

RG 30 RECORDS OF THE BUREAU OF
PUBLIC ROADS

WASHINGTON OFFICE

GENERAL CORRESPONDENCE AND
RELATED RECORDS, 1912-65.

1955-1959

ALASKA TRIP 1959 PART 1 OF 2
THRU

ALASKA ACCESS ROAD 11 1955-59

BOX NO.
1128

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

Alaska

General

July-Dec.

1959

Part 1 of 3

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

Alaska

Office Memorandum BUREAU OF PUBLIC ROADS • UNITED STATES GOVERNMENT

TO : Mr. Ellis L. Armstrong, Commissioner
21-00 Washington, D. C.

DATE: December 31, 1959

FROM : Wm. J. Niemi, Regional Engineer
10-00 Juneau, Alaska

Wm. J. Niemi

James
Ray
W. J. Niemi
H. J. ...

SUBJECT: Alaska Progress Report - Transition to State Operation

GENERAL. The State Highway Division under Director T. D. Sherard has announced that it plans on assuming on July 1, 1960, all highway functions now being performed by the Bureau of Public Roads. There has now been established a definite date around which Region 10 planning revolves. Actual organization of the Highway Division has not progressed as rapidly as was expected. Only the key administrative people, including Director Sherard, Assistant Director A. G. Gardner, and Office Engineer Donald R. Roser, are on the roll. Mr. L. D. Wilson, former Chief Highway Engineer of New Mexico, continues as a special consultant and it is rumored that he may accept a permanent appointment in a key position in the Department of Public Works. We have also learned unofficially that Mr. Raymond Archibald may come to the State to head up the Bridge Design Branch. The Highway Division is presently attempting to recruit a materials engineer, construction engineer and a personnel officer. A move of the Right-of-Way Section and the Planning Section from Anchorage to Juneau is in progress which should knit the organization more closely together. The State is also negotiating for office space in Juneau to house the start of a Design Section.

*Recalled in 1/23
from Washington file
from on 12, 1959
WJN*

A major current effort of the Highway Division has been the preparation of a highway budget for presentation to the next legislature which convenes late in January 1960. Some work is under way under the direction of Mr. Wilson on standard highway specifications. Another project has been preparation of position descriptions and establishment of pay rates within the proposed State organization.

The State Right-of-Way Section, on which Region 10 must depend to get our projects advertised, has not been effective. We now have 19 projects ready for advertising in an estimated amount of \$7,839,000 which we are unable to move for lack of right-of-way certification. The State has repeatedly been advised of this deficiency and hopes to correct it in the very near future. This is vital to our effectiveness as a contractor for the State.

ADMINISTRATION. Agreement was reached with the State whereby the State Highway Division will assume maintenance of the Forest Highway system. This opened the way for Public Roads to transfer the remaining property, supplies and equipment in forest areas to the State. Transfer documents pertaining thereto are in final phases of preparation.

Mr. Armstrong

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December 31, 1959

A complete physical inventory of all materials, supplies and equipment was accomplished in late summer of 1959 and the records properly adjusted thereto. A net adjustment of \$20,789 was all that was required in an inventory of \$11,839,635.

The special team from the Office of Administration came to Juneau in November to lay plans for eventual assumption of fiscal and accounting functions by the State Highway Division. Future organization of the Alaska Region was also formulated for Washington review and approval. A few specialists, including Mr. Ivan E. Gillson of Region 8, will come to Alaska in January to develop procedures and to assist in the establishment of programs for transfer of administrative functions to the State.

The arrival of Mr. David L. Fosburgh, Planning Engineer, on November 20 gave Region 10 much needed support in the planning and programming field. This position was unfilled for almost one year. Mr. Prentice Julian, Assistant Regional Engineer, will arrive on January 10, 1960, which will further bolster the efforts of Region 10 to carry on State highway work as well as to administer the Federal-aid and Forest and Park programs in Alaska.

A questionnaire submitted by the State Highway Division to Public Roads employees in Alaska to learn of their interest in joining the State Highway Department produced some very gratifying information. Most of our wageboard maintenance people have indicated a willingness to take employment with the State and many of our professional engineers and administrative people have also given the State encouraging replies.

To assist the State in some critical areas of organization, we plan to assign Region 10 headquarters personnel to them as they can be spared from normal duties. Mr. David F. Weaver, Assistant Personnel Officer, will work on personnel section organization and in the recruitment program. Mr. William F. Raugust, Realty Officer, will be assigned to the State Right-of-Way Section to assist in gearing it up for greater production.

It is becoming apparent that the State will not be able to assume full highway functions by July 1, 1960. Public Roads must be prepared to fill the gaps by detailing employees to the State for perhaps the remainder of the construction season after July 1. Current recruitment

Mr. Armstrong

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planning contemplates the State hiring all the ^{As} permanent or continuing employees and Public Roads recruiting only the seasonal engineering and administrative personnel. These seasonal people would then remain on the Federal payroll through the summer and not pose a problem of recruitment for the State in the middle of the construction season. The present contract with the State to perform highway functions will have to be modified to meet that situation. ✓

We are pleased that the Office of Administration has recognized that the work load of Region 10 is such that few administrative and fiscal personnel will be available to assist the State in setting up acceptable systems and thereby provide for the orderly transfer of administrative functions when the State takes over. With our organization reinforced by specialists the problems of transition should be greatly alleviated. At best it will be an exacting job of organizing and coordinating.

ENGINEERING. As contractor for the State, Division and Regional headquarters Design Offices are engaged in drawing plans for 64 projects in the approved program with a total estimated construction cost of \$31,953,000. In addition, five Forest Highway projects add up to \$3,355,000 and two National Park projects to \$750,000. The Design Section is additionally administering six consultant contracts for survey and design totalling 320 miles and \$3,608,175. ✓

A number of engineers with a short period of government service will undoubtedly join the State forces. These people will be integrated into the State Highway Division when their organizing efforts are further along. The State expects to start building up both Road and Bridge Design Sections as rapidly as space and qualified personnel will permit. ✓

Mr. R. V. Killewich, Construction Engineer in the Construction and Maintenance Section, is being transferred to Costa Rica about February 1, 1960. Also, Mr. R. J. DeLaHunt, Design Engineer, is being assigned to Region 2 about March 1. As these reassignments occur, it is proposed to start activating the new regional organization so that it will be operational when Region 10 ceases to function as a State contractor.

Mr. Armstrong

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December 31, 1959

The State intends to continue Division offices at Anchorage, Fairbanks and Juneau. Division Engineer M. C. Zimmerman of the Anchorage Division has indicated that he desires to take an extended leave of absence beginning in May 1960 due to his wife's health. This position would possibly be filled with a State employee at that time. Mr. H. W. Johansen, Division Engineer at Fairbanks, has indicated a willingness to accept State employment and the Highway Division is planning to continue Mr. Johansen in his present position. Mr. C. F. Wyller, Division Engineer of the Juneau Division, will move into Regional headquarters as Federal Highway Projects Engineer.

OPERATIONS. Under provisions of the Omnibus Act, Region 10 will administer to completion those contracts which were in existence at the time of passage of the Omnibus Act. Except for some possible claims the 23 remaining contracts can be closed out by the end of the summer of 1960.

At the start of the construction season ~~Public Roads will still be the contractor for the State and must be prepared to administer all construction contracts.~~ To accomplish this, the jobs will be manned with permanent BPR engineers who will continue in Public Roads service, permanent State engineers who have accepted employment, and temporary engineers hired by Public Roads for the summer season.

At this time it is not known whether State contracts under State specifications will be used after July 1, 1960. It is our guess that they will not be ready for use on that date.

Region 10 will award five contracts totalling \$3,355,000 for ~~Forest Highway projects and two National Park projects totalling \$750,000.~~ These will be administered by the permanent Federal Highway Projects Division of the Regional organization. Bridge design will be accomplished in the Western Design Office in San Francisco.

ORGANIZATION. The future organization of Region 10 was discussed with Mr. E. J. Martin who headed up the special team from Office of Administration and Mr. C. E. Westergren, Chief, Management Branch, during their trip to Juneau. Early approval of the proposed regional organization is most desirable so that assignments may be finalized and sections made operative to meet the changing situation as the State assumes highway functions.

Regional policy is to lend a hand to the State wherever possible during this critical formative period, both as contractor for the State and as a BPR organization. We believe our efforts are appreciated and will prove helpful in establishing a sound base for a future smooth working relationship.

Alaska

Mr. William J. Hunt, Regional Engineer
Juneau, Alaska

October 27, 1959

Mr. H. E. Brown, Chief, Administrative Services Division
Washington, D. C.

21-40

Transfer of additional properties to the State of Alaska

As you will recall during the recent visit of representatives of my office to Region 10, the subject of the real and personal properties to be transferred to the State of Alaska was discussed. At the close of the discussion my representative stated that guidance would be furnished after a discussion with the Office of the General Counsel to resolve any questions relative to the provisions of the Alaska Statutes Act. The Office of the General Counsel deferred any discussion pending the arrival of Mr. H. E. Cunningham, preferring to have the benefit of his first hand observations and thoughts. The meeting has been held and the following is a jointly approved plan.

Personal Property

As you will recall, the personal property under consideration breaks down into four categories: (1) personal property relative to the Forest Highway functions retained by the Bureau as of June 30, 1959; (2) certain accessories of personal property retained as of June 30, 1959, for the administration of the Federal-aid Program; (3) personal property that had been reported as excess prior to June 30, 1959, but not completely disposed of; and (4) discrepancies between the schedules of personal property transferred to Alaska as of June 30, 1959 and the findings of the physical inventory conducted in September, 1959.

(1) The first category of personal property is being retained by the Bureau until the State signs the maintenance agreement for Forest Highways. Once an agreement has been signed, the personal property retained by the Bureau for this function will be transferred to the State under section 6(a) of the Alaska Statutes Act. Schedules identifying this property should be submitted for attachment to a conveyance to be prepared by the Office of the General Counsel.

(2) Project Administration Division representatives suggested earlier the possibility that more than a sufficient amount of personal property had been retained by the Bureau for the administration of the Federal-aid Program. Your office subsequently reviewed this property and concurred. The property released by this review will be transferred to the State under the provisions of Section 6(a),

December 29, 1959

Alaska Statutes Act, schedules including this property should be submitted for attachment to a conveyance to be prepared by the Office of the General Counsel.

(3) The handling of the personal property already in the process of being disposed of prior to June 30, 1959, is somewhat different. It is the interpretation of the Office of the General Counsel that since the Bureau was in the process of reporting this property as excess to our needs and no longer usable, it is no longer pertinent to needs in Alaska. Consequently, this property will be disposed of through the Federal disposal program. Since we have allowed the State to receive this property and have transferred to them the items they desired, we have fulfilled our part of the earlier interim agreement with the State. Any proceeds resulting from the disposal of any of this equipment should be deposited as miscellaneous receipts.

(4) It is my understanding that the physical inventory conducted by your office revealed some discrepancies in the original schedule of property transferred to the State on June 30, 1959. These discrepancies were of two types. Some items that the physical inventory revealed existed but were not of record and are a plus factor to the original schedule. Some items that the physical inventory revealed did not exist but were of record and are a minus factor to the original schedule.

The plus items will be combined with the schedule of properties being prepared under (3) above for transfer to the State under Section 21(a) of the Alaska Statutes Act.

The minus items must be reconciled into our property and accounting records. Since these items do not exist, we cannot clear our property and accounting records on the basis of the transfer to the State. A letter of understanding with the State should be prepared to indicate that the items did not exist and should not have been included in the original schedule. The letter should contain or have as attachments, itemized listings showing the individual values based on the property records. This letter would serve as the supporting document for adjusting the Bureau's records. The property and accounting records will then be cleared of these minus items based on the recommendations of the Property Board of Review. The Board will review the reports of the circumstances of the disappearance of each item, investigate as necessary, and recommend an action to be taken. The Property Board of Review's recommendations should be approved by you or your delegate.

II Real Property

As you will recall, the real property to be transferred to the State falls into two categories (1) Real Property retained by the Bureau as of June 30, 1959, as being relative to the Forest Highway function; and (2) all other real property retained by the Bureau as of June 30, 1959.

(1) The first category of real property is being retained by the Bureau until the State signs a maintenance agreement for Forest Highways. Once the agreement has been signed, the real property retained by the Bureau for this function will be transferred to the State under section 11(a) of the Alaska Statute Act. Schedules including this real property should be submitted for attachment to the conveyance to be prepared by the Office of the General Counsel.

(2) The "other" real property category may be further divided, one grouping being the Valdez Craig to Alaska, and into 1 to 25 of Block 100 in Valdez, the latter especially being of Congressional interest and urgently requested by the State. The Office of the General Counsel has prepared the deeds and instruments of conveyance, and they have been forwarded through the Administrator to the Secretary of Commerce for signature. It is my understanding that the originals will be sent to you when signed.

"Other" property includes the Home Equipment Depot, Fisheries Equipment Depot (including the lower storage yard), Anchorage Tank Farm, Valdez Tank Farm, and the Second Weighing Station. The question arose as to whether these installations were to be regarded as real property or personal property and under which section of Alaska Statute Act should they be transferred to the State. The first four facilities were erected on land leased from other Federal agencies or private interests. Generally, by law, improvements erected on land become part of the land (real property) and become the legal property of the owner of the land, unless it was the clear intent of the parties that such improvements should not become a part of the realty. Usually, the lease provides for removal of the improvements by the lessee at the termination of the lease. Unfortunately, the original leases did not contain such a provision. The Bureau must take the position that since it obviously was not the intent of the Federal Government to erect the improvements and surrender ownership to the lessee, they cannot be considered attached to the land and, consequently, cannot be considered real property. The lessees have agreed to lease the land to the State with the inclusion of a clause on the right of the State to remove the improvements already thereon or to be placed thereon. These installations will be transferred to the State as personal property. If not already accomplished, these properties should be dropped from

The real property accounts are placed up in the personal property accounts of the Region. Then, they should be included in the standard schedule referred to in I, (c) and I, (d) above for transfer to the State under Section 21(a) of the Alaska Constitution.

The fifth item listed above, the General Weighing Station, was financed from Forest Highway Funds and is on a Forest Highway. This installation will also be transferred to the State as personal property. Again the regional accounts should be adjusted to reflect the shift from real property to personal property accounts prior to the transfer to the State. This facility should be listed on the schedule referred to in I, (c) above for transfer to the State under Section 21(a) of the Alaska Constitution.

The Fairbanks and Anchorage Apartments have been reported as coming to the General Services Administration. They will be handled through the Federal property disposal program.

The Cold Field Tank Farm has been recently reclassified by your office as personal property, and it is assumed that the property accounts and accounts have been adjusted to reflect the change. It is my understanding that your office is determining if the Air Force will lease to the State the land upon which this facility has been constructed. If this is possible, then the facility will be transferred to the State under Section 21(a) of the Alaska Constitution. If the Air Force does not grant such a lease to the State, then your office will so inform this office so that the facility may be reported to you as coming to the Bureau's needs.

III Schedule

In preparing the standard schedule for the transfer of all properties referred to above, the same format as used for the original schedule may be continued, providing that it is a suitable document to support an adjustment to the property and accounting records. As soon as your office has completed the schedule, the original and three copies of each should be forwarded to this office. We will then arrange for sending the schedule with the correspondence to be prepared by the Office of the General Counsel.

IV Correspondence

The Administrator wishes the matter of correspondence to be kept to a minimum. Consequently, except for the correspondence of FAR 141 and Block 100 in Valdez, there will be no other correspondence prepared until the State has signed a maintenance agreement for Forest Highway. After

the agreement has been signed, the Office of the General Counsel will prepare two conveyances. The first conveyance will cover the transfer of real property under Section 15(a) of the Alaska Statutes. The second conveyance will cover the transfer of personal property under Section 15(a) and 21(a) of the Alaska Statutes. These conveyances will be supported by the affidavits outlined above. Section 15(a) of the Alaska Statutes requires the signature of the President of the United States unless such authority should be delegated.

When the transfers outlined above have been completed, the Bureau will have retained only that personal property necessary to its new role in Alaska. The Bureau will no longer own any real property in Alaska. Once all necessary pending to the property and accounting records have been completed, the general ledger accounts and the property records must reconcile. Since mortgages and liens were included in the property and accounting records, they must be included in the reconciliation. This reconciliation must be handled immediately. The necessity of a manual physical inventory to complete the reconciliation will be at the discretion of your office.

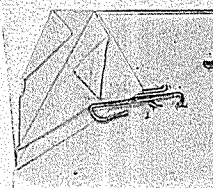
If there is any delay in preparing the required schedules or if there are any questions regarding procedure, please don't hesitate to call on this office for assistance.

- WJH
 cc: J. C. Allen
 R. E. Hansen
 H. E. Cunningham
 A. Goldstein
 W. A. Alexander
 E. J. Martin
 C. H. Hatch
 W. H. O'Donoghue
 Files (4)
 Under file 105

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Box 1128

Mr. B. D. Tallamy, Federal Highway Administrator

December 15, 1959

26-21

C. W. Enfield, General Counsel C. W. Enfield

Supplemental Quitclaim Deed to Alaska pursuant to the Alaska
Omnibus Act.

I am submitting herewith Supplemental Quitclaim Deed to the State of Alaska to be executed by the Acting Secretary of Commerce, together with your memorandum to Mr. Ray.

Mr. John L. Rader, the Attorney General for Alaska, was in to see me last Tuesday, December 8, with regard to this matter. He emphasized the necessity for expeditious execution of the deed as the State is ready to let contracts on work involving land covered in the deed. Your prompt dispatch of these papers to Mr. Ray would be appreciated.

cut
ADG
for
Attachments

ADGoldstein:vms

CC: Files (2) ✓

Mr. Niemi

Mr. Tallamy

Mr. Cunningham

Mr. Booth

Legis

Lands

Contracts

Gen Counsel

Chron

Hand carried 12-16-59

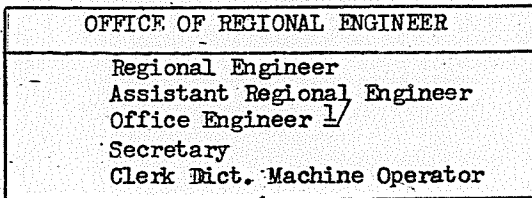
FUNCTIONAL ORGANIZATION CHART

Note: Area Engineers for the Anchorage and Fairbanks Districts would be resident at Anchorage and Fairbanks, respectively.

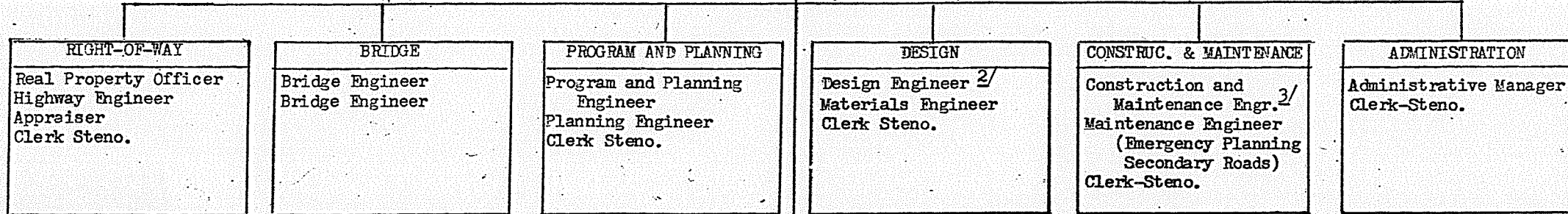
Recommended by:

Assistant Commissioner for Administration

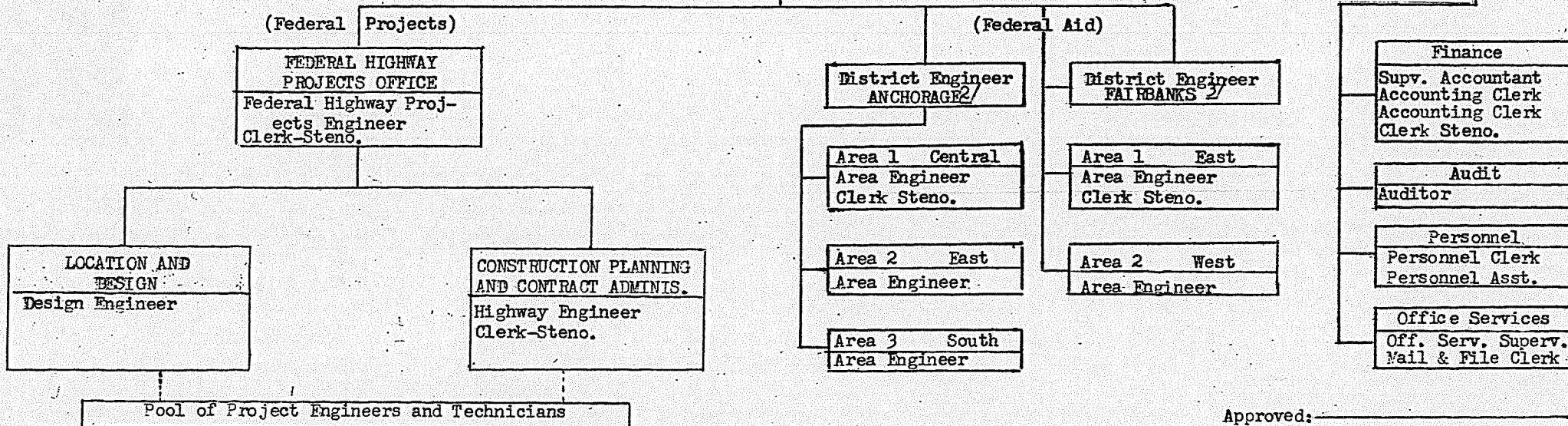
Date: November 19, 1959



(STAFF)



(OPERATIONS)



^{1/} Serves in the dual capacity of Area Engineer for Federal-aid work in Juneau area.
^{2/} Serves in the dual capacity of Design Engineer and District Engineer for Anchorage District
^{3/} Serves in the dual capacity of Const'n and Maint. Eng'r and District Engineer for Fairbanks District
All of the above are resident at the Regional Headquarters Office.

Approved: _____
Deputy Commissioner
Date: _____

RG 30, Bur. of Public Roads
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Box 1128

BUREAU OF PUBLIC ROADS

Mr. J. Mauro

647

Alaska

Jan

Mr. E. J. Martin

December 14, 1959

C. E. Westergren

24-72

Organization and Functions - Alaska

There follow comments on the findings and recommendations relating to the organization and functions in Alaska based on a survey conducted during the period November 9-20, 1959.

The present organization structure was established in September 1956 concurrent with the transfer of the Alaska Road Commission to Public Roads and merging it with the Alaska division to form Region 10. Essentially this region functioned in the same manner as a State highway department. At the present time that portion of the work that relates to State activity is performed by Public Roads personnel for the State by contract. The most obvious difference in operations in Alaska from that in other States is the absence of a clearly defined Federal-State relationship.

In the course of the survey consideration was given to the status of the highway program, the progress being made by Alaska in assuming its responsibilities as a State, and problems which may confront both the Federal and State government during the period of transition. The following paragraphs describe these topics in general terms.

Status of the Highway Program

There are 5,425 miles on Federal-aid highway systems in Alaska. Of this amount, some 800 miles have not been constructed. During fiscal years 1961, 1962 and 1963 there will be a total of \$124,500,000 available for highway construction. A portion of this amount, estimated at \$24,500,000, will be used for reconstruction of existing roads. The remainder, or \$100,000,000, is available for new construction. This financing is provided by the Federal-aid apportionment, matched by the State using funds authorized in the Alaska Omnibus Act and one-third of the receipts from gasoline tax. The Federal-aid program for fiscal year 1960 would be about \$40,000,000, or more than three times the previous normal amount. It is estimated that 75 percent of this can be accomplished during the next construction season, which will require postponement of the remainder until fiscal 1961 and 1962.

In addition to the Federal-aid program, there is available some \$3 million annually of Forest Highway funds, and about \$500,000 in connection with work financed by the National Park Service.

(more)

State of Alaska

The organization of the executive and administrative offices, departments and agencies of the State government are prescribed in the "State Organization Act of 1959" which Act defines their powers and duties. In addition to the Office of the Governor the Act provides for the establishment of seventeen Departments. Of these, the Department of Administration and the Department of Public Works are the two with which Public Roads will probably have the most direct contact.

The Department of Administration is responsible, among other things, for the preparation and execution of the budget including a system of periodic allotments for the regulation of expenditures, the keeping of general accounts, and for the operation of centralized purchasing and supply services.

The Department of Public Works is responsible, among other things, for the construction, maintenance and operation of all State highways, ferries, roads, bridges, traffic signs and signals; and for the supervision and maintenance of all State equipment including aircraft, vessels, and automotive and mechanical equipment.

Transitional Problems

These State of Alaska Departments are now in an embryonic stage, both as to staffing and operating procedures. The interpretation of the intent of the Organization Act by the respective Commissioners will have an effect on the manner in which the State will establish a highway organization. For example, the Department of Administration may elect to maintain all of the States accounts centrally, or to assign some of the responsibility for this function to the Department of Public Works. In the latter case, that Department may establish a central accounting system department-wide, or may elect to reassign certain responsibilities to the Director of Highways. Similarly, with respect to the equipment depots, basic decisions are needed before the highway division can resolve its method of operation.

The Bureau of Public Roads must undergo a major change in its operations in Alaska. Most of the functions now being performed will be assumed by the State, perhaps as soon as July 1, 1960. There are, as of November 30, 1959, 806 employees in Region 10. Of these, at least 735 will be separated ultimately. Those employees concerned with surveys, location, and maintenance will probably be employed by the State. Professional employees, principally engineers, will be available for placement elsewhere in Public Roads. A small number of employees will be retained as a nucleus for developing a Federal-aid organization. These will have to be supplemented by additional personnel possessing skills which are now lacking. One of the most serious problems for Public Roads is to arrange for an orderly phasing out of present operations and the assumption of the Federal-aid type of

(more)

activity. The best qualified key personnel are also those who are most likely to find other employment. In the absence of firm offers for future positions in Public Roads these employees will probably leave quite soon and Public Roads will be handicapped in its effort to complete its present commitments. In addition, it is extremely important that everything possible be done to help the State develop an organization and operating procedures, and to turn over to the State the most effective operation possible. This cannot be done by the tag ends of an organization staffed with people whose main concern will be to find another job.

In view of the above, the following conclusions were reached:

1. The highway program in Alaska for at least the next three years will be greatly expanded. The funding for the program has been established as well as the designation of approved routes on which construction will take place.
2. The State government is organizing to assume its responsibilities. The Commissioner of Public Works and the Director of Highways have announced their intention of taking over the highway program as of July 1, 1960.
3. The Department of Public Works and the Bureau of Public Roads have a joint responsibility to affect a transition from Federal to State operations in the most efficient manner possible.

It is recommended, therefore, that:

1. The Bureau of Public Roads take an active interest in the establishment within the Department of Public Works of a Division of Highways which shall have adequate powers, and be suitably equipped and organized, to discharge the duties of the State as required by Title 23, U. S. C. "Highways".

*an
long
range
time*

2. The contract between Public Roads and the State be supplemented to provide for the recruitment and hire of all seasonal employees for the 1960 construction season by Public Roads as Federal employees to be reimbursed by the State; and for the detail of certain professional and administrative employees by Public Roads to the State during calendar year 1960 on a reimbursable basis until such time as the State can recruit a permanent staff.

*Why?
not all
state
employees?*

OK

3. Arrangements be made to detail the Assistant Executive Officer from Region 8 to Region 10 as a Special Assistant to the Regional Engineer to assist that official in solving the problems involved in transition to State operations. In addition, such other Public Roads specialized personnel as may reasonably be made available, whether from the Washington office or from the field, should be detailed to Alaska during the next six months upon the request of the Regional Engineer.

OK

(more)

December 14, 1959

4. Arrangements be made, on an individual basis, to identify positions in Public Roads which can be offered to present employees in Alaska. The effective date of reporting for duty in such positions should be set so that these employees would first complete the assignment in Alaska, but not later than November 30, 1960.

OK

5. The organization chart for Region 10, attached, be approved. This chart would serve as an objective to be achieved by July 1, 1960. It would be subject to review from time to time, but not less than once each year, to determine whether it continues to be the most effective structure for discharging Public Roads responsibilities in Alaska.

Designated - see our memo to Alaska

With respect to the organizational structure proposed above, the following observations may be pertinent. The chart proposed is a quasi Region - Division structure. At this time it is considered to be the most practical approach because:

11

1. The assignment of the State of Alaska to an existing Region would unduly burden such region with the many unusual and complex problems concomitant with the evolution of Statehood.

11

2. Alaska is not contiguous to any other State, therefore, none of the problems of coordinating a national system of highways is present.

11

3. Decision-making must be expedited to the utmost because of the many problems which occur daily, therefore direct communication from Alaska to Washington headquarters is essential.

11

4. With respect to direct construction, assigning responsibility to a Federal Highway Projects Office outside of Alaska is not practical because:

Prior to 1956 direct construction was directed by Region 8 →

a. The assignment of personnel to design work outside of Alaska during off season is undesirable ,

b. The Forest Service has established Alaska as a Region, thus communications are more logical with a responsible organization in Alaska, and

Continued by B.P.O. →

c. The assumption of responsibility by the State for the survey, design and construction of Forest Highways may unduly burden the fledgling highway organization, create a problem for Public Roads with respect to National Park Service work, and aggravate further the problem of placing present Public Roads personnel.

Attachment

C. E. Westergren:blf (12-14-59)
cc: R. E. Olmert

Mr. C. H. Smith
Mr. J. Mauro

Management Branch
Chron. File

Alaska

23-10

DEC 11 1959

Honorable E. L. Bartlett
United States Senate
Washington, D. C.

Dear Senator Bartlett:

Your letter of December 9, addressed to the Federal Highway Administrator, has been received together with copies of correspondence concerning a claim filed by Mr. Karl Nielsen of Homer, Alaska. Mr. Nielsen is seeking to recover the cost of certain work reported to have been necessary because of highway improvements made adjacent to his property.

All details pertaining to the acquisition of rights-of-way and construction of highway projects are taken care of at the field level. Since Mr. Nielsen has brought this matter to the attention of Mr. McQuary of the Bureau of Public Roads at Homer he will no doubt receive a direct reply from Mr. McQuary, from the division engineer or from the regional engineer. However, we are asking the regional engineer for information concerning Mr. Nielsen's claim and upon receipt of his reply we will again communicate with you.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

EEErhart:nk

Control No. PR-5403 ~~12/11~~ (12/11/59)

cc - Files (2)

Federal Hwy. Projs. Div. ✓

Mr. W. J. Niemi (2-cc)?

Mr. B. D. Tallamy ✓

Mr. E. L. Armstrong ✓

CC Unit ?

Mr. Royster ✓

Reader's File ✓

Cleared Through
Administrator's Correspondence Unit

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10-73

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 JOHN C. STANLEY, N.Y.
 JAMES P. EASTLAND, MISS.
 CLAYTON B. LITTLE, ALA.
 JOHN H. HARTLEY, IND.
 JAMES P. O'CONNOR, N.Y.
 EDWARD J. DUFFY, N.J.
 EDWARD J. BROWN, ILL.
 EDWARD J. BROWN, ILL.
 EDWARD J. BROWN, ILL.
 EDWARD J. BROWN, ILL.

United States Senate
 COMMITTEE ON
 INTERSTATE AND FOREIGN COMMERCE

December 9, 1959

Mr. Bertram B. Tallamy,
 Federal Highway Administrator,
 Bureau of Public Roads,
 Department of Commerce,
 Washington 25, D. C.

Dear Mr. Tallamy:

Enclosed is copy of a letter dated November 17
 addressed to Mr. McQuery of the Bureau of Public Roads,
 Homer, Alaska, relative to a claim filed by Mr. Karl
 Nielsen of Homer in connection with commercial property
 he states had to be moved because of road improvement
 in that area. I should imagine that this subject may
 well have been forwarded to Washington for action.

It would be much appreciated if you could advise
 me as to the possibility of Mr. Nielsen's claim being
 paid. He stated that he could not afford the expense
 of the relocation and is in need of the money. Any
 information you can give me will be welcome.

Sincerely yours,

E. L. Bartlett

PR 5203

RG 30, Bur. of Public Roads
 E. L. D., Gen. Corr. - Related Recs., 1955-59
 Box 112B

November 17, 1959
Homer, Alaska

Mr. Frank McQuery
Bureau of Public Roads
Homer, Alaska

Dear Sir:

Due to the encroachment of the improvement on Lake Street, made upon my property, the Karl Nielsen property, as shown on the recorded plat, Carl Sholin Subdivision, I have been forced to move my commercial garage at great inconvenience and expense.

The following is a bill covering the cost of moving and for the land taken:

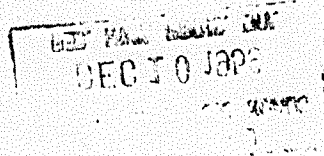
Cost of Moving Building	\$ 950.00
Cost of Gravel Hauled 100 yds. @ \$1.75 a yard	175.00
Cost of Cut Work	30.00
Loss of Rental	60.00
Total	<u>\$1,215.00</u>

Please forward this to the proper authority.

Yours truly,

Karl Nielsen
Box 798
Homer, Alaska

cc: Sen. Bob Bartlett
Sen. Ernest Gruening
Juneau, Alaska



BUREAU OF PUBLIC ROADS

Alaska
A + F - 9

Mr. W. J. Niemi, Regional Engineer
Juneau, Alaska

December 9, 1959

24-22 C. H. Smith, Assistant Chief, Finance Division
Washington, D. C.

Appropriation Codes--Alaska

In order that the Washington office may maintain punch card records which will permit the development of reports on apportionments administered by Public Roads prior to Alaska becoming a State as distinguished from the program activity subsequent to the Alaska Omnibus Act, (Public Law 86-70) it will be necessary to identify activities affecting fiscal year 1960 and prior years, separately from fiscal year 1961 and subsequent years.

To accomplish the required segregation in records special numerical appropriation codes and alphabetical designations for active and new projects involving fiscal year 1960 and prior year apportionments will be used, as follows:

Public Roads Appropriation Code No.	Project Designation 1960 and prior fiscal years	Description
111 6F-HPS	Primary Highways	(1 1/2% Highway Planning Survey)
112 6F	Primary Highways	(Construction)
121 6S-HPS	Secondary Highways	(1 1/2% Highway Planning Survey)
122 6S	Secondary Highways	(Construction)
131 6U-HPS	Urban Highways	(1 1/2% Highway Planning Survey)
132 6U	Urban Highways	(Construction)

Project activities involving fiscal year 1961 and subsequent year apportionments will be coded as previously prescribed.

Action will be taken by Region 10 to change the appropriation code numbers shown on the individual project file folders and the Federal-aid Apportionment records to reflect the new numbers. All documents processed subsequent to December 31, 1959, affecting fiscal year 1960 and prior year apportionments shall be coded in accordance with the above prescribed codes.

Action will be initiated by the Washington Office to effect the changes in the punch card project records for fiscal year 1960 and prior year apportionments as of the close of business, December 31, 1959, by means of a mechanical (gang-punch) process.

A revised page 6E-54, Section E, Chapter 6 of the Accounting Systems Manual will be issued in support of these changes.

KDE:am/meb ✓ cc: Mr. R. E. Olmert ✓ Mr. E. J. Martin ✓ Mr. C. E. Westergren ✓
 JH ✓ Mr. D. Beach ✓ Mr. T. Cook ✓ Mrs. C. Deatherage ✓
 JWF ✓ Mr. J. W. Frank ✓ Mr. P. S. Shinn ✓ Mr. H. G. Guinivan ✓
 Files (2) ✓ Chron File ✓ Mr. E. DeFreitas ✓
 Reading Files ✓

12/11/59
8:10

Delivered by memo to Mr Beach ✓

Alaska

23-10

DEC 8 1959

Honorable E. L. Bartlett
United States Senate
Washington, D. C.

Dear Senator Bartlett:

Mr. John R. Francis' letter to you, dated November 2, 1959, handed by you to Mr. Hest recently in Juneau, has been forwarded to this office for reply.

The situation referred to remains unchanged from that described to you in our letter of September 25, 1959. It was not the intention in that letter to state that ditch cleaning operations had been carried on continuously from Mile Post 330 toward Fairbanks. Only the worst sections were cleaned at that time and the operation was moved to the Big Bend area, it being considered the most critical. The sections not cleaned out between Big Bend and Kilsen Air Force Base are scheduled for work next season. Upon completion of the drainage correction, work will begin on restricting all private access across the right-of-way to the standard driveway widths.

In the Big Bend area curbs and gutters will have to be installed at some future date if business continues to expand as it has in the past. The objectionable ditch will then be eliminated but the business places will still be permitted only limited access, the same as at present. Extensive curb and gutter construction, however, is not fully justified at this time.

Regarding the opinion of Mr. Francis as to the need for drainage at Big Bend, our engineers have given this a great deal of study and believe the culverts are necessary to properly protect the highway.

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

- 2 -

We hope that this information is sufficient to clarify the situation to your satisfaction. If we can be of any further assistance please do not hesitate to request it.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

ESR
W.J. Niemi:EEE:nk Control No. PR-5385 (12/7/59) See PR-5012 dated 9/24/59
cc - Files (2) ✓
Federal Hwy. Projs. Div. ✓
Mr. W. J. Niemi (2-cc) ✓
Mr. E. L. Armstrong ✓

Mr. B. D. Tallamy ✓
CC Unit. ✓
Mr. Royster ✓

READIER FILES ✓

12-8-59

RH

Cleared Through
Administrator's Correspondence Unit

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