

January 5, 1950

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

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The remaining active Forest Highway projects were shutdown during the month so that the only work now in progress is the maintenance activities which consist almost entirely of snow removal and the design being carried on in the Division office.

Many of the engineers from the construction projects, who are being carried over the winter, are on leave but will return after the first of the year to carry on computation of contract quantities and preparation of final construction records.

Notice was received that apportionment has been made of the 1950 Forest Highway funds. Preliminary discussions with the Regional Forester in advance of a program conference with Territorial and Forest Service representatives have developed Mr. Heintzleman's feeling that programming of projects within the areas contemplated for construction to be financed by special appropriations should be deferred pending some indication of the success of such a request. It now appears probable that an agreement will be reached that a project should be programed on the Glacier Highway adjoining the improvement completed this past season which extended from Juneau to the airport. The other projects tentatively programed and previously shown on the second year of the three year program will probably be held in abeyance for two or three months, pending congressional action.

Conversations have been carried on with Territorial representatives to provide a basis for approval of inclusion of the Turnagain Arm Project on the Forest Highway system on the basis on which it was originally proposed, that is, placing this highway in Class 3 as an addition to the Forest Highway system.

A review of personnel requirements to staff the projects planned for 1950 is being carried on and, also, a canvass of the personnel is being made of the engineering assistants returned to the States upon completion of their assignment. A determination will then be made of the additional personnel necessary for the next season to develop a plan for recruitment, with the recruitment plan to be adjusted to the number of men required and the probable best source of personnel.

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It is reported that Mr. Ike P. Taylor will retire as Chief Engineer of the Alaska Road Commission effective February 1. Mr. Taylor has been with the Road Commission for 32 years and has been Chief Engineer for 18 years. He will be succeeded by Mr. A. F. Ghiglione who has been in charge of construction for several months.

Early in the month a conference with Colonel Johnson, General Manager of the Alaska Railroad, and Colonel Noyes of the Road Commission developed that the alignment changes in the Alaska Railroad between Girdwood and Portage, which Colonel Johnson believes are necessary and which involve some interference with the highway location as adopted, are limited to one at Station 1150 and another at Station 1200. The interference at Station 1150 is very minor and it is possible without change of highway alignment to provide a six degree curve on the railroad which meets its adopted standard for reconstruction. At Station 1200 the interference is somewhat more serious but it was agreed that the situation could be corrected by the railroad shifting its line outward at this point to approximate position of the highway as constructed. It would then be necessary to reconstruct the new highway grade further out in the Arm and parallel to the new railroad alignment. It was agreed that if the railroad deems the revision necessary the work will be constructed by railroad forces to avoid any further changes or alterations of the Max J. Kuney contract. This procedure is supported by the railroad's view that in this instance the work can be done more economically by the railroad which can handle the comparatively long haul from the Girdwood pit with railroad equipment.

Mr. John Argetsinger, District Engineer of the Community Facilities Service, has requested this organization to release Mrs. Lula Davis, GS-4, for transfer to his organization at the earliest possible date. As the position offered to Mrs. Davis by Mr. Argetsinger was at a substantially higher grade, an appropriate request for her transfer is being processed by Mr. Argetsinger with the consent of this office.

On December 17 Mr. Harold Falkenhainer, who had been assigned to the District office at Seward as a replacement for Mr. Zack Mann, died of a heart attack. At the request of his brother the remains were returned to Mr. Falkenhainer's sister at Algona, Iowa. The assignment of a replacement for Mr. Falkenhainer has been requested of the Washington office.

DEC 1947

January 5, 1950

To : Dr. L. I. Hewas, Chief, Western Headquarters, San Francisco,
California

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The graphs attached to previous reports are omitted as there is no construction progress to report.

Enclosure: Narrative Report by District Engineer Wyller
Narrative Report by District Engineer French

HAS:pm

MONTHLY REPORT
ON
ACTIVITIES IN THE JUREAU DISTRICT, DIVISION TEN
FOR THE MONTH OF DECEMBER 1949

The unusually mild weather which prevailed through the fall and early winter came to an end the beginning of this month. As the severity of the cold and the snowfall increased, it became necessary to shut down one construction project after another and as of the end of this month no project was active in the District.

The first project to be closed for the winter was 7-A5, E2, Mitkof Highway in the vicinity of Petersburg. The project activity had been confined to stockpiling of beach gravel while awaiting the arrival of a washing plant. This plant was finally received and erected during the first week of December. But immediately upon erection, the weather became so severe that it was necessary to close the project for the winter on December 8, 1949. No gravel has, therefore, been processed or placed on the grade.

Work on Project 31-A7, E2, Douglas Highway, continued to December 14th. At this time it became impractical to perform any further construction operations. The progress on this project has been satisfactory and, at the time of the shutdown, approximately 65% of the project had been completed. The grade was left in very good condition for winter maintenance and no difficulty in keeping the grade in condition for traffic is anticipated before the spring breakup.


Progress on Projects 1-B7, G3 and 1-D6, E4, which are included in the same contract, continued to be poor during the month of December until it became necessary to shut down the projects on account of severe winter weather on December 28th. At the time of the shutdown the clearing and grubbing on Project 1-B7, G3 had as yet not been completed and the excavation had just barely been started. No other work has been done on the project, and no work whatsoever had been accomplished on Project 1-D6, E4. The contractor has been advised that this office is somewhat concerned over the very poor progress shown so far and has been requested to discuss with this office the steps which are to be taken to insure completion of the projects within contract time. We have been advised that Mr. Martin, one of the principals of Reed & Martin, Inc., and Mr. Hanson, General Manager of the company at Fairbanks, will be in this office on January 3 to discuss these projects in detail.

Work on Project 7-D2, redecking of Falls Creek Bridge, Mitkof Highway, was carried on until just before Christmas, when the severe weather forced a shutdown. Approximately 75% of the project had been completed at that time. The remaining lumber was piled in the shed to avoid having it buried in snow and ice. Work will be resumed on this project as soon as weather permits.

The survey work started on Sitka Highway within the last month, was completed the 22nd of December. This work consisted of obtaining additional data for the design of the Sitka - Sawmill Creek Section, and also included a complete soil survey.

The additional survey data and soil investigation on the Douglas Bridge - Fritz Cove Section of the Douglas Highway was completed in the middle of the month.

There was considerable snowfall in the various localities within the District during the first three weeks of the month and the maintenance activities, therefore, consisted mainly of snow removal. The weather turned clear and cold during the latter part of the month, which has enabled the maintenance crews to clear the shoulders of snow, and also to plow the minor side roads under the jurisdiction of the Forest Service and the Territory. The extraordinary maintenance which has been in progress on the Forest Highways adjacent to Cordova has been discontinued for the winter. It will be resumed in the spring when the weather permits.


ORR F WYLLER
District Engineer

December 30, 1949

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR
DECEMBER 1949

TURNAGAIN ARM PROJECTS

Sections C & D, E and F-1

All work is closed down, as previously reported. The time extension requested on the C & D section has been granted. This extension gives the contractor until September 1, 1950 to complete the work. Resident Engineer Cave is preparing the final estimate on the E and F-1 sections. These are expected to be complete within a short time.

Experience to date on the summit between Granite Creek and Quartz Creek and on the north (Turnagain Arm) side of the summit on the D section indicates that snow will be deeper on this section than on presently maintained Forest Highways on the Kenai Peninsula. However, the alignment is good and the road wider and it is believed it will be easier to keep the snow off this section than on some sections of the existing road.

Section F-2 - Peterson Creek to Indian

Grading work continued on this project until December 13. On that date all operations were closed down. The contractor plans to have personnel back on the project in March for repair of equipment and for other work preparatory to resuming construction work probably some time in April. At the time work was suspended there was about one foot of snow on the ground and temperatures were about zero at night. During the last two or three weeks operations have been limited to drilling, shooting, and excavation of rock cuts south of Girdwood.

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

Work remains closed down, as previously reported.

Section G - Indian to Potter
(Contract under supervision of Alaska Railroad)

All work has been suspended for the winter.

GLENN HIGHWAY

Section A - Anchorage to Palmer

All work has been suspended, as previously reported. The project is about 87% complete. Work will be resumed probably in June.

Section B - Palmer to Mile 102 (54 Miles)

This project is being handled by the Alaska Road Commission. It is understood work has been suspended for the season.

Sections B-1 and B-2 - Mile 102 to Glen Allen

Bids for these projects were received by the Alaska Road Commission during the past month. Both projects are understood to have been awarded to Babler and Rogers on the basis of their low bids, which were below the engineers estimates.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 miles)

All work is suspended, as previously reported. The project is about 87% complete. A recommendation has been made that the contract time be extended to July 20, 1950 for all items except seal coat.

Section B - Harding Lake to Big Delta Junction (53.1 Miles)

All work is suspended, as previously reported. An extension of time has been requested by the contractor and is under consideration by the Government. Work on the project is 52% complete.

KENAI RIVER HIGHWAY

Section 5-B1, Coopers Landing Bridge

Work has been inactive since the last report was submitted. The project is about 90% complete. Apparently the Towle family has engaged an attorney and intends to obtain as much as possible for right-of-way damages allegedly sustained. Some of the allegations made in a letter to the Forest Service appear to be unreasonable.

Section B - Quartz Creek Location Survey

Field work is complete. Field plans have been submitted to the Division office for the first 3-1/2 miles down Daves Creek from the junction with the Seward-Hope Highway. Work is in progress in the Seward office on the field plans for the rest of the project.

SEWARD FOREST HIGHWAY

Section 3-A9, Mile 3 to Mile 5

All work on this project was suspended on December 1. On that date the contractor had completed about 80% of the clearing and grubbing. No other work has been started.

Section 3-E3, I4, Snow River Bridge

This project remains inactive, as previously reported. Piling have been driven. No other work has been started.

Forest Boundary to Mile 12 Location Survey

All field work has been completed. Work on field plans is in progress in the District office. Some work has been done to determine land ownerships as the south 3 miles of this project is all on patented land. There are several owners and the land has changed hands many times, thus complicating right of way problems.

SEWARD DISTRICT MAINTENANCE OPERATIONS

During the past month maintenance operations have consisted of plowing snow, cutting brush, and removing some glaciers from the road. Sufficient snow is now on the ground to prevent further serious glaciating and most of the ice that formed has been removed. Some difficulty was experienced in keeping the road open from Mile 10 to Mile 13 during the first week of December, but all sections of the road are now cleared of snow and smooth for winter travel. The section from Seward to Mile 12 is ice covered and slippery. The rest is covered with a thin layer of packed snow and is not so slippery.

As a means of more expeditiously thawing ice from culvert pipes, 3/4" pipes have been placed lengthwise of the culvert in the invert of a number of culverts where the worst freezing occurs. There is an elbow and a 3' to 4' length of pipe extends vertically at the pipe inlet. It is marked with a pole so it can be found under the snow. This end of the pipe is plugged to prevent moisture from freezing inside the pipe when it is not in use. The lower end of the pipe is left open for all water to drain out. During the thawing operation a steam line from a truck mounted boiler will be connected to the upper end of the pipe and steam will be passed through the pipe. It is planned to place a pipe cap having a small vent to permit passage of steam over the lower end of the pipe during thawing to get the most effective use of the steam. During the current winter no serious difficulty has been experienced with frozen culverts and this method of ice removal from culverts has not been tried.

Snow on the ground is approximately as follows: Seward, 10"; Mile 12, 20"; Mile 42 to 50, 26"; Coopers Landing, 12".

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Large warning signs 4-1/2' x 6' have been erected on both sides of the airport runway where it is crossed by the road to the airport and the old radio station. Some local groups are interested in relocation of this road around the north end of the runway.

GENERAL

There is attached hereto a table showing the value of contract work done in this District during 1949. Photographs are also attached.

VALUE OF CONTRACT WORK DONE IN 1949

SEWARD DISTRICT

<u>Project</u>	<u>Amount</u>
Turnagain Arm Projects	
Sec. C & D	\$ 1,565,389.68
Sec. E	1,072,454.67
Sec. F-1	559,812.60
Sec. F-2	977,395.62
Sec. F-3	<u>195,596.07</u>
Total for Turnagain Arm	\$ 4,370,648.64
Interior Projects	
Glenn Hwy. Sec. A	\$ 1,798,777.75
Richardson Hwy. Sec. A	1,840,934.70
Richardson Hwy. Sec. B	<u>1,625,840.36</u>
Total for Interior Projects	\$ 5,265,552.81
Forest Highway Projects	
Kenai River 5-B1	\$ 181,866.45
Seward Hwy. 3-A9	22,894.58
Seward Hwy. 3-E3, I4	<u>6,814.26</u>
Total for Forest Highway Projects	\$ 211,575.29
GRAND TOTAL	\$ 9,847,776.74

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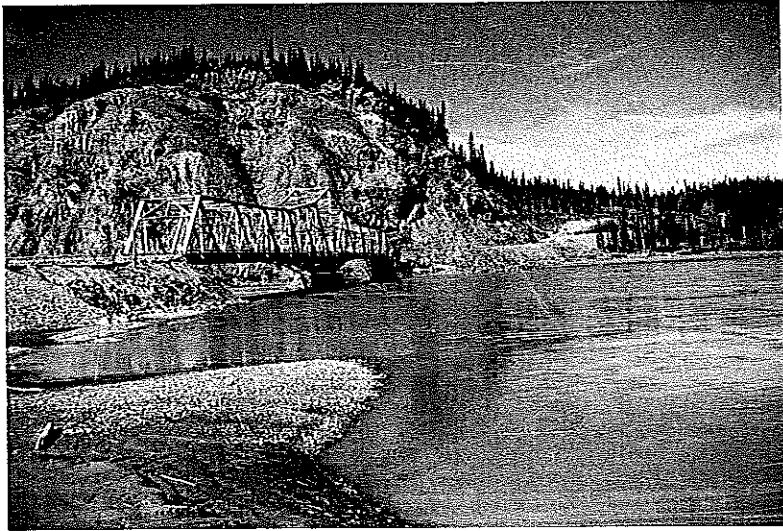
No. EMC 15-4



61-94-137

No. EMC 15-3

Old Russian Orthodox church and graveyard near Eklutna,
left of Mile 27 on the Glenn Highway Section A project.
November, 1949.



61-94-138

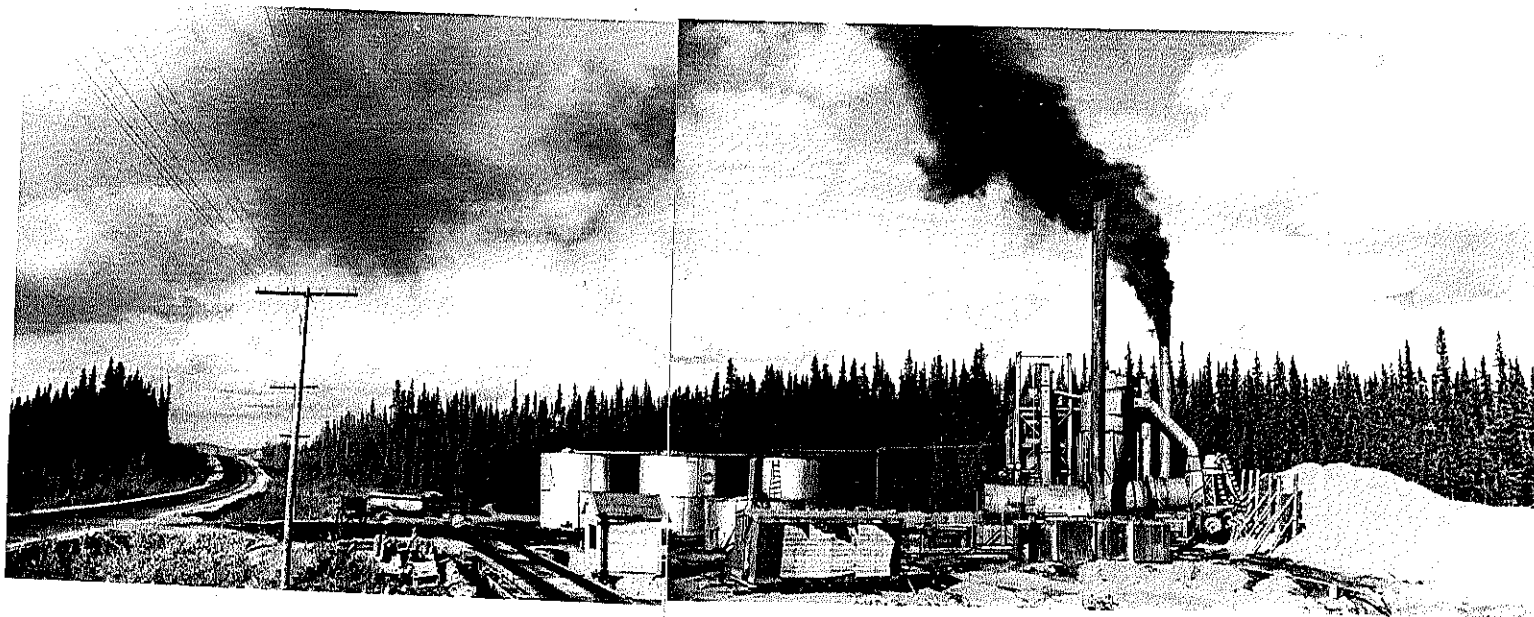
No. RSN 1-1 Tanana River bridge at Mile 277 on the Richardson Highway Sec. B project. Looking west, August, 1949



61-94-139

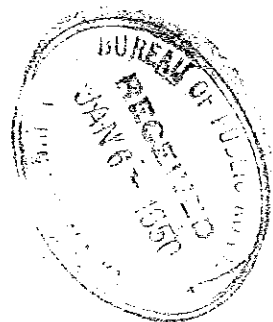
No. RSN 1-2 Tanana River and the Alaska Range. Looking south from Mile 277.

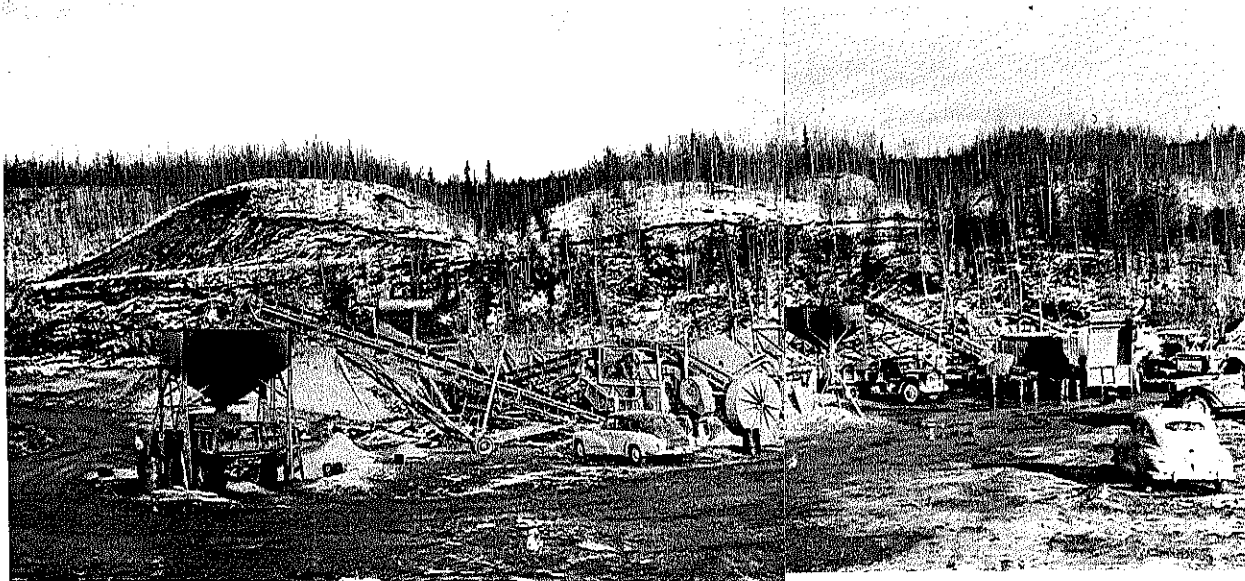
Scenic views in the Big Delta region



61-94-140

No. DWE 8-384 Cedar Rapids hot-mix asphalt plant in operation at Mile 279.2 on the Richardson Highway Section B project. Looking northwest September, 1949.





61-94-141

No. DWE 8-526. Two Cedar Rapids crushing and screening plants in operation producing plant-mix aggregate in gravel pit along the Tanana River at Mile 296 on the Richardson Highway Sec. B project. September, 1949.



61-94-142

No. RGN 2-4 Dozers stripping muskeg at sta. 605.
The view is west, August, 1949

Kenai River Forest Highway, Project 5-B1



61-94-143

RWS 4-4 Rough grading completed for combined highway and railroad fill. Looking back and east from sta. 1405. Present railroad to be moved to outside of new fill. Turnagain Arm on right. November, 1949.



61-94-144

RWS 4-3 Completed grade looking north and ahead from sta. 1305 at Girdwood. Note snow slide area in background. November, 1949.