

June 30, 1950

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

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

Subject: Confidential Monthly Report for June 1950 for Division Ten

Weather conditions in Alaska continued to be quite favorable and made it possible to continue the good rate of progress that was established during the month of May on construction projects in the Territory. Of the Forest Highway Projects further acceleration of the rate of progress at Ketchikan was noted and the Douglas Project FH 31-A7, B2 was completed late in the month. On the Kenai Peninsula, Kenai River Bridge Project, FH 5-III, was substantially completed late in the month.

With establishment of wage rates, the Kenai River Highway reconstruction grading 5-III was advertised for bid opening on July 10 and also the painting of three bridges in Southeast Alaska were advertised for bid opening on July 6.

Early in the month a request was received from the Road Commission for this Bureau to handle construction supervision of four additional projects on Interior roads and also to handle the construction supervision for the construction of bituminous wearing surface on the portion of the Turnagain Project beginning at Mile 58 to Indian which is the section that is now under construction under Bureau of Public Roads contracts. The projects on Interior roads included in the request are Sections C and H of the Richardson Highway and Sections A and C of the Alaska Highway.

Upon receipt of authorization from Washington, the Road Commission was notified that its request was approved. Subsequently, advice was received that in a Washington conference it was arranged that the Department of Interior would ask for funds for improvement of the Seward to Mile 58 section of the Seward-Anchorage Highway, and of the remaining portions of the Kenai River Highway, Route 5, that are not now under contract and for the construction of the Copper River Highway from Cordova to Chitina. The Washington conference provided that the division of supervision of the work would

be arranged between the Juneau offices of the Road Commission and the Bureau of Public Roads, and subsequently, it was agreed with Colonel Noyes that all work within forest boundaries would be supervised by the Bureau.

Plans have been made to place a party on the Cordova to forest boundary section of the Copper River Highway to complete survey this summer and two additional parties to complete surveys on the Seward-Anchorage and Kenai River Highways this summer in preparation for contracting the work next year. The Copper River survey will be financed with Interior Funds and the Kenai Peninsula survey with Forest Highway Funds.

It is planned that the grading projects involved will be handled under an agreement similar to that for the Turnagain Arm which contemplates direct Bureau of Public Roads contracts and that the additional surveys and paving jobs on Interior roads will be handled as extensions of the August 17, 1948 agreement which provides for supervision by Bureau personnel of Alaska Road Commission contracts. The Turnagain Arm paving will also be included in the extension of the Interior Roads agreement.

It is planned that all of the projects above noted will be financed with 1952 funds to be requested by the Department of Interior except that 1951 funds are available for Section A of the Alaska Highway and Section H of the Richardson Highway, and possibly Section G of the Richardson Highway. Under the plan of operation as developed bids on Section H of the Richardson Highway and Section A of the Alaska Highway will be invited late in July or as soon as funds become available under the appropriation bill now before Congress.

Details of progress on the Interior Roads and Turnagain Arm Project are covered in the District Engineer's report herewith submitted. Briefly, however, the paving is now complete on Section A of the Glenn Highway from Anchorage through the Fort Richardson reservation leaving only about seven miles to be paved east of the reservation and construction of most of the seal coat. Paving has been completed on Section A of the Richardson Highway and application of the seal coat has been started. With the completion of paving on Section A most of the activity is now concentrated on Section B with a labor force in excess of three hundred men, with all phases of the work showing good progress.

Observation of bituminous wearing surfaces constructed in 1949 have shown distress in only a few short sections. Near the west end of Section B of the Alaska Highway the extent of areas showing inadequate foundation courses was large enough to warrant inclusion of the necessary reinforcement of subgrade in the work to be done under the proposed contract for Alaska Highway, Section A.

During the breakup period a study was made of foundation courses to check the supporting values under the most adverse conditions. The testing included observations of the effect of 5,000, 10,000, 15,000 and 20,000 round axle loads and measurement of subgrade values using California Bearing Ratio equipment. It was anticipated that the testing would develop values to serve as a basis for setting of reduced load limits during the breakup period. However, it was found that for all but one or two obviously weak sections that the roadway was capable of carrying legal loads during even this critical period.

An Interim Report will be prepared on the results observed but it will be necessary to conduct additional tests in 1951 to fill in the desired information on the critical foundation thicknesses which will require load restrictions.

Reference is made to the note contained in the last report regarding the possibility of Alaska Railroad service being discontinued on the Seward Branch. It was learned that at least one bridge has been condemned as unsafe for operation, although service will be continued at least until October by using the lightest railroad equipment. It is understood that the ultimate decision regarding service after that date will be made in Washington. Completing of the road from Seward to Portage and Girdwood is assured before September 1 so that truck haul from the port of Seward could be instated as a substitute although it must be conceded that the road from Seward to Mile 58 is narrow and would be somewhat hazardous for such an operation. Railroad officials estimate that the maximum daily tonnage of the route is about 2500 tons per day. It is their feeling that should the Seward Branch be closed it would be necessary to open the port of Whittier for civilian traffic.

It has been noted previously that a bulk cement handling plant would be installed at Anchorage. Construction of the plant is now well advanced. Two 10,000 barrel steel tanks will be provided for bulk storage with facilities adjacent for filling sacks for handling through retail outlets.

Early in the month representatives of the House of Representatives Committee on Appropriations called at this office to discuss costs of construction in Alaska. The group, consisting of four men had stopped at Seattle and Ketchikan enroute to Juneau. Mr. Ned Williams and Mr. Pollman appeared to be particularly interested in heavy construction and Mr. Williams accompanied me on an inspection trip which took us over the Haines Cutoff and the Whitehorse to Fairbanks section of the Alaska Highway and thence over the Richardson Highway to Gulkana and over the Edgerton Highway to Chitina, then by plane to Cordova and Anchorage. It seemed that the investigating group was inclined to favor contract construction as compared with day labor construction. It is understood that the group will return through Juneau later in the summer after having visited all points at which construction is now in progress in the Territory.

Mr. G. W. Mayo

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June 30, 1950

It has been arranged to make a reconnaissance flight over the Copper River Highway with Mr. B. Frank Heintzleman, Regional Forester, on July 5 to consider various alternate routes which have been proposed and particularly Mr. Heintzleman's suggested route which would eliminate many of the stream crossings existing on the route of the Copper River Railroad where bridges have been destroyed or damaged by floods.

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

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June 30, 1950

To : Mr. A. G. Clark, Deputy Commissioner, Washington, D. C.
From : E. A. Steddart, Division Engineer, Juneau, Alaska
Subject : Excerpts from Confidential Monthly Report for June 1950
for Division Ten

Early in the month a request was received from the Road Commission for this Bureau to handle construction supervision of four additional projects on Interior roads and also to handle the construction supervision for the construction of bituminous wearing surface on the portion of the Turnagain Project beginning at Mile 58 to Indian which is the section that is now under construction under Bureau of Public Roads contracts. The projects on Interior roads included in the request are Sections C and H of the Richardson Highway and Sections A and D of the Alaska Highway.

Upon receipt of authorization from Washington, the Road Commission was notified that its request was approved. Subsequently, advice was received that in a Washington conference it was arranged that the Department of Interior would ask for funds for improvement of the Seward to Mile 58 section of the Seward-Anchorage Highway, and of the remaining portions of the Kenai River Highway, Route 5, that are not now under contract and for the construction of the Copper River Highway from Cordova to Chitina. The Washington conference provided that the division of supervision of the work would be arranged between the Juneau offices of the Road Commission and the Bureau of Public Roads, and subsequently, it was agreed with Colonel Hoyer that all work within forest boundaries would be supervised by the Bureau.

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It is planned that all of the projects above noted will be financed with 1952 funds to be requested by the Department of Interior except that 1951 funds are available for Section A of the Alaska Highway and Section H. of the Richardson Highway, and possibly Section C of the Richardson Highway. Under the plan of operation as developed bids on Section H of the Richardson Highway and Section A of the Alaska Highway will be invited late in July or as soon as funds become available under the appropriation bill now before Congress.

The paving is now complete on Section A of the Glenn Highway from Anchorage through the Fort Richardson reservation leaving only about seven miles to be paved east of the reservation and construction of most of the seal coat. Paving has been completed on Section A of the Richardson Highway and application of the seal coat has been started. With the completion of paving on Section A most of the activity is now concentrated on Section B with a labor force in excess of three hundred men, with all phases of the work showing good progress.

Observation of bituminous wearing surfaces constructed in 1949 have shown distress in only a few short sections. Near the west end of Section B of the Alaska Highway the extent of areas showing inadequate foundation courses was large enough to warrant inclusion of the necessary reinforcement of subgrade in the work to be done under the proposed contract for Alaska Highway, Section A.

During the breakup period a study was made of foundation courses to check the supporting values under the most adverse conditions. The testing included observations of the effect of 5,000, 10,000, 15,000 and 20,000 round axle loads and measurement of subgrade values using California Bearing Ratio equipment. It was anticipated that the testing would develop values to serve as a basis for setting of reduced load limits during the breakup period. However, it was found that for all but one or two obviously weak sections that the roadway was capable of carrying legal loads during even this critical period.

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

The month of June was unusually dry and warm and the weather was, therefore, ideal for construction and maintenance operations. Progress on construction projects was, in general, very good and several of the construction projects were completed during the month.

Project 1-B7,G3 at Ketchikan progressed in a satisfactory manner. Some difficulty, however, has been encountered with the pile driving on Wards Creek Bridge; mainly with driving timber piling bents through the rock fill. At the end of the month all the timber piling had been driven but in bent No. 2, which is in the rock fill, satisfactory penetration on all piles was not obtained. Several of these piling will have to be pulled and re-driven. The main cause of the trouble is that the contractor placed too large rocks in the approach fill where the piling were to be driven. The grading on Project 1-B7,G3 has been progressing satisfactorily and it is expected that the rough grading will be completed by the middle of next month. Shortly after the subgrade borrow material will be applied, followed up by crushed rock surfacing.

On Project 1-D6,E4 only clearing operations have been in progress so far. Further activity on this project can not be started before equipment is released from Project 1-B7,G3.

Progress on Project 7-A5,B2 at Petersburg was good during the month, and the project is now essentially completed. The contractor has, for the greater part of the month, been working two 9-hour shifts both at the crushing plant and with the hauling of material on the grade. The crushing plant and the trucks used on this project will be shipped to Ketchikan for use on Projects 1-B7,G3 and 1-D6,E4. We understand that the Town of Petersburg has made arrangements with Reed & Martin, our contractors, to furnish crushed gravel for surfacing some of the city streets, before the equipment is shipped to Ketchikan. It is not expected that this work will take more than one week, and the equipment will probably be in Ketchikan about the 10th of July.

Project 31-A7,B2 was completed and accepted on June 28th. This project consisted of grading and surfacing with crushed gravel the section of Douglas Highway from the bridge to the Town of Douglas. The standard to which the project was completed allows for future pavement 22 feet wide, with 4 foot shoulders. The design included provisions for reinforcement of subgrade to provide adequate base for the future pavement. Hayes & Whiteley, of Juneau, Alaska, were the contractors on the project and have completed the work in a satisfactory and workmanlike manner. The finished project presents a very pleasing appearance.

The painting of Falls Creek Bridge, Project 7-D2. in the vicinity of Petersburg, was completed during the month.

During the unusually hot weather experienced during the month of June some bleeding occurred on the asphalt pavement on the Juneau - Juneau Airport section of the Glacier Highway. This was immediately taken care of by the maintenance crew who applied sand and chips to absorb the free asphalt where it occurred. The bleeding occurred only on short sections totaling not more than 1/2 mile of the 8.7 mile long paved section. It is believed that the warm weather caused some of the roughness in the pavement which remained after the spring thaw to disappear.

Due to warm, dry weather, the maintenance operations consisted to a large extent of painting bridges and guard rails. The warm weather also caused rapid growth of weeds and brush on the roadside, making it necessary to spend considerable time on mowing the ditches and shoulders.

Work was started on the Post Construction Project, Routes 4 and 32, in the vicinity of Cordova. This work is being done by the regular maintenance unit augmented by 7 additional employees. The equipment in use on the project consists of one 1/2 cu.yd. Wayne Shovel, one D-7 Tractor with dozer, and three 2 1/2 cu.yd. dump trucks, all belonging to the Bureau of Public Roads. In addition, there are two rented 2 1/2 cu.yd. dump trucks being used on the project. It is expected that it will take all season to complete the contemplated work.



CHR. F. WILLER
District Engineer

June 29, 1950

BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

JUNE 1950

TURNAGAIN ARM PROJECTS

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

Engineering work from the Mile 58 camp was resumed late in May, and an engineering crew of 5 men was started working from the Ingram Creek Camp on June 9. Contract work on drilling rock cuts and grading with a shovel and truck outfit and tractor-scraper units is in progress between Sta. 160 and Sta. 285 on Section D north of the Ingram Creek Summit. Work is also in progress on installation of culverts and general cleanup of the D Section. The contractor opened the Ingram Creek Summit with two D-8 dozers on June 7 and 8. Photographs indicate the conditions encountered. Runoff since the pass was opened has been rapid and the snow has now all melted from the road. Contract work on the Mile 58 side of the Summit was recently started. Practically all equipment on this section worked on Forest Highway Project 3-A9 in Seward. When the project at Seward reached a stage where equipment could be released it was moved back to Section C of the Turnagain Arm project. This equipment consists of a shovel and truck outfit and eight D-8 tractor units equipped with bulldozers or scrapers.

The C&D sections should be in a condition satisfactory for traffic by some time in July.

Work on painting of bridges, the only work remaining on Sections E and F-1, has not been started.

Section F-2
Peterson Creek to Indian

Grading work on removal of rock cuts and borrow is in progress south of Girdwood with a $3\frac{1}{2}$ c.y. shovel, heavy Euclid trucks, 2 bulldozers and drilling and blasting equipment. Fair progress is being made and substantially all of the prism excavation which is practically all rock, has been removed throughout this section. Equipment breakdowns have caused some delays. Borrow remains to be placed in the fills on the south two miles of the project between Peterson Creek and Kern Creek. Grading work between Girdwood and the south end of the project at Peterson Creek should be substantially completed so traffic can use the road by some time in August if the contractor pursues his present plan. This will permit travel by car from Seward to Girdwood. Most of this travel now is by air.

Work north from Girdwood is in progress with a $2\frac{1}{2}$ c.y. shovel, Euclid trucks, 2 bulldozers, drilling and blasting equipment, and a $3/4$ c.y. dragline. This work is necessarily slower than that south of Girdwood due to the heavy rock

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cuts. These cuts are adjacent to and immediately above the Alaska Railroad. All are overlaid with a layer of saturated earth material from 2 to 12 ft. thick which tends to slide in the freshly cut sections when not properly drained. This material must be removed before drilling can be started. It is saturated, and stripping with a dragline on log pads has proven to be the only successful method thus far applied. Much of the material will not hold up a tractor and stripping of the material by this method has been discontinued. Grading has progressed to about Sta. 1500. The next 3 mile section ahead of 1500 appears to be rock overlaid with saturated earth material, and is believed to represent the most difficult of the remaining work.

It is believed unlikely that the contractor will have a travelable road throughout the F-2 section this year. Little additional equipment has been placed on the project this year, and there are over 11 miles of the total of 19.4 on which no grading work has been started. No work on the 4 timber bridges has been done.

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

Peterson Creek and Glacier River bridges are complete except painting and rubbing concrete. Peterson Creek was completed this month (June) and Glacier River was completed last year as previously reported. The Kern Creek deck should be poured within a few days. Piling are driven for the Indian Creek Bridge. No work has been done at Bird Creek except the making of the railroad steel piles.

Practically all work on this project is now at a standstill due to the carpenters strike. Indian Creek bridge is ready for forms but the contractor informs us that no work can be done until a settlement with the carpenters is made. There are only 5 or 6 men working for the bridge contractor at this time. The grading contractor has done no work on the Bird Creek approach fills. These fills are required by the specifications to be completed before abutment piling are driven. Present plans and progress of the grading contractor indicate the grading work will not reach Bird Creek in time for the approach fills to be completed and leave sufficient suitable weather for the bridge contractor to complete the bridge this year. An early settlement of the strike would enable the bridge contractor to substantially complete 4 of the 5 bridges by the end of July.

Section G - Indian to Potter

Work is active throughout the project and good progress is being made. Work is being handled by the Alaska Railroad. It has been reported that the contractor expects to maintain his progress as required by the contract to provide for one way traffic with turnouts to provide safe travel by November 1, 1950.

GLENN HIGHWAY

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

Progress during June on the paving work has been fair. Unfavorable weather and some mechanical difficulties with the asphalt plant have retarded progress. Paving work started about two miles outside the Anchorage City Limits on May 22. All paving between the Anchorage City Limits to, and within Ft. Richardson, the Fourth Avenue Extension to Fort Richardson, and the extension of Fourth Avenue to the Alaska Road Commission property have been completed. A short unsatisfactory section near Mile 40 has been replaced with new subgrade, base and paving. Paving is in progress between Eagle River and Mile 18 where paving operations were stopped last year. All paving should be completed the last week in June or the first week in July. If weather is favorable considerable progress should be made on the seal coat during July. No work on the seal coat has been done this year.

Sections B, B-1 and B-2
Palmer to Richardson Highway Junction near Glenn Allen
(about 141 miles)

This work is being handled by the Alaska Road Commission. Good progress is evident on the B section which is under contract to McLaughlin Inc. On June 15 about 12 miles of plant mix paving had been laid between Palmer and Kings River. Grading and base course operations were in progress east of Kings River.

Sections B-1 and B-2 are under contract to Babler and Rogers. On June 15 no work had been started on Section B-1. Preparation of the subgrade by building up with borrow material and production and placement of base course surfacing were in progress on B-2. About 7 miles of the extreme east end of the project had been brought to grade with borrow, and about 3 miles of base course surfacing had been placed on the road. Processing and compacting of base was in progress. The contractors planned to start the plant mix paving operation by July 15. The contract work was well started and good progress was evident.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (144 miles)

All plant mix paving has been completed. Appearance and riding qualities are generally good. Some unevenness has been caused by settlements which occurred last year. A section of pavement about 30 ft. long near one edge showed signs of distress and was replaced. This is the only spot in the 32 miles placed last year where it was necessary to replace any pavement, base course or subgrade material.

Seal coating operations are in progress and should be completed in July or early August. Some minor work on cleanup of borrow pits, placing shoulder material, shaping of shoulders, etc. remains to be done. All of this work

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should be completed by July 20. Weather for bituminous work in June was generally good.

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

Work is active on all major items of the contract and good progress is being made.

Major items of equipment include 1 Barber Greene paving machine, 2 Cedar Rapids screening and crushing plants, 73 trucks of 5 c.y. to 15 c.y. capacity, three 2 $\frac{1}{2}$ c.y. shovels and draglines, one 1 $\frac{1}{2}$ c.y. shovel, one 1/2 c.y. shovel, 2 distributors, ten D-8 class tractors with dozers or scrapers, and eight motor patrols. The working force exceeds 300 men.

Plant mix paving started at the north end of the project during the last week of June after all paving on the A section had been completed. The paving machine used on Section A and plant mix material produced on Section A are being used on the first two miles of this section. Part of the personnel used on the paving work on A continued on the paving work on B. Sufficient plant mix aggregates have been produced and stockpiled to keep the paver operating continuously until completion of the project and the production and stockpiling of base course material is well ahead of the placement of base course on the road. All grading work is about 90% complete. It is believed that the project can be completed within the time limit if normal weather prevails during the next 2 months. The time limit on the seal coat is September 15, 1950 and for the other work is September 1, 1950.

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

Work was completed during the last week in June and the party will be moved to Mile 58 to start that location during the first week in July. Alternate lines aggregating about 7 miles were run to determine the preferable location between Donnelly and the Rapids Road House where the present road is washed away periodically by floods of the Delta River and the side streams flowing into the Delta River from the east. Some work on the Richardson R survey at Valdez and on the Alaska Highway surveys has been performed by this crew during the past month.

KENAI RIVER HIGHWAY Section 5-B1 - Kenai River Bridge

This project has been completed and the final inspection made. Appearance and riding qualities are satisfactory. The material available for select borrow surface course was rather finely graded but a good job has been obtained. The material becomes dusty under traffic during dry weather but is stable during wet weather. Work is in progress on the final estimate. The 2 man engineering crew employed on this project has been moved to Mile 20 where headquarters have been established for handling the Snow River Bridge Project 3E3, 14.

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

The PS and E Documents are complete and the project was advertised on June 22. Bids will be opened July 10. No engineering work has been started on the project. Engineering work will start the first week in July.

SEWARD HIGHWAY

Section 3-A9 - Mile 3 to Mile 5

Progress during the month has been excellent and the project is practically complete. The concrete box culvert is complete but has not been opened to traffic. The contractor had eight D-8 tractors equipped with dozers or scrapers, a 1 1/2 c.y. shovel and heavy Euclid hauling units on the project during June. Work remaining consists of final cleanup, processing and finishing surface and removing oversize, shaping shoulders, etc. The project should be completed in July.

Section 3-B3, 14

The contractor returned to the project June 2. Most of his activities to date have been unloading and transporting steel and other materials to the project. Excavation for abutment No. 1 is practically complete. The contractor's headquarters have been established at Mile 20. Ample time remains to complete the project within the time limit.

GENERAL

A snow slide on June 19 blocked the highway at Mile 38 on the Glenn Highway for a period of 7 hours. This is the slide near the Knik Bridge that blocks the road each year. This June 19 date is the latest this slide has ever been known to come down. A newspaper account of the slide and a picture which appeared on the front page of the Anchorage Times for June 20 is attached to the original of this report.

Maintenance operations during June consisted of hauling gravel into unstable spots on the road, drilling and shooting narrow rock sections between Mile 14 and Mile 18 to provide much needed additional width, and blading all sections to provide a suitable surface for travel.

Photographs and progress charts are attached.



61-94-109

No. 663 - View of D-8 with dozer cleaning up cut at Sta. 148 after blast. View south May, 1950. Seward Forest Highway Project 3-A9.



61-94-110

No. 664 - Twelve yd. Euclid truck hauling gravel borrow from pit left of Sta. 105. Good grade of material being excavated by drag line from below water. May, 1950. Seward Forest Highway Project 3-A9.



61-94-111

No. 674 - Bulldozers opening road across summit on June 8. View north from Sta. 123. Turnagain Arm Section D.



61-94-112

No. 676 - Snow conditions at Sta. 123 on June 8, 1950. View north. Approximately 3 ft. of snow on the ground. Turnagain Arm Section D.



61-94-113

No. 656 - Distributor spreading MC-2 prime coat at 225 deg. F.
View west from Sta. 295 in Ft. Richardson May 24,
1950. Glenn Highway Section A.



61-94-114

No. 651 - Covering prime with base course aggregate. View
west from Sta. 207 in Ft. Richardson. May 24, 1950.
Glenn Highway Section A.

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JUNEAU, ALASKA