

Division Ten Juneau, Alaska

April 6, 1951

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

From : Hugh A. Stoddart, Division Engineer, Juneau

Subject : Confidential Monthly Report for March, 1951

The coldest weather of the winter occurred during the first two weeks of March with extremes noted approaching the minimum temperatures on record. The weather moderated during the last half of the month with heavy snow falls in some areas, and in others frequent rains that removed the accumulation of winter snows.

With the moderation of weather the contractor on the Glacier Highway project near Juneau is planning on starting operations in the very near future.

With reference to the Reed & Martin contract at Ketchikan, the second firm which considered sub-contracting the remainder of the work, broke off negotiations early in the month and the work was then offered to another northwest contractor who refused to undertake the work after a brief inspection. Negotiations were then resumed with the Dawson and Wilder group, and by the end of the month it appeared very probable that this firm would undertake to complete the contract during the 1951 season. In addition to assurance that the work will be completed within a reasonable period a further advantage is anticipated in by bringing a new contractor into the area that additional competition will be developed for the expanded program planned for southeastern Alaska.

The progress made on right-of-way acquisition in the Ketchikan area indicates that the work can be contracted promptly after the appropriation becomes available for expenditures.

Bids were received on March 6 for Sec. A3, B3 of the Seward-Anchorage Highway. This section extends from Mile 12 to Mile 14 and from Mile 18 to Mile 33. The project includes clearing, grading and imported borrow sub-base material and also five bridges of the treated timber trestle concrete deck type. Five bids were received for the project with the low bid being submitted by Manson-Osberg & Halvorson of Seattle in the amount of \$1,936,629.20. Four bids were below the preliminary estimate of \$2,712,103.90. With adequate competition being obtained and the low bid being substantially under the estimate, the low bid was recommended for

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award with the concurrence of the Alaska Road Commission. Formal acceptance of the low bid was made by Deputy Commissioner Clark on March 13, 1951.

Inspection of the Seward-Anchorage Highway made on April 2nd and 3rd showed that the Max Kusey firm was resuming operations on the F2 section of Turnagain Arm project and that this firm has brought in an additional 2-1/2 yd. shovel as well as three large tractors. It is expected that Kusey will complete substantially all of his work on the Turnagain Arm project by the first of June and will be able then to devote practically all of his equipment to the construction of the Mile 50 to Mile 58 section of the new project.

It was further noted that Lytle & Green had begun clearing on its contract extending from Mile 53 to Mile 58 and now has over five miles of clearing partially completed. The Hanson-Osberg-Halverson group has shipped in two shovels and several tractors and has begun clearing at Mile 18 preparatory to beginning its grading operations at that point.

Preparations made by the contractors are quite encouraging and it appears that there will be at least twelve to fifteen large power shovels and twenty-five to thirty large tractors in operation on the whole Seward to Mile 58 project during the season, which barring unforeseen developments is considered to assure completion of the work this year.

Bridge designs are in progress at the Western Headquarters for the section from Seward to Mile 3 and are expected to be completed in time to permit advertising this section on or about May 1.

Reference is made to the notes contained in the last two monthly reports regarding the effects of new regulations established by the Coast Guard regarding handling of explosives through sea ports which have the effect of prohibiting shipments of over five-hundred pounds over the existing facilities. As a result of the operation of the regulations, the contractor on the A2, B3 Section of the Seward-Anchorage Highway reports that for his firm's initial shipment of ten tons of powder to start the work that it would be necessary to deliver the dynamite over a four-hundred mile detour through Valdez and Anchorage. It is said that this route requires unloading the powder at the town of Dayville, near Valdez, transport by tractor and sled a distance of seven miles to the Richardson Highway and thence by the Richardson Highway and Glenn Highway to Anchorage, and then one-hundred and thirty miles over the Alaska Railroad to Seward. It was pointed out that in addition to the increased distance that trucking over the steep grades of the Richardson Highway, over the icy surfaces which prevail in winter and the many additional handlings between vehicles would result in a much riskier operation than the simple one of moving a shipment over the docks of Seward. The contractor estimates that the additional cost would be about two-thousand dollars for

the ten tons involved. He expects to provide lightcrags by small scows for the larger quantities to be handled later in the season. It is also possible that resumption of the methods previously used will be permitted by waiver of the regulations for another year.

Referring to the comment made in the last report that the Governor would be replaced on the Territorial Board of Road Commissioners by the Attorney General, this legislation failed of approval by a tie vote in the Senate. The Governor was however removed from many of the other twenty odd Boards and Commissions in the Territory.

Legislation passed in the last day of the Session set up a new Board of Administration to supervise and control all financial operations of the Territory. The new Board will consist of the Governor, the Attorney General, the Treasurer, the President of the Senate and the President of the House, and the Chairman of the Ways and Means Committee of the two Houses of the Legislature. The Board will appoint a Commissioner of Finance to maintain control of expenditures, supervise procurement of materials and supplies, and, if necessary, to curtail operations to keep within available funds. The Department will also conduct audits of expenditures of the various Executive Boards. It seems probable that the constitutionality of the legislation will be tested sometime within the near future. At the first meeting of the new Board the Territorial Treasurer was appointed to the post of Commissioner of Finance.

The Alaska Railroad is calling for bids for a section of grading and track construction 2.2 miles in length to replace the existing timber trestles in what is known as the "loop section" of the Seward branch. The new line will be constructed on a three percent grade permitting a reduction in length of the present line understood to have been constructed on a two percent grade. Bids for the work will be opened on April 30. Funds for the work were made available in the deficiency Bill that provided for the reconstruction of the Seward to Mile 88 Highway. It is noted that the recession of the Bartlett Glacier on the east side of the valley in the loop area makes the new line feasible at this time through an area covered by the glacier when the road was first constructed in 1906 or 1907.

The Road Commission is calling for bids on a 57 mile section for grading and surfacing of the Richardson Highway extending from Gulkana northward towards the Isabella Pass. This was designated Section E on the tabulation attached to the August 27, 1948 agreement between the Bureau of Public Roads and the Department of the Interior. Bids are to be opened on April 19. The work primarily consists of widening and reinforcing the surfacing of the present road but does include some line revisions and improvement of curvature. It does not include any bituminous surfacing.

Mr. G. W. Mayo

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Among the interesting building projects being undertaken by the Army is a building at Whittier to house all of the military personnel in the area in one structure. It is understood that all offices, lodging and recreational facilities will be under one roof. The building is approximately fifteen hundred feet long by five hundred feet in width, five stories in height and will cost about seven million dollars. The low bidder is the Haddock Engineering group with headquarters in California.

Recruitment of engineering assistance in Seattle by Mr. Kiely is progressing satisfactorily and it appears that his mission will be completed in April.

Due to the illness of District Engineer French it will no doubt be several days before his report is forwarded.

Enclosure: Monthly Report of District Engineer Wyller
(Mr. French's report forwarded 4-7-51)

Division Ten Juneau, Alaska

April 7, 1951

To : Mr. G. W. Mayo, Acting Chief, San Francisco, California
From : Hugh A. Stoddart, Division Engineer, Juneau

There is attached herewith Narrative Report
for March, 1951 by Mr. B. H. French to be attached
to the Monthly Report submitted yesterday for
Division Ten.

HAS: vm
Files ✓
Reading Files

Enclosure

for Div. 10 Report

PCA 61-94-55



137M 3. 26-12

View looking up the Resurrection River about three miles north of Seward. The railroad crosses the picture near the center, Seward being to the left and Anchorage to the right. The present roadway crosses the railroad at grade near the right center and the three existing bridges over the stream may be seen just down-stream from the railroad bridges. The newly adopted alignment will be parallel to and just up-stream from the existing railroad to eliminate the grade crossing shown and the additional grade crossing two miles south of the one shown. The existing highway structures are old timber trusses except for the bridge at the left which is a steel trestle. All of these structures are at least twenty years old and are obsolete due to narrow roadways. The Resurrection River is partially fed by melting ice from a glacier in the canyon at the upper center, having its origin in the ice cap covering the mountain south of the peaks shown in the upper left corner of the picture.

Division Ten Juneau, Alaska

April 7, 1951

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From : Hugh A. Stoddart, Division Engineer, Juneau
Subject : Confidential Monthly Report for March, 1951

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It was further noted that Lytle & Green had begun clearing on its contract extending from Mile 33 to Mile 50 and now has over five miles of clearing partially completed. The Manson-Osberg-Halverson group has shipped in two shovels and several tractors and has begun clearing at Mile 18 preparatory to beginning its grading operations at that point.

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Mr. A. C. Clark

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Recruitment of engineering assistance in Seattle by Mr. Kiely is progressing satisfactorily and it appears that his mission will be completed in April.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

MARCH 1951

CONTRACT CONSTRUCTION PROJECTS

Most of the work remains closed down for the winter. The Max J. Kuney Co. has cleaned ice from portions of their Turnagain Arm F-2 project to hasten drying, and to facilitate equipment repair. C.F. Lytle Co. and Green Construction Co. have opened their camp at Mile 38 and are doing some experimental clearing with tractors on the Seward-Anchorage B-2 project.

Bids on the Seward-Anchorage A2, B3 project were opened on March 6, and award was subsequently made to Manson, Osberg and Halvorsen on their low bid of \$1,936,629.20. The next low bid of \$2,296,096.55 was submitted by Peter Kiewit Sons Company.

There are no new projects advertised for letting in the near future.

LOCATION SURVEYS AND DESIGN

Design is progressing on the Seward-Mile 3, Kenai River 5-B3 and Coopers Landing-Hentons sections. Sufficient investigation data was obtained at the Quartz Creek bridge site to warrant recommendation of a pile trestle structure. Foundation investigation was made at Cooper Creek on the Coopers Landing-Hentons survey and preparations made for investigation of the Kenai River crossing at Schooner Bend.

GENERAL

Snow fell over most of the Kenai Peninsula over the week March 24 to 27. New snow was approximately 4" at Seward, 19" at Mile 12, 9" at Moose Pass, 11" at Mile 52 and 41" at Ingram Creek Summit. Total depth of snow is 4½ ft. at Mile 12 summit and 7 ft. on Ingram Creek summit. Lower temperatures than usual were experienced during the early part of the month and continued low through the entire period. Glacier action increased in some places while others softened and broke through.

Our camp at Mile 18 was opened on March 1. Personnel there increased to 18 men by the end of the month. A total of 14 men were being subsisted at the Lytle and Green camp at Mile 38 and 7 men were obtaining board from the Max J. Kuney Co. at Girdwood on a temporary basis, pending activation of our cookhouse.

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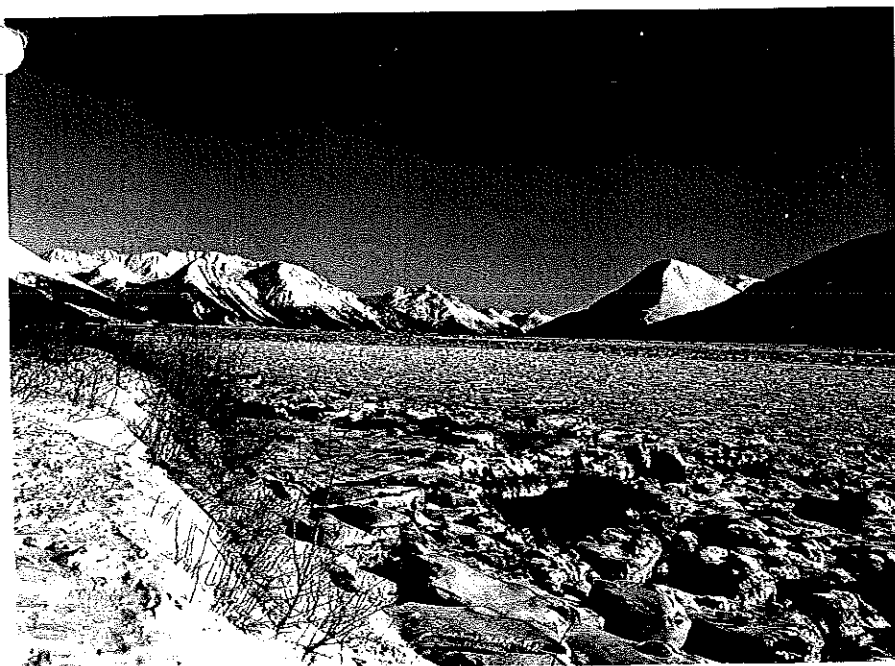
Fill engineering work is proceeding on all projects where possible. No work has been done on the Seward-Anchorage project E1 to date, due to depth of snow and steep slopes. A camp will be opened at Mile 58 in the near future to accommodate men who will be working on this project.

Photographs are enclosed.



61-94-56

Seward - Mile 3. New survey parallels railroad on opposite side from present location. All but a small portion (in foreground) of the Seward-Mile 3 project can be seen in this photograph. March 6, 1951
#1191



View up Turnagain Arm
from near Bird (note ice
in Arm). Channel in
foreground shows thickness.
March 5, 1951. #1185

61-94-57

Ice on Turnagain Arm



Snow maintenance on
Turnagain Arm F-2 south
of Girdwood.
March 5, 1951. #1186

61-94-58

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

All construction activities within the Juneau District were dormant during the month of March. The two projects in the vicinity of Ketchikan, 1-B7,G3 and 1-D6,E4, remained closed and no arrangements have been made concerning the opening of these projects. Apparently the contractor, Reed & Martin, Inc., is making an effort to sublet the remaining work to a responsible contractor, acceptable to the Bureau of Public Roads. Two firms are known to have been in Ketchikan looking over the work, and one of these firms, Dawson & Wilder, have discussed a possible subcontract with both the Division Office and the Juneau District Office. At the end of the month, the District Office had no information as to whether or not the prospective subcontractor and the general contractor had made any definite arrangements.

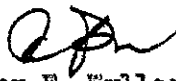
Keil & Peterman, contractors on Project 2-D4,F6, in the vicinity of Juneau, have moved practically all their equipment and materials on to the project during the past month. The contractor had hoped to begin construction on the large triple 6' x 6' culvert at the outlet of Auk Lake by the middle of the month. The weather was such that it was not practicable to begin the work. The contractor plans, however, to begin work just as soon as the weather will permit.

The survey on the two sections of Tongass Highway north of Ketchikan, which are proposed for construction under the special appropriation for pulp roads, was completed during the month. A number of necessary right-of-way parcels have been obtained and it is expected that the remainder will be obtained during the coming month. So far there has been no absolute refusal to grant right-of-way deeds and it is our hope that it may be possible to obtain all the rights-of-way without resorting to condemnation. Mr. Wm. A. Wood, Juneau District Construction Engineer, has been engaged in this work.

The weather was bad during the entire month. The first half of the month was unseasonably cold, while during the middle of the month heavy snow storms occurred. The weather turned mild during the last two weeks, however, and we had intermittent snow and rain over the entire district. The spring breakup is evident on all the roads, but further advanced in the southern portion of the district, particularly around Ketchikan. A meeting was held with representatives of the Ketchikan Chamber of Commerce, bus companies and other interested citizens on March 27th in Ketchikan, at which time the complaints on the road from the pub-

lic were received and discussed. The roads had been inspected previous to the meeting by the Division Engineer and the District Engineer and, while the condition of the roads was not too good, due to spring break-up, it was found that the roads were passable everywhere and the break-up was not as severe as on previous occasions. It was further noticed that the spring breakup had passed the peak and that rapid improvement can be expected as the frost goes out and the accumulated moisture is drained away. As the result of the meeting it was decided to purchase some additional gravel from commercial sources to be placed in some of the worst, small, local break-throughs.

Soft road conditions due to spring breakup were reported by all foremen for the last two weeks of the month. In Juneau the more exposed sections of the highway began to show bad breakups in some spots while the more protected sections are still frozen. The paved section to the Juneau Airport is entirely free of snow and ice and the base is beginning to show signs of thawing. Load limitations on trucks were imposed at the end of the month reducing the axle loading to one-half of normal. A speed limit of 30 Mile Per Hour was also put into effect. A major snow slide occurred on Section C of the Glacier Highway which is the road leading in to the Gold Creek Canyon. The road was opened two days after the slide occurred.


Chr F. Wyller,
District Engineer

April 2, 1951