

November 3, 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 Division Ten for
October 1950.

The weather continued favorable for construction during the first three weeks of the month but it then became much colder with temperatures being generally below freezing on the Kenai Peninsula. It did not result in delay to highway construction in that area.

The rate of progress on the Reed and Martin contract at Ketchikan continues to be very slow and appears to be caused almost entirely by inadequate topside supervision by the partners in the firm. Inspection made late in the month shows that the quality of the work is good and the completed portion of the roadway presents a very good appearance. About one-half of the southerly project has been opened up but is very rough and not easily maintained for traffic. Appropriate action will be taken to require the contractor to finish this portion of the work before opening up additional mileage to avoid causing undue inconvenience to passing traffic and to make winter snow removal practicable.

The Lytle and Green operation on Project 5-B2 on the Kenai River Highway has shown accelerated progress. The clearing is well advanced and drilling and blasting operations will begin soon on the rock excavation on the project.

The progress on the Kuney contract on Section F-2 of the Turnagain Arm Project has been aided by better weather and fewer breakdowns with the result that at the end of the month there remained less than 125,000 cubic yards of excavation on the project. It is to be expected that with another full month's operation this season that the excavation remaining to be moved next season will be not over fifty to seventy-five thousand yards. Contrary to the comment in the District Engineer's report, attached herewith, it is expected that work will be substantially completed by July 1, 1951, although it is quite possible that a portion of the roadway finishing will remain to be completed after that date.

November 3, 1950

Four of the bridges on Section F-3, being constructed by J. J. Badraun, are practically complete but the remaining structure at Bird Creek has been delayed by Kunsey's slow progress on the approach fill construction although on October 28 driving of the steel piles for the end bent was started. It is expected that the sub-structure will be completed and that the structural steel will be placed in two or three weeks. The contractor will probably then shut down, leaving the deck to be poured next spring.

The Copper River location survey will be completed within a week. Qualified personnel from the location party will be stationed in Juneau during the winter to make the road design and prepare an estimate of cost for the work. Heavy snows fell in the Cordova area at the end of October showing that the completion date originally established represented a very close estimate of the working season available.

The Seward to Mile 58 location survey is also substantially complete with only one and one-half miles of alternate line remaining to be run after the first of November. Designs for this work are being advanced as rapidly as the taking of the field data permits. The sections from Mile 5 to Mile 12 and from Mile 14 to Mile 17.5 have been completed and were advertised in a single contract on November 1 for opening of bids on November 29. Design for the section from Mile 50 to Mile 58 is also substantially completed and it is now assured that the advertising date of November 15 for this project will be met. It is planned to open bids for this section on December 6. Design work is in progress also on the section from Mile 33 to Mile 50. It appears that the plans for this section can be completed by January 1 which should make it possible to advertise not later than January 20. While design work has not yet begun on the last section, it appears probable that the tentative date of advertising of March 1 can be easily met and in all probability the advertising of this section can be advanced two or three weeks from that originally scheduled. Representatives of the Road Commission requested this office to consider adoption of Road Commission bridge designs but inasmuch as our bridge designs for the first section were well advanced and it is questionable whether the Road Commission designs would meet our standards, this scheme was given only brief consideration.

Late in September the Road Commission advised that it was unlikely that funds could be made available for contracting of Section C of the Richardson Highway since the Commission was required to make a saving of over \$1,000,000 of the funds appropriated by the 1951 appropriation bill. The Road Commission being quite anxious to go forward with the project since its relocation near the south end places the roadway in a position protected from the recurring flood waters of the Big Delta River and also because the military are quite anxious to have the pavement constructed

OCT 1950

over the northerly twenty miles which serves the activities attendant to their military installation at Big Delta, it was later arranged to transfer contract authority to finance this project from the paving of the Tok Cut-Off which has been unused for two or three years, pending completion of the grading. Accordingly, the project was advertised on the 13th of October for bid opening on November 8.

The Senate subcommittee that is studying the defense forces, installations and related subjects in Alaska, was in the Territory from October 15 to October 21. Senator Lester Hunt of Wyoming is chairman and Senator Leverett Saltonstall of Massachusetts and Senator Wayne Morse of Oregon are the other two members. The committee visited Anchorage, Seward, Kodiak, Fairbanks, Juneau and Ketchikan.

A public hearing was held in Juneau on October 20. Local citizens testified to the necessity of extending the runway of the Juneau airport to provide a facility that would be capable of handling military aircraft in an emergency. It apparently was foreseen that the actual air transportation use would be for evacuation of civilians or dependents of military personnel. Testimony was also offered to justify the improvement of the Haines Highway and the section of the Alaska Highway from the Haines Junction to the Boundary to a dustless surface stage. The cost was estimated at not to exceed \$26,000,000.

Commenting on the testimony, Senator Morse suggested that a brief be submitted to show the availability of Federal funds for highway improvement in the Territory, apparently to confirm his impression that the territories have not been as liberally favored with Federal funds in the past as have been the states.

A representative of Skagway recommended that consideration be given to construction of a highway connection from Skagway to Carcross. He estimated that the cost would not be excessive and that the connection to the Alaska Highway would be shorter than by way of Haines. He stated that as a result of his own experience, working with the Utah Construction Company maintaining the Haines road open for traffic during the winter of 1943-44, that the snow removal problem would not be more difficult than over the White Pass route. His most convincing statement appeared to be that there are already in existence adequate wharf facilities at Skagway and also a petroleum storage tank of about 250,000 barrels, whereas full use of the Haines road would require costly terminal installations.

Senator Hunt stated in closing that the military supports the need for improvement and year-long maintenance of the Haines road. This appears to be a stronger support for the road than has been taken previously and may result either from lessons learned in recent months or may be due to the changes in the Alaska Command.

Mr. G. W. Mayo

- 4 -

November 3, 1950

Mr. A. N. Carter, Manager of the Highway Contracting Division of the Associated General Contractors, was in Juneau late in September. He has been making an inspection trip covering all highway construction in Alaska and seemed very interested in all contractors' operations and also the day labor grading operations being carried on by the Alaska Road Commission. He seemed quite impressed with the comparatively heavy average quantities of roadway excavation per mile involved in the day labor operations on Interior roads.

The Territorial elections held on October 10 resulted in a gain in number of seats held by the Republican Party in the legislature with the upper house now being equally divided between the two parties and the Democratic majority in the lower house being somewhat reduced.

With the completion of the larger construction projects the field engineering forces have been much reduced. In considering the 1951 calendar year operations and estimating our future personnel requirements, it is estimated that it will be necessary to recruit 18 engineers in Grades GS 9 or 11 to be assigned as District, Office Engineers, Resident Engineers or Assistant Resident Engineers on large projects involving contracts of \$1,000,000 to \$2,000,000.

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

HAS:mb
Files

November 3, 1950

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

TURNAGAIN ARM PROJECTS

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

Work on these three projects is complete and accepted. Maintenance is being performed by Public Roads forces. Present plans contemplate snow removal at least as far as Portage this winter. Work is in progress at Girdwood on the final estimate.

These projects will not be carried on future narrative reports.

Section F-2
Peterson Creek to Indian

Most of the material is in place and the project is in good travelable condition from the south end to a point about $4\frac{1}{2}$ miles north of Girdwood. Good progress is being made with the two large shovels, one of which is working in the rock cut at Sta. 1658 near Bird Point, and the other is in the first cut south of the Bird Creek Bridge. Considerable progress has been made on the grading with cats and scrapers between Bird Creek at Sta. 1916 and the north end of the project at Sta. 2018. Both of the approach fills for the Bird Creek Bridge are complete, but heavy rock for slope protection is required on the outside of the south approach fill. The $\frac{3}{4}$ c.y. shovel has been excavating the small amount of additional borrow needed to bring the section south of Girdwood up to grade.

All piling for the 4 trestles has been driven and capped. The deck has been poured on the first bridge north of Girdwood, Sta. 1338. Concrete stringers are in place on all bridges, and the deck for the bridge south of Girdwood, Sta. 1265, has been formed.

It is unlikely that the project will be completed within the time limit and progress continues to be reported unsatisfactory.

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

Four of the 5 bridges are substantially complete. Bird Creek Bridge remains to be completed. On this bridge both piers are completed, structural steel on the main span is in place and deck is formed on the main span. The north abutment is complete, steel is in place, and the deck is formed on the north approach span. The south approach fill is substantially complete. It appears that all work on this bridge will be completed this year with the possible exception of pouring the deck.

Section G - Indian to Potter

This work is under construction by the Alaska Railroad. It is understood that steel, ties and ballast are in place between the south end at Indian and Rainbow, which is about the center of the project. It is understood that the contractor is attempting to complete the railroad grade so railroad operation on the new grade can be started this fall.

GLENN HIGHWAY

Sec. A - Anchorage to Palmer

All work is complete and the project has been accepted. The Resident Engineer and one assistant are working on the final estimate. This work is expected to be complete during November. This project will not be carried on future narrative reports.

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

Section B-1 is under contract to McLaughlin, Inc. Engineering work is being handled by the Alaska Road Commission. It is understood that this project is complete except for a few miles of paving and most of the seal coat and cover aggregate.

Sections B-2 and B-3 are under contract to Babler and Rogers. Engineering work is being handled by the Alaska Road Commission. Work on B-2 has not yet started. It is understood that grading and base course are complete on B-3; and that about 20 miles of plant mix paving has been placed.

RICHARDSON HIGHWAY

Sec. C - Big Delta Jct. to Rapids, 38.5 Miles

This project was advertised October 13 and bids are to be received November 8. The work consists of 38.55 miles of grading and base course surfacing and 21.3 miles of plant mix paving. Work is to be completed by November 30, 1952.

Engineering work is in progress by crews stationed at Donnelly and Big Delta.

ALASKA HIGHWAY

Sec. A - Big Delta to Johnson River, 47.9 Miles

The contract for this work was awarded to Babler and Rogers in September on the basis of their low bid of \$1,884,391. No contract work will be done until next spring. Considerable engineering work has been done on establishing center line, slope staking, etc. This work has now been suspended and the engineering personnel has been transferred to the Division office and to other projects.

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

Good progress is being made on the clearing. The easterly section has been cleared. About half of the 2½ mile westerly section has been cleared. A very workmanlike job is being performed and all necessary work on clearing and disposal of spoils is being completed as the crew progresses along the staked area. Drilling was started on October 25 in the cut at Sta. 49 near the east end of the project. An access road has been constructed along the cleared right of way through the easterly section of the project. Clearing is expected to be completed during November. Drilling and blasting, and possibly a limited amount of grading, will be performed as long this Fall as weather permits.

A 5 man engineering crew under Mr. Freshaw as Resident Engineer is handling the project from the contractors camp at Daves Creek.

Location Survey from Coopers Landing
to Forest Boundary at Hentons Lodge

Survey work is practically complete. Some work remains in taking topography in the Kenai River at the Schooner Bend crossing and near Cooper Creek, where a channel change may be considered. The crew on this project will probably be used on preliminary staking on the Mile 5 to Mile 12 section of the Seward-Anchorage project during November.

SEWARD-ANCHORAGE HIGHWAY

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

Work is substantially complete except painting. Painting will have to be done next year as weather now is unsuitable. The contractor encountered considerable difficulty in obtaining paint, which will result in the project not being completed this year. Ample time remains to complete painting next year.

Location Survey from Mile 12 to Mile 58

Most of the field work has been completed. Considerable additional topography is being taken along the Trail River below the railroad bridge in an effort to determine the preferable location for and minimum length required for a bridge at this location. It is hoped that considerable clearing can be staked by the survey crews this fall for the two projects between Seward and Moose Pass.

GENERAL

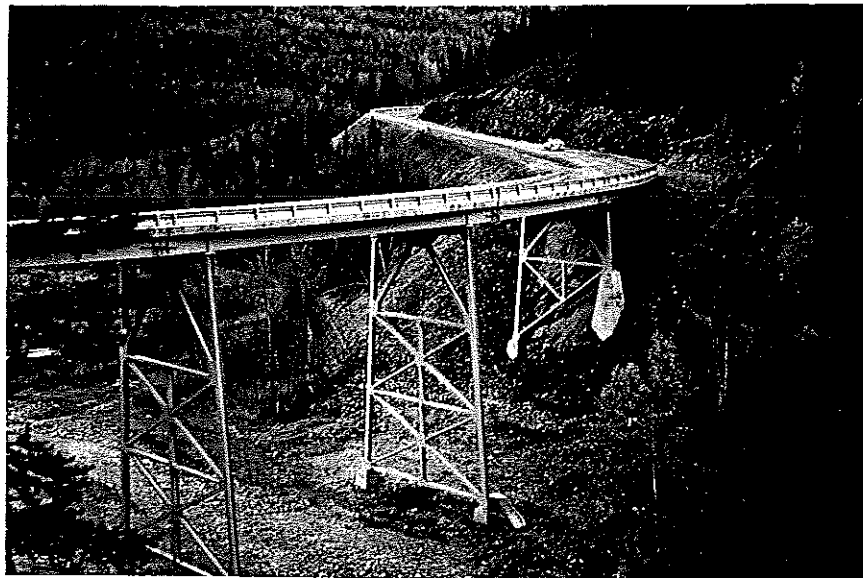
An engineering camp is being constructed at Mile 18 on the west shore of Kenai Lake below the Snow River Bridge. The buildings are up, water and sewer lines are in. The interior work on the buildings will be done in November. Regular maintenance employees are being used on this work without help of any additional men.

The present pay scale of these maintenance employees is considerably below any similar workers in this part of Alaska and dissatisfaction is inevitable. Action has been initiated leading toward a pay raise for these employees.

Snow on the night of October 22 blocked the Granite Creek-Ingram Creek pass with about 18 inches of snow. The road was closed October 23. It was reopened October 24 by crews working out of Hope.

Maintenance work during the month consisted chiefly of blading to maintain the road in satisfactory condition for travel. Most of the maintenance employees have been employed on construction of the engineering camp.

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



61-94-79.

EHC-40. #945. Turnagain Arm, Section C. View of Canyon Creek Bridge on south end of Section C. Bridge is on a 20-degree curve about 70 feet above stream bed.



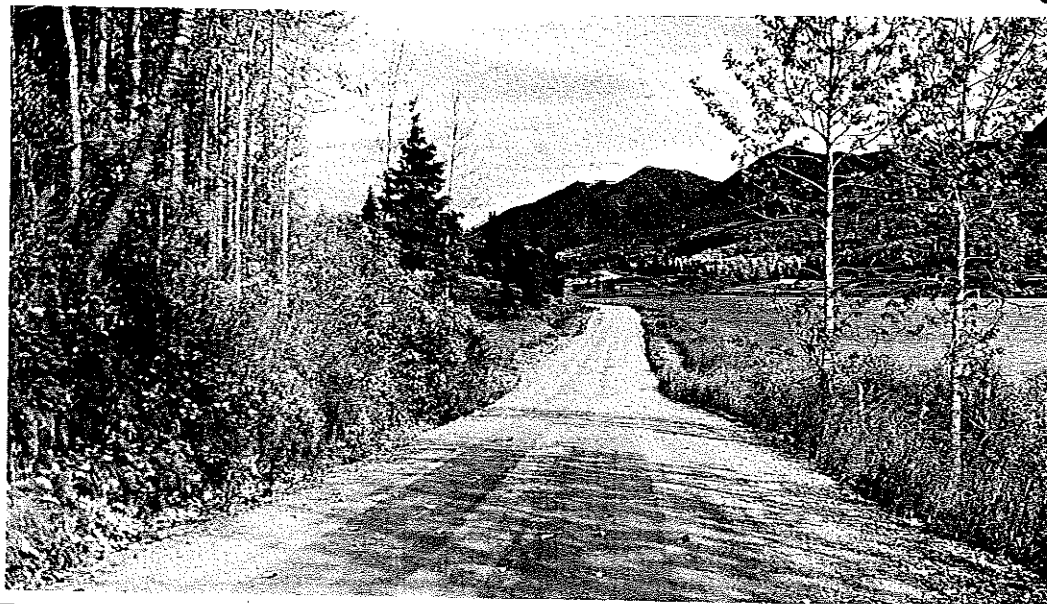
61-94-80

BMF-18. #964. Seward-Anchorage, Mile 22.5. View of wrecker pulling car back on the road. On this narrow road accidents of this kind are frequent.



61-94-81

BMF-18. #965. Seward-Anchorage, Mile 32. View of typical short-radius, blind, narrow curve.



61-94-82

HJF-7. #891. Seward-Anchorage, Mile 49. View of old road. Lower Summit Lake on right.



61-94-83

HJF-8. #900. Seward-Anchorage, Mile 54. View of old Pass Creek Bridge from upstream side. The approach spans on one end of bridge are on a 56-degree curve, and on the other end are on a 50-degree curve.



61-94-84

HJF-9. #903. Seward-Anchorage, Mile 58. View of Frenchy Creek Bridge from the south approach. Bridge is on a 45-degree curve. There are 325 degrees of curvature in less than 900 feet on these bridge approaches.

MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF OCTOBER 1950
Chr. F. Wyller, District Engineer

November 3, 1950

The first part of the month of October was comparatively mild with no unusual amounts of precipitation. However, at approximately the middle of the month, some unseasonably cold weather occurred with the result that freezing and thawing of the roadbeds resulted in increased difficulty in providing satisfactory surfaces for travel. After approximately a week of cold weather the Fall rains started in earnest and as a result a gradual shut down of summer activities has actually begun.

Our September report commented in some detail on the fact that Mr. Larry Reed, Vice President of Reed & Martin, Inc., had taken over direct supervision of construction on Projects 1-B7,G3 and 1-D6,E4 at Ketchikan. Results to date have been extremely disappointing. In no instance has the Progress Schedule submitted by Mr. Reed been met. Only a small amount of borrow has been placed on Project 1-B7,G3 and only within the last week have actual finishing operations preparatory to borrow placing on the balance of the project been started. The Wards Creek Bridge, however, was finished and at last reports final painting of the steel handrail was in progress. Present indications are that under the very best of circumstances Project 1-B7,G3 can not possibly be completed before the middle of December.

The amount of progress and the sequence of operations on Project 1-D6,E4 is even more unsatisfactory than on the other project. After several meetings between the residents in the Mountain Point area, the contractor and the Resident Engineer, permission was given the contractor to close the road to traffic for periods of approximately forty eight hours upon specific written request and notices given over the radio and in the newspapers. Failure of the contractor to fully comply with the agreement resulted in denial of future permission to close the road mainly because of numerous complaints and the fact that some damage had occurred to private vehicles attempting to traverse the road. Under date of October 6th the contractor was instructed not to perform any further excavation work until areas already excavated were more nearly finished to grade and placed in better condition for traffic. Because of the fact that the contractor has a large power shovel and considerable drilling equipment, which can only be fully utilized on rough excavation work, the contractor has failed to comply with the instructions. He has now been advised that because of this failure future allowances on excavation work would be drastically reduced until and unless he finished the areas to grade and typical section and provide better traffic conditions. As of the present time there appears to be little possibility, barring an unusually mild winter, that this project can be finished this season.

Advice has also been received that despite assurances given by Mr. Reed last month, local bills at Ketchikan still remain unpaid. It is understood that he now owes, in addition to previous bills, the Alaska Concrete Products Company approximately \$14,000 for borrow material placed on Project 1-B7,G3 and that they refuse to furnish additional material until this bill is paid.

Work on the Post Construction on Routes 4 and 32 at Cordova was shut down on the 31st of October because of an unusually heavy fall of snow. There still remains some considerable culvert installation to be completed as well as various minor items. This work will be resumed in the spring.

All field work on the Copper River Location Survey was completed at the end of the month and the crew has now been entirely disbanded. During the last week in October the small remaining crew operated out of Cordova resuming the work where it was discontinued when camps were established and connecting with work done from the camps. Resident Engineer Robinson will remain in Cordova for a few days to complete the paper work, pay all bills, and ship and store equipment. Employees, who were hired locally at Cordova, were released at that point while employees temporarily transferred from other work in Seward and Juneau Districts have returned to their previous positions except two men from the Juneau District who will be assigned on design work on this project.

For the most part maintenance on the various projects within the District continues to be largely routine. However, some additional work was undertaken at Hyder which included installation of metal culverts replacing broken down log culverts, re-decking of a bridge, and a start was made on placing riprap to protect a section of road at seven Mile where Salmon River is threatening to completely wash out a large fill. On October 23rd a 16" snow fall in this area shut the work down. At this same time snow was 26" deep at the Premier Mine. Snow removal at Hyder started on October 18th last year. In the Ketchikan area several sections of the North Tongass Highway beyond Mud Bay have been reinforced by placing considerable borrow material which was loaded on our trucks under a cooperative arrangement. With the exception of the sections of Tongass Highway under construction all roads at Ketchikan have been placed in good condition for the winter. Ditches have been well cleaned and brush cut to increase sight distance and assist in snow removal. An inspection of the Wrangell and Mitkof Highways was made during the month and these projects were also found to be in better than usual condition for the winter season. It is also felt that the roads in the Juneau area are in better than normal condition for this period of the year and except for the fact that there is a shortage of some types of snow removal equipment at some locations other than Juneau all projects are ready for the winter season.

November 3, 1950

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

The progress on the Kuney contract on Section F-2 of the Turnagain Arm Project has been aided by better weather and fewer breakdowns with the result that at the end of the month there remained less than 125,000 cubic yards of excavation on the project. It is to be expected that with another full month's operation this season that the excavation remaining to be moved next season will be not over fifty to seventy-five thousand yards. Contrary to the comment in the District Engineer's report, attached herewith, it is expected that work will be substantially completed by July 1, 1951, although it is quite possible that a portion of the roadway finishing will remain to be completed after that date.

Four of the bridges on Section F-3, being constructed by J. J. Badraun, are practically complete but the remaining structure at Bird Creek has been delayed by Kuney's slow progress on the approach fill construction although on October 28 driving of the steel piles for the end bent was started. It is expected that the sub-structure will be completed and that the structural steel will be placed in two or three weeks. The contractor will probably then shut down, leaving the deck to be poured next spring.

The Copper River location survey will be completed within a week. Qualified personnel from the location party will be stationed in Juneau during the winter to make the road design and prepare an estimate of cost for the work. Heavy snows fell in the Cordova area at the end of October showing that the completion date originally established represented a very close estimate of the working season available.

The Seward to Mile 58 location survey is also substantially complete with only one and one-half miles of alternate line remaining to be run after the first of November. Designs for this work are being advanced as rapidly as the taking of the field data permits. The sections from Mile 5 to Mile 12 and from Mile 14 to Mile 17.5 have been completed and were advertised in a single contract on November 1 for opening of bids on November 29. Design for the section

from Mile 50 to Mile 58 is also substantially completed and it is now assured that the advertising date of November 15 for this project will be met. It is planned to open bids for this section on December 6. Design work is in progress also on the section from Mile 33 to Mile 50. It appears that the plans for this section can be completed by January 1 which should make it possible to advertise not later than January 20. While design work has not yet begun on the last section, it appears probable that the tentative date of advertising of March 1 can be easily met and in all probability the advertising of this section can be advanced two or three weeks from that originally scheduled. Representatives of the Road Commission requested this office to consider adoption of Road Commission bridge designs but inasmuch as our bridge designs for the first section were well advanced and it is questionable whether the Road Commission designs would meet our standards, this scheme was given only brief consideration.

Late in September the Road Commission advised that it was unlikely that funds could be made available for contracting of Section C of the Richardson Highway since the Commission was required to make a saving of over \$1,000,000 of the funds appropriated by the 1951 appropriation bill. The Road Commission being quite anxious to go forward with the project since its relocation near the south end places the roadway in a position protected from the recurring flood waters of the Big Delta River and also because the military are quite anxious to have the pavement constructed over the northerly twenty miles which serves the activities attendant to their military installation at Big Delta, it was later arranged to transfer contract authority to finance this project from the paving of the Tok Cut-Off which has been unused for two or three years, pending completion of the grading. Accordingly, the project was advertised on the 13th of October for bid opening on November 8.

The Senate subcommittee that is studying the defense forces, installations and related subjects in Alaska, was in the Territory from October 15 to October 21. Senator Lester Hunt of Wyoming is chairman and Senator Leverett Saltonstall of Massachusetts and Senator Wayne Morse of Oregon are the other two members. The committee visited Anchorage, Seward, Kodiak, Fairbanks, Juneau and Ketchikan.

A public hearing was held in Juneau on October 20. Local citizens testified to the necessity of extending the runway of the Juneau airport to provide a facility that would be capable of handling military aircraft in an emergency. It apparently was foreseen that the actual air transportation use would be for evacuation of civilians or dependents of military personnel. Testimony was also offered to justify the improvement of the Haines Highway and the section of the Alaska Highway from the Haines Junction to the Boundary to a dustless surface stage. The cost was estimated at not to exceed \$26,000,000.

Commenting on the testimony, Senator Morse suggested that a brief be submitted to show the availability of Federal funds for highway improve-

ment in the Territory, apparently to confirm his impression that the territories have not been as liberally favored with Federal funds in the past as have been the states.

A representative of Skagway recommended that consideration be given to construction of a highway connection from Skagway to Carcross. He estimated that the cost would not be excessive and that the connection to the Alaska Highway would be shorter than by way of Haines. He stated that as a result of his own experience, working with the Utah Construction Company maintaining the Haines road open for traffic during the winter of 1943-44, that the snow removal problem would not be more difficult than over the White Pass route. His most convincing statement appeared to be that there are already in existence adequate wharf facilities at Skagway and also a petroleum storage tank of about 250,000 barrels, whereas full use of the Haines road would require costly terminal installations.

Senator Hunt stated in closing that the military supports the need for improvement and year-long maintenance of the Haines road. This appears to be a stronger support for the road than has been taken previously and may result either from lessons learned in recent months or may be due to the changes in the Alaska Command.

Mr. A. N. Carter, Manager of the Highway Contracting Division of the Associated General Contractors, was in Juneau late in September. He has been making an inspection trip covering all highway construction in Alaska and seemed very interested in all contractors' operations and also the day labor grading operations being carried on by the Alaska Road Commission. He seemed quite impressed with the comparatively heavy average quantities of roadway excavation per mile involved in the day labor operations on Interior roads.

The Territorial elections held on October 10 resulted in a gain in number of seats held by the Republican Party in the legislature with the upper house now being equally divided between the two parties and the Democratic majority in the lower house being somewhat reduced.

With the completion of the larger construction projects the field engineering forces have been much reduced. In considering the 1951 calendar year operations and estimating our future personnel requirements, it is estimated that it will be necessary to recruit 18 engineers in Grades GS 9 or 11 to be assigned as District, Office Engineers, Resident Engineers or Assistant Resident Engineers on large projects involving contracts of \$1,000,000 to \$2,000,000.

Enclosure: Progress Chart

HAS:mb
Files