

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

The cold weather experienced in the month of November, continued during the first few days of December. There was an abrupt change, however, December 4th, when the weather turned mild with heavy rains in the Southern portion of the district and snow in the North portion. By the middle of the month the weather was mild all over Southeastern Alaska and there was more or less continuous rains all over the district. In the vicinity of Ketchikan all the snow disappeared and we had the equivalent of a spring break-up on the roads in that vicinity. In the Northern parts of the district, where the temperatures were lower there were no break-ups of the road surfaces, but a good portion of the snow which had fallen previously in the month, disappeared.

During an inspection of Projects 1-B7,G3 and 1-D6,E4 in the first week of December, a conference was held with Mr. Reed of Reed & Martin, contractors, during which it was agreed that the contractor would finish the portion of Project 1-D6,E4, which had been rough-graded, to a degree which would permit winter maintenance, and that upon completion of that work the project would be closed for the winter. The contractor stated the work to be done would take about three days, after which time the road would be ready for shutdown. On December 19th, the section of the road covered by the project had become almost impassable due to the mild weather, the work agreed upon two weeks earlier had not been completed, and the contractor showed no apparent effort to finish it, nor to maintain the road in such a manner that it was safe for public travel. On the contrary the contractor had reduced his crew to a mere handful and his equipment operators had either already left the project, or were leaving within a day or two for Christmas. Mr. Reed, who had personally supervised the project the last few months, had left town leaving a foreman in charge without giving him adequate authority. We had already received a number of complaints from the public on the condition of the road. These complaints, which were from individuals as well as from public agencies, such as the Ketchikan School Board, were justified, and since all efforts to prevail upon the contractor to keep the road in better condition had failed, there was no other recourse but to close the project and to take over the maintenance of the section with our own forces. This was done on December 19th, and we have since had a small force rehabilitating this section to a sufficient degree to afford reasonably safe and comfortable travel. This work will be completed about January 6th.

Both Projects 1-B7,G3 and 1-D6,E4 will remain closed for the winter season, until approximately April 1st. These projects are now approximately 57% complete, while the time elapsed up to the date of shutdown amounts to 139% of contract time. In view of the very poor progress shown, the inability of contractor to even remotely follow schedules proposed by himself and his refusal to follow engineer's instructions, it was recommended by this office that the contract be cancelled and the bonding company be so advised and given an opportunity to decide how the work was to be completed. This

will be discussed with the Division Engineer upon his return from the States, and it is believed a decision will be made in the month of January.

Work on the survey of the designed line on the two sections North of Ketchikan progressed during the month. There was considerable difficulty experienced in this work particularly because so many points on the original location had been destroyed during maintenance. The data on the proposed re-location mentioned in our last report is now in the Design Section of the Division Office and design of the new line is in progress.


Bids on Project 2-D4,F6 were opened in the Division Office in November and the contract has been awarded to the successful bidder, the firm of Keil and Peterman. Work on this project will not start before weather permits, late in March or early April. Data on the remaining right-of-way parcels to be obtained on this project were sent to the Division Office during the month with the request that they be obtained by condemnation.

Bids were obtained during the month on new quarters for the District Office. There was only one bidder and the lease has been signed for quarters above the Juneau-Young Hardware store. These quarters were to be remodeled and re-finished by the owner before this office takes occupancy. The work has been somewhat delayed because of delay in getting materials, etc., but the rooms will be finished sufficiently by January 4th to permit us to move in. It is believed the quarters will be adequate, and the rental of 16¢ per square foot is very reasonable under present conditions.

During the month annual leave was granted employees of the District Office to the extent possible, leave being staggered to insure adequate personnel at all times. Mrs. English, who underwent major surgery on December 5th, is still under the Doctor's care in the States, and her return is somewhat indefinite, depending on Doctor's orders. It is hoped that she will be able to return to work about February 1st.

Due to the mild weather and rain following the prolonged cold spell, ice conditions developed on practically all the highways in the district and a large part of the maintenance work consisted of sanding the roads. In some localities we also had considerable snow removal in the first part of the month, but generally speaking, maintenance operations were routine except in the Ketchikan area where the maintenance organization in the last half of the month was doing extra-ordinary maintenance on Project 1-D6,E4. The regular maintenance organization augmented by a few additional employees and some rented equipment was doing this work under the supervision of Mr. McCann, Resident Engineer on the project.

January 2, 1951


CHR. F. WELER,
District Engineer.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

December 1950

TURNAGAIN ARM PROJECTS

Section F-2
Peterson Creek to Indian

The contractor closed down all operations on this project on December 2. When work was suspended on December 2 the weather had been near zero for several days and the saturated material being excavated from the cut at Sta. 1785 was freezing in the Euclid dump trucks to such an extent that little progress could be made. There is a section of this project about 4 miles long on the sidhill north of Girdwood where glaciering is bad, and is expected to be a continuing problem for maintenance forces.

Section G between Indian and Potter, which is being constructed by the Alaska Railroad, is now scheduled to be opened to highway traffic on June 30, 1951 and completed in October 1951. The F-2 section should be open and in suitable condition for traffic by June 30, which is the completion date. It still appears doubtful if the contractor will complete the project by the June 30 completion date.

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

Section G
Indian to Potter

Work on these sections remains suspended for the winter, as previously reported. No work has been done on the Highway between Indian and Potter.

All work on the Richardson C, Alaska A, Kenai River 5-B2, and Seward Highway 3-E3, I4 remains suspended, as previously reported.

KENAI RIVER HIGHWAY

Location Survey from Coopers Landing to
Forest Boundary at Mentons Lodge

Field work is completed, and field plans are being developed in the Division office. Bridge foundation investigations have not been started.

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SEWARD-ANCHORAGE HIGHWAY

Location Survey from Mile 12 to Mile 58

All survey work is completed. Plans and specifications are being developed in the Division office for the work between Mile 18 and Mile 50. Bridge foundation investigations were completed on December 12. All data have been forwarded to the Division office for consideration in connection with the bridge design.

Section A-1

Mile 5 to Mile 12, and Mile 15 to Mile 18

Bids were received November 29 and award subsequently was made to Manson Construction and Engineering Company and Osberg Construction Company of Seattle on the basis of their low bid of \$1,054,413. The second bidder was Peter Kiewit Sons Co. with a bid of \$1,119,223. Both of these bids were below the engineers estimate.

The low bidder has two 1-1/2 c.y. shovels and a fleet of dump trucks at Nome that are expected to be shipped to this project by first available transportation; probably some time in June. It is understood that tractor equipment, and compressors, etc. for drilling will be moved to Seward early in the Spring, and work will be started before the equipment now in Nome is available.

Clearing on this project was staked by location personnel before field work on the survey was shut down on December 9.

Section B-1

Mile 50 to Mile 58

Bids were received on December 12, and award has been made to the Max J. Kuney Co. on the basis of their low bid of \$1,358,006.80. The second bidder was Peter Kiewit Sons Co. with a bid of \$1,495,338.60. The low bid was below the engineers estimate. This company has the contract for Turnagain Arm F-2 and has considerable equipment at Girdwood which will likely be moved to this project when it can be spared from the F-2 project. We have not been informed by the contractor of his plan of operation.

No engineering work has been performed on this project except the P-line survey, which is the basis of the plans. It is tentatively planned to reopen the engineering camp at Mile 58 for this project.

GENERAL

Glaciating continues to be the major maintenance problem. Snow early in December helped the glaciating some in the Seward area. However, all of the stream channels from Moose Pass north and west are practically blocked

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with ice; many streams are out of their usual channels, and glacierring is still bad. Snowfall through the Kenai Peninsula, with the possible exception of the immediate Seward area, is light. The depth of snow at Mile 12 is about 2-1/2 ft. Rain on December 25 and 26 settled the snow considerably all over the peninsula, and left an ice coating on most of the roads. So far this winter the snowfall on the Ingram Creek summit on Turnagain Arm Section D has not been any greater than snowfall at Seward and Mile 12.

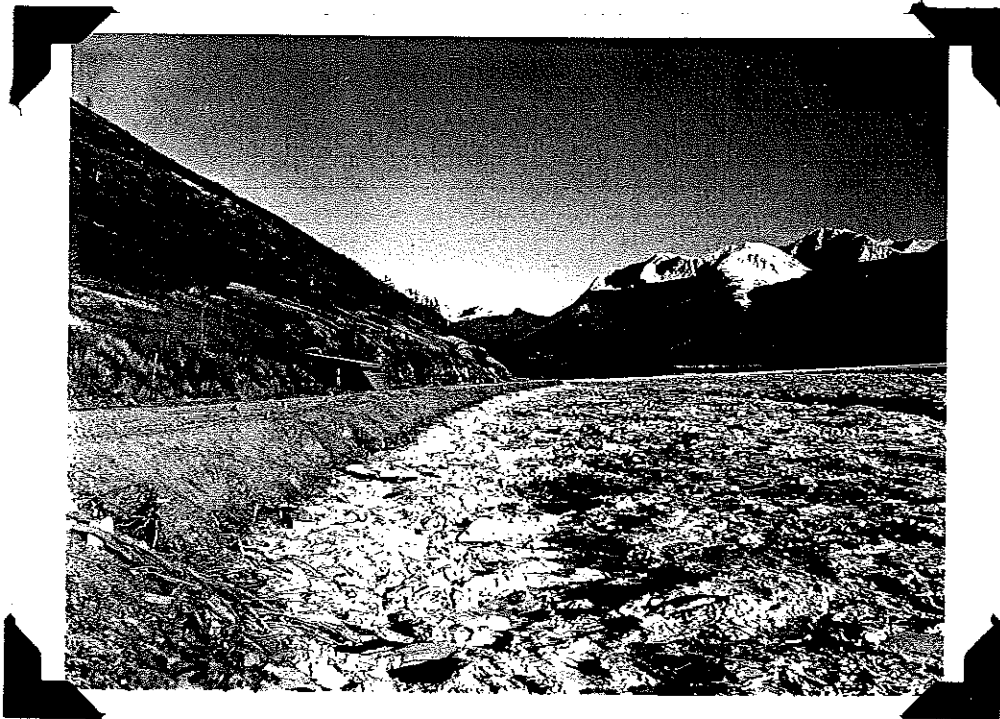
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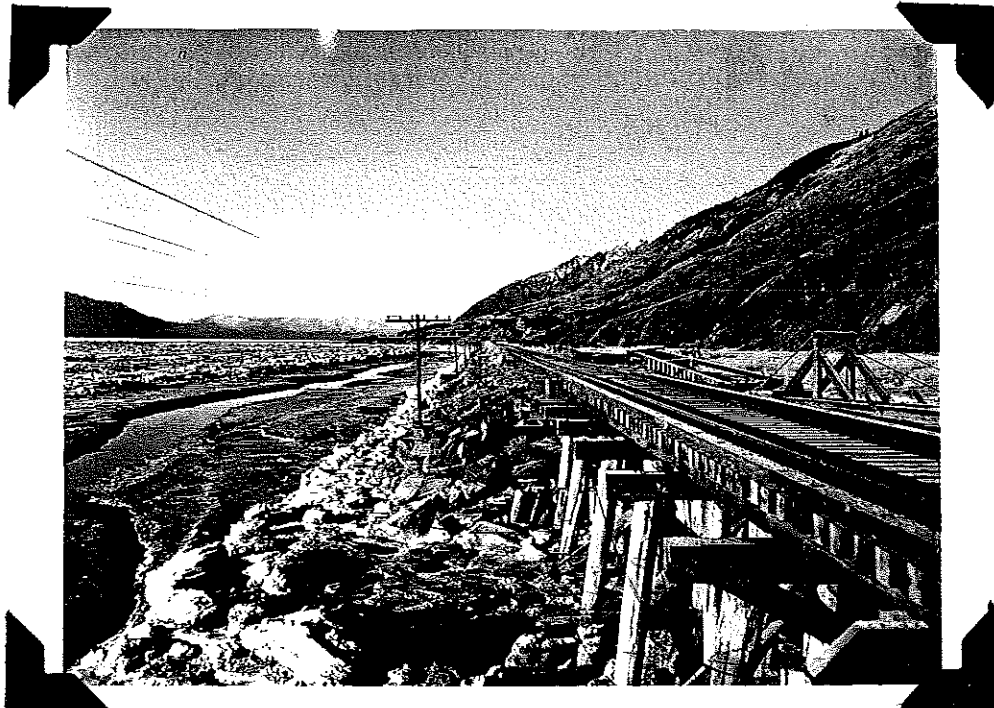
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BMF 21-6. 1068. Turnagain Arm, Section D. Summit between Ingram Creek and Granite Creek looking down Granite Creek toward Seward.



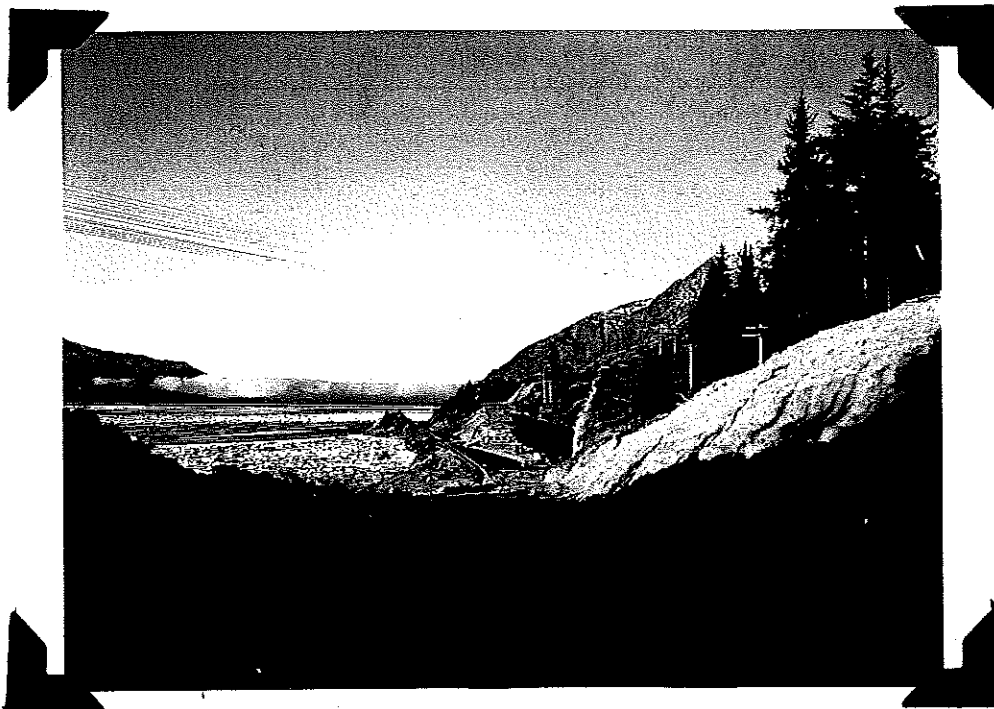
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BMF 22-6. 1077. Turnagain Arm, Section F-2. Picture shows line along fill slope reached by ice brought up by high tide. The structure in picture is a snow shed on the Alaska Railroad. Shed is to be removed and both railroad and highway will be on new fill outside of present railroad and snow shed. Girdwood is at the mouth of Glacier River which flows into Turnagain Arm from the left background.



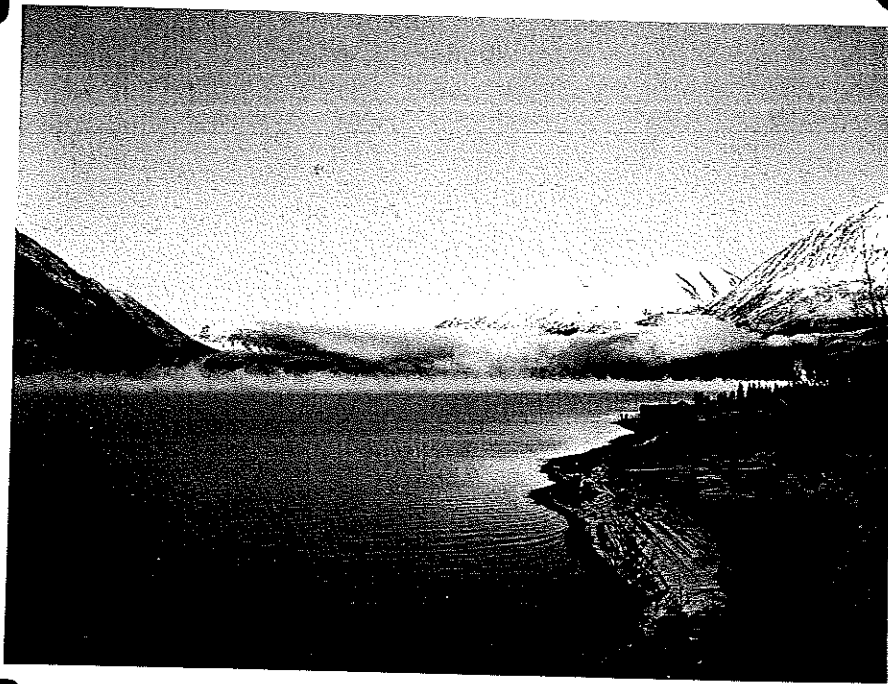
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BMF 22-11. 1952. Tarnagain Arm, Section F-2. View of Alaska Railroad north of Bird (between Girdwood and Anchorage). Telephone line was moved to outside of Railroad to make room for new highway between the railroad and the mountain on the right. Shovel working on highway cut may be seen ahead. Note ice in Tarnagain Arm on the left.



61-94-70

BMF 22-8. 1979. Tarnagain Arm, Section F-2. View of partially completed road at Bird Creek Bridge. Alaska Railroad requires moving at the curve shown before approaches to highway bridge can be completed. Note ice in Tarnagain Arm on the left.



61-94-71

BMF 22-2. 1074. Seward-Anchorage. Shows Alaska Railroad along shore of Kenai Lake. Picture was taken from on the highway.

January 5, 1950

To : Mr. A. C. Clark, Deputy Commissioner, Washington, D. C.
From : Hugh A. Stoddart, Division Engineer
Subject: Excerpts from Confidential Monthly Report for December 1950

There was little field activity during the month since all construction and location surveys were closed down by the cold winter weather which set in early in December.

The Reed & Martin contract at Ketchikan was closed down for the winter on December 19. It is expected to remain inactive until late March or early April. Consideration is being given to determine the contractor's right to proceed and it is hoped that definite arrangements can be made on an informal basis during the winter to the end that the two projects involved will be completed during the next working season.

The attached District Engineers' reports cover details of the maintenance activities for the month and also for additional comments on the construction work.

Bids were opened for the second section of the Seward-Mile 58 construction on December 12. The unit is located between Mile 50 and Mile 58. The low bid was submitted by the Max J. Kuney Company in the amount of \$1,358,006.80 as compared with the engineer's estimate of \$1,379,330.00. The four other bids received ranged from the low bid to a high of \$1,992,990.00. Award of the contract was recommended and the low bid was accepted on December 20, 1950.

The keen competition and narrow range of bids noted for the previous contracts was continued for this contract also, and apparently results from the comparatively short time allowed for construction, tending to reduce the uncertainties of the cost of the work.

Good progress has been made on the preparation of design for the third construction unit and it is now expected that the project can be advertised about January 15.

During the month a serious problem with respect to delivery of explosives in Alaska developed from rulings of the Coast Guard officials who have jurisdiction over discharge of explosive shipments through seaports. In the future at most ports, shipments of over 500 pounds will not be permitted through the existing facilities. The strict enforcement of the

Mr. A. C. Clark

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January 5, 1950

regulations has the meritorious purpose of promoting safety but unless a less rigorous enforcement of the regulations is made it appears that the going coal mine operations and the ice removal incident to the maintenance of the Alaska Railroad may cause these operations to be either shutdown or greatly curtailed. Later road construction would be definitely impeded and costs would increase by reason of the increased cost required to handle explosives by lightering from ship to shore outside of the cities rather than utilization of the dock facilities as has been done in the past. While volumes of explosives are not particularly large, involving only about 2,000 tons per year for Seward and 100 tons per year at Valdez with much smaller quantities at other ports, it is, of course, vital to mining and road construction in the Territory and any interference with deliveries would have an immediate and widespread effect. A meeting has been arranged, scheduled for January 4 in Juneau, to present the case to the Coast Guard authorities with the hope and expectation that continued flow of explosives can be maintained.

Recent personnel changes include the retirement of Mr. J. B. Reher, Division Design Engineer, who is leaving the service after 31½ years. Mr. E. H. Cowan, formerly Assistant Construction Engineer in the Seward District, is being promoted to succeed Mr. Reher and Mr. A. K. Neeley, formerly Division Assistant Construction Engineer, will replace Mr. Cowan at Seward. Mr. Thomas E. Priest has been transferred to Division 10 to take charge of the Auditing and Accounts section by transfer from Division 4. Many additional engineers will be required to staff the large volume of construction planned for the 1951 period and it is expected that experienced Public Roads' engineers will be available by transfer to fill assignments as resident engineers and assistant resident engineers for the larger projects.

HAS:pm