

Mr. E. K. Swick

August 5, 1957

- 2 -

CONSTRUCTION

Project S-0131(1) Nome - Teller

Steady progress is being made by our engineers establishing the location of this proposed route. Considerably more modification of the Territorial's 1956 work was required than had originally been anticipated. By the end of this period our crew had reached to the Feather River which is about twenty five to thirty miles from the end of the existing road. The locator's weekly reports will furnish any further details that you maybe interested in.

Project S-0141(1) Nome - Kougarok

Grading activities have advanced about seven miles this period pushing through about seventy per cent of our toughest going. The road was passable at the end of the period to mile 51, if one did not mind driving along the bottom of creeks, across some bumpy road, and over nigger heads.

The contractor has completed all sections up to mile 47 and is in "and dumping" across a soft area between Grouse Creek and Big Creek. He expects to complete the haul to the balance point within the next few days and move into the last section shortly.

All piling has been driven for the Grand Central River Bridge and the bulkheads are now being fabricated. The remaining steel for this bridge was received recently on the season's second boat and is now being moved to the bridge site. It is expected that this bridge will be completed before the end of the next period.

The progress of culvert placement remains our greatest problem on this job. It is hoped that this will be solved when we receive additional equipment from Lost River. The rough water prevented the barges from bringing it down sooner.

MAINTENANCE

Surface blading, graveling, culvert repairs, and bridge repairs constituted the maintenance work accomplished throughout the district this period. Three wooden bridges on the Sunset Road were replaced with culverts as the bridges were unsafe for any equipment larger than a pickup truck and as this road is a portion of the schedule Nome - Teller route construction.

About the middle of the period our gravel crew was organized and raised the grade through our worst snow trap on the Nome Kougarok Road near mile two. Upon completion of this section the crew was moved to the Council Road to begin raising the grade in the lower part of the East Fork of the Solomon River.

Mr. E. H. Swick

August 5, 1957

- 3 -

Immediately after establishing camp the Big Murrrah Road was opened that the miners in Council could haul out the oil from Big Murrrah mine; the approach fill to the Solomon River Bridge was ripped; and a eight foot diameter culvert placed in Shovel Creek. The old Shovel Creek Bridge was winched to one side for future salvage.

Toward the end of the period invitations to bid were circulated among the local people owning large tractors. This invitation requested that a large bulldozer be furnished to assist with the grading of the East Fork of Solomon and Fox Rivers.

Early this period the equipment and materials remaining at Lost River were checked to see if they were worth bringing out as we are short of dump trucks, graders, and bulldozers, it was decided to bring everything out in one load. Arrangements were made with the Lost River watchman to move all equipment to the beach and to salvage what bridge materials he could salvage himself using the tractor. This included most of the bridge crossing Lost River but none of that from Rapid River. The Rapid River Bridge is still all in one piece having been washed downstream approximately two hundred feet and half buried. Should we ever try to activate this road the bridge could be dug out and moved back to its old location with some modifications to prevent a washout reoccurring.

#### GENERAL

1. Considerable delay can be expected for a time submitting all reports and summaries for the new accounting system as we do not as yet have our timekeepers and foreman all thinking along the lines of this new system. The old ARC system, well ingrained in their minds, causes considerable confusion during this transitory stage. Much of the work they would ordinarily do is being done in the district office. We are redelegating this work to them one by one as soon as the opportunity to instruct and to work with them presents itself.

2. B-L-C-K Constructors are progressing very rapidly on the three sites they have contracted to build for the Air Force. They say they are ahead of schedule, the Arvil Mountain Site is almost complete, the one at Tin City is coming along nicely, but the one on Northeast Cape on St. Lawrence Island may cause them some delay - tough weather.

3. Concrete for the walls of the new Federal building is being poured and the contractor expects to have the building completely enclosed before winter sets in.

4. Drilling of the lead silver prospect near Utica has come to a stand still as no one seems to be able to obtain the tools necessary for the drills leased from the Territory. Slets bulldozed down to bed rock and along the hillsides in one direction and about two thousand in the other. To date no drill hole indicated the depth. If this deposit be blocked out the next big problem is transportation.

Mr. E. H. Swick

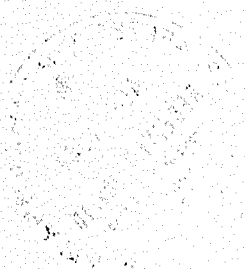
August 5, 1957

- 4 -

5. Geophysical prospecting of anomalies that might contain oil in the Katoel River area has reached the stage where it is now necessary to drill to further prove them. It is planned to move in the first drill rig this fall instead of next year as originally planned - possibly the recent strike on Kenai prompted this.

Very truly yours,

Frank Morris  
District Engineer



EW to Royce 9/23  
Congressman's made's office  
Called 9/17 - Re: someone in  
Dell. going to Alaska.  
wants info.

Filed in Dell

*Alaska**8/9/57***Office Memorandum • UNITED STATES GOVERNMENT***Federal Aid General*TO : Mr. Paul F. Royster, Assistant Commissioner  
for Operations

DATE: August 5, 1957

FROM : G. M. Williams *gmw**EST*

SUBJECT: Federal-aid administrative procedures - Alaska

In July, Messrs. Christensen, Palmer, and Wall of the Office of Engineering visited the Alaska Division to discuss administrative procedures with regard to the Federal-aid funds authorized by the 1956 Act. In accordance with the decision announced at the Commissioner's staff meeting on July 31, the administration of all phases of the Alaska Federal-aid program except for systems and programs are to be handled in Washington by the Office of Operations.

Attached for your use are copies of Mr. Christensen's memoranda as listed pertaining to construction and maintenance matters. Mr. Christensen will review these matters with you or Mr. Erhart if you so desire.

- 8/1/57 Bid guaranty for Federal-aid projects in Alaska
- 8/1/57 Federal-aid procedures in Alaska
- 8/2/57 Approving PS&E and authorizing construction on Federal-aid projects in Alaska
- 8/2/57 Affirmative findings for force account work on Federal-aid projects in Alaska

Mr. Christensen has also sent Mr. Erhart a separate memorandum dated August 1, 1957 discussing Construction Inspection Reports for Alaska projects.

Attachments

*RECEIVED*  
AUG 14 1957  
BUREAU OF PUBLIC ROADS  
WASHINGTON, D. C.

Rayson

Mr. G. M. Williams

August 1, 1957

M. B. Christensen *mbc*

## Bid guaranty for Federal-aid projects in Alaska

You may recall that several weeks ago a situation arose with respect to one of the Alaska Federal-aid projects in which the low bid was not accompanied by a bid guaranty but there was a statement on the bid that a bid bond was being furnished by a bonding company in Seattle. The bid was read and a wire was received from the bonding company some two or three hours after the bids were opened that the bond was executed and was being mailed.

After consulting with Mr. Cunningham, I phoned the Region 10 office that inasmuch as the bid had been opened and read publicly it would be necessary, in accordance with GAO rulings, to waive the technicality of lack of a bid bond and make award to the low bidder, provided that other conditions were satisfactory. This action was taken, but aroused considerable protest from contractors and the AGC offices, and also objections from the Region 10 office that this was contrary to the past policy of the Alaska Road Commission.

PPM 25-5, covering Forest Highway Construction, has since been issued and includes a provision that in future if a bid when opened is found to be not accompanied by the required bid guaranty, it shall not be read nor considered.

While I was in Mr. Swick's office on July 16, bids were opened on another Federal-aid project and a bid, received from the same contractor as was involved in the previous case, was not accompanied by a bid guaranty, but merely by a statement that one would be furnished. Neither Mr. Swick nor Mr. Niemi were present at the time, as they had not yet returned from Anchorage. I advised the Region 10 engineers who were opening the bids that a bid of this character should not be read nor considered, and discussed with them the background for such advice. Action was taken accordingly and the bid returned without being read. No contractors nor any other outside parties were present at the opening. Upon return of Messrs. Swick and Niemi the next day, the situation was explained to them and they were in agreement that the matter was handled correctly.

MBChristensen:lmc  
cc - Mr. Williams ✓  
Mr. Christensen  
Mr. Fish

*Mr. Williams*  
*R. Palmer*

Mr. G. M. Williams

August 1, 1957

M. B. Christensen

*MPC*

## Federal-aid procedures in Alaska

While in Alaska I was impressed with the fact that Mr. Swick is quite definitely in need of some assistance in handling the detailed paper work relative to the various phases of Federal-aid highway projects.

As you know, there is no one in his region other than himself who has had any previous experience with Federal-aid work, and, except for those connected with Mr. Wyler's district office, there is also no one who has had any experience with Forest highway work. As a result, Mr. Swick is under the necessity of personally devoting a substantial part of his time to procedural details that should be handled at a lower level in order to leave him free to devote his full time to the more important work.

You, no doubt, understand that the existing instructions with respect to Federal-aid work in PPM's and GAM's do not fit in all respects the conditions prevailing in Alaska, and practically no written instructions have been given Region 10 with respect to how to handle some of the operations that do not fit the Federal-aid procedures applicable elsewhere. All of the other Federal-aid procedures are based on the principle that there is a State highway department that takes the initiative and performs the original functions with respect to all phases of the work. In Alaska, however, there is no effective Territorial highway department and the members of the Territorial Board of Commissioners have thus far taken little active part in the Federal-aid activities and have exhibited little desire or intent to do so. Consequently, practically all actions must be initiated by the Bureau, and in most cases completed by the Bureau, with no participation by the Territory.

It is recommended that written instructions be prepared and furnished Mr. Swick as soon as possible to cover the details of procedure for all phases of the work from systems to the construction stage. PPM 21-6.4 is already in process of approval to cover the construction stage, and Mr. Palmer and I have in mind definite recommendations to make with respect to the maintenance stage. The instructions should be of such nature that Mr. Swick can turn them over to members of his staff with the expectation that such staff members will be able to take care of the paper work with little or no action by him except to consider and approve the final documents.

(more)

We had some discussions relative to the possibility or advisability of either sending someone to Alaska temporarily or permanently who is already familiar with Federal-aid procedures to assist in this work, or of having someone from the Alaska staff come to the States to serve a period of indoctrination in one of the division offices. Inasmuch as the procedures involved conform to some extent to those used on Federal-aid work and to some extent to those used on Forest highway work, anyone sent from the States who is familiar with only one phase might not be of much help. On the other hand, if someone were to be sent from Alaska to the States for training he should be sent to a division that handles both phases of the work.

In my opinion, it would be better to prepare the written instructions as above proposed and send them to Mr. Swick so that they would be available for reference at any time by those involved in handling the work. I therefore recommend that someone be assigned the task of preparing such instructions as soon as possible. It may be that because of my discussions in Alaska and my knowledge to some extent of both Federal-aid and Forest highway work, I can be helpful in an advisory capacity to whoever is assigned this task.

MBChristensen:lmc

cc - Mr. Williams ✓

Mr. Christensen



*Report*

Mr. G. M. Williams

August 2, 1957

M. B. Christensen *MB*

**Affirmative findings for force account work on Federal-aid projects in Alaska**

Sometime ago the General Counsel's Office rendered an opinion that Section 17a of the 1954 Act does not apply to Federal-aid construction in Alaska performed under direct Bureau supervision. This is the section that requires affirmative findings of public interest to justify performance of construction by other than the contract method based on competitive bidding. The section also requires reports to be rendered to the Public Works Committees of both Houses of Congress regarding such affirmative findings.

PPM 21-6.4, which is now in the process of being finally approved for issuance, covers the construction phase of Federal-aid work in Alaska and includes a statement that Section 17a is not applicable. It does, however, include a provision that findings of public interest should be made to justify departure from the contract method of construction. It is considered advisable to document the records in this respect for administrative reasons.

In discussing the matter with Mr. Swick, he pointed out that frequently his organization is called upon by other Federal agencies, the Territory, cities and private individuals to do small amounts of minor construction work on a reimbursable basis. Such work is not suitable for performance by contract because it generally consists of very light work on short, isolated sections. I suggested to Mr. Swick that it would still be desirable to have the records documented as to the desirability of the performance of the work by force account, but that to simplify paper work there would be no objection to a general finding covering several or all projects of this class. He agreed that the use of a general finding would be satisfactory.

MBChristensen/nc

cc: Mr Williams  
 Mr Christensen  
 Mr Fish

FORM CD-14  
(10-27-53)

DEPARTMENT OF COMMERCE

DATE

8/5

TRANSMITTAL SLIP

TO: E. E. Erhart, Room 6036

REF. NO. (If any)

FROM: BMW

~~REF. NO. (If any)~~

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:

I missed this up before I  
saw it was addressed to  
you - Sorry.

Why not re-submit  
it re: report procedure  
comg - BMW

COMM-DC-3822

*Rayton*

Mr. G. M. Williams

August 2, 1957

M. B. Christensen *MBC*

Approving PS&E and authorizing construction on Federal-aid projects  
in Alaska

Shortly before I left for Alaska, Mr. Cunningham gave me a copy of a proposed form letter to be used in Region 10 in connection with approval of PS&E and authorization to proceed with construction on Federal-aid projects. He suggested that I discuss the letter with Mr. Swick to see whether the form as drafted met with his approval.

Mr. Cunningham had discussed the matter in a preliminary way with Mr. Swick when the letter was in Washington in June.

I discussed the letter as requested and found Mr. Swick considered it satisfactory if such a letter is actually needed. The letter, as drafted, would be addressed to the Territorial Board from the regional engineer advising the Territory that the PS&E for a specific project had been approved and that it was proposed to proceed with construction provided the Territory has no objections to doing so.

As you probably know, Mr. Swick is endeavoring to obtain the active participation of the Territorial Board in the development of programs. As yet he has not been able to arouse much interest in this phase of the work among the commissioners. Assuming, however, that they do take an active part in the programming stage, it would seem obvious that by such action they had automatically given their approval to proceed with the construction as soon as the funds were available, the PS&E were completed, and other conditions were suitable for proceeding. I understand that Mr. Swick has sent some PS&E papers to either the Board or the Territorial engineer for consideration, but that the PS&E had been returned with the comment that they did not have personnel available to review the PS&E and were not interested in doing so.

Under the circumstances, I can see nothing whatsoever to be gained by the additional paper work involved in writing such a letter to the Territory for each individual project. Therefore, unless there is some reason for the letter that does not occur to me and that apparently was not evident to Mr. Swick, I recommend that it not be required.

MBChristensen/nc ✓  
cc: Mr. Williams ✓  
Mr. Christensen

Office Memorandum • UNITED STATES GOVERNMENT

*Alaska Fed Aid General*  
*9/24*  
*Reports file*  
*X Alaska file*

TO : Mr. E. E. Erhart

DATE: August 1, 1957

FROM : M. B. Christensen

SUBJECT: Construction Inspection Reports for Alaska Projects

At the time of the recent visit of Mr. Wall, Mr. Palmer and myself to Alaska there was some discussion with the Region 10 staff relative to procedures to be followed in connection with inspection reports on Federal-aid construction projects.

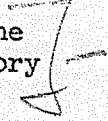
For Federal-aid projects in the States, PPM 20-6 requires initial and final inspection reports on each project with only such intermediate reports as may be considered desirable to call the attention of the Washington office to matters of special interest, except that on projects operating under the Secondary Road Plan only the final inspection report is submitted. For projects constructed under direct Public Roads supervision, paragraph 2a(3) requires inspection during each month of active construction status, and paragraph 4(b) requires that a copy of each such report be submitted to the Washington office.

As you know, Federal-aid construction in Alaska is now being handled under direct Bureau supervision similar to the way in which Forest highway projects are handled. Under the present organizational setup and assignment of functions in Region 10 each district engineer supervises Forest highway projects within his district along with Federal-aid projects. Therefore it is desirable that the procedures for the two classes of projects be the same. Thus far monthly inspections and reports corresponding strictly with the provisions of PPM 20-6 have not been made for Federal-aid projects, and possibly not for Forest highway projects in all cases.

Each district engineer, however, submits to the regional office each month what Mr. Swick termed a "Situation Report" discussing the status and problems relating to all activities in his district including not only construction, but surveys, design, right-of-way, maintenance and administration. In order to prepare these "Situation Reports" it is, of course, essential that sufficient contact be maintained between the district offices and the field activities to report intelligently on the work. In most cases the district engineer or some representative of his office is on each project every few days. In addition, a representative of the regional office visits the projects from time to time as may be thought advisable, but without any set schedule. Under the circumstances, it seems evident that adequate inspection is being performed, and the question remaining for determination is that of reporting on the inspections made.

It was agreed with Mr. Swick and Mr. Niemi that an initial and final inspection report of the type prescribed by PPM 20-6 would be submitted for each Federal-aid project. Mr. Swick also proposed that he send us a copy of each district "Situation Report" each month and reports of special inspections made by representatives of the regional office. It seems to me that if we receive copies of all these reports we would have sufficient information in the

Washington office relative to the construction work so that there would be no need for conforming with the monthly reporting procedures on a project-by-project basis as prescribed by PPM 20-6.

If you are agreeable, I suggest that Mr. Swick be informed that the methods of inspecting and reporting as described above will be satisfactory for all projects in Alaska. 

You will understand that each <sup>situation</sup> report would ordinarily cover all activities and that we would not have a separate report for any Federal-aid or Forest highway project. Arrangements could probably be made for submission of duplicate copies of the report so that one would be available for your division and one for the Construction and Maintenance Division.

BUREAU OF PUBLIC ROADS

Mr. Eric E. Erhart, Chief  
Division of Federal Domain

July 31, 1957

Paul F. Royster, Acting Assistant Commissioner  
for Operations

This is in reply to your memorandum of July 26 asking for clarification of the responsibilities of the Federal Domain Highways Division with respect to work in Alaska.

This morning at a Staff Meeting of the Commissioner it was agreed after considerable discussion that we would continue to have responsibility for all forest highway construction and maintenance, park road construction, access road construction, and other engineering and construction work performed for such agencies as the Forest Service, Territory of Alaska and the Alaska Railroad. In addition, it was decided that all of the construction and maintenance in the Territory of Alaska on Federal-aid highways would be under the direction of the Office of Operations; that is to say, that Engineering would have responsibility for everything in Federal-aid work up to the construction stage.

This will enable us to have charge of the same functional responsibilities with respect to the Federal-Aid System as we have been exercising with respect to forest and park road construction. It will also make it necessary for us to handle a great many claims that are pending on work performed by the old Alaska Road Commission and which will be referred now to our Office for handling rather than to Engineering.

As soon as I can get a memorandum prepared outlining the procedure in Alaska along the lines I have discussed here, I want to have you go over it and then I would hope I might be able to take it along with me when I go up to see Regional Engineer Swick the latter part of this month.

copies made for:  
Mr. Beach  
Mails and Files  
Mr. Lewis (2)

*Alan* *Wm. Book "1957"*

*E. E. Erhart*  
*Chief*

# Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Eric E. Erhart, Chief  
Division of Federal Domain

DATE: July 31, 1957

FROM : Paul F. Royster, Acting Assistant Commissioner  
for Operations

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As soon as I can get a memorandum prepared outlining the procedure in Alaska along the lines I have discussed here, I want to have you go over it and then I would hope I might be able to take it along with me when I go up to see Regional Engineer Swick the latter part of this month.

*Thought you might be interested  
It is not entirely clear whether  
or not we would handle PSE  
and awards.*

*How about  
review of PSE  
Administration*

*Done*

Mr. Paul F. Royster

July 26, 1957

Eric E. Erhart

There is need for clarification of the responsibilities of the Federal Domain Highways Division with respect to work in Alaska. I have been working under the assumption that we would be responsible, at the Washington office level, for all work in Alaska excepting that financed with Federal-aid funds. Other operations in the Territory include:

- Forest Highway construction and maintenance
- Park Road construction
- Access Road construction
- Engineering and construction work performed for others, i. e.
  - Forest Service, Territory of Alaska
  - Alaska Railroad

It is believed that there should be a definition of responsibilities at the Washington office level in order to avoid delays and misunderstandings as to which office is to take action on various matters as received from the field.

It will be appreciated if this subject can be clarified.<sup>r</sup>

EEERhart:mk

cc - Federal Domain Hys. Div.



*Alaska FA Ser.*

Messrs. Paul F. Royster, Assistant Commissioner  
for Operations and G. M. Williams, Assistant  
Commissioner for Engineering

July 31, 1957

P. C. Turner

Administration of Alaska Federal-aid Highway Matters in  
the Washington office

At the staff conference on July 31, there was discussion of how the Alaska Federal-aid highway matters as provided under Section 107 of the Federal-Aid Highway Act of 1956 are to be administered in the Washington Office. The following confirms the decisions which were reached by the staff on July 31.

The Office of Engineering is to administer all actions with regard to Federal-aid systems and programs of projects to be financed with funds authorized under Section 107 of the 1956 Act.

The Office of Operations is to administer all actions with regard to the Federal-aid projects beyond the program stage. This includes maintenance as well as construction on the Federal-aid highway system in Alaska.

The Office of Operations is to administer all actions with regard to carry-over claims on work which was administered by the Alaska Road Commission prior to its transfer to the Bureau of Public Roads in September, 1956.

The Office of Operations will continue to administer all actions with regard to highway work in Alaska financed with Forest Highway or other Federal funds separate and distinct from Federal-aid funds.

Please arrange to conduct your administration of Alaska Highway matters in accordance with the above on and after August 1, 1957.

*Alaska Journal*

Cir. Memo. dated 7/30/57 - Enfield to Asst. Commissioners

Re: FA project agreement, Alaska

FILED in Cir. Memo. Book

*607*  
**AIR MAIL**  
*EFF*  
*ONE*

*Alaska General*

July 29, 1957

10  
Mr. J. M. Honeywell  
Area Administrator  
Bureau of Land Management  
P.O. Box 1481  
Juneau, Alaska

Dear Mr. Honeywell:

Under date of April 26, 1957, the Bureau of Public Roads granted a Permit of Use and Entry to the Fish and Wildlife Service for a parcel of ground, containing 1.38 acres, located in the Bureau Reserve at Glennallen.

We have now received a request from Mr. Rhode, Regional Director, Bureau of Sport Fisheries and Wildlife, for a permanent transfer of jurisdiction over this piece of property by means of a public land order.

The Bureau of Public Roads will interpose no objection to such a transfer and is this date so notifying Mr. Rhode.

Very truly yours,

E. H. Swick  
Regional Engineer

BDStewart/bf

cc: Mr. Rhode  
Washington office  
Valdez Dist.

HIGHWAY ADMINISTRATION  
OFFICE OF THE FEDERAL

1957 JUL 31 PM 5 50

BU OF PUBLIC ROADS

*RECEIVED*  
*July 30 1957*  
*1957*

July 29, 1957

Mr. Clarence J. Rhode  
Regional Director  
Bureau of Sport Fisheries and Wildlife  
P.O. Box 2021  
Juneau, Alaska

Dear Mr. Rhode:

In reply to your request of July 24, 1957, Public Roads has no objection to transfer of jurisdiction over the parcel of land at Glennallen for which you have been granted a Permit of Use and Entry.

As will be noted by the attached copy, we have notified the Bureau of Land Management that we will agree to the transfer.

Very truly yours,

E. H. Swick  
Regional Engineer

Attachment

EDStewart/bf

cc: Valdez w/photocopy Thode ltr.  
Washington w/photocopy Rhode ltr.



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE

REGION 6  
ALASKA

BUREAU OF SPORT FISHERIES AND WILDLIFE  
OFFICE OF THE REGIONAL DIRECTOR  
BOX 2021 - JUNEAU, ALASKA

July 24, 1957

1	A	TO	FILE
2		R. C.	
3		A. R. K.	
4		ADM.	
5		OPER.	
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Mr. W. H. Swick  
Regional Engineer  
Bureau of Public Roads  
P. O. Box 1961  
Juneau, Alaska

Dear Mr. Swick:

Our Central Office has requested us to determine whether your Bureau would have any objection to a public land order which would transfer jurisdiction over the 7.38 acres of land at Glennallen, Alaska, for which you issued us a "Permit of Use and Entry" on April 26, 1957.

I understand from our Mr. Ralston that he previously discussed this matter with Assistant Regional Engineer Wm. J. Niemi who indicated your Bureau would have no objection to a transfer of jurisdiction over this piece of property to the Fish and Wildlife Service.

If the Bureau of Public Roads is agreeable to this transfer, we would appreciate your advising the Bureau of Land Management to this effect. Your favorable consideration in this matter will be appreciated by this Service.

Sincerely yours,

*Clarence J. Rhode*  
CLARENCE J. RHODE - Regional Director  
Bureau of Sport Fisheries and Wildlife

BUREAU OF PUBLIC ROADS

*Alaska General*

Mr. Paul F. Royster

July 26, 1957

Eric E. Erhart

*E. E. Erhart*

*See 7-31 memo  
to Royster, Wms, &  
EEE - Alaska FA.  
General*

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EEErhart:mk

cc - Federal Domain Hwys. Div.

*Perkins*

✓ Alaska FH Gen'l,  
X Forms Gen'l. ✓

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Acting Assistant Commissioner DATE: July 24, 1957  
for Operations, Washington 25, D. C.

FROM : E. H. Swick, Regional Engineer  
Juneau, Alaska *EH*

SUBJECT: Forest Highway Project Status Record - Form PR-37FH

In your memorandum of July 15, 1957, you requested additional information concerning our forms PR-37 submitted July 9, 1957. The route number to be shown for Tee Harbor, Eagle River, Glacier Highway, Account No. 0570-01 should be No. 2. The withdrawal from Account No. 0581 for maintenance on the Juneau district should have shown Route No. 2 and 31 and the correct project account number should have been 0581-05.

*copy of this  
to Beach (from) 8/1/57*

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JUL 26 1957

*noted  
8/1/57*

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

July 15, 1957

*Eric E. Edhart*  
 Paul F. Royster, Acting Assistant Commissioner  
 for Operations, Washington 25, D. C.

Forest Highway Project Status Record - Form FH-37TH

Receipt is acknowledged of subject reports dated July 9, 1957, authorization for survey "Tee Harbor, Eagle River, Glacier Highway", Account No. 0570-01; and authorization for maintenance for Juneau District, Account No. 0581-01.

Withdrawals from any lump fund account should be prepared to include the route number, also the project number when applicable. It will be appreciated if you will furnish us with this information for the above-mentioned documents for clarification and identification.

SJones:mh

cc: Files (2)  
 Federal Domain Hys. Div. ✓  
 Mr. E. H. Swick  
 Mr. D. M. Beach (Program Analysis Br. - Rm. 3001A)  
 Mrs. V. E. Alm

*ONE*



*Alaska F.A. General*

# Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. G. M. Williams, Assistant Commissioner  
Washington, D. C.

DATE: June 17, 1957

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

10

*[Handwritten signature]*

*OME*

SUBJECT: BPR Standard Specifications

*MSL  
Gray  
OME*

22-70

Your memorandum of May 24 discusses the use of new FP-57 specifications and the desirability of holding special provisions to a minimum.

You are correct in your assumption that recent projects using specifications FP-41 were already so far advanced in preparation that to switch to FP-57 would have entailed considerable work and effort. One additional project, S-085(1) Copper River Highway, still refers to FP-41. All future projects will refer to FP-57 with special provisions limited to a minimum and, as far as possible, on a project basis.

We will expect to receive errata sheets when completed.

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JUN 17 1957

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22-70

BUREAU OF PUBLIC ROADS

*Wm E E E. Co*

**AIR MAIL**

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

May 24, 1957

G. M. Williams, Assistant Commissioner  
Washington 25, D. C.

We have noted that applicable specifications for Federal-aid projects in Alaska being received currently make reference to FP-41, the now discontinued Bureau's specification book, with modifications and special provisions.

It is assumed that these projects were in the process of preparation prior to issuance of the new Bureau's standard specification book FP-57. Where any subsequent projects are in preparation to be advertised and let to contract in the future, the FP-41 provisions should be discontinued and the FP-57 utilized. If it is found desirable or necessary to use special provisions in connection with the new book they should be kept to a minimum and limited to a project basis as far as possible.

The preparation of the Federal-aid projects where use of FP-57 and special provisions are concerned, should be kept reasonably consistent for similar usage on Federal-aid projects. If it becomes necessary to develop special provisions that will have rather constant use, we should be advised as to the reason for their use and they should be transmitted for review so that we may ascertain whether they will probably become so generally used that they may affect a future revision of the specification book.

Several errata that have general application are being evaluated. These will be sent to you in the near future for incorporation in proposals where they are applicable.

WDFISH:mhb

cc--Files--(2)

Construction--Mr. Fish  
Mr. E. H. Swick  
Mr. A. C. Clark  
Mr. G. M. Williams  
Mr. E. E. Erhart ✓