

June 2, 1950

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

From : H. A. Stoddart, Division Engineer

Subject: Confidential Monthly Report for May <sup>1950</sup> ~~1949~~ for  
Division No. 10

During the month of May the weather conditions in the interior became unusually favorable and very much in contrast to the conditions which obtained during the same month a year ago. In Southeastern Alaska while the weather was not so favorable it still permitted construction operations to proceed without unusual difficulty.

The major project active in Southeastern Alaska, which comprises grading of two units at Ketchikan, showed much improvement in progress as brought out in the attached report by the District Engineer. The project at Douglas has been reactivated and it appears will be completed in the near future.

Of the projects in the interior the surfacing of the Glenn Highway from Anchorage to Palmer has shown the most progress, with construction of the plant mix pavement being started about May 15 and with a normal daily volume being obtained by the end of the first week. It appears possible that this project will be completed, except for the sealing, by the middle of June. For the Richardson Highway projects nearly as good progress was made during the month and it now appears that all the work will be finished by September 1.

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Reference is made to the bids for construction of five bridges called for by the Alaska Road Commission to be opened on May 4. Good competition was received and the contract was awarded to W. P. Munter on his low bid of \$297,000. This contract was let on a lump sum basis, using government furnished steel.

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

HAS:pm

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

Active construction on all projects within the District was resumed during the month of May. The two most important projects, i.e., Projects 1-B7, G3 and 1-D6, E4, in the vicinity of Ketchikan were active through the winter with the exception of a short shutdown, because of weather, between December 28, 1949 and January 9, 1950. The progress on these projects was generally unsatisfactory until new field management took over supervision in March. Since then progress has been improving gradually, particularly since Mr. Stone, the present superintendent, assumed charge of construction operations late in April. During the month of May there has been a very noticeable and encouraging improvement in the progress of the projects and the work is now progressing in a satisfactory manner.

Work was resumed on Project 7-A5, B2 on May 15, 1950. During the first week's operation most of the time was consumed in changing and adjusting the crusher setup in order to produce satisfactory material. Only about 165 cu.yds. of acceptable material was produced during that week. Full production was not obtained before well into the last week of the month, and during that week 850 cu.yds. of material was processed. The contractor still has some difficulty in processing the type of material available through the crusher and the plant is not able to keep up with the five 5 cu.yd. trucks which are being used to haul the material on the grade. Beginning on May 29 the contractor, therefore, started to run the crusher two shifts. The material produced during the late shift is being stockpiled immediately adjacent to the crusher and loaded into the trucks the next day by a Lorain 3/4 cu. yd. dragline shovel. The project should be essentially completed at the end of June. The project is supervised by Mr. H. W. Strohm, Highway Engineer, GS-7.

Project 7-D2, consisting of redecking the Falls Creek Bridge in the vicinity of Petersburg, has been handled as a day labor construction project, the work being done by the maintenance crew augmented by two additional employees. The redecking was completed on April 28, 1950, and only the painting of the structure remains to be done. This work has had to be postponed because of the generally adverse weather conditions during the month.


Project 31-A7,B2, Douglas Highway, was re-activated on May 15, 1950. Mr. E. W. McCann, who was formerly in charge of this project, has been assigned to Projects 1-B7,G3 and 1-D7,E4 at Ketchikan, and the Douglas Highway Project is now under the supervision of Mr. Paul B. Groven, Highway Engineer, GS-7. Practically all the work which remains to be done on this project consists of placing special borrow and crushed gravel surfacing. Both the special borrow and crushed gravel are obtained from the Lemon Creek Pits on the Glacier Highway. The haul is approximately 6 miles, and the contractor is utilizing 16 trucks, mostly rented, for the hauling. It is expected that this project will be essentially completed by the middle of June.

Load limits on the paved section of Glacier Highway between Juneau and the Juneau Airport were returned to normal on May 8th. At that time the unevenness caused by frost action had generally disappeared, and it was evident that subgrade conditions were such that full loading could be permitted. As mentioned in our last report, for the month of April, a set of precise levels had been run over the sections of the pavement that were particularly rough due to frost action. Another set of levels were run over the same sections early in May, and the two profiles were superimposed over each other on an exaggerated scale for comparison purposes. It was found that in general the depressions which had appeared transversely to the centerline over the culverts had disappeared, the elevations over the culverts remaining stationary, while the adjacent road surface had settled back to normal grade. It is believed that these levels indicate that the unevenness in the pavement was caused by a frost-heave of 1" to 2" in the grade generally, while no frost-heave occurred over the culverts because of the greater depth of select material in the culvert trenches. Some of the roughness in the pavement has, however, remained and it is probable that where roughness is still apparent in the pavement, it will be permanent. There is, however, no sign of any breaking up of the pavement itself and, generally speaking, it is believed that the condition of the pavement after the first winter is satisfactory.

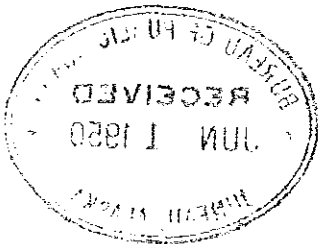
An inspection was made toward the end of the month of the Cordova Maintenance Unit, which covers both Route 4, Cordova Highway and Route 32, Copper River Highway. It will be recalled that a severe storm did considerable damage last September to both Highways, and a special project has been approved to rehabilitate the Highways, and to make minor improvements, particularly on Route 32, to facilitate future maintenance. The work is now being planned and an estimate will be submitted for the contemplated work.

The painting program initiated last summer on all maintenance projects has been re-activated. Very little progress was made, however, during the month of May because of the unusually wet and adverse weather during the month. It is the intention to press the painting program to completion as quickly as weather permits.

Other maintenance work on all projects was routine during the month.

  
G. F. WYLLIE  
District Engineer

May 31, 1950



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WALTER J. WILSON  
District Engineer

May 31, 1950



DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Division 10  
Seward District

NARRATIVE REPORT FOR

MAY 1950

TURNAGAIN ARM PROJECTS

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

Engineering work from the Mile 58 camp will be resumed by May 26. Contract operations are expected to start during the first week in June. Snow has melted off the C&D project and it is now possible to drive to Bertha Creek, about 9 miles above Mile 58.

No work has been started painting bridge steel on the E and F-1 sections. This work is expected to be started in June.

Section F-2  
Peterson Creek to Indian

Grading work is in progress south of Girdwood with a  $3\frac{1}{2}$  c.y. shovel, three Euclid trucks, two D-8 bulldozers, a compressor and two wagon drills. This section consists of solid rock cuts near the railroad and borrow material to complete the fills across the tide flats. The rock is used for slope protection on the outside of the fills. Good progress is being made. The contractor expects to continue operations south of Girdwood until he connects with the completed F-1 section at Peterson Creek. This work south of Girdwood should be practically completed by the middle of the Summer if the contractor's present plan of operation is carried out.

Grading work is in progress north of Girdwood with a  $2\frac{1}{2}$  c.y. shovel, Euclid trucks, one D-8 bulldozer, compressors and wagon drills. A  $3/4$  c.y. drag line is in operation installing culvert pipe and doing other miscellaneous work. The shovel has reached Sta. 1480, and drilling of rock cuts has reached Sta. 1493. This is a heavy rock sidehill section and considerable time will be required to move the drill and yardage of rock involved. This heavy rock section extends from just north of Girdwood (Sta. 1380) to Bird Point (Sta. 1660). This section presents more construction difficulties than any other section of the project.

It appears very unlikely that the contractor will have a travelable road throughout the F-2 section this year. No additional equipment has been placed on the project recently except 4 bottom dump Euclid trucks. There still remains about 12 miles of the total mileage of 19.4 miles on which no grading work has been started. No work has been started on the 4 treated timber and concrete bridges. Piling for the bridges is on hand.

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

Structural steel has been erected, deck forms, and reinforcing steel are in place on the Peterson Creek Bridge. It is likely that the deck will be poured by the end of May. The substructure was completed last year.

It was necessary to redrive all piling for abutment No. 2 at Kern Creek. The piles driven last year were so severely damaged by blasting an adjacent rock out that none could be used. This abutment has been formed, reinforcing steel set and it will likely be poured by the end of May. Deck forms and reinforcing steel are in place.

Glacier Creek Bridge is substantially complete except painting and rubbing as previously reported.

At Bird Creek the specifications require that the piling for abutments be driven after the approach fills are in. No work has been done on this bridge except the welding of railroad steel piling. This work of making the piling is substantially complete.

At Indian Creek, the most northerly of the bridges, piling have been driven for Pier No. 2. All piling have been made and stockpiled at the site. All bridge steel is at the site.

Four of the 5 bridges should be complete by the end of July. The piling at the Bird Creek Bridge cannot be driven until after the approach fills are in. The progress being made on the rock work north of Girdwood is such that it appears unlikely that it will progress to Bird Creek in time for this bridge to be completed this year. The bridge contractor may be able to make some arrangements for completion of these approach fills in time to complete the bridge this year. He is very anxious to make some arrangement of this kind so he can complete all bridge work this year.

### Section G - Indian to Fetter

Work is active on practically the entire length of this project and good progress is evident. The contract is being handled by the Alaska Railroad.

#### GLENN HIGHWAY

##### Sec. A - Anchorage to Palmer

(46 miles including 8 miles through Ft. Richardson)

The engineering party moved back to this project and started engineering work on May 3. The contractor erected a washing plant during the first week in May and started washing and screening previously stock piled cover aggregate to bring it within the specifications.

Processing and prime coating of base course from station 100 easterly through Ft. Richardson is in progress. From the Anchorage city limits to sta. 100, a few subgrade failures are being corrected. Paving started on May 22



working easterly from sta. 100 and the 16 miles remaining to be done should be completed by July 1 or sooner depending on the weather. Seal coat should be completed within 30 days after completion of the paving.

Sections B, B-1 and B-2  
Palmer to Richardson Highway Junction near  
Glenn Allen (About 141 miles)

This work is being handled by the Alaska Road Commission. Work is active on Section B by McLoughlin Inc. and on Sections B-1 and B-2 by Babler and Rogers Construction Co. These projects have not been visited during the past month. The work on the B section started last year and it is understood that prime coating has already started and that paving work will start soon. The work on the B-1 and B-2 sections is just getting started.

RICHARDSON HIGHWAY

Section A - Fairbanks to Harding Lake (44 miles)

The engineering crew moved back on the project May 3 and have established headquarters at Aurora Lodge.

The contractor has resumed work on the project and has been engaged in processing and preparing the base course on the south 10.7 miles of the project for the placing of prime coat. A few small failures in the base course which developed during the spring breakup are being corrected by excavating the poor material and backfilling with gravel. Prime coating was started May 22 and it is expected that plant mix paving will start a week later.

No difficulties are anticipated in completing the project within the time limit, as extended to July 20, 1950. A small amount of force account work may be necessary to correct some unevenness and settlements which developed late in 1949 in the paved sections but in general the pavement laid in 1949 is in very good condition.

The contractor estimates that there is enough material stockpiled at the hot plant setup at Mile 325.15 to complete Section A and pave the north 2 or 3 miles on adjacent Section B. A maintenance stockpile will also be left at Mile 325.15.

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

The contractor has been crushing and stockpiling base course and cover aggregate at the pit at Mile 296.5 since the latter part of April. Grading work was resumed on May 13 when hauling of gravel borrow to the road at Mile 315.5 and Mile 296.5 started. One shovel, one dragline, 8 large trucks, two patrols, and three dozers were used in these operations. On May 19 a second crushing plant started work at Mile 315.5 producing plant mix aggregate. By the end of the month the contractor expected to have two shovels, two draglines, two crushing plants, and the necessary trucks and subsidiary equipment at work on the

project. The Birch Lake camp has been reopened and most of the contractor's men are living there. A few are staying at Silver Fox Lodge.

The contractor apparently does not intend to start the paving work until June when there has been sufficient base course and prime coat placed to keep ahead of the paver.

With the exception of a few minor failures in the gravel borrow sections all of the work completed in 1949 came through the spring breakup in good condition. Water overflowed the road at several locations and additional culvert pipes will have to be installed to remedy the condition.

The grade raise of 2½ to 3 ft. from sta. 2623 to 2645 at Silver Fox Lodge has been made to stay above the overflow of the Tanana River. Another grade raise at a glaciating section at Mile 291.4 will be completed soon.

An engineering crew of 29 men is at work on the project. Most of these men are living at the Road Commission's camp at Canyon Creek (Mile 301.5) but a few are staying at the contractor's camp at Birch Lake and at Silver Fox Lodge.

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

Work on this survey started on May 8 and excellent progress has been made. This survey consists mainly of traversing the present road as the alignment and grades are generally acceptable. It is expected that the traverse, together with levels, and cross sections along the present road will be completed by the end of May or soon thereafter. It may be necessary to run an alternate line over the section where the present road is subject to flood by the Delta River just north of Rapids.

### KENAI RIVER HIGHWAY

#### Section 5-B1 Kenai River Bridge

The condition of this project has remained satisfactory during the past month. With the frost coming out of the ground there was some question as to what the condition of this road might be. Work on removal of the old bridge is substantially complete. All common borrow has been placed and finished to grade. The road surface presents a good appearance but is very dusty when subjected to traffic. The work of placing the selected borrow surface course is expected to start late in May. This material is to be obtained from private property along the project by choice of the contractor. An excellent source of material has been obtained. The contractor has been working on an adjacent Forest Development Road for which he holds a contract, during the past month and has done littlework on this project.

Sec. 5-B2 Kenai River Highway from Moose Pass Highway Junction  
at Mile 38 to Mile 41; and Mile 47 to Mile 50

Preliminary plans for this section are substantially complete and are undergoing final review and consideration before the project is advertised. Some right of way problems of moving buildings, etc. remain to be solved before the project is advertised.

SEWARD HIGHWAY

Sec. 3A9 Mile 3 to Mile 5 Grading

Contract work started May 2 on drilling of rock cuts along the present road. Work is now in progress on drilling and blasting, excavating blasted rock, excavating and hauling borrow near the beginning of the project, clearing, and construction of a concrete box culvert. Progress is good and the work should be completed within the time limit. Hans Furuseth who was project engineer on this project was placed in charge of the Big Delta-Rapids location survey, and was replaced on this project by G. W. Chellquist early in May.

Sec. 3E3, 14 Snow River Bridge

No work is yet active. We have been informed by the contractor that he will arrive on the project on June 2. Contract operations will start soon thereafter. There remains ample time for completion of this project within the time limit.

Forest Boundary to Mile 12 Location Survey

Field plans have been completed and the project is being designed in the Division Office. Most of the easements for right of way have been obtained. Permission to take borrow from privately owned land is necessary before the project can be designed.

GENERAL

The location survey of the connection between the Kenai River Forest Hwy. and the Sterling Highway at the Forest Boundary has been completed. This location eliminates the steep ascent and descent of the hill on the Sterling Highway just below Kentons. The new line follows generally along the bank of the Kenai River above high water and connects with the present road about one-half mile below Kentons. This survey will enable the establishment of the ultimate centerline of the highway so the Forest Service can accurately establish Kenton's boundaries.

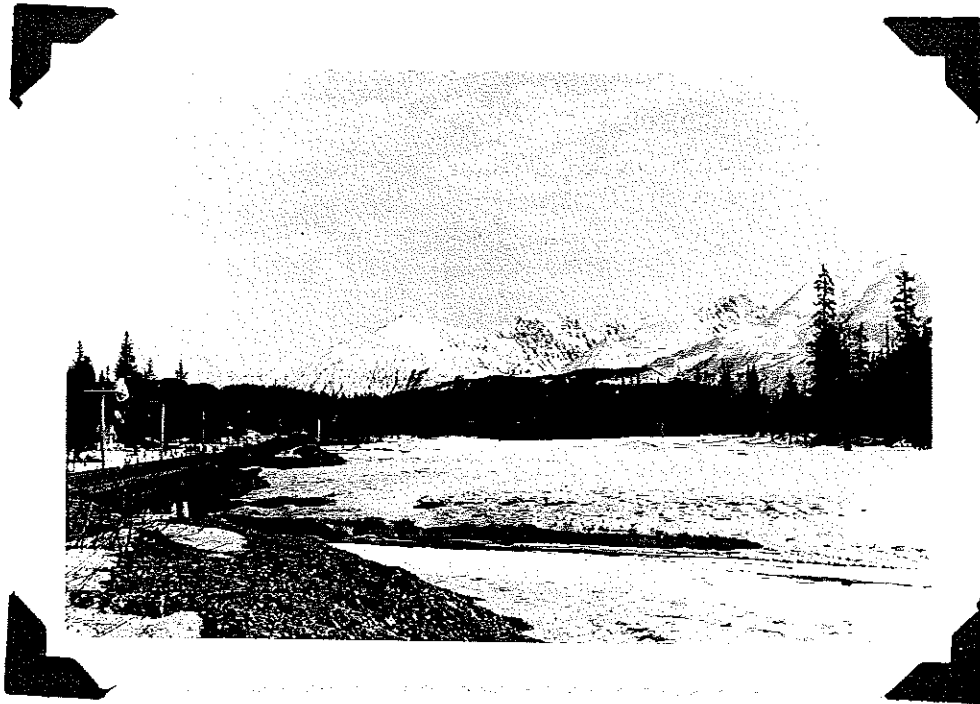
Snow has practically all melted from all projects except Section D of Turnagain Arm. This section lies at a comparatively high elevation and is in

an area of very heavy snow fall. This section appears to be in the area of the deepest snow crossed by any of our Forest Highways in western Alaska.

Some additional snow slides have occurred on the Alaska Railroad in the vicinity of Kern during the past month. One slide at Sta. 1136 on Sec. F-2 of Turnagain Arm covered the area to be occupied by the completed highway for a length of 300 ft. to a depth of 12 to 16 ft.

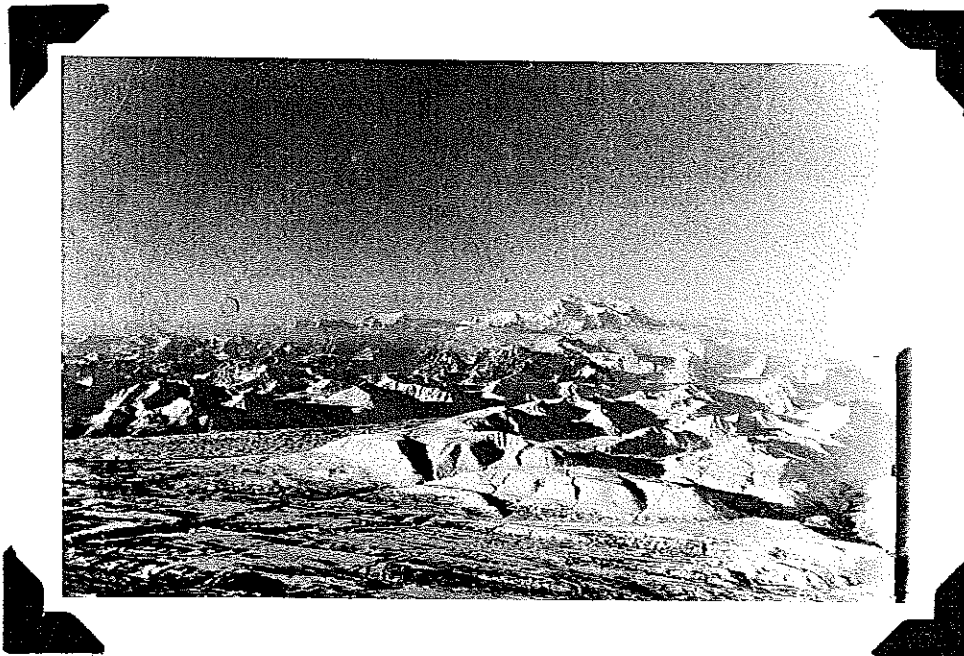
Maintenance operations during the past month have been devoted almost exclusively to hauling gravel to unstable spots on the road. These spots extend from Mile 12 to Mile 14; Moose Pass to Mile 38; and throughout the Kenai River Highway. Most of these sections are fairly well stabilized at the present time. The road to Kenai is open and is reported to be in fair condition.

Photographs are attached. Construction progress during the past month is not considered sufficient to require a progress chart.



61-94-115

No. 615 - Seward Highway. View of borrow pit proposed for use on Mile 5 - Mile 12 project.



61-94-116

No. 485 - Winter view of Mt. McKinley (Elevation 20,300 ft.) Taken from Alaska Airlines plane enroute to Fairbanks.



61-94-117

**No. 606 - View of Ice Floes on Turnagain Arm Sec. F-2. Picture made March 7, 1950. Ice moves in and out of Turnagain Arm on each tide. Both road and railroad go on new fill outside of snowshed shown on the left. Girdwood is on the flat at the mouth of the broad valley in the background.**



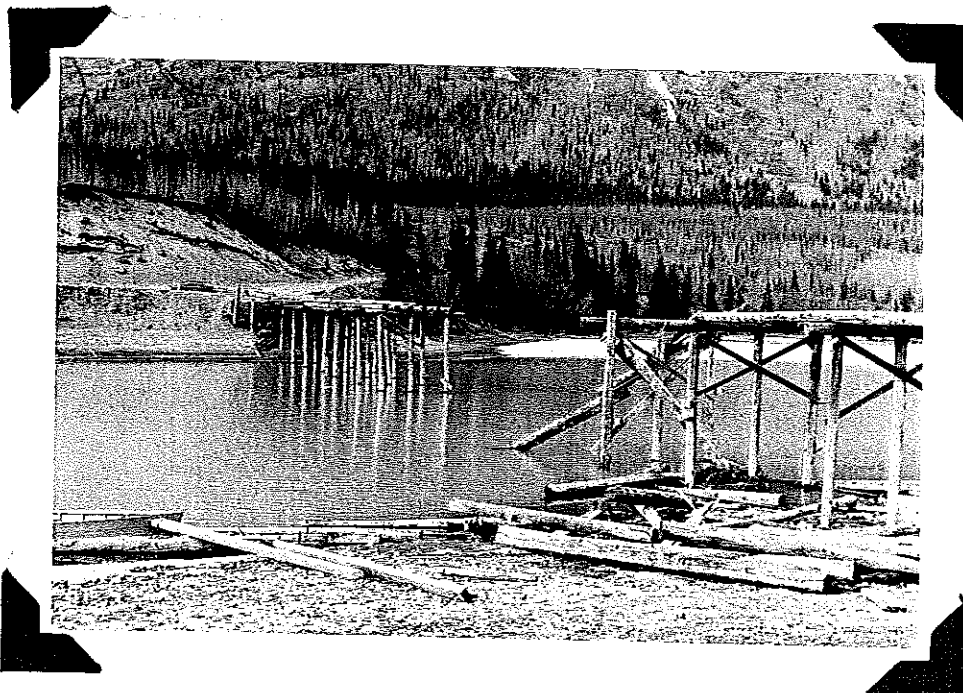
61-94-118

**No. 633 - View of finished grade on Turnagain Arm Sec. F-2. Pipe Stinson plane on the road is used extensively in getting to and from this project. The road is used for a runway during construction before road is connected to Seward and Anchorage.**



61-94-119

No. 629 - Kenai River Highway, Project 5-B1. View of completed bridge from stream bed. River is extremely low as Spring runoff has not started. Picture taken April 21, 1950.



61-94-120

No. 627 - Kenai River Highway, Project 5-B1. View of old Coopers Landing Bridge partially removed. Note condition of some of old bridge members. Bridge was untreated native spruce, constructed by C.C.C. about 1935. Retired from service Feb. 22, 1950. New bridge in picture above (#629) is about a mile upstream from this old bridge.





June 2, 1950

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

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Mr. A. C. Clark

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DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

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

June 2, 1950

H. A. Stoddart, Division Engineer

We have deleted the last sentence of paragraph 3 on page 4 of your report as it is believed superfluous in a report of this nature. We are sending for your files a copy of the page as rewritten here.

Enclosure

HAS:pm

cc: Files  
P. McDonald 