

Division Ten Juneau, Alaska

March 2, 1951

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

From : Hugh A. Stoddart, Division Engineer, Juneau

Subject: Confidential Monthly Report for February, 1951

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Referring to the comment of the last report on the Reed & Martin contract at Ketchikan, advice was received from the contractor that it was proposed to sub-contract the remainder of the work to a large responsible California contractor. Negotiations with this firm failed to be carried out and notification was received later that an experienced State of Washington contractor would undertake to complete the contract. It is expected that the necessary sub-contract will be submitted for the approval of this office in the near future.

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low bid being received from the G. F. Lytle Construction Co. and the Green Construction Co. of Iowa, in the amount of \$1,236,207. With adequate competition being obtained and the low bid being substantially under the engineer's estimate, the low bid was recommended for award with the concurrence of the Alaska Road Commission. Formal acceptance of the low bid was made by Deputy Commissioner Clark on February 16.

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Kenneth Kadow, Chairman of the Alaska Field Staff, announced his resignation during the month. It has been Mr. Kadow's responsibility to coordinate the activities of the agencies of the Department of the Interior operating in Alaska. Also during the month Dr. James C. Ryan resigned as Director of Education for the Territory.

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Mr. Kiely, in charge of the recruitment of engineering assistants in the Seattle area reports a very satisfactory show of interest in the work and is confident that it will be carried out successfully.

During the past three months applications for issuance of DO ratings for scarce materials required in bridges and minor structures on the Seward to Anchorage project, and also the two contracts to be supervised by the Bureau on the Interior highways have been requested of National Production Administration by our Washington Office. While priorities have not yet been obtained it is understood that the manufacturers are prepared to supply the necessary materials with the understanding that the ratings will be made as soon as they can be processed. It is understood that the fabricators are reluctant to make shipments until priorities are actually established. While there has been no delay caused in the field so far, it is apparent that unless early action is taken failure to have the materials on hand at the beginning of the construction season will certainly result in non-completion of the work this season. The progress made in the next month or six weeks on delivery of materials will probably determine if this Organization is to meet its commitment to finish the reconstruction of the Seward to mile 58 section this year.

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

HAS: vm

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

February 1951

CONTRACT CONSTRUCTION PROJECTS

All work remains closed down for the Winter, as previously reported. Some work is expected to start in March. The extent of this work started in March will depend to a considerable extent upon the weather and depth of snow.

Bids on the Seward-Anchorage B-2 project were received on February 8 and award was subsequently made to the C. F. Lytle Co. and Green Construction Co. on their low bid of \$1,236,207.00. The second bidder was Stock and Grove of Anchorage with a bid of \$1,327,880. The low bid was about 10% below the engineers estimate.

The Seward-Anchorage A2 B3 Section was advertised February 13 and bids will be received on March 6. Provision has been made for bidding the project in two different units if bidders so elect.

LOCATION SURVEYS AND DESIGN

The survey on the Seward-Mile 3 section was started the first week in February and is now practically complete. This project consists of 3 major bridges and a fill of borrow material. Relocation on the west side of the Alaska Railroad will eliminate two grade crossings that exist on the present road. All of these streams are of glacier origin and subject to violent floods which occur every 5 to 10 years.

Additional foundation investigations are being made at the Quartz Creek bridge site on the B-3 section of the Kenai River Highway. This section is expected to be placed under contract this year.

Some additional survey data are being obtained on the Kenai River Highway, Section A, between Coopers Landing and the Forest Boundary. It is planned to start the foundation investigations for the Kenai River Bridge at Schooner Bend and the Cooper Creek bridge within a short time.

GENERAL

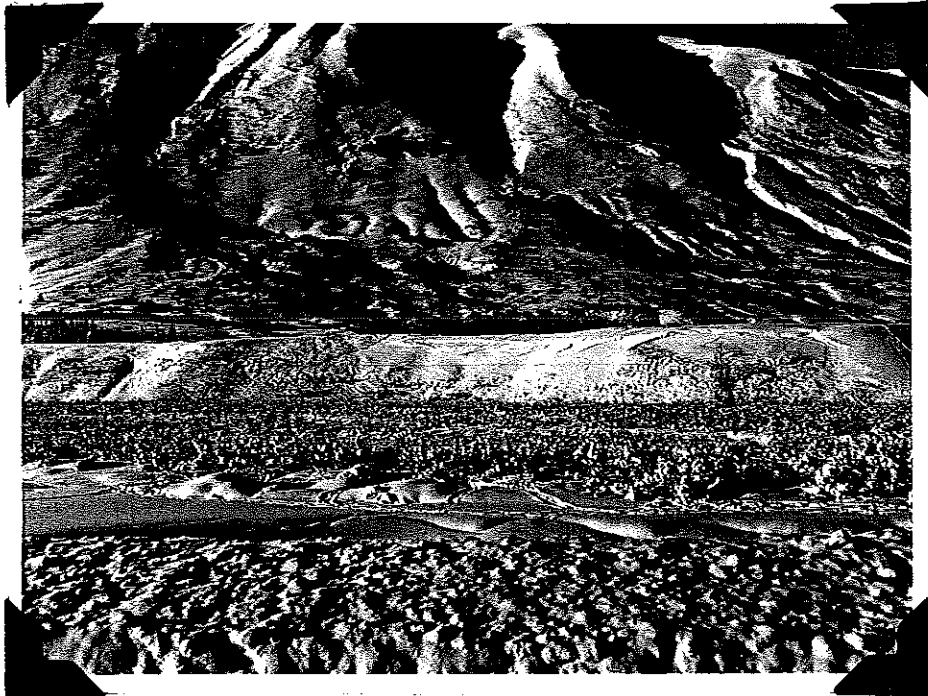
Considerable snow fell between Seward and Mile 18 on February 20, making the snow at Mile 12 about 5 feet deep. There is a depth of about 2½ feet at Mile 52 and about 5½ feet on the Ingram Creek Summit. Temperatures have not been extreme and glacier action on all of the roads is still troublesome. The truck mounted boiler is in use practically every day

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thawing culverts. Considerable difficulty would have been experienced this winter in keeping the road open if the old boiler had not been replaced last winter. All motor patrols are required to keep the ice off the surface of the road where glaciering occurs. The use of serrated grader bits has proven highly satisfactory in blading off the ice and keeping the road surface scored and less slippery.

It is planned to open the Mile 18 camp on March 1 and start as much staking as possible. The camp is practically ready for occupancy. Most of the experienced men being transferred from the States will arrive on March 15, and engineering work on all projects will be started as soon after that date as possible.

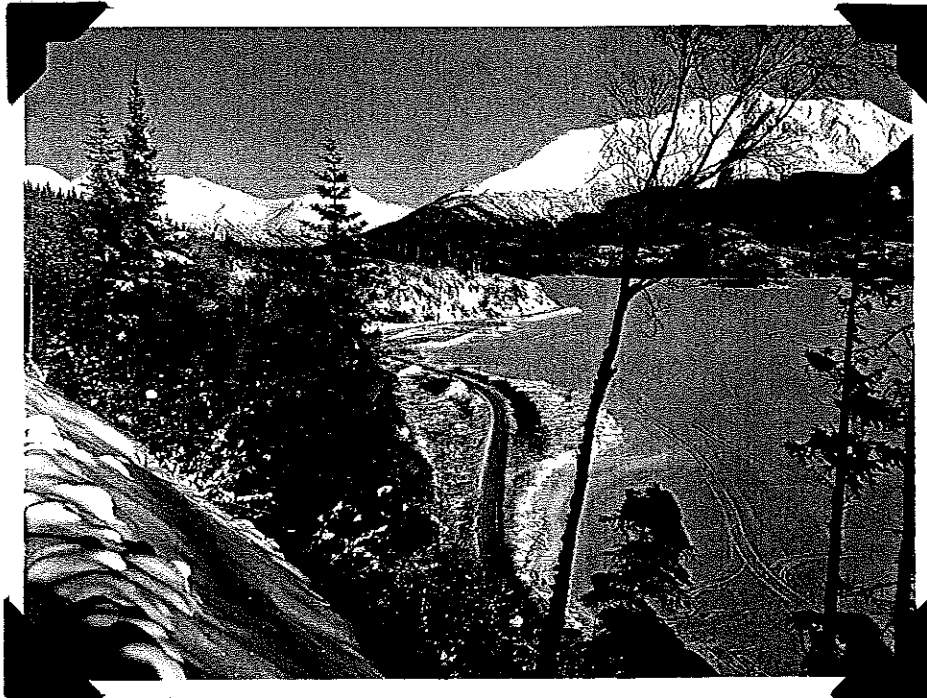
Photographs are enclosed.



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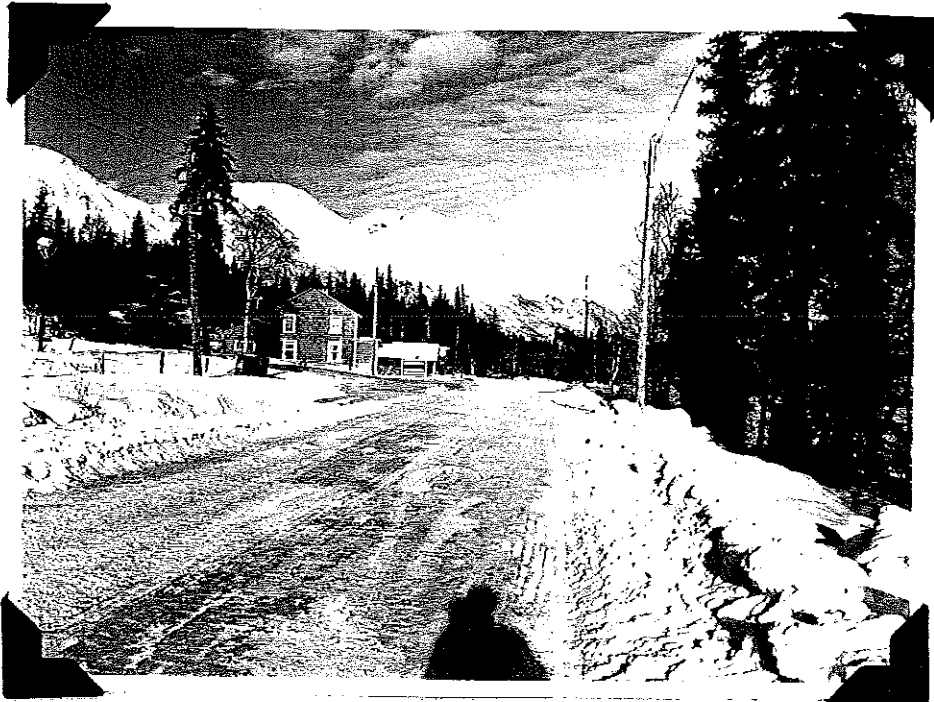
BMF c.f. 6 - 1103. Seward-Anchorage, Turnagain Arm Section G. View from newly constructed Section G. Shows coward bull moose in deep snow along Granite Creek about Mile 64.



61-94-60

BMF c.f. 5 - 1102. Seward-Anchorage, Section A2, B3. View of Alaska Railroad along Trail Lake, Mile 26. Picture is taken from old road on sidhill above the railroad. At this point the railroad alignment will be changed and the new highway will follow the railroad along the lake shore between the railroad and the hill.

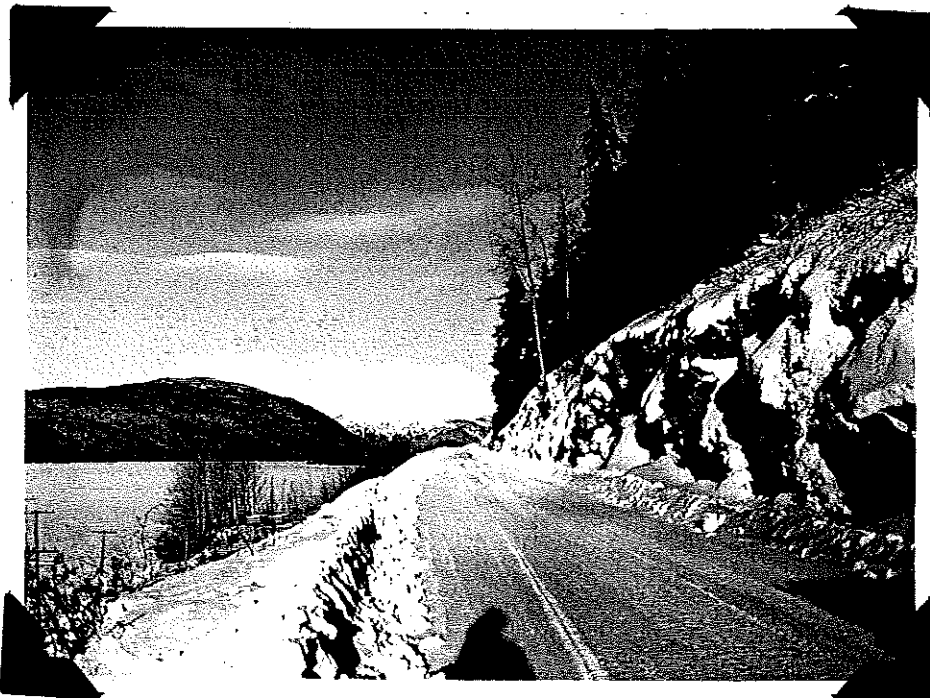
FEBRUARY, 1951
NARRATIVE REPORT



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BMF c.f, 14 - 1122. Seward-Anchorage, Section A2, B3. View of glaciating along old road immediately north of Moose Pass. Ice has caused considerable trouble at this point all winter and at one time threatened to damage the house. Constant work was done in an effort to keep the culvert pipes open and the ice bladed off the road surface.



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BMF 24-2 - 1111. Seward-Anchorage, Section A2, B3. View north from along old road at about Mile 18.7 This sidehill section is typical of Unit 1 of the A2, B3 section. The Alaska Railroad is along the shore of Kenai Lake left of the road.

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

There were no construction projects active in the District during the month of February. The two Ketchikan projects, 1-B7,G3 and 1-D6,F4, remained closed and no further arrangements had been made concerning the reopening of these projects. The proposed meeting between representatives of the contracting company and the bonding company in the Division Office did not materialize, as the contractor has as yet not been able to make any arrangements to be presented to the Bureau of Public Roads at the meeting. The only other construction project under contract at the present time is Project 2-D4,F6, under contract to Keil & Petersman. The contracting firm has made arrangements for shipment of materials and equipment to the project, and the bulk of this is to arrive in Juneau early in March.

Mr. John W. Gibbs, Highway Engineer, GS-9, arrived the latter part of the month from Denver to take charge of Project 2-D4,F6. The staking of the project will begin early in March.

Work continued on the survey on the two sections of Tongass Highway north of Ketchikan which are under the first year program to be constructed by the proposed special appropriation for pulp roads. Considerable difficulty has been experienced in the location of the line and in obtaining Right of Way. During the month the estimate on the alternate line mentioned in previous reports was completed, and this line has now been adopted for the final location. It was estimated that the cost of Right of Way on the section that has been relocated will be reduced by approximately \$10,000.00 by use of the alternate line. Since the Right of Way on this project is to be paid for by the Territorial Engineer's office, the Territory has agreed to contribute the \$10,000.00 saved on Right of Way toward the construction of the road.

Mr. William A. Wood, District Construction Engineer, spent practically the entire month of February in Ketchikan in an effort to accelerate progress on the survey and also obtain the necessary Rights of Way. Due to bad weather and difficult terrain, progress has been rather slow, and in the matter of obtaining Rights of Way, due to the close proximity of houses and other improvements to the present road, property owners have a decidedly negative attitude toward granting additional Right of Way widths. Some deeds have been obtained without

too much difficulty, but it is believed that some necessary Right of Way parcels will have to be obtained by condemnation.

Mrs. English, Secretary to the District Engineer, returned February 20th, after several months sick leave in the States.

The maintenance operations throughout the District were more or less routine during the month. In some areas there was continual snowfall, with resultant heavy snow removal. During the middle of the month we had a period of rather mild weather which washed away considerable of the snow and caused a major snow slide on the Thane section of the Glacier Highway. The road was, however, opened to traffic again in a matter of about six hours. The latter part of the month, winter set in again with freezing weather and snow, and the probabilities are that we may still have another month of winter.



ORR F WYLLIE
District Engineer

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