RECLAMATION STUDIES

A - Reconstruct the roadway by setting it back into the hill, but laying the back slopes back to an angle that would be stable without further spall. Estimated cost--$990,000.

B - Move roadway away from unstable back slopes by reconstruction of the shoulder fill by bin walls set on original foundation.--Estimated cost $1,080,000.

C - Construct new road and bridge downstream from Glendo Dam and Powerplant. Estimated Cost $1,850,000.

D - Construct a tunnel directly off the abutment and realine road.--Estimated cost $1,650,000.
This proposal has the most merit within the geologic-economic viewpoint. The Highway Department recommends moving the road into the hill to provide a solid foundation with a 12-foot ditch section to allow for an adequate spall berm where the back slope is in rock, placing shotcrete slope protection on the shale bank just off the left abutment of Glendo Dam and laying additional culvert pipe. Placement of the shotcrete slope protection is proposed to eliminate the raveling shale from filling up the drainage ditch which is causing water to cross the road and erode the contact line between the dam and the original ground. The spall berm will keep rock falls out of the drainage ditch.
Statement of Gilbert G. Stamm, Commissioner of Reclamation, witness for the Department of the Interior before the Subcommittee on Water and Power Resources of the United States Senate Committee on Interior and Insular Affairs on S. 3223, a bill to expand the Glendo Unit of the Pick-Sloan Missouri Basin Program to provide for the rehabilitation of a road relocated by the Bureau of Reclamation in the vicinity of Glendo Dam and Reservoir, Platte County, Wyoming.

Mr. Chairman and members of the Subcommittee, I am appearing before you today to provide departmental views and comments regarding S. 3223, a bill "To expand the Glendo Unit of the Pick-Sloan Missouri Basin Program to provide for the rehabilitation of a road relocated by the Bureau of Reclamation in the vicinity of Glendo Dam and Reservoir, Platte County, Wyoming."

The Department does not support enactment of S. 3223 since the bill would authorize funds to relocate and repair a road which is considered more properly a local rather than a Federal responsibility.

This relocated road was built to replace a county road which crossed the Glendo Reservoir area as a part of the Glendo Unit, Oregon Trail Division, Pick-Sloan Missouri Basin Program. The county through Contract No. 14-06-700-1239 dated November 8, 1956, assumed the obligation for the operation and maintenance of the 16 miles of relocated road after its completion, which took place in 1958. Soon after the relocated road was placed in service about 1,000 feet of the road/located on a sidehill near the left abutment of Glendo Dam/began to be affected by slides. The county made minor repairs to the road in 1964.
and again in 1965. However, heavy rains in June 1965 caused a major slide which required extensive repairs. To correct this situation, the Comptroller General in Decision B-159372 dated June 28, 1966, approved amendment of the contract permitting the expenditure of $149,000 to make repairs to the road. Subsequently, in 1967, about $63,000 was spent for repairs in the slide area. Other expenditures were made to modify a curve and to raise a guardrail in other areas. This work depleted most of the funds approved by the Comptroller General decision.

Subsequently, a number of other slides have occurred in the same area which have required emergency repairs. The slide which occurred in the spring of 1973 has reduced the road width creating the present one-lane traffic situation.

The road serves a number of farm and ranch families, a school bus, a U.S. mail carrier, recreation traffic and Bureau of Reclamation vehicles. Traffic counts taken by the Wyoming Recreation Commission indicate that the road averages less than 100 vehicles a day. However, for those that do use the road, there is no other practical route through the area.

Last year on February 6, 1973, operation and maintenance responsibilities for the relocated road within Glendo State Park were transferred from Platte County to the Wyoming Recreation Commission.
The Bureau of Reclamation in 1973 made studies on four alternate plans for reconstructing the roadway where slides and other weaknesses have been encountered. Estimates of cost for the various plans, which involved extensive relocations of sections of the road, ranged from $990,000 to $1,850,000. Although we believe the four alternatives the Bureau studied would eliminate or effectively mitigate the slide problems, it was concluded the Bureau lacked authority to assist in correcting the situation.

The Wyoming Highway Department also made a study of the problem and proposed to rehabilitate about 1,000 feet of the road through the slide area without relocating any substantial portion of the road. The initial estimated cost to implement the proposal was about $175,000. This estimate was updated by the Highway Department as of February 27, 1974, to $236,000. By adding a 20 percent contingency for inflation and administration, that estimate has been increased to $284,000, the amount stated in S. 3223.

We reviewed the plans proposed by the State for eliminating the slides on the roadway and the estimated cost thereof, and believe that they offer the most practical and economical means of resolving the problem and providing a stable and safe road. If funds, as proposed in the subject legislation, were made available to the Bureau, we would transfer the funds to the Wyoming Recreation Commission so that it could proceed to accomplish rehabilitation of the road. A
suitable agreement between the Bureau and Commission would provide for the funding transfer and our review of construction plans and activities as they relate to Glendo Dam. The Commission, with assistance from the Wyoming State Highway Department, would implement the Highway Department's plan.

However, as before stated, several times since the county assumed contractual responsibility for the road in 1958, we have provided emergency assistance as well as seeking in 1966 the Comptroller General's approval to modify the contract. Notwithstanding the fact that the Bureau of Reclamation was responsible for relocating the road in connection with construction of the Glendo Unit and has provided the before-stated emergency repairs and assistance, the Department does not believe further assistance should be extended.