



FLAMING GORGE

The Flaming Gorge Unit is one of the four storage reservoirs authorized for construction on the Colorado River Storage Project. The principal features of the unit are the Flaming Gorge Dam, powerplant, and switchyard. The dam is located on the Green River about 6 air miles south of the Utah-Wyoming State line in Daggett County, Utah. The dam, community of Dutch John and about 27 miles of the reservoir are located inside the Ashley National Forest.

Daggett County is located in the extreme northeastern corner of the State of Utah and prior to the start of construction of Flaming Gorge Dam its population was about 350 people. The county is bisected by the Green River which flows through deep colorful canyons. Prior to construction of a bridge across the river by the Bureau of Reclamation the inhabitants of the eastern part of the

county were obliged to travel some 100 to 120 miles through Rock Springs and Green River, Wyo., to reach Manila, Utah, the county seat of Daggett County. Daggett County contains some of the most beautiful and the most rugged terrain in the State of Utah and abounds in excellent fishing streams and big game hunting areas.

The dam is to be a thin arch-type concrete structure having a structural height of about 495 feet above its foundation with a crest length of 1,180 feet and containing about 922,000 cubic yards of concrete. The powerplant, located at the downstream toe of the dam, will have 3 generating units, each of 36,000 kilowatt capacity. A 2-lane roadway will cross the crest of the dam and eventually will become a link in the primary highway connecting U.S. 30, near Green River and Rock Springs, Wyo., and U.S. 40 at Vernal, Utah. The

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reservoir will have a storage capacity of 3,930,000 acre-feet and will extend upstream some 91 miles to within 4 or 5 miles of Green River, Wyo. The area draining into the reservoir will cover 15,000 square miles in Wyoming and Utah. The normal maximum water surface of the reservoir will be at elevation 6,040 with the crest of the dam at elevation 6,047.

Actual work on the Flaming Gorge Unit was initiated when the Bureau of Reclamation established a temporary project office in Vernal, Utah, in August of 1956. Most of the field engineering crews were required to live in trailers at Manila, Utah, or to commute from Green River, Wyo. This arrangement was necessary until sufficient facilities and housing were constructed at the dam-site to permit moving the project headquarters and personnel near to the site of the work.

The first actual construction was started following the award of a contract to the Wangsgaard Construction Co. of Logan, Utah, in January 1957, for construction of the first 7½ miles of access

road and a temporary timber pile bridge across the Green River. With completion of a second access road construction contract in June 1958, a road connection was made between Dutch John, on the east side of the river and Manila, Utah, and



Above, Flaming Gorge Unit. Dutch John, Utah, Utah's newest town. Right, looking downstream on the Green River. Photo by F. B. Slato.



Green River, Wyo., on the west side of the river.

The area that was selected for the community site was probably one of the most isolated and inaccessible locations in the State of Utah. It was visited very infrequently by a few sheep and cattle

men and by numerous hunters during the big game season. The area around the community of Dutch John abounds with deer during the latter part of the hunting season as it has throughout the past been a migratory feeding ground during the





Government campsite at Manila, Utah. Log cabin in foreground is the Bureau's first field office in the Manila area.

winter months for deer from the higher country.

The only semblance of civilization in the Dutch John area was the Pacific Northwest high pressure gas pipeline and a dirt airstrip.

A contract was awarded to the Witt Construction Co. of Provo, Utah, in July 1957, for the construction of the community facilities at Dutch John. The amount of this contract was slightly under two and three quarter million dollars. The contract covered the general grading for the community, construction of streets and sidewalks, construction of a sewer collecting system, a sewage treatment plant and ponding areas, a water distribution system, a power distribution system and the construction of 80 Q and M type residences. In January 1958, when it appeared that the prime contract for the construction of the dam and powerplant would be delayed 1 or 2 years, this contract was modified to delete 30 of the 80 residences.

Work was started on the contract in August 1957 and was substantially complete in February 1959.

Other construction required at Dutch John for establishment of the community, consisted of erection of Transa-houses and trailers, construction of two temporary warehouses, construction of temporary metal garages, and construction of a laboratory, administration building, and garage and fire station. These facilities have all been completed and the community is now taking on a finished appearance.

The Daggett County school district with the help of Federal funds, awarded a contract in September 1957 for the construction of a four classroom school building at Dutch John which was completed and ready for classes by September

1958. The grade school at Dutch John accommodates the first six grades and a kindergarten. Children in the seventh and eighth grades and in high school are transported by bus some 20 miles to Manila, Utah.

The first Bureau of Reclamation people were moved into Dutch John in January 1958, and by May 1958, sufficient Transa-homes and trailers and utilities were available to accommodate most of the organization.

Bids for the construction of Flaming Gorge Dam and powerplant ranged from a low of \$29½ million to a high of over \$50 million. The low and successful bidder was the Arch Dam Constructors of Omaha, Nebr. This company is a joint venture consisting of Peter Kiewit Sons' Co., Omaha, Nebr.; Morrison-Knudsen Co., Boise, Idaho; Midvalley Utility Constructors, Houston, Tex.; and Coker Construction Co. of Omaha, Nebr. Peter Kiewit Sons' Co. is the sponsor and is running the job for the joint venture.

The prime contract was awarded on June 18, 1958, and notice to proceed was issued on July 1, 1958. Since the latter date, the contractor has completed most of its camp construction and most of the construction in its shop and warehouse areas.

The contractor has worked throughout the winter on the construction of the access road from Dutch John to the left abutment of the dam and on the powerplant service road to river level in order to gain access to the damsite for heavy construction equipment. All of this road work has been very heavy construction consisting in the main part of exceptionally deep rock cuts. The construction of these roads is now nearing completion.

The Coker Construction Co., one of the joint venture, excavated the diversion tunnel in the right abutment of the dam. The diversion tunnel

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Administration building, Bureau of Reclamation, Dutch John, Utah.



THE RECLAMATION ERA