

Division Ten  
Juneau, Alaska  
September 13, 1951

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

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

Subject: Confidential Monthly Report for August, 1951

Good progress was continued on all construction projects during the early part of the month, but the rate of progress was slowed due to deterioration of weather in the latter part of the month.

Bids were received for a contract at Ketchikan, which combines two projects, one of which extends from Ketchikan to Wards Cove and the other being located between Refuge Cove and Whipple Creek. Five bids were received with the low bids being submitted by Manson-Osberg in the amount of \$1,939,350. The low bid was 6.7 percent in excess of the engineer's estimate in the amount of \$1,816,454. It was recommended for acceptance on the basis that the variation was small considering the uncertainties connected with Alaska work and also because construction of the pulp mill at Wards Cove is being scheduled for 1952. Delay in construction of access roads to the mill site might delay mill construction. Notice was received on August 14, 1951, that the bid of Manson-Osberg was accepted by the Washington office.

Bids for the Sitka project FHP 11-A1, B1, D were received on August 21. Three bids were received with Stock and Grove of Anchorage, being low in the amount of \$675,410. The low bid was 7.3 percent in excess of the engineer's estimate of \$629,167. It was recommended that the low bid be accepted on the basis that the excess of the engineer's estimate was small and that with the rising trend of prices, a better bid would not be obtained by re-advertising of the work.

The surfacing and paving of the Turnagain Arm Project, beginning at Mile 58 and ending at Girdwood, was advertised on August 15. This work is to be financed from 1952 Department of Interior Funds. The Road Commission has also advertised the surfacing and paving project, located on the Turnagain Arm Project between Girdwood and Anchorage for bids to be opened the same date.

September 13, 1951

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Earlier this season the head of the Alaska Road Commission took steps, at the request of the governor to arrange a conference with interested British Columbia officials to discuss the proposal of constructing a road up the Taku River to Tulsequah and Atlin. Late in the month Canadian officials proposed to hold the meeting at Vancouver, British Columbia, on September 20. This proposed date was accepted by Alaska officials. It is understood that the governor, together with representatives of the Juneau Chamber of Commerce, will attend the meeting and hope to obtain a commitment that the Canadian portion of the road will be advanced to construction within a reasonable period. Should such a commitment be obtained, undoubtedly there will be a strong effort made to commit American funds to the construction of the Alaska section, either by obtaining a special appropriation for this specific project, or by programming all available Forest Highway Funds. It is expected that the Division Engineer will attend the meeting but not the Regional Forester.

The Alaska Development Board requested the Bureau of Public Roads, by a letter addressed to the Commissioner, to consider modification of existing road design policy to the end that additional mileage of low standard construction will be obtained by less emphasis on reconstruction of existing roads. Data was developed to be used in preparing the answer by the Washington office to the Development Board.

It is to be noted it is agreed that the objective stated by the Development Board is desirable and our efforts will be so directed upon completion of high priority projects that are now carrying heavy traffic with attendant high maintenance costs.

Governor Dewey of New York, visited Alaska during the month and spoke to the Chamber of Commerce in Juneau, on the 17th. It is reported that Governor Gruening suggested to Governor Dewey it would be advisable to transfer forest highway work to the Road Commission, since Governor Dewey mentioned the matter to local Republican leaders for their reaction.

Enclosures: Monthly Report of District Engineer French  
Monthly Report of District Engineer Wyller  
Progress Chart for the Seward to Mile 58 Section  
of the Seward-Anchorage Highway

HAS:na  
file  
CC: Mayo

Division Ten  
Juneau, Alaska  
September 13, 1951

To: Mr. A. C. Clark, Deputy Commissioner, Washington, D. C.

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

Subject: Excerpts from Confidential Monthly Report for August, 1951

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DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Division 10  
Seward District

NARRATIVE REPORT FOR

August 1951

TURNAGAIN ARM PROJECTS

Section C-1, D-1, E-1, F-4; 34 Miles  
Mile 58 to Girdwood

This project was advertised on August 15 for receipt of bids in Juneau September 18. It is not likely that any work will be performed on the project this year.

Section F-2; 19 Miles  
Peterson Creek to Indian  
Max J. Kuney Co.

This project is still on penalty time. Fair progress has been made during the past month on the installation of pipe culverts, placing of borrow, sloping, finishing roadway, placing slope protection at bridges and general cleanup. All work except miscellaneous cleanup should be completed by the middle of September. Most of the heavy equipment has been moved from this project to the Seward-Anchorage B-1 Project.

Scour by tidal currents mentioned in the last report is continuing at several points south of Girdwood. There is no imminent danger of losing any substantial portion of the road, but it appears that more material than previously estimated will be required to backfill the rock slopes as they settle due to erosion of the silt on which the rock fills are built.

Section G, 12 Miles  
Indian to Potter  
Alaska Railroad Project  
M-K, Birch and Kiewit

The most recent information available on this project indicates that it will be opened for public travel about November 1 instead of August 13 as previously reported. A trip was made over this project on August 15. Substantial progress had been made on the highway grading, particularly on the northerly part between Rainbow and Potter. Drilling, blasting and excavating rock was in progress on the extreme north end near Potter and between Rainbow and Indian on the southerly part of the project. Six  $2\frac{1}{2}$  c.y. shovels and sufficient dozers and hauling units to keep the shovels operating were observed. The condition of the road where construction operations were active was not suitable for public travel because of the rough condition of the grade, loose, jagged rocks in the road, and drilling and blasting operations in and along the old railroad grade. There is a section probably 2 or 3 miles long south of Rainbow where no grading work has been done. Traffic is kept off the project by a locked gate on the north end at Potter.

SEWARD-ANCHORAGE HIGHWAY

Section A-1;  $9\frac{1}{2}$  Miles  
Mile 5 to Mile 12; and Mile 15 to Mile 18  
Manson and Osberg

Work during the past month has been largely confined to the section between Mile 5 and Mile 12. Progress has been fair. As reported previously the southerly 2 miles of grading is substantially complete. Most of the roadway excavation has been moved on the southerly part, south of Mile 12. No borrow for finishing has been placed north of Mile 7. Part of the clearing between Mile 15 and Mile 18 has been done during the past month. No grading work has been started between Mile 15 and Mile 18. Substructures for three of the four bridges are complete and decks have been poured at Bear Creek and Grouse Lake. Some work has been done on the widening of the old Grouse Creek bridge that remains in place. Progress has been satisfactory. It appears that if normal weather prevails and the contractor vigorously prosecutes the work, he can complete the project this year.

Section A-2, B-3;  $16\frac{1}{2}$  Miles  
Mile 12 to 15; and Mile 18 to 33  
Manson, Osberg and Halverson

Progress has been reported unsatisfactory because the percent complete continues to lag considerably behind the percent of time used. It appears doubtful if the project will be completed this year unless additional equipment and personnel are provided. There remains about 7 miles on which no grading work has been done. About 1 mile on the north end has not been cleared. Grading work on the sidehill section along Kenai Lake above the Alaska Railroad between Mile 18 and Mile 24 is still in progress. Most of the roadway excavation has been completed, but considerable work remains on slopes and ditches. No borrow has been placed between Mile 18 and Mile 24. The section between Mile 24 and Mile 26, Trail River Bridge, which is practically all borrow, has been substantially completed except for 1 foot of cushion borrow for finishing. Several rock cuts north of Trail River have been blasted and partly excavated. Work is in progress north of Trail River with one shovel outfit, two dozers grading, and a dragline stripping muskeg and other unsuitable material. No grading work has been done between Mile 26 and the north end of the project at Mile 33. Grading work between Mile 12 and Mile 13 started late in August with a 2 c.y. shovel outfit. The Boulder Creek box is complete; all bents are complete at Ptarmigan and Falls Creek bridges, and the 13 timber bents at Trail River are complete. Steel piles have been driven for bents 14 and 15. No work has been done on the Moose Creek bridge at Mile 33. All pre-cast stringers have been made. Progress on the bridge substructures has been satisfactory but all activity on the bridge decks is now confined to adjacent Section A-1. The contractor has only one concrete mixer and appurtenant equipment, and one crew on forms and steel. This equipment and personnel are now on Section A-1 and by the time the concrete work there is completed it is doubtful if sufficient suitable weather will remain to complete the concrete decks on this project this year.

Section A-3; 2 Miles  
Mile 1 to Mile 3  
Resurrection River Bridges  
Stock and Grove

The contractor has been placing borrow all month and satisfactory progress is being made. Equipment consists of a dragline and a fleet of trucks, six Tournapulls and three dozers. No work has been started on the bridges except production of concrete aggregates. The subcontractor on the bridges is understood to be making the rail steel piling in Anchorage. Bridge work, driving untreated timber foundation piles for the piers, is expected to start in September.

Section B-2; 17 Miles  
Mile 33 to Mile 50  
Lytle and Green

Progress is considered satisfactory and with the additional equipment expected to be placed on the project, completion of the project this year still appears probable. Clearing is substantially complete. Grading of the section between the beginning of the project at Mile 33 and the Mile 38 hill is substantially complete except for placing of borrow. A section about 2 miles long extending from about Mile 39 to Mile 41, and a section about  $1\frac{1}{2}$  miles long in the wet material along Upper Summit Lake are substantially complete except for the cushion borrow for finishing. The three concrete box culverts are complete. Grading is in progress with six tractor units along Upper Summit Lake, Mile 46; and between Mile 40 and Mile 41 with another tractor outfit of six units. Drilling and blasting is in progress on the Mile 38 hill. The  $2\frac{1}{2}$  c.y. shovel and hauling units are placing borrow between Mile 35 and Mile 38.

Section B-1;  $7\frac{1}{2}$  Miles  
Mile 50 to Mile 58  
Max J. Kuney Co.

Clearing is substantially complete throughout the project. Grading is progressing from north to south with two  $2\frac{1}{2}$  c.y. shovels and several tractor units. The north mile of the work is substantially complete. The next half mile, which is the area immediately north of Donaldson Creek, is probably 35% complete and cannot be worked further until installation of the Donaldson Creek 150" pipe is complete. This pipe reached the project about August 25 and should be installed as soon as possible to keep the work progressing on the north end of the project. The section between Donaldson Creek, Sta. 1389, and Frenchy Creek, Sta. 1345, is about 50% complete, and little more can be done until the 120" pipe in Frenchy Creek is installed. This pipe is scheduled for September delivery. The proposed tunnel at Frenchy Creek was eliminated and a 120" pipe culvert substituted by Change Order approved in August. The two-mile section between Frenchy Creek and Pass Creek is in various stages of completion and probably averages 50% complete. All cuts have been opened up and the contractor can get to them either with shovels or cats, depending upon which type of equipment can be used to the best advantage. Progress in the future

on this two-mile section should be good except for the delay that will necessarily attend the installation of the Frenchy Creek pipe. All material possible to place now has been put in the Frenchy Creek fill, and this work will have to be deferred until the pipe is installed. One of the Pass Creek 150" pipes is in. Work on the big pipes is now being concentrated at Donaldson Creek so work from the north end can continue. Little grading work has been done south of Pass Creek. Recent approval of the Change Order covering the grade change on the south end of the project will enable the contractor to start placing the necessary borrow on the south two-mile section of the project in the near future. Present plans are to bring the  $3\frac{1}{2}$  c.y. shovel from Girdwood for this work as soon as practicable. It is expected to arrive some time during September.

Section A-4  
Victory Creek Bridge at Mile 20  
Manson, Osberg and Halverson

Approach fills for the detour bridge have been completed. There is no activity on the project at the present time. Fabrication of rail steel piles may start in September.

KENAI RIVER HIGHWAY

Section 5 B-2;  $5\frac{1}{2}$  Miles  
Mile 38 to Mile 41; and Mile 47 to Mile 50  
Lytle and Green

The easterly section of the project between Mile 38 and Mile 41 is substantially complete and is open for traffic. It presents a very good appearance and the shaley talus material used for borrow for finishing gives an excellent riding surface. Some work remains on the westerly section of the project to complete the rock cut at Sta. 470, and place the remainder of the cushion borrow for finishing. A  $1\frac{1}{2}$  c.y. shovel, hauling units and a dozer are in operation in the rock cut at Sta. 470. The 150" culvert pipe is in place and the rock slope paving around the beveled ends is complete. The structure presents a very good appearance. This project can be completed in September if the contractor prosecutes the work with the equipment now at hand.

Section 5 B-3; 5 Miles  
Mile  $41\frac{1}{2}$  to Mile  $46\frac{1}{2}$   
Lytle and Green

A limited amount of work has been done in preparing the Daves Creek box culvert site. The contractor plans to construct this box with the crew that has been doing similar work on the Seward-Anchorage B-2 project. Present plans are to complete this box and do the clearing this year. Substantially all other work will be deferred until next year.



RICHARDSON HIGHWAY

Section C; 39 Miles  
Big Delta Junction to Rapids  
Lytle and Green

Progress during the past month has improved considerably and is now considered fair. Additional personnel have been employed and the present force is about 50 men. Additional equipment has been added and major equipment now in use consists of a 2½ c.y. shovel, five bottom dump Euclid hauling units, eight tractors with scrapers or dozers and one power grader. Most of the work done to date has been on the section from Sta. 211 to Sta. 483 which is off the old road between Rapids and Donnelly. Practically all of the roadway excavation has been moved on this section, and part of the borrow has been placed. Sufficient channel change work has been done to permit the bridge work, which is being handled by the Alaska Road Commission, to proceed without delay. The project is not more than 7% complete, and most of one season of the two allowed for the work has elapsed. However, it is believed that sufficient time remains to complete the work within the time allowed. The additional equipment that has been moved to the project should accelerate progress materially during the next three months. Engineering work is well ahead of contractor's operations and is progressing satisfactorily.

ALASKA HIGHWAY

Section A, B-1; 52 Miles  
Big Delta Junction to 11 Miles South of Johnson River  
Rogers Construction Co. and Babler Bros.

Progress continues to lag, although additional equipment has been placed on the project during the month. Major equipment now on the project consists of seven cats with scrapers or dozers, one power grader, one ¾ c.y. shovel and two DW-10 pneumatic tired tractors with scrapers. Some of the stripping of unsuitable material from frozen cuts has been accomplished during the past month by sluicing the material out with water pumped from the Tanana River. Only limited success has been achieved due to the limited capacity of the pumps, and progress on the new grading on this ¼ mile section north of Johnson River, most of which is frozen, is still considered poor. Stripping of pits and placing borrow has been started on the north end of the project at Big Delta. Progress should improve during September with the additional equipment that has been added. However, it is still doubtful if the ¼ miles of grading required to be done this year can be accomplished by the time cold weather and frost will stop all operations this fall.

GLENN HIGHWAY

Palmer to Richardson Highway Junction

These projects which are being handled by the Alaska Road Commission have not been observed during August. The B-1 and B-3 sections should be complete now, and B-2 should be completed this fall.

#### MAINTENANCE ACTIVITIES AND GENERAL

Good progress is being made on the maintenance station at Silver Tip. The large shop building is complete except insulation and interior sheeting. This work will be done later in the year when outside work cannot be done. Two of the residences are scheduled for occupancy in September. Considerable time has been spent during the past month on maintenance work between Mile 58 and Peterson Creek. The B and F-1 sections which are built on the Turnagain Arm tide flats are particularly difficult to keep bladed so they are satisfactory for traffic. The material is clean and difficult to keep compacted. It becomes badly corrugated and very rough with a few days of light traffic.

There has been some rain during the month but weather generally has been favorable for grading work. Future progress on the Seward-Anchorage projects scheduled for completion this year will depend to a large extent upon the weather during the next three months. It appears doubtful if the A-2, B-3 project will be completed unless additional equipment and personnel are placed on the project. Other projects still appear to be sufficiently advanced for completion this year if favorable fall weather prevails.

Several engineering aids have left our employ to return to school, and many others will leave within the next two weeks. Engineering work is now well ahead of contractor's operations. Personnel shortages will be more acutely felt in September and October when the need for a large mileage of blue top is expected.

Photographs and a progress chart are enclosed.

NARRATIVE REPORT - AUGUST 1951



61-94-25

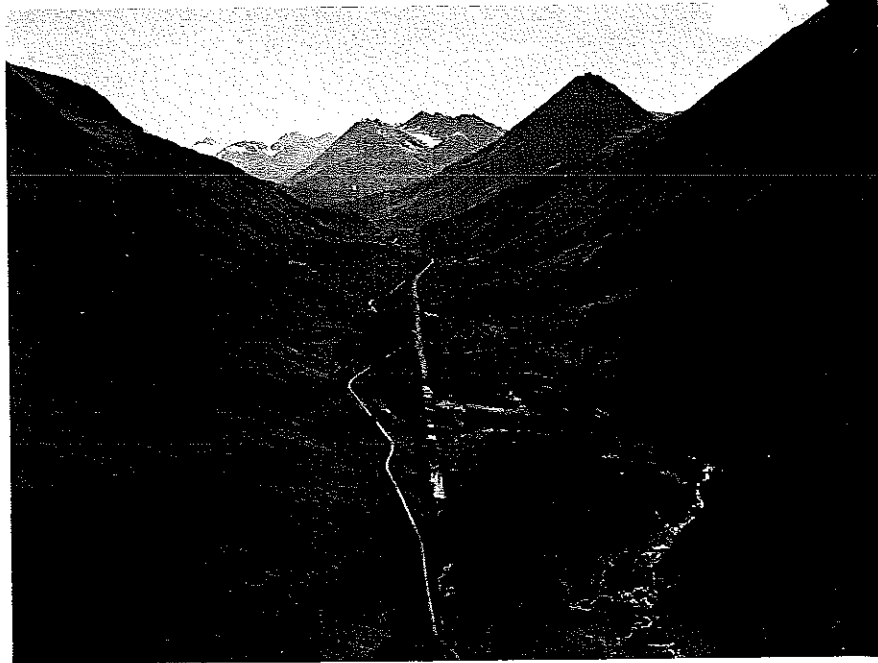
Seward-Anchorage, A2, B3. Trail River at outlet of Lower Trail Lake at Mile 26. Old road crosses on bridge in foreground and goes through 518 degrees of curvature in getting beyond the new bridge site within the limits of this picture. The new road is parallel to railroad and goes through only 15 degrees of curvature within the limits of the picture. The pile driver is working on the new highway bridge. (#1757)



61-94-26

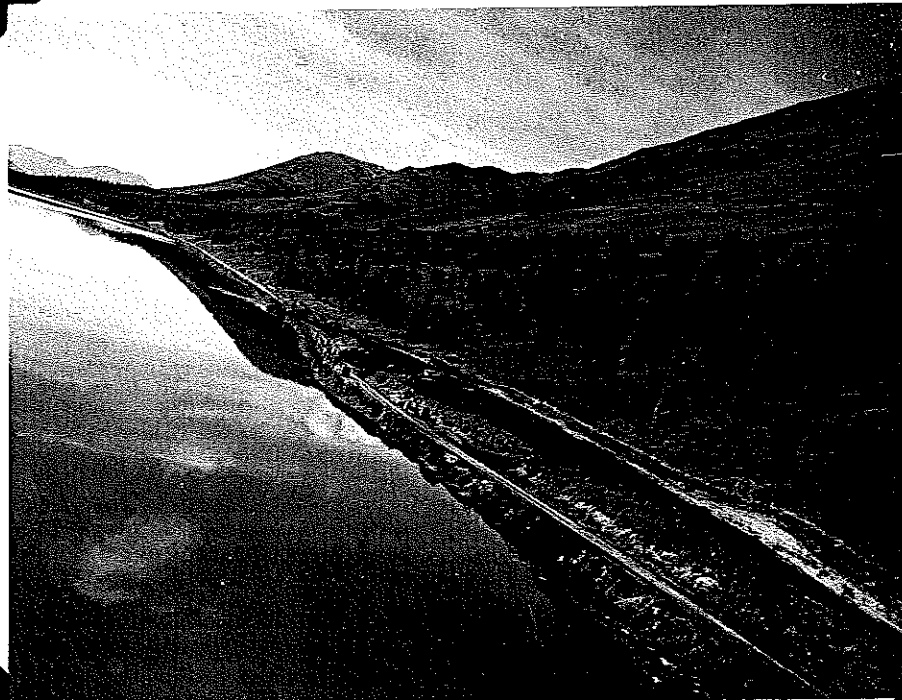
Seward-Anchorage A2, B3. Aerial view north from over about mile 26. Shows curves in old road and clearing for new road. The Alaska Railroad and Lower Trail Lake are right of the new road. (#1761)

NARRATIVE REPORT - AUGUST 1951



61 94-27

Seward-Anchorage, A2, B3. Aerial view back toward Moose Pass from over about Mile 38. Grading of new road is about completed except placing borrow. Old road is on the left. The new location through the center of the valley avoids snowslides which come down from both sides. (#1774).



61-94-28

Seward-Anchorage, B-2. Aerial view looking South of contractors' equipment working along Upper Summit Lake, about Mile 46. (#1785).

14-00000

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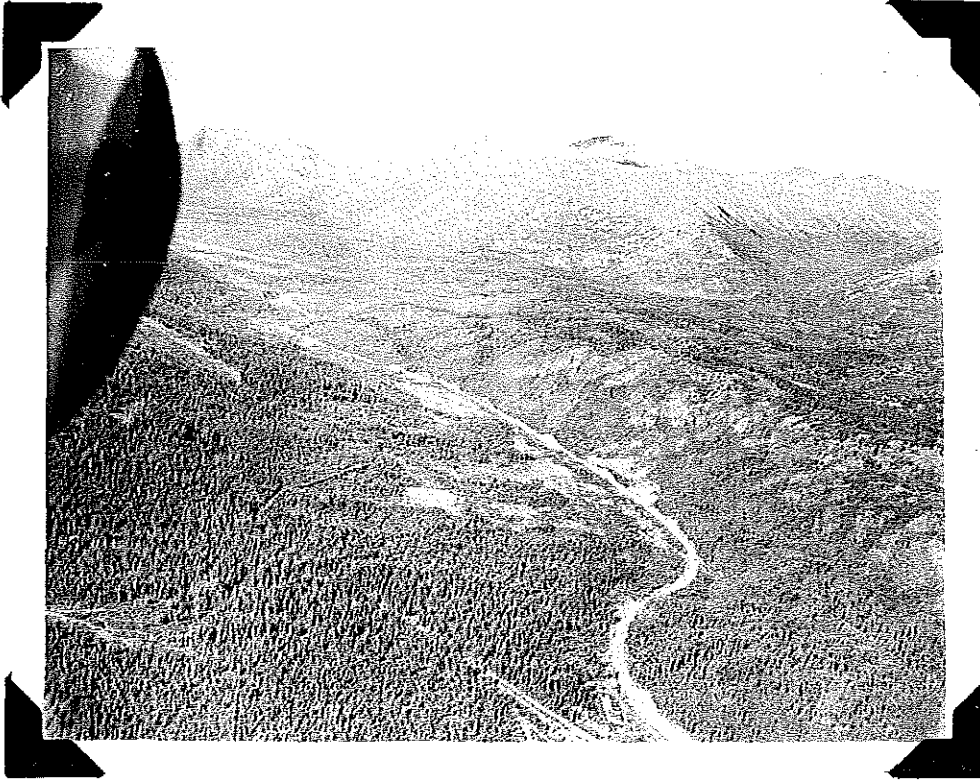
... view of the valley ...

Verano

14-00000

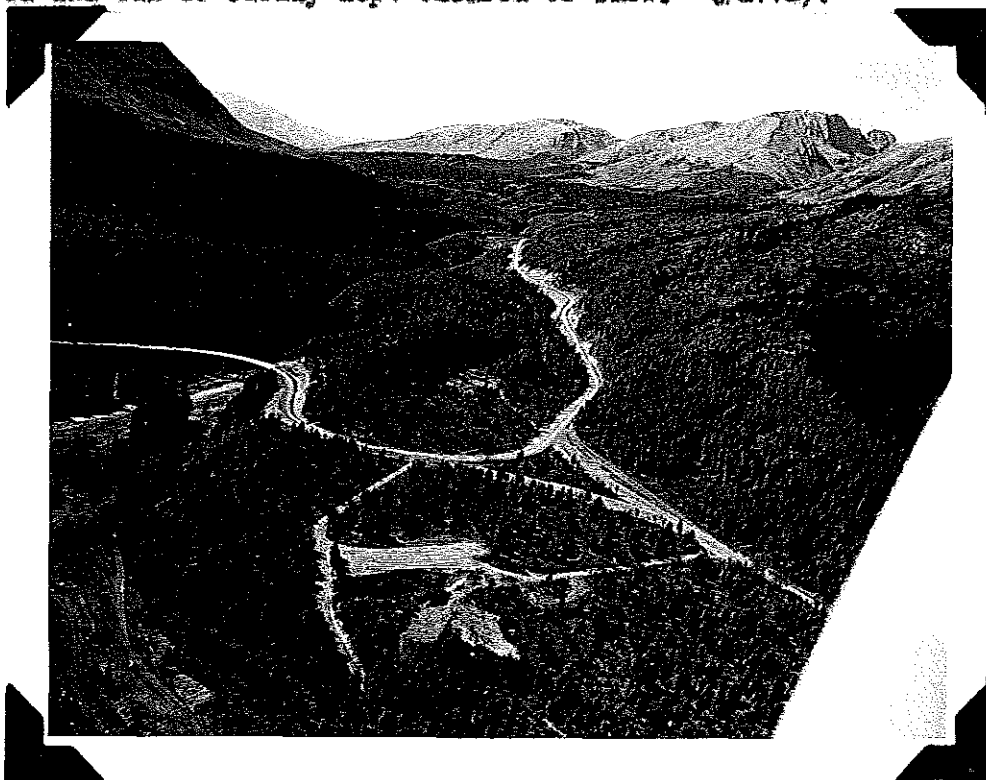
... view of the valley ...

NARRATIVE REPORT - AUGUST 1951



61-94-29

Kenai River, 5-B2. Aerial view west, down Daves Creek, from over contractor's camp at about Mile 38½. Old road may be seen in timber on the left, and is not exposed to the sun all winter. New road on right follows the bottom of the canyon in a well-exposed area and can be easily kept cleared of snow. (#1771).



61-94-30

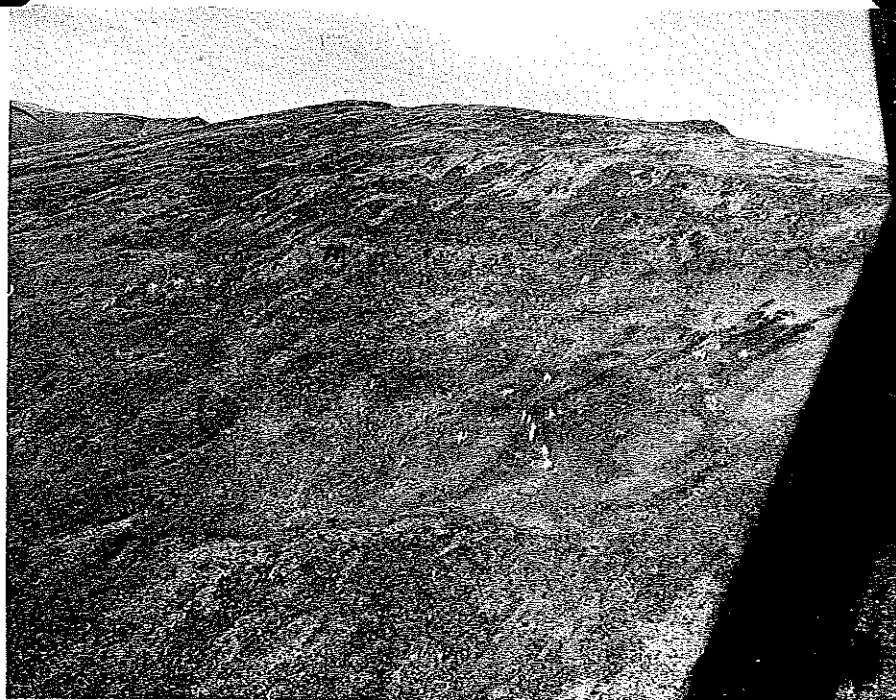
Turnagain Arm, C & D; Seward-Anchorage, B-1. Aerial view south toward Seward from over the Mile 58 junction. Road to left is to Girdwood & Anchorage, Turnagain Arm C&D Project; road ahead, south, is to Seward, Seward-Anchorage B-1 Project; road toward lower right corner of picture is to Sunrise & Hope, Hope Forest Highway route. (#1778).

NARRATIVE REPORT - AUGUST 1951



61-94-31

View of Moose Pass from the air. Railroad crosses lake and goes northwest into valley on the right; highway follows shore of Trail Lake and goes into valley in the left background. (#1765).



61-94-32

Aerial view of Dall sheep on mountain west of Moose Pass and north of Crescent Lake. (#1790).



MONTHLY REPORT  
ON  
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN  
FOR THE MONTH OF AUGUST 1951

The weather during the month of August was generally fair, although there was considerably more precipitation during this month than during July. Progress on the construction projects in the Juneau District was from fair to good. The project south of Ketchikan between Bugge Beach and Mountain Point, under contract to Reed & Martin, Inc., progressed rather slowly. Only a minor portion of the unclassified excavation remains to be done, but the cleanup work on slopes and fine grading before placing of the borrow cushion have progressed rather slowly. Progress is also suffering because of lack of trucks for the borrow haul, and due to the unusual amount of construction activity in Ketchikan, the contractor has not been able to obtain any additional trucks. The small crushing plant available to the contractor has been placed in the gravel pit at Herring Bay and is producing surfacing material which is being stockpiled until such time as it can be placed on the grade. The plant produces 250 cubic yards per day but, due to breakdowns, it is expected that it will take more than 40 days actual operation to produce the amount of surfacing required under the contract. Incidentally, our maintenance organization is obtaining the reject sand from the crushing operation free of charge, and is stockpiling the sand for winter use.

Last month's report mentioned the staking of the Herring Bay gravel pit as a mineral claim, as well as other pits in the vicinity of Ketchikan, by a group of individuals, and the fact that the contractor had been notified to remove his equipment from the Herring Bay pit and was threatened with trespassing if he continued using it. Following directions from this office, the contractor ignored the notice served him by the claim stakers, and so far there has been no attempt by the claimants to prevent the contractor from prosecuting the work.

Progress on the Glacier Highway Project between Duck Creek and Auke Bay, under contract to Keil & Peterman, was good during the month. It is expected that this project will be finished on time, approximately November first.



Work on the painting of the Douglas and Lawson Creek Bridges was discontinued by the contractor, Anderson & Runnels, on August 22nd. Mr. Runnels was in Juneau for three days but did not bother to contact this office or the Inspector on the project. During his stay in Town he ordered the equipment off the project and sent the crew to Seattle, giving us no previous notice, and the shutdown of the work was an accomplished fact before this office was advised through informal channels of the action taken by the contractor. This took place during a few rainy days when, of course, no painting work could be prosecuted. After returning to Seattle Mr. Runnels, by letter, requested the shutdown of the project because of unfavorable weather. Since receipt of that letter, the weather has been favorable for painting, and because only 20% remains to be done on the project, a complete shutdown for the season has not been authorized. When the weather is such that reasonable progress can no longer be expected, the project will be shut down.

The painting of the Salmon River Bridge at Hyder, Alaska, was started about August 8th. The contractor, Antonsen Painting Company of Tacoma, sent two men with a compressor, and the necessary sand blasting and painting equipment to Hyder, but evidently had no conception of the conditions at Hyder, nor of the fact that the Bridge is located nine miles out of town. When the crew arrived at Hyder they had no means of getting to the project, nor of hauling sand and equipment to the bridge. Considerable time was, therefore, lost at the beginning by the crew getting oriented and organized for the work. Due to the delay and the unfavorable weather, the progress has been rather slow, but there is still a possibility that the project may be finished this year providing the contractor gets a break in weather conditions.

Bids on the first two projects to be constructed under the special appropriation for Public Roads were taken by the Division Office during the month. The low bidder on the Ketchikan project which extends between Ketchikan and Wards Cove and between Refuge Cove and Whipple Creek was Manson & Osberg of Seattle, and the contract has been awarded to that firm. The contractor expects to start the clearing and grubbing this fall and to attempt to accomplish as much as possible of the Force Account Work, such as moving of buildings and other facilities during the fall season. He also expects that he may do some stripping this fall, but actual road excavation will be deferred until early next spring.

The Sitka Project between the Town of Sitka and Silver Bay was awarded to Stock and Grove of Anchorage. No activity has been started on this project as yet, but it is expected that clearing and grubbing will be started by the middle of September.

At the end of the month there was a serious loss in engineering personnel because of a number of our employees leaving to return to school. Replacement has proven to be a difficult matter, but we hope to obtain replacements within a reasonable time through the Alaska Employment Service.

Maintenance activities within the District were largely routine during the month. We were able to make arrangements with the CAA for the rental of a shovel for the Glacier Highway, and repair of the Eagle River Section of the Highway is in progress at the present time. In the Ketchikan area, the maintenance crew redecked the Whipple Creek Bridge, utilizing salvaged material from the old Wards Creek Bridge, dismantled under the Reed & Martin contract.

  
CHR F WYLLIE  
District Engineer

September 6, 1951