

Division Ten  
Juneau, Alaska  
December 7, 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 November, 1951

With increasingly severe weather during this month all construction projects were shut down by December 1st.

Mr. French reports the weather conditions that caused closing down of the Seward to Mile 58 construction. Grading was substantially complete except for a section between the Trail River Bridge and Mile 33. A recent inspection shows that if it is necessary to carry heavy truck traffic over the road, it can be done satisfactorily, since the only sections on which work has not been opened up are those in which the existing road has the widest cross section and is of the most recent construction.

Bids were opened for Forest Highway Project FHP 16-F1 on November 15. Three bids were received with the low bid at \$195,868.40, being 32% in excess of the engineer's estimate. Accordingly, it was recommended that all bids be rejected. It is proposed to re-advertise the project in the spring and if satisfactory prices are not received it will then be proposed to construct the project by day labor.

It had been proposed to advertise, during late October, the grading project FHP 31-D, providing for an extension of the present road north-erly on Douglas Island. In deference to the Regional Forester's wish that the contracting of this project be deferred until 1952, advertising of the project was withheld. Recently Mr. Heintzleman has revised his think-ing in this matter and is now agreeable to going ahead with the project as soon as weather conditions will permit inspection of the project by bidders.

Beginning in late November the contractors began a series of con-ferences with labor unions in the Anchorage area regarding wage increases proposed by the union representatives. It is understood that the unions are asking for an increase of 10%, or a 30¢ per hour (across the board) increase.

Since the increase granted last winter raised the wage level to the ceiling permitted by existing law and because of the feeling among the contractors that this wage increase should be resisted, it appears likely that negotiations will be long and protracted.

Mr. Wyller's report is attached herewith. Therein is discussed the developments on the Whipple Creek material site for which a local group have filed a mineral claim. It is hoped that a final favorable decision will be reached early in January to fully establish the control of the Forest Service over the area.

The development of the hauling of ore concentrates from the Keno Mines at Mayo to Whitehorse by road was discussed with Mr. Rogers, President of the White Pass and Yukon Railroad. He states that his prediction of a year ago that the volume of ore haul would approximate 20,000 tons, was realized during this past season.

It appears that a toll charge of \$1.00 per ton has been established for the Territory for the ore haul and a rate of \$2.00 per ton has been established for supplies in-bound to the mining area. It was stated that the road project cost in excess of four million dollars for a road length of 250 miles.

The geometric standards are said to be quite good. Structurally the surfacing has been generally adequate for the volume of traffic carried so far, although it was understood that some reinforcement will be necessary in the near future over some short sections. Minimum road-width is 14 feet and the minimum depth of gravel is 10 inches.

Traffic is carried over the three major stream crossings by ferries in the summer and over the ice in winter. These crossings are the Yukon, with a length of about 1000 feet and the Pelly and Stewart Rivers, each about 500 feet in length.

There has been wide interest developed in this road as being a demonstration of the results to be obtained by construction of pioneer type roads to reach undeveloped areas.

It was also learned from Mr. Rogers that the ownership of the Yukon Railroad has passed from British interests to a Canadian financed holding company. It was stated that the assets of the railroad and its highway and river transportation system is in the neighborhood of \$10,000,000.

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

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

The weather during the month of November was better and somewhat warmer than the last few previous years. In the northern part of the District the temperatures were, however, low enough to slow down progress of construction, and force complete shutdown on November 17, 1951 of Project 2-D4,F6, Glacier Highway, between Duck Creek and Auke Bay. In the Ketchikan area heavy rain storms and some snow was experienced, making it at times impractical for the contractors to continue work. On Project 1-D6,E4 between Bugge Beach and Mt. Point on Tongass Highway, the contractor was able to continue hauling borrow, but was interrupted several times during the month by exceedingly heavy rains, which made it impossible for the work to be continued. Temporary shutdowns on the project were therefore authorized when the weather became too severe. In general, progress on this project was not too good, Partially due to the weather, but also due to inadequate hauling equipment, which has been the main reason for the slow progress this fall. It is still hoped, however, that the project can be completed this winter, unless more severe weather sets in.

On Project 1-A5,B8,G4,I2, the contractor requested a shutdown on November 15, 1951 because of weather conditions. The project was shutdown as of that date, and probably will not be reopened before next March. It is possible that clearing and grubbing will be performed intermittently by the sub-contractor during the winter when weather permits. Also, the contractor plans to do some drilling during the winter months as it is possible to do so, and to perform some of the Force Account Work included in the contract. Performance of this type of work intermittently through the winter months should permit a more rapid progress when the project is reopened in the Spring.

As mentioned above, Project 2-D4,F6, between Duck Creek and Auke Bay, was forced to completely shut down on November 17. At that time, the roadbed was completed throughout the project, but fine grading and finishing of the slopes could not be done because of the frost condition. Some additional work on the Fritz Cove Wye, Auke Lake Parking Area, drainage ditches, and private driveways remain to be done, as well as the general cleanup of the project. It is anticipated that the contractor can begin work again on this project in April of 1952, and the entire project should be complete and in an acceptable condition before the proposed paving project can start next May.

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On Project 11-A4,B4,D, south of Sitka, the clearing and grubbing were continued during the month of November. The contractor, Stock & Grove, Inc., has indicated that unless the snow becomes too deep, they intend to continue work through the winter. Irrespective of weather conditions, the contractor plans to begin work on the Indian River Bridge in February, since at this time of year the water in the river is at its lowest stage.

There has been no further development in the Whipple Creek gravel pit case. The hearing on the Permanent Injunction may possibly be held in Juneau late in the month of December, but the District Attorney's office believes it is more probable to come up in court early in January 1952. On November 29, a conference was held in Juneau in the office of the Assistant District Attorney, at which Mr. Chipperfield of the U. S. Forest Service and myself were present. The discussion was centered about a set of interrogatory questions submitted by Mr. W. C. Stump, Attorney for Messrs. Schuab and Zaruba. It appears that it is the right of either party to submit such interrogatory questions to be answered by the other party before the hearing. The Assistant District Attorney indicated that additional conferences and discussion will be held by the interested government agencies and the District Attorney's office before the hearing for the Permanent Injunction is held. The plans of Manson-Osberg Co., contractors for Project 1-A5,B8,G4,I2 have been somewhat changed with respect to the use of Whipple Creek gravel pit. In last month's report it was stated that no work could be done on the pit area before next spring. The contractor plans to clear the pit during this winter, when and as weather permits.

Governor Gruening requested the Division Office of the Bureau of Public Roads to have a representative present at a meeting to be held in Cordova with the local citizens on the 19 and 20 of November. Since Cordova is within the Juneau District, the meeting was attended by myself. The immediate occasion for the meeting was a serious fire which occurred this fall in Cordova, and destroyed the largest and most up-to-date business and apartment house in the town, as well as several other buildings on the main street. As a result of the fire, a portion of a bulkhead on the lower side of the main street was destroyed and there was a danger that a considerable portion of the street would slough off, during the winter, taking with it the main water conduit within the town. The town had requested aid from Delegate Bartlett, the Governor, and others, and at the request of Delegate Bartlett, the Governor had called the meeting to discuss not only the immediate need of assistance to save the main street, but also other improvements needed in the town. The meeting was attended by two representatives of Alaska Public Works, a representative of the Alaska Department of Health, the director of the Alaska Housing Administration, Felix Tomer-Consulting Engineer of Juneau who is retained by the city of Cordova as City Engineer, and also by Mr. Stanley McCutchen of Anchorage, a Territorial Representative. The meeting was largely political in aspect, and discussed not only the emergency created by the fire, but a number of other improvement projects either planned or proposed, including the proposed Copper River Highway to connect Cordova with the Richardson Highway.

In connection with the emergency repairs to the street, the Bureau of Public Roads was requested to assist, and it was agreed that the Bureau of Public Roads maintenance crew and equipment would aid the city in making these repairs on a reimbursement basis through the Territorial Highway Engineer's office.

The maintenance operations were largely routine, but due to the changing weather, rapid changes in operations were required. The work covered blading of the gravel roads to snow plowing and sanding of icy roads. One phase of the administration and maintenance of the highways of this District which has always been a difficult problem is the keeping of roadways and immediately adjacent Right-of-Way from being cluttered up by debris from private improvements along the highways. This also includes the prevention of private parties dumping old car bodies and other debris along the highway shoulders. This problem has been particularly aggravating during this past fall, and verbal and written requests for the responsible parties to clean up the debris left along the roadside have been of no effect. The question has been discussed with the Territorial Highway Engineer, who is also in charge of the Territorial Highway Police and has the authority to enforce the Territorial Highway laws. There has been, however, very little improvement, and very little positive action on the part of the Highway Police. It is our belief that it will be necessary to begin to take some more drastic action and actually prefer charges against some of the offenders before there will be any improvement in this situation.

Of personnel changes in the District during the month of November it may be mentioned that Mr. Holmquist who has been Accounting Clerk in the District Office was, on the request of the Division Office, transferred to the Equipment Depot. Mr. Wood returned at the beginning of the month from a vacation in the states. Mrs. English, secretary to the District Engineer, has gone south at the end of this month for a medical checkup.

December 5, 1951

  
CHR. F. WYLLER  
District Engineer

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
Division 10  
Seward District

NARRATIVE REPORT FOR

November 1951

TURNAGAIN ARM PROJECTS

Section C-1, D-1, E-1, F-4; 3 1/4 Miles  
Mile 58 to Girdwood  
Max J. Kuney Co.

Some rock has been drilled and shot for the bank protection south of Girdwood. This work is no longer active, but is expected to be the first work started in the Spring. Tidal erosion is progressing, as evidenced by attached photographs. A few pipe culverts have been installed on the C and D sections of this project. This work was discontinued in October because of frost.

A crushing plant consisting of a large cone crusher, one jaw crusher and a set of rolls, necessary screens, power plant, etc. has been unloaded at the West Spar at Portage. The plant will be assembled early in the Spring when conditions are suitable for crushing and placing material on the road. Present plans are to start operations on base course and placing rock for bank protection as early in the Spring as possible.

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

Base course surfacing was substantially complete on November 7 when a trip was made over the project. At that time the only active work was placing rock slope paving between the highway and railroad grades, and the installation of guard rail. All work should now be complete. This project will not be carried on future reports.

Girdwood to Anchorage Surfacing  
Alaska Road Commission Project  
Birch, Lytle and Green

A crushing plant has been set up at Indian, and another between Anchorage and Potter. Some base material has been produced and stock piled at both locations. This operation has now been suspended for the winter.

SEWARD-ANCHORAGE HIGHWAY

Section A-1; 9½ Miles  
Mile 5 to Mile 12; and Mile 15 to Mile 18  
Manson and Osberg

Progress continues to be good considering the difficulties which attend all construction work this late in the season. The roadway excavation is substantially all moved and most of the borrow has been placed. The section from Mile 15 to Mile 18 cannot be finished until next year as the surface is now frozen hard and no effective work can be done on the slopes and shoulders. Considerable waste has resulted through this section from overshooting, and will have to be cleaned up next year. The surface is in good condition for travel but the appearance of the part from Mile 15 to Mile 18 is still rough and unfinished, particularly in the part of the roadway outside the shoulders. The large glacier east of Moose Pass at the head of the north fork of Snow River apparently ruptured and released the lake that builds up behind the glacier. This brought Snow River to flood stage for about a week beginning Nov. 11. The high water flooded all the designated borrow pits along Snow River and left them covered with water and ice about 6" thick. It was necessary to move out of the pit at Mile 14.4 due to the depth of the water. Part of the material taken from below water and piled with a drag line was lost in the flood. A new pit was opened at about Mile 14.2 on the south fork of the Snow River in an area not covered by the high water. Placing of borrow continued after loss of 3 or 4 days in trying to work the flooded pits, and in getting a new pit located and opened, and the equipment moved.

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

Progress remains poor. The part of this project between Mile 12 and Mile 15 is substantially complete, and is in good condition for travel. All culvert pipe necessary to take care of runoff during the winter months has been installed between Mile 18 and Mile 23½. No borrow has been placed on this section. Some work was performed on drilling and blasting north of Trail River during November. The 1½ c.y. shovel in this area is still down for repairs. A 3/4 c.y. shovel worked 4 or 5 days in this area during the month. One dozer has moved some of the blasted rock. A small crew has done some work on clearing and burning north of Moose Pass. The bridges at Ptarmigan Creek, Falls Creek and Moose Creek have been opened to traffic, although approach fills are not entirely up to grade. The contractor does not plan to continue the rock work north of Trail River and the borrow between Mile 18 and Trail River due to weather and limited manpower. It is expected that all construction operations will be suspended by Dec. 1. By that time it is expected that all sections will be in a condition so they can be maintained for travel through the winter without undue difficulty. This project is only about 54% complete, and will require a considerable part of the 1952 season before all work can be completed.

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

Grading is substantially complete. Rock borrow sufficient to protect the fills over the winter has been placed, and all work on borrow for fills, and rock borrow for protection of fills has now been suspended. A limited amount of borrow needed at the bridge ends, and the remainder of the rock borrow will be placed next year. All piling for the bridges has been driven. It was necessary to lengthen all railroad steel abutment piles by splicing on an additional half rail length of pile,  $16\frac{1}{2}$  ft., in order to get bearing. This has been covered by a Change Order. All foundation concrete has been poured for the piers, the pier stems for the bridge at Sta. 85 are poured and work is in progress forming abutments. Progress is good and the contractor apparently plans to complete piers and abutments so they are ready for structural steel before closing down for the Winter.

Section A-4  
Victory Creek Bridge at Mile 20  
Manson, Osberg and Halvorson

Piers 1 and 2 are complete, and the foundation for pier 3 is complete. Abutment piles have been driven. Steel from Pass Creek is available. Steel from Frenchy Creek will not be available until next year. All work has now been suspended for the Winter.

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

Progress on the placing of borrow was fair during November until November 16 when this operation was shut down for the winter. When work was suspended the shovels were having difficulty in breaking the frost on the surface of the pits, and the material was freezing in the dump bodies of the hauling units. The  $2\frac{1}{2}$  c.y. shovel worked in the roadway excavation on the Mile 38 hill from Nov. 17 to Nov. 21, on which date all operations were closed down for the winter. When work was suspended on Nov. 21 there remained 3.3 miles on the main Seward-Anchorage route and the 0.5 mile on the Kenai-Anchorage part of the wye that was not open for traffic. All sections open to traffic are in good condition for winter traffic and maintenance. Most of the roadway excavation has been moved except on the north mile of the project. About half of the borrow has been placed.

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

The contractor made fair progress on the grading until about the middle of the month when the depth of frost, and the freezing of material in the trucks made it evident that substantial completion of the roadway excavation this year was impracticable. Holes drilled in the cut south of Frenchy Creek

were filling with water and freezing as fast as they were drilled making it impracticable to continue this operation. This cut is the largest single volume of excavation remaining to be moved.

Installation of the 120" pipe at Frenchy Creek was completed, including placement of the struts, on November 8. About half of the fill height has been made, but traffic has not been routed over the pipe, and will not be routed over it until next year. In order to handle traffic through the winter at this point it was necessary to partially fill the cuts on both sides of the old bridge so the grades would not be prohibitive for traffic when the road surface is covered with snow and ice. In placing the project in condition to handle winter traffic it was necessary in some places to drill and shoot frozen common material in order to have acceptable widths and grades. The project has now been placed in acceptable condition for the Winter and all work has been suspended for the season. On the date (Nov. 24) of suspension the project was about 75% complete.

#### KENAI RIVER HIGHWAY

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

The only work active during the month was on the clearing. This work was in progress for a few days during the first week of November, but has now been closed down for the year. Clearing is about 50% complete. Recent information indicates the piles for the Quartz Creek Bridge will not be driven until next year.

Section A; 6 Miles  
Coopers Landing, Mile 52,  
to Henton's Lodge, Mile 58

Work was completed during the month on the foundation investigations at Cooper Creek. No work is active at the present time.

#### RICHARDSON HIGHWAY

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

Work remains suspended for the Winter as previously reported. The Resident Engineer and his assistant are computing quantities, etc. in the Seward office.

COPIES OF  
INSTRUCTIONS  
RE: 11/11/41

## ALASKA HIGHWAY

Section A, B-1; 52 Miles  
Big Delta Junction to 11 Miles South of Johnson River  
Rogers Construction Co. and Babler Bros.

Work during November was confined to grading on the new location north of Johnson River where the material is permanently frozen. Most of the roadway excavation through this section has been moved, but select borrow has not been placed over much of this section. All work was closed down for the season on November 17. Personnel are now on leave or transferred to the Division office for winter work. The grading work on the permanently frozen section has proven very difficult and time consuming. Some of the frozen material could be ripped when the moisture content was not too great, but the material in most of the large cuts had to be drilled and blasted unless it was excavated as it thawed during the summer months. Photographs attached show the appearance of the frozen material as it is being worked.

### MAINTENANCE ACTIVITIES AND GENERAL

Weather during November has been mostly cold with some rain and little snow. This condition is ideal for the formation of "Glaciers". It is hardly possible to control the growth of these ice packs without some snow for insulation. To date our forces have used patrol graders equipped with ice bits to cut the glaciers. The few inches of snow we have on the summit (Mile 60-70) has helped control the ice in that vicinity.

A total of 84 miles of the Seward-Anchorage Highway out of Seward to Girdwood is still under contract, but will be maintained by our forces throughout the winter season. Starting early in October the contractors were warned that a shutdown was probable at any time and that the road should be kept in shape for winter maintenance. Cooperation was good toward this end and at present there are few places where the traffic will have as much difficulty as it had on the old road.

Construction activity on all projects has ceased and the contractors camps have closed for the winter. Most of the seasonal employees on the survey crews have been released. Our camp at Mile 18 is still in operation to accommodate crews who are doing remeasurement. It is expected that all personnel will be moved into the District Headquarters by December 10.

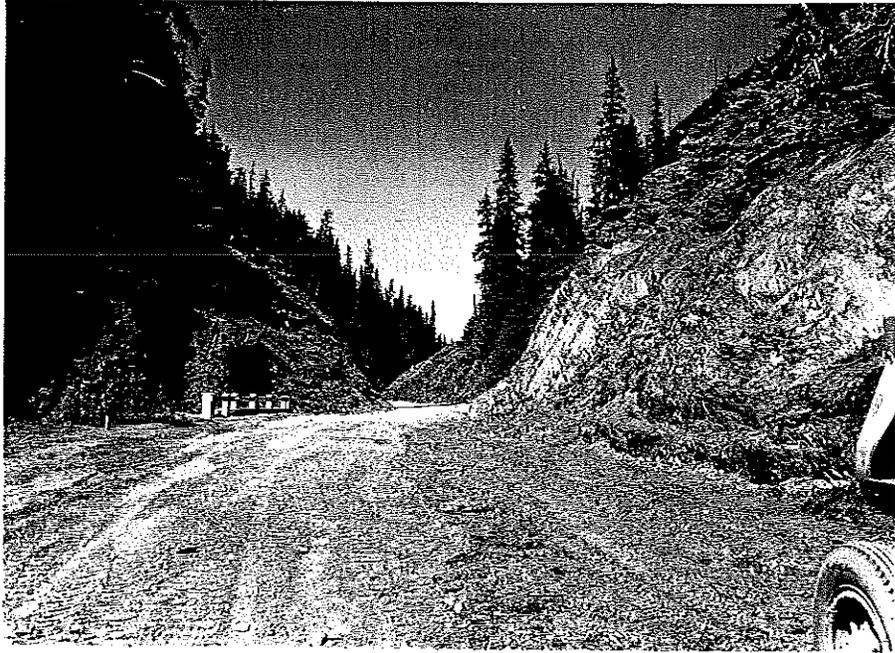
Photographs and a progress chart are attached.

NARRATIVE REPORT - NOVEMBER 1951



Turnagain Arm, Sec. F-2. The two views show progress of tidal erosion of silt in Turnagain Arm about  $2\frac{1}{2}$  miles south of Girdwood. Both views were taken at low tide from the same point. The upper picture (#1725) was taken August 1. The lower picture (#1986) was taken October 25 after silt in the area had been carried away by the tides.

NARRATIVE REPORT - NOVEMBER 1951



61-44-7

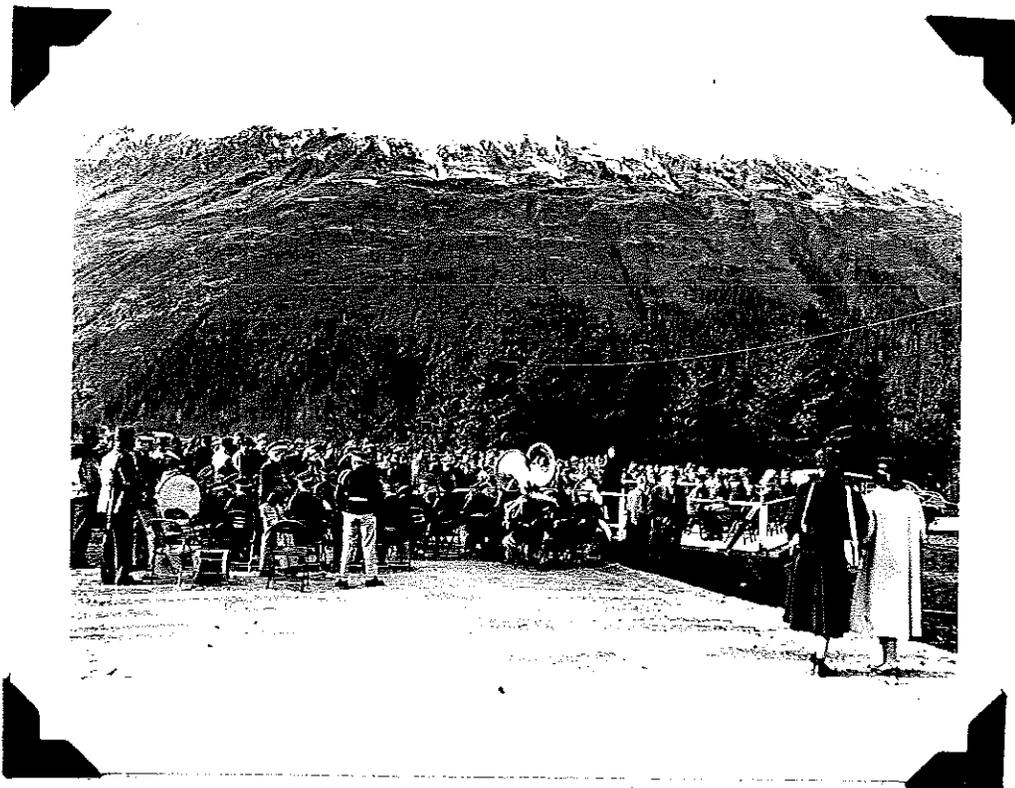
Seward-Anchorage Hwy, Sec. A-1. View ahead from Sta. 438/25 along old road. New centerline goes through the bridge rail on the right and bridge is eliminated. (#1535).



61-44-8

Seward-Anchorage Hwy, Sec. A-1. View ahead from Sta. 438/25 after completion of new grading. Bridge shown in picture above has been eliminated by a channel change, and alignment improved. (#1973).

NARRATIVE REPORT - NOVEMBER 1951



61-94-9

View of crowd at Seward-Anchorage Highway opening ceremony at Girdwood, October 19, 1951. Band is from Anchorage High School. (#1945)



61-94-10

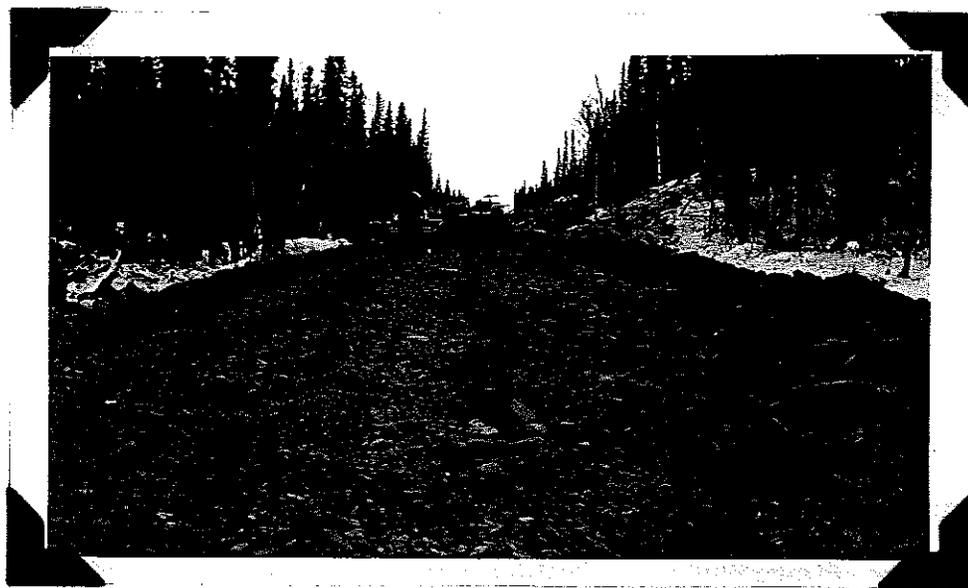
View of speakers' platform, Seward-Anchorage Highway opening ceremony at Girdwood, October 19, 1951. (#1947)

NARRATIVE REPORT - NOVEMBER 1951



61-94-11

Alaska Highway, Sec. A, B-1. View of 2½ c.y. shovel excavating permafrost about 2½ miles north of Johnson River. Note comparatively heavy growth of spruce in this permanently frozen area. (#1957).



61-94-12

Alaska Highway, Sec. A, B-1. View of fill about 2½ miles north of Johnson River, which is being constructed of frozen silt blasted from the cuts. Material has the appearance of blasted rock. Both cuts in the picture were permanently frozen silt. Note heavy growth of birch and spruce in this permafrost area. (#1955).