

February 2, 1951

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

From : Hugh A. Spoddart, Division Engineer

Subject: Confidential Monthly Report for January, 1951

The weather for the month of January was generally clear and cold and as a result there was no activity on either construction or location surveys. It is interesting to note in connection with the comment on weather that the Alaska Road Commission's snow removal operation on the Thompson Pass section of the Richardson Highway has been quite successful so far this winter, altho there was a period of approximately one week beginning January 19th during which the road was closed to traffic due to drifting conditions resulting from low temperatures and very high winds. The road has been reopened and is carrying traffic at the present time.

Progress on the Reed and Martin contract in Ketchikan was discussed with Mr. Reed. He was advised that progress to date had been quite unsatisfactory and that serious consideration was being given to terminating the contractor's right to proceed with the work. Mr. Reed insisted that capable supervision would be provided for the coming season and that adequate financing would soon be available. It was arranged that a further conference would be held in about mid-February and that further action would be dependant upon the showing that the contractor would be able to make in the way of improving job supervision and financial arrangements.

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

HAS: vm

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California

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HAS: vm

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

The month of January was rather quiet in the Juneau District due to the fact that no construction project was active and the maintenance activities were routine throughout. The mild weather experienced during the month of December changed early in January and most of the month was below average in temperature and considerable snow fell in certain areas of the District. Aside from the necessity of authorizing considerable overtime for snow removal and a minor snowslide in the Juneau area there were, however, no particular difficulties due to the weather.

In the Ketchikan area the extraordinary maintenance on Section 1-D6, E4, referred to in last month's report, was completed on January 9th and condition of the section is now satisfactory for winter travel. A meeting was held in the Division Office on January 12th with Mr. Reed of Reed & Martin, Contractors, at which the present status and future procedures on Projects 1-B7, G3 and 1-D6, E4, under contract to Reed & Martin, were discussed. It was decided to have another meeting with representatives of the contracting company, as well as possibly a representative of the bonding company, in the middle of February at which time the contractor will be given another opportunity to show any reasons why he should not be denied the right to proceed with the work.

During the month this office was approached by two Ketchikan lawyers both representing considerable sums of payments due from Reed & Martin to businessmen in Ketchikan. In both cases they were advised to present their claims to this office in writing and we expect to receive these letters before the forthcoming meeting in February. It also appears that the contractor has assigned all future payments on this contract to the Bank of Fairbanks, who, we also understand, has a lien on all the equipment belonging to the contractor on the project.

The survey of the designed line on the two sections north of Ketchikan, which are proposed for construction under the special appropriation for pulp mill roads, progressed during the month, although, due to the bad weather and also the difficult terrain, the progress was not as fast as anticipated. The design on the alternate line mentioned in previous reports was delayed in the Division Office because of the higher priority of other design work. A decision as to whether or not to use this alternate line has, therefore, not been made as yet. Mr.

William A. Wood, District Construction Engineer, is directly supervising this work and the acquisition of rights-of-way on these sections. He has made several trips during the month to Ketchikan and it is expected that he will have to spend most of his time on this project during the next month.

Mr. C. H. Keil of Keil & Peterman, who were successful bidders on Project 2-D4, F6, spent about a week in Juneau during the month. The project was discussed with Mr. Keil to some length and he has given this office a rough outline of the proposed construction schedule. The company plans to have all equipment and materials, such as cement, in Juneau and on the project the latter part of February. The contractor is anxious to begin work on the triple 6 x 6 concrete culvert at Auke Creek as early as possible in order to take advantage of the low water in the lake above. He, therefore, plans to begin work in the middle of March if the weather will permit. Clearing and grubbing will probably start at about the same time beginning at the Duck Creek end of the project. The excavation and placement of borrow material will follow behind the clearing and grubbing as rapidly as possible. Mr. Keil requested permission to use a borrow pit belonging to Mr. Ed. Hildre, a member of the firm, in lieu of the pits given in the Special Provisions. Samples from this proposed pit were taken during the month in company with Mr. Boyd, Materials Engineer. This pit is closer to the project than the ones given in the proposed provisions and would cut down the haul considerably. It is believed the material will be found satisfactory.


The District Office was moved to its new location above the Juneau-Young Hardware Store on January 4th. The new quarters have been completely re-modeled and re-finished and it is believed that they will be entirely satisfactory.

At the latter part of the month Mr. Homquist, Fiscal Accountant, was transferred from the Division to the District and is to be in charge of the Accounting Section in the District Office under general supervision of Mr. Jewett, Administrative Assistant. A transfer of portions of the accounts and bookkeeping from the Division Office is expected to be a gradual process and it may be some time before it is fully accomplished.

Mrs. English, Secretary to the District Engineer, has advised that she has now recovered to the point where the Doctor has permitted her to travel. She expects to return to Juneau in the middle of February.

The District Engineer attended a hearing held in Ketchikan by the Corps of Engineers, U. S. Army, on January 26th. This hearing was one of many held throughout Alaska pursuant to Section 204 of Public Law 858 by which the District Engineer of the Corps of Engineers is

directed to make "Preliminary examinations and surveys of harbors and rivers in Alaska, with a view to determining the advisability of improvements in the interest of navigation, flood control, hydroelectric power and related water uses". A separate report on this hearing has been submitted.


CHR. F. WYLLER,
District Engineer,

February 1, 1951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

January 1951

CONTRACT CONSTRUCTION PROJECTS

All contract work is closed down. Work will probably start in March on Turnagain Arm F-2 at Girdwood and on the Seward end of the Seward-Anchorage A-1 project. Contractors on both of these projects have expressed a desire to start work as soon as weather will permit.

The plans of Max J. Kuney Co. for starting work on the Seward-Anchorage B-1 project are not yet known. This date is dependent to some extent upon the availability of the 150" sectional plate pipe culverts.

Section B-2 of the Seward-Anchorage, from Mile 33 to Mile 50, was advertised January 18 and bids will be received in Juneau on February 8.

LOCATION SURVEYS AND DESIGN

Some additional field data have been taken near Mile 27 where it is proposed to move the Alaska Railroad to make room for the new highway north of the Trail River Bridge. Due to sub-zero temperatures and snow this work has been slow.

All survey data and field plans for the Coopers Landing to Forest Boundary survey has been completed and forwarded to the Division office. One individual is the claimant (under mineral rights) of practically all of the land traversed by this survey. The land is not patented and there are no improvements. He is ostensibly adverse to construction of a new road, and is expected to try to collect damages. Some interesting legal problems may develop in connection with the right of way.

GENERAL

Snow early in January helped the glaciering on roads under maintenance, and the glaciering is not now a major problem. No snow slides have occurred. Temperatures have been lower than normal. The minimum in Seward has been about 10° below, and at Moose Pass about 40° below. Some work is being performed on the Mile 18 camp as permitted by other maintenance work. Snow is about 3 ft. deep at Mile 12 and 4 ft. deep on the Ingram Creek summit. The snow at each place has been about a foot deeper than it is now, but considerable settlement has occurred during the past 10 days, when no new snow has fallen.

There has been considerable agitation by those living adjacent to recently constructed Forest Development Roads for snow and ice removal. The road extension across Resurrection Creek at Hope, the Snug Harbor Road which joins the Kenai River Bridge project just west of the bridge, and the road into the West Quartz Creek group of homesites are the roads referred to. These roads have been built by the Forest Service to serve adjacent homesites. The standards are probably as high as can be justified for a very low traffic volume service road of this kind. However, these standards, particularly as to roadbed and ditch width, are so low that the roads are not susceptible of maintenance with our equipment, and are not susceptible of economical maintenance by any means. Ditches and roadbeds are built up with ice to such an extent that the roads are impassable. They are too narrow to use a motor patrol without danger of considerable damage to the patrol from trees and stumps along the ditches and shoulders. Large amounts of explosives would be required to remove the ice, and such an operation would be expensive. If the Forest Service expects these sites to be accessible for motor vehicles during the winter, the standards of the access roads will have to be raised considerably. Even with higher standards the maintenance costs would be substantial.

Photographs are enclosed.

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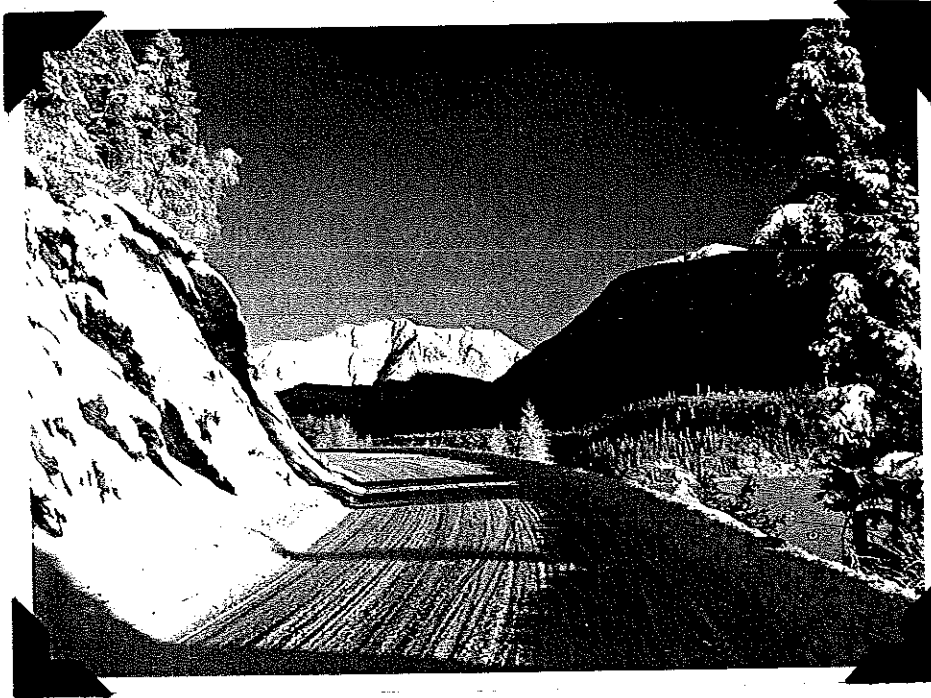
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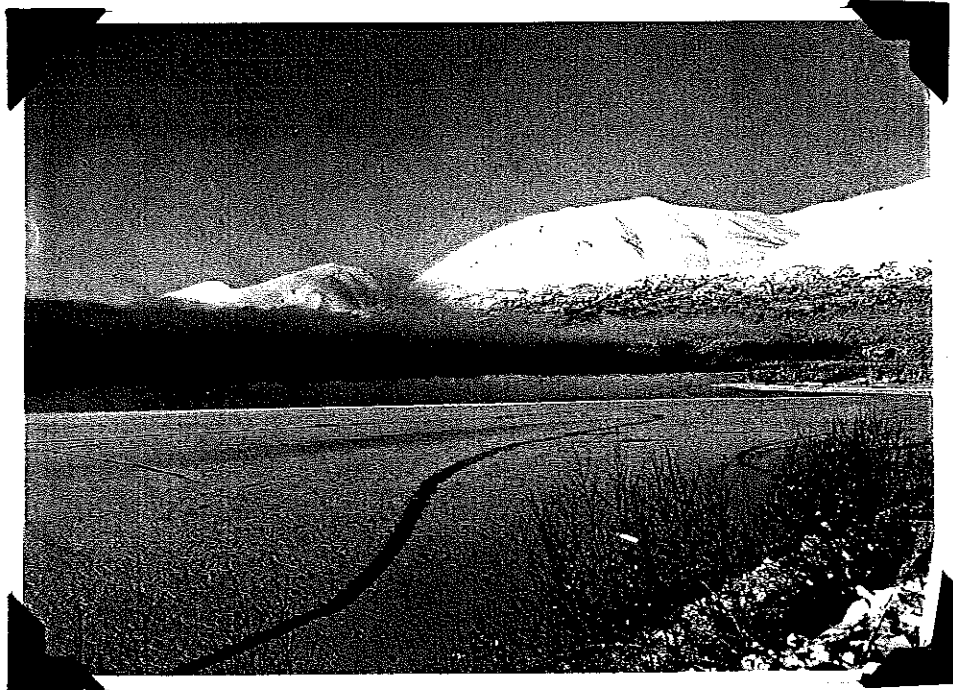
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61-94-63

1089. BNF-23. Seward-Anchorage, Section A-2. View of curve on old road above Trail Lake at Mile 26.5.



61-94-64

1088. BNF-23. Seward-Anchorage, Section A-2. View of Kenai Lake from a point on the old road, near Lawing. Kenai Lake is in the process of freezing over for the winter. Note unfrozen dark lines on lake surface. There is steam coming from the unfrozen part of the lake in the background under the low-hanging cloud.

PCA 61-94-63

BMF-23-2
Sevard-Auch. Hwy.

12/15/50

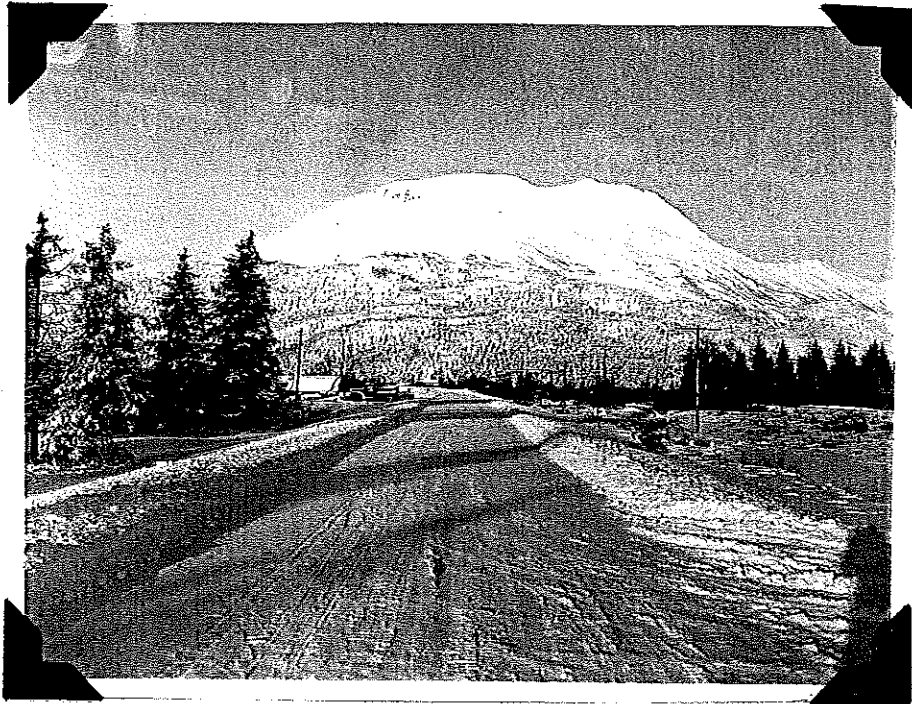
turn on all road.
opposite Trail River.
upper crossing. Start
ing north along
Trail 26 1/2.

1089

PCA 61-94-64

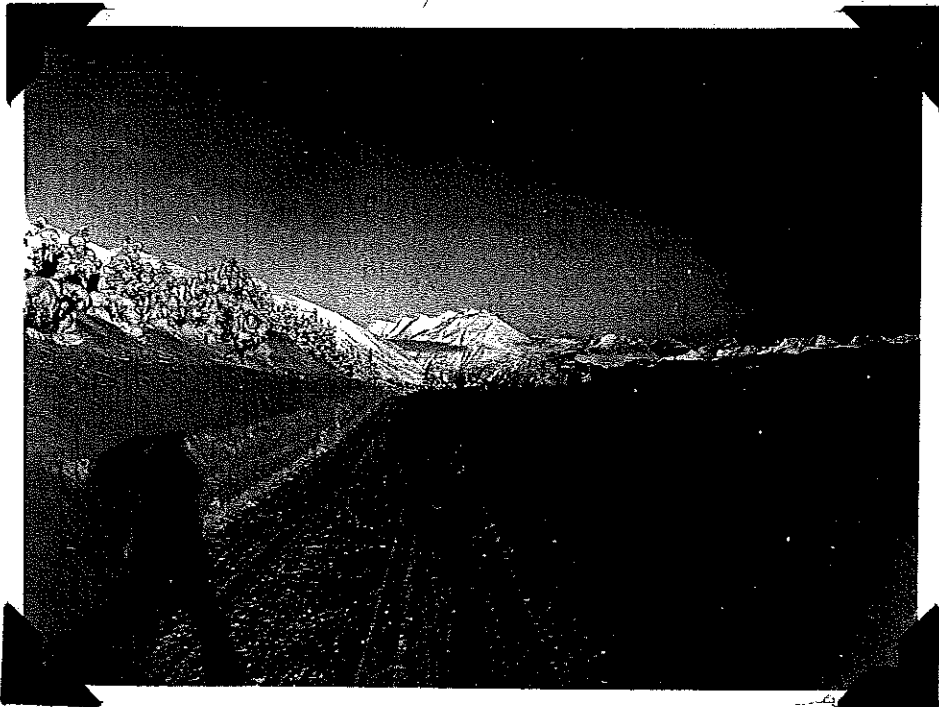
BMF-23-1
Sevard-Auch. Hwy.
12/15/50
View of Kenai Lake from
mi. 23. Lake partly
frozen. Steam from
unfrozen part.

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61-94-65

1099. BNF CP2. Turnagain Arm, Section E. View north toward Anchorage from a point on highway in front of Portage railroad station. Note shallow depth of snow.



61-94-66

1100. BNF CP3. Turnagain Arm, Section D. View north toward Anchorage from a point near the Ingram Creek summit. Note greater depth of snow than in preceding picture.

PCA 61-94-65

Turnagain Arm, Sec. E
This mark from front
of Postage R.R. Station
shows sidewalks along
road.

BMF c.f. 2

1/10/51

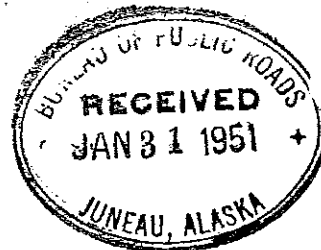
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BMF c.f. 3

Turnagain Arm, D

0011



Division No. 10
Juneau, Alaska

February 2, 1951

To : Mr. A. C. Clark, Deputy Commissioner, Washington, D. C.
From : Hugh A. Stoddart, Division Engineer
Subject: Excerpt from Confidential Monthly Report for January, 1951

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California

From : Hugh A. Stoddart, Division Engineer

Subject: Confidential Monthly Report for December 1950

There was little field activity during the month since all construction and location surveys were closed down by the cold winter weather which set in early in December.

The Reed & Martin contract at Ketchikan was closed down for the winter on December 19. It is expected to remain inactive until late March or early April. Consideration is being given to determine the contractor's right to proceed and it is hoped that definite arrangements can be made on an informal basis during the winter to the end that the two projects involved will be completed during the next working season.

The attached District Engineers' reports cover details of the maintenance activities for the month and also for additional comments on the construction work.

Bids were opened for the second section of the Seward-Mile 58 construction on December 12. The unit is located between Mile 50 and Mile 58. The low bid was submitted by the Max J. Kuney Company in the amount of \$1,358,006.80 as compared with the engineer's estimate of \$1,379,330.00. The four other bids received ranged from the low bid to a high of \$1,992,990.00. Award of the contract was recommended and the low bid was accepted on December 20, 1950.

The keen competition and narrow range of bids noted for the previous contracts was continued for this contract also, and apparently results from the comparatively short time allowed for construction, tending to reduce the uncertainties of the cost of the work.

Good progress has been made on the preparation of design for the third construction unit and it is now expected that the project can be advertised about January 15.

During the month a serious problem with respect to delivery of explosives in Alaska developed from rulings of the Coast Guard officials who have jurisdiction over discharge of explosive shipments through seaports. In the future at most ports, shipments of over 500 pounds will not be permitted through the existing facilities. The strict enforcement of the

January 5, 1950

regulations has the meritorious purpose of promoting safety but unless a less rigorous enforcement of the regulations is made it appears that the going coal mine operations and the ice removal incident to the maintenance of the Alaska Railroad may cause these operations to be either shutdown or greatly curtailed. Later road construction would be definitely impeded and costs would increase by reason of the increased cost required to handle explosives by lightering from ship to shore outside of the cities rather than utilization of the dock facilities as has been done in the past. While volumes of explosives are not particularly large, involving only about 2,000 tons per year for Seward and 100 tons per year at Valdez with much smaller quantities at other ports, it is, of course, vital to mining and road construction in the Territory and any interference with deliveries would have an immediate and widespread effect. A meeting has been arranged, scheduled for January 4 in Juneau, to present the case to the Coast Guard authorities with the hope and expectation that continued flow of explosives can be maintained.

Recent personnel changes include the retirement of Mr. J. B. Reher, Division Design Engineer, who is leaving the service after $31\frac{1}{2}$ years. Mr. E. H. Cowan, formerly Assistant Construction Engineer in the Seward District, is being promoted to succeed Mr. Reher and Mr. A. K. Neesley, formerly Division Assistant Construction Engineer, will replace Mr. Cowan at Seward. Mr. Thomas E. Priest has been transferred to Division 10 to take charge of the Auditing and Accounts section by transfer from Division 4. Many additional engineers will be required to staff the large volume of construction planned for the 1951 period and it is expected that experienced Public Roads' engineers will be available by transfer to fill assignments as resident engineers and assistant resident engineers for the larger projects.

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

HAS:pm