

PUBLIC ROADS ADMINISTRATION
DIVISION 10
SEWARD DISTRICT

NARRATIVE REPORT FOR
MAY 1949

TURNAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

Bridge work was resumed March 23 and grading work with a shovel and trucks and two cats and scrapers on May 10. Good progress is being made on the bridge work. A temporary bridge has been constructed at East Fork and there is some work being performed on bridges as far north as Bertha Creek near the summit. A temporary bridge is being constructed over Granite Creek. Steel erection has been started at Canyon Creek on the south end of Section C and the four towers have been erected. Progress on the grading work is fair and should improve. Three compressors, 4 wagon drills and 2 jackhammers are in operation and should accelerate removal of the rock cuts on the south 4 miles of Section C. No clearing and grubbing or cleanup work on Section C has been started. On the extreme north end of Section D some clearing has been performed, but none of the right-of-way is cleaned up sufficiently to permit grading to progress. The clearing donkey has been broken down for more than a week. Progress on this work is very poor. The shovel on the Quartz Creek side is still on Section E.

Section E - Quartz Creek to Portage

There has been more activity on this project and consequently, better progress has been made than on any of the other sections under contract to Lytle and Green. Most of the truck measure borrow from the pit at Sta. 706 and a substantial portion of the borrow from the Quartz Creek pit have been moved. Stringers have been set in place on several of the trestles and the first concrete will be poured on May 31. An exceptionally workmanlike job is being performed on the forms and steel setting. The Quartz Creek Bridge, which is the only steel and concrete bridge on this project, has not been started. All other bridges are timber trestles with concrete decks. All bents are completed and all precast stringers have been poured. A 1-1/2 cu.yd. shovel is working on the roadway cut on the extreme south end of this project.

Section F-1 - Portage to Peterson Creek

The approach fill on the south end of the 20 Mile Bridge has been substantially completed but no other grading work has been performed. Most of the material (about 300,000 c.y.) for this project comes from a borrow pit at Sta. 945. Clearing of this pit has not been started. The contractor is moving camp from Portage to the extreme north end of the section preparatory to starting on the borrow at Sta. 945. As on Section E all bridge

bents have been completed and all stringers have been precast. The bridge contractor is erecting a temporary bridge across Twenty Mile River.

Section F-2 - Peterson Creek to Indian

Clearing operations started April 23 and grading on April 27. Borrow material has been placed on about one mile of the swampy area near Girdwood. The contractor's plan of operation is to excavate the heavy roadway section just north of Girdwood as his first operation. There are over 80,000 cu.yds. in the first 2,000 ft. and the material is rock with muck on top. The muck has been so full of water that considerable difficulty has been encountered in getting to the rock in order to start drilling. The contractor is well equipped with a 3-1/2 c.y. shovel, Euclid trucks, drilling equipment, etc. and should show improved progress within the next month.

Section F-3 - (Bridges on F-2 Section)

This contract was awarded to J. J. Badraun on April 29. The contractor has been moving in equipment and materials preparatory to building a camp at Girdwood. He expects to start operations on the Glacier Creek Bridge at Girdwood first.

Section G - Indian to Potter

Bids were received May 11 by the Alaska Railroad. The low bidder was a combination of Morrison-Knudsen, S. Birch and Sons and Peter Kiewit. The bid was below the estimate and it is understood award has been made. Sufficient cash for the entire project is understood not to be available.

GLENN HIGHWAY

Section A - Anchorage to Palmer

Clearing operations were resumed April 7, and right-of-way clearing has been substantially completed except for disposal of the spoils. This work has not been started. Placing borrow is in progress with 3 tournapulls and one bulldozer working as a unit, and with 4 cats and scrapers working as another unit. Roadway grading is in progress with a 3/4 c.y. shovel and trucks. An additional cat and scraper outfit is enroute to the project. Grading equipment now on the project is considered insufficient and progress is slow, but with the equipment to be added, progress should improve during the next month. Production of base course surfacing started May 17 and fair progress is being made. This work started at Palmer and is progressing southward. All work is on a two-shift six day week basis.

Part of the engineering crew is being moved to Chugiak at Mile 18.5. This will permit better use of the engineering personnel and require somewhat less motor vehicle transportation. Engineering personnel on the project total 29 men.

MM 1949

GLENN HIGHWAY - Con't.

Section B - Palmer to Mile 102

Bids were received May 25 and McLaughlin Inc. of Great Falls, Montana submitted the low bid of about \$1,750,000.00. This bid was about 20% below the bid of the next bidder. It is understood award has been made by the Alaska Road Commission. They will supervise the contractors operations and have four or five engineering parties working on the project at the present time.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake

Rock borrow and culvert pipe on the 12 mile section immediately south of Fairbanks have been substantially completed. Gravel borrow is being placed with 2 shovel and truck outfits and one scraper outfit. Crushing and asphalt plants are being assembled preparatory to starting base course surfacing and paving operations. The contractors equipment is practically all new and he appears to be getting organized to show good progress during the coming month or two.

Part of the engineering personnel is still located in Fairbanks and part at Aurora Lodge, 40 miles south of Fairbanks. Total engineering personnel on the project consists of 31 men.

It is necessary to increase the designed quantity of culvert pipe considerably. The Resident Engineer has been able to study drainage conditions in greater detail this spring than was possible last year, and it has been determined that the additional pipe is necessary to prevent the spring runoff from overflowing the road in many places. On some sections soft spots developed during the spring thaw where the leveling course of borrow was designed to insufficient thickness. In these places it is necessary to increase the quantity of borrow leveling course, or excavate and backfill the soft spots, or both.

Section b - Harding Lake to Big Delta

Contract work started May 2 on clearing with a cat and dozer; on May 5 with 3 Terracobra scrapers and on May 7 with a 2-1/2 c.y. drag line and dump trucks handling borrow material. On May 24 a 2-1/2 c.y. shovel and trucks started roadway excavation on the Shaw Creek line change. The crushing plant is being assembled and is expected to start producing base material by June 1.

Additional culvert pipe will also be required on this project, and the Resident Engineer is making an estimate of the additional pipe needs. Some soft spots have developed as discussed above on the A Section and will require additional borrow material, as well as some excavation of the unsuitable material in the present road.

RICHARDSON HIGHWAY - Con't.

Headquarters for engineering crews has been established at Alaska Lodge, which is 85 miles south of Fairbanks. Engineering personnel on the project total 29 men.

KENAI RIVER HIGHWAY

Forest Highway Project 5-B1, Coopers Landing Bridge

The Declaration of Taking has been filed and title to right-of-way across the Towle homestead now vests in the government. The case will likely not come up in court until next year. Bids were received May 23 and Keil and Peterman, with a bid of \$185,000.00 appeared to be low. The day after bids were received, Munter's bid of \$182,868.00 was received. It appears that this bid was not mailed in time to reach Juneau by the bid opening date, although the information given Munter by the Post Office led him to believe the bid would reach Juneau in time.

Section "B" Quartz Creek Location Survey

About half of the "F" line between the junction with the Moose Pass Highway at Mile 41 and Coopers Landing has been run, and most of the levels and cross-sections taken on the line that has been completed. Work is now in progress on the easterly end of the line starting at Johns Creek. The survey was started at Sta. 180 because the snow was too deep to make any progress on the east end when the work began in April. Much of the line down Quartz Creek traverses the same area as the old survey made about 1929.

SEWARD MAINTENANCE OPERATIONS

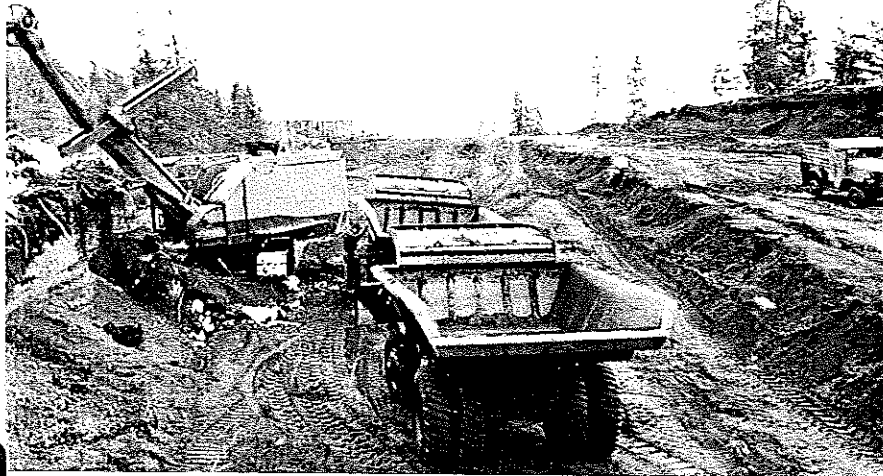
During the past month maintenance operations have been devoted principally to hauling gravel to reinforce soft spots caused by frost leaving the ground. On most sections the road is now in fairly good condition. Plans are being made for painting bridges and replacing some worn out bridge decks. Considerable heavy hauling is being done by contractors hauling to Mile 58 and by the Alaska Road Commission hauling to Kenai and Kasilof. Roads are withstanding this hauling satisfactorily.

PERSONNEL AND EQUIPMENT

The acute shortage of personnel that existed all over Alaska last year no longer prevails. Recruitment of engineering personnel has progressed far beyond the progress made on construction by the contractors, and engineering operations generally are well up with contractors operations. Engineering parties are all full or expected to be full within a short time by recruitment now in progress.

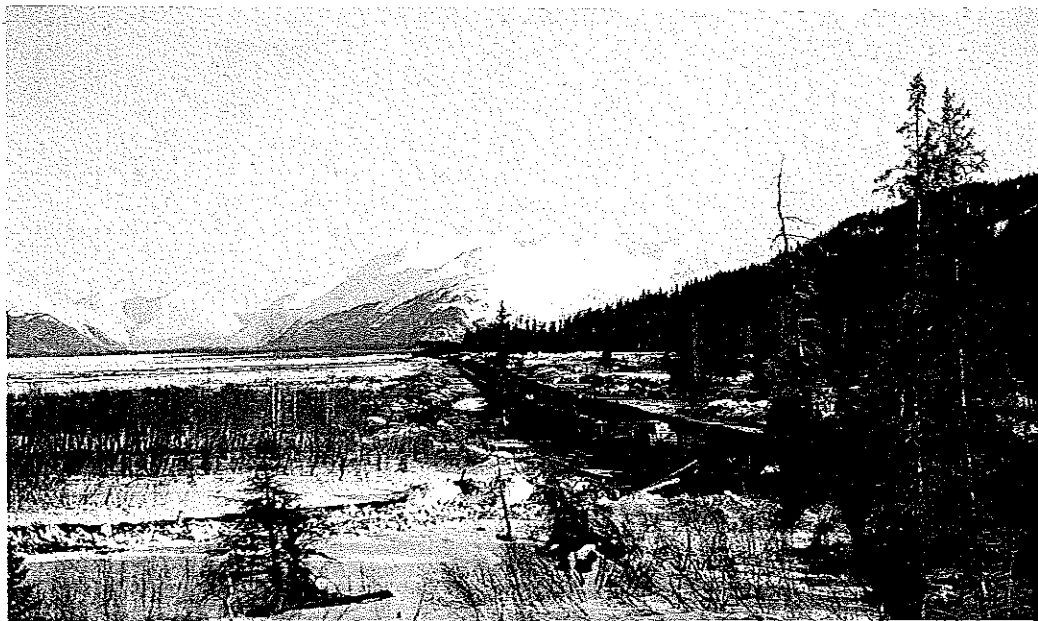
B. M. French
District Engineer

June 1, 1949



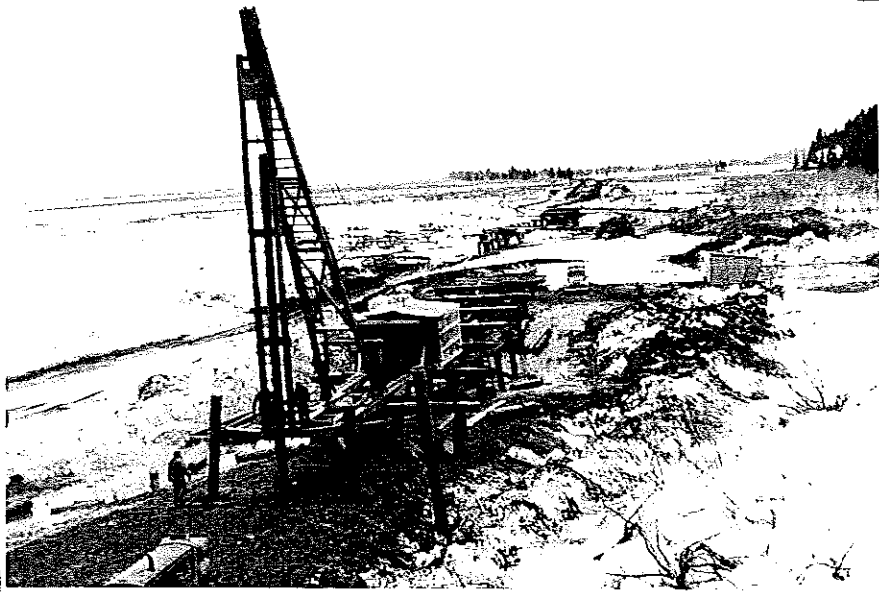
61-94-193

No. 285 1-3 Looking east at grading equipment working in borrow pit at sta. 505. Turnagain Arm project, sec. E. March 9, 1949



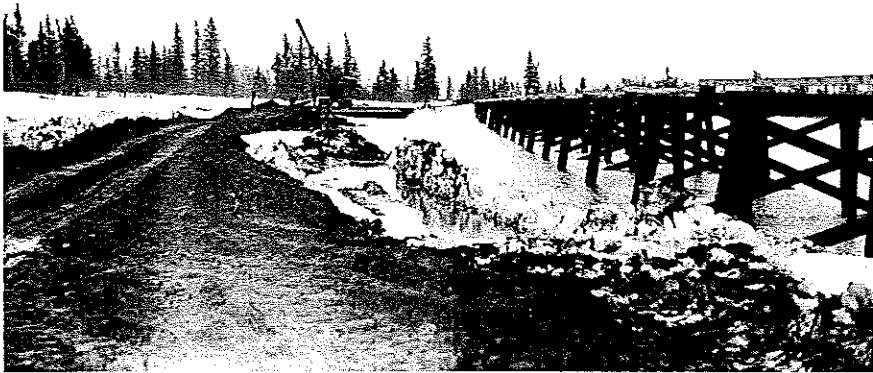
61-94-194

No. 286 2-3 Looking southeast towards Portage from sta. 507 at Quartz Creek. Grading work under way March 13, 1949. Turnagain Arm project, section E.



61-94-195

No. EHC 1-6 Looking southeast at pile driving operations. Tidewater Slough at sta. 544/98 on Turnagain Arm project, section E. March 8, 1949



61-94-196

No. EHC 1-4. Looking east at Placer River bridge with detour bridge repair operations in background. Turnagain Arm project, sec. E. March 9, 1949



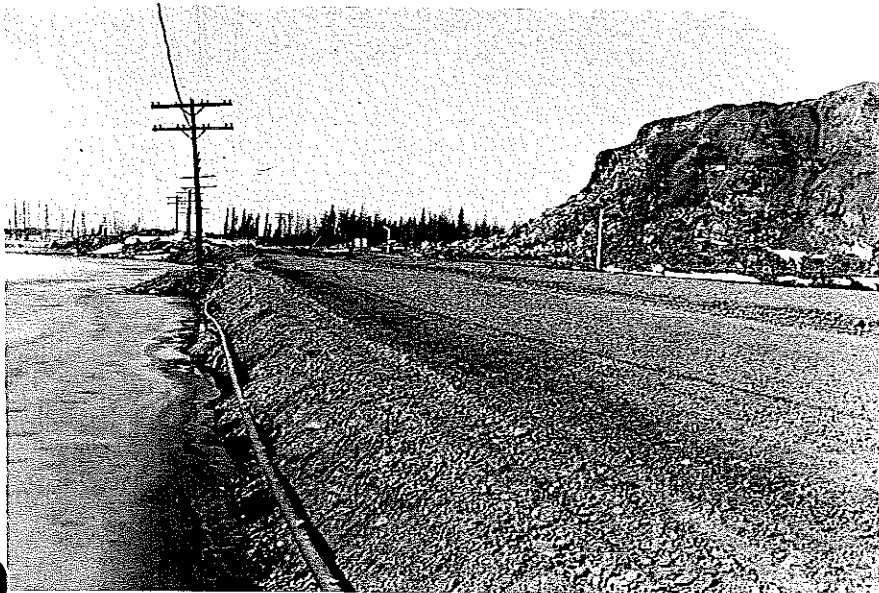
61-94-197

No. EHC 7-5 Salcha River overflowing road sta. 2111 to 2125 $\frac{1}{2}$ on Richardson Highway project, sec. B. Looking east. May 15, 1949. Overflow caused by ice jam in river. Mile 325 from Valdez.



61-94-198

No. EHC 7-4 Little Salt Jacket Creek washout at station 1864 on Richardson Highway project, sec. A. Looking north-west May 15, 1949. Mile 330



61-94-199

No. EHC 5-5 View of 3" Canol pipe line at Mile 346.8 on Richardson Highway project sec. A. This line to be moved on far side of adjoining railroad grade under force account item. Looking northwest towards Moose Creek quarry. May 5, 1949.



61-94-200

No. EHC 6-7 Looking northwest towards Fairbanks at rock borrow subbase completed at sta. 434 (8 miles from Fairbanks).



61-94-201

No. EHC 3-5. Subgrading unstable material at sta. 1642 on Glenn Highway project sec. A. Looking east April 28, 1949. Milepost 46 from Anchorage.




61-94-202

No. EHC 4-4. Looking north from sta. 1612/50 on Glenn Highway project sec. A at section subgraded and backfilled with select gravel borrow in 1948. May 2, 1949. Milepost 45 from Anchorage

Lack of motor vehicles and testing equipment that has been on order for months is seriously handicapping engineering work on all Interior Department contracts. If this equipment is not supplied within a short time it will be extremely difficult, if not impossible, to provide our usual high class supervision and inspection of contract operations.

Photographs showing some phases of the work and progress charts are attached.

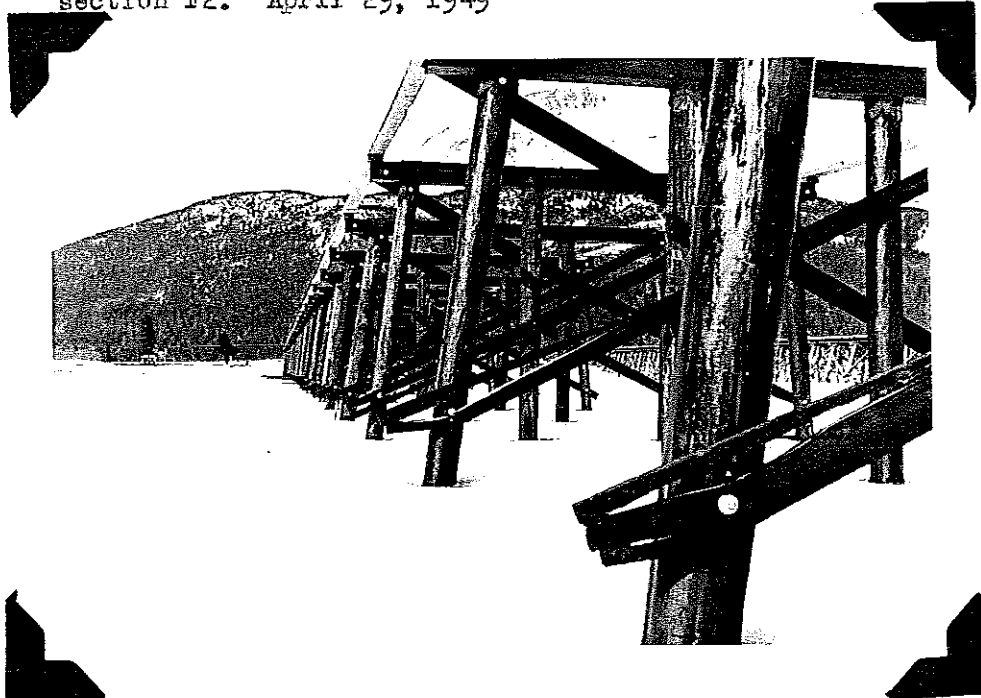

B. M. French
District Engineer

June 1, 1949



61-91-203

No. EHC 3-8 $3\frac{1}{2}$ yd. shovel and 11 yd. truck working in borrow pit right of sta. 1304. Turnagain Arm project section F2. April 29, 1949



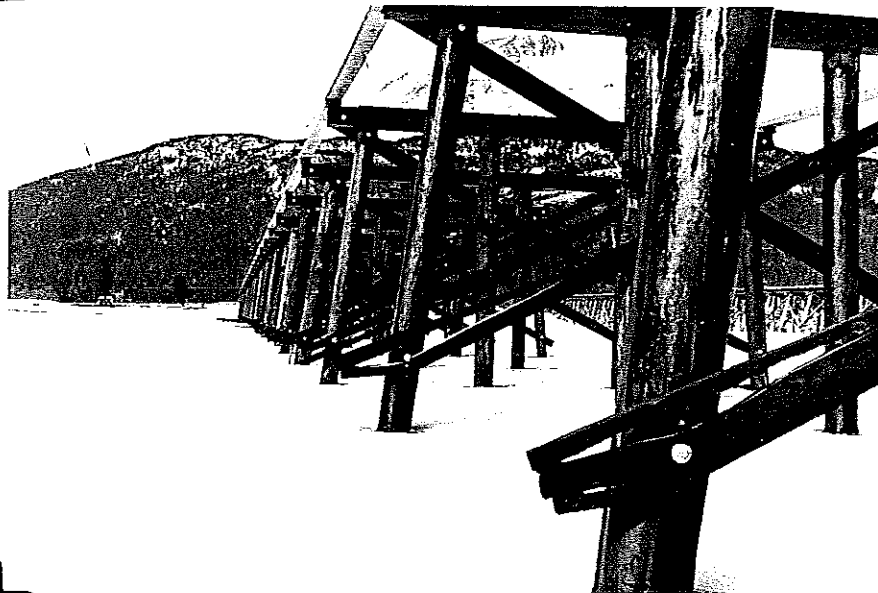
61-94-204

No. EHC 2-2. Looking north at pile bracing split by ice and high tides. Twenty Mile River bridge at sta. 803/87.5, Turnagain Arm project sec. F1. March 30, 1949



61-94-205

No. EHC 3-5 3 1/2 yd. shovel and 11 yd. truck working in borrow pit right of sta. 1304. Turnagain Arm project section F2. April 29, 1949



61-94-206

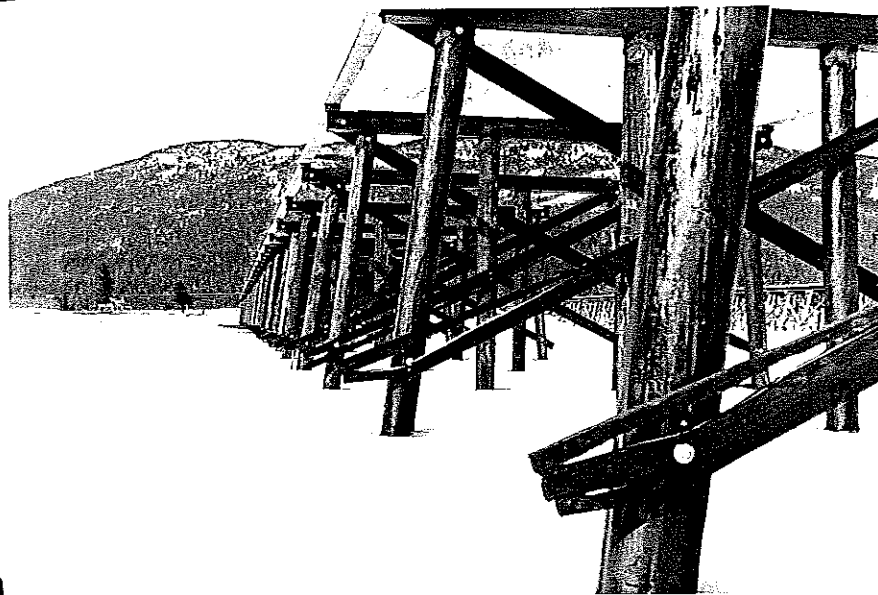
No. EHC 2-2. Looking north at pile bracing split by ice and high tides. Twenty Mile River bridge at sta. 803/87.5, Turnagain Arm project sec. F1. March 30, 1949



61-94-207

-207

No. BHC 3-8 $3\frac{1}{2}$ yd. shovel and 11 yd. truck working in borrow pit right of sta. 1304. Turnagain Arm project section F2. April 29, 1949



61-94-208

-208

No. BHC 2-2. Locking north at pile bracing split by ice and high tides. Twenty Mile River bridge at sta. 803/87.5. Turnagain Arm project sec. F1. March 30, 1949

~~XXXXXXXXXXXX~~
Division Ten

June 3, 1949

TO: Dr. L. I. Hewes, Chief, Western Headquarters, San Francisco

FROM: H. A. Stoddart, Division Engineer

SUBJECT: Confidential Monthly Report for the Month of May 1949
for Division No. 10

On May 16, 1949, bids were opened for several Forest Highway projects including the Wards Cove project on the Tongass Highway, Forest Highway Project No. 1-B7, C3; the Carlanna Creek Bridge on the Tongass Highway, Project No. 1-A4; and the Wrangell Highway Project, No. 16-A3, B2, C3, D2, providing for surfacing of the highway extending through Wrangell. Contracts have been awarded to the low bidder, R. J. Sommers Company, on the last two projects, but the bid of the same company was rejected on the Wards Cove Project, since it was materially over the engineer's estimate. The excess of the low bid over the engineer's estimate on the Wards Cove Project results from what are considered to be very high unit prices for practically all of the items involved and particularly due to the high unit prices for the bridge over Wards Cove Creek. Field information obtained at about the same time bids were opened indicates that the type of structure can be changed from the reinforcing concrete design previously approved to the treated pile trestle.

Consideration is being given to advertising the Bugge Beach-Mountain Point Section of the Tongass Highway south of Ketchikan, Forest Highway Project No. 1-D6, E4, with the readvertising of the Wards Cove Project to attract wider competition, as the projects in Alaska amounting to \$1,000,000 or more have attracted an unusual amount of interest and better prices with each succeeding letting. Advertising of the combined projects is contingent upon receiving approval of the 1950 fiscal year program.

On May 23, 1949, bids were received for the Kenai River Bridge on the Kenai Highway, Forest Highway Project 5-B1. Three bids were received with the two lowest bids being about ten percent over the engineer's estimate. The bid of M. P. Munter at \$182,868 was low, but was received the day after bids were opened and for that reason award to Mr. Munter is protested by the second low bidder, Keil and Peterman. Investigation was made and the case referred to Washington for a ruling since the mail

schedule would not permit the bid to be received in this office in time for the opening, although the low bidder had been assured that his bid was mailed in time by Post Office clerks at the point where the mail was posted.

Construction of Project No. 2-A12, the Glacier Highway Project, extending north from Juneau to the Airport continues slowly as the contractor is concentrating the major part of his operation on the paving of the city streets of Juneau, being handled under the contract with the city. It is anticipated that the actual paving of the Forest Highway Project will begin about June 5. Testing of the paving aggregates produced for the city work resulted in a decision to make the necessary provision for adding three percent limestone dust to the paving material under the provision contained in the Forest Highway contract. Inspection of the paving plant operation shows that much of the fines produced in the crushing of the mineral aggregate consist of mica particles and the loss of this material through the drier is distinctly advantageous in securing an acceptable pavement.

It had been proposed to extend the contract on Section A of the Glenn Highway to cover the improvement of 8.8 miles of the highway through the Fort Richardson Military Reservation. The contractor was agreeable to accepting the work at the contract bid prices, but the Alaska Road Commission officials were unable to secure the approval of the agreement in Washington. Upon disapproval of the agreement, the section was promptly prepared for advertising with bids being opened on May 24. Two bids were received with the unit prices of the low bid by S. Birch and Sons and Morrison-Knudsen Construction Company being somewhat higher than on the previously awarded contract. The contract was awarded to the low bidder and it will be constructed as a part of their operation covering the remainder of the section.

On the same day, the Alaska Road Commission opened bids for Section B-1 of the Glenn Highway extending from Palmer 5 1/4 miles easterly to Mile Post 104, using contract documents prepared by this office. Good competition was secured with the low bidder being McLaughlin, Inc. of Great Falls, Montana. The low bid in the amount of \$1,755,150 was well under the engineer's estimate and continues the trend toward lower prices which has been previously noted. The McLaughlin Company was associated with Foley Brothers and Rohls-Connolly in the construction of the Haines Cutoff by the Army during the war. The project provides for an improvement similar in design to that of Section A on the Glenn Highway being supervised by this office and consists of grade widening subgrade reinforcement and construction of a plant mix wearing surface 20 feet wide and one and one-half inches thick.

The Alaska Road Commission also advertised the American portion of the Haines Cutoff for improvement with a similar design. Bids were opened June 1, with the low bidder being Lytle and Green on a bid of

\$1,594,073.00. There were three other bids all grouped between \$1,711,000 and \$1,740,000, with the engineer's estimate being approximately \$1,850,000. This project will require the use of packaged asphalt as it is isolated with respect to the other interior projects which will be supplied from the tank farms at Anchorage and Valdez.

Construction of the tank farms is sufficiently advanced so that bituminous materials could be delivered at Anchorage on May 14 and at Valdez on May 17. It is expected that the incidental facilities will be completed in sufficient time to permit delivery to the contractors on their requests.

Babler Brothers and Rogers Construction Company shipped their equipment to Valdez late in April and moved it over the Highway to Tok Junction during May and began production of crushed materials on May 25. The operation is being carried on on a two-shift basis and production of surfacing has averaged about 3,000 cubic yards a day, with the contractor expecting to raise the daily production to over 4,000 cubic yards. They anticipate that the project will be completed by September 1.

Construction operations on the two projects on the Richardson Highway extending from Fairbanks to Big Delta and the Glenn Highway Project extending from Anchorage to Palmer continue on a single shift basis, but the rate of progress is being continually improved and it is expected that in a very short time all work will be on a double shift. Crushing operations are active on these three projects and construction of the plant mix surfacing is scheduled to begin not later than the middle of June.

Construction is active on all of the projects on the Turnagain Arm being supervised by the Public Roads Administration, but operations here also are limited to a single-shift basis, although the contractors are planning to enlarge their activities to provide for another shift early in June. A notable feature of all these projects is the almost exclusive use of new equipment and with the beginning of favorable weather and longer hours of day light, excellent progress is to be anticipated.

The Alaska Road Commission has been continuing a study during the month of May on traffic volumes and demand for motor vehicle transportation which is expected to lead to a recommendation that the Government through the Alaska Road Commission should enlarge ferry service between Prince Rupert and southeastern Alaska points extending north to Juneau and Haines.

Recruitment of engineering assistants was approaching completion and was temporarily discontinued until a resurvey of requirements could be completed. It was found that our total requirements will be approximately 230 men and the hiring of 20 more employees will fill this quota. Those men are available in the San Francisco, Portland and Fairbanks areas and will be obtained by June 15. That will conclude, quite satisfactorily, the entire recruitment program.

The work is somewhat handicapped at present by lack of motor vehicles, but anticipated early delivery of a number of units will permit the work to be carried out successfully.

During the month, the status of Mr. L. H. Miller was changed from that of temporary detail to a permanent transfer with a promotion to Grade P-5.

During the month of May, Mr. L. J. Jewett, Administrative Officer, was advised by his physician that his continuing ill health would make it necessary for him to take a prolonged absence from work for treatment and rest. As his absence is expected to extend for three or four months, it was arranged that Mr. O. T. Kelly would be assigned from Division 8 to serve as Mr. Jewett's replacement during the peak of our construction activities.

17
22

HAS:rb

MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF MAY 1949

The weather for the first half of the month of May was unusually wet and cold. On several days in the first week of the month snow flurries occurred, and this condition hampered, to a certain degree, the work on Project 2-A12, Glacier Highway, Juneau - Juneau Airport Paving Project. The subcontractor, E. J. Sommers Construction Company, has completed the installation of drainage pipes and the sloping and minor grading required on the plans beyond Lemon Creek. At the present time they are working near the beginning of the project installing drainage pipes and drop inlets. The fine grading is completed from Lemon Creek to the end of the project and the contractor is now fine grading between Lemon Creek and the town. The priming coat has been placed for a distance of approximately two miles at the end of the project. The paving machine has been occupied on the paving project in the City of Juneau, and no paving has been layed on Project 2-A12 as yet. Mr. F. H. Gardner, who was assigned to this project as Resident Engineer, was relieved of his duties on May 12. Mr. A. E. Keeley, Assistant Construction Engineer for the Division, has been acting as Resident Engineer since that time. It is the intention to place Mr. E. McGann as Resident Engineer in the near future. Mr. McGann has, during the last week, been working with Mr. Keeley getting acquainted with the project and the particular problems involved. During the last half of the month the progress on this project has been satisfactory.

In the Ketchikan area Mr. J. A. Hewes has been continuing the relocation survey south of Ketchikan. He has also done some investigating in the Wards Cove vicinity in connection with the possible relocation of Project 1-B7,03, bids on which were rejected as being too high.

Work started on the surfacing project on Section B of the Alaska Highway on May 17. Mr. Robert T. Orr, who has been assigned as Resident Engineer on this project, arrived in Tok Junction on May 14. The project was visited from the District on May 16. Babler & Rogers, Contractors, had at that time moved most of their equipment on the project and had a camp practically completed at Tanacross. The contractors' setup and equipment

gave a very favorable impression. It is the intention of the contractor to complete the project this season and, with any break in the weather, it is believed it will be possible to complete the project before fall.

The maintenance operations on the Forest Highways within the District were routine during the month of May.

A handwritten signature in dark ink, appearing to be 'D.W.', is located to the right of the second paragraph.

XXXXXXXXXXXXXX
Division 10

June 3, 1949

TO: Mr. J. S. Bright, Deputy Commissioner, Washington, D. C.

FROM: H. A. Stoddart, Division Engineer

SUBJECT: Confidential Monthly Report for the Month of May 1949
for Division No. 10

On May 16, 1949, bids were opened for several Forest Highway projects including the Wards Cove project on the Tongass Highway, Forest Highway Project No. 1-B7, C3; the Carlanna Creek Bridge on the Tongass Highway, Project No. 1-A4; and the Wrangell Highway Project, No. 16-A3, B2, C3, D2, providing for surfacing of the highway extending through Wrangell. Contracts have been awarded to the low bidder, R. J. Sommers Company, on the last two projects, but the bid of the same company was rejected on the Wards Cove Project, since it was materially over the engineer's estimate. The excess of the low bid over the engineer's estimate on the Wards Cove Project results from what are considered to be very high unit prices for practically all of the items involved and particularly due to the high unit prices for the bridge over Wards Cove Creek. Field information obtained at about the same time bids were opened indicates that the type of structure can be changed from the reinforcing concrete design previously approved to the treated pile trestle.

Consideration is being given to advertising the Bugge Beach-Mountain Point Section of the Tongass Highway south of Ketchikan, Forest Highway Project No. 1-D6, E4, with the readvertising of the Wards Cove Project to attract wider competition, as the projects in Alaska amounting to \$1,000,000 or more have attracted an unusual amount of interest and better prices with each succeeding letting. Advertising of the combined projects is contingent upon receiving approval of the 1950 fiscal year program.

On May 23, 1949, bids were received for the Kenai River Bridge on the Kenai Highway, Forest Highway Project 5-B1. Three bids were received with the two lowest bids being about ten percent over the engineer's estimate. The bid of M. P. Munter at \$182,868 was low, but was received the day after bids were opened and for that reason award to Mr. Munter is protested by the second low bidder, Keil and Peterman. Investigation was made and the case referred to Washington for a ruling since the mail

schedule would not permit the bid to be received in this office in time for the opening, although the low bidder had been assured that his bid was mailed in time by Post Office clerks at the point where the mail was posted.

Construction of Project No. 2-A12, the Glacier Highway Project, extending north from Juneau to the Airport continues slowly as the contractor is concentrating the major part of his operation on the paving of the city streets of Juneau, being handled under the contract with the city. It is anticipated that the actual paving of the Forest Highway Project will begin about June 5. Testing of the paving aggregates produced for the city work resulted in a decision to make the necessary provision for adding three percent limestone dust to the paving material under the provision contained in the Forest Highway contract. Inspection of the paving plant operation shows that much of the fines produced in the crushing of the mineral aggregate consist of mica particles and the loss of this material through the drier is distinctly advantageous in securing an acceptable pavement.

It had been proposed to extend the contract on Section A of the Glenn Highway to cover the improvement of 8.8 miles of the highway through the Fort Richardson Military Reservation. The contractor was agreeable to accepting the work at the contract bid prices, but the Alaska Road Commission officials were unable to secure the approval of the agreement in Washington. Upon disapproval of the agreement, the section was promptly prepared for advertising with bids being opened on May 24. Two bids were received with the unit prices of the low bid by S. Birch and Sons and Morrison-Knudsen Construction Company being somewhat higher than on the previously awarded contract. The contract was awarded to the low bidder and it will be constructed as a part of their operation covering the remainder of the section.

On the same day, the Alaska Road Commission opened bids for Section B-1 of the Glenn Highway extending from Palmer 54 miles easterly to Mile Post 104, using contract documents prepared by this office. Good competition was secured with the low bidder being McLaughlin, Inc. of Great Falls, Montana. The low bid in the amount of \$1,755,150 was well under the engineer's estimate and continues the trend toward lower prices which has been previously noted. The McLaughlin Company was associated with Foley Brothers and Rohls-Connolly in the construction of the Haines Cutoff by the Army during the war. The project provides for an improvement similar in design to that of Section A on the Glenn Highway being supervised by this office and consists of grade widening subgrade reinforcement and construction of a plant mix wearing surface 20 feet wide and one and one-half inches thick.

The Alaska Road Commission also advertised the American portion of the Haines Cutoff for improvement with a similar design. Bids were opened June 1, with the low bidder being Lytle and Green on a bid of

\$1,594,073.00. There were three other bids all grouped between \$1,711,000 and \$1,740,000, with the engineer's estimate being approximately \$1,850,000. This project will require the use of packaged asphalt as it is isolated with respect to the other interior projects which will be supplied from the tank farms at Anchorage and Valdez.

Construction of the tank farms is sufficiently advanced so that bituminous materials could be delivered at Anchorage on May 14 and at Valdez on May 17. It is expected that the incidental facilities will be completed in sufficient time to permit delivery to the contractors on their requests.

Babler Brothers and Rogers Construction Company shipped their equipment to Valdez late in April and moved it over the Highway to Tok Junction during May and began production of crushed materials on May 25. The operation is being carried on on a two-shift basis and production of surfacing has averaged about 3,000 cubic yards a day, with the contractor expecting to raise the daily production to over 4,000 cubic yards. They anticipate that the project will be completed by September 1.

Construction operations on the two projects on the Richardson Highway extending from Fairbanks to Big Delta and the Glenn Highway Project extending from Anchorage to Palmer continue on a single shift basis, but the rate of progress is being continually improved and it is expected that in a very short time all work will be on a double shift. Crushing operations are active on these three projects and construction of the plant mix surfacing is scheduled to begin not later than the middle of June.

Construction is active on all of the projects on the Turnagain Arm being supervised by the Public Roads Administration, but operations here also are limited to a single-shift basis, although the contractors are planning to enlarge their activities to provide for another shift early in June. A notable feature of all these projects is the almost exclusive use of new equipment and with the beginning of favorable weather and longer hours of day light, excellent progress is to be anticipated.

The Alaska Road Commission has been continuing a study during the month of May on traffic volumes and demand for motor vehicle transportation which is expected to lead to a recommendation that the Government through the Alaska Road Commission should enlarge ferry service between Prince Rupert and southeastern Alaska points extending north to Juneau and Haines.

Recruitment of engineering assistants was approaching completion and was temporarily discontinued until a resurvey of requirements could be completed. It was found that our total requirements will be approximately 230 men and the hiring of 20 more employees will fill this quota. These men are available in the San Francisco, Portland and Fairbanks areas and will be obtained by June 15. That will conclude, quite satisfactorily, the entire recruitment program.

- 4 -

The work is somewhat handicapped at present by lack of motor vehicles, but anticipated early delivery of a number of units will permit the work to be carried out successfully.

During the month, the status of Mr. L. H. Miller was changed from that of temporary detail to a permanent transfer with a promotion to Grade E-5.

During the month of May, Mr. L. J. Jewett, Administrative Officer, was advised by his physician that his continuing ill health would make it necessary for him to take a prolonged absence from work for treatment and rest. As his absence is expected to extend for three or four months, it was arranged that Mr. G. T. Kelly would be assigned from Division 8 to serve as Mr. Jewett's replacement during the peak of our construction activities.

HAS:rb

XXXXXXXXXXXX
Division 10

June 6, 1949

TO: Dr. L. I. Hewes, Chief, Western Headquarters, San Francisco
FROM: H. A. Stoddart, Division Engineer

There are enclosed two copies of Mr. French's narrative report for the month of May which should be attached to the Division monthly report mailed from here June 4, 1949.

Enclosures

HAS:rb