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Division 10

December 2, 1948

TO: Mr. J. S. Bright, Deputy Commissioner, Washington, D. C.

FROM: H. A. Stoddart, Division Engineer

In accordance with your suggestion, there are enclosed excerpts from the confidential report to the Western Headquarters which cover the portions of that report relating to the interior of Alaska projects being supervised under the Agreement of August 17, 1948, with the Department of the Interior.

Enclosure
HAS:rb

. . . . Upon completion of the specifications and approval of the design by the Alaska Railroad insofar as railroad interests are affected, an additional section of the Turnagain Arm project designated as Section F-2 was advertised by Division 8 for bids opening at Juneau, Alaska, by Division 10 on December 8, 1948. The work contemplated covers grading and minor bridges, but there remain within the section limits five bridges of considerable importance with the total cost estimated at about $500,000. It is anticipated that the bridge designs will be completed by the Western Headquarters early enough so that the contract can be advertised for bids opening in the early spring.

On Section G of the Turnagain Arm project the railroad survey crew has concentrated in advancing the survey on the so-called high line. It appears, however, that weather conditions are so adverse as to make improbable that the work can be completed this season. Public Roads forces are assisting in advancement of this data to the point where a choice can be made between the various alternatives by making a design for the alternate which provides for ten degree alignment for the railroad and use of the existing railroad grade for the highway roadbed. Colonel Johnson, General Manager for the Railroad, has requested Colonel Noyes' assistance in obtaining additional funds to complete the project, but the Road Commission is taking the view that they should separate the request for additional funds into two figures; one to show the funds necessary to complete the project as originally proposed, and the other to show the estimated cost of improving the railroad to its ultimate standard as compared with the simple replacement in kind of the original facilities. Comparative estimates are being worked up and it is expected that a decision can be reached by representatives of the three organizations about December 15.

In addition to the alternate designs originally proposed, there has been suggested a location which would be common with the design being made by the Public Roads Administration noted in the previous paragraph for the central six miles of this section, but with the remainder of the distance lying above the railroad and in general common with the previously noted high line. It is the opinion of the engineers who have been over the line on the ground that this solution offers the greatest economy consistent with practicable construction and would allow the railroad's request for six degree line to be satisfied without exceeding the original estimate of approximately $6,500,000. This alternate will be considered in making the final decision as well as the others previously described.

Bids were opened for two large projects for improvement of roads in the interior of Alaska; the first being opened on November 17 for Section B of the Richardson Highway and the second on November 19 for Section B of the Alaska Highway. The first project consists of 53.1

miles of grade widening, surfacing, and construction of plant mix bituminous wearing surface. On this project, three bids were received and the low bidder was S. Birch and Sons and Morrison-Knudsen Construction Company in the amount of $2,885,453.20. The second low bid was received from C. F. Lytle Company and Green Construction Company in the amount of $3,073,771, and the third bid was received from Babler Brothers and Rogers Construction Company at $3,285,088. The engineer's estimate was $2,882,812. Award of the contract to the low bidder was recommended to the Alaska Road Commission, who immediately made the award.

Low bidder on Section B of the Alaska Highway was Babler Brothers and Rogers Construction Company in the amount of $1,126,570. Bids were also received from S. Birch and Sons Construction Company and Morrison-Knudsen Company at $1,383,302, and C. F. Lytle Company and Green Construction Company at $1,552,275. The engineer's estimate for this project was $1,153,680. Award of the contract to the low bidder was again recommended to the Alaska Road Commission, who promptly made the award.

With the award of these contracts, all the work included in the memorandum of agreement has now been placed under contract. In the last report, it was noted that the Road Commission officials had expressed a desire to extend the agreement to cover additional work, but no further action has been taken in this direction.

During the early planning of the work on the interior roads in Alaska, consideration was given to bulk storage of bituminous materials. After a survey made in the Washington Office with assistance from the Western Headquarters, it was found that war surplus materials consisting of bolted knock-down tanks of 10,000 and 1,000 barrel capacity would be suitable for storage of the asphaltic materials. The proposal was discussed with the Department of the Interior representatives who suggested that this portion of the work should be handled by their Department since they had favorable legislation with respect to transfer of this class of materials. The Road Commission engineers, therefore, have been carrying on the planning and construction for the storage of bituminous materials, but the project has developed into larger proportions than originally anticipated. While exact information is not available, it is understood that the tank farm costs will be about $750,000 or $850,000. The Road Commission people have been inclined to favor a comparatively late completion date for the storage facilities, with a tentative date of July 1, 1949, for initial delivery. However, we have pointed out that such a late completion date is not in the interest of the Government and that some sacrifice of economy is justified to avoid delay to the contractors for the four large contracts now awarded and because it is quite possible that a claim might result. It is now our information that revisions in the completion dates have been made and that every effort will be made to provide deliveries by May 1, 1949.

We are advised that the Road Commission is organizing survey parties to proceed with a survey of the American portion of the Haines Cutoff, with the expectation that a design can be made and the contract awarded for bituminous surfacing during the calendar year 1949. The design is expected to include some improvement of the original two and one-half mile section of low standard road construction which was placed in service again when the section constructed by the Army during the war in the Chilkat River area was destroyed by high water. It appears probable that the improvement will be terminated at the point where the existing road diverges from the Public Roads survey made in 1942.

During recent months, a member of the war veterans group that have established themselves at Haines has inaugurated a car ferry service between Juneau and Haines, using a landing vessel of the type known as an L.C.T. It has a capacity of about twelve cars. A number of trips have been made and a large number of vehicles have been successfully transported at a charge of $20 for passenger vehicles and $21.60 for light trucks. Among the difficulties encountered, the most serious was the requirement of the Coast Guard that the vessel be inspected in a dry dock after every beach landing. To assist the enterprise, the Territorial Government is constructing one-land unloading ramps to make it unnecessary to beach the vessel at the terminus. The Juneau ramp is located at Tee Harbor about twenty miles north of Juneau on the Glacier Highway and the Haines ramp has been constructed at the end of the road at Chilkoot Barracks. The operation has been carried on with limited resources and its success is not assured, but it has promise of being of great benefit to users of motor vehicles in the Juneau area.

Transportation over the Haines Cutoff was stimulated by the Pacific Coast strike, with shipments being made from Vancouver to Haines and freight being transported over the Highway to Whitehorse and Fairbanks. The service was continued until forced to shut down by heavy snow fall on November 6. There is reason to believe that the road could have been kept open for a longer period had larger crews and more equipment been provided on the Canadian side. It is understood, however, that the Canadian maintenance forces were committed only to clearing snow from the road as long as it could be handled by the usual summer maintenance crews and equipment. In this connection, Colonel Noyes of the Road Commission proposes to call a meeting in Fairbanks on December 15 to survey the traffic that might be developed over the interior of Alaska roads from Fairbanks to Anchorage, Valdez, Whitehorse and also over the Haines Cutoff to Haines.

Information received during the month indicates that the Associated General Contractors will establish a chapter in Alaska which will detach its activities from the existing supervision of the Seattle

organization. The benefits expected to be derived include greater stability of wage rates and reduction of certain fringe benefits. It is our understanding that some action in this regard can be anticipated in the near future.

During November, Mr. Norman Wood of the Washington Office inspected all of the active projects and an effort was made to acquaint him with the over-all problems to be anticipated and also specific details to the extent that they could be covered. Among the subjects discussed with Mr. Wood was the personnel problem. A memorandum was prepared to set forth the personnel requirements for next year in detail and the subject was discussed with Mr. Wood to the end that he could give as much assistance as possible. The most critical personnel problem at this time is the matter of filling the assignment of Materials Engineer. It is essential that this position be filled at the earliest possible time as it is necessary that we have a qualified engineer to handle the design and materials production on the Glacier Highway contract for which a decision is expected by December 15 and to handle the surfacing design on the remainder of the interior projects which are to be completed through the design stage by early spring.

As a matter of general interest, we are informed that as a result of the Road Commission's expansion last summer, that many of their top officials have been raised two grades to be at the same level as the new men obtained for administrative positions. For instance, Mr. Ike Taylor has been raised from grade P-6 to grade P-8, Mr. A. F. Ghiglione, Chief of the Construction Division from P-4 or P-5 to P-7, and the District Superintendents to P-6. The Chief of the Contract Division and the Chief of the Engineering Division are both in grade P-7. Also indicative of the expansion proposed is the large scale procurement of new grading equipment, estimated to cost $1,500,000, for the day labor operations.

The activities in the Juneau District are covered by the report of the District Engineer, a copy of which is submitted in duplicate. Copies of graphs will be submitted to show the progress on the Turnagain Arm project and the interior of Alaska projects as soon as they can be completed. As previously noted, transportation delays affecting the mail makes it necessary to defer submission of this portion of the report.

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Division 10

December 2, 1948

TO: Dr. L. I. Hewes, Chief, Western Headquarters, San Francisco, California

FROM: H. A. Stoddart, Division Engineer

SUBJECT: Confidential Report of Activities in Division 10 for November 1948

Discussing the Forest Highway activities first, during the month of November, award was made on the Glacier Highway Project, FHP 2-A12 to C. F. Lytle Company and Green Construction Company of Iowa. With the award of the contract, the direct supervision of the work was transferred to Mr. C. F. Wyller, District Engineer for the Juneau District. Mr. Wyller's report goes into some detail regarding the conditions of the award.

In November, Mr. Howard Jones, Assistant Chief Engineer of the Forest Service visited the Territory to inspect the road system in the vicinity of the proposed pulp mill sites at Ketchikan, Sitka and Juneau and also inspect the Seward to Anchorage highway with a view to making a recommendation concerning the request for appropriation of funds for these specific projects. Discussion with the Forest Service officials develops that the Ketchikan project has been subject to some revision of design with the participation in recent months by the American Viscose Corporation. The revision appears to include a change in type of product from the paper stock originally planned to a base material for processing into rayon. The change as it affects the field installation increases the consumption of water to three times the amount originally considered the maximum necessary and changes the type of power plant from hydro-electric to steam. The latter change results from a new process which permits the waste products to be disposed of by burning rather than by wasting into an open stream channel. Forest Service officials appear very optimistic as a result of the change and seem to feel that it places the project on a more sound financial basis and one which will be more secure against future competition. The Regional Forester has not been available as yet, but it is hoped that discussions with him will confirm the above understanding and develop additional information.

Due to delays in mail and transportation, we have not received the report from the District Engineer for the Seward District and a

condensed summary of the construction in that area is therefore contained in this report. Due to the unseasonably adverse weather with extreme cold and heavy rainfall, the contractor's activity on the Turnagain Arm project was considerably reduced as a whole and for various phases of the work, such as the bridge construction on Sections C and D and the clearing on the same sections has been shut down for the winter. Grading operations were reduced to excavation in rock work at the Seward end of the project and construction of imported borrow embankments in the Portage area.

Upon completion of the specifications and approval of the design by the Alaska Railroad insofar as railroad interests are affected, an additional section of the Turnagain Arm project designated as Section F-2 was advertised by Division 8 for bids opening at Juneau, Alaska, by Division 10 on December 8, 1948. The work contemplated covers grading and minor bridges, but there remain within the section limits five bridges of considerably importance with the total cost estimated at about $500,000. It is anticipated that the bridge designs will be completed by the Western Headquarters early enough so that the contract can be advertised for bids opening in the early spring.

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satisfied without exceeding the original estimate of approximately $6,500,000. This alternate will be considered in making the final decision as well as the others previously described.

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MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF NOVEMBER 1948

There were no active construction projects in the Juneau District during the month of November.

The bid of C. F. Lytle Company and Green Construction Company for construction of Project 2-A12, Glacier Highway - Juneau Airport paving, was accepted by the Washington Office on November 2, 1948. The contractor agreed to reduce the price of Item 140(1) by $2.00 per ton provided the addition of filler to the aggregate will not be required as anticipated by the contractor in his original bid. Public Roads agreed to determine by December 15 whether or not any filler will be required, the determination to be based on tests of aggregate furnished by the contractor. We have been advised by R. J. Sommers Construction Company, who is to furnish the aggregate, that they will not be able to erect the new crushing plant and have it in operation by December 15. From previous tests of this aggregate made in Public Roads Laboratories in Washington D. C., it appears that the native dust produced from this aggregate by crushing may not be satisfactory, but that the addition of a limestone dust filler is definitely beneficial. We have initiated investigations as to the availability and cost of limestone as a filler.

The grading and drainage items included in the contract are sublet to R. J. Sommers Construction Company who had planned to do the rough grading this fall. The comparatively early winter has, however, definitely made it impractical to begin construction this year.

During the month there has been considerable discussion between the Division Office, the Juneau District Office, the U. S. Forest Service and other interested agencies concerning highway needs in connection with the proposed pulp development program in Tongass National Forest. The need for improvement of portions of the Forest Highway System on the Kenai Peninsula has also been discussed from the standpoint of the increased importance of these routes resulting from the construction of the Turnagain Arm Project.

Mr. Howard R. Jones, Assistant Chief, Department of Engineering of the U. S. Forest Service, Washington, D. C., is now in the Territory to familiarize himself with the requirements of the proposed construction programs, both in the Tongass National Forest and the Chugach National Forest. The Forest Highway Projects included in the programs for special appropriations both in the Tongass and Chugach National Forests have been discussed with Mr. Jones.

A general inspection of the highways in the vicinity of Ketchikan was made by the Division Engineer and the District Engineer. The pulp program in that area was discussed with the Forest Service officials and with the local representatives of the pulp company.

The weather has been unusually adverse during the fall, and this condition has continued through the month of November. The maintenance of Forest Highways in the Tongass National Forest was, therefore, hampered by severe rain storms and snow. On the northern portion of Glacier Highway over 75 trees fell across the road in a section of not more than 10 miles in length, and within a period of a few days. This was caused by 2½ feet of wet, heavy snow which came before the ground was frozen and the trees toppled over from the weight of the snow, there being no appreciable wind at the time. All the highways in Southeast Alaska had a number of minor slides and washouts.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~REGIONAL HEADQUARTERS~~
WESTERN HEADQUARTERS

** AIR MAIL **

STODDART
REHER
HART
BLACKWELL
SIMPSON
JEWETT
HOLMQUIST
BREITKREUTZ
DEVON

IN YOUR REPLY PLEASE REFER TO
FILE No.

855 PHELAN BUILDING
SAN FRANCISCO 2, CALIFORNIA

November 8, 1948

To: Mr. H. A. Stoddart, Division Engineer

From: L. I. Hewes, Chief, Western Headquarters

Thank you for your October 29 monthly report of activities in Division 10 for October. Since it has been the practice to review all these reports in the Western Headquarters and then forward them with one letter of transmittal to the Washington Office, will you kindly send your Division 10 report here for November and the succeeding months.

We will give consideration to any schematic graph and tabulation covering progress of the work as you indicate in your last paragraph.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
WASHINGTON 25

STODDART	
REHER	
HART	
BLACKWELL	
SIMPSON	
JEWETT	
HOLMQUIST	
BRETTKREUTZ	

IN YOUR REPLY PLEASE
REFER TO FILE No. B-3

December 7, 1948

To: Mr. Hugh A. Stoddart, Division Engineer, Juneau, Alaska

From: J. S. Bright, Deputy Commissioner JSB

Reference is made to your memorandum of December 2, enclosing that part of the confidential report covering work being done with Department of Interior funds.

This portion of the report should be sent here regularly in the future.