

General Services Administration
Bureau of Public Roads

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July 8, 1949

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

FROM: H. A. Stoddart, Division Engineer

There are enclosed two copies of the monthly report for June 1949 for the Juneau District of Division No. 10. This report has been delayed and therefore was not submitted with the Division monthly report.

HAS

Enclosures

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

Progress on Project 2-A12, Glacier Highway, Juneau - Juneau Air port Section, has been hampered by the unusually cool and damp weather during the month of June. It has been necessary to authorize the contractor to work on Saturday afternoons and Sundays in order to utilize what little favorable weather occurred during the month. The crushed gravel base has been placed over the entire project and the asphalt pavement has been laid between the plant at Lemon Creek and the end of the project, a distance of approximately $3\frac{1}{2}$ miles; and also on the one mile section from the beginning of the project at the city limits out toward the plant location. The project is approximately 50% completed.

Progress on the Alaska Highway, Section B Project has been satisfactory. The base course has been placed between the beginning of the project at Tok Junction (Mile Post 1318.7) to Mile Post 1331.6. This base course was all produced from the pit at Mile Post 1330.95 and the plant has now been moved to Robertson River pit. The contractor was unable to obtain asphalt from the Government tanks at Valdez at the time when he was ready to start hauling. This delay was caused by an explosion in the heating plant at the tank farm. This, however, has now been repaired and deliveries from Valdez have been started. In the meantime, however, the contractor hauled a total of 107.36 tons of MC-2 asphalt from Anchorage. A claim from the contractor for hauling differential on the asphalt obtained from Anchorage has been made, as well as reimbursement for wages and equipment rental while they were unable to obtain the oil in Valdez as stipulated in the contract. The project is approximately 33% completed.

In the Ketchikan area Mr. J. A. Newas continued relocation surveys in that locality. Procedure in obtaining Rights of Way on the Bugge Beach - Mountain Point Section has been initiated. This work should be completed in the near future.

Work was started on the resurfacing project on the Wrangell Forest Highway, Route 16. The contractor has moved his equipment on the ground and production of crushed gravel has been started. Mr. B. R. Isaacs, SP-8, is in charge of the project.

Reconstruction of the north pier on the Carlanna Creek Bridge, Forest Highway Project 1-44, was started in the last week of the month. The work completed so far consists of moving the remains of the old pier. This work is also under the supervision of Mr. J. A. Hewes.

The maintenance operations during the month were routine.

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

STODDARD	
REFFER	
PLITT	
BLACKWELL	
L. MILLER	
RILEY	
NEELEY	
BRYANT	
KELLY	
HOLMQUIST	
WHITMORE	
ANSWERED BY	

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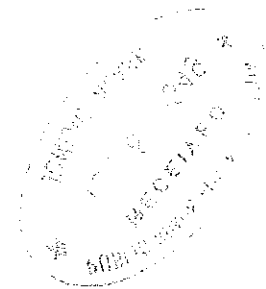
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The maintenance operations during the month were routine.



Work was started on the road building project on the Gannan Creek Highway, Route 16. The contractor has moved his equipment on the ground and production of crushed gravel has been started. Mr. J. A. Hayes, District Engineer, is in charge of the project.

Reconstruction of the north pier on the Gannan Creek Bridge, Forest Highway Project 1-44, was started in the last week of the month. The work consisted of saving the remains of the old pier. This work is also under the supervision of Mr. J. A. Hayes.

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General Services Administration
Bureau of Public Roads

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July 6, 1949

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

FROM: H. A. Stoddart, Division Engineer

SUBJECT: Confidential Monthly Report for June 1949 for
Division No. 10

Approval has been received to call for bids on the two projects at Ketchikan on the Tongass Highway either as two single projects or by a combined bid for the two projects. The bidding documents are being prepared to be consistent with the approved plan and also to provide that materials will be supplied by the Government. It is expected that the bids for materials will be received at the same time so that if the roadway bids are not acceptable, arrangements may be made promptly to proceed with day labor construction. Wider interest in the projects has been noted and it is therefore hoped that with revision in the design for a more economical type of structure over Wards Cove Creek, that acceptable bids will be received which will permit awarding the contract for the work.

Bids were received on June 20, 1949, for Forest Highway Project No. 7-A5, B2, the Petersburg section of the Mitkof Highway. The project involves principally surfacing, but includes a moderate quantity of rip-rap for protection of the roadway adjacent to the Wrangell Narrows. A single bid was received amounting to \$113,206.90, which was 61 percent over the engineer's estimate of \$70,260. In view of the excess of the low bid over the engineer's estimate, the bid was rejected. The project is being restudied with a view toward modifying the design with the thought that other sources of material may be found to be available which would result in lower prices. Action will be deferred until bids are received on the Ketchikan project. The method of construction adopted at Ketchikan would influence the recommendation for either readvertising or to proceed immediately with day labor construction for the project.

Award for the Kenai River Bridge on the Kenai Highway, Forest Highway Project No. 5-B1 was made to the M. P. Munter Company of Seattle, Washington, although his bid was received late, on the basis that the information given the bidder by representatives of the Post Office, even though inconsistent with actual mail schedules, governed in this case since the bidder was entitled to depend on the information so obtained.

General Services Administration
Bureau of Public Roads

- 2 -

Progress was continued on Forest Highway Project No. 2-A12, the Glacier Highway Project for bituminous surfacing of the road extending from Juneau to the Juneau Airport, although greatly retarded by continuing adverse weather throughout the month.

The other projects on approved programs are all being advanced to the advertising stage and should all be placed under contract in July. In the last report, it was noted that bids had been received and contract awarded to S. Birch and Sons and Morrison-Knudsen Construction Company for Section A-1 of the Glenn Highway, extending 8.8 miles through the Fort Richardson Military Reservation. Previous reports had noted that the work was initially to be handled as an extension of the contract for Section A of the Glenn Highway to the same contractor. On June 15, Colonel Noyes of the Alaska Road Commission met with the contractor and requested him to accept cancellation of the contract for the A-1 section and agree to construct the work under the supplemental agreement as originally negotiated, carrying with it the minor alterations that were made when the project was placed for bidding. The Division Engineer being absent on a field trip, this somewhat questionable procedure was not strongly opposed by this office and upon review later, although the doubtful procedure was brought to Colonel Noyes' attention, it seemed too late to adopt any other course of action than to carry out the execution of the supplemental agreement since all the interested parties were satisfied with the terms of the agreement. The agreement provides for a saving of approximately \$20,000 under the bid amount, but the contractor receives the benefit of extension of the time limit of the work under the original contract to cover all of the calendar year 1950.

The Babler Brothers and Rogers Construction Company began production of crushed gravel surfacing material on May 25. Progress has been excellent and they now have completed the base course on 2 1/2 miles and have applied the MC-2 first application of prime to four miles of roadway beginning at Tok Junction and extending westerly toward Fairbanks.

Except for a minor explosion of dust in the steam boiler on June 16, 1949, in the tank farm at Valdez, deliveries of bituminous materials at the tank farms are understood to have been made without unusual incident or difficulty.

Construction operations on the two large contracts on the Richardson Highway and on Section A of the Glenn Highway are proceeding at an accelerated rate, although some delays resulting from adverse weather have been noted. The operations are described in considerable detail in the narrative report from the District Engineer.

Progress also has been accelerated on all contracts on the Turnagain Arm Projects, except on Section F-2 on the Max J. Kuney contract. Early in the month, it was found that for a distance of approximately 2,000 feet where the design placed the highway above the railroad tracks in what has been expected to be solid rock excavation, it was found that the material

- 3 -

was predominately common. A large amount of surface water also was encountered and the combination of excessive moisture and excavation in common material resulted in extremely adverse conditions and caused the work to be shut down by the contractor. The contractor modified his plan of operation to allow him to carry on his work in the other direction from Girdwood to permit a restudy of the design for the section in question. It was found that by shifting the railroad alignment that a roadway location was available which would be parallel to the new railroad center line and would have the advantage of better drainage, more stable slopes, and considerable improvement with respect to possible snow slides. It is expected that the resultant design will be approximately equivalent in cost to the anticipated probable cost on the original line with the slopes modified to provide for excavation in common material. The change in location will be covered by a formal change order to be submitted for approval promptly after the detailed design can be completed.

The recruitment program for engineering assistants was completed during the month. It is anticipated that it may be necessary to request employment of a few additional employees for replacements of such men who resign or who are terminated during the remainder of the season.

The transfer of Mr. L. H. Miller previously noted was not approved and he remains on a temporary detail from Division 9. Upon completion of Mr. Kiely's assignment in Portland to review bridge shop plans and inspection of bridge materials, he proceeded to Juneau, arriving here on June 7 and has been assigned as Acting Bridge Engineer for the Division Office with headquarters at Juneau. Mr. H. E. Whitmore has been acting as Equipment Superintendent, being on loan from Division 9 at Denver. His assignment was on a short-term basis and he was to be replaced early in July by Mr. R. E. Wright, also from Denver. Advice was received that Mr. Wright was not available, but that steps were being taken to obtain the services of some other qualified employee.

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Enclosure

HAS:rb

PUBLIC ROADS ADMINISTRATION
DIVISION 10
SEWARD DISTRICT

NARRATIVE REPORT FOR

JUNE 1949

TURNAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

Progress on these sections is much better this year than last and grading operations seem to be better organized. Drilling, blasting and excavating with shovels and trucks on the south 4 miles of Section C and the north end of Section D is now progressing more favorably than this type of work has progressed since the contractor started. Clearing, grubbing and cleanup work is still behind schedule and is retarding the grading to some extent, particularly on the D section.

Progress on bridges is good. Steel is all erected and deck form work is started on the Canyon Creek bridge. Structural steel has been delivered at the sites and most of the concrete has been poured for 5 other bridges. There remains only one bridge on which no work has been done. Engineering parties are now located at Quartz Creek, at Bertha Creek near the summit, and at the main camp at Mile 58.

Section E - Quartz Creek to Portage

Grading work on this section is not now active. Most of the borrow from the pit at Sta. 706 has been moved and the 2-1/2 c.y. shovel and trucks that were on this work have moved to the F-1 section. The shovel working at Quartz Creek has worked up on to Section D. There remains probably 40,000 c.y. of borrow to complete the grading on this project. This work will be done when the shovel now on Section D moves back. Bridge work consists of setting precast concrete stringers and pouring concrete decks on the already completed timber bents. Decks have been poured on 3 bridges and fair progress is being made. The precast stringers seem to be working out very satisfactorily.

Section F-1 - Portage to Peterson Creek

The contractor moved a 2-1/2 c.y. shovel to this section from Section E and started construction of one lift of a fill from the Peterson Creek borrow pit at Sta. 990 back to the borrow pit at 945. The reason for this was to gain entrance to the pit at 945 with the contractors equipment. As the tide flats will not support equipment and the only place equipment could be unloaded from the railroad was at Peterson Creek, this method of operation was adopted. A temporary bridge has been built across the main channel at Twenty Mile River so a crane can be used for placing the precast stringers. No work is now in progress on the bridges. All bents are complete, and it is planned to pour the decks after all decks on the Section E bridges have been completed. This project is considerably behind schedule, but the grading operation now starting should improve progress materially within the next month.

Section F-2 - Peterson Creek to Indian

Practically no progress has been made on this section during the past month. The heavy cut just north of Girdwood has thus far turned out to be mostly common material which is saturated from both surface and underground water. The contractors shovel and tractor equipment have been bogged down as drainage has not yet been provided and hauling equipment could not be operated in the wet material. The contractor is now trying to devise some alternate method of profitably moving this wet material. The material is suitable for fills when it is dry, but in a semi-liquid state it is imposing considerable of a problem for the contractor. It is necessary to take this cut out on a 1:1 with extra ditch width instead of on a 1/2:1 as designed. The alteration of this design detail will increase the yardage in the cut by about 50,000 c.y. All grading equipment has been idle most of the time since about June 5.

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

Contract work started June 4 when the contractor started setting the cofferdam for the north pier of the Glacier Creek bridge. Two cofferdams are now in place and the excavation for one pier is complete. Considerable material and equipment is on the project and it is apparently being organized to maintain satisfactory progress. Work this year is expected to be confined to the 3 bridges south of Girdwood.

Section G - Indian to Potter

The Alaska Railroad has awarded this section to Morrison-Knudsen, S. Birch and Sons and Peter Kiewit on the basis of their low bid of about \$5,500,000.00. The contractors are setting up construction headquarters at Rainbow, Railroad Mile 94, and are expected to start work within a few weeks. Sufficient cash for the entire project is understood not to be available.

CLENN HIGHWAY

Section A - Anchorage to Palmer (Exclusive of section thru Ft. Richardson)

Clearing has been practically completed except disposal of the spoils. Base course surfacing has been placed on the north 10 miles of the project between Palmer and the Knik River bridge and application of MC-2 prime coat is expected to start any day. Plant mix aggregate is being produced and stock piled for the northerly 16 miles before the crusher is moved to a new location. Grading operations are in progress at various locations on about 15 miles south of the Knik River Bridge and progress is being improved rapidly. No work has been started on the first 3 mile section between Anchorage and Ft. Richardson and no work has been resumed on the section immediately north of Ft. Richardson where grading was started last year. In order to provide a stable roadbed for placing base course surfacing it is necessary that borrow material in addition to the planned quantities be provided. All work is on a 2-shift 6 day week basis.

Section A - Anchorage to Palmer - con't.

Engineering personnel totaling 29 men, working from two locations, are employed on the project.

Section A-1 (8.3 mile section inside
Pt. Richardson)

Contract for this work in the amount of \$385,657.00 was awarded to Birch-Morrison-Knudsen, the same firm that has the contract for the A Section. No contract work has been started.

Section B - Palmer to Mile 102

This work was awarded to McLaughlin Inc. of Great Falls, Montana, for about \$1,750,000.00. The contractor is moving in. This contract is being supervised by the Alaska Road Commission.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake

Rock borrow for the first 12 miles south of Fairbanks has been completed. Gravel borrow is being placed with 4 2-1/2 c.y. drag lines and a large fleet of trucks. All borrow has been placed on about 12 miles south from Fairbanks and this section is practically ready for base course surfacing. About 10,000 tons of plant mix aggregate have been produced and stock piled for the north end of the project and an additional crusher will soon be in operation producing base course surfacing. It is necessary to provide additional borrow for strengthening the subgrade and for back-filling areas where unsuitable material was excavated from the roadbed. Frost coming out of the ground has caused numerous subgrade failures.

Unfavorable weather has retarded progress. Frost coming out of the ground and rains made it necessary to close the Richardson Highway from May 27 to 31 and from June 6 to 12. Closure was due to conditions between the south end of this project and Big Delta. Travel has also experienced some difficulty in traveling this project, although the road has not been closed. The contractor is apparently bending every effort to complete this project this year.

Engineering personnel totalling 40 men are working from 3 locations on the project.

Section B - Harding Lake to Big Delta

Rain during June and frost coming out of the ground made it necessary to close this project to traffic on two different occasions as explained above in discussing Section A. Most of the serious subgrade failures were on an 8.5 mile section extending south from Shaw Creek between Milepost 280 and 288.5. The aggregate length of the sections which have failed

probably does not exceed one mile, but the delay and inconvenience to traffic has been acute, and the delay of construction operations caused by the road closures is considered to have been unavoidable. After re-opening the road to traffic, it has been necessary on several occasions to have tractors to pull vehicles through the worst mud holes.

The grading work involved in this project, 800,000 c.y. so far exceeds the amount of grading on Section A, 450,000 c.y. exclusive of rock borrow already placed, that it will be very difficult for the contractor to complete the project this year. Grading is being done with a 2-1/2 c.y. shovel and heavy trucks on Shaw creek hill, about Mile 290, but much additional equipment will be required if the 590,000 c.y. of roadway prism excavation is to be moved during this season in time to complete base course and plant mix this year. Borrow is being placed on the subgrade with a 2-1/2 c.y. drag line and 4 Terra Cobra self powered scrapers. Production of base course gravel started June 11 and is progressing northward from the Big Delta end of the project. It is necessary on this project to provide considerable additional borrow for strengthening the subgrade and for backfilling areas where it was necessary to excavate and waste unsuitable material. It is necessary, also, to provide a substantial additional quantity, approximately 3,000 ft., of culvert pipe to provide necessary minor drainage. Study of the project this year during the spring runoff revealed many places where pipe culverts were necessary where their need was not apparent during last year's dry season when the original estimates were made.

Engineering personnel totalling 36 men are working from Alaska Lodge, 85 miles south of Fairbanks.

KENAI RIVER HIGHWAY

Forest Highway Project 5-B-1, Coopers Landing Bridge

After some delay, due to late receipt of Mr. Munter's bid in the Division Office, this project has been awarded to Munter. He plans to start moving to the project within a week and will establish headquarters at Sopers Lodge, about 3 miles toward Seward from the bridge site.

Section B - Quartz Creek Location Survey

This work has been curtailed somewhat during the past month due to the necessity of taking men off the survey for the Turnagain Arm C and D construction engineering. About 8 miles of "T" line have been run and most of the cross sections and levels taken. It now appears that the route of the old 1929 survey down Daves Creek, following near the present Forest Service road has considerable merit, and that both routes should be carefully considered before one is finally selected.

It is planned to move an engineering crew to Sopers Lodge within the next month to handle this survey and also the construction engineering on the Coopers Landing Bridge.

SEWARD MAINTENANCE OPERATIONS

Work during the past month has consisted mainly of reinforcing soft spots, routine blading and smoothing the surface after the spring thaw and replacing worn out untreated timber bridge decks. Painting of bridges will be started when necessary material is received. Considerable moisture during the month softened the surface for blading, and it is now generally smooth and in good condition for travel.

SEWARD HIGHWAY

Forest Highway Project 3-A9, R.R. Crossing to Mile 5

Preliminary plans have been received from the Division office and reviewed for plan changes. It is hoped that right-of-way clearance can be obtained within a few days so this project can be advertised.

Photographs showing some phases of the work and progress charts are attached.



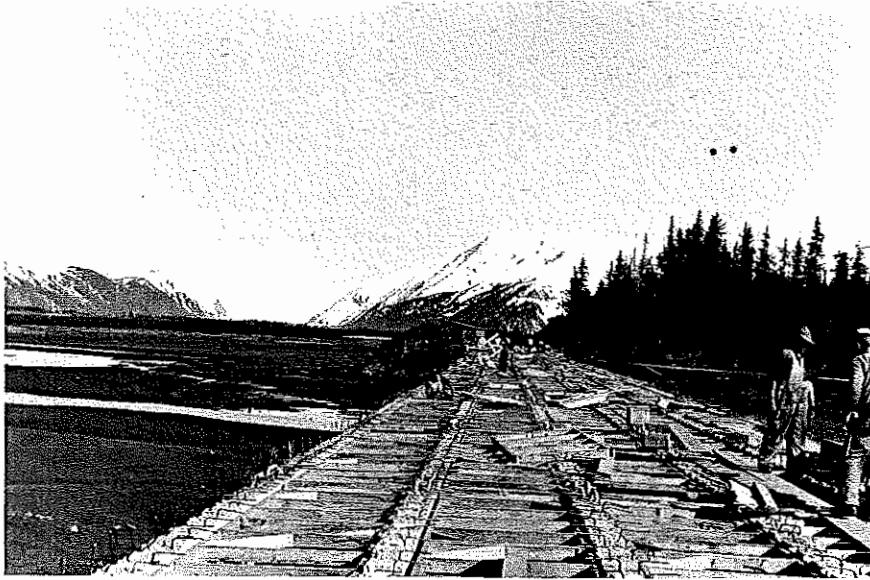
61-94-184

BMF 3-6 Glenn A. View north (toward Palmer) from Sta. 1575
(Mile 40.6). Shows compacted base course.



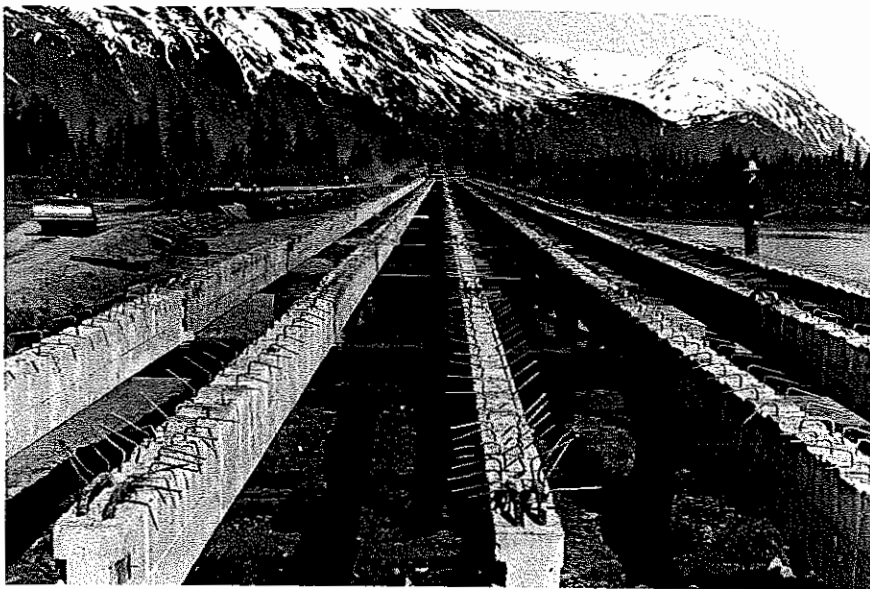
61-94-185

BMF 3-5 Glenn A. View south toward Anchorage from sta. 1950.
This is the first tangent south of Palmer. Shows
base course in windrow partly processed.



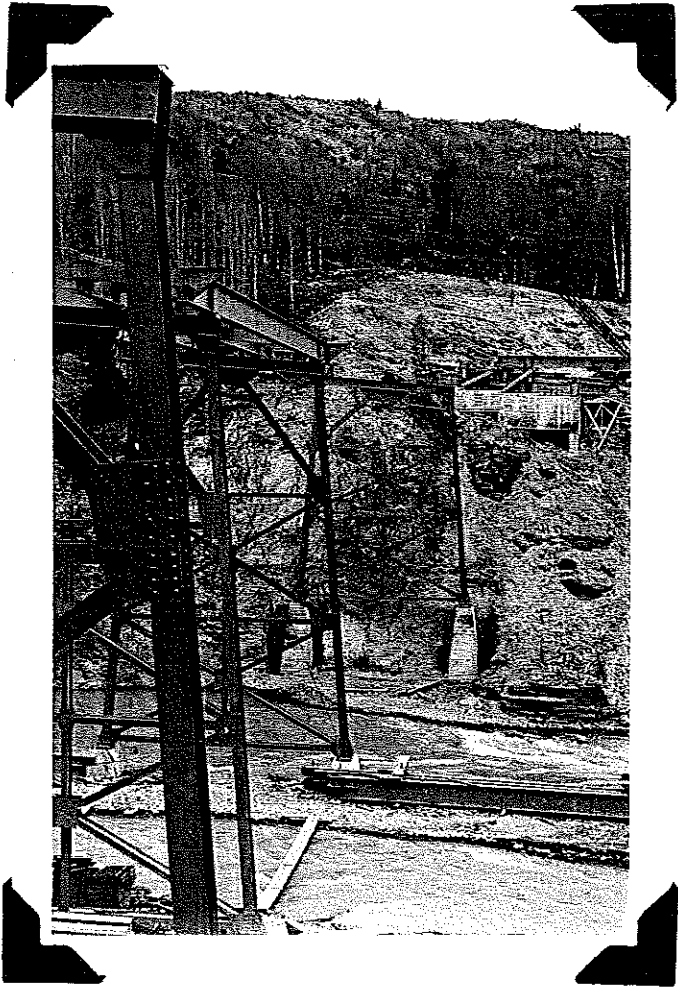
61-94-186

ENC 8-8 Turnagain Arm B. Looking north at Muddy Creek Bridge. Deck forms partly in place.



61-94-187

ENC 9-3 Turnagain Arm B. Looking north at Placer River Bridge. Shows precast stringers in place.



61-94-188

EHC 9-8 Turnagain Arm C. Tower Steel for Canyon Creek Bridge near south end of Section.



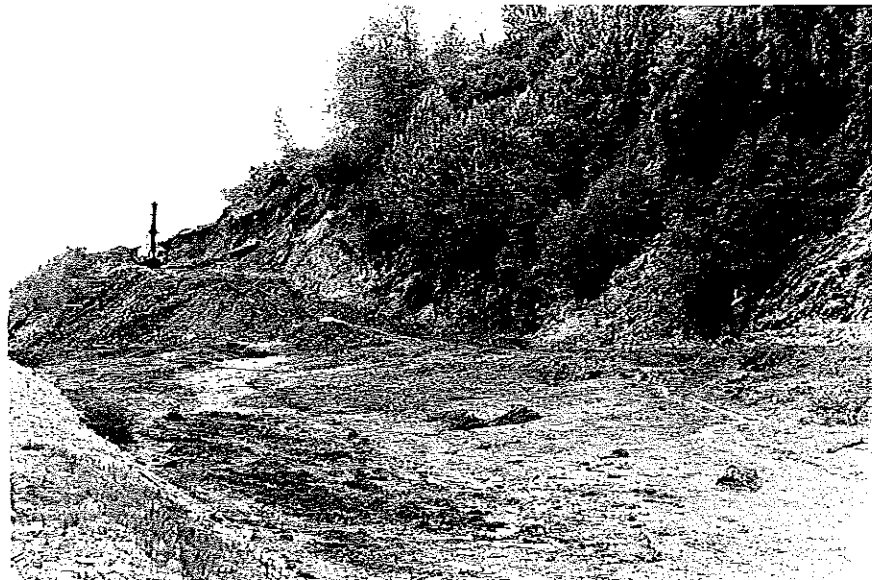
61-94-189

BMF 2-7 Richardson "B" Grading on Shaw Creek Hill near Mile 289.



61-94-190

BMF 3-1 Glenn A. View north (toward Palmer) from Mile 17. Shows cleared right of way.



61-94-191

BMF 1-4 Turnagain Arm F-2 North of Girdwood, ahead from 1380 plus 60. Shows cut and wet excavated material.



61-94-192

BMF 1-8 Richardson "A" asphalt plant and stock piled plant mix aggregate at Mile 354.65.

BUREAU OF PUBLIC ROADS
GENERAL SERVICES ADMINISTRATION

PUBLIC ROADS ADMINISTRATION	STODDART
FEDERAL WORKS AGENCY	REAGAN
REGIONAL HEADQUARTERS	L. MILLER
	KIELY
	LEELEY
	BYRANT
	KELLY
	HOLMQUIST
	WATMORE
	ANSWERED BY

855 PHELAN BUILDING
SAN FRANCISCO 2, CALIFORNIA

IN YOUR REPLY PLEASE REFER TO
FILE NO. _____

July 8, 1949

To: Western Division Engineers (Lynch, Matteson, Morris, Stoddart)

From: L. I. Hewes, Chief, Western Headquarters

L. I. Hewes

We note that some of your District Engineers' monthly news letters refer to Forest Highway projects by number only without including reference by geographical description or termini. Adding a brief reference to the termini adds a great deal to the interest and value of these letters. Please instruct your District Engineers not to omit these references. At the same time, we would like you to commend them on the excellent job they are doing in preparing these letters.



BUREAU OF PUBLIC ROADS
GENERAL SERVICE ADMINISTRATION
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
REGIONAL HEADQUARTERS

822 EIGHTH BUILDING
SAN FRANCISCO 2, CALIFORNIA

IN YOUR REPLY PLEASE REFER TO

FILE NO.

JUL 11 1949

RE: [Illegible text]

FROM: [Illegible text]

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