

FH. ALASKA - 14
 FH. ALASKA - RTE - 2
 FH. ALASKA - RTE - 7
 FH. ALASKA - 2-A14, H.
 April 16, 1958
 } FH. 7-G
 } FAS. - 0937(3)

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

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

Attached are two copies of the approved Forest highway program, dated March 4, 1958, programing 1959 and prior fiscal years funds for various projects in Alaska.

The work on Route 2 involves the acquisition of right-of-way. Work on Route 2 and Route 7 involves combined Federal-aid secondary and Forest highway funds.

With reference to Route 2, Project 2-All, H4, Glacier Highway, is it intended that the Territory obtain the right-of-way and be reimbursed with Forest highway funds or will the Bureau acquire the right-of-way? The program indicates the latter; however, we find no confirmation of this.

By agreement with the Territory which was executed by Mr. Ghiglieni on February 4, 1957 the Territory will pay certain right-of-way expenses and reimburse the Bureau for other nominal expenses and pay damages where condemnation proceedings are involved. No provision is made in the existing agreement as to who will pay when more than nominal right-of-way costs are necessary and condemnation proceedings are not involved.

Under the conflicting ideas presented in the program as compared with the existing February 4, 1957 agreement we cannot determine here what course of action is contemplated on Project 2-All, H4. It appears that whatever course is taken on acquiring right-of-way for this project (Bureau acquisition or Territory acquisition) a modification of the February 4 agreement will be necessary. The terms of this agreement are very vague as to the Bureau's obligation and the Territory's obligation. Please clarify the procedure contemplated for Project 2-All, H4.

The procedures outlined in PPM 25-3 covers the combining of Forest highway funds with other Federal funds. Some of the wording in this policy and procedure memorandum is not applicable to combined work in Alaska; however, the procedures outlined can with some broad interpretation be construed to be applicable.

(None)

The PR-2 (PR-2B for Alaska) project agreement procedure under paragraph 5 of the policy and procedure memorandum can be used to cover the entire arrangement for Project 2-All, Hh. A statement on the project agreement to the effect that the PR-2B for the project modifies the provisions of the February 4, 1957 agreement insofar as Project 2-All, Hh is concerned, could suffice to modify the existing agreement.

We have partially prepared a Form PR-2B for the combined Project S-0937(3) and FH 7-G. Pertinent information has been typed on the reverse side.

Projects S- and FH 2-All, Hh can be covered by a single PR-2B project agreement as outlined above for Projects S-0937(3) and FH 7-G.

We cannot identify Project 2-All, Hh with an approved Federal-aid secondary program item. If the program has been approved or when it is approved please advise as to the Federal-aid project number in order that we can show it on our copy of the Forest highway program. This number should also be inserted on the copies returned to you. We have marked the Federal-aid secondary project number under Project 7-G. This was identified here as S-0937(3). If this number is incorrect please advise us and correct the copies returned to you prior to distribution to the Territory.

The contract papers for combined projects on Route 2 and Route 7 should carry the combined project number, for example, S-0937(3) and FH 7-G. Also the engineer's estimate should show the combined total quantities for the project with a breakdown at the end showing the participating amounts of Forest highway and Federal-aid funds. The prorated mileage should also be shown on the estimate. The bid schedule should show only the combined quantities with no segregation as to which part is Forest highway or which part is Federal-aid. PR-37 documents should show the segregation of length and funds. (For reference see PPM 25-3.)

We have not stocked any PR-2B forms here and would appreciate your sending us about a dozen blank copies for reference and possible use in connection with your Alaska work.

YGL
Attachments
TLHaskell:tb
cc: Files (2)
Federal Hwy. Projs. Div.
Mr. Royster - Room 6019
4-16-58
AMB

Monthly Transaction No.	Form PR-2B U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Territory of Alaska
Project Report No.	FEDERAL-AID PROJECT AGREEMENT	BPR District No.
		Project No. 5-0937(3) and FH 7-G

The Territory, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and particularly Section 107 of the Federal-Aid Highway Act of 1956, and in the Regulations issued pursuant thereto the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having agreed to proceed with certain work as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project terminal

Power Plant to Blind Slough

Project classification or class work	Effective date of authorization	Approximate length
Preliminary Engineering		
Construction		
Other		

Estimated total cost of project \$ 900.00

Federal funds \$ 450,000 F.A. and \$ 450,000 T.F.

This project is a part of a program of highway construction and maintenance which is financed with Federal and Territorial funds in the ratio of 100 to 10 respectively as provided in Section 107 of the Federal Aid Highway Act of 1956. For convenience of accounting this project will be financed entirely from the Federal funds in said program unless Territorial funds are to be applied, in which case the amount thereof shall be shown separately above.

The work required by this project is to be accomplished under the direct supervision of the Bureau of Public Roads.

TERRITORY OF ALASKA

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
Commissioner, Alaska Highway and
Public Works Department

By _____
Regional Engineer

Date executed by Regional Engineer

(See other side)

August 1957

COMMERCE - Mimeograph Service - Juneau

The projects herein mentioned are being constructed as a combined undertaking jointly financed with \$450,000 Federal-aid secondary funds and \$450,000 Forest highway funds. Funds are to be expended in the following order: (as determined)

It is understood that costs of right-of-way, if any, will be financed with other than Federal funds.

This agreement modifies the provisions of the cooperative agreement dated February 4, 1957, entered into by the Territory and the Bureau, insofar as projects S-0937(3) and F.H. 7-G are affected.

NOTE: variations in above wording to be used when applicable.

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

January 27, 1958

F. C. Turner, Deputy Commissioner
Washington 25, D. C.

Your memorandum to the files, dated January 17, advised of Mr. John LeFevre's visit to your office to discuss the programing of secondary funds to finance further extension of improvements on the Copper River Road.

The position you have taken with regard to Mr. LeFevre's proposals is considered entirely correct. In support of this view please refer to the attached copy of Mr. Infield's memorandum of January 24 to Mr. Royster.

It is hoped that the controversy regarding the programing of secondary funds to the Third Division can be resolved at the February meeting of the Highway Board. The need for improvement of important secondary roads in the Anchorage area should be sufficiently obvious to impress the Board with the desirability of following your recommendations.

PK 1/27

EE

Attachment

EEErhart:tb

cc: Files (2) ✓
Federal Hwy. Projs. Div.
Mr. Royster - Room 6019

1-28-58

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster

DATE: January 24, 1950

FROM : C. W. Enfield

SUBJECT: Alaska Federal-aid Program

Regarding the subject of the attached copy of memorandum of January 17 from Regional Engineer Swick, the situation reported would appear to require cautious handling along the lines indicated by Mr. Swick in view of the situation. Unquestionably, more than ample attention already has been given to advancing construction along the old Copper River Railway line (abandoned).

Understand Mr. John LeFevre, member of the Alaska Highway and Public Works Board, is from the Cordova area and has been pushing hard for road improvements in that area even to the detriment of the program generally. It is noted that he has used a personal approach to Mr. Swick.

Undoubtedly the deferring of action on the \$500,000 of road improvements presently planned in the Anchorage area until the matter is further aired by the Alaska Board will bring forth the needed support to Mr. Swick's position in view of the strength of the Anchorage area. This seems preferable rather than for Mr. Swick to decide on his own responsibility to proceed with the program of projects involved although he clearly has authority to do so under the Act.

Attachment

23-10
10-00

BUREAU OF PUBLIC ROADS

(Alaska) F.H-14
X7.H. Alaska 2-0

Mr. A. F. Ghiglione, Acting Regional Engineer
Juneau, Alaska

February 26, 1957

A. C. Clark, Assistant Commissioner
Washington 25, D. C.

M. B. CHRISTENSEN

Change in Alaska Forest Highway Program

In your memorandum of February 13 you requested advice on the action required to reduce the programmed amount for Alaska Forest Highway Project 2-0 by \$5,000 and returning this amount to the unprogramed balance. If you desire to make this change, it can be accomplished by the submission of a minor program change on Form PR 37-FH in accordance with Policy and Procedure Memorandum 25-1.

Although the program may be revised if you so desire, we do not see any reason why it should be changed at this time. Funds are based on estimated costs and probably the estimate will vary from the bid amount by more than the one percent change proposed. Should the low bid reflect a material difference between the programmed amount and estimate, the Form PR 37-FH providing for construction funds could be used to transfer any excess funds. This would eliminate the preparation of an extra Form PR 37-FH as proposed.

EEC
DMErich: mh
cc: Files (2) ✓
Federal Domain Hys. Div.
Mr. A. F. Ghiglione
Mr. A. C. Clark

am 2-26-57

(Alaska) F. H-14
F. H. Alaska 31-C,Mr. F. E. Andrews, Division Engineer
Portland 8, Oregon

November 21, 1956

A. C. Clark, Deputy Commissioner
Washington 25, D. C.

M. B. CHRISTENSEN

Attached are two copies of the 1958 fiscal year Forest highway program for Alaska as approved.

You will note that we changed the designation 31-G to 31-C1 since this is the second Bureau of Public Roads activity on this section.

Washington office records show unprogramed balances as of November 21, 1956 as follows;

Lapsing funds	\$2,454,574.62
Nonlapsing funds	7,565.96

The unprogramed balance of lapsing funds is indicated in the joint field recommendation as \$2,477,661.

The balance of nonlapsing funds is not shown in the recommendation. It is desirable to use up the old funds first; therefore, please submit a PR-37FH to absorb these funds on one or more of the programed projects.

Attachments

JJRoche/amm

cc - Files (2) ✓
Federal Projects Branch
Mr. Andrews
Mr. Clark

11/21/56

WME

Mr. F. E. Andrews, Division Engineer
Portland 8, Oregon

May 11, 1956

A. C. Clark, Deputy Commissioner
Washington 25, D. C.

M. B. CHRISTENSEN

Reference is made to your memorandum of April 25 transmitting a revised Alaska Forest highway program and requesting clarification on the proper form of program letter to be used.

You are correct in your assumption that Policy and Procedure Memorandum 25-1 requires the use of a form similar to Attachment No. 1 when a program change occurs before the submission of Form PR-37 covering the "advertising authorized" stage. It was the intent, however, that the language be altered to apply to the particular case under consideration. We did not think it feasible to prepare a sample to cover each particular case because there were so many variations in the type of changes being requested.

Unless the entire program is to be revised, it is necessary to list only the projects which are to be changed. The revision should be tied into the approved program by reference and by showing the projects as programed and as they are to be revised. We are attaching *att* a sample program letter to illustrate the point.

We have not experienced any appreciable difficulty with the present form and we believe it is not desirable at this time to prepare a supplement to FPM 25-1. Perhaps it may be necessary at a later date.

We would be pleased to answer any other questions you may have regarding this subject.

The approved program for Alaska has previously been returned to you.

Attachment

DMErlich/amm

EEB
cc - Files (2) ✓
Federal Projects Branch
Mr. Andrews ✓
Mr. Clark

5-11-56 J

Reference to page 10 of Alaska Department of Public Roads Report No. 10-90

W B CHRISTENSEN
Division Engineer
Alaska Department of Public Roads
June 11, 1956

10-90

May 11, 1956

Commissioner of Public Roads
Chief, Forest Service
Washington 25, D. C.

Gentlemen:

In accordance with the Rules and Regulations for Administering Forest Highways, the following changes in Forest Highway program for Alaska approved _____ are recommended by the Regional Forester, the Territorial Board of Road Commissioners and the Division Engineer of the Bureau of Public Roads.

Previous unprogramed balances:
Lapsing funds \$ _____
Nonlapsing funds \$ _____

Withdraw the following approved projects:

Project and Account No.	Route Name and Type of Work	Length (Miles)	Forest Highway Funds
FH 5-A6, B4 (L-0574-00)	Kenai River Highway Bituminous paving	18.1	\$ 500,000
FH 16-A4, C4, D3, E2 (L-0576-00)	Wrangell Highway Grading and surfacing	5.5	800,000

Substitute the following projects:

FH 5-A6, B4 (L-0574-00)	Kenai River Highway Bituminous paving	18.1	700,000
FH 16-A4, C4, D3, E2 (L-0576-00)	Wrangell Highway Grading	5.5	600,000

Revised Unprogramed Balances:
Lapsing funds \$ _____
Nonlapsing funds \$ _____

Very truly yours,

Division Engineer

Chairman
Territorial Board of Road Commissioners

Approved: _____
Deputy Commissioner
For Commissioner of Public Roads
Date

Regional Forester

Chief, Forest Service
Date

Title

(Alaska) Forest Highways - 14

Estimated Cost and Number of Years to Complete the
Following Forest Highway Routes, after Completion
of Construction Proposed in F. Y. 1956 Program.

Alaska District

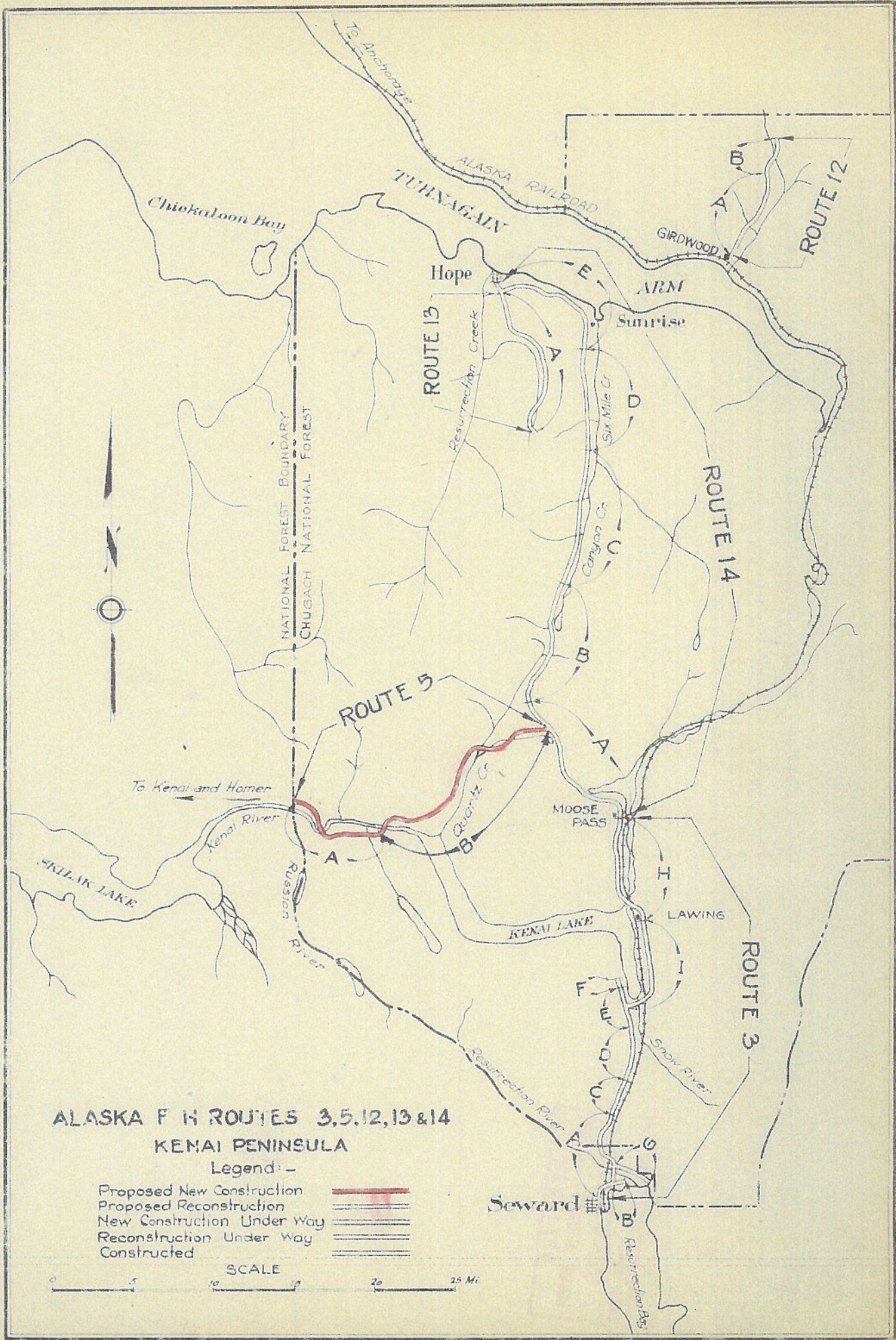
<u>F. H. Route</u>	<u>Estimated Cost To Complete</u>	<u>Number of Years to Complete</u>
5 Kenai	-	-
14 Hopeville	820,000	7
16 Wrangell	1,514,000	7

RECEIVED
FEB 10 1956
ALASKA DISTRICT

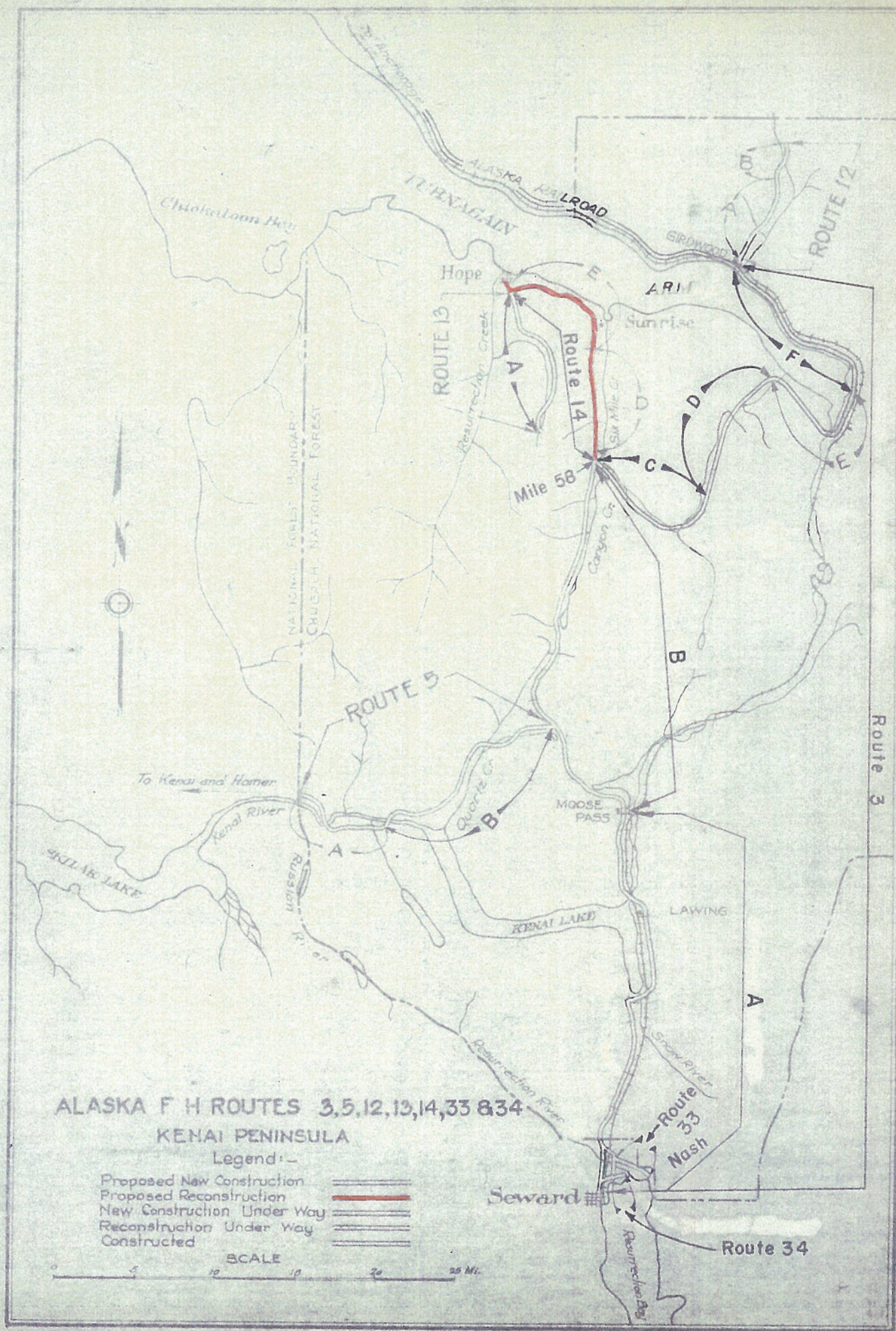
TRAFFIC AND DESIGN STANDARDS
Alaska Forest Highway Program, FY 1957

ALASKA DISTRICT

Project	Average Daily Traffic	AASHO Sec. Road Traffic Group	Design Speed	Top Finished Width	Pave-ment Width	Depth Sur-facing	Max. Design Curve	Max. Grade	Minimum Non-passing Sight Distance
Kenai River Highway, 5A6-B4 Bituminous Paving	380	100 to 400	40	22	20	6	14	5.9	270
Hope Highway Improvements	50	Under 100	30	20	-	-	20	7	180
Wrangell Highway, 16-A4, C4, D3, E2 Grading & Surfacing	200	100 to 400	35	30	22	6	16	5	215



COPY



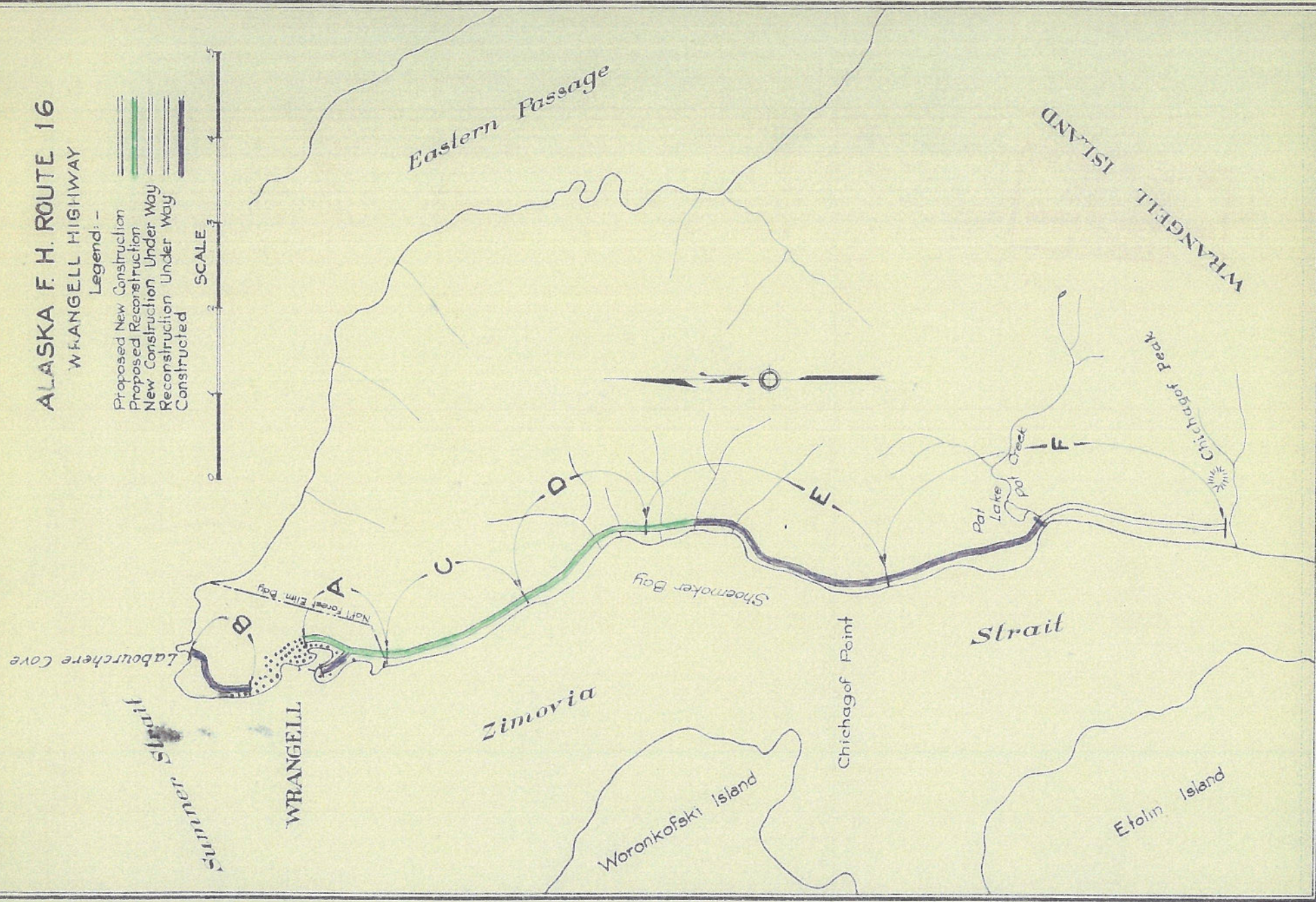
COPY

ALASKA F. H. ROUTE 16

WRANGELL HIGHWAY

Legend: -

- Proposed New Construction
- Proposed Reconstruction
- New Construction Under Way
- Reconstruction Under Way
- Constructed



*(Alaska) Forest Highway - 1*Mr. F. E. Andrews, Division Engineer
Portland, Oregon

August 15, 1955

Henry J. Kaltenbach, Solicitor ~~HENRY J. KALTENBACH~~
Washington, D. C.Agreement with Alaska Road Commission for maintenance of certain roads
in Alaska

copy att

The proposed agreement with the Alaska Road Commission, referred to in your memorandum of May 12, for the maintenance of certain roads in southeast Alaska raises two serious questions (1) the agreement covers no fixed period for the performance of the work and (2) the total obligation is not stated.

In an effort to expedite matters in this case, and utilizing the map subsequently forwarded by you of which an additional copy is needed to complete the two signed copies of the agreement, we have prepared a redraft of the agreement to cover the fiscal year 1956, two copies of which redraft have been signed here. Please look it over and if it meets with your approval, the draft should be forwarded to the Alaska Road Commission for execution. When signed one fully executed copy should be returned to you, at which time please inform us of the person signing for the Road Commission so we can complete our file copy.

If this is to become a continuing arrangement, perhaps some method can be worked out other than on a fiscal year basis. Meanwhile, it is deemed important to have the work presently agreed upon reduced to a written instrument. You will note that the agreement has been made effective as of July 1, 1955.

The copies of the draft already signed by the Alaska Road Commission are returned herewith.

Attachments

*HJK**HEC*
HEC/hsCC - Federal Projects Branch ✓
Legal
Files ✓*AE-31-55*

MEMORANDUM OF AGREEMENT RELATING TO MAINTENANCE OF SECONDARY AND FEEDER ROADS NOT ON THE FOREST HIGHWAY SYSTEM IN SOUTHEAST ALASKA

AGREEMENT made by and between the Alaska Road Commission, Department of the Interior, hereinafter called "Road Commission", and the Bureau of Public Roads, Department of Commerce, hereinafter called "Public Roads".

WHEREAS, responsibility for the maintenance of certain secondary and feeder roads in Public Domain areas adjacent to National Forests in Alaska rests with the Road Commission, and

WHEREAS, the maintenance of such roads in southeast Alaska may be readily accomplished with savings in cost to the Government if performed by Public Roads incident to the work being performed by Public Roads in connection with Alaska Forest Highways.

NOW, THEREFORE, it is hereby mutually agreed as follows:

1. Public Roads shall maintain, during the fiscal year ending June 30, 1956, the roads described, delineated, and tabulated on the attached map as "A.R.C. ROADS". Maintenance shall mean the preserving, through constant attention, of the roads as nearly as possible in their original condition as constructed or as subsequently improved to provide satisfactory and safe road service.

2. The work to be performed by Public Roads shall be on a reimbursement basis. Public Roads will furnish all labor, equipment, material and supplies necessary for the work herein provided for and will supervise and direct the prosecution of such work. Charges for equipment used on the work shall be in accordance with the applicable procedure established by Public Roads for carrying out its normal road building functions.

3. The cost of maintenance to be performed hereunder shall not exceed an average of \$700 per mile, and the total commitment of the parties hereto under this agreement shall not exceed \$15,000.

4. The Road Commission shall reimburse Public Roads promptly for all costs incurred hereunder upon the submission of billings by Public Roads.

IN WITNESS WHEREOF, the parties hereto have executed this agreement effective as of July 1, 1955.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By MARSH J. KATZBERG
Solicitor, for the Commissioner
of Public Roads

By Commissioner of Roads

(Alaska) Forest Highway

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Henry J. Kaltenbach, Solicitor
Washington, D. C.

DATE: July 5, 1955

FROM : F. E. Andrews, Division Engineer

SUBJECT: ~~Proposed cooperative agreement relating to the maintenance and construction of roadways under the jurisdiction of the Territory of Alaska.~~ *act*

Enclosed is a copy of a proposed cooperative agreement relating to the maintenance and construction of roadways under the jurisdiction of the Territory of Alaska. It may be desirable, due to the scope of the agreement, that the Commissioner sign the agreement for Public Roads.

This proposed agreement has been the subject of discussion with the Territorial Highway Engineer and all terms and conditions have been approved by the district office and the territory. We are particularly interested in whether the proposed agreement is acceptable and desire your ruling as soon as possible, as it is intended that this agreement be dated July 1, 1955.

As you know, there was previously furnished, December 29, 1954, for your consideration, a similar agreement. On January 26, 1955, you submitted an inquiry concerning several questionable points of the proposed agreement. These inquiries are answered in numerical order as requested, followed by a discussion of the reasons for the delay of the agreement.

1. Maintenance of Territorial Roads has been done by the Bureau of Public Roads as a matter of cooperation for many years past. The services for the fiscal year beginning July 1, 1953 were requested verbally but were confirmed by the Territorial Highway Engineer in his letter of September 2, 1953, copy of which is enclosed. *(not here)*
2. The Bureau of Public Roads actually undertook the maintenance work contemplated for the Fiscal Year 1954 on July 1, 1953. *Here*
3. Billings are to be submitted monthly. The Bureau of Public Roads has been reimbursed for all work undertaken during the Fiscal Year 1954.
4. Maintenance work has been continued into the Fiscal Year 1955. Reimbursement has been made for all work done up to and including December 31, 1954.

Mr. Henry J. Kaltenbach

- 2 -

July 5, 1955

5. The wage and equipment rental rates enumerated are comprehensive enough to cover any work required during the balance of the Fiscal Year 1955.

6. It is our belief that the agreement should be dated July 1, 1953. ||

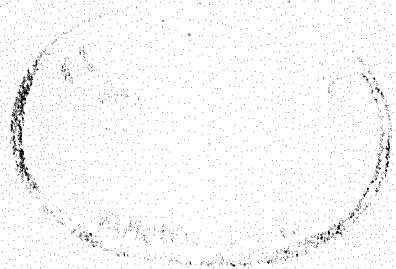
While it is agreed that it would be an advantage not to enumerate wage and rental rates, and thereby eliminate the necessity for supplemental agreements when such rates are changed, the Territorial Board of Road Commissioners has insisted that the rates be specified. They feel that they then will have some means of checking the vouchers submitted for reimbursement.

The reason for the delay in getting this document executed was, first, the long time required in contacting all the road commissioners, and second, the fact that the original agreement was mislaid by the Territorial Highway Engineer's office after all the signatures had been obtained and it was apparently completely lost. It was, therefore, necessary to again draw up the agreement and obtain all signatures before it could be submitted to Washington for approval.

We are also submitting for your consideration a modification to the above proposed agreement extending the period of maintenance on Territorial Roads from June 30, 1954 to June 30, 1955. This one year extension will carry the maintenance operation up to the period provided for under the proposed agreement attached hereto and discussed in paragraph one of this memorandum.

We would appreciate your comments concerning these agreements so that we may advise the district office accordingly.

Enc.



6/18/55 revision of BPR rough draft of the rough draft of a

*Received with memo
from Andrews 7/15/55*

COOPERATIVE AGREEMENT

This agreement entered into this _____ day of _____, 1955, between the Territorial Board of Road Commissioners, as represented by the Territorial Highway Engineer, hereinafter called "Territory"; and the Bureau of Public Roads, Department of Commerce, as represented by the Commissioner of Public Roads, hereinafter called "Public Roads"; pursuant to Section 23 of the Act approved November 9, 1921 (42 Stat. 212), as amended, and Section 41-2-2 ACIA 1949

WITNESSETH:

Whereas, maintenance and/or construction of certain secondary and access roads adjacent to the Alaska Forest Highway System is of primary concern to the Territory, and such maintenance and construction is authorized in Chapter 47, SLA 1955, and

Whereas, it is mutually agreed by the parties hereto that the maintenance and/or construction of these secondary and access roads may best be performed by Public Roads incident to its responsibility for maintenance and/or construction of Alaska Forest Highways.

Now therefore, in consideration of these premises and of the several promises to be faithfully performed by each as hereinafter set forth, the parties hereto mutually agree as follows:

1. Maintenance shall mean the preserving of the roads as nearly as possible in their original condition as constructed

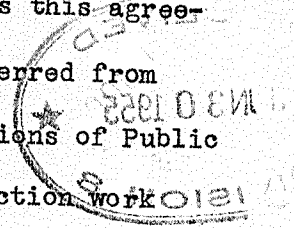
or as subsequently improved; snow removal, ice control, sanding and other traffic services; to provide satisfactory and safe road service.

Maintenance will be performed at such times as determined most feasible by Public Roads and when personnel and equipment of Public Roads is not otherwise engaged on road work in connection with Forest Highways. It is mutually understood that maintenance of Forest Highways shall take precedence over the roads covered in this agreement.

2. Construction shall mean the improvement of existing facilities as is necessary to increase their efficiency to provide safe and adequate service to the public. It shall also include the extension of existing roads and construction of new roads where such extension and/or construction does not exceed \$5,000.00 per individual project.

No construction or extension of any Territorial road shall be undertaken until such work is authorized in writing by the Territory.

3. Territorial funds for maintenance and/or construction of secondary and access roads will be made available by the Territory in an amount of not less than \$25,000.00 by July 1 of each federal fiscal year for so long as this agreement shall be in effect; such funds to be transferred from the Territory as reimbursement to the appropriations of Public Roads when applied to maintenance and/or construction work covered by this agreement. The Territorial funds for maintenance and/or construction shall be available until expended



in accordance with the provisions of this agreement. Such funds shall be made available by the Territory on or before July 1, 1955 and shall continue to be made available each year thereafter until such time as either the Territory or Public Roads wishes to terminate this agreement.

4. The roads to be maintained under this agreement shall be the sections of highway as described and delineated on the attached maps, provided, however, this agreement will be subject to modification at any time, as may be agreed upon by the Territory and Public Roads in so far as it pertains to the deletion, extension or addition of other roads; provided further, that the Territory may place a limitation on the phases of maintenance it considers necessary on any particular road.

The Territory will notify the Public Roads, in writing, as to the maximum amount of money it will provide for maintenance of each road or group of roads covered in this agreement.

5. The Public Roads shall bill the Territory on approved billing forms monthly, covering monies expended by Public Roads for maintenance and/or construction as described above, for which the Territory will make prompt reimbursement.

APPROVED: _____

DEPARTMENT OF COMMERCE
Bureau of Public Roads

by: _____
Commissioner of Public Roads

TERRITORIAL BOARD OF ROAD COMMISSIONERS

by: _____
Territorial Highway Engineer



(None)

In order that this office may become familiar with the construction operations in Alaska and be prepared to intelligently answer congressional and other inquiries and adequately report on construction under direct supervision by the Bureau and at the same time provide proper administrative assistance, it is essential that the Federal Highway Projects Division maintain a complete and current record of all such highway construction projects. It is believed that this record can best be kept current through the use of the monthly construction report on Standard Form 33-A for all construction projects in Alaska (Federal-aid projects and others) regardless of whether the work is by contract or force account). Reporting of miscellaneous minor operations performed for other agencies is not required.

In our review of the several reports received, there appeared to be some inconsistencies in the procedure for reporting on construction work. Some types of work, or projects, were covered by the standard inspection report form, some by situation reports, and some by both methods. For some Federal-aid projects we received SF-33A forms, and on other similar projects we failed to get these forms. Our records, therefore, were found incomplete and inadequate to properly and efficiently cover all work for which the Bureau is responsible.

During the past several months the Federal Highway Projects Division has been collecting, collecting, and reviewing miscellaneous reports submitted from four office relative to highway construction work in Region 10, for the purpose of providing background data to assist us in becoming more familiar with construction activity and problems in that area, and to provide more efficient administration of the work involved.

Reference is made to my memorandum of August 15, 1957 relative to the above-indicated subject. That memorandum cited instructions concerning inspection of construction activities as set forth in Policy and Procedure Memorandum 20-6, and also discussed to some extent the monthly activity of "situation reports" prepared in Region 10. At that time, it was our thought that with some modification of the situation report we might utilize this report as a source of information in keeping this office advised of current construction operations, and suggested a trial of this procedure.

Reporting on Construction Projects

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

Mr. E. H. Erick, Regional Engineer
Juneau, Alaska

DATE: 7/3/58

July 3, 1958

04 M 1 (BPR)
P P M 2-6

Alaska Canal

ALASKA SECONDARY - 2
ALASKA #2

BUREAU OF PUBLIC ROADS

23-10

It is important that this office be promptly advised when a project is started, when work is suspended and resumed, and when the project is completed. The reports during active construction should reveal the status of the project (percent of work completed and percent of time elapsed), whether progress and quality of work are satisfactory, unusual problems involved, and other information, all in accordance with FPM 20-6 as it relates to Federal projects. (Federal-aid projects in Alaska to be covered in same manner).

In line with the above comments, in order to standardize and simplify the reporting, it is requested that beginning with the month of July 1958 the Standard Form PR-33A be submitted each month for each project during its active construction period. For all projects (except park projects) the report should be submitted in single copy only. For each park project the form shall be submitted in duplicate, as one copy will be forwarded to the Director of the National Park Service.

As the prompt submission of a monthly report on Form PR-33A for each construction project will best serve our needs, the preparation and submission of the monthly "situation" report (insofar as this office is concerned) may be discontinued. This matter has also been discussed with Mr. Christensen of the Office of Engineering, who has no objection to this revised procedure, assuming of course that unusual construction problems, equipment, and/or procedures will be reported on PR-33A in accordance with FPM 20-6. He advises that the situation report need not be prepared for his reference use. You may, however, wish to continue the preparation of the "situation" report for your own use. In the event the preparation of this report is continued for your use, the submission of copies of each to this office as heretofore will be appreciated.

CL
CALewis/amm
cc - Files (2) ✓
Federal Highway Projects Div.
Mr. Royster - Room 814

7-3-58

~~577~~ ALASKA #2
ALASKA-SECONDARY-2

Alaska Const

August 15, 1957

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

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

odm (BPR)
(PPM 20-6)

During Mr. Christensen's visit to Alaska he discussed with you the matter of construction inspection reports as well as many other subjects related to the work program in Region 10.

Instructions concerning inspection of construction are set forth in detail in Policy and Procedure Memorandum 20-6. Since all highway construction in Alaska is presently under the direct supervision of the Bureau, the procedure as included in paragraphs 2a(3) and 4b would normally apply to all projects. However, some modifications of this procedure may be considered with the object of reducing the amount of work required of your district offices.

Copies of monthly activity or "situation" reports for the month of July from two of your district offices, Valdez and Juneau, have recently been received here. With a minor amount of additional material these reports would probably be adequate for our needs here in the Washington office. The additional material would consist chiefly of a statement regarding the percentage of work completed on all construction projects and the percentage of time elapsed on work being performed by contract. Positive identification of projects by number should be included. In this regard, referring to the first paragraph of Mr. Wyller's report for the Juneau District, we assume that the project mentioned is a Forest highway project. If this is correct it is suggested that the FH precede the number. Likewise there should be sufficient identification to distinguish between force account and contract construction.

It is, therefore, requested that beginning with the current month copies of these reports be forwarded to Washington in duplicate (one copy for this office, one for the Office of Engineering). After a trial of this procedure, decision will then be made whether to continue with the "situation" reports as a source of information or to initiate the use in your region of the monthly report for each active project as required by PPM 20-6. In any event an initial and final inspection report for each project of each type (Federal-aid, Forest, Park, Access, etc.) should be submitted as required by the policy and procedure memorandum. Such reports for Federal-aid project should be forwarded in duplicate.

(More)