

RG 30 RECORDS OF THE BUREAU OF
PUBLIC ROADS

WASHINGTON OFFICE

GENERAL CORRESPONDENCE AND
RELATED RECORDS, 1912-65.

1955-1959

ALASKA-BRIDGES & STRUCTURES BY NAME 1956-59
THRU
ALASKA FOREST HWYS-GENERAL 1955-56

BOX NO.
1130

HM 1991

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

Alaska Construction

1957-59

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

DATE: June 17, 1958

CROSS REF: Alaska Constr. 3-3

TO: ENFIELD - General Counsel

FROM: GUANDOLO - General Counsel

SUMMARY: Alaska Highway - Refund of Insurance Moneys

Mr. Helmtoller 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. etc.

SEE: ALASKA

REMARKS:

U. S. DEPARTMENT OF COMMERCE

CROSS REFERENCE

☆ U. S. GOVERNMENT PRINTING OFFICE: 1955-332674

FORM CD-113
(11-5-54)

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

Alaska Const 3-5

MAR 25 1960

~~OPERATIONS~~

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

NOTICE OF MODIFICATION — DECISION OF THE SECRETARY

To. Department of Commerce
Bureau of Public Roads

DESCRIPTION OF WORK Grading and drainage of 4.3 miles of the Mendenhall Loop Road between the Glacier Highway and the Mendenhall River and 1.34 miles of the Mendenhall Loop Road Spur. Juneau, Alaska	DATE OF THIS MODIFICATION	MODIFICATION NO.
	March 22, 1960	two
	DECISION NO.	EXPIRES
	U-15,581	May 20, 1960
	COUNTY	STATE
	Juneau	Alaska

Upon review of current data, changes as noted below are hereby directed. The rates in the enumerated wage determination decision, as amended by previous modifications, and as modified herein, are to be considered prevailing (or, in the case of the Federal Airport Act, as the minimum) in accordance with applicable law.

CHANGE:

Carpenters

Per Hour

\$4.75

By direction of the Secretary,

Harold C. Nystrom
Harold C. Nystrom
Acting Solicitor of Labor

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

Alaska Route 3-5

Mr. P. F. Royster

June 5, 1958

C. W. Enfield C. W. ENFIELD

Alaska Labor relations

This is in reply to your note of May 5, 1958, with reference to Mr. Swick's memorandum to you of May 2.

While there is considerable policy material available on work from consultants in the Federal-aid field, there are not, to my knowledge, any policy statements with respect to work of consultants in direct Federal construction. Bureau policy, however, apparently has consistently favored the performance of all preliminary engineering and other work (with the exception of photogrammetry and other subjects mentioned in AM 1-10.3) directly by our own engineering staff. As Mr. Swick points out in the first paragraph of his memorandum, it is not proposed to employ consultants for any normal survey and design work.

With respect to the problems set out in the last two paragraphs of Mr. Swick's memorandum, it is suggested that we maintain in this case an attitude of complete neutrality. What is going on here, apparently, is an organizing drive by the Federation of Technical Engineers, a labor union, in the engineering industry in Alaska. The union is attempting to obtain the active cooperation of Mr. Swick's office in securing names and addresses of firms and employers of persons eligible for membership in the union. There is a definite reason why the unions should not be notified when a call is made for engineering proposals. That is that the Government would then be in the position of actively assisting organizational activities. On the other hand, it would be undesirable to appear to be leaning over the other way. Therefore, it is suggested that Mr. Swick advise the union of his proposed course of action, as outlined in the second paragraph of the May 2 memorandum, but that he do it in such a way that neither the union nor the various consulting firms would be able to point to bias or favoritism on his or our part.

In respect to the last paragraph of Mr. Swick's memorandum and the attached memorandum from Mr. Niemi to files dated April 28, 1958, it might be indicated, in replying to Mr. Swick on this matter, that in case further communications of this type are received it may be pointed out to the union that the Annual Appropriation Acts of the Department of Commerce, as well as all other Government agencies, provide in effect that Federal employees may not belong to organizations which assert the right to strike against

the Government. If the constitution and bylaws of the Federation of Technical Engineers contains language excepting Federal employees from the strike duty ordinarily incumbent on union members, then there would be no objection to organizational activities within Public Roads. Again it is recommended that an attitude of neutrality and lack of favoritism be displayed by our personnel.

GFMcInerny:jek
cc: Files (2)
CWEfield
Contracts
Chron.

A large, stylized handwritten signature in dark ink, appearing to be the initials 'GJM' or similar, written over the typed name 'GFMcInerny'.

(revised) (units) 3-5

DEPARTMENT OF COMMERCE
Bureau of Public Roads
Division No. 8

June 4, 1956

Wage Board Determination

Hourly wage rates for unclassified temporary employees located at Hope, Alaska, for work on the Hope Post construction project, has been developed as follows:

<u>Title</u>	<u>Description of Duties</u>	<u>Rate Per Hour</u>
Laborer	General labor work on construction project, clearing and grubbing, falling of large trees, and assisting with rock drilling work.	\$2.55

The wage determination listed above is in accordance with the prevailing wage rate for the position and area considered and is based on applicable union scale. The rate does not exceed the Bacon-Davis rate for the area.

This rate to be effective June 4, 1956.

APPROVED: *F. E. Andrews*
F. E. ANDREWS
Division Engineer

DATE: June 4, 1956

*Noted
Rec 6/14*

BUREAU OF PUBLIC ROADS

alaska construction 7

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

May 1, 1959

ERIC E. ERHART

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

23-10

In accordance with our memorandum of April 21 relative to special provisions suggested for use in Region 10, we are forwarding herewith comments received from the Physical Research Division, covering Articles 106-3.5 and 200-3.6, quoted as follows:

"The use of A.A.S.H.O. Designation T 180-57 would be suitable for the control of compaction of base courses and embankments composed of coarse-grained aggregate material, such as crushed stone, gravel or sand-gravel, having only a small percentage passing the No. 200 sieve and having no more than slight plasticity.

"However, we feel that A.A.S.H.O. Designation T 99-57 should be used for the control of compaction of embankments composed of fine-grained plastic soils in order to minimize subsequent volume change of over-compacted expansive soils with a later increase of the natural moisture content."

This completes our review of the suggested special provisions.

5/1

lpm

EEErhart:bj

cc: Files (2) ✓

Federal Highway Projects Division
Mr. Royster - Room 814

22-30

BUREAU OF PUBLIC ROADS

MEMORANDUM

Alaska Const 7

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

DATE: October 7, 1958

FROM: G. M. Williams, Assistant Commissioner, Washington, D. C.,
22-30 By: E. L. Erickson, Chief, Bridge Division

SUBJECT: Experimental Paint Project

E. L. ERICKSON

Reference is made to your memorandum of September 4 with copy of "Experimental Paint Project for Sand and Ice Abrasion on Painted Steel". We concur in the proposed experimental project and will appreciate being kept informed through progress reports.

NW
NWMorgan/vls
cc: Files / (2)
Bridge Division
Mr. G. M. Williams
Regional Engineer

Office Memorandum • UNITED STATES GOVERNMENT

TO: Mr. G. M. Williams, Assistant Commissioner for Engineering, Washington, D. C. DATE: September 4, 1958

ATTENTION: Mr. E. L. Erickson, Chief, Bridge Division

FROM: E. H. Swick, Regional Engineer Juneau, Alaska 10

SUBJECT: Experimental Paint Project

Your August 20th memorandum indicates interest in the proposed experimental project on painting of structures in the Alaska area.

Under date of April 8, 1958, this office wrote to Assistant Commission E. H. Holmes, inquiring as to paint which would be resistant to severe abrasion, wet weather conditions, and low temperatures. Under date of April 23, 1958, Harold Allen, Chief of the Physical Research Division, replied to our memorandum and offered suggestions on paint systems for testing. Then on July 31 of this year we wrote to the Steel Structures Painting Council, Pittsburgh, outlining the several paint systems which we intend to use on this experimental project and asking for their recommendations as to preparation of surface and primer, also any comments or suggestions they would care to offer. It was their reply dated August 8 which came to your attention and prompted your August 20 memorandum to us.

Attached is a copy of our September 3 memorandum to Division Engineer Zimmerman in Anchorage and a copy of the statement covering the experimental paint project. We would be pleased to receive your comments on this proposed research project.

In view of your expressed interest, we will send to you each year, through Mr. Holmes' office, a copy of the report prepared on the basis of the annual inspection of test panels and the test areas on the bridge members.

Attachments (2)

*7-20 memo
written by
NWM*

*NWM
10/7/58*

*HW
9/18*

UNITED STATES
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 10
JUNEAU, ALASKA

September 3, 1958

EXPERIMENTAL PAINT PROJECT FOR SAND AND ICE ABRASION ON PAINTED STEEL

PURPOSE

It is desired to conduct tests to determine a paint which will provide the best protection for structural steel exposed to extreme weather conditions, salt air, and abrasion from sand and ice particles carried by winds of high velocity. The seriousness of the problem is evident from experience with directional signs in this area which have been found completely devoid of paint after one year's exposure. Similar denudation has been encountered with red lead on steel piles.

METHOD

Steel panels about 12" x 18" and about 3/16" thick will be used for the tests. These panels will be clamped to the windward side of the Copper River bridge selected for the test with the exception of the control panel, which will be placed on the bridge in a location protected from the wind. For each paint tested five panels will be used.

1. Control panel, to be field checked for condition each year.
2. One year panel.
3. Two year panel.
4. Three year panel.
5. Panel to be left for 10 years or until prior failure, to be field checked for condition each year.

Each paint to be tested will be applied to a section of one of the members of the Copper River bridge at Mile 27 as well as the test panels. Preparation of the surface of test panels 2, 3, and 4 and the bridge members will be wire brushed to clean metal and the paint will be brushed on the panels being painted in the field. Panels 1 and 5 should be sandblasted and spray painted, painting may be done in the shop. Panels 2, 3, and 4 will be brought in to the laboratory at the expiration of the indicated period and checked there for condition and thickness of paint film.

September 3, 1958

Care must be exercised to ensure equal exposure of all test panels and painted bridge members. Severity of abrasion may vary widely with elevation and from one end of the bridge to the other, for example:

Seven paints are suggested for test:

1. 1/16" Asphalt mastic, consisting of coal tar emulsion over coal tar cutback over wash primer.
2. RIW #49 Black over Tockolith.
3. Phenolic paint.
4. Vinyl paint over butaryl wash coat.
5. Epoxy paint over red lead epon resin ester paint.
6. Neoprene paint over neoprene prime coat.
7. Zinc Silicate paint with 2 coats cold Reve solution.

Priming and cure coats should be applied where and as indicated by the directions for use which appear on each container of paint.

ESTIMATED COST

35 panels	@ \$13.00	\$455.00
10 gallons paint and primer	@ \$10.00	100.00
300 man hours @ \$5.00		1,500.00
		\$2,055.00
	Say	\$2,250.00

EXHIBIT 2

Mr. M. C. Zimmerman, Division Engineer
Anchorage, Alaska

September 3, 1958

E. H. Swick, Regional Engineer
Juneau, Alaska

Experimental Paint Project

Attached is a copy of a statement concerning the proposed experimental paint project for sand and ice abrasion on painted steel, also a copy of the invoice for paint to be used on this experimental project. The invoice is dated August 26, 1958.

It is requested that every effort be made to apply the paint to the panels and the structure selected for the test as soon as possible after receipt of the paint from Seattle. Since the application of this paint should be over bare steel sandblasted clean, it is especially important that field wire brushing (which has been determined to be more practicable for the test under field conditions at the Copper River bridge) be done with more than usual care.

We would appreciate being advised when the paint has been received and application to the bridge and test panels has been completed.

A project agreement to be identified as HPS-1(2) is being written to cover this research project.

Attachments

ELPaige:ek

BUREAU OF PUBLIC ROADS

Alaska
~~Files~~
 Const 13-1

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

April 7, 1959

23-10 Paul F. Royster, Assistant Superintendent
 Washington 25, D. C. Paul F. Royster

During Mr. Swick's recent visit to Washington he asked Mr. Erhart to review an assembly of special provisions for which consideration was being given by Region 10 for issuance as "Supplemental Specifications." These Provisions have since been examined by the Federal Highway Projects Division, also by the Standard Specification Branch, Office of Engineering. The following comments have been developed as a result of these studies:

First and of primary importance is our objection to the use of the term "Supplemental Specifications." Supplemental specifications are substantial amendments to the standard specifications approved by the Washington office for use as standards on all projects on a nationwide basis. The proposed specifications, which have been developed for use in Alaska to fit special conditions should be classed as special provisions and used on projects as applicable.

We are also opposed to the development of "Standard Special Provisions" for general application to all projects. By this it is not intended to imply that special conditions should not be recognized nor that we hold to the view that the book of Standard Specifications currently in use (PP-57) can possibly fit all conditions in all areas. We do wish to make the point, however, and voice our objections to the adoption of special provisions for general application.

Following are comments on some of the proposed specifications, considered from the standpoint of application as special provisions:

Meeting Manpower Requirements

Is there sufficient justification for the incorporation of this provision in each contract assembly? Surely all bidders are now sufficiently aware of the services made available by the State Employment Service.

(more)

Submission of Bids

These paragraphs merely emphasize the need for compliance with standard bidding requirements. The continued use of the statement that the "Bureau of Public Roads is greatly concerned with the increasing occurrence of receipt of bids arriving after the time set for the opening" is an indication that this special provision is not fulfilling the intended purpose.

Bituminous Materials

This item is considered satisfactory for inclusion as a special provision in all projects having work which require the use of such materials.

Field Offices

As in the case of the above item, inclusion of a special provision for a field office where necessary, supplementing Article 6.2 of PP-57, should be the procedure.

Article 4.6 - Permafrost

This provision should only be included (as a special provision) on those projects located in areas where permafrost can be anticipated. Permafrost found on projects outside the areas where its existence is common knowledge would appear to be a changed condition and as such would justify adjustment in the contract.

Article 7.5 - Public Convenience and Safety

The amount of subsidiary work, such as watering to alleviate dust conditions, should not be determined by the "opinion of the engineer." Assuming that the amount of this work cannot be reasonably predetermined, provision should be made for payment on a force account basis.

Article 8.7 - Suspension of Work

The intent of this provision, is understood. It is suggested however that it be made a separate paragraph instead of an addition to the first paragraph under Article 8.7 of the Standard Specifications. It is also suggested that the last sentence be deleted from this

article and added to Article 106-3.3(b), since it is a construction specification and should not be included as a general requirement.

Article 102-3.1 - Special Marsh Excavation

While this provision is shown as being an amendment to 102-3.1 we believe that the intention was to include it as an addition to 102-1.3, Classification. Actually only the first and last sentence of the first paragraph should properly be placed under 102-1.3 with the remainder of the first paragraph and the other two paragraphs placed under 102-3.9, Removal of Unsuitable Material.

Article 102-4.1

We assume that the intention is to add this paragraph immediately following 102-4.1(10). This should be so stated.

In a number of instances in the group of specifications under discussion the notation is made "add the following" which in some cases consists of several paragraphs. For clarity and to make it possible to quickly and readily understand the intent of the Special Provision, it is recommended that in each case sequences of the new material be defined.

Article 105-1.1-Overhaul

If the free haul for unclassified excavation is to be changed from 1,000 to 2,000 feet, revisions will also be necessary in 105-4.1 and 105-4.2. It would be less confusing to fix 2,000 feet as the free haul limit for all material paid for under Section 102 (except Borrow Case 2) and under Section 103 (except foundation fill) eliminating station yard haul altogether by deleting the first paragraph on page 51. Revision of the second and third paragraphs on page 51 would also be necessary.

Articles 106-3.5 and 200-3.6 - Connection

The proposed revisions have been referred to the Physical Research Division. When the comments of that office are received we will again communicate with you.

(more)

Article 400-3.5 - Driving Piles

These provisions have been referred to the Bridge Division for comment and will be discussed in a subsequent memorandum.

Article 400-3.11 - Piles in Permafrost

The last sentence should be incorporated in 400-5.1, Payment.

Article 406-2.8 - 3.8 - 3.12

These provisions have been referred to the Bridge Division for further comment.

Article 407-3.1 - Reinforcement for Concrete Structures

We believe that by reference to the "Manual of Recommended Practice for Detailing Reinforced Concrete Highway Structures," by AASHTO it was meant instead to refer to the manual issued by the Concrete Reinforcing Steel Institute. If the last sentence of this provision is to apply consideration should be given to AASHTO Bridge Specifications for 20 and 35 diameter laps.

Section 420 - Structural Steel and Section 430 - Timber Structures

These provisions have been referred to the Bridge Division for comment.

Article 470-1.1 - Dismantling of Existing Bridges

The first sentence implies that all existing bridges are to be removed. Since this will often not be the case, the sentence should be modified.

Article 470-3.1

What is the "applicable section of the VP-57 Specifications?"

Article 470-3.2

Provision should be made for disposal of concrete, stone, metal and other unsalvageable material that cannot be burned.

(more)

Article 470-4.1

The first sentence should be modified to indicate that dismantling of certain bridges is involved and not "all bridges on the project." Reference to maintenance of structures is not considered necessary or appropriate, since the contractor is required, under Article 4.3, Construction and Maintenance of Detours, to keep the road undergoing improvement in satisfactory condition during the entire contract period.

Comment on other items referred to the Bridge and Physical Research Divisions will be forwarded later.

EEH *mo*

EEH/tb
cc: Files (2) ✓
Federal Hwy. Projs. Div.
Mr. M. B. Christensen
Mr. Royster - Room 814

415m

MS

FILES

Proj 7 file

Alaska Const 13-2

Form PR-33A(1)
(4-19-56)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~FINAL~~ FINAL CONSTRUCTION INSPECTION REPORT

Division No. Region 10	Report No. 2	County 1st Judicial Division	State Alaska
Date of inspection 6/12/58	Inspection made by C C Steear, Construction Supt.	Project No. 612-0569	Alaska Rd. Comm.

In company with
Ted Vender Weyst

Description of improvement Reimbursable Construction -- Wood Road, Ketchikan Area
Roadside cleanup and drainage improvements

Contractor name and address
Bureau of Public Roads

Award date 6/22/56	Contract amount \$5000.00	Time allowed not pertinent	Time started not pertinent	Work started 4/22/58
Quality of work Good	Progress of work Fiar	Time elapsed not pertinent %	Work completed 95 %	Est. compl. end of month 100 %

Roadbed (Width _____ Feet o. to o. of shoulders)

Structures over 20-foot span

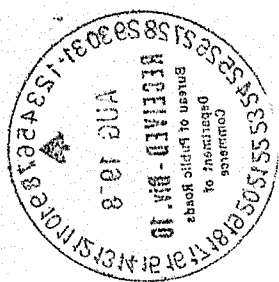
Type	Type code no.	Net length (Miles)	Base-Surfacing			Type	Type code no.	Net length (Miles)
			Thickness		Width (Feet)			
			Edge (Inches)	Center (Inches)				
Y005	Y	.5				None		

Remarks

The construction of this project is substantially complete and acceptance is recommended. The construction work performed is consistent with the general practices used throughout the area and conforms to general plans as outlined in the project authorization.

RJW

AUG 11 1958



9/11/58

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

FILES

Page 7 file

Form PR-33A(1)
(4-19-56)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL ~~AND FINAL~~ CONSTRUCTION INSPECTION REPORT

Division No. Region 10	Report No. 1	County 1st Judicial Division	State Alaska					
Date of inspection 4/22/58	Inspection made by C. C. Stear, Construction Superintendent		Project No. 612-0569 <i>Alaska Rd. Comm</i>					
In company with T. Vander Weyst, Maintenance Foreman								
Description of improvement Reimbursable Construction - Wood Road, Ketchikan Area Roadside cleanup and drainage improvement								
Contractor name and address Bureau of Public Roads								
Award date 6/22/56	Contract amount \$5,000.00	Time allowed Not Pertinent	Time started Not Pertinent	Work started 4/22/58				
Quality of work Good	Progress of work Intermittent	Time elapsed Not Pertinent %	Work completed 20 %	Est. compl. end of month 20 %				
Roadbed (Width <u>18'</u> Feet o. to o. of shoulders)			Structures over 20-foot span					
Type	Type code no.	Net length (Miles)	Base-Surfacing			Type	Type code no.	Net length (Miles)
			Thickness		Width (Feet)			
			Edge (Inches)	Center (Inches)				
Y005	Y	.5						

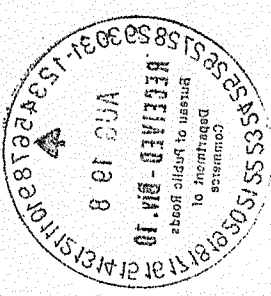
Remarks

The project consisted of the removal of stumps and trees from the immediate shoulder and ditch area.

Original road was constructed as a pioneer road only. No provision was made for disposal of trees and stumps. All original grubbing had been piled along the shoulders adjacent to its original growth.

RGW

AUG 31 1958
 BUREAU OF PUBLIC ROADS



area 9/29/58

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

BUREAU OF PUBLIC ROADS
 U.S. DEPARTMENT OF COMMERCE
 PROJECT NO. 612-0568
 STATE ALASKA
 C.C. STEEN, Const. & Maint. Engineer
 Inspection made by Norman E. Smith
 Date of inspection July 17, 1958
 Region 10
 Report No. 2
 County 1st Judicial Division
 State Alaska
 Project No. 612-0568
 Description of improvement: Culvert Installations and Gutter Improvement
 Contractor name and address: Bureau of Public Roads
 Award date: 6/22/56
 Contract amount: \$5,000.00
 Time allowed: Not pertinent
 Time started: not pertinent
 Work started: not pertinent
 Quality of work: Good
 Progress of work: Completed
 Time elapsed: not pertinent %
 Work completed: 100 %
 Est. compl. end of month: %
 Roadbed (Width 16' Feet o. to o. of shoulders)
 Type 0011 C
 Net length (Miles) 2.2
 Base-Surfacing Thickness: Edge (Inches), Center (Inches), Width (Feet)
 Structures over 20-foot span: Type, Type code no., Net length (Miles)
 None

FILES
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BUREAU OF PUBLIC ROADS
 DEPARTMENT OF COMMERCE

Proj 7 file

Form PR-33A(1)
 (4-19-56)

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

INITIAL AND FINAL CONSTRUCTION INSPECTION REPORT

Division No. Region 10	Report No. 2	County 1st Judicial Division	State Alaska					
Date of inspection July 17, 1958	Inspection made by Norman E. Smith	Project No. 612-0568						
In company with William C. Stilley - Highway Engineer	Description of improvement Culvert Installations and Gutter Improvement							
Contractor name and address Bureau of Public Roads								
Award date 6/22/56	Contract amount \$5,000.00	Time allowed Not pertinent	Time started not pertinent					
Quality of work Good	Progress of work Completed	Time elapsed not pertinent %	Work started not pertinent					
Roadbed (Width 16' Feet o. to o. of shoulders)		Work completed 100 %	Est. compl. end of month %					
Type	Type code no.	Net length (Miles)	Base-Surfacing			Structures over 20-foot span		
			Edge (Inches)	Center (Inches)	Width (Feet)	Type	Type code no.	Net length (Miles)
0011	C	2.2				None		

Remarks
 This work was a reimbursable project on the Sandy Beach Road - Petersburg area. All wooden culverts were replaced with C.M.P. treated with asbestos bonded asphalt. Gutters were deepened and widened. All culvert outlets were opened and cleaned of obstructions.
 The construction of this project is complete and its acceptance is recommended. The construction work performed is consistent with the general practices used in the area and conforms to general plans as outlined in the project authorization.

AUG 21 1958



RJS

AREA
 9/24/58

BUREAU OF PUBLIC ROADS
 CONTRACTOR NAME AND ADDRESS
 CONTACT INSTRUCTIONS AND OTHER IMPROVEMENT
 DESCRIPTION OF IMPROVEMENT
 MATTHEW C. STEAR - HIGHWAY ENGINEER
 IN COMPANY WITH
 JOHN T. 1028
 DATE OF INSPECTION
 BOSTON 10
 DISTRICT NO.
 JOHN E. STEAR, CONVEY. & MAINT. ENGINEER
 INSPECTION MADE BY
 S
 REPORT NO.
 PER DISTRICT DISTRICT
 COUNTY
 DISTRICT NO.
 STATE
 ALASKA

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 FORM PR-33A(1)
 (4-19-56)

INITIAL AND FINAL CONSTRUCTION INSPECTION REPORT

Division No. Region 10	Report No. 2	County 1st Judicial Division	State Alaska					
Date of inspection 6/12/58	Inspection made by C. C. Stear, Construction Superintendent	Project No. 612-0567 Alaska Comm.						
In company with T. Vander Weyst, Maintenance Foreman - R								
Description of improvement Roadside cleanup and Drainage improvement- Roosevelt Drive, Ketchikan								
Contractor name and address Bureau of Public Roads Area								
Award date 6/22/56	Contract amount \$10,270.00	Time allowed Not Pertinent	Time started 6/22/56					
Quality of work Good	Progress of work Intermittent	Time elapsed Not Pertinent %	Work started 6/22/56					
Roadbed (Width _____ Feet o. to o. of shoulders)		Work completed 100 %						
Structures over 20-foot span		Est. compl. end of month 100 %						
Type	Type code no.	Net length (Miles)	Base-Surfacing			Type	Type code no.	Net length (Miles)
			Thickness		Width (Feet)			
			Edge (Inches)	Center (Inches)				
Y005	5	1.4				None		

Remarks

All unsightly trees, stumps, and debris have been burned or otherwise disposed of. The drainage system is now in a good servicable condition.

The construction of this project is complete and acceptance is recommended. The construction work performed is consistant with the general practices used in the area and conform to general plans as outlined in the project authorization.

RJS

AUG 1 1958

RECEIVED - BR-10
BUREAU OF PUBLIC ROADS
U.S. DEPARTMENT OF COMMERCE
AUG 19 58

RA 9/24/58

RG 30, Bur. of Public Roads
 E. 6 D, Gen Corr. + Related Recs, 1955-59
 Box 1130

CONTRACTOR NAME AND ADDRESS: **REGION OF PUBLIC ROADS**
 DESCRIPTION OF IMPROVEMENT: **REIMBURSABLE CONSTRUCTION SUPERINTENDENT**
 IN COMPANY WITH: **L. AUGER MAINTENANCE FOREMAN**
 DATE OF INSPECTION: **2/15/58**
 DISTRICT NO.: **REGION 10**
 INSPECTION MADE BY: **C. C. STEAR**
 BEHALF OF: **S**
 PROJECT NO.: **612-0568**
 STATE: **ALASKA**
 BUREAU OF PUBLIC ROADS
 U.S. DEPARTMENT OF COMMERCE

Form PR-33A(1)
(4-19-56)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL AND FINAL CONSTRUCTION INSPECTION REPORT

Division No. Region 10	Report No. 1	County 1st Judicial Division	State Alaska
Date of inspection 2/5/58	Inspection made by C.C. Stear, Construction Superintendent		Project No. 612-0568 Alaska Rd. Comm.

In company with
Cecil H. Donohue - Maintenance Foreman
 Description of improvement **Reimbursable Construction -- Sandy Beach Road, Petersburg Area**
Culvert Installations and Gutter improvements
 Contractor name and address
Bureau of Public Roads

Award date 6/22/56	Contract amount \$5,000.00	Time allowed Not pertinent	Time started Not pertinent	Work started not pertinent
Quality of work Good	Progress of work Satisfactory	Time elapsed not pertinent%	Work completed 10 %	Est. compl. end of month 10 %

Roadbed (Width 16' Feet o. to o. of shoulders)		Structures over 20-foot span					
Type	Type code no.	Net length (Miles)	Base-Surfacing		Type	Type code no.	Net length (Miles)
			Thickness	Width (Feet)			
			Edge (Inches)	Center (Inches)			
0011	C	2.2					

Remarks
 This was an original CCC constructed road and wooden box culverts were used. These had collapsed and were no longer functioning.
RJA

APR 1 1958



APA 9/29/58

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

FILES

Proj. File.

Form PR-33A(1)
(4-19-56)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL AND FINAL CONSTRUCTION INSPECTION REPORT

Division No. Region 10	Report No. 1	County 1st Judicial Division	State Alaska
Date of inspection 5/16/57	Inspection made by <i>(Signature)</i> C. C. Steear, Construction Superintendent		Project No. 612-0567 <i>Alaska Rd. Comm.</i>

In company with
T. Vander Weyst, Maintenance Foreman

Description of improvement
Roadside cleanup and Drainage improvement - Roosevelt Drive, Ketchikan Area

Contractor name and address
Bureau of Public Roads

Award date 6/22/56	Contract amount \$10,270.00	Time allowed Not Pertinent	Time started 6/22/56	Work started 6/22/56
Quality of work Good	Progress of work Good	Time elapsed Not Pertinent %	Work completed 50 %	Est. compl. end of month Not Pertinent %

Roadbed (Width <u>18'</u> Feet o. to o. of shoulders)					Structures over 20-foot span			
Type	Type code no.	Net length (Miles)	Base-Surfacing			Type	Type code no.	Net length (Miles)
			Thickness		Width (Feet)			
			Edge (Inches)	Center (Inches)				
Y005	Y	1.4				None		

Remarks
This road had been pushed through as a pioneer road only. Stumps and down trees were pushed and piled alongside the road shoulders. Drainage was nonexistent in many places.

Good

AUG 8 1 1958
DIV. OF PUBLIC ROADS



ARA 9/29/58

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

Department of Commerce, Bureau of Public Roads

FILES

DECISION NO.

S-22,382

LAW CODE

DB

DATE OF DECISION

5-15-58

EXPIRES

8-14-58

SUPERSEDES DECISION NO.

DESCRIPTION OF WORK:

Connecting the Anchorage Bureau of Public Roads Depot sanitary sewer system with the City of Anchorage system.

LOCATION (CITY OR OTHER DESCRIPTION)

Anchorage

COUNTY

Third Judicial Division

Alaska 1-Lab.

1-g

2-g

Laborers:

	<u>Per Hour</u>
Building laborers:	
Laborers, building	\$3.81
Tenders, carpenters	3.81
Material Handlers & hook tenders	3.81
Form strippers	3.81
Rigger	3.81
Signal man	3.81
Pneumatic or power tool oper.	3.93
Jackhammer Oper.	3.99
Tenders (plasterers & bricklayers)	4.16
Base & floor machine men	3.88
Clearing and Grading:	
General labor	3.81
Jackhammer & pavement breaker	3.99
Powderman	4.22
High scaler	4.12
Sloper (over 20')	4.12
Dump man	3.81
Rigger	3.81
Signal man	3.81
Pitman	3.81
Wagon driller	4.17
Chuck tender, wagon drill	3.99
Pipelayer, culvert	4.12
Timber fallers	3.94
Brush cutters	3.81
Bushers	3.81
Choker setters	3.81
Chain & other power saws	4.12
Chain saw filer	4.25
Concrete Crew:	
Concrete labor (including vibrator man & power buggy)	3.91
Asphalt Crew:	
General crew	3.81
Rakers	3.94
Tar rubber add 15% to above rates	
Cement or lime dumper or handler:	
Sack or bulk	4.12
Sewers:	
Ditch diggers	3.81
Sewer pipe layers	4.12
Sewer caulkers	4.12
Timberman	4.12
Monolithic workers	3.81
Mason tender & mud mixer	4.10
Steam point or Water Jet:	
Operator	3.94

5/23

Laborers: (cont'd)

	<u>Per Hour</u>
Watermains:	
Ditchdiggers	\$3.81
Stave pipe crew:	
General labor	3.81
Pipe builder	4.12
Bridges, dams, etc.:	
General labor	3.81
Dryer man	3.81
Gunnite operators	4.12
Sandblaster	4.12
Sandblast pot tender	3.81
Tunnels:	
Miners	4.17
Miners, shafts & raises	4.22
Powdermen	4.34
Re-timbermen	4.17
Chuck tender	3.94
Muckers & laborers	3.89
Drakemen	3.81
Nippers	3.89
Topman & bull gang	3.81
Maintenance men	4.12
Monolithic Crew (Tunnels):	
All monolithic workers	4.12
Leveemen	3.81

Alaska-1-PRO
1-h
2-h

	Per Hour		Per Hour
Power equipment operators:		Power equipment operators: (cont'd)	
Batch plants	4.31	Mixers: (cont'd)	
Bulldozers, all	4.47	Other than paving	4.31
Cableways	4.47	Paving	4.47
Cement hogs	4.47	Paving dual	4.62
Compressors:		Motor patrol graders	4.39
Excavating	4.21	Mucking machines	4.70
Steel erection	4.49	Oil distributors	4.06
Cranes:		Oilers and/or firemen	3.90
"A" frame trucks, single power drums	4.39	Piledriver engineers	4.21
"A" frame trucks, double power drums	4.75	Post hole diggers, mechanical	4.29
Crawler & truck type, floating locomotive, 3 yds. and under	4.75	Power plant operators:	
Crawler & truck type, floating locomotive, over 3 yds.	5.08	Under 300 KW	4.39
Hydralifts	4.75	300 KW and over	4.75
Hyster cat cranes & attachments	4.75	Pumps:	
Crusher, rock	4.39	Fuller Kenyon	4.34
Derricks, all	4.70	Pumpcrete	4.34
Drilling machines, core, cable, rotary & exploration	4.70	Water	4.16
Finishing machine, concrete paving	4.89	Rollers:	
Firemen, hot plant, only	4.06	On plant or road mix materials	4.34
Hoists and towermobiles	4.39	Other than plant or road mix	4.06
Hoists on steel erection	4.49	Scrapers:	
Loaders:		Carryall type, single	4.31
Elevating, - Athey, Harbor Green, and similar types	4.34	Carryall type, tandem	4.49
Elevating, belt type-Euclid & similar types	4.62	Scored man	4.29
Elevating, grader type-Dumor & similar, types	4.52	Shovels:	
Fork lifts or lumber carrier - (on construction job site)	4.29	Crawler & truck type, all attachments, 3 yds. & under	4.75
Overhead and front end-under 2-1/2 yds.	4.34	Crawler & truck type, all attachments, over 3 yds.	5.08
Overhead & front end-2-1/2 yds. and over	4.70	Spreaders-Adnum Jaeger or similar type	4.29
Locomotives:		Tractor, farmall type, less than 50 h.p.	4.09
Dinkey (air, steam & gas) speeders	4.11	Tourapulls, D.W. 10s, 20s, 21s, Euclid scrapers & similar type equipment	4.39
Red or geared engines	4.17	Tranching machines:	
Mechanics, heavy duty	4.39	Under 16 inches	4.34
Mechanics, helpers, heavy-duty shop	3.85	16 inches and over	4.57
Mechanics, light duty	4.06	Master mechanics - \$2.80 per day over shovel scale.	
Mixers:		Operators on underground work, except mucking machines - 10% additional.	
Asphalt	4.24	Power plants under 300 KW or combinations of power units on highway or airfield construction projects or quarry operations.	
Mobile type with hoist combination	4.70		

3

Alaska B-TD

1-g

2-g

Truck Drivers:	Per Hour
Buggymobile	\$4.12
Semi or truck & trailer	4.17
Dumptors	4.17
Dump trucks up to & incl. 5 yds.	3.94
Batch trucks up to & incl. 5 yds.	3.94
Batch trucks over 5 yds.	4.17
Turnowagon or DW-10 when not self-loading	4.35
Dump trucks over 5 yds. to & incl. 12 yds.	4.17
Dump trucks over 12 yds. to & incl. 20 yds.	4.29
End dump eucs, over 9 yds.	4.22
Dump trucks over 20 yds.	4.45
Gravel spreader box oper. on truck	3.82
Greasers, tire service men	3.98
Flat bed, up to 10 tons	3.94
Flat bed, over 10 tons & 6-wheelers	4.17
Hyster operators (handling bulk loose aggregates)	4.12
Dumper carriers	4.12
Lowbed H.D. trailer	4.17
Oil distributor driver	4.17
Ready mix, used exclusively in heavy construction over 3 yds. up to and incl. 5 yds.	4.17
Ready mix, used exclusively in heavy construction 5 yds. or over	4.28

Truck Drivers: (cont'd)	Per Hour
Ready mix, used exclusively in heavy construction up to & incl. 3 yds.	\$3.99
Ready mix, used exclusively in heavy construction over 7 yds.	4.39
Pickup	3.82
Swampers	3.82
Water wagon, semi	4.17
Water wagon	3.94
Winch truck, flat bed, incl. A frame mfg. rating 5 tons & under	3.94
Winch truck, flat bed, incl. "A" frame mfg. rating over 5 tons	4.17
Bull lifts & fork lifts up to & incl. 5 tons	3.94
Bull lifts & fork lifts over 5 tons	4.17
Warehousemen	3.88
Bus operator up to 30 passengers	3.94
Bus operator 30 passengers & over	4.17
Drivers & helpers & warehousemen hauling cement, lime or dynamite 25% additional pay	
Teamsters on underground or tunnel work will receive a 10% additional premium.	

4

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

Decision No. ~~S-22,382~~

Date: ~~5-15-58~~

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

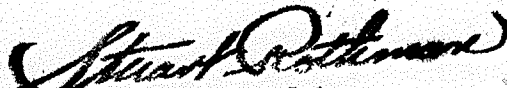
- I DB Davis-Bacon Act, as amended, 40 U. S. C. 276 (a) et seq.
- DB-FAHA Federal Aid Highway Act of 1956, 23 U. S. C. 151 et seq.
- FHA National Housing Act, as amended, 12 U. S. C. 1703 et seq.
- PHA Housing Act of 1949, as amended, 42 U. S. C. 1401 et seq.
- FAA Federal Airport Act of 1946, as amended, 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,


Solicitor of Labor

Attachment

5/7/58

TRANSMITTAL SLIP

C. W. Enfield, General Counsel, Washington D.C.

REF. NO. OR ROOM, BLDG.

FROM: E. H. Swick, Regional Director, Juneau, Alaska

REF. NO. OR ROOM, BLDG.

ACTION

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

COMMENTS: This request is for a wage determination needed for contract work on Anchorage Depot Sanitary Sewer Connection.

GPO: 1957 O - 414035

COMM-DC 969

TERMINATION

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

be paid laborers and mechanics on the work described below.

Form with fields: DATE OF REQUEST (May 7, 1958), ESTIMATED VALUE OF CONTRACT (\$ 20,000), FOR DEPT. OF LABOR USE, DECISION NO., LAW CODE, DATE OF DECISION, EXPIRES, SUPERSEDES DECISION NO.

1 Division

Table with columns: Craft, Per Hour. Lists various crafts like Mason tenders, Pipe layers, Truck driver, etc.

Table with columns: Craft, 1st year, 2d year, 3d year, 4th year. Lists crafts like Air tool op., Asbestos workers, Laborers, etc.

APPRENTICE SCHEDULE

Table with columns: CRAFT, INTERVAL, PERIOD AND RATE* (1ST to 10TH).

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

RG 30, Bur. of Public Roads, E. 6 D, Gen Corr. + Related Recs, 1955-59, Box 1130

CWS

Form PR-33A(1)
(4-19-56)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL AND FINAL CONSTRUCTION INSPECTION REPORT

Division No. Region 10	Report No. Final	County 3rd Judicial Division	State Alaska
Date of inspection 9 December 1957	Inspection made by John M. Cooley, District Engineer		Project No. CPR 10-2 (Valdez)

In company with
Mr. Kasson, Resident Engr. and A. K. MacLean

Description of improvement
New Garage Building

Contractor name and address

Award date 19 Nov. 1956	Contract amount \$141,900.00	Time allowed 215 days	Time started 3 May 1957	Work started 3 May 1957
Quality of work Good	Progress of work Good	Time elapsed 102 %	Work completed 100 %	Est. compl. end of month 100 %

Roadbed (Width _____ Feet o. to o. of shoulders) Structures over 20-foot span

Type	Type code no.	Net length (Miles)	Base-Surfacing			Type	Type code no.	Net length (Miles)
			Thickness		Width (Feet)			
			Edge (Inches)	Center (Inches)				
Construction of New frame building with		80' by 80'	Steel and concrete floor	and metal roof.				

Remarks

1. Project has been completed substantially in conformance with plans and specifications.
2. Date of physical completion - 9 Dec. 1957
3. Date of acceptance - Dec. 9, 1957 by letter dated Dec. 10, 1957 by District Engineer.
4. Calendar days (overrun) 4 days.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DEC 13 3 14 PM 1957

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

ORIGINAL

TERRITORY OF ALASKA

OFFICE OF HIGHWAY ENGINEER

BOX 2073

JUNEAU, ALASKA

ERIC E. ERHART, CHIEF

FEDERAL DOMAIN HIGHWAY DIVISION
WASHINGTON, D. C.

Highway Fund 24-9223

Work Order No. 58-2

Date Feb. 6, 1958

Bureau of Public Roads

This Order No. 58-2 hereby authorizes the ~~Alaska Road Commission~~ to do the following work additional funds for completion of the Eagle River road extension as called for by Work Order No. 57-18

at Anchorage (3rd.Div.) , Alaska, cost not to exceed 1,000.00 Dollars, cost to include direct construction charges and overhead expense directly attributable to this construction. This work shall be accomplished by July 31, 1958 or the work order will become invalid.

Accepted: Department of Commerce
Bureau of Public Roads

By *W. J. Niemi*
Wm. J. Niemi, Assistant Regional Engineer

Territory of Alaska

By *[Signature]*
~~Regional Highway Engineer~~
Commissioner

ERIC E. ERHART, CHIEF
FEDERAL DOMAIN HIGHWAY DIVISION

PR-370
(7-6-55)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

WASHINGTON, D.C.

ALLOTMENT SCHEDULE
FISCAL YEAR 1958

An original and two copies will be submitted to the WASHINGTON OFFICE for allotment requests for all appropriations and activities for which no other form has been prescribed.

Explain requirements on reverse side under "Purpose," and give an explanation of action under "Remarks."

Appropriation 13-2000102 (02)		Division Anchorage District		
Allotment title and period covered		Present allotment	Requested revision	Revised allotment
Project 0040-01 Extension of the Eagle River Road. Reimbursable by the Alaska Highway and Public Works Department. Additional funds for completion of Eagle River Road extension as called for by Work Order No. 57-18. Code: 100-10-10-30-0040-01		12,000	1,000	13,000
Total allotments.....				
Purpose: Explain requirements on reverse side.				
REQUESTED BY: Alaska Highway and Public Works Department				
Signature Frank A. McCall		Request No. Work Order No. 58-2		
Title Consultant		Date February 6, 1958		
FOR USE OF THE BUDGET OFFICE				
Quarter	Original estimate	Quarterly requests	Approved	+ or -
First quarter				
Second quarter				
Third quarter				
Fourth quarter				
Total				
Remarks: Explanation of action on reverse side.				
APPROVED - BUREAU OF PUBLIC ROADS:				
Signature W. J. Miami		Title Assistant Regional Engineer		
APPROVED -				
Signature		Allotment No. 1		
Title		Date February 7, 1958		
Original: <input type="checkbox"/> Division		Copy: <input type="checkbox"/> Accounts Branch <input type="checkbox"/> Budget Branch		

(Continue on reverse side)

USComm-DC 11253

AW
3/3/58

RG 30, Bur. of Public Roads
E. 6 D, Gen Corr. + Related Recs, 1955-59
Box 1130

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION TEN

ERIC E. ERHART, CHIEF
FEDERAL DOMAIN HIGHWAY DIVISION
WASHINGTON, D. C.

February 7, 1958

Reference
Reimbursable Project
No. 100-10-10-30-0040-01

Mr. Frank A. Metcalf
Commissioner
Alaska Highway and Public Works Department
P.O. Box 2073
Juneau, Alaska

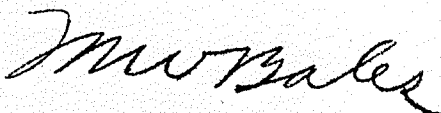
Dear Sir:

Attached is a copy of the allotment schedule for the reimbursable work which was requested by your agency 2/6/58 - W O 58-2 date of request

Please communicate with the Anchorage District Office of the Bureau of Public Roads, when desiring further information concerning this project.

Very truly yours;

E. H. Swick, Regional Engineer
By



M. W. Bales
Administrative Officer

Original: Agency
Duplicate: District
Triplicate: Region 10, Finance

10-331

File

01

U. S. DEPARTMENT OF COMMERCE
Bureau of Public Roads
Region 10

ERIC E. ERHART, CHIEF
FEDERAL DOMAIN HIGHWAY DIVISION
WASHINGTON, D. C.

Date: February 4, 1958

COMPLETION REPORT

Project Number: 100-10-50-30-0040-01

Description: Douglas Island (Ski Bowl)

This project was physically completed on September 19, 1957;
(Date)

[Signature]
District Engineer

Project Cost: \$ 2,369.29

All costs originating within the District have been recorded and are included in the cost reported above.

[Signature]
District Administrative Officer

All obligations for this project have been liquidated, all costs recorded, and funds disbursed in the amount reported above as project cost.

[Signature]
Region 10 Finance Branch

Costs charged against this project have been audited and are correct and proper.

Auditor

10-215
apex
2/1/58