

September 26, 1949

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

From : H. A. Stoddart, Division Engineer

Subject: Confidential Monthly Report for September 1949 for
Division No. 10

Bids were received on September 7 for two projects on the Mitkof Highway in the vicinity of Petersburg, the project designations being 7-D2 and 7-A5,B2. Two bids were received on the bridge redecking project with the low bid being \$7,000, which was greatly in excess of the engineer's estimate amounting to \$3,000, and accordingly it was recommended that it be rejected. Subsequently authority was requested and received to proceed with the reconstruction of this small project by day labor. On the surfacing project three bids were received with the lowest being \$70,596.05 submitted by Reed & Martin, Inc. of Fairbanks. The low bid being considerably in excess of the estimate it was recommended that it be rejected, but in view of the interest shown in the project it was re-advertised for bids to be opened on the 21st day of September. On the reopening of the bids the low bid by the same contractor was reduced to \$63,046.05, which was 12 percent over the estimate. It seemed apparent that no better prices would be obtained by revising the project or re-advertising the work again, so the low bid was recommended for award.

During the month the Carlanna Creek bridge at Ketchikan, Forest Highway Project 1-A4, was completed and also the Glacier Highway project at Juneau, Forest Highway Project 2-A12. Hayes and Whiteley began construction on Forest Highway Project 31-A7,B2, the Douglas bridge to Douglas section of the Douglas Highway. Operations were begun with a small crew but it is expected that the contractor will increase his equipment and crew as he is expecting to complete the project this fall. He is hauling equipment, materials, and supplies from Seattle by barge. Good progress has continued on the Kenai River bridge section of the Kenai River Highway, Forest Highway Project 5-B1. The contractor has grading nearly completed and practically all of the bridge work except the concrete deck, so it appears likely that the project can be completed this fall. Reed & Martin, Inc. have not started work at Ketchikan on the two large Forest Highway projects to be reconstructed in that area under one contract, but they have arranged for shipment of equipment, materials, and supplies to the project from Seattle early in October and with normal mild weather to be anticipated it appears probable that a substantial portion of the work can be completed this season.

During the month Section B of the Alaska Highway was completed by Babler Bros. and Rogers Construction Company. Completion of the project

a year ahead of schedule is considered to be a clear indication of the excellent organization and equipment which were placed on the work, and the vigorous supervision exercised by the members of the firm in carrying the work to completion in one season.

During the month there was a continuation of the good weather that began in mid-August and by the middle of September the rate of construction reached its peak, with each of the major surfacing contracts completing plant mix bituminous pavement at a rate in excess of one mile per day. As a result of this good progress the pavement was completed from Fairbanks to Nielson field and from Big Delta to a point several miles north of the Tanana River bridge and on the Glenn Highway from Palmer to a point about 22 miles from Anchorage.

The Turnagain Arm projects all benefited from the improved weather and peak rate of production was noted for these projects also. Lytle and Green are expected to complete all their work this season except a small portion of the grading and finishing on Section D, which extends from the mouth of Quartz Creek on Turnagain Arm to the summit between Quartz Creek and Granite Creek. The Max J. Kuney Company on Section F2, with the addition of another large shovel and hauling equipment, continues to improve its rate of progress.

Additional survey work undertaken on Section H of the Richardson Highway extending from Valdez to a point 36 miles north is about completed and the party will soon be moved to Section F of the same highway.

Aerial reconnaissance of the route suggested to connect Portage and Whittier was made during the month and the conclusion reached that it was physically practicable, but the study has not yet been carried to the stage of the preparation of an estimate.

Information has been received that Alaska Road Commission in cooperation with the Alaska Freight Lines will keep the Richardson Highway open for traffic during the coming winter, including the Thompson Pass section. It is understood that the trucking firm will place two large rotary plows, two "V" plows and two motor patrols on the work and will assume full responsibility for plowing snow on the section from Mile 19 to Mile 38, which section covers the heaviest snow area and straddles the summit at Mile 25.5. The trucking company will also contribute \$30,000 to the Alaska Road Commission to assist in clearing snow on the sections approaching the summit.

During the month an inspection of the Alaska Forest activities and roads was made by Mr. Lyle Watts, Chief of the Forest Service. He showed great interest in road construction and appeared to favor further improvement of the Seward to Mile 58 section of the Seward-Anchorage Highway, and also further improvement of the Kenai River Highway.

On August 29 the Juneau Spruce Corporation sawmill in Juneau was destroyed by fire. It appears that economic conditions are not favorable for reconstruction and it probably will not be rebuilt for several years.

SEPT 1949

This disaster will have considerable affect on the Juneau area as it was the Capitol's largest single industry excluding the fishing industry which is seasonal in nature.

The Alaska Road Commission has been furnished funds from the Treasury for operating equal to the amounts expended in July, August, and September of last year but since there were no considerable contracts active at that time the funds now made available are insufficient to finance all of the current activities. It appears, therefore, that if the Interior Department's appropriation bill is not passed at an early date there will be insufficient funds to pay contractors' estimates due about October 5 for the work done in September. It is expected that the delay in processing payments to the contractors will not exceed ten days or two weeks. Sufficient funds are on hand to meet engineering pay rolls in October for Public Roads' activities financed by the Road Commission funds.

Enclosures: Narrative Report by District Engineer French
 Narrative Report by District Engineer Wyller
 Progress graphs on Turnagain Arm
 Progress graphs on Interior road projects

HAS:pp

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

SEPTEMBER 1949

TURKAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

All clearing on both sections is about 90% complete and there remains only about a mile where no grading work has been done. Progress during the past month has been very good. During the past week however, it has rained almost continuously and mud between stations 285 and 400 on Section D has slowed progress on the scraper work practically to a standstill. Further substantial progress this year will depend upon the weather. Completion this year within the time limit is very unlikely. Drilling work is still going on with good progress on the rock sections remaining on Section D. Selected borrow surface has been placed on a considerable part of Section C, sloping and cleanup are being performed and the section is shaping up nicely.

All bridges have been completed except for handrail, stripping forms, rubbing surfaces, painting and general cleanup of the sites. None of the bridges are backfilled and in service. The quality and workmanship of the bridge construction are considered excellent.

Section E - Quartz Creek to Portage

Grading again became active on this project during the past month. The 2½ c.y. shovel that has been on Section F-1 is now back on this project. Borrow to complete the grading work is being hauled from the pit at Sta. 706. Bridges are being backfilled and approach fills are being completed with this material. This work and the remaining small amount of roadway excavation should be completed within the next month. All 12 of the trestle bridges have been completed except erection and painting of handrail, rip rap on the approach fills and general cleanup of the sites. All are now in service although all backfill and approaches are not yet complete. The Quartz Creek Bridge is complete except for deck, curbs and handrail.

Cleanup work is underway and this project should be completed this year.

Section F-1 - Portage to Peterson Creek

Grading work is complete except for a light surface course of borrow to come from the pit at Portage. Fills are well sloped, cleanup is virtually complete and the project presents a good appearance. The surface material to

come from Portage cannot be hauled until after the Twenty Mile Bridge deck has cured and is opened for traffic as the bridge lies between this section and the source of material.

All bridge work is complete except erection and painting of handrail and general cleanup. Only one of the bridges, the 2 span structure near the beginning of the project, is open for traffic.

This project should be completed within the next month.

Section F-2 - Peterson Creek to Indian

Rough grading has been substantially completed for about 2 miles on each side of Girdwood and is progressing satisfactorily. Work during the past month has been confined chiefly to the heavy grading just north of Girdwood that was covered by the change of moving from the sidehill to the beach. The heavy rock fill for the railroad (covered by the change) is about 85% complete and work is in progress with a 3 c.y. shovel and Euclid trucks. A 2½ c.y. dragline has been put in operation during the past month on the stripping of unsuitable material and removing stumps and down timber ahead of the line change. The rock cut adjacent to the Kern Creek Bridge is drilled and should be shot within a few days. This will enable the bridge contractor to make better progress on this structure. Work south of Girdwood, except the drilling at Kern Creek, has been stopped and equipment is now working north of Girdwood. Completion of rough grading from Girdwood to Peterson Creek this year which would provide highway access to Girdwood from Portage appears very unlikely.

No work has been done on the 4 treated timber trestle bridges on this project. These bridges have precast concrete stringers and concrete decks. The design is identical to that used on the trestles on Sections E and F-1.

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

Glacier Creek Bridge is complete except erection and painting of hand rail, removing deck forms, cleanup, etc. Seals have been poured for the piers and piling driven for the abutments on the Kern Creek Bridge and one pier is formed. Rail steel piling, which are proving to be very satisfactory, have been fabricated for the Peterson Creek Bridge at the extreme south end of the project and pile driving at this site should start in a few days. There remain two bridges, Bird Creek and Indian Creek, between Girdwood and the north end of the project on which no work has been done.

Section G - Indian to Potter

This section is under contract by the Alaska Railroad. This section is very well equipped with drilling, hauling and shovel equipment and excellent progress is being made. The contractor has established headquarters at Rainbow and it is understood he has 200 to 300 men employed. The rock points traversed

by the line outside the present railroad are being blasted and in many cases the material can be pushed both ways into the fills with dozers without shovel loading and hauling. It is this type of operation that is partly responsible for the good progress being made. This rock work will likely be carried on further into the winter than our work on Turnagain Arm.

GLENN HIGHWAY

Section A - Anchorage to Palmer (including Section thru Ft. Richardson) (48 miles)

All grading work is 90% complete and good progress continues to be made. Weather during the past month has improved somewhat and better progress has been made on all work. Most of the fills requiring additional borrow to obtain the required stability have been placed in satisfactory condition.

Plant mix paving has been placed from about Mile 23 to Mile 48 at Palmer at the north end of the project, a distance of approximately 25 miles. Base course has been placed for an additional 4 miles to about Mile 19. Paving between Mile 23 and Mile 19 is expected to be placed from the present asphalt plant set up at Mile 25 this year before the plant is moved to Ft. Richardson. Prime coat has been placed under all plant mix surface except between Mile 30 and 35.5 and Mile 36.3 and 38 where lack of exposure has not permitted the compacted base course to dry out sufficiently for effective priming. Where the prime coat was omitted, the thickness of the paving was increased 1/4 inch to 1 3/4 inches. Base preparation and compaction where prime coat has not been used have been very good and it is felt that equally as good a job is being obtained without the prime coat as with it.

Base course material for the first 6 miles out of Anchorage has been produced and stock piled at the pit near Merrill Field about 2 miles out of Anchorage. Every effort is being made to get the City of Anchorage to complete the water line that follows the road from Anchorage to and partly within Ft. Richardson as soon as possible so this stock piled material can be placed on this 6 mile section.

A crusher in the pit inside Ft. Richardson is producing plant mix aggregate for the first 19 miles out of Anchorage. Production of base course and placing it on the easterly 5 to 6 miles within Ft. Richardson will be started about October 1. By October 1, weather permitting, the asphalt plant now at Mile 25 will complete all plant mix north of Mile 19 and will be moved to the stock pile of plant mix aggregate at the Ft. Richardson pit. Paving this year from this set up will depend upon the weather.

Base course surfacing from Anchorage through Ft. Richardson should be completed by October 15 to 20 and will provide a serviceable road through this area even if no paving is done this year.

Completion of the project this year appears unlikely but the contractor is still striving toward this objective.

Section B - Palmer to Mile 102 (54 Miles)

This section is under contract to Mc Laughlin, Inc. and is being handled by the Alaska Road Commission. A recent trip over the project indicated good progress on the grading is being made. Considerable material that is being excavated and wasted has the appearance of being reasonably dry and suitable if it were covered with a reasonable lift of borrow.

A crushing plant has been set up and several miles of base course have been placed.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 Miles)

Progress during the past month has improved as weather has not been as wet as previously reported. Roadway excavation is approximately 90% complete and borrow is about 75% complete. There is a section about 6 miles long on the south end of the project and short isolated sections elsewhere where there has been no borrow placed. The grading work is in progress with 3 - 2½ c.y. machines and numerous cat and scraper outfits. The contractor plans to complete substantially all grading work in 2 or 3 weeks and move two of the 2½ c.y. machines to adjacent Section B.

Approximately 25 miles of plant mix pavement, 31 miles of prime coat, and 33 miles of base course on the section extending south from Fairbanks have been placed. All of the additional base course and about 50% of the additional plant mix aggregate required has been produced and stock piled. One of the crushers on this project will be moved to Section B in a few days. The Gaffney Road extension to Ladd Field has been completed. Progress on the paving has been good during the past month and about one mile of pavement is placed for each full day of two shifts that the asphalt plant is operated. It may not be practicable to prime during the coming few weeks when paving can be done this Fall but experience so far indicates an equally good job can be obtained without prime by providing 1/4" extra thickness and taking the necessary care in preparing and maintaining the base course. No seal coat or cover aggregate have been placed.

Pavement of a good quality is being obtained with 52½% of material 3/4" to No. 4 and 47½% of minus No. 4. About 5% of RC-3 asphaltic material is being used. Riding qualities of the finished pavement are generally good. Some slight settlements of the grade have occurred about 9 miles south of Fairbanks where the Tanana River overflowed and saturated the fills and thawed the frozen ground underneath the fills. The river did not reach an elevation higher than the pavement surface but level of the overflow water was within a foot of the pavement surface. The riding qualities of this short section of pavement have been impaired to some extent but the damage is not considered serious. In this area the terrain is practically without gradient and the area

lies between the Chena and Tanana Rivers. To control the Tanana and Chena to the extent of keeping flood waters from reaching the roadway fills would require extensive flood control works.

The contractor is employing about 260 men on the project and working 2 shifts 6 days a week on most operations. Plant mix paving is in progress on only 1 shift due to temperatures not permitting 2 shift operation. This paving work is done on Sundays also when weather is favorable. The project is about 75% complete and every effort is being made to complete this year. The chances of completing it this year, however, appear remote.

Section B - Harding Lake to Big Delta Junction

Progress on this section continues to lag behind schedule although it has improved some during the past month. A 20 mile section of the project still has had no work done on it. The project as a whole is about 43% complete. Most of the grading work during the past month exclusive of borrow has been confined to the Canyon Creek Section where the roadway and adjacent channel required considerable changing. Other grading work consists of hauling and placing of borrow with 1 - $1\frac{1}{2}$ c.y. and 1 - $2\frac{1}{2}$ c.y. machines and trucks. The contractor expects to move 2 - $2\frac{1}{2}$ c.y. machines to this section from adjacent Section A within 2 or 3 weeks and thus speed up the grading on this project.

Plant mix paving has been placed on a section about $14\frac{1}{2}$ miles long extending north from Big Delta to about Mile 282.5. The plant is being moved to the next set up at Mile 296 from which paving will be placed between 282.5 and 306. Progress from the plant set up at 296 will depend to a considerable degree on the weather. The paving placed to date has a good appearance and riding qualities. No seal coat has been placed.

Base course surfacing has been placed on the first 20 mile section extending north from Big Delta. It is expected that one of the crushers from Section A will be moved to this section within a week or two and this will accelerate the production of base and plant mix aggregate.

Prime coat has been placed with very good results on all of the base course between Mile 282.5 and Big Delta. It is doubtful if prime can be successfully placed during the remainder of the working season and if further paving is accomplished from the next asphalt plant set up it will likely be necessary to permit the contractor to pave on an unprimed base as has been successfully done on some short sections of the Glenn Highway.

The contractor is employing about 190 men. Completion during the current year is impossible with the equipment on or likely to be placed on the project.

KENAI RIVER FOREST HIGHWAY

Section 5-B1, Coopers Landing Bridge

Progress has slowed down some during the past month. Clearing, grubbing and grading work are probably 90% complete. Pile bents are complete and precast concrete stringers are in place on the bents. Bridge work is now waiting for deck forms to be released from the Twenty Mile Bridge on Turnagain Arm Section F-1. When forms are available work on the deck will proceed. Deck steel and aggregate are on hand. The contractor plans to complete the work this year.

Section B - Quartz Creek Location Survey

Loss of men returning to school and use of the remaining men on construction engineering on the Coopers Landing Bridge and 3-A9 Grading Project has retarded progress on this work. The old survey down Daves Creek has been retraced and additional topography needed for a suitable projection is being taken. Additional lines are required where the old Daves Creek line will be tied to the existing road about Mile 42 on the Coopers Landing Road; and near Mile 38 where a Y junction between the Coopers Landing road and the Moose Pass-Hope road will be required. No work has been done on the line on the lake shore near Sopers Lodge.

SEWARD FOREST HIGHWAY

Section 3-A9, R. R. Crossing to Mile 5

Award has been made to Lytle and Green on the basis of their low bid of \$137,062.00.

An engineering party in charge of Hans Furuseth has been established on the project and clearing and grubbing has been staked. The contractor expects to start clearing and grubbing about October 1. Construction of the concrete box culvert is expected to be completed this Fall. Progress this year on the rest of the work will depend largely on the weather.

Section 3-E3, 14 Snow River Bridge

Award has been made to Keil and Peterman on the basis of their low bid of \$104,549.00. The contractor's plan of operation is to drive the piling this Fall. All other work will be done next year. No work has yet been started on the project.

It is planned to handle the engineering work required this year from Sopers Lodge where the engineering party handling the Coopers Landing Bridge and Quartz Creek Survey is located.

Forest Boundary - Mile 12 Location Survey

This project has been looked over with Division Office representatives and a tentative location has been selected. This location will follow generally the railroad from Mile 5 to Mile 8 and traverses the same area as the present road from Mile 8 to Mile 12 but will very materially improve the alignment through this section. Engineering crews handling this survey will also do the necessary engineering work on the grading between the railroad crossing and Mile 5. This crew will be built up to the required strength as soon as men can be transferred from other projects or hired for this survey work.

SEWARD DISTRICT MAINTENANCE OPERATIONS

The work of placing selected material surfacing between Mile 13 and Mile 18 is still in progress. Heavy rains during the past month have made it necessary to interrupt this work from time to time to replace washed out culverts, remove drift from under bridges and do routine blading to maintain the road for traffic.

PERSONNEL

During the month of September we have lost about 40 men from all projects in the District, most of whom have returned to school. To date only about half of these men have been replaced. Practically all replacements hired have been men without either education or experience. Several other experienced men are expected to resign next month and the personnel situation is expected to be somewhat acute, particularly on the survey work north of Seward, until some of the interior projects close down and experienced men from these crews can be made available.

Photographs and progress charts are being submitted herewith.



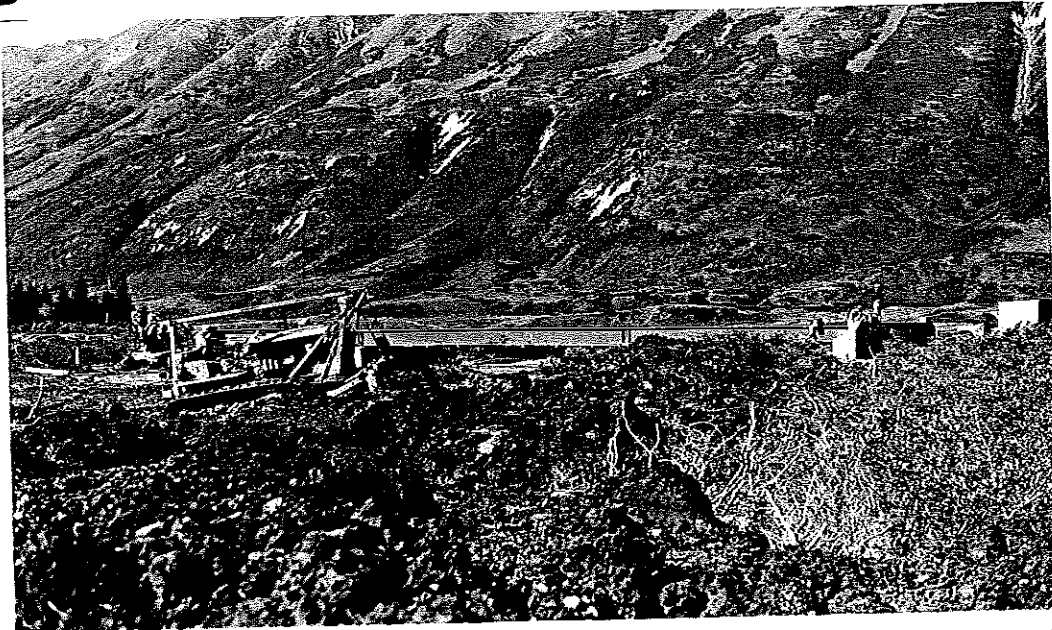
61-94-157

BVK 8-4 Turnagain Arm, Section C. Erecting steel bent on Dry Gulch bridge.



61-94-158

BGN 2-1
Kenai River Highway 5-B1. View of stripped muskeg section east from sta. 621+00.



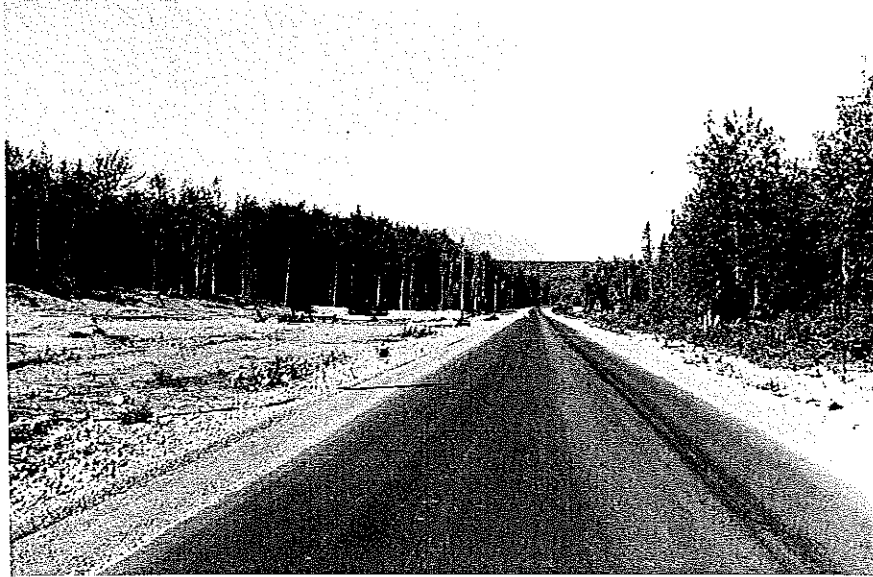
61-94-159

RVK 8-2 Turnagain Arm, Section D. Looking down Tincan Creek Channel change. Bridge steel in place and ready for deck forms.



61-94-160

RVK 8-3 Turnagain Arm, Section D. View ahead from sta. 156 toward the summit. Right of way has been stripped. Drilling not started.



61-94-161

BMP 6-1 Section A, Glenn Highway August 16, 1949
View north from sta. 1781. Plant mix with no
seal or cover.



61-94-162

BMP 6-2 Seward Highway. Shows typical narrow section.

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

The favorable weather conditions which prevailed during August continued in September in the Interior of Alaska. Progress on the surfacing project on Alaska Highway, Section B, continued to be very good. Final inspection was made on September 15, at which time the project was accepted, with the exception of minor cleanup work which was completed on September 17. The inspection was made by representatives from the Bureau of Public Roads Division Office and District Office, as well as representatives from the Alaska Road Commission. The project as it was finished is a credit to the contractors, Babler Bros. & Rogers Construction Company who, in spite of the adverse weather conditions, managed to complete the work practically on the schedule originally set by themselves. Construction started May 17, 1949 and the contract provided for completion by August 31, 1950.

In Southeastern Alaska the fall rains started the first part of September and have been more or less continuous since then. Project 16-A3, B2, C3, D2, Wrangell Highway, was dormant from the beginning of the month, but was reactivated September 14, at which time the contractor was permitted to backfill over the concrete box culvert at Institute Creek. This work was completed on September 20. At this time a semi-final inspection was made from the District. There was a considerable amount of cleanup work left to be done, as well as some additional shaping and blading on the gravel surface. The contractor moved his equipment out on September 22 and the cleanup work is now being done by a grader operator and two laborers. It is expected that this work will be finished before the end of September.

Reed and Martin, successful bidders on Tongass Highway Projects 1-B7, G3 and 1-D6, B4, were notified to proceed with the work on September 13. So far, the contractors have made no move in opening the work. A portion of the Government-furnished materials for the projects has been received, such as a partial shipment of culverts, reinforcing steel, bridge hardware, and additional shipments are expected within a short time.

Progress on Project 31-A7, B2, Grading and Surfacing on the Douglas Highway, has been satisfactory. At the end of September approximately 95% of the clearing and grubbing will have been completed and the excavation is well underway. The contractors have assembled a considerable amount of equipment for the project, most of which arrived from the States by scow on September 16. It is estimated that the project will be 15% complete as of the end of the month, and it is believed that progress next month will

show considerable improvement as other phases of the work are opened up and additional equipment is employed.

The survey of Section H of the Richardson Highway is practically completed as of this date. Most of the crew has been moved to Copper Center to work on the survey of Section F, Richardson Highway. It is anticipated that the remainder of the work on Section H will be completed by September 28, at which time the remaining members of the crew will be moved to Copper Center. Since the completion of the surfacing project on Alaska Highway, Section B, the engineering crew from that project has been engaged in making surveys at isolated points on the Alaska Highway, Sections A and B. The work on Section A is practically completed and it is expected that the men engaged in this work will be moved to Copper Center on September 28 to assist in the survey of Section F, Richardson Highway. The crew now working on Alaska Highway, Section C will probably be transferred to Richardson Highway, Section F early in October. It is estimated that the survey on Richardson Highway, Sections F and H, will be completed by October 20.

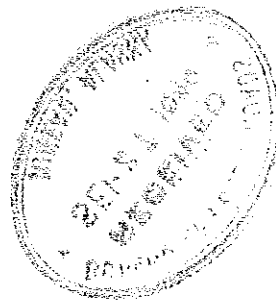
Bids for the construction of Alaska Forest Highway Project 7-A5.B2 were opened by the Division Office on September 21, and the bid of Reed and Martin was recommended for award. The bid included only the resurfacing, and the riprap protection originally included in this project was omitted. The District has been authorized to proceed with the riprap on a day labor basis. It is the plan to utilize the 1/2 cubic yard shovel, assigned to the District, for this work. The shovel is at present in Cordova, where it has been used on extraordinary maintenance work, which now has been completed. Due to the very difficult transportation conditions, it may not be possible to send the shovel to Petersburg in time to do the work this fall. This is not believed to be too serious, since the erosion of the bank, which is to be protected by the riprap, is comparatively slow and one more winter should not aggravate the situation materially. The work, however, will be done as soon as it is practical to do so.

The District was also authorized to proceed by day labor on Alaska Forest Highway Project 7-D2, which consists of redecking the Falls Creek Bridge. This project was originally advertised on the basis of Government-furnished lumber, but no satisfactory bids were obtained. The hardware and expansion joint materials were, however, to have been furnished by the contractor, and had to be ordered when the project was authorized to be done by day labor. As soon as this material has arrived the project will be initiated, utilizing our own maintenance forces, augmented by additional temporary employees.


The maintenance activities throughout the District were routine during the month, although the exceedingly heavy rains caused considerable damage to the drainage systems of the various highways. The damage was, however, not unusual for this time of year, except at Cordova where heavy damage, due to a three day reinstorm, has been reported.

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CHR. F. WILLER
District Engineer



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D. F. WILSON
District Engineer

September 23, 1947



September 26, 1949

To : Mr. A. C. Clark, Acting Deputy Commissioner, Washington, D. C.
From : H. A. Stoddart, Division Engineer
Subject: Excerpts from Confidential Monthly Report for September 1949 for
Division No. 10

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During the month an inspection of the Alaska Forest activities and roads was made by Mr. Lyle Watts, Chief of the Forest Service. He showed great interest in road construction and appeared to favor further improvement of the Seward to Mile 58 section of the Seward-Anchorage Highway, and also further improvement of the Kenai River Highway.

On August 29 the Juneau Spruce Corporation sawmill in Juneau was destroyed by fire. It appears that economic conditions are not favorable for reconstruction and it probably will not be rebuilt for several years. This disaster will have considerable affect on the Juneau area as it was the Capitol's largest single industry excluding the fishing industry which is seasonal in nature.

The Alaska Road Commission has been furnished funds from the Treasury for operating equal to the amounts expended in July, August, and September of last year but since there were no considerable contracts active at that time the funds now made available are insufficient to finance all of the current activities. It appears, therefore, that if the Interior Department's appropriation bill is not passed at an early date there will be insufficient funds to pay contractors' estimates due about October 5 for the work done in September. It is expected that the delay in processing payments to the contractors will not exceed ten days or two weeks. Sufficient funds are on hand to meet engineering pay rolls in October for Public Roads' activities financed by the Road Commission funds.

Enclosures: Progress graphs on Turnagain Arm
Progress graphs on Interior road projects

HAS:pp