

May 4, 1950

To : Mr. G. W. Mayo, Acting Chief, Western Headquarters, San Francisco

From : H. A. Stoddart, Division Engineer

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

The spring season is now so advanced that construction can begin on a large scale for those projects which have been carried through the winter. During the month progress was stepped up on the Ketchikan grading project and construction activities were resumed on Section F-2 of the Turnagain Arm. Bridge construction activities were also resumed on the F-3 project located on the same grading unit as F-2. The District Engineers' reports attached hereto cover the activities in considerable detail. The rate of progress for the Ketchikan projects is materially improved but management difficulties continue, with the latest change involving the replacement of the project superintendent who had effected most of the improvement.

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hazardous curve at the Anchorage approach. Another structure is the bridge over Eagle Creek also within the limits of Section A of the Glenn Highway. Steel for this bridge was previously ordered but was lost in the destruction of a barge transporting the steel from Seattle to Anchorage in the fall of 1948. Another bridge included in the contract provides for the construction of a new bridge at Shaw Creek near Mile 289 on the Section B of the Richardson Highway. This bridge will replace a single lane structure on substandard alignment on the original highway. Under the contract the improvement of Section B grading and surfacing of the necessary approaches has already been constructed.

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Considerable public interest has been demonstrated in the proceedings now before Congress to obtain Statehood for the Territory of Alaska. The sentiment in the Territory seems to be divided and it is questionable whether more than a bare majority of the population is convinced that Statehood would be of real benefit. The showing of reduced industrial activities which has occurred over the last 30 years, particularly in mining, and the increased cost of Territorial Government have been important factors in consideration of the issue. Generally speaking, it appears that the people in the Territory do not show as much concern over the possibilities of conflict in the near future as might be anticipated or appears to be the prevalent thinking in the continental United States. Possibly the apparent less concern results from the absence of complete radio coverage or because daily newspapers from the States are not generally available.

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Enclosures: Narrative Report by District Engineer French
Narrative Report by District Engineer Wyllie

HAS:pm

MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF APRIL 1950

The only construction activities in the District during the month of April were in Ketchikan on Projects 1-B7,G3 and 1-D6,E4. Progress on these two projects continued to be slow and laborious. Since the change in personnel and field management of the projects which took place the first part of March the progress on the projects has definitely improved, and was gradually accelerating as new equipment arrived and efficiency of operations improved. However, due to some difficulty which arose between the contractor and the new superintendent, the latter left Ketchikan about the 24th of April and the projects were without a superintendent until the new man arrived on April 28. Mr. Hanson, who is the Secretary and also the Engineer in overall charge of activities for the company, took over the project management in the interim between the two superintendents.

Mr. Stone, the new superintendent, is apparently a man with considerable previous experience and came to the projects from the Utah Construction Company. While he has not been on the projects long enough to make it possible to form any definite opinion as to his ability and qualifications, he gives the impression of being qualified and it is hoped that he will be able to continue the improvement in progress which was started by Mr. Fredericks, the former superintendent.

The contractor also had some difficulty with Mr. Odin Jensen who had the subcontract for clearing on Project 1-D6,E4, and also for driving the piling on Wards Creek Bridge. Mr. Jensen cancelled the subcontracts for both projects on April 28 due to nonpayment of previous earnings on clearing subcontract. The contractor has not indicated what he intends to do to replace the cancelled subcontracts.

While the progress on these projects is still lagging, and the management from the home office of the contractor still appears to be somewhat inefficient, it is believed that it is only fair to the contractor to await results of the new field management before any drastic action is taken from this office. As a matter of fact, the progress and appearance of Project 1-B7,G3 is, at the end of the month, better than at any previous time, and continued improvement in efficiency of

management and operations may show satisfactory results within the next few weeks. Incidentally, Mr. Martin, of Reed and Martin, Inc., Contractors, who was, at the time of the writing of the last monthly report, expected in Juneau for a conference with this office, never did appear for the proposed conference, nor has he indicated when he will be able to appear.

The Resident Engineer on Projects 1-B7,G3 and 1-D6,B4, Mr. John A. Hewes, requested to be released from his present assignment, and Mr. E. W. McCann was assigned to the projects on April 25. Mr. Hewes remained on the projects until the end of the month to assist Mr. McCann in getting acquainted with the work.

Project 7-A5,B2, Mitkoff Highway, which is also under contract to Reed & Martin, Inc., is still in closed-down status. We are, however, advised by the contractor that the preparatory work to re-assemble the crushing plant will be started on the first of May, and a dragline shovel and a D-8 tractor with bulldozer are to be shipped to the project from Ketchikan on May 8th. Five new International 6 c.y. trucks are already at Petersburg. It is expected that production of crushed gravel will begin some time between the 10th and 15th of May. Since the frost is still present in the subgrade at isolated points and the grade generally is still in somewhat weakened condition after the spring thaw, it would not have been possible to reopen the project any earlier than now planned.


Project 31-A7,B2, Douglas Highway, also continued in a closed-down status during the month of April. The main reason for the continued closing down of this project is that there is still a load limitation on the paved section of the Glacier Highway over which the contractor for Project 31-A7,B2 plans to haul borrow and surfacing material. As soon as the load limitation is lifted, this project will be opened for active construction.

Weather during the month of April was generally cool, with alternating rain and snow showers. The thawing process has, therefore, been very gradual and there is still some frost left in the subgrade in a number of the more shaded sections of the highways adjacent to Juneau. Due to the gradual thaw there were no breakups on any of the highways, and all danger of serious breakups because of frost boils is apparently past. There were no major slides during the month of April, and it is very unlikely any will occur after this date.

The paved section between Juneau and the Juneau Airport improved somewhat during the month in that the unevenness disappeared to a large extent, or was greatly reduced. There is still some unevenness, particularly in the shaded sections of the highway, and it is probable that some roughness of the pavement will remain permanently. The severe load and speed limits imposed at the beginning of the month were partially lifted on April 24. Speed limit on passenger vehicles was raised to normal, while it is kept to 30 miles per hour for trucks. The load limitation on trucks has been raised from 1 ton net load to one half of normal gross axle loading. A set of precise levels was run the early part of the month on sections of the most uneven portions of the pavement. The points on which these levels were taken were marked with paint, and it is the intention to run a second set of precise levels over these points when it is certain that all the frost is out. This was done in order to obtain a picture of the behavior of the pavement during the thaw.

Work was resumed by the regular maintenance force at Petersburg, augmented with two additional laborers, on Project 7-D2. This project consists of redecking of the Falls Creek Bridge. At the end of the month practically the entire decking had been replaced and the remaining work consists of placing guard rail posts on one side, and the rails and fellow guards on both sides. It is expected that this work will take another week to ten days to complete.

Otherwise the maintenance operations were routine throughout the District.


ORR F WYLLER
District Engineer

May 1, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

APRIL 1950

TURNAGAIN ARM PROJECTS

C&D, E and F-1
Mile 58 to Peterson Creek

All work remains suspended on the C&D, E, and F-1 Projects. Snow during the past month has increased the depth of snow on the summit on the D section appreciably. Snow on the ground at Mile 58 is as deep or deeper than the 20" reported at that point last month.

Section F-2
Peterson Creek to Indian

The engineering camp was re-opened March 21 and the contractor resumed operations during the first week of April. Grading is in progress south of Girdwood with a $3\frac{1}{2}$ c.y. shovel and a fleet of Euclid trucks hauling roadway excavation and borrow. Grading work on the rock sections north of Girdwood is in progress with a $2\frac{1}{2}$ c.y. shovel, a fleet of Euclid trucks, air compressors and wagon drills. Most of the frost is out of the sidehill sections and the weather is suitable for good progress. No additional equipment has been placed on the project since it was re-opened. Apparently the contractor does not expect to complete the work this season. Completion date for the project is June 30, 1951.

Piling for the north abutment at Kern Creek bridge were covered by rock blasted from an adjacent cut last year. These piling have been uncovered and were found to be damaged considerably.

No work has been started on the 4 treated timber and concrete bridges on this project.

On April 15 a premature blast in a heavy rock cut north of Girdwood, near station 1470, killed the entire crew of 4 men who were loading and springing holes. The cause of the blast has not been determined. Investigation was made by the District Office the day of the explosion. A report of the accident has not been received from the contractor.

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

Work on this project was resumed during the first week of April. Rail steel piling are being made and deck forms are being set for the two south spans at Kern Creek, and steel has been delivered for the Peterson Creek bridge. Erection of this steel should start in the near future. The piling at Kern Creek which were damaged by a blast last year have been uncovered and were found to be damaged considerably. It will be necessary to drive some additional piling. Some of the piles can be cut off below the damaged parts and new pieces spliced on. This work is now in progress. The contractor has made the additional lengths of piling required. All piles are built up sections made from 3 railroad rails.

Piling for the Indian Creek bridge are being made at the bridge site.

Section G - Indian to Potter

Work on this section is active both north and south of Rainbow. The project appears to be very well equipped and good progress is apparently being made. Work during 1949 was confined to the section south of Rainbow.

GLENN HIGHWAY

Section A - Anchorage to Palmer

(48 Miles including 8 miles through Ft. Richardson)

Work has not been resumed. The Resident Engineer and crew will arrive on the project May 3. Contract operations on washing and screening cover aggregate should start soon after May 3. Processing and shaping base course will start as soon as weather permits. Arrangements for board, lodging and office space have been made with the Military authorities at Ft. Richardson. Accommodations of this kind have proven very satisfactory in the past.

Inspection of this project on April 19 indicated it had survived the winter weather and displacements due to frost in a very satisfactory manner. At a few points minor distress is indicated and will be corrected when work is resumed.

There remains about 18 miles of base course to shape, compact and prime, 18 miles of plant mix paving, and substantially all of the 48 miles of seal coat and cover aggregate to be accomplished on this project.

Section B - Palmer to Mile 102 (54 miles)

This project is being handled by the Alaska Road Commission. McLaughlin Inc., the contractors, have resumed grading operations on the east end of the project. Operations on base course, priming and paving have not been started this year.

Sections B-2 and B-3 (Mile 102 to the Richardson Highway junction near Glen Allen)

These projects were awarded to Babler and Rogers Construction Co. of Portland by the Alaska Road Commission. The contractors have moved to the projects and will be starting operations in the near future. This work will be handled by the Alaska Road Commission from Glen Allen.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake

(44 Miles)

No work is yet active on this project. Inspection of the project on April 17 indicated that it came through the winter in excellent shape. No signs of distress, except minor settlements which were evident last year, were noted. The Resident Engineer and crew will reach this project May 3. Headquarters will be established at Aurora Lodge, at the same camp used last year.

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

No contract work has been resumed, except crushing and stockpiling. The Resident Engineer and crew arrived on this project April 13 and have been doing necessary staking preparatory to the contractor beginning other work early in May. Inspection of the project April 17 indicated it came through the winter in excellent condition. No signs of distress in the pavement placed last year are evident.

Section C - Big Delta Junction to Rapids
Location Survey (40 Miles)

A party and equipment for this survey are being assembled in Seward. The party under Mr. Hans J. Furuseth will move to the project and start the survey during the first week in May. Headquarters for this crew will be initially established at Buffalo Lodge, Big Delta.

KENAI RIVER HIGHWAY
Section 5-B1 Kenai River Bridge

The contractor resumed limited operations on April 15 in removing the old Kenai River bridge. Most of the work on bridge removal has been accomplished. Some borrow material has been excavated and hauled for building up the fill where it was not completed last year. Work has not been started on placing the selected borrow surface course. The project is in satisfactory condition for handling traffic. Borrow material has been bladed to grade and the project presents a good appearance. Frost still remains in the fill, and the effect of this frost coming out of the ground during the coming weeks cannot be accurately predicted.

Section E - Quartz Creek Location Survey

Field plans have been completed and most of the design for the grading project expected to be advertised this year have been made. Some right of way remains to be acquired, and bridge and grading plans completed before the project can be advertised.

SEWARD HIGHWAY
Section 3-A9 Mile 3 to 5 Grading

The Resident Engineer and a crew of 3 men started the staking of this project April 10. Slope staking is now practically complete and the crew has been reduced to 2 men. Contract operations have not been started. The contractor expects to start operations during the first week in May. The snow is practically gone from the hillsides, and is about 10" deep in the timbered areas.

Section 3E3, 14 Snow River Bridge

No work is active but is expected to start about June 1. Bridge materials are on order and delivery is expected by June 1.

Forest Boundary to Mile 12 Location Survey

Field plans have been completed and the project is under design in the Division Office. Practically all easements for right of way have been obtained. Permission to obtain the necessary borrow from privately owned land has not yet been obtained.

GENERAL

Snowfall during the past month has been heavier than any month during the winter. There still remains about 3 1/2 ft. of snow at Mile 12 and at Mile 52. There was a 3 ft. snowfall at Mile 52 during the week beginning April 16. The depth of snow on the ground at one time exceeded 4 1/2 ft. which is the maximum depth reached this year. The Spring breakup is causing some instability in the roads on the Kenai Peninsula, particularly on the Coopers Landing Road between Schooner Bend and the Forest Boundary. Numerous soft spots have developed between Mile 38 and Mile 42 on the Coopers Landing Road. Except for occasional soft spots the rest of the Forest Highway system on the Peninsula is in good condition. The Russian River - Kenai - Homer Road has been closed to all traffic for the past two weeks. It has now been opened to light traffic but radio reports indicate its condition is somewhat unsatisfactory for travel.

On April 5 on a snowshoe trip up the new road from Mile 58 Mr. Thurston, Maintenance Foreman, recorded the following depths of snow:

<u>Miles up new road from Mile 58</u>		<u>Depth of Snow</u>	<u>Approx. Elevation</u>
4.3	Silvertip Bridge	25 inc.	660
5.3	East Fork Bridge	33 in.	670
7.1	Granite Creek Bridge	33 in.	750
8.2	Spokane Creek Bridge	43 in.	840
9.3	Bertha Creek Bridge	46 in.	900
9.6	Approx. Sta. 20 on Sec. C	52 in.	960

Since April 5 considerable snow has fallen and there has been no one up the new road. There is reason to believe that the snow was appreciably deeper on the summit and down the Ingram Creek side of the pass than on this side where measurements were made. Observations from a plane on April 20 resulted in the prediction that there was at least 6 ft. of snow on the summit and on the Ingram Creek (Turnagain Arm) side of the summit. The contractor attempted to send a D-8 tractor up Ingram Creek from the north end of Section D late in March but the depth of snow prevented this tractor from progressing more than about 2 miles. Snow on this section is expected to be somewhat deeper than it is on any of the Forest Highway routes on the Peninsula.

Snow slides have occurred on the railroad around Girdwood and caused some delay in train schedules during the past month. Slides to depths of 30 ft. or more and 300 to 400 ft. long have covered some areas to be occupied by the new road adjacent to the railroad. Relocation to avoid these slide areas is impracticable.

Photographs are attached. Construction progress during the month has not been considered sufficient to require submission of progress charts with this report.



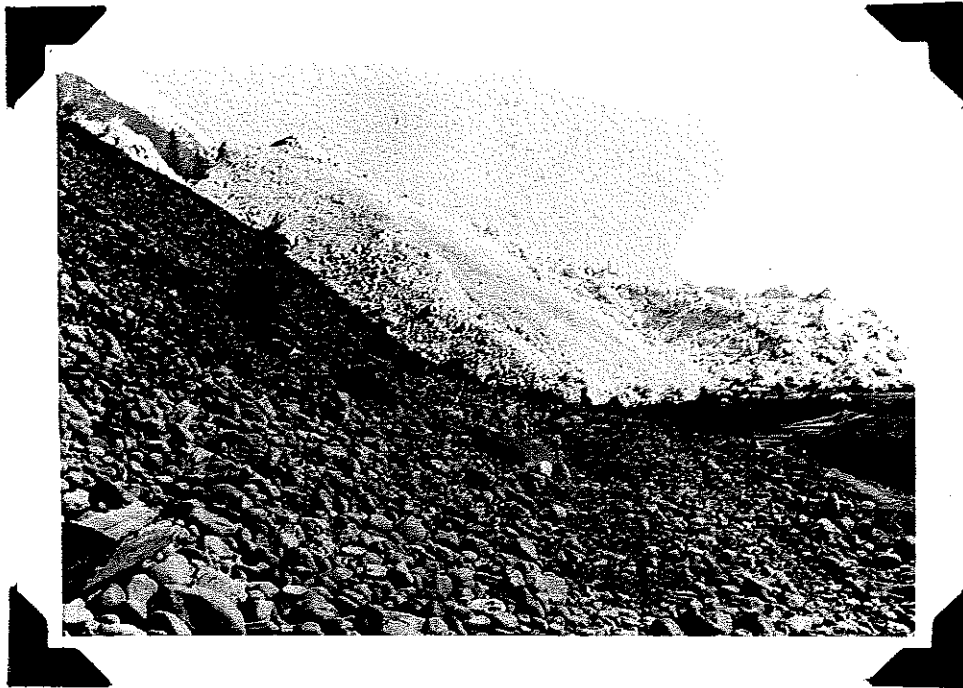
61-94-121

635 - Turnagain Arm F-2. Looking east at new grade from Sta. 1188. Contractors 3/4 yd. shovel working in distance. April 1950.



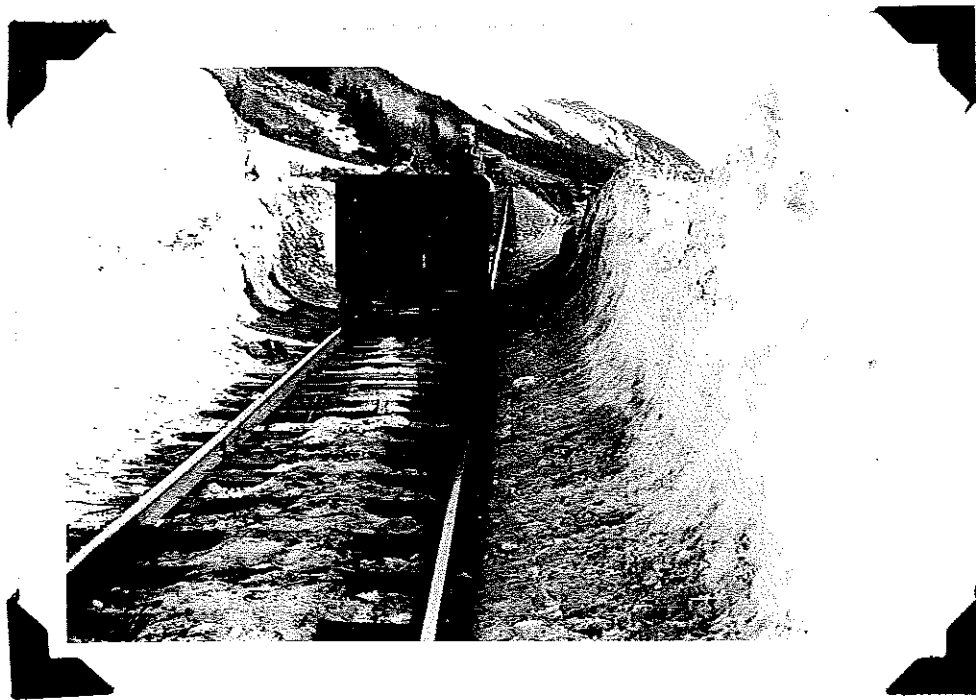
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636 - Turnagain Arm F-2. View of new grade and snow slide at Sta. 1145 from Sta. 1165. Looking east. April 1950.



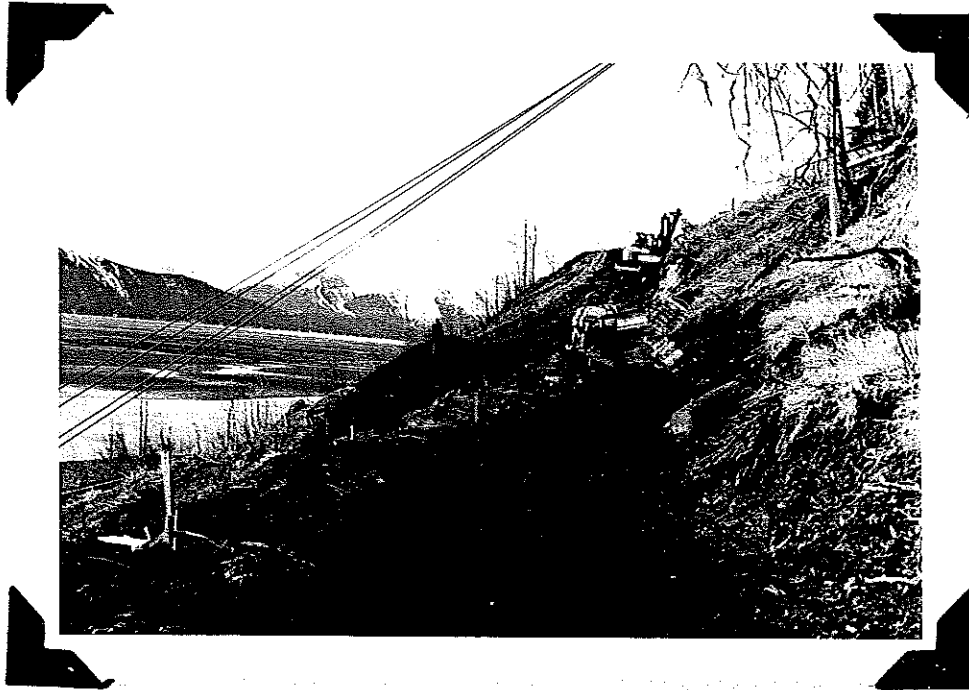
61-94-123

638 - Turnagain Arm F-2. Looking southeast along center line at snow slide at Sta. 1145. Figure on upper slope stake. April 1950.



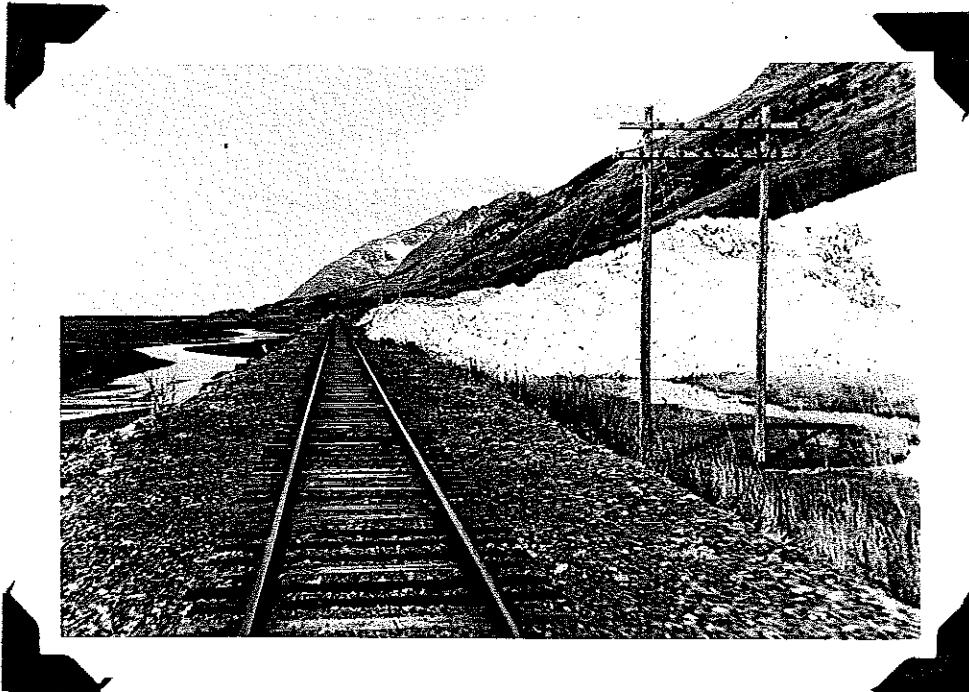
61-94-124

640 - B.P.R. speeder car at snowslide at Sta. 1145 which blocked railroad a few hours on April 19. Looking southeast. April 1950.



61-94-125

643 - Turnagain Arm F-2. Looking ahead and west from Sta. 1455 at $2\frac{1}{2}$ yd. shovel pioneering through blast area.



61-94-126

649 - Turnagain Arm F-2. View west at snow slide at Sta. 1747. Covers new road location about 400' long by 15' deep. Center line will be 35' to right of track.

May 4, 1950

To : Mr. A. C. Clark, Deputy Commissioner, Washington, D. C.
From : H. A. Stoddart, Division Engineer
Subject: Excerpts from Confidential Monthly Report for April 1950 for
Division No. 10

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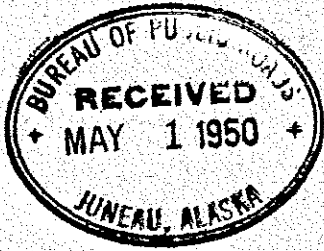
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-3-

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ACTION	INFO	
		STODDART
		REHER
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		BLACKWELL
		BRYANT
		DOYLE
		KIELY
		MILLER
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		EQUIP. DEPOT
		ANSWERED BY

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FM B M FRENCH BPR SEWARD ALASKA

TO H A STODDART BPR JUNEAU ALASKA 0048

PRA GR16

URLET APRIL 26 RE NARRATIVE REPORT RECEIVED MAY 1 PD REPORT WILL LEAVE SEWARD MAY 2

CFN 26 1 2

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DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Mr. B. M. French, District Engineer, Seward

April 26, 1950

H. A. Stoddart, Division Engineer

HAS

Please arrange to submit your monthly narrative reports to reach this office about the first of each month, so that the Division report will not be delayed in submission to Washington.

HAS:pm

cc: Files