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Division 10

February 7, 1949

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

FROM: H. A. Stoddart, Division Engineer

SUBJECT: Excerpts from Monthly Report for January 1949 for
Division Ten

Design of the remaining bridges of the F-2 Section of the Turnagain Arm Project was completed in the Western Headquarters within the month and authorization to advertise for the work was received from the Alaska Road Commission and it is expected that the work can be advertised early in February. When this work is let, it will complete the contracting on all of the work to be handled under the direct supervision of this office on the Turnagain Arm Project.

Construction on the interior projects and also on the Turnagain Arm work was shut down due to weather conditions during the month, but in the last week, on the Turnagain Arm, work was resumed on a limited scale by the Lytle and Green organization.

Organizational work was carried on by the new Alaska Chapter of the Associated General Contractors and negotiations were also in progress between that organization and the unions operating in Alaska. While the agreements have several months to run, a conference was arranged to agree on general contracts that would be uniform with respect to working conditions, travel time and other fringe benefits. Preliminary negotiations have been carried on by the Seattle Chapter, but with the establishment of the Alaska Chapter effective early in December, the problem was reviewed and additional unions were brought into the picture to cover the whole field. It is believed that a conclusion will be reached in the near future.

The Territorial Legislature has been in session in January and has enacted legislation to provide a Territorial income tax which will be equal to ten percent of the individual's payments to the Federal Government. Future legislation is anticipated which will result in a property tax. The property tax is considered to be particularly significant as it may have an adverse effect on the development of the pulp mills in southeastern Alaska.

JAN 1949

During the month of January, the Division Engineer made a trip to San Francisco for the purpose of consultation on design problems involving special conditions on the Alaska Highway and to Washington for discussion regarding assignment of key personnel. The principal staff positions for both the Division Office and the District Offices were filled and also a number of the principal Resident Engineers, leaving the recruitment of the field assistants as the most important remaining personnel problem. A review of the construction program resulted in submission of revised personnel requirements, amounting to approximately 225 field assistants, ranging from Resident Engineers down to rodmen-chainmen. Principal points of recruitment that have been established are at the Division Office at St. Paul and the District Office at Olympia, Washington. A number of inquiries have been received locally and there are indications that a fair proportion of the inexperienced field assistants can be recruited in Alaska.

The proposal for special appropriation for road construction projects in southeastern Alaska has been carried through channels for submission to Congress. Higher level consideration resulted in deletion of the request for special funds for the improvement of the roads on the Kenai Peninsula as it was believed that the availability of Federal-Aid funds was sufficiently imminent as to make application for special funds unnecessary.

HAS:rb

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Division 10

February 7, 1949

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

FROM: H. A. Stoddart, Division Engineer

SUBJECT: Monthly Report for January 1949 for Division 10

The Forest Highway activities in the field have been limited to snow removal under the maintenance phase and survey in the Sitka area being carried on by a field party established there for that purpose.

The Juneau design work is in progress for improvements in the Ketchikan area and completion of designs previously well advanced for projects both at Ketchikan and Juneau.

A snow slide occurred January 4, 1949, between Juneau and Thane which interrupted power service and closed the road. Prompt action was taken to secure additional equipment and traffic was re-established within three days.

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There is attached the monthly report from Mr. B. M. French, District Engineer of the Seward District. There has not been sufficient activity in the Juneau District during the month of January to make a report necessary.

Attachment

HAS:rb

PUBLIC ROADS ADMINISTRATION
DIVISION 10
SEWARD DISTRICT

NARRATIVE REPORT FOR
JANUARY 1949

All construction work on all projects has remained closed down since the December report was submitted.

TURNAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

There is no activity on C & D with the exception of the activity on the extreme north end of Section D that is discussed along with Section E in the following paragraphs. Snow is about three feet deep at Mile 58 and reported to be six feet deep on the summit. The contractor plans to start the shovel near Mile 58 as soon as weather and snow indicates progress can be made. This may be another two months. Some equipment has been moved from the C & D sections to Anchorage, where Lytle & Green have the international airport project. It is reported that the contractor will have considerable new tractor equipment on the project when work is resumed. All engineering personnel from Mile 58 have been reassigned to Sitka, Sitka, and the District office at Seward.

Section E - Quartz Creek to Portage

Both Lytle and Green on the grading work and Hunter and Phillips on the bridge subcontract are organizing at Portage to resume operations. Lytle and Green expect to move a 1-1/2 cu.yd. shovel to the mouth of Quartz Creek and place a lift of borrow material across the swampy tide flat area between the mouth of Quartz Creek and the Placer River, which is about one and one-half miles toward Quartz Creek from Portage. This area is now frozen and can be made accessible by dozing back the snow drifts along the cleared right-of-way. They also expect to resume clearing operations working south, up Quartz Creek, on Section D from Turnagain Arm. The bridge subcontractor expects to resume pile driving operations on the numerous pile bridges between Portage and the mouth of Quartz Creek.

Section F-1 - Portage to Peterson Creek

There is reported to be a 2-1/2 cu.yd. shovel in Whittier which the contractor plans to start on the talus material at Station 945, which is to be used for practically all embankment on this section. The borrow pit is not cleared, is in a snow slide area now partially covered by recent snow slides. It remains to be seen what progress will result from these winter operations on Sections E and F-1.

Section F-2 - Peterson Creek to Indian

We have no word from the contractor on this project as to his plan of organization and operation. An engineering camp has been established at Girdwood in charge of Mr. Keranen. About 2-1/2 feet of snow has considerably retarded field work. Five men from this camp are being moved back to Portage within a few days to handle the construction engineering for the limited construction operations on Sections M and F-1. These men will be in charge of Mr. Estes, whose appointment as a F-2 is expected to be confirmed any day.

Section G - Indian to Potter

The Alaska Railroad engineering party at Rainbow is proceeding with the stakeout, and completing tracings of the final plans. Most of the design has been completed.

GLENN HIGHWAY

Section A - Anchorage to Palmer

Progress schedules submitted by the contractor indicate he expects to resume grading operations April 1; production of plant mix aggregates April 5; gravel base course April 22; and placing plant mix May 10. A copy of a letter from the contractor regarding his plans on this project and Sections A and B of the Richardson Highway has been forwarded to the Division Office. On a recent trip to Anchorage agreement was finally reached with Ft. Richardson officials regarding sources of material for borrow, base course surfacing and plant mix aggregate for the 8.3 mile section to be added to this contract. Plans on which to base the supplemental agreement are being prepared in Seward.

RICHARDSON HIGHWAY

Sections A and E - Fairbanks to Big Delta

The contractor on these projects indicates he expects to begin operations on April 15 and that practically all items of contract work will be under way by May 15. Dates given by the contractor for operations on the Glenn and Richardson Highways as set forth above will be advanced as much as thirty days if weather permits, according to the contractors letter.

ALASKA HIGHWAY

Section B - Johnson River to Tok Junction

The contractor expects to start operations about May 1, and expects to have most contract items under way by May 15. Present plans are to complete the entire project in one season.

SEWARD RIVER HIGHWAY; FOREST HIGHWAY PROJECT 5 b-1

The right-of-way plat showing the land to be acquired has been completed and forwarded through usual channels. The final centerline has been staked and levels run. No more engineering work will be done until the condemnation proceeding will give us entry for construction. The chance of negotiating for the right-of-way mentioned previously did not materialize.

SEWARD MAINTENANCE OPERATIONS

Considerable snow during the past month has relieved the difficulty we were experiencing with glaciering. Snow, except in and immediately adjacent to Seward, is probably below normal. No serious slides have occurred. Difficulty is experienced each time it is necessary to operate the Bros snow plow and initial steps have been taken to replace this piece of unsatisfactory equipment.

PERSONNEL

The need for increasing personnel before construction operations are resumed in the Spring has been referred to previously. It will be considerably to our advantage if key personnel such as resident engineers and their principal assistants can be recruited several weeks in advance of the start of the contract construction operations so they can become familiar with the problems involved and get some staking done ahead of the contractor.

It is now planned to board and lodge engineering crews on the Glenn, Richardson and Alaska Highways in the contractors camps, but Alaska Road Commission camps on the Richardson and Alaska Highways will likely be able to board and lodge personnel on these projects before the contractors move in.

GENERAL

No progress charts or inspection reports are being submitted this month as progress remains as previously reported.

There is considerable agitation around Seward for removal of snow from additional roads and streets outside the city limits. Limitations of our present equipment make it inadvisable that we assume any considerable additional mileage for snow removal.

E. E. French
District Engineer

January 26, 1949