insist upon the recognition of such rights. As a result, we have taken no action to push development in the Chilkat Lake area or the disposal of timber, as we feel that the aboriginal rights question is one to be settled at a much higher level than the Bureau of Land Management in Alaska. Eventually, the question will have to be met head-on, of course, but the passage of legislation appears to be the only manner in which the problem can be solved.

To conclude, we have no strong convictions as to where a road should cross as we feel that we are greatly handicapped in the disposal of lands or resources by the question of aboriginal rights.

Quite likely the construction of roads will make the lands and resources more attractive as they will be more accessible and will force a showdown on the problem.

Very truly yours,

A handwritten signature in cursive script that reads "Lowell M. Puckett". The signature is written in dark ink and is positioned above the typed name and title.

Lowell M. Puckett
Area Administrator

LMP:ew

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

FAIRBANKS DISTRICT

Supplement No. 2
1954 WORK ORDER NO. 365

Farm Road Surveys

To increase funds for pioneer survey of petitioned farm roads.

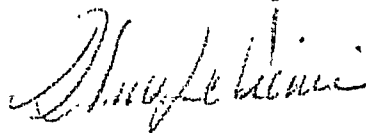
<u>AUTHORITY</u>	<u>PREVIOUS PROGRAM</u>	<u>THIS CHANGE</u>	<u>CURRENT PROGRAM</u>
W.O. No. 365	\$ 9,000		\$ 9,000
Supp. No. 1 No change	-0-		-0-
Supp. No. 2 Increase		\$ 2,000	2,000
	\$ 9,000	\$ 2,000	\$11,000

FUNDS AVAILABLE

TOTAL FUNDS PROGRAMMED TO DATE	11,000
FUNDS AVAILABLE DISTRICT DIRECT LABOR TO DATE	900

- Budgetary Activity - 1
- Appropriation Activity - F
- General Ledger Account - 161
- Asset Account - 156
- Cost Schedule - A

AUTHORIZED: September 8, 1954



Wm. J. Nioni
Chief Engineer

- cc: 5 District
- 1 Com. of Roads
 - 1 Chief Engineer
 - 1 Chief, Operations
 - 1 Chief, Engineering
 - 1 Chief, Administration
 - 1 Program Officer
 - 1 Road Design
 - 1 Bridge Design
 - 3 Finance
 - 1 Internal Audit

W.O. No. 365, Supp. No. 2

P. O. Box 1961

August 17, 1951

Mr. Lowell M. Puckett
Regional Administrator
Bureau of Land Management
Anchorage, Alaska

Dear Mr. Puckett:

We are currently attempting to develop our Farm and Industrial Road program for the 1955 construction season. In reviewing the areas of potential development, and the petitions which have been received, we again have the problem of the area south of the Chilkat River near Haines.

Several possible routes of access are under consideration; the first of which would cross the Chilkat River at about Mile 8 of the Haines-Boundary Highway, to tap timber reserves and potential homestead lands. An alternate crossing of the Chilkat would be at approximately Mile 26, which route lends itself more readily to development of the Chilkat Lake area. It is our understanding that the University of Alaska has selected lands in this area under current authorizations and undoubtedly would be vitally interested in any proposed road plans.

We would appreciate your study of our problem, possibly in coordination with the University of Alaska, with a view toward a recommendation to the Alaska Road Commission as to an initial access route. Your consideration of this request will assist the Territorial Board of Road Commissioners and the Alaska Road Commission in planning for roads to serve the area.

A copy of this letter is being furnished the University of Alaska for their information.

Sincerely yours,

Wm. J. Niemi
Chief Engineer

cc: Ernest N. Patty,
President, Univ. of Alaska
Governor B. Frank Heintzleman

WJNiemi:ak

Handwritten signature/initials

5/1/1

WJ
We

2113.-

Office Memorandum • UNITED STATES GOVERNMENT

TO : Chief Engineer

DATE: August 2, 1954

FROM : Commissioner of Roads for Alaska


WJM

SUBJECT: Farm Road Program

It has been decided that the expenditure of our farm road funds will be accomplished almost entirely as recommended by the Territorial Board of Road Commissioners. The Board will recommend both the division of the funds by Districts and the priority for projects within each District.

In order that our District programs may be planned in sufficient time to give the Districts the bases for the annual recommendations, it is necessary that the Territorial Board be requested to make a determination not later than the first of October. A determination as to the division of funds between Divisions will be requested first, with the priority assignment to projects to follow at a later date. It is believed the Districts can prepare ~~some of~~ their recommendations on the basis of the total farm fund allocation without too much of the priority detail being required.

It is requested that the farm road files presently held by the Territorial Highway Engineer be brought up to date by addition of all recently received petitions in order that we may formally request the Board's decision on the allocation of funds anticipated for next year's construction.



A. F. Ghiglione
Commissioner of Roads
for Alaska

Districts notified to send in data

8/13/54

WJM

814.

x 8/14, From
24

P. O. Box 1961

May 7, 1954

Mr. Irving Reed
Territorial Highway Engineer
P. O. Box 2073
Juneau, Alaska

Dear Mr. Reed:

This will acknowledge receipt of your letter of May 5, 1954 and the Resolution of the Territorial Board of Road Commissioners concerning the requested restoration of the Alaska Road Commission budget for farm and industrial roads. While the Resolution was received too late to be used in our appeal to Congress for restoration of this item, I am pleased to inform you that we anticipate receiving the entire \$4,000,000 originally requested in our budget.

The interest of the Board in this vital item of the Alaska Road Commission budget and your further support toward assuring its continuation is very much appreciated.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

AFGhiglione:ak

814. Form.

TERRITORY OF ALASKA
Office of
HIGHWAY ENGINEER
and
SUPERINTENDENT OF PUBLIC WORKS
Box 2073
JUNEAU, ALASKA

Comm. of Eng.	_____
Chf. Eng.	_____
Admin.	_____
Op'ns.	_____
Engrg.	_____
Acc't.	_____
Pers.	_____
Supply	_____

May 5, 1954

Mr. A. F. Ghiglione
Commissioner of Roads
Alaska Road Commission
Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

Enclosed are two ^{sk} copies of a resolution passed by the Territorial Board of Road Commissioners last February in regard to the appropriation for your agency for farm and industrial roads. I am sincerely sorry it took so long to forward this to you but different Road Commissioners delayed in returning the resolution to this office so we could continue sending it out.

Incidentally the 1954-1955 Cooperative Agreement has now been signed by three of the Commissioners and we hope to have it back to you very shortly.

Very truly yours,
Irving Reed
IRVING REED
Highway Engineer

RESOLUTION

WHEREAS, The Territory of Alaska through the Territorial Board of Road Commissioners supplies funds for the construction, maintenance and repairs of roads, trails, bridges, water and harbor facilities in the Territory of Alaska (Chap. 123, SLA 1953),


WHEREAS, the Congress of the United States appropriates funds annually for the construction and maintenance of roads in Alaska through the Alaska Road Commission, Department of the Interior,

WHEREAS, the Territory of Alaska and the aforesaid Alaska Road Commission have agreed upon a mutually satisfactory program of access road development, and

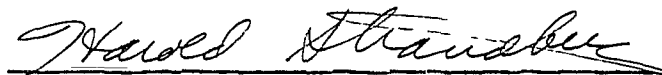
WHEREAS, the Bureau of the Budget has cut the appropriation requested by the Alaska Road Commission for construction of farm and industrial roads in Alaska from \$400,000.00 to \$200,000.00

NOW, THEREFORE, BE IT RESOLVED by the Territorial Board of Road Commissioners, that the Congress of the United States be requested to raise the appropriation as presented by the Bureau of the Budget to the original four hundred thousand dollars (\$400,000.00) requested by the Alaska Road Commission for the construction of farm and industrial roads in Alaska in the fiscal year commencing July 1, 1954.


Passed by the Territorial Board of Road Commissioners on the Third day of February, 1954.


First Division, Road Commissioner


Second Division, Road Commissioner


Third Division, Road Commissioner


Fourth Division, Road Commissioner


Territorial Highway Engineer
Ex Officio Chairman and Secretary

RESOLUTION

WHEREAS, The Territory of Alaska through the Territorial Board of Road Commissioners supplies funds for the construction, maintenance and repairs of roads, trails, bridges, water and harbor facilities in the Territory of Alaska (Chap. 123, SLA 1953),

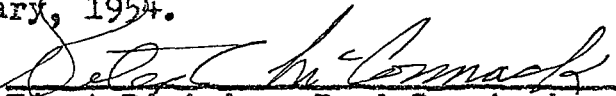
WHEREAS, the Congress of the United States appropriates funds annually for the construction and maintenance of roads in Alaska through the Alaska Road Commission, Department of the Interior,

WHEREAS, the Territory of Alaska and the aforesaid Alaska Road Commission have agreed upon a mutually satisfactory program of access road development, and


WHEREAS, the Bureau of the Budget has cut the appropriation requested by the Alaska Road Commission for construction of farm and industrial roads in Alaska from \$400,000.00 to \$200,000.00

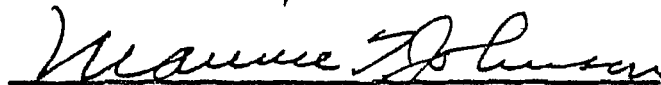
NOW, THEREFORE, BE IT RESOLVED by the Territorial Board of Road Commissioners, that the Congress of the United States be requested to raise the appropriation as presented by the Bureau of the Budget to the original four hundred thousand dollars (\$400,000.00) requested by the Alaska Road Commission for the construction of farm and industrial roads in Alaska in the fiscal year commencing July 1, 1954.


Passed by the Territorial Board of Road Commissioners on the Third day of February, 1954.


First Division, Road Commissioner


Second Division, Road Commissioner


Third Division, Road Commissioner


Fourth Division, Road Commissioner


Territorial Highway Engineer
Ex Officio Chairman and Secretary

Alaska Road Commission - Headquarters

E. J. White, District Engineer, Anchorage

December 18, 1953

Wm. J. Niemi, Chief Engineer

Farm Road Program - 1954

We have received your recommendations for the 1954 Farm and Industrial Road Program, as well as a summary of all petitions received to date in the Anchorage District.

The review is good as far as it goes. Additional information needed for each petition of record is the present status of each road.

Example No. 1: Of the five miles in this project, the entire length has been cleared and grubbed. 3.6 miles have been graded and drainage installed. 2.1 miles have been graveled.

Example No. 2: No work has been done.

Example No. 3: The project has been completed, including all-weather surface.

Please submit a supplement to this report furnishing the information outlined above for each of the 139 petitions listed.

Wm. J. Niemi
Chief Engineer

WJNiemi/bn