

December 8, 1950

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

From : Hugh A. Stoddart, Division Engineer, Juneau, Alaska.

Subject: Confidential Monthly Report for November 1950

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On November 29 a low bid of \$430,456 was received on the Glacier Highway project 2-D4, F6 north of Juneau. The five bids received ranged from the low up to \$552,690. The engineer's estimate was \$464,311.80.

Good competition and satisfactory bids were received on the three projects mentioned above. Anticipated increases in prices because of unsettled world conditions and the resultant expected shortage of labor so far have not materialized to any noticeable degree. Predictions are made that substantial wage increases will be in effect next spring but the bids being received do not seem to reflect these predictions.

Enclosures: Monthly Report of District Engineer French (2)
Monthly Report of District Engineer Wyller (2)
Progress Chart (1)

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

The generally mild weather and heavy rains experienced during the first few days of the month changed abruptly to unusually cold temperatures for this time of year and the cold weather prevailed throughout the rest of the month. The temperatures have run from below zero in some localities to 20° above in other localities, accompanied by very light precipitation. Because of the saturated condition of the ground due to the heavy rains preceding and also due to the lack of snow coverage, the frost has already penetrated the ground to considerable depths. Distortion of the road beds of the various highways due to frost heave are already in evidence to a degree that usually is not apparent before in January or February.

The relatively cold and dry weather has been of decided advantage to the contractors work on Projects 1-B7, Q3 and 1-D6, E4 in the vicinity of Ketchikan. In spite of the relatively favorable weather conditions the contractor is so far behind his construction schedule, submitted during October, that for all practical purposes the schedule is of no value. As mentioned in our October report, the contractor was instructed not to open any further cuts on Project 1-D6, E4 until the section on which he had performed rough grading had been finished to a degree which would make it safe for traffic with a reasonable minimum of inconvenience to the traveling public. In this area the weather can be expected to change any time and heavy rains or snowfall may be anticipated. For this reason it is also important that the portion of the project which has been rough graded be placed, as soon as possible, in such condition that winter maintenance can be performed. During the month of November the contractor has made an effort to finish the rough graded section and the latest reports from the Resident Engineer, Mr. McCann, indicate that the grade is being finished to a reasonably good traveling condition.

The progress on Project 1-B7, Q3 has been practically at a stand still during the last month. Some cleanup work was done during the month and most of the old structure across Wards Creek was removed. The major portion of the project has been opened for traffic and is in suitable condition for winter maintenance. With the early and severe winter weather already experienced, it is probable that both Projects 1-B7, Q3 and 1-D6, E4 will be closed for winter within a short time. If and when the work is closed, it is not expected that work on either one of the projects will be resumed before April of next year.

In our October report it was mentioned that Mr. J. R. Davis, in charge of a small survey party, was transferred to Ketchikan from the Juneau area. This party was assigned to the location of the designed line on the Ketchikan-Wards Cove project as well as on the section between Refuge Cove and Totem Bight. Both these projects are on the

special program for Forest Highways in Southeastern Alaska and scheduled for construction next season. During the years since the construction of the road between Ketchikan and Wards Cove, there has been considerable development of the land adjacent and residences, garages and other buildings have been constructed all along this section in very close proximity of the highway. The acquisition of right-of-way for reconstruction purposes is therefore going to be a complicated and difficult matter and considerable opposition from property owners is anticipated. For this reason it is essential that the center line be located in its final position making it possible to determine and locate in the field the right-of-way parcels which it will be necessary to acquire.

Sometime ago a petition was received, signed by all residents adjacent to a section approximately one mile long of the project, in which free right-of-way was offered for the construction of a new road in back of the existing houses and improvements, providing that the line could be designed so that no damage occurred to the structures or developed areas in the rear of the lots. This new road would take the place of the reconstruction of the present road in front of the properties. Preliminary investigations made previously indicated that a re-location of the highway was feasible along this section and that a survey of the proposed line was justified. Mr. Davis and his party have completed ^{the} survey of this proposed re-location and the data will be forwarded to the Design Section of the Division Office within a short time. In order to expedite this survey work, Mr. Leroy F. Davis, Locating Engineer, has been loaned to the District Office from the Division Office and Mr. Davis is now in Ketchikan supervising this work.

Considerable time was spent by the District Office on the acquisition of the remaining rights-of-way parcels necessary for Project 2-D4, F6. Most of the parcels have not been obtained, but it appears that it will be necessary to go through condemnation in three cases. The data on these cases will be forwarded to the Division Office within the next few days for further action. The right-of-way as yet to be obtained consists of narrow strips adjacent to existing right-of-way and while the acquisition of these parcels is essential to complete the project to design standards, a delay in acquisition will not prevent the contractor in proceeding with the work.

Bids on Project 2-D4, F6 were called for during the month to be opened by the Division Engineer on November 29th. Representatives of several contracting firms contacted this office during the month and were shown over the project by the District Engineer. The District Office also assisted the prospective bidders by answering questions in regards to interpretation of specifications and plans.

Mr. Paul Robinson, who was in charge of the Copper River Survey, returned to Juneau the first part of the month and is now assigned to the design section of the Division Office.

Mrs. English, Secretary to the District Engineer, went to the States for a visit during the month of October, having been granted annual leave of approximately one month duration. During the first of the month we received information from her that it will be necessary for her to undergo a major operation, to be performed during the first part of December, but that she expected to return shortly after New Years. Mrs. Mallory, who was employed to replace Mrs. English during the latter's vacation, has consented to remain during the extended absence of Mrs. English.

The District Office was sometime ago advised that it is the intention of the Division Office to assign a greater portion of the Cost Accounting work to the Districts and that it is expected to make this change shortly after New Years. This will make it necessary to employ additional clerks in the District Office. The work in connection with acquisition of rights-of-way is becoming more and more extensive and complicated and therefore requires additional engineering assistants, particularly in view of the large proposed program for next season. It will therefore be necessary to increase the working space of the District Office. During the month of November, we had therefore investigated the possibilities of obtaining other quarters since there is no possibility of obtaining additional space in the building where the District Office is now located. We have ascertained that suitable quarters may be obtained elsewhere and bids for space of the size necessary have been called for. It is the intention to move to the new quarters if and when obtained, shortly after New Years.

As mentioned above, there has been considerable distortion of the road beds in this district due to the long, cold weather and the absence of snow coverage. This is also true of the paved section between Juneau and the Juneau Airport. The distortion on this section is, however, not serious and if the pavement is protected from overloading during the Spring breakup, it is not believed that any permanent damage will occur. Due to the absence of snow, a number of glaciers began to build up along the road ditches. The condition, however, did not reach major or serious proportions and during Thanksgiving Week some snow fell which seemed to have stopped further glaciation. With the roads frozen and very little snow to contend with, maintenance crews have been able to spend considerable time in clearing brush on the rights-of-way.

The Post Construction Projects at Cordova were shutdown during the month due to the weather. These projects are practically complete, with the exception of the large culverts to replace old box culverts. These culverts will be installed late this winter or early next spring, before the spring thaw raises the water level in Eyak Lake above the winter low.


ORR F. WILLER,
District Engineer.

December 1, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

November 1950

TURNAGAIN ARM PROJECTS

Section F-2
Peterson Creek to Indian

Good progress has been made during the past month. Weather has been clear with minimum temperatures of about 5° below at Girdwood. The contractor now has two 2-1/2 c.y. shovels, each working 2 shifts per day, in an effort to complete the grading work to a point where he will have access by highway to all of the remaining work. The road is in good shape from the south end at Peterson Creek to a point about 5 miles north of Girdwood. Substantially all of the material has been moved in this section. The road can be traveled with a 4 wheel drive vehicle to a point about 8 miles north of Girdwood. If favorable weather continues and the contractor can keep his two large shovels operating for another two or three weeks, substantially all of the project will be provided with suitable highway access from the Girdwood camp. This access should accelerate operations in the Spring.

The Bird Creek Bridge at Sta. 1916 has not been completed so the northerly portion of the project from Sta. 1837 to the northern terminus at Sta. 2013 is not travelable, although the grading is substantially complete, and the road surface is entirely satisfactory for travel.

The decks have been poured on 2 of the 4 trestle bridges. The other 2 decks will be poured next year.

Even with progress better than previously reported, it appears unlikely that the contractor will complete all work on the project within the time limit of June 30, 1951. However, if progress continues to improve, it appears that the project may be in a condition to pass traffic by the time the highway on Section G is opened for traffic. Section G, from Indian to Potter, is being constructed by the Alaska Railroad.

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

All bridge work is substantially complete except at Bird Creek. On this bridge the substructure is complete, structural steel is in place and the deck forms are partially set. Work was suspended early in November due to weather unsuitable for pouring the deck.

Section G
Indian to Potter

This contract is being handled by the Alaska Railroad. Ties, ballast and steel are in place. Trains started operating over the new railroad grade on November 15. Work is now shut down. Construction of the highway, which follows generally the old railroad grade, will be done next year.

GLENN HIGHWAY

Sections B-1, B-2, and B-3
Palmer to Glen Allen, about 141 miles

These projects are being handled by the Alaska Road Commission. No representative of this office has been over the projects during the past month. It is understood that the status is as previously reported, and that all work is suspended for the winter.

RICHARDSON HIGHWAY

Section C
Big Delta Junction to Rapids 38.5 Miles

Bids were received November 8 and award has been made to C. F. Lytle and Green Construction Co. on their low bid of \$1,771,091. The next low bid of \$1,992,278 was submitted by Stock and Grove of Anchorage.

Preliminary engineering work on the project was carried forward through practically all of November from camps at Big Delta Junction and Donnelly. This work has now been suspended for the winter, and engineering crews are enroute to Seward.

ALASKA HIGHWAY

Section A
Big Delta to Johnson River, 47.9 Miles

No engineering work was performed during November. The contractor has not moved any equipment to the project. Contract work is expected to start early in the Spring.

KENAI RIVER HIGHWAY

Sec. 5-B2 from Seward-Anchorage Highway
at Mile 38 to Mile 41; and from Mile 47
to Mile 50, 5½ miles

All work was suspended on November 18. On that date clearing had been substantially completed and the first 3 rock cuts on the project had been

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drilled and shot. Progress is considered satisfactory. With clearing completed and considerable rock shot ahead of the grading equipment the contractor is in a position to make excellent progress when work is resumed.

The easterly section of the project, about 3 miles in length, has been slope staked. Engineering personnel has been moved to other projects and to the District office.

Location Survey from Coopers Landing
to Forest Boundary at Hentons Lodge

Field work is complete and survey personnel has been transferred to other projects. Very little work on the field plans has been done.

SEWARD ANCHORAGE HIGHWAY

Forest Highway Project 3-E3, I4, Snow River Bridge

Work has been substantially completed except painting, which will be done next year. Operations were suspended for the season on November 1.

Location Survey from Mile 12 to Mile 58

Field work has been completed, except bridge foundation investigations, and sent to the Division office. The location engineer, Mr. Furuseth, has transferred to Juneau to work on the design. Mr. Anderson, Assistant Division Materials Engineer, with a crew of two men is handling the bridge foundation investigations, and making some further investigation of material sources.

Drilling is being done with a 4" Kirk-Hillman churn drill powered with a one cylinder gasoline engine. A photograph of the drill rig is included herewith. This work is slow as at least a full day's operation of the drill is required for a hole 15 to 20 feet deep.

Section A-1
Mile 5 to Mile 12 and Mile 15 to Mile 18

This project is advertised and bids are to be received November 29.

Engineering personnel which has been working on the Mile 12 to 58 survey is now staking clearing on the south end of this project; retracing old "P" lines between Mile 10 and Mile 12, and between Mile 15 and Mile 18; and setting and referencing "L" line P.I.'s. There is no snow on the ground but weather has been fairly cold. Buildings for an engineering camp at Mile 18 have been sheeted on the outside and roofs are on. All subsurface pipe lines, well, cesspool, etc. are in. Some interior work has been done. This work has been performed by maintenance personnel. The work remaining to complete the camp will be done during the winter as maintenance personnel is available from other work.

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Section B-1
Mile 50 to Mile 58

This project is advertised and bids are to be received on December 12.

No preliminary engineering work has been performed except the "P" line survey. Engineering work will start early in the spring from the camp at Mile 58.

GENERAL

Considerable interest is being shown in the work to be let between Seward and Mile 58. Representatives of the following contracting firms are known to have gone over the work:

Lytle and Green
S. Birch Sons
Stock and Grove
Peter Kiewit Sons Co.
Morrison-Knudsen
Ramstad and Gallagher
M. P. Munter Co.
Osberg Construction Co.
Brown and Root
Max J. Kuney Co.

Neither McLaughlin Inc. or Babler and Rogers have looked at the work, as far as we know.

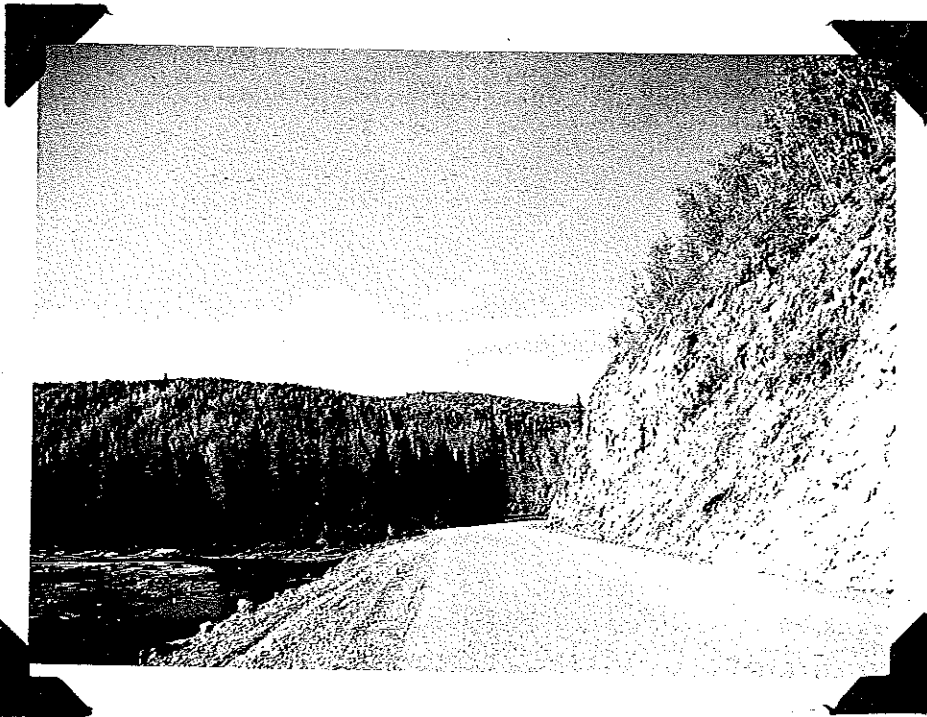
Fairly cold weather, minimum 10° below at Moose Pass and Mile 47, has prevailed during the past three weeks. There has been no snow since October 22 and the road is practically all bare of snow. Glaciating has been very bad, and it has been with some difficulty that the road has been kept passable. Glaciers are dispersed from near the mouth of Ingram Creek on Section D to Seward, and the full length of the Kenai River Highway. It has become necessary to discontinue all work on the Mile 18 camp to make personnel available to thaw culverts and blast and blade ice off the road. The truck mounted boiler has been operating 2 and 3 shifts per day.

Photographs and a progress chart of the Turnagain Arm work are enclosed.



61-94-72

DWE-12. 935. Richardson B. View of completed paving at Tanana River Bridge about 13 miles north of Big Delta Junction.



61-94-73

DWE-12. 936. Richardson B. View of completed paving.

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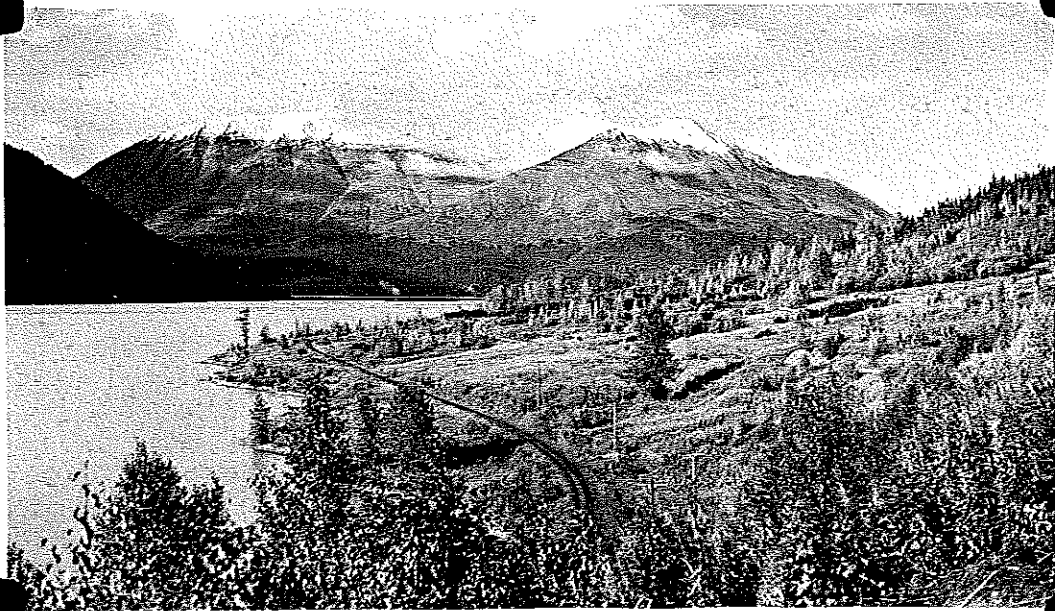
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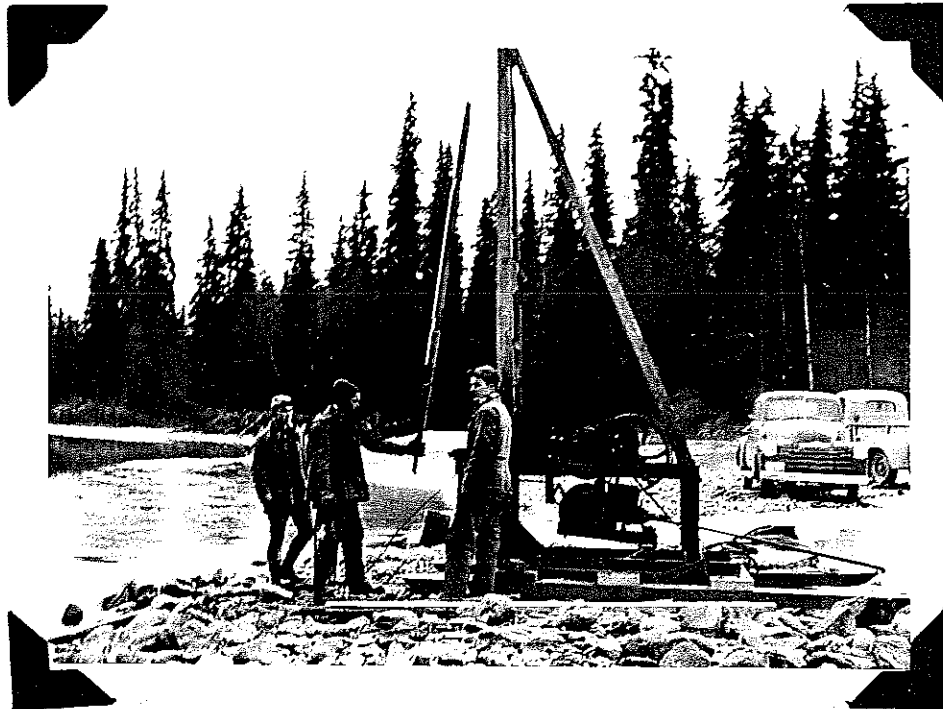
61-94-74

HJF-15. 1916. Seward-Anchorage, Mile 12 to Mile 58 Survey. View of railroad bridge across Trail River at Mile 26. The old road is on the sidehill left. Survey line crosses river parallel to railroad bridge. An alternate site down stream about 1/2 mile is also being considered.



61-94-75

HJF-13. 1934. Seward-Anchorage, Mile 12 to Mile 58 Survey. View of highway and railroad at Mile 21. At this point both highway and railroad are occasionally blocked by snow slides which come down hill on the right and extend into Kenai Lake on the left.



61-94-76

BMP-19. 1009. Seward-Anchorage, Mile 12 to Mile 58 Survey. Trail River, lower crossing. View of drill rig used for bridge foundation investigations.



61-94-77

BMP-19. 1012. Seward-Anchorage, 3-E3, 14. View of completed bridge over west channel of Snow River at Mile 18.



61-94-78

BNT-20. 1052. Seward-Anchorage, 3-A9. View of completed project ahead from about Mile 4.

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December 8, 1950

To : Mr. A. G. Clark, Deputy Commissioner, Washington, D. C.
From : Hugh A. Stoddart, Division Engineer, Juneau, Alaska
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