

August 4, 1950

To : Mr. A. C. Clark, Deputy Commissioner, Washington, D. C.
From : H. A. Stoddart, Division Engineer, Juneau, Alaska
Subject: Excerpts from Confidential Monthly Report for July 1950
for Division Ten

Development of a program of construction of projects for interior roads and roads in the Chugach National Forest to be financed with funds to be obtained through the Department of Interior is being developed as described in the last report. Drafts were prepared for agreements to cover the work and submitted to Washington. It is anticipated that the formal agreements will be accomplished and executed within the near future.

Progress has been made in carrying out the terms of the agreement by virtual completion of plans for Richardson Highway, Section "H", in the vicinity of Valdez, and Alaska Highway, Section "A" between Big Delta and the Johnson River, with advertising contemplated promptly upon passage of the appropriation bill now before Congress. Due to the magnitude of the projects they will be advertised for a period of at least thirty days to provide ample opportunity for interested bidders to inspect the work.

The division first agreed upon for location survey work on the Copper River Highway provided that the portion within the National Forest at Cordova at Mile 0 to the original boundary at Mile 39 would be performed by the Bureau of Public Roads parties. A reconnaissance by air early in July indicated that an alternate line existed from Mile 27 to Mile 47 which would lie on the west bank of the Copper River. Since it seemed desirable that the same organization should make the complete study of both the line originally proposed following the abandoned railroad, and of the proposed alternate, it was agreed that the Public Roads would carry the survey to Mile 49 to cover the entire distance between common points. The west bank alternate would require a new bridge over the Copper River about one-thousand feet in length just below the Childs Glacier, but would eliminate approximately 11,000 feet of bridges on the present line, many of which have been destroyed or damaged by erosion and drift at highwater periods of the Copper River.

August 4, 1950

Mr. A. C. Clark

-2-

August 4, 1950

A field party placed on the Copper River survey began work on July 17 and had completed thirteen miles of the survey by the end of the month. This rate of progress can not be maintained for the portion beyond the end of the present road as transportation for the remaining portion of the survey and supplying of the party will necessarily be performed either by plane or by boats operating on the Copper River. Due to the hardships to be anticipated due to weather conditions and the isolated area in which the survey is being made, it is difficult to recruit the proper type of personnel to work under such extremely adverse conditions.

Good progress has continued on the paving projects in the Interior and at the end of the month pavement was substantially complete from Anchorage to Palmer and all but thirteen miles had been placed from Fairbanks to Big Delta.

The contractors on the Alaska Road Commission project extending east from Palmer had constructed 25 miles of the plant mix pavement at the westerly end of the project so that there is now 75 miles of pavement extending easterly from Anchorage.

Pavement construction was started at the east end of the Glenn Highway and at the end of the month five miles was in place.

During the month agreement was reached with representatives of the Forest Service and the Territory that inclusion of the portion of the Turnagain Arm Project extending from Mile 58 to Girdwood should be recommended for approval.

Approval of the system letter will permit Public Roads forces to undertake the maintenance of the portion of the Turnagain Arm project being constructed under contract to Lytle and Green for which completion is expected about September 1, 1950.

Authorization for maintenance including snow removal is considered to be of critical importance since in the event railroad service from Portage to Seward is abandoned, the only available land route would be over the Forest Highway.

HAS:mb
Files ✓

August 4, 1950

To : Mr. G. W. Mayo, Acting Chief, Western Headquarters,
San Francisco, California

From : H. A. Stoddart, Division Engineer, Juneau, Alaska

Subject: Confidential Monthly Report for July 1950 for Division Ten

The favorable weather previously noted during the construction season continued until mid-July when a rainy spell began which continued for the remainder of the month. Progress was adversely affected although construction on Forest Highway projects continued at the same rate for the Ketchikan project and the Mitkof Highway Project (0324-01) at Petersburg, and the Seward Forest Highway Project No. 3-A9 were completed during the month.

Bids were opened on July 6 on the maintenance projects for painting of three bridges, the Juneau-Douglas and Lawson Creek Bridges - Project 31, and the Salmon River Bridge, Project 18. The price level of bids received was quite satisfactory but owing to irregularities in the bids received, it was deemed advisable to reject all bids and readvertise the projects with bids to be opened July 31. At the second bid opening satisfactory bids were again received with the low bid in the amount of \$24,990 for Project 31 and \$4,000 for Project 18 being recommended for acceptance.

Bids were opened for the reconstruction grading of Kenai River Highway Project 5-B2 on July 10, the low bid being substantially above the Engineer's Estimate and with amounts being, respectively, \$478,977.40 and \$398,387.00. Recommendation was made that all bids be rejected. Upon further study of the effect which the change in the international situation might have on contractor's costs and operations and taking into account the upward trend of wages which has occurred during the last year and is anticipated to continue for next year, a revised estimate was prepared which provides for an adjustment upward of approximately fourteen percent in the Engineer's Estimate. It is expected that the project will be readvertised August 7 for bids to be opened August 23, with the expectation that the further interest shown in the project by contractors will result in the submission of an acceptable bid.

August 4, 1950

Development of a program of construction of projects for Interior roads and roads in the Chugach National Forest to be financed with funds to be obtained through the Department of Interior is being developed as described in the last report. Drafts were prepared for agreements to cover the work and submitted to Washington. It is anticipated that the formal agreements will be accomplished and executed within the near future.

Progress has been made in carrying out the terms of the agreement by virtual completion of plans for Richardson Highway, Section "H", in the vicinity of Valdez, and Alaska Highway, Section "A" between Big Delta and the Johnson River, with advertising contemplated promptly upon passage of the appropriation bill now before Congress. Due to the magnitude of the projects they will be advertised for a period of at least thirty days to provide ample opportunity for interested bidders to inspect the work.

The division first agreed upon for location survey work on the Copper River Highway provided that the portion within the National Forest at Cordova at Mile 0 to the original boundary at Mile 39 would be performed by the Bureau of Public Roads parties. A reconnaissance by air early in July indicated that an alternate line existed from Mile 27 to Mile 47 which would lie on the west bank of the Copper River. Since it seemed desirable that the same organization should make the complete study of both the line originally proposed following the abandoned railroad, and of the proposed alternate, it was agreed that the Public Roads would carry the survey to Mile 49 to cover the entire distance between common points. The west bank alternate would require a new bridge over the Copper River about one-thousand feet in length just below the Childs Glacier, but would eliminate approximately 11,000 feet of bridges on the present line, many of which have been destroyed or damaged by erosion and drift at high water periods of the Copper River.

A field party placed on the Copper River survey began work on July 17 and had completed thirteen miles of the survey by the end of the month. This rate of progress can not be maintained for the portion beyond the end of the present road as transportation for the remaining portion of the survey and supplying of the party will necessarily be performed either by plane or by boats operating on the Copper River. Due to the hardships to be anticipated due to weather conditions and the isolated area in which the survey is being made, it is difficult to recruit the proper type of personnel to work under such extremely adverse conditions.

Good progress has continued on the paving projects in the Interior and at the end of the month pavement was substantially complete from Anchorage to Palmer and all but thirteen miles had been placed from Fairbanks to Big Delta.

Mr. G. W. Mayo

-3-

August 4, 1950

The contractors on the Alaska Road Commission project extending east from Palmer had constructed 25 miles of the plant mix pavement at the westerly end of the project so that there is now 75 miles of pavement extending easterly from Anchorage.

Pavement construction was started at the east end of the Glenn Highway and at the end of the month five miles was in place.

Details of the progress on the Interior Roads and Turnagain Arm projects are covered in the District Engineer's report herewith submitted.

During the month agreement was reached with representatives of the Forest Service and the Territory that inclusion of the portion of the Turnagain Arm Project extending from Mile 58 to Girdwood should be recommended for approval.

Approval of the system letter will permit Public Roads forces to undertake the maintenance of the portion of the Turnagain Arm project being constructed under contract to Lytle and Green for which completion is expected about September 1, 1950.

Authorization for maintenance including snow removal is considered to be of critical importance since in the event railroad service from Portage to Seward is abandoned, the only available land route would be over the Forest Highway.

Enclosures: Narrative Report by District Engineer French
Narrative Report by District Engineer Wyller
Graph showing progress on major projects

HAS:mb
Files ✓

MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF JULY, 1950

As previously reported, the progress on Projects 1-B7,G3 and 1-D6,E4, in the vicinity of Ketchikan, had improved considerably during the months of May and June. It was expected that this improvement would continue during the month of July and at the end of the month Project 1-B7,G3 would be substantially completed except for surfacing, while operations on Project 1-D6,E4 were expected to be in full swing. This expected improvement in progress did not materialize. At the end of the month Project 1-B7,G3 was substantially completed as far as rough grading is concerned, but still lacked all finishing work, including cleaning cut slopes and ditches. No cushion material has as yet been placed; in fact, the pit at Wards Lake, from which this material is to be obtained has as yet not been stripped. On the bridge across Wards Creek, the pile driving came to a standstill the first part of the month while the contractor awaited the arrival of a spud to drive through the rock fill. Pile driving activities were resumed about the end of the month, and it has now been determined that bedrock is closer to the surface than originally anticipated. It is expected that pile driving will be finished within the next week. In the meantime, Bents No. 3 to No. 8 have been capped and stringers placed on the intervening spans. Forms for the concrete deck have been constructed between Bents No. 4 and No. 8 and the steel placed, ready for pouring as soon as weather permits.

An attempt to open up the work on Project 1-D6,E4 was made in the middle of the month, but had to be shut down again within a few days for lack of suitable equipment. This lack of equipment was due to the fact that Project 1-B7,G3 had lagged behind and the necessary equipment could not be released from that project to Project 1-D6,E4. The equipment, which was to have been released from Project 7-A5,B2 at Petersburg in the early part of the month, did not arrive in Ketchikan before the end of the month, and some of the equipment was then broken down and is still not in operation on the Ketchikan projects.

The contract time on these projects terminates on August 15, 1950. It is doubtful if half of the work to be done will be completed at that time. In fact, it appears doubtful if the contractor can finish the projects this season, particularly since the progress during the month of July, instead of improving, appeared to stagnate and to fall below accomplishments in previous months. In order to finish the projects in the remainder of the present season, it would be necessary for the contractor to double the present rate of progress during the next four months.

Project 7-A5,B2 at Petersburg was completed and accepted July 7, 1950. A satisfactory result was obtained on the project, and it is believed that the improvement will be adequate for the present and expected traffic on this highway for a number of years.

The Post Construction Project on Routes 4 and 32 at Cordova was continued during the month and was progressing satisfactorily.


The Location Survey between the Town of Cordova and Mile 49 on the abandoned Copper River Railroad was started during the month. Mr. Paul R. Robinson is Chief of Party on this project, but the overall control and supervision is under the jurisdiction of F. LeRoy Davis, Chief Location Engineer. This project is largely a problem in supplying and maintaining a crew in a very inaccessible area. The survey was started from the Town of Cordova, where the men were subsisted until a camp could be erected at Mile 27 on the Copper River Railroad. This camp is located on the west side of the Copper River Delta and is accessible only by small boat or small hydroplanes. The old railroad crosses the Copper River Delta at this point, but an alternate line, following the west side and crossing the river above the Delta, is to be investigated and surveyed. Part of this line on the west side of the Delta can be reached by small boat with outboard motor and thus be made accessible to the survey party located at the camp at Mile 27. The upper end of the survey will, however, have to be done from a small fly camp, supplied by boat from the main camp at Mile 27. It is planned to complete the upper, most difficult and inaccessible part of the survey during the remainder of the summer and early fall, before the severe fall weather begins. The five miles between Mile 22 and Mile 27 will also be done from the present camp site, and the remaining gap back towards the town will be left to the last, and will be handled from a camp near the end of the present road between Cordova and the Cordova Airport. As an unusual feature of this survey, it may be mentioned that Mr. Davis has been authorized to employ an experienced hunter and woodsman as a guard against Alaska Brown Bear. This section of the country has an unusual number of this large and dangerous animal, and the possibility of the survey party being molested by bear is not too remote.

The engineering party under the supervision of Mr. Paul B. Groven, which recently finished Project 31-A7,B2, Douglas Highway, has been engaged in miscellaneous survey work in the vicinity of Juneau, as well as in the preparation of the Final Estimate on the above mentioned project. It is planned to assign this party, within the next two weeks, to the Cordova Copper River Survey in order to press that work to completion as early as possible this fall.

In 1949 a petition was received by the Division Office from the Ketchikan Chamber of Commerce requesting that a road be constructed from Hollis on the east coast of Prince of Wales Island to Klawak on the west coast of the same island. This office was instructed to submit a report on the feasibility, both physically and economically, of this route, and a reconnaissance on foot and also by air was made during the month by the District Engineer. A complete report on the proposed project will be submitted later in the fall.

The maintenance work in the District during the month was more or less routine. The painting program begun in June came to a halt the first part of July because of generally wet weather conditions. A considerable portion of the necessary painting was accomplished during the dry period in June, and it is hoped that we will still have sufficient warm and dry weather during the remainder of the season to complete the painting of all structures and railing started in June.

August 4, 1950


CHR. F. WYLLER
District Engineer

BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

JULY 1950

TURNAGAIN ARM PROJECTS

C & D, E and F-1
Mile 58 to Peterson Creek

Excellent progress has been made during July with the grading on this project and it appears that the work will be completed within the time limit as extended to September 1, 1950. Work is in progress with two shovel and truck outfits, two drilling and blasting outfits and 9 D-8 tractors equipped with dozers or scrapers. Good progress is also being made with the cleanup of clearing spoils, trimming up of borrow pits, etc. Bridge painting, rubbing of concrete and cleanup of the bridge sites are practically complete. One rock cut remains to be drilled and shot, several rock sections require some secondary shooting along the ditch line and select borrow remains to be placed for about 5 miles on Section D. No work remains on Sections E and F-1 except painting structural steel and hand rail. This work has not yet been started but should be completed during August.

The C & D sections should be completed so traffic can use the road without undue inconvenience and delay by August 15.

The E and F-1 sections are in good condition except for minor settlements which occurred during the winter.

Section F-2

Peterson Creek to Indian

Good progress is being made on the work south of Girdwood. Only two small rock cuts remain to be removed on the section south of Kern Creek. Grading has been substantially completed to Sta. 1050, which is about one mile from the south end of the job. The 3-1/2 c.y. shovel on this work should complete substantially all work south of Girdwood during August. Borrow material for this end is to be obtained from the Peterson Creek pit which is at the south end of the section.

Work on the sidehill rock sections north of Girdwood is moving considerably slower than the work to the south due to the nature of the terrain and material. The steep sidehill in the vicinity of Sta. 1530 could not be pioneered without drilling and blasting. This is a heavy rock section adjacent to and immediately above the railroad. A haul road has now been pioneered through this cut, and ahead to Sta. 1585. It appears that the contractor is getting in a position where he may be able to improve his progress on this section.

Work on the 4 treated timber and concrete bridges has started but little progress has been made to date. Work on placement of the Bird Creek bridge approach fills is expected to start in August. However, it still appears doubtful if the approach fills will be completed soon enough to enable completion of the Bird Creek bridge this year.

It is doubtful if the contractor will have a travelable road throughout Section F-2 this year. No additional equipment has been placed on the project during the past month.

Due to illness of Mr. Keranen it has become necessary to replace him temporarily by Mr. Neeley as Resident Engineer.

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

Peterson, Kern, and Glacier River Bridges are complete except painting, cleanup, etc. The carpenters strike which practically stopped all bridge work was settled early in July.

At Indian Creek all piling have been driven. Footings for both piers have been poured, forms for both of the piers have been set and one pier has been poured.

No further work has been done at Bird Creek where specifications require completion of the approach fills before driving abutment piles. This work is expected to start during August.

Section G - Indian to Potter

Grading work is active throughout the project. During the last month work started on the Potter Creek Bridge. Apparently good progress is being made. No work has been started on placing of ballast, ties and steel.

GLENN HIGHWAY

Section A - Anchorage to Palmer (48 miles including 8 miles through Ft. Richardson)

All plant mix paving including the short sections which were replaced was completed during the first week of July. About 25 miles of seal coat and cover aggregate has been completed from Palmer toward Anchorage. A very good job is being done on the seal coat. Rich sections that have developed through Ft. Richardson have been treated with heated cover aggregate and the free asphalt that flushed to the surface has generally been satisfactorily blotted. Short sections where instability was evident have been replaced. The most noticeable richness developed in the area occupied by the Ft. Richardson warehouses, Army construction battalions, and large construction projects. In this area heavily loaded trucks constitute a large percentage of the total traffic, and fully loaded 17 c.y. Tourne-Wagons have been observed using the newly constructed paving. Loads in this area are considered comparable to those on a street in an industrial area of a city. The section where the heaviest hauling occurs is 2 to 3 miles long. Construction of a heavier pavement in this area may be justifiable.

Sections B-1, B-2, and B-3
Palmer to Richardson Highway Junction near Glen Allen
(About 141 miles)

This work is being handled by the Alaska Road Commission. Representatives of this office have not been on these projects during July. Good progress is reported by McLaughlin Inc. on Section B-1.

Sections B-2 and B-3 are under contract to Babler and Rogers. It is understood that no work is yet in progress on Section B-2. All major items of work are understood to be active on Section B-3, with about 5 miles of plant mix paving placed to date.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 miles)

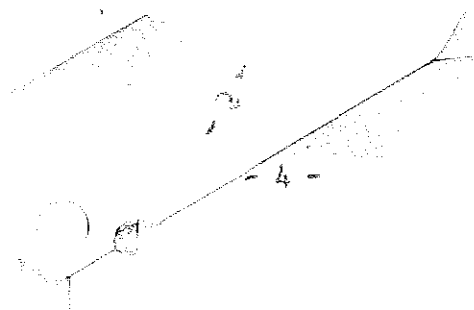
Plant mix paving was completed late in May. Work during July has consisted of placing seal coat and cover aggregate, cleaning up borrow pits, finishing shoulders, etc. All work except seal coat was completed by July 20. About 38 miles of seal coat and cover aggregate have been placed. This project should be completed early in August. Application of seal and cover aggregate results in a uniform and workmanlike job.

Section B - Harding Lake to Big Delta Junction (53.1 miles)

Progress has been excellent during the past month. About 275 men are on the payroll. Grading work is substantially complete. A small amount of borrow remains to be placed for widening and flattening fill slopes throughout the project. Base course surfacing is all in place, but not all of the material has been processed and compacted. Plant mix paving is complete from mile 304.5 to mile 267.9, the south end of the project at Big Delta; and from mile 318.8 to mile 321, the north end of the project at Harding Lake. About 39 miles of a total of 53 have been paved, leaving 14 miles yet to pave. The hot mix paving plant is being moved to mile 315.5 and paving work will be resumed during the first week in August. This will be the last set up of the paving plant on this project. Seal coat operations are expected to start early in August. It appears that the project can be completed within the time limit if normal weather prevails until September 15, on which date the contract time on completion of the seal coat expires.

Section C - Big Delta Junction to Rapids
Location Survey - 40 miles

Field work has been completed and all survey data have been forwarded to the Division office.



KENAI RIVER HIGHWAY

Section 5-B1 - Kenai River Bridge

The project is complete and the final estimate is being prepared. Two men are handling the engineering work on Project 3-E3,14, Snow River Bridge, and preparing the final estimate on this project.

Section 5-B2 - Kenai River Highway from
Moose Pass Highway Junction at Mile 38 to Mile 41, and
from Mile 47 to Mile 50 (5-1/2 miles)

Bids were received in the Division office on July 10, and Kenai Construction Company submitted the low bid of \$478,977.40. The low bid was above the engineers estimate and all bids have been rejected. It is planned to readvertise in August. Some construction engineering work has been performed as the work on the C & D sections of Turnagain Arm would permit.

SEWARD HIGHWAY

Section 3-A9 - Mile 3 to Mile 5

The project was completed and final inspection made July 20. All work was finished in a satisfactory manner and the project presents a very good appearance. In order to provide a satisfactory surface for travel, and to facilitate maintenance it was necessary to place selected borrow material over the entire project. The final estimate is being prepared.

Section 3-E3,14 - Snow River Bridge

Progress has been slow but ample time remains to complete the project within the time limit. Piling are driven, excavation for abutment No. 1 is practically complete, and the concrete cap on the pier has been poured. Reinforcing steel, and part of the structural steel are at the bridge site.

MOOSE PASS HIGHWAY

Location Survey from Moose Pass to Mile 58

A fifteen man location party was moved to this project during the first week in July. The crew is living at the Mile 58 engineering camp with the engineering parties working on Turnagain Arm C & D. A preliminary line, levels, and cross sections have been completed from Lower Summit Lake (Mile 49) to Mile 58, a distance of about 9 miles. Some short alternates remain to be run on this section to determine the preferable location. A preliminary line has been run from Mile 38 to Mile 49, and part of the levels and cross sections have been taken. The section from Moose Pass (Mile 30) to Mile 38 will be the last section of the survey to be run. By the time this work is to be started we may have an engineering camp established on Section 5-B2 of the Kenai River Project.

GENERAL

Widening of rock cuts between Mile 14 and Mile 18 on the Seward Highway was completed during July. This has provided a much needed improvement on the section of the Seward Highway where accidents have been the most frequent. River gravel from Snow River is being placed over the widened sections between Mile 14 and Mile 18.

Weather during July has generally been favorable for all construction and maintenance operations.

Photographs and progress charts are attached.



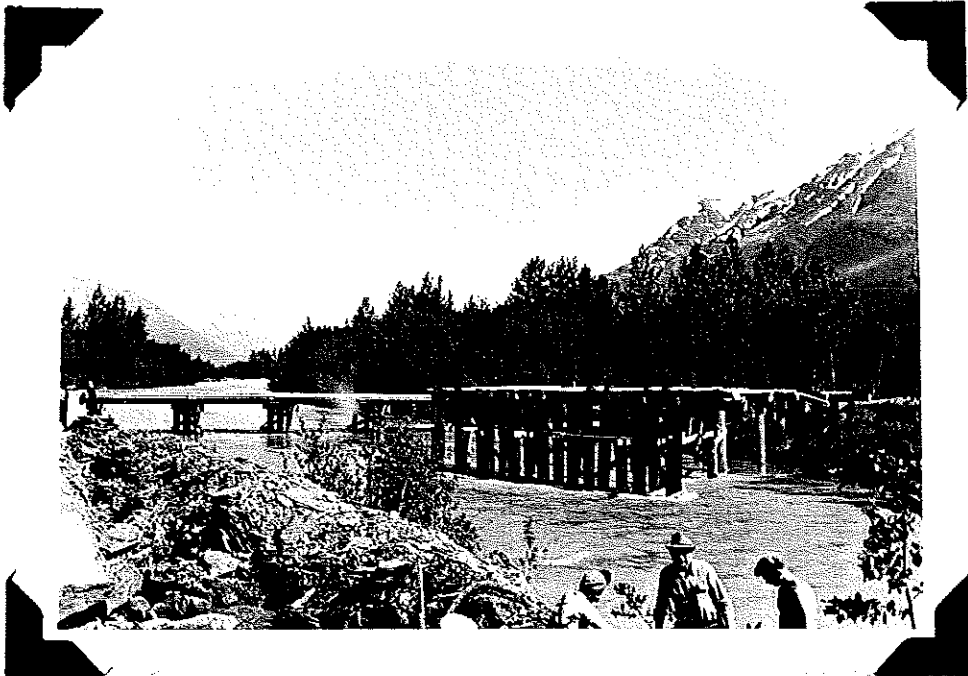
61-94-101

No. 760 - Richardson Highway Section C, (Big Delta - Rapids Survey) View south from Sta. 1343. Donnelly home in right background.



61-94-102

No. 742 - Richardson Highway Section C. (Big Delta - Rapids Survey) View of large wash below Rapids. Recommended line crosses wash at foot of hill in background where flow can be confined.



61-94-103

No. 705 - Seward Highway. 3-23, 24, Snow River Bridge. Shows piling for new bridge, and character of excavation for Abutment No. 1. Old temporary bridge in background.



61-94-104

No. 672 - Glenn Highway. View of completed paving about 7 miles south of Palmer. Logs along fill have been decked to prevent erosion from Matanuska River flood waters.



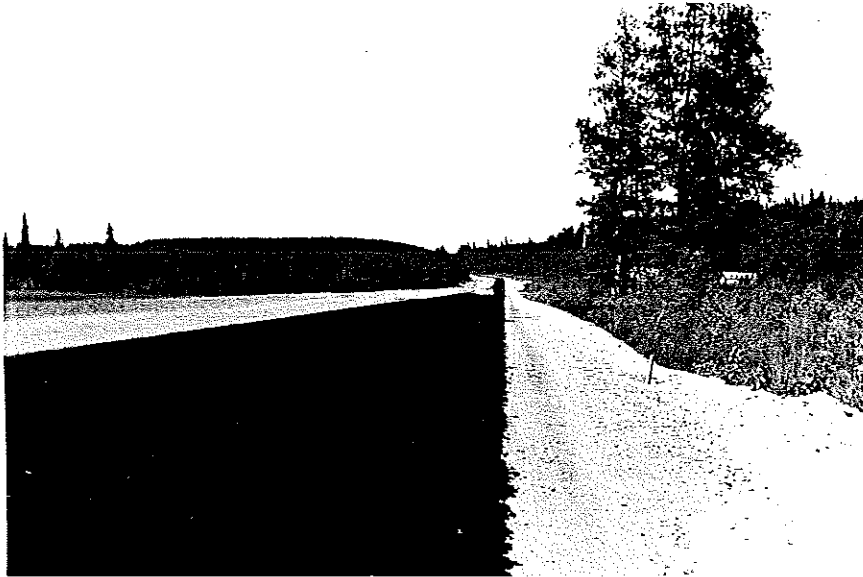
61-94-105

No. 679 - Richardson Highway Section E. View of bulldozer stockpiling base course at Mile 297.



61-94-106

No. 683 - Richardson Highway Section B. View of newly graded section at Mile 306.7 looking north toward Fairbanks.



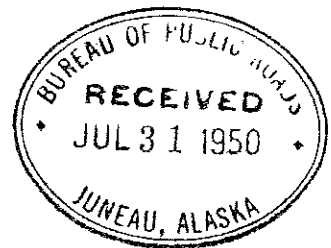
61-94-107

No. 727 - Glenn Highway. View toward Palmer from about Mile 15. Shows freshly laid strip of plant mix (PG-3) paving directly behind the paver.



61-94-108

No. 731 - Glenn Highway Mile 38. View of large land slide that occurred in March 1950. The near end of the slide is about 200 ft. from the road. Upper part of slide is in constant motion. Rocks rolling down talus and the dust they stir up can be seen all the time. The grinding action of the slide can be heard constantly from the road.



Action	Info	
		STODDART
		REHER
		FLINT
		BLACKWELL, D. J.
		ROYD
		DOYLE
		KELLY
	September 13, 1950	
		NEELEY
		PERSONNEL
		EQUIP. DEPOT
		ANSWERED BY:

To: Mr. Thos. H. MacDonald, Commissioner

From: G. W. Mayo, Acting Chief, Western Headquarters

Supplementing our September 7 memorandum enclosing monthly news reports from the Division Engineers, we attach Mr. Stoddart's September 7 memorandum, with enclosures, discussing activities in Alaska during July.

Mr. Stoddart's report is interesting and should be fully read.

Items of particular interest are:

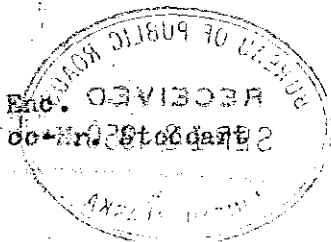
(1) that contracts on the Turnagain Arm project for the sections under direct supervision of the Bureau of Public Roads were practically completed;

(2) that excellent progress is being made on the Seward to Mile 58 location survey and the Copper River location survey;

(3) that a portion of the additional work recently turned over to Division 10 by the Alaska Commission has been rescinded;

(4) that the Alaska Road Commission is apparently increasing its standards of construction and design on the Sterling Highway; and

(5) that the idea of abandoning the Seward-Portage branch of the Alaska Railroad upon completion of a satisfactory highway between Seward and Anchorage is again being considered. This we believe will require that construction to a standard equal to that of the Turnagain Arm projects will be required between Seward and Mile 58 and that regular Forest Highway funds should probably be concentrated on that work for the next two or three years.



ANSWERED BY	
FOUR DEPT	
PERSONNEL	
NEELY	
REPLY	
KILLY	
DOYLE	
BOYD	
BLACKWELL	
ELINT	
REHER	
STODART	
Action Info	

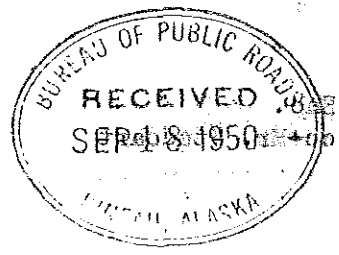
From: G. W. Mayo, Acting Chief, Western Headquarters
 To: Mr. Thomas H. McDonald, Commissioner

Supplementing our September 7 memorandum enclosing monthly news reports from the Division Engineers, we attach Mr. Stodart's September 7 memorandum, with enclosures, discussing activities in Alaska during July.

Mr. Stodart's report is interesting and should be fully read.

Items of particular interest are:

- (1) that contracts on the Fairbanks Air project for the sections under direct supervision of the Bureau of Public Roads were practically completed;
- (2) that excellent progress is being made on theeward to Mile 58 location survey and the Copper River location survey;
- (3) that a portion of the additional work recently turned over to Division 10 by the Alaska Commission has been resubmitted;
- (4) that the Alaska Road Commission is apparently increasing its standards of construction and design on the Sterling Highway; and
- (5) that the idea of abandoning theeward-Portage branch of the Alaska Railroad upon completion of a satisfactory highway betweeneward and Anchorage is again being considered. This we believe will require that construction to a standard equal to that of the Fairbanks Air project will be required betweeneward and Mile 58 and that regular Forest Highway funds should probably be concentrated on that work for the next two or three years.



September 13, 1950

To: Mr. Thos. H. MacDonald, Commissioner

From: G. W. Mayo, Acting Chief, Western Headquarters (SWE)

Supplementing our September 7 memorandum enclosing monthly news reports from the Division Engineers, we attach Mr. Stoddart's September 7 memorandum, with enclosures, discussing activities in Alaska during July.

Mr. Stoddart's report is interesting and should be fully read.

Items of particular interest are:

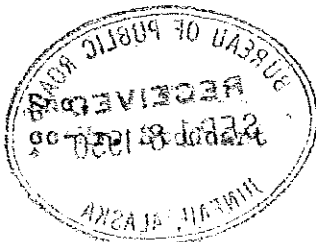
(1) that contracts on the Turnagain Arm project for the sections under direct supervision of the Bureau of Public Roads were practically completed;

(2) that excellent progress is being made on the Seward to Mile 58 location survey and the Copper River location survey;

(3) that a portion of the additional work recently turned over to Division 10 by the Alaska Commission has been rescinded;

(4) that the Alaska Road Commission is apparently increasing its standards of construction and design on the Sterling Highway; and

(5) that the idea of abandoning the Seward-Portage branch of the Alaska Railroad upon completion of a satisfactory highway between Seward and Anchorage is again being considered. This we believe will require that construction to a standard equal to that of the Turnagain Arm projects will be required between Seward and Mile 58 and that regular Forest Highway funds should probably be concentrated on that work for the next two or three years.



September 13, 1950

To: Mr. Thomas H. McDonald, Commissioner

From: W. H. Mayo, Acting Chief, Western Operations (RM)

Reference is made to your letter of September 7 concerning the Alaska Highway project. The Alaska Highway project is a major project of the Alaska Highway Commission and should be fully completed by the end of the year.

The Commission's report is interesting and should be fully read.

Items of particular interest are:

(1) That contracts on the Fairbanks area project for the section under direct supervision of the Bureau of Public Roads were practically completed.

(2) That excellent progress is being made on the Seward to Mile 28 location survey and the Copper River location survey.

(3) That a portion of the additional work recently turned over to Division 10 by the Alaska Commission has been completed.

(4) That the Alaska Road Commission is apparently increasing its standards of construction and design on the Sterling Highway and

(5) That the idea of abandoning the Fairbanks branch of the Alaska Highway upon completion of a satisfactory highway between Seward and Anchorage is being considered. This we believe will require that construction to a standard equal to that of the Fairbanks area projects will be required between Seward and Mile 28 and that regular Forest Highway funds should probably be concentrated on that work for the next two or three years.

