

November 7, 1949

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

From : H. A. Stoddart, Division Engineer

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

Contract construction on Forest Highway projects has continued for this month at a reduced rate, as described in detail in the attached reports from the District Engineers. On the two large projects at Ketchikan the contractor has started work but only a small volume has been accomplished since his activities have been concentrated on mobilization of equipment and transporting it to the project site. The contractor anticipates that he will be able to carry on grading activities through the winter since the excavation is largely rock and seriously adverse weather is not anticipated. The contractor on the Ketchikan work, Reed & Martin, Inc., also has been awarded the Petersburg Project 7-A5, B2. He is placing considerable amount of equipment on this small project and expects to have it completed in a short time.

The three major paving contracts, Section A of the Glenn Highway and Sections A and B of the Richardson Highway, have been suspended for the winter due to the beginning of freezing weather accompanied by snow. The necessary minor work required to place the roadway in condition for winter maintenance has been completed on the two Richardson Highway projects and is in progress on the Glenn Highway project. The contract time limit specified for the Richardson projects required completion of the work this year but it is believed that the abnormally adverse weather for the early part of this past construction season will be sufficient to justify an extension of time sufficient to permit the contractor to complete the work in 1950 without assessment of liquidated damages.

The Turnagain Arm projects under contract to Lytle & Green have been completed to the stage required by the contract, except for Section C & D on which a short section of Section D cannot be completed this year. In this case also there is believed to be sufficient cause for extension of time into the calendar year 1950. The previously reported rate of progress on the Kuney contract on Section F2 has been maintained. Work on this project is expected to continue for another month, or possibly until December 20. Work on the bridges on this section, under contract to J. J. Bedraun, will soon be shut down for the winter due to the advent of severe freezing weather.

The additional survey work undertaken on Section F and Section H of the Richardson Highway has been completed. Project design based on the field data being taken will be carried on at the Juneau headquarters

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during the winter months and is expected to be completed before the beginning of the next construction season.

In the closing down of the major part of the field operations a large number of the construction engineering personnel have been released as there is insufficient design work to keep all the engineering personnel occupied during the winter season. Sufficient key personnel have been retained to serve as a nucleus for the construction engineering parties for the next field season. These men will be assigned to prepare final construction plans and checking the quantities to the end that all data will be substantially complete upon the completion of construction.

With the passage of the Interior Department appropriation bill, funds have been transferred to this organization to permit payment of contract estimate vouchers with only nominal delay.

The Alaska Road Commission has advertised for bids for Section B2 of the Glenn Highway extending from Milepost 102 to Milepost 146 with bids to be opened December 5, and bids for Project B3 of the Glenn Highway from Milepost 146 to Milepost 189 to be opened on December 6. The Road Commission has also indicated to us that the next section which they propose to place under contract will be Section F of the Richardson Highway extending from Milepost 82 near Tonsina Lodge to Gulkana at the intersection of the Tok Cutoff. It is probable that this project will be placed under contract early enough in the spring to give the contractor full benefit of the 1950 construction season.

Mr. D. H. Miller, Materials Engineer, on temporary assignment from Division 7, returned to Denver at the end of the month. Information has been received that Mr. Clarence Bumgarner will report for duty as equipment superintendent late in November. Mr. Z. H. Mann was assigned to the District office at Seward as Administrative Officer but resigned, with his resignation to take effect early in November. As a replacement Mr. Harold E. Falkenhainer was assigned by the Washington office to replace Mr. Mann. He reported for duty November 2. Mr. P. A. Doyle from the Seward office will assume the duties of Administrative Officer in the Division office in November.

Enclosures: Narrative Report by District Engineer French
Narrative Report by District Engineer Wyller
Graph showing progress on Turnagain Arm Projects
Graph showing progress on Interior Projects

HAS:pm

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

With the advent of fall various maintenance activities in the Juneau District have been concentrated on efforts to prepare the Forest Highways for winter. On the Glacier Highway, Route 2, several small slides were removed, ditches cleaned and brush cut to assist in future snow removal. In addition to the above work performed on the gravel section of this highway several days of concentrated effort were required to clean culverts and repair some slope damage to the newly constructed bituminous paved section. Exceedingly heavy rains occurred during the latter part of September, and minor sloughing of cut slopes occurred in some sections where excavation was performed and new growth has not yet started. No actual damage to the pavement occurred and, in general, the drainage features performed well.

The same storm during the last part of September did considerable damage to both the Cordova Highway, Route 4, and the Copper River Highway, Route 32. This storm, which was accompanied by high wind velocities in the Cordova area, raised Eyak Lake to the highest known level. Wave action washed out approximately 3,000 lineal feet of shoulder on Route 4 and some 3,500 feet of shoulder on Route 32. In addition, the entire roadway was practically washed out on a 300 foot section of the latter route near Mile 7. Repair work was started immediately and will continue as long as weather conditions permit. As of this date, Route 32 has been placed in fair condition for travel, but considerable riprap and slope protection remains to be accomplished. Winter travel on Route 4 is very light; consequently only emergency repairs are being made to this route this fall. The balance of the work will be deferred until spring. In view of this development, the Wayne Shovel has been left at Cordova, and accomplishment of riprap slope protection on Route 7, Mitkof Highway, has been definitely deferred until next spring.

Other maintenance activities in the District have been routine, although hampered by the almost constant rainfall.

Location survey work on Sections F and H of the Richardson Highway were completed. Actual work was finished on October 15, 1949. Several of the seasonal employees were released or resigned. Of the 16 men who were assigned to this project 6 are still employed in this District and one has returned to the Division Design Section.

A small party has been formed to complete soil survey and investigation work on the Duck Creek - Auk Bay Section of Route 2, Glacier Highway so that design work may be completed. On completion of this work, the party will also obtain additional information for completion of design on Route 31, Douglas Bridge to Fritz Cove.

As indicated in the September Report, Project 16-A3,B2,C3,D2, Wrangell Highway, was completed during the last of September, and final acceptance was made on September 26. An inspection of the route during the middle of October shows considerable improvement over former conditions.

Actual construction on Project 1-B7,C3, Tongass Highway, was started by the Contractor, Reed & Martin, Inc., on October 17, at which time a crew consisting of a General Foreman, one bulldozer operator and 3 laborers, was engaged in clearing Right-of-Way and setting up equipment near Station 281. A small amount of equipment was moved in to the Project on an LST and landed at Wards Cove on the 13th and 14th. No actual work has yet been started on Project 1-D6,E4. It is worthy of note that over 11% of the time had elapsed before work was started. The contractor has established a complete office in the Commercial Building in Ketchikan with an office staff of two.

Notice to proceed on construction of Project 7-A5,B2, Mitkof Highway, was issued to the contractor, Reed & Martin, Inc., by the Division Office on October 25, and contract time began on that date. Equipment was moved in to the project by LST and landed near the pit site at Station 395 on the 18th, 19th and 20th. The contractor proposes to hire local trucks for haul on surfacing; other equipment appears to be very adequate and in good condition. It is reported that the highest tide of the year, which occurred on the 22nd, hampered operations at the site. No full report has yet been received in this office on the matter.

Progress on Project 31-A7,B2 during the month has been very satisfactory. The project is now estimated to be 32% complete. Excavation is 70% complete, Select Borrow 14%, Clearing of Right-of-Way 98% and Grubbing 95% complete. There remain 7 new culverts to install and 5 culvert extensions to place. An average of about 25 men are employed on the

on the project, over half of whom are equipment operators. This is the first Bureau project the contractors have handled; they are a small concern, but to date have been very cooperative and are handling the job in a workmanlike manner. Traffic on this piece of road is very heavy and, with heavy rainfall and excavation work in progress, some considerable precautions toward "signing" the work and maintenance of safe traffic conditions are necessary.

Final Estimate on Project 1-A4, Carlanna Creek Bridge, was submitted to the Division Office for checking on October 25.

It is expected that draft copy of Final Estimate on Project 2-A12, Glacier Highway, will be likewise submitted before the end of the month.

The Resident Engineer on Alaska Highway Project, Section B, is now engaged in the preparation of Final Estimate on that project. He is assigned in the District Office doing this work.

The Resident Engineer who was in charge of Project 16-A3, B2, C3, D2, has been transferred to Petersburg in charge of Project 7-A5, B2, and will prepare Final Estimate on the former project.

Except for application of prime coat paint to guard rail members (in shop) no progress on day labor Project 7-D2, redecking of Falls Cr. Bridge, Mitkof Highway, has been made. Hardware and expansion joint material has just been received within the past week. This work will be started within the next 10 days.

Mr. John A. King, Assistant Foreman in charge of maintenance work on the Mitkof Highway, has requested retirement because of age, effective at the close of business October 31, 1949. According to the records, Mr. King is 65 years of age and has been continuously employed by Public Roads since 1928. While Mr. King has given long and faithful service, his physical condition has not been good for the last two years. As a consequence, maintenance work at Petersburg has not been up to the standards maintained at comparable locations. We have secured the services of Mr. Robert Lee Steear who will assume charge as Assistant Foreman at Petersburg on November 1, 1949. Mr. Steear was temporarily employed on maintenance at this same location a few years ago. In the interim he was self-employed as a logging contractor at Sitka and for the past year has been operating engineer for a large refrigeration plant at Petersburg. Improvement of maintenance standards on this highway is anticipated.

October 27, 1949

GHR F WYLLER
District Engineer

BY: Wm. A. Wood
Highway Engineer

Location survey work on sections 7 and 8 of the subdivision highway was completed. Actual work was finished on October 12, 1949. Several of the general employees were released or reassigned. Of the 16 men who were assigned to this project 6 are still employed in this district and one has returned to the Division Design Section.

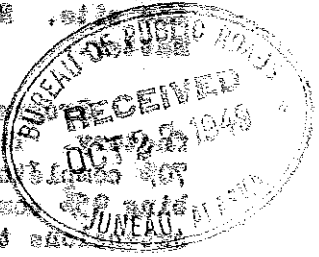
A small party has been formed to complete soil survey and investigation work on the Duck Creek - Elk Bay section of Route 2. District Highway so that design work may be completed. On completion of this work, the party will also obtain additional information for completion of design on Route 2, Douglas Bridge to Wicks Cove.

As indicated in the September Report, Project 16-47-36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Actual construction on Project 1-27-55, Tongue Highway, was started by the contractor, Reed & Harris, Inc., on October 17, 1949. This time a crew consisting of a general foreman, one bulldozer operator and 3 laborers, was engaged in clearing right-of-way and setting up equipment near Station 251. A small amount of equipment was moved in to the project on an LRT and landed at Wicks Cove on the 17th and 18th. No actual work has yet been started on Project 1-26-55. It is worthy of note that over 1 1/2 of the time had elapsed before work was started. The contractor has established a complete office in the Commercial Building in Ketchikan with an office staff of two.

Notice to proceed on construction of Project 7-25-55, District Highway, was issued to the contractor, Reed & Harris, Inc., by the Division Office on October 25, and contract time began on that date. Equipment was moved in to the project by LRT and landed near the site at Station 395 on the 18th, 19th and 20th. The contractor proposes to use local trucks for haul on equipment; other equipment appears to be very adequate and in good condition. It is reported that the highest bid of the year, which occurred on the 22nd, indicated operations of the project had not been received in this office on the 25th.

On Project 11-17-55 during the month has been very active. The project is now estimated to be 25% complete. Excavation is being done on the right-of-way for the 1st and 2nd curves. There remain 7 men assigned to install and 2 men in place. An average of about 25 men are employed on the



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

OCTOBER 1949

TURNAGAIN ARM PROJECTS

Sections C & D - Mile 58 to Quartz Creek

Progress on this project has been retarded by unfavorable weather although the contractor is making every effort to complete as much of the work as possible. It now appears that a connection will not be graded through this season to close the gap between stations 215 and 265 on Section D. This section of the project consists of muskeg, wet clayey topsoil, and solid rock, and recent rains have made it difficult to work equipment there. A grading outfit consisting of a shovel, trucks, compressor and wagon drills, dozers and a patrol is working at station 245 to 270 and will continue working towards station 215 as long as the weather permits. Another grading outfit with similar equipment is working at the Granite Creek bridge approaches and should complete that work in a short time, after which some of the equipment will probably be moved to the 3-A9 Forest Highway project.

All bridge work has been completed except painting of steel and minor clean-up and work has been shut down for the season.

Section E - Quartz Creek to Portage

All work on this project is substantially complete. The only work now active is the final clean-up, most of which has already been done. All bridges, with the exception of the Quartz Creek steel bridge, have been backfilled and are in use. All bridge work is complete except painting of hand rail on all bridges and structural steel on the Quartz Creek bridge to be done next year. The project presents a neat and workmanlike appearance. A semi-final inspection will be made in November.

Section F-1 - Portage to Peterson Creek

All work is substantially complete. Work remaining to be done consists of some clean-up and the painting of hand rail on the bridges. A 3 inch course of selected borrow material has been placed over the entire project to provide a more satisfactory surface for travel and to provide a surface which can be readily maintained. The project presents a neat and workmanlike appearance. A semi-final inspection will be made in November.

Section F-2 - Peterson Creek to Indian

Only fair progress is being made on this project. Grading has been substantially completed from about station 1200, which is two miles south of Girdwood, to about station 1420, the north end of the line change north of Girdwood. Some grading has been done between 1420 and 1480 but this material consists chiefly of solid rock covered with a substantial amount

of very wet common material, and progress has been slow. One 3/4 c.y. shovel has been constructing a pioneer road ahead from 1480 in an effort to obtain access to work on the north end of the project that may be worked to advantage with tractors and scrapers. Because of the difficulty of access to the work north of Girdwood the 3-1/2 c.y. shovel, heavy trucks and considerable drilling equipment is now working in the rock sections south toward Peterson Creek from Station 1200.

The rock cut adjacent to the Kern Creek bridge has been blasted and it completely covered the rail steel piling driven by the bridge contractor for the north abutment at Kern Creek. To date this piling has not been uncovered and the condition of the piling is not known.

No work has been performed on the four treated timber trestle bridges on this project. The contractors plans for construction of these bridges are not known.

Present plans of the contractor are to continue the grading work as long this Fall as weather and ground conditions permit. It is now expected that operations will be continued until some time during December.

Section F-3 (Bridges on F-2)

Good progress is being made on these bridges. Glacier Creek bridge at Girdwood is complete except painting, and a few minor details. One abutment and both piers for the Kern Creek bridge are complete. Abutment No. 2 cannot be constructed until rock blasted around the piling is removed. At the Peterson Creek bridge on the south end of the project piling is driven for one abutment, foundations are complete for one pier and the other pier is complete. Steel piling made of used railroad rails is being used with good results. The contractor plans to complete the substructure this season and then shut down for the winter.

The bridges at Bird Creek and Indian Creek have had no work done on them.

Section G - Indian to Potter

This section is being handled by the Alaska Railroad. The project is very well equipped with drilling and heavy grading equipment and excellent progress is apparently being made.

GLENN HIGHWAY

Section A - Anchorage to Palmer (48 Miles) (Including 8 mile section through Ft. Richardson)

Grading work is complete except for some sloping, cleanup of borrow pits, etc. The production and placing of base course surfacing is expected to be completed within a day or two and at that time all construction work will be shut down until next year. Plant mix paving has been placed from Station 404 to Station 1965 at Palmer, a distance of 30 miles. The last plant mix was placed October 5. The plant was moved to a new location and was ready to operate by October 15. Temperature and ground conditions were then unsuitable for paving and the paving operation was suspended for the season.

All paving in place presents satisfactory appearance and riding qualities are very good. Base course that has been placed where paving has not been completed has been processed and finished to a smooth surface and is now frozen down. This will provide a satisfactory surface for travel this winter. All culverts and side ditches have been opened up to take care of runoff during the Spring break up.

When the improvement of the 8 mile section through Ft. Richardson was added to this contract by supplemental agreement the time on this contract was extended to December 1, 1950. All contract work should be completed well within the time limit.

Section B - Palmer to Mile 102 (54 Miles)

This section is under contract to McLaughlin, Inc. and is being handled by the Alaska Road Commission. The writer has not driven over the project during the past month but it is understood that crushing base course is in progress and that substantial headway has been made. No bituminous paving was expected to be placed this year.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 Miles)

This project has been substantially completed except for about 11 miles of plant mix paving on the south end and seal coat and cover aggregate on the entire project. Grading and base course are complete. Some work remains on finishing slopes, cleanup of borrow pits, camp, etc. On September 30 the paving from the plant set up at Mile 342.6 was completed. The plant was then moved to the last set up and reassembled for completing the most southerly 11 miles of the project. By the time the plant was ready to run, snow and low temperatures forced the contractor to discontinue paving work until next year. All work is now shut down. The appearance and riding qualities of the finished paving are generally very good. Slight settlements had occurred at a few locations where old fills existed on frozen ground but the damage that has resulted from settlement is slight.

This contract will not be completed by December 31, 1949, the completion date, except for seal coat and cover aggregate, specified in the contract. It is felt, however, that the contractor made very good progress considering the magnitude of the work, the frost conditions encountered, and the unfavorable weather for bituminous paving which prevailed during much of the summer season.

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

Progress on this project is still far behind schedule and all work has now been suspended for the season. Grading work is only about 68% complete; 22 miles of base and 15 miles of plant mix paving have been placed out of a total of 53 miles. About 8 miles of the project has had no work done on it. The last plant mix paving was placed from the set up at Mile 279.2 on September 20. The plant was moved and reset at Mile 296.5 and operation started October 4. After a few hours production on October 4 snow fell that night and resulting

ground conditions and temperatures made it necessary to suspend paving operations for the season. Production of base course and grading work continued until October 22. Snow and cold weather during the week ending October 22 made further grading and base course surfacing work impracticable and all work was closed down on that date except installation of a few culvert pipe required to handle run-off during the Spring breakup. These pipe have now been installed and all construction work is closed down.

KENAI RIVER FOREST HIGHWAY

Section 5-B1, Coopers Landing Bridge

This project is probably 90% complete. Grading is substantially complete, but the selected gravel surface course has not been placed. Wet weather has made grading work difficult, and may preclude the placing of selected gravel base course this year. The bridge is complete except for installation and painting of hand rail. It is not in service yet as the concrete has not cured a sufficient length of time. It is very doubtful if the project will be completed this year.

Section B - Quartz Creek Location Survey

All work to the tie in with the Kenai River bridge project has been completed except some data on classification and stream crossings. This will be completed in a few days. The low line following the lake shore near the site of Sopers old lodge has been run and all necessary data taken. This location is feasible, but grading work in solid rock is heavy through one section. Considerable additional work has been done near Mile 38 where the Y-connection with the Seward-hope Road will be made. Additional lines have been run and necessary data obtained at about Mile 42, where a connection can be made between the new construction down Daves Creek and the old Coopers Landing Road. This survey work will be completed within a few days.

SEWARD FOREST HIGHWAY

Section 3-A9, Mile 3 to Mile 5

Clearing started October 18 and good progress is being made. Grading equipment is expected to be placed on the project as the Turnagain Arm work closes down and equipment becomes available. The contractor plans to pursue the work as long as weather permits an economical operation. The double 5' x 4' box culvert will not be constructed until next year. Culvert pipe for the project has been delivered.

Section 3E3, I4 Snow River Bridge

Pile driving started October 22 and is expected to be completed November 3. No other work will be done this year. Government owned piling which were too short for the Kenai River Bridge have been used. Snow River has been in flood and this has made the pile driving somewhat difficult.

Forest Boundary to Mile 12 Location Survey

Practically all work on this project has been completed from the north end of the 3-A9 project to the top of the hill at Mile 12. A crew of 10 men has been employed on this project. From the Forest Boundary to Mile 9 a complete survey has been made following generally the old road up Grouse Creek. From Mile 9 to the top of the Mile 12 hill the old survey is being used and additional topography has been taken as needed to obtain the alignment projected on the old detail map. This work will be completed and closed down within a week.

SEWARD DISTRICT MAINTENANCE OPERATIONS

Work of placing material between Mile 13 and Mile 18 was completed and a very substantial improvement has been made. The grade of a short section on the Nash Road has been raised. Considerable difficulty has been encountered at this point as the road is flooded each time heavy rains raise the level of Resurrection River.

On October 23 the glacier lake at the head of Snow River broke loose and flooded the Snow River valley. The road was covered with water in 3 places. At one point the length of road inundated exceeded 700 feet. Maximum depth of water on the road was about two feet. For two days travel was practically stopped. The flood waters have now subsided and travel is normal again.



61-94-153

No. JAE 2-5. Richardson Highway Sec. 1 project.
View is ahead and southeast from sta. 1613 at shovel
excavating sidehill section sta. 1613-1617.



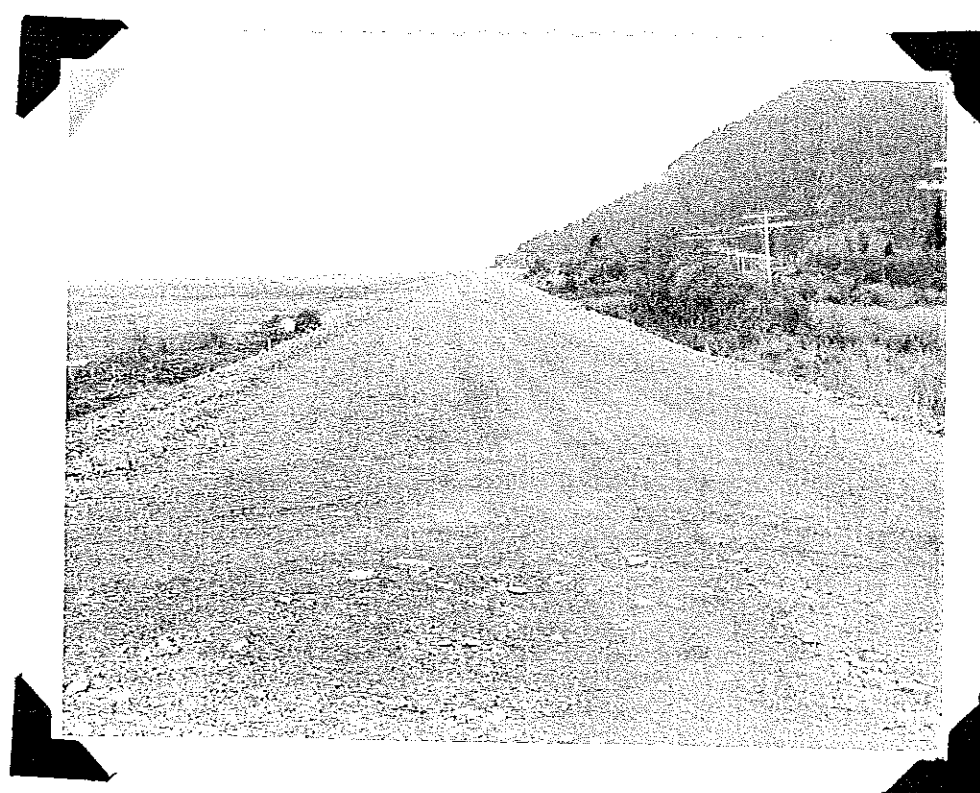
61-94-154

No. BNF 6-4. View of Alaska Railroad in the Loop
district between Seward and Anchorage.



61-94-155

No. 227 8-2. Turnagain Arm sec. 2-1 project. View of Twenty Mile River bridge from downstream point on west bank of river.



61-94-156

No. 227 8-1. Turnagain Arm Sec. 2-1 project. View ahead and west from sta. 827 showing typical fill section across tidal flats around head of Turnagain Arm.

November 7, 1949

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

Contract construction on Forest Highway projects has continued for this month at a reduced rate, as described in detail in the attached reports from the District Engineers. On the two large projects at Ketchikan the contractor has started work but only a small volume has been accomplished since his activities have been concentrated on mobilization of equipment and transporting it to the project site. The contractor anticipates that he will be able to carry on grading activities through the winter since the excavation is largely rock and seriously adverse weather is not anticipated. The contractor on the Ketchikan work, Reed & Martin, Inc., also has been awarded the Petersburg Project 7-A5,B2. He is placing considerable amount of equipment on this small project and expects to have it completed in a short time.

The three major paving contracts, Section A of the Glenn Highway and Sections A and B of the Richardson Highway, have been suspended for the winter due to the beginning of freezing weather accompanied by snow. The necessary minor work required to place the roadway in condition for winter maintenance has been completed on the two Richardson Highway projects and is in progress on the Glenn Highway project. The contract time limit specified for the Richardson projects required completion of the work this year but it is believed that the abnormally adverse weather for the early part of this past construction season will be sufficient to justify an extension of time sufficient to permit the contractor to complete the work in 1950 without assessment of liquidated damages.

The Turnagain Arm projects under contract to Lytle & Green have been completed to the stage required by the contract, except for Section C & D on which a short section of Section D cannot be completed this year. In this case also there is believed to be sufficient cause for extension of time into the calendar year 1950. The previously reported rate of progress on the Kuney contract on Section F2 has been maintained. Work on this project is expected to continue for another month, or possibly until December 20. Work on the bridges on this section, under contract to J. J. Badraun, will soon be shut down for the winter due to the advent of severe freezing weather.

The additional survey work undertaken on Section F and Section H of the Richardson Highway has been completed. Project design based on

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the field data being taken will be carried on at the Juneau headquarters during the winter months and is expected to be completed before the beginning of the next construction season.

In the closing down of the major part of the field operations a large number of the construction engineering personnel have been released as there is insufficient design work to keep all the engineering personnel occupied during the winter season. Sufficient key personnel have been retained to serve as a nucleus for the construction engineering parties for the next field season. These men will be assigned to prepare final construction plans and checking the quantities to the end that all data will be substantially complete upon the completion of construction.

With the passage of the Interior Department appropriation bill, funds have been transferred to this organization to permit payment of contract estimate vouchers with only nominal delay.

The Alaska Road Commission has advertised for bids for Section B2 of the Glenn Highway extending from Milepost 102 to Milepost 146 with bids to be opened December 5, and bids for Project B3 of the Glenn Highway from Milepost 146 to Milepost 189 to be opened on December 6. The Road Commission has also indicated to us that the next section which they propose to place under contract will be Section F of the Richardson Highway extending from Milepost 82 near Tonsina Lodge to Gulkana at the intersection of the Tok Cutoff. It is probable that this project will be placed under contract early enough in the spring to give the contractor full benefit of the 1950 construction season.

Mr. L. H. Miller, Materials Engineer, on temporary assignment from Division 7, returned to Denver at the end of the month. Information has been received that Mr. Clarence Bumgarner will report for duty as equipment superintendent late in November. Mr. Z. H. Mann was assigned to the District office at Seward as Administrative Officer but resigned, with his resignation to take effect early in November. As a replacement Mr. Harold E. Falkenhainer was assigned by the Washington office to replace Mr. Mann. He reported for duty November 2. Mr. P. A. Doyle from the Seward office will assume the duties of Administrative Officer in the Division office in November.