

February 3, 1950

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

During the month of January the weather was almost continuously fair, with temperatures ranging from zero to freezing for the portion of the Territory bordering on the Pacific ocean and Gulf of Alaska. It is considered noteworthy since it was in such marked contrast to the extremely stormy weather occurring at the same time over the Pacific Northwest states. Air transportation delays causing cancellation of airmail service for periods as long as a week resulted from conditions at the Seattle airport rather than at the northern terminals.

All construction projects were shutdown as of the first of the month but work was resumed on the Ketchikan projects and the force was built up to 40 men or more by the end of the month. It is hoped that improvement of progress may be noted in the near future.

Engineering activities were concentrated on design for sections of the Richardson highway being performed for the Alaska Road Commission under the Memorandum of Understanding dated August 17, 1948. It is expected that all plans for Section F will be completed by February 24.

The partial program for 1951 Forest Highway funds was prepared and submitted to the Western Headquarters. The program included only one large project on the Glacier Highway in the vicinity of the Juneau airport in addition to the usual survey and maintenance activities. Another large project on the Kenai Highway system was under consideration, but owing to the reluctance of the Regional Forester to approve it for inclusion until the attitude of Congress becomes known regarding additional special funds for these projects, it was omitted from the program at this time. It is, however, expected to be handled in another increment to the program early enough to permit construction during the coming season. The tentative approval for a project on the Kenai system has been indicated by the Territorial Board of Road Commissioners and also the Forest Service. Under present conditions it appears desirable to program rather large projects to develop adequate competition. It is anticipated that in another year or two, if the funds available for the Territory are not increased materially, it may be preferable to provide a larger number of smaller projects.

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Approval of the system letter, which provides for inclusion of the Turnagain Arm Project on the Alaska Forest Highway system, was obtained from representatives of the Forest Service and the Territorial Board of Road Commissioners during the month, and the system letter documents were forwarded to Western Headquarters for transmittal to Washington.

During the month Mr. D. J. Steele, Materials Engineer of Division 7, studied accumulated test data on materials used for the large paving projects on the interior road system being supervised by the Bureau of Public Roads. He also reviewed the reports which had been prepared on the subject and discussed the problem with our engineers and the technicians with the Corps of Engineers' District office laboratory personnel. The study was made at the request of this office, since there was indication in previous reports that some progressive stripping of bituminous materials from the aggregates being used was to be anticipated. It was Mr. Steele's opinion that aggregates were not widely different from those successfully used on similar projects on Forest Highways in the western region and no unusual extensive failure difficulty will result. His suggestion will be followed that additional samples be furnished to the Washington headquarters testing laboratory to check the results obtained by the field laboratory. Samples will be shipped as soon as weather conditions permit in the spring.

A report was prepared on the proposed road connection from Portage to the port of Whittier and discussed with staff officers of the Alaska army forces at Anchorage. The study lead to the conclusion that only the cheapest facility, which would include one lane roadways through the existing railroad tunnels, deserves further consideration. Also if the emergency is considered to be sufficiently critical by the military to justify construction of the access road, it would require a special appropriation as neither army or civilian funds appear to be presently available for this purpose.

During the month a canvass of the best qualified temporary engineering assistants, employed on the construction projects in the 1949 season, resulted in the acceptance of offers by several of these men. It appears that a substantial number can be rehired and that the recruiting program which was so critical a year ago can be solved this year by local hiring or re-employment of the best of last year's employees. It will apparently be necessary to recruit 10 to 15 of the higher grade engineering assistants.

Reports have been received during the month that the snow removal operation mentioned in the report for the month of September 1949 for the section of the Richardson Highway extending north from Valdez and including the Thompson Pass area has been successful to date. While the conditions have not been so severe as for most previous years, there have been two or three storms of such severity as to lead to the conclusion that the equipment has sufficient capacity to cope with the most severe conditions. The major units are two of the largest size truck mounted rotary plows. Each plow is driven by diesel power plants of at least 400 h.p. and is mounted on a 20-ton truck. The rotary plows are supplemented by truck mounted "V"

plows and motor patrols, and bulldozers have also been used to move the accumulated snow out of short deep through cuts. A representative of this office will make an inspection of the operation during the next month, with the inspection being timed with the weather conditions to permit first-hand observations under difficult conditions.

A report of a reconnaissance survey on the Cordova to Chitina section of the Copper River Highway has been received from the Alaska Road Commission. The report includes an estimate of 4 million dollars for constructing a single lane road on the present railroad route from Cordova to Chitina. This estimate includes replacement of existing or destroyed timber trestles and provision for timber decks on the existing steel through truss bridges. For construction of a 24 foot roadway at finished grade following the railroad grade providing single lane bridges the estimated cost is \$6,325,000. For construction of a two lane road following the railroad grade with all trestles constructed to two lane width, but with one lane on the steel structure, the estimated cost is increased to \$9,665,000. It is understood an economic analysis is to be developed to support a decision by the Alaska Road Commission whether it will support the proposed project. It is also understood the project has Forest Service support. However, 93 miles of the highway are outside of the Forest area so the major share of the construction may become the obligation of the Road Commission.

Referring again to the September 1949 report it apparently has been decided not to reconstruct the sawmill at Juneau destroyed by fire early in September. The property has been sold and a much smaller mill, with only about 20% capacity of the previous plant, will be installed during the coming season.

HAS:pm

February 3, 1950

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

From : H. A. Stoddart, Division Engineer HAS

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Division No. 10

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Dr. L. I. Hewes

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

HAS:pm

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

The weather during the month of January was predominantly clear and cold. Except for a snow storm immediately after New Year, only occasional light snowfalls were experienced, but the temperature remained very low, particularly in the southern portion of the District.

In the report for the month of December it was mentioned that we expected to have a conference in the District Office with representatives of Reed & Martin, Inc., contractor for Projects 1-B7, G3 and 1-D6, E4, to discuss the poor progress which so far has been evidenced on these projects. A short conference was held on January 4 with Mr. Martin, who stated that he wished to inspect the projects with his Chief Engineer, Mr. Hanson, before entering into a more complete discussion. On January 9 Mr. Martin requested authority, by telephone, to reopen the projects, since the clear, cold weather then experienced did not present any difficulty in prosecuting the excavation on these projects, as it is practically altogether in solid rock. The projects were, therefore, reopened January 9. On January 10 Mr. Martin and Mr. Hanson returned from Ketchikan, and a general discussion was held on that day and the next concerning the progress on the projects, and what could be done to insure completion within the contract time. The Contractor submitted a revised construction schedule which appeared reasonable if sufficient additional equipment is obtained. The contractor assured that whatever equipment is needed will be sent to the projects as the need becomes apparent, and that every effort will be made to speed up progress. Mr. Hanson expressed some doubt as to the feasibility of increasing the progress materially during the month of January, but assured that by February the men and equipment necessary to prosecute the work to the full extent would be available.

The general progress during the month of January did not improve materially. On the weekly report for the week ending January 28, Project 1-B7, G3 was reported as being 3.9% complete, while Project 1-D6, E4 had not been started. During the last few weeks there have, however, been indications of increased activity on the contractor's part. The contract personnel has increased from about 16 men to 42. Some additional equipment, such as a 500 c. ft. compressor, has been obtained. During the last week

drilling was being done in two shifts. Work was initiated on January 30 on Project 1-D6, B4, upon which, heretofore, nothing had been done. Clearing and grubbing on this project have, with the permission of this office, been subcontracted to Odin Jensen Company, a local Ketchikan firm which is well and favorably known to this office.

In view of the apparent efforts of the contractor to increase progress and activities on these projects, it is believed that we should watch the progress for the next few weeks before any additional steps are taken from our side.

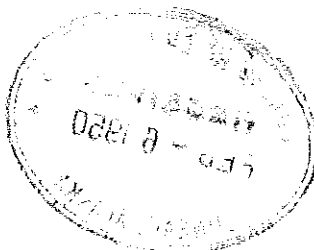
The other two projects in the Juneau District, i.e., 7-A5, B2, Mitkof Highway, and 31-A7, B2, Douglas Highway, which were closed for the winter during the month of December, remained closed for the month of January. It is not expected that either one of these projects will be opened before April.

On January 17 a survey of the Juneau - Thane Section was begun by E. W. McCann, Resident Engineer in the Juneau area. There is about three feet of snow covering the ground at this time, and the survey is also hampered to a great extent by the deep frost in the ground and the glaciated slopes. At the end of the month the survey was reported as being 14% complete. The progress on this survey will, to a great extent, depend on the weather during the next month.

The cold, clear weather, with very little snowfall, was a great advantage to the maintenance activities throughout the District. It gave the various maintenance units time and opportunity to remove the snow, which had previously fallen, completely off the traveled road surface. On the wider roads in the vicinity of Juneau it has been completely removed off the shoulders. The highways throughout the District are, therefore, in unusually good condition for this time of year.

During this month we also, for the first time, used Shunk's Serrated Blades on both graders and snowplows. The blades have so far been used to any extent only in the Juneau maintenance area. Our experience with the blades in Juneau has convinced us that they will be of very great help in keeping the accumulated frozen snow and ice on the roadways down to a minimum. It is our intention to obtain additional supplies of these blades and keep them in stock for use on all maintenance projects.

February 3, 1950



C. F. Miller
C. F. MILLER
District Engineer

Drilling was being done in two shifts. Work was initiated on January 30 on Project 1-10, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000.

In view of the important nature of the contract to increase progress and activities on these projects, it is believed that we should watch the progress for the next few weeks before any additional items are taken from our side.

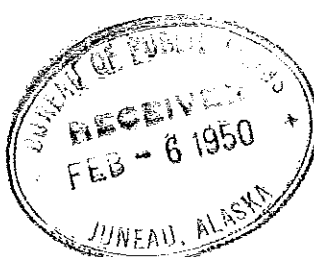
The other two projects in the Inman District, i.e., 7-42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 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.

On January 17 a survey of the Inman - Inman Section was begun by E. W. Madson, Resident Engineer in the Inman area. There is about three feet of snow covering the ground at this time, and the survey is also hampered to a great extent by the deep frost in the ground and the glistening slopes. At the end of the month the survey was reported as being 1/2 complete. The progress on this survey will, to a great extent, depend on the weather during the next month.

The cold, clear weather, with very little snowfall, was a great advantage to the maintenance activities throughout the District. It gave the various maintenance units time and opportunity to remove the snow, which had previously fallen, completely off the traveled road surface. On the other roads in the vicinity of Inman it has been completely removed off the shoulders. The highways throughout the District are, therefore, in unusually good condition for this time of year.

During this month we also, for the first time, used Special treated blades on both graders and snowblowers. The blades have so far been used to any extent only in the Inman maintenance area. Our experience with the blades in Inman has convinced us that they will be of very great help in keeping the commutated travel now and ice on the roadway down to a minimum. It is our intention to obtain additional supplies of these blades and keep them in stock for use on all maintenance projects.

W. J. Y. Y. Y.
District Engineer



February 3, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

JANUARY 1950

TURNAGAIN AIRCRAFT PROJECTS

Sections C & D, E, F-1, F-2, and F-3

All work remains inactive. The snow above Mile 58 has not been removed and the depth of the snow on the summit is not known.

No snow slides have occurred on the F-2 section around Girdwood. Heavy slides in this area of January 1949 caused the railroad considerable difficulty, and the effect such slides may have on operation of the highway is not known. Slide and icing conditions in the Girdwood area are being carefully observed and icing is being photographically recorded for future reference. Work on Section F-2 at Girdwood is expected to be resumed in March or April. About 24" of snow is on the ground at Girdwood.

Section C - Indian to Potter

The Alaska Railroad's contractor on this section started moving personnel back to this project during the past month to start limited operations on drilling coyote holes for blasting some of the larger rock cuts.

GLENN AND RICHARDSON HIGHWAYS

All work remains suspended, as previously reported. The time extension on the Richardson A project has been granted, and the time extension on the Richardson B project has been favorably recommended. The Richardson B project is expected to be resumed in April or May. Work on the Richardson A and Glenn Highway projects will likely not be resumed before June, since the only work remaining is bituminous paving and seal coat.

FOREST HIGHWAY CONSTRUCTION PROJECTS

All Forest Highway construction on the Kenai Peninsula is suspended, as previously reported. Some of this work is expected to be resumed in March or April.

KENAI RIVER HIGHWAY

Section B - Quartz Creek Location Survey

Field Plans have been submitted on the Dave's Creek line from mile 38 to the junction of the high and low lines east of Sopers site. Work is in progress on the field plans for the low line through Sopers.

SEWARD HIGHWAY

Forest Boundary to Mile 12 Location Survey

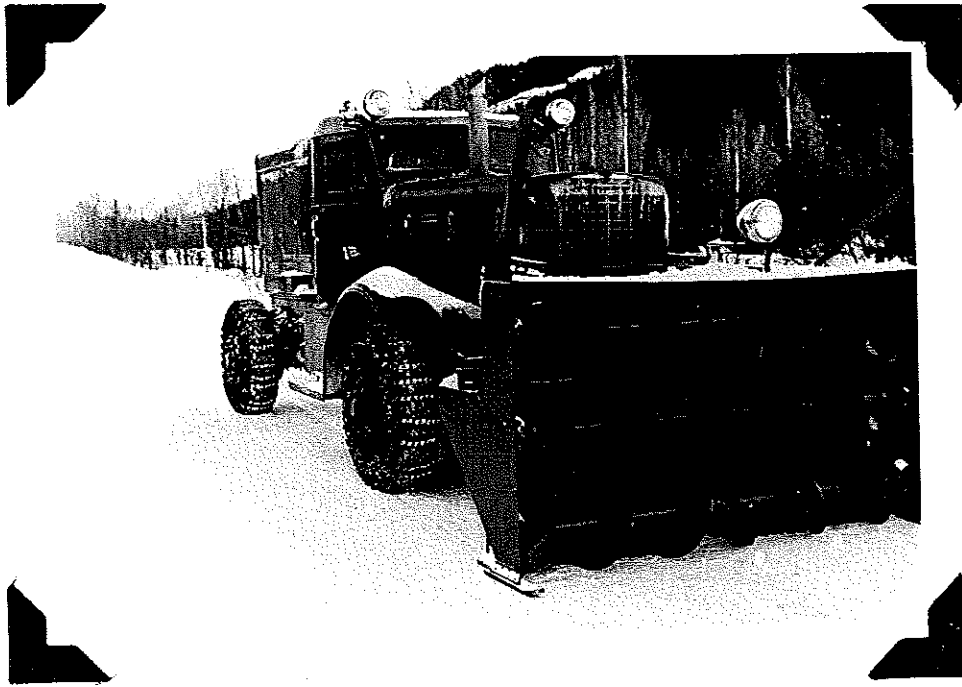
Field Plans are practically complete and detail maps have been submitted for approval of a projected line through privately owned lands. Upon approval of the line, negotiations for right of way and use of borrow material will be started.

Some short sections of this project are going to be quite difficult to construct, due to the very limited width of the canyon that is being followed.

Accidents on the highway north of Seward continue to occur, and can be expected to increase with the traffic. Much of this road was constructed as a one way road and is far below present standards as to width and curvature. Several accidents have occurred during the past month, including one in which a Government vehicle was involved on the section between Mile 14 and Mile 18 where the road is particularly narrow. At the present time we are having warning signs made for what have proven to be the most dangerous places on the road between Mile 14 and Mile 18.

GENERAL.

Photographs are enclosed. As no construction work was performed during the past month, no progress charts are submitted.



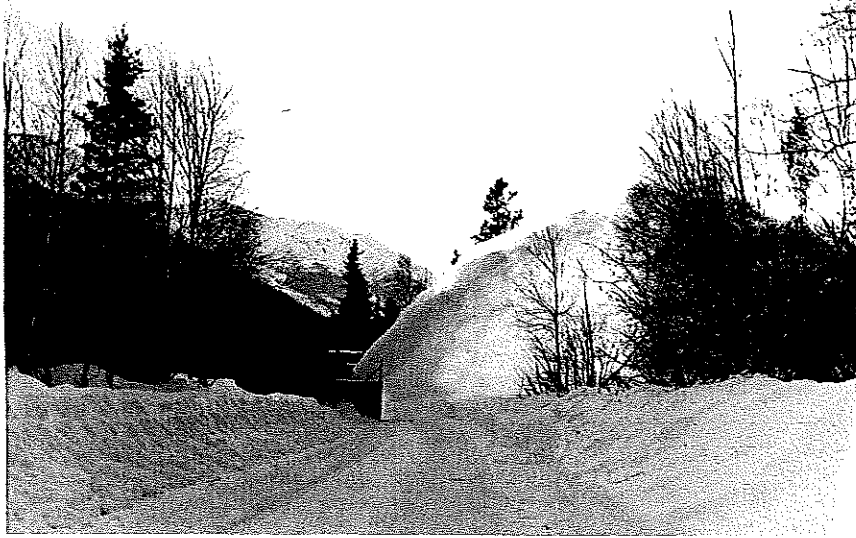
61-94-131

No. 506 - Close-up view of new SnooG rotary plow mounted on Oskosh truck. January, 1950.



61-94-132

No. 500 - Winter scene at Mile 52 Seward-Hope road. The view is north and shows the typical road condition after the rotary plow has passed through. January, 1950.



61-94-133

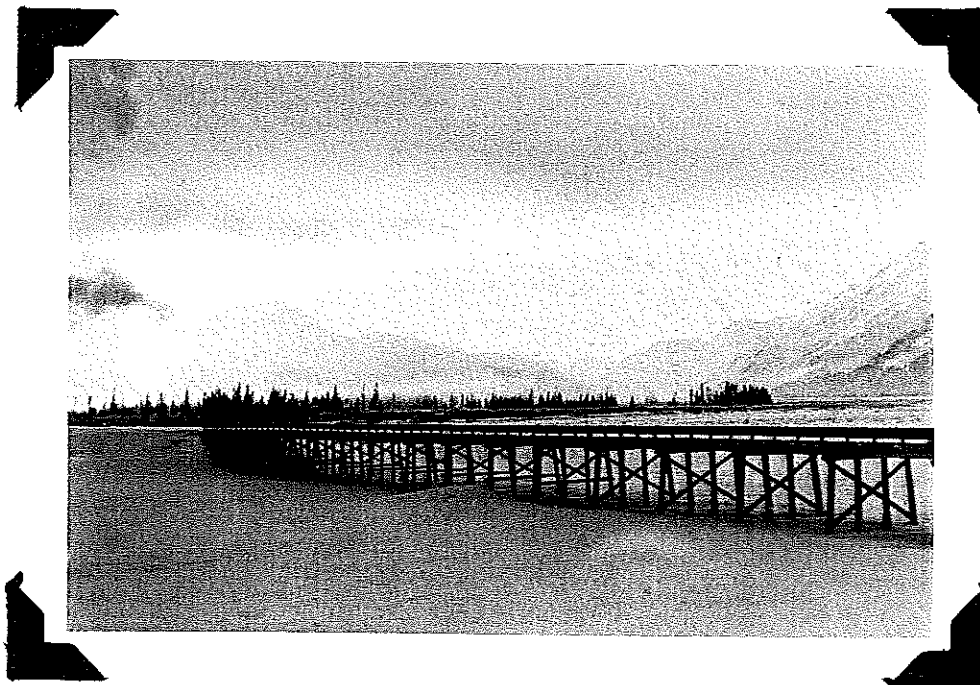
No. 503 - Looking south at Mile 63, Seward - Hope Road.



61-94-134

No. 504 - Looking east at Mile 73 near Hope.

Views of new SnoGo rotary snowplow in operation widening the road, January, 1950.



61-94-135

No. 495 - Twenty Mile River bridge on Turnagain Arm Project Section F-1. The view is south and shows the revision in the away bracing made on the south end of the bridge in order to eliminate damage from ice action during high tides. January, 1950.