

FEDERAL BUREAU OF INVESTIGATION
DEPARTMENT OF JUSTICE

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August 11, 1949

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

Supplementing our monthly report forwarded on August 4,
there is herewith submitted the monthly report for the Juniper
District of Division 10.

Enclosures

HAS:pp

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

The unusually cool and damp weather experienced earlier in the season continued through the month of July. Progress on various construction projects throughout the District was, therefore, only fair.

On Project 2-A12, Glacier Highway, Juneau Airport Section, the placing of the asphalt pavement was completed on Saturday, July 23. It had not been possible to place any Seal at the end of the month. The shoulders have been fine graded and completed between the plant at Lemon Creek and the end of the project. Between town and Lemon Creek the shoulders have been roughed in and are now approximately 80% completed. As of the end of the month this project was reported 86% completed.

On Project 1-44, Carlanna Creek Bridge in the vicinity of Ketchikan, the construction of the pier was completed during the month. The placing of the truss on the new pier and the painting of the entire structure remain to be done. The project is reported as being 73% completed at the end of the month.

Project 16-A3, B2, C3, D2, Wrangell Highway resurfacing, was 30% completed as of the end of the month. Progress on this project is reported as fair. This not quite satisfactory progress is partly due to the unusually heavy rains which have seriously hampered the hauling of the gravel, as well as the construction of the concrete culvert at Institute Creek.

The progress on Alaska Highway, Section B, has been satisfactory, although the placing of the prime coat has been seriously delayed by the unusually frequent rain showers in this locality. Unless the weather improves for the remainder of the season, it may not be possible to complete the project this year. At the end of the month the project was reported as 59% completed. The Borrow has been completed on the entire project. Fine grading is completed between Mile 1318.7, Tok Junction, to Mile 1363.5; and the Base Gravel Course has been placed between Tok Junction and Mile 1365, a distance of about 46 Miles. The Prime Coat has been placed from Tok Junction to Mile 1355.35, or 34.65

miles, and the Seal Coat has been placed between Tok Junction and Mile 1345.9, or approximately 27 miles. The crusher plant was moved from the pit at Robertson River (Mile 1353.35) to the pit at Mile 1373.1 on July 29. Crushing of blotter material was started the following day. Due to the frequent rain showers, the roads in the interior area have generally been in poor condition for heavy hauling. During the last week of July the Tok Cutoff was closed at Clear Creek the same time as the Alaska Highway was closed in the vicinity of Big Gerstle River. There were also serious washouts on the Richardson Highway south of Big Delta the same week. All hauling from Valdez was, therefore, for a while completely at a standstill. Hauling over the Richardson Highway and the Alaska Highway was resumed the last day of July, but the Tok Cutoff is still closed to loaded trucks.

Maintenance operations during the month were routine. However, some extraordinary maintenance work was in progress in Cordova on the Copper River Highway between the Town of Cordova and the Cordova Airport. This work consisted in raising the grade on two sections, which were constantly subject to overflow caused by high water, and the placing of riprap along the shores of Nyak Lake on sections where wave action has caused erosion. At the end of the month approximately 1,000 cubic yards had been placed of the riprap and approximately 3,000 yards of borrow had been hauled to raise the grade. This work is under the supervision of G. A. Vanborg, Maintenance Foreman at Cordova, and is done by the regular crew, augmented by four extra employees and the rental of two trucks. The loading of the trucks is done with a Wayne 1/2 c.y. shovel recently purchased by Public Roads.

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS

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August 4, 1949

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

From : H. A. Stoddart, Division Engineer

Subject: Confidential Monthly Report for July 1949 for
Division No. 10

Two projects on the Tongass Highway at Ketchikan were advertised on July 15, 1949 with bids to be opened August 8, 1949. Bids for materials for the projects were advertised July 22, 1949 with bids to be opened August 4, 1949. Information has been received regarding equipment and men available from the Forest Service in Missoula, and inquiries have been made in Portland and Seattle regarding the availability of power shovels of adequate size to supplement the government-owned equipment so that we are in a position to organize a day labor operation promptly in the event unsatisfactory competition or bids are obtained for this project. Other projects which have been advertised during the month are: Forest Highway Project 31-A7,B2, Douglas bridge to Douglas section of the Douglas Highway, advertised on July 26, 1949 with bid opening August 15, 1949; Forest Highway Project 3-M3,I4, Seward Highway, advertised August 1, 1949 with bid opening on August 22, 1949; Forest Highway Project 3-A9, the Snow River bridge on Seward Highway, advertised on August 1, 1949 with bid opening on August 22, 1949.

Work started on the Kenai River bridge on the Kenai River Highway, Forest Highway Project 5-M, on June 30, 1949. Work is continuing on the Carlanna Creek bridge, Forest Highway Project 1-A4, at Ketchikan and on Forest Highway Project 16-A3,B2,C3,D2, Wrangell Highway. Satisfactory progress has continued on the Glacier Highway, Forest Highway Project 2-A12, at Juneau and the bituminous surfacing is now substantially complete.

Mr. A. P. Dean, Chief Engineer of the Forest Service, inspected projects in both the Tongass and Chugach forests in company with representatives from the Regional Forester's office in Juneau. He also inspected the large highway projects now active in the vicinity of Anchorage and Fairbanks. Road affairs in Alaska were discussed with Mr. Dean at a conference in Juneau on July 7. The discussion covered such matters as standards of highway design, the level of unit prices, and the factors which result in the generally higher cost in Alaska as compared with the rest of the United States. The desirability of continuing a program on the generally uniform high level of activity in building up the construction industry was mentioned, and it was found that there is general agreement between the two organizations.

Mr. Dean indicated particular interest in the further improvement of the Seward to Mile 58 portion of the Seward-Anchorage Highway. He believes that his department would support a special appropriation for such a project.

A request was received from the Commissioner for a revised program of projects for highways in the vicinity of the pulp mill sites in south-eastern Alaska. The material previously submitted was reviewed and extensively revised, based on surveys made this season. The report covering the subject was forwarded to Washington on July 23.

For the projects in the interior, Babler & Rogers Construction Company on Section B of the Alaska Highway have made the best progress, and now have the project 60% complete with the oil mat essentially complete on approximately 30 miles. The contractor expects to complete crushing of surfacing material by September 1.

The rate of progress on the large contracts located between Fairbanks and Big Delta on the Richardson Highway, and Anchorage and Palmer on the Glenn Highway is being constantly improved, although as the season advances the weather is becoming more adverse with frequent showers.

Testing of materials indicates a tendency for stripping of asphalt which was not particularly marked in the preliminary tests made under the method used by the State of Washington Highway Department. The problem is being given intensive study and there is reason to believe that the use of an additive will prove to be a satisfactory solution. The results with the Nostrip used on the Glenn Highway bear out this observation.

For the Turnagain Arm projects it appears that Lytle and Green will complete their contracts on Sections E and F1 but that they will be unable to complete Section D, which is included in the same contract with Section C. Contractors allege delays from strikes in the shipping industry in the fall of 1948 and extremely adverse weather conditions, much worse than the average, and claim that delays from these causes will amount to at least 100 days in the aggregate. It appears that the contractor's claim can be substantiated and that an extension of time can be approved.

On the Max J. Kuney contract for Section F2 of the Turnagain Arm Project extending from Peterson Creek to Indian, the contractor has continued working southerly from Girdwood pending execution and approval of the change order for the line shift previously described between Station 1339 and Station 1420 beginning at a point about one-half mile north of Girdwood. The contractor is bringing in a second shovel and additional hauling equipment and should be in a position to make excellent progress when he again resumes work on the Girdwood to Indian portion of the project.

Due to the high cost of subsistence in Alaska, the contractors, through their agreements with the union, have maintained a subsidy to the employees as a so-called fringe benefit whereby they charge the employee from \$1.50 to \$2.00 per day for board and lodging that costs the contractor from \$5.50 to \$8.00 per day. It is understood that this subsidy has been

classed as income for tax purposes. The eligibility of this form of subsidy or cost to the contractor was referred to Washington for ruling in advance of preparation of force account work provided in the contracts. In conformance with the decision given, the orders were written excluding the board and lodging loss as an ineligible item. The contractors are taking exception and probably will submit claims.

The Alaska Road Commission is making their tank farm facilities available to private individuals by offering to sell the bituminous materials at cost. In actual practice the road contractors are permitted to offer for sale the product of the paving plants with the purchaser paying the contractor for the aggregate and mixing and the Road Commission for the bituminous cement which is used in the process. There is attached herewith the copy of the Alaska Road Commission Memorandum No. 30 which covers the subject and procedure.

An inspection trip covering the Turnagain Arm projects and the Alaska Railroad from Anchorage to Seward, including the port of Whittier, was made in company with Rex Lee, Assistant Director of the Division of Territories and Island Possessions of the Department of the Interior, Colonel Noyes of the Alaska Road Commission, Colonel Johnson of the Alaska Railroad, and some of their staff assistants, on July 27. It is understood that Mr. Lee is covering all of the Department of the Interior activities in Alaska. The adequacy of the Seward to Mile 58 portion of the Seward-Anchorage Highway appears to be a matter of considerable concern to the Department of the Interior representatives, and it appears probable that they will renew their request to have the reconstruction of this section advanced as much as possible. It appears also that the decision regarding continued service on the Portage-Seward section of the Alaska Railroad has not been finally reached. The matter was discussed briefly inasmuch as reconstruction of portions of the highway from Seward to Moose Pass is controlled by the existence of the Alaska Railroad.

Enclosures : Narrative Report by District Engineer French
Graph showing progress on major projects
Alaska Road Commission Memorandum No. 30

HAS:pp

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
Division 10
Seward District

MARKETIVE REPORT FOR

JULY 1949

TURNAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

As stated in previous reports, progress on these sections is better than last year, but with this season about half over it appears extremely doubtful if this project, particularly the work on the D section, will be completed within the time limit. There remains over 5 miles of clearing and about 7-1/2 miles of grading where no work has been initiated. This part of the work is at the highest elevation on the project and will be the first to be closed down by winter weather. Finishing and cleanup work has not been started anywhere. There is not one rock cut and few dirt cuts that have been finished. Clearing spoils remain scattered at random throughout the area of Section C. Only within the last week has the contractor done any work on slopes, and at this time he has only two men on this operation.

The bridge subcontractor continues to make good progress and has a very good chance of completing the bridges on this project within the time limit. Substantially all substructure concrete and erection of structural steel are complete, except on one small bridge where only part of the substructure concrete has been poured. This work was delayed by the grading contractor not excavating an adjacent rock cut. Most of the decks remain to be poured. Painting has been started. The bridge subcontractor is considered to be doing a very thorough and workmanlike job.

Engineering parties are located at Quartz Creek on the north end of Section D; at Bertha Creek near the summit and at the main camp at Mile 58.

Section E - Quartz Creek to Portage

Grading on this section consists mostly of borrow. Most of the borrow material is in place and grading work is not active. The 2-1/2 c.y. shovel has been moved to Section F-1 and the 1-1/2 c.y. shovel has been moved to the rock work on the north end of Section D.

Bridge work is active on the pouring of concrete decks on the already completed timber bents. Decks have been poured on 9 of the 12 timber trestles. Work has just started on the Quartz Creek Bridge, a 3-span steel and concrete bridge about 200 ft. long. As this structure involves considerable work, its completion within the contract time may be difficult. Except for this structure, the contractor should experience no difficulty in completing this project within the time limit.

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Section F-1 - Portage to Petersen Creek

Grading on this project also consists mostly of imported borrow, which is now being placed from a pit at Sta. 945. Work consists entirely of fills across the tide flats, and 3 treated timber trestles with precast concrete stringers and concrete decks. The shovel and trucks on the borrow should complete the grading by September or October. Borrow is estimated to be 40% in place. Sufficient suitable weather, after completion of grading on this project, is not likely to prevail so the grading equipment can be of any appreciable assistance on the D section.

All bents are complete on the trestles and the bridge work is not now active. Concrete decks will be poured after decks on the E section are completed.

Section F-2 - Petersen Creek to Indian

Grading work has been active most of this month on the section south of Girdwood, pending decision on the proposed change in the snow slide area north of Girdwood between Sta. 1350 and 1400. The shovel and trucks have placed most of the borrow across the Girdwood flats between Sta. 1250 and 1350. Work has now been started on the rock points that stick out in Turnagain Arm on the section south of Sta. 1250 where the line traverses the tide flats outside the railroad. Progress has been fair, but should improve during the coming months.

Agreement has been reached with the Alaska Railroad and the contractor on the line change north of Girdwood. The change agreed to place the railroad about 80 ft. out in Turnagain Arm from the present railroad line at the snow shed at Sta. 1398. The highway will be adjacent to and inside the railroad line on the same fill with the railroad. Centerlines are 36 feet apart and on the same grade for about 3,000 ft. This change will eliminate much of the snow slide trouble on the most dangerous snow slide area on the entire Turnagain Arm project, and will provide a highway that can be much more easily and cheaply maintained than the original line. The new location will not place the railroad in jeopardy of rock and mud slides that might be started by the heavy cutting in the wet earth material on the steep sidehill immediately above the railroad if the original line were constructed. The change will provide a better improvement from the standpoint of the Government, the Alaska Railroad, the contractor and the road user. Staking the change for construction has started and the contractor is expected to start work on it in a short time.

There are 4 small trestle bridges with treated timber bents, precast concrete stringers and concrete decks on this project. Work on the bridges has not started.

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

This work, under contract to J. J. Badraun, started June 4. Piling have been driven for 2 piers at Glacier Creek and the seal concrete has been poured for one pier. Steel foundation piles made up of 3 railroad rails per pile (see photographs BMF 4-1 and 4-2) are being used on this project with very good results. Work so far has been restricted to the Glacier Creek Bridge at Girdwood but is expected to be expanded within the next month as the contractor gets the road built south of Girdwood so other bridge sites can be reached.

Section G - Indian to Fetter (Construction being supervised by the Alaska Railroad)

A 300 man camp has been established at Rainbow, about the middle of the project, by Morrison-Knudsen, S. Birch and Sons and Peter Kiewit, joint venturers on the contract. A large amount of good new equipment has been observed enroute to and on the project and work should be starting any day.

GLENN HIGHWAY

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

The decision was finally reached to add the Ft. Richardson section by supplemental agreement and the previously awarded contract was cancelled. The agreement was signed by the Alaska Road Commission on July 11. Grading work on the Ft. Richardson section is now in progress.

Progress is improving. The hot mix asphalt plant started operations on July 8 and to date 6-1/2 miles of paving have been completed on the Palmer end of the project. The next 3-1/2 miles to the south have been base course surfaced and prime coated and will be paved soon. From Mile 36 near the Knik River bridge south towards Anchorage for a distance of 4 miles, portions of the new subgrade have not been sufficiently stabilized to permit placement of surfacing courses. Base course has been placed on a 7-1/2 mile section from the Klutna River bridge at Mile 26 to Mile 33.5. Grading has been completed from Mile 26 to Mile 33.5. Grading has been completed from Mile 26 to Mile 48 (at Palmer) and is in progress between Mile 16 and Mile 24, and also between Mile 0 at Anchorage and Mile 7 in Ft. Richardson. The contractor is pushing the work vigorously and making every effort to complete as much of the project as possible this year. Unfavorable weather has delayed the work.

Section B - Palmer to Mile 102 (54 miles)

The contractor has moved grading equipment in and established a camp near Alpine Lodge, 11 to 12 miles from Palmer. This contract is being supervised by the Alaska Road Commission.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 miles)

Production of plant mixed bituminous surfacing started July 18, working from Mile 365 at Fairbanks southeast towards Big Delta. The hot mix plant is set up in the gravel pit at Mile 356.1 where a 17,000 cu.yd stockpile of aggregate is available. Approximately one mile of bituminous surfacing, including the Gaffney Road extension to Ladd Field, has been completed. The next 8 miles to the southeast has been base course surfaced with 4 miles prime coated. Grading has been completed on a total of 27 miles. Frost in the borrow pits has delayed grading work. The contractor is working two crushing and screening plants producing base course. In addition to the 9 miles of base course on the road, a 10,000 cu.yd. stockpile of base course material has been produced at Mile 348.

The subgrade is being stabilized by excavating soft spots and back-filling with select gravel borrow and by raising the grade of the existing road 1 to 2 feet with gravel borrow.

Traffic has been getting through the work safely. On this project gravel borrow is usually excavated from under water pits and short sections of the grade are unavoidably rough while the material is drying out. The contractor has erected warning signs and assists traffic through whenever necessary.

Progress is improving and it appears that the project will be completed this year if favorable weather should prevail during the last half of the construction season. To date unfavorable weather has delayed the work.

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

Progress on this project has been slow due to a late spring and unfavorable weather since. The work is approximately 20% complete and it is apparent that the project will not be completed this year. The contractor has two dragline excavators, one shovel, and four scrapers working on grading. A crushing and screening plant is producing base course and a hot mix asphalt plant is being set up in the gravel pit at Mile 279.2. Approximately 17 miles of grading on the Big Delta end of the project have been completed. Base course surfacing has been placed and partially spread on a 9 mile section from the Tanana River bridge to Big Delta Junction.

The soft subgrade between Mile 285 and 288 south of Shaw Creek has been stabilized by a 2 foot fill of heavy gravel borrow. The worst sections of subgrade were excavated below the old road grade and backfilled with gravel.

It is expected that oiling work will start about August 1, weather permitting.

Traffic has been getting over the project safely. There is a fair volume of tourist traffic on the road.

The contractor has established a camp at Birch Lake and some of the engineering personnel will be moved there soon.

KENAI RIVER HIGHWAY

Forest Highway Project 5-B1, Coopers Landing Bridge

The contractor started work on July 9 and has since completed most of the clearing on the project. The work was done with a clearing dozer and all brush and spoils were piled and burnt. The right-of-way was left in neat and presentable condition.

Some grading work has been done on the east approach to the bridge and also near the connection to the old road at the west end of the project.

The contractor is engaged in constructing a temporary pile trestle bridge parallel to the new bridge which will be used in the hauling of 10,600 cu.yds. of borrow across the river and also in the setting of the stringers for the new bridge.

The contractor plans to pour the precast concrete stringers for the deck at Portage, where he previously poured similar stringers for the Turnagain Arm Section E and F-1 projects. The stringers will be shipped by rail to Moose Pass and then hauled by truck to the project.

An engineering crew of 9 men have established camp at Soper's Lodge, about 3 miles from the project. This crew also works on the Quartz Creek location survey.

Section B - Quartz Creek Location Survey

This work is being done by a 9 man survey crew which also takes care of the construction engineering on the nearby Kenai River bridge project. The crew is working out of Soper's Lodge where meals are obtained. Lodging is in Government trailers.

About 9-1/2 miles of "P" line have been run, working from Mile 41 on the Moose Pass-Hope road down through Quartz Creek canyon to a point 1/2 mile below Soper's Lodge. One mile of cross sections in the lower end of Quartz Creek canyon remain to be taken.

Investigation of alternate lines down Lave's Creek from Mile 38, and near the shore of Kenai Lake below Soper's Lodge will have to be made before final decision can be made on the route to be followed.

SEWARD MAINTENANCE OPERATIONS

Work during the past month has consisted mainly of adding select surfacing to the road between Moose Pass and Hope and also to the Coopers Landing road. Markers have also been set at the corners of bridges which do not have handrails. Minor repairs have been made to several bridges. Weeds along the roadside have been mowed. One new operator was hired during the month.

SEWARD HIGHWAY

Forest Highway Project 3-A9, RR Crossing to Mile 5

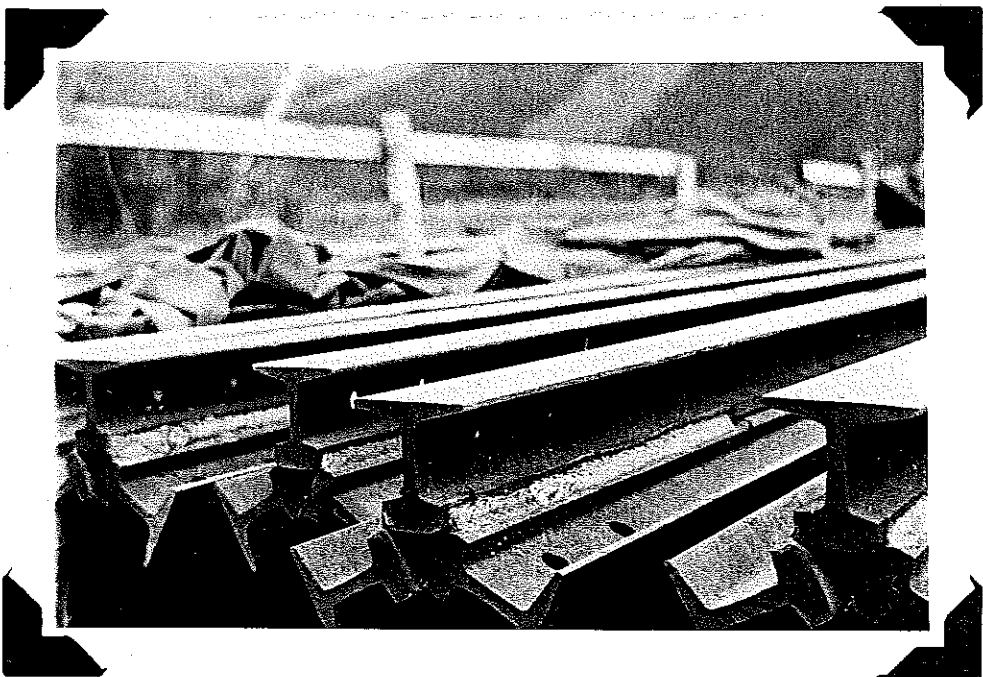
Right-of-way has been secured and the project will be advertised for construction in the near future.

Photographs showing some phases of the work are attached. Progress charts are also being submitted.



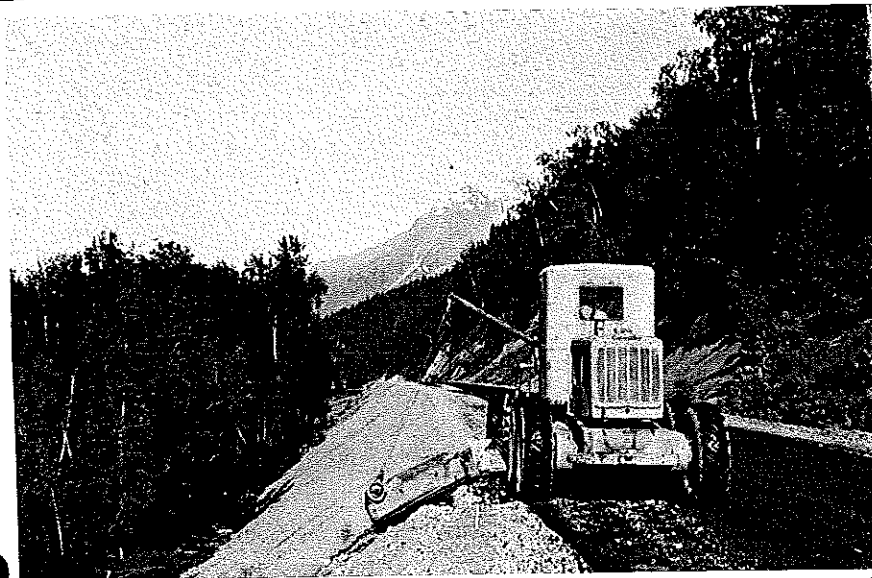
61-94-176

BMF 4-1 Shows device used to hold rails during welding. Turnagain Arm F3 Bridges, July, 1949.



61-94-177

BMF 4-2 Welded rails ready for use as foundation piling. Turnagain Arm F3 Bridges, July, 1949.



61-94-178

ENG 11-7 Sloping fills and cutting shoulder line on Glenn Hwy. Sec. A. View northeast from Mile 32. July 9, 1949.



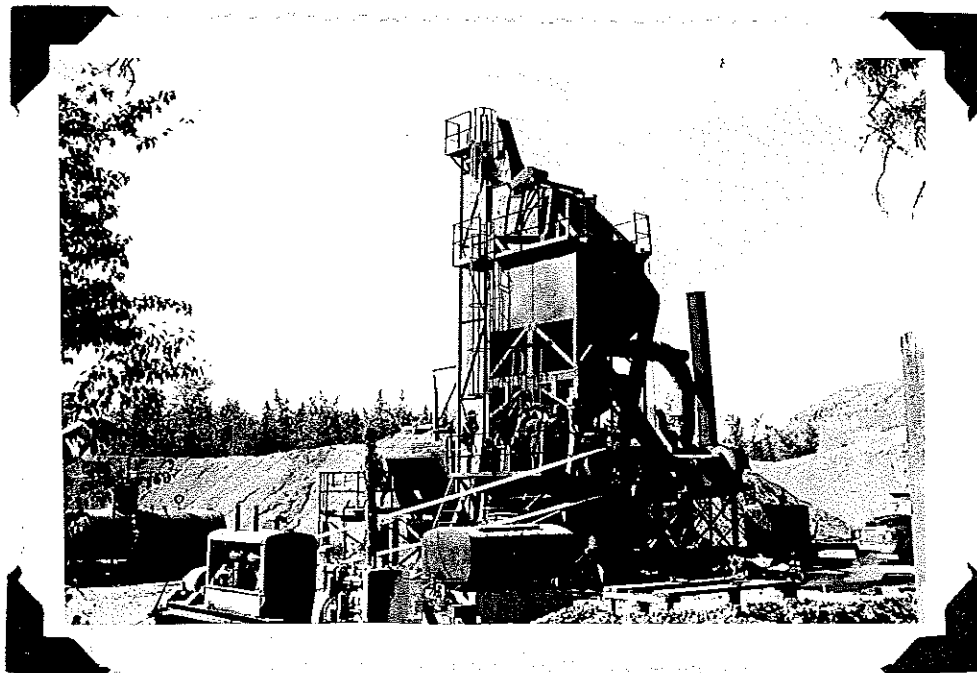
61-94-179

ENG 11-8 View northeast from Mile 30.5 showing sloping work done by above grader. Glenn Hwy. Sec. A. July 9, 1949.



61-94-180

BMF 4-5 View of graded section across Girwood flats ahead of sta. 1304 on Turnagain Arm Sec. F2. Looking northwest, July, 1949



61-94-181

BMG 11-4 Heatherington-Berner hot mix plant in operation in pit at Mile 40.5 on Glenn Hwy. Sec. A. July, 1949



61-94-182

ENG 10-6 Stripping partially complete. View is north from sta. 66 on sec. 6 of Turnagain Arm Project. June 29, 1949



61-94-183

ENG 10-8 Grading work in progress sta. 10 on Sec. 6 of Turnagain Arm Project. View is north. June 29, 1949

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS

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August 4, 1949

To : Mr. J. S. Bright, Deputy Commissioner, Washington, D. C.
From : ^{HAS} E. A. Stoddart, Division Engineer
Subject: Excerpts from Confidential Monthly Report for July 1949 for
Division No. 10

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