

Division Ten Juneau, Alaska
Box 1511

May
100

May 8, 1951

To : Mr. A. G. Clark, Deputy Commissioner, Washington, D. C.
From : Hugh A. Stoddart, Division Engineer, Juneau
Subject: Confidential Monthly Report for April, 1951

Spring weather came later than usual and although it was generally cold with snow and rain in the southern portion of the Territory early in the month the weather became generally fair and warm during the latter part of April. More favorable weather permitted construction activities to be started on several projects, particularly the Reed & Martin contract near Ketchikan, the Glacier Highway project near Juneau, and the Lytle & Green operations on both the Seward Highway and Kenai Highway, and also from Big Delta to Rapids on the Richardson Highway. The Kuney operation on the Turnagain Arm was accelerated during the month, the work reaching a large scale operation by May 1. The proposed sub-contractor in Ketchikan, Dawson & Wilder, began work early in the month although a sub-contract has not as yet been submitted to this office for approval.

The Regional Forester has requested that alternate lines from Ketchikan to Wards Cove on the Tongass Highway be considered. The alternate lines would be located somewhat further from the beach and would have the advantage of eliminating inconvenience and interference for traffic during the construction period, and possibly would permit more intensive utilization of the area adjoining the beach for industrial development. There is the obvious disadvantage of more expense and also involves more rise and fall, and it would not serve the existing and potential development adjacent to the present road unless many connections were built. A careful study is being made of the several lines which have been proposed.

In preparation for the proposed project at Sitka staking the located line was begun by a small party.

Some dissatisfaction was voiced by residents of Ketchikan with the condition of the Tongass Highway during the spring break-up. Investigation showed that while the road was soft in some areas and there were pot-holes in others, it was a temporary condition lasting but a very short time, and that by the middle of April the road condition was restored to its normal good condition due to the corrective measures which were taken together with the regular maintenance operation.

May 8, 1951

P S & E were completed for the two remaining bridge contracts on the Seward to Mile 88 section of the Seward-Anchorage Highway. The work was advertised on May 1 for bid opening on May 24. The total cost of the work now under contract or advertised inclusive of engineering is \$6,982,991.50. There will therefore be available for contingencies around \$517,008.50. The completion of the designs, and contracting the work conform very closely with the schedules originally established and the cost will be within the \$7,500,000. appropriated for the work.

Forest Highway Project 5B3 providing for grading and gravel borrow sub-base of 5.3 miles on the Kenai Highway was advertised on April 26 for bid opening on May 17. This project is located within the two sections now under contract to Lytle & Green for Forest Highway Project 5B2. When completed the reconstruction of the easterly twelve miles of the Kenai Highway will be finished.

The Road Commission received two bids for Section E of the Richardson Highway on April 19, 1951. This section, 57 miles in length, extends from Gulkana to Paxson a few miles south of Isabella Pass. The low bid of \$3,424,931. was submitted by A. J. Hopper Corp. of Seattle, Washington and the second low bid was submitted by the Lytle & Green Construction Co. of Des Moines, Iowa in the amount of \$3,465,615. The low bid was about \$600,000. in excess of the Engineers Estimate. The contract was awarded to the low bidder on May 4. The work includes reconstruction grading but no paving with the principal quantities being 329,000 cu. yds. of excavation, 1,570,000 cu. yds of gravel borrow and 4,530,000 cu. yd. mi. of special overhaul for borrow. Completion is specified for the end of the 1952 season. It is possible that scheduling the work over a longer period than for other projects has caused uncertainties which are reflected in the excess in cost over the Engineers Estimate.

Information was received during the month that the third deficiency bill providing appropriations covering 1951 authorizations for the Tongass Forest projects had passed the House of Representatives and was favorably reported by the Senate Committee on Appropriations. Final favorable action on this appropriation is expected in the near future.

The Haines Road was opened by the Canadians late in April to limited traffic. It is expected that heavy hauling will be permitted in the near future and that the Juneau-Haines ferry service will be resumed at an early date.

The location survey was started on Section G of the Alaska Highway extending from Tok to the Canadian boundary. The survey was undertaken to provide more detailed plans than the straight line type which had originally been contemplated. The more detailed plans were adopted since the slower pace of the program compared to the original schedule allows the time necessary for the additional plan without delaying the contracting of the work.

An inspection trip covering completed paving projects and the location survey project on the Alaska Highway was made by the Division Engineer, the Design Engineer, E. H. Cowan, and the Materials Engineer, W. K. Boyd beginning April 28. It was found that the surfaces of completed paving projects were in very good condition, with only two base failures observed covering a total of 150 sq. ft. over 200 miles of completed highway. Some distortion had occurred where the roadway was constructed over perma-frost and some minor subsidence was present in other unfavorable areas, but the condition of the pavements is definitely satisfactory and therefore leads to confidence that the program as now planned can be carried to a successful conclusion.

The surface treatment on Section B of the Alaska Highway showed somewhat more extensive failure in the portion to be reinforced in the present contract as traffic controls were less restrictive the last year. A number of spot failures were observed over the remainder of that section. These will be repaired by maintenance forces. It is believed that the existing surface will then carry traffic satisfactorily for two or three years thereby providing a reasonable return on the investment. To provide for year around unrestricted traffic it will be necessary as the road program nears completion to reinforce the base by adding four to ten inches of additional material and construct a new surface, preferably of hot plant mix materials one and one-half inches thick.

It was observed that on Section H of the Richardson Highway extending 36 miles north of Valdez that the contractor, MacLaughlin, Inc., had placed a large amount of equipment on the job, including three 2½ yd. power shovels and 25 or 30 of the largest type hauling units, and was making very good progress on the portion of the project between Valdez and the Keystone Canyon. In the Canyon section the enlargement of the tunnel cross section to standard width had been completed and the treated timber lining had been placed. Preparations were being made to construct the concrete portals and pavement.

On the section between the Tonsina River at Mile 82 and Gulkana, Mile 130, the contractor Lytle & Green Co. is resuming operations on this section, 48 miles in length, grading and gravel sub-base has been completed in intermittent sections for a distance of 35 miles.

On the Glenn Highway the contractor Babler Bros. and Rogers Construction Company have completed 22 miles of pavement beginning at the east end of the highway at Glenn Allen and have also completed an additional 15 miles to the crushed gravel base stage and have placed an additional seven miles of select borrow gravel sub-base. This firm resumed operations a month earlier than in 1950 and have placed an additional shovel and several large hauling units on the work to insure that the base and pavement construction will not be delayed because of slow progress on the sub-base construction.

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A report was completed on the study made in the summer of 1950 to determine pavement and base stability under spring break-up conditions. It was concluded that where the roadway designs include a minimum of twenty inches of gravel or crushed stone above the subgrade they are adequate to carry legal loads. However this year to be on the safe side the Road Commission enforced a temporary 25% reduction of loads for two weeks during April when the sub-grade was in its most unstable condition.

Referring to the note in the last report regarding the reconstruction by the Alaska Railroad of the "Loop Section" of the Seward Branch, bids for the project were opened on April 30 with J. S. Ramstad Company being the low bidder at \$688,069.32. Five bids for the project were received with the low bid believed to be substantially under the estimate. Revision of the line in the Loop area will eliminate 1.1 miles of track and five bridges, a tunnel and snow shed which have been costly for the Railroad to maintain. The funds for the work were provided in an appropriation of \$1,500,000. included in the deficiency appropriation bill which was passed by Congress in September 1950.

John Kiely, Division Bridge Engineer, successfully completed his recruiting of personnel to staff the construction engineering parties and returned to Juneau April 30.

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

From: Hugh A. Stoddart, Division Engineer, Juneau

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Forest Highway Project 583 providing for grading and gravel borrow sub-base of 5.3 miles on the Kenai Highway was advertised on April 26 for bid opening on May 17. This project is located within the two sections now under contract to Lytle & Green for Forest Highway Project 582. When completed the reconstruction of the easterly twelve miles of the Kenai Highway will be finished.

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Enclosures: Monthly Report of District Engineer French (2)
Monthly Report of District Engineer Myler (2)

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On the Glenn Highway the contractor Babler Bros. and Rogers Construction Company have completed 23 miles of pavement beginning at the east end of the highway at Glenn Allen and have also completed an additional 15 miles to the crushed gravel base stage and have placed an additional seven miles of select borrow gravel sub-base. This firm resumed operations a month earlier than in 1950 and have placed an additional shovel and several large hauling units on the work to insure that the base and pavement construction will not be delayed because of slow progress on the sub-base construction.

MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF APRIL 1951

The weather during the month of April continued to be cold and during the first part of the month rain prevailed in the southern section of the District and snow and rain in the northern portion. The weather changed in the middle of the month with the last part of the month becoming generally fair although remaining cold.

In Ketchikan the firm of Dawson & Wilder, who is in the process of concluding an agreement with Reed & Martin, Inc., to sublet the remaining work on Projects 1-B7,G3 and 1-D6,E4, began preparations for re-opening of the work. Due to a late spring the condition of the local roads was such that the project was not re-opened during the month of April, but an order directing the contractor to resume work on May 1st has been issued.

Work on Project 2-D4,F6, in the vicinity of Juneau, was started on April 16th by Keil & Peterman, Contractors. The work during the month of April consisted mainly of clearing and of excavation for the large box culvert at the outlet of Auke Lake. Work is progressing satisfactorily on this project.

Mr. William A. Wood, Construction Engineer, continued during the entire month his work in obtaining rights-of-way on the two sections on Tongass Highway north of Ketchikan which are proposed for early construction. It now appears that it will be necessary to go to condemnation proceedings to obtain at least two of the necessary rights-of-way parcels. The survey crew at Ketchikan, under the direction of Mr. E. W. McCann, was engaged in completing property ties on the two sections mentioned above and preparations for the re-opening of the work on Projects 1-B7,G3 and 1-D6,E4. Towards the end of the month it also was decided to extend the proposed reconstruction section north of town another mile and a half. Work in running in the center-line and obtaining property ties on this extension was begun.

A small survey crew, under the direction of Mr. Thomas R. Brown, began work in running in the center-line of proposed reconstruction of the Sitka Highway south of the town of Sitka. This work began on April 18th.

Spring breakup troubles were experienced over the entire District during the month. In the southerly portion, particularly in the vicinity of Ketchikan, the peak of the breakup was passed before

the beginning of the month. The road conditions improved rapidly in the first week and by the middle of the month the roads were in good condition again. In the more northerly portions of the District the spring breakup came later and the peak occurred in the third week of the month. In the Juneau area there was still evidence of frost boils on the older sections at the end of the month. However, it was possible to lift the load limits on the paved section between Juneau and the Airport on April 24th.

We had two major snow slides on the Thane Section of the Glacier Highway during the month. The largest slide occurred in the same area where we had a major slide during the month of February. The slide in April covered the road for approximately 200 feet to a depth of about 25 feet. The road was opened for traffic the day after this slide occurred. The second slide came down in Snow Slide Gulch. This is the point on the Thane Section where the most severe snow slides have occurred in the past. The slide this year, however, was small, comparatively speaking, covering only approximately 100 feet of the highway to a depth of about 15 feet. The slide was removed within a short time using our own D-4 Cat and Dozer. On the other slide it was necessary to rent a larger tractor to accomplish the re-opening of the road in a reasonable time.



CHR. F. WYLLER,
District Engineer

April 30, 1951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NAARRATIVE REPORT FOR

April 1951

TUBHAGAIN ARM PROJECTS

Section F-2; 19 Miles

Peterson Creek to Indian
Max J. Kuney Company

Limited engineering personnel moved into the engineering camp at Girdwood during the last week in March and this personnel since that date has been boarding with the contractor. It is planned to open our cook-house during the first week in May. The contractor now has three large shovel operations in progress on the grading. There is a total of seven cats on the project. One shovel is in the Girdwood borrow pit and material is being hauled to finish the section south of Girdwood; one is clearing up rock on the sidehill section between Girdwood and Bird Point; and one is in the frozen clay cut at Station 1750 working toward the north. Two cats and scrapers are working on the grading immediately south of Bird Creek. The other cats are working with the shovels, stripping borrow pits and doing other miscellaneous work. A drilling crew has started drilling the big cut between 1798 and 1808. This is the last heavy rock cut on the project. Stripping the unsuitable material between 1816 and 1837 will start as soon as the material thaws out. This work will probably be done with a large dragline working on log pads.

There has been no activity by the bridge subcontractors who have the concrete decks to pour on two bridges. All substructures are complete.

Section F-3
(5 Bridges on F-2)
J. J. Badraun Company

This contractor has been doing some work on his camp and performing other preparatory work, but no work has been started at the bridge sites. The only work that remains is the Bird Creek bridge deck and curbs and miscellaneous clean-up and painting. This work cannot be satisfactorily performed until weather is warm enough to permit painting and curing of the deck without heating. Work will start in May.

Section G; 12 Miles
Indian to Potter
Alaska Railroad Project
M-K, Birch and Kiewit

Trains have been in operation on the new railroad grade since last November. All highway work remains to be completed this year. This work consists of widening and altering the old railroad bed for the new highway. Extensive work on the highway grading is expected to start in May. Operations in April were limited to a small amount of drilling of rock cuts. Ties are still frozen to the old railroad grade and grading for the highway has thus been retarded.

SEWARD-ANCHORAGE HIGHWAY

Section A-1; $9\frac{1}{2}$ Miles
Mile 5 to Mile 12; and Mile 15 to Mile 18
Manson and Osberg

A late spring has made it impracticable to accomplish much on this project to date. A small clearing operation was started at Mile 18 progressing south during the last week in April. The depth of snow at Mile 12 stood at 4 ft. on April 23. The depth at the south end of the project is between 1 and 2 ft. and the depth at Mile 18 not more than a foot. All snow is extremely heavy and wet. It was originally planned to start at the south end of this project clearing the borrow pit at Mile 6, but this plan was altered because of the snow. No work is in progress on the south end. It appears that it will be impracticable to accomplish much between Mile 8 and Mile 13 before June. A limited amount of engineering work has been accomplished but this work has also been retarded by deep snow. In many places it is still necessary to use snow shoes when walking, except on the road which has been cleared by snow plows.

Section A-2, B-3; $16\frac{1}{2}$ Miles
Mile 12 to 15; and Mile 18 to 33
Manson, Osberg and Halverson

Most of this contractor's organization has been in operation on this project instead of on the adjacent A-1 project. Practically all of the snow has melted from the sidehill above Kenai Lake north of the Snow River crossing and it is on this section that work has been concentrated. A crew of about 20 men and 1 D-8 dozer have been clearing with good progress from the Snow River bridge to about Mile 24 at the Lawing railroad crossing. A drilling outfit and shovel have been started at the north end of the Snow River crossing but little progress can be made as the contractor has no hauling equipment on the project. Hauling units are expected to arrive about May 1 from Seattle. Three shovels, one 2 c.y., one $2\frac{1}{2}$ c.y. and one $\frac{3}{4}$ c.y. with a crane and dragline attachment have arrived in Seward, but only one is yet in operation. Four cats are on the project. No patrol is yet available. Two $1\frac{1}{2}$ c.y. shovels and a fleet of dump trucks now in Nome are scheduled to be transported to Seward by chartered barge as soon as the ice pack permits water transportation in Bering Sea. This project and the A-1 project will be handled, as far as field operations are concerned, as one project and equipment and

personnel will be shifted between them as job conditions dictate. The contractor is building a camp at Mile 20 on Howard Long's property for handling both projects. All work so far has been done by crews transported to and from Seward daily by bus.

Engineering work of running line and slope staking has been started at Mile 18. Most of the clearing has been staked throughout the project. Agreement has been reached to have the owners move the Estes Bros. buildings at Moose Pass, payment to be made in a lump sum by the Territory as soon as the right of way has been cleared of the buildings and other improvements.

Section B-2; 17 Miles
Mile 33 to Mile 50
Lytle and Green

The contractor on this project has made very good progress on the clearing. Practically all trees and a considerable part of the larger brush have been knocked down with dozers throughout the project except on the Mile 38 hill and the x-line connection to the Kenai River Highway. Hand work of repiling, burning, and cleaning up to enable grading operations has been started at the south end of the project at Mile 33. Grading with three cats and scrapers was started at the south end during the last week of April. Frost remaining on the ground has retarded grading work considerably, but removing the unfrozen top material is accelerating thawing of the material below. This contractor has a nice start and should be able to maintain satisfactory progress without difficulty. A very high standard of alignment has been designed for this project. The contrast between old and new alignment is very noticeable, see attached photograph. Engineering parties for this project are boarding and lodging with the contractor at Mile 38. All clearing is staked, and running line and slope staking is well started. The contractor is working this project as well as the Kenai River 5B-2 project from his camp at Daves Creek. To date most of the activity has been on this project.

Section B-1; 7½ Miles
Mile 50 to Mile 58
Max J. Kuney Company

Snow is still fairly deep on this project; about 3 ft. at Mile 50 and 2 ft. at Mile 58. Contract work has not started but is expected to start during the first week in May. Kuney has bought Munter's old camp at East Fork and expects to have it in operation in its present location by May 1. Carpenters are now working on the buildings, remodeling the cookhouse, etc. Apparently this camp will not be moved to a location adjacent to the B-1 project. We may board and lodge a small engineering party of about four men at this camp with the contractor until we reopen the Mile 58 camp. About 3000 ft. of clearing has been staked and 1500 ft. of line run south from Mile 58 by crews operating from Girdwood, so the contractor has a place to start his operations as soon as weather and ground conditions permit.

Section A-3; 2 Miles
Mile 1 to Mile 3, Resurrection River Bridges

The survey has been completed and plans are being prepared. It is expected that this project will be advertised during the last week in April. Permission has been obtained to take the necessary borrow and rock for slope protection from privately owned lands. All right of way outside the present city limits has been procured. The City has initiated action to eliminate from the city limits the area north of about Sta. 0700 on our survey. The present city limits are near Sta. 30. If the surfacing contract is extended to the proposed new city limits, two additional parcels of right of way will be required. To eliminate the proposed area from the city limits will require a special election which will be called as soon as the U. S. District Court in Anchorage has taken the required action on the City's petition.

Section A-4
Victory Creek Bridge

This bridge which is located at Mile 20.5 within the outside limits of the A-2, B-3 project is expected to be advertised during the last week of April.

Section 3-B3, 14
Snow River Bridge
Keil and Peterman

This project is under construction as an Alaska Forest Highway project, but the project is in reality a part of the Seward-Anchorage route, and is located between the A-1 project and the A-2, B-3 project. All work was completed last year except painting of structural steel and wooden hand rail and posts. Plans of the contractor are not definitely known, but it is expected that the remaining painting will be done in June or July.

KENAI RIVER HIGHWAY

Section 5B-2; 5½ Miles
Mile 38 to Mile 41; and Mile 47 to Mile 50
Lytle and Green

A limited amount of work was performed during the last two weeks of April on burning brush previously cut and piled. One drilling crew is working on the rock below Soper's old site at Sta. 458 and one crew is working at Sta. 470. A 2½ c.y. shovel has been moved to the Mile 38 camp from Moose Pass, but it is not yet in production. Full scale operations are expected to start in May. Engineering work on this project has progressed well in advance of the contractor's operations. This project as well as the Seward-Anchorage B-2 project is being worked from the contractor's camp at Daves Creek. To date most of the activity has been on the Seward-Anchorage B-2 clearing operation. Engineering crews are being boarded and lodged by the contractor.

Section 5B-3; 5 Miles
Mile 41 to Mile 47

Plans have been completed and the project is expected to be advertised during the last week in April. Engineering for this project will be handled by Mr. Preshaw, the Resident Engineer on the Kenai River 5B-2 project. Preshaw's residency is established at Lytle and Green's camp on Daves Creek.

Section A; 6 Miles
Coopers Landing, Mile 52;
to Rentons Lodge, Mile 58

Plans are being prepared by the Division Office in Juneau for future advertising. Cooper Creek bridge investigations have been completed and one test hole has been drilled at the Kenai River. A road has been recently dozed down to the west bank of the Kenai River and drilling of an additional test hole is in progress. Completion of this test hole will complete all preliminary field work on this project.

RICHARDSON HIGHWAY

Section C; 39 Miles
Big Delta Junction to Rapids

Engineering work is in progress with a total crew of ten men who arrived on the project from April 11 to April 20. Sufficient engineering work has been done to adequately take care of the contractor's operations when he starts. Contract work has not started and present indications are that it will not start until some time in May.

ALASKA HIGHWAY

Section A, B-1; 52 Miles
Big Delta Junction to 4 Miles
South of Johnson River
Rogers Construction Company and Babler Bros.

The contractor started a small crew clearing for the new grading immediately north of Johnson River during the last week in April. Tentative plans are to move 2 or 3 cats and scrapers to the project at a later date so the part of the grading required to be completed this year can be accomplished. Apparently most of the work will be deferred until next year when the contractor will have additional equipment available from other projects. Engineering work is well in advance of contractor's operations, and available engineering personnel are sufficient for present needs.

MAINTENANCE ACTIVITIES AND GENERAL

The Spring on the Kenai Peninsula is very late and snow is retarding the contractors' operations. The maximum depth of snow for the year, 6 ft. at Mile 12 and 9½ ft. on the Ingram Creek summit, was reached during the early part of the second week of April. A breakdown of the rotary stationed at Seward and the need for both other rotaries on the Ingram Creek Divide made it very difficult for a few days to keep Mile 12 open. The Ingram Creek Summit was never closed for more than a few hours between trips with the rotaries, but heavy snow between Mile 44 and Mile 58 kept this section closed for most of one day until a rotary could be brought back from the Ingram Creek Summit. A slide, see photograph, blocked the road at Mile 35 from about midnight until the following afternoon when the rotary moving south from Ingram Creek cleared it. Experience gained so far this year indicates the proposed location south of Silvertip is a good one for the maintenance camp to be built this summer. With four men, two rotaries and some light push plows at this location, in addition to the crews at Moose Pass and one or two men at Girdwood, it is believed adequate snow removal can be provided. Personnel this year operated from Moose Pass, Hope and Girdwood.

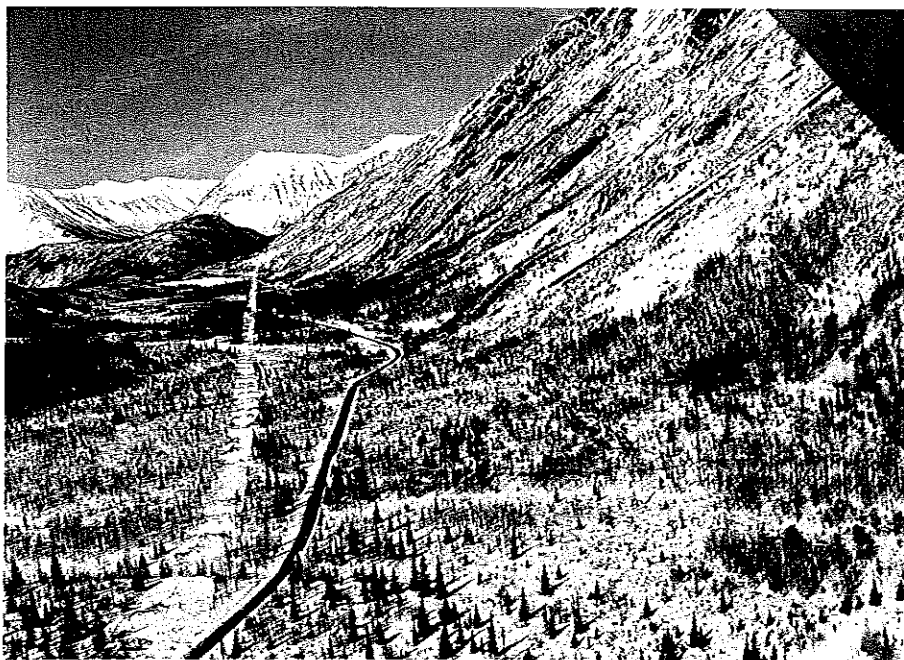
Maintenance activities have been chiefly plowing snow and thawing culverts during the past month. Weather is now favorable and some culverts when thawed now remain open. Others continue to freeze and close again due to frost in the ground, even when the atmospheric temperatures are not cold enough to freeze them closed. Work of building the Silvertip Camp cannot be started before June 1 because of the depth of snow and frost in the ground.

Photographs are enclosed.



61-94-51

BMF 28-11. #1217. Seward-Anchorage B-2. Aerial view of snow slide at Mile 35, about Sta. 270. Note slide area and slide covering old road at the foot of the hill on the left. The new location shown by the clearing on the right should be safe from all but the largest slides in this area.



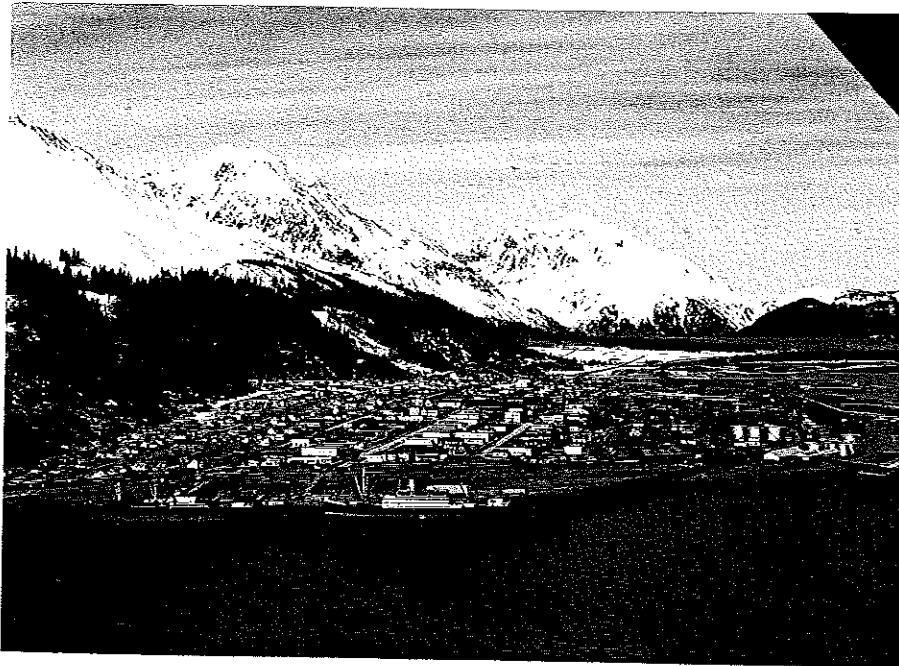
61-94-52

BMF 29-1. #1219. Seward-Anchorage B-2. Aerial view of tangent for new road cleared ahead from Sta. 311, about Mile 36. Tangent is about 2 miles long. Note curves on old road right of new clearing.



61-94-53

BMF 30-4. #1234. Turnagain Arm D. Aerial view of rotary plow, Snago, on the Granite Creek side of the summit south of Turnagain Arm. Snow at this point is about 7 ft. deep on the level. Maximum depth this year on the summit about a mile behind the plow was $9\frac{1}{2}$ ft.



61-94-54

P 31-11. #1252. Aerial view of Seward. Taken from the south over Resurrection Bay. S.S. Baranof and S.S. Seafair are at the dock.