

December 6, 1949

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

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A meeting was arranged by representatives of the Department of the Interior and the military stationed in Alaska to discuss transportation and communications in the Territory. Representatives of other interested organizations, including Bureau of Public Roads, were also invited to attend the meeting which was held in Juneau. Co-chairmen for the meeting were Kenneth J. Kadow, chairman of the Interior Department's Alaska Field Committee and Lt. Gen. Nathan P. Twining, overall commander of the Alaskan Command. Top men of each military command in Alaska attending were: Major General Stanley L. Scott, U. S. Army; Brig. Gen. Frank Armstrong, Alaska Air Command; Rear Admiral Frank D. Wagner, who commands the 17th Naval District; Capt. N. S. Haugen, acting 17th District Commandant of the U. S. Coast Guard; Col. Fred P. Andrews, commanding officer of the Alaska Communications System; Lt. Col. J. D. Alexander, Adjutant General of the Alaska National Guard; Capt. S. C. Hansen, Alaska Communications System Sector Commander; Captain Shaw, Col. Gore; Col. Addington and Lt. Col. Cumbas. Others present at the meeting were: Acting Governor Lew H. Williams; Joseph T. Flakne, Alaska chief of the Interior Department's Division of Territories, B. Frank Heintzleman, Regional Forester of the U. S. Forest Service; H. A. Stoddart, Division Engineer of Bureau of Public Roads; Walter P. Flett, CAA head; Robert O. Kinsey, CAB chief; Paul Warber of the Post Office Department, superintendent of the railway mail service; Colonel J. P. Johnson, general manager of the Alaska Railroad; D. E. Nucker, Assistant to the General Manager of the Alaska Railroad; Colonel John R. Noyes, Alaska Road Commissioner; Lowell Puckett, regional Land Management administrator; Don C. Foster, head of the Alaska Native Service; Frank A. Metcalf, Territorial Highway Engineer; Ralph Browne, assistant manager of the Alaska Development Board and George Megrath, technical assistant to Kenneth J. Kadow.

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The railroad rehabilitation plan was outlined. The program includes reconstruction of the roadbed and facilities to improve the efficiency of the railroad to enable it to handle all prospective civilian and military requirements at tariff rates in line with those obtaining in the States. It was brought out that the proposal to rehabilitate the railroad line from Portage to Seward is now being reviewed at the Washington level. Supporting the proposal to retain railroad connections with Seward is the stated necessity of the military that two ice free ports are required. It apparently is conceded that the logical ports to be provided to satisfy this requirement are Whittier and Seward. Other ports considered have been Haines, Cordova, and Shotgun Cove but none appear to have the immediate possibilities which may be obtained by reconstructing a portion of the Portage-Seward railroad. It appears that as an ultimate possibility a railroad from Haines to Fairbanks might have sufficient merit to justify construction. The terminal at Haines offers protection from attack by following the inland passage and also has the advantages of light grades for a railroad between Haines and Fairbanks. This route also offers possibilities as a rail-ferry operation. In planning for port operation the factor of non-interference between military and civilian operations appears to be of considerable importance. For the present the military is excluding all except emergency civilian shipping through Whittier and is operating it entirely for military shipping.

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There is also under consideration a proposal to adopt a freight rate which will provide equal rates from either Seward or Whittier to points in the interior. Among other information developed, it was shown that 82% of all freight handled on the Alaska Railroad is for government organizations or for government construction.

General Scott requested information on the progress made on the study of a possible access road from Whittier to Portage and indicated that in his opinion a construction cost of perhaps \$5,000,000 for a facility that would simply be a standby or emergency road was probably not justified, but he appeared to believe that the plan could be modified to provide a road into the port which might utilize the existing railroad tunnels to eliminate the high cost portion of the connection. In line with this suggestion a report will be developed, analyzing the problem and suggesting such alternates as appear feasible.

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and firing ranges, with emphasis on the interference with civil airways and areas particularly adapted to wild life. Specific mention was made of the area in the vicinity of Big Delta which supports the large herd of buffalo and is now being required for use as a firing range. The military offered to more carefully screen their requests for withdrawals and in turn it was agreed that military uses had the highest priority and that no reasonable request would be refused.

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Enclosures: Graph showing progress on the Turnagain Arm project
Graph showing progress on the Interior projects

HAS:pm

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

From : H. A. Stoddart, Division Engineer

Subject: Confidential Monthly Report for November 1949 for
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Enclosures: Narrative Report by District Engineer French
Narrative Report by District Engineer Wyller
Graph showing progress on the Turnagain Arm project
Graph showing progress on the interior projects

HAS:pm

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

The weather conditions during the month of November continued favorable inasmuch as unusually mild temperatures prevailed. As a consequence the various construction projects remained active.

Progress on Project 1-B7,G3, Tongass Highway, was not very impressive. The Weekly Report for November 26 indicated that the project was only 1.4% complete, as against approximately 24% of the contract time elapsed. The only work done so far has consisted of a small amount of clearing and grubbing. Actual work on Project 1-D6,B4, which is included in the same contract as Project 1-B7,G3, has not been started as yet.

Progress on Project 7-A5,B2, Mitkof Highway, Petersburg, was only fair during the month. The contractor found, after having erected his crushing plant, that he could not process the material found in the gravel pit through the crusher without first washing out some of the excessive amount of fines. An attempt was made to construct a homemade washing device which, however, did not prove successful. The contractor has ordered a complete washing plant, and in the meantime has been stockpiling the raw material in the immediate vicinity of the crusher; but no material has yet been processed and placed on the grade. The best source of material has been found below the high tide line, and the dragline work is, therefore, controlled by the tides. The height of the tides and the time of day at which they occur have a considerable effect on the progress of stockpiling materials. The washing plant is expected in the very near future and as soon as it is erected the contractor plans to commence crushing and placing the processed material on the grade.

Progress on Project 31-A7,B2, Douglas Highway, has been very satisfactory during the past month. The clearing and grubbing is 99% complete, only a minimum cleanup remaining to be done. The excavation is 90% done, and the borrow item is about 50% done. All culverts have been placed with the exception of a few culverts under side roads, and approximately 15% of the crushed gravel has been placed. The entire project is estimated to be 55% complete.

Project 7-D2, redecking of the Falls Creek Bridge, Mitkof Highway, was previously authorized to be handled by day labor method. During the month of November we received the last of the materials required and work was started in the middle of the month by our regular maintenance crew consisting of Foreman and one man. Since then, two additional men have been added to the crew for this particular project. It is expected that the project will be completed in the middle of December.

The survey work in connection with obtaining complete soil survey on the Duck Creek - Suk Bay Section, Route 2, Glacier Highway, was completed in the middle of the month. The crew was then sent to Sitka to obtain some additional information needed for the design of the Sitka-Sawmill Creek Section of the Sitka Highway. It is expected this will be completed in the middle of December.

A small survey crew was assigned to obtain additional information, particularly soil survey data, on the Douglas Bridge - Fritz Cove Section of the Douglas Highway. This crew is working in conjunction with the Materials Section of the Division Office.

The work on repairing the damage which occurred on the Forest Highway System adjacent to Cordova late in September has been progressing satisfactorily. Due to the mild weather conditions we will probably be able to get more repair work accomplished this fall than originally anticipated. As mentioned in our last report, for the month of October, the emphasis has been placed on repairing Route 32, the Cordova-Airport Road, first, leaving the work on Route 4 to the last, with the exception of emergency work necessary to keep it open for traffic.

All other maintenance activities in the District have been routine during this month.

The Bureau of Community Facilities of the General Services Administration established an office in Juneau during this month. The major portion of the furniture used by the Juneau District Office belonged to the Bureau of Community Facilities, and had been used under an agreement with that office. Also up to the time that the new office was established the Bureau of Community Facilities had participated in the rental of the space occupied by the Juneau District Office to the amount of 25%.

and had sufficient space for their files and desk for one clerk. The borrowed furniture, all the files, etc., belonging to the Bureau of Community Facilities were returned when the new office was established. The Juneau District Office has obtained sufficient furniture to carry on, but are still lacking many items to be fully equipped..

The District Office has for some time been in need of additional stenographic and clerical help, which has made it difficult at times to be prompt with submission of correspondence, estimates and reports. Efforts to obtain additional help have so far been unsuccessful.


ORR F WELER
District Engineer

November 29, 1949

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

NOVEMBER 1949

TURNAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

All work on these sections closed down for the winter November 19. On that date there was about 12" of snow at Mile 58, a similar amount at the mouth of Quartz Creek and about 26" on the summit which is about Sta. 170 on Section D. The C section and about 3 miles of the south end of the D section are substantially complete. All bridges are complete except painting and are in use. The rock work around Canyon Creek and Granite Creek has been completed and the new road from Mile 58 to the summit, about Sta. 170 on Section D, is in very good condition. Cushion material has been placed throughout this part of the project.

There remains a section about $\frac{1}{2}$ mile in length (sta. 216 to 242) that cannot be traveled with a 4-wheel drive vehicle but there are several sections that can be traveled where all the excavation is not out. The incomplete portion is all on the Turnagain Arm side of the summit where snow will remain for a long period in the spring.

Most of the equipment from these projects has been moved to Seward for overhauling and both the engineering camp and all contractors camps have been closed down.

The completion date for all work on this contract, except painting structural steel and metal hand rail, is December 31, 1949. The work will not be completed on time. A time extension has been requested by the contractor and is under consideration.

Section E - Quartz Creek to Portage
Section F-1 - Portage to Peterson Creek

All work on these sections has been completed except painting of structural steel and hand rail. Painting will be completed next year as provided in the contracts. Both projects present a neat and workmanlike appearance and riding qualities are good. The camp at the mouth of Quartz Creek will be used next year on the D Section.

Section F-2 - Peterson Creek to Indian

This is the only Turnagain Arm project on which work has not been suspended for the season. Work was active both ways from Girdwood until November 19. Rain on November 18 and 19 made it impracticable to work the wet hillsides north of Girdwood and the shovel and other grading equipment was moved into the rock section at sta. 1204 south of Girdwood. Progress north of Girdwood has been slow. The

extreme northern limit of construction operations is sta. 1455 and only a tote road has reached this point. No appreciable amount of grading work has been done north of sta. 1455. Work is now active in the rock sections and borrow south of Girdwood with a $3\frac{1}{2}$ c.y. shovel, a $2\frac{1}{2}$ c.y. shovel, heavy Euclid trucks and bulldozers. Progress in these rock sections has been much better than on the wet side-hills to the north.

Piling for the north abutment at Kern Creek which were covered with blasted rock from an adjacent cut have not been uncovered.

Present plans of the contractor are to continue grading work as long as weather and ground conditions permit. There is very little frost in the ground and practically no snow. The minimum temperature recorded this year is about 10° above.

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

All work closed down on November 10 when the last concrete poured had been heated the required length of time.

Glacier Creek bridge at Girdwood is complete except painting steel and minor clean-up and is in use. One abutment and both piers are complete and steel for two of the three spans is in place for Kern Creek bridge. Piling for the north abutment have not yet been uncovered and repaired. Both piers and abutments of the Peterson Creek bridge are complete to the point where steel can be erected when work is resumed.

There remain two bridges, Bird Creek and Indian Creek, near the north end of the project on which no work has been done.

Steel for the Bird, Indian and Peterson Creek bridges has been ordered for delivery next year.

Progress and workmanship on the bridges is considered good.

Section G - Indian to Potter

This section is under contract to Morrison-Knudsen, Birch and Peter Kiewit by the Alaska Railroad. Good progress is being made. It has been reported that the contractors plan to suspend operations for the season sometime in December.

The contract specifies completion of the highway for one way traffic by November 1, 1950 and present indications are that the contractor will easily meet this requirement.

GLENN HIGHWAY

Section A - Anchorage to Palmer (48 Miles including 8 miles through Ft. Richardson)

Thirty miles of plant mix paving was placed and paving work was suspended October 5 as previously reported. Base course production and placement on the roadway was completed November 1, and the last of the cover aggregate was produced and stockpiled November 14. Base course material which was not covered with paving was processed and bladed to a smooth even surface before it froze and the entire project was left in a satisfactory condition for winter travel. All work was suspended on November 14 when the last of the cover aggregate had been produced.

Section B - Palmer to Mile 102 (54 Miles)

This project is being handled by the Alaska Road Commission. It is understood the work is still active and that good progress is being made.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 Miles) Section B - Harding Lake to Big Delta Junction (53.1 Miles)

All work is suspended as previously reported.

The completion date for all work on these contracts is December 31, 1949. The work will not be completed. Time extensions have been requested by the contractor and are under consideration.

KENAI RIVER FOREST HIGHWAY

Section 5-B1, Coopers Landing Bridge

All work on this project was suspended November 5. The bridge is practically complete but is not in use. Wet weather precluded the stabilization of the subgrade and placement of selected gravel base course this year. It is believed that the project remaining in an incompleated state over the winter before the surface course is placed will result in better stabilization of the subgrade and a more satisfactory project than completion this year would provide.

Section B - Quartz Creek Location Survey

All field work has been completed. Work on reducing and plotting cross sections, making up the detail map, etc. is in progress in the Seward office.

SEWARD FOREST HIGHWAY

Section 3-A9, Mile 3 to Mile 5

Clearing is 75% completed and will be completed except for some burning by

December 1. At that time all work will be suspended until next year. Earlier in the year the contractor planned to do grading work this year but his present plan is to defer all work except the clearing, until next year. Reinforcing steel and concrete aggregates for the box culvert have been delivered but this work will not start until next year.

Section 3-B3, 14 - Snow River Bridge

Pile driving for this bridge was completed on November 3 and work was suspended until next year. Good penetration and bearing was obtained and a satisfactory project, completed within the time limit is expected. Government owned piling that were too short for the Kenai River Bridge were used. The steel and timber necessary to complete the project have been ordered for delivery next year.

Forest Boundary to Mile 12 Location Survey

All field work on this project has been completed. The personnel that have been retained are working on the 3-A9 grading project. The only work active at this time is one man plotting cross sections. As soon as the 3-A9 project closes down it is planned to place that available personnel on the field plans for this survey.

SEWARD DISTRICT MAINTENANCE OPERATIONS

Considerable snow fell on all of the Kenai peninsula during the week ending November 12. The depth reached a maximum of 26" on the Quartz Creek summit on the Turnagain Arm project, 12" at Mile 58, 18" on the summit from Mile 40 to Mile 50 and about 12" from Moose Pass to Mile 12. There was about a foot of frost in the ground which was probably less than normal. From the 19th to the 22nd more than 6" of rain fell. The rain melted off most of the snow and thawed the frost causing considerable maintenance difficulty. The section of road between Coopers landing and Russian River caused the most trouble. In several places this section of road surface has become soft and was rather difficult to travel for passenger cars. Cold weather during the past few days has frozen the surface again and travel conditions have improved. It was necessary to borrow and haul gravel for the worst spots on this section to provide a satisfactory surface for travel.

Mud slides and rocks brought down on the road by erosion of the high unstable cut banks between Coopers Landing and Schooner Bend made it necessary to patrol this section constantly during the worst of the rainy weather in order to keep the road open.

Cold weather, minimum zero at Moose Pass, on November 29 with no snow on the ground has accelerated glaciering in several locations and considerable trouble can be expected as temperatures below freezing prevail with no snow covering the ground.

During this same period, November 19 to 22, water was over the Nash Road in 6 different places in depths varying from 2 to 3 inches to more than a foot. No washouts serious enough to halt all traffic occurred. On the 2½ mile length of the

Nash Road the grade line is low and crosses numerous drainages as they spread out at the head of Resurrection Bay. In order to provide a satisfactory road through this area it will be necessary to raise the entire grade line an average of 2 feet. The present road is a single lane which is ample for present traffic. Land at the end of the Nash Road has been donated for, and there is considerable local interest in a tentative plan of the Methodist Church to locate a college in the Seward area. If and when this plan to use the land at the end of the Nash Road materializes, improvement of the road will be desirable.

Wash around a culvert at Mile 9 and loss of a short section of fill at Mile 14.5 temporarily blocked traffic on November 20.

High tides on November 22 (21.3) and November 23 (19.8) accompanied by south winds and heavy rains brought the water level in Resurrection Bay over the airport road to the depth of about 6" in three places and covered the south end of the airport runway. Some scour of road shoulders and side ditches resulted but damage was not serious. Pictures attached to this report show driftwood deposited by the high tide. This is the second time this flooding has occurred during the past 15 years according to the recollections of Mr. Thurston, Maintenance Foreman on the Seward Highway, and points to the desirability of raising the grade probably a foot when this road is improved.

During the recent snow three car accidents occurred, two on the sharp ice covered curves on the Mile 12 hill and one near Moose Pass. No statistics are available on the accident rate on the Forest Highways here for comparison with accident rates on other roads with similar volumes of traffic, but the rate is believed to be very high, and is expected to get worse when the road to Anchorage is opened.

GENERAL

As construction work and surveys have closed down for the winter Resident Engineers and some of their assistants have been moved to Seward and are working on computations and checking of quantities, "as constructed" plans, etc. Men are in Seward now from the Richardson B, Glenn A, Turnagain Arm O&D, E and F-1, and the Kenai River Highway location survey. Other men will move to Seward when the work on Turnagain Arm Section F-2 and Seward Highway 3-A9 closes down. Use of the court room in the Federal Building has been obtained for a drafting room and it serves admirably.

Progress charts and photographs are being submitted herewith.



61-94-145

BMP 10-3 Turnagain Arm Project Section D. View toward the top of the pass from sta. 125. 26" of snow fell on the pass during the week ending November 12.



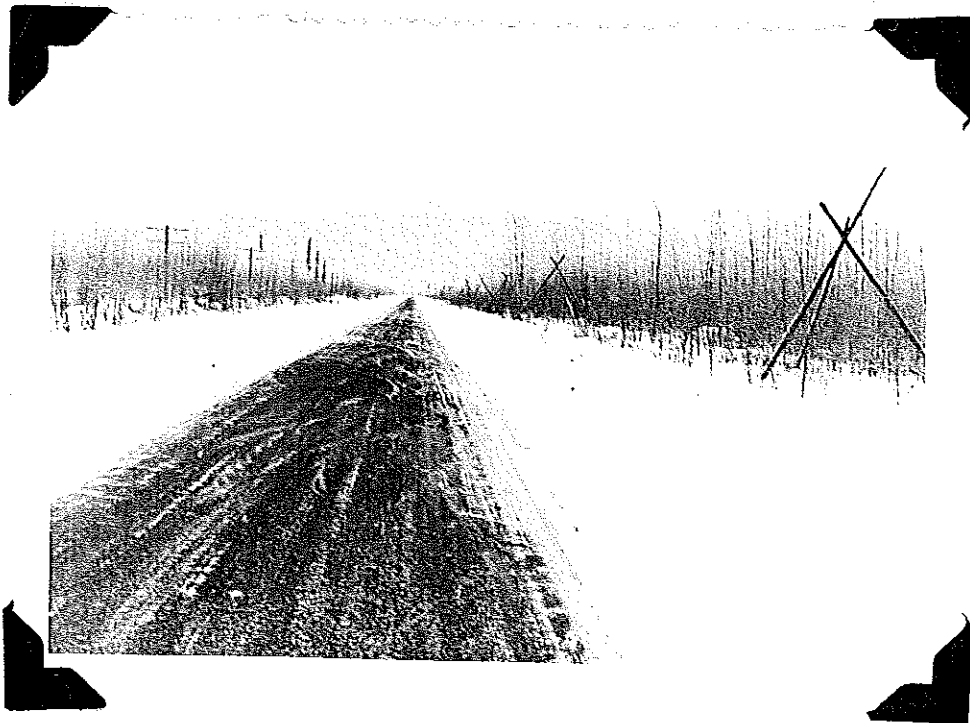
61-94-146

BMP 9-3 Turnagain Arm Project Section E. View of Quartz Creek bridge. Turnagain Arm in the background.



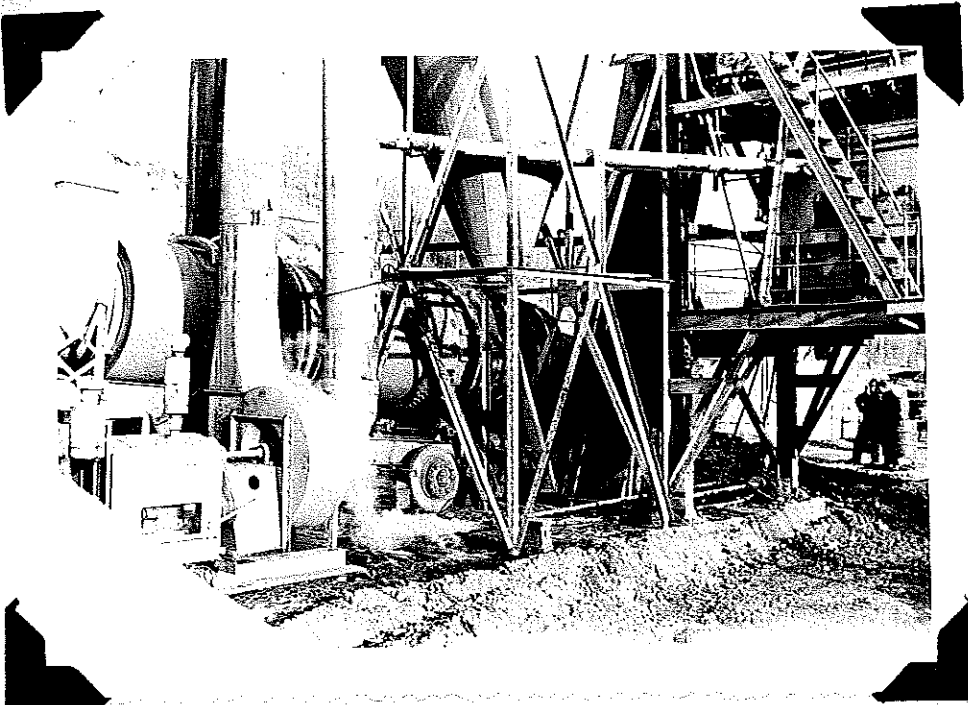
61-94-147

BMP 9-5 Turnagain Arm Project. Section D. View downhill toward Turnagain Arm. Shows incomplete section D at about Sta. 250. Mountains in background are across Turnagain Arm. Water in the arm is covered by heavy cloud bank.



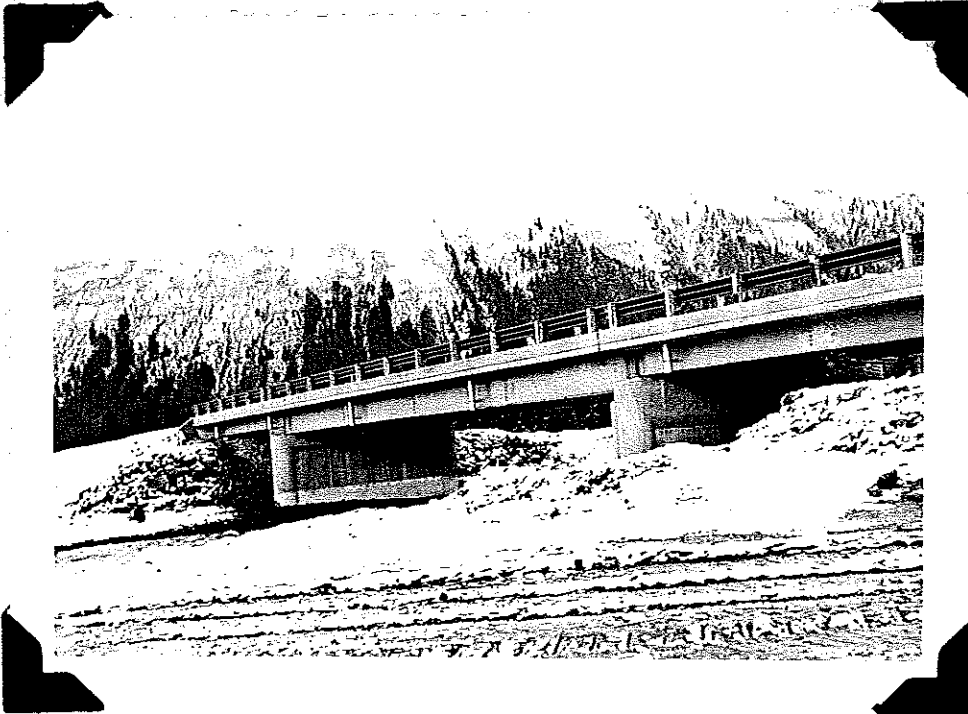
61-94-148

BMP 9-1 Richardson Highway Section A. View of plant mix pavement without seal coat and chips at Mile 333.5 looking toward Fairbanks.



61-94-149

BHC 15-7. Richardson Highway Section B. View of hot mix asphalt plant. The horizontal pipe from pugmill to the stack is used to carry fumes from pugmill and prevent flash fires.



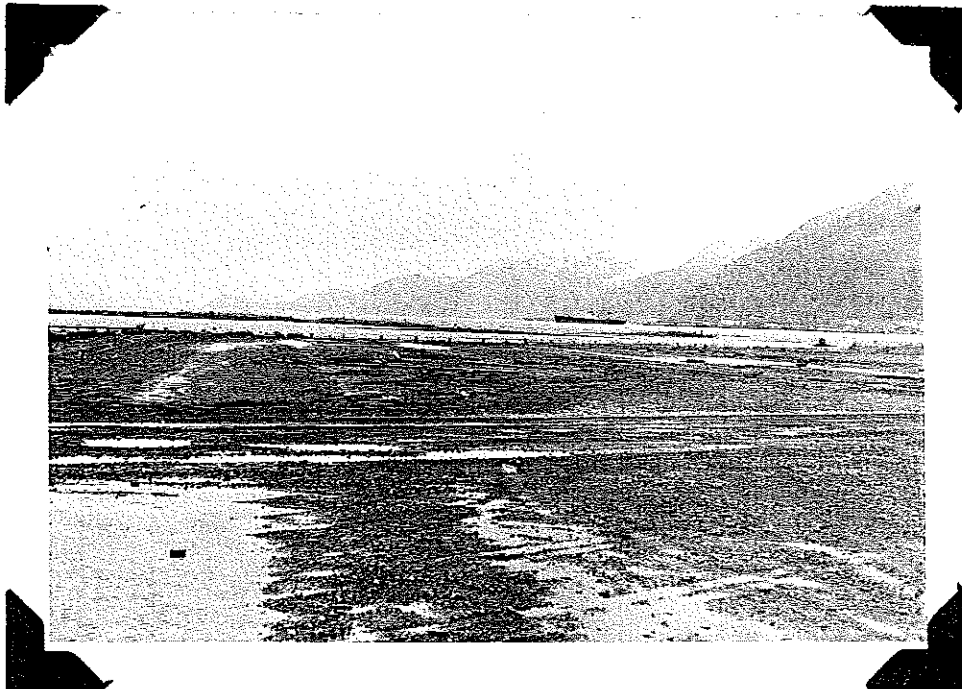
61-94-150

BNS 4-2 Turnagain Arm Project Section F-2. View of Glacier Creek bridge at Girdwood.



61-94-151

ENS 1-7 View of road between Seward and the airport. Shows driftwood deposited on road by extremely high tide accompanied by south wind on November 21. Tide washed over the road at this and several other points.



61-94-152

ENS 1-3 View of south end of runway, Seward airport. Shows drift and debris deposited on runway by extremely high tide on November 21. The airport road can be seen crossing the runway in the foreground. Seward and Resurrection Bay in the background.