

Division Ten  
Juneau, Alaska  
August 3, 1951

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 July, 1951

With the best construction weather of the season, construction operations on most projects were carried on at a satisfactory rate. However, on three projects little or no progress was made due to the contractors' concentration of effort on other projects. Activities on all construction projects are described in some detail in the attached reports submitted by the District Engineers.

The difficulties encountered in obtaining Territorial concurrence in approval of a program to allocate the 1951 fiscal year funds for the Tongass Forest were noted in the last report. Advice was received immediately after submission of the June Confidential Monthly Report which stated that this part of the normal Forest Highway procedure was unnecessary. A communication was addressed to the Territorial Board to inform that group of the simplification in procedure. No reply has been received.

The two projects at Ketchikan combined in one contract FHP 1-A5, B8 which extends from Ketchikan to Wards Cove and FHP 1-44, I2 extending from Refuge Cove to Whipple Creek, were advertised on July 20 for bids to be received on August 9. The project at Sitka, FHP 11-44, B4, D, extending approximately three miles southeasterly from the city limits was advertised on July 27 for bid opening on August 21.

It was expected that Forest Highway Project FHP 31-D, consisting of 2.7 miles of grading and surfacing, extending north from the end of the present road on Douglas Island, will be advertised late in August. The other principal projects

to be financed from the 1951 Tongass Forest Highway appropriation, the surfacing and paving of 3.2 miles on the Glacier Highway and 2.0 miles on the Douglas Highway, are expected to be advertised late in September thus obligating practically all the special funds now available.

Plans are being made to advertise the surfacing and paving of the portion of the Turnagain Arm project from the beginning at Mile 58 to Girdwood on August 15. This work is to be financed from 1952 Department of the Interior funds. It is one of the projects included in the extension of the August 17, 1948 agreement with the Road Commission.

As noted in District Engineer French's report, the completion of a useable roadway under the railroad contract for the improvement of the Indian to Potter section will not be completed until sometime in the fall, probably late October, and for this reason the road opening celebration which had been planned for August 13 is now postponed indefinitely.

The Forest Service announced late in the month that financing of the proposed mill at Ketchikan had been definitely assured and that the contract for the purchase of timber had been consummated. It is understood that the contract requires completion of the first stage of the development, providing for daily production of 300 tons of pulp, to be put into operation not later than 1954. It is locally expected that construction of the mill will begin late this fall.

It was noted in the last report that Colonel John R. Noyes, who served as Commissioner of Roads for Alaska, had been recalled to active military service. Late in the month it was announced by the Department of the Interior that Mr. A. F. Ghiglione, who had been Colonel Noyes' principal assistant, was appointed Commissioner of Roads to serve as the administrative head of the Alaska Road Commission. It is believed that relations between the Bureau and the Road Commission will become more harmonious as a result of a directive to Mr. Ghiglione on taking office and also, due in part, to the difference in the personalities of the two men.

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Mr. G. W. Mayo

-3-

August 3, 1951

During the month the Governor actively instigated an effort among a few local citizens to divert the three and one-half million dollar appropriation for Fiscal year 1952, Tongass Forest Highways to construction of a low standard road up the Taku River. After it was pointed out to the local civic leaders that such an effort would seriously jeopardize the appropriation, the local Chamber of Commerce which had considered sponsoring the movement decided it would be unwise to give its support and probably the effort will be directed through other channels.

Early in the month an inspection trip was made covering active construction projects supervised by the Bureau of Public Roads on the Kenai Peninsula and in the Big Delta area. The opportunity was taken to inspect road construction connecting with the main system. Included in the inspection was the road extending northwesterly from Palmer on the Glenn Highway toward Willow on the Alaska Railroad; the Forty Mile road extending north from Tetlin Junction about three miles southeasterly from the Alaska Highway bridge over the Tanana River toward the mining communities of Chicken, Jack Wade and Eagle on the Yukon River; the road connecting with the Forty Mile Road near Boundary and extending eastward toward Dawson City on the Yukon; and the Elliott Highway extending northward from Fairbanks to Livengood.

The Palmer-Willow road is very low standard facility, except for three or four miles lying in the Matanuska Valley adjacent to Palmer.

The Forty Mile Road has been constructed to reasonably good alinement and grade standards. The most significant feature of this road observed on our inspection was the comparatively rapid stabilization of the roadway foundation through permanently frozen ground that has resulted from the thawing which has occurred progressively over the past three years. Observation of the effect of thawing has been noted on earlier inspections of this construction and results in a growing conclusion that construction through frozen areas may be facilitated and simplified by a construction program which would provide for clearing and stripping from three to five years in

August 3, 1951

advance of the grading operation. Obviously this relatively long time interval would require a long range construction program such as has not been available for adoption in the past. It is intended to consider this problem further and work out the desirable construction plan.

Information was obtained that the Canadian road connecting the Forty Mile road with Dawson was all constructed, including the portion within Alaska, by Canadian forces. The standard of construction is very low, with the road being not much more than a truck trail, one lane in width. It involves a tremendous amount of rise and fall as it follows a ridge from a point near the boundary to the Yukon River. It requires three and one-half hours to traverse the 65 miles from the boundary to the Yukon River, the road being full of high centers as a result of inadequate maintenance. There appears to have been a reasonable amount of traffic, particularly traffic originating with the mining activity on the Forty Mile River and with the Road Commission personnel employed on road construction. Mr. French has a photograph of a typical section of this road in his report.

The road from Fairbanks to Livengood represents generally higher quality of construction and geometric standards with uniform roadway width. The alignment and curvature are consistent with the topography traversed for the section of the newly constructed portion of the highway. It was particularly noted that the road side cleamp, which is quite often very objectionable in appearance on Alaska roads, was very satisfactory on this highway. There were no windrows of debris or unscreened borrow pits that are normally so much in evidence. While there is but little local development or population adjacent to the road beyond the first ten miles, the mining operation at Livengood appears to be quite active with at least one large dredge operating and from all appearances the operation is being carried on at a level equal to that which has usually been maintained in the past.

The trip over the Glenn Highway was made on Sunday and it was noted that traffic has increased remarkably in the last three years and, also, that the better surface has attracted a great deal of recreational traffic from Anchorage. While less traffic was encountered between Mile 102 on the Richardson Highway and the Tok Cut-Off, it was still many times greater than has been previously observed.

Mr. G. W. Mayo

-5-

August 3, 1951

Discussions with the contractors operating in the Kenai area indicate that, as a result of the increasing level of construction activities, there is a growing shortage of skilled equipment operators, particularly shovel operators and blademan, as well as a shortage of drivers for large trucks. At least two of the contractors are finding it necessary to transfer competent or experienced operators from their going operations in the States.

Enclosures: Monthly Report of District Engineer French  
Monthly Report of District Engineer Wyller  
Progress Chart for the Seward to Mile 58 Section  
of the Seward-Anchorage Highway

HAS:rlc  
file  
cc: Mayo

Division Ten  
Juneau, Alaska  
August 3, 1951

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 July, 1951

This report was sent on the above date but the file copy  
was sent by mistake along with the original copy sent to Mr. Clark.

HAS:rlc

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Division 10  
Seward District

NARRATIVE REPORT FOR

July 1951

TURNAGAIN ARM PROJECTS

Section F-2; 19 Miles  
Peterson Creek to Indian  
Max J. Kuney Company

The specified completion date for this project is June 30, 1951. Work has not been completed and the project has been on penalty time, \$200 per day, during all of July. Substantially all of the roadway excavation has been removed. Some cushion borrow material remains to be placed from the pit at Indian and a small quantity remains to be placed from the pit at Girdwood. Backfill of the subgraded swampy area between Sta. 1816 and 1837 is complete. The last bridge deck was poured during the third week of July and is not yet in service. Considerable culvert pipe remains to be installed and there is a large amount of cleanup, sloping, etc. to be done. The road has been open and passable since the end of June, and is now in good shape for public travel. The Potter-Indian section, being handled by The Alaska Railroad, has not yet been opened for public use so the only traffic now using this section is that originating on the Kenai Peninsula to the south. There are still two large shovel and truck outfits, three patrols and considerable tractor equipment on the project, so completion should be accomplished in August or early September.

Scour from Turnagain Arm tidal currents has eroded the Turnagain Arm silt on which the rock fill for the new roadway is constructed to depths 10 to 15 feet below the original elevation of the silt. This has occurred at a point about 2 miles south of Girdwood between Stations 1177 and 1190. The main tidal channel has shifted toward the road from its former location and has taken the silt out of an area of at least 100 acres to depths of 10 to 15 feet below the original elevation of the silt. Photographs are enclosed which show the silt bank during the process of tidal erosion. Not less than a million yards, and perhaps several million yards, of silt were moved by this one change of the tidal current. Plans are now being made to provide material in a future contract to backfill the embankment and protect the road at this point.

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

All work is complete in substantial accordance with the contract. All bridges are in service. This project will not be carried on future reports.

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

Meager reports received on this project indicate that most of the work in progress is still north of Rainbow on the north part of the project. The project appears to be amply equipped but the yardage remaining is difficult as all of it is rock alongside the railroad. There has not been a representative of this District over the project during the past month but present indications are that the road may not be in satisfactory condition for public travel by August 13, which is understood to be the tentative date set for its opening for limited public use.

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

Progress has improved considerable. Clearing has been substantially completed from Mile 5 to Mile 12 and is now in progress on the Mile 12 to 15 section of adjacent project A-2, B-3. Most of the borrow has been placed on southerly 2 miles of the project. Placing cushion borrow on the rest of the project has not started. Grading is substantially complete, except placing borrow, sloping and some excavation along the ditch lines from the south end to about Mile 10. Some work has been done and work is in progress with two shovels, hauling units, tractor equipment and drilling equipment from Mile 10 to Mile 12 and good progress is being made. A dragline and a fleet of 8 c.y. trucks are excavating and hauling borrow material from the pit at Mile 6. Progress of this operation has been fair. All substructure concrete at Salmon Creek has been poured, and structural steel is at the site. Timber bents at Bear Creek and Grouse Creek are complete. Piles designed for Grouse Creek were found to yield inadequate bearing and it was necessary to provide longer piles than those shown on the plans. Most of the present stringers for this project and the adjacent A-2, B-3 project have been poured at the contractor's camp at Mile 20. No work of any kind has been done on the part of the project between Mile 15 and Mile 18. Most of this material is rock and this section is considered to be good work for cold weather this fall.



-3-

Section A-2, B-3; 16½ Miles  
Mile 12 to 15; and Mile 18 to 33  
Manson, Osberg and Halverson

Progress is fair. No further work has been done on the clearing except on the Mile 12 to Mile 15 section. Clearing has progressed from Mile 12 to about Mile 13½ and fair progress is being made with a crew of about 15 men and 2 dozers. Grading is still progressing northward from Mile 18 along the shore of Kenai Lake above the railroad. Most of the material has been moved between Mile 18 and Mile 22 but considerable work remains along the ditch lines and on all slopes. Grading work is progressing between Mile 22 and Mile 23 with a shovel, Tournarocker hauling units, drilling and blasting equipment, and 2 dozers. Borrow is being placed between Mile 24 and Mile 26. Some borrow is being hauled from the pit at Falls Creek (Mile 26) across Trail River to provide an access road from the old road down the sidehill to the north approach to the new Trail River Bridge. The heavy rock section north of the bridge will be drilled as soon as drilling and blasting is completed from Mile 22 to Mile 23½. The old Boulder Creek bridge has been removed and the excavation made for the box culvert. Steel for the box is not yet on the project. A detour bridge has been constructed at Ptarmigan Creek and all bents for the new bridge are complete. Adequate bearing was obtained on the piling. The detour bridge at Falls Creek has been constructed and work is in progress driving piles for the new bridge. Adequate bearing is being obtained. Most of the precast stringers have been made at the contractor's camp at Mile 20. Part of the culvert pipe has now been delivered to the project.

Section A-3; 2 Miles  
Mile 1 to Mile 3  
Resurrection River Bridges  
Stock and Grove

Roadway clearing is practically complete and placing borrow is in progress. The material is being handled with Tournapulls from the southerly pit. Water in the pit will make it necessary to use a dragline before any appreciable depth is reached. The contractor plans to use a dragline to excavate the material from below water level, and then pick it up and haul it with Tournapulls. All bridge work has been sub-contracted to M. P. Munter. No work on the bridges has been started.

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

Clearing is substantially complete. Some burning of clearing spoils and stumps grubbed from excavated areas remains to be done. Grading is substantially complete from the south end at Mile 33 to about Mile 35½. About ½ mile of grading on the Mile 38 hill beginning at Station 415, and about ½ mile of grading along Jerome Lake, beginning at Station 485 are reasonably well advanced. The 2½ c.y./Euclid hauling shovel and

units are in operation on the Anchorage-Kenai wye connection. Drilling and blasting is in progress between Station 425 on the Mile 38 hill and Station 500 at Jerome Lake, and on the Anchorage-Kenai connection. Grading with four tractor units is in progress around Station 400 south of the Kenai junction. Another tractor outfit consisting of 4 units is in operation around Station 465, between the Kenai junction and Jerome Lake. Considering the favorable weather, and equipment on the project, progress during the past month on the grading is considered only fair. Wet ground and the necessity of stripping ahead of the grading is responsible to some extent for the unfavorable showing on the grading. The Quartz Creek box culvert is complete except rubbing concrete surfaces, cleamp, etc. Footing is complete for the Summit Creek box, and the walls should be poured by the end of July. Excavation is complete for the Colorado Creek box, and the footing should be poured early in August. Progress on the structures is considered good.

Section B-1;  $7\frac{1}{2}$  Miles  
Mile 50 to Mile 58  
Max J. Kuney Co.

Clearing is substantially complete on the north  $5\frac{1}{2}$  miles of the project. This is mostly a hand labor operation and the right of way is thoroughly cleaned up as the crew progresses southward. The grading is progressing from north to south on the project. The grading of the north mile of the project is substantially complete. The next mile is probably 50% complete. Most of the cuts have been pioneered with a dozer and partly excavated as far south as about Station 1280, or Mile 54. Most of the material moved to date did not require blasting but some of the material encountered below will require blasting. Considering the late start on the project, and the small amount of equipment, four cats and one shovel outfit, progress is considered good. The contractor plans to move additional shovel and tractor equipment to the project during early August. The sectional plate pipes have been delivered for Pass Creek and installation work has begun. The sectional plate pipe for Donaldson Creek, which is most urgently needed if favorable progress on the south end is to continue, has not yet been shipped. Consideration is being given to the installation of a sectional plate pipe at Frenchy Creek in lieu of the water tunnel designed, on the basis of a probable saving in cost and time, and the elimination of the distinct hazard to workmen working at the tunnel outlet under the high unstable north bank of Frenchy Creek. A change order is being processed for a major grade change on the south  $1\frac{1}{2}$  miles of the project to avoid excavation and waste of unsuitable material, and to provide a stable roadbed that can be readily maintained during all seasons.

Section A-4  
Victory Creek Bridge at Mile 20

Approach fills for the detour bridge have been constructed. There is no activity at the present time.

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

All work is complete in substantial accordance with the contract. The bridge has been in service since last year. This project will not be carried on future reports.

KENAI RIVER HIGHWAY

Section 5-B2; 5½ Miles  
Mile 38 to Mile 41; and Mile 47 to Mile 50  
Lytle and Green

Progress has retarded considerably during the past month. Practically all tractor equipment was moved to the adjacent Seward-Anchorage B-2 Project late in June. Activities during the month have been limited to drilling and blasting the remainder of the large rock cut at Station 470, moving the two cuts on the extreme east end of the project, placing a small amount of borrow and installing the 150" pipe in Daves Creek. Most of the contractor's activity during the month was on the adjacent Seward-Anchorage project. Late in the month a 1½ c.y. shovel was moved to the project and is in operation moving the rock cut at Station 140, immediately east of the Daves Creek culvert. The 2½ c.y. shovel that operated part of July in the cuts at the east end of the project has now been moved to the adjacent Seward-Anchorage B-2 Project. Present indications are that the contractor will complete the fill at the Daves Creek culvert; open the first three miles of the project to traffic; and then move the 1½ c.y. shovel to Station 470 to complete the heavy rock cut. However, plans for this project have been changed so many times that future progress cannot be predicted with any reasonable reliability.

Section 5-B3; 5 Miles  
Mile 41½ to Mile 46½  
Lytle and Green

Contract time started July 4. No contract work has yet started. Considerable engineering work has been done, and additional engineering work is being done as contractor's operators on the 5 B-2 project permit.

RICHARDSON HIGHWAY

Section C; 39 Miles  
Big Delta Junction to Rapids  
Lytle and Green

Progress is poor. Work done during the past month has consisted of placing some borrow in the fill north of Darling Creek; placing borrow in the vicinity of Station 410 near the north end of the line change; and excavating a small amount of frozen material from the cuts between Station 214 and Station 221. Three tractors with dozers and scrapers are the only pieces of major equipment on the project. The total average force does not exceed 15 men. The project is about 2% complete. There still remains ample time to complete the project within the specified time limit but in view of the poor showing made to date, progress is considered unsatisfactory.

ALASKA HIGHWAY

Section A, B1; 52 Miles  
Big Delta Junction to 11 Miles South of Johnson River  
Rogers Construction Co. and Babler Bros.

Progress is poor. No work has been opened up except the section north of Johnson River where the new line departs from the old road. Clearing on this  $4\frac{1}{2}$  mile section is complete, and some stripping, and excavation has been performed. Two unfrozen sand and silt cuts have been moved. The contractor is apparently reluctant to tackle the frozen cuts on this section, although he has been instructed to waste the unsuitable material. The total equipment on the project consists of three tractors with dozers and scrapers. No sincere effort has been made to move the frozen material with the equipment at hand, and apparently no different kind of equipment is being seriously considered by the contractor. Ample time still remains to complete the project within the specified time limit, but if the new grading on the  $4\frac{1}{2}$  mile section north of Johnson River is to be completed so a winter season shall elapse before paving is placed on this section as provided in the contract, construction operations will have to accelerate considerably. Compliance with this provision will require completion of the grading of this  $4\frac{1}{2}$  mile section this year. Progress is considered unsatisfactory.

GLENN HIGHWAY

Palmer to Richardson Highway Junction

These projects were observed on July 15. The B-1 section was complete; B-3 was practically complete; and good progress was evident on B-2. Brief discussion with the contractor regarding the B-2 section indicated completion of the grading by mid August and completion of all work this year. This work is being handled by the Alaska Road Commission.

### MAINTENANCE ACTIVITIES AND GENERAL

Maintenance personnel have been working on construction of the Silver Tip maintenance station, and doing mechanical work on motor equipment in the Seward Shop. Good progress is being made on the maintenance station. One of the 24' x 60' shop and storage buildings is practically complete except for the concrete floor and interior sheeting and insulation. Walls are up and roofs are on the four residential buildings. Water lines, sewers and cess pools are in. The well and well house which is adjacent to the shop building is complete. Most of the equipment for the station has been delivered and is either at the site or stored in Seward.

Some difficulty is being experienced in keeping up with the necessary mechanical work in the Seward Shop. Skilled mechanical men are extremely difficult to employ at prevailing wage board scales.

Untreated timber decks on the old Seward Highway bridges, particularly the three immediately north of Seward which are being replaced by bridges included in the Seward-Anchorage A-3 Project, are deteriorating rapidly. It has become necessary to use a part of the maintenance forces to repair and replace parts of these decks in order to keep these bridges in operation for traffic. Laminated deck planks are breaking frequently under normal legal loads. Another year of service will be required of the old bridges before the new A-3 bridges can be expected to be ready for traffic. The minimum amount of work to provide an additional year of service is being performed.

Weather during the past month has been as favorable as any that will ever prevail in Alaska for construction work. Temperatures have been mild with practically no rain. The warm weather materially has increased flow in all glacier fed streams but progress on the structures has not suffered.

Several experienced engineering aids have left our employ for a variety of reasons during the past month. The personnel situation is now serious but not critical. On most of the projects engineering work is considerably ahead of contract operations; but contract operations are behind schedule. Any good experienced men available should be hired and sent to this District as soon as they are available. The personnel situation is expected to become critical after mid September when students return to school and all contractors bend every effort to complete their projects this year.

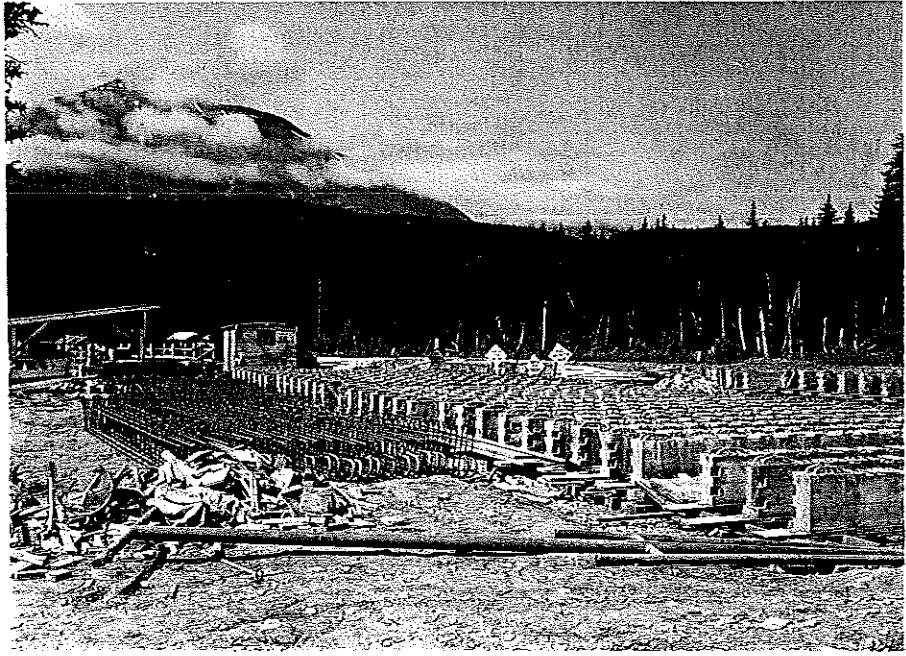
It is still too early to foresee whether or not the Seward-Anchorage projects scheduled for completion this year will be completed on time. Weather during the next three months will be a controlling factor. Progress on Manson-Osberg-Halvorson work, A-1 and A-2, B-3 projects is improving. Lytle and Green who seemed to have the best start early in the season appear to be slowing down in the wet material and rock on the

Mile 38 hill. Kuney on E-1 made the latest start but is now making a very good showing for the equipment on the project.

The land formerly inside the Seward City limits north of the lagoon adjacent to the Seward-Anchorage A-3 project was eliminated from the City by a special election on July 16.

Photographs and a progress chart are enclosed.

NARRATIVE REPORT - JULY 1951



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SEWARD-ANCHORAGE, A2, B3. Precast concrete stringers for bridges. Reinforcing steel for additional stringers assembled on left is set in forms with a crane for the next pour. (#1591).

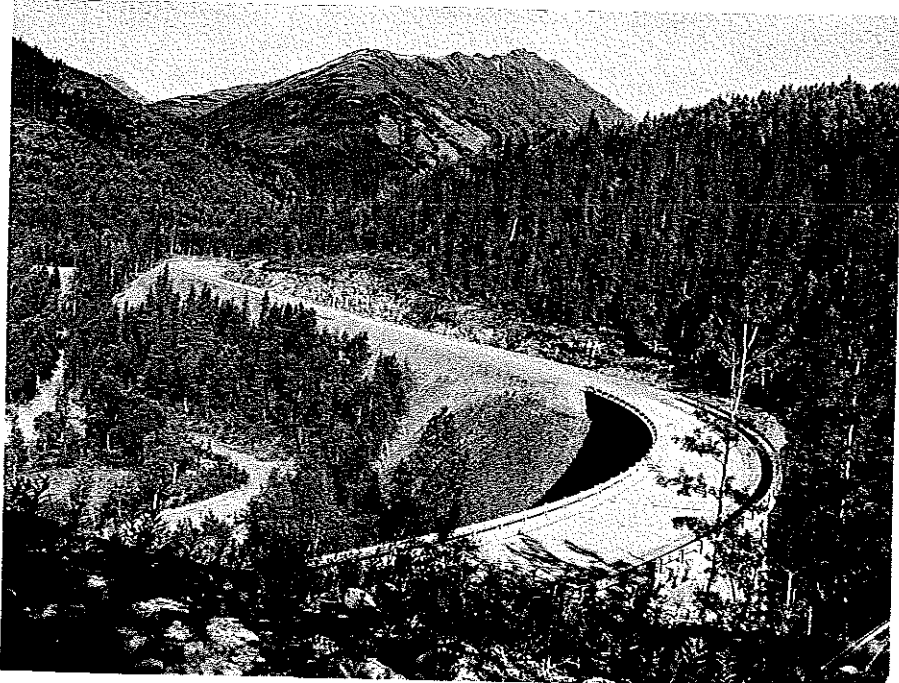


61-94-34

SEWARD-ANCHORAGE, A2, B3. View north on new location 13 miles north of Seward. The new road goes through lake ahead about in center of picture. (#1517).

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NARRATIVE REPORT - JULY 1951



61-94-35

TURNAGAIN ARM, O & D. Canyon Creek Bridge and road ahead. Mile 58 north of Seward at the extreme south end of the Turnagain Arm Projects. (#1528)

*Sent Mount for 1951 Annual Report 12/3/51*



61-94-36

RICHARDSON HIGHWAY, SEG. B. View across Birch Lake toward the north, about 60 miles south of Fairbanks. (#1641)



NARRATIVE REPORT - JULY 1951



61-94-37

Typical Matanuska Valley farm scene on Palmer-Willow road. (#1606).



61-94-38

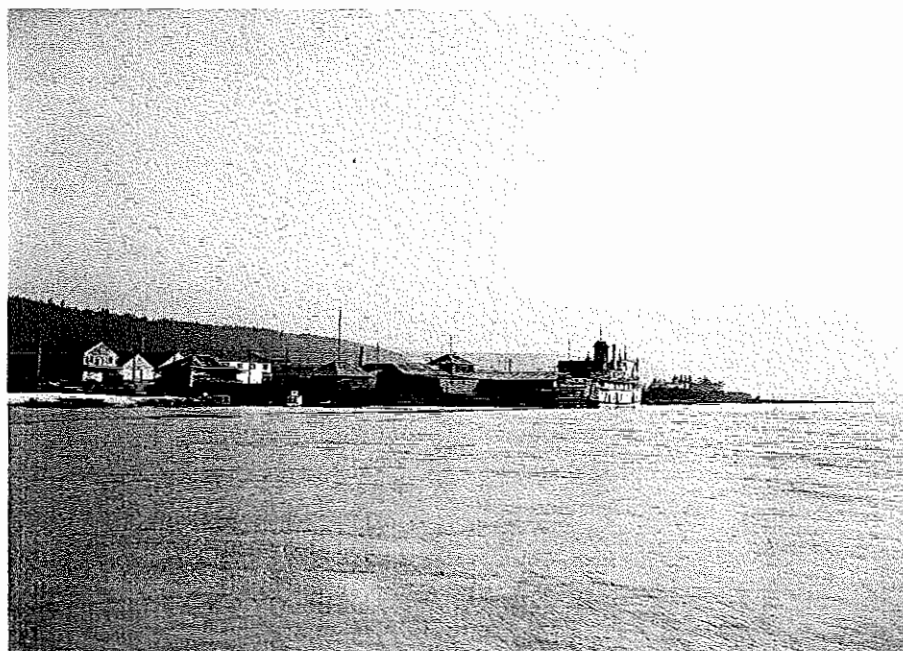
GLENN HIGHWAY, B-1. View east from Mile 85. Shows recently completed paving. (#1608).

NARRATIVE REPORT - JULY 1951



61-94-39

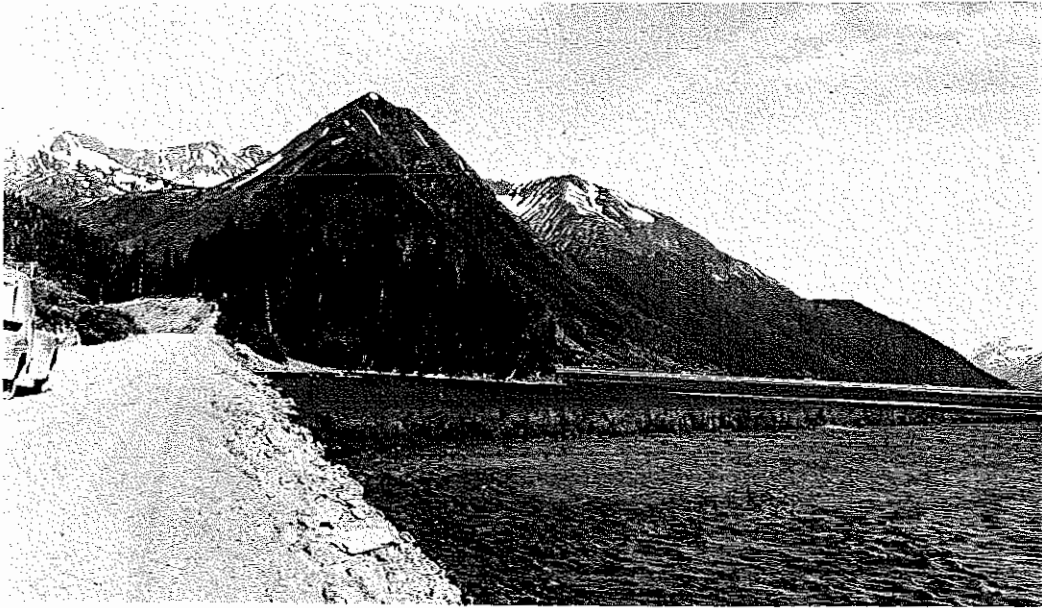
Typical view of single-lane, low-standard road between the Alaska Boundary and Dawson, Yukon Territory. It was built by the Canadians for access to placer mines in the area. This road connects with a road under construction from the Alaska Highway near Tok via Chicken and Jack Wade to Eagle on the Yukon River. Practically this entire road follows the ridges above the timber line. (#1617).



61-94-40

View of Dawson waterfront along Yukon River. The stern wheeler runs between Whitehorse and Dawson during the summer months. There is no longer any scheduled riverboat service down river from Dawson. (#1622).

NARRATIVE REPORT - JULY 1951



61-94-41

TURNAGAIN ARM, F-2. Two miles south of Girdwood. View of silt bank during the process of tidal erosion. The entire area in the background below the tide line has now been eroded to the level of the area in the foreground. The vertical bank is 10 to 15 feet high. Average elevation of tide flat before scour was about 12.0; average elevation after scour was 0.0. Excess rocky material in the fill slope prevented loss of road. Erosion of the entire area including the material above the water in the background took about ten days. (#1503).



61-94-42

TURNAGAIN ARM, F-2. Close up view of silt bank during the process of erosion. (#1505).

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

The weather during the month of July was fair, unusually warm, and ideal for construction activities within the District. Of the two Projects in the vicinity of Ketchikan under contract to Reed & Martin, Inc., the north Project, extending from Wards Cove to Refuge Cove, was completed during the month. The Project itself has a neat and pleasing appearance, and the only work remaining is minor cleanup in the gravel pit at Wards Lake and the final dressing of the waste material dump on the beach at Wards Cove. The south Project between Bugge Beach and Mountain Point progressed satisfactorily during the month. Wilder-Dawson, who are managing the work as Agents for Reed & Martin, have succeeded in keeping traffic moving with a minimum of delays and discomfort and have, therefore, the full support of the general public. Very little cleanup work has so far been done on the south Project, but Wilder-Dawson expect to put men and equipment, released from the north Project, on the cleanup work immediately.

The Sections between Ketchikan and Wards Cove, and between Refuge Cove and Whipple Creek, were advertised by the Division Office during the month, the Bids to be opened on August 8th. Two contractors have approached the Resident Engineer's Office in Ketchikan for information concerning the projects.

During the month it was announced that the Puget Sound Pulp and Paper Company has entered into a contract with the U. S. Forest Service for Timber in one of the pulp areas in the vicinity of Ketchikan. The contract provides that the construction of the pulp mill at Wards Cove will be started within a year. The cost estimate for construction is 40 million dollars, and a showing of adequate financing was made by the company before the contract was executed. It, therefore, now appears that the construction of a pulp mill in Southeastern Alaska is assured, and the Forest Service is of the opinion that other mills will follow within the next few years.

During the month Wilder-Dawson were notified by a group of individuals that the Herring Bay gravel pit was staked by them as a mining claim. The contractor was informed that he was trespassing, and warned to move his equipment out of the pit. This pit has been used by the Forest Service, the Bureau of Public Roads and other public and private users over a period of 18 years, and is specified in the contract for the present construction. The Bureau of Public Roads has a Special Use Permit from the Forest Service for the use of this pit. The contractor was directed by this office to continue using the pit and, so far, there has been no reaction from the stakers of the claim. The same group of individuals has also staked the Whipple Creek gravel pit which has been used by the Forest Service and the Bureau of Public Roads for the last 5 years, and is located near the terminus of the Project recently advertised by the Division Office. The pit is specified in the Special Provisions for the Project as being the source of select borrow, as well as crushed surfacing material. A thorough investigation of this pit was made last year by the Bureau of Public Roads, and a request for withdrawal of the area from all entry was made by this office last January. No official advice regarding this application has been received, but we have informally been advised that the area recently was withdrawn by the Secretary of the Interior. The gravel pit used by the Bureau of Public Roads on the Project between Wards Cove and Refuge Cove, near Wards Lake and within the Forest Service Recreation Area, was also staked by the same claimants.

It is apparent that this group of individuals, one of whom is the manager of the only commercial gravel plant at Ketchikan, is attempting to obtain complete control of all gravel sources in the area. If successful, they would be in position to demand a stiff royalty, not only from the contractors on Bureau of Public Roads work but also from the contractor having the construction of the pulp mill. The case has been discussed with the U. S. Forest Service who is preparing to argue the case through the courts if necessary.

The Project between the south city limits of Sitka and Silver Bay was advertised late in the month by the Division Office for Bids to be opened August 21st. A few parcels of Right-of-Way will remain to be obtained, the difficulty being in not receiving any reaction or answers of any sort from owners who live in the States. It is possible that condemnation will be necessary in a few cases.

The Project on Glacier Highway between Duck Creek and Auke Bay, under contract to Keil & Peterman, was progressing satisfactorily during the month. The material encountered in the subgrade excavation has been somewhat less firm than anticipated. It is, therefore, probable that there will be an overrun in select borrow to provide adequate depth of stable material over the south sections. The private borrow pits developed by the contractor were exhausted during the month, and he is now excavating for borrow in the pit on the American Legion property. This is one of the sources specified in the contract as being available for the work.

The weather was ideal for the painting of the Douglas and Lawson Creek Bridges, under contract to Anderson & Runnels. However, an accident occurred on the Douglas Bridge on July 6th, whereby two of the painters working on the bridge were seriously injured. A truck passing over the bridge caught a spray hose and pulled the men down from the scaffolding. The contractor was, therefore, operating most of the month with a reduced crew, and progress was slowed down considerably. At the end of the month the Project was about 76% complete.

The painting contract covering the Salmon River Bridge at Hyder was not started at the end of the month, but we have been advised by the Antonsen Painting Company who have the contract that equipment, materials and men will be in Hyder on August 7th.

Maintenance activities throughout the District were routine during the month. Due to the unusual amount of construction activity in Juneau and vicinity, we were not able to obtain the rental of a shovel before the end of the month. This shovel is now being used on ditch and slope cleaning on the Douglas Highway between the Bridge and the Town of Douglas, and also on the paved section of the Glacier Highway between Juneau and the Airport. The repair of the Eagle River Section of the Glacier Highway was, by necessity, deferred because of our inability to obtain a shovel and trucks. We hope, however, to be able to begin that work the middle of August.

August 3, 1951

  
ORR F. WYLLER  
District Engineer