

Alaska-2-TD

1- g
2- g

Truck Drivers:

	<u>Per Hour</u>
Buggymobile	\$4.04
Semi or truck and trailer	4.09
Dumpers	4.09
Dump trucks up to & incl. 5 yds.	3.86
Batch trucks up to & incl. 5 yds.	3.86
Batch trucks over 5 yds.	4.09
Trunowagon or DW-10 when not self-loading	4.26
Dump trucks over 5 yds. to & incl. 12 yds.	4.09
Dump trucks over 12 yds. to & incl. 20 yds.	4.21
End dump Eucs., over 9 yds.	4.15
Dump trucks over 20 yds.	4.38
Gravel spreader box operator, on truck	3.75
Greasers, tire service men	3.91
Flat bed, up to 10 tons	3.86
Flat bed, over 10 tons & 6-wheelers	4.09
Hyster operators (handling bulk loose aggregates)	4.04
Lumber carriers	4.04
Lowbed H.D. trailer	4.09
Oil distributor driver	4.09
Ready mix, used exclusively in heavy construction, over 3 yds. up to & incl. 5 yds.	4.09

Truck Drivers: (cont'd)

	<u>Per Hour</u>
Ready mix, used exclusively in heavy construction, 5 yds. or over	\$4.21
Ready mix, used exclusively in heavy construction, up to & incl. 3 yds.	3.92
Ready mix, used exclusively in heavy construction, over 7 yds.	4.31
Pickup	3.75
Swampers	3.75
Water wagon, semi	4.09
Water wagon	3.86
Winch truck, flat bed, incl. "A" frame mfg. rating 5 tons & under	3.86
Winch truck, flat bed, incl. "A" frame mfg. rating over 5 tons	4.09
Bull lifts & fork lifts up to & incl. 5 tons	3.86
Bull lifts & fork lifts over 5 tons	4.09
Warehousemen	3.80
Bus operator up to 30 passengers	3.86
Bus operator 30 passengers & over	4.09
Drivers & helpers and warehousemen hauling cement, lime or dynamite 25% per hour premium pay.	
Teamsters on underground or tunnel work 10% additional premium	

3.

U. S. DEPARTMENT OF LABOR
OFFICE OF THE SECRETARY
WASHINGTON

Decision No. ~~S-20,713~~

Date: ~~5-6-58~~

DECISION OF THE SECRETARY

This case is before the Department of Labor pursuant to a request for a wage predetermination as required by law applicable to the work described on the attached wage schedule.

A study has been made of wage conditions in the locality and on the basis of information assembled by the Department of Labor the wage rates listed on the attached schedule are hereby determined by the Secretary of Labor as the prevailing (or, in the case of the Federal Airport Act, as the minimum) rates of wages for the described classes of labor in accordance with applicable law.

LAW REFERENCES AND SPECIAL PROVISIONS

- ~~I~~ DB Davis-Bacon Act, as amended, 40 U. S. C. 276 (a) et seq.
- DB-FAHA Federal Aid Highway Act of 1956, 23 U. S. C. 151 et seq.
- FHA National Housing Act, as amended, 12 U. S. C. 1703 et seq.
- PHA Housing Act of 1949, as amended, 42 U. S. C. 1401 et seq.
- FAA Federal Airport Act of 1946, as amended, 49 U. S. C. 1101 et seq.
- HSC Hospital Survey and Construction Act of 1946, 42 U. S. C. 291 et seq.
- SCA School Survey and Construction Act of 1950, 20 U. S. C. 251 et seq.
- CFS Defense Housing and Community Facilities and Services Act of 1951, as amended, 42 U. S. C. 1592i.
- REO Reorganization Plan Number 14 of 1950, 5 U. S. C. 133z-15.
- Regulations of the Secretary of Labor, Part 5, Title 29, Subtitle A, Code of Federal Regulations.

This wage determination decision and any modifications thereof during the period prior to the stated expiration date shall be used during such period and made a part of every contract for performance of the described work as provided by applicable law and regulations of the Secretary of Labor, and the wage rates contained in this decision, unless modified, shall be the minimum wage rates to be paid under any such contract by contractors and subcontractors on the work.

Under the Davis-Bacon Act the contracting officer shall require that any class of laborers and mechanics not listed in the Secretary's decision, which will be employed on the contract, shall be classified or reclassified by the contractor or subcontractor conformably to the Secretary's decision and a report of the administrative action taken in such cases shall be transmitted by the agency to the Secretary of Labor. In the event the interested parties cannot agree on the proper classification or reclassification of a particular class of laborers and mechanics to be used, the question, accompanied by the recommendation of the contracting officer, shall be referred to the Secretary of Labor for final determination. Where classification of laborers and mechanics which were not included in the original decision are desired under any statutes other than the Davis-Bacon Act, a supplementary wage determination shall be requested by the Agency Head.

The wage rates contained in this decision are straight hourly wage rates. In some areas management and labor organizations in the construction industry have collectively bargained for health and welfare fund contributions. Such contributions are not included in wage rates determined by the Secretary of Labor for construction projects.

By direction of the Secretary of Labor,

5/19

Stuart Rothman
Solicitor of Labor

Attachment

RG 30, Bur. of Public Roads
E. 6D, Gen. Corr. + Related Recs, 1955-59
Box 1128

Alaska
Alaska Const 3-3

Mr. C. W. Enfield
(Signed) Joseph Guandolo
Joseph Guandolo

June 17, 1958

Alaska Highway - Refund of Insurance Moneys

Mr. Helmintoller recently telephoned me and requested that I consider whether any arrangements could be worked out whereby the Government may recover moneys in connection with an insurance contract with the United Pacific Insurance Company executed during the construction of the Alaska Highway. Although Mr. Helmintoller did not have all the facts available, I assume that the contract was entered into pursuant to the Longshoremen and Harbor Workers Compensation Act, 33 U.S. Code Annotated, Section 901 et seq. According to Mr. Helmintoller the Government from time to time has recovered from the United Pacific Insurance Company certain amounts representing funds reimbursable to the Government. At the present time, according to Mr. Helmintoller, the Insurance Company is holding several hundred thousand dollars, perhaps as high as eight or nine hundred thousand dollars, depending upon certain interest claims and loss offsets, which rightfully is payable to the Government. Mr. Helmintoller states that the Insurance Company is reluctant to pay over such moneys because of potential future claims that may arise and which are payable out of such available funds. Mr. Helmintoller requested that we ascertain whether arrangements could be worked out whereby a trust fund could be established into which these insurance funds due the Government would be deposited to the credit of the United States with the understanding that lawful claims against the Insurance Company payable out of such funds would be met by the United States.

I have hurriedly reviewed the law and have discussed this matter with Mr. George Reeves, a Chief Counsel of the Treasury Department. Mr. Reeves is making further checks and will advise me later as to what he believes the Treasury Department is in a position to do to accomplish the objective sought. Funds thus recovered are payable into miscellaneous receipts and, therefore, the Treasury Department has a direct interest in this matter.

I shall keep you further advised of future developments.

JGuandolo:vcn
cc: Mr. C. W. Enfield
Chron
Files

BUREAU OF PUBLIC ROADS

Alaska (R)
Align 10(R)

A D M I N I S T R A T I V E L Y R E S T R I C T E D

Mr. E. H. Swick, Regional Engineer
Juneau, Alaska

June 27, 1958

F. C. Turner, Deputy Commissioner

When Governor Stepovich talked with us last month he did indicate a feeling that we should expand mileage of the system rather than building to a high standard, somewhat like the position taken previously by the Alaska Road Commission in the past. We explained to him that we were not limited to so-called high type construction only, and that we could construct and were constructing now to various standards which were commensurate with the traffic need, the topography, future salvage, and maintenance costs. We pointed out that long mileages of very low standard could seriously burden the maintenance budget and might actually be more costly than initial construction to higher standard.

I am sure you are aware of all these factors and that our policy in this regard is very sound. It might be desirable for this to be discussed further and occasionally with the Governor and the Board together with actual illustrations of the variation in standard.

In view of the current statehood bill progress, it would be wise to give study to its immediate effect on our operations.

FCTurner/fp

cc - Files ✓

Mr. Royster *sent*

71-58

A D M I N I S T R A T I V E L Y R E S T R I C T E D

Mr. C. W. Enfield

July 8, 1958

R. L. May, Jr.

Alaska Statehood - Continued application of section 107 of the Federal-Aid Highway Act of 1958 in Alaska

The approval of Public Law 85-508 on July 7, 1958 (H. R. 7999, 85th Congress) has brought the question of the application of the Federal-Aid Highway law in Alaska to the forefront. Reference is made to the memorandum of June 24, 1958 dealing with this aspect of H. R. 7999 and to the memorandum of July 7, 1958 containing excerpts from the Congressional Record on the subject. It is our conclusion based on the legislative history of H. R. 7999 as derived from the Committee reports and the House and Senate debate, that Congress intended that section 107 of the Federal-Aid Highway Act of 1958 continue in full force and effect as the governing Federal-aid highway legislation for the State of Alaska.

The report of the House Committee on Interior and Insular Affairs, submitted in connection with H. R. 7999 (House Report No. 624, 85th Congress, 1st Session) discusses "Alaska's peculiar problems." Beginning on the bottom of page 5, the Committee Report states, "In order to understand clearly the necessity for certain different provisions in the Alaska Statehood Bill, it is advisable to have in mind some of the basic facts about Alaska's peculiar situation." Continuing on page 6 of the Report:

"A third serious problem facing the new State, if Statehood is granted-and in some respects the most serious of all-is that of financing the basic functions of State Government. Of these functions road maintenance and road construction assume key importance both because of the heavy cost and because of the crying need in Alaska."

The Committee Report then discusses the enactment and provisions of section 107 of the 1956 Act.

This material was placed in the House Committee Report even though H. R. 7999 contained no specific reference to highway law.

The Senate Committee on Interior and Insular Affairs, made its report on S. 49 which was not acted upon by the Senate, however its references to Federal-Aid Highway law in Alaska are important.

The Senate bill originally contained a provision dealing with highways in Alaska, and this section was deleted in its entirety at the suggestion of the Bureau of the Budget. "The Committee believes that the provisions of this section are unnecessary because Alaska was recently brought under the Federal-Aid Road Act by section 107 of the Federal-Aid Highway Act of 1956." (Senate Report No. 1163, 85th Congress, 1st Session, at page 29).

It would seem, in view of the fact that both the House bill which was finally enacted and the Senate bill which was reported by the Senate Committee did not contain any reference to highways in Alaska, that it was the intention of the Committees handling those bills that the provisions of section 107 would continue as the governing law on the matter.

In further support of this conclusion, reference is made to the memorandum from the Secretary of Interior presented to the Senate by Senator Church during the debate on Wednesday, June 25, in which it was stated:

"Highway Department: Highway function is now performed by Bureau of Public Roads, United States Department of Commerce, with allocation of Federal-Grant funds matched by ten percent Territorial funds. Assumption is, no change in Federal-road-aid program as applied to Alaska."

Daily Congressional Record, Wednesday, June 25, No. 105, p. 11059. The statement made by Senator Talmadge on Thursday, June 26, further bears out this point.

"As further concessions the special Territorial Highway Matching Formula would be continued to relieve the State of full participation in the Federal-aid highway program and thereby reduce the amount of funds it would be required to put up on a matching basis."

Daily Congressional Record, Thursday, June 26, No. 106, p. 11208.

The matter of the apportionment of Forest and other highway funds to Alaska was not discussed in any way.

MBMeyer/rc

cc: Files (2)
Gen Counsel
Legis
Chron

FORM CD-14 U.S. DEPARTMENT OF COMMERCE DATE April 30, 1958
(12-12-56)

TRANSMITTAL SLIP

TO: C. W. Enfield, General Counsel, Washington, D.C.
FROM: E. H. Swick, Regional Office, Juneau, Alaska

REF. NO. OR ROOM, BLDG.

ACTION

NOTE AND FILE PREPARE REPLY FOR MY SIGNATURE
 NOTE AND RETURN TO ME TAKE APPROPRIATE ACTION
 RETURN WITH MORE DETAILS PER YOUR REQUEST
 NOTE AND SEE ME ABOUT THIS SIGNATURE
 PLEASE ANSWER FOR YOUR INFORMATION
 FOR YOUR APPROVAL INVESTIGATE AND REPORT
 PER OUR CONVERSATION

COMMENTS: The attached request is for a wage determination required for contract work constructing storage tanks near Fairbanks, Alaska.

TERMINATION

NOTE.—Use black ribbon and type on one side only.

be paid laborers and mechanics on the work described below.

DATE OF REQUEST April 30, 1958
ESTIMATED VALUE OF CONTRACT \$ 100,000
FOR DEPT. OF LABOR USE
DECISION NO.
LAW CODE
DATE OF DECISION
EXPIRES
SUPERSEDES DECISION NO.

GPO: 1957 O - 414035 COMM-DC 969

Asbestos workers' imp				
1st year	2d year	3d year	4th year	
				Air tool op. (jackhammer, vibrator)
				Asbestos workers
				Boilermakers
				Boilermakers' helpers
				Bricklayers
X				Carpenters
				Cement finishers
X				Electricians
				Elevator constructors
				Elevator constructors' helpers
				Glaziers
X				Iron workers, structural
				Iron workers, ornamental
				Iron workers, reinforcing
X				Laborers All grades
				Lathers
				Marble setters
				Marble setters' helpers
X				Equipment Operators
X				Air compressors
				Blade graders
X				Bulldozers
X				Cranes, derricks, draglines
				Distributors
				Finishing mach.
				Firemen
			X	Oilers
				Hoists, 1 drum
				Hoists, 2 drum
				Mixers
				Mixers

Check Crafts	Per Hour
— Mason tenders	
— Mortar mixers	
— Painters, brush	
X — Painters, structural steel	
— Pile drivermen	
— Pipe layers (concrete and clay)	
— Plasterers	
— Plasterers' tenders	
— Plumbers	
— Roofers	
X — Sheet metal workers	
— Soft floor layers	
X — Steam fitters	
— Stone masons	
— Terrazzo workers	
— Terrazzo workers' helpers	
— Tile setters	
— Tile setters' helpers	
X — Welders—Receive rate prescribed for craft performing operation to which welding is incidental	
X — Truck driver All grades	
X — Flagmen	
— Motor graders	
— Pile drivers	
X — Pumps	
— Rollers	
— Scrapers	
— Shovels	
— Tractors	
— Trenching machines	

APPRENTICE SCHEDULE

CRAFT	INTERVAL	PERIOD AND RATE*									
		1ST	2D	3D	4TH	5TH	6TH	7TH	8TH	9TH	10TH

*The apprentice rate is by percentage of the journeymen's rate unless otherwise indicated.

Box 1128

517

16-67104-1 U. S. GOVERNMENT PRINTING OFFICE

Alaska

REQUEST FOR DETERMINATION

TO: U. S. DEPARTMENT OF LABOR

NOTE.—Use black ribbon and type on one side only.

Request is hereby made for the determination of the wage rates to be paid laborers and mechanics on the work described below.

NAME AND TITLE OF REQUESTING OFFICER C. W. Enfield, General Counsel		DATE OF REQUEST April 30, 1958
SIGNATURE		ESTIMATED VALUE OF CONTRACT \$ 100,000
Box 1961, Juneau, Alaska		FOR DEPT. OF LABOR USE
DEPARTMENT, AGENCY, OR BUREAU Department of commerce, Bureau of Public Roads		DECISION NO.
DESCRIPTION OF WORK: Constructing storage and dispensing facilities for diesel fuel and gasoline located near Ladd Field, Alaska.		LAW CODE
LOCATION (CITY OR OTHER DESCRIPTION) Fairbanks		DATE OF DECISION
STATE Alaska	COUNTY Fourth Judicial Division	EXPIRES
		SUPERSEDES DECISION NO.

					Per Hour						Per Hour
Check Crafts						Check Crafts					
___ Air tool op. (jackhammer, vibrator).....						___ Mason tenders.....					
___ Asbestos workers.....						___ Mortar mixers.....					
___ Asbestos workers' imp						___ Painters, brush.....					
1st year 2d year 3d year 4th year											
___ Boilermakers.....						<input checked="" type="checkbox"/> Painters, structural steel.....					
___ Boilermakers' helpers.....						___ Pile drivermen.....					
___ Bricklayers.....						___ Pipe layers (concrete and clay).....					
<input checked="" type="checkbox"/> Carpenters.....						___ Plasterers.....					
___ Cement finishers.....						___ Plasterers' tenders.....					
<input checked="" type="checkbox"/> Electricians.....						___ Plumbers.....					
___ Elevator constructors.....						___ Roofers.....					
___ Elevator constructors' helpers.....						<input checked="" type="checkbox"/> Sheet metal workers.....					
						___ Soft floor layers.....					
___ Glaziers.....						<input checked="" type="checkbox"/> Steam fitters.....					
<input checked="" type="checkbox"/> Iron workers, structural.....						___ Stone masons.....					
___ Iron workers, ornamental.....						___ Terrazzo workers.....					
___ Iron workers, reinforcing.....						___ Terrazzo workers' helpers.....					
<input checked="" type="checkbox"/> Laborers..... All grades						___ Tile setters.....					
___ Lathers.....						___ Tile setters' helpers.....					
___ Marble setters.....						<input checked="" type="checkbox"/> Welders—Receive rate prescribed for craft performing operation to which welding is incidental.....					
___ Marble setters' helpers.....						<input checked="" type="checkbox"/> Truck driver..... All grades					
<input checked="" type="checkbox"/> Equipment Operators						<input checked="" type="checkbox"/> Flagmen					
<input checked="" type="checkbox"/> Air compressors.....						___ Motor graders.....					
___ Blade graders.....						___ Pile drivers.....					
<input checked="" type="checkbox"/> Bulldozers.....						<input checked="" type="checkbox"/> Pumps.....					
<input checked="" type="checkbox"/> Cranes, derricks, draglines.....						___ Rollers.....					
___ Distributors.....						___ Scrapers.....					
___ Finishing mach.....						___ Shovels.....					
___ Firemen..... <input checked="" type="checkbox"/> Oilers.....						___ Tractors.....					
___ Hoists, 1 drum.....						___ Trenching machines.....					
___ Hoists, 2 drum.....											
___ Mixers.....											
___ Mixers.....											

APPRENTICE SCHEDULE

CRAFT	INTERVAL	PERIOD AND RATE*									
		1ST	2D	3D	4TH	5TH	6TH	7TH	8TH	9TH	10TH

*The apprentice rate is by percentage of the journeymen's rate unless otherwise indicated.

517

4th Division Funds Go Elsewhere, Is Charge

Seeliger Tells Chamber This Area Pays 23 Per Cent of Motor Taxes, Gets Only 13 Per Cent of Projects

By MARGARET HORNBECK

A complaint that interior Alaska has been discriminated against flagrantly in the allocation of territorial and federal highway construction funds for 1958 was lodged with the Fairbanks Chamber of Commerce yesterday by Al Seeliger, chairman of the chamber's road committee.

"We are here now," past chamber president Seeliger stated at the organization's luncheon yesterday after documenting a charge that motor fuel tax money collected here is being used in other parts of Alaska.

Correct the situation. Cooperation, cooperation and activity are needed from the people of the Fourth Division," Seeliger said. He suggested citizens write to Bureau of Public Roads Regional Engineer E. H. Swick, Box 1961, Juneau.

Tax Payments Cited

"The Fourth Division has received less road funds than it is entitled to," Seeliger said. He said Fourth Division consumers paid in approximately 23 per cent of territorial motor fuel taxes in 1956, totaling \$292,235.28. In 1958, road construction funds for the Fourth Division from the territory were \$223,000 or 19.7 per cent of available territorial funds; 18 per cent of the federal highway funds or \$2,315,000; three per cent of the carry-over funds totaling \$100,000; and none of the forest and parks funds.

Of the \$19,880,000 available, the First Division received \$4,098,000 or 24 per cent; the Second Division was given \$300,000 or two per cent; the Third Division was delegated \$12,186,000 or 61 per cent; and the Fourth Division received a mere 13 per cent or \$2,636,000.

Priority System

A priority system of orderly road development is needed for the territory, Seeliger commented. In the past, funds were allocated for the Big Bend cutoff about two years ago and the funds are now available for construction. Seeliger asked where funds were which were left over from work on Route 97 to Nome. Also, Seeliger asked what happened to plans for a Chena Hot Springs Road? This road was number five on the territorial list in 1956 and was not listed in a press release of March 13 of this year.

In another question, Seeliger wondered what happened to funds for reconstruction of the Steese Highway between miles 4 and 10. Approximately \$200,000 was set aside for this previously and now it is not listed.

Chamber Took Lead

Fairbanks Chamber of Commerce members took the lead in the past in planning and assisting roads officials, Seeliger said. In view of these contributions, the Fourth Division deserves consideration.

(Continued on Page 3, Col. 7)

ROAD FUNDS ...

(Continued from Page 1)

he said. Seeliger pointed out that the First and Third Divisions have received the lion's share of funds and said this is where the roads' chiefs reside.

Seeliger concluded that he was not trying to embarrass the roads authorities. The funds are hotly contested for, he said, and everyone here must assist in securing them for the Fourth Division.

Steps Explained

A series of four steps were explained by Seeliger for citizens to push to secure additional funds. They included (1) asking for credits for funds paid into the Third Division on wholesale fuel sales for fuel being trucked to and consumed in the Fourth Division; (2) allowance of the use by citizens and visitors of the Third Division on the Tok-to-border section of the Alaska Highway; (3) consideration of expenditures on harbors and waterways (which are same as highways in utility) in other divisions; and (4) restoration of carry-over funds to the Fourth Division.

To prevent the development of a large bureaucracy in the Board of Highway engineering, contract letting and maintenance continue through the Bureau of Public Roads of the federal government.

Seeliger has been chairman of the Chamber of Commerce roads committee for seven years. Also, he is a former Fourth Division member on the territorial Board of Highway Commissioners. He is presently a director of the Chamber of Commerce.

DAILY NEWS - MINER
FAIRBANKS, ALASKA
April 2, 1958

Alaska
Files
4-22-58

INTERIOR 'SHORTED'

ON HIGHWAYS

RG 30, Bur. of Public Roads
E. 6D, Gen. Corr. + Related Recs, 1955-59
Box 1128

Files (Alaska)
4-22-58

Dirty Work At the Crossroads

(AN EDITORIAL)

Residents of interior Alaska are still trying to understand on what basis the Alaska Highway and Public Works Board allocated funds for this year's highway construction program in the territory.

Of a total of some \$20 million in federal and territorial funds to be spent on roads this year, only \$2,638,359 is programmed for construction in the Fourth Division. In other words, only 13 per cent of the Alaska total is to be used in interior Alaska. This is in sharp contrast to the 23 per cent of total gasoline taxes which residents of this area pay the territory.

It is time for the long suffering people of interior Alaska to let Juneau know we're unhappy about the road money situation. As Al Seeliger, chairman of the road committee of the Fairbanks Chamber of

(Continued on Page 4, Col. 1)

• Dirty Work at the Crossroads?

(Continued from Page 1)

Commerce said at yesterday's luncheon meeting in describing the funds which we didn't get. "They flew out the window where they were perhaps gobbled up by some other division."

Here is how the four divisions of Alaska stack up on the put-and-take comparison:

	Percentage of fuel tax paid	Percentage of road funds allocated
1st Division	10.5	24
2nd Division	4.5	2
3rd Division	62	61
4th Division	23	13

It should be apparent from this that our interior Alaska road money indeed flew out the window and was gobbled.

The situation actually is worse than these figures tend to show. We know that large quantities of gasoline and other motor fuel are picked up at Valdez and other coastal points outside of this division and burned on the roads of interior Alaska. When a tanker fills up in the Third Division and delivers its load of motor fuel to the Fourth, are we credited with that in the summary of tax collections?

Of the pitifully small allocation of funds to the Fourth Division this year, one of the largest projects is paving of the section of the Alaska Highway from the Canadian border to Tok, on which \$406,000 of federal aid highway funds will be spent. This is a worthwhile project, but we want to point out that this section of highway is used fully as much by Alaska Highway travelers to and from the Third Division as it is by those of the Fourth.

The First and Third Divisions, it should be remembered, receive forest highway funds in addition to the territorial and federal aid highway funds which all divisions share. This is because the Tongass and Chugach national forests are in the First and Third Divisions, respectively. While these forest road funds are not allocated by the Alaska Highway and Public Works Board, the highways which they build are incorporated into our Alaska road system. Certainly the fact that the coastal sections have this additional source of road money should be considered by the board when it is allocating other funds under its control.

Additionally, the coastal areas are assigned substantial sums annually from the motor fuel tax on water craft for small boat harbors, floats and the like on the waterways which in effect are the highways of those sections.

(Continued on next page)

RG 30, Bur. of Public Roads
E. 6 D, Gen. Corr. + Related Recs, 1955-59
Box 1128

The result which has come from Alaska's new deal in highway construction is an ironic one. It was the Fourth Division, and the Fairbanks Chamber of Commerce in particular, which was the moving force behind making it possible for the territory to participate in the federal aid highway program. Our citizens fought, longer and harder than anyone else, for an increase in the territorial motor fuel tax, so Alaska might have something with which to match federal funds. The fight was not easy or pleasant. Opposition to it was strong right here in interior Alaska. But we pushed it through because we realized how vital roads are in the development of the interior. Now we find the road money going every place else except the Fourth Division.

That last statement is not strictly true. The Second Division, with the Fourth, has turned out to be a "have-not" section when the road funds are passed around.

There is something else that is suspicious about the allocations announced recently from Juneau. This is the absence, except for one project, of work financed with funds carried over from 1957. Somehow the carryovers went almost entirely to the First and Third divisions.

We were informed in past years that money was set up for the Chena Hot Springs road, the Big Bend cutoff, the Fairbanks-Nome road known as U.S. 97 and reconstruction of miles 4 to 10 of the Steese Highway, but nothing has been carried over for any of these projects this year. Where did the carry-over money go? We suspect it will be spent this summer in other parts of Alaska.

What can be done about it? The first thing we need is an explanation from the territorial board on why interior Alaska is being treated like a poor cousin rather than a member of the family.

We agree wholeheartedly with Mr. Seeliger, who is a former member of the old Territorial Board of Road Commissioners, predecessor of the group which made this year's allocation. In speaking to the chamber he said, "We don't want to embarrass anyone. We don't want to hang anyone. But we want to secure for interior Alaska a ~~large~~ share of funds available for road construction."

The Fourth Division gives fair warning; we're after them.

Alaska

4-22-58
Files

Seeliger Says 4th Division Gets Short End

At a Chamber of Commerce meeting held Tuesday noon at the Traveler's Inn Al Seeliger, chairman of the Chamber's roads committee spoke on the allocation of road funds for the Fourth Division. According to a news release of March 13, parts of which were reproduced for Chamber members, the distribution of funds leaves the Fourth Division in the position of receiving less money than it is entitled to.

Seeliger stated the report of the roads committee was ignored. It included Chena Hot Springs Road, which was No. 5 on the 1956 list, the Big Bend Cut Off, U.S. 97, road to Nome, Steese Highway reconstruction Mile 10 to Mile 48 and the Fairbanks-McKinley Road.

Funds previously set aside for these projects have either been lost or "gobbled up" according to Seeliger. He said, "I would like to know where those funds went."

The charts showing distribution of road construction funds and relative amounts of fuel tax paid showed the Fourth Division paying 23-30 per cent fuel tax and receiving 13 per cent of total in funds while the Third Division paid 62 per cent fuel tax and received 61 per cent in funds. Seeliger suggested: "That the Chamber ask for credits due us for tax funds paid to the Third Division for fuel burned and paid for in the Fourth Division tax on fuel oil trucked to the interior is paid in the Third Division."

He further asked that attention be drawn to the benefits received by the Third Division from improvements to highway between Tok and the border and that distribution of highway funds be made on all sources of revenue including federal funds, Territorial funds, park funds and forest funds.

The Fourth Division, he said, should be returned the "carry-over" funds that seem to have disappeared.

The Chamber's road committee is forwarding a wire to Juneau asking immediate review of the Fairbanks Chambers recommendations on road. "Private individuals wishing to send wires should address them to: E. H. Swick, Box 1961, Bureau of Public Roads, Juneau, Alaska

Fourth Gets Short End

We heartily endorse Al Seeliger's protest over the way road funds have been allocated, leaving the Fourth and Second divisions holding an empty bag and allowing the First and Third to get the lion's share. (See story elsewhere this issue.)

We suggest that residents of the divisions north of the Alaska Range wire E. H. Swick, Bureau of Public Roads, P. O. Box 1961, Juneau, and lend further support to the protest.

Crux of the matter is that basis for allocating monies seems to be on taxes paid on fuels consumed here but purchased in the Third Division and an unaccountable carry-over fund for roads approved some time ago. Where this money has gone, seems to be somewhat of a mystery.

Of the total in Territorial funds the Fourth Division gets only 19.7 per cent and only 18 per cent of the Federal Aid highway funds and a token 3 per cent of the carry-over funds.

The Third comes out with 52 per cent of the Territorial 39 per cent of the Federal Aid highways funds and 54 per cent of the carry-over.

Alaska

DETERMINATION

NOTE.—Use black ribbon and type on one side only.

FDRM CD-14 U.S. DEPARTMENT OF COMMERCE DATE
(12-12-56)

TRANSMITTAL SLIP

TO: C. W. Enfield, General Counsel, Washington, D.C. REF. NO. OR ROOM, BLDG.

FROM: E. H. Swick, Region 10 Juneau, Alaska REF. NO. OR ROOM, BLDG.

ACTION

NOTE AND FILE PREPARE REPLY FOR MY SIGNATURE

NOTE AND RETURN TO ME TAKE APPROPRIATE ACTION

RETURN WITH MORE DETAILS PER YOUR REQUEST

NOTE AND SEE ME ABOUT THIS SIGNATURE

PLEASE ANSWER FOR YOUR INFORMATION

FOR YOUR APPROVAL INVESTIGATE AND REPORT

PER OUR CONVERSATION

COMMENTS:
This is a request for a wage determination for contract work at Sitka, Alaska, BPR Maintenance Depot.

GPO: 1957 O - 414035 COMM-DC 969

to be paid laborers and mechanics on the work described below.

DATE OF REQUEST
April 21, 1958

ESTIMATED VALUE OF CONTRACT
\$ **20,000**

FOR DEPT. OF LABOR USE

DECISION NO.

LAW CODE

DATE OF DECISION

EXPIRES

SUPERSEDES DECISION NO.

Public Roads

Sitka Bureau of

icial Division

Asbestos workers imp.			
1st year	2d year	3d year	4th year
Boilermakers			
Boilermakers' helpers			
Bricklayers			
<input checked="" type="checkbox"/> Carpenters			
Cement masons			
<input checked="" type="checkbox"/> Electricians			
<input checked="" type="checkbox"/> Glaziers			
<input checked="" type="checkbox"/> Ironworkers, structural			
<input checked="" type="checkbox"/> Ironworkers, ornamental			
<input checked="" type="checkbox"/> Ironworkers, reinforcing			
Laborers:			
<input checked="" type="checkbox"/> Laborers	All grades		
<input checked="" type="checkbox"/> Air tool op. (jackhammer, vibrator)			
Mason tenders			
Mortar mixers			
Pipelayers (concrete and clay)			
Plasterers' tenders			
Lathers			
Marble setters			
Marble setters' helpers			
<input checked="" type="checkbox"/> Air compressors			
Blade graders			
Bulldozers			
Cranes, derricks, draglines			
Distributors			
Finishing machines			
Firemen		Oilers	
Hoists			
<input checked="" type="checkbox"/> Mixers			

	Per Hour
Check Crafts	
<input checked="" type="checkbox"/> Painters, brush	
Painters, structural steel	
Piledrivermen	
Plasterers	
<input checked="" type="checkbox"/> Plumbers	
<input checked="" type="checkbox"/> Roofers	
Sheet metal workers	
Soft floor layers	
Steamfitters	
Stonemasons	
Terrazzo workers	
Terrazzo workers' helpers	
Tile setters	
Tile setters' helpers	
<input checked="" type="checkbox"/> Welders—Receive rate prescribed for craft performing operation to which welding is incidental	
<input checked="" type="checkbox"/> Truck drivers	All grades
Motor graders	
Piledrivers	
Pumps	
Rollers	
Scrapers	
Shovels	
Tractors	
Trenching machines	

APPRENTICE SCHEDULE

CRAFT	INTERVAL	PERIOD AND RATE*									
		1ST	2D	3D	4TH	5TH	6TH	7TH	8TH	9TH	10TH

*The apprentice rate is by percentage of the journeymen's rate unless otherwise indicated. 16-67104-2 U. S. GOVERNMENT PRINTING OFFICE

Box 1128

REQUEST FOR DETERMINATION

DEPARTMENT OF LABOR

NOTE.—Use black ribbon and type on one side only.

Request is hereby made for the determination of the wage rates to be paid laborers and mechanics on the work described below.

NAME AND TITLE OF REQUESTING OFFICER <p style="text-align: center;">C. W. Enfield, General Counsel</p>	DATE OF REQUEST <p style="text-align: center;">April 21, 1958</p>
SIGNATURE 	ESTIMATED VALUE OF CONTRACT <p style="text-align: center;">\$ 20,000</p>
DEPARTMENT, AGENCY, OR BUREAU <p style="text-align: center;">Department of Commerce, Bureau of Public Roads</p>	DECISION NO.
DESCRIPTION OF WORK: <p style="text-align: center;">Repairs and revisions to Garage, Sitka Bureau of Public Roads Maintenance Depot.</p>	LAW CODE
LOCATION (CITY OR OTHER DESCRIPTION) <p style="text-align: center;">Sitka</p>	DATE OF DECISION
STATE <p style="text-align: center;">Alaska</p>	EXPIRES
COUNTY <p style="text-align: center;">First Judicial Division</p>	SUPERSEDES DECISION NO.

Check Crafts	Per Hour	Check Crafts	Per Hour
<input type="checkbox"/> Asbestos workers.....		<input checked="" type="checkbox"/> Painters, brush.....	
<input type="checkbox"/> Asbestos workers' imp.		<input type="checkbox"/> Painters, structural steel.....	
1st year 2d year 3d year 4th year		<input type="checkbox"/> Piledrivers.....	
<input type="checkbox"/> Boilermakers.....		<input type="checkbox"/> Plasterers.....	
<input type="checkbox"/> Boilermakers' helpers.....		<input checked="" type="checkbox"/> Plumbers.....	
<input type="checkbox"/> Bricklayers.....		<input checked="" type="checkbox"/> Roofers.....	
<input checked="" type="checkbox"/> Carpenters.....		<input type="checkbox"/> Sheet metal workers.....	
<input type="checkbox"/> Cement masons.....		<input type="checkbox"/> Soft floor layers.....	
<input checked="" type="checkbox"/> Electricians.....		<input type="checkbox"/> Steamfitters.....	
<input type="checkbox"/> Glaziers.....		<input type="checkbox"/> Stonemasons.....	
<input checked="" type="checkbox"/> Ironworkers, structural.....		<input type="checkbox"/> Terrazzo workers.....	
<input checked="" type="checkbox"/> Ironworkers, ornamental.....		<input type="checkbox"/> Terrazzo workers' helpers.....	
<input checked="" type="checkbox"/> Ironworkers, reinforcing.....		<input type="checkbox"/> Tile setters.....	
Laborers:		<input type="checkbox"/> Tile setters' helpers.....	
<input checked="" type="checkbox"/> Laborers..... All grades		<input checked="" type="checkbox"/> Welders—Receive rate prescribed for craft performing operation to which welding is incidental.....	
<input checked="" type="checkbox"/> Air tool op. (jackhammer, vibrator).....		<input checked="" type="checkbox"/> Truck drivers..... All grades	
<input type="checkbox"/> Mason tenders.....		<input type="checkbox"/> Motor graders.....	
<input type="checkbox"/> Mortar mixers.....		<input type="checkbox"/> Piledrivers.....	
<input type="checkbox"/> Pipelayers (concrete and clay).....		<input type="checkbox"/> Pumps.....	
<input type="checkbox"/> Plasterers' tenders.....		<input type="checkbox"/> Rollers.....	
<input type="checkbox"/> Lathers.....		<input type="checkbox"/> Scrapers.....	
<input type="checkbox"/> Marble setters.....		<input type="checkbox"/> Shovels.....	
<input type="checkbox"/> Marble setters' helpers.....		<input type="checkbox"/> Tractors.....	
<input checked="" type="checkbox"/> Air compressors.....		<input type="checkbox"/> Trenching machines.....	
<input type="checkbox"/> Blade graders.....			
<input type="checkbox"/> Bulldozers.....			
<input type="checkbox"/> Cranes, derricks, draglines.....			
<input type="checkbox"/> Distributors.....			
<input type="checkbox"/> Finishing machines.....			
<input type="checkbox"/> Firemen..... Oilers.....			
<input type="checkbox"/> Hoists.....			
<input checked="" type="checkbox"/> Mixers.....			

APPRENTICE SCHEDULE

CRAFT	INTERVAL	PERIOD AND RATE*									
		1ST	2D	3D	4TH	5TH	6TH	7TH	8TH	9TH	10TH

*The apprentice rate is by percentage of the journeymen's rate unless otherwise indicated. 16-67104-2 U. S. GOVERNMENT PRINTING OFFICE

Box 1128

04m1 (BPR)
PPM 21-5.1

U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads	POLICY AND PROCEDURE MEMORANDUM 21-5.1 Date of issuance: April 15, 1958
PROGRAM AND PROJECT PROCEDURES <i>Alaska</i>	
SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATES (Federal-aid Projects in Alaska)	
Supersedes: This is an original issue. <i>Alaska design 5</i>	

1. PURPOSE

The purpose of this memorandum is to prescribe policies and procedures with respect to surveys, plans, specifications and estimates for Federal-aid projects in Alaska under direct supervision of the Bureau of Public Roads.

2. SURVEYS AND PRELIMINARY INVESTIGATIONS

a. Preliminary engineering and the preparation of plans, specifications and contract documents should be performed with sufficient thoroughness, accuracy and care, so that changes and extra work during the construction stage can be held to a minimum and limited almost exclusively to revisions and additions necessitated by conditions that could not reasonably be anticipated before the project was advertised for bids.

b. Surveys and preliminary investigations shall be made by whatever feasible method or combination of methods will produce the best results in each case, with due consideration given to the elements of time, manpower and costs.

c. The survey shall include such operations as are necessary to procure all the field data required for determination and design of the best location, alignment, grades, cross sections and structural features, and for the preparation of adequate plans and specifications, a reliable engineer's estimate of cost, and accurate right-of-way descriptions. Sufficient investigations shall be made to develop adequate data on structure foundations, soils, drainage conditions, availability of local materials, and other conditions that will affect the design and cost of the project.

3. DESIGN STANDARDS

Projects shall be designed in accordance with the standards prescribed in PPM 40-2.

4. SPECIFICATIONS

a. Bureau of Public Roads Specifications FP-57, or latest revision thereof together with the related standard supplemental specifications prescribed in PPM 40-5, shall be used for all projects except as they may be modified by special provisions to fit job conditions on individual projects.

b. It shall be the policy to limit special provisions to the minimum required in individual cases to assure satisfactory completion of the project with high quality work in the specified time at a fair and reasonable price.

5. ENGINEER'S ESTIMATE

a. An engineer's estimate of the cost of the proposed project shall be prepared for each project as a part of the plans, specifications and estimates. The estimated cost of major structures should be segregated from the roadway work on the estimate sheet and the summation of cost shown at the bottom of the estimate.

b. The estimate shall include an estimated quantity and an estimated unit price for each proposed pay item for contract construction. If force account construction is contemplated there shall be an estimated quantity and estimated unit cost for each construction item. Major items shall be designated on the estimate by appropriate symbol. Construction items included in estimate for force account projects may be expressed as units of equipment operation cost for those projects where conventional items and quantities are not available due to the nature of the work to be performed. Estimated unit prices of major items for contract work should be supported by an analysis prepared in sufficient detail to assure that all factors that will have a bearing on the cost of the item have been given adequate consideration. The conditions anticipated to prevail during the proposed contract time limits are to be reviewed again just prior to issuance of invitation for bids and the estimated unit prices and total cost then adjusted as

RG 30, Bur. of Public Roads
E. G. D., Gen. Corr. + Related Recs, 1955-59
Box 1128

deemed necessary. A lump sum may be included in the estimate to cover the cost of contingent items for which it is impracticable to determine in advance the extent of the need for the items of work involved and the probable cost thereof. Appropriate separate allowances for engineering supervision and for contingencies shall be added to the estimated total cost for the construction items to obtain the total estimated cost for the project. The allowance for engineering supervision should be an actual estimate of the cost for the particular project and not a percentage of the construction cost.

6. PLANS

a. Plans for all projects, except as stated otherwise hereinafter, shall be complete including title sheet, typical section, summary of quantities, plan and profile sheets, and any standard or special drawings required to cover items proposed for construction. To the maximum extent practicable special provisions should be used in preference to notes on the plans to specify the materials and construction methods and sequence of work and to establish the method of measurement and basis of payment. Notes on the plans should be used to explain and clarify the design features for the benefit of the contractor and engineer.

b. Abbreviated plans consisting of only the title sheet, typical section, summary of quantities, line diagrams and general notes are acceptable for surfacing projects and for force account projects which include minor improvement work only. When emergency conditions justify, abbreviated plans will be acceptable on other types of projects.

c. Reduced size plans are preferred for all projects and this practice is to be followed to the extent that availability of reduction processes will permit. The size of the reduced plans and title sheets should be approximately 11 inches by 18 inches or one-half of the stand-plan sheet.

d. The title sheet of the plans shall include sufficient information to permit ready identification of the project, the type of improvement and length of project. The map should show the route or substantial portion thereof and its relationship to other highway routes, and to towns, rivers and other significant geographical features.

7. PS&E DOCUMENTS ASSEMBLY

a. The following PS&E assembly shall be submitted to the Washington office in single copy for each project:

- Complete set of plans
- Engineer's estimate
- Proposal and contract assembly
- Review memorandum in brief outline form setting forth the engineering standards upon which the design is based
- Material engineer's statement covering soil types, materials and basis of design for subgrade stabilization, base and surface courses

The assembly should be forwarded so that it will arrive in Washington prior to the date of advertising, or as soon thereafter as practicable.

b. Any unusual features of design, special provisions or construction should be explained in the review memorandum or in the transmittal memorandum. Traffic data shown in the review memorandum should be as complete and informative as conditions will permit. When a major structure is involved or when a comparison of two different types of structures or other alternates is required, the review memorandum should be supplemented by a statement prepared by the bridge engineer.

8. APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

a. Final approval of PS&E will be by the regional engineer, such approval being indicated by signature on the title sheet. Notice of such approval is to be forwarded promptly to the Alaska highway department.

b. Whenever plans or specifications involve substantial departure from the general requirements set forth herein, due to unusual and complex engineering designs or unusual contract provisions or designs for projects to less than desirable standards as defined in paragraph 3, the consultation and advice of the Washington office should be requested and a joint decision reached at the preliminary stage of development on the acceptable course of action to be followed.

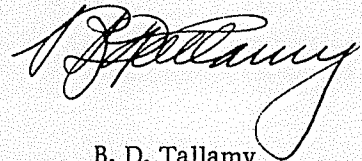
9. AVAILABILITY OF PLANS, SPECIFICATIONS, AND ESTIMATES

Plans and specifications for projects may be furnished free to all who have a bona fide need for them for bidding or construction purposes. All other applicants should be informed that plans and specifications are not available for general distribution, but may be reviewed at the place where they are on file.

The engineer's estimate of cost for projects to be constructed by the contract method should not be made available to prospective bidders nor to the public, except that after bids have been opened and read the total only of the engineer's estimate may, at the discretion of the regional engineer, be announced.

10. EFFECT ON PREVIOUS INSTRUCTIONS

This memorandum supersedes all procedures relating to the subject matter thereof set forth in previous instructions.



B. D. Tallamy
Federal Highway Administrator

AlaskaADMINISTRATIVELY RESTRICTED

Mr. E. H. Swick, Regional Engineer
Juneau, Alaska

APR 10 1958

F. C. Turner, Deputy Commissioner
Washington, D. C.

Region 10 Organization

Upon review of the existing organization structure of Region 10 and its several districts, it has been determined that certain reorganization is desirable to provide the most effective and economical administration of our work in Alaska.

Effective May 1, 1958, the Anchorage, Fairbanks, and Juneau District Offices shall be redesignated division offices. The designation of the Nome and Valdez Offices as district offices shall continue; however, the Nome District Office shall report administratively to the Fairbanks Division Office, and the Valdez District Office shall report administratively to the Anchorage Division Office. The Glenallen Station shall continue to report to the Valdez District Office.

It is intended that the district offices shall be responsible for construction and maintenance activities only, and that a maximum of administrative services be centralized at division level; however, in the case of the Valdez District Office, it is understood that responsibilities and personnel strength will be reduced progressively through normal attrition.

At your earliest convenience please submit organization charts and functional statements to reflect the over-all organization of Region 10, together with subsidiary charts for the region, and the several division and district offices.

EJMartin/rsg

cc: Mr. B. B. Tallamy
Mr. P. F. Royster
Mr. H. M. Monahan
Mr. C. S. Woolsey
Mr. G. M. Williams
Mr. E. H. Holmes
Mr. C. W. Enfield
Mr. J. C. Allen (Mr. R. W. Kruser)
Mr. F. P. Alexander
Mr. D. N. Beach

cc: Mr. C. F. Barker
Mr. R. Winfrey
Mr. R. H. Helms
Mr. G. D. Potterton
Mr. C. E. Westergren
Mr. E. F. Allen
Mr. H. G. Guinivan
Mr. E. J. Martin
General Files (2)
Chron. File

File

24-72

Alaska
Equip + Supp 6
Equip + Supp 6 (Alaska)

Mr. Melvin R. Aitken, Secretary
Associated Equipment Distributors
5055 - 4th Avenue South
Seattle, Washington

Dear Mr. Aitken:

Sent M. Martin

Your letter of March 6, 1958, indicates that there may be some misunderstanding as to the circumstances surrounding the procurement of highway construction and maintenance equipment for Alaska.

In September 1956 the Alaska Road Commission, which was formerly in the Department of the Interior, was transferred to the Department of Commerce in accordance with Section 107 of the Federal-Aid Highway Act of 1956. The purchasing facilities theretofore utilized by the Alaska Road Commission were those of the General Services Administration, which agency, as you may know, operates on a decentralized basis through its regional offices. However, the Bureau of Public Roads has its own centralized purchasing system, which is utilized in procuring equipment for Alaska as well as construction and maintenance equipment for highway programs in many foreign areas.

This centralized system of purchasing adheres closely to the principle of competitive bidding as a means of assuring maximum over-all advantages to the Government and safeguarding its interests. Other factors such as total cost including transportation, intended use and location of equipment, and ready availability of repair and replacement parts, are given due consideration. These procedures have been employed extensively and successfully in the procurement of millions of dollars worth of highway equipment purchased under aid programs for various foreign Governments, and have proved their adequacy.

In keeping with the emphasis on this principle, competition is encouraged on a nationwide rather than a regional basis, and no qualified bidder is excluded. If the members of your association are in a position to offer comparable prices, the fact that parts are available locally would be a significant factor in consideration of bids received. In this connection it may be helpful for you to know that generally only an initial complement of spare parts is included in the original order for major equipment items. Our regional offices have quite liberal local procurement authority for direct purchase of additional parts as needed. The equipment already in Alaska will remain in service so long as it can be economically

In copies for files

Sent E. J. Martin (with envelope)
3-25-58

Mr. Melvin R. Aitken

- 2 -

maintained in satisfactory operating condition. A market is therefore available for any parts or service facilities that your dealers may have in Seattle or Alaska.

There is enclosed a supply of Standard Form No. 129, "Bidders Mailing List Application." If you will have each of your members complete one of these forms and return them to this office, they will be placed on our mailing list to receive future invitations to bid.

We appreciate your calling this situation to our attention, and hope that your members will be in a position to submit successful bids to the mutual benefit of their own interests and those of the Government.

Very truly yours,

J. C. Allen
Assistant Commissioner
for Administration

Enclosures

JRael:lmj
Control No. PR-R (March 18, 1958)
cc: Mr. R. H. Helmintoller
Mr. E. J. Martin ✓
Mr. J. Rael
CGUnit
Chron. File

3-24-58

Ret to
me of Martin

24-72

X erley

3-24-58

Mr. Melvin S. Aitken, Secretary
Associated Equipment Distributors
2055 - 4th Avenue South
Seattle, Washington

Dear Mr. Aitken:

Your letter of March 5, 1958, indicates that there may be some misunderstanding as to the circumstances surrounding the procurement of highway construction and maintenance equipment for Alaska.

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Mr. Melvin R. Aitken

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Very truly yours,

J. C. Allen
Assistant Commissioner
for Administration

Enclosures

JRael:lmw
Control No. PR-R (March 18, 1958)
cc: Mr. R. H. Helmsoller
Mr. E. J. Martin
Mr. J. Rael
CCUnit
Chron. File

3-24-58

Alaska

Mr. E. H. Swick, Regional Engineer
Juneau, Alaska

March 13, 1958

Paul F. Royster, Assistant Commissioner
Washington 25, D. C. Paul F. Royster

When Mr. Erhart was in Alaska last fall he discussed with you at some length a draft of a proposed Policy and Procedure Memorandum (PPM 21-5.1) to cover the preparation of PS&E for Federal-aid projects in your region.

Following Mr. Erhart's return the PPM was revised to reflect the changes agreed upon. One item that has not been changed is the inclusion of the engineer's estimate in the PS&E assembly to be transmitted to Washington. This matter was the subject of considerable discussion between you and Mr. Erhart at which time you stated your reluctance to distribute copies of the estimate prior to the opening of bids. You were advised that we would try for the time being to get along without the estimate here in the Washington office. We have given this arrangement a fair trial and find that it is not satisfactory.

It would appear that the handling of the estimate and the forwarding of a copy to this office (say in a sealed envelope if you desire) with the other PS&E data can be satisfactorily arranged to preserve its confidential nature.

We will appreciate your cooperation in establishing the procedures as outlined in the PPM, which will soon be issued.

g/rlw
EEErhart:tb
cc: Files (2) ✓
Federal Hwy. Projs. Div.
Mr. Royster - Room 6019

*Alaska
Design 12*

March 10, 1958

Mr. B. M. French, Regional Engineer
Portland 8, Oregon

Paul F. Royster, Assistant Commissioner
Washington 25, D. C. Paul F. Royster

We are cooperating with the Alaska International Rail and Highway Commission in its studies of routes to Alaska. Our current effort is to develop a map overlay showing existing and planned rail and highway systems. The directive from the Commission is as follows:

Bureau of Public Roads - one overlay showing: road planned for which money is appropriated; roads under discussion, long range (1975-1980) plans. Show especially the feeder routes to coast; roads under construction. Show roads planned as paved/black-top as solid black, gravel as black/white block, improved roads as two black lines with black cross lines. Note: rail lines (main only) should show on this map for orientation. Show and identify FGE, Northern Alberta, CN, CP, GN. Show main towns only.

The overlay is to be placed on U.S. Coast & Geodetic Survey Route Chart 2209 (Seattle-Anchorage), Scale 1:2,000,000. A section of this map showing the Seattle-Vancouver and adjacent area is attached.

Will you please have the requested data plotted for this section. This information will then be transferred to a composite map being prepared here from which the overlay will, in turn, be developed. For the Seattle-Vancouver area only main roads need be shown.

gh
Attachment

EEErhart:nk

cc - Files (2)

Federal Hwy. Projs. Div.
Mr. Royster - Room 6019

3-10-58

Alaska

23-10

FEB 5 - 1958

Mr. Clifton H. Mattoon
Highway Division
Associated General Contractors of America, Inc.
1227 Munsey Building
Washington, D. C.

Dear Mr. Mattoon:

This is confirmation of our conversation in the office of the Federal Highway Administrator this morning. We have undertaken to review your report in detail, and the following statement should help clarify our position.

On January 8 you and Mr. Erickson, representing the Associated General Contractors, were in the office to discuss our force account operations in Alaska. Mr. Erickson submitted two copies of a report, illustrated with photographs, which had been prepared for the Alaska Chapter of the AGC to reveal the extent of Public Roads force account operations during 1957. A copy of the AGC report was also furnished Regional Engineer Swick who has submitted Region 10's comments. Mr. Swick advises that the report contains no facts not freely brought out during the conference with AGC representatives in Juneau last September.

Based on information furnished by Region 10, we have summarized the 34 projects listed in the AGC report. This summary is about as follows:

Group A - New Construction by Government Forces	17 projects
Group B - Heavy Maintenance and Betterment by Government Forces	8 "
Group C - Maintenance by Government Forces	6 "
Group D - Construction by Contract	2 "
No work performed and none programed	1 "

(One project in Group A was constructed partly by force account and partly by contract).

Of the 17 projects listed in Group A, 13 were small operations costing a total of approximately \$195,000 for 17.5 miles of highway or about \$11,000 per mile. Of these 13 jobs about one-half have been completed and the others are scheduled for completion on a force account basis during 1958. The 4 force account projects involving new construction not accounted for in the foregoing are:

RG 30, Bur. of Public Roads
E. 6D, Gen Corr. + Related Recs, 1955-59
Box 1128