

RG 30 RECORDS OF THE BUREAU OF
PUBLIC ROADS

WASHINGTON OFFICE, *Entry 6*

GENERAL CORRESPONDENCE AND
RELATED RECORDS, 1912-65.

1955-1959

ALASKA FOREST HWYS 1959 PART 1 OF 2
THRU
ALASKA INTERSTATE HWYS 15-16 1957-59

BOX NO.
1131

HM 1991

Alaska - Forest Highway 1957

DEC 1 8 1957

Mr. Frank A. Metcalf
Alaska Highway Commissioner
P. O. Box 2073
Juneau, Alaska

Dear Mr. Metcalf:

This will acknowledge the receipt of your letter of October 31, 1957, to the Secretary of Commerce, urging support of a proposal for appropriation of additional Federal funds for highways and ferries in Alaska. Your letter has been referred to me for reply.

The underlying purpose of the highway program in Alaska for the next year or so is to alleviate the most pressing needs for improvement of existing highways. However, a certain amount of new work is currently programmed and the projects tentatively scheduled to be financed with the Federal-aid funds apportioned to Alaska for fiscal year 1959 provide for a continuation of this phase of the overall program.

You may be assured that the Department of Commerce and the Bureau of Public Roads are cognizant of the importance of highways and highway construction to the development of Alaska and will promote the improvement and construction of highways in Alaska to the greatest possible extent under existing law.

Your interest and the interest of the Alaska Chamber of Commerce in the highway program in Alaska is greatly appreciated.

Sincerely yours,

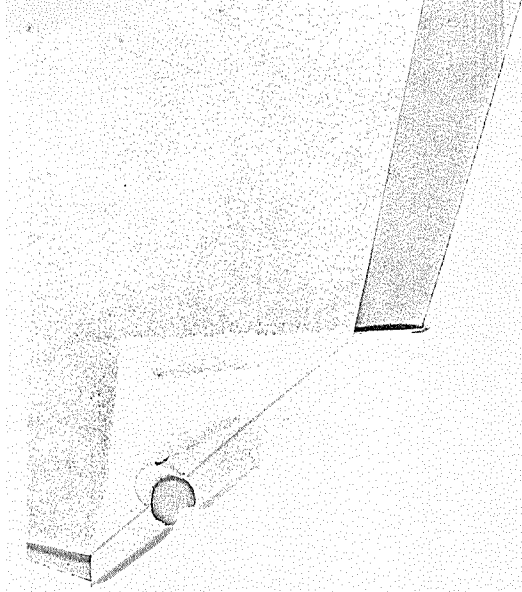
C. D. CURTISS

C. D. Curtiss
Commissioner of Public Roads

MKNicholson/EEE:lga
Control No. (Comm) R (12-16-57)
(BPR) PR-R

cc: Under Secy for Trans
Office of Gen Counsel (Mr. Margolin)
Mr. Tallamy
Mr. Curtiss
Mr. Turner
Mr. Royster (2)
Legal
Files (2)
CC Unit -(Comm)
-(BPR)

RECEIVED
DEC 1 8 1957
1st Div. HWA's Div. Operations



ALASKA HIGHWAY AND PUBLIC WORKS
DEPARTMENT
P. O. Box 2073
Juneau, Alaska

October 31, 1957

Honorable Sinclair Weeks
Secretary of Commerce
Washington, D. C.

Dear Mr. Weeks:

By Public Law 627, 84th Congress, Alaska was included within the framework of the Federal Aid Highway System. The language including Alaska is to be found in Section 107, Title 1.

It is already evident to the undersigned, the Commissioner of the Alaska Highway and Public Works Department, and Members of the Alaska Highway and Public Works Board, that the money allocated to Alaska annually under Public Law 627 will be inadequate to press forward with a program of new road construction in this country--one-fifth the size of the combined 48 States. Most of the funds annually allocated will, apparently, be used for reconstruction and maintenance of existing roads. Too little will be left over for new roads. Our development imperatively demands new road construction, the Alaska Highway System now has only about 4,000 miles. It is apparent that resources cannot be developed, settlement encouraged, and progress had until and unless the road system is pushed out from existing limited arterial highways.

Alaska's needs in this connection are not altogether civilian. We stand in the front line of defense. Defense will be aided, naturally, by more roads. Additionally, we confront the immediate future in troubled spirit because for more than 50 years we have been starved for road funds--with the exception of a few years after World War II.

We are convinced that it is the duty of the federal government to assist us to a more considerable extent during the next few years. We endorse the spirit of the resolution unanimously adopted here in Juneau last week by the Alaska Chamber of Commerce--representing the entire territory. This resolution, copies of which are attached, calls for an additional appropriation by Congress of \$10 million a year for each of the next five years to "get us on the road." Whether the legislative technique suggested by the resolution is appropriate or not, we declare in favor of its substance.

It is our contention that the federal government has an especial duty in reference to Alaska because ours is a territory and more than 99 percent of all the land is owned by the national government; for other reasons too, of which we know you are aware, a territory is pretty much a ward of Washington.

2.

We are sensible of the fact that an endeavor of this kind cannot well prosper without the assistance and active help of the Department of Commerce. We urge you to give such support. Indeed, we should greatly prefer to have the administration send an executive communication to the Congress on this subject rather than to have legislation proposed by our Delegate in Congress.

This letter does not, of course, detail all of our reasons for believing that help of the kind suggested should be given on a temporary basis. It attempts only to outline the problem. We should welcome the opportunity to make a more detailed presentation.

Your reply is eagerly awaited.

Sincerely yours,

FRANK A. METCALF
Alaska Highway Commissioner

cc:Honorable Louis Rothschild
Honorable Bertram Tallamy
Captain C. D. Curtiss
Board Members

COPY

RESOLUTION NO. 2

WHEREAS, the established Federal Aid Highway Program for Alaska is lacking in funds for new construction, and

WHEREAS, the Federal Aid Program, originating in 1916, was established as a law to assist states to connect communities by highways, and such programs stateside have been substantially completed, and

WHEREAS, although Alaska is included in the Amended Federal Aid Act of 1956, it does not make allowances for justified funds to connect major communities by new highways, and

WHEREAS, Alaska being a pioneer area, many miles of highway construction are necessary to put Alaska in the same status as states enjoying Federal Aid as said Amended Act of 1956.

NOW, THEREFORE, be it resolved by the Alaska Chamber of Commerce that the Delegate of Alaska, the Honorable E. L. Bartlett, be petitioned to present to Congress on the first day of its next regular session a bill for an appropriation of Ten Million Dollars (\$10,000,000) for each year for the next five years, totaling Fifty Million Dollars (\$50,000,000), to be designated for new construction only, to include highways and ferry systems throughout Alaska.

22-30

Mr. Erhart
~~W. Erhart~~
C. H. C. Unit

C. M. R.

Clarke 515 etc

Mr. Charles M. Rohda
16027 - 37th, N. E.
Seattle, Washington

Dear Mr. Rohda:

Mr. Louis S. Rothschild has requested us to reply to your letter of November 29 concerning the computation of costs of reinforced concrete and steel bridges.

Because of the many variable conditions in bridge design and construction, empirical rules or formulas would not be sufficiently accurate.

An engineering estimate prepared for the purpose of taking bids and awarding a contract is based on an accurate estimate of the material involved in accordance with the design drawings. There is then developed from best sources of information available, including data from other contract work, estimated unit prices for application to the computed quantities of work as the basis for determining a reasonable figure on the anticipated cost of the undertaking. This figure is used, among other things, to ascertain whether reasonably satisfactory competitive prices have been obtained from the advertisement for bids, whether any bids are unbalanced, whether there may be collusion among bidders and whether it is in the public interest to award a contract to the lowest responsible bidder or to readvertise the work.

The contract is usually awarded to the low bidder. Should the low bid exceed the engineering estimate, all bids may be rejected. We have no general rule as to the amount of overrun which would constitute a reason for rejection. Each case must be individually considered and evaluated on its own merits.

The Bureau has had cases where all bids have been rejected because the bids exceeded the engineer's estimate.

We hope that we have answered your questions to your satisfaction. As you may know, only the total of the engineer's estimate is made public. Detailed unit prices and methods of computation are strictly internal Government record.

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NOV 29 1937
BUREAU OF PUBLIC ROADS
WASHINGTON
MAILED
NOV 29 1937

Bureau of Public Roads
SBLarsen:HRC:MEC:lmc - 12-13-37
Correspondence Control Unit No. 40324
cc - Secretary's Correspondence Unit
Files - 2
Regional Engineer - 2
Mr. B. D. Tallamy

Sincerely yours,
F. C. Turner
Deputy Commissioner and
Chief Engineer

cc - Mr. G. M. Williams
Mr. G. M. Williams
Bridge Division
Mr. Christensen
C. C. Unit

ALASKA FH General /

" FA General

See Resume Book "Stockpiling of Steel Piling" for memo. of November 7, 1957, Curtiss to Swick re: Reference is made to your memo. of 10/23/57 and previous correspondence inquiring into contracting to stockpile approximately ten thousand lineal feet of steel "H" piles at strategic locations throughout the Territory of Alaska.

6046

SEATTLE TIMES

Traffic Diverted As B. C. Span Falls

By Associated Press.

TAYLOR, B. C., Oct. 17.—Left without support when shale crumbled beneath a 25,000-ton anchor block, the north span of the \$4,000,000, 2,200-foot Alaska Highway suspension bridge crashed into the Peace River yesterday.

The collapse cut the main highway to Alaska but traffic—amounting to some 200 to 300 vehicles a day—was rerouted to a small ferry ten miles downstream.

No one was injured, although 3,000 persons watched as the 465-foot section buckled and dropped with a tremendous roar, seven hours after engineers had noted the anchor was sinking.

The bridge is 600 miles north of Vancouver, B. C., and 40 miles northwest of Dawson Creek, B. C., starting point of the highway.

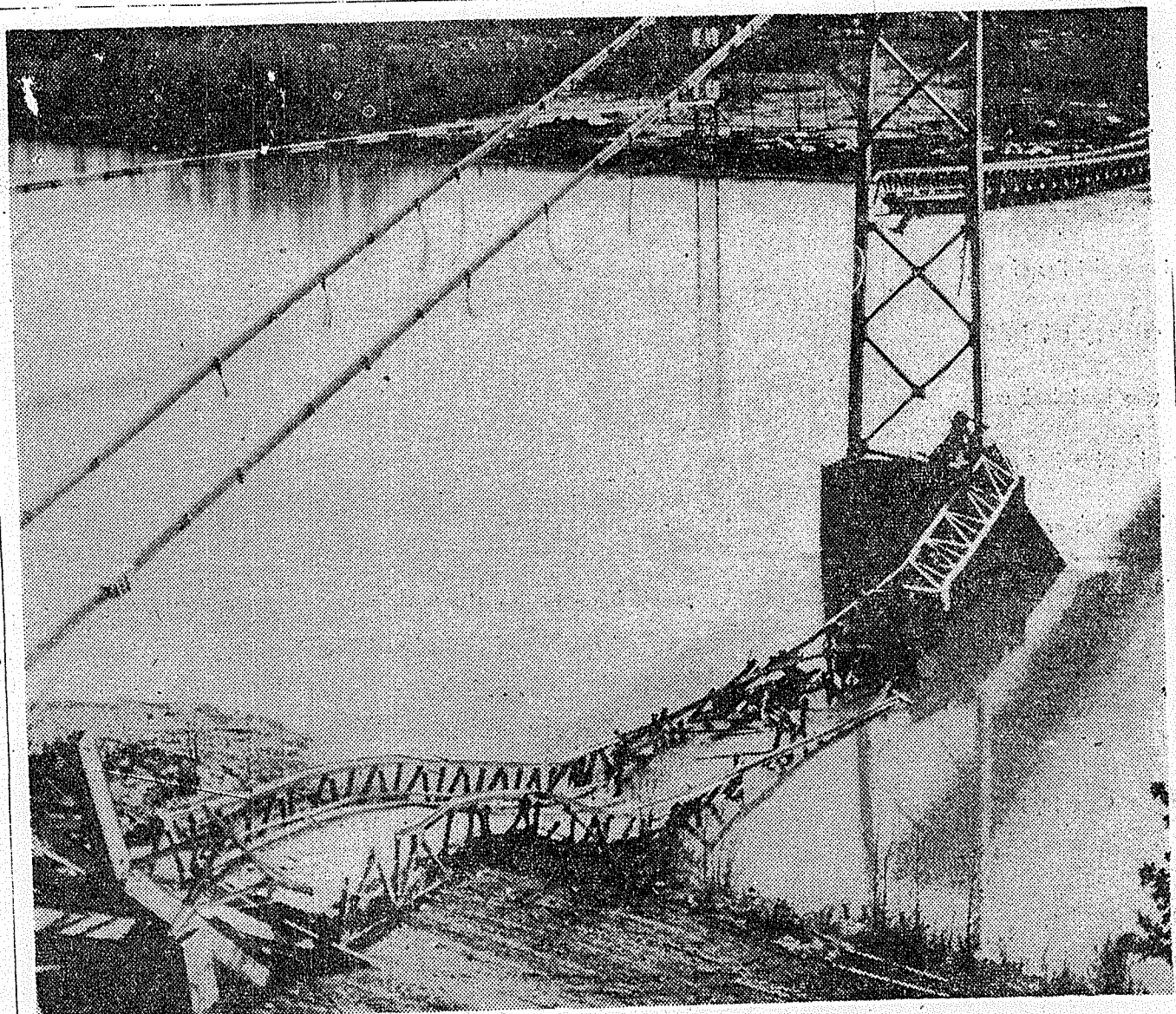
It was feared the center span of the bridge also would give way, as its only supports are two 190-foot cable towers. Engineers said the structure was sagging.

The breakup severed telegraph and telephone lines into the Yukon, but new lines were being strung today.

The structure has given trouble before. A 200-foot section washed out in 1942 and weakened piers were to be repaired in 1948.

FORM CD-14 (10-27-53)		DEPARTMENT OF COMMERCE	DATE
TRANSMITTAL SLIP			10/22-57
TO: Mr. Paul Royster, Asst.	REF. NO. (If any)		Comm.
FROM: Region 10	REF. NO. (If any)		
ACTION			
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE		
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> TAKE APPROPRIATE ACTION		
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input type="checkbox"/> PER YOUR REQUEST		
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> SIGNATURE		
<input type="checkbox"/> PLEASE ANSWER	<input type="checkbox"/> FOR YOUR INFORMATION		
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT		
<input type="checkbox"/> PER OUR CONVERSATION			
COMMENTS:			

COMM-DC-3822



SPAN COLLAPSES: Near Taylor, B. C., yesterday—The north span of the 2,200-foot Peace River Bridge, largest of the 133 bridges along the Alaska Highway, fell be-

cause of insecure footing. Traffic, which averages more than 200 vehicles a day, was rerouted to a ferry.—A. P. wirephoto. (See Page 9 for details.)

DA INTELLIGENCE REPORT <i>(Use this form only in accordance with instructions in SR 380-305-5)</i>		CLASSIFICATION UNCLASSIFIED	COUNTRY REPORTED ON CANADA	ID NUMBER
REPORT NUMBER R-677-57	FROM Arma Ottawa	PREPARED BY L. K. Peterson <i>WMP</i>	SOURCE Local Press	DATE OF REPORT 17 Oct 57
SUBJECT ALASKA HIGHWAY CUT AS BRIDGE COLLAPSES		REFERENCES Msg 123 - 17 Oct 57	EVALUATION -2	DATE OF INFO. 16 Oct 57
SUMMARY				
<p>The Canadian Army stated today that the local press reports of the collapse of the northern 465-foot span of Dufferin Bridge (Peace River Bridge) at Taylor, B.C., were substantially true. The bridge is 40 miles northwest of Dawson Creek, B.C., in the mountainous area. A two-lane 2,200 foot span, its average daily traffic is 200 to 300 cars in addition to trucks hauling supplies and equipment to D.M. line sites.</p> <p>According to the press reports, the north span collapsed on the afternoon of 16 Oct 57 about nine hours after Army engineers halted traffic on the highway, diverting vehicles to a ferry at Clayhurst, 10 miles downstream. Trouble on the span became apparent early in the day when a 25,000 ton anchorage - the part that secured suspension cables - began tilting. It slid about 20 feet, twisting the spans above, before the first section fell. An Army engineer at the scene was reported as saying "the center span could go anytime". The Northwest Highway System, manned by the Canadian Army, maintains the highway and its 133 bridges. The bridge, however, was hauled from Oakland, Calif., and erected by the US Army when it built the highway in 1942.</p> <p>The Northwest Communication System, operated by the Army Signal Corps, is the main land line into the Yukon. Its telegraph lines snapped when the north span fell, along with phone lines into the Yukon.</p>				
APPROVED: <i>WALTER M. SMITH, Col, USA</i>				
NOTE: Reproduction of this document in whole or in part is prohibited, if SECRET or TOP SECRET, except with permission of the issuing office. All requests for authority to reproduce will be directed to the Assistant Chief of Staff, G-2, Department of the Army.		CLASSIFICATION UNCLASSIFIED	NOTE: This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, 50 U.S.C. 31 and 32, as amended. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.	

DA FORM 1048
1 Oct 53

REPLACES GCS FORM 17A, 1 APR 53, WHICH MAY BE USED.
CAUTION - REMOVE PROTECTOR SHEET BEFORE TYPING.

FORM CD-14 (10-27-53)	DEPARTMENT OF COMMERCE	DATE
TRANSMITTAL SLIP		10/22/57
TO: Messrs. <i>Carroll</i> <i>Turner and Reyster</i>	REF. NO. (If any)	
FROM: Eric E. Erhart Room 6036	REF. NO. (If any)	
ACTION		
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE	
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> TAKE APPROPRIATE ACTION	
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input type="checkbox"/> PER YOUR REQUEST	
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> SIGNATURE	
<input type="checkbox"/> PLEASE ANSWER	<input checked="" type="checkbox"/> FOR YOUR INFORMATION	
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT	
<input type="checkbox"/> PER OUR CONVERSATION		
COMMENTS:		
COMM-DC-3822		

09-01

BUREAU OF PUBLIC ROADS

WASHINGTON BPR
Attention: Mr. P. F. Royster
Operations

AIR MAIL

not - AIR MAIL

September 10, 1957

Mr. E. H. Swick, Regional Engineer
Box 1511, Juneau, Alaska

D. C. Harrington, Federal Highway Projects Engineer

K. S. Chamberlain, Regional Engineer
Denver, Colorado

Equipment-Rental Contracts

Through:

D. C. HARRINGTON

M. F. MALONEY

*Alaska Gen'l
9 X Equipment*

As requested in memorandum of August 29, 1957 from Mr. Paul F. Royster, Acting Assistant Commissioner, Washington, D. C., we are enclosing special provisions and a contract assembly for equipment-rental contracts handled by this region. The enclosures include partial special provisions covering work items for the Edgemont Uranium Mines Access Road Project AA-4 in South Dakota and the North Entrance Road, Big Bend National Park, AM-6, Texas. The contract assembly, which includes complete special provisions, bidding blank, contract forms, and bond forms, is for the Riverton-Gas Hills Access Road Project A-AA-1(1) in Wyoming. A set of plans for the last-mentioned project is also enclosed. This project (Riverton-Gas Hills) is the last contract of this type let in this region and contains our latest special provisions for equipment-rental units.

You will note that on all three of the above projects we called for some items of work to be bid at a unit price basis. We advocate this practice particularly on those items which lend themselves to unit construction. Equipment-rental items should be limited only to those operations where intangibles of quantities are involved. We have in the past had contracts on which the Government furnished and installed the corrugated metal culverts. We found this type of operation complicated the project for the reason that it was not always possible to schedule the installation of culverts to permit an uninterrupted operation of grading equipment. You will note that our plans for the equipment-rental type of project are abbreviated to a straight-line diagram annotated with pertinent notes to delineate specific operations. Likewise during construction, staking is limited to centerline horizontal and vertical control and to drainage refinements.

In our opinion the equipment-rental type of operation is the most expedient and economical method of developing low-standard highways. One of the main advantages is in the flexibility of operation. We have constructed several hundreds of miles of roads in this region under this type of operation. We believe these projects compare favorably with work accomplished under more expensive methods of development. We have had favorable reaction from contractors who have bid on these projects, because there are no intangibles involved.

JP

The success of this type of operation is entirely dependent upon the quality of preliminary and construction engineering. In the preliminary phase the engineer must accurately evaluate construction needs in terms of specific equipment and number of hours. Also under this type of contract the project engineer must function as a construction superintendent to attain maximum utilization of the equipment and working force. For this reason he must be above average in construction experience and ability. Progress and results are dependent upon his acumen in regard to acceptance and deployment of equipment and operators. Our one word of caution surrounding this type of operation--do not attempt it unless you have personnel qualified to administer same.

* * * *

Enclosures

cc Washington EPR
Attention Mr. Paul F. Royster
Assistant Commissioner for Operations

EST. DIV. HWY & DIA-Operations
SEP 13 1921
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23-10

BUREAU OF PUBLIC ROADS

x Alaska General
x Equipment

Mr. K. S. Chamberlain, Regional Engineer
Denver 2, Colorado

August 29, 1957

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

Paul F. Royster

Since you have had experience with a number of equipment rental type contracts in your region in connection with development of uranium haul roads for the Atomic Energy Commission, we believe that you are in a good position to advise Mr. Swick regarding this practice for his consideration for use in Alaska.

We therefore suggest that you forward directly to Mr. Swick a few copies of contracts and special provisions as prepared for equipment rental contracts. A discussion of the competition received in bidding, problems in contract administration, and your general observations as to the results achieved and the merits of this form of contract should also be furnished.

The subject of equipment rental contracts has been discussed with Mr. Swick by a representative of the Washington office. He was particularly interested in the steps taken to insure that the equipment furnished was in satisfactory working condition to secure efficient and economical results.

We will greatly appreciate such assistance as you can give Mr. Swick on this subject.

EEErhart:nk

cc - Files (2)
Federal Domain Hys. Div. ✓
Mr. K. S. Chamberlain
Mr. E. H. Swick
Mr. M. B. Christensen
Mrs. Alm - Room 6046

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. E. E. Erhart

DATE: August 26, 1957

FROM : M. B. Christensen
mbc

SUBJECT: Competitive bids for rental of equipment

You were furnished a copy of my memorandum of August 15, 1957, to Mr. Williams on the subject, "Contract and Force Account Construction in Alaska." At the bottom of page 2 of that memorandum, reference is made to consideration being given in Alaska to construction on the basis of competitive bids for rental of equipment with operators by the hour.

When discussing this matter with Mr. Swick and Mr. Niemi in Alaska, I mentioned that a number of uranium access roads in Region 9 had been built within the last few years on the basis of equipment rental contracts. They were interested in obtaining more information about this method of contracting, and I promised to endeavor to furnish them with copies of contracts, special provisions and reports relative to the work done in Region 9. Inasmuch as the administration of construction and maintenance on Alaska projects is now under your supervision, it is suggested that you obtain such information and forward it to Mr. Swick.

It would be helpful if Region 9 could furnish Mr. Swick with a discussion of the relative advantages and disadvantages of this method and the problems encountered. Mr. Swick and Mr. Niemi were particularly interested in developing some means of making certain that equipment furnished to be used on a rental basis is in satisfactory working condition to produce efficiently and economically.

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AUG 28 1957

mbc