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Division Ten

April 29, 1949

TO: Dr. L. I. Hewes, Chief, Western Headquarters, San Francisco
FROM: H. A. Stoddart, Division Engineer
SUBJECT: Confidential Monthly Report for April 1949 for Division 10

There has been an increase in the volume of Forest Highway activities for this period with the Glacier Highway Project in the Juneau vicinity going into the actual construction status and with initiation of survey activities in the Ketchikan area.

Upon completion of the design of the Wards Cove Project near Ketchikan, the detailed estimate showed that the cost of the project would increase from \$375,000 to \$516,000. Accordingly, a request for minor program revision was submitted to provide for financing and upon approval of this request, the project was advertised on April 27 for bids opening on May 16, 1949.

The design was completed for the Wrangell surfacing project and upon approval of the plans, specifications and estimate, this project was also advertised late in April for bids to be opened on May 16, 1949. At the same time, bids will be opened for the small project covering repairs of the Carlanna Creek Bridge at the north city limits of Ketchikan.

Due to misunderstanding in transmittal of documents, legal action necessary to condemn the right-of-way for the Kenai River Bridge was delayed until April 28. Project documents have previously been approved and it is therefore proposed to advertise as soon as the necessary incidental papers are completed.

Consideration has been given to programming the 1950 Forest Highway funds, but some difficulty in reaching agreement regarding specific projects has been noted since the interested organizations are reluctant to take action that might jeopardize favorable Congressional action on the pulp mill projects. The opinion is growing, however, that a more favorable impression would be made if available funds were used to finance the highest priority projects without regard to possible special appropriations. Actual allocation of funds to specific projects would demonstrate the inadequacy of funds available.

Progress was continued on the preliminary engineering for projects in the interior which the Alaska Road Commission expects to construct with its own forces.

On April 18, 1949, bids were opened on the five major bridges on the Peterson Creek-Indian Section of the Turnagain Arm Project designated as Section F-3, with the low bid in the amount of \$488,738 being submitted by J. J. Badraun of Seattle. The low bid was slightly over the engineer's estimate of \$463,827.50. There were two other bids received, one from Max Kuney in the amount of \$581,855 and one from Morrison-Knudsen in the amount of \$688,265.70. With the concurrence of the Alaska Road Commission, the contract was awarded to J. J. Badraun. The project proved to be of considerable interest to contractors, but evidently the fact that the Max Kuney Company was located on the project with all of its apparent advantages tended to reduce the actual number of bidders. It is interesting, however, to note that the trend previously reported of additional contractors' interest in the Alaska field was again in evidence. Mr. Badraun is a contractor long experienced in work in the Northwest and undoubtedly his bid represents a conservative analysis of probable costs.

On April 11, the Alaska Railroad advertised Section G of the Turnagain Arm Project, the section to be constructed by them, with bids to be opened on May 11. Notice to Bidders states that \$2,800,000 is available for construction and unless additional funds are made available before the award is made, the amount of work authorized will be limited to that sum.

Construction on the Turnagain Arm Project has continued at about the level last reported with the principal activities being pouring of the pre-cast beam members of the treated timber trestles at the head of the Turnagain Arm.

Construction was resumed on Section A of the Glenn Highway on April 7. The subcontractor resumed grading with a number of scraper and turnapull units.

Work was also resumed on Section A of the Richardson Highway on April 12, with the activities being limited to construction of the rock subgrade reinforcement on the section extending twelve miles south of Fairbanks.

The Alaska Road Commission advertised Project B-1 on the Glenn Highway for bids to be opened May 24. This project extends from Palmer at Mile 50 to a point near Sheep Mountain at Mile 104. Plans and specifications were prepared by the Public Roads Administration under the provisions of the Memorandum of Understanding dated August 17, 1948.

In general, construction has been seriously retarded this spring with the season being at least three weeks behind the average,

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due to adverse weather extending through late March and most of the month of April.

Numerous difficulties and delays have occurred on the tank farm construction which will delay completion until approximately May 15. The delays from weather on the road work above noted have retarded progress so that delays in tank farm construction will not inconvenience the road contractors' sequence of operations. It is our understanding that the controlling factor which establishes the May 15 date of delivery is the oil distribution schedule for the tanker to be used to deliver the material for the Alaska work. That is, if the oil cannot be accepted by May 15, bulk shipment will not be available this season.

Although the snow fall and slide conditions from Valdez to Gulkana on the Richardson Highway are the worst that have occurred in many years, the road opening operation was attacked vigorously and it is understood that the break-through was made on April 21. As a result of the slide in the Keystone Canyon, a bridge was lost at approximately Mile 16. While this has not been reconstructed to date, it is expected that it can be again placed in service by June 1 or as early as hauling of bituminous materials can be expected to start.

During the month, Mr. H. E. Whitmore arrived from Denver on temporary detail to assume supervision of the shop facilities in this Division.

In recruiting for the lower and intermediate grades of engineering assistants, such good progress was made that it was necessary to suspend recruiting temporarily since the men were being hired from many points and the number being processed was very difficult to determine. Accordingly, it seemed desirable to resurvey field requirements for coordination with the personnel available. It is anticipated that additional assistants required can be readily recruited, either in Alaska for the lower grades or on the West Coast for the intermediate and upper grade assistants.

✓ There are enclosed two copies of the monthly report from both Districts which describe their activities in greater detail.

Enclosures

HAS:rb

STODDART	
RAEHR	
FLINT	
BL. CRWELL	
JEWETT	
BELMQUIST	
REITREUTZ	
DEVON	
ANSWERED BY	

MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF APRIL 1949

Project 2-412, Glacier Highway, Juneau-Airport paving became active during this month. Mr. E. H. Gardner, Resident Engineer in charge began engineering activities on the project the first part of March with a small party. A number of men were later added to the party and at the beginning of this month the party consisted of a total of ten men. At the end of this month the party consisted of 18 men. A temporary field office for the project has been established in the garage shed on the grounds of the Juneau Equipment Depot. The contractor started operations on April 20. The work started so far consists of placing of culverts and under drains, and is part of the work which was sublet by the general contractor, C. F. Lytle Company and Green Construction Company, to R. J. Sommers Construction Company at Juneau, Alaska. The asphalt plant has been erected immediately adjacent to the source of aggregate on Lemon Creek and the plant was calibrated on April 15. R. J. Sommers Construction Company, who is to supply all the aggregates for the project, completed the erection of the crushing plant the first part of the month and, after several short trial runs, the plant was run for an extended period of time on April 15. Samples were obtained of the material from the final run and these samples have been submitted for test, but the final results have not yet been obtained. It has, however, been determined from the preliminary tests that there will be a definite deficiency in fines. A change order has, therefore, been prepared whereby 3% of lime stone dust will be added to the aggregate as provided for under the contract terms.

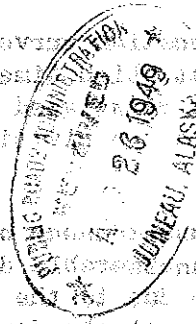
Mr. J. A. Hewes, Highway Engineer, has been assigned as Resident Engineer in the Ketchikan area. An engineering party of ten men has been assembled at Ketchikan and at present are employed on the relocation survey of the South Tongass Highway. Mr. Hewes has obtained space in the Federal Building in Ketchikan for a field office. Considerable work and effort were expended in obtaining the Right of Way for Project 1B7,63, relocation of Tongass Highway in the vicinity of Wards Cove in connection with the proposed pulp mill. All the Right of Way have now been obtained.

The location survey on the Sitka Highway was completed on April 14, at which time the party was transported back to Juneau and the men reassigned to other projects. The survey data was submitted to the Division Office for design.

The maintenance operations during the month were routine, although considerable difficulty was experienced with the roads breaking up due to the spring thaw. At the end of the month practically all the damage to the roads had, however been repaired.

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PUBLIC ROADS ADMINISTRATION
DIVISION 10
SEWARD DISTRICT

NARRATIVE REPORT FOR
APRIL 1949

TURNAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

Work on the Canyon Creek Bridge at the extreme south end of Section C was resumed on March 23 with a small crew. Foundations and abutments for this bridge have been completed. Both piers at Silver Tip Creek have been completed. All structural steel is on the project or stock piled at Seward. Some work has been performed on a temporary bridge across East Fork to enable access north of that point after snow is removed from the road. There is no activity on the grading work on the south end of the project. Snow is still about 18" deep at Mile 58 and becomes progressively deeper to about 4 ft. at the summit. An engineering crew of 6 men is engaged on the bridge work from Mile 58 camp.

The mess at Mile 58 has been reopened to accommodate the construction engineering crew for the C & D Sections and the location crew on the Quartz Creek location survey.

Clearing and grubbing have been started on the extreme north end of Section D near the mouth of Quartz Creek but operations have reached only about a quarter of a mile on the D Section. Progress is extremely slow due to the small crew engaged in the work and the fact that operations have been carried on in deep snow. There is not yet even a dozer trail through the snow to the south end of Section D from the East Fork bridge about 5 miles above Mile 58 Camp.

Section E - Quartz Creek to Portage

Good progress has been made on this section since work was resumed in January. All timber bents are complete. About 650 concrete stringers of a total of 858 for Sections E and F-1 have been precast and work has been started setting deck forms. All trestle deck steel is on the project.

Two shovel outfits are in operation on the grading work and fair progress is being made. Sufficient material has been placed across the swamp areas between Portage and Quartz Creek bridge to enable travel after frost goes out of the ground.

TURNAGAIN ARM PROJECTS - Con't.

An engineering crew of 10 men is working out of Portage and a 4-man crew is working from a portable camp at the mouth of Quartz Creek. The party at the Quartz Creek camp has been devoting most of its time to Section D staking but deep snow has made progress slow.

Section F-1 - Portage to Peterson Creek

All timber bents are complete. Some additional borrow from the pit near 706 has been placed during the past month but this work has now been discontinued. Precast stringers have been hauled and stockpiled at the bridge sites, and precasting of stringers is being continued along with the precasting for the E Section. Most of the embankment material for this project is designed to come from a sidehill pit at Sta. 945. This pit has not been cleared to date and there is no activity on the grading at the present time.

Section F-2 - Peterson Creek to Indian

The contractor on this project has been erecting camp during the past month and now has the camp in operation. Clearing operations near Girdwood were started April 23 with a crew of 6 men. A substantial amount of good new equipment is on the project and grading operations on the heavy section just north of Girdwood are expected to start in May. Engineering work is well in advance of the contractors operations. The engineering crew at Girdwood consists of about 24 men, but the number fluctuates considerably as men are transferred from Girdwood to the various other projects as they open up.

Section F-3 - (Bridges on F-2 Section)

Bids were received April 18. J. J. Bradraun of Seattle submitted the low bid of \$488,738.00 and award has been recommended.

Section G - Indian to Potter

The Alaska Railroad has advertised this Section and bids will be received on May 11.

GLENN HIGHWAY

Section A - Anchorage to Palmer

Contract operations on clearing were resumed April 7. Operations have since been expanded and clearing is in progress on two different sections. Grading and placing of borrow are also in progress and the crushing plant is expected to be placed in operation any day. The contractor appears to be getting well organized and should, within the next month, begin to show substantial progress. Formal approval of use of the material within Ft. Richardson has not been received from the War Department. An engineering crew of 22 men is working on the design, staking the project and inspecting contract operations.

GLENN HIGHWAY - Con't.

Section B-1 - Palmer to Glenn Highway Mile 92

Plans have been prepared in the Division Office and turned over to the Alaska Road Commission. It is understood they plan to take bids within the next few weeks and supervise the construction.

RICHARDSON HIGHWAY

Sections A and B - Fairbanks to Big Delta

The contractor resumed the hauling of rock borrow from the Birch Hill quarry at Ladd Field on the north end of Section A and is drilling for blasting of rock borrow 18 miles south of Fairbanks. Three new crushing plants and one new asphalt plant are stored on the projects, but no work has been done toward setting them up. Placing of borrow and grading operations will be started on both sections as soon as frost leaves the ground. Some tractor equipment is already on the projects and additional tractor equipment and shovel equipment is enroute. Headquarters for the contractor on these sections are being set up at Aurora Lodge, 40 miles south of Fairbanks. It is planned that headquarters for engineering crews will also be established at this point and a contract for their board and lodging is being drawn up. Board and lodging will be available at a number of points on each project under the same contract. Engineering crews totalling 34 men are located at various points on Section A and additional personnel will be added when the necessary housing and messing facilities are available. Delmar W. Farley was placed in charge of Section B as Resident Engineer on April 21.

KENAI RIVER HIGHWAY; FOREST HIGHWAY PROJECT 5-B1

The matter of filing the declaration of taking necessary to obtain entry on the Towle Homestead was discussed with District Attorney Moody in Anchorage April 20. The declaration was to be filed within a few days after that date.

Maintenance forces replaced the north bent of the old bridge with a new sill, framed bent, and bulkhead in order to keep the old bridge in-service.

KENAI RIVER HIGHWAY, SECTION "B" QUARTZ CREEK LOCATION SURVEY

This survey was started April 25 with a crew of about 12 men working out of the engineering camp at Mile 58 under Mr. Killewich. It was necessary to start the survey about two miles down Quartz Creek from the junction of the Moose Pass Highway and the Kenai River Highway because of the deep snow at the junction. This work will be carried on from Mile 58 for the present, but it may be necessary later to move the crew to the project to avoid the long drive to and from work. Reconnaissance of the area indicates the location following down the Quartz Creek canyon from the vicinity of the present Moose Pass Highway crossing of Johns Creek is preferable to a location following generally the area traversed by the present road. Alternates may be necessary to conclusively determine the best route.

SEWARD MAINTENANCE OPERATIONS

Frost coming out of the ground and some heavy hauling of bridge steel, cement, and construction equipment by the contractors has caused some deterioration of the present road and travel in some places is difficult. Maintenance forces are practically all engaged in the hauling of gravel to fill in the soft spots that have developed. The section from Mile 14 to Mile 18 is particularly bad at the present time, but a few more days with the shovel and trucks now engaged in its repair should have it reasonably passable again. The Coopers Landing Road has caused some trouble but is again reasonably satisfactory.

PERSONNEL

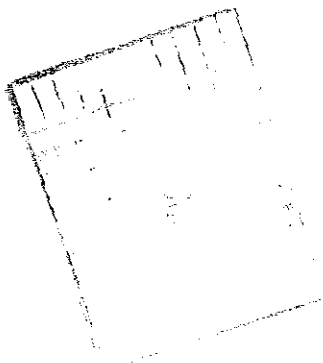
During the past month large numbers of personnel have been recruited in the States and transferred to this District. All engineering crews are now full and some of them may have a temporary surplus of men. This situation will be relieved as soon as crushing and plant mix operations start on the Glenn and Richardson Highways. However, if any additional recruiting is done in the States it should be highly selective and should consider only those in the higher grades who are well qualified for our work.

There are hundreds of unemployed in Anchorage and Fairbanks, most of whom are not skilled. There are, however, plenty of good inexperienced men available for any of the lower grade jobs we may have in the future.

Slow delivery of motor vehicle equipment is handicapping engineering crews on the Glenn and Richardson Highways and the Quartz Creek Survey. The need for additional transportation equipment is particularly acute since the recruitment of personnel is far ahead of the delivery of equipment.

April 26, 1949

B. M. French
District Engineer



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Division 10

April 29, 1949

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

FROM: H. A. Stoddart, Division Engineer

SUBJECT: Excerpts from Confidential Monthly Report for April 1949
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