



September 15, 1949

To: Mr. Thos. H. MacDonald, Commissioner

From: L. I. Hewes, Chief, Western Headquarters (GMS)

Supplementing our September 8 memorandum we enclose Mr. Stoddart's September 6 memorandum covering activities in Division 10 for the month of August. Enclosures include narrative reports of the Seward and Juneau Districts, photographs and a newspaper clipping from the Portland Oregonian of July 31, 1949.

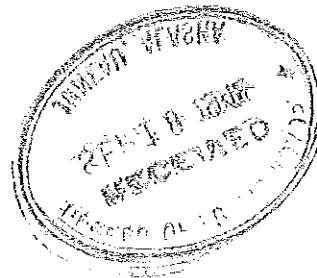
Bids were received on several Forest Highway projects and Mr. Stoddart's comment relative to better competition and prices on the larger projects is of interest.

Weather conditions were greatly improved in August and accelerated progress on most active projects is noted.

Attention is invited to the comment on page 3 relative to benefits from the use of Kestrip additive in the prime coat application on the Glenn Highway, Section A.

Note also (page 4) the Army inquiry regarding the feasibility of a highway connection between Portage and Whittier.

Enc.  
cc-Mr. Stoddart



BUREAU OF PUBLIC ROADS  
U. S. DEPARTMENT OF COMMERCE  
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September 6, 1949

To : Dr. L. I. Hewes, Chief, Western Headquarters, San Francisco,  
California  
From : <sup>HAS</sup> H. A. Stoddart, Division Engineer  
Subject: Confidential Monthly Report for August 1949 for  
Division No. 10

Bids were received on August 8 for two projects on the Tongass Highway at Ketchikan. The projects were advertised with proposals covering each project separately and one proposal covering both projects. Four bids were received for the Wards Cove project and three for the Bugge Beach to Mountain Point, and four for the combined projects. Reed & Martin, Inc. of Fairbanks submitted the low bid of \$778,822.90 which was almost 10% lower than the combined total for the two projects as bid separately, indicating a substantial saving to the Government by setting up the larger projects. The bids received on August 4 for materials to be furnished for construction, while developing only a single bid for each type of material, were substantially under the estimate. The possibility that Naval surplus supplies and materials might be available was investigated but a negative reply was received from the Naval Commandant at Kodiak. Subsequently the bid of Reed & Martin was accepted and contract documents were forwarded to the contractor for his execution. It was noted that the only bidder on the Wards Cove project in May was the R. J. Sommers Construction Company. On the same project this time it was \$256,302.10 less than his previous bid of \$688,475.90. Although a portion of the reduction is accounted for by the change in type of bridge and also a portion of the materials are now furnished by the Government, it is a definite indication of more competition.

On August 15th bids were received for Forest Highway Project 31-A7, B2, Douglas bridge to Douglas section of the Douglas Highway. Bids were received from two Juneau firms with no interest being shown by construction firms operating in the Anchorage-Fairbanks area. Hayes and Whiteley submitted a bid of \$199,195 which was slightly less than 10% over the engineer's estimate of \$181,845. The next day the low bidder requested permission to revise his bid for the grubbing item, reducing the unit price of \$3,300 per acre to \$1,500 per acre, claiming he had made error through a misunderstanding of the extent and scope of the work to be performed. Advice from higher authority was requested to ascertain if it might be permissible to accept a correction of this nature. With an affirmative answer being received, the recommendation regarding the disposition of the bid was changed from a rejection to that of recommendation of acceptance of the low bid. The contract being awarded to Hayes and Whiteley they began work on August 29.

On September 2nd bids were received for Forest Highway Project 3-B3, I4, Snow River bridge on the Seward Highway and 3-A9 consisting of two miles of grading on the same highway. For the bridge project four bids were received

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with Keil & Peterman of Juneau, Alaska submitting the low bid of \$104,549 and on the grading project six bids were received with C. F. Lytle Company and Green Construction Company being low bidders at \$137,062. Both bids being only slightly over the engineer's estimate, they were recommended for award with notification of the acceptance of the low bids being received from Washington on September 1. Two of the bidders qualified their bids by offering a reduction of four or five percent if awarded both projects and a third bidder, Morrison-Knudsen Company, Inc., prepared a bid offering reduced prices for each item if awarded both contracts. While the qualifications did not operate to have any effect on the low bid, it was considered interesting to note that on this work also the contractors were evidently in a position to operate more economically on a larger project. These two projects resulted in the development of the broadest competition of any Forest Highway work advertised during this season. Of the four contracts awarded as a result of bid openings for August, three were awarded to firms not previously holding Forest Highway contracts indicating satisfactory growth of the construction industry in southeastern Alaska.

Work has continued on the Kenai River bridge on the Kenai River Highway, Forest Highway Project 5-B1, with excellent progress being made and it now appears the work will be completed this season. During the month the Glacier Highway Project 2-A12 was completed and also the Carlanna Creek bridge repairs at Ketchikan, Forest Highway Project 1-A4. Progress on the Glacier Highway project had been retarded and hampered throughout the summer by continuing adverse weather, with much of the application of prime coat and construction of the plant mix pavement being constructed on Saturdays and Sundays through most of June and July. Fortunately a period of very favorable weather, with no rain for 12 days, permitted the seal to be placed under very favorable conditions. High labor costs and some inconvenience to traffic resulted but the work was very satisfactorily completed within the time allowed. During the interval since the project was originally proposed and advertised, the city constructed a new administration and passenger terminal at the Juneau airport. With its completion the definite need for improvement of the access road from the Glacier Highway to the airport building became evident. The Civil Aeronautics Administration authority agreed to contribute to the construction of the access road by providing the funds for pavement within the airport reservation and the city offered to bear the expense of such grading as was required. It appeared advisable for the Public Roads to cooperate by surfacing Section M of the Glacier Highway which forms the connection from the main road to the entrance to the airport. The cost was quite nominal as the length of the Public Roads' section was only 630 feet. With advance approval being received to perform the work, it was undertaken and has been completed. The value of providing a better entrance to the city becomes apparent when it is understood that perhaps 90% of the people arriving in Juneau for the first time enter it through the airport.

The Petersburg surfacing project was advertised and all bids received were rejected as too high in May. No further action was taken on this project as it was believed that should the Ketchikan projects be constructed by day labor it would be desirable to construct the Petersburg project by day labor with the same crew to distribute the overhead costs as

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widely as possible. Upon award of the Ketchikan work, the Petersburg project was promptly advertised for bids to be opened on September 7 to obtain the benefit of the competition afforded by the presence of the contractor's plant at Wrangell. Should satisfactory bids not be obtained it is tentatively planned to organize a small day labor operation, using the small crushing plant owned by the Public Roads and located on the Seward Highway.

For the projects in the interior, the Babler Bros. & Rogers Construction Company on Section B of the Alaska Highway has continued to make the best progress and will complete crushing of surfacing materials about September 1 and if the weather in September does not become too unfavorable will complete the oiling operation about September 15.

The other projects have been more adversely affected by the continued unfavorable weather and have fallen considerably behind the original schedule. It appears improbable that they can be completed this season, although progress continues to accelerate and particularly shows the benefit received from the period of good weather extending over a two weeks period in mid-August.

The intensive testing of materials has continued and a quantity of Nostrip additive has been used in the prime coat applications on the Glenn Highway, Section A, with markedly beneficial results. Samples of competitive additives have been obtained and are undergoing tests. Results so far obtained do not indicate any considerable superiority of any of the brands now being tested over any of the others. Since the plant mix can be laid under more adverse weather conditions than the prime coat, the latter will be omitted if necessary to permit the construction to continue to the greatest extent possible for this season.

Progress on the Turnagain Arm projects continues to accelerate, with the two sections at the head of the Arm now being substantially completed. Section C, extending from Mile 58 to the Quartz Creek summit, is now very well advanced and good progress is also being made on Section D. The operations of the subcontractors on the bridge work, Munter & Phillips, continues to show excellent supervision as it is very well organized and planned. Workmanship is very good and the lines and surfaces obtained are considered to be excellent.

The Max J. Kuney Company on Section F2 has made fair progress, working easterly from Girdwood, but recently has moved back to the section involved in the line shift between Stations 1339 and 1420, and has that work well advanced. With the addition of more equipment better progress is to be anticipated.

Experience with the tank farm facilities provided for the interior bituminous surfacing projects leads to the conclusion that the operation as a whole is quite satisfactory, and no serious difficulties have been experienced. The limitations in the variety of bituminous materials available results from restricted operating characteristics of the tankers, as there are none on the Alaska run that can handle materials less fluid than RC-3 cut-back asphalts. It seems quite possible, with the improvement of tanker vessels, that a wider choice of materials, including asphaltic cements,

will be available.

A survey party was organized to make a more detailed survey of the section of the Richardson Highway extending from Valdez to a point 36 miles north. Upon completion of this work, expected about October 1, the party will then proceed to Section F of the same highway extending from Gulkana to the Tonsina Lodge at Mile 82 north of Valdez.

An inquiry was received from General Scott, Commanding Officer of Army Land Forces in Alaska, regarding the feasibility of a highway connection from Portage to Whittier. He was advised that the possibility of such a route would be studied. He was also asked if military funds were available for such a highway since its use is presently limited to transportation of army materials, and it would not appear to be eligible for Forest Highway funds if operation continued under present restrictions.

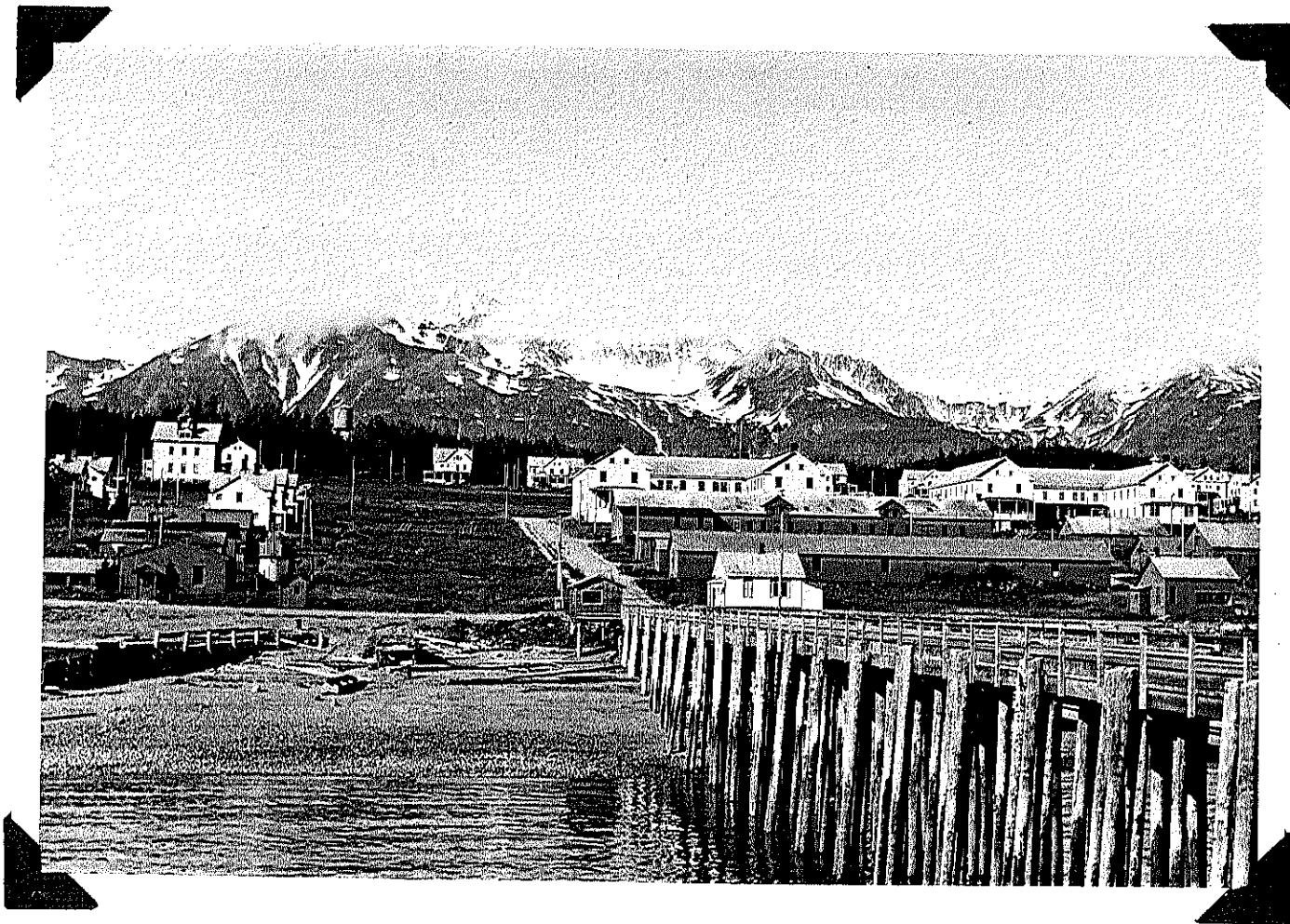
During the month the Office of the District Engineer of the USRD undertook a study of the Cook Inlet area. They made a request to this office for information regarding plans for future highway improvements on the Kenai Peninsula. They have been advised of the approximate cost of raising the standard of the existing roads to the same levels as adopted for the Turnagain Arm project.

Referring to the comment in recent reports regarding the study being made by the Road Commission of the proposed ferry service between Prince Rupert and Juneau and Haines connecting with the land route from Prince Rupert to Vancouver by way of Prince George, Colonel Noyes made a trip over the land portion of the route this month. He reports that while the highway is narrow and of low standard for much of the distance, that reconstruction is active at many points and that the Provincial government expects to bring most of the route to an adequate standard by 1955. He reported also that progress continues on the Hart Highway from Prince George to Dawson Creek, with only 35 miles not completed or under construction. He is inclined to believe that deficiencies in the contract construction on this work tends to justify the continued use of day labor methods for the grading work being carried on in Alaska.

An article appeared in the Portland Oregonian dated July 31, 1949 which described the proposed power project to be located in the Tweedsmuir park south of Burns lake. This project resembles in many details the project which has been under discussion for Bennett lake in the Skagway area at the head of Lynn Canal, but appears to have the advantage of being free from the necessity of obtaining an agreement between the United States and Canada. The clipping covering the article is attached as an enclosure to this report.

Enclosures: Narrative Report by District Engineer French  
Narrative Report by District Engineer Wyller  
Graph showing progress on major projects  
Newspaper clipping from Portland Oregonian

HAS:P



61-94-163

U. S. DEPARTMENT OF COMMERCE

View of military installation at Haines, Alaska now occupied by a veterans cooperative group.



Motor Ship Chilkoot lying at the Haines ramp at low tide. The vessel is an Army surplus LCT in service carrying vehicles from Juneau to Haines. It operates on a two-trip a week schedule.





Another view of the Juneau-Haines ferry. The vessel has a normal 12 car capacity and requires approximately 8 hours for the trip from Tee Harbor north of Juneau to Haines at the south end of the Haines Cutoff.



61-94-166

Signs erected by the Alaska Road Commission at each end of active road projects. The expression "A Century of Progress" refers to the date of establishment of the Department of the Interior.

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DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Division 10  
Seward District

NARRATIVE REPORT FOR

AUGUST 1949

TURNAGAIN AIR PROJECTS

Sections C & D - Mile 58 to Quartz Creek

Progress on these sections continues to improve and it may yet be possible to get a passable trail across the summit to the mouth of Quartz Creek before winter weather shuts the work down. Completion of the contract within the time allowed is very unlikely. The section where little work other than clearing has been started is in high country where the earliest snowfall and cold weather will occur. The road throughout Section C is in a passable condition and is shaping up nicely. Cleanup and finishing is in progress. The D section is passable from the north end of the section near the mouth of Quartz Creek, sta. 452 to sta. 350 and from 0400 to about 170. Considerable unsuitable muck and vegetable matter is being encountered and must be excavated and wasted. The section from 170 to 350 has been partly cleared and some grading with scrapers has been performed. All travel is still by cat and sled.

Decks have been poured on 5 of the major bridges all of which are steel and concrete. The 5 bridges poured include the two largest structures and all of the structures in the higher country. Excellent progress is being made on the other bridges and completion this year is assured. None of the bridges are yet in service although some of them have cured the required time. One tangent at the beginning of the project has been bladed to a reasonably smooth surface and it serves admirably as an airstrip for landing both contractors and engineering personnel and supplies.

Engineering crews are still in 3 locations on the project as reported previously.

Section E - Quartz Creek to Portage

Grading work has not been active during the past month as the shovel and trucks have been hauling borrow on adjacent section F-1. About 50,000 yds. of borrow will be necessary to complete the grading which includes the backfill of 12 timber and concrete trestle bridges. This work will be started within a few days when the shovel moves back to Portage after completion of borrow on the F-1 section.

All concrete decks have been poured on the trestle bridges thus completing all bridges of this type. Three of these have been placed in service. The Quartz Creek bridge which is about 200 ft. long is the only steel and concrete bridge on this project. During the past month both piers and one abutment

have been completed and foundation piles have been driven for the other abutment. Completion this year is practically assured.

Cleanup work of both bridges and clearing and grading is expected to start within a few days. The contractor should be able to complete this project within the time limit.

#### Section F-1 - Portage to Peterson Creek

Grading work is substantially complete. Practically all the yardage of borrow is in place. There is no roadway excavation, all grading work being placement of imported borrow. Blading and finishing of roadway and fill slopes, cleanup of clearing spoils, borrow pits and camp site is in progress. When the shovel moves back to complete the borrow on adjacent section E a light surface course of selected borrow is to be placed over this section to provide a more satisfactory surface for travel. The material on the borrow pits on this project is excellent fill material but is rather coarse for finishing to a satisfactory surface for travel. The borrow on section E is not so coarse and provides an excellent surface for travel.

Bridge work on this section was recently resumed after being inactive most of the year while the bridge crews were completing the bridges on adjacent section E. All bridges are precast concrete stringers and concrete decks on timber pile bents. The deck has been poured on 1 two span trestle and deck forms and steel are being set for the Twenty Mile trestle of 33 spans. In addition to the Twenty Mile there is 1 three span trestle. The bridge work is well organized and all bridge work should be completed this year.

With grading work substantially completed and bridge work well organized and progressing excellently this should be the first Turnagain Arm Project completed. Completion should take place within two months.

The section is still inaccessible by connecting road even from adjacent section E, except at low tide, and will be until the Twenty Mile Bridge is completed. Completion of this bridge will enable travel from Peterson Creek over the E and F-1 sections to about sta. 350 on the D section. Access to the project is still via the Alaska Railroad or by air. The tide flats across which the fills are built make very satisfactory landing strips for small planes on wheels and much travel to and from the project is by air.

#### Section F-2 - Peterson Creek to Indian

Rough grading has been completed from Girdwood to a point about 2 miles south; and from Girdwood to a point about  $1\frac{1}{2}$  miles north. Fair progress has been made to date. The change in the bad snowslide area north of Girdwood has been negotiated and work is progressing satisfactorily. The material encountered so far indicates sufficient heavy rock to protect the railroad fill from tidal action. The material is sorted in such a way as to get heavy rock for the outside of the railroad fill. The finer material is used for the rest of the fill for both the railroad and highway. The contractor is assembling a  $2\frac{1}{2}$  c.y. shovel and has brought in additional Euclid trucks. This equipment in

Section F-2 - Peterson Creek to Indian (con't.)

In addition to the  $3\frac{1}{2}$  c.y. shovel and trucks now working will be started on the line change covered by the change order. With this volume of heavy equipment working progress should show a substantial improvement.

No work has been done on the 4 treated timber bridges on this project.

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

The Glacier Creek bridge has been completed except riveting structural steel and pouring deck. Both pier footings at Kern Creek are complete and foundation piling made of railroad rails have been driven for both abutments. Work is progressing satisfactorily. Use of speeders owned by the railroad has enabled the contractor to get to the bridge sites without having to rely upon scheduled trains or require his employees to walk. This transportation should improve progress on the bridges.

Section G - Indian to Potter

This section is under contract by the Alaska Railroad. Large amounts of drilling and grading equipment are at work on the project and observations made in going over the project on the railroad indicate that good progress is being made.

GLENN HIGHWAY

Section A - Anchorage to Palmer (including  
Section thru Ft. Richardson) (48 miles)

Excellent progress continues to be made on the grading, and approximately 85% of all grading work, including that added by supplemental agreement inside Ft. Richardson, has been completed. Plant mix paving is provided in the same contract and is planned to follow immediately behind grading operations. Under the circumstances it has been necessary to waste considerable wet material that would be suitable if weather conditions would permit its drying out. The wet condition of the material in its original position and unprecedented heavy rains throughout most of the summer has kept much of this material saturated and unstable. In order to stabilize the roadway and enable placing of plant mix it has been necessary to waste considerable quantities of this material and backfill the excavated sections with clean gravel borrow which will stabilize under any condition of weather. The necessity of stabilizing all of the grade this year in order to place plant mix surfacing as soon as possible tends to increase costs by increasing both the quantities of roadway excavation and borrow. All sections where plant mix has been placed have been well stabilized ahead of the base course.

Plant mix paving has been placed on a section about 11 miles long extending south from Palmer to a point about a mile south of the Knik River Bridge and on a section about  $2\frac{1}{2}$  miles long across the Eklutna Flats between Mile 27 and Mile 30. Plant mix paving has been started south of the asphalt plant at Mile 25 and about 1 mile of paving has been placed to date.

GLENN HIGHWAY Section A (con't.)

Base course surfacing operations are well ahead of the plant mix paving. Due to wet weather the placing and curing of a satisfactory prime coat ahead of the plant mix paving has been quite difficult. Prime coat placed and cured in suitable weather have proven satisfactory. Prime coats placed or cured under unfavorable weather conditions have in some cases broken through and resulted in considerable roughness, and patching before placement of plant mix has been necessary. "No Strip" is now being used as an additive in the prime coat and better results are apparently being obtained.

Section B - Palmer to Mile 102 (54 Miles)

This project is under contract to Mc Laughlin, Inc. and work is being supervised by the Alaska Road Commission.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 miles)

Progress was good during August. Rain delayed the oiling work during the first half of the month but the weather was favorable during the last half and the contractor was able to make rapid progress. By the end of the month 16 miles on the Fairbanks end of the project had been paved and the hot mix plant was being moved to a new setup in a pit left of Mile 342.6. Approximately \$500,000 worth of work or 19% of the contract was completed during August.

The contractor estimates that the grading and base course surfacing will be completed by September 26. If this schedule is met, and if weather conditions should be favorable in September and October it will be possible to complete the paving work this year. The contract provides that all work except seal coat shall be completed by December 31, 1949.

Results of the oiling work to date have been satisfactory. Riding qualities of the pavement are good. A mix composed of  $52\frac{1}{2}\%$  of rock (1" to no.4),  $47\frac{1}{2}\%$  of fines (minus no.4), and 192 lbs. of RO3 (4.8% of aggregate) is being used.

The contractor employed an average crew of 221 men working 6 days per week. Grading and base course surfacing was double-shifted.

The Public Roads engineering crew consists of 40 men. Board and lodging is obtained at Aurora Lodge and Moose Creek Lodge by arrangement with the contractor, and at Eilsen Field through the Universal Food Service.

Section B - Harding Lake to Big Delta Jct. (53 miles)

Progress continues slow. The project is only 29% complete and cannot be completed this year. The contract provides that all work except seal coat shall be completed by December 31, 1949.

RICHARDSON HIGHWAY - Section E (con't.)

Progress on grading work has been fairly good. The contractor is using a 2½ yd. shovel with 4 Euclid end dump trucks on the heavier rock excavation, and a 2½ yd. drag line with 6 Euclid belly-dump wagons and 4 Terra-Cobra scrapers on borrow. Grading work is 45% complete. One medium size Cedar Rapids crushing and screening plant is being used to produce base course and plant mix aggregate. Base course surfacing is 23% complete.

The contractor estimates that grading and base course surfacing will be completed by October 28. Unless a second crushing plant is moved on the job in a short time it will be impossible to meet this schedule. Approximately \$300,000 worth of work or 10% of the contract was completed during the month.

Results of the oiling work to date have been satisfactory. Riding qualities of the finished pavement are good and the rocky mix with a high percentage of crush has produced a solid and stable surface. Approximately 4 miles of pavement have been completed on the Big Delta end of the project. A mix composed of 62½% of rock (1" to no. 4), 37½% of fines (minus no. 4, and 173 lbs. of RO3 (4.3% of aggregate) is being used.

Some delay has resulted from encountering perma-frost in gravel borrow pits. The contractor has experimented with drilling and shooting these pits without success and the only remedy is to move to another pit. Fortunately, sufficient unfrozen pits have been found to provide enough borrow material. Experience to date indicates that pits along the edge of and in the Tanana River are not frozen.

A short line change from mile 282.5 to 282.8 was constructed across an area where perma-frost was continuous under a one foot cover of moss and vegetation. Clearing was confined to cutting off the brush 2 ft. above the ground. No stripping was done. A 3 ft. fill of heavy gravel borrow was then made in one lift and compacted by trucks. Results to date are good. This type of construction across frozen areas was used on the Alaska Highway below Big Delta Jct. and appears successful.

The contractor employed an average crew of 190 men working 6 days per week. Grading and base course surfacing was double-shifted.

The Public Roads engineering crew consists of 40 men. Board and lodging is obtained at Alaska Lodge and Birch Lake by arrangement with the contractor.

## KENAI RIVER FOREST HIGHWAY

### Section 5-B1, Coopers Landing Bridge

Excellent progress is being made, and the project should be completed this Fall. Clearing, grubbing and grading operations are probably 80% complete and all pile bents for the bridge will be completed within a few days. Precast stringers and other bridge materials are on hand. It was necessary to increase pile lengths beyond the lengths shown on the plans. Suitable treated piling was obtained locally.

### Section B - Quartz Creek Location Survey

A 9 man survey crew, which handles also the engineering on the 5-B1 bridge and grading project, is working on this project. About  $9\frac{1}{2}$  miles of survey have been completed between the Seward-Hope Highway at Mile 41 and a point about 1/2 mile below Sopers Lodge. A tie line about 6200 ft. long has been completed between this survey at sta. 218 and the old 1929 survey which follows down Daves Creek. Work is now being done on retracement of the old Daves Creek line so additional topography can be taken to cover an improved projected line down Daves Creek. Completion of this retracement and the taking of additional topography will enable the making of comparative estimates on the two lines. Reconnaissance has been made of the lake shore route around Sopers Lodge and it is planned to run a line through this area to determine the relative merits of the two possible routes in this area.

## SEWARD FOREST HIGHWAY

### Section 3 - A9, R.R. Crossing to Mile 5

Lytle and Green submitted the low bid of \$137,062.00 on this project and award has been recommended. A right of way 100 ft. wide has been obtained throughout the project. The entire length of the project is outside the Forest and traverses privately owned land. Clearing and grubbing operations are expected to start within the next month.

### Section 3-E3, I4 Snow River Bridge

Keil and Peterman submitted the low bid of \$104,549.00 on this project and award has been recommended. No information is available in this District as to the contractors plans for starting the work.

## SEWARD DISTRICT MAINTENANCE OPERATIONS

Selected material for surfacing is being placed between Mile 13 and Mile 18. Material is being obtained from the bars along Snow River adjacent to the road. It is loaded with the shovel and truck hauled to the point of placement on the road. This section of the Seward Highway is one of the oldest sections and many short sections are old log corduroy where failures are evident. Other sections have been very rough as practically all surfacing has been lost in some places and solid ledge rock constitutes the road surface.

Photographs and progress charts are being submitted herewith.



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

Weather conditions all over Alaska were considerably better during the month of August than in any previous month during the year. Progress on the various construction jobs reflected the improved weather conditions and was good on all projects.

The asphalt paving on Project 2-A12, Glacier Highway, Juneau-Juneau Airport Section, was reported as completed on July 23. Small sections of Type 2 Seal were layed August 1 and August 4, but real progress on the Seal Coat did not begin before August 10, at which time we had three days of good weather. After four days of rain the weather again broke on August 19 when we had twelve consecutive days of good weather. During this period the remainder of Type 2 Seal Coat and all the Type 3 Seal were completed. Final inspection of the project was made by representatives from the Division Office and the District Office on August 26. A few minor corrections were ordered, which were completed the same day, and the Project was accepted as of that date. The Project presents a neat appearance and is a credit both to the contractor and to the Resident Engineer.

On Project 1-A4, Carlanna Bridge in the vicinity of Ketchikan, the contractor completed all work except the painting and the placing of the spans on the bearings on the new pier. On August 3, due to the extremely wet weather it was impossible for the contractor to do any further effective work and the contractor was, therefore, ordered to suspend operations at the close of August 3. The project was re-opened on August 20 and all work was completed on August 25. Final inspection of the project was made on August 30 at which time it was accepted and the contractor relieved of any further responsibility.

Project 16-A3, B2, C3, D2, Wrangell Highway, made better progress this month. The project is now reported as being 95% completed as of the end of August. The appearance of the project is not entirely satisfactory, mainly due to lack of proper blading and dressing

of shoulders and surface. The concrete box culvert at Institute Creek has been completed, but backfill and grading over the culvert cannot be done before September 14. With the exception of grading and shaping, the project will be more or less dormant until September 14. It is expected that the remaining work can be completed in less than a week's time after that date.

Improved weather conditions prevailed also in the interior of Alaska and progress on the Alaska Highway Section B Project was, therefore, good during the month of August. The project is reported as being 90% complete at the end of the month and prospects for completion in this season are good.

Bids for construction of Project 31-A7, B2, Grading and Surfacing of the Douglas Highway, were opened in the Division Office August 15. The Bid of Hayes and Whiteley was accepted on August 23 and the contractor was ordered to begin the work on August 27. Actual work started on August 29.

Bids for construction of Forest Highway Project 1-B7, G3 and Project 1-D6, B4, Tongass Highway, were opened in the Division Office August 8. Bids of Reed & Martin, Contractor, Fairbanks, Alaska were accepted on August 24, but to date the contractor has not been directed to begin work. It is expected that work will commence early in September.

The Survey of Section H of the Richardson Highway between Valdez and Mile 36 on the north side of Thompson Pass was initiated August 5. The survey was started at Mile 20 and at the end of the month the section to the end of the survey at Mile 36 had been completed. The reason for starting the survey at Mile 20 was to obtain the data over Thompson Pass before bad fall weather might make it impossible to do survey work over the summit. It is expected that the entire survey will be completed about October 1.

Maintenance activities during the month were routine.

BUREAU OF PUBLIC ROADS  
U. S. DEPARTMENT OF COMMERCE  
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September 12, 1949

To : Dr. L. I. Hewes, Chief, Western Headquarters, San Francisco,  
JBF California  
From: H. A. Stoddart, Division Engineer

Supplementing the monthly report for August we enclose two  
sets of photographs .

Enclosures

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cc: Files



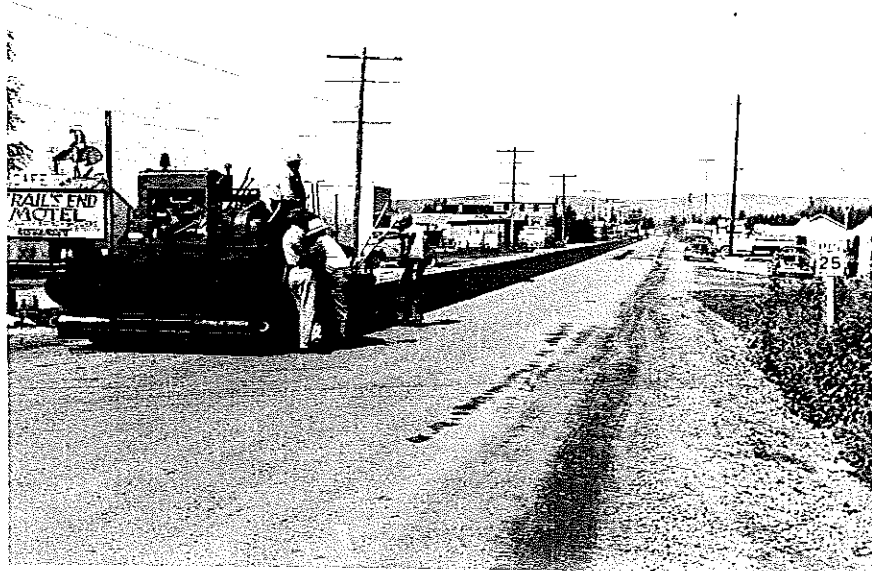
61-94-167

B.M.F. 5-2 Glenn Highway, Section A. August 10, 1949  
Back from 1530. Shows completed plant mix.  
No seal or chips on.



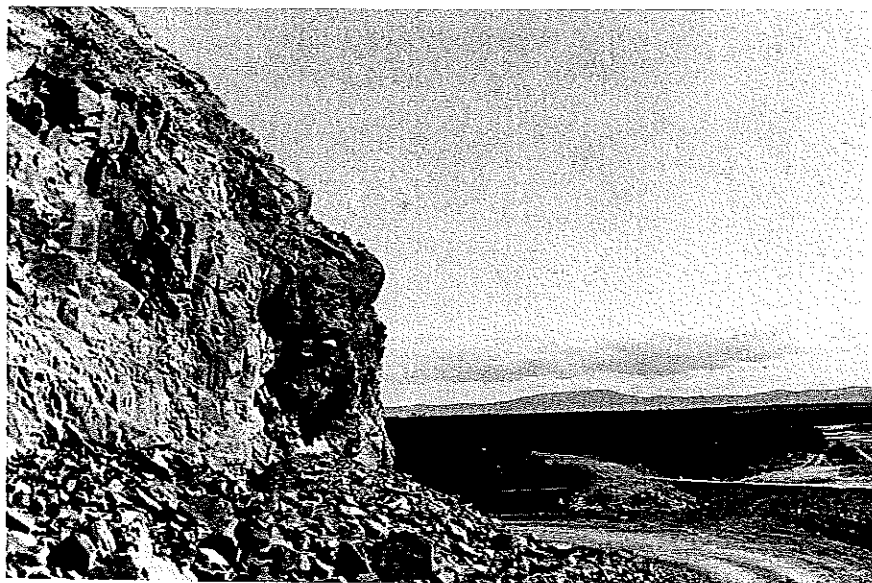
61-94-168

B.M.F. 5-4 Glenn Highway, Section A. August 10, 1949  
Ahead from 1010. Shows rock cut. Base in  
windrow.



61-94-169

E.H.C. 12-5 Richardson Highway, Section A. July 20, 1949. Barber-Greene paver spreading plant mix bituminous surfacing near Fairbanks sta. 20, looking N.W.



61-94-170

B.M.F. 5-8 Richardson Hwy. Section B. August 15, 1949. View down Shaw Creek shows fill across new bridge site.



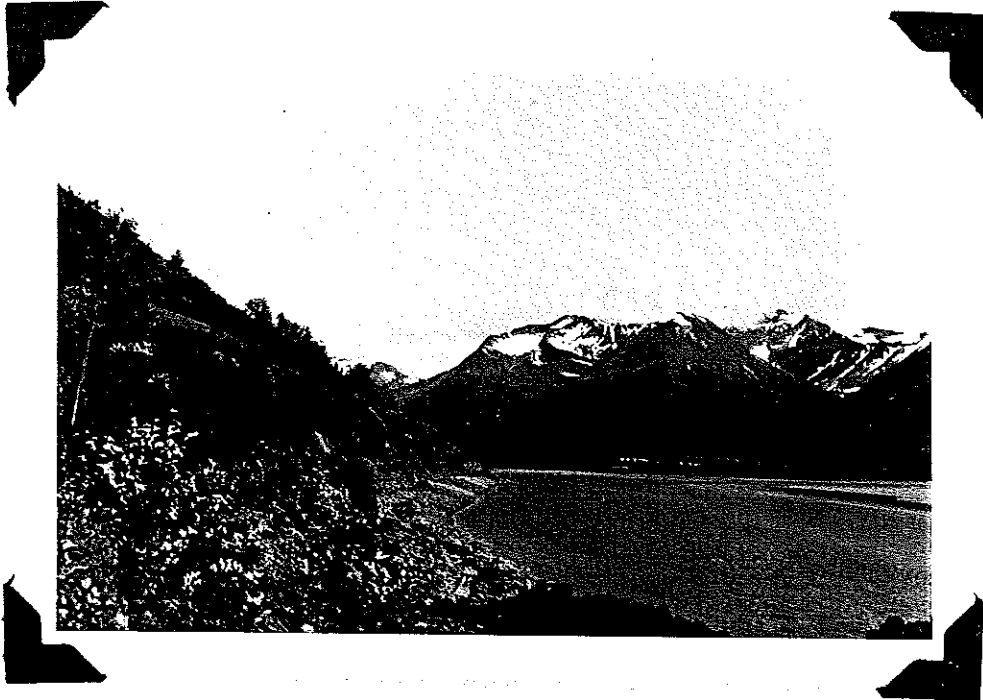
61-94-171

E.H.C. 13-1 Richardson Hwy., Section B. July 21, 1949.  
Looking south-east at Tanana River in flood,  
from road at Mile 298 plus.



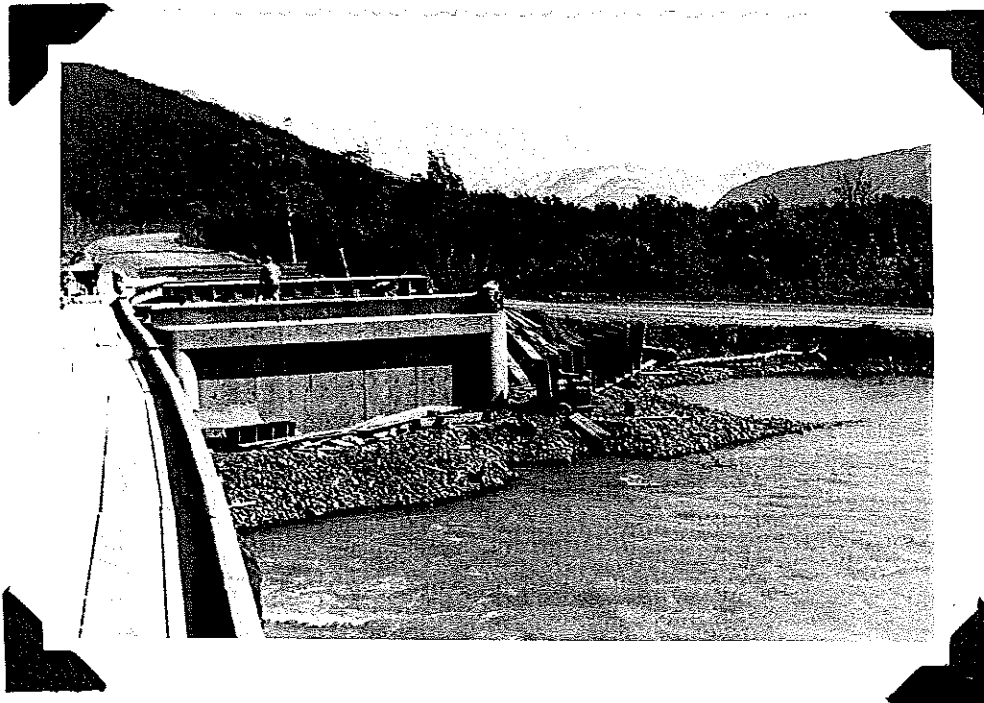
61-94-172

E.H.S. 13-5 Richardson Hwy. Section B. July 22, 1949.  
View of line change from about sta. 4340 -  
construction just started - perma-frost  
under 1 foot of cover.



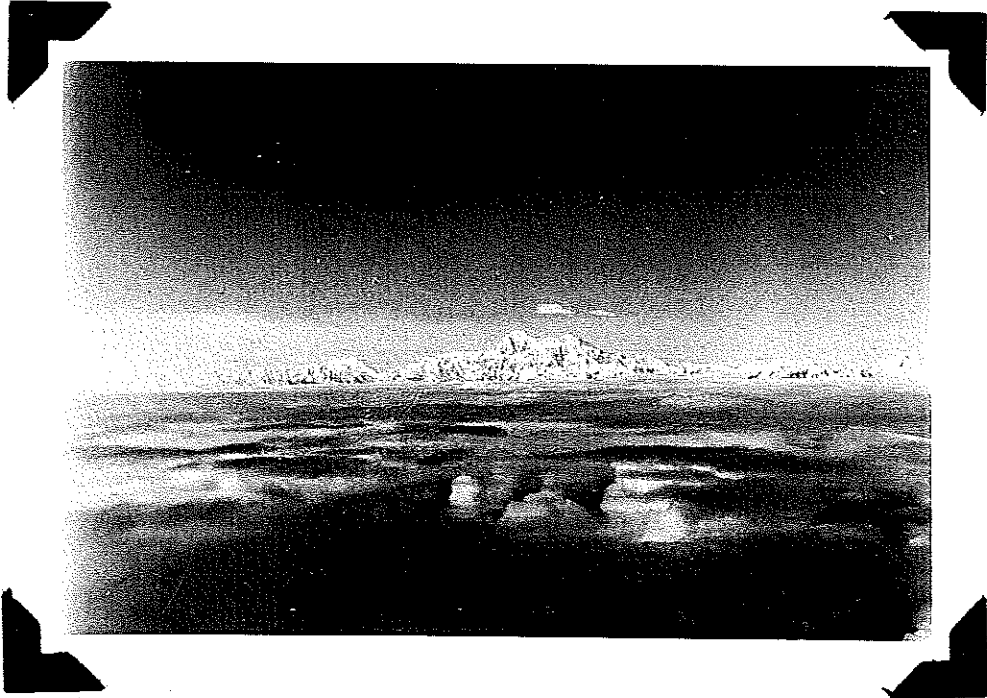
61-94-173

E.R.S. 13-7 Turnagain Arm Section F-2. August 9, 1949.  
Looking back and east from sta. 1405. Shows  
line change below old snowshed. Note totc  
road along beach.



61-94-174

E.H.C. 13-8 Turnagain Arm Section F-3. August 9, 1949  
View of Glacier Creek Bridge piers looking  
back and east.



61-94-175

B.M.F. 6-8 August 23, 1949.  
View of Mt. McKinley from Alaska Airlines  
plane enroute to Fairbanks, looking west.



BUREAU OF PUBLIC ROADS  
U. S. DEPARTMENT OF COMMERCE  
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September 6, 1949

To : Mr. A. C. Clark, Acting Deputy Commissioner, Washington, D. C.  
From : H. A. Stoddart, Division Engineer  
Subject: Excerpts from Confidential Monthly Report for August 1949 for  
Division No. 10

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Bids were received on August 8 for two projects on the Tongass Highway at Ketchikan. The projects were advertised with proposals covering each project separately and one proposal covering both projects. Four bids were received for the Wards Cove project and three for the Bugge Beach to Mountain Point, and four for the combined projects. Reed & Martin, Inc. of Fairbanks submitted the low bid of \$778,822.90 which was almost 10% lower than the combined total for the two projects as bid separately, indicating a substantial saving to the Government by setting up the larger projects. The bids received on August 4 for materials to be furnished for construction, while developing only a single bid for each type of material, were substantially under the estimate. The possibility that Naval surplus supplies and materials might be available was investigated but a negative reply was received from the Naval Commandant at Kodiak. Subsequently the bid of Reed & Martin was accepted and contract documents were forwarded to the contractor for his execution. It was noted that the only bidder on the Wards Cove project in May was the R. J. Sommers Construction Company. On the same project this time it was \$256,302.10 less than his previous bid of \$688,475.90. Although a portion of the reduction is accounted for by the change in type of bridge and also a portion of the materials are now furnished by the Government, it is a definite indication of more competition.

On August 15th bids were received for Forest Highway Project 31-A7, B2, Douglas bridge to Douglas section of the Douglas Highway. Bids were received from two Juneau firms with no interest being shown by construction firms operating in the Anchorage-Fairbanks area. Hayes and Whiteley submitted a bid of \$199,195 which was slightly less than 10% over the engineer's estimate of \$181,845. The next day the low bidder requested permission to revise his bid for the grubbing item, reducing the unit price of \$3,300 per acre to \$1,500 per acre, claiming he had made error through a misunderstanding of the extent and scope of the work to be performed. Advice from higher authority was requested to ascertain if it might be permissible to accept a correction of this nature. With an affirmative answer being received, the recommendation regarding the disposition of the bid was changed from a rejection to that of recommendation of acceptance of the low bid. The contract being awarded to Hayes and Whiteley, they began work on August 29.

On September 22nd bids were received for Forest Highway Project 3-B3, B4, Snow River bridge on the Seward Highway and 3-A9 consisting of two miles of

grading on the same highway. For the bridge project four bids were received with Keil & Peterman of Juneau, Alaska submitting the low bid of \$104,549 and on the grading project six bids were received with C. F. Lytle Company and Green Construction Company being low bidders at \$137,062. Both bids being only slightly over the engineer's estimate, they were recommended for award with notification of the acceptance of the low bids being received from Washington on September 1. Two of the bidders qualified their bids by offering a reduction of four or five percent if awarded both projects and a third bidder, Morrison-Knudsen Company, Inc., prepared a bid offering reduced prices for each item if awarded both contracts. While the qualifications did not operate to have any effect on the low bid, it was considered interesting to note that on this work also the contractors were evidently in a position to operate more economically on a larger project. These two projects resulted in the development of the broadest competition of any Forest Highway work advertised during this season. Of the four contracts awarded as a result of bid openings for August, three were awarded to firms not previously holding Forest Highway contracts indicating satisfactory growth of the construction industry in southeastern Alaska.

Work has continued on the Kenai River bridge on the Kenai River Highway, Forest Highway Project 5-B1, with excellent progress being made and it now appears the work will be completed this season. During the month the Glacier Highway Project 2-A12 was completed and also the Carlanna Creek bridge repairs at Ketchikan, Forest Highway Project 1-A4. Progress on the Glacier Highway project had been retarded and hampered throughout the summer by continuing adverse weather, with much of the application of prime coat and construction of the plant mix pavement being constructed on Saturdays and Sundays through most of June and July. Fortunately a period of very favorable weather, with no rain for 12 days, permitted the seal to be placed under very favorable conditions. High labor costs and some inconvenience to traffic resulted but the work was very satisfactorily completed within the time allowed. During the interval since the project was originally proposed and advertised, the city constructed a new administration and passenger terminal at the Juneau airport. With its completion the definite need for improvement of the access road from the Glacier Highway to the airport building became evident. The Civil Aeronautics Administration authority agreed to contribute to the construction of the access road by providing the funds for pavement within the airport reservation and the city offered to bear the expense of such grading as was required. It appeared advisable for the Public Roads to cooperate by surfacing Section M of the Glacier Highway which forms the connection from the main road to the entrance to the airport. The cost was quite nominal as the length of the Public Roads' section was only 630 feet. With advance approval being received to perform the work, it was undertaken and has been completed. The value of providing a better entrance to the city becomes apparent when it is understood that perhaps 90% of the people arriving in Juneau for the first time enter it through the airport.

The Petersburg surfacing project was advertised and all bids received were rejected as too high in May. No further action was taken on this project as it was believed that should the Ketchikan projects be constructed by day labor it would be desirable to construct the Petersburg project by day labor with the same crew to distribute the overhead costs as

widely as possible. Upon award of the Ketchikan work, the Petersburg project was promptly advertised for bids to be opened on September 7 to obtain the benefit of the competition afforded by the presence of the contractor's plant at Wrangell. Should satisfactory bids not be obtained it is tentatively planned to organize a small day labor operation, using the small crushing plant owned by the Public Roads and located on the Seward Highway.

For the projects in the interior, the Babler Bros. & Rogers Construction Company on Section B of the Alaska Highway has continued to make the best progress and will complete crushing of surfacing materials about September 1 and if the weather in September does not become too unfavorable will complete the oiling operation about September 15.

The other projects have been more adversely affected by the continued unfavorable weather and have fallen considerably behind the original schedule. It appears improbable that they can be completed this season, although progress continues to accelerate and particularly shows the benefit received from the period of good weather extending over a two weeks period in mid-August.

The intensive testing of materials has continued and a quantity of Hostrip additive has been used in the prime coat applications on the Glenn Highway, Section A, with markedly beneficial results. Samples of competitive additives have been obtained and are undergoing tests. Results so far obtained do not indicate any considerable superiority of any of the brands now being tested over any of the others. Since the plant mix can be laid under more adverse weather conditions than the prime coat, the latter will be omitted if necessary to permit the construction to continue to the greatest extent possible for this season.

Progress on the Turnagain Arm projects continues to accelerate, with the two sections at the head of the Arm now being substantially completed. Section C, extending from Mile 58 to the Quartz Creek summit, is now very well advanced and good progress is also being made on Section D. The operations of the subcontractors on the bridge work, Munter & Phillips, continues to show excellent supervision as it is very well organized and planned. Workmanship is very good and the lines and surfaces obtained are considered to be excellent.

The Max J. Kuney Company on Section F2 has made fair progress, working easterly from Girdwood, but recently has moved back to the section involved in the line shift between Stations 1339 and 1420, and has that work well advanced. With the addition of more equipment better progress is to be anticipated.

Experience with the tank farm facilities provided for the interior bituminous surfacing projects leads to the conclusion that the operation as a whole is quite satisfactory, and no serious difficulties have been experienced. The limitations in the variety of bituminous materials available results from restricted operating characteristics of the tankers, as there are none on the Alaska run that can handle materials less fluid than RC-3 cut-back asphalts. It seems quite possible, with the improvement of tanker vessels, that a wider choice of materials, including asphaltic cements,

will be available.

A survey party was organized to make a more detailed survey of the section of the Richardson Highway extending from Valdez to a point 36 miles north. Upon completion of this work, expected about October 1, the party will then proceed to Section F of the same highway extending from Gulkana to the Tonsina Lodge at Mile 82 north of Valdez.

An inquiry was received from General Scott, Commanding Officer of Army Land Forces in Alaska, regarding the feasibility of a highway connection from Portage to Whittier. He was advised that the possibility of such a route would be studied. He was also asked if military funds were available for such a highway since its use is presently limited to transportation of army materials, and it would not appear to be eligible for Forest Highway funds if operation continued under present restrictions.

During the month the Office of the District Engineer of the USRD undertook a study of the Cook Inlet area. They made a request to this office for information regarding plans for future highway improvements on the Kenai Peninsula. They have been advised of the approximate cost of raising the standard of the existing roads to the same levels as adopted for the Turnagain Arm project.

Referring to the comment in recent reports regarding the study being made by the Road Commission of the proposed ferry service between Prince Rupert and Juneau and Haines connecting with the land route from Prince Rupert to Vancouver by way of Prince George, Colonel Noyes made a trip over the land portion of the route this month. He reports that while the highway is narrow and of low standard for much of the distance, that reconstruction is active at many points and that the Provincial government expects to bring most of the route to an adequate standard by 1955. He reported also that progress continues on the Hart Highway from Prince George to Dawson Creek, with only 35 miles not completed or under construction. He is inclined to believe that deficiencies in the contract construction on this work tends to justify the continued use of day labor methods for the grading work being carried on in Alaska.

An article appeared in the Portland Oregonian dated July 31, 1949 which described the proposed power project to be located in the Tweedsmuir park south of Burns Lake. This project resembles in many details the project which has been under discussion for Bennett Lake in the Skagway area at the head of Lynn Canal, but appears to have the advantage of being free from the necessity of obtaining an agreement between the United States and Canada. The clipping covering the article is attached as an enclosure to this report.

Enclosure: Graph showing progress on major projects

HAS:pp