

# DISPOSITION FORM

(AR 340-15)

OFFICE SYMBOL OR FILE REFERENCE

SUBJECT

NPAEN-DB-E

Report of Field Investigation  
MP 109 to MP 126, Haines-Fairbanks Multi-Product  
Pipeline - Invitation No. DACA85-70-B-0001

TO MEMORANDUM FOR RECORD

FROM Estimates Sec

DATE 29 Jul 69

CMT 1

Mr. Hicks/bgh/752-7117  
OREC: Engr Div

Concur: Chapman *[Signature]*  
Olson *[Signature]*  
Greeley *[Signature]*

Investigation was conducted by Mr. Glen H. Greeley and Mr. Howard Hicks between 15 July 1969 and 19 July 1969.

15 July - Departed Anchorage 1330 hours. Arrived Whitehorse, Yukon Territory 1730 hours. Rented auto for trip to project area. Stayed overnight in Whitehorse.

16 July - 1. Called at Manpower Commission of Yukon Territory to discuss project with manpower and immigration authorities. Contractor will be required to comply with Territorial Government Statutes and Regulations. In the event Canadian labor is not readily available, U.S. labor may be utilized upon compliance with regulations and coordination with immigration officials.

2. Called on Territorial Lands Manager. No new real estate work will be required for this project since new pipeline will be installed in existing R.O.W.

3. Called on Supervisor, Department of Public Works (Roads). This project does not conflict with any road relocations proposed for the near future. Mr. Woods mentioned that pipeline people had furnished them with a suitable casing detail where relocated roads cross existing pipeline. Department installs casing. (It was not determined whether a casing was installed at Klukshu River Road Relocation - see Item No. a. below.)

4. Called on Territorial Commissioner. Apprised him of tentative scheduling of project, i.e., 1969 work to include replacement of 12 mile section adjacent to Dezasdash Lake, test and put in service prior to winter shut-down. Existing pipe to remain in place until 1970. Remainder of project to be completed in 1970. Mr. Smith, the Commissioner, was pleased with this approach.

5. Called on Mr. Sommers, District Supervisor of Fisheries. He requested a letter from the District Engineer setting forth proposed dates for Unihini (Klukshu) River crossing operation. He is very anxious to have this portion of the work coordinated with him by the contractor and Government project office personnel prior to commencing excavation in and near the river to minimize interference with fish spawning runs. The best time for this operation would be between mid-October and mid-June.

DA FORM 2496  
1 FEB 62

REPLACES DD FORM 96, EXISTING SUPPLIES OF WHICH WILL BE  
ISSUED AND USED UNTIL 1 FEB 63 UNLESS SOONER EXHAUSTED.

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6. Called on Mr. Robert Warner with General Enterprises, General Contractors, to obtain wage structures, information on local availability of equipment and labor, labor-management contractual agreements, and his ability to perform the work on this project. General Enterprises has a very good reputation with local governmental authorities. It was at Commissioner Smith's recommendation that this call was made.

Mr. Warner was formerly superintendent for Marwell, who was a subcontractor for Williams Brothers - McLaughlin on the original pipeline construction in this area. He is well aware of crew and trade requirements for this type work and would anticipate no insurmountable problems in meeting completion dates. He requested that he be invited to submit a tender for this project.

Travelled by rental auto from Whitehorse to Dezadeash Lake. Made one stop at Haines Junction to discuss project with POD pumping station operator.

7. Spent 17 and 18 July investigating terrain and geologic conditions between pipeline MP 109 and MP 126, and comparing with as-built drawings.

8. Returned to Whitehorse and turned in rental auto 19 July. Departed Whitehorse 2000 hours. Arrived Anchorage airport 2335 hours.

Field investigations revealed that the following discrepancies exist between field conditions and as-built drawings:

a. The highway has been relocated at the Unihini (Klukshu) River between pipeline mileposts 109 and 110. The new location is approximately 100 feet south (downstream) from the old road location and the new road is constructed on approximately 8 feet of fill at the pipeline undercrossing. Local Canadian Government personnel and private individuals were consulted in an effort to determine whether a casing was installed at the undercrossing. No one gave a positive opinion, but the general consensus indicated no casing was installed.

b. Mr. Greeley walked all portions of the pipeline where likelihood of rock excavation is indicated on the drawings. It is his opinion that the only rock excavation required will be an occasional boulder too large to remove with power equipment, with a slight possibility of some ledge rock in the vicinity of pipeline milepost No. 116. No ledge rock was visible on the ground surface within the pipeline cleared right-of-way.

c. Availability of clear water for purging old line and testing new was investigated. The Klukshu River between pipeline mileposts 109 and 110 has sufficient clear water for any requirements. The pipeline runs adjacent to Dezadeash Lake in the vicinity of pipeline milepost 116 where unlimited quantities of clear water are available. A clear creek with sufficient flow crosses the pipeline at approximately

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milepost 124.5, and a creek with marginal flow crosses at approximately milepost 125.5. Several other clear creeks and two glacial streams cross the pipeline within the project limits; however, these streams are unsatisfactory for this purpose.

d. A new lodge with restaurant facilities has been built since as-built drawings were prepared. It is located at highway milepost 134.5 (pipeline MP 124.5 approximately). The two lodges combined could accomodate crews required for this project.

e. The Dezadeash Lodge, located at highway milepost 125 (pipeline milepost 115 approximately) has a seven acre field which is screened from the highway by trees. The owner stated that the pipe for this project could be stockpiled there at the "same cost" as it is to be stockpiled at milepost 192.4.

f. Some marshy areas may cause water problems during pipelaying, both difficulties in movement of equipment and pipe floatation. This investigation was conducted during a very dry season, but surface water was present in most areas indicated as marshy on the as-built drawings. In some cases, trenching could be accomplished so that water would drain toward streams, but in others, pumping will probably be required in order to bury the new pipe.

g. The pipe break which occurred during 1968 in the vicinity of milepost 119 resulted in saturation of the adjacent area with diesel fuel. Odors are still evident and cleanup operations are still in progress by POD personnel. No danger is anticipated due to welding in the area provided ordinary precautions are taken to prevent woods fires.

h. Photos taken during investigation are available in room 228A.

*Howard Hicks*

HOWARD HICKS  
Civil Engineer