

Division Ten
Juneau, Alaska
January 4, 1952

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 December, 1951

Winter weather prevailed over the entire area causing all construction projects to be shut down except for some incidental work performed on the projects at Ketchikan.

Weather conditions were not particularly severe on the Kenai Peninsula so that snow removal activities were less than normal, but on the other hand, heavy snow falls in Southeast Alaska required that this activity be carried on almost continuously.

Bids were opened for Forest Highway projects 2-D5, F7 and 31-A8, B3, that provide for paving of a section of the Glacier Highway from the airport to Auke Bay and for a section of the Douglas Highway between the Gastineau Channel Bridge and Douglas. On December 14, two bids were received with the low bid at \$295,876. being 12% under the engineer's estimate at \$331,428.50. It was recommended that award be made to the low bidder, the Pacific Sand and Gravel Company of Centralia, Washington.

The City of Juneau called for bids for similar work in conjunction with the Bureau project and tied in the award with the award on the Government work. Our low bidder was second on the City Project but only \$4,000. higher than the low bidder so that the city will award its contract to the same firm.

It is interesting to note that in spite of the increasing trend of prices during the last year that prices for this work were substantially lower than a similar project contracted in the fall of 1948. It is believed that initiating this type of work in Southeast Alaska has given the bidders a yard stick to be applied to prices and that the benefits received are now being realized on this project and will be reflected on the work proposed at Ketchikan scheduled for next year.

Mr. G. W. Mayo

-2-

January 4, 1952

It was noted in the last report that negotiations have been undertaken with the labor unions looking toward a general wage increase for the construction industry. Information has been received that the contractors have agreed to a 25¢ per hour (across the board) increase, subject to approval by the Wage Stabilization Board. The increase will be effective January 1, 1952 or whenever approved by the Wage Stabilization Board.

Programming of the 1953 Forest Highway Funds has been deferred until February due to the absence of the Territorial Highway Engineer, who is in the States on an extended trip. The matter will be taken up immediately upon his return. There is no indication so far whether there will be any difficulty to obtain the concurrence of the Territorial representatives in the programming of projects to be proposed by the Forest Service and the Bureau of Public Roads.

Enclosures: Monthly Report of District Engineer French
Monthly Report of District Engineer Wyller

HAS:na
cc: file
Mayo (2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

December 1951

CONTRACT CONSTRUCTION PROJECTS

All construction work is now closed down for the winter.

The last of the borrow material on the north end of the Seward-Anchorage A-1 project was placed during the last days of November, and this project was left in very good condition for winter. Substantially all material has been moved and the project should finish rapidly in the spring. Practically no glaciating along the new grade is evident.

Work on Seward-Anchorage A-3 Resurrection River Bridges continued until Dec. 7 and heat was kept on the recently poured concrete until Dec. 10. When work was suspended all substructure concrete for the middle bridge had been poured, and pier foundations had been poured for the other two bridges. Five piers and four abutments remain to be poured next year before all structural steel can be placed. Until a day or two before suspension of work the contractors plans apparently were to complete all substructure concrete this year.

MAINTENANCE ACTIVITIES AND GENERAL

Before work was suspended on the various construction projects all were placed in a condition that was satisfactory for winter travel and maintenance. Snowfall to date has been very light, but even the small amount of snow has improved the entire Seward-Anchorage route very materially by smoothing out some of the rougher sections as the snow packed on the new grade. Little trouble has been experienced with glaciating on the new road, and it now appears that very little trouble should be experienced when the road is completed. Some ice forms on the B-1 section between Mile 50 and 58 where the cuts are not all out and a ditch does not yet exist. This ice is taken off with little difficulty by a patrol equipped with an ice bit. Some glaciating is evident through the incomplete section along Upper Summit Lake but there has been no difficulty in keeping the ice bladed off so the road is in good condition for traffic. This section on the old road was very troublesome, and even in its present incomplete state the new road is much easier to keep clear of ice than the old one. There has been no ice on the new grade between Mile 50 and Mile 52, which was the worst section for glaciating on the old road. The worst section for glaciating now is the section of the old

Kenai River Highway which is still in use between Mile 41 and Mile 47. This will be eliminated by completion of the 5-B3 project next year.

There is little snow anywhere in this area, about 6" in Seward; 10" at Mile 12; 4" at Moose Pass; 12" at Mile 52; about 20" on the Ingram Creek Summit; and about 6" at Girdwood. Weather has been comparatively mild with little sub zero temperature anywhere on the Kenai Peninsula. If snowfall were normal it is believed there would be practically no glacier action on the new road.

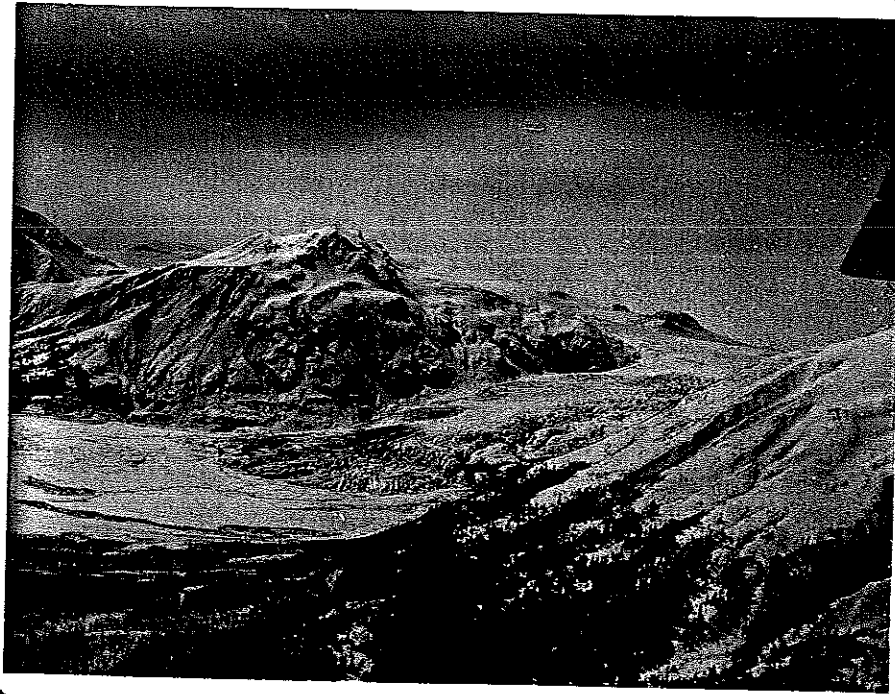
The Matanuska Valley Bus Line now operates on a daily schedule both ways between Seward and Anchorage, leaving Anchorage at 8:30 A.M. and leaving Seward at 2:30 P.M. The scheduled time is 4 1/2 hours and no difficulty is being experienced in making the schedule.

Maintenance work has consisted of ice removal, a limited amount of snow removal and salvaging stock piled timbers from bridges removed by contract. Material is being assembled for protection of the pier at the west channel of Snow River. It is also planned to use salvaged treated timber from the old bridges to encase the timber bents of the third bridge across Snow River and the Placer River Bridge. Existing timber pile bents with crossed sway braces in these rivers catch a lot of heavy drift when the rivers are in flood. Almost continuous removal of this drift is necessary when the rivers are in flood in order to properly protect the bridges. It is believed that encasement of the pile bents will prevent tree trunks, stumps, roots, and other drift from getting caught between the piles and sway braces. This trouble is particularly noticeable on timber bridges where bents are constructed with the centerline of the bent not lined up with the current.

Photographs and a progress chart are enclosed.

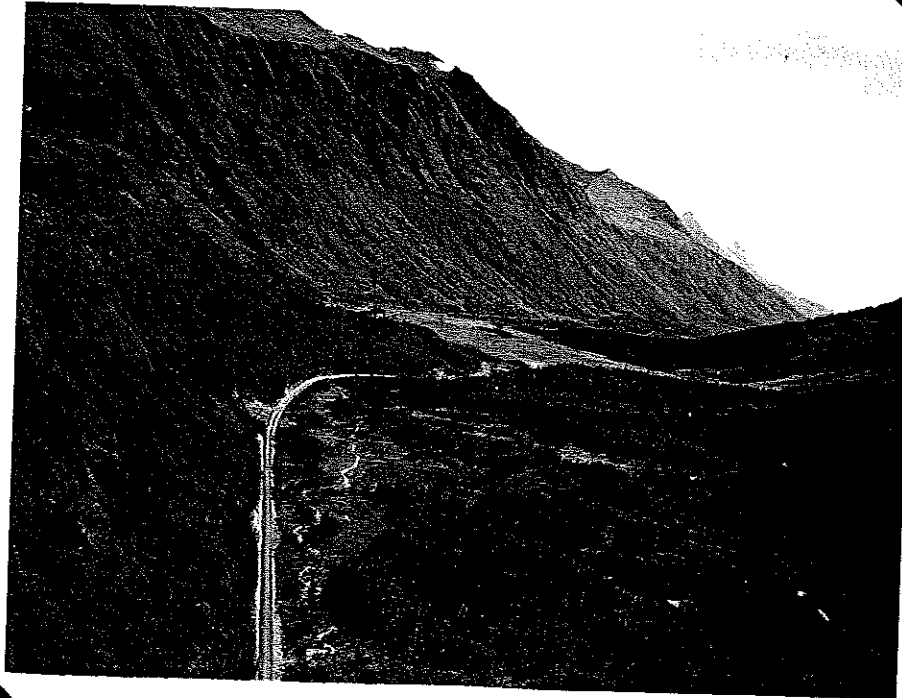
ALL
The I
Anchor
and
bsta
rap
grad
eward
ve. 7
10.
ble
for
to
till
went
TIES
on
in
fall
now
by
on
ing
uld
on
all
y
Lak
of
the
ete
ld
nd
ros
ol

NARRATIVE REPORT - DECEMBER 1951



61-94-1

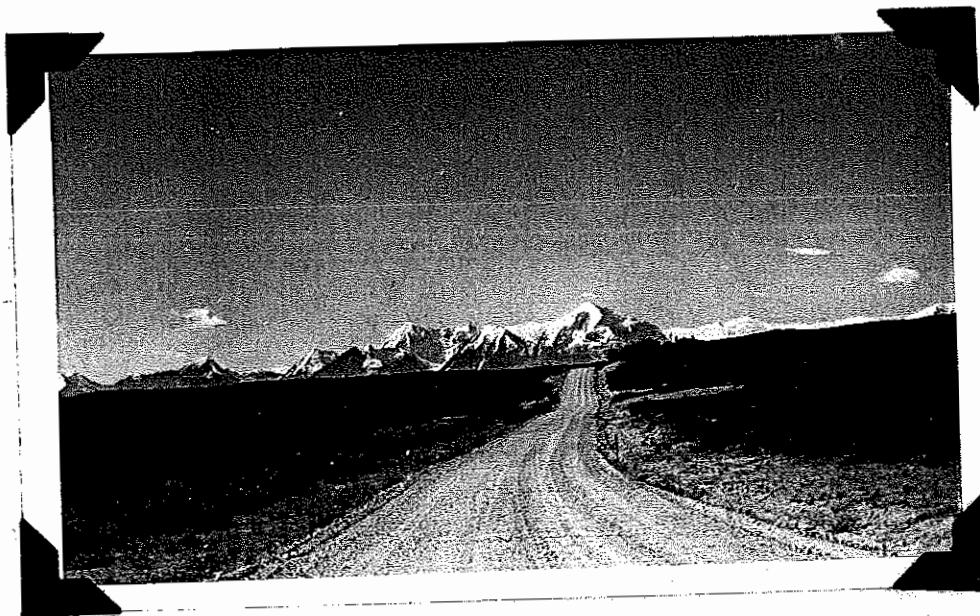
Typical mountain and glacier country between Seward and Anchorage taken from the air about 10 miles northwest of Seward. In background the glacier joins the Harding Ice Field. (#1309)



61-94-2

Kenai River Forest Highway, Sec. 5-B2. Aerial view of recently completed project, west of its junction with the Seward-Anchorage Highway at Mile 38. Parts of the old road may be seen in the extreme right. (1769)

NARRATIVE REPORT - DECEMBER 1951



61-94-3

Richardson Highway Sec. G. View south from about 20 miles south of Big Delta. Shows typical section of old road. Alaska Range in the background. (#1997)



61-94-4

Richardson Highway Sec. G. View north from about 6 miles north of Rapids. Shows contractor's equipment on typical grading operation. (#2000)

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

The construction activity in the District was practically at a standstill during the month of December because of the winter weather. At Ketchikan, Wilder-Dawson, Inc., Agents for Reed & Martin attempted to complete the borrow item on Project 1-D6, B4 between Bugge Beach and Mt. Point, south of town. Only about 1000 cu. yds of borrow remain to be placed, and about 3500 yds of crushed gravel. The weather, however, was so bad that practically nothing was accomplished and the project has been completely closed since about the middle of the month.

Project 1-A5, B8, G4, I2 between Ketchikan and Whipple Creek north of town, under contract to Manson-Osberg Company, has been ~~shut~~down since the middle of November. In the first half of the month of December some minor work was accomplished on the Force Account Item and also on the clearing and grubbing. In the latter part of the month the project was closed entirely because of weather.

On the Sitka Project, under contract to Stock & Grove, Inc., work was continued throughout the month on clearing and grubbing. At the end of the month, however, the depth of the snow forced the closing down of this project, also.

The project on Glacier Highway between Duck Creek and Anke Bay, under contract to Keil & Peterman remained closed throughout the month.

There has been no further development on the Whipple Creek Gravel Pit case. A meeting was held on December 14th in the Assistant District Attorney's office, at which time all information requested by the District Attorney was furnished to the Assistant District Attorney, Mr. Baskin, who is to handle the case. Mr. Baskin, at that time, indicated that due to other cases with higher priority, he did not believe that the Whipple Creek case would come up for court before sometime after the first of the year. We were informed that when he had a rough draft of the brief to be presented to the judge, we would be called to discuss the brief and offer amendments or corrections if necessary.

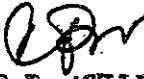
Work has been initiated on the acquisition of Right-of-Way parcels on the proposed project between Ketchikan and Bugge-Beach, south of town. It appears that approximately 50 individual parcels will be required for this 2 3/4 mile section, a number of which will be within the native village of Saxman. Practically all the people living in Saxman do not have title to the ground on which their

houses stand and the lands section of the Alaska Native Service has informed us that they are now endeavoring to clear up the ownership question. This may, however, take considerable time and we are therefore anticipating some trouble in getting clear Deeds for the necessary Right-of-Way parcels through Saxman. We are assigning all available personnel to this work in order to clear up the Right-of-Way matters on this project as soon as possible.

The maintenance operations were largely routine, but involved considerable snow removal, sanding of icy roads, etc. During a couple of days of warm weather we had a minor slide on the Thane section of the Glacier Highway, south of Juneau. The slide came down in the usual place, immediately south of the garbage dump, but consisted of light, fluffy snow and was only about a foot deep on the highway.

Mrs. English, secretary to the District Engineer, who has been in the states for medical attention has informed us that the checkup was satisfactory and she expects to be back to work shortly after New Years.

January 4, 1952


CHR. F. WYLLER
District Engineer