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ANCHORAGE, ALASKA
P. O. BOX 160

December 16, 1954

Mr. Wm. J. Niemi
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Niemi:

There is submitted herewith the Annual Report of the Anchorage District for the period December 1, 1953 to November 30, 1954. The accomplishments are listed under the following classifications:

1. Surveys, Investigations and Plans
2. Construction by Contract
3. Construction by Force Account
4. Reconstruction by Force Account
5. Maintenance

SURVEYS, INVESTIGATIONS AND PLANS

Susitna-MacLaren Survey - Route 811 - Denali Highway

Work Order 1112

Work under this order number has been confined to office work. All cross-sections were planimetered, earthwork computed, and tentative grades established. A report with recommendations was submitted by Mr. Joseph Bell and was forwarded to Headquarters December 23, 1953.

Cadastral Survey-Routes 310-410 - Glenn and Seward-Anchorage Highways

Work Orders 1115 and 1131, respectively

The field records of the previous year were computed and recorded. Errors were rechecked in the field. Centerline control and section line monuments have been completed on the Seward-Anchorage Highway and on the Glenn Highway to Mile 83. Work was shut down on the Glenn Highway cadastral work on September 29th due to lack of funds.

Dillingham-Aleknagik Survey

Work Order 1135

The reconnaissance report has been completed and submitted to Headquarters. Preliminary notes have been plotted for use by the location engineer for next season.

Pittman-Willow Survey

Work Order 1151

The Pittman-Willow Survey was started from Willow during this season and proceeded toward the end of the 1953 location at Houston. The line was brushed with a D-6 tractor and a passable tote road with a 4-wheel drive vehicle was pushed from Willow to Nancy, approximately one-half way along the line.

Two railroad crossings were investigated in the vicinity of Nancy: one grade crossing and one overhead location.

Late in the season, upon completion of the Houston Road construction, the survey crew engaged in the construction work, started a centerline location from that end to connect with the crew working from Willow. The centerline was completed, all tangents were brushed and P.I.'s were staked and referenced on the entire 12 miles.

Teklanika Bridge - McKinley Park

Work Order 1167

Upon receipt of the plans, the centerline was established and all bent locations field staked and referenced.

Igloo Bridge Site Survey - McKinley Park

Work Order 1171

A survey was completed for a proposed new bridge at the Upper Igloo Creek crossing and proposed new grades for both approaches.

11 Mile Line Change - McKinley Park

Work Order 1174

A survey of the 11 Mile line change was made together with the complete site survey of the proposed new bridge alignment. Upon completion of the field work, office work was instigated and completed alignment sketches with topog were sent to Headquarters.

Farm Road Surveys

Work Order 190

Preliminary surveys for cost estimates were accomplished on petitioned farm-to-market roads. This work was handled late in the season after most construction work had been closed down. Work this season indicated that in the future, a crew should be set up in the spring to handle petitions received the preceding winter and reactivated in the fall to complete investigations of those received during the construction period.

Materials Engineering

A materials laboratory was established on the second floor of the garage building in December 1953, with a floor area of 18 feet by 32 feet.

A soils survey was made of 60 miles of the Sterling Highway from Mile 114.5 to Homer involving approximately 140 soil classifications and a report was submitted to Headquarters.

A soils survey was made from Mile 78 to Mile 110 on the Sterling Highway. Samples were taken, approximately seven to the mile, and exploration was made for borrow sites. Classification of samples has been completed and the report is 75% complete.

A series of trips were made over the District highways and observations of icing conditions and break-up actions were made. Two reports were submitted.

A study was made to help determine the best crossing of the Susitna River by the Denali Highway and exploratory holes drilled at the site selected.

In addition to special studies, the materials section has been called upon for control and inspection of both contract and force account projects throughout the District. In general, these tests have been in soils, asphaltic pavements and cills, concrete aggregates and design of concrete mixes.

A preliminary design and estimate has been prepared for a materials laboratory with adequate working space to replace the laboratory now in use.

CONSTRUCTION BY CONTRACT

Route 110.1 - Anchorage-Elmendorf Alternate Through Route -
Contract No. 11-04-002-84

Work Order 1132

This contract was awarded to Birch-Little-Green Company of Seattle, Washington, for the grading and drainage of 6 miles of reconstruction and one mile of new road. This construction was completed and accepted November 4, 1953, and completion of the final estimate only, was made during the period of this report.

"C" Street Extension - Contract No. 14-04-002-94

Work Order 1138

This contract was awarded to Stoneking and Handy for grading and drainage of "C" Street Extension for a length of approximately 0.5 mile.

Prior to award of the contract, the Alaska Road Commission installed an elephant hut culvert for the Chester Creek crossing. Minimum fill was placed over the culvert and the contractor completed it to grade along with the other work. Material for this contract was furnished by the Alaska Road Commission in the pit at Merrill Field.

Construction began November 18, 1953 and the project was accepted for use December 1, 1953.

Knik River Bridge - Contract No. 14-04-002-133

Work Order 1139

This contract was awarded to the Munter Construction Company of Seattle, Washington, for the reconstruction of the approaches, the removal and replacement of the timber deck, and reconstruction of the portals and six existing steel trusses of the Knik River Bridge at Mile 38.7 on the Glenn Highway.

Mr. W. S. Tilton, Jr., was appointed Resident Engineer and construction began on April 22nd. A by-pass carried traffic until July 16th, when traffic was again allowed over the bridge. The project was accepted for use August 31st and the final inspection made by Mr. B. D. Stewart, Jr. on September 16th.

Government forces applied an asphaltic seal coat over the deck of the main spans.

The contractor has claimed that changed conditions warrant additional payment.

Moose River Bridge - Contract No. 11-04-002-132

Work Order 1140

This contract was awarded to the Badraun-Flechsing Co. of Seattle, Washington, for the alteration and construction of a 160 foot by 22 foot steel truss across the Moose River at Mile 29.3 on the Sterling Highway.

A temporary detour bridge and approach fills were constructed by government forces.

John O. Wiggin was appointed Resident Engineer and construction began June 1. The bridge was completed and opened for traffic August 10, 1954. This contract is 100% complete and final estimate has been prepared.

Cantwell Area Bridges - Contract No. 11-04-002-137

Work Order 1147

This contract was awarded to the Badraun-Flechsing Co. of Seattle, Washington, for the construction of four bridges as follows:

1. Nenana River Bridge No. 1

A steel deck truss, 292 feet long, with two 64 foot "I" beam approaches across the Nenana River at Mile 5.5 on the Cantwell-McKinley Park Road.

Construction began June 1st and work was discontinued November 13th due to adverse weather conditions.

2. Nenana River Bridge No. 2

A steel pony truss, 100 feet long, plus a high steel truss, 180 feet long, with a simple span approach 26 feet long, across the Nenana River at Mile 21.1 on the Cantwell-McKinley Park Road.

Construction began on May 5th and the structure was accepted for use on November 9th.

3. Jack River Bridge

A creosoted wood trestle across the Jack River, one mile from Cantwell.

Construction began August 18th and the structure was accepted for use October 4th.

4. Brushkana Bridge

A simple span "I" beam bridge with concrete deck, 80 feet long.

Construction began July 14th and the structure was accepted for use October 4th.

Mr. Bruce A. Campbell was assigned as Resident Engineer. Government forces constructed the approaches for all four bridges using earth fill.

Anchorage Area Paving - Contract No. 14-04-002-143

Work Orders 1188, 1189, 151, 115, 11 and 13

The surveys necessary for this project began in April. Stakes were set and the preparation of subgrades was accomplished by force account.

The contract was awarded to Rogers Construction Co. & Babler Bros. of Anchorage for bituminous paving, surface treatment and re-sealing of various roads in the Anchorage area totaling 25 miles in length.

The contractor began crushing aggregates on May 24th and construction shortly after. Work progressed satisfactorily through the season and was substantially completed on September 14th. The semi-final inspection was made by Mr. B. D. Stewart, Jr., Leon M. LaCross and the contractor's representative, Mr. Howard McInroe on September 15th. The semi-final estimate has been submitted to Headquarters.

The contractor's work on this project was made extremely difficult by the traffic volume in the Anchorage area. Although every precaution was taken by the contractor and by the Alaska Road Commission engineers in attempts to control the traffic, lack of adequate detour roads made it necessary to open the roads before proper curing had been allowed resulting in picking up seal coating materials and actual rutting of several sections of low cost bituminous surfacing. Especially bad was the problem encountered on Spenard Road where the seal rock was completely rolled off by traffic.

Seward-Anchorage Highway Improvement - Contract No. 14-04-002-173

Work Order 1211

This contract was awarded to the Caks Construction Company of Anchorage, Alaska, for slope improvement and guard rail construction on the Seward-Anchorage Highway.

Construction began on August 26th and the project was 94% complete when work was suspended on November 17th. Painting and clean-up remain to be accomplished in 1955.

Weigh Station Power Line - Contract No. 14-04-002-177

Work Order 1215

This contract was awarded to the City Electric of Anchorage Inc., Anchorage, Alaska, for the construction of a primary distribution system from the Fort Richardson military post gate to the weigh station on the Glenn Highway. Transformers for this system was supplied free of charge by the military.

Construction began on September 8th and was completed on October 12th. The final inspection was made by Mr. B. D. Stewart, Jr. on October 14th, and the final estimate submitted to Headquarters.

Eklutna Realignment - Contract No. 14-04-002-179

Work Order 1220

This contract was awarded to Rogers Construction Co. & Babler Bros. for paving approximately one-half mile of the Glenn Highway adjacent to the new Eklutna power plant. This was a relocation made by the Bureau of Reclamation in order to set their plant against the mountain adjacent to the penstock. Grading of this relocation was completed by the Bureau's contractor and paving was let under a reimbursable agreement between the Alaska Road Commission and the Bureau of Reclamation.

Construction began on September 24th and was completed on September 25th. Final inspection was made by Mr. B. D. Stewart, Jr. on September 26th and the final estimate submitted to Headquarters.

Knik River Bridge Approach - Contract No. 14-04-002-180

Work Order 1221

This contract was awarded to Rogers Construction Co. & Babler Bros. of Anchorage, Alaska, for paving the north approach trestle of the Knik River Bridge and 200 feet of roadway with a bituminous plant mix.

Construction began on September 24th and was completed on September 25th. Final inspection was made by Mr. B. D. Stewart, Jr. on September 26th and the final estimate submitted to Headquarters.

CONSTRUCTION BY FORCE ACCOUNT

Route 811 - Denali Highway

Work Order 127

Construction began during June and during the season work was carried on from Cantwell to the Susitna River crossing.

Work started on the side hill cut at 20 Mile in order to remove as much unfrozen material as possible and allow further thawing during the summer months. The elephant hut culvert in 20 Mile creek proved to be inadequate to handle runoff waters and it was replaced with a 10 foot diameter culvert braced with short sections of rail. The cut was worked a second time toward the end of the season and is approximately 75% complete. Completion will necessarily be a truck job.

Upon completion of the initial work at 20 Mile, grading crews moved on to 35 Mile and 41 Mile and work was continued from both sites east. At the end of the season a passable road had been completed to the Susitna River Bridge site, Mile 58.

A small gravel crew was started in July and the road surfaced to 19 Mile with spot gravelling continuing from there toward 41 Mile. A landing strip suitable for light planes was completed approximately one-half mile from the Susitna crossing.

The old Jack River Bridge, one mile from Cantwell, was removed and approach fills made for the new Jack River Bridge and for the three other bridges under contract to Badraun-Flechsing Co.: Brushkana Creek Bridge, Nenana River Bridge No. 1 and Nenana River Bridge No. 2, including 400 cubic yards of rock for the piers of Nenana River Bridge No. 2. The approaches for Nenana No. 1 and 2 bridges are passable, but not complete.

In addition, abutment fills were made for Seattle Creek Bridge, Mile 24.8, and Pass Creek Bridge, Mile 2.5, on the road to Summit.

Route 511.1 - North Fork Anchor River Road

Work Order 1113

Construction of rails, running plank and bracing finished the bridge across the North Fork and the remaining funds were utilized to improve the surface of this farm road with pit run material.

Foreman's Quarters - Cantwell

Work Order 1136

Interior of foreman's quarters was completed and a sewer line connected to the cesspool during the winter. The basement floor was poured and asphaltic shakes applied to the exterior walls, which completed the project.

Dillingham School

Work Order 1152

Filling and grading at the Dillingham School was completed September 19th. This work consisted of gravelling the playground area around the new well house and filling low spots where water collected.

Kenai School

Work Order 1153

During the season, gravel was placed in front of the Kenai School to provide a driveway for vehicles and a play area for the children. Prior to placing of this select material, the school yard consisted of silty clay and it was impossible to get vehicles off the main road or allow school buses to turn around in the area. This project was completed October 17, 1954.

Route 512.1 - Miller Loop Road

Work Order 1154

Clearing and stripping on this road was started during June and by August 22nd, 3.1 miles of main road had been completed plus 1.3 miles of spur to serve homesteaders who could not be reached by the main loop.

Route 410.1 - O'Malley Road

Work Order 1155

Extension of O'Malley Road, as originally planned, could not be made due to difficult terrain and expensive construction, so the road was extended south for one mile instead of east. This

extension served the original petitioners in the area; however, as it appears certain homesteads will be taken beyond the present limits of O'Malley Road, the south extension was given a new name of Hillside Road. This work was completed July 25th.

Route 310.1 - Abbott Road

Work Order 1156

The upper or north leg of Abbott Loop was finished by July 27th. This completed the work in the area and provides access to numerous small tract owners along the boundaries of Section 4.

Route 314.3 - Big Lake Road

Work Order 1158

Survey on this road began June 25th and construction equipment was moved in as soon as it could be spared from the Palmer-Wasilla Road. The completed project consists of 5-3/4 miles of road and a 25 foot timber pile bridge across Fish Creek. The road terminated in a recreational site on Big Lake. It serves various homesteaders in the area plus providing free access to the lake for fishermen and other recreational seekers. Project was completed September 27th.

Route 512.1 - North Kenai Roads

Work Order 1159

Beginning in July, the Salsanof road was extended to old Nikishka, a distance of 1.0 mile, and Wick Spur Road was graded and gravelled for 0.6 mile. This completes the work requested in the original petition; however, further extension of this road must be contemplated as homesteaders are already moving beyond our construction. Work was completed August 22nd.

Route 314.3 - Pittman Road

Work Order 1160

Work on this project was started upon completion of the Big Lake Road. The old Glenn Highway bridge from the Little Nelchina River was moved to the Little Susitna River crossing site. Replacement members, steel piling, bolts and timber were ordered new and the bridge crew from Valdez was contacted to erect the bridge.

Prior to erection, the crew drove a temporary pile bridge across the Little Susitna River to facilitate their work and to allow us to cross with construction equipment. Bridge erection and road construction beyond the Little Susitna River to Houston was carried on simultaneously. Both jobs went extremely well and the grading was completed to Houston at approximately the same time that the bridge erection was completed. The grading crew pulled back and made the bridge approaches on the way out. Work was completed and the road opened to traffic October 26th.

Route 110.2 - Birchwood Road

Work Order 1161

Work on this extension was started in August and by September 19th 2 miles of completed road was finished. Although this road does not complete that requested by the Bureau of Land Management, through the small tract area, the extension was terminated at the beginning of extremely rough terrain. After reconnaissance of the entire proposed loop, we anticipate beginning at the other end in 1955 and working toward a connection leaving this most difficult section to the last. In this way we will provide access to settlers who otherwise would have to wait an additional year.

Route 110.1 - Abbott Road

Work Order 1162

Work was started on this extension upon completion of the Abbott Loop. Although 2 miles of the road was stripped, only 1.5 miles was graded. Work was completed September 19th.

Route 511.1 - Moose River Road

Work Order 1163

Clearing and stripping of 2.6 miles on this road was accomplished in June to allow the ground to dry and make actual construction easier, but by July 25th, when lack of funds forced us to shut down operations, 1.1 miles of this loop had been completed. Although this is a portion of the originally proposed Moose River Loop, it is on the other side of the Sterling Highway to that constructed in 1953, and in order to attain its identity, we have renamed this section as Scout Lake Road.

Route 812 - McKinley Park - Toklat Bridge

Work Order 1164

A trailer camp was established at the bridge site on March 30th, the earliest on record. Construction began on April 7th, and was temporarily suspended May 1st. Work was resumed on June 6th, and the bridge completed and opened to traffic June 13th. A bulkhead about each abutment remains uncompleted.

Route 812 - McKinley Park - East Fork Bridge

Work Order 1165

Work on the East Fork Bridge for this season began April 17th and proceeded without interruption until September 8th. The structure is completed except for painting of steel work. Both approaches were graded but not surfaced, and the road opened to traffic October 1st. The site was cleaned up and the camp dismantled.

Route 812 - McKinley Park - Culvert, Mile 10.9

Work Order 1166

During the week beginning September 20th, the existing bridge at Mile 10.9 was demolished and a 58 x 38 inch culvert was laid in the opening and the roadway filled.

Route 812 - McKinley Park - Bridge, Mile 11.0

Work Order 1168

Construction began on September 17th and the existing one lane bridge was replaced with a two-lane treated timber bridge. The project was completed and opened for use October 4th.

Route 812 - McKinley Park - Wonder Lake Camp Ground Road

Work Order 1173

Construction began August 9th and was completed on September 14th. The road was constructed by an overlay fill from the existing lodge road to the shore of Wonder Lake, a distance of 0.5 mile, and provides access to a camp ground on the lake shore.

Healy Airfield

Work Order 1191

The work of scarifying and grading the Healy Airfield was completed in June.

Cantwell Airfield

Work Order 1192

The Cantwell airstrip was overgrown with grass and was extremely rough and dangerous for the use of light planes. This strip was graded and shaped up in August.

Cantwell School

Work Order 1198

The old building moved down to Cantwell from McKinley Park as a school in 1953 proved too small to handle all the children, therefore, one of the quonset huts from the depot area was moved across the road and set up adjacent to the present building to provide a second classroom.

Although a school site has been reserved near the Cantwell intersection, the buildings were left on Road Commission property due to the fact that a well had been drilled and power lines had been installed. It was not felt, by either the Road Commission at Cantwell or the school authorities, that the move could economically be justified at this time.

Dillingham Airfield

Work Order 1200

During the spring break-up, runoff waters at Dillingham eroded the airport fill to the point where gullies, five to six feet deep, extended 20 to 30 feet into the runway, past the limit lights. The field was so dangerous that plane operators refused to set even medium sized aircraft down on the field. The major gullies were filled with material from an adjacent pit and minor erosion was handled by blading with the motor grader. This work was handled for the Territorial Department of Aviation and was completed in August.

School Sites and Access Roads - Pile Bay and Pedro Bay

Work Order 1203

New schools were erected by the Territory at both Pile Bay and Pedro Bay on Ilisana Lake. As the only equipment available in the area belonged to the Road Commission, an agreement was reached whereby we would accomplish necessary clearing and stripping for erection of the buildings and for access roads to the sites. This work was completed by August 22nd.

Route 411.17 - KENI-KFQD Road

Work Order 1213

With the completion of the new high school on KENI Road, it was obvious traffic would be at a standstill if KENI Road remained the only source of access to the school. Right-of-way was procured from land controlled by the CAA to construct an intersecting road between KFQD and KENI Roads. As the road is adjacent to the CAA instrument location, their only regard and request in granting the right-of-way was that we provide some type of dust free surface in an attempt to protect their instruments from dust damage. This was agreed upon and the .3 mile of road was completed to an all-weather surface by September 30th. Actual paving could not be attempted in 1954 due to the late date, and this must be accomplished early in the summer of 1955.

Route 010.22 - Suntrana-Nanana Railroad Crossing

Work Order 1217

In October a 1/2-mile section of road was graded out from the Healy Coal Mine to Nanana railroad crossing. Work consisted of stripping and clearing a one lane road for coal trucks. No attempt was made to complete this road to farm road standards as funds were inadequate to attempt any refinements.

Route 312.1 - Springer System - Palmer Airport Road

Work Order 1218

During the season .5 mile of road was constructed behind the hangers at the Palmer Airport to provide access to the cross runway and plane parking area. Prior to this construction, all vehicular traffic to the parking area was either on the runway or on taxi ways which created an extremely difficult situation.

Work consisted of moving parts of the stump burn, shaping up the subgrade and hauling select borrow material from the Matanuska River bar with carryalls.

Cooperation with the City of Palmer was good in that they approved closing one runway to airplane traffic while we were using it as a haul road. Work was completed October 26th.

Route 310.2 - Eagle River Road

Work Order 1219

This route was extended one mile during the season and presently takes care of all homesteaders in the area. Homesteads have already been filed on beyond the end of the existing construction however, and as the valley opens up above, we anticipate yearly construction of approximately one mile per year for the next three or four years.

Homer Coal Fire

Work Order 1222

One dragline and one D-8 bulldozer were furnished to the Bureau of Mines to control a coal fire in October. A trench was cut across the coal vein and backfilled with non-combustible material.

Soldotna Garage

Work Order 1229

During October the site for the proposed garage was stripped and the building area filled with gravel and graded.

Homer Airport By-Pass Road

Work Order 1230

Work on this road was started late in October and approximately .3 mile has been completed with .8 mile more stripped. Work was delayed due to the soft ground conditions encountered which would not hold up stripping 'cats'. Work is continuing on the stripping on the frost and we anticipate opening as much ground as possible during freezing weather in an effort to allow drying and draining to take place before grading or fill is placed.

Bethel School

Work Order 1231

Fill was placed around the Bethel School to provide a drill area for the National Guard and a play area for the school children. This work was completed October 17th.

Route 013.1 - Dillingham-Aleknagik

Work Order 1232

Work was started early in October on a winter road and jeep trail from Dillingham to Aleknagik. Work progressed satisfactorily

to Mile 13 when adverse weather conditions shut down operations for approximately two weeks. After freezing weather set in, work was continued and a passable jeep road pushed through to the lake. This road has not been picked up in mileage reports due to the fact major grading was not accomplished and no drainage structures were provided. Work was completed November 23rd.

Trailer Court Access, Kenai

Work Order 1199

Construction of a trailer court access road for Fish and Wildlife Service on a reimbursable basis was completed August 26th according to their request.

RECONSTRUCTION BY PERCE ACCOUNT

Sterling Highway Reconstruction

Work Order 129

Approximately 10 miles of road between Anchor Point and Homer was completely regravelled. Patching and spot gravelling was accomplished around Deep Creek and Deep Creek Bridge approaches were completed. One culvert was installed at 176 Mile under this work order. Spot gravelling was also accomplished on the hill between Fuller Creek and Hidden Creek.

Routes 312.1, 313.1, 314.1, 314.3 - Matanuska Valley Roads

Work Order 131

Surveys for changes in alignment in the Palmer-Nasilla Road were prepared the previous season. Stripping operations began in May and crushed base was added where required over a distance of 12 miles. Prime and seal coats were applied from Palmer to Four Corners, a distance of 4 miles, and crushed gravel surface added to the remainder.

Due to lack of funds, this job was closed down in August. It is anticipated that it will be completed by contract in 1955.

Route 511.2 - Homer Locals

Work Order 132

Beginning in May the subgrade was reinforced and raised from Homer Spit to Millers Landing. East End Road and East Hill Road

were regraded for 4 miles and culverts were extended and fills widened. West Hill and Diamond Edge Roads were regravelled for 4 miles, and work suspended in August.

Routes 310.1, 410.1, 411.1 - Anchorage Local Roads

Work Order 151

The purpose of this work order was to prepare local roads for paving by contract and the work was scheduled to that end.

The reconstruction and grading of Lake Otis Road began in April. For a distance of one mile the grade was reconstructed and covered with a one foot lift of selected borrow.

In May, DeHarr Road was reconstructed to subgrade for a distance of 2 miles, and a one foot lift of selected borrow was applied by the contractor.

Beginning in May, East Fireweed Lane was reconstructed for 0.9 mile and covered with a one foot lift of selected borrow.

Route 014 - Abbert Road

Work Order 1127

Beginning in October, ditches were reshaped, and drainage and culvert at the slide area improved. Guard rail was painted and reflectors installed on each post. Work was completed by November 18th.

Cantwell Garage

Work Order 1112

Work began in May on the foundations and a new well for an addition to the Cantwell garage, which was designed to hold the parts department, electrical generating units and furnace room. This project was completed and parts moved in by October 17th.

Route 014.1 - Kodiak Roads

Work Order 1118

Work on the Spruce Cape Extension began in July. Fills were widened and 1.5 miles were reconstructed including an 1100 foot section of rock. The bridge at 3 Mile was replaced with a culvert with rubble rock headwalls.

Mill Bay Road was widened and regravelled and work was completed by October 18th.

Sterling Highway Improvement

Work Order 1194

The survey of the Sterling Highway began August 9th at Mile 78 and continued to a point 2.5 miles north of Kenai, a distance of 35 miles.

A centerline traverse was monumented at P.I.'s and at intervisible P.O.T.'s and ties taken to section corners. Permanent bench marks were established and profile and cross-sections taken. Observations were taken which would determine correct drainage.

Sub-surface borings were taken at frequent intervals and the samples were sent to the laboratory for soil analysis.

The survey was completed November 3rd and office records are in preparation.

Route 013 - Dillingham-Kanakanak

Work Order 1201

Due to a poor fishing season in the Bristol Bay area, numerous fishermen did not make even wages, let alone enough money to carry them through the winter. A program was initiated to do some of the most important road reconstruction after the fishing season to provide possible relief for the needy families in the area.

The fill from Dillingham to Windmill Hill was raised approximately 2 feet with select material from the Squaw Pit. This muskeg area is so soft that approximately 3 yards of gravel was lost for everyone showing above the top of the tundra, and we feel that the amount of gravel in the roadway has created a semi-stable base for further work. All bridges, culverts and washouts were repaired, and 2,000 feet of snow fence was erected in an attempt to reduce drifting this winter.

The materials were received and a new concrete floor was poured in the garage, doors were rehung and a furnace installed with a large retort for a fuel tank. An addition was also made to the foreman's quarters and the present house reinsulated and sided. Work was completed November 1st.

Route 010.52 - Naknek-Airbase

Work Order 1202

A program was initiated at Naknek for the reasons outlined in the Dillingham area.

Work began late in July and 4 miles of road was resurfaced with gravel, the entire roadway shaped up and spot gravelled. Bridge guard rails were painted and minor repairs made where necessary. Major repairs were made on Pauls Creek Bridge where ice had taken out two piling. The new piles were jettied into place using the pump and hose secured from the Fish and Wildlife Service in the area. All areas where drifting had occurred on the road were hand brushed and brush snow fences were erected at the worst spots. Work was completed August 22nd.

Route 312 - Matanuska-Wasilla Road

Work Order 1204

Improvement consisted of brush removal, culvert installation and general clean up of ditches along the entire length of road. Work was completed by October 17th.

Route 310.2 - Lazy Mountain Road

Work Order 1205

Approximately 2 miles of road was gravelled from side borrow pits and work completed by October 4th.

Route 010.72 - Iliamna Lake - Newhalen River

Work Order 1210

During September the road between Iliamna Airport and Newhalen was brushed and bladed. Ditches were cleaned and washouts repaired.

Railroad Crossings - Anchorage Terminal Yards

Work Order 1223

Approximately 130 tons of asphalt was used to pave short sections at each railroad crossing in the Anchorage Terminal Yard. This work was accomplished under an agreement with the Alaska Railroad and with material supplied by contract from Rogers Construction Co. & Babler Bros.

Skilak Lake Road

Work Order 1224

As directed by Mr. Spencer, agent of the Fish and Wildlife Service, approximately .5 of a mile of the Skilak Lake Road was

gravelled. This provided access to a parking area and camp site on the lake shore. With funds remaining in this work order, and still operating under Mr. Spencer's direction, approximately .8 mile of the access road to Hidden Lake was graded. This opened up a fair weather trail to the camping area on Hidden Lake, although further work is necessary to provide an adequate access road. This work was completed October 20th.

Route 014.19 - Karluck Bridge

Work Order 1234

The material for the bridge was transported by the Fish and Wildlife boat from Kodiak to Karluck Bay. New main cables were hung, numerous guys repaired and the existing ramp was replaced with stairs. The work was completed in November.

MAINTENANCE

Route 310 and 311 - Glenn Highway, 4th Avenue Extension

Work Order 11

Frequent storms with snowfall above normal required frequent snow removal, sanding highways and glacier control. There was a great demand for sanding, and at many times it was necessary to sand after normal working hours. Some of the particular spots which required almost constant sanding were Mountain View, Artesian Village, Eagle River Hill and the steep grades near Palmer, Chickaloon River and Caribou Creek.

During the break-up restrictions were placed on the Glenn Highway as follows:

<u>Date</u>	<u>Restriction</u>	<u>Speed</u>	<u>Mile to Mile</u>
April 2nd	50% of gross	35 MPH	12 - 125
April 15th	75% of gross	40 MPH	12 - 118
April 29th	Restrictions removed Anchorage to Palmer		
May 7th	All restrictions removed.		

Slides occurred and had to be removed at Moose Creek, Mile 55, and Mile 69 plus three others near Mile 94. Shoulders of the Glenn Highway were graded for a distance of 40 miles. A bank near Mile 69 was reshaped and the material wasted, improving a 600 foot slide area.

Chemical brush killer was applied to 35 miles of brush and the asphalt patching crew sealed cracks for the entire length of the Glenn Highway.

Two hundred feet of fence consisting of steel posts and landing mats were installed on Moose Creek Hill to stop rocks from rolling onto the highway. Guard rails were repaired and traffic signs replaced where necessary and placed at other required spots.

Throughout the season, various bridges required maintenance and repair. Eagle River Bridge had deck bolts replaced where required and guard rails painted. Granite Creek Bridge had some deck planks replaced and running plank installed. Ship Creek Bridge on lower Post Road had portions of the laminated deck replaced and bracing added to several bents. Later in the season this deck went completely to pieces and it became necessary to redeck and pave with a bituminous wearing surface.

Approaches were repaired on both the King River and Chickaloon River Bridges. Caribou Bridge approaches were paved with asphaltic concrete and 600 tons of mix was stockpiled at Mile 115. A new guard rail was installed and painted on the Coat Creek Bridge.

Extensive ditch operations were performed from the scale house to Eagle River Hill using the Athey loader and 13 miles of ditch work was accomplished beyond the 94 Mile area.

The first snow of the season fell on October 19th and the accompanying wind blew down trees on nearly all roads of the area. Several days were required to replace blown down signs and to remove windfalls.

Route 110 - Seward-Anchorage Highway

Work Order 12

During the winter, snow and rock slides often occurred and the longest closure was 18 hours. Snow slides occurred between Mile 91 and 96. A serious rock slide, 2 miles north of Indian, required daily rock removal for several weeks and further rock slides occurred at Mile 108 and 111. A washout at Bird Creek hill required more than 400 cubic yards of backfill.

During the break-up restrictions were imposed as follows:

<u>Date</u>	<u>Restriction</u>	<u>Speed</u>	<u>Time</u>
April 6th	75% of gross	40 MPH	12:00 PM - 8:00 AM
	50% of gross	35 MPH	8:00 AM - 12:00 PM
April 8th	75% of gross	40 MPH	All Day
May 5th	Anchorage to Portage released to normal.		
May 10th	Anchorage to Kasilof released to normal.		
May 19th	All restrictions removed.		

After the snow was gone, the entire route had cracks sealed and holes patched. Broken pavement sections were relayed using approximately 300 tons of asphalt plant mix.

Culverts were cleaned and staked. Slope banks were trimmed and ditches cleaned or remade to maintain good drainage. Brush was removed and shoulders stripped and bladed.

Route 411 - Spenard Highway

Work Order 13

Snowfall was removed as required. Romig Hill presented a serious ice condition requiring daily sanding, and cesspools formed glaciers at the foot of the hill. This condition was called to the attention of the Public Health Service. Later in the season, Romig Hill section was widened 10 feet and ditches improved.

After the snow was gone, holes were patched using 20 tons of mix, and cracks were sealed. Shoulders had gravel added and were stripped and bladed. Culverts and ditches were cleaned and roadway signs repaired and reset.

Routes 312, 313, and 314 - Matanuska Valley Feeders

Work Order 14

Snowfall was removed and hills sanded as required. School buses made their runs during the entire winter. Snow fences were used in many locations.

After the snow was gone the snow fences were collected and stored. Sags in the road were filled and six new culverts were installed. Old culverts were cleaned and more than 10 miles were reditched. All routes were surface bladed and 12 miles of brush was sprayed.

Route 511 and 512 - Sterling Highway and Feeders

Work Order 15

Snowfall was removed as required and the routes kept open all winter. During the break-up a 50% gross load restriction at 35 miles per hour was imposed April 3rd. On May 10th 100% gross was allowed to Kasilof, and on May 31st, all restrictions were removed.

Construction of the Deep Creek Bridge was suspended November 25, 1953, being approximately 85 percent complete. During the period of this report, work was resumed and the addition of hand rails and curbs completed the structure for use by July 25th.

A temporary bridge and detour was constructed to maintain traffic around the site of the new Moose River Bridge, and was removed after the new bridge was completed.

Culverts were staked and cleaned and ditches reopened. Road surface shaping and blading required four motor graders and two truck belly blades which were used almost constantly during summer weather. Gravel was added in many places. Two culverts were replaced, one at Mile 107 and one at Mile 130.

Route 813 and 813.1 - McKinley Park Roads

Work Order 16

Snow removal was begun March 16th and the first vehicle reached Toklat River March 30th. This early opening was for the purpose of constructing the Toklat River Bridge.

Washouts were repaired and culverts thawed. The first car of the season reached Wonder Lake ranger cabin on May 25th, and the road was opened to the public from McKinley Park to the East Fork on May 26th.

Beginning June 6th, maintenance operations were confined to the area beyond the Toklat River. Cuts and fills in the Mile 55 to 65 area were reshaped and filled and ditches rebuilt. The removal of brush by pulling it up with trucks was started at Mile 55 and carried to Mile 70.

Sharp dips in the road from settlement were filled and re-graded and one motor patrol was assigned to surface grading from the East Fork to Kantishna airfield, Mile 66 to 85.

The maintenance crew was housed in a trailer camp and when work was suspended September 14th, the trailers were towed to Igloo Creek camp site and stored for the winter.

A request was made by the Park officials for better maintenance from McKinley Station to Savage River. A second maintenance crew was organized and housed in Savage Camp. This crew was provided with a belly blade and concentrated their efforts near Headquarters. When this crew closed camp on August 22nd, the road was in excellent shape from Kenana River Bridge No. 2 to the East Fork Bridge, Mile 42.4.

Route 813 - North Park Boundary-Kantishna Feeder

Work Order 17

Beginning August 15th the road from the Park Boundary, Mile 87, to Kantishna airfield, Mile 91, was surface graded and culverts and ditches cleaned out.

Route 011 - Sterling Landing-Ophir

Work Order 18

Several bridge approaches were rebuilt following heavy rain. Roast Beef Creek bridge was built anew and running planks were installed on the Takotna Bridge. Nine miles of road were gravelled and surface graded, and 4.5 miles reditched. Sterling Landing was re-gravelled.

A new light plant was received and housed in a new building with a concrete floor. Work was suspended October 9th.

Route 012 - Iditarod-Flat Feeder

Work Order 19

Ditches were reshaped by motor patrol and the road was spot gravelled. The remainder of the season was largely devoted to cutting brush by hand. A new culvert was installed at Mile 1.5, and the work suspended on October 9th.

Route 013 - Dillingham-Wood River

Work Order 110

This area experienced heavy snow; 4 feet deep on the level with drifts of 10 feet. Snow was removed by April 4th, although the road was closed intermittently for approximately 20 days.

After the snow was gone, gravel was added to soft spots and the surface bladed. Ditches were cleaned out and deck planks replaced on several bridges.

Route 014 - Abbott Road, Kodiak

Work Order 111

Culverts were cleaned early in the spring and ditches were cleaned out. Loose rock was scaled from high rock cuts. The last portion of the season was devoted to blading road surfaces and removal of slides.

A traffic count disclosed 910 vehicles per day.

Routes 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Snow removal was accomplished as required, and sanding was required almost daily during the winter in many places, particularly on Lazy Mountain Road. Culverts were thawed in April and ditches were reshaped. Remainder of the season was devoted largely to blading and reshaping the road surface.

Routes 312.1, 313.1, 314.1, 314.3 - Matanuska Valley Locals

Work Order 113

The area experienced more than normal snowfall, but no road was closed for other than short periods. Some sanding was required and some ditches were opened with explosives. The snow fences were removed in May.

After the break-up, frost boils were excavated and back-filled with gravel. The roads were spot gravelled and graded. Culverts were cleaned and 14 miles of ditches re-opened. Some deck planks were replaced on Wasilla Creek Bridge. Snow fences were re-erected in November.

Route 314.2 - Mountain Locals

Work Order 114

The road to Willow was opened in June. Three bridges required repairs, culverts and ditches were cleaned, and the road was spot gravelled and graded for its entire length. After Hatcher Summit was closed October 2nd, the road was maintained from Wasilla to Little Susitna Inn.

Routes 310.1, 410.1, 411.1 - Anchorage Locals

Work Order 115

Snow removal and sanding were required daily during the winter. Sanding operations were necessary twice daily on "C" Street where improved roadway caused a noticeable increase in traffic. On Tudor, Boniface and DeBarr Roads, the natural drainage has been interrupted by housing developments, causing serious ice conditions.

At the intersection of Lake Otis Road with Tudor Road, the banks were excavated to allow better visibility. Campbell Station Road was regravelled during May and a wheel guard added to Campbell Creek Bridge. Reditching was accomplished on Boniface, Baxter, Sand Lake, Jewel, Raspberry, and O'Malley Roads. Fireweed Lane was patched and cracks sealed, a guard rail was installed on south Muldoon Road, and shoulder washouts were filled and graded on O'Malley and Huffman Roads.

All Anchorage locals were surveyed for traffic sign requirements and the installation and repair was begun. Culverts throughout the entire area were cleaned and snow fences erected in October.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Snowfall was removed as required and low traffic on these roads allowed maintenance to be held at a minimum.

An earthquake started a slide requiring removal of 1,500 cubic yards of material from the North Kenai Road, which was also reditched for 4 miles. Anchor Point Road was reditched for 1 mile. All roads in the area were bladed and all culverts cleaned. Two new culverts were installed on Scout Lake Road and two on Robinson Loop Road.

Route 511.2 - Homer Locals

Work Order 117

Snowfall was removed as required. Spot gravelling and surface grading was performed all during the summer season. Culverts were cleaned and marked and 1100 feet of snow fence erected.

Route 011.1 - Takotna Locals

Work Order 118

Work began in June with spot gravelling of Yankee Creek Road, and surface grading accomplished on Yankee Creek, Ophir Creek and Little Creek Roads. Running plank was renewed on one bridge and ditches cleaned in the area.

Route 012.1 - Flat Locals

Work Order 119

Work on these routes began in May. Flat-Discovery Road was regravelled, brush cut on the Flat Creek Road, and the Flat-Chicken Hill Road opened to traffic. Heavy rains washed out one culvert which was replaced, and ditches were opened and culverts cleaned over the area. Work was suspended October 9th.

Route 014.1 - Kodiak Locals

Work Order 120

A small amount of snow removal and occasional sanding was required. A 200 foot guard rail was installed on Abbott Road, and Mill Bay Road was regravelled for 1 mile. Stumps and trees were cleared from Mill Bay and Spruce Cape Roads. The Kalain Bay Road was spot gravelled and had several slides removed. All roads in the area were graded.

Winds and high tides washed out 200 feet of Mission Beach Road which was rebuilt. Culverts and ditches were cleaned to improve drainage, and repairs were made to 13 Mile, 22 Mile, and 30 Mile Bridges. Brush was cut on curves to improve visibility.

Route 010.1 - Talkeetna-Cache Creek

Work Order 121

Rather than send a crew to the Talkeetna-Cache Creek area this season, Mr. Weatherall, a local resident, was contacted concerning maintenance work on this road system. He accepted our offer, and together with one man, worked intermittently during the season removing snow slides and opening culverts and ditches. Work continued until the miners had moved out of the area and the work order was closed on September 19th.

Route 010.4 - Bethel Locals

Work Order 123

Work in the Bethel area this year was confined to raising and grading the present roads. As the subgrade over the entire area is tundra with underlying permafrost, and the only available road material is a light sand, settlement and wind tears down any fill almost as fast as it can be made.

The new cemetery road was improved by widening and cutting wide ditches in the tundra before the frost had gone completely from the surface. The river bank road from Bethel to the ACS office was repaired to allow light travel; however, any future cutting by the river will again take this road out.

The Moravian Mission officials in the area were contacted concerning rerouting this road away from the river on Mission property and approval was granted by their head church for this relocation. Maintenance funds were not adequate, however, to attempt this work in 1954 and nothing further was done.

Funds have been made available to allow snow removal this winter between the village of Bethel and the new hospital. A D-8 tractor was procured from the CAA and was taken into the shop for minor overhaul and adjustments to prepare it for work during the winter.

Route 010.5 - Naknek Locals

Work Order 124

During January and February of 1954, heavy snows with high winds caused drifting too heavy for our equipment to handle. On several occasions the CAA used their Sno-go to open the road free of charge. At one time drifts were so deep and compacted that the Sno-go would not operate and the military moved a D-8 tractor and opened the road for us.

Break-up caused little damage on the road. Minor washouts were repaired and routine maintenance was accomplished during the summer season. Several culverts were installed and others were raised as settlement had made them useless.

Route 010.7 - Ilimna-Pile Bay

Work Order 125

Work on this road system began in June and as our regular foreman was extremely busy preparing his barges to handle his freighting business during the summer, an operator was sent from Anchorage to take over most of the work. Culverts and ditches were

cleaned out and spot gravelling was accomplished during the summer. The road over the summit was opened up early in the spring with a tractor to prevent washouts. Actually, the tractor was walked over the snow to each culvert and bridge location and the snow dozed away from these areas. This allowed thawing of the pipes and under the bridges prior to heavy runoff waters. Major washouts were completely eliminated by this practice. Work closed down in the area in October.

Route 010.8 - Red Mountain Road

Work Order 1118

Early in May one operator was sent to Red Mountain from Homer and 8 small bridges were replaced with culverts. Two streams, too large to be handled by available culvert material, were rebuilt with stringers and decking furnished by the Kenai Chrome Company. This company also furnished additional labor to assist in the construction of these bridges. Other work in the area was confined to reditching and surface maintenance. Work was suspended in August.

Millingham Airport

Work Order 1113

Snow was removed from the airport in July.

Route 811.1 - Cartwell-Summit

Work Order 1116

After the snow was gone, ditches were cleaned and extended. The surface was bladed several times. Limited traffic required only a minimum of maintenance.

MISCELLANEOUS

Warm Storage - Anchorage Depot

Work Order 1233

Work was started November 1st in remodeling and insulating the old office and garage building which had previously been moved to the yard. This was necessary to provide steam boiler storage. By November 30th, work on this remodeling job was two-thirds completed.

Boiler Ignition System - Anchorage Depot

Work Order 1216

Trouble was experienced last winter with the boilers on the ground floor of the office building. Ignition would not take place prior to the automatic fuel valves opening up and pouring oil into the hot fire box. Fumes from this oil would permeate the flue area and even enter the stack prior to ignition. This caused a minor explosion and a blow back through the burner doors. In several instances, the burner doors were blown open, automatic drafts were blown from the stacks, and on two occasions, all electrical wiring was burned from the face of the furnace.

Revision of this ignition system was made in November. This included a preheating coil for the heavy furnace oils, new mercury switches, automatic steam and water controls, and electrical fire eyes. Presently, the boilers are set up to operate independently with the second coming on only if one cannot handle the load. Prior to this revision, both furnaces came on simultaneously with the result that they were continuously coming on and off, neither actually operating long enough to keep clean.

Asphalt Plant

Late in the fall the top section of the 120 foot stack at the asphalt plant showed signs of rusting through. Closer inspection with binoculars indicated that this section was honeycombed with holes, several of them the size of a man's hand. We felt that an extremely high wind or any other loading might blow the stack over and damage the rest of the installation.

The stack's location was such that it was impossible to get equipment in to remove it or to cut it and let it fall, so actual disassembly was made by placing strong backs in the boiler house, jacking the pipe up and removing it section at a time, lowering it after each section was taken out. The strong back system was left in place for re-erection of the new stack next spring.

Sincerely yours,

M. C. Zimmerman
District Engineer

MCZ/LAH/ab

XXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

December 16, 1954

Mr. Wm. J. Niemi
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending December 12, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Advance Surveys of Petitioned Farm Roads

Work Order 190

Field work on advance surveys of petitioned farm roads in the District was completed during the period and crews moved from the field to work on various phases of the office work.

Work done under this work order in the Kenai-Homer area consisted of preliminary lines for Falls Creek, Clam Gulch, Ninilchik small tract road, Happy Creek farm road and Homer gravel pit road. Approximately 7,000 feet of road will be necessary to reach available gravel in Section 29, T6S, R11W, S.M. This road is an extension to the present East End Road and would make gravel available in that area. Six thousand feet of "L" Line was completed on the North Kenai Roads.

Pittman-Willow Road Survey

Work Order 1151

The "L" Line on the Pittman-Willow survey was completed during the period with approximately 11 miles staked on the ground. Field notes are presently being worked up in the engineering office and until stationing can be reconciled, exact mileage will not be known. The Nancy station crossing was staked in two locations: one grade crossing and an alternate overpass site.

Chickaloon Bridge Site Survey

Work Order 1186

All exploratory work on the Chickaloon Bridge site was completed during the period. Alignment was run in on the ground and referenced, cross-sections and profile were revised, single rail test piling were driven at proposed pier sites and dozer exploration was completed of the hill north of the crossing on the line change. The materials report will be forwarded to Headquarters as soon as the boring log is completed.

Site Surveys

Work Orders 1225 and 1226

Office work on site surveys is underway with Hicks Creek completed and Puritan Creek 60% complete.

Materials Engineering

Sterling Highway Soils report is 90% complete. Tests have been made on Hicks Creek aggregate and materials report on Chickaloon test piling and borings is almost complete.

CONSTRUCTION BY FORCE ACCOUNT

Homer By-Pass Road

Work Order 1230

Three-tenths of a mile of this road was cleared and one-tenth gravelled during the period. As the site of the road is over very soft ground, one D-6 is still stripping and clearing while the frost is in the ground. We believe this will allow construction to begin at an early date next year.

Dillingham-Aleknagik

Work Order 1232

Work on this route was completed during the period with the first 16 miles in fair shape except for creek crossings where logs and trees were dozed in and gravel dozed over the top to make temporary crossings.

As funds were practically exhausted by that time, the last 3 miles were stripped only enough to allow jeep travel during the winter. Moss was left on and trees dozed back just far enough to allow a vehicle to pass.

While returning from the work, our foreman had a bad accident in which he broke a leg and will be laid up for most of the winter. Work in the area is presently under a temporary foreman, William Tennyson.

RECONSTRUCTION BY FORCE ACCOUNT

Sterling Highway Survey

Work Order 1194

Upon completion of advance surveys for petitioned farm roads on the Kenai Peninsula, crews were moved to the Anchorage office and work got underway in reducing notes and plotting alignment for the Sterling Highway paving project.

At the end of the period alignment was 5% complete, profile 85%, cross-section reduction 100%, cross-section checking 5%, and cadastral 50%.

MAINTENANCE

Routes 310 and 311 - Glenn Highway - 4th Avenue Extension

Work Order 11

Work done during the period under this work order was confined to snow removal, sanding and other routine maintenance. Deck planks were repaired on both Moose Creek and Granite Creek Bridges and ice was removed from the road at the Palmer railroad crossing. One minor rock slide on Moose Creek hill was removed.

Early in the period a freezing rain spell in the vicinity of Anchorage caused the roads to become very slick requiring overtime with the sanding crews in an effort to keep traffic moving. Numerous minor accidents occurred during this period by drivers unfamiliar with these conditions; however, roads were back in normal winter condition from two to three days after the rain.

Route 410 - Seward-Anchorage Highway

Work Order 12

During the latter part of the period, glaciers formed in the ditches in the vicinity of Indian and one operator was stationed at Indian for winter maintenance. Sand was stockpiled at our Indian pit for use on the lower portion of the highway. On Sunday, December 12th, a very heavy snowfall in the Girdwood area required five hours overtime to keep the road open. Other work was confined to miscellaneous sanding and ice control.

Route 411 - Spenard Highway

Work Order 13

Work on this route consisted of snow removal and sanding. The glaciers, which normally give us trouble on Romig Hill, do not appear to be at all active this year due to preventive work done during the summer.

Routes 312, 313, 314 - Matanuska Valley Feeders

Work Order 14

Maintenance on these routes consisted of snow removal and sanding. High winds during the period caused drifting; however, very little snow has fallen in the Valley and traffic was not interrupted at any time.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

The fill at Mud Bay on the Homer Spit was widened during the period and due to severe icing conditions, considerable sanding was necessary to keep the roads in good condition. Other work consisted of light snow removal.

Route 013 - Dillingham-Wood River

Work Order 110

Several snow storms with high winds were experienced in the Dillingham area during the period, however, snow fence erected last fall took care of most of the drifting. The fill from town to the bridge is blowing clean and from the bridge to Windmill Hill, very little drifting has occurred due to work done under Work Order 1201. Several days were spent burning grass and dead brush along the road in an effort to prevent drifting from the top of Windmill Hill to the Wood River intersection.

Abbott Road - Kodiak

Work Order 111

Freeze-up at Kodiak was late this year and this road was graded just before freeze-up occurred and is in good condition. Very little sloughing has occurred in the slide area and no glaciering has started.

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Snow was removed on these routes after each snowfall and icy spots sanded. Winds during the period fell several trees across the roads and these were cut out. Spot gravelling of Griffith Road was completed.

Routes 312.1, 313.1, 314.1 and 314.3 - Matanuska Valley Locals

Work Order 113

Some ditching was done on Engstrom Road but was discontinued after the first snowfall. Work during the remaining part of the period was confined to snow removal and sanding.

Route 314.2 - Mountain Locals

Work Order 114

One trip was made from Fishhook Junction to Little Susitna Lodge with an HD-14 to remove the snow on this route. No other work was done during the period.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

Varying temperatures and freezing rains caused icing on all local roads during the month and a majority of the time was spent in sanding operations. The rains which fell were in the immediate vicinity of Anchorage, and 8 miles each way from town the roads were bare. Glaciering on several routes started and the boiler truck was put into operation during the last week in an effort to control these glaciers and to keep culverts open.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Work on these routes were confined to snow removal and sanding.

Route 511.2 - Homer Locals

Work Order 117

Two thousand feet of snow fence was erected during the period. Other work consisted of routine snow removal and sanding in order to keep the hill roads safe for traffic.

Route 014.1 - Kodiak Locals

Work Order 120

These roads were graded and shaped up prior to freeze-up. Mission Road was spot gravelled and one 12x24 culvert installed. Kalsin Bay Road was reditched in bad glacier areas and the bridge approach at Mile 2.2 was filled with rock. During the last week of the period six inches of snow fell. This was extremely wet and created icy areas which were sanded.

Warm Storage - Anchorage Depot

Work Order 1233

Work continued on winterizing the old office and garage building in the Anchorage Depot yard. Approximately 90% of the interior walls have been covered with 1/2" celotex and fibercraft paper.

MISCELLANEOUS

Maximum and minimum temperatures reported at Anchorage during this period were 43° above on November 28 and 8° below on December 4th. Moisture during the period amounted to 0.67 inches, making a total of 11.91 inches since January 1, 1954. Total snowfall thus far for the 1954-1955 winter season is 23.4 inches with approximately 6 inches of snow on the ground at the present time.

Mr. M. C. Zimmerman took over duties as District Engineer on November 29th replacing Mr. B. D. Stewart, Jr., Chief, Operations Division, who had been temporarily assigned as Acting District Engineer. Mr. Stewart returned to Juneau on December 4th.

All roads in the Anchorage District which are normally maintained during the winter were open to traffic at all times during the period.

Sincerely yours,

M. C. Zimmerman
District Engineer