

Division Ten  
Juneau, Alaska  
October 3, 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 September, 1951

During the month unusually adverse weather prevailed on the Kenai Peninsula greatly impeding progress on the Seward to Mile 58 grading contracts. However, while some rainy weather occurred in the Big Delta area, much improved progress was noted for that area and in southeast Alaska the weather was about average and no serious delay resulted in construction projects.

While Mr. French appears to be quite pessimistic regarding progress on the Seward to Mile 58 construction contracts, it is thought that there is sufficient equipment capacity on the job to permit substantial completion this year if conditions during October and November are not more adverse than normal.

During the month plans, specifications and estimates were completed for the proposed paving contract at Juneau, which will include the Duck Creek to Luke Bay section, of the Glacier Highway and the Douglas Bridge to Douglas section of the Douglas Highway. The city of Juneau proposes to contract approximately  $1\frac{1}{2}$  miles of city streets to the same specifications and will be prepared to advertise this work shortly after the October 2 municipal elections. It is desired to coordinate advertising the Forest Highway with the city work to increase the volume of work and thereby making it more attractive to bidders.

Plans, specifications and estimates are complete for the grading of the additional section of the Douglas Highway, a part of the Tongass special program, and plans, specifications and estimates for an additional grading project extending southerly from the city of Wrangell are also substantially completed. These projects will be advertised for bids early in October.

On September 18th bids were opened in this office for a surfacing and paving contract extending from Mile 58 to Girdwood and also on the same date the Alaska Road Commission opened bids for

October 3, 1951

the section of the highway extending from Girdwood to Anchorage. On the Bureau section six bids were received, with the Max J. Kuney Company being low bidder at \$1,027,144. Two bids were under the engineer's estimate of \$1,103,335. For the Alaska Road Commission section, for which bids were opened later in the same day, seven bids were received with the low bid of \$1,068,870.60 being offered by the S. Birch & Sons, Lytle & Green, of Seattle as joint ventures. The four lowest bids were under the engineer's estimate of \$1,326,382.90. These two contracts developed the broadest and keenest interest of any projects that have been contracted to date. It is interesting to note that the low bids on the principal items are in very close agreement for both of these projects with Kuney bidding \$2.20 per ton for crushed gravel and Birch, Lytle & Green bidding \$2.12 per ton for the same item, as adjusted to include cost of rolling. Kuney bid \$6.50 per ton for plant mixed pavement, or 10¢ less than Birch, Lytle & Green, at \$6.60 for the same item. Our analysis of the work indicates that for the Road Commission project there was some advantage in being closer to Anchorage, with this advantage being offset by material sources that appeared to be easier to work on the Bureau section. The low bids were accepted and contracts awarded to low bidders promptly after the bid opening.

We are advised by the Road Commission that its overall estimate of the Seward-Anchorage paving is about 1 million dollars low and that as a result there are not sufficient funds to permit authorization of advertising of the remainder of the pavement from Seward to Mile 58 until additional funds are provided by Congress. However, it is planned to request the necessary funds in a Deficiency Appropriation bill in the spring of next year. Consideration will be given to advertising a portion of the remainder of the work to come within the limits of available funds. The necessary decision with regard to contracting of an additional section of the work will be reached in the near future.

The meeting with Canadian officials and mining company representatives, noted in the last report, was held in Vancouver, B.C., on September 20. Due to a last minute cancellation of a Pan American flight, I was unable to be present at the conference, but information has been received from Alaska participants that Canada showed real interest in the project and have, in fact, apparently reached a final agreement that preliminary surveys, at least, will be conducted in the next year. It seems that the Consolidated Mining Company is prepared to finance the Tulsequah to tidewater section, should the exploratory program now in progress prove the existence of a sufficient body of ore to assure a minimum of five years of mine operation.

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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  
October 3, 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 September, 1951

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

The weather during the month of September was generally good throughout the District for this time of year, with the exception of the Cordova area where we had two severe rain storms with resultant floods and washouts. In spite of generally favorable weather in the Ketchikan area, progress on Project 1-D6, E4 between Bugge Beach and Mountain Point on the southern portion of Tongass Highway was rather slow. As mentioned in last month's report, the main reason for the delay in the completion of this project lies in the lack of hauling equipment. This has not only delayed the placing of select borrow and crushed surfacing, but also the finishing of the rough grade. The unclassified excavation has been completed with the exception of minor quantities yet to be removed from the high spots in the grade and along the toe of the slopes. The three 20 cubic yard Kenworth dump trucks, which have been used on unclassified excavation, have been removed from the project as they were of no value on the long haul of borrow and surfacing items. These large trucks were of questionable value even on the unclassified excavation since they are very slow and cumbersome and subject to frequent breakdowns. Whether or not the project is completed this fall will, to a large extent, depend on the weather during the months of October and November.

The project between Refuge Cove and Whipple Creek, recently let to Manson-Osberg, has not yet been started. The contractor is, however, ready to begin work early in October. The large amount of select borrow for this project is to be obtained from the gravel pit at Whipple Creek. This is one of the pits which was staked in June of this year by a group of individuals as a mining claim. In September the claimants closed the entrance road to the pit with a cable, with warning signs to the public to keep out. The U. S. District Attorney for the First Judicial Division has been instructed by the U. S. Attorney General to prosecute the claimants and obtain a permanent court injunction preventing the claimants from interfering with the contractor's operation of the pit. The case was discussed at a meeting in Juneau at which representatives of the Bureau of Public Roads, U. S. Forest Service and U. S. District Attorney's Office were present. It appears that the case will come up about the 12th of October during the fall term of the U. S. District Court in Ketchikan, and the plan is to obtain at that time a temporary injunction. The final hearing and decision in the case will probably not be obtained before the spring term of the District Court in Ketchikan, which will be in April of next year. As mentioned before, this same group of individuals has staked all other available gravel sites in the Ketchikan area, and the outcome of the case concerning the Whipple Creek pit will therefore be of considerable importance and possibly determine the validity of all the other claims in the area.

The progress on the Glacier Highway Project between Duck Creek and Auk Bay was satisfactory during the month. There does not appear to be any question about the contractor, Keil & Peterman Company, being able to complete the project on time, early in November.

The painting of the Douglas and Lawson Creek Bridges, Maintenance Project under contract to Anderson & Runnels of Seattle, was closed for the winter on September 4th. There is no question but that the contractor could have completed the project this year had he prosecuted the work in an efficient manner. As the matter now stands, there is still sufficient time left under the contract to complete the work next summer, but there will, in all probability, be a considerable amount of touchup work to be done next year due to winter exposure on the unfinished paint job. The painting of the Salmon River Bridge, another maintenance project, under contract to the Antonsen Painting Company of Tacoma, was completed on September 27th.

The project on the Sitka Highway, recently let to Stock & Grove of Anchorage, Alaska, is not yet started. It is expected, however, that the contractor will get his equipment in and ready to start early in October. The equipment is to be moved onto the project from Seward. The shipping facilities to Sitka are very infrequent.

The maintenance operations in the District this month were generally routine except in Cordova where, as mentioned, we had two periods of floods and washouts. The damage to both the Cordova Highway, Route 4, and the Copper River Highway, Route 32, was severe and considerable extraordinary maintenance will be necessary this fall, particularly on Route 32 to place it in shape for winter maintenance. To accomplish this work the Wayne 1/2 yard shovel was transferred from the Seward District to Cordova, and the Foreman has been authorized to employ additional trucks and men during the month of October in an effort to get the work done before winter sets in. An inspection of the area was made by Mr. John W. Gibbs, District Office Engineer, who reported on the damage to the present roads, and also obtained data on the flood, which will be of value in the design for reconstruction of the road to the Cordova Airport.

In the Juneau area, the maintenance operations were concentrated on surfacing the Eagle River Section with pitrun material. The main difficulty in this work has been in finding usable material within reasonable hauling distance. It is expected that the worst part of the section will be resurfaced before winter sets in.

During the month there has been considerable agitation on the part of the Juneau Chamber of Commerce, supported by the Governor, for a road extending up the Taku River Valley as far as the International Boundary. The plan is that the Province of British Columbia will construct the road from Atlin down Taku Valley to meet the American road at the boundary. This would be an undertaking of considerable magnitude, and it appears that it would be far more costly than the proponents of the plan realize. During the discussion of this subject in the Juneau Chamber of Commerce, the thought has been



advanced that some of the 7 million dollars appropriated for roads in connection with the pulp mills should be diverted towards the Taku River project. There has also been some criticism expressed of the high standards of construction adopted by the Bureau of Public Roads, and the opinion has been expressed that the project would not be so costly if only the Bureau of Public Roads would reduce their standards. At the same time, however, it has been stated by proponents of the plan that the road must be of a standard sufficient to carry heavy ore trucks for the hauling of ore from the Canadian mines to deep water on the American side. The criticism of the Bureau of Public Roads standards appears to be somewhat inconsistent with the type of road expected.

The rumor that some of the 7 million dollar special appropriation might be diverted towards the Taku River project spread to Ketchikan and Sitka, where a large portion of the special appropriation is to be expended. The reaction in these communities was, of course, decidedly unfavorable to any such plan. Sitka particularly took issue both with the plan to divert funds from the original planned projects and also with the criticism which had been voiced against the Bureau of Public Roads standards. It also appears that public opinion in Ketchikan is in favor of the relatively high standards used on current construction, since the public in Ketchikan is very well acquainted with what happens in the spring with low standard roads.

Plans for construction of the pulp mill at Wards Cove, north of Ketchikan, appear to progress. Survey parties are now in the field and it is expected that actual construction will begin February 1952. The City of Ketchikan is also planning extensive public works, including the reconstruction of a portion of Water Street which is the only connecting link between the southern and northern portions of the town. The present street is an untreated, native timber trestle of entirely inadequate alignment and width. One million dollars of Federal Public Works funds have been made available for this work as a starter.

There is definite evidence of the approaching boom conditions which will probably prevail in Ketchikan when the construction of the pulp mill at Wards Cove gets underway in the spring. Advance scouts of real estate operators from the States have already been on the ground and have approached owners of homesteads along the road in the vicinity of Wards Cove with offers to purchase all or portions of homesteads for real estate developments. How extensive the boom will be is too early to predict, but it is quite certain that it is going to be difficult for Government Agencies to compete in the labor market in the Ketchikan area during the next few years.



ORR F WYLLER  
District Engineer

October 3, 1951

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Division 10  
Seward District

NARRATIVE REPORT FOR

September 1951

TURNAGAIN ARM PROJECTS

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

Bids were received on September 18. Award of the contract has now been made on the basis of the low bid of \$1,027,144 submitted by the Max J. Kuney Co. of Spokane. The second low bid of \$1,089,717 was submitted by the Pacific Sand and Gravel Co. A total of six bids were submitted with the high bid of \$1,467,475 being submitted by the Rogers Construction Co. and Babler Bros. of Portland. The engineers' estimate for the project was \$1,103,335.

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

This project was substantially completed by September 15. Minor cleanup and some blading of roadway and slopes remains to be done.

Scour by tidal currents south of Girdwood is continuing, and the extent to which this scour may eventually progress cannot be predicted. Photographs which illustrate this condition are attached. Some scour is now evident all the way from Girdwood to the south end of the project. The section where scour first occurred between Stations 1177 and 1190 appears now to be stable with the elevation of the silt 10' to 15' lower than it was when the fills in this area were built. (See attached photo #1703). Considerable scour is apparent north of Girdwood but in this area the Alaska Railroad is between the highway and Turnagain Arm and any necessary protective work will have to be done by the railroad.

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

Inspection of this project as far north as Rainbow was made by a representative of this District on September 26. Most of the road south of Rainbow is in good condition and grading should be completed within a week. All work north of Rainbow is substantially complete and base course surfacing is being placed. Plans have been to open the project for public travel on November 1. Discussion with the Resident Engineer on September 26 indicated that no restrictions would remain on travel over this section after the first week in October.

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

It became evident during the past month that the contractors who have this project and the adjacent A-2, B-3 project could not complete both of them this year. Construction operations are now being concentrated on this project and the part of A-2, B-3 between Mile 12 and 15 in an effort to complete work south of Mile 18 including all of A-1 this year. Two 2 c.y. shovels, one  $1\frac{1}{2}$  c.y. shovel and one  $\frac{3}{4}$  c.y. shovel with necessary hauling units and dozers, drilling equipment, etc., are now working in this area. Most of the roadway excavation has been moved between the beginning of the project and Mile 12, and fair progress is being made between Mile 15 and Mile 18. Placing borrow and finishing has been slow but with suitable weather during the next six weeks it appears that the contractor may complete the project this year. The project is about 60% complete. A shortage of hauling equipment for placing borrow appears to be the contractor's greatest need. Sufficient hauling units are available to keep only a  $\frac{3}{4}$  c.y. shovel busy on the borrow. Bridge work is complete except rubbing concrete surfaces, erection of hand rail, cleanup of sites, etc.

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

As stated in discussing Section A-1 above, this project, A-2, B-3, and the adjacent A-1 project cannot both be completed this year. The contractor has stated he will not finish this project, A-2, B-3, this year, and the reality of not completing is obvious. It is now about 42% complete with no part of it finished to grade and no cushion borrow in place. One  $1\frac{1}{2}$  c.y. shovel outfit is trying to complete about a mile of rock work that has been opened north of Trail River, to a point where it is acceptable for winter travel and maintenance. This shovel has lost most of the time during the month and very little progress has been made. All major equipment except this shovel outfit with its hauling units and dozers has been moved to the adjacent A-1 project, or to the  $2\frac{1}{2}$  mile section of this project between Mile 12 and Mile 15. The grading and structures between Mile 18 and Mile 26 at Trail River remain substantially as reported previously. Some culvert pipes are being installed on the side-hill section north of Mile 18. The Boulder Creek box culvert and deck on the Falls Creek bridge have been poured. The detour bridge at Moose Creek at the extreme north end of the project has been completed and placed in service, the old bridge removed, and the timber bents for the new bridge completed. Satisfactory penetration and bearing was obtained with plan length piles. Progress on the section from Mile 12 to Mile 15 has been fair. Much of the material that is not solid rock is saturated and unsuitable for use in the fills as it has rained most of September. These conditions of material and weather have made satisfactory progress very difficult to maintain.

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

The contractor has been handling borrow all month and about 80% of the borrow has been placed. The fills are practically to grade except the fill north of the north bridge. High water has prevented work in this area. The cofferdam for the south pier of the south bridge has been placed and excavation has been started. Some steel piling has been fabricated in Anchorage and shipped to the project, and part of the concrete aggregates have been produced. Substructure reinforcing steel is on the project. Rock for slope protection has been drilled.

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

Progress on this project was retarded considerably by the rainy weather that prevailed through most of September. The two tractor outfits have been working on the northerly  $2\frac{1}{2}$  miles of the project. The common material, while suitable for embankment when it can be placed in a reasonably dry condition, has been saturated and difficult to move with tractor equipment, especially in the sections along the shores of the two Summit Lakes. When placed in the fills in a saturated condition it is difficult and at times impossible to get through. The result has been some necessary waste of material, and a great loss of time and efficiency by the contractor. Borrow has been placed on the section from about Mile 35 to 38 including the connection to the new line down Daves Creek on the 5-B2 project. This section is now in good condition. The  $2\frac{1}{2}$  c.y. shovel that has been on the borrow is now excavating rock cuts on the Kenai-Anchorage part of the Mile 38 wye. This shift of the shovel equipment will curtail the placing of borrow by 60% or more, leaving only the four DW-10 scrapers on the borrow operation. These scrapers are now placing borrow south from Mile 35 toward Mile 33, the beginning of the project. No borrow has been placed north of Mile 38. Curtailment of the borrow operation to this extent together with the bad weather and lack of progress in September indicates considerable doubt as to the contractor's ability to complete the project this year. The  $1\frac{1}{2}$  c.y. shovel is still on the adjacent 5-B2 project but should be available for this project by mid October. Plans for use of this shovel are somewhat indefinite but rock has been found in several cuts north of the Mile 38 hill and it is likely this shovel will be put on this rock work. Two bottom dump Euclid trucks were added to the equipment in September.

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

Almost constant rain during September retarded progress very seriously. The material has been saturated and at times shovel operations had to be suspended as the trucks could not haul through the recently placed fills. Borrow has been placed on the north mile of the project and it is in good condition.

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The 150" pipe has been placed in Donaldson Creek and is now being backfilled with the  $3\frac{1}{2}$  c.y. shovel and Euclid trucks. Work is in progress on the second 150" pipe at Pass Creek. The 120" pipe for Frenchy Creek is not on the project but is expected on the project during October. One of the  $2\frac{1}{2}$  c.y. shovels is in the area just south of Frenchy Creek and the other is north of Pass Creek. Operation of these shovels has not been fully effective as the large culverts at Pass Creek are not ready for backfill, and the Frenchy Creek pipe is not on the project. No borrow has been placed on the section covered by the change order from Sta. 1075 to Sta. 1161 on the south end of the project. It appears very doubtful that the project will be completed this year. Work will be about 50% complete at the end of September.

## Section A-4

Victory Creek Bridge at Mile 20  
Manson, Osberg and Halvorson

The detour bridge has been completed but is not yet in use. Rails for piling are at the site and some work in welding the piling has been done. The contractor now plans to fabricate and drive the steel piling this year.

## KENAI RIVER HIGHWAY

Section 5-B2;  $5\frac{1}{2}$  Miles  
Mile 38 to Mile 41; and Mile 47 to Mile 50  
Lytle and Green

This project is about 95% complete. Work remaining consists of secondary shooting and removal of the remaining small amount of rock between Sta. 465 and 480, placing a small amount of borrow and finishing roadway, slopes, and ditches on the westerly section of the project. The project should be completed in October.

Section 5-B3; 5 Miles  
Mile  $41\frac{1}{2}$  to Mile  $46\frac{1}{2}$   
Lytle and Green

The footing and walls for the box culvert have been poured. It is expected that the deck will be poured early in October. Present indications are that the contractor will be hard pressed to complete the Seward-Anchorage B-2 Project this year, and that no work, other than the box culvert, will be done on this project this year. The contractor originally had planned to do the clearing this year but present shortages of men and unfavorable weather appear to make this infeasible.

## RICHARDSON HIGHWAY

Section 0; 39 Miles  
Big Delta Junction to Rapids  
Lytle and Green

Progress during the past month has continued at a fair rate. The project

is about 12% complete but all of next year remains for completion. Practically all work done to date has been on the section from Sta. 211 to Sta. 483 where new construction is off the old road. Roadway excavation through this area is about 90% removed, and about 60% of the borrow has been placed. Channel change work as necessary for the bridge construction has been performed. It appears that the new location between Sta. 211 and 483 should be substantially completed this year as required by the contract. All work is on a single ten-hour shift except the 2½ c.y. shovel which is working two ten-hour shifts and is moving about 26,000 c.y. of borrow per week. The contractor is operating from a camp near Donnelly, about 10 miles from the south end of the project. Another camp is being constructed about 12 miles from the north end of the project. During the next month an additional 2½ c.y. shovel and hauling units are expected on the project to start placing borrow at about Sta. 1440, 12 miles south of Big Delta junction. During the past month a fire destroyed three buildings including one bunkhouse of the Alaska Road Commission camp at Donnelly where some of our crews were stationed. Some engineering and camp equipment, and all of the personal possessions of some of our employees were destroyed.

ALASKA HIGHWAY

Section A, B-1; 52 Miles

Big Delta Junction to 11 Miles South of Johnson River  
Rogers Construction Co. and Habler Bros.

Progress has improved some during the past month. Work has been limited to stripping borrow pits on the northerly 19 miles of the project, installing culvert pipes on the north end, and grading in the area immediately north of Johnson River in the frozen area where the new line departs from the old road. Some borrow has been placed on the section of new grading north of Johnson River to stabilize the saturated, freshly thawed material going into the fills. It has been necessary to waste some of the material as it could not be placed in the fills in its saturated state. There is a 3/4 c.y. shovel and three DW-10 scraper units on the grading. As these units have been handling both the roadway excavation and borrow as needed to stabilize the frozen material, progress has been slow. It still appears doubtful if the contractor can complete the 4½ miles of new grading this year unless considerable additional equipment is placed on the project. Use of the area immediately south of the Johnson River bridge for a borrow pit has been granted, but the contractor has not yet made any use of this area.

GLENN HIGHWAY

Palmer to Richardson Highway Junction

Based on observations made of this project in early September, it appears doubtful if the B-2 section will be completed this year as previously reported. All work other than paving should be complete. About the middle of September 2 feet of snow fell on the B-2 project in the vicinity of Eureka Lodge, Mile

128. It is not known if this snowfall stopped paving operations for the year. Ten to twenty miles of paving may remain for completion next year.

#### MAINTENANCE ACTIVITIES AND GENERAL

Work continued on the interiors of the buildings at the Silver Tip station. Two of the residences are ready to occupy. Considerable time was necessary in blading between Mile 58 and Peterson Creek, and on the parts of the Cooper Landing road not covered by the 5-B2 and 5-B3 contracts. Almost constant rain for the first three weeks of September made considerable work necessary in removing drift from the Snow River bridges and the bridges near Portage.

Heavy rains during September seriously retarded progress on all contract work on the Kenai Peninsula and made it appear doubtful if any of the Seward-Anchorage projects will be completed in their entirety this year. It still appears that most of the material should be moved on A-1 and B-2 this year, but finishing roadway and slopes, etc., probably will have to be completed next year.

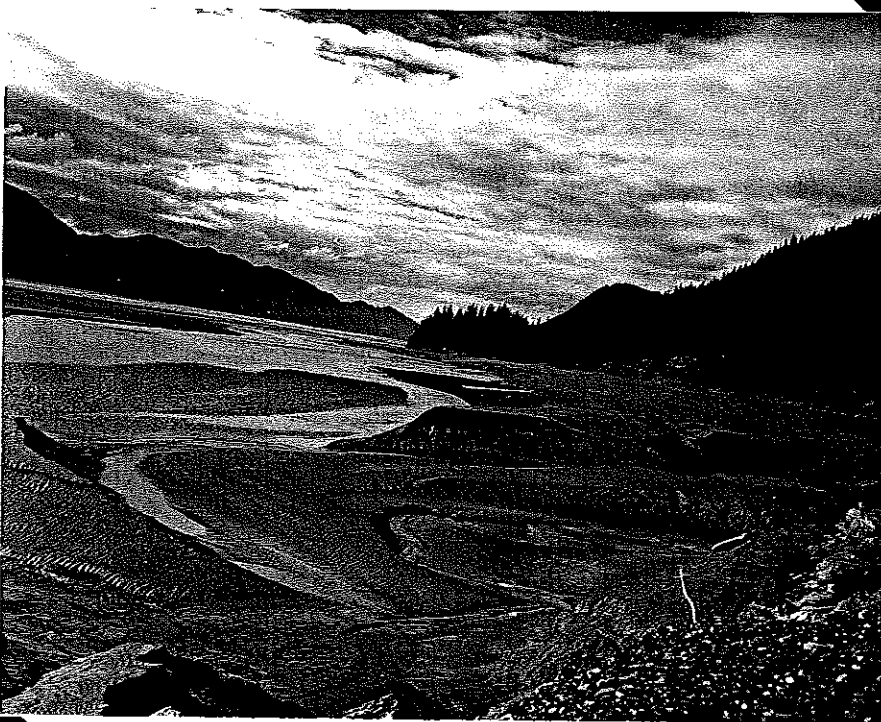
Loss of approximately 30 men from engineering crews during September has so depleted all crews that the men remaining will be hard pressed to keep the necessary stakes ahead of the contractor. It is doubtful if any staking can be done this year for the surfacing project between Mile 58 and Girdwood.

Photographs and a progress chart are enclosed.

NARRATIVE REPORT - SEPTEMBER 1951



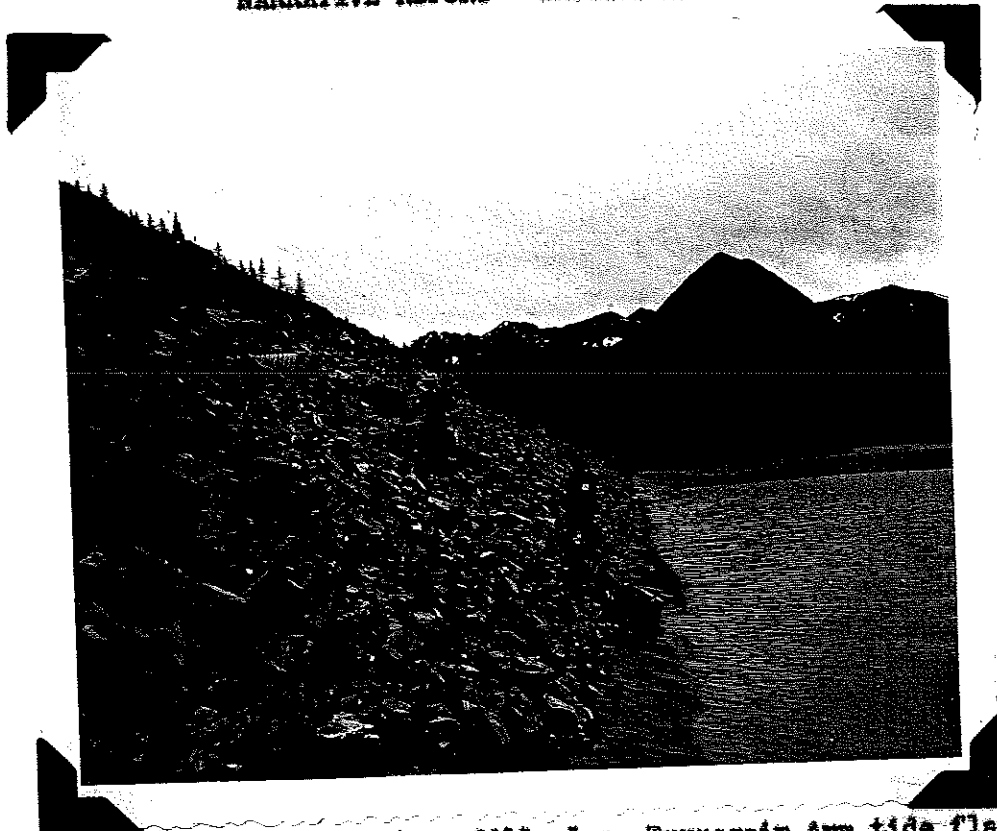
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61-94-20

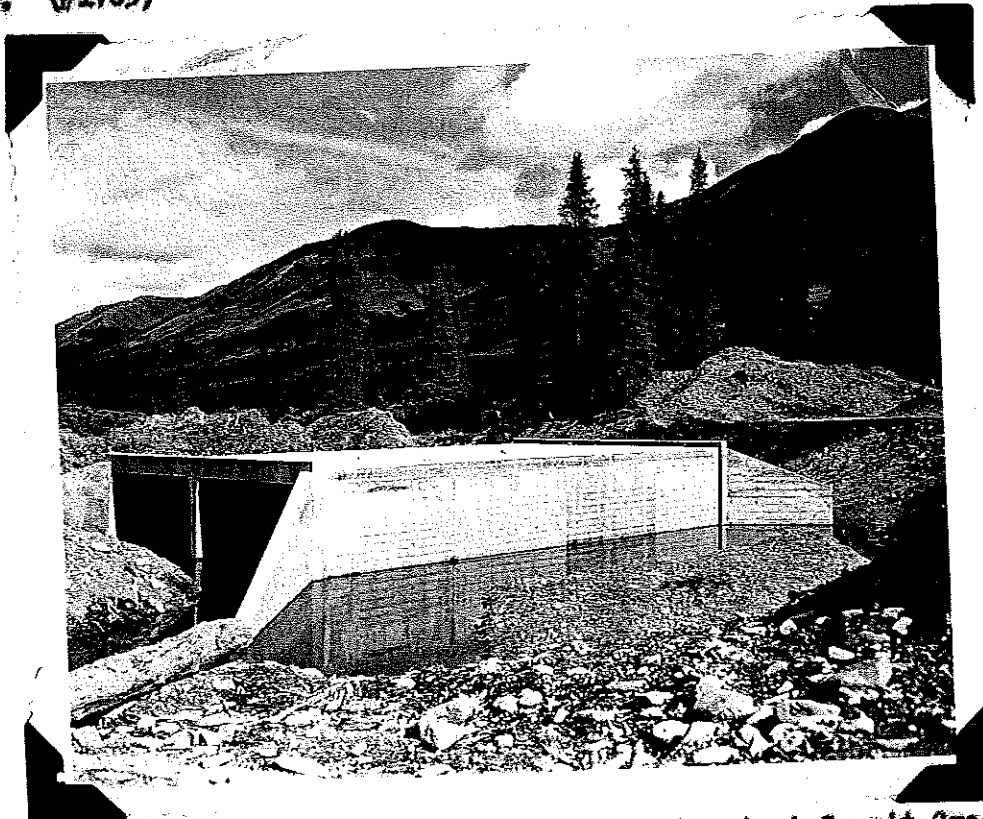
Turnagain Arm, F-2. The two views above show the progress of tidal erosion of the silt in Turnagain Arm about  $2\frac{1}{2}$  miles south of Girdwood. Both views were taken from the same point. The upper picture (#1725) was taken Aug. 1, and shows a bank 8' to 10' high. The lower picture (#1816) taken Aug. 16 shows that a large amount of material was washed away after the first picture was taken. Both pictures were taken at low tide. Eroded silt is very fine -- 98% passes the #200.





61-94-21

Turnagain Arm, F-2. View of roadway fill along Turnagain Arm tide flats about two miles south of Girdwood. The culvert pipe outlet shown in the picture was at the elevation of the silt when the culvert was installed. The silt was eroded away by tidal currents leaving the outlet about 12 ft. above the present elevation of the silt below. (#1703)



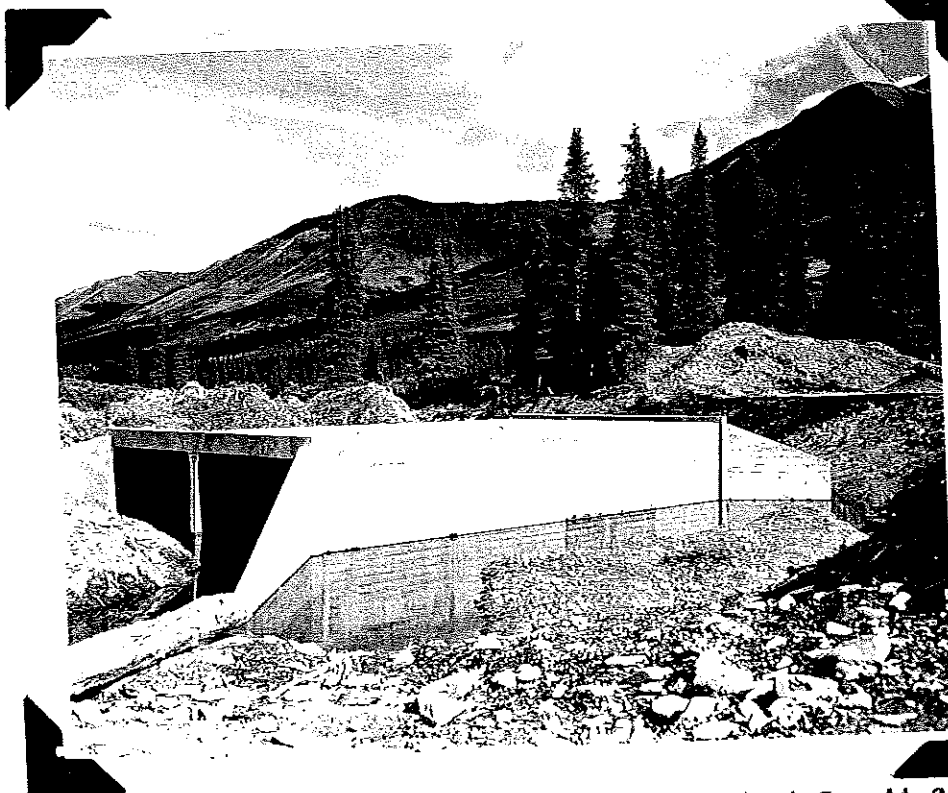
61-94-22  
Copy Neg.

Seward-Anchorage, B-2. View of finished box culvert at Summit Creek, Mile 44. (#1831).



61-94-21

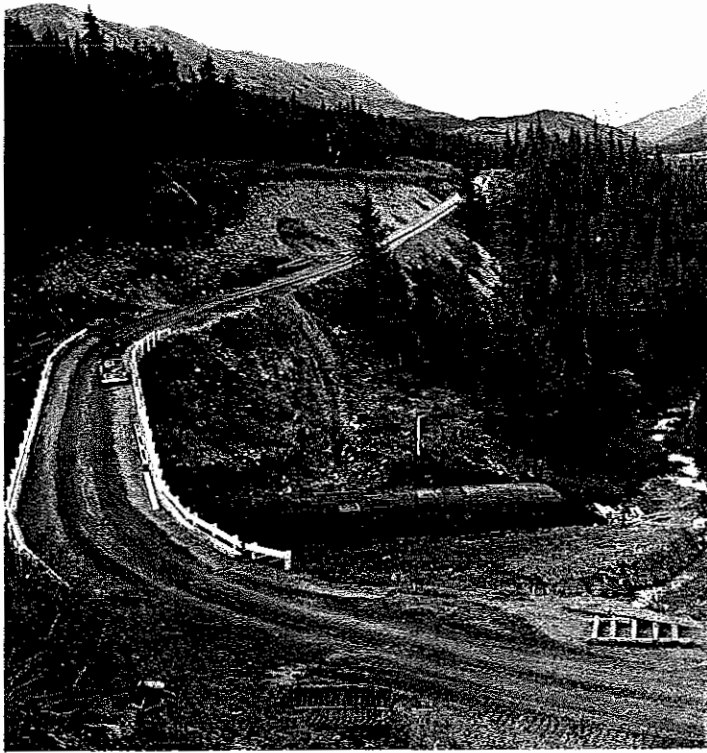
Turnagain Arm, F-2. View of roadway fill along Turnagain Arm tide flats about two miles south of Girdwood. The culvert pipe outlet shown in the picture was at the elevation of the silt when the culvert was installed. The silt was eroded away by tidal currents leaving the outlet about 12 ft. above the present elevation of the silt below. (#1703)



61-94-22  
09-10-51

Seward-Anchorage, B-2. View of finished box culvert at Summit Creek, Mile 44. (#1831).

NARRATIVE REPORT - SEPTEMBER 1951



Seward-Anchorage, B-1.  
View of 150" bituminous coated  
culvert pipe in Pass Creek,  
about Mile 54. Pipe is 202 ft.  
long, and will have about 60 ft. of  
fill over the lower end. (#1825)

61-94-23

Seward-Anchorage, A-1.  
Aerial view north from  
about Mile 12. Shows  
cleared area and strip-  
ping of a muskeg swamp  
for new road. Alaska  
Railroad is right of  
the highway. (#1745)

61-94-24

