

Division Ten
Juneau, Alaska
July 6, 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 June, 1951

Construction operations on all projects reached or was in process of reaching a maximum rate, aided by generally favorable weather for the month. As noted in the last report, the work on the Alaska Highway project and the Richardson Highway project adjacent to Big Delta is progressing slowly, due to the respective contractors' concentration of effort on other contracts which are to be completed this season. Activities are described in considerable detail in the attached reports by the District Engineers. It will be noted that progress on the Ketchikan project is considered reasonably satisfactory, although it is slower than the sub-contractor expected when he undertook the work. No difficulty has resulted to date from the death of one of the partners of the firm earlier in June.

Upon receipt of notice that the Third Deficiency Act appropriated the funds authorized for the fiscal year 1951 for the Tongass Forest, a program was prepared and submitted for approval covering projects on the approved Forest Highway System. Two of the members of the Territorial Board of Road Commission favored approving the program but the Chairman, Governor Gruening, is unwilling to agree to the action of the majority and as a result approval of the Territorial Board was withheld from this program. The Governor indicated that he favored all the projects except the one at Sitka and the project providing for the extension of the Douglas Highway in a northerly direction from the end of the present road. He indicates that he believes that extension of the Glacier Highway both north and south from the termini of the existing road

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During the month notice was received that bids received on three projects in May had been accepted and construction authorized under delegation of authorities from the N.P.A. These projects are the two remaining sections of the Seward-Anchorage Highway and a section of the Kenai Highway designated as project No. 5-33.

During the month it was announced by the Alaska Road Commission that Colonel John R. Noyes, who had been loaned by the Army to the Department of Interior to serve as Commissioner of Roads for Alaska and Administrative Head of the Alaska Road Commission, has been recalled for active military service. Colonel Noyes left Juneau for Washington on June 23.

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The difficulties which have developed in the operation of the ferry, financed by private enterprise between Juneau and Haines, has been noted in recent reports. In June the private operators concluded that operation could not be put on a solvent basis and therefore discontinued the service. Since it has developed to be a service of value to the general public, the Territorial Board of Road Commissioners have purchased the equipment and are now operating on a weekly schedule. Rates have been increased about 30% over the 1950 schedule which will assist materially in financing the operation. It is understood that this is considered to be a stop-gap measure and that the Alaska Road Commission is expected to take it over as soon as the necessary arrangements can be made. The higher rates may discourage use of the facility so that a reduction in the volume of traffic may result. In view of the importance of providing a useable connection between the Capital and the Interior Road System it could be argued that the ferry operation should be placed on a free basis with the resultant cost to the Government not being excess of the cost of maintaining a road link of equivalent mileage.

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The Governor's conference with Canadian Officials to explore the possibility of construction of a road up the Taku River from Juneau to Atlin appears to be assured for the near future with the probability that it will be held in July at Prince Rupert or Prince George.

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With the increase of construction activity in the Territory, competition for Engineering Field Assistants is becoming increasingly more serious and loss of our personnel to other organizations is occurring. Should the erosion of our engineering force become accelerated the problem of adequately staffing highway projects may become critical before the end of this season. Isolated cases of transfer of Engineering Assistants to contractors organizations has also occurred, caused by an even greater disparity in earnings than between the various governmental organizations.

During the month the Division Engineer attended the meeting held at San Francisco for the Western Division and District Engineers, and the meeting of Western Association of State Highway Officials which followed immediately thereafter.

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

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

The construction activities within the District showed satisfactory progress during the month. The two projects in the vicinity of Ketchikan on contract to Reed & Martin, Inc. are being handled by Wilder-Dawson, Inc., subcontractors and agents for Reed & Martin. The progress has been somewhat slower than hoped for by both the subcontractor and this office, mainly due to the unseasonably wet weather during the month, and also due to the amount of dead work left by Reed & Martin and the difficulties inherent in the work. The project covering the section north of Ketchikan between Wards Creek and Refuge Cove is 98% complete, while the project south of town between Bugge Beach and Mountain Point is 55% complete. Wilder-Dawson have managed to maintain traffic through the projects in a reasonable manner and no complaints have been received from the traveling public since the management has been taken over by Wilder-Dawson.

Progress on Project 2-D4, F6, between Duck Creek and Auke Bay, north of Juneau, was satisfactory during the month. The triple 6x6 concrete culvert at Auke Creek was completed, although the contractor has not been permitted as yet to backfill against the culvert pending receipt of results of the 7 day concrete sample tests. The 8 day test on the cylinders forwarded from the bottom slab showed 3120 lbs. per square inch. Mr. G. J. Miller has been inspector on the culvert.

The 2-1/2 cubic yard dragline shovel which was mentioned in last month's report is now working in the gravel pit at Duck Creek. The contractor's original intention was to use this machine on the muskeg stripping, but he has so far been unable to get the shovel across the Mendenhall River due to high water and is, therefore, now using it in loading borrow material. Borrow has been placed on the first half mile of the project. The material has been satisfactory, although it is evident that there is a strata of silt about 15 feet below surface in the pit, and it has been necessary to watch closely the material as delivered on the project in order to eliminate the silty material from being incorporated in the work. It is believed that the contractor will be forced to go farther up on Duck Creek flats to obtain sufficient material for the project. It will be recalled that the borrow pit now being used by the contractor is of his own choosing, and that the pits given in the special provisions for the project are located about a mile further away from the beginning of the project.


The painting of the Douglas Bridge and the Lawson Creek Bridge on Route 31, Douglas Highway, continued during the month, although the progress was rather slow due to the generally unfavorable weather. At the end of the month Lawson Creek Bridge was practically completed and about one-third of the Douglas Bridge had been painted. It is estimated that about 45% of the total contract has been completed.

The other maintenance painting project is at Hyder and covers the Salmon River Bridge. The project is under contract to the Antonsen Painting Company of Tacoma, who has advised us that they expect to be in Hyder between July 15th and August 1st. They have been informed by this office that, in our opinion, they should start no later than July 15th in order to be certain to complete the project this season.

The acquisition of Rights-of-Way for the pending project north of Ketchikan has been a difficult and slow process. Mr. Wm. A. Wood, who has been handling this phase of the work, has been doing practically nothing else since the beginning of the year. According to his last report, it is expected to have all these Right-of-Way matters cleared by the 14th of July. It has been necessary to obtain 90 parcels of Rights-of-Way on the two sections between Ketchikan and Wards Creek, and Refuge Cove and Whipple Creek, a total distance of about 7 miles

The survey at Sitka for the proposed project between the town and Silver Bay was completed during the month and a majority of the Right-of-Way parcels have been obtained. It is expected that the remainder of the Rights-of-Way may be obtained by July 10th. There are, however, 6 small parcels which are owned by people no longer living in Sitka and, therefore, have to be contacted by mail. It may take a little longer to obtain these parcels, but it is not believed that it will be necessary to defer advertising the project because of these small strips of Right-of-Way.

The maintenance during the month was largely routine. It was intended to obtain the use of a shovel on the Glacier Highway for ditch and slope cleaning but, due to construction activity in the vicinity this year, we have not been able to rent a suitable shovel as yet. However, it is anticipated that we will be able to rent a shovel by the first part of July, and will then use it on ditch and slope cleaning, and also on repair of the worst portions of the old Eagle River Section which was badly damaged by the spring breakup, and is in a more or less wornout condition. Reports from Tongass Highway, Ketchikan, indicate that the general condition of this Highway has been especially good during the month. It will be remembered that this Highway was in very poor condition during the spring breakup this year, but the Maintenance Foreman, Mr. C. F. McKenzie, has managed to repair the damage so that the Highway now is in better condition than it has been for several years.


OHR F. WYLLER
District Engineer

July 3, 1951

Activities within the State
month. The two projects are
& Martin. The two projects are
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and Refuge

THE STATE ENGINEER
TACOMA, WASH.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

June 1951

TURNAGAIN ARM PROJECTS

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

Progress has been good but the project will not be completed by the amended completion date of June 30. Most of the work remaining will be cleanup, burning of stumps, finishing roadway and slopes, and placing some borrow material. The unsuitable material between Sta. 1816 and 1837 has been stripped and wasted, and the stripped area has been partly backfilled with suitable borrow. Substantially all of the rock in the last remaining rock cut between Sta. 1803 and 1810 has been moved. It is expected that the road will be open and passable for public travel by June 30. Decks have been poured on all except one of the concrete trestles. The railroad line changes at Girdwood and Bird Creek have been completed and the new track is in service. One of the 2-1/2 c.y. shovels has been moved to the Seward-Anchorage B-1 project, leaving one 2-1/2 c.y. shovel and one 3-1/2 c.y. shovel on this project. One of these remaining shovels is expected to be moved to the Seward-Anchorage B-1 project in July.

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

Substantially all work is completed. All steel is set and all concrete is poured. Work remaining consists of cleaning up sites, completion of painting, etc.

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

All old ties and steel have been removed throughout the project, and grading is in progress north of Rainbow with a large amount of drilling and blasting equipment, shovels and hauling units. It is possible to drive through the project but the condition of the section under construction is extremely rough. All the material is solid rock, and the large rock particles and unevenness of the grade where work is active constitute a distinct hazard to any vehicle attempting to travel the road. A gate has been erected at Potter and the road south from that point is not open to public travel. Present indications are that the road will not be opened for public use before mid-August. There is a large amount of work remain-

ing to be done, substantially all of which is solid rock excavation and widening of the old railroad grade to suitable width for the new highway. Attached photos show the condition of the road under construction, and the condition of a small section where the new grading is substantially complete. Present indications are that it will require practically all of the suitable working time remaining this summer to complete the project.

SEWARD-ANCHORAGE HIGHWAY

Section A-1; 9 1/2 Miles
Mile 5 to Mile 12; and Mile 15 to Mile 18
Manson and Osberg

Progress is considered fair. Most of the clearing has been done between Mile 5 and Mile 12. Burning of stumps and the remaining logs and brush will be done concurrently with the grading. The small amount of roadway excavation from the south end of the project at Mile 5 to the mouth of Grouse Canyon at Mile 7 has been completed and borrow from the pit at Mile 6 is being placed with a 1 1/2 c.y. shovel and trucks. A 2 c.y. shovel and 2 dozers have progressed through the rock cuts from the mouth of Grouse Canyon, Sta. 325, to about Sta. 390. Little blasting has been necessary. There has been considerable time loss on the shovel and progress on the shovel work has been poor. All piles have been driven at the Salmon Bridge, the first bridge on the project. Inadequate bearing was obtained with the plan lengths of steel H-piles and it became necessary to splice the steel H-piles and use all of these piles in the abutments. A new item of untreated timber piles for pier foundations is being added to the contract by Change Order. Caps for the pile bents on the other two bridges on this project were late in arriving and some time loss resulted. Part of the piles have been driven for the Bear Creek Bridge.

Two 1 1/2 c.y. shovels, 10 dump trucks and several compressors and wagon drills recently arrived by chartered barge from Nome. This equipment should improve progress considerably within the next month or two.

Engineering work is well ahead of contractors operations. Slope stakes are being set directly behind the clearing as it progresses.

Section A-2, B-3; 16 1/2 Miles
Mile 12 to 15; and Mile 18 to 33
Manson, Osberg and Halverson

Progress is considered only fair. Clearing crews were moved from this project to adjacent A-1 project late in May and practically no work was done on the clearing during June. Grading work is continuing with a 2-1/2 c.y. shovel, 3 Tournarockers, 2 D-8 dozers and considerable drilling and blasting equipment on the sidehill section north of the Mile 18 bridge. Most of the rock is out to Mile 21 but considerable work remains to be done on slopes and ditches. Grading work is progressing north of Mile 21. Work is progressing on the Boulder Creek box culvert but reinforcing steel is not yet on the project and this work will have to be suspended until steel is available. Precast concrete stringers have been poured at Mile 20 contractors camp for this project and the adjacent A-1 project.

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No deck steel is available for bridges. No work has been done at the sites of any of the 4 trestles. The pile driving rig is on the adjacent A-1 project, where all piling will be driven before the driver is moved to this project. Culvert pipes have not arrived for this project and all culverts installed to date have been obtained from the supply available for the A-1 project. Engineering work is progressing nicely and is well ahead of the contractors operations.

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

Award of the contract has been made and the contractor plans on moving in some equipment during the last week in June. Clearing has been staked and contract work on the clearing and grubbing is expected to start with 1 D-8 cat and a small crew during the last week of June. Placing borrow material in the fills is expected to start early in July. The contractor plans to complete the grading and bridge substructures this year so the steel spans can be set as soon as structural steel is available. All staking is being handled by Mr. Bennett's A-1 crews working from Mile 18.

The City's petition to eliminate an area from the City Limits where the new highway should connect to the city streets has been acted upon favorably by the Court in Anchorage. The special election whereby the voters take the final action on the elimination has been called for Monday, July 16.

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

Progress is considered satisfactory. Clearing is well in advance of grading operations and is substantially complete to about Mile 48. Good progress is being made on the Quartz Creek box culvert. The steel for the box culverts and all culvert pipe are on the project. Grading is substantially complete from the beginning of the project at Sta. 170 to Sta. 285. During most of June the grading equipment on this project consisted of 2 D-8's with scrapers, 1 D-8 dozer, 1 D-8 push cat and 1 patrol. During the last week in June most of the tractor equipment and the 2-1/2 C.Y. shovel and Euclid trucks from adjacent project 5-B2, Kenai River Highway, was moved to this project, and additional equipment is expected early in July from Anchorage. If this additional equipment arrives as now scheduled, grading progress should improve materially during July. Drilling has been started in the rock cuts on the Mile 38 hill, and additional drilling equipment is expected to be moved to the project during July.

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

Clearing has been substantially completed from the north end of the project, Sta. 1473 at Mile 58, back to about Sta. 1300. Grading is in progress with a 2-1/2 c.y. power shovel, 2 D-8 dozers and 2 D-8 scrapers.

The grading work started with 1 dozer during the first week of June. Most of the material has been moved from the end of the project at Sta. 1473 back to about Sta. 1435 and considerable material has been moved south of Sta. 1435. For the small amount of equipment and the limited time that has been spent on the grading work the progress to date looks good. However, it is too soon to foresee what sustained rate of progress the contractor may be able to maintain. It has not been necessary to shoot any of the material moved to date. Some of the rocky material moved by the scrapers had to be ripped before it would load satisfactorily. Additional equipment is expected to be moved to this project from the Turnagain Arm F-2 project in the near future. Most of the small culvert pipe has been delivered and the multiplate sections for the 150" pipe culverts was reportedly shipped from Portland on June 20. The water tunnel at Frenchy Creek is staked, but no work has been started.

Section A-4
Victory Creek Bridge at Mile 20

This project remains in substantially the same status as previously reported. Manson, Osberg and Halvorson submitted the low bid of \$183,044 on May 24. Notification of award has not been received.

Section 3-E3,14
Snow River Bridge
Keil and Peterman

Painting was started early in June and should be completed in July. All other work was completed last year.

KENAI RIVER HIGHWAY

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

Progress continues to be very good. The shovel and trucks have completed most of the grading work on the section between the Daves Creek Camp and Sta. 154, where a temporary connection is to be made with the old road, and work is in progress on the heavy cut between Sta. 39 and 44. The 150" sectional plate culvert pipe to be installed at Sta. 152 has been assembled, but has not been installed. The rock cut between Sta. 140 and 147 has been drilled and shot, but has not all been moved. The lower section between Sta. 485 and the west end of the project at Sta. 587 is substantially complete. Considerable rock remains to be moved between Sta. 460 and 485. The contractor intends to move most of his equipment from this project to the adjacent Seward-Anchorage B-2 project during the last week of June. This transfer of equipment will retard progress on this project. Present plans are to build the part of this project from the beginning at Sta. 14, to Sta. 47 and the X-line connection (or Anchorage-Kenai leg of the wye) on the B-2 project as soon as possible and detour all Seward-Anchorage traffic over this route while constructing the road

up the Mile 38 hill on the Seward-Anchorage B-2 project.

Section 5-B3; 5 Miles
Mile 41 $\frac{1}{2}$ to Mile 46 $\frac{1}{2}$

The low bid of Lytle and Green has been accepted. Work has not started. The contractors present plans are to complete the clearing and probably all the drilling and shooting this year.

RICHARDSON HIGHWAY

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

Progress has been slow as the contractor has not yet started full scale operations. Clearing is partially completed on the line change between Donnelly and Rapids. The trees and brush have all been pushed over and piled along the edge of the right of way, but no burning has been done. Perma frost was encountered in the first two cuts opened on the line change just north of the Darling Creek Bridge. These are being taken out as the frost recedes. These cuts thaw about a foot per week if the thawed material is moved each week. The total major equipment on the project consists of 4 D-8 cats with scraper or dozer for each cat. Full scale operations are expected to get under way later in the year.

ALASKA HIGHWAY

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

Progress has been slow due to frozen cuts and a small amount of equipment on the project. The cuts on the line change south of Sta. 435 are frozen and very little progress has been made with the tractor equipment in the frozen material. Four tractors are now working on the project, two with dozers and two with scrapers. Full scale operations are expected to get under way later in the year.

GLENN HIGHWAY

Palmer to Richardson Highway Junction

These projects, B-1, B-2 and B-3 were observed on June 9 and good progress was evident. On that date about 8 miles of seal coat; 22 miles of paving; 30 miles of prime coat; 48 miles of base and 51 miles of borrow had been placed west from the Richardson Highway Junction on the B-2 and B-3 projects which are under contract to Babler and Rogers. About 10 miles of paving remained to be completed on the B-1 project which is under contract to McLaughlin, Inc.

MAINTENANCE ACTIVITIES AND GENERAL

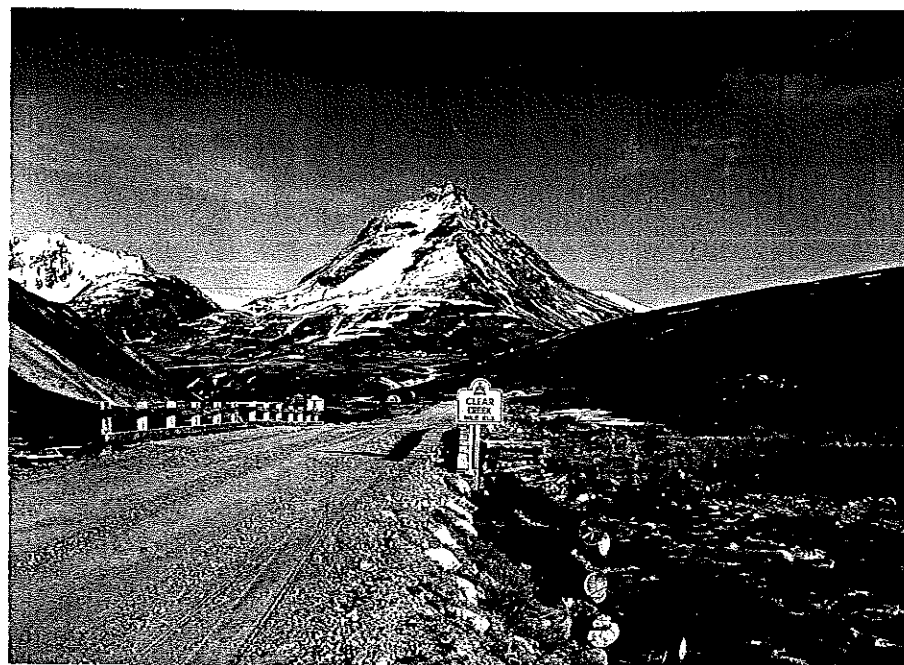
Most of the maintenance personnel have been working during the past month on construction of the new maintenance station near Silver Tip Creek at about Mile 63 on Turnagain Arm Sec. C project. Good progress is being made on the first of the two equipment sheds. Excavations for the water and sewer lines have been made, the site prepared and well completed. Most of the materials and equipment for the camp have been delivered. One of the regular maintenance employees is working in the Seward shop to help out on the mechanical work. Very little blading and other regular maintenance work is under way. The maintenance employee at Coopers Landing is doing regular maintenance work as this section of road is still under our maintenance.

The A-1 and A-2, B-3 sections of the Seward-Anchorage project, both of which are under contract to Manson, Osberg and Halvorson are both lagging considerably behind the time schedule. Because of the large volume of work, and poor progress to date, there appears to be some question as to whether or not completion can be accomplished this year.

The engineering personnel situation improved considerably in June as we have been able to hire a considerable number of engineering students for summer work. Every effort is being made to get staking accomplished before school starts. It is expected that a serious shortage of men will again prevail when many of the men now working return to school.

Photographs and a progress chart are enclosed.

NARRATIVE REPORT - JUNE 1951



61-94-43

1406. DMF-35-5. Haines Outoff. View south toward the top of Chilkat Pass from Mile 61.



61-94-44

1416. DMF-40-4. Richardson Highway, Sec. A. View south from 41 miles south of Fairbanks. Shows cover aggregate on finished surface one year after completion of paving.



61-94-45

1443. DMP-42-7. Glenn Highway, Sec. B-1. Shows descending grade along Matanuska River, 96 miles east of Anchorage. Note curvature in road and guard rail. This project is under contract to McLaughlin, Inc., by the Alaska Road Commission.



61-94-46

1446. DMP-42-10. Glenn Highway, Sec. A. Between Anchorage and Palmer. View toward Anchorage from Mile 41. Shows cover aggregate on finished surface one year after completion of paving.



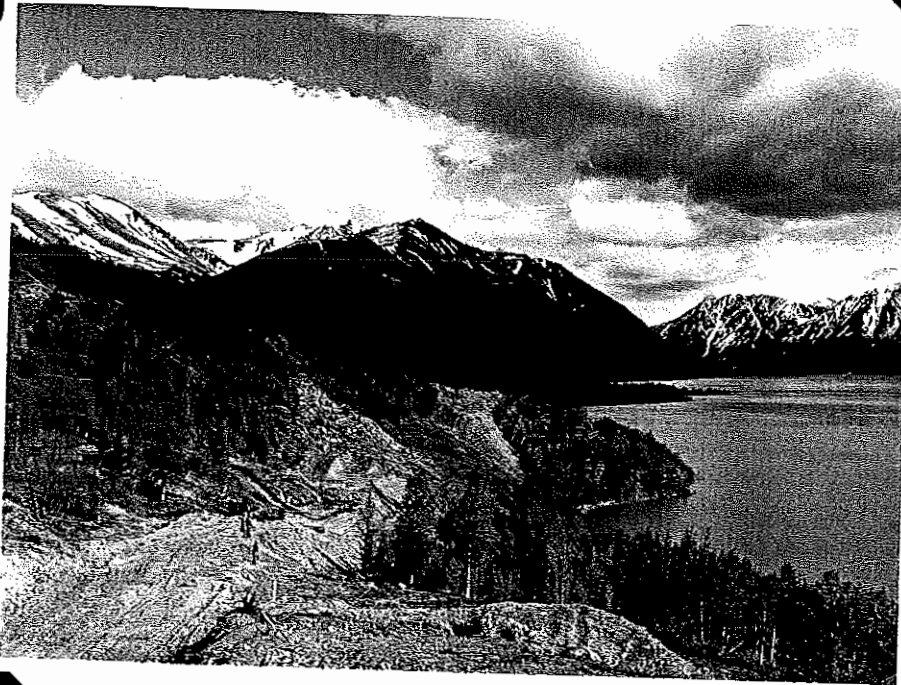
61-94-47

1465. DMF-43-5. Seward-Anchorage, A-1. View of a narrow section of Grouse Canyon. Shows old bridge at Sta. 1449. New centerline goes through the hand-rail on the right side of bridge. The large cut to be made on the left, ahead of the bridge, is for a channel change. The bridge is eliminated and new road remains right of the Creek.



61-94-48

1468. DMF-43-8. Kenai River Highway, 5-B2. View of 150" sectional plate pipe partially assembled. Pipe is to be installed in Daves Creek.



61-94-49

1469. DMF-43-9. Kenai River Highway, 5-22. View east, toward Seward from Sta. 485/50. Heavy rock cuts have been blasted. The fill where it will follow the lake shore between the two shot cuts will be over 100 feet high. Kenai Lake on the right.



61-94-50

1469. DMF-c.f.41. Turnagain Ave, Sec. 6. View of old Alaska Railroad grade under construction for new highway. New railroad grade is on the left.

Division Ten
Juneau, Alaska
July 6, 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 June, 1951

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Mr. A. C. Clark

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July 6, 1961

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