

The following additional equipment is recommended for 1950:

- 1 - Freight truck, long wheel base, with stake rack and hydraulically operated tail gate.
- 1 - Snogo., 3-screw.
- 2 - Light Plants, 2 $\frac{1}{2}$ KW. for Glenn Highway mountain camps.
- 2 - Survey vehicles, suburban, for survey crews on contracts.
- 8 - Pickup trucks, $\frac{1}{2}$ ton, for inspectors on contracts and for maintenance replacements.
- 6 - Mechanical Sanders. (To be specified later).
- 1 - Coupe for District Engineer.
- 1 - Water pump, portable, 1 $\frac{1}{2}$ "⁴, air cooled gas engine driven, with intake hose and screen.

Mount McKinley Park Roads.

For a purely maintenance program, on the same scale as in recent years, no new equipment will be required.

On the proposed improvement and bridge replacement program, the major items would include a boom, dragline bucket, piledriver leads and a hammer for the 20B shovel, and a pickup truck for the foreman. No design data is available on the bridges as a guide for ordering piledriver equipment or such items as a concrete mixer if concrete abutments or other concrete work is involved.

Sufficient time would be available to prepare equipment and tool lists when the program is known, and before bridge materials could be delivered on the ground.

Iliamna Roads.

No new equipment is contemplated. It may be necessary to transport a D-4 tractor and compressor from Homer to facilitate rock work and gravel loading. The 30 gas Cat. should be replaced with a more dependable machine until the road is in shape to where the 35 gas Cat. can handle. This is a local problem which requires additional field investigation.

Sterling Highway.

Advantage should be taken of the favorable weather in the early summer to complete all grading work on the section between Mile 66 and 93, including initial gravelling. To prevent any delay to the gravel program, which would thereby run in the costly rainy season, there should be a minimum of disturbance to the present equipment set-up on the Kenai Peninsula.

On hand are the following major items of usable equipment:

- 22 Tractors (3-D7, 6-ED14, 13-D8.)
- 6 Carryall Scrapers (5-12 to 14 yd. and 1-8 yd.)
- 5 Motor Graders, 12 ft.
- 6 DW-10 Tractors & wagons
- 3 Euclids & wagons
- 3 Pull graders
- 3 Power Shovels (3/4 yd. NW, 15-B, and 1/2 yd. Link-Belt.)
- 1 Dragline (1 1/2 yd. NW)
- 3 Ford Dump Trucks, 3 yd.
- 6 International Dump Trucks, 5 yd.

Any other earthmoving or gravelling equipment cannot be considered except for light maintenance work and camp use. The Link-Belt shovel also falls into this category.

It will be necessary to set up two large grading crews and three gravel crews to attain the maximum speed and efficiency toward early completion of an all-weather road. In addition, there will be the re-grading and crushing crews which will be built up as rapidly as the crusher operation warrants.

Two D-8 tractors must be shipped to Cantwell for spring freighting, and possibly one D-6 and one D-4 if required. As the work clears up on the Sterling Highway, and the Farm Road program clarifies, it may be possible to move a few more of the best D-8's and perhaps a carryall or two to Cantwell.

Gravel hauling equipment must be increased to meet the program. It is recommended that future Cantwell trucks be purchased for work on the Sterling Highway and shipped north when the initial gravelling is under control.

The following additional equipment is recommended for 1950:

- 1 Freight truck, 3-4 ton, long wheelbase with stake body and hydraulically operated loading tail gate.
- 1 Truck Tractor, 4-5 ton, cab over engine, short wheelbase with double oscillating 5th wheel, air connections and control valve for trailer brakes. (Similar to Auto Car Model U7144T)
- 12 Dump trucks, 5 cu.yd. (to be transferred to Cantwell.)
- 1 Coupe pickup
- 1 Light Plant, 5 KW - AC
- 1 " " , 3 KW-AC

Cantwell-Richardson Highway.

Caution should be exercised in the selection and balancing of equipment for this operation. The first season, with its heavy expenditures for camp materials, and start of permanent depot, coupled with purchase of considerable service equipment, lends itself somewhat to this plan.

Permafrost boundaries are not entirely clear. All indications from work which was done, years ago, and from explorations during the location survey point to extensive glacier deposits overlain with moss, light brush and small spruce. The Location Engineer's report states "there is plenty of gravel surfacing along the route of the highway, but it will be necessary to have a screening and crushing plant because there is a considerable amount of oversize rock in the gravel."

Plan of operations is to open up as much grading ground, well in advance, as possible. Only extensive explorations will disclose how much grading ground will be found in the first 34 miles of road now substantially located. It appears that we should be prepared to utilize all suitable borrow materials with the idea of keeping the road up above the surrounding ground to ease the snow removal problems. In that event, the stripping crews would frequently revert to grading operations to balance out the overall plan of progress and the ever-present supply problem.

Tractor equipment is purposely, and also through limitation of funds, held to a minimum. The same applies to scraper equipment until the full story develops on the ground conditions. Although shovel and truck equipment is not planned for the early part of the season, if at all, the vehicles should be purchased on the basis that they are needed on the Sterling Highway for a good part of the summer.

Two tractors, D-8, will be transferred from the Kenai Peninsula for spring freighting. Perhaps other equipment can be moved up later, based on its condition and the program on the Kenai. The use of large Athey Wagons in lieu of bob-sleds has also been considered advisable which is a change in recommendations submitted under Section I. This type of equipment has proven satisfactory in snow, and can also be utilized for summer freighting.

Purchase of the following major items of equipment is recommended:

- 8 Tractors with Dozers, D-8 or equivalent.
- 4 Carryall Scrapers, 12-14 yd.
- 2 Athey Wagons, Stake Body, 10 ton capacity.
- 1 Grader, pull, 12 ft. large rubber tires.
- 1 Power shovel, 3/4 yd. with rock bucket, 60 ft. sectional boom, and dragline bucket.
- 1 Arc Welder, 300 Amp. gas engine driven.
- 1 Motor grader, Tandem Drive, 12 ft.
- 1 Light Plant, 25-30 KW.
- 2 " " 2 1/2 KW
- 1 Freight Truck, 3 ton, with hydraulically operated lift tail gate.
- 1 Tank truck, 2000 gallon with pump.
- 2 Pickups, 1/2 ton, 4 wheel drive
- 1 Pickup, 1/2 ton, standard
- 2 Fuel Storage Tanks, 12,000 gallon.
- 1 " " Tank, 10,000 gallon.
- 3 Electric dispensing pump with meters.

Other small camp equipment will be requisitioned in the normal manner.

Bethel Airfield and Road.

Bethel must be better equipped if we are to make any headway there, or even hold what we already have. This has previously been discussed under Section I.

Recommended for purchase:

- 1 Dump Truck, 3 yd.
- 1 Tractor, D-4, with "Southwest" combination bucket loader and bulldozer blade, to be supplied with mountings and power control unit attached to tractor.

Dillingham-Snag Point.

With a Foreman-mechanic on a year round basis, we are in position to keep up the equipment and provide satisfactory summer and winter maintenance. The new shop requires some additional equipment to function properly.

The D-7 tractor with straight blade is not a satisfactory machine for maintenance and improvement and should be replaced with a D-6 with angle blade. It is realized that this is only feasible if additional work is coming up or if the D-7 can be transferred to Maknek on the proposed road.

Equipment recommended:

- 1 D-6 Tractor with angle blade, complete with mountings and power control unit attached.
- 1 Arc Welding Machine, 200 Amp. air cooled, gas engine driven, with hood, leads, electrode holder and ground clamps. (Lincoln)
- 1 Light Plant, 2 KW - AC, water cooled.
- 1 Air compressor, small shop size, electric driven.

Kodiak, Roads.

The present dump trucks are old and require continuous heavy repairs. Length of gravel haul is long and this is one of the main maintenance operations.

Required:

- 2 Dump trucks, 3 yd.

Flat Roads.

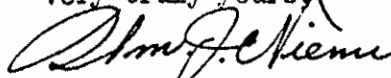
The truck equipment at Flat is old and due for more heavy repairs. One new truck is needed.

Trap loading with dozer is a slow and costly method of obtaining road surfacing material in this locality, especially when the area is dotted with tailing piles from placer workings which need only a loader to utilize them. Haul distances are reduced and production increased.

Recommended:

- 1 Dump Truck, 3 yd.
- 1 Loader, bucket, wheel type. (Will be discussed at Conference)
- 1 Light Plant, 2 KW, water cooled gasoline engine.
- 1 Air compressor, shop size, electric driven.

Very truly yours,

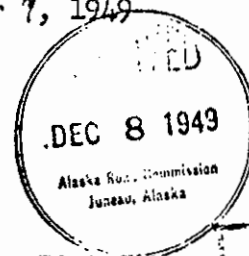


Wm. J. Niemi
District Engineer

ALASKA ROAD COMMISSION
Anchorage, Alaska

December 7, 1949

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska



SUBJECT: Monthly progress report for November 1949, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads:

Regular motor grader maintenance was performed on all the Anchorage roads during the early part of the month and were in fair condition when they froze up on the 9th. First snowfall, about six inches, fell on the 15th. Plows worked through the storm until all the roads were clear, as all indications pointed to a much heavier fall. On November 19th temperatures rose to a high of plus fifty degrees, melting the snow and causing the roads to become very slippery. Temperatures remained high until the 23rd when it started freezing again. Sanding was done on all the roads and the graders were worked double shift on the 23rd to get the roads back in shape for the expected freeze. During the warm weather, which was like a spring thaw, traffic rutted and dug holes in the roads. The weather turned cold on the 24th and remained cold for the rest of the month, freezing all roads in fair condition. A snow cover is now desirable so that running surface can be placed in good condition for the winter.

b. Palmer Highway:

Regular maintenance and snow removal was accomplished during the month. Sanding was continued throughout the month on the pavement which was slippery due to alternate freezing and thawing. Barrels containing Calcium Chloride, ashes, and sand were spotted on the major hills and a part time maintenance man was employed at Chugiak, Mile 18, to take care of the early morning sanding whenever it becomes necessary. In this manner dangerous conditions can be quickly remedied at a point which cannot be reached rapidly by maintenance crews from Anchorage or Palmer, and at minimum cost. This maintenance man, a summer employee, maintains a truck at his residence and works only when required.

c. Anchorage Depot:

The small electrical contract on the garage was completed early in the month. All machines are operating although the tools for the milling machine have not yet arrived. The wire mesh for the concrete floor on the mezzanine was secured and partially laid. The work is being done by the garage mechanics as a fill-in job and is going rather slowly. As yet no concrete placement has been started. The maintenance crew has been busy during

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the month jacking up the old C Street warehouse, moving everything out of it and getting it ready to move to the new area. Overhaul and painting of equipment is progressing very satisfactorily. Some difficulty is being experienced with the parts inventory as many parts were jumbled up in the move from the old area and were not properly cataloged upon arrival at the new bins. Inventory should be completed early next month.

d. Valley Roads:

The Valley roads remained in good condition during the month and the only work accomplished on them was snow removal.

e. Mountain Roads:

Seven miles of snow was plowed on the mountain roads during the month.

f. Glenn Highway:

Maintenance was performed during the month with motor patrols. The crew was busy most of the month sanding roads, cleaning sluffed rock from the roadway, cutting brush along the road to prevent drifting and work on glaciers. Snow was removed from the road three times during the month; on the first, the fifteenth and on the twenty-eighth.

g. Homer Roads:

Work done on the Homer roads consisted of repairing the access road to the beach at Millers Landing and spot gravelling the East End farm road where original gravel surfacing was too light.

Ohlson Mountain on the upper bench was prospected for gravel and a deposit was found near the top which is suitable for surfacing. The extent of the deposit is not known and cannot be determined until after the spring thaw. Surveys will also be made to determine length of road required to reach this deposit, which would eliminate a long haul from the present gravel source on the beach.

h. Russian River-Homer Road:

Actual work on the grading was shut down on the 20th of the month due to wet conditions. A few days later, when freezing weather started again, carryalls were sent over the ungravelled section to make the road passable for winter traffic and was officially opened on the 28th. The 58 foot timber trestle bridge was completed across the Ninilchik River early in the month.

i. Farm Roads:

The Sutton-Jonesville road was completed early in the month, when additional gravel surfacing was placed by truck haul. The road is in good condition.

The road from Kenai north to Salamata Beach, known as the North Kenai Farm road, was cleared, stripped and graded during the month. The road is 6.1 miles in length and terminates at Salamata Creek. Surfacing was not attempted this late in the season due to the ground conditions. As the entire area is being taken up by homesteaders the road may have to be extended in the future. The ground is high and free of swamps and appears to be good farming land.

j. Dillingham:

The roads at Dillingham are in very good condition due to grader maintenance. Brush was pushed back on the blind corners, ditches were cleaned out; and areas that showed signs of breaking up were resurfaced during the month. Work is on a winter basis with Foreman Palmer the only employee except when he requires help on snow removal.

k. Kodiak:

Motor grader maintenance kept the roads at Kodiak in good condition during the month. 16 yards of gravel was hauled into bad holes which developed on the Island Lake cut-off. Although no snow has fallen during the month, the wind and freezing conditions caused rock slides along the Base road which were removed with a dozer. An exceptionally high tide and wind on the 22nd washed out 100 yards of the breakwater along Mission Road. A dragline was moved to the area and repairs undertaken. Luckily the retaining logs remained in place.

Work was started on the road to the ACS Receiver site but wet weather forced the equipment out until next season.

l. Naknek Roads:

Survey was started on the road from Naknek Village to the Airbase on the 8th of the month. Arthur L. Jess, Engineer from Homer is in charge of the work. The first half of the survey was worked from the Village after which the crew moved to the Airbase to complete from that end. During the month about 8 miles of the preliminary line with profile levels, bridge data and topog was completed. Field work is expected to be completed early in December with estimates showing the route to be approximately 13 miles in length. A supplementary survey of 3 miles from the Village to the mouth of the river was also completed. This section is important in conjunction with the Village-Airbase survey as ships must anchor off the mouth of the river, and future supply route would have to extend to the beach.

Since the survey was started, this office has been informed of an Army Construction project that will require a road in that area. The military planning officer was requested to present the facts to the Commissioner of Roads for Alaska for planning purposes and possible cooperation.

2. By Contract.

a. Glenn Highway, Section A:

Contractor did nothing on this section during the month. The BPR Engineering office was closed early in the month and all maps and gear either stored or moved to Seward.

b. Glenn Highway, Section B-1:

Contractor is still working 2 nine hour shifts six days per week and plans to work until about December 17 when the plan is to shut down completely. The crusher was moved from Mile 53 to the 74 mile pit and crushing and stockpiling of base and plant mix rock started at that point. Drilling and blasting of rock points on Long Lake Hill, Mile 88, was carried on during the month. Some base gravel was laid during the month and that section between Miles 48 and 67 is now complete except for Miles 51 and 53 where the subgrade is frozen and it became inadvisable to place crushed material. Contract is approximately 25% complete.

Engineering crews have been reduced to 9 men who are handling the present work, both office and field.

c. Glenn Highway B-2:

The L-line and bench levels have been completed on this section and the crews are now working on the X-section and profile levels. Anticipated completion date of all field work, including material deposits, is December 20.

d. Anchorage Apartment Houses:

Exterior of both houses were completed except for the final coat of paint on entry stairs, doors and window trim. Interior wall board completed, finish floors installed, kitchen cabinets and finish plumbing installed in both apartments and linoleum floor and bathroom fixtures installed in Apartment No. 1.

3. Weather:

The month was quite unusual for this time of the year. On the 3d rainfall began in the morning and continued all day melting what little snow was on the ground. On the 5th more rain fell and the temperatures were low enough to cause freezing as it hit causing an extremely hazardous condition on all roads. Weather continued cold until the 18th but on the 19th a chinook wind raised temperatures around Anchorage to plus 50 degrees and kept them

above freezing until the 23rd. On the night of the 23rd the weather turned cold and remained cold for the rest of the month.

4. Miscellaneous:

Harry O. White, Master Mechanic, left for vacation to the States on the 1st. O. B. Peterson, District Mechanic, and L. A. Hatchett, Assistant District Engineer, made an inspection trip to Naknek and Dillingham on the 8th, returning to Anchorage on the 14th.

Wm. J. Niemi, District Engineer, made an inspection trip of the Kenai-Homer road on the 21st, returning to Anchorage on the 23rd.

High tides of 35 feet, backed up by strong wind on the night of November 21, piled drift on the Asphalt Dock Line and broke two pipe hangers and jarred the pipe loose from three more. Repairs were effected immediately and it is believed that no permanent damage resulted. The line must be tested in the Spring.

Arrangements were made during the month with the Army to procure their surplus power plant ashes for road sanding. Approximately 150 yards were hauled and stockpiled in the yard. The crusher hopper was erected and is being used for drying sanding materials, as well as providing a rapid method of loading trucks in emergencies.

Very truly yours,



Wm. J. Niemi
District Engineer

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ALASKA ROAD COMMISSION
Anchorage, Alaska

November 7, 1949

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly situation report for October 1949, Anchorage District,
Anchorage, Alaska.

1. By Government Forces:

a. Anchorage Roads:

Patrol maintenance kept the Anchorage roads in fair condition during the month. Work of redecking Ship Creek bridge in the Railroad yards was completed on the 17th of the month. Some surfacing was placed at the approaches of the bridge. Fireweed Lane in Spenard area was spot graveled where surfacing showed signs of being inadequate. Some gravel was also placed on KFQD road where the surface was breaking up. Culverts were cleaned out on all the roads and marker stakes were erected for locating culverts in the Spring. Plans to level up the worn Ship Creek Bridge decking with asphalt mix have been delayed until next spring due to inclement weather.

b. Anchorage-Palmer Highway:

Culverts were cleaned out on the route and end markers erected. Three side ditches were dug, two through section 16 south of Mt. View, and the other across 1100 feet of open field north of Merrill Airport. During the past few years we have been troubled with lack of drainage at both places and have had numerous complaints from residents and business establishments. Late in the month a 2 inch snowfall, followed by thawing weather, caused slippery conditions which required sanding on all hills and on the Knik River bridge.

c. Anchorage Depot:

Due to unavailability of materials work on the electrical fixtures was not completed during the month and a two weeks extension was necessary for the contractor to finish the work. Work done by our own forces consisted of installing heating units in the machine shop and installing 200 ft. of drain culvert in the yard to take care of water from Fifth Avenue. Overhaul and painting of equipment is progressing very satisfactorily.

d. Valley Roads:

Motor graders performed necessary maintenance during the month on all the Valley roads. Snow fences were set up, and all culverts were cleaned out and staked. New decking and running plank was placed on Spring Creek Bridge.

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e. Mountain Roads:

Motor grader maintenance was performed on the mountain roads during the month.

f. Glenn Highway:

Vigdahls returned from their trip outside over the Highway and were reestablished in the Mile 28 camp. The maintenance crew was cut to three men with Archie Stadler the only man at 115 mile. Motor patrol maintenance was performed during the month, culverts were cleaned out, sluffed rock was cleared from the road and icy hills were sanded. Snow fall late in the month was removed from the roadway with the motor graders. New running plank was laid down on the Chickaloon Bridge. // gr

g. Homer Roads:

Maintenance was kept to a minimum on the Homer roads during the month with motor patrols working the surface only when absolutely necessary to prevent the road from becoming too rough. Some gravel was placed where surface showed signs of going to pieces.

h. Russian River-Homer Road:

Giles Lighterage Service was awarded a contract to haul bridge lumber by boat from Kenai to the bridge sites at Deep Creek and Ninilchik due to muddy condition of the ungravelled road. The 80 foot trestle bridge across Deep Creek was driven and lacks only the guard and hand rails for completion. Driving was started for the Ninilchik River crossing and the bridge should be completed early in November. Grading on the Kenai end is going forward very slowly due to inclement weather but every attempt is being made to get in the drainage so the road will dry out and be ready for grading early next summer and also to make it passable after the freeze-up.

At Homer grading crews are working gravel hills and even though the weather was wet during the month, work was not materially slowed down. That wet section south of Happy Valley was graded and ditched, work being done between rainy periods.

i. Farm Roads:

Work was completed on the Jonesville-Sutton road on the 17th of the month, and the road was opened for traffic. The bridge across Eska Creek was finished early in the month. Clearing of 8 acres of land for Mr. Halstead at Sutton was also accomplished per our agreement for the cleared land that our right-of-way took from his homestead. Camp at Sutton was closed down and the equipment was hauled to Anchorage for repair, overhaul, and storage for the winter. The gravel crew from the Knik road will work a week or ten days surfacing the Jonesville road with finer surfacing material.

Upon completion of the Jonesville-Sutton road one HD-19 was moved to Caribou Creek and constructed one half mile of road for the settlers below

the highway. The work went very well with ^{none} of the trouble anticipated as the hillside was dry and no sluffing occurred. Actual working time for the tractor was only two days. This road takes off the highway just north of the Caribou Creek Bridge and eliminates the old entrance about one quarter way up the hill which was always plugged by our snow removal operations, and which Ben Hitchcock wrote numerous letters about.

The South Kasilof road was completed during the month. Gravel was hauled by carryalls on those sections that were not constructed from gravel hills, making an all-weather road of the entire 7 miles. Some regrading remains to be done next year and spots must be regraded after settlement.

At Homer, gravel was hauled from the Spit to the new East End extension to provide an all-weather road.

Johns Road on the Anchorage-Seward road was lengthened for 0.5 miles to take care of homesteaders in that area.

Blueberry Road and Sylvan Way were graded and graveled to take care of the school bus travel that will be on these roads upon the completion of the new Spenard School. The school is in the loop formed by Fireweed Lane, Spenard Road, Blueberry Road and Sylvan Way and faces on Blueberry Road.

KENI road was built by settlers and the owners of radio Station KENI, but was never graded up or graveled. All the ground along the road has now been taken up. Due to the roads importance to the entire community, it was deemed advisable to take it up as a farm road and to gravel it.

The two loops in the Mountain View area, which fall under our maintenance, were gravelled. These roads were practically impassable last spring.

j. No report received from Dillingham yet. As yet no adverse reports have reached this office as to the work since our change of foreman. Hatchett and Peterson plan a trip to Bristol Bay area early in November.

k. Bethel:

The extension from the end of the slough bridge was completed during the month. Some work has been done on the trucks getting them ready for next years operations.

l. Kodiak:

Paul Stover returned from the Park early in the month and went to Kodiak for the winter. His brother, who had been handling our work, took leave and went outside. He is expected back early in November and will return to Kodiak as a maintenance man. Niemi made an inspection trip to Kodiak late in the month and at that time work was started on a short piece of road leading to the ACS transmitter site. Trouble is still being encountered in the person of Mrs. Nachweith who claims to control the road to the nearest available gravel at the head of Mill Bay.

m. Takotna and Flat Roads:

Work on the Flat City roads was suspended on the 2nd of the month. The roads were left in good condition.

Crew at Takotna was reduced to two men. No work was done on the roads during the month. The garage was completed and work was started on overhaul of equipment.

n. McKinley Park:

On October 21, two men were sent from Anchorage to the Park to grade an area around Park Headquarters and to dig a basement for the erection of a new building. Work was completed and the men returned to Anchorage on the 25th.

2. By Contract.

a. Glenn Highway, Section A.

Paving has been completed from Palmer to Mile 18 for a total of 30 miles. Paving operations were suspended early in the month due to severe weather conditions. The remainder of the month was spent in finishing the grading and laying a base course of crush gravel on the remainder of the roadway. Graveling operations were completed on the 29th and at that time the entire section was turned back to the ARC for winter maintenance.

b. Glenn Highway, B-1.

Work on the Glenn B-1 section of the highway has been satisfactory during the month. The contractor has carried his rough grading operations to completion from Palmer to the King River Bridge with the exception of some heavy dirt moving remaining at Moose Creek hill. Crushed base course has been laid down on the flats between Sutton and King River.

Engineering is keeping ahead of the contractor's work although our crews have been cut down somewhat due to men returning to school.

c. Glenn Highway, B-2.

Engineering on this section is moving along with 80% of the L-line staked and 50% of the Profile levels completed. Expected completion date is early December.

d. Anchorage Apartment Houses:

The contractor's work on the Apartment Houses was satisfactory during the month with the construction ahead of schedule. Chimneys and insulation were completed in both buildings, heat was installed with the exception of finishing the ducts, roofing was laid, all siding was put up, and outside painting was started. Inside finish is nearly completed in Apartment No. 1 and has been started in No. 2.

Force account work at the site consisted of smoothing up the backfilled area, and covering oil storage tanks. Although some work remains to be done at the site it must wait until the contractor removes his scaffolding and cleans up the area.

3. Weather:

First snow of the season fell on the evening of October 4, after raining all day. That nite saw the first frost of the year. Snow fell again on the 14th and on the 30th. Very little freezing weather was experienced during the month but rain fell intermittantly during the entire month. On Friday October 21st an earthquake tremor shook Anchorage at 11:25 AM. Although quite pronounced it was very short and no damage was done.

4. Miscellaneous:

Niemi accompanied by Kenneth Goodson made an inspection tour of the Kenai area on October 4 arriving back in Anchorage on the 7th.

Two snow removal meetings were held in the District during the month: One at Palmer on the evening of October 10 and one in Spenard on October 21. Factual data and general information gathered from interested parties was the subject of a sparate report.

The Anchorage Asphalt Plant was shut down and all lines drained for the season on October 12.

Charles E. Abbott, Construction Engineer, went on leave the 12th and returned to work on the 18th.

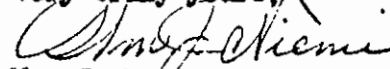
An Army wrecker ran one of our snowplow trucks off the road on the 21st. The wrecker did not stop and although our truck turned over it was not damaged seriously.

Niemi made an inspection tour of Kodiak roads on the 26th returning to Anchorage on the 27th.

Mr. Harry Johnson was released from service with the ARC during the month due to his taking a suburban Chevrolet truck for his own convenience one Sunday. The truck was run off the road and overturned with about \$700 dollars worth of resulting damage.

A. H. Domschot, SP-7, Inspector on Glenn B-1, ran Alaska Road Commission pickup #1085 into a contractor's truck on the Palmer Road. The pickup skidded on an icy bridge and hit the truck which was waiting at the other end. The front axle of the pickup was bent, and no appreciable damage to contractor's vehicle.

Very truly yours,


Wm. J. Niemi
District Engineer

ALASKA ROAD COMMISSION
Anchorage, Alaska



October 10, 1949

Copy sent
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Mr. Ike B. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly progress report for September 1949, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads:

Routine maintenance with motor patrols kept all the Anchorage roads in good condition during the month. Late in the month the bridge crew started work on the lower Ship Creek bridge. It was planned to replace only the running plank but upon investigation both the running plank and deck proved to be worn out. Present plans are to replace the decking with available 3 inch plank and cover it with asphalt macadam as soon as possible, probably next spring. Work will be carried on at night because of the heavy traffic during the daylight hours.

b. Potter Road:

Gravelling and regrading of the Potter road was completed this month and the camp shut down on the 17th. Maintenance with the motor grader completed the work and left the road in good condition. Sections of the road through the numerous swamps already show some signs of settlement and may have to be brought up to grade ahead of crushed rock surfacing, if and when this is done. Culverts were placed at access road approaches and the Campbell Creek elephant hut crossing was ripped with heavy rock to prevent washing.

c. Anchorage-Palmer Highway:

Maintenance during the month by the contractor continued lax and the road between Anchorage and Mountain View became so rough and rutted that Alaska Road Commission equipment was put on it for one and one half days in the middle of the month to keep it passable for passenger cars. The Bailey bridge was moved from Goat Creek to Ship Creek where it was erected down stream from the old crossing. The old bridge was torn out and a new structure 100 feet long constructed. This bridge was backfilled and opened for traffic on the 26th of the month. The new bridge was painted highway yellow and reflectors installed on the approach guard rails. Bolts and bolt heads on the Eagle River bridge were wire brushed and painted, and those bolts that were left out during construction were put in and all bolts tightened. Bolts were also tightened on the Knik River Bridge.

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d. Anchorage Depot:

One drainage culvert was installed between the garage and warehouse over the water line and work was started on completion of the quonset hut. A contract was awarded Pioneer Electric for installation of electrical wiring in the garage for operation of lathe, milling machine, overhead crane, lighting fixtures and elevator. Work is to be completed during the month of October.

e. Valley Roads:

Motor graders performed necessary maintenance during the month on all the Valley roads. One 36" culvert was installed on 75-L to replace an old log bridge and 105 yards of gravel was hauled for the fill. Two necessary culverts were installed on Edlund road. Clark road was spot gravelled where the surface had gone to pieces.

f. Mountain Roads:

Necessary motor grader maintenance was performed on the mountain roads during the month. Roads were flagged with poles for winter snow removal.

g. Glenn Highway:

That section of Glenn B-1 from Palmer to Kings River, Mile 67, was turned over to the contractor for maintenance and our crew at 83 Mile was cut down to two men. The camp is also handling the Glenn B-1 engineers on that end of the work. At Mile 115 we have one maintenance man with a grader. The engineering forces for Glenn B-2 are headquartered at Mile 115 camp. The road was maintained in good condition during the month.

h. Homer Roads:

Ditches on all the East road and the worst sections of the Hill road were cleaned out and all culverts have been cleaned and staked on all the local roads. The maintenance crew was laid off late in the month to remain off until winter conditions warrant their rehire.

i. Russian River-Homer Road:

Lumber ordered early in the season finally arrived at Seward and has been hauled over the road to Kenai. With old timbers on hand we have enough material to complete bridges at both Ninilchik River and Deep Creek. Plans are to contract the lighterage of the lumber from Kenai down Cook Inlet to the bridge sites rather than try to move it overland over 15 miles of ungraded road. Piling for both bridges will start about October 15 with completion in about one month. Stripping between Homer and Kenai was completed early in the month but grading is going very slowly due to almost continuous rains. Crews have been reduced to a minimum and all gravelling shut down for the season. All efforts are being concentrated on drainage and

working down dry cuts. Regrading will be necessary before gravel surfacing next spring, but a passable road will be available for use after the freezeup. At Homer a gravel pit has been secured from Mr. Crosby a homesteader. The pit has been stripped but due to wet weather late in the month the gravel crew was laid off before any materials could be taken for the road.

The Gruendler crusher was put in operation early in the month for an extended test but after several days operation the gears in gear boxes wore out due to lack of lubricants. This has been discussed in previous correspondence, and replacement will be made by the supplier of the machine due to inadequate design for proper application of lubricants.

j. Farm Roads:

Work on the Pittman Road was carried through to completion early in the month. Grading went very well, and that portion of the road that was not built on gravel was gravelled with the carryalls. The first section of this road, which was merely stripped last season, was graded and ditched. As this was all gravel base very little work was needed to make a good road out of it. Motor graders finished the ditches and grade after rough grading was done with the cats and carryalls. The dozer-blade width road from Pittman to Big Lake, approximately $8\frac{1}{2}$ miles in length, is passable to passenger cars and it is planned to send a grader down the road to the lake when one is available in that area.

Bruhn's grading crew moved from the Pittman Road with their equipment and started work on the Jonesville-Eska Mine Road early in the month. The old camp at Sutton was placed into operation, with equipment working on the road from both the Sutton and the Jonesville ends. Although the work consisted of some heavy cuts and fills, haul distances were very short and in most instances the work could be done with the dozers. The route is the most part in gravel except for about one half mile in the flats bordering Eska Creek. Some difficulty was experienced in getting a right-of-way for a railroad crossing from The Alaska Railroad on the steep grades of this spur railroad but a satisfactory location was agreed upon. Our forces will have to keep the crossing clean of snow during the winter months. The new route is approximately 3.5 miles in length and eliminates all the steep grades and blind curves on the old route. Completion is expected in late October.

At Kasilof work was started on the South Kasilof Road early in the month. Four tractors and two graders have done most of the work on this road which will be approximately seven miles long in good to excellent ground. Actual work accomplished this month on the route is 4 miles cleared and striped with 2 miles graded and 1 mile surfaced.

Work has started on gravelling the remaining 10 miles of the ^{Wasilla-Knik} road during the last week of the month. The one half yard truck mounted Bay City shovel has moved from Anchorage to this job, together with the new Ford trucks. Ralph Dye, local foreman, is handling the work with the crew of drivers from Palmer. Work is progressing very satisfactorily and should be completed during October.

k. Dillingham:

Crew at Dillingham is down to one man, Foreman-mechanic E. R. Palmer. Work on the roads consisted of grader maintenance and spot graveling. On those days when it was impossible to do road work, due to weather, completion of the shop is the alternative. Insulation of the building was completed during the month and parts bins and storage racks started. Minor repairs were made on the Snogo in anticipation of the winter season. It is planned to build a V-type plow for the dozer out of old boiler plate available from the canneries to take care of heavy drifting where the Snogo is unable to handle removal alone and in case of a breakdown. It appears that we have the right man on the job at Dillingham, and complaints should decrease.

l. Bethel:

Work at Bethel this month consisted of filling ruts in the center of the airfield with sand which resulted from runoff this spring and during subsequent rainstorms during the summer.

A local contribution of \$300 was made for building an extension from the end of the slough bridge to two stores a distance of approximately 200 yards. This work was started during the month.

m. Kodiak:

Maintenance with motor patrols kept the Kodiak roads in good condition during the month. Some ditching and spot graveling was done on Mission Bay road and the Base road was kept clean of sluff and falling rock.

n. Takotna and Flat Roads:

Routine maintenance was performed on all the road at both Flat and Takotna and the crew reduced to 3 men on the 15th. The latter part of the month Takotna crew worked on the house and garage, getting them ready for winter. Plans are now to complete the interior of the garage and move in during October, ready for spring overhaul.

o. McKinley Park:

On the 1st of September the crew was cut down to 5 men and overhaul and repair work was started. Some gravel was hauled into the shop area and the equipment parking strip was moved back from the airfield. Equipment repair for the month includes mounting thaw boiler on Truck #2105 and painting both boiler and truck, minor overhaul of D-8, repair to both maintainers, repair to welder and miscellaneous repairs on the 5 Chevrolet Dump trucks.

Sable Pass closed on the 29th of the month. Inventory was completed on the 29th and the crew returned to Anchorage on the 30th.

2. By Contract:

a. Glenn Highway Section A:

Paving has been completed from Palmer to Spring Creek with one lane being completed almost to Chugiak, of approximately 28 miles of paving. Rough grading is almost complete with the contractor now reworking the Eagle River cuts. Their crusher is set up in the pit at Fort Richardson producing plant mix aggregate. Work of preparing the subgrade for crushed base is getting under way. Present plans call for moving the hot plant early in October to the Monument pit in Fort Richardson. Final paving will be made from this setup.

b. Glenn Highway B-1:

Work on the Glenn B-1 section of the highway has been satisfactory during the month from our standpoint, although the rock work has been slow through lack of sufficient equipment. Additional equipment has now been moved in and the work is picking up. The contractor is now maintaining 22 miles of the Glenn Highway during construction.

Engineering is moving along very well with the work keeping well ahead of the contractor's operations.

c. Glenn Highway B-2:

Engineering on this section is progressing fairly well with 43% of the center line being completed.

d. Anchorage Apartment Houses:

Contractors work on the Apartment Houses was satisfactory during the month. Block partitions in the basement were finished, all framing of both buildings was complete, plumbing and wiring was roughed in in one building and roofing was started on the second building.

Force account work at the site completed during the month consisted of excavating both sewer and water trenches, laying both lines and backfilling, installing one manhole complete with cover, placing oil storage tanks for all apartments and backfilling the area around the apartment basements with select gravel borrow.

3. Weather.

Exceedingly wet weather during the first week of the month hampered field work considerably. The remainder of the month has been fair for construction but plagued with intermittent rains which kept the ground soaked up. No freezing weather, however, which is unusual for September.

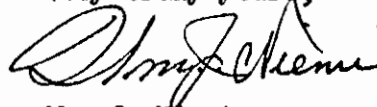
4. Miscellaneous:

Harold Miller arrived on the 3rd from Cantwell having remained later than his crew to complete inventory and to store supplies for the winter. He is working on notes and maps at Anchorage.

Hatchett made a reconnaissance of a possible route down the East side of the Nenana River between Cantwell and McKinley Park. Also a route over Carlo Pass on the West side. A complete report will follow.

Niemi accompanied Assistant Interior Secretary Wm. Warne on a flight down the route of the old Copper River Railroad to Cordova. The flight plan was reversed at the last minute due to weather, leaving D.B. Stewart at Cordova to meet the plane after completion of the flight instead of accompanying Secretary Warne.

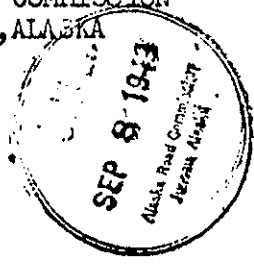
Very truly yours,



Wm. J. Niemi
District Engineer

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back

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



September 6, 1949

Col. N
IPT
3 AFG
2 GMP
WHD
GHS

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly progress report for Aug. 1949, Anchorage District, Anchorage, Alaska.

1. By Government Forces:

a. Anchorage Roads:

Routine maintenance with motor patrols kept all the Anchorage roads in good condition during the month. Some roads at Mountain View were graveled by interested parties and at the same time spot gravelling was also done on the main loop which we maintain.

Numerous requests are being received for the installation of driveway culverts on the Spenard Roads. Many of these are on the main road and we are recommending that the people concerned bridge the ditch rather than install an expensive culvert which must necessarily be torn out next year when the main road is regraded and paved.

b. Potter Road:

Early in the month the grading crew finished earth movement on the Potter Road and Foreman Bruhn's crew was moved out to the Katanuska Valley to work on new farm roads. Ed Ueek returned from Dillingham and the gravel crew was turned over to him to continue widening and bringing up to grade both Potter and Sand Lake farm road. About one mile remains to be brought up to grade across swampy ground on the Potter road and some widening of fill on the Sand Lake farm road. Both should be complete in late September. Grader maintenance over the route kept it in fine condition during the month. People of Anchorage are developing the habit of driving to Potter, and the road carries heavy Sunday traffic.

c. Anchorage-Palmer Highway:

Maintenance during the entire month was performed by the contractor on the job and although the road became rough at times it was at no time impassable. The Goat Creek bridge was completed during the month and traffic routed over it on the 16th. Trouble was experienced in getting decking as it was the last item of bridge lumber received, not arriving in Anchorage until the 13th. As it worked out, however, Knik Glacier did not break until the 14th and water did not cover our Bailey Bridge detour until the 15th, after the new bridge was open. After the waters receded the Bailey was taken up and removed to Ship Creek where it will be erected as a detour during replacement of the old bridge at that point of the Anchorage-Palmer Highway.

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The Matanuska River Bridge was redecked while the crew was waiting for the decking for Goat Creek to arrive. Running plank and wheelguard were removed and new planking was laid longitudinally for the full width of the deck before replacing the wheelguard. Repairs were made on the south portal of the Knik River bridge.

d. Anchorage Depot:

Work around the depot this month consisted of erecting one quonset hut on the platform built last month, laying the foundation for another and hauling topsoil into the yard between the garage and warehouse. This last was raked down and leveled off. It is not planned to complete this project until next spring, when more funds will be available. Storage racks were built in the warehouse and the moving of parts and non-perishables into the quonset was started. Missing elevator parts for the garage finally arrived. One of the guide rails was two inches too narrow and a piece had to be scabbed on for the full length to make it useable.

e. Valley Roads:

Other than grader maintenance on the main travelled roads very little work was done in the valley this month. Three miles of brush were dozed off the sides of the Palmer-Matanuska road and 3/4 of a mile of fence erected where the plows tore it down last winter. Barbed wire was furnished two farmers who put up their own fences which we tore down last winter. In the future we do not plan to furnish any more wire or labor for fences damaged by snow removal. Farmers have been requested to move all fences back to give us a sixty foot right-of-way — otherwise winter snow removal may not be possible without damage to fences.

f. Mountain Roads:

Only necessary maintenance was performed on the Mountain Roads during the month.

g. Glenn Highway:

Regular maintenance with the motor patrols kept the road in good condition during the month. Late in the month the Vigdahls from Camp 88 mile went on leave and Foreman Stadler moved down from 115 mile to take over the maintenance on the entire route. Mrs. Stadler is doing the cooking for the maintenance crew and also the engineering crews on the upper end of Section Glenn B-1.

h. Homer Roads:

Regular maintenance was performed during the month with motor patrols. Soft spots in the completed section of the East End road were filled with gravel and the hill road was reditched where sluffing had occurred during the rains. The roads remained in good condition all during the month.

i. Russian River-Homer Road:

On the Kenai end maintenance with the motor patrols kept the road in good

shape. Fine weather during most of the month aided grading and that part which had to be left last month due to mud was graded up and ditched ready for graveling. Stripping was advanced 1/4 mile beyond the Ninilchik River. The river was down and the equipment was forded easily. Work continued very satisfactorily until the last few days of the month when steady rains turned the ground into a quagmire, slowing operations almost to a standstill. The Deep Creek River crossing was investigated by Niemi and Soberg together with the engineer and a more suitable crossing was located upriver from the original one. Although the change will entail several hundred feet more of construction it will eliminate heavy fills in overflow flats and possible future bank protection. Construction costs should be less, with no appreciable disadvantage in grade and alignment. After a study of both the Ninilchik and Deep Creek crossings it was decided to bridge both streams instead of attempting to use elephant huts as suggested. Both streams will require 100 feet of pile driven trestle, with a 100 foot steel span to eventually replace trestle on Deep Creek.

Gruendler crusher representatives and mechanics flew to Kenai early in the month with repair parts for the crusher. The machine was extensively altered with many of the v-belt drives being replaced with gear boxes and chain drives. Repairs were effected too late in the season to warrant setting up a camp and putting the machine in operation. Test runs were made, however, and it is felt the machine should be put on full scale operation for a period of about a month before any reports can be made on it.

On the Homer end, the work has been going somewhat slower than at Kenai due to the fact that some of the equipment was kept busy on farm road construction. Gravel crews moved ahead to Starisky during the month. A pit was located ahead of Starisky Creek and negotiations are in progress to get five acres from the homesteader concerned. Stripping is beyond Happy Valley, with five miles remaining to join with the Kenai end.

j. Farm Roads:

On 98 East End road at Homer 0.1 miles of road was graded and 2.0 miles were gravelled during the month. All soft spots on the road were covered and the grading is now finished for the year. All the homesteaders in this area are taken care of with the exception of one homestead that would need an additional 2 miles of road. This road is not believed justifiable until more of the intervening land is taken up.

The East Hill Road at Homer was extended 1.6 miles to take care of additional homesteaders in that area. Grading was completed but no attempt was made to gravel this road due to long haul from the Homer spit.

The Anchor Point Road was completely gravelled. The graded surface became impassable under the increased traffic which a new road invariably attracts.

Location survey has been completed on the access road down the south bank of the Kasilof River. It is believed further study, and some improvement in the located line, will be necessary before construction of this road begins in late September.

On the Sand Lake Road, trucks worked from the Wells pit on the Potter Road to finish gravel fills over the swampy sections. One carryall and cat were used early in the month to cut down several of sand and gravel hills on this route. The road was connected about the 15th of the month when the trucks moved onto the Potter Road to augment our equipment there. Altogether 3.5 miles of road have been completed with an all weather gravel surface. It is believed that more work will be necessary next month after present fills settle across the swamps.

The Airport Heights Road, 1.5 miles in length, was built with one dozer and one carryall and cat in 4 actual working days during the month. Motor graders followed with ditches. Soil material was removed to gravel, thereby eliminating necessity for surfacing. This road, besides giving an access road to the people in the area, was needed by the ARC as an access from the Spenard area to our gravel pit located in the school section at the end of Merrill Field. A small timber trestle bridge was built across Chester Creek and approach fills were pushed out with the dozer.

During the good weather, the work on the Schrok Road was carried through to completion for the season. Although all the people in the vicinity are taken care of, there seems to be an influx of settlers in this area and a reasonable assumption is that we will be called on to extend this road in the future.

Equipment was moved from the Shrock Road to the Davis Road or Route 35-J. Three families that have made a full-time effort to farm the land have no access road and consequently lost most of their produce last year through their inability to get it to market. This project was promised for last season but was overlooked in 1949 plans. Work was started late in the month on a road for them and should be completed early in September. Length of road to be constructed is approximately one mile and the settlers are assisting in construction.

Work was started on the Pittman Road early in the month. Ray Bruhn's grading crew moved from the Potter Road with grading equipment to do the work. During the early part of the month, work progressed so satisfactorily that it was decided to continue on to Pittman. Jack VanZanten and his crew worked both on location and construction on this project. Sections of swampy ground encountered along the route proved to have sound gravel bottoms and did not slow the work materially. A standard width gravelled surface road has been completed to within one mile of the Pittman Station. Numerous settlers at Big Lake requested that the road be extended to the lake. Lack of funds and other priority jobs made this impossible; however one tractor worked 3 days filling swampy ground on the 11 mile route so the old road is passable to truck traffic. Homesteaders concerned paid all operating expenses with the tractor being donated free of rental by the Commission.

Surveys were started on the Sutton-Jonesville Road. Present plans are to follow up the east side of the ARR tracks, staying outside of their right-of-way, cross the tracks approximately one mile from Sutton and continue on the west side of the tracks. Grading crews will be moving into the Sutton Camp early in September.

k. Dillingham:

Ed Ueeck reported back to the Anchorage Office on the 1st of the month. Work was turned over to Mr. Ernest R. Palmer, of Dillingham, and the quonset type shop has been completed. Other work consisted of ditching and maintenance with the motor patrol.

l. Bethel:

Work at Bethel consisted of hauling sand to patch up the road where it showed signs of going to pieces. Our foreman, Mr. Marsh, recommends that we plan on cribbing the approaches of the slough bridge with logs which could be obtained locally. This will be investigated when someone gets down that way and recommendations made in future programs.

m. Kodiak:

The only report received from Kodiak for the month was given verbally from a Captain Bucy, ACS Station Chief from Kodiak. He stated that Stover was doing a fine job and the roads are in excellent condition.

n. Takotna and Flat Roads:

Ditching and improvement of the road between Candle Hill and the landing was continued. Additional gravel was placed at the landing. Routine maintenance was performed on all Flat roads and a powder house 4x4x5 was built during the month.

o. McKinley Park:

Work during the month consisted of filling washes and sags in Miles 58, 59, 69, 72, 75 and 79. Bridge approaches were raised at Miles 87.8, 41.7 and 42 miles. Necessary bridge repairs during the month were as follows:

Mile 1.8 decking and running plank at approaches
Mile 3.5 repaired abutments
Mile 12.8 decking and running plank renewed
Mile 16.6 repaired abutments
Mile 19.5 and 19.6 running plank and railings replaced
Mile 20.4 decking and running plank renewed
Mile 30.9 running plank replaced
Mile 41.7 repaired abutments
Mile 43.2 piling braced and repaired
Mile 60.8 replaced one bent and abutment braces
Mile 87.8 replaced approach decking and running plank

Two culverts were extended to take care of shoulder washing, one at mile 46 and the other at 13. Brush was cut along the road in miles 1 and 2, and all streams and wash channels cleaned and re-ditched.

Early in the month about 3 inches of snow fell at Camp Eilson but it melted soon after it hit the ground.

p. McKinley Park-Susitna- River Survey:

A contract for supplying Miller's survey party by air from Anchorage was awarded early in the month and first flight made August 3, landing at a small field built by survey dozer. On the 24th Niemi flew in but was unable to land due to failure to cut brush on the end of the field which was requested by the pilot on the previous flight. Purpose of the flight was to look over the route and also to pull in the survey crew which was bogging down due to constant trouble with tractor equipment, long supply lines, and poor communications. Thirty miles of location was also deemed sufficient ahead of construction, since the route has been definitely determined to the Susitna Crossing.

Personnel from this crew, together with badly needed survey instruments, were moved to Section Glenn B-2 at the end of the month. Miller is expected down in a few days after storing supplies at Cantwell and taking inventory.

q. Talkeetna:

Work at Talkeetna consisted of routine maintenance with gravel trucks and maintainers. Niemi made an inspection tour of the work on the 24th and at that time it was decided to shut down the work the 1st of September. Mulvaney will take over the job of maintenance man at 115 mile camp, Glenn Highway, and Mrs. Mulvaney as cook for the survey party on Glenn B-2 now working from that camp.

r. Anchorage Asphalt Plant:

A scale repair man was borrowed from the ARR to check the scales both at Anchorage and at Valdez. He was taken to Valdez on the 14th and was back to work on the Anchorage scales on the 17th. Tests proved that our scales were badly out of adjustment and upon raising the deck it was found that one of the pivot points was broken. No replacements were on hand so one was made from some stock that was available from the ARR. Upon Mr. Erwin's suggestions, a complete set of pivots were ordered to be carried in stock at Anchorage. The parts will fit both sets of scales and in case of another breakdown can be installed immediately. It was believed that the scales breakdown was due to the trucks running over the corner when pulling out. A piling was set at the corner of the pit to remedy this. The pit approach, which was soft and filled with large rock was also dug out and replaced with select gravel.

Work is still being carried on by the operators in painting the pipe lines with a water proofing compound. Almost daily deliveries of asphalt are being made to contractor on Section Glenn A.

2. BY CONTRACT

a. Glenn Highway, Section A:

Paving has been completed on that section of the highway between Palmer and one half mile South of Knik Bridge. The asphalt plant was moved

down to 18 mile and the Eklutna flats have been paved for about 4 miles. The contractor's plans are to do only such paving as is ready in the vicinity of the present plant set-up, and get the crushed base course down on the rest of the road and leave it until spring. The crusher was moved to the Merrill Field pit late in the month and it is the contractor's plans to lay crush from the City limits towards Chugiak. Although the road is in better condition than during previous month, it still is rough over the first 15 miles from Anchorage. An inadequacy of road construction and slow signs is also very noticeable all through the contract. Progress estimates show the work as being 55% complete.

b. Glenn Highway, B-1:

Work on this section of the highway is moving along satisfactorily, the operations being concentrated between Palmer and Sutton. Some rock drilling is in progress on the rock bluffs a few miles south of Chickaloon. Actual construction on the project is approximately 8% complete. Construction engineering on the contract is moving along well after a poor start, although the crews are still handicapped somewhat by shortage of vehicles. The contractor has started erection of construction camp at Mile 95.

c. Glenn Highway, B-2:

Mr. McAlister, Resident Engineer, for this work started survey work on the 23d to obtain data for design during the winter. Miller's crew, complete with cook, was sent to 115 Mile Camp on the 31st of August to augment McAlister's single party. Present plans are for him to operate from 115 Mile Camp for the entire project until weather forces a shutdown.

d. Anchorage Apartment Houses:

Work of preparing the site for the apartments was completed and the contractor started actual construction on the 13th of the month. Since then work has progressed very satisfactorily with both basements being poured complete with floors and walls. Concrete block partitions in the basement have been completed in one building.

3. Weather:

Weather has been exceptionally good for the month of August with rainfall below normal for most of the period. The 27th proved to be the second hottest day of the year. Since the 29th, rain has been falling, with resultant hindrance and slowdown of construction.

4. Miscellaneous:

On August 8, the earth auger hit a power line on the Post road, while it was moving from one hole to the next. Lines were broken and the auger was overturned but very little damage occurred.

Merle Harding, P-2, Inspector for Glenn B-1, arrived from Seattle via PNA on the 10th.

The Knik Glacier broke August 14th. Water rose 13 feet 3 inches before reaching its crest at noon of August 22nd.

Dorn L. Ellery, P-3, Engineer for Glenn B-2, arrived on transfer from Bureau of Reclamation on August 23.

Louis P. Hendricks, Engineer P-2, arrived on the 31st and has been assigned to Foreman Soberg at Kenai to replace Chester F. Ricker, resigned.



Wm. J. Niemi
District Engineer

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



August 8, 1949

3	✓	COLEMAN
1	✓	IPPT
1	✓	AFG
2	✓	GUNT
1	✓	WHD
	✓	GHS

[Handwritten initials]

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly progress report for July 1949, Anchorage District,
Anchorage, Alaska.

1. By Government Forces

a. Anchorage Roads:

Routine maintenance with motor patrols kept all the Anchorage roads in good condition during the month. The Fourth Avenue paving which was laid down last fall became rutted and was scarified and relaid during the early part of the month. Upon inspection, it was found that the oil has not cured at all under the top one half inch and it worked as though it had just been mixed. The South approach to the Ship Creek bridge washed out early in the month and riprap consisting of several old truck bodies was placed to protect the abutment and fill before it was replaced. Traffic was routed around through The Alaska Railroad yard while repairs were being made.

The east guard rail on the Chester Creek Bridge at Spenard Road was replaced after being wrecked by a car.

b. Potter Road:

Progress on this route was very good this month although some local rains slowed down much of the regrading. The fill on the Anchorage end of the road was widened to 23 feet and much of it brought up to grade. Regrading was carried across numerous small swamps along the route where the fills placed last year had settled down to swamp level. Fills at Rabbit and Little Rabbit were widened and brought up to standard and numerous culverts were lengthened to take care of the added width. Late in the month, trucks were taken off the job of making fills from the CIA and Wells pits and put in the Rabbit Creek pit so gravel could be placed over that section of road already up to our new standards. The gravel program is progressing very satisfactorily.

Grader maintenance over the entire route kept it in fine condition during the month.

c. Mountain View Roads:

Regular maintenance with the motor patrols kept the roads in this area in good condition. No new road construction has been contemplated in Mountain View but with the erection of the new school it seems certain that another quarter of a mile of road will necessarily be added to our system for maintenance for convenience of the school buses.

d. Anchorage-Palmer Highway:

Early in the month all the highway beyond the Fort Richardson MP Gate No. 3 was turned over to the contractor for maintenance. The section from the Anchorage City Limits to this point was maintained by our motor graders until the 20th of the month when the contractor moved in and started grading. At that time he assumed responsibility for maintenance on the entire 48 miles.

The Peters Creek fills were made early in the month by the contractor and traffic was routed over the new bridge. Twice during the month rains caused the untamped approach fill to sluff around the bridge abutments, but traffic was routed around the old road while the slight damage was repaired. To prevent recurrence of the sluffing, 3 feet of bulkhead were added to the east abutment. No traffic delays were experienced during these periods.

e. Anchorage Depot:

No actual grading was done around the depot this month. The wiring for the cold storage box was run in and the box has been operating most of the month. The contractor on the warehouse finally received his materials and has completed the repair work on the second floor. Latest reports from him are that he still has not received his gates for the elevator. Materials are slow in coming from the States as is evidenced by the fact that the elevator in the garage is still being held up pending the arrival of the guides.

A loading ramp 200 feet long has been built at the back of the yard, using old timbers salvaged from the old Sutton yard. It is planned to erect quonset huts on one end of it to be used for storage for nonperishable goods, during the winter.

Water lines have been run into the mess and a shower has been completed in one end of one of the bunk houses.

f. Valley Roads:

Routine maintenance was performed during the month with motor graders and the roads were kept in good condition during the entire month. One dozer was kept busy cleaning brush from the right-of-way in those areas where it was encroaching upon the ditch or roadway. Six miles of brush was removed on the Bodenberg Butte road and one mile along the Palmer-Wasilla road.

g. Mountain Roads:

The Hatcher Summit was opened up on the 15th of the month and the road opened to the Lucky Shot Mine. Due to bad washouts on the Willow creek road, however, traffic could not get into Willow until a week later. During the second run-off this spring, Willow creek swung over and ran down the center of the road and extensive repairs were necessary to make the road passable. Peter Nelson and his crew was moved down from Colorado upon completion of their work there, and camp was set up at Willow. Work was carried on with two trucks sent up from Anchorage and the Cat that came back with the crew. The Grubstake Mine road was repaired, as the owners plan on operating this year. Nothing extensive

was done on the roads and it is probable that more extensive repairs will be required for next year if the roads are to be brought back and maintained to our standards.

h. Glenn Highway:

Regular maintenance with the motor patrols kept the road in good condition during the month. Crews were kept busy removing slides that have occurred during the past season, opening ditches and filling small washes along the Matanuska River.

i. Homer Roads:

Regular maintenance was performed during the month with motor patrols. The Diamond Ridge Road was ditched and the sections that showed the worst wear were graveled. Gravel had to be hauled up the long hill so spot gravelling was all that could be attempted. The Hill road and the East End Road were maintained and ditches cleaned with the motor graders.

j. Russian River-Homer Road:

On the Kenai end, maintenance was performed with motor patrols. During the early part of the month while the weather was favorable, grading was carried forward to Clam Gulch and the cut made on the North side of Clam Gulch Creek. The weather then took a turn for the worse and grading of the next $3\frac{1}{2}$ miles was impracticable due to lack of gravel and the clay nature of the soil. This area was by-passed and the grading crew moved forward over to the road to better ground. Grading is being backed up over this gap whenever it appears feasible to work it. Gravelling is going somewhat slower as there is no sign of any material that will stand up either as fill across the swampy areas or for surfacing for an eighth mile stretch; and the material must be hauled from the pit 2 miles south of the Kasilof River. Clearing and stripping is moving ahead rapidly with the camp now set up $8\frac{1}{2}$ miles north of the Minilchik River.

The Gruendler crusher service man was down to look at the crusher early in the month and admitted the obvious faults of the machine. He returned to the factory and the latest report from him was that the entire engineering department and the mechanical departments were busy redesigning and fabricating replacement parts. Factory mechanics are due in Anchorage on the 4th of August to handle the job of reconverting the crusher when the parts arrive.

At Homer the weather has been exceedingly wet. Although the actual rainfall has not been great, the lack of any drying weather slowed the work down. Areas that could normally have been worked with the pull grader and carryalls required from two to three feet of gravel fill before they could be crossed. Much of the ground ahead of construction is of the same type and will necessarily slow the job considerably. Gravel is now being obtained from the pit at Anchor River with the next pit in sight at Starisky Crossing. The grading crews have moved to Starisky, with the gravel crew still working out of Anchor River.

k. Farm Roads:

On 98 East End road at Homer 0.3 miles of road was graded and gravelled during the month. Further work had to be discontinued on the extension until drying weather permits.

The Anchor Point Farm road was completed during the month with the exception of gravel, which will be omitted on much of the road this year. Actual work done consisted of 1.4 miles of clearing, stripping and grading and one half mile of gravelling.

St. Johns farm road, off the Potter road, was built and gravelled during the month. Homesteaders concerned did all the slashing and corduroyed the swampy areas. They also suggested that if our equipment was too busy they could take care of the surfacing also after the grading was finished. This, however, was taken care of with the carryalls right along with the grading. Altogether 0.4 miles of road was cleared, stripped, graded and gravelled.

On the Sand Lake farm road, the trucks were moved around to the Potter end of the road and work carried on from the Wells pit. Actual fill placed during the month was 1 mile with 2500 feet of the way being corduroyed. The bridge across Campbell creek has been completed with a total length of 52 feet. The piling were driven by the New Byers 3/4 yard rig with a drop hammer on swinging leads. The Byers proves to be too slow to operate with any degree of efficiency using the drop hammer. A steam hammer and swinging leads have been secured from the Army to complement our bridge crew's equipment, and it is planned to use our thawing boilers to furnish necessary steam.

Work continued during the month on the Schrock Road in the Valley. Although the area did not dry due to the damp weather, some progress was made. Work accomplished consisted of one and one half miles cleared and stripped and 0.7 miles graded. Some gravelling was done but only a negligible amount went into new work as the road already surfaced broke up during the wet weather and had to be reinforced.

Equipment moved in on the Clark road during the last few days of the month but nothing was done other than patch up that portion already completed.

Peter Nelson has moved to Wasilla and is engaged in setting up camp for construction of the Pitman Farm road. It is planned to move the grading equipment from Anchorage upon completion of grading work on the Potter job early in August. The gravelling crew will stay at Potter and complete surfacing within available funds. Jack VanZanten and his crew moved to Palmer and are running the survey for the new road to Pitman. At present the P-line is completed for 2 1/2 miles and some final location made. The road has been pulled away from the Alaska Railroad Track and the new location follows dry ridges, with only minor swampy areas. If weather conditions are favorable we may try to work on to Pitman, a total of about 4 miles of new construction.

1. Dillingham:

The last report from Ed. Ueek, Foreman at Dillingham, stated that the roads were in good condition. New pits have been stripped and the motor patrol spent most of the month pushing the moss and small brush back where it was encroaching on the roadway.

The site for the shop has been stripped, the timber shoring erected and most of the steel framework erected for the hut. Present plans are to leave Ueek at Dillingham until the erection is complete and then have him turn the work over to Mr. Palmer, who is at present working for us as mechanic. Mr. Palmer has been instructed to do only necessary work on the roads during the remainder of the season.

m. Kodiak:

Maintenance was performed on all Kodiak roads with motor patrols. Mill Bay road was reditched as the ditches were sluffed full and the base road was kept clear of falling rock during the month.

n. McKinley Park:

The 20-B shovel was moved to Savage River and gravel was hauled on the sags and soft shoulders at miles 6, 12, and 13. On the 13th, the shovel was again moved, this time to the pit at 26 mile; and washes and sags from miles 24 to mile 34 were filled.

Early in the month the D-8 moved to Camp Eilson and widened the road by cleaning up the sluff that the melting snows had brought down. Both maintainers have been working during the month and the road as far as 54 mile is in good condition. Bridge railing and running plank were replaced on the 63 mile bridge. Rains started in the Park on the 20th and it has been raining almost constantly ever since.

Two foot bridges were replaced on the Three Lakes Trail, with the hand rails and approaches being repaired.

o. Takotna and Flat Roads:

The first inspection of Takotna roads this season revealed them to be in excellent condition, especially the main travelled roads. At Takotna, Foreman Poorman has a small camp at Mile 13 near the Tatalina Flats and is gravelling and ditching toward Candle Creek and Sterling Landing. Some work will also be done at the landing to provide more gravelled area for storing supplies during unloading of river steamers. The Innokko Dredging Company is taking over the old Shonbeck dredge on upper Gaines Creek and is shipping in about 300 tons of materials to rebuild it, including new pontoons to replace the wooden hull. This will mean considerable freight and fuel over the road this season. The miners are dozing a road down Yankee Creek to avoid the crooked, narrow road at the beginning of the Ganes Road. Some grading and spot gravelling will be done by our forces rather than attempt to improve and maintain the old road. Takotna crew will be reduced about the middle of September

and about a six weeks work done toward completion of the garage for spring overhaul.

At Flat Foreman Alderson and one man have done an excellent job of maintaining the roads which Panter left in such good condition. Their work has been largely spot gravelling and surface maintenance, using a trap and dozer for loading from selected pits, both men driving dump trucks on haul. A small loader of some type will be procured for next season to utilize the numerous fine tilling piles along all roads, thereby eliminating long haul from pits suitable for trap loading.

There are still numerous requests for information on our plans for construction of the road to the Kuskokwim River at Crooked Creek. One operator claims that he saved \$7,000.00 on winter freighting 400 drums of fuel over this route last winter.

p. Colorado:

Work was started on the bridge across the South Fork and necessary repairs completed early in the month. Maintenance was performed by Feter Nelson and consisted of filling numerous washouts, dozing slides off the road to the coal mine and filling around the approaches of the bridge at the saw mill. The washout at the end of the South fork bridge was repaired by placing a log crib on the upstream side of the fill and backfilling it with gravel. The lack of elevation for a bridge and the fact that the old driver at Colorado would not stand being torn down and erected on the far side of the truss without a major overhaul job influenced our decision to crib the gap rather than try to bridge across it. Subsequent reports have been received from the mine owner that the river rose again and washed out part of the fill. He had a Cat on the site, however, and repairs were immediately made. Hatchett made a trip to Colorado during the time of repair and concurred with the Foreman on the job that the backfilling and riprapping would prove to be satisfactory. At that time the roads were in very good condition and extensive maintenance was not necessary.

q. Bethel:

Work has been carried forward during the month on the hill road and it now extends to Mrs. Marten's residence, about half way between the airport and the spur constructed last year. Lack of funds has stopped the work at Bethel and unless more money is forthcoming, plans are to complete the road early next year.

Trouble has been experienced during the month with the Slough bridge in that the breakup pulled the west pier 18 inches out of line and caused settlement of 21 inches. The water this year did not drop low enough to expose

the footings so repair work had to be carried on under water. Piling were purchased locally, and with a rented pump they have been jettied down, using a bumping block as a driver. It is expected that this will alleviate any future trouble with the structure. Road maintenance and improvements have had to suffer this year as a result of this extra work.

r. McKinley Park-Susitna River Survey:

Hatchett made a trip into Miller's camp during the month and everything is going satisfactorily. Trouble is still being experienced with the two tractors. The hoist on the TD-14 broke and it is impossible to use the blade. The D-4 is down because the track rails are worn out. Both items are on order and will be replaced as soon as possible. Miller's camp is now at 24 Mile and it is planned to supply him by air as soon as the air strip he is constructing has been completed. First flight is planned for August 3. A radio receiver-transmitter has been secured and is being set up at his camp so better communication and co-ordination can be arranged between his field crews and the office.

2. By Contract:

a. Anchorage Asphalt Plant Contract I-arc-4086, B-H-K-Co.

Work done at the plant this month consisted of force account erection of a 400 feet of steel guard rail between the fence and the road, painting of exposed piping in the yard, and miscellaneous cleanup around the area by our forces.

Formal acceptance of the work was made after an inspection early in the month by Mr. Wm. J. Niemi, District Engineer, Mr. Daub, Chief, Contracts Division, Mr. Tapley, Chief, Engineering Division, and Mr. Stump, M-K Engineer.

Mr. Marvin E. Jenkins, Consultant, completed his work on the 15th of the month.

b. Glenn Highway Section A:

Grading is being carried forward on the entire project and all the road has been turned over to the contractor by the Alaska Road Commission for maintenance. On the 18th, the contractor started grading operations on the Anchorage end of the work. At the present time the road from Anchorage City limits to the MP gate Number 3 is being prepared for the crusher base.

Actual laying of the paving has been retarded by wet weather. However, there are now 8½ miles laid on the Palmer end. Most of the work appears satisfactory although several spots show signs of raveling under traffic. Additives have been shipped in to prevent stripping.

Inadequate maintenance of the road and lack of courtesy to the traveling public have been noticeable on this project.

c. Glenn Highway, B-1 Section.

The contractor completed setting up his camp early in the month and started grading work from The Alaska Railroad track at Palmer. At the present time, less than one percent of the work is completed but with more equipment moving onto the job daily the grading should be well under way next month.

The engineering is moving ahead, with the L-line 95% completed and cross-sections eighty percent completed.

d. Glenn Highway, B-2 Section.

Mr. F. W. McAlister has been employed as Resident Engineer for the work and is at present with the Engineers of the B-1 section. We are in the process of recruiting a crew to begin the survey work, with no success to date on instrument men. Headquarters will be at our 115 Mile camp, and later at Eureka Roadhouse.

3. Weather:

Weather for the first two weeks of the month compared favorably with California. The sun was at work every day and very little rain fell during that time aiding construction considerably. During the last two weeks, rains have fallen almost every day, not heavily, but enough to turn the construction areas into a quagmire of mud. Little drying weather was encountered during this time and those days that it did not rain were so cloudy that little drying occurred.

4. Miscellaneous:

On the 15th of the month, the truck that was used to haul diesel fuel to the Potter camp broke its gas line. The gas was ignited by the exhaust and as a result flames consumed the entire truck. The incident occurred in the heavily settled Spenard area, but the driver had sufficient presence of mind to run the truck off the road and into a vacant lot. The driver was not injured, and fortunately the tank of diesel fuel did not ignite. There was no opportunity to save the truck but the loss was not great as it was one of the older models ready to be scrapped.

Mr. Wm. J. Niemi, District Engineer, made an inspection trip of the Takotna and Flat areas during the month.

Hatchett made an inspection trip of the Colorado Station road, the Cantwell survey, and McKinley Park roads during the month.

Colonel Noyes arrived on the 26th and made a tour of inspection of the Turnagain Arm projects and the Kenai-Homer areas, returning to Anchorage on the 29th.

Mr. A.F. Ghiglione arrived on the 29th, and spent the 30th in local conferences and inspection with Colonel Noyes.

Ike P. Taylor - August 8, 1949

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On the 31st, Colonel Noyes, accompanied by Mr. Ghiglione and Abbott, made an inspection trip of the Valley roads.

Colonel Noyes left for Fairbanks, Mr. Ghiglione for McKinley Park, on the 1st of August.

Very truly yours,



Wm. J. Kiemi
District Engineer

WJN:mmn

U.S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



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IPT 511
AFG
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KFG

July 11, 1949.

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly situation report for June 1949, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads:

Routine maintenance was performed on all the Anchorage roads. Ditches were kept clean and surface grading was accomplished with motor patrols. Heavy rains started on the 20th of the month and some damage occurred to the Anchorage roads. Constant patrolling and flagging of the washed areas until graders could arrive to repair them was done during this period. The approach on the North end of the Fourth Avenue Ship Creek Bridge washed out on the 23rd. The road was immediately blocked off, traffic routed around through the ARR yard, repairs accomplished, and the road again opened to traffic two hours after the washout occurred. Apparently high water during the preceding week had caused a backeddy under the bridge which kept eating into the fill until it sluffed away from the planking at the end of the bridge. Repairs were made by adding planks and replacing the washed material.

b. Potter Road:

Despite intermittent rains, progress was considered good on this section. The fill across Potter Swamp was made, the heavy cut in the center completed and the entire one half mile widened to 28 ft. Trucks made the fill on the Anchorage end from Wells Pit, elephant huts were installed in Campbell Creek and the road tied into the East G. road. The rains which started on the 20th slowed the work somewhat and the equipment had to be pulled back to regrade gravel points that would not soften due to the weather conditions.

The two 48 inch culverts at Rabbit Creek were barely able to handle a sudden and heavy rise of water which rose on the fill until it reached what was considered danger point at 9:00 P.M., on the 22nd. Camp personnel were moved into town and bedded down in the garage for the night. About midnight the weather turned colder, with snow in the mountains, which slowed the runoff and allowed the culverts to take care of the backed up water. Considerable erosion of fill occurred at the discharge end of the culverts and it will be necessary to protect these points by retaining walls and possibly a spillway apron. Headwalls will also be required at the intake. The flood was a result of a cloudburst in the mountains. Ship Creek, at Anchorage, reached the highest recorded level, so the flood was probably the maximum that can be expected. No additional culvert opening is contemplated.

Regular maintenance was performed with the motor patrols during the month and culverts were installed on that section of road that was being regraded. Parties interested contributed the cost of standard culvert.

c. Mountain Videw Roads:

Regular maintenance with the motor patrols kept the roads in fair condition. Many petitions have been received from the local residents for assistance in improving and maintaining the street but due to the fact that most of the work would be developing private subdivisions, our policy has been to place our equipment on farm roads rather than become involved in street problems.

d. Anchorage-Palmer Highway:

No maintenance has been performed by the ARC on the Highway between Eklutna and Palmer as the contractor is working that stretch of the highway. His operations will be discussed in Glenn A section of this report.

Regular maintenance was performed during the entire month with motor patrols and until the heavy rains of the 20th, thru the 26th the roads were in good condition. On the 21st the small creek at 15 mile jumped its banks and started flowing over the road, washing out one lane but leaving one lane open to traffic. This washout was flagged and traffic was allowed through the one lane. Water could not be diverted, and as the culvert would not handle it no attempt was made to do anything other than brush the lower side of the road to prevent further washing. A man was stationed at the culvert to slow approaching traffic and keep the culvert clean of debris.

On the 22, Coble Creek went over the road at 3:00 A.M., closing the East approach to the new Eagle River Bridge. The area was flagged and traffic detoured over the old road. The washout was caused by flash floods in the surrounding mountains and the lack of a wingwall on the upstream end of the culvert. Water making a turn to enter the culvert caused a backeddy that washed the fill material from under the culvert mouth. Weight of the fill on the center of the pipe caused it to break allowing the intake to rise above water level. The water then rose high enough to run along the fill for a distance of 300 yds. and eventually crossed the road in several places taking the fill with it. A dozer was used in an attempt to change the channel and run the water along the road but not until the 23d was the machine able to get out in the water due to its depth. A temporary channel was completed and the road opened to traffic on the 25th. It is not planned to do any extensive work on the hill as the contractor will be moving in during July and at that time the creek will be re-routed away from the road.

Heavy runoff on Peters Creek Hill washed out one approach on the 22d but this was repaired immediately and traffic was not delayed. Goat Creek approach washed out on the 23d but was repaired in two hours. Passenger cars were allowed across the bridge while repairs were made but truck traffic was halted during that time.

Mr. McGovern and his bridge crew of four experienced men arrived in Anchorage on the 20th from Homer and started hauling steel for the temporary Goat Creek Crossing. Arrangements were previously made with the Army to get two Bailey Bridges to be used at detours while Goat Creek and Ship Creek bridges were being built. The detour bridge job went along very well and was completed on the 29th. The contractor has made the approach fills and the bridge is now ready to open for traffic. It is not planned to open it until the piling arrive for the permanent bridge but in the meantime the bridge crew has been sent to Colorado to take care of the West Fork Bridge.

e. Anchorage Depot:

Very little was done around the depot this month. The contractor removed his materials from the front of the warehouse and other materials have been removed by the ARC. The Cold Storage box arrived for the warehouse and it has been set up in one corner of the ground floor. Controls and cooling units have not yet been hooked up as it will require running another 3 phase line for the motors. We have an extra hook-up on the panel board, however, and this will not be too great a job. It is contemplated to run the line overhead in conduit along the ceiling.

f. Valley Roads:

Routine maintenance during the month kept the main roads in fair condition until the 20th. Heavy floods at that time made most of the roads next to impassible although traffic was kept moving. Washout occurred at Wasilla Creek Bridge on the Palmer-Fishhook road but did not close the entire road. Repairs have been made. Nine miles of the Wasilla-Knik road has been brushed and five miles regraded and regravled.

g. Mountain Roads:

Roads to the Fern and Independence mines were opened up during the month. Mr. Everett of Willow was in and reported that the roads there were bad since the last rain with the approach fill at Deception Creek being washed out so traffic must use planks to get over it and Willow Creek running down the road about 15 miles out of Willow. It is planned to start opening the Summit about July 11th, to get equipment on this road.

h. Glenn Highway:

Regular maintenance with the motor patrols kept the road in fair condition. Rains on the 20th caused numerous small rock slides along the Matanuska River and on Moose Creek Hill. Maintainers removed the slides and the highway kept open to traffic during the rainy period without interruption.

i. Homer Roads and Dock:

During the early part of the month the Diamond Ridge road was too wet to work. The road is built on sand with no gravel available closer than the beach for surfacing. During the thaw the road becomes impassible and numerous washes appear in the surface. As soon as possible graders went over the surface, holes were filled and the road put in good condition. Regular maintenance with the graders kept the roads in good condition.

The Homer dock was completed sufficiently for use during the month and officially turned over to the Public Utility District on the 13th of the month. Some bolting of bracing remains to be done for a complete job.

j. Russian River-Homer Road:

On the Kenai end, maintenance was performed with motor patrols. Considerable regrading was done on the entire road, and gravel was hauled on miles 42 and 51 where the surface showed some signs of breaking up. One and one-half miles of new grading was completed, 2½ miles was stripped and 1.6 miles has been graveled with base material. Eleven fir piling were driven under the Moose River Bridge to strengthen it and new decking and bracing was laid down. The idea of elephant hut culverts to replace the bridge has been abandoned.

The Gruendler crusher service man arrived on the 29th, and on the 30th accompanied Mr. White and Mr. Peterson to Kenai. Up until that time the crusher had been idle due to faults either in construction or design, or both. The vibrator screen fails to work under load, causing the aggregate to pile up on the head end, and the single V-belt drive on the elevator does not have power enough to turn the elevator under load. The corrections on this machine, to make it operative, will be of major proportions. The answers have not yet been found.

At Homer the Starisky Bridge has been completed, the fill completed on the south side and 2/3 completed on north side. 800 ft. of Whiskey Creek swamp has been corduroyed and one half mile graded at Starisky crossing. The fill north of Anchor River has been brought up to grade and considerable regrading and resurfacing was done between mile 13 and 16 which showed some signs of breaking up during rainy weather.

k. Farm Roads:

On 98 East End road at Homer forty feet of half round elephant hut was installed for the Fritz Creek crossing and one quarter mile was cleared, stripped and graded during the month.

On 75-P Sand Lake-Potter road work was carried on from both ends. The fill made last fall as a temporary road for the homesteaders in the area was moved over on line and raised above the swamp level. The hillside on the Potter End of the road proved too wet to let the carryalls work it advantageously so the equipment was then pulled out and put to work on the gravel knolls on 75-P. On the Sand Lake end stripping and grading continued through the month with the trucks filling over the corduroy previously laid. Some of the ground proved to be gravel hills and are workable even during rainstorms such as the one encountered during the latter part of the month.

On Schrock Road 35-B, which was stripped last year to afford some relief for the homesteaders in that area, work was started toward grading and gravelling. One half mile of the prepared subgrade was graded and graveled. Rain on the 29th forced us to cease operations on the road until it dries sufficiently to be workable.

One tractor and operator worked all month on the Clark Road but due to the late breakup and rains was kept busy filling washouts and regrading work that had been completed during the previous season.

l. Dillingham:

Regular maintenance with the motor patrol and spot gravelling with the trucks was carried on through the month. New gravel pits were stripped and the D-7 was repaired. Due to lack of proper preventive maintenance on the machine the bolts in the track roller frame became loose and the frame cracked. Mr. Ueek had to tear it down and weld it. Plans are underway to erect the quonset type shop on Game Commission reserve but actual erection has been held up because the local agent is out of town and cannot be contacted in regard to a suitable location that will not interfere with Fish and Wildlife plans.

m. Kodiak:

Maintenance was performed on all Kodiak roads with motor patrols. Nothing more has been received concerning the new shop area so we are still operating from the old area.

Work at Kodiak was turned over to Mr. Paul Stover's brother on the first of the month and Mr. Stover was sent to the Park to take over maintenance there. Work at Kodiak has not seemed to suffer from the change.

n. McKinley Park:

Early in the month the road was opened up into the Kantishna area and minor repairs were made on all washouts. Major washouts filled were at miles 20, 23, 26, 34, 36, 52 and 57. New railings and running plank were put on the bridges at 57 mile; railings on bridges at 51 mile and 41 mile, and railing at 34 mile. Approximately 600 ft. of channel was changed on the Toklat River to swing the river away from the fill between the two bridges to prevent future washouts in that area. Slide rock was cleaned from the road in Polychrome Pass. Tourists are being transported to this point.

Started to snow on the 24th and has snowed and drifted every day since. On the 29th the road to Wonder Lake was opened up and the Rangers' family moved out. Took 15 hours to make the trip from camp at Toklat and back. Drifting is occurring from Highway Pass to Camp Eilson and snow is falling as far down as 6 mile. Some of the drifts are from 12 to 14 feet deep and until snow stops falling very little can be done with the roads.

Paul Stover replaced Frank Johnson as foreman in the Park on the first of the month. Mr. Johnson went to Homer as stripping and corduroying foreman.

o. Takotna-Flat City Roads:

Reports not in as yet on either of these routes.

p. Colorado:

Pete Nelson was sent to Colorado early in the month to start road maintenance and make camp arrangements for the bridge crew. It was learned that the ARR station could not take care of our bridge crew upon their arrival so a complete camp outfit was sent up. Mr. McGovern, Bridge Foreman, looked the bridge over and suggested that we replace numerous piles that the ice had taken out under the existing bridge including one complete bent. Since a large part of the piling sent up to extend the bridge were needed for maintenance it was decided that the washout be backfilled and riprapped. The lumber ordered for extension of the bridge will be utilized at McKinley Park or Cantwell.

q. Bethel:

Work was started this month on the hill road at Bethel to replace the existing road to the airfield and hospital. It is planned to carry this work through to completion this year as the old road is in grave danger of washing into the river during the fall storms. The Airfield has been filled and dragged.

During the high water, the slough bridge approaches washed out and both were backfilled. Mr. Marsh, local foreman, suggests that a 20 ft. approach bent be constructed at either end of the existing structure. This will be looked into during the month and recommendations forwarded to Juneau.

r. McKinley Park-Susitna River Survey:

Eugene White made two trips into Miller's camp during the month and he reports everything going satisfactorily. Miller reports 15 miles completed to date and expects to be delayed because of mud during the next month. Weather there has been about the same as at the Park with cold rains and snow during the latter part of the month. Mr. Harold Roche was sent to Miller as transitman and proved to be quite capable. Late in the month he fell and sprained his back and had to return to Anchorage for treatment. At the present time he is working in Anchorage with Jack VanZanten but expects to return to Cantwell as soon as the doctor permits.

2. By Contract:

a. Anchorage Asphalt Plant Contract I-arc-4086, B-M-K-Co.

Work on the plant reached the 100% completion mark during the month. The contractor cleaned up his excess materials around the area and has moved out. Formal acceptance has not been made but it is expected that Mr. Daub, Chief Contracts Division, Mr. Cook, M-K Chief Engineer, and Mr. Wm. J. Niemi, District Engineer, will inspect the plant early in the forthcoming month so acceptance can be made.

Final training of firemen in boiler water testing procedure has been delayed due to the nonarrival of chemicals needed by Mr. Jenkins for setting up this procedure. The chemicals are now enroute and training should be completed within a week or ten days.

b. Glem Highway Section A.

Grading has been carried forward on the section between the Knik River

bridge and the Eklutna and the section is almost ready for the crush base course. The contractor has set his crusher up at the upper railroad crossing above Eklutna and plans to haul crush back to the Knik River. During the rainy period the road did not become impassable, but numerous bad spots appeared and had to be dug out and replaced with select material.

Prime of MC2 has been laid down for 9 miles out of Palmer and the contractors hot mix plant is set up ready to start laying the mat when weather permits. During the month 30 tons of MC2 prime was laid on the subgrade.

c. Glenn Highway, B-1 Section:

Mr. Albert Torn, Resident Engineer on B-1 was relieved of his duties early in the month and Mr. Lawrence A. Paglia arrived and has taken over as Resident Engineer on the contract. Mr. Gamwell has been spending most of his time on the job. The work is progressing fairly well with 55% of the L line completed and cross sections 54% complete.

The contractor is moving in and is setting up his camp south of King River.

3. Weather:

Weather during the first 20 days of the month was wetter than usual but construction and surveys proceeded without too much loss in progress except for Kenai and Homer. On the 20th of the month it started to rain and rained continually until the 29th. Due to very little previous thawing in the mountains warm rains caused the small streams to run wild, jump their banks and wash out road fills where the existing culverts could not handle the water. On the 23th cooler weather and snow in the mountains helped the situation by giving the water time to get away. Traffic on the highways was kept moving by detours and expedient fills but many of the farm roads in the Valley were impassable during this period. Weather in the Park was even worse with snow falling continually from the 24th to the 30th. Snow fell as far down as 6 mile.

4. Miscellaneous:

Mr. Ike Taylor arrived for an inspection tour on June 1. His tour included all three Districts and he returned to Juneau from Anchorage on the 30th.

Mr. Wm. J. Niemi returned from leave on the 5th.

Mr. Lewis Nottmeyer was relieved from duty with the ARC on the 22d due to lack of engineering knowledge for which employed, and intoxication.

Gruendler Crusher representative arrived in Anchorage on the 29th and accompanied Mr. White and Mr. Peterson to Kenai to inspect the new crusher on the 30th.

Very truly yours,

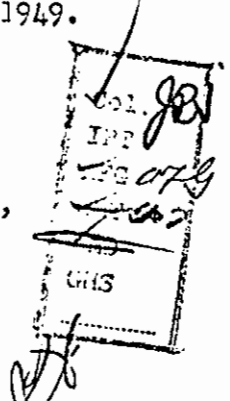
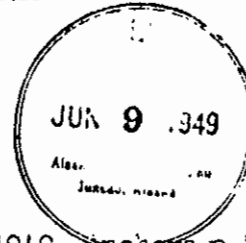


Wm. J. Niemi
District Engineer

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

June 7, 1949.

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska



SUBJECT: Monthly situation report for May 1949, Anchorage District,
Anchorage, Alaska

1. By Government Forces
 - a. Anchorage Roads:

Routine maintenance was performed on all the Anchorage roads. Motor Patrols cleaned out ditches and did general surface grading. On May 13, due to unusually warm weather Lake Spenard rose over the road to the small plane landing at Lake Hood. Very little damage occurred and the water receded in two days so the road was again open for traffic. The same date the water washed out a short section of the Sand Lake road at the intersection between the Sand Lake Roads and the road to the Tenth Rescue Squadron. The washout did not stop traffic and was repaired the next day. The road through Spenard held up all month and remained in excellent condition, except that large rocks in the gravel laid down last fall was continually loosened by maintainers and had to be removed.

Gravel was hauled from the CIA Pit and the Campbell Station road was filled into raise it above seepage from the swamp to make it passable early in the month.

- b. Potter Road:

No trouble was experienced during the month and regular maintenance with motor graders kept the road in fine shape. Glaciers at Little Rabbit Creek gave us trouble as they were not disturbed by traffic until they had melted and dried up. The big swamp at Potter Station remained soft until the 20th of the month, but had dried enough by that time to permit equipment to begin moving dirt.

Erection of construction camp was started on the 13th and a crew moved in the 24th, and grading was started on the Potter end at that time. Previously to that the shovel was moved to Wells pit and six five yard trucks began hauling gravel back to the East "G" Street swamp crossing. Twin elephant hut culverts were placed in Campbell Creek and the fill started across them. Due to a shortage of bolts, one of the huts was welded instead of being bolted. This proved to be a mistake, however, as the welds seemed to weaken the structure and it collapsed under the fill load. Most of it can be salvaged but in

the meantime arrangements have been made to borrow forty feet to be replaced when our hut arrives from Valdez.

c. Mountain View Roads:

The Mountain View Roads remained in bad condition during the early part of the month but were kept passable during the entire month. Surface water stood in the ditches and softened the subgrade until it could get away through the frost. Most of the present surfacing has become embedded in the mud subsurface and will undoubtedly prove a headache for future maintenance. During the latter part of the month maintenance with the motor graders kept the roads in fine condition.

d. Anchorage-Palmer Highway:

The highway to Palmer has been maintained with motor graders and is in fair condition. Early in the month, the section of road at Mile 22 became rough and spongy due to frost boils and heavy traffic but the frost left the ground and let the water away before any great damage was done. During the runoff, water crossed the road at several places but did very little apparent damage. Regular maintenance with the motor graders brought the road up to its present condition.

The Peters Creek Bridge was completed by installing the hand rails and wheel guards. Early in the month the contractor attempted to back-fill the approaches to allow traffic to use it, but frost in the cuts prevented his doing any work. Present plans are rather indefinite as the contractors equipment is now all busy further up the road and he does not plan on being in that section for another month or six weeks.

Two small snow slides occurred near the South end of the Kluk River Bridge on the 27th at 4:30 P.M., but were cleared from the road by 7:00 P.M., the same evening. Luck was with us this year as we had passed the area with a TD-13 on a trailer headed for Palmer but a few minutes before. The tractor was at work by the time the slide had stopped. Traffic was not held up as the end of the slide just reached the edge of the roadway and one pass with the blade opened a lane.

e. Anchorage Depot:

Moving was completed early during the month and the old building turned back to the ARR. Parts and miscellaneous supplies from the old building have not yet been put away at the new garage but should be pretty well cleaned up during the coming month. Bins are still being built and sorting of parts continuing. Equipment received this month included three 5 yard Reo Trucks, ten 3 yard Ford Trucks and one 3/4 yard Byers Truck Crane with dragline and shovel attachments. The Byers machine was damaged in transit by the ARR and an arrangement has been made with them whereby they repair it and we accept it with a one year guarantee from them. Three new Ford Coupe Pickups arrived and have been assigned to the Juneau personnel car Pool.

The yard has been brought down to grade and will take but a little finishing with the motor patrols. This has been delayed as the patrols were needed badly on the roads, and because some cleanup work was necessary by both the ARC and the contractors before the entire area can be finish graded.

f. Valley Roads:

Routine maintenance during the month kept the main roads in fair condition. During the early part of the month the roads were soft and traffic was stopped on the worst stretches to give them a chance to dry up. The frost was slow in going out which kept the surface water on the roadway. This, coupled with the traffic, tended to cut the surface gravel to pieces. Those main roads not closed were spot graveled wherever they showed sign of breaking up. In the latter part of the month, the Wasilla-Knik Road grading was started and graveling is following close behind the reditching and grading. Some work has been done up on the Clark Road as the surfacing has all been embedded in the muskeg and the road is an impassable quagmire. It is contemplated to start work on the extension to the Childrens' Home as soon as weather permits.

g. Glenn Highway:

Work done on the Glenn Highway consisted of cleaning out ditches, clearing the road of fallen rock and filling miscellaneous small washouts along the Matanucka River. Motor graders maintained the surface daily between Palmer and Eureka, and the road stayed in good condition during the entire month. Very little trouble was encountered by the runoff as the ditches and culverts handle the water very well. One new culvert was placed at 11.2 mile when it was found that the existing pipe would not handle the water.

h. Homer Roads and Dock:

The spit road from Mud Bay to the end of the Spit has been regraded and spot gravelled for a total distance of 4 miles. Gravel was hauled on the East road to patch frost boils. No work was done on the Fritz Creek East End extension as the ground proved to be too wet to work efficiently. Regular maintenance was performed during the month with motor graders.

On the Homer Dock all bearing piles have been driven and braced. Fenders have been driven on the face and north side of the dock. There are enough short piling on hand to put 12 fenders along the north side of the approach as an additional protection from ice and for the convenience of small boats and scows. Arrangements are being made with a Packing Company at Fort Graham to have a floating driver drive a dolphin but as yet final details have not been arranged. We are short approximately 1200 lineal feet of 3x12 decking but it is planned to saw it from some of the extra 12x12 timbers that are on hand.

i. Russian River-Homer Road:

On the Kenai end, maintenance was performed by motor patrols. Considerable regrading had to be done on mile 26 and 27 where two large lakes formed on the road and at mile 57 and 58 which were graded on the frost last fall. A large washout occurred at mile 32 for a distance of approximately 600 feet which was filled. Gravel was hauled on Kenai streets and miles 1,2,3,4,9 and 10 of the Kenai spur where frost boils occurred. Crusher has been set up at the Moose River pit and it is expected to start operating the 1st of June.

Three camps have been set up; the Moose River Camp, Kasilof and the Stripping Camp. Some stripping has been done but no grading or graveling.

Overhaul in the shop is coming along in fine shape with some of the surplus equipment from Seward going through the shop. Painting is keeping up with the overhaul.

At Homer the Anchor River fills have been completed and grading is being completed on the north side of the Anchor River hill.

Gravelling has been moving forward with 1- $\frac{1}{2}$ miles being gravelled on top of corduroy. Grading on this section was negligible as the gravelling took care of it. Snow was 2 feet deep at Starisky on May 15th. Camp was set up and Ricker went down from Kenai to re-establish center line and lay grade. McGovern and crew will move out to drive the bridge as soon as they finish with the Homer Dock.

j. Farm Roads:

75-P Sand Lake-Potter work accomplished this month is as follows:

Cleared and stripped - - - - - .25 miles
Graded - - - - - .25 miles

Totals to date: Cleared and stripped- - - - - .25 miles
Graded - - - - - .25 miles

Due to main projects opening up and need for maintenance on most of the routes, no other farm road work was carried on during the month.

k. Dillingham:

Hatchett made a trip to Dillingham early in the month and a few changes were made in personnel. Since that time the only report is that the motor grader and the maintenance shop has arrived on the ground. The problem of a building site was taken up with Mr. Ghiglione upon his inspection tour through the District and he has tentatively made plans with the Game Commission for a very well situated site on their South boundary. Our local foreman will

take care of the exact location which is to be worked out with Mr. Carson, the local Game Commission Officer at Dillingham.

l. Kodiak:

Maintenance was performed on all Kodiak roads, with small rock slides being removed from the base road. The new location for our shop was taken up with Mr. Ghiglione after we received a more comprehensive report from Mr. Stover, our Kodiak foreman. Mr. Ghiglione has made the necessary arrangements with the Land Office and we are waiting for our request to be granted before we move in and start clearing the new area for our operations.

m. McKinley Park:

Due to the unusual amount of snow the road was plowed to Igloo and camp set up there on the 14th of the month. Culverts were thawed and the men have spent the month diverting water to save the road. A small washout at Sanctuary River was filled. Some trouble is being encountered at mile 4 and mile 6 as high water is cutting the fills on the bridge approaches. Paul Stover from Kodiak has been sent up to take over the crew in the Park due to the fact that Frank Johnson may be leaving soon to take over some rock work in the Valdez District.

Although it had not been planned to plow further than Sable Pass, the snow in the pass was lighter than expected and Mr. Johnson states that it was imperative to get through as the water on the other side was washing out the entire road. Four hours cleared the pass so the washouts could be taken care of before they had done much damage.

n. Takotna-Flat City Roads:

No report has been received as yet from Takotna.

At Flat high water and ice in Otter Creek made it advisable to start the crew early to tear down the old bridge before the ice took it out. The timbers were badly rotted and the bridge had previously been posted as dangerous. The decking is in fair shape and can be used to replace worn planking in other bridges in the area. The new bridge completed last year should suffice for all city traffic. — *during our camp*

o. Talkeetna:

Jim Mulvaney and wife went to Talkeetna on the 23rd to start the camp. Due to a wire from Talkeetna on dangers of crossing the river, the rest of the crew and a large part of the provisions were not sent till Mr. Mulvaney wired in that a crossing could be made. The loader for the D-4 Cat. was sent to Fairbanks by mistake and has not yet returned.

p. McKinley Park-Susitna River Survey:

Harold Miller, Chief of Party, left Anchorage with his party on

Monday May 16th. At the end of the month he reported that his survey is out at 4 mile. His transitman, Mr. Nottmeyer, was sent back to Anchorage after approximately 10 days with him. The man will probably work out all right, but he was too inexperienced to be of much help to Miller's crew. Nottmeyer is now working under Jack VanZanten in the Anchorage area. It is planned to send Harold Roche to Miller to fill up his crew. The party seems to be experiencing some trouble with the tractors that were sent out although one of them was new and was shipped directly to Cantwell from Seattle.

2. BY CONTRACT:

a. Anchorage Asphalt Plant Contract I-arc-4036, B-M-K Co.

Work on the plant is nearing completion with the boilers installed and the steam piping nearing completion. The scale pit has been dug and poured and the scale house erected with piping and valves installed.

The Standard Oil Tanker "Hanna" docked on the 14th. The pumping was started at 10:00 P.M. Pumping went very satisfactorily and asphalt and fuel oils were unloaded by 11:00 A.M., the following morning. The tanker pulled away from the dock on Sunday May 15.

The Plant will be ready to start delivering asphalt in approximately 4 days, which is in advance of delivery dates of June 15th estimated by contractor on Glenn A.

The work on the entire project is 37% complete.

b. Glenn Highway Section A.

The work of final grading between the Knik River Bridge and Palmer was completed early in the month and the contractor moved his crusher in and has laid a base course of crush over the entire stretch. Grading work has been carried on to include the Goat Creek section where a 3 foot rise will be put in the present grade line because of the past dangers of flooding.

The rock work at the second railroad crossing above Eklutna has been carried forward during the month and the stretch is down to grade with the exception of a few rock points that must be shot off.

It is expected that the contractor will be calling for asphalt after the middle of June.

Some difficulty was experienced by the crusher crew when the rapid rise in the Matanuska River caused them to pull out of their borrow pit in favor of one on high ground. The equipment was moved before the pit flooded.

c. Glenn Highway, B-1 Section:

The survey is speeding up as the crews become somewhat more familiar with the type of work required of them. Mr. Torn's parties have been enlarged

and he now has 23 men in the field. Actual work done is P line 40% complete, L line 40% complete, Cross sections 35% complete and levels 40% complete. Few changes have been made in key personnel although the turnover in axemen and chainmen has been rather large.

3. Weather.

Approximately 4 inches of snow fell on May the 3d, but was soon all gone. During the remainder of the month the weather has been exceptionally good for construction and surveys.

4. Miscellaneous.

New equipment which arrived during the month consisted of

- 3 - 5 yard Reo trucks
- 3 - Ford Coupes
- 10 - 3 yard Ford trucks
- 1 - 3/4 yard Byers truck crane and
- 2 - TD-19s.

Two Carryall-Scrapers were hauled by our trucks from Valdez. Also received one new F.D prime mover, which was badly needed.

L.A.Hatchett left for an inspection tour of the Dillingham Area on the 4th and returned to Anchorage the 11th.

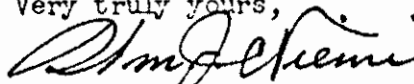
Mr. A.F.Ghiglione arrived for the unloading of the Tanker on the 14th. He toured the Districts and returned to Juneau on the 24th.

Mr. George Tapley arrived on an inspection tour on the 24th.

Mr. William Cunningham, long time ARC employee, died of a stroke on the 26th of the month.

Mr. Wm. J. Niemi, District Engineer, left for a week in the States on the 26th. It is expected that he will be back in Anchorage on the 5th of June.

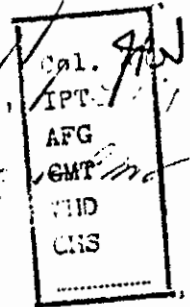
Very truly yours,



Wm. J. Niemi
District Engineer

WJN:mm

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



May 3, 1949

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly situation report for April, 1949,
Anchorage District, Anchorage, Alaska

1. By Government Forces

a. Anchorage Roads:

Snow removal was accomplished during the early part of the month with motor patrols. The glacier on the loop road remained active and on the sixth, the ice was plowed off the road and a shallow ditch was opened across the road to take care of the overflow from the culverts. On the 26th unusually warm weather caused a heavy runoff and few of the culverts were large enough to handle the flow. No major washouts occurred. The East "G" Street road just beyond the City limits became flooded and the road was ditched to take care of the water that was backing up into people's houses. During the latter part of the month gravel was hauled and spread on the roads as required to keep traffic moving.

b. Spenard-Sand Lake Roads:

During the early part of the month snow removal was accomplished on these roads and gravel was hauled on any spots that showed signs of breaking up. Warm weather near the end of the month caused the small stream on the Campbell Station road to jump its banks and wash across the road. This was repaired but the frost is leaving the road and at present it is impassable to anything but four wheel drive vehicles.

The Sand Lake roads are in fair condition and have been passable all month. A small hole at the end of Spenard Lake between the Idle Hour road and the forks, has opened up due to heavy hauling by contractors on the International Airport. This is now passable but not good. Loads are now being restricted to prevent further damage during the breakup period.

The main Spenard road remained in good condition during the month due to the gravel placed late last fall. Frost boils showed in mile one and mile three, but were immediately taken care of.

c. Potter Roads:

The Potter roads remained good during the breakup. Snow was removed during the early part of the month and regular maintenance was performed with

motor patrols. The road between Little Rabbit Creek and Potter Station has not been opened up. Traffic will be kept off this road until it dries out. Side roads in this area have been maintained as soon as a maintainer could get over them after the frost was down.

d. Mountain View Roads:

The main roads at Mountain View have given a great deal of trouble. This area is so flat that ditches were unable to handle the water which spilled over into the road soaking the subbase. Heavy traffic did the rest and the roads became impassable about the middle of the month. They have dried up somewhat since that time and by deepening the ditches, digging laterals with the consent of the property owners, and continual maintenance, the roads are again passable.

e. Anchorage-Palmer Highway:

The entire highway to Palmer has been maintained with motor graders and is in fair condition. Early in the month, the section of highway north of the monument, which was surfaced by the Army last year, went to pieces. The Post Engineer was requested to haul gravel to this section and, with assistance from Road Commission motor patrols, several miles of the worst section of this highway was placed into excellent condition in three days. Frost boils appeared at miles 12, 15, 19 and 21. These were dug out and gravel hauled in to bring the road back to grade. Necessary ditching was done to lead water away from the road and all culverts were kept open. The contractor roughed up the road surface near Chugiak while stripping for the new alignment but this was repaired during normal maintenance by patrols. The section between Knik River bridge and the Matanuska River broke up in spots due to poor subgrade but was at no time impassable.

Two broken stringers on the approach to the Matanuska River Bridge were reinforced. A mud sill was laid on the rock abutment, the stringers jacked back in place and a cap inserted midway between the bents.

The Peters Creek Bridge falsework was completed and is ready for backfilling. The PRA Resident Engineer states that the contractor will make the approach fills as soon as possible. It is contemplated to put traffic over the bridge as soon as this is done.

f. Anchorage Depot:

Moving has been going on continually during the month. Everything has now been moved with the exception of clean-up work around the outside of the building and the blacksmith iron on the porch. It is planned to move the gas pump after the new yard is graded down around the shop area. This should be within the next week or ten days. The five ton crane has not as yet been swung on the rail as no electrical rail wire was included in the order. As soon as this arrives installation will proceed. A smaller hand operated crane has been hung from the rail. This works very satisfactorily and will continue to function until the electrical wiring can be installed.

The yard has been cross sectioned and grading started on the 29th. Much of the surplus equipment which was in front of the warehouse has been moved to the back of the yard to make room for grading operations. Two TD-19s arrived

and one of them was put on the Wooldridge carryall. The tractor operates fine and has plenty of power. It appears to be slow while loading, however it loads about ten yards without the assistance of a pusher.

The warehouse has been completed except for a little outside painting and the inner doors of the elevator. The warehouse is completely moved and is now operating from the new area. A partition has been installed to make a room between the elevator shaft and the west building wall upstairs. This is utilized for storage of office and engineering supplies.

g. Valley Roads:

Routine maintenance and snow removal was performed on all routes with both tractors and motor patrols. Ditching was done where possible and all culverts were kept open and cleaned out. During the latter part of the month, due to rapid thawing, water formed on the road and numerous frost boils appeared almost simultaneously on all roads. Gravel was hauled on the bad sections but most of the roads became impassable on the 23rd and the 24th of the month. The Palmer-Wasilla road was again passable for traffic on the 25th and the Matanuska road was again open on the 29th. Traffic in the Valley has been moving all month but some of the school bus loops are in bad condition and the busses have had to backtrack on numerous occasions. With the present weather, all roads should be in fair shape within a week. The Bodenbug Butte road went to pieces but gravel was hauled and the bad holes filled.

h. Glenn Highway:

Work done on the Glenn Highway consisted of snow removal during the first few days of the month, maintenance with motor patrols during the entire month, removal of falling rocks and cleaning out of ditches and culverts. Except for a bad frost boil at the top of the Moose Creek Hill on the Palmer side, the highway remained in excellent condition. The boil was cleaned out and gravel hauled in. The highway remained open to traffic all month. For the first time in many years, no trouble was encountered by high water in Moose Creek. The Sausage placed last spring turned the water successfully back into the channel and under the bridge.

i. Homer Roads and Dock:

The approach bents have been driven, also the triangle bent and eleven piling in the dock. Two ten foot bents for the ramp to the approach have been framed and the decking is out 200 feet on the approach. The dock should be completed late in May. Crews are working with the tides, starting as early as 4:00 A.M., as swift currents make driving difficult during incoming tide or runoff.

Routine maintenance with the motor patrols was performed on the Homer roads and sand and gravel hauled in on the spots which showed signs of going to pieces.

j. Farm Roads:

98- Homer East End Road - Work accomplished this month is as follows:

Cleared and stripped - - - -2200 feet
Graded- - - - - 4000 feet

Totals are: Cleared and stripped- - - - - 12,200 feet
Graded- - - - - 9,000 feet

The 3200 feet left to be graded was left until the frost is out of the ground and it has dried up enough to make grading feasible.

k. Russian-River-Homer Road:

On the Kenai end, maintenance was performed by motor patrols and the boiler. Culverts were kept open and the ditches were kept cleaned out to take the surface water during runoff. In the latter part of the month, melting snows caused by the unusually warm weather filled all the depressions through which the road passes, causing water to rise over the road in numerous places. As these potholes do not have natural drainage there is no way to lower the water in many of them until the frost goes out and it sinks into the ground. The roadbed, however, remains solid and is passable to trucks having clearance enough so the motors do not drown out. The Homer end of the road remained in good shape during the runoff, maintenance was performed with motor graders and all culverts were kept open. North of Anchor River there is still about one foot of snow.

The Anchor River Bridge, is up and bolted. Three Quarter inch machine bolts were substituted for some of the 5/8" rib bolts in the top chords and posts, but will be changed as soon as the proper bolts can be obtained. The fill on the south end of the bridge is complete and the north end fill is now being made.

l. Dillingham:

Larson's last report indicated all roads open with maintenance being performed daily on all roads. Trouble is being experienced with all the equipment and causes are unknown at the present time. It is planned to send Hatchett down that way the first of May to look into the situation. His report will be submitted to Juneau upon his return.

m. Kodiak:

Maintenance was performed on all Kodiak roads, with small rock slides being removed from the base road. Paul Stover is looking around for a location for our garage and equipment which will be better situated than the present hillside. He believes that we will be better served by a location on Mill Bay road, and there appears to be available land in Lot 39 of East Addition, Kodiak Townsite, U.S. Survey No. 2532A. A more comprehensive report will be submitted on this after all details have been ascertained.

Taylor - May 3, 1949

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n. McKinley Park:

Cold and windy during the first part of the month with drifting of snow occurring daily. On the 9th the snow was removed from the west half of the airstrip so light planes could get in. Glaciers are bad at the foot of Sable Pass, and plans now are to clear the road to 37 mile and ditch a small creek to keep it out of the road when thawing occurs. The flat at Toklat is entirely covered with ice with no gravel showing through.

D-8 from Cantwell arrived back at the Park on the 7th.

o. Takotna:

Started overhaul of equipment and have all equipment in fair shape to start road work. Trucks that arrived last fall are in fair condition and need very little work.

p. McKinley Park-Susitna River Survey:

Harold Miller, Chief of Party, arrived in Anchorage from Cantwell on the 20th. He reports from 4 to 5 feet of snow at 20 mile and 5½ feet at Bruskana 35 miles out. Everything is moved across the bad ground and cached at 35 mile. The TD-14 arrived during the month and a mechanic was sent down from the Park to check the machine. Miller went to Ketchikan on the 21st and was back in Anchorage the next week.

2. By Contract.

A. Anchorage Warehouse, Contract I-arc-4007, Gothberg Construction Co.

The warehouse was completed early in the month and the contractor began moving his equipment away from the site. There remains only the wooden inner gates for the elevator which never did arrive from Seattle and the outside painting which is a small percentage of the job. Mr. Gothberg was in and stated that he was on his way outside on the 29th and would arrange to get the doors at that time.

b. Asphalt Tank Farm Contract I-arc-4036, B-M-K Co.

Work has been somewhat speeded up this month on all phases of the job. The tank erection is completed, tracer lines have been fitted and welded and the asphalt lines in the pit manifold and dock are complete. Erection of the boiler house has been started with the boiler set, stack in and cribbing complete. Excavation for the scale house and scales is being made and the Hot Tanks and Fuel Tanks are being fitted with steam coils.

At the request of the ARC, the contractor increased welding and plumbing crews. Trouble is still being experienced with the Urban Plumbing and Heating Company which firm is slow on cooperating with both the ARC and the Prime Contractor.

The actual work is 75% complete on the entire project.

c. Glenn Highway A-1 Section, B-M-K-Company.

Work was started during the month on stripping, and grading. Actual grading consists of digging out soft areas between the Matanuska River Bridge and the Knik River and replacing poor subgrade with select gravel. The rock bluff at the North end of Eklutna flats is being drilled and shot and the roadway is being widened and brought down to a new grade.

Engineering on the road is being done by PRA engineers with five parties in the field. Centerline, level, topog, and cross-section parties are keeping ahead of the actual work and one party is checking final grade behind construction.

Mr. Haapala, Resident Engineer on the job, estimates the work as being 7% completed, considering the entire paving project.

d. Glenn Highway, 3-1 Section.

Alaska Road Commission Engineers are working on the section, running center line and levels. Albert Torn, Resident Engineer, is planning on increasing his staff as soon as our surveying equipment is in from the States where it was sent for overhaul and repair. He is at present understaffed for a job of that size, especially as it is of utmost urgency that the work be completed in a short time. He now has about four miles of line located with centerline and levels run in.

Work has been somewhat slow due to breaking in green crews, but this condition should improve and work proceed more rapidly in the future. Several temporary transfers were made of engineers from Valdez District.

3. Weather.

Weather has been somewhat varied during the month, running from a storm that started on the 31st of March and ending on the 3th of April, to 47 degrees above zero weather that occurred on the 22nd to the 25th inclusive. As a whole the weather conditions were about normal with the exception that no rain fell during the entire month. Warm temperatures felt during the latter part of the month caused flooding which our culverts were unable to handle, and as a result many roads that should have withstood the spring thaw became saturated below the surfacing and broke up. Another result of the rapid thawing was the frost leaving all the roads simultaneously with the result that equipment was spread too thin to give more than temporary relief on a few of the main roads. Total snowfall for the winter broke all past records during the month.

4. Miscellaneous.

New equipment is beginning to show up. During the month we received the new Bros boiler which was sorely needed, also two TD-19s, a 3/4 yd crawler and 1/2 yd. rubber mounted shovels both Bay Citys', 5- 5 yd. Reo trucks and 4 new Ford pickups. The boiler, the crawler shovel and the two tractors have been put to work.

Taylor - May 3, 1949

Page 7.

Thomas Perkins, P-3, was released on the 13th of the month. ✓

Mr. Daub, accompanied by his Assistant, Mr. Carter, and Mr. Bates, Safety Engineer, arrived on the 18th from Juneau on an inspection tour.

Mr. Ghiglione and Mr. Goodson arrived on an inspection tour on the 25th, and accompanied by the District Engineer spent the 23th, 29th, and 30th on an inspection tour of the Kenai Peninsula. ✓

Cook house was set up at Palmer for B-1 Engineers. It is not contemplated feeding PRA men at our camp. First meal will be on May 3.

Very truly yours,



Wm. J. Niemi
District Engineer

WJN:mm

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



1	Col. (N)
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April 4, 1949.

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly situation report for March, 1949
Anchorage District, Alaska

Copy furnished to [unclear] [unclear] [unclear]
gry d/h

1. By Government Forces
 - a. Anchorage Roads:

General snow removal and winter maintenance was performed on all the Anchorage roads during the month. Weather turned warm early in the month causing the heavy snow berms that were not out beyond the ditch lines to melt and fill the roads with water. The tractor equipment spent the month pushing back the berms and cleaning out ditches in an attempt to get rid of the water. The main roads were open to traffic all month although due to thawing days and freezing nights they rutted faster than the graders could keep them smoothed up. Graders were put on a 10:00 A.M., to 6:00 P.M., shift to catch roads when they were thawed.

The glacier on the Loop Road by the CAA shop started running and building on the road and the snow and ice was kept removed and a ditch cut across the road to take the water that was bypassing the culverts. Some gravel was hauled and spread on the bad stretches. The Alaska Railroad track drains drain into the road along this stretch and these holes were filled with gravel and kept smooth.

A glacier which formed just outside the City limits on East "G" Street was thawed and dozed off the road and the road raised a foot for one hundred feet to keep the ice and water off.

Spot graveling has been done on all spots which show signs of breaking up under the thawing weather and heavy traffic.

- b. Anchorage-Palmer Highway:

The entire highway to Palmer has been maintained by both motor grader and tractor equipment. Berms have been pushed back and ditches opened where thawing has occurred. Snow was removed along Merrill Field with a carryall and culverts were opened to carry off the surface water. The glacier at the South End of the Knik River Bridge remained active during the month and a boiler has been attending it periodically when the culvert froze and the ice showed signs of going over the road. The section of highway that was surfaced by the Army has broken up and is very rough. Appearances are that the snow was not

TO/CC

plowed back from the shoulders and runoff water drained under the pavement into the subgrade. Subsequent traffic broke the surfacing and mud boils appeared on the entire stretch. That portion that was laid down last year has not properly cured and is also wearing away from the surface causing chunk holes. Other than the section through the Fort, however, the road is in good condition, although rough between Palmer and the Knik River Bridge.

Does
around
good

The temporary bridge at Peters Creek was started on the 10th. Ice has been shot clearing the river, snow has been removed from the entire area, and most of the deadwork finished. Some trouble has been experienced leveling up for the caps but a compressor was put to work and the frost drilled and shot for level footing as the boiler was busy on the roads. Two bents have been erected complete with stringers and decking. The work should be completed within two weeks.

c. Potter Highway:

Routine snow removal and maintenance with the maintainers was performed during the month. The snow was pushed back beyond the ditch line and the ditches were opened with a pull grader to take care of the runoff. The glacier at Rabbit Creek continued to give trouble but was taken care of with a ditch through the ice along the road which carried the water into the creek. Side roads were plowed free of the slush that formed as the accumulation of ice left during winter plowing operations thawed and broke up.

d. Anchorage Depot:

Moving has been carried forward along with the task of overhaul of equipment for the forthcoming season. The hydraulic lift has been installed in the garage and a compressor utilized to operate it until the compressor from the old building can be moved. The major portion of the parts have been moved and put away overhead. Garage offices have been moved to the new location and all overhaul is now in the new building. Steel for the mezzanine floor has arrived and been put in with the exception of one bay which had to be left free for the elevation of the elevator shaft. All the elevator parts have not yet arrived and it is not contemplated trying to install it until it is complete as this would necessitate the removal of the hoist now being operated in the shaft. The five ton crane arrived and the rail has been installed preparatory to attaching the crane proper. The rail proved to be too long and had to be dapped to clear the steam lines in the building. This will not affect its strength or movement in any way.

Carpenters are now building storage racks in the warehouse and warehouse supplies and provisions are being moved into the building. The storekeeping section of the Anchorage office has been established in the room originally planned as the engineering office so the storekeeper can keep closer check on the work of requisitioning and supplying supplies to the camps. The contract and engineering section is also functioning in the new building thus greatly relieving the congestion in the offices in the Federal Building.

The cook house in the new area was put in operation on the 10th to handle the bridge crew and the crew for moving the garage and warehouse. The quonset hut storage in the new area collapsed due to snow loading on the 5th and has been partially dismantled. The building does not appear to be severely damaged and it is planned to re-erect it only after the area is down to grade. It can then be utilized for possible warm storage.

e. Palmer Roads:

Snow was pushed back on the Palmer roads and ditches opened up to allow the surface water to get away from the roadways. General maintenance was performed with the graders and low spots and places that showed signs of breaking up were graveled. All roads were passable for the entire month.

f. Glenn Highway:

Snow was moved back on the highway and ditches were opened up to take care of the runoff. General surface maintenance was performed on the entire road and it remained in fine shape during the month. Glaciers were active and a crew was kept busy chipping ice and keeping culverts open. The river started to undercut the road at King River on the 25th, but was caught in time to prevent serious damage. It is planned to extend the drum breakwater to prevent a recurrence in the future.

g. Homer Roads and Dock:

All dock materials arrived and have been unloaded on the end of the spit. Grammer and Perkins took soundings and have established a definite location for the dock face. Piling ordered by the Territory were found too short for a flotation of 23 to 25 feet as actual depths and governing tides (with storms) had not been determined by the Territory's representatives when the plans were submitted. Design drawings gave top of deck at Elevation 22.0 referred to M.L.L.W. Local residents warned against placing the dock deck lower than the old one which was at Elevation 29.45 because of storms during high tides which pile water into Kachemak Bay. We are therefore building to deck elevation of 29.25 to make piling cutoffs at 27.0. The present face of dock is planned for -20.0 contour on basis of 15 feet penetration for piling, but there is a high spot of -0.17 in the ocean floor at the center of the 120 foot face of the dock. Perhaps this is a temporary condition which may scour out when the dock is in. Again, if we find that we cannot get 15 feet of penetration when driving the approach, it may be possible to move the face out to -22.0 bottom contour. The driver has been built and is set on false bents and the hoist mounted. It is planned to start driving the first of April with completion date estimated at May 15.

The thaw boiler and one grader has done necessary maintenance on the roads and opened the culverts.

The East End road has been surveyed to a point 450 feet west of the corners of Sections 22-23-26-27. When the road is completed to this point it will serve all the homesteaders now located in that area with the exception of

of one. The mile of additional road needed to serve this one man is not believed justified at this time. Actual work accomplished is as follows:

Cleared- - - - -10,000 feet
Graded- - - - - 5,000 feet

*when accomplished
Total to date*

h. Russian River-Homer Road:

Maintenance was performed on the Kenai end by motor patrols and the boiler. On the 21st of the month the road became so soft that it was temporarily closed to all heavy traffic. Cold nights have subsequently seen it being opened for necessary traffic from midnight until early morning while the frost was able to carry the load. On the Homer End the false work for the Anchor River Bridge has been driven and capped and the bottom chord is in place. It is planned to set the top chord from the river with the big crane if the river ice holds, if not, the bottom chord will be decked and the Speeder will work from the deck. Roadwork consisted of snow removal and surface maintenance with the patrol graders.

i. Dillingham:

Winter maintenance was performed on this route during the month. Larson was in on the 28th of the month and reports that he has not succeeded in keeping up the work started by Betts in February. He states that as fast as they plow out a mile of road it fills up behind them. Now that the snow is wet the SnoGo will not handle it and the starting motor on the D-7 is down. New parts were shipped for it the next day but nothing further has been received on the work. Plans now are to replace Larson with a foreman-mechanic-operator. We have a line on several such men in that area and decision will be made when someone gets down that way this summer. The answer may be on hiring such a man on year round basis. The situation there is definitely bad and apparently becoming worse.

j. Kodiak:

Winter maintenance and snow removal was performed upon the Kodiak Roads during the month. Overhaul of equipment was carried on satisfactorily.

k. Talkeetna Roads:

Mulvaney went to Talkeetna on the 25th, unloaded the truck and D-4 tractor and 30 barrels of fuel; crossed them on the ice and returned to Anchorage on the 30th. The river was opening up and the move none too early.

l. McKinley Park:

Frank Johnson replaced Chet Diess as foreman in the Park this year. He, with one mechanic left for the Park on the 23d. Very little snow around the station and the freight that has been going into the Park has been hauled and stored. Grant Pearson, new Park Supervisor, was in and he advises that glaciers are exceptionally bad this year, especially so up at Igloo.

m. McKinley Park-Gusitna River Survey:

Harold Miller, and one man, left Anchorage on the 16th to start freighting supplies for the survey. Reports were that the miners had broken a trail part way to the station from Valdez Creek and were broken down. D-4 which went with Miller developed fuel pump trouble and even after remedying that, the work proved too much for the small cat. The D-8 scheduled for the Park from Fairbanks was sent down to break trail for the smaller cat and drag. It arrived on the 21st and was put to work with an operator from Anchorage. Last definite reports were that they had opened up a haul road to 20 miles out and progress was picking up. It is expected that the D-8 will be through and back at the Park in about a week.

2. By Contract

a. Anchorage Warehouse, Contract I-arc-4007, Gotberg Construction Co.

Partitions were completed, tile flooring laid, plumbing in and painting completed. We moved in on the 25th of the month, but this did not constitute an acceptance of the building as arrangements had been made about this with the contractor. The building should be complete, including elevator, for a final inspection on the 5th of April. This does not include outside painting which must wait for warmer weather.

b. Asphalt Tank Farm Contract I-arc-4036, B-M-K Co.

Three storage tanks have been completed including heating coils laid in the bottom in two of them. Piling was secured by the ARC from the Railroad for the trestle for the 12" line when it was found that the M-K piling was at Whittier under 8 feet of snow. This was done to speed up the job and M-K will replace the piling to the Railroad from their stockpile. The driver was started on the 9th, and the job of driving completed on the 14th. The 12" pipe was reconditioned manually after it was found that the contractor was not able to obtain suitable sandblasting equipment. This work was completed on the 21st. A strata of frozen and expanded clay was discovered in the subgrade under tank three and the area excavated on the 16th. Upon completion of the excavation, the ARC immediately backfilled the area with 66 yards of select gravel.

Work on laying the dock line has speeded up considerably and 60% of the line is in place and welded. The floor slab of the pipe well of the pump and boiler house was poured on the 27th but after the pour was completed, it was found that it was constructed in the wrong position in the pump room. Excavation in the proper location has been started, and the old slab covered up. The error occurred when the contractor worked from an old plan and not from revised drawings that had been submitted to him early in the month.

revised drawings submitted?
100-111

3. Weather:

Weather has been very moderate during the month. Started to thaw on the 27th of February and very little freezing weather was encountered until

Taylor - April 4, 1949

Page 6.

the 30th of March. Snowfall started March 30 and about 8 inches of new snow is on the ground which may hamper operations somewhat for a few days.

4. Miscellaneous:

Water main leading down over the hill to the new area froze up on the 2nd. Warm weather seems to have driven the frost down. Thawed down to the main on Fifth avenue and men worked 24 hour shifts opening up the line. Thawing completed on the 4th and water in the garage and warehouse again on that day.

Thomas M. McGovern, bridge foreman, arrived on the 9th and was immediately sent to Homer.

B. D. Stewart, Jr., arrived from Valdez on the 10th, to meet Colonel Noyes.

Colonel Noyes arrived from Fairbanks on an inspection trip on the 11th.

Forrest R. Easterday, P-3, in off the Baronoff on the 25th. It is planned to use him on easement and right-of-way work.

Peter J. Bagoy came in over the Alcan Highway. He reports it in fine shape. It is planned to use him as general foreman of the Anchorage Area including Palmer Mountain Roads and the Glenn Highway. King and Bilodeau are to be retained as job foremen with Bagoy over both of them. This will relieve the office of many routine construction and maintenance problems, and coordinate equipment between all areas in this locality.

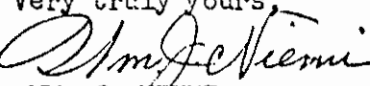
Three steel girders 50' long were hauled over the road to Seward from Kenai for bridge repairs at Valdez. Some difficulty was encountered in getting them around the corner at Schooner Bend Bridge but the back end of the trailer was lifted with a cat dozer and slid over to clear the end of the bridge.

Albert W. Torn, P-3, arrived from the States. He will go on section and property line ties and gravel pit locations on the Anchorage-Palmer Highway and other roads, until contract work on Glenn B-1 opens up.

George M. Tapley and Marvin E. Jenkins arrived from Juneau on the 29th on inspection of the tank Farm. They left for Valdez on the 31st.

Walter H. Daub arrived from Juneau on inspection tour on the 31st.

Ellery Rountree, Equipment Engineer was in the 31st. He is on leave and is in reserve training with the 925th Aviation Engineer Group at Fort Richardson.

Very truly yours,

WM. J. NIEMI
District Engineer

WJN:mmm

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



March 7, 1949.

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Col. A
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AFG
GMT
WH
GHS

SUBJECT: Monthly progress report for February 1949,
Southwestern District, Anchorage, Alaska

1. By Government Forces

a. Anchorage Roads:

General snow removal and winter maintenance was performed on all Anchorage roads. Heavy snow conditions and strong surface winds caused considerable trouble due to drifting in the open areas and cuts, but roads were kept passable except for a few hours on the 16th and 18th of the month. During this period, winds reached a velocity of 53 miles per hour and our equipment was unable to remove drifts as fast as they formed. Dozers and graders work twenty-four hour shifts and succeeded in spasmodically opening one lane in the Spenard Area and at Merrill Field and Mountain View so traffic could keep moving. Wind died down on the 18th and dozers were kept busy widening and opening side roads that had become plugged. Graders became worthless except for smoothing up behind the tractors, as the snow was too heavy and berms too high for them to operate. A D-4 was put to work cleaning berms out of private drives after the heavy work was accomplished.

The glacier by the CAA shop on the Loop Road was active during the month and the boiler crew opened the culverts and chipped ice during the period.

b. Anchorage-Palmer Highway

The snow fence that was erected by M.P. Gate Number 3, stopped all drifting in that area and except for intermittent small drifts between the Matanuska River Bridge and Palmer, no undue trouble was encountered. On this latter section, dozers removed the drifts as they occurred and pushed the berms back off the shoulder of the roadway to prevent further trouble. The wind kept this stretch open by blowing the snow across the road. The glacier at the south end of the Knik River Bridge became active during the month and culverts were kept open during this time. Ice from overflow was chipped off the roadway.

c. Potter Highway

Routine snow removal and maintenance with the maintainers was performed during the first part of the month. During the strong surface winds on the 16th, 17th and 18th, the stretch of road between Campbell Stating Road and Wells Road became drifted full for its entire length. All available equipment went to work and by double shifting the road was open and passable for

traffic on the 17th. One lane was kept open and when the winds died down dozers pushed the drifts back. The highway was made passable for two lane traffic on the 19th. On the 27th, the glacier at Rabbit Creek became active and had built two feet of ice on the road before it could be checked. The boiler crew thawed and chipped the ice and cut a ditch through the ice so it would drain over the bank into the creek. The cut is so narrowed by frozen ice and snow that the erection of a barrier is impracticable.

d. Anchorage Depot

Parts bins have been built upstairs in the garage and parts are being moved from the old area. The elevator arrived in part but as all the parts are not here it seems impracticable to try to assemble it. Overhaul is being carried on in both shops.

During the month, the roof drains in the north end of the warehouse froze under the floor and water pressure sprung a pipe joint, with the result that the cold storage section became covered with two inches of ice. The boiler was used to thaw the drains and the roof intakes were plugged. This will have no bad effect on the roof as the water will be forced to the drains that are open through the warm storage area.

e. Palmer Roads

The wind blew continuously during the month causing drifting on almost all the roads. Crews worked double and triple shift during the worst storms and kept travel over the main arteries. Loss of our only SnoGo on the 9th, severely handicapped the efforts of the crews but by sending extra dozers and graders from Anchorage, this loss was somewhat offset. Most of the drifting could have been eliminated by the use of double or triple snow fence, especially along the Matanuska River and at Stephens on the Main Highway. It is estimated that at least 10 miles of snow fence is needed in the Valley. One tractor with dozer was stationed at Wasilla and worked to advantage. It is planned that next winter snow removal equipment will be left there with an experienced operator who resides in Wasilla, and who will work as required. The mountain roads are still plugged with snow but work is continuing on them. Homesteaders have moved into old Knik and that piece of road has been added to our maintenance in the Valley.

f. Glenn Highway

Unusual drifting was encountered all through the month along the Matanuska River. Maintainers were kept busy on the road all month clearing snow as it fell and as it was blown in. Glaciers were active and a crew was kept busy chipping ice off the road, keeping culverts open and sanding the worst stretches. On the 27th, three small slides came down at 98 mile but

they were immediately removed without any delay to traffic. Crews worked overtime keeping the drifts out and keeping ahead of the almost continuous snowfall.

g. Homer Roads
Kasilof Roads

Snow removal was accomplished on both these projects. At Kasilof drifting occurred on the 17th but the road was opened when the dozers from Kenai arrived at Kasilof two days later. The road was kept in good condition. Glaciers were taken care of on the Homer roads and sanding was done on the worst stretches.

h. Russian River-Homer Road

Overhaul progressing satisfactorily, and expect to have all equipment in operating condition when construction starts. The crusher has arrived in Seward and plans are being made to get it to Kenai before the thaw and the roads became bad.

Heavy drifting of snow occurred on the 17th at Kenai and Moose River. Dozers removed the heavy drifts and the road was open for traffic by the 20th.

On the Homer end very little drifting occurred and the work during the month consisted of general maintenance and snow removal. Plans are being made to get the Anchor River bridge started in March, as well as the Homer dock.

i. Dillingham

Winter maintenance was performed upon this route during the month. Thurman Betts returned to Anchorage February 4th, and reported the SnoGo and tractor in good repair, and the work of snow removal moving rapidly. Double shifting has been necessary during the month to keep the roads open for the school bus as the unusually heavy snowfall and high surface winds have caused undue drifting during the entire month.

j. Kodiak

Winter maintenance and snow removal was performed upon this route, which was kept in good condition.

2. By Contract

a. Anchorage Warehouse, Contract I-arc-4007, Gothberg Construction Company.

Gothberg was notified to proceed with the supplemental work on the warehouse on the 2nd of the month, and immediately started erecting partitions,

installing additional plumbing and wiring. The work progressed satisfactorily during the month with the partitions being completed, the wiring finished and most of the plumbing hooked up. Asphalt tile for the floor arrived in Seward on the 27th and the ARR is trying to expedite it. The rest of the plumbing is being left unfinished until the tile arrives and can be placed. The parts for the completion of the elevator have arrived in the ARR yards in Anchorage, but cannot be located in the tremendous backlog of freight. Mr. Gothberg has cleaned up both floors of the building and has given us his OK to go ahead and start moving in. He has agreed that this will not constitute an acceptance of the building.

b. Asphalt Tank Farm - Contract I-arc-4036, B-M-K Co.

Snow removal on tank site has been completed, major materials stored at site and sorted. The thawing operations of tank area is approximately 25% complete. Piling and necessary equipment is located at the site and driving of piling is proposed to start March 1, 1949. All major materials are on hand or on the way, enough is on hand so that contractor is not hindered for lack of materials.

3. Weather.

Weather conditions have been exceptionally bad during the last month. The mean temperature was about 13 degrees below normal, the coldest month of February on record. Minimum temperature was around 25 below zero. The wind has blown steadily over the greater part of the district causing drifting of the frequent snow falls.

4. Miscellaneous.

Harold Miller arrived from Ketchikan on February 3.

Claude Rogers was in on the 11th, going back to Homer from outside.

Richard Gamwell, P-4, Contracts Engineer, arrived on the 4th.

Ed. Biladeau, local foreman, arrived from the States on the 5th.

Thomas Perkins, Engineer, arrived for work on the 7th. It is planned on him working here until the Paxson-Cantwell Survey opens up and then he is to go on to the Valdez District.

Bill Fordan, P-3, Resident Engineer, arrived for duty on the 21st. He has been assigned on the tank farm to relieve Miller who is cleaning up small office jobs and getting materials, equipment and crew ready for the Cantwell-Paxson Survey.

Niemi left for an inspection tour of the Kenai Peninsula on the 23th.

Very truly yours,

W. J. Niemi
W. J. NIEMI
District Engineer

WJN:mm

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

March 1, 1949.



Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Snow Removal for Southwestern District, Anchorage Area.

75 - Anchorage Roads:

During the first eight days of the month, work consisted of general snow removal with maintainers and widening with two tractors. On the ninth the wind came up and threatened to block all roads. Wind died down at 11:00 P.M., and men on shift finished cleaning drifts and went off duty. All roads were passable at 5:00 A.M., of the tenth. On the 12th ten inches of new snow fell but was plowed back and roads were passable on Sunday Feb. 13. Wind came up at noon Tuesday Feb. 15, and crews went on double shift to get school buses and commuters home. Hired available operators and put all available equipment on twenty-four hour shift. Snow drifted roads full faster than equipment could open it up. One cat and one grader worked on 75-A at Merrill Field and Mountain View and managed to keep one lane open for traffic. Wind blew all day Feb. 16, and all roads were blocked except Palmer-Anchorage Highway. Worked double shift and long hours and had main Spenard roads, Potter roads and Sand Lake roads open for traffic when the wind died down on the morning of the 17th. Graders were practically worthless except for cleaning up after dozers as berms were too high to work efficiently and drifts were too heavy. On Friday 18th, all roads were open for traffic, but all needed additional work as only one lane was open. Continued double shift for another blow would have filled everything completely. Wind remained quiet and all roads were opened for two lane travel on Feb. 21. Rest of month spent on pushing berms back with dozers and cleaning up with graders. 545 miles of snow removal were accomplished during the month.

75B - Anchorage-Palmer Highway:

631 miles of snow removal during the month on this route. There was very little drifting as the road was protected except between Palmer and the Matanuska bridge. Snow berms were removed and wind kept the road clear except for occasional isolated drifts which were immediately removed.

35 - Palmer-Nasilla Roads:

936 miles of snow removal during the month. The wind was continuous for the entire month blowing from 10 to 53 miles per hour. Roads were open on first but strong winds on the 2nd filled them all. By double shifting with plows and Snogo, traffic was kept moving. Wind died to 10 M.P.H. that evening and the snow was pushed back with dozers so V-plows could work. 40 M.P.H. wind came up the 9th, nullifying all the work that had been done. All cuts were

drifted full from 3 to 10 feet and dozers and Snowgo went on double shift to open them up. Snowgo broke down in evening and has been down all month waiting for parts from the States. Sent another grader with wing blade from Anchorage on the 10th, to help out. Seven inches of new snow fell the 12th and the wind picked up, undoing all the work accomplished. Went on triple shift on the main highway with all equipment and managed to keep traffic moving until the 16th when drifts at Stephens and the Alpine Inn blocked the road completely. Wind died down on the 17th and the Glenn Highway was opened, also the road to Wasilla. By triple shifting all main roads were opened up by the 18th. The wind continued blowing at Palmer steadily at 3 to 16 miles per hour with 20 to 40 mile gusts the rest of the month. By double-shifting during the worst spells all roads have been kept passable.

96-B:

Conditions on 96-B have been about the same as the Palmer roads with 524 miles of snow removal being accomplished during the month. Continuous winds along the Matanuska River with fresh light snow every few days made double shifting a necessity to maintain travel over the road. Moderating temperatures on the 27th caused three small slides at 98 mile but these were removed without any delay in traffic.

55-C - Kenai-Homer:

At Kenai heavy snows and intermittent winds caused no undue trouble until the 13, 18 and 19, when the road at Kenai and Moose River drifted full to a depth of 2 to 6 feet. Dozers removed the drifts and roads were open on the 20th. Snow removal for the month consisted of 466 miles including 5 miles of drifts.

At Homer no or very little drifting occurred and work consisted of routine snow removal after the frequent snowfalls. 62 miles were totaled during the month.

98-D - Kasilof-Roads:

35 miles of snow removal including one mile of 4 ft. drifts which blew in on the 17th. Dozer removed it two days later.

92-R - Dillingham-Wood River Road:

Betts returned to Anchorage Feb. 4, after getting the road to the hospital open. Larson was working on the Wood River road, when he left. Roads drift full immediately after being plowed which seems to discourage him. No report received as yet on present road conditions.

L.A. Hatchett
L.A. HATCHETT
Ass't. Dist. Engineer

ALASKA ROAD COMMISSION
Anchorage, Alaska



February 2, 1949.

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

5 Col. N
1 IPT J
2 JEG
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SUBJECT: Monthly progress report for January 1949, Southwestern District,
Anchorage, Alaska.

1. By Government Forces

a. Anchorage Roads

Snow removal and winter maintenance was performed on all the Anchorage roads. The glacier on the Loop Road by the CAA shop backed up and started over the road, the culverts were thawed out, ice chipped off the road and oil burners placed at the culvert entrances to keep the water flowing. The tractors with blades were put to work on widening on all the roads as the unusual amount of snow fall could not be removed with the plows on the graders. The roads have been bladed down to the gravel in most places and are in good shape. The snow this year is too heavy for the graders to handle and quite a bit of trouble developed with the equipment. The AC grader broke in half on the Palmer Highway and several cases of broken bits, one moldboard, and the wing on another machine was damaged several times.

b. Anchorage-Palmer Highway

Two small slides came down at the south end of the Knik River Bridge on the 9th. They extended across the road but were easily removed with dozers and graders. Traffic was not halted more than a few minutes Monday morning. The glaciers were very active during the thaw and culverts were thawed and fence erected. The excessively heavy snow fall made it necessary to use the dozers to push the berms back so the graders could clear the road of snow.

c. Matsnuska Valley Roads

Work on these roads consisted of snow removal, sanding, and widening of snow berms thrown up by the V-plows. During the early part of the month, the glaciers were quite active and culverts were opened, ditches cleaned out and glacier fence was erected. During the last half of the month, snow fell until all roads were blocked and the crews worked overtime to keep school bus routes open. A fifty mile an hour wind has been blowing for the last week which blocks roads almost as soon as they are opened up. The Snogo is the only machine which will get rid of the drifts and it has been working overtime. Two additional men were hired and double shifts started. Two more cats were sent from Anchorage to help push the berms back so the V-plows would be of service. The roads to the Susitna mining district have been closed all month by slides which came down during the warm weather on the 9th and 10th of the month. They are composed of dirt, trees and snow and the Snogo will not

handle them, so a cat has been busy all month on that project.

d. Homer-Russian River Road

Work in this area consisted of winter maintenance, snow removal, and equipment overhaul. Over 1400 miles of snow removal was accomplished to permit freighting and general traffic, and so freight could move from Seward. Frank Johnson returned and is staying at Russian River to take care of the glaciers that are continually giving trouble along the Kenai River. The FRA road is getting narrow and is in poor shape; consequently the freighting of supplies and parts is a slow job with the freighting equipment in the ditch part of the road. Necessary winter maintenance and snow removal was performed on the Homer roads.

*Neimi
Latter
this is
in good
condition
JR*

e. Dillingham.

Betts left for Dillingham on the 14th, and found things in pretty bad shape. He requested a new motor for the Snogo which was sent down and installed. The Snogo was plowing snow the day after the motor was received. Snow has been abnormal there and drifts very bad. No report has been received recently but the road situation should be considerably improved.

f. Anchorage Depot

The garage crew is busy on winter overhaul of equipment for next seasons work and on keeping the present snow plowing equipment on the road. Several pieces of equipment have been completely overhauled including three tractors that were immediately put to work on snow removal. The AC grader was repaired by inserting a sleeve in the tubular steel frame and welding reinforcing plates in place.

Parts bins have been built in one quarter of the upper floor of the garage and lumber purchased for additional bins and racks in the remaining area. The steel for the mezzanine floor was also hauled and has been put in place.

2. BY CONTRACT

a. Anchorage Warehouse, Contract I-arc-4007, Gothberg Construction Company.

Work on the warehouse is almost completed but due to the delay of some of the shipments by the railroad, the building is not ready for inspection and occupancy. Even after acceptance, money should be retained to take care of outside painting and finishing which cannot be done until weather moderates.

The railroad has evidently mislaid one box of elevator parts so that is not yet installed. It is also now apparent that a change in the wiring is essential for efficient operation.

b. Garage Heating Changes

Short Term Contract - Anchorage Installation Company.

Changes were made in the heating of the garage as revised on the plan which included lowering the present units and adding four new ones in the work area and installing thermostat in office. Noticeable difference resulted in heating the floor level.

c. Asphalt Storing and Handling Facilities - Contract I-arc-4086 - B-M-K.

First materials for the tank farm arrived during the month consisting mostly of knocked-down tanks in crates. Material was hauled to site and stored in the truck loading area, or placed in M-K warehouse.

H.C. Shircliff, District Engineer for M-K Co. advised this office that actual field construction will commence immediately after the 1st of February. D.D. Kaiser will be building superintendent, and J.W. Ferrin tank superintendent. Their plan is to erect one tank as rapidly as possible to provide storage for such materials as pipe insulation.

The contractor advises that three subcontractors will be engaged on the project as follows:

Urban Plumbing & Heating Company, Seattle, on piping and power hours;
City Electric of Anchorage, on electrical work;
M. F. Goggans of Anchorage, on painting

A form was prepared and delivered to the contractor on which was to be indicated the Proposed Construction Program. This has not yet been completed, as the local representatives of M-K Co. wish to consult with their Chief Engineer before returning it.

3. WEATHER CONDITIONS

Temperatures in the first ten days of the month were above normal with the thermometer reading plus 32 degrees on the tenth of the month. On the 17th it dropped to minus 17 degrees but was back up to 15 above on the 19th, and stayed above zero for the remainder of the month.

The snowfall was the heaviest yet recorded for Anchorage for the month of January with a total of 36.1 inches. These abnormal conditions

Taylor - Feb. 2, 1949.

Page 4.

existed over the entire district which resulted in numerous problems and long hours in keeping traffic moving and roads open.

4. MISCELLANEOUS

Foreman King from Palmer returned from States on the 17th.

Two new Ford Pickups arrived in Anchorage. It is planned to give one to King and use the coupe he now has in the Anchorage Area.

The cost accounting is slowly going ahead with Grammer and Van Zanten doing most of the work on it.

Grammer finished his map work on the Fairbanks survey.

Wm. J. Kiemi, District Engineer, arrived at Anchorage, January 22, from Juneau, as transfer from the Bureau of Reclamation, Washington.

H.O. White returned from the trip to the International Harvester factory and Juneau conference on the 22nd.

Several boxes of surplus equipment have been received from the States. They contain in whole a 16 ft. boring bar for Sterling Marine Engines plus special tools for servicing. Their value is contained only in what metal can be salvaged for the shops. Received also from the States one steam towing winch for a heavy duty tugboat. This material and equipment was procured by Juneau from War Surplus in the Continental U.S.



Wm. J. Kiemi
District Engineer

WJN:mm

Spec:

If we need to use the
PRA road to Seward, I
think we should write
them a letter & call
their attention to the ^{poor}
state of ^{road} maintenance of
the Coopers Landing
Road. This should be done
right away, mainly for the
record. JES

See note:

Stewart advised, in discussion, that his statement was not sufficiently accurate to base our criticism to the CPA on. After considering this factor it was decided to withhold action until more accurate info at hand.

WJG

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~XXXXXXXXXXXX~~
Anchorage, Alaska

January 6, 1949

Col. N
IPT
AFG
GMT
AWHD
GHS



Mr. Ike P. Taylor
Chief Engineer, A.P.C.
Juneau, Alaska

Dear Sirs:

Following is the situation report from the Southwestern District for the month of December, 1948.

Palmer Areas

Activities in this section consisted of winter maintenance, snow removal, and overhaul of equipment. During the early part of the month the glaciers began to work rapidly, especially in the Matanuska Valley, and required daily attendance of thawing crews. Numerous fences and barricades were erected to keep the ice from forming on the road surface. All roads remained icy during the first half of the month, and considerable sanding was done in order to provide a safe driving surface. The last ten days of the month snow started to fall, accompanied by winds and all available equipment was put to plowing. The 511 tandem-drive grader borrowed from Glennallen was most useful during this period. It was necessary to work irregular overtime in order to keep all roads open and safe for traffic.

Russian River-Homer

PRA →

Work on this section consisted of winter maintenance and equipment overhaul. Extreme cold weather was experienced, especially around Kenai, and some bad glaciers have begun to form on the road. The Coopers Landing road is in very poor shape, with many sidehill glaciers, and our equipment was off the road several times. Inventories at both Kenai and Homer were completed, and work begun on overhaul of equipment. All equipment along the road was brought in to the depots. Necessary winter maintenance and snow removal was performed on the Homer local roads.

Anchorage Roads

Winter maintenance and snow removal was performed as conditions dictated on this section. Roads were icy during the first part of the month, and glaciers were active. The thawing crew was kept busy putting in drain ditches and placing barricades were possible in order to stop ice from forming on the road surfaces. All roads were plowed several times during the month.

Vertical handwritten notes on the right margin, including "1770" at the bottom.

Anchorage-Palmer Road

As on the other roads in this area, thawing crews were kept busy working on glaciers most of the month. Considerable sanding was necessary as the road surface was very icy most of the month. Barricades were placed in several spots along the road to prevent ice from forming on the road surface. These were constructed of corrugated roofing iron placed against stakes frozen into the ice, of building paper and chicken wire, and of canvas. Snow removal was performed as necessary, it being the policy to keep the snow bladed right down to the road surface. The road was in good condition all month.

Anchorage Depot

Pouring of concrete on the second floor of the garage building was completed. When heat was put into the building it was found that the main working space in the garage was not warm enough. A contract was let to put in additional heaters and to lower the existing heaters. Steel for the additional mezzanine was received during the month.

Operation of the camp in the depot yard was suspended about the middle of the month.

Work on the warehouse building progressed slowly. One boiler was placed in operation and work on jacketing both boilers and the piping continued. Partitions were placed and some of the windows glazed. The contractor is still short quite a bit of material.

A tank was purchased to provide gasoline storage when the gas pump is moved to the new depot.

The garage crew kept in repair equipment being used on winter maintenance, completed inventories, and overhauled several pieces of equipment.

Miscellaneous

No reports have been received to date from outlying districts. On December 28 a wire was sent to Dillingham to inquire if the SnoGo was operating and if the roads were being plowed. No answer has been received. It is believed that both wires were routed wrongly, having addressed to Kanakanak. We have since discovered that direct service to Dillingham is now available.

Foreman Rogers from Homer is on annual leave in the States and will return about February 1.

Very truly yours,



B. D. Stewart, Jr.
Acting Superintendent

TELEGRAM

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS, UNITED STATES ARMY
FEDERAL BLDG., JUNEAU, ALASKA
TEL. 891

Col. N <i>92</i>
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<input type="checkbox"/> AFG
<input type="checkbox"/> GMT
<input type="checkbox"/> ELR

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TO GHIGLIONE ROAD COIM JUNEAU ALASKA

03931

INT GR39



RETEL CONFIRMING SITUATION REPORT FARM ROAD WEST FROM WELLS JUNCTION
HAS BEEN GRAVELED TO RAILROAD PD DOZED OUT WINTER ROAD WEST OF
RAILROAD CROSSED CAMPBELL CREEK AND HOOKED IN WITH NOMESTEADERS ROAD
WHICH COMES OUT AT NOBEL MCRAE PLACE

31/25040Z

Handwritten signature

Handwritten initials

35/79

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From Ghiglione Road Commission Juneau Alaska December 31, 1948

To Stewart Road Commission Anchorage

Re Situation Report December eleven confirm that farm road west from Wells
junction Potter road has been gravelled to railroad along center section seven
and advise status road west of railroad

AFG:EK

AS

JA

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~JUNEAU, ALASKA~~
Anchorage, Alaska

December 11, 1948

Mr. Ike P. Taylor
Chief Engineer, A. R. C.
Juneau, Alaska



Col. N. J. J.
IPT
AFG
GMT
ELR

Dear Sir:

Following is the situation report from the Southwestern District for the month of November, 1948:

Palmer Area:

All work except routine maintenance was discontinued the middle of the month, due to lack of funds and cold weather. Foreman King was called to the States about the 15th and Foreman Dye has been in charge since his departure.

Crews were cut to the minimum required for satisfactory winter maintenance, there being one man with a large motor grader and snow wing at the camp east of Sheep Mt., a foreman, grader operator, and two truck drivers at Wienie Lake, and men as required working out of Palmer. All roads in this section are quite icy at the present, and it has been necessary to do a great amount of sanding, especially on the Glenn Highway. To date, there has been little work necessary on glaciers, though some are beginning to show up.

The telephone at Palmer was moved to the A.R.C. office, with an extension bell in the garage, so that better communication can be had with crews. An Adams 511 grader was brought over from Glennallen to assist in winter maintenance of the Valley roads, the present machines at Palmer being old and in very poor condition, and none of them large enough or fast enough for some of the heavy snows and drifts. The garage crew was cut to three men, who are engaged in getting in shape some of the heavy equipment known to be needed next season. The Anchorage shop will be too busy moving to the new building and getting out equipment stationed in Anchorage to do any of this work this winter, but following that it should be possible to discontinue the Palmer garage as such.

Russian River - Homer Project:

In the Kenai area, all work was suspended by the 20th. Graveling was stopped prior to that time, due to cold weather, but the clearing crew was worked longer in order to corduroy a long swamp about five miles south of the Kasilof River. The grading crew also worked longer than the gravel crew, and graded up a wet sidehill about three miles

south of the Kasilof River, freezing weather making this work easier due to the wet ground.

All Mile Posts from Russian River to Kasilof were put in, the camps closed, and work started on the inventories. A start was made on hauling in equipment which had broken down along the road, and this work was nearly completed by the end of the month. Some equipment secured from the Army and stored in Seward, was moved to the Kenai depot. This consisted of three Case tractors, two D-4 tractors, 3 Euclid tractors, three Oskosh trucks, and one gravel loader.

It was necessary to dig a new well at the Kenai depot, the old one having been contaminated by overflow of the cesspool.

An inspection trip to this section was made by Assistant Superintendent Hatchett late in the month, and plans made for overhaul of equipment.

In the Homer area, graveling near Anchor River was carried on until the middle of the month, covering wet ground just north of the river. Loading and hauling of bridge steel was completed by Nov. 15, and the small shovel moved to Anchor River. The weather being favorable at that time, it was decided to go ahead with erection of the Anchor River bridge, and Foreman Gunderson and crew of three men was sent to the site, from Glennallen. Using the large dragline as a piledriver, the steel bent on the south side of the river, and one false bent, were driven, but in the meantime extremely cold weather came on and the river started to glacier. Attempts were made to keep a channel open but these failed and the entire valley became covered with about three feet of ice. It was necessary to do some dyking to keep the camp from being flooded, and the steel yard began to glacier up. Under these conditions, the crane could not work out into the stream, so the camp was closed and the crew sent home. Stripping and corduroy work was also halted late in the month, cold weather and darkness resulting in inefficient operation of the camp.

All equipment was moved in to Homer, except the large dragline, for winter overhaul and inspection. The light plant at the Homer depot gave trouble during the month, the connecting rods and crankshaft going out, but repairs were accomplished.

Anchorage Roads:

Work was continued until about the 20th of month on graveling the Spenard road from the top of Romig's hill to Deadman's Curve. Cold weather was experienced during this time, but it was deemed adviseable to continue until this section was completed, due to the heavy volume of traffic over that section and the manner in which it broke up last spring. About 18 inches of gravel was placed over most of the distance.

The gravel was then moved to the Potter road and gravel placed on the line which had been started toward Campbell Creek. A fill across a swamp was made, bringing the road to the railroad, and from there a dozer was started on clearing out the right of way toward Campbell Creek. It is the intention to secure a passable winter road that will serve the homesteaders and to get the line brushed through while the ground is frozen.

Most of the local roads were bladed up before the ground froze, and as a consequence they should remain in fair shape all winter. They are all icy, though, due to rain that fell about the middle of the month just after a heavy snowfall, followed by extremely cold weather. Sanding has been done on the worst sections. Some glaciers have made appearance, especially on the lower end of the Potter road, but only that portion being used by the school bus is being maintained.

Anchorage-Palmer Section:

This road was in fair shape during the month. The surface was bladed well before freeze-up, but as in the Valley and around Anchorage, the thaw in the middle of the month, followed by cold weather resulted in a sheet of ice covering the road. Attempts had been made to blade the snow down to the gravel but it was not possible to get this work done before the ice formed.

Some glaciers have formed, especially on the hill just north of the Moose Horn Lodge, on Peters Creek hill, and north of the railroad crossing at Mile 146. Maintenance crews have placed barricades at these glaciers, some consisting of sheet iron roofing against posts frozen into the ice, some of canvas, and some of chicken wire netting backed with roofing paper. These barricades successfully hold back the ice and prevent it from flowing across the highway. When not working on these barricades, the maintenance crew has been occupied in sanding the worst places.

The sub-contractor on Section A, Stock and Grove, ceased grading operations on the 16th, the weather being too cold. The line change east of the East Gate is about 75% complete. Considerable stripping was done on line changes between Mile 14 and the Fire Lake roadhouse. Widening of sub-grade between the Knik and Matanuska bridges is nearly complete.

Anchorage Depot:

Sufficient grading was done around the new buildings so that the spring run-off would not bother them, and a large parking area built up north of 4th Ave. The fuel tank was completed and placed in position, the stack raised, and work begun on installing the oil burners in the furnaces. About half of the concrete flooring on the second floor of the garage was poured, but the weather then became too cold to proceed. Work on the warehouse progressed all month, but some items on order were lost when the Railroad barge sank.

The camp located in the new yard was operated all month, but cold weather made the buildings very uncomfortable and the water supply was a problem.

The garage crew kept in repair the equipment being worked in this area and overhauled some items secured from Surpluses. An Adams 511 grader was placed in service late in the month, a welcome addition to equipment being used for snow removal.

Miscellaneous:

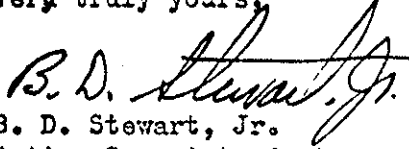
Foreman Stover reports that he completed repairs to the Karluk bridge on November 20th; also that he was shipwrecked on the return trip to Kodiak and had to remain at Halibut Bay for two weeks, arriving at Kodiak on Dec. 8. No other reports have been received from this section.

Grading operations at the tank farm site were completed as much as possible. The Railroad was unable to move the power pole until the latter part of the month, as they were waiting for the post hole digger to return from Haines. They then set a new pole and transferred most of the wiring, but the original pole still stands, and it has large pile of earth still around it that must be removed. No glaciating has been observed on the site, but across the road, the Standard Oil Company is having a bad time with ice. Water is seeping out along their north fence line and glaciating-in the upper row of tanks.

Assistant Superintendent Grammer returned from duty in the Fairbanks District and is taking a small amount of leave.

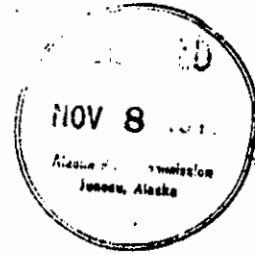
A start has been made on keeping equipment records posted monthly with the start of a new cost accounting year, and it is hoped that this will materially shorten the time required to work up the costs in the future.

Very truly yours,


B. D. Stewart, Jr.
Acting Superintendent

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~XXXXXXXXXXXX~~
Anchorage, Alaska



Col. N	92
IPT	
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November 5, 1948

Mr. Ike P. Taylor
Chief Engineer, A. R. C.
Juneau, Alaska

Dear Sir:

Following is the situation report from the Anchorage District for the month of October, 1948:

Palmer Roads

The Palmer roads were maintained throughout the month and evidently are in fair condition. No opportunity for an inspection has arisen yet. Foreman King has been on leave for several weeks, but Foreman Dye reports that graveling on the Knik road and the Hayfield road has been completed, and that the crew was moved to Matanuska to fill in a small bridge which is being replaced with a culvert.

A new crossing of the main line of the Alaska Railroad was put in by making a short line change just east of Wasilla. Better visibility is given by crossing the railroad at right angles.

Grading operations were carried out on the Pittman road, about three quarters of a mile being complete by the end of the month.

McKinley Park

Operations in this area were suspended the latter part of the month. Inventory of parts was completed, and equipment for spring snow removal overhauled. Foreman Diess was transferred to the Anchorage shop.

Russian River - Homer

An inspection trip was made to this area the last few days of the month, flying first to Homer, then to Kenai, by car to Seward, and plane back to Anchorage.

The grading and graveling camp is set up at Anchor Pt. River, with graveling nearly complete to the camp. The Northwest dragline was still on the south side of the river, but will be moved across in a few days. Wet ground on top of the hill north of the river has been corduroyed and is ready for gravel. The stripping camp is located at Stariski and has worked to a point about a mile and one half north of the creek. The camp will move up there in a few days. The weather has been very wet but is beginning to tighten up now.

[Handwritten signature]

35/79

An inspection was made of the proposed East End extension, and it was found that the "L" line, as submitted on our sketch, is definitely the best location. As there are a number of homesteaders on east of Fritz Creek, most of whom have children of school age, it would be most desirable to at least put in the creek crossing this fall and rough in the grade so it can be used during the winter months. Please advise us about this as soon as possible.

It was found that the heating plant in the Homer garage is very crude and dangerous, consisting of a drum with a piece of pipe dripping oil into it. An effort is being made to secure something more suitable.

At Kenai, graveling is still being done with the two Euclids, the carryalls are working out of the camp at the Kasilof bridge, and the clearing crew is still working. There is a large swamp to be corduroyed and then this crew will be laid off. Work on the Kasilof bridge was completed the last week in the month. Due to heavy rain during the month, it was necessary to go back and regrade about four miles of road that had been completed in September. Mud was hauled off the grade and sand hauled in with carryalls.

The road from Kenai to Kasilof is now open to all traffic, also, of course from Seward to Kasilof.

A trip was made to Mile 58 on the Seward-Hope road, where it was found that Munter was putting in footings for the first large bridge, and Lytle and Green had several miles of road roughed out but less than a mile completed.

Surplus equipment stored in Seward was inspected and a decision made on what to ship to Anchorage and what to take to Kenai. District Mechanic Peterson accompanied me on the trip.

Anchorage Roads

The Anchorage local roads are in fair condition. Efforts have been made to blade up as much road as possible before freeze-up, especially the most traveled sections. Graveling of part of the Seward road, from the top of Romig's hill to Deadman's Curve was started but has been hampered by breakdown of the shovel and a shortage of trucks. Foreman Bilodeau was placed in charge of the local work, with headquarters at the new garage yard. Intermittent snow storms and thawing weather during the day resulted in all roads being very slippery at times, with consequent trouble from inexperienced drivers. Sanding was done as time and personnel permitted.

Anchorage - Potter

Work on this section was suspended on October 20th. At this time a passable road had been secured as far as the Potter section house. About three quarters of a mile remain to be completed to grade and width on that section. The grading equipment was moved to the new garage yard and tank farm site, with the gravel crew going to the Seward job.

Anchorage - Palmer

This section of road was in good shape all month. The Eagle River bridge was placed in service early in the month, to the great relief of all concerned.

Done
←

not much
progress

How about
the
shel