

ALASKA DISTRICT, REAL PROPERTY

PAGE 4

GRAVEL PIT SITE - MILE 6.7 CORDOVA HIGHWAY, CORDOVA, ALASKA

Located adjacent to Station 352, Cordova Highway, approximately 6.7 miles east of the city limits of Cordova, Alaska, containing approximately 6.24 acres. Occupied under Special Use Permit issued by the U. S. Forest Service dated May 10, 1938.

GRAVEL PIT SITE - MILE 12.3 GLACIER HIGHWAY, JUNEAU, ALASKA

Located adjacent to Station 540, Section "A", Glacier Highway, approximately 12.3 miles north of city limits, containing approx. 4.5 acres. Occupied under Executive Order dated May 27, 1926.

MAINTENANCE SITE - MILE 13, GLACIER HIGHWAY, JUNEAU, ALASKA

Located adjacent to Station 610, Section "A", Glacier Highway, approximately 13 miles north of city limits, containing approx. 19.52 acres. Occupied under Executive Order dated May 7, 1940.

MAINTENANCE WAREHOUSE SITE - MILE 11, GLACIER HIGHWAY, JUNEAU, ALASKA

Located on Lots "I" and "II", Forest Service Pederson Hill Group, adjacent to Mile 11, Section "D", Glacier Highway, under U. S. Forest Service Special Use Permit, containing approximately 7.66 acres.

BUILDING "WB" - Frame Oil House on Skids, 12'x24'
 BUILDING "WC" - Frame Tool House on Skids, 12'x30'
 BUILDING "WD" - Frame Tool House on Skids, 12'x30'
 BUILDING "WE" - Frame Storage Shed and Blacksmith Shop, 20'x50'
 BUILDING "WF" - Frame Storage Shed w/concrete floor, 20'x50'
 BUILDING "WG" - Frame Storage Shed, 20'x50'
 BUILDING "WH" - Frame Storage Shed, 20'x50'
 BUILDING "WK" - Frame Shop and Storage Shed, 51'x40'

MAINTENANCE WAREHOUSE SITE - SITKA, ALASKA

Located adjacent to Station 70, Section "C", Sitka Highway, containing approximately 1.8 acres., part of U. S. Survey 500, purchased from War Assets Administration, June 1948.

BUILDING "BL" - Frame Warehouse & Shop, 38'x45' with 26'x60' addition.

MAINTENANCE WAREHOUSE SITE - PETERSBURG, ALASKA

Located opposite Station 36, Section "A", Mitkof Highway, approx. 200'x247'. Portion of U. S. Survey 285 and covered by Right-of-Way Deed (Easement) dated December 4, 1936, on file in Alaska District Office.

(Continued)

ALASKA DISTRICT, REAL PROPERTY
PAGE 5

BUILDING "BM" - Frame Oil House, 10'x12'
BUILDING "BN" - Frame Truck Storage Shed, 28'x56'
BUILDING "BP" - Frame Warehouse and Shop, 24'x50'

MAINTENANCE WAREHOUSE SITE - WRANGELL, ALASKA

Located on Lot 10, Block 83, Townsite of Wrangell, containing approximately 9,674 square feet. Deeded by Town of Wrangell in 1931. Deed and abstract on file in Washington Office.

BUILDING "BR" - Frame Warehouse and Shop, 31'x71'

MAINTENANCE WAREHOUSE SITE - KETCHIKAN, ALASKA

Located at the intersection of Tongass Avenue, and Carlanna Lake Road, City of Ketchikan, Alaska, 200'x100', containing .455 acres. Purchased from Nelson Headley Estate, September 10, 1936. All papers on file in Washington Office.

BUILDING "BT" - Frame Truck Storage Shed, 24'x100'
BUILDING "BU" - Frame Oil House, 10'x10'
BUILDING "BW" - Frame Warehouse and Shop, 24'x52'

MAINTENANCE WAREHOUSE SITE - HYDER, ALASKA

Located opposite Station 471, Salmon River Highway on Lot occupied by permit from the Bridgeport Mining Syndicate, 150'x150'. Leasehold Agreement on file in District Office.

BUILDING "BX" - Frame Bunkhouse, 12'x24'
BUILDING "BY" - Frame Cook House, 14'x24'

MAINTENANCE WAREHOUSE SITE - HYDER, ALASKA

Located opposite Station 33, Salmon River Highway, described as Tract "A" of U. S. Survey 1428, Hyder Townsite, containing 4,956.66 sq. ft. Set aside as Administrative Site for use of Bureau of Public Roads and Forest Service by James A. Ramsay, Trustee for Hyder Townsite, May 13, 1926.

BUILDING "BZ" - Frame Equipment Storage Shed, 24'x36'
BUILDING "CA" - Frame Warehouse and Shop, 30'x70'
with 18'x24' addition.

594

Mr. C. W. Phillips, Chief,
Federal-Aid and Right-of-way Branch

March 9, 1954

F. E. Andrews, Acting Division Engineer
Portland, Oregon
Inventory of Real Property Holdings

Reference is made to Mr. Kaltenbach's memorandum dated January 19, 1954 on the above subject, and we submit the following information for Division 8:

1. Real Property Used by the Bureau

(a) Montana

We have about 1.5 acres of land utilized by our Equipment Depot at Missoula, Montana which is occupied under Special Use Permit from the U. S. Forest Service. Negotiations are now under way to transfer this land to the Bureau from the Forest Service. The new metal building on the above property, which was purchased in 1953, is the property of the Bureau. The building is 40x80 feet, and the bids for the building and the foundation were accepted by the Washington, D. C. Office. However, payments were made by this Division for the building and all improvements and the Division Office has a complete record on file.

(b) Washington

Our Equipment Depot at Vancouver, Washington occupies about 4.6 acres of land which was formerly a part of the Vancouver Barracks, assigned to Bureau use by Sec. 206 of Public Law 105, 81st Congress. The square footage of all buildings is 93,969 at Vancouver.

(c) Idaho

We occupy about 3,215 sq.ft. of storage space in the Forest Service Base Repair Shops in Boise. Estimated charges - \$300 a year.

(d) Oregon
None

(e) Alaska (Buildings carried on Property Account)

Please see attached list, Buildings-Alaska District.

2. Real Property Rented by the Bureau:

The attached Standard Forms 123, except for Alaska District, show the necessary information relative to rented space in the Division. Any changes in the leases are approved by the Division Engineer, but all leases are controlled by the Public Buildings Service of the General Services Administration. We also occupy rent free two small rooms in the Coeur d'Alene Post Office. This occupancy approved by the Assistant Post Master General.

2. Real Property rented by the Bureau, Continued:

Alaska

(a) Juneau:
District Office occupies approximately 2,777 square feet in the Federal and Territorial Building. Rent free.
Design office occupies approximately 1,400 square feet in the Marshall House, 6th & Main Streets. Rental rate \$150.00 per month.

(b) Seward:
General Office occupies approximately 1,288 square feet in the Federal Building. Rental rate \$901.60 per annum plus janitor service at \$9.00 per week.

(c) Ketchikan:
General Office occupies approximately 680 square feet in the Federal Building, rent free.

3. Defense Access Rights-of-way:

(a) Montana
None. All right of way for defense access roads was secured by local authorities, and title to same vested in the County in which the project is located.

(b) Washington
None. The only project on record is access Road DA-W1-3, Kaiser Shipbuilding Access Road in Vancouver, and the right of way has been conveyed to the city of Vancouver.

(c) Idaho
None. All costs were handled in such a way that the title was transferred either to the state or the counties.

(d) Oregon
None. In all instances the title was taken in the name of the state, and in some cases later transferred to cities, counties, and port commissions.

4. Flight Strips

(a) Montana
None. Land for Dell Flight Strip Montana Project FS-1, was acquired by the state in its own name.

(b) Washington
Land for Onak Flight Strip, Washington Project FS-3, was acquired by the United States, and title remains in the United States.

(c) Idaho
Flight strips constructed, none.

(d) Oregon
Two of the Oregon Flight Strips, viz., the Rome Flight Strip, Oregon project FS-2, and the Alkali Lake Flight Strip, Oregon Project FS-4, were constructed on public domain which had been transferred to the State for the purpose under Section 17 of the Federal Highway Act and Section 8 of the Defense

Highway Act of 1941. A third, the Boardman Flight Strip, Oregon Project FS-3, was constructed on land under the jurisdiction of the War Department (our February 15, 1951 memorandum forwarded a request by the Corps of Engineers for relinquishment of the permit under which the Bureau occupies it.) The fourth, being the Aurora Flight Strip, Oregon Project FS-1, was constructed on land acquired by the state in its own name, except for one or two parcels acquired by the United States; title to the various portions remains as acquired.

We have considered that regardless of the status of legal title, the United States owned the flight strips because of having supplied the funds for their purchase. We so advised the Seattle Office of the Civil Aeronautics Administration on February 16, 1950. A memorandum dated January 30, 1951, from Mr. Schnepf to the Administrator of Civil Aeronautics, referred to the ownership of the Boardman Flight Strip as being in the Bureau of Public Roads. A copy of District Engineer Davis' February 15, 1950 memorandum giving further details with respect to the Oregon Flight Strip Projects is attached.

MS
HBS/HH/rw
cc: Stanley
Space

RECEIVED
MAY 13 1959
COMMUNICATIONS SECTION

RS200

DEPT. OF ARMY, AGO
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13 MAY 59 00 01

RADIO SECTION

DEPT. ARMY COMM. EX 56397

BUREAU OF PUBLIC ROADS
WASHINGTON, D.C.

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FM NIEMI BPR JUNEAU ALASKA

TO J C ALLEN ATTN W O'DONOGHUE BPR WASHDC

PRA GRNC

BT

O'Donoghue

UNCLAS RETELS REAL PROPERTY INFORMATION PLEASE DISCONTINUE SEARCH FOR FORMER ARC HOLDINGS. OUR REQUEST NOT INTENDED TO INCLUDE THESE ITEMS. APPRECIATE IMMEDIATE AIRMAIL OF GSA FORMS 1166 REPORTING REAL PROPERTY HOLDINGS IN ALASKA FORMERLY CONTROLLED BY REGION 8 TOGETHER WITH RELATED DESCRIPTIVE DOCUMENTS OR FILES

BT

CFN 1166 8

13/0259Z

RG30, Bur. of Public Roads
E.6D, Gen Corr & Related Recs, 1955-59
Box 1129

12 MAY 1959 12 40 PM '59

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DIRECTOR OF PUBLIC ROADS

MR. B. M. FRENCH
REGIONAL ENGINEER
PORTLAND, OREGON

ATTN: W. H. CLELAND

REGION 10 HAS REQUESTED INFORMATION REGARDING THE BUREAU OWNED REAL PROPERTY IN ALASKA PRIOR TO ABSORBING THE ALASKA ROAD COMMISSION. THIS WOULD BE DURING THE PERIOD WHEN ALASKA WAS A FIELD OFFICE UNDER REGION 8. OUR RECORDS INDICATE THAT IN 1956 WE REPORTED OWNERSHIP IN ALASKA OF THE JUNEAU EQUIPMENT DEPOT, SEWARD EQUIPMENT DEPOT, SITKA EQUIPMENT DEPOT, WRANGELL EQUIPMENT DEPOT, AND KATCHIKAN EQUIPMENT DEPOT. DOES YOUR OFFICE HAVE THE LEGAL INSTRUMENTS COVERING THE ACQUISITION OF THESE PROPERTIES? THESE DOCUMENTS WILL BE REQUIRED TO SUPPORT TRANSFER OF REAL PROPERTY TO THE STATE OF ALASKA AS AND WHEN AUTHORIZED BY CONGRESS. PLEASE WIRE YOUR REPLY.

O'DONOGHUE

WHD'DONOGHUE:ccc
cc: Files
Reader File
Mr. W. H. O'Donoghue ✓

1 1

May 13, 1959 4:50

W. H. O'Donoghue, Chief, Prop. & Ser. Br. 6071

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. & Related Recs, 1955-59
Box 1129

24-62

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CE WAG 16 C-BPR 117

WASHINGTONDC 5-11-59 1554R

W J NIEMI

BUREAU OF PUBLIC ROADS JUNEAU ALASKA

HAVE TALKED WITH PERSONNEL IN ALASKA DIVISION OFFICE OF TERRITORIES DEPARTMENT OF INTERIOR AND ALL AGREE THAT DOCUMENTS COVERING REAL PROPERTY UNDER CUSTODY OF ARC WERE IN ALASKA. BOTH DON MILLER FORMER EXECUTIVE OFFICER AND A F GHIGLIONE FORMER REGIONAL ENGINEER AGREE THAT ALL DEED AND DOCUMENTS WERE KEPT IN VAULT AT ARC HEADQUARTERS IN JUNEAU. BOTH MILLER AND GHIGLIONE INDICATE THAT A FEW YEARS AGO A MR WM B ADAMS GATHERED TOGETHER ALL DOCUMENTS COVERING REAL PROPERTY IN CUSTODY OF ARC IN ALASKA. TO THEIR KNOWLEDGE THESE DOCUMENTS WERE RETAINED IN ALASKA AND WERE TRANSFERRED TO THE BUREAU. PLEASE LET ME HAVE YOUR COMMENTS. WILL PROVIDE FURTHER INFORMATION REGARDING REAL PROPERTY FORMERLY HELD BY REGION 2.

OLONOGHUE BUREAU OF PUBLIC ROADS

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WASHINGTON DC 5-11-59 1333R

W J NIEMI

BUREAU OF PUBLIC ROADS JUNEAU ALASKA

LEGAL INSTRUMENTS COVERING REAL PROPERTY FORMERLY UNDER ARC ARE NOT IN THIS OFFICE. DEPARTMENT OF INTERIOR PERSONNEL BELIEVED INSTRUMENTS TO BE IN ALASKA FILES OF ARC. CHECKING TO SEE IF THEY HAVE BEEN SENT TO RECORDS CENTER. WILL KEEP YOU INFORMED. ARE ANY OF THE LEGAL INSTRUMENTS IN REGION 10 OFFICE?

O'DONOGHUE BUREAU OF PUBLIC ROADS

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BMT1335R

FIRST WD SHUD RD LEGAL

TO

BUREAU OF PUBLIC ROADS
WASHINGTON, D.C.

1959 MAY 6 AM 8 21

XWCA001-WAG WA 06 C-BPR

PP GSA

DE RBEPC 17

P 060207Z

FM MIEMI BPR JUNEAU ALASKA

TO J C ALLEN BPR WASHDC

PRA GRNC

BT

UNCLAS ATTENTION O'DONOGHUE URGENT SEND AIR MAIL COPIES OF
DOCUMENTS FOR ALL LAND IN ALASKA. ALSO COPIES OF CURRENT GSA FORMS
1166 FORMERLY HELD BY REGION 8

BT

CFN 1166 8

06/0225Z MAY RBEPC

Office Services Branch		
	Initial	Copy
O'Donoghue		
McCann		
Arkoian		
Lyons		
Wolfersberger		
Griffin		
File		
Disposal		

RG 30, Bur. of Public Roads
E. G. D., Gen. Corr. & Related Recs. 1955-59
Box 1129

Jim Gardner - Dept. of Com.

John Kerwin - Interior
183-3185

Pub. Domain
(no help)

Could be in Office of Territory
(Files transferred to Archives-Wash.)
Solitor's office

Pub Land Withdrawals
Bur of Land Management
M. Koehler 183-3401

- Seattle Record Center
ARC older files (retired)

✓ (no help) 183-764
George Milner - Alaska Division
Off. of Territories

Bohler - legal - interior

Wm Adams - BPR from ARC
Handled real estate in Alaska for ARC

183-3185
Don Miller - Dept of Interior
Confirmed all land records
Adams - Deal were on file
in scope of ARC office in Juneau

Shiglione -

Deeds kept in vault in ARC
in Juneau. Lot of land bought
by territory.

BUREAU OF PUBLIC ROADS

10-00.1 Mr. William J. Niemi, Regional Engineer
Juneau, Alaska

May 15, 1959

24-60 J. C. Allen, Assistant Commissioner for
Administration, Washington, D. C.

Alaska Omnibus Bill

Your memorandum of May 1, 1959, and attachment regarding purchasing procedure under the Alaska Omnibus Bill (H. R. 6091) has been studied jointly by the Office of the General Counsel and this office. We have concluded that purchasing procedures will continue unaltered until the State of Alaska assumes full operation on or before June 30, 1964. We believe this will be the case regardless of whether we operate under Section 40(b) or 40(c). We will make known this view to the General Counsel of the General Services Administration.

A copy of a recent report to me is attached for your further information.

Attachment

RKHamann/ekf
cc: Files (2)
Mr. Allen
Mr. Guandolo
✓ Mr. O'Donoghue
Clip Copy

BUREAU OF PUBLIC ROADS

Mr. J. C. Allen

May 13, 1959

R. R. Hamann

24-60

Alaska Omnibus Bill

We have discussed the memorandum from the Regional Engineer, Juneau, Alaska, dated May 1, 1959, with the following conclusions:

H.R. 6091, Section 40(b) provides for a continuation of our present services and facilities in Alaska for an interim period at the request of the Governor of Alaska. Under this arrangement, funds would be allocated from the President directly to Public Roads. Operations under this section, therefore, would be essentially federal in character and all procurement and property activities should remain unchanged.

Section 40(c) permits the State of Alaska and Public Roads to enter into a contract on a reimbursable basis for any (or all) of the functions being performed by Public Roads at the time of the transfer of the property involved. As the language reads, however, this arrangement cannot be initiated until the property or functions associated with the particular activity and/or location has been transferred to the State of Alaska. Even though we would be acting as an agent for Alaska and, therefore, not administering funds appropriated to Public Roads, it is believed that we should continue to follow the regular federal procurement practices and comply with the usual requirements governing Federal operations. We are of the opinion that this policy is well-precedented since many government agencies use funds reimbursed to their appropriation by states, municipalities and even private corporations in precisely the same manner as their regularly appropriated funds. Administrative and legal problems will be involved in any attempt to exercise these agency functions in a manner consistent with state highway department practices but not consistent with the normal Federal procurement practices.

In conclusion, we would like to point out that Section 40, in effect, prevents us from contracting with the State of Alaska under paragraph (c) until we have transferred the property associated with the functions for which we wish to contract. If we hope to do a good clean job of transferring the property that is defensible from an accounting standpoint, the earliest it will be possible to transfer all of the property to the State of Alaska will be June 30, 1960. This indicates that during the time that any of the property planned for transfer to Alaska remains in Public Roads ownership, we probably will continue operations under paragraph 40(b) with respect to this particular property.

May 13, 1959

It should also be noted that the language provides opportunity for phasing out gradually. In other words we may, at the request of the Governor, continue service or facilities in Alaska under direct allocation of funds from the President as provided in paragraph (b) and convert gradually to arrangement (c) as physical inventories and reconciliations are completed, location by location or function by function. This process might continue for a year or two until finally our entire physical plant and functions had been transferred to the State and then we would be operating entirely under paragraph (c). We would then continue under contract until June 30, 1964 or earlier depending upon the State's readiness to operate a state highway department independently.

CONCURRENCE:

Joseph Guandola

RRHamann/ekf

cc: Files (2)

Mr. Guandola

Mr. O'Donoghue ✓

Clip Copy

UNITED STATES
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Region 10
Juneau, Alaska

*Repts + Stat
Alaska*

Conditions of Alaskan Highways

QUARTERLY REPORT

April 1, 1959 - July 1, 1959

GENERAL

The annual spring breakup will be in progress during the forthcoming quarter and truck weight and speed restrictions will be in effect over most of the highway system in Alaska during the critical period when frost is leaving the roadbed. Restrictions are based on local conditions prevailing in the various areas and will be held to the minimum consistent with adequate protection for one of the State's most valuable assets.

By way of further explanation of the reasons for the restrictions, it has been determined by actual tests that repeated application of heavy loads during the spring thaw results in pumping of silt through the gravel base. This is a progressive action and unless it is curtailed, eventually results in liquid silt pumping up through the surfacing material and forming a "frost boil." When this has occurred the damage has been done. If loads are kept to a minimum and speed is restricted to reduce impact, this pumping action is minimized. When the frost is out of the ground the sub-base drains and dries out so that it is no longer fluid and it will again support normal loads and speeds.

Areas of possible distress are located by BPR maintenance crews and materials engineers, minimum restrictions determined and posted, and the information disseminated as widely and as rapidly as possible. Enforcement of the restrictions is the responsibility of the State Department of Police. The restrictions vary from no reduction of speed and loading to complete elimination of all truck traffic, depending upon prevailing conditions. Every effort will be made to keep the restricted areas to a minimum in scope and duration and to permit truck traffic whenever and wherever possible. The sole purpose of the restrictions is to prevent costly damage to a highway network that is presently facing serious financial difficulties from a maintenance standpoint.

For those planning to enter Alaska over the Alaska Highway in Canada, information as to highway conditions from the United States border to Dawson Creek may be obtained from the Alberta Motor Association, 9905 101A Avenue, Edmonton, Alberta, and from the B. C. Travel Bureau, Parliament Buildings, Victoria, B. C.

ROAD CONDITIONS

Route No. 1 - Richardson Highway

This route from Valdez, Mile 0, to Fairbanks, Mile 363, is open and is paved for the entire distance. Travelers may still experience

(over)

full winter conditions on Thompson Pass, near Valdez, and in Isabel Pass, between Paxson and Rapids, through the month of April.

Route No. 2 - Alaska Highway

Open from the Canadian boundary, Mile 1221, to Big Delta and the junction with the Richardson Highway, Mile 1428.

Work will begin after the spring thaw on asphaltic surfacing of the only unpaved section of this route between the Canadian Border, Mile 1221, and the present end of paving just east of Tetlin Junction, Mile 1292. Travelers may expect minor delays in negotiating this section after work has begun.

Route No. 3 - Glenn Highway

Open from Anchorage to the Richardson Highway junction near Glennallen, Mile 189, and from Gulkana Junction, Mile 128, on the Richardson Highway, via the Tok cutoff to the Alaska Highway at Tok Junction (Alaska Highway M.P. 1314).

Taylor Highway

This route should be opened for traffic about April 1, to permit movement of freight prior to the spring breakup. Restrictions are usually removed and full loads permitted approximately May 15.

Route No. 4 - Seward-Anchorage Highway

Open from Seward to Anchorage. Travelers are cautioned that serious snowslide hazards may be expected in the Turnagain Arm section during the month of April, especially during the first warm, sunny days. The hazardous areas are posted and some sections may be closed for short periods during avalanche stabilization work and/or removal.

Route No. 5 - Sterling Highway

Open from the junction at Mile 39 on the Seward-Anchorage Highway to its southern terminus at Homer, and to Kenai and Wildwood Station by spur road from Soldotna. All of this route except the section from Soldotna to Homer is paved.

The section from the Homer Airport, through Homer to the community of Anchor River is under contract for reconstruction and travelers may expect some delay in negotiating detours and construction areas. A major portion of this section is being relocated on new alignment and the entire section will be greatly improved in alignment and grade in this reconstruction prior to asphalt surfacing.

Route No. 6 - Steese Highway
This route is present
The remainder of
this route will be open
in 1959

RG30, Bur. of Public Roads
E.G.D., Gen. Corr. & Related Recs, 1955-59
Box 1129

entire section
reconstruction

Route No. 6 - Steese Highway

This route is presently open only from Fairbanks to Chatanika, Mile 31. The remainder of the route, from Chatanika to Circle and Circle Hot Springs, will be opened for traffic approximately May 15. The first three miles of this route are paved and the remainder is gravel surfaced. The section between Mile 3 and the Elliott Highway junction at Fox will be paved early in the summer.

Route No. 7 - Elliott Highway

Open from the Steese Highway junction at Fox to Olnes, Mile 9. The remainder of the route to Livengood will be opened approximately April 15. The entire route is gravel surfaced.

The remaining unconstructed portion of this route between Livengood and Eureka on the Manley Hot Springs road system, is under contract. Through traffic will not be possible or permitted on this section until late fall.

Route No. 8 - Denali Highway

This route from Paxson, Mile 186, on the Richardson Highway, to Cantwell and Mt. McKinley National Park, will be opened for summer travel approximately June 1. This route is gravel surfaced over its entire length.

Route No. 9 - Haines Highway

Open from Haines, Mile 0, to Mile 48 (POL Pump Station No. 2). This route is normally opened by Canadian authorities to through traffic to Haines Junction (Alaska Highway M.P. 1016) between May 15 and June 1. The ferry system between Juneau, Haines and Skagway will commence operations for the summer on May 4, 1959.

E. H. Swick
Regional Engineer