

10/08/13 (2)

RG30 Alaska Road Commission  
Juneau  
Construction Project  
Case Files,  
ca. 1919-1957<sup>59</sup>

65547

EARTHWORK & MASS QUANT

Box: 207 \_/ \_/ \_

Form PR-33A(1)  
(4-19-56)

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

**ANCHORAGE DIVISION COPY**

**FINAL CONSTRUCTION INSPECTION REPORT**

District No. Region 10	Report No. 7	Division Anchorage Division	State Alaska
Date of inspection Sept. 23, 1959	Inspection made by Ray Kuhns, Regional Inspecting Engineer		Project No. AFH 35-A, Contract #1
In company with John M. Cooley, Division Construction & Maintenance Engineer; Calvin Bredenbaugh, Project Engineer and H. W. Dunn, Staff Ass't., Forest Supervisor's Office, Anchorage			
Description of improvement See Below			

Contractor name and address  
M-F Contracting Co., Inc. Box 2059 Anchorage, Alaska

Award date Sept. 5, 1958	Contract amount \$247,245.50 <del>\$264,000.00</del>	Time allowed 200 Cal. Days	Time started Sept. 24, 1958	Work started Sept. 24, 1958
Quality of work Very Good	Progress of work Good	Time elapsed 84 %	Work completed 100 %	Est. compl. end of month 100%

Roadbed (Width <u>32</u> Feet o. to o. of shoulders)		Structures over 20-foot span					
Type	Type code no.	Net length (Miles)	Base-Surfacing		Type	Type code no.	Net length (Miles)
			Thickness	Width (Feet)			
Grading, Drainage & Bituminous Surfacing	3210	5.828*	Edge (Inches) 4	Center (Inches) 4			

Remarks \* Does not include 0.061 Mile exception at Bridges

DESCRIPTION:

Grading, drainage and bituminous surfacing of the Portage Glacier Road beginning at Station 0+00 near Mile 80 of the Seward-Anchorage Highway and extending 5.389 miles to Portage Glacier at Station 311+05.9. The contract includes construction of a parking area at the end of the project.

The contractor was given notice to proceed on September 24, 1958, and started work the same date. Operations were suspended on November 18, 1958, after completion of the clearing for the entire project and the rough grading from the beginning of the project to Station 271. Work was resumed on June 3, 1959, and all work was completed by September 22, 1959, with the exception of placing a portion of the guard rocks around the parking area. This latter work requested by the Forest Service, was completed September 24, 1959. Mr. H. W. Dunn, Staff Assistant, Forest Supervisor's Office, Anchorage, has recommended approval of the construction for that Service. The Bureau of Public Roads was given written notice of this acceptance under date of October 1, 1959.


The job has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work, and acceptance of the project is recommended.

The contractor's operations, both on the grading and the surfacing items, were efficiently conducted with good equipment and an excellent job has been obtained.

STATEMENT OF TIME USED TO COMPLETE THE CONTRACT

PROJECT NUMBER AFDR 0802 - Byron Glacier Spur - 9009  
 AFH 35A - Portage Glacier Road - 0595-01  
 CONTRACT NUMBER CPR 10-204

	Date	Time
Date of beginning of contract time	24 Sept. 58	
Work suspended effective close of work	18 Nov. 58	
Calendar days charged to contractor (1st period)		56
Work resumed effective	3 June 59	
Contract <del>completed</del> accepted for traffic	23 Sept. 59	
Calendar days charged to contractor (2nd period)		113
Total calendar days charged to contractor		169
Total calendar days allowed		200
Calendar days overrun		None


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 M. C. Zimmerman  
 Division Engineer



CPR-10-204

FORM PR-41

U. S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

REGION NO. 10

# PROPOSAL AND CONTRACT

## PROJECT

Alaska Forest Highway Project 35-A Contract No. 1

Portage Glacier Highway

and

Alaska Forest Development Road Project 0802

Byron Glacier Spur

**GENERAL, SPECIAL, AND REQUIRED PROVISIONS**  
**BID SCHEDULE, BID, CONTRACT, AND BONDS**

**This Contract Cites Public Roads**  
**Standard Specifications FP-57**

*CONFIRMED*

PROPOSAL OF M-B Contracting Company, Inc.

ADDRESS Box 2059, Anchorage, Alaska

<b>NAME OF ROAD</b>	Portage Glacier Highway and Byron Glacier Spur
<b>BEGINNING AT</b>	Station "0" 0/00. Seward-Anchorage Highway
<b>ENDING AT</b>	Station "0 <sub>2</sub> " 36/68.2 near Byron Glacier
<b>NATIONAL FOREST</b>	Chugach
<b>COUNTY</b>	Third Judicial Division
<b>STATE</b>	Territory of Alaska
<b>LENGTH IN MILES</b>	6.584
<b>TYPE OF IMPROVEMENT</b>	3210 Grading, drainage, and Bituminous Surfacing

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STANDARD FORM 20  
 REVISED MARCH 1953  
 GENERAL SERVICES ADMINISTRATION  
 GENERAL REGULATION NO. 13

**INVITATION FOR BIDS**  
**(CONSTRUCTION CONTRACT)**

REFERENCE Alaska Forest Hwy.  
 Project 35-A Contract No.1  
 & Alaska Forest Development  
 Road Project 0802

DATE August 8, 1958

NAME AND LOCATION OF PROJECT ~~Project AFH 35 A Con-~~  
 tract No.1 & AFDR 0802, Portage Glacier  
 Hwy. & Byron Glacier Spur, Grading and  
 Bit. Surfacing, 5.9 mi. between the  
 Seward-Anchorage Hwy. & Portage Glacier  
 Lake with a 0.7 mi. spur to Byron Glacier

DEPARTMENT OR AGENCY

U.S. DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

BY (Issuing office)

Department of Commerce  
 Bureau of Public Roads

Sealed bids in single copy for furnishing all labor, equipment, and materials and performing all work for the project described herein will be received until 11:00 a.m., PST, September 2, 1958 in Room 319, Federal Building, Juneau, Alaska

and then publicly opened.

Information regarding bidding material, bid guarantee, and bonds Plans and specifications may be obtained free of charge by all who have a bonafide need for them for bidding purposes at Room 311, Federal Building, Juneau, Alaska. It is requested that plans be returned to the Division Engineer, Bureau of Public Roads, Anchorage, Alaska. Plans and specifications may be examined by prospective bidders at the following addresses: Bureau of Public Roads Division offices, Anchorage, Juneau and Fairbanks: offices of the Associated General Contractors of America, 220 W. Harrison St., Seattle, Washington; Multnomah Hotel, Portland, Oregon; N. 4935 Trent St., Spokane 6, Washington; and 306 Central Building, Anchorage, Alaska.

A bid guaranty in a minimum amount of 5% of the bid amount and conforming to the requirements of Standard Form 22 shall be required with each bid. If the bidder fails to accompany his bid with the required bid guaranty, his bid will not be read or otherwise considered. Telegraphic notification of execution of a Bid Bond does not meet the above requirement of a bid bond accompanying a bid.

Description of work

PRINCIPAL ITEMS OF WORK

Cu. Yd.	Unclassified Excavation	115,000
Cu. Yd.	Borrow excavation, Case 1	172,000
Yd. Mi.	Overhaul of Borrow, Case 1	83,000
Tons	Crushed aggregate base, grading D-1	28,900
Tons	Aggregate, designation AT 50, bituminous surface treatment	3,450

Information regarding liquidated damages (if any), payments, etc., is attached or made a part of the specifications. Bids shall be submitted on the forms furnished or copies thereof.

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

District..... Anchorage ..... For Week Ending..... October 5, 1957 .....  
Project No. Portage Glacier Survey 0580-12 ..... Work Began..... October 4, 1957 .....  
Contractor..... None ..... % Complete..... 3 ..... % Time Elapsed..... - .....  
Engineer in Charge..... Wayne C. Morgan ..... Probable Date of Completion..... October 31, 1957 .....

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Brushed line station 0+00 to 150+00. Chained and turned angles 0+00 to 52+90

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

Wayne C. Morgan  
.....  
(Signature of Resident Engineer)



UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

Division  
District Anchorage For Week Ending June 7, 1958  
Project No. Byron Glacier Road 9008 Work Began May 20, 1958  
Contractor..... % Complete 100 % Time Elapsed.....  
Engineer in Charge W. C. Morgan Probable Date of Completion June 7, 1958

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

All survey work on this project now completed.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

Wayne C. Morgan  
(Signature of Resident Engineer)

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

District..... Anchorage ..... For Week Ending..... May 31, 1958 .....  
Project No..... Byron Glacier 9008 ..... Work Began..... May 20, 1958 .....  
Contractor..... ..... % Complete..... 85 ..... % Time Elapsed..... .....  
Engineer in Charge..... Wayne C. Morgan ..... Probable Date of Completion..... June 7, 1958 .....

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Completed turning angles and chained to end of project Sta. 34+00.

Ran profile over length of project. Cross-sectioned Sta. 0+00 to 21+00

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

*Wayne C. Morgan*  
.....  
(Signature of Resident Engineer)  
**Wayne C. Morgan**

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

Division Anchorage For Week Ending May 24, 1958  
~~District~~  
Project No. Byron Glacier 9008 Work Began May 20, 1958  
Contractor \_\_\_\_\_ % Complete 25 % Time Elapsed \_\_\_\_\_  
Engineer in Charge Wayne C. Morgan Probable Date of Completion June 7, 1958

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Steve Corlue - Party Chief  
Lloyd Watkins  
Robert Zarfos  
Michael Youngblood

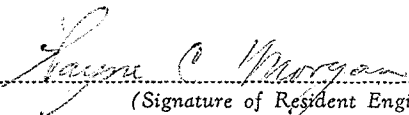
Crew brushed line from beginning to end. Began turning angles and chaining.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

None

REMARKS: (List items of special interest.)

Survey going slow, due to thick alder brush which has to be cut down even before cross-sections can be taken. Strong winds from the glacier makes it difficult to use the transit as it is apt to be blown over.

  
\_\_\_\_\_  
(Signature of Resident Engineer)

Wayne C. Morgan, Area Engineer  
COMMERCE—Totem Press, Juneau, Alaska

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

District Anchorage For Week Ending October 12, 1957  
 Project No. Fortage Glacier Survey 0580-12 Work Began October 4, 1957  
 Contractor None % Complete 25 % Time Elapsed -  
 Engineer in Charge Wayne C. Morgan Probable Date of Completion October 31, 1957

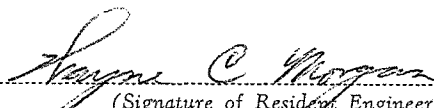
ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Brushed, chained and turned angles station 150 to 302.  
 Cross-sectioned station 280 to 302.

Personnel	Robert Moore	Party Chief
	Sam Woodsun	Instrument-man
	Chuck Dipzinski	Survey man
	Ronald Doner	Survey man
	Roe Huling	Survey Man

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

  
 (Signature of Resident Engineer)



UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

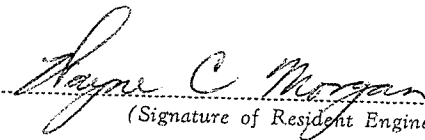
District Anchorage For Week Ending October 19, 1957  
Project No. Portage Glacier Survey 0580-12 Work Began October 4, 1957  
Contractor None % Complete 60 % Time Elapsed -  
Engineer in Charge Wayne C. Morgan Probable Date of Completion October 31, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Cross-sectioned station 165/35 to 280. and 2/00 to 115/00.  
Ran profile station 2/00 to 103/00.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

  
.....  
(Signature of Resident Engineer)

4 10-95 (Existing stock may be used)  
L 1957

COMMERCE—Totem Press, Juneau, Alaska

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

District Anchorage For Week Ending October 26, 1957  
 Project No. Fortage Glacier Survey 0580-12 Work Began October 4, 1957  
 Contractor None % Complete 85 % Time Elapsed       
 Engineer in Charge Wayne C. Morgan Probable Date of Completion November 9, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

**Field:** Completed cross-sections on line that has been run.  
 Completed profile on same line.  
 Ran a F-4 line from station 172 to 187 in order to get the line farther away from the snow slide area.  
 Began tying down buildings and bridges to the F line.

**Office:** Copying information from rain pads into permanent hard books.  
 Plotted F line onto hard copy.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

None

REMARKS: (List items of special interest.)

Due to high winds and high water it has been necessary to do quite a bit of jumping around in order to get the work done.

Wayne C. Morgan  
 (Signature of Resident Engineer)

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

District.....Anchorage..... For Week Ending November 2, 1957  
 Project No. Fortage Blavier Survey 0540-12 Work Began October 4, 1957  
 Contractor.....None..... % Complete 95 % Time Elapsed.....  
 Engineer in Charge Wayne C. Morgan Probable Date of Completion November 9, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Field: Tied down all buildings and bridges to centerline.  
Took additional cross-sections where needed.  
Extended line to intersect with the tangent of the Seward-Anchorage Highway  
and cross-sectioned same.

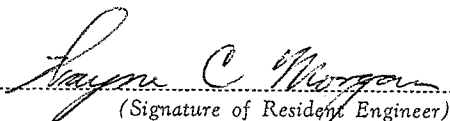
Office: Copied information from rainpads into permanent hard books.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

None

REMARKS: (List items of special interest.)

Survey was inspected November 1, 1957 by Mr. Smith of the Bureau of Public Roads  
and Mr. Porterfield of the Forest Service to approve the location of proposed  
borrow pits and location of proposed centerline of roadway.

  
 (Signature of Resident Engineer)

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10

WEEKLY REPORT

District Anchorage For Week Ending November 9, 1957  
 Project No. Portage Glacier Survey 0580-12 Work Began October 4, 1957  
 Contractor None % Complete 100 % Time Elapsed -  
 Engineer in Charge Wayne C. Morgan Probable Date of Completion November 9, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

**Field:** Dug holes for borrow pits and submitted samples to Anchorage.

Run line and profile for channel change Sta. 218+10.

Made tie to Forest Service Boundary and to proposed borrow pits.

**Office:** Completed copying rainpads into hardbooks.

Packed up books and equipment and moved into Anchorage.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

*Wayne C. Morgan*  
 (Signature of Resident Engineer)



BUREAU OF PUBLIC ROADS

Mr. M. C. Zimmerman, District Engineer,  
Anchorage

February 28, 1958

D. F. Bolton, Supervising Bridge Design  
Engineer, Juneau

Portage Clacier Highway  
Alaska Forest Highway Route 35

Under separate cover we are sending to you two prints each of the general layout of Bridges 1, 2 and 3 on this route along with one print with the site data plotted from the cross sections in the vicinity of Stations 192 to 197.

One marked-up plan and profile sheet No. 7 with penciled remarks is included.

Please review the plans and submit your comments and recommendations to this office along with one set of marked-up prints.

From the recommended length on Form 124, it could not be determined whether you were recommending closed abutments or open abutments with rip rap to set the water flow capacities. Do you think the present layout provides sufficient channel area to handle the anticipated water-flow? Any additional data on highwater that you may have obtained since submitting the report will be of value.

Please make a review of the rip rap at each of the sites to determine if it is adequate. We have indicated steel pile bents with no sheathing on the preliminaries because drift is not indicated as a problem.

By phone calls with Larry Seemann, it is understood that the channel for Bridge 2 may be moved from the vicinity of Station 185 up to Station 194. The bridge has been so detailed. It was proposed by your district to run a dike upstream and tie it to a rock outcropping at Bridge 2. Please indicate the alignment, grade, cross section and length of the dike required. An estimate of quantities

Mr. M. C. Zimmerman

2

February 28, 1958

will be needed for this dike. If dikes are required at the other bridges, please so state and give complete data on requirements. It is proposed to call for at least 60% of the rock to have a volume of 4 cubic feet or more and that no less than 20% shall be one cubic foot in volume. Will this be satisfactory?

The road branch has requested on the plan and profile sheet a recommendation of the extent and type of the bank protection needed.

In your report it is suggested that the channel be deepened upstream from the vicinity of Station P216+50 in order to keep the water inside the banks. At what elevation would you suggest that the bottom of the deepened channel be placed? Please send in data as to the length of the required channel, its typical cross section and its grade. Since the water that flows in this channel comes from the overflow from Portage Creek, is there some chance that the entire creek may be diverted under the bridge by such a channel change or is the channel to serve as a collector?

It is understood over the phone by Mr. Seemann and me that there is a possibility that channels may be dug that will direct the water at right angles for these bridge crossings. If this is possible, please supply complete details for the diking required for such crossings and the number of 25 foot spans required for the bridges.

ROADWAY ALIGNMENT

An alignment that nearly follows the "P" line is acceptable to the Forest Service. The only alignment problems that needs explaining is the following.

The "P" line as run between station 187/26.3 to 230/06.9 is a long tangent which the Forest Service does not like. In order to break up the tangent it is suggested that a large "S" curve be put in so that the bridge crossing at bridge #3 will cross more at right angles with the creek.

As can be seen on the pencil Hard copy the "P" line makes a loop from "P" 283/90.1 to 302/81.9. Beginning at "P" 283/90.1 the line goes through a parking area and across a gully to "P" 289/30.2, which is the end of a narrow fill used as a parking area and turn-a-round. From "P" 289/30.2 the line follows the parking area ahead to "P" 298/16.8. From there to "P" 302/81.9 = 283/90.1 the line follows the main road. At the present time it is impossible to get from one parking area to another due to the gully just back of "P" 289/30.2. The "P2" line starts at "P" 275-94.1 and follows a rough road that leads to Byron Glacier until it arrives at "P2" 291/21.8. From there the "P2" line turns back and ties into "P" line at 289/30.2. From there it turns back and ties into "P2" station 287/00.0 which is the end of the "P2" line and completes that loop at station "P2" 303/57.4. The "P3" line is a spur line taking off from "P2" 302/04.8 and running back toward "P" 283/90.1.

Our intentions on designing the parking area was to build a road from "P" 275/94.1 along the "P2" line to station "P2" 287/00.0 and then cut across the sharp ridge and tie into "P" line at 297/90.3 and then continuing on around the "P" line. The material obtained by cutting through the ridge is to be used to fill the gully.

PROPERTY TIES AND R.O.W.

All the property this road will run through belongs to Government agencies. From the centerline of the railroad out 1320 feet and parallel to the centerline of the railroad is R.O.W. belonging to the Alaska Railroad. From the R.O.W. ~~XXXX~~ of the railroad to the Forest Service Boundary belongs to the Bureau of Land Management. The Forest Service Boundary has never been brushed out so we had no line to tie into. The Forest Service set a boundary marker around a small tree and that is all we had to tie to.

BORROW PITS

The following borrow pit sites are suggested.

Pit #1 A pit to begin at "P" station 77 and to end at 82. The pit should be parallel to the "P" line and lays 400 feet to the left. Dimensions 500'x300'x8' equals 45,000 yards. Pit dimensions can be increased except any additional depth will mean excavation in water. If the water is high the pit will be wet below 5 feet. Pit contains good sand and gravel.

Pit #2 A pit to begin at "P" 130 and ending at 137 1/2. It lays 200 feet to the right and parallel to the "P" line. Maximum dimensions allowable 700'x300'. Dry depth about 5 feet. Pit would contain about 39,000 yards. Pit contains good sand and gravel.

Rip Rap source 750 feet right of "P" station 178 1/2. Slide area - large quantities of large broken rock.

Pit #3 A pit to begin at "P" 243 and to end about 249 1/2. Lays 500 feet left and parallel to the "P" line. Dimensions 650'x 500'x 10' equals 120,000 yards. Material is sand and gravel with some oversize.

Pit #4 Crusher pit A pit located 2,300 feet right of station "P" 270 1/2.



Any size pit needed for a crusher pit can be obtained in this area. The laboratory tests on the material in this pit will follow as soon as available.

All the borrow pits except Pit #1 are located inside the Chugach National Forest. The Forest Service has okayed the proposed pit sites. The only restrictions set by the Forest Service is that the pits have to be screened from the road where possible and the haul roads shall not go directly into the pit area but shall have at least one curve between the highway and the pit.

Pit #1 is located on land controlled by the Bureau of Land Management so permission to use the pit will have to come from them.

*Morgan*

Mr. M. C. Zimmerman, District Engineer,  
Anchorage

November 27, 1957

B. V. Chatfield, Highway Engineer,  
Juneau

Portage Glacier Road, Project FH-0580-12

As we discussed on the telephone yesterday afternoon, the Headquarters road design office will have a fairly light work load this winter until projects designed in the districts begin coming in for checking. Therefore, we are able to help ease the load in Anchorage.

Our office will have personnel available to begin design of the Portage Glacier Road about December 2. Please send the field notes and other data to Juneau as soon as possible. It is expected at present that road and bridge design will proceed concurrently.

BUREAU OF PUBLIC ROADS

Mr. M. C. Zimmerman, District Engineer,  
Anchorage

February 20, 1958

H. L. Seemann, Supervisory Highway  
Engineer, Juneau

Design of the Portage Glacier Road

I am sending to you under separate cover, a preliminary set of plans and the book containing highwater information for the Portage Glacier Road.

Would you please check the grade line, marking those places where you feel it could be safely lowered and still remain above the average flood stage.

As you know, we are designing this on the new "Primary Light Roadside Development" standard and find that our cost estimate is above present available funds.

What would be your reaction to a design based on roadside excavation instead of borrow excavation?

We would appreciate the return of the plans and the book as soon as possible in order that we may complete this design.

BUREAU OF PUBLIC ROADS

10-00.2	Mr. B. D. Stewart, Jr., Const. & Maint. Engr. Juneau, Alaska	Nov. 19, 1959 Certified Mail No. 719887
10-10.2	M. C. Zimmerman, Division Engineer Anchorage, Alaska	

As Built Plans, Project 35-A, Fortage Glacier Highway and Byron Spur

Forwarded, under separate cover, are As Built Plans for  
subject project. After linens have been corrected please  
forward two (2) complete sets to this office.

MCZ/FHHarding/mn

## Office Memorandum • UNITED STATES GOVERNMENT

TO : John M. Cooley, Const. Engineer

DATE September 28, 1959

FROM : Calvin L. Bridenbaugh, Project Engineer

SUBJECT: List of Books and Rolls being Submitted

## ROLL NUMBER

~~1~~ X-Sections -0/50 to 32/50  
~~2~~ X-Sections 33/00 to 74/00  
~~3~~ X-Sections 75/00 to 100/00  
~~4~~ X-Sections 101/00 to 148/00  
~~5~~ X-Sections 149/00 to 192/00  
~~6~~ X-Sections 193/00 to 221/50  
~~7~~ X-Sections 222/00 to 244/00  
~~8~~ X-Sections 244/00 to 271/00  
~~9~~ X-Sections 271/50 to 311/05.9  
~~10~~ Borrow Pit No. 2, X-Sections  
~~11~~ Borrow Pit No. 3, X-Sections  
~~12~~ Borrow Pit No. 4-A, X-Sections  
~~13~~ Borrow Pit No. 4, X-Sections  
~~14~~ Borrow Pit No. 3, Area  
~~15~~ Byron Glacier Spur X-Sections, 0/00 to 36/18.9  
~~16~~ Intersection Byron Spur and Portage Highway  
~~17~~ Plan of Parking Area  
~~18~~ Parking Lot extension, X-Sections and Profile  
~~19~~ Dike and Approach X-Sections  
~~20~~ Design Mass Diagram  
~~21~~ Design Mass Diagram  
~~22~~ Portage Glacier Hard Copy  
~~24~~ Portage Glacier Hard Copy  
~~25~~ Construction Mass Diagram  
~~26~~ *Diary X - 520/000 129. Bridge # 2*

## BOOK NUMBER

~~1~~ Slope Stake -0/98 to 100/00  
~~2~~ Slope Stake 101/00 to 235/00  
~~3~~ Slope Stake 236/00 to 311/05.9  
~~4~~ Final X-Sections 284/00 to 285/00  
~~5~~ Byron Slope Stake 0/00 to 36/68  
~~6~~ X-Sections Borrow Pit  
~~7~~ X-Sections Borrow Pits 2,3,4-A  
~~8~~ Portage and Byron Transit Book  
~~9~~ Portage and Byron Bench Book  
~~10~~ Portage Misc. X-Section Book  
~~11~~ Portage and Byron Clearing Book  
~~12~~ Grade Book -0/98 to 266/00  
~~13~~ Culvert Book  
~~14~~ Portage and Byron Paving Diary  
~~15~~ Inspector's Diary  
~~16~~ Project Engineer's Diary 1958  
~~17~~ Project Engineer's Diary 1959

BUREAU OF PUBLIC ROADS

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. M. C. Zimmerman, Division Engineer  
10-10.3 Anchorage, Alaska

DATE: September 23, 1959

FROM : <sup>rk</sup> Ray Kuhns, Regional Inspecting Engineer  
10-10 Anchorage, Alaska

SUBJECT: Alaska FHP 35A, Contract No. 1 and AFDR 0802 (Portage Glacier Highway and Byron Glacier Spur)

*me*  
*July*  
SEP 24 2 10 PM '59  
ADM PAS  
*OK*

An inspection was made September 23, 1959 of the Portage Glacier Highway and the Byron Glacier Spur. Except for placement of about 70 of the barrier rocks around the parking area, provided for by Change Order No. 1, the project has been satisfactorily completed and I am recommending it for acceptance when these rocks have been placed.

The Bureau of Public Roads was represented by Mr. John Cooley, Division Construction and Maintenance Engineer; Calvin Bridenbaugh, Project Engineer and myself, with Mr. H. W. Dunn, Administrative Assistant from the Forest Supervisor's office at Anchorage representing the Forest Service.

Mr. Dunn concurred in the acceptance of the project and the Forest Service will furnish us with a letter so stating.

*me*  
*Follow up on this.*

Contractor on the project was the M-B Contracting Company, Box 2059, Anchorage, Alaska.





UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
CHUGACH NATIONAL FOREST



ADDRESS REPLY TO  
FOREST SUPERVISOR  
AND REFER TO

5610  
Portage Glacier Highway (FH#35)

Mr. M. C. Zimmerman, Division Engineer  
Bureau of Public Roads  
Box 160  
Anchorage, Alaska

Dear Mr. Zimmerman:

This will confirm our verbal request made yesterday to Mr. Bridenbaugh for two changes on the Portage Glacier Forest Highway job.

The first change is for an extension to the Type II approach near Station 300 + 00 to carry the grade of the approach across a dip to the grade of the parking lot by Portage Glacier Lodge. This will call for about 120 yards of fill, and will eliminate a flooding problem which would otherwise exist as a result of the fill for the main road there.

Second change is for extension of the main parking area toward the hill a maximum of 30 feet at the middle, to about 10 feet near the curves between approximate Stations 291 and 295. This will call for a fill of about 1200-1500 yards, but it will regain the parking space lost when you decided you could not catch a fill in the lake, and, at the same time, will convert an unsightly waste area into usable parking space. Project engineer Bridenbaugh is familiar with our request and can do the engineering required.

It will be appreciated if you can work these changes out with the contractor under the basic contract.

Very truly yours,

*M. E. Hardy*  
M. E. HARDY  
Forest Supervisor

CC: RO  
Kenai

BOX 59  
ANCHORAGE, ALASKA

July 15, 1959

ADM  
ACCT  
PERS  
PES  
E&R  
MAF  
R&D  
VAL.  
SOL.

JUL 15 12 41 PM 1959

BUREAU OF PUBLIC ROADS  
ANCHORAGE DIV  
1000  
1000

*Copy to Sublette  
A. Bridenbaugh  
7/18/59  
E.C.*

*Handwritten signatures and initials*

STANDARD FORM NO. 64

BUREAU OF PUBLIC ROADS

# Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. M. C. Zimmerman, Division Engineer  
10-10 Anchorage, Alaska

DATE: October 17, 1958

FROM : B. D. Stewart, Jr., Construction and  
10-00.21 Maintenance Engineer, Juneau, Alaska *MS*

SUBJECT: Parking Area at Portage Glacier, Project FH 35-A

*Handle → JAC*  
*File → JAC*  
*OK*

Representatives of the Forest Service made an inspection of this project recently and subsequently requested a change in the designed grade to provide a parking area that is more compatible to their standards.

We have been able to make only a cursory examination of the proposed change because of lack of the cross sections; however, it does not appear the extra cost involved will exceed \$2,000. The Forest Service admitted this particular situation was overlooked when they reviewed and approved the original design, but they feel their purpose will be better served under the proposed change.

A copy of their letter of October 15, 1958, is attached for your information and guidance in the matter.

Attachment

*15, 500, 10*  
*3000*  
*10-17-58*  
*MS*  
*The change is in process and will keep the quantities under the 25% JAC*

*J.M.C.*  
*Review + let's discuss before processing further.*  
*MS*  
*11-3-58*  
*J.M.C. Stewart*  
*OK. to make change, however, be sure and hold item quantities so major items for the contract will not exceed the 25% limitation requiring adjustment in price.*  
*MS*  
*Prepare change order*  
*MS*

E

ROADS & TRAILS

October 15, 1958

Portage Glacier Forest Highway, #35-A

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Box 1961  
Juneau, Alaska

Dear Mr. Swick:

We have discussed with Bob Killewich our proposal for changing the grade at the southeasterly end of the Portage Glacier Forest Highway project #35-A. We believe it would greatly improve the parking area if the grade line from the present grade elevation of about 110 feet at Station 287 & 00 was run to an elevation of about 109 feet at Station 296 & 00 and then run to connect with the presently designed grade elevation of about 104½ feet at Station 307 & 00. This would not change the width or location of the paved parking area between Station 290 & 00 and 295 & 50 as shown on the plans. This change would provide better visibility for sightseers and would greatly lessen the possibility of the lake flooding the highway when ice plugs the outlet. It would also make it much easier to enlarge the parking area in the future, something that we believe will be necessary in the not too remote future.

Very truly yours,

P. D. HANSON  
Regional Forester

By:

cc: Chugach

cc: [unclear]

STANDARD FORM NO. 64

BUREAU OF PUBLIC ROADS  
*Office Memorandum* • UNITED STATES GOVERNMENT

TO : Mr. M. C. Zimmerman, Division Engineer  
 10-10 Anchorage, Alaska

DATE: September 30, 1958

FROM : B. D. Stewart, Jr., Construction and Maintenance  
 10-00.21 Engineer, Juneau, Alaska

*WGM*

SUBJECT: Project FH 35-A and Forest Development Road 0802, Byron Glacier Spur

ROUTING	
DE	<i>WGM</i>
ADE	<i>WGM</i>
VI	<i>WGM</i>

The funds for covering costs of construction of Alaska FH Project 35-A and Forest Development Road 0802, Byron Glacier Spur, emanate from two separate sources. Project 35-A will be covered by Public Roads Forest Highway funds and the Byron Glacier Spur by Forest Development Road funds furnished by the Forest Service.

In effect these are two separate and distinct projects, and quantities of the various contract items, as well as engineering charges, must be kept separately. A separate set of field books should be kept for each project.

It will be necessary to prepare separate progress estimates each month for each project. A copy of the estimate covering Byron Glacier Spur will have to be furnished the Forest Service; therefore, an extra copy should be included when transmitting to the Regional Office.

Account numbers and funds set up for these projects are as follows:

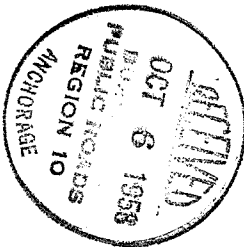
<u>Project</u>	<u>Account No.</u>	<u>Amount</u>
Byron Glacier Spur	9009	\$ 30,000.00
Portage Glacier 35-A	0595-01	305,000.00

Please advise all concerned to insure that a proper segregation of charges will be maintained on this dual contract project.

There is enclosed an estimate for each project based on unit bid prices.

*COPIES OF 10-330 TO LOIS, MORRAN, HAIDER*

Enclosures



UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION 10

PROJECT AGREEMENT ESTIMATE

FDR 0802

Project: Byron Glacier Spur

Prepared by: R. V. Killewich

Location: 5.6 Miles east of Portage  
Chugach National Forest

Date: Sept. 29, 1958

Judicial Division: 3rd

Contractor: M-B Contracting Co.

Item No.	Item	Quantity & Unit	Unit Price	Amount
100(3)	Clearing and Grubbing	5 Acres	200.00	1,000.00
102(1)	Unclassified Excavation	15,500 C.Y.	0.38	5,890.00
102(4)	Borrow Exc., Case 1	3,500 C.Y.	0.38	1,330.00
200(4)	Cr. Aggr. Base, Gr. D-1	2,560 C.Y.	2.75	7,040.00
310(4)	Asphalt, MC-0, Prime	10 Ton	30.00	300.00
314(2)	Aggr., Desig. AT50 BST	250 Ton	6.00	1,500.00
314(8)	Asphalt RC-3, BST	10 Ton	30.00	<u>300.00</u>
Sta. "02" 0/00 to "02" 36/68.2		Cost of Construction		17,360.00
Length: 0.695 Miles		Contingencies		1,600.00
Type: 3210		Engineering		2,600.00
Width: 20 Feet		Govt. Furnished Materials		<u>1,040.00</u>
Cost per Mile: \$32,517.99		Total Cost of Project		22,600.00

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION 10

PROJECT AGREEMENT ESTIMATE

Project: FH 35-A, Portage Glacier  
 Location: Chugach National Forest  
 Judicial Division: 3rd  
 Contractor: M-B Contracting Co.  
 Prepared by: R. V. Killewich  
 Date: September 29, 1958

Item No.	Item	Quantity & Unit	Unit Price	Amount
100(3)	Clearing and Grubbing	45 Acres	200.00	9,000.00
100(4)	Pit Clearing and Grubbing	25 Acres	200.00	5,000.00
102(1)	Unclassified Excavation	99,500 C.Y.	0.38	37,810.00
102(4)	Borrow Exc., Case 1	168,500 C.Y.	0.38	64,030.00
103(1)	Structure Excavation	250 C.Y.	3.00	750.00
105(2)	Overhaul (2000' Fr.Hl.)	1,500 C.Y.Mi.	0.50	750.00
105(3)	Ovhl.Borrow, Case 1 (1000' Fr.Hl.)	83,000 C.Y.Mi.	0.28	23,240.00
200(4)	Cr. Aggr. Base, Gr. D-1	26,340 Ton	2.75	72,435.00
310(4)	Asphalt, MC-0 Prime	85 Ton	30.00	2,550.00
314(2)	Aggr. Desig. AT50 BST	2,200 Ton	6.00	13,200.00
314(8)	Asphalt, RC-3 BST	85 Ton	30.00	2,550.00
453(1E)	18" CMP	194 L.F.	4.50	873.00
453(1G)	24" CMP	710 L.F.	7.50	5,325.00
453(1I)	36" CMP	590 L.F.	16.00	9,440.00
457(1)	Remove & Dispose CMP	117 L.F.	2.50	<u>292.50</u>
Sta "0"0,00 to "0"282/53.5				247,245.50
Length: 5,828 Miles				Cost of Construction
Type: 3210				Contingencies
Width: 24 Feet				Engineering
Cost per Mile: \$52,333.56				Govt. Furnished Materials
				<u>8,960.00</u>
				Total Cost of Project
				<u>305,000.00</u>

STANDARD FORM NO. 64

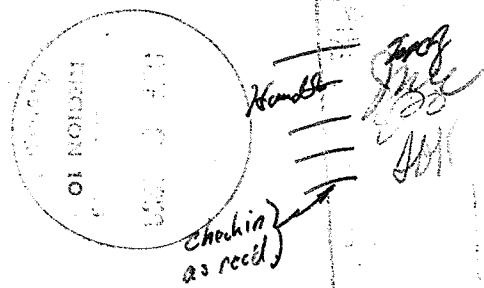
BUREAU OF PUBLIC ROADS  
*Office Memorandum* • UNITED STATES GOVERNMENT

TO : M. C. Zimmerman, Division Engineer  
 Anchorage, Alaska

DATE: Sept. 5, 1958

FROM : R. J. DeLaHunt, Design Engineer  
 Juneau, Alaska

SUBJECT: Alaska Forest Highway, Project 35-A  
 Alaska Forest Development Road 0802  
 Portage Glacier Highway and  
 Byron Glacier Spur



We are sending you under Government Bill of Lading No. 1N-225928 the following data on Alaska Forest Highway Project 35-A, Alaska Forest Development Road 0802, Portage Glacier Highway and Byron Glacier Spur.

Package No. 1

- 11 Cross-section Books
- 2 Transit Books
- 2 Level Books
- 1 Profile Book
- 1 Classification, Culvert & Borrow Pit Book
- 1 Envelope of Design Computations

*Rec'd + checked  
 9/8/58  
 J. J. Zimmerman  
 Brian to Morgan*

Package No. 2

- 2 Rolls of Hard Copy
- 1 Pencil Tracing (Beginning of Project to the Forest Boundary)
- 1 Blue Line print (Beginning of Project)
- 5 Sheets of Base Course Computations
- 1 Blue Line print (Property Map)
- 1 Sepia print (Beginning of Project)

Package No. 3

- 2 Rolls of Hard Copy
- 1 Roll of Bridge Site cross-sections
- 1 Roll of "O" Line Profile
- 1 Roll of "T<sub>1</sub>" & "T<sub>2</sub>" Line x-Sections



Alaska Forest Hwy Project 35-A 2  
Alaska Forest Development Road  
0802  
Portage Glacier Hwy and  
Byron Glacier Spurr

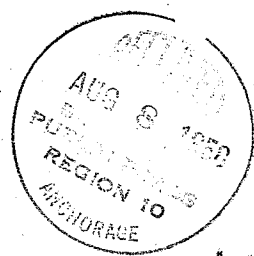
Sept. 5, 1958

Package No. 4

- 1 Roll of "P" Line Profile
- 1 Roll of Paving Approach Areas
- 3 Rolls of Mass Diagram
- 1 Sheet of Typical Sections
- 2 Sets of Blue Line Prints of the plans

WLSanders:ws

*cc: Anch. Div*  
*Portage Division*



August 4, 1958

Project FH-35A

1	<i>John</i>
3	<i>John</i>
4	<i>John</i>
5	<i>John</i>
2	<i>HH</i>

Mr. J. H. Lloyd, General Manager  
The Alaska Railroad  
P. O. Box 7-2111  
Anchorage, Alaska

Dear Mr. Lloyd:

Reference is made to your letter dated July 18, 1958 in reply to the Bureau's request for a 200 foot right-of-way across the Alaska Railroad right-of-way and reserve wherein you approve our request subject to certain provisions.

Your stipulations have been reviewed by Mr. M. C. Zimmerman, Division Engineer, Anchorage. His comments, which have Regional concurrence, are numbered to correspond to the provisions as they appear in your letter.

1. This building touches the proposed 200 foot right-of-way with one corner only and would not interfere with construction or maintenance of the highway in any way. We do not believe it will be necessary to move this building as it is government property. If, however, such a move is necessary, the Bureau of Public Roads would assume that responsibility.

2. The grade crossing would remain approximately at its present location and it does not appear that changing or raising the pole line would be necessary to maintain standard clearance. However, the Railroad would be reimbursed by the Bureau for the expense of such a move, if it becomes necessary.

3. The Bureau would reimburse the Railroad for any necessary expense incurred in building new lines in the vicinity of the crossing, if such new lines were made necessary by the highway construction. Such a possibility is considered remote, however.

4. Automatic flashing type or gate signals are not contemplated for this crossing at this time. If, however, a need for such an installation becomes apparent in the future, the Bureau would expect to bear the expense of the installation and maintenance.

Mr. J. H. Lloyd, ARR

2

August 4, 1958

In conclusion, the Bureau of Public Roads approves of the provisions set forth and agrees to sign a formal agreement incorporating them.

Very truly yours,

E. H. Swick  
Regional Engineer

cc: Anchorage Division \_\_\_\_\_

BUREAU OF PUBLIC ROADS

THROUGH: Mr. W. F. Raugust, Chief, Right-of-Way Unit  
Mr. R. J. DeLaHunt, Design Engineer  
Juneau, Alaska  
M. C. Zimmerman, Division Engineer  
Anchorage, Alaska

July 30, 1958

Alaska Railroad Right-of-Way, Portage, Alaska

*Road*

*File*

Our comments are numbered to correspond to the provisions as they appear in the letter from Mr. Lloyd, General Manager of the Alaska Railroad.

1. This building touches the proposed 200-foot right-of-way with one corner only, and would not interfere with construction or maintenance of the highway in any way. We do not believe it would be necessary to move the building, as it is government property, and from all appearances the railroad does not plan on disposing of it. If such a move is necessary, however, the Bureau of Public Roads should assume that responsibility.

2. The Railroad crossing would remain approximately in its present location and it does not appear that changing or raising the pole line would be necessary to maintain standard clearance. However, the Railroad should be assured that the expense of such a move would be reimbursed the Railroad by the Bureau, if it became necessary.

3. The Bureau should reimburse the Railroad for any necessary expense in raising any new lines in the vicinity of the crossing - if it were made necessary by the highway construction. Such a possibility is remote, however.

4. In the past, automatic flashing type or gate signals, placed on the highways was a joint venture between the Railroad and the Bureau of Public Roads. In discussing this installation with Mr. Cook, Chief Engineer for the Alaska Railroad, he feels that installation and maintenance of future signals where necessary, should be made by the Railroad at the expense of the Bureau of Public Roads as the benefit of such signals is, almost wholly, to the highway traffic. Actual installation of an automatic flashing signal at this crossing would probably be in the far distant future, if it were made at all, as the nature of the road and the type of intersection to the highway does not lend itself to this type installation.

In conclusion, Division recommendations are that the provisions set forth by the Alaska Railroad should be approved and the formal agreement made.

MCZ/LAHatchett/ec

STANDARD FORM NO. 64

BUREAU OF PUBLIC ROADS

*Portage Blaine Rd*

# Office Memorandum • UNITED STATES GOVERNMENT

TO : M. C. Zimmerman, Division Engineer  
Anchorage, Alaska

DATE: July 22, 1958  
Ref: FH 35  
FAS 496

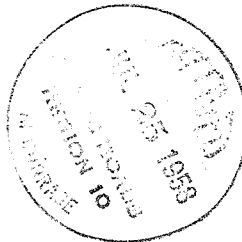
FROM : W. F. Raugust, Chief, Right-of-Way Unit  
Juneau, Alaska

SUBJECT: Letter from the Alaska Railroad dated July 18 regarding your request for 200 feet right of way at Portage, Alaska.

SEARCHED	
SERIALIZED	
INDEXED	
FILED	
<i>June</i>	

*ans to Jno  
July 31, 58  
RWR*

Please let us have your comments on the subject letter of which you received a copy.



Mr. M. C. Zimmerman, Division Engineer  
Anchorage, Alaska

July 9, 1958

John J. VanZanten, Highway Engineer  
Anchorage, Alaska

Civil Defense Storage Building, Portage Glacier Road - Project No. 0580-12

Mr. Harold Brue called this date regarding the building on the right-of-way requested from the Alaska Railroad.

Mr. Brue was thinking of putting a clause in the Right-of-Way Agreement stating that the building would be allowed to remain on our right-of-way, or moved onto adjoining railroad property at BPR's expense. He was assured that this would be taken care of by the Bureau even if it was not included in the Agreement.

He, therefore decided to leave this clause out of the Right-of-way Agreement and stated that they would forward the Agreement to the Bureau in a few days.

JVanZanten/ec

BUREAU OF PUBLIC ROADS

THROUGH

Mr. H. L. Seeman, Survey & Road Design Engineer  
Mr. R. J. DeLaHunt, Design Engineer  
Juneau, Alaska  
M. C. Zimmerman, Division Engineer  
Anchorage, Alaska

June 13, 1958

Byron Glacier Road

We are sending to you, under separate cover, four rite-in-the-rain books containing survey notes for your use in the design of the Byron Glacier Road.

The survey takes off from P 2 line of Portage Glacier Road at Sta. 287/00. We have not shown any bearings as you have the books for the Portage survey. The Forest Service wants a large parking lot constructed at the end of this survey.

There should be no need of borrow for this road, except for the topping. If the need arises for roadway borrow, suggest that cuts be widened to allow extra parking space. Borrow for topping can come from the pit that was set up for crusher site on Portage Glacier Road.

We have no information on the typical section required so you will have to obtain it from the Forest Service. The results of the soil samples have not been completed by the laboratory so will forward them at the earliest possible date.

MOZ/W.Morgan/mc

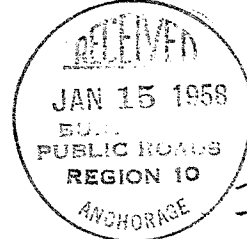
STANDARD FORM NO. 64

BUREAU OF PUBLIC ROADS  
*Office Memorandum* • UNITED STATES GOVERNMENT

TO : Mr. M. C. Zimmerman, District Engineer, Anchorage DATE: January 10, 1958

FROM : H. L. Seemann, Supervisory Highway Engineer, Juneau *HL*

SUBJECT: Portage Glacier Roadway Design



Ad.	
Sp.	
En.	<i>HL</i>
DM	
SU.	
MM	<i>HL</i>

As you requested yesterday during our conversation on the Portage Glacier Project, I am listing here some of the major troubles we have encountered with the design and field notes submitted.

TRAVERSE NOTES

1. Between the PI's at 160+93.5 and 143+57.8, a distance of 735.7 feet was shown. This we corrected to 1735.7 feet.

2. Between PI's at 267+20.4 and 275+94.1, a calculated bearing of S59°36'E was shown. We had to correct this to S58°37'E. All bearings thereafter differed by 1°. These two errors threw the alignment completely off the grid and necessitated our replotting of the entire hard shell. The traverse notes were marked as being computed and checked.

*Jack U. -  
Please review  
& let's discuss.  
1-15-58  
get copy of  
memo to Morgan  
this date.  
HL*

LEVEL NOTES

An error of two feet was made in the profile level notes around station 58 due to the recopying of notes. The original notes which had been recopied were written in a "Rite in the Rain" book and were good legible field notes. I can see no good reason for recopying these, or any notes. When recopying occurs, we constantly find informative notes in the old books that fail to appear in the recopied edition.

*1/20/58 Discussed all questions with Wolt Sanders on phone. HL*



BUREAU OF PUBLIC ROADS, REGION 7

Mr. R. J. DeLaHunt, Supv. Hiway Constr. Engineer,  
Juneau

December 10, 1957

M. C. Zimmerman, District Engineer,  
Anchorage

Chugach National Forest Boundary

Attached is a map covering above subject.

The location of the intersection of the Forest Service Boundary and the proposed Portage Glacier Highway can be determined by coordinates. The map doesn't show the station on the railroad where the Portage Glacier Highway crosses it, as the transit book covering that is in Juneau.

The distance from PI 3395+47.6 to intersection of R.O.W. shown as 2039.11 was computed. The distance 9556.80 to the Forest Service Boundary was taken from information obtained from files of the Alaska Railroad.

Attachment

MCZ/WayneMorgan/ec

STANDARD FORM NO. 64

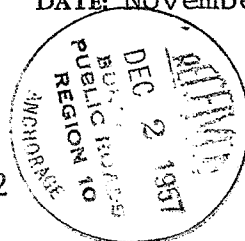
BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. M. C. Zimmerman, District Engineer, Anchorage DATE: November 27, 1957

FROM : B. V. Chatfield, Highway Engineer, Juneau

SUBJECT: Portage Glacier Road, Project FH-0580-12



Handwritten initials and marks on the right margin.

As we discussed on the telephone yesterday afternoon, the Headquarters road design office will have a fairly light work load this winter until projects designed in the districts begin coming in for checking. Therefore, we are able to help ease the load in Anchorage.

Our office will have personnel available to begin design of the Portage Glacier Road about December 2. Please send the field notes and other data to Juneau as soon as possible. It is expected at present that road and bridge design will proceed concurrently.

good copy to W. Morgan

12-3-57  
Advised W. Morgan to forward notes this date. MCF

STANDARD FORM NO. 64

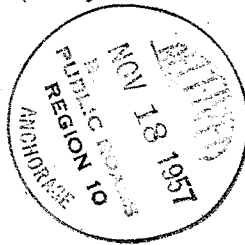
BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. M. C. Zimmerman, District Engineer, Anchorage, DATE: November 13, 1957

FROM : B. V. Chatfield, Highway Engineer, Juneau

SUBJECT: Portage Glacier Survey 0580-12



*N.E.S.  
Handle -  
See me  
after*

ROUTING	
DE	<i>MS</i>
AD	<i>MS</i>
AN	
OP	<i>MS</i>
EN	
DM	
SU	
MM	

It has been noted on the Weekly Reports for the weeks ending October 26 and November 2 that field notes have been copied into office books. While it is too late to correct the situation on the Portage Glacier Survey, please see that the original notes are not lost or destroyed.

Rite-in-the-Rail field books have proved satisfactory for use as permanent field books on surveys in very wet climates (Taku River, Copper River, Denali). Their use eliminates errors due to careless copying (Denali A, Sterling section ties). The practice of using two sets of notes encourages carelessness in the field caused by the notekeeper's intention of completing notes and correcting errors when the notes are copied in the office.

11/5/57-62

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10



ROUTING	
SE	<i>msk</i>
ADE	<i>lul</i>
Ad.	
Op.	<i>2/6/58</i>
En.	<i>DBS</i>
DM	
Su.	
MM	

WEEKLY REPORT

District Anchorage For Week Ending November 9, 1957  
 Project No. Portage Glacier Survey 0580-12 Work Began October 4, 1957  
 Contractor None % Complete 100 % Time Elapsed  
 Engineer in Charge Wayne C. Morgan Probable Date of Completion November 9, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

**Field:** Dug holes for borrow pits and submitted samples to Anchorage.

Ran line and profile for channel change Sta. 219+10.

Made tie to Forest Service Boundary and to proposed borrow pits.

**Office:** Completed copying rainpads into hardbooks.

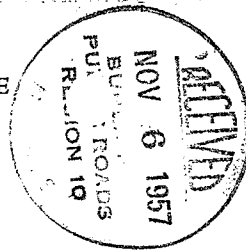
Packed up books and equipment and moved into Anchorage.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

*Wayne C. Morgan*  
 (Signature of Resident Engineer)

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10



370 TTS  
11/6  
MSA

ROUTING	
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Ad.	
Op.	MJ
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Su.	
MM	

WEEKLY REPORT

District.....Anchorage..... For Week Ending November 2, 1957  
 Project No. Heritage Glacier Survey 0560-12 Work Began October 4, 1957  
 Contractor.....None..... % Complete 95 % Time Elapsed.....  
 Engineer in Charge.....Wayne C. Morgan..... Probable Date of Completion November 9, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Field: Tied down all buildings and bridges to centerline.  
 Took additional cross-sections where needed.  
 Extended line to intersect with the tangent of the Seward-Anchorage Highway and cross-sectioned same.

Office: Copied information from rainpads into permanent hard books.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

None

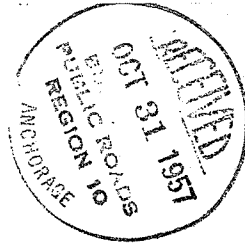
REMARKS: (List items of special interest.)

Survey was inspected November 1, 1957 by Mr. Smith of the Bureau of Public Roads and Mr. Porterfield of the Forest Service to approve the location of proposed borrow pits and location of proposed centerline of roadway.

*Wayne C. Morgan*  
 (Signature of Resident Engineer)

*Copies of  
material  
sent 11/1/57-28*

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10



ROUTING	
BE	<i>[initials]</i>
ADE	<i>[initials]</i>
Ad.	
Op.	<i>[initials]</i>
En.	<i>[initials]</i>
DM	
Su.	
MM	

WEEKLY REPORT

District Anchorage For Week Ending October 26, 1957  
 Project No. Portage Glacier Survey 0580-12 Work Began October 4, 1957  
 Contractor None % Complete 35 % Time Elapsed  
 Engineer in Charge Wayne C. Morgan Probable Date of Completion November 9, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

**Field:** Completed cross-sections on line that has been run.  
 Completed profile on same line.  
 Ran a P-4 line from station 172 to 187 in order to get the line farther away from the snow slide area.  
 Began tying down buildings and bridges to the P line.

**Office:** Copying information from rain pads into permanent hard books.  
 Plotted P line onto hard copy.

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

None

REMARKS: (List items of special interest.)

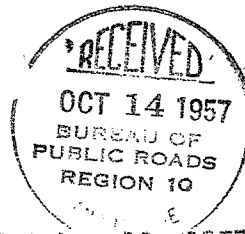
**Due to high winds and high water it has been necessary to do quite a bit of jumping around in order to get the work done.**

*Wayne C. Morgan*  
 (Signature of Resident Engineer)



TO Hdq  
11/17 2158

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10



ROUTING	
DE	<i>mdc</i>
ADE	<i>Sos</i>
Ad.	
Op.	<i>ms</i>
En.	
DM	
Su.	
MM	

WEEKLY REPORT

District Anchorage For Week Ending October 12, 1957  
 Project No. Portage Glacier Survey 0580-12 Work Began October 4, 1957  
 Contractor None % Complete 25 % Time Elapsed -  
 Engineer in Charge Wayne C. Morgan Probable Date of Completion October 31, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Brushed, chained and turned angles station 150 to 302.  
Cross-sectioned station 280 to 302.

Personnel	Robert Moore	Party Chief
	Sam Woodsum	Instrument-man
	Chuck Dipzinski	Survey man
	Ronald Doner	Survey man
	Roe Huling	Survey Man

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

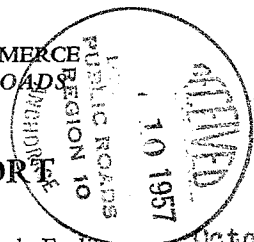
*Copy to Mr. [unclear] U.S. Dept. of Commerce*

*Wayne C. Morgan*  
(Signature of Resident Engineer)



2 TO HQ  
10/14 7:58

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Region 10



ROUTING	
DE	<i>[initials]</i>
ASST. DIR.	<i>[initials]</i>
CHIEF CLERK	<i>[initials]</i>
INSPECTION	<i>[initials]</i>
LABORATORY	<i>[initials]</i>
LEGAL COUNSEL	<i>[initials]</i>
PLANNING	<i>[initials]</i>
RECORDS	<i>[initials]</i>
TRAINING	<i>[initials]</i>
ADMIN. SERV.	<i>[initials]</i>
GENERAL INVESTIG.	<i>[initials]</i>
SALES & MARKETING	<i>[initials]</i>
COMM. & PUBLIC AFF.	<i>[initials]</i>
FIN. & PERSONNEL	<i>[initials]</i>
OFFICE OF THE CHIEF OF BUREAU	<i>[initials]</i>

WEEKLY REPORT

District Anchorage For Week Ending October 5, 1957

Project No. Portage Glacier Survey 0580-12 Work Began October 4, 1957

Contractor None % Complete 3 % Time Elapsed -

Engineer in Charge Wayne C. Morgan Probable Date of Completion October 31, 1957

ENGINEERING: (On back of sheet, list personnel at start of job and list changes only thereafter. Indicate engineering accomplishments during period in this space.)

Brushed line station 0+00 to 150+00. Chained and turned angles 0+00 to 82+90

CONSTRUCTION: (List major construction equipment at start of job and list changes only thereafter. Comment on pertinent construction details in progress.)

REMARKS: (List items of special interest.)

*copy to*

*M.G. Handy, Forest Dept  
US Dept of Agriculture  
Forest Service  
2000 S. Marine  
Juneau Alaska*

*Wayne C. Morgan*  
\_\_\_\_\_  
(Signature of Resident Engineer)

STANDARD FORM NO. 64

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : FILE

DATE: August 16, 1957

FROM : M. C. Zimmerman, <sup>mcg</sup> District Engineer,  
Anchorage

SUBJECT: Survey and Design of Portage Glacier Road

Policy and standards to be used in survey and design for the Portage Glacier Road as per discussion following the field trip to this area on August 6, 1957 by Forestry Department and Bureau of Public Roads officials.

1. Right-of-way width to be 200 feet.
2. Determine land status and establish boundary lines.
3. Check possibility of new approach to the Seward-Anchorage Highway. Should probably be shifted several hundred feet further south.
4. Design highway for 50 MPH speed with plenty of curves in the alignment.
5. The roadbed to be 24 foot pavement with 8 foot shoulders. Additional shoulder widening or parking areas shall be planned at certain view points.
6. The highway along the airfield shall be one straight tangent, however, it does not have to parallel the airfield. The minimum distance between centerline of highway and centerline of airfield shall be 300 feet.
7. The distance from centerline of highway to the Portage Glacier Lodge building shall be at least 200 feet.
8. Alignment of the highway along the slide area shall be moved northward. Centerline to be approximately 150 feet from edge of the main channel of the Portage River.
9. Plan culverts in lieu of bridges at all stream crossings.
10. The east bridge on existing highway to remain in place to serve as stream crossing for access road to camp ground area.
11. Plan a short loop road (one-way traffic) at present parking area near Portage Glacier Lake.

1462 - mcg  
 LAH - ~~mcg~~  
 NES - ~~mcg~~  
 Eng. - JJK  
 File  
 -300 copies (8-19-57)  
 8-19-57  
 Copy to Hdq for info.  
 this date for info.  
 mcg