

ALASKA ROAD COMMISSION
UNITED STATES DEPARTMENT OF THE INTERIOR

31/1 ANCHORAGE SITUATION

REPORTS

1946 - 1950

PROPERTY OF:
RIGHT OF WAY, LAND ACQUISITION
AND LEASING
JAMES E. SANDBERG, REGIONAL RIGHT OF
WAY AND LAND ACQUISITION AGENT
11-22-78

31/ Anchorage Situation Reports

1946 - 1950

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RIGHT OF WAY SECTION
ANCHORAGE DISTRICT

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Mr. Tolson	
Mr. Boardman	<i>orb</i>
Mr. Nichols	
Mr. Belmont	
Mr. Ladd	<i>WJA</i>
Mr. Clegg	
Mr. Glavin	
Mr. Harbo	
Mr. Rosen	
Mr. Tracy	
Mr. Egan	
Mr. Gurnea	
Mr. Hendon	
Mr. Pennington	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

DECEMBER REPORT FOLLOWS ALL OPERATIONS ON MAINTENANCE BASIS
 PD THOMPSON PASS OPEN ALL MONTH WITH NO INTERRUPTIONS TO TRAFFIC
 WEATHER MILD AND CALM PD GARAGE AND BUNCHHOUSE NINETY PERCENT COMPLETE
 PD TRAILER CAMP VALDEZ NINETY PERCENT COMPLETE PD TWO CLASSIFIED
 EMPLOYEES ON EACH OF SECTIONS B THREE CMA RICHARDSON F
 CMA G AND TOK RECONSTRUCTION PD THREE ON TOK A
 AND FOUR ON RICHARDSON H PD GLENNALLEN SHOP AT STANDSTILL
 OFFER HOLIDAYS DUE ONE BOILER BEING FIRED AND STEAM HEAT
 FURNISHED NEW GARAGE AND APARTMENT HOUSE PD CONTRACTOR ON RICHARDSON
 H SHUT DOWN UNTIL FEBRUARY BUT SUBCONTRACTOR WORKING TUNNEL AND
 HAS SLOTS DRILLED AND SHOT PD ALL ROADS IN DISTRICT
 IN GOOD CONDITION

CFN B F G A H H

03/0320Z

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

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly Progress Report for November, 1950, Anchorage District,
Anchorage, Alaska.

cc	Col. Hayes
②	Ch. Eng.
①	Dec. 6, 1950
	Engg.
	Acc't.
	Pers.
③	File
④	Handwritten

1. By Government Forces:

a. Anchorage Roads.

On Saturday November 11th, a light rain started falling, changing to snow mixed with rain, which continued intermittently until late Saturday night. This precipitation froze upon hitting the ground, resulting in a hazardous icy condition on all roads in the Anchorage-Valley area. Sanding crews started work late Saturday afternoon and worked continuously until Monday morning, in order that the roads would be in a safe condition for the Monday morning school and business traffic. Monday evening, the 13th, a wind started blowing and by Tuesday morning winds with gusts in excess of 45 miles velocity rendered sanding operations useless. The press and radio stations were notified of the hazardous condition of the roads and the motoring public warned to use every precaution in driving.

No work other than sanding was required to keep the Anchorage roads in good condition during the month.

b. Potter Road.

Potter Road remained in good condition throughout the month with no maintenance work necessary.

c. Spenard and Sand Lake Roads.

The freezing rain which fell on the 11th caused extremely hazardous conditions on the new pavement on Spenard Road, and this portion was heavily sanded several times to minimize the condition. A few minor accidents occurred in the vicinity of Romig Hill grade, and considerable adverse publicity was given by both press and radio over the lack of adequate safeguards on this grade. Investigation of each accident disclosed that in every case the fault lay not in the hazardous condition of the road, but with the condition of the driver.

Mr. Ghiglione

December 6, 1950

The only maintenance performed during the month was the sanding of icy roads as required.

d. Glenn Highway.

The rain which fell during the 11th on the lower elevations changed to snow on the upper reaches of the Glenn Highway, reaching a maximum depth of 3 inches at Mile 77 and 8 inches at Mile 123. Snow removal was performed on this portion of the road.

Exceptionally high tides occurring the 14th, augmented by high winds, raised the water level across the Eklutna Flats to such an extent that the water rose to within 3 feet of the road surface. This high water saturated the fill around the elephant hut culvert crossing the Eklutna Power Plant tail race at Mile 26 and the receding tide caused such a rush of water through the culvert that the saturated fill gave way on the up-stream end of the pipe, resulting in a large cavity under the east bound traffic lane, with the pavement supported by an arch of approximately 2 feet of frozen gravel. Barricades were immediately placed diverting all traffic on to the west bound lane, and the cavity was back filled with gravel, the first repair being completed by the evening of November 22nd. On the 23rd another high tide, further increased by an 85 to 90 mile gale, again saturated the new fill causing further subsidance. Heavy rock riprap secured from The Alaska Railroad quarry at Eklutna was used to back fill this second cavity, with a topping of gravel tamped under the pavement section to fill the interstices in the coarse riprap and provide a uniform support under the paved section. No further difficulty has been experienced since the repair was completed.

Heavy sanding of all icy sections on the Glenn Highway was accomplished between November 11th and November 24th, by which time most of the ice had been cut over the pavement by traffic.

Glaciers formed at several locations along the Glenn Highway, with those at Moose Creek Hill and 77 Mile giving considerable difficulty in their control, the ice reaching on the pavement through these sections. Steam points were used to thaw a channel under the ice for water seeping from the banks. This has proven fairly successful, with the majority of the seepage flow now collecting and flowing under the insulating blanket of ice into the gutters and through the culverts. It was impossible to collect all the water by this method and some chipping was required to keep the pavement free of ice at these locations.

Dismantling of the old Matanuska River Bridge was begun on the first of the month, with all pile bents and false work completed and the bridge jacked up by November 7th. The high winds during the month forced cessation of activity for a total of 8 days, but all superstructure steel was removed and stored at the site by the end of the month. It is estimated that another week's work will complete the dismantling of this bridge.

A detour road one-half mile in length was constructed around the Eklutna Bridge by government forces, for use of the contractor during the construction of the new bridge across this stream.

e. Anchorage Depot.

A sand drying bin was erected at the depot early in the month to provide a supply of dry sand for spreading on icy roads, as it was found that spreading of damp or frozen sand was extremely difficult.

Construction operations were started on a combination sign and carpenter shop adjacent to the new warm storage building, a surplus Pacific hut being used for this purpose. The 90 mile gale early in the morning of November 23rd completely demolished the tent in which the sign shop was previously installed, and caused collapse of the new shop under erection. The paint shop was temporarily moved into one of the quonset hut barracks, and repairs were made to the new paint shop, with construction approximately 50% completed by the end of the month.

f. Valley Roads.

Several inches of snow fell on the Mountain Roads above the Little Susitna River during the storm of the 11th, the snow removal required to the old Road Commission camp site. Several glaciers formed through this same area, requiring considerable maintenance to keep the road free of ice. Blasting was required to prevent some of these glaciers from blocking the road.

Snow was removed to the Independence Mine on the 15th, with the mining company being billed for the work performed.

h. Sterling Highway.

The fall freeze-up which was early in other parts of the Anchorage District, was delayed somewhat on the Kenai Peninsula and it was possible to blade the roads in good shape with the motor graders before the freeze-up occurred, with no work required in maintenance after the freeze-up.

i. Cantwell Roads.

During the early part of the month a tote road was constructed on center line around the Jack River bluffs between Mile 3 and Mile 4 of the Cantwell-McKinley Park Survey. Clearing and stripping was completed and grading approximately 75% completed from Mile 0 to Mile 2. All field work was shut down by November 17th by heavy snows. 18 inches of snow was on the ground by the end of the month, with frost penetrating approximately 30 inches. The lowest temperature recorded during the month at Cantwell was -31°.

Work was in progress throughout the month on the installation of insulation and the radiant heating system in the garage, with finish carpentry completed in the new mess hall.

j. Farm Roads.

The later freeze-up on the Kenai Peninsula permitted farm road work to be continued well into the month, with some work being possible after freeze-up.

Clearing, stripping and grading of the North Kenai Road was extended 0.3 miles, with gravel surfacing applied on 3.0 miles of this road constructed last year. The Anchora River Road was completed by the application of 0.3 miles of gravel surfacing.

The very favorable construction season just past has resulted in the completion of a rather extensive farm road program in the Anchorage District, with many of the roads being constructed considerably below the preliminary estimate. Sufficient funds remained in the farm road allotment after completion of the balance of the program, that it was possible to perform clearing and stripping this fall of two roads on the Kenai Peninsula which were not scheduled for construction until next season. Clearing and stripping was accomplished on .4 miles (0.4) of the Deep Creek road between Homer and Ninilchik to serve five homesteads in the Deep Creek area. Clearing and stripping was also extended 0.5 miles on the Homer East Hill Road.

2. By Contract:

a. Glenn B-1, Contract No. I-arc-4161.

No construction work was performed on this contract during the month, with engineering forces continuing with final X-sections in the field and computing quantities in the office. Field work was discontinued and the Palmer Mess Hall shut down on November 24th. Final field X-sections were completed between Stations 2,021 and 2,355 and between 2,374 and 2,516. Final X-sections were plotted and planimetered and earthwork quantities computed on approximately 75% of the total job, with overhaul computed on 68% of the contract.

b. Glenn B-2, Contract No. I-arc-4211.

Final touching up of the areas graded during October was accomplished by the contractor on November 1, with no construction operations performed after that date.

One field engineering party re-ran check levels on bench marks between Mile 110 and 124, this work being completed on the 17th of November, and the field crew was brought into Palmer for the winter season.

c. Anchorage Warehouse Addition, Contract No. I-arc-4272.

Fair progress was made by the contractor on the interior work in the office addition to the warehouse, with partitions completed and all finish electrical and plumbing work installed. Delay in delivery of the thermopane windows prevented completion of this project in November. This phase of work and final painting is all that remains to complete the contract.

d. Eklutna Bridge, Contract No. I-arc-4299.

Work performed by the contractor on this bridge consisted of rock excavation in preparation for the east pier, with this work completed and operations discontinued on November 8th.

3. Weather.

Weather generally continued cold throughout the month with a minimum temperature at Anchorage of -9° . Temperatures rose to 32° for a short period during the 11th, with the temperature rise accompanied by light rain changing to intermittent snow and rain. High winds, ranging in velocities from 30 to 35 miles per hour with occasional gusts in excess of 45 miles per hour began blowing on Monday, November 13th and died out Tuesday, November 14th. Winds came up again on the evening of Wednesday, November 22nd, with velocities in excess of 90 miles an hour during Thursday, November 23 and dying out by the evening of Friday, November 24th.

4. Miscellaneous.

Mr. Rivenes, District Engineer, and Mr. Peterson, District Mechanic, made an inspection trip of roads in the Kenai Peninsula, leaving Anchorage, Tuesday, November 28th, and returning Thursday, November 30th.

T. I. Rivenes

T. I. Rivenes,
District Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~JUNEAU, ALASKA~~ Anchorage, Alaska

Col. Noyes	cc
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Admin	Am
Opus.	WSM
Engg.	W.S.
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Pers.	
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November 8, 1950

Mr. A. F. Ghiglione,
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly Progress Report for October, 1950, Anchorage District,
Anchorage, Alaska.

1. By Government Forces:

a. Anchorage Roads.

Drainage of roadside ditches along Fireweed Lane has long been a serious problem. The gradual increase in subdivision and home construction between Potter Road and Spenard Lane during which driveways and subdivision streets were constructed promiscuously merely by filling the roadside ditches, has gradually aggravated this condition until it became necessary to take drastic steps to alleviate this situation. New and deeper drainage ditches were constructed during the month, and culverts installed under driveways and subdivision road intersections, the property owners involved bearing the cost of the pipe required in installation of driveway culverts, and the Alaska Road Commission securing and installing the necessary pipes at subdivision road intersections. No provision has ever been made for cross drainage from Fireweed Lane, with the result that in spring thaw water has stayed in the roadside ditches until it gradually seeped into the ground. It will probably be necessary in the future to construct an adequate drainage system, which may require acquisition of easements through private property for a drain ditch to carry the surface water to the lower ground along Chester Creek. At the present time, however, an experiment is being tried, of digging a sump hole at the low spot in the roadside drainage ditch, carrying the sump into the underlying gravels with boulders secured from crusher rejects at Wells' gravel pit, in an attempt to expedite percolation of surface water.

Routine grader maintenance was performed on the balance of the local roads, with all ditches and culverts cleaned and marked for winter freeze-up.

b. Potter Road.

Crushed gravel surfacing was applied on the new roadway fill between the south city limits of Anchorage and Fireweed Lane, approximately 2,000 cubic yards of crushed material being required for this purpose. Maintenance with motor grader was performed on the balance of Potter Road during the month.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~YUNZATXALASKAX~~

Mr. Ghiglione

November 8, 1950 p.2

c. Spenard and Sand Lake Road.

Several driveway culverts were installed under new residential driveways on Spenard Road during the month. Gravel shoulders along the pavement were dressed up and shaped just before freeze-up, which occurred unseasonably early this year. Sand Lake and Sand Lake Loop Roads were caught by the freeze-up before the final blading and shaping of these roads was accomplished, resulting in their being frozen in a rather rough condition. An effort was made to blade these roads to alleviate this condition but the inordinantly low temperatures had frozen the surface to such an extent that the blades could not touch the surface.

d. Glenn Highway.

A short sag developed in the east lane of pavement at Mile 13.3 on the sharp curve approaching the Eagle River Bridge, similar to that which occurred on Spenard Road at Romig Hill earlier in the season. This depression was filled with plant mix surfacing secured from the plant operated by the 813th Aviation Engineer Battalion at Fort Richardson. The cooperation which has been given the Road Commission this season by the officers and men of the military engineers stationed at Fort Richardson, particularly the 925th Engineering Aviation group and the 813th Aviation Engineer Battalion, in furnishing equipment, men, and supplies for use in emergency patching projects has been very gratifying, as it has made it possible to complete work which otherwise could not have been accomplished before next spring.

Shoulders and ditches were shaped and dressed on the completed Glenn A contract between Anchorage and Palmer, with all shoulders in good condition at the freeze-up.

McLaughlin Inc., contractors on the Section B-1 of the Glenn Highway, closed down construction operations on October 14, and this section was taken over for winter maintenance at that time. The contractor left the roadway in good condition, and only routine maintenance was required during the balance of the month. Several inches of snow fell on the higher elevations of Section B-1 during the storm which occurred in the middle of the month, with 25 miles of snow removal required to keep the road open to traffic.

A request was received from the Bureau of Reclamation for the ditching and winter maintenance of the Eklutna Lake Road between the Glenn Highway at Mile 27, and Eklutna Lake. The existing road was too narrow to permit the construction of adequate drainage ditches and it was necessary to widen the roadway approximately 5 feet for 7 miles of the total of 10 miles of this road. An HD-19 tractor and dozer and Adams Motor Grader moved in and began widening and ditching operations on October 18, the work being completed on October 27.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~YONEXAUPALASKAX~~

Mr. Ghiglione

November 8, 1950 p.3

The approach fill to the new Matanuska River Bridge was constructed with quantities in excess of 4,800 cubic yards of gravel being required for this purpose. This work was completed and the bridge opened to traffic on the evening of October 23.

Repairs to the approach lane at the east end of the Knik River Bridge were made during the month. Repairs were also made to the deck of the Eagle River Bridge, several of the deck planks having been broken due to traffic vibration.

Pipe and wire fences were installed in the ditch section on Moose Creek grade at Mile 54 and in sections between Mile 71 and 72, to prevent the large rocks and boulders raveling from the cut slopes from reaching the pavement.

e. Anchorage Depot.

The heating system was installed in the warm storage building during the month, with work on this building now completed and the building ready for use.

A stock pile of approximately 300 cubic yards of sand for sanding of icy roads was prepared in the depot yard. As this sand was wet when brought in, several pipes were laid in the lower part of the stock pile and an experiment was made for the thawing and drying of the sand by driving the blast of a flame thrower into these pipes. This experiment was only moderately successful, and would probably be too slow a process for drying the amount of sand which might be required in an emergency, and a 20 cubic yard bunker is being set up, with a system of steam coils under a 3/8" screen to heat and dry the frozen or wet material. The bunker, after being filled with dry sand, will be covered with a canvas tarp to prevent precipitation from again wetting the contents.

f. Valley Roads.

All Valley Roads were in good condition for the freeze-up. Snow fences were installed at several strategic locations where the worst drifting has occurred in the past. The brush removal and raising of the road grade in many sections of Valley Roads during the past season has made possible the elimination of snow fences required at these locations in the past, with these extra fences being available for reinforcement at those points where the worst drifting occurs.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~XXXXXXXXXXXX~~

Mr. Ghiglione

November 8, 1950 p.4

g. Mountain Roads.

Hatcher Summit was closed by snow during the storm which occurred in the high mountain region on October 4th through 5th, which closed the road over the summit for the winter. Snow removal was required between Little Susitna Bridge and the highway camp after the storm which occurred around the middle of the month, a total of 10 miles of snow removal being required to keep the road open to this point.

Snow was removed to the Independence Mine on the 20th of the month, with the mine owner paying the cost of the work done.

h. Sterling Highway.

Work on the Sterling Highway during the month consisted of regrading and widening the swampy areas which had showed subsidance, placing gravel surfacing, and shaping the roadway in preparation for crushed rock surfacing. This work was complete with roadway ready for crushed gravel between Mile 1 at Henton and Mile 41 at Kenai Junction; and on the Kenai Spur between Kenai Junction and Kenai, a distance of 11 miles.

All construction on the Sterling Highway was closed down on October 31, except for a small crew working on sloping the high cut banks between Mile 1 and Mile 3.

i. Flat Roads.

Work was continued on the installation of the warm storage building until October 8 when operations were shut down for the winter. All roads in the Flat area were in fair condition at the end of the season. Foreman Alderson has taken annual leave Outside, with a relief operator left in his place for emergency maintenance of the Flat Airport.

*Just cold winter storage
20 x 100
repaired
from
ACS.
without
cost.*

j. Dillingham Roads.

Considerable rain fell in the Dillingham area during the month, requiring considerable maintenance in filling of chuck holes which were constantly developing during the wet weather. It was possible, however, by keeping the motor grader working constantly during the dry weather to keep the roads in fair shape. The grade was raised in the approaches to the Scandinavia Creek Bridge, also gravel fills on either side of the swampy area at Klondike Creek. During the periods of heavy rainfall, the time was spent in overhauling equipment in the shop, with the Sno-go completely overhauled and painted, and a cab installed on the D-7 tractor.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~ALASKA ROAD COMMISSION~~

Mr. Ghiglione

November 8, 1950 p.5

k. Bethel Roads.

The early freeze-up at Bethel found the roads in fair condition for the winter.

Repairs were made to the Bethel Airport under an allotment authorized by the Territorial Board of Aeronautics. This work was started just before freezing weather set in, with frost extending approximately 3 inches into the ground, by the time the work was completed. Should no unseasonable thaws occur this will leave the airport in excellent condition for the winter.

Work continued on construction of the Hill Road until the freeze-up.

l. Kodiak Roads.

Grader maintenance was performed several times on Kodiak roads during the month to have them in good condition for the freeze-up.

One of the surplus quonset huts at Fort Abercrombie was blocked up and prepared for moving to the ARC station site.

m. McKinley Park Roads.

Work at McKinley Park during October consisted of completing the bulkhead and setting up the crusher in the gravel pit at Mile 11, with the station closed on October 24.

n. Cantwell Roads.

Work continued on construction of the Cantwell-Paxson Road during the month, with clearing and stripping completed and a pioneer road pushed through to the Brushkana River at Mile 32. A 20' X 25' timber bridge was constructed across Fish Creek at Mile 7.05, with approaches backfilled and the bridge opened to traffic. The roadway has been completed with pit run gravel surfacing applied to Mile 10. Portions of road are completed between Mile 10 and Mile 20, with a total of 18.9 miles of roadway grading completed.

Work continued on construction of the garage, with the concrete pour for the pipe trenches and floor completed during the month. Temperatures ranging from 30° above to 0° required the use of heat to prevent the concrete from freezing. This has been accomplished with the radiant heating system installed in the floor, by connecting each section of pipe as it is installed into the hot water circulatory system.

The location party under Locating Engineer Grammer completed the preliminary surveys to and including the Susitna River crossing at Mile 60. In the return trip, moving camp supplies and equipment back to Cantwell, the towing D-8



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
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Mr. Ghiglione

November 8, 1950 p.6

tractor broke down at the Brushkana River crossing and the crew was brought into Cantwell by Dodge power wagon.

The survey party under Mr. Evancoe completed the Cantwell-McKinley Park east side survey, and Mr. Evancoe returned to Anchorage on October 24.

o. Homer Roads.

Routine grader maintenance was performed on the Homer Roads during the month with culverts and drainage ditches cleaned and marked.

p. Farm Roads.

Farm Road construction in the Anchorage area consisted of completing the construction of the Huffman Road begun last month, with an additional 1.5 miles cleared and stripped and 3.0 miles graded. The Birch Road, connecting Huffman Road with O'Malley Road 3 miles east of Potter Road, was cleared and stripped for 1.0 miles and graded for 0.5 miles. Grading consisting of gravel fill was completed on an additional 0.1 miles of the Dowling Road, with the early freeze-up preventing completion of construction of this road. The Woodland Park Roads (Utah and Lois Avenues) were regraded to Alaska Road Commission standards and gravel surfaced for a total of 1.3 miles. The Benti Road in the Matanuska Valley was completed by the clearing, stripping, and grading of an additional 0.1 mile of road. Access roads were constructed to the Mountain View School, with a total of 0.5 miles of roadway being cleared, stripped, graded and gravel surfaced.

The East Kenai Farm Road, graded last month, was gravel surfaced during October for a total of 0.6 miles.

2. By Contract:

a. Glenn B-1, Contract I-arc-4161.

McLaughlin Inc., contractor on this section of the Glenn Highway, was successful in completing the rough grading and placing of gravel base course to Mile 102 before the freeze-up, on October 14. RC-3 asphalt pavement ^{now} was completed from Mile 48 to Mile 84.5 and from Mile 95 to Mile 102, with seal coat applied to the pavement from Mile 48 to Mile 62. All aggregates necessary for completion of the plant mixed surfacing and seal coat were processed and stockpiled for use after operations are resumed next spring. All construction operations were shut down on October 14, with engineering forces continuing work throughout the month on final X-sections.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~UNRECALLED~~

Mr. Ghiglione

November 8, 1950 p.7

b. Glenn B-2, Contract I-arc-4211.

Babler Brothers and Rogers, contractors on Section B-2, commenced operations on this section late in the month, consisting of roadway excavation and embankment between Mile 138.5 and 146.3. Approximately 16% of the grading between these limits was completed before the freeze-up forced cessation of activities on October 31.

c. Anchorage Warehouse Addition, Contract I-arc-4272.

The cement board for finishing of the interior walls and partitions of the warehouse addition were received late in the month, and the contractor completed installation of the interior walls by the end of the month.

d. Bridges, Contract I-arc-4272.

Clean-up work on the Matanuska River Bridge was completed by the contractor early in the month, and the gravel fill approaches were placed by government forces and the bridge opened to traffic the evening of October 23.

e. Savage River Bridge, Contract I-arc-4274.

Breeden and Smith Company, contractors on the Savage River Bridge, completed driving of all piling for the bridge. Concrete pour was completed in abutment No. 2, except for the parapet and wing walls; and 4 feet of pier No. 1 was poured before cold weather forced the shut down of activities on October 10.

3. Weather.

Light rains fell in Anchorage on October 4th and 5th turning to snow in the higher elevations. Rain mixed with snow fell on Tuesday, October 10, with cloudy weather predominating during the first half of the month. The first heavy frost in Anchorage occurred Monday, October 16, with the latter half of the month continuing with unseasonably cold weather, temperatures seldom being above freezing during the day and hovering near 0° at night.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~UNNEEDED ALASKA~~

Mr. Ghiglione

November 8, 1950 p.8

4. Miscellaneous.

Mr. Thoralf I. Rivenes arrived in Anchorage on October 1.

Col. John R. Noyes arrived in Anchorage on October 4, returning to Juneau on October 6.

Mr. Rivenes and Mr. Hatchett made a tour of inspection of the Cantwell job on October 16, returning to Anchorage October 17, with Mr. Rivenes proceeding to Juneau on October 22.

Mr. Wm. J. Niemi proceeded to Juneau on October 23 to assume his new duties as Chief, Operations Division.

Mr. Rivenes returned to Anchorage from Juneau on October 31 to assume his new duties as District Engineer, Anchorage District.

T. I. Rivenes,
District Engineer

CEA:ntm



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

JUNEAU, ALASKA
Anchorage, Alaska

Mr. Keyes	
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October 9, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly Progress Report for September, 1950, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads.

The old pavement on Fourth Avenue Extension to Fort Richardson, on which no maintenance has been performed since its completion, has shown signs of depreciation this season, with many small deep potholes and several large badly broken areas developed. In cooperation with the Aviation Engineers who furnished the plant mixed surfacing and equipment, including compressor and pavement spades, a new caterpillar grader, and roller, ARC forces effected repairs to this pavement. Work of patching was started early in the month, but mechanical difficulties with the Army's asphalt mixing plant prevented completion until the end of the month. It is hoped that a sealcoat may be applied to the remaining unsealed pavement, to provide a wearing surface and prevent further deterioration; this work, if done, will also be in cooperation with the Engineers.

Work was completed on the bulkhead repairs to the Fourth Avenue bridge across Ship Creek. However, settlement of the approach fill occurred at both ends of the bridge, and these sags were leveled up with plant-mixed surfacing secured from the Engineers hot plant.

Brush has been encroaching on the drainage ditches of Fireweed Lane between Potter Road and Spenard Road, causing the drainage ditches to be ineffective. This brush was removed, drainage ditches constructed, and driveway culverts installed to correct the drainage condition. Ditches and culverts were also cleaned on the Step-and-a-half Road preparatory to the winter freezeup.

Advantage was taken of the heavy rain which occurred early in the month to deep blade all corrugated gravel roads, while the material was wet enough to compact thoroughly under the traffic. Only occasional maintenance with the motor graders has been required since that time to keep the roads in excellent condition.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~MINNEAPOLIS/ALASKA~~

Mr. Ghiglione

October 9, 1950 p.2

b. Potter Road.

Crushed gravel surfacing was completed on Potter Road between Fireweed Lane and Potter. In cleaning up the stockpiled crushed gravel, considerable coarse uncrushed gravel became loaded into the trucks with the crushed material. It was necessary before final lay down of the surfacing to spread the loose gravel and work the coarse material to the surface, from where it was drifted off the shoulders with the blades. This work, fortunately, was completed just before the heavy rain with the result that a much better job of processing and laying of the crushed material was effected than would have been the case had the material been laid dry.

On Gambell Street, between the South city limits of Anchorage and Fireweed Lane, the steep grades extending into the Chester Creek Swamp from the highlands on either side have presented a serious hazard to traffic since the construction of this road, due to the sharp vertical curves and short sight distance existing at the tops of the grades. This situation was corrected by cutting down the crest of the hill at the south grade approach, removing the old bridge across Chester Creek, which was replaced with a 10-foot by 50-foot elephant hut culvert, and raising the road to grade across the creek approximately 6 feet. Right-of-way problems prevented similar treatment at the north approach and it was necessary to construct a heavy gravel fill at this end in order to ease the vertical curve and improve the sight distance. The entire fill across the Chester Creek Swamp was raised approximately 3 feet and the roadway was widened to the 28-foot through road standard.

It is believed by this office that this portion of the Seward Highway, mileage of which has been included in Route 75 in the past, should be included with Route 75-P. Unless instructions to the contrary are received from the Headquarters Office, this road will be so treated in the annual report. *OK*

All culverts and ditches on Potter Road were cleaned and slopes dressed, and culverts marked in preparation for the winter season.

c. Spenard and Sand Lake Road.

The bridge across Campbell Creek on the Campbell Station Road began to show serious deterioration in the decking. Several broken planks in the old deck were removed and replaced, and the entire bridge deck re-covered with material salvaged from the old Fetters Creek Bridge.

Several culverts were installed on the Campbell Station Road to improve the drainage conditions which have resulted in the development of mud holes during the spring break-up period in the past, and ditches were cleaned and deepened where necessary to effect drainage. Ditches and culverts were



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cleaned and marked on Sand Lake and Sand Lake Loop Road, and several driveway culverts installed to improve drainage and prevent the ponding of water during the spring break-up. Occasional maintenance with motor graders kept the road surface in good condition during the month.

d. Glenn Highway.

Work performed by government forces on the Glenn Highway consisted of blading the roadway between Mile 102 and Mile 124, clearing sluffed rock from the roadway, clearing ditches and cleaning and marking culverts.

Considerable damage was done to the Caribou Creek Bridge at Mile 107 by an Alaska Freight Lines truck on September 9. The truck went out of control while descending the steep grade approaching the bridge from the east, and in attempting to negotiate the sharp curve on to the bridge, the trailer side-swiped the main truss member at the northeast corner of the bridge, then careened from side to side of the bridge before coming to a complete stop. A report of the accident with photographs and requisitions for replacement members has been forwarded to the Headquarters Office.

e. Anchorage Depot.

The warm storage building was painted during the month, and a chimney installed. Installation of the heater will complete the alterations to this building and make it ready for use.

The heavy rains which occurred during the 12, 13, and 14 showed drainage facilities from the parking lot in front of the warehouse to be inadequate, and a wide flat ditch was constructed from the edge of the paved parking apron to the main drainage ditch along the south side of the warehouse, to correct this condition.

The new 7½ Ton C-2 Federal wrecker was received from Army Surplus and it was found that all the major accessories and equipment on the wrecker had never had the original coating of preservative removed, with the accessories still in their original packing crates. Repairs necessary to put this salvaged equipment into operation consisted of cleaning off the protective coating, applying paint and installing one 12 volt storage battery. The D-6 Caterpillar tractor also secured from salvage can be put into operation with minor repairs and adjustments. Several other minor items of equipment and shop tools were secured from salvage.

f. Valley Roads.

Road side brush removal was accomplished on an additional four miles on Route 35-B, and favorable weather conditions permitted burning of the



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majority of the brush removed during the previous summer months. Work performed on Valley Roads this season in brushing and ditching alone, has created a remarkable change in the appearance of the roads and the attitude of the Valley residents.

Only routine grader maintenance was required to keep the Valley Roads in good condition through the month.

g. Mountain Roads.

Light snows fell on the Mountain Roads between the 12th and 14th of the month, but presented no serious difficulty in keeping them open, to traffic.

Deep ditching was undertaken at several places in an attempt to minimize the washing which has proven detrimental at these points during the past. Culverts were cleaned and marked, with a few culverts being re-layed to a deeper grade.

Only minor maintenance has been required to keep the Mountain Roads in good condition, since several of the mines closed down operations during the month and heavy hauling has lessened considerably.

h. Sterling Highway.

Formal opening ceremonies of the Sterling Highway were held at the Kenai River Bridge on September 6, 1950 with many celebrities and civic officials participating in the program, and a crowd of more than 500 people in attendance.

Construction work on the Sterling Highway during September consisted of grading and shaping of 18 miles between the Kenai Junction and Moose River, preparatory to placing crushed rock surfacing. Between Stariskey Creek and Diamond Creek on the Homer section of the road, considerable subsidence occurred in the swampy areas, with heavy filling required to bring this section to standard width and grade. Crushed gravel surfacing was placed and processed on 2.5 miles of the road. Shoulders were shaped, ditches graded, and culverts cleaned and marked on the completed sections of the roadway.

i. Flat Roads.

General maintenance was performed on Flat Roads during the month with ditches graded and culverts cleaned and marked. The bridge over the old Miscovich Mine ditch, which collapsed last month, was reconstructed over the newly constructed mine ditch. The warm storage building secured from surplus was moved to the maintenance station site, and preparation for its use as a warm storage building was practically completed during the month.



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j. Takotna Roads.

Maintenance work for the summer season on the Takotna Roads was completed, and the camp closed down on September 21. All roads in the Takotna area were in fair condition at the end of the season, although heavy traffic between Sterling Landing and Cantwell has damaged gravel surfacing placed earlier this spring, and it will probably be necessary to regravell portions of this section next spring before heavy hauling is resumed. All culverts were cleaned and marked and ditches in general were graded. There are several miles of roadway upon which brush has encroached into the ditches so badly that ditches in this section could not be graded. Clearance of this brush is slated for high priority early in the 1951 season.

k. Dillingham Roads.

No report has been received from Foreman Palmer at Dillingham.

l. Bethel Roads.

Heavy rains occurring in the Bethel area early in the month made constant maintenance necessary during this period. Construction of the new road, Route 92-AB, continued, with all fill material being hauled from the gravel pit at the beach. To expedite the progress of the work, a D-4 Caterpillar tractor with bull dozer was rented locally. As this road is all located through a permafrost area, it was necessary to keep the trucks on the fill at all times during construction, which required the construction of turnarounds at frequent intervals, materially slowing the progress of the work. Grading was completed on the 24th of the month.

m. Kodiak Roads.

Routine maintenance was performed on Kodiak Roads during the month, with gravel being hauled to fill soft spots as they developed. Ditches were graded and culverts cleaned and marked in preparation for the winter season.

n. Talkeetna Roads.

Maintenance work on Talkeetna Roads was completed during the month and the crew under Foreman Mulvaney returned to Anchorage on the 23rd. All roads were in fair shape at the end of the season, with ditches graded and culverts marked and cleaned.



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o. McKinley Park Roads.

Only a minimum of blading was required to keep the roads in fair condition during the month, with culverts cleaned and staked to Mile 12. The Three-Lake Trail was cleared of new growth of brush for two miles, and brush cleared and deep ruts filled on three miles of the Savage River Trail.

Grading of the line changes was completed and bridges constructed at Mile 3.5, 12.8, 19.5, 19.6 and 20.4, with gravel back fill completed and bridges opened to traffic. Slightly in excess of 1500 cubic yards of gravel fill were required in the construction of these changes.

Concrete aggregates were hauled to the Savage River Bridge site for use by the contractor in construction of the abutments for this bridge. Work was continued setting up the rock crusher, with construction of the bulkhead for the primary feed well underway.

p. Cantwell Roads.

Construction of the Cantwell-Paxson Road continued during the month, with the stripping crew working from camp located at Mile 23.5. Stripping work has been extended to Mile 26, with grading completed on an additional 2.75 miles of road, and gravel surfacing placed on 3 miles.

The mess hall and dormitory was completed and occupied on the 26th of September, with carpenter crews continuing work on insulating wanigans, installing quonset huts at the permanent camp, and installing insulation and floor in the garage building.

Under Locating Engineer Grammer, the advance location party moved to a camp located at Mile 50. A D-8 Caterpillar Tractor, replacing the TD-14, is working with the advance crew and constructing an airfield at the new camp site. The survey party under Mr. Evancoe moved into camp at Carlo late in the month, with the preliminary survey of the Cantwell-McKinley Park east line completed between Mile 6 and Mile 16.

q. Homer Roads.

Work on Homer Roads consisted of widening and gravelling 1.6 miles of the West Hill Road and regravelling the East End Road east of Fritz Creek.

Two 6,000 gallon fuel tanks were installed at the Homer dock and a 4,000 gallon gasoline tank was installed at the depot. Routine grader maintenance was performed on the balance of the Homer Roads, with ditches graded and culverts cleaned and marked, in preparation for the winter season.



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r. Farm Roads.

Favorable construction conditions, particularly in the Anchorage area, made it possible to complete all Farm Road projects originally approved for construction, with funds and time permitting construction of a considerable additional mileage of roads, built in the order of priorities set up in the spring program. Grading of 2.5 miles of O'Malley Road completed the projects estimated for this season. Additional construction this month included clearing, stripping and grading of 0.1 mile on the Bentti Road; ~~and~~ clearing and stripping, grading and surfacing of 2.6 miles on the Fish Creek Road; and clearing and stripping of 1.5 miles on the Huffman Road. Farm Road work in the Kenai sector includes clearing, stripping and grading of 0.6 miles of the East Kenai Road; and clearing, stripping and grading of 0.5 miles of the Anchor River Road, with gravel surfacing placed on 0.2 miles of this road.

2. By Contract.

a. Glenn A.

Work was completed on this project during the month and the job accepted by the Bureau of Public Roads.

b. Glenn B-1, Contract I-arc-4161.

Rough grading was in progress along Long Lake Grade between Stations 2,006 and 2,083 and through the Muddy Creek area, Stations 2,251 to 2,443. Crusher base course has been completed to Station 2,000 and between Station 2,450 and Station 2,850.

No pavement was laid during the month as the contractor was moving and setting up his plant at the new location. Pavement has been completed to Station 1,907.

c. Glenn B-2, Contract I-arc-4211.

The skeleton engineering crew continued working on office and field design, and no construction operations have commenced on this project.

d. Warehouse Addition, Contract I-arc-4272.

The contractor has completed installation of all insulation, and laying of the sub-floor. Due to an oversight in design, a minor revision was necessary in the installation of several electrical outlets. Delay in delivery of thermopane windows has required the contractor to install temporary plexi-glass windows.



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e. Bridges.

Contract I-arc-4274.

Construction was completed on the Matanuska River Bridge at the end of the month, with only clean-up work remaining on the contract. Several boxes of dardlet bolts consigned for this job were never received, and to complete the assembly of the bridge, the contractor secured bolts from Seattle and shipped them to Anchorage by air freight late in the month. Construction of the bridge approaches will be completed early in October and the bridge opened to traffic.

Savage River Bridge, Contract I-arc-4284.

Driving of piling was completed on abutment No. 2, forms and reinforcement steel were set and the abutment poured. Piles were driven for piers 2, 3, 4, 5, and 6, and excavations completed for abutment No. 1.

3. Weather.

The weather has been mild with cloudy weather predominating. A heavy rain fell during the 12, 13, and 14th of the month.

4. Miscellaneous.

Colonel John R. Noyes, Commissioner of Roads for Alaska, and Mr. A. F. Ghiglione, Chief Engineer, arrived in Anchorage Tuesday, September 5, proceeding to Kenai, Wednesday, September 6 to attend the opening ceremonies of the Sterling Highway. Mr. Ghiglione returned to Anchorage Wednesday, September 13, proceeding to Glenallen and Valdez Thursday, September 14.

W^m J. Niemi by tjt
Wm. J. Niemi,
District Engineer

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Col. Noyes
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Sept. 12, 1950	<i>12</i>
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Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly Progress Report for August, 1950, Anchorage District,
Anchorage, Alaska

1. By Government Forces:

a. Anchorage Roads.

The unusually dry weather during the month of August made it possible to keep the Anchorage roads in good condition with only routine blading with motor graders.

Work was started on repairing the bulk heads on the Fourth Avenue-Ship Creek Bridge late in the month.

During the past spring break-up, considerable difficulty was encountered in getting the school busses into the new Mountain View School, and a new access road was constructed into the school property from Parsons Avenue, the existing access road was improved and gravelled and a connection constructed between the existing and new access roads.

b. Potter Road.

Work on the Potter Road during the month consisted of bringing low fills to grade with pit run gravel, and placing crushed rock surfacing on the prepared grade. Two miles of roadway were regraded with pit run gravel, with three miles being surfaced with crushed rock, which required approximately 2,875 cubic yards of crushed material. One-48 inch corrugated metal pipe culvert was extended 8 feet to provide a full width roadway at this point.

c. Spenard and Sand Lake Road.

A short area of the new paved highway at Romig Hill showed signs of serious subsidence, the cause of which has not been determined, but may be due to perma-frost. As this occurred on a steep winding grade, it was necessary to place approximately 4½ Tons of plant-mixed surfacing to eliminate the hazardous depression. The patch was placed by hand raking methods, and as the only material



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available for patching was mixed with heavy paving grade asphalt, it was imperative that the work be done rapidly before the mix had lost sufficient heat to be impossible to handle. Compaction of the patch was attempted with the new vibratamper, and it was found that this piece of equipment while satisfactory on small patches less than two feet in width, or on which the vibratamper will more than cover the entire patch, is inadequate on any larger patch, as it is impossible to control the vibrating screed, which has a tendency to dig on one edge or the other and will not maintain an even plane in tamping, resulting in a patch full of corrugations. An attempt was made to rerake the surface of the large patch and to smooth up with fresh material the corrugations developed by the vibratamper, and final compaction was obtained by rolling with a loaded truck. The resulting repair job, while slightly rough, has eliminated the hazardous condition previously developed.

Maintenance with motor graders was performed on the balance of the Sand Lake Roads, although favorable weather through the month permitted a minimum of maintenance.

d. Glenn Highway.

Routine maintenance consisting of cleaning ditches, removing rocks from the roadway, and blading with motor grader was performed on the Glenn Highway between Mile 102 and Mile 124, the portion of this highway on which maintenance has not been assumed by the contractors.

Dardalet bolts were installed in the Peters Creek Bridge, the approach was back filled, and the bridge opened to traffic the afternoon of August 23.

An approach fill was constructed on the west end of the Matanuska River Bridge to permit driving of piles for false work by the contractor. Approximately 772 cubic yards of gravel were required for this purpose.

Widening of bridges on the Glenn Highway was interrupted for this season by the wreck on August 1 of the Byers crane, which was being used for driving piles for these bridges.

On August 19, the garage at Mile 115 burned to the ground, destroying the Adams motor grader No. 1280, a small compressor, sundry small tools, and numerous items of minor engineering equipment.

e. Anchorage Depot.

Work at the depot consisted of installing concrete floors and hanging the doors in the warm storage building.



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Necessary repairs were performed in the Anchorage shop to put the Byers Crane back in operation on August 19, and this equipment was used as a dragline in the depot yard during the balance of the month, excavating new drainage ditches from the septic tank.

f. Anchorage Asphalt Plant.

The plant was in routine operation during the month, with the plant crew painting the entire tank farm installation during their spare time.

g. Valley Roads.

Brushing and ditching was accomplished on 2 miles and spot gravelling on 4 miles of the Fishhook Road, Route 35-B, between Wasilla and Fishhook Junction. Brush was removed and adequate drainage ditches constructed on an additional 2 miles of Route 35-G. The line change eliminating eight sharp reverse curves on Route 35-H, between Palmer and Wasilla, was completed during the month, with approximately 100,000 cubic yards of excavation being made to effect this improvement. The Cottonwood Creek Bridge at the mouth of Wasilla Lake was redecked with materials salvaged from the old Peters Creek Bridge.

Three-24" x 30' corrugated metal culverts were installed on Route 35-J to improve the drainage situation on this route.

Maintenance was performed with motor graders on all other Valley Roads, which kept them in good condition throughout the month.

h. Mountain Roads.

Favorable weather made it possible to keep the Mountain Roads in good condition with a minimum of grader maintenance.

i. Sterling Highway.

Work on the Sterling Highway consisted of regrading and widening fills which had subsided through swampy areas, placing pit run gravel surfacing, and crushed rock surfacing. Pit run surfacing was placed on a total of 7.5 miles of road, completing this phase of the work over the entire route; and crushed rock surfacing was placed on 4.0 miles of roadway.

Maintenance with motor graders was performed on the remainder of the route.



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j. Flat Roads.

General maintenance was performed on Flat Roads during the month. The bridges at Mile 3 and across the Miscovich Mine ditch on Route 33-F collapsed under a heavily loaded gravel truck. The bridge at Mile 3 was repaired; the one over the ditch was removed and the ditch back filled as the mine operator is reconstructing the ditch in a new location. Upon completion of the construction of the new ditch, this bridge will be replaced at the new location.

One of the old ^{ACS} ~~CAK~~ warehouse buildings at Flat was secured from war surplus and is being moved to the Flat maintenance station site to be used as a warm storage building.

k. Takotna Roads.

Work was completed on the grading, ditching and gravelling of the Little Creek Road during the month. Heavy gravelling was placed through the Gaines Creek flats between Takotna and Ophir, and brushing and ditching was underway between Little Creek and Ophir at the end of the month. Maintenance with graders kept the road between Takotna and Sterling Landing in fair condition throughout the month.

l. Dillingham Roads.

The fill across the swamp at the Wood River gravel pit showed considerable subsidance during the early summer, and a new culvert was installed and this fill raised approximately 2 feet. Spot gravelling was accomplished between Picketts and Windmill Hill, and two small hills on the Wood River Road were cut back on flat slopes to eliminate a serious snow drifting condition which has recurred every winter. Bridges were repaired at the creek crossing by the Wood River gravel pit and at the PAF pipe line crossing.

Metal siding on the rear of the new garage was extended to the ground to eliminate serious leaking on this portion of the building, and the garage was wired for electricity and electric lights installed.

m. Bethel Roads.

Work at Bethel consisted of hauling sand to the new road, Route 92AB. It was found that approximately 1,000 feet of this road was routed over ground which had been thawed from 6 to 20 feet deep, requiring placing of exceptionally heavy cordoruy, and more sand fill than had been anticipated through this area.



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Maintenance with the drag grader kept the balance of the Bethel roads in fair condition throughout the month.

n. Kodiak Roads.

The unusually dry weather prevailing during the month permitted the Kodiak roads to be kept in excellent condition with a minimum of maintenance.

The break water at Mission Beach was completed, and clearing, stripping and grading for the garage building was underway at the end of the month.

o. Iliamna Roads.

No work was accomplished on the Iliamna roads during August.

p. Talkeetna Roads.

Work was completed on the Petersville end of the road with the repair of the bridge at Bluell's, and the camp was moved to Talkeetna Landing early in the month. Graveling between ~~Croto~~ and Moose Creek was in progress at the end of the month.

q. McKinley Park Roads.

Rain and small floods which occurred early in the month caused wash outs and slides at Mile 9 and Mile 11. Wash outs were quickly repaired although small slides recurred throughout the month. Rains also caused slides between Mile 45 - 46, Mile 53, and between Mile 63 - 68. Bridges at Mile 3.5 and Mile 20.4 were completed, approaches back filled, and bridges opened to traffic during the month. The bridge crew was moved to the Savage River camp on the 9th, and work was underway on the bridge at Mile 19.4 at the end of the month. Bridge construction has been delayed by lack of a boiler of sufficient steam capacity to keep the pile driver operating; heavy boulders encountered in the stream bed also retarded progress. The line change at Mile 12.8 was graded and gravel surfaced, and 380 cubic yards of gravel was hauled to the National Park Service water supply.

A line revision between Mile 11.1 and 11.3 was staked and cross-sectioned, and a contour map of the overflow area is being prepared, from which studies of the bridge site and channel change can be made.

r. Cantwell Roads.

Clearing and stripping was accomplished on 2.5 miles of Route 76-C during the month, with this phase of work now completed to Mile 20. Grading was



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completed on 5 miles of road, with a total of 11.4 miles of grading completed to date.

Concrete foundations and floors were poured for the generator building, and the floor of the 20' x 60' warehouse was poured. The mess hall-dormitory is now 80% completed, with further progress on the garage building halted pending receipt of electric wire, insulation, and radiant heat piping.

The advance location party under Locating Engineer Grammer moved ahead to a new camp at Chief Creek, 14 miles east of Brusinkana Creek, on the 27th.

Relocation was completed between Mile 21.5 and Mile 27, and the survey party under Mr. Evancoe moved to Windy on the 30th.

s. Homer Roads.

Gravelling was accomplished on a portion of the Diamond Ridge Road, from a pit located at Mile 8 on the Sterling Highway, with routine maintenance performed on the balance of the Homer roads during the month.

t. Farm Roads.

An additional two miles of roadway were cleared, stripped and graded on the Campbell Airfield System, completing this portion of the Farm Road construction program. Work was commenced on the construction of O'Malley Road, extending from Potter Road easterly 4.0 miles, with the entire 4 miles cleared, stripped and grading completed on 1.5 miles. Clearing and stripping was accomplished on 1.0 miles of the Dowling Road, which will connect the southerly terminus of the new Campbell Airstrip System with Potter Road. Grading of 0.2 miles of this road was completed during the month.

Reconstruction of the old Kasilof Road was completed during the month, with 3.6 miles cleared, stripped and graded. The road to the Webb and Ramsdell homesteads was constructed for a total of 1.6 miles, and the road from the Sterling Highway to Skilak Lake completed for 1.0 mile.

2. By Contract.

a. Glenn A.

Seal coat was applied to the pavement between the Fort Richardson east gate and Chugiak, and between Mile 0 and the west gate to Fort Richardson. Sealing of the partition through the base was deferred until late in the month pending determination of the efficacy of the corrective measures taken to eliminate



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bleeding of the pavement within the Fort. The project was 97% completed at the end of the month.

b. Glenn B-1, Contract I-arc-4161.

Grading and crushed rock surfacing has been completed on this project to Mile 85 and between Mile 100 and Mile 102. Pavement has been laid to Mile 84 and the crushed rock surfacing primed to Mile 85. Grading was underway between Mile 85 and Mile 86, and between Mile 97 and Mile 100 at the end of the month. No paving was in progress during the last week of the month, as the contractor was moving his hot plant to a new setup at Mile 94.

Engineering work on the final profile, grades and construction X-sections was practically completed by the end of the month, with setting of slope stakes and final grade stakes in progress as needed. Office engineering work on the final design was 75% completed at the end of the month.

c. Glenn B-2, Contract I-arc-4211.

No work was performed by the contractor on this project during the month, with engineering forces continuing on slope staking and the preparation of design.

d. Warehouse Addition, Contract I-arc-4272.

Work performed on the Warehouse Addition during the month consisted of completing installations of the heating and electrical rough-in, the stairway from the second to the third floor, and the exterior siding.

Work in progress at the end of the month consisted of installing the roof, drainage system and installing insulation in the ceiling.

The Plumbers' strike has delayed completion of this addition, and the contractor has requested a 30-day extension of time.

e. Bridges, Contract I-arc-4274.

The Peters Creek Bridge was completed and opened to traffic during the month. Ten bents were driven for false work on the Matanuska River Bridge, and structural steel was being placed on this bridge at the end of the month.

The contractor for the Savage River Bridge, Contract-I-arc-4284, moved in and set up a camp and began excavation for the concrete footings and retaining walls. A pile driver was set up late in the month and work was begun driving piles for piers of this bridge.



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3. Weather.

Temperatures during August have been normal, with little rain, and cloudy weather predominating.

4. Miscellaneous.

Mr. G. M. Tapley, Chief, Engineering Division, Mr. Thoralf Rivines, Materials Engineer, and Mr. Harry Bates, Safety Engineer, arrived in Anchorage Thursday, August 17. Mr. Bates proceeded to Fairbanks on Friday, August 18 and Mr. Tapley returned to Juneau on Saturday, August 19 after inspection of jobs in the Anchorage area.



Wm. J. Niemi,
District Engineer

CEA:ntm

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

cc given Col. Thomas
Col. Thomas
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August 7, 1950
H.

Mr: A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly progress report for July 1950, Anchorage District,
Anchorage, Alaska.

1. By Government Forces:

a. Anchorage Roads.

Roads in the Anchorage area were kept in excellent condition throughout the month by maintenance with motor graders.

Rains during the latter part of the month raised the flow of Ship Creek and started erosion of the toe of the north approach to the Post Road Bridge. It has been necessary to haul material to fill holes which developed at this point of weakness, and it is planned to lower the bridge bulkhead to remedy this condition.

b. Potter Road.

The work of filling sags which developed during the winter continued through the month, and crushed rock surfacing was placed on the 4.5 miles which had previously been regraded. Approximately 2,800 cubic yards of crush rock surfacing were placed, and an additional 4 miles of roadway regraded. Maintenance with motor grader was performed on the balance of the Potter Road through the month.

c. Sand Lake and Sand Lake Loop Road.

On the Sand Lake Loop Road between Potter Road and the Campbell Creek crossing considerable settlement has occurred through the swampy area. Gravel fill was placed through this area to bring the road to grade, and spot gravelling was accomplished on several other low spots on the remainder of the Sand Lake and Sand Lake Loop Roads. Maintenance with motor graders kept the route in good condition throughout the month.

d. Glenn Highway.

Maintenance on the Glenn Highway has been assumed by the contractors from Anchorage to Mile 102. Work performed on this route through the month consisted of repairing a small slip at the west end of the Eklutna River bridge, resetting the rocker bearing at the southeast end of the Moose River bridge and installing permanent traffic signs.

35/103

Concrete aggregates for the construction of the abutments of the Peters Creek bridge were hauled to the site by government forces during the month.

Widening of narrow bridges on the Glenn Highway continued throughout the month, with the bridges completed to Mile 114.

The bridge painting crew completed painting of the super structure of the Knik River bridge, and tightening of the bolts and spot painting of bolt heads on the sub structure of spans 1 and 5.

Maintenance, consisting of digging out and regraveling frost boils as they occurred, and blading with motor grader, was accomplished during the month between Mile 102 and Mile 124, the portion of the Glenn Highway on which the contractor has not commenced construction operations.

e. Anchorage Depot.

The work in the Anchorage Depot consisted of pouring the concrete base for the storage racks in the warm storage building, and the erection of storage racks.

f. Anchorage Asphalt Plant.

The gravel fill placed on the Standard Oil Company property to permit a direct truck approach to the weighing scales has proven to be very satisfactory and no further trouble with the scales is anticipated. A gate was installed across this approach fill during the month, to comply with the terms of the agreement with the Standard Oil Company.

The Asphalt Plant crew worked at spare times during the month scraping rust from the pipe lines and tanks, preparatory to painting the entire tank installation.

g. Valley Roads.

Brushing and ditching was accomplished on 6 miles of Route 35-H and 2 miles of Route 35-G during the month. Work was commenced on a line change eliminating a series of eight sharp reverse curves in a distance of approximately 3/4 of a mile, on the Palmer-Wasilla road, Route 35-H, with the entire distance cleared and stripped of a heavy growth of birch and spruce. Grading of the line change was approximately 60% completed, with good gravel encountered in all cuts. Work of rehabilitating the Knik Road was completed during the month. All soft spots which give the most trouble during the spring break-up were removed and back filled with gravel, and gravelling was completed on the remainder of the route. Adequate drainage ditches were constructed, and culverts installed, which should prevent recurrence of the prohibitive spring maintenance customary to this route. A total of 35 ft. of 30 in., 418 ft. of 18 in., and 34 ft. of 15 in. of corrugated metal pipe culvert were installed. In several places where serious snow drifting has occurred in the past, the road bed was raised to correct the condition.

Two car loads of bridge timber intended for replacement of bridges on Valley and Mountain roads were unloaded and stored in the warehouse at Wasilla.

Maintenance with motor graders was performed on the remainder of the Valley Roads through the month.

h. Mountain Roads.

Routine maintenance consisting of repairing washouts, removing small slides, cleaning ditches and culverts, and blading the road bed kept the Mountain Roads in good condition throughout the month.

i. Sterling Highway.

Regrading and widening of fills which had settled through the winter was accomplished on 7 miles of the Sterling Highway between Ninilchik and Kasilof. Gravel sub base was placed between Mile 73 and Mile 82, completion of which permitted opening the highway to traffic between Kenai and Homer. Three miles of the highway were surfaced with crushed rock, and approximately 5,000 cubic yards of crushed rock surfacing were stockpiled.

Installation of the decking and hand rails was completed on the Kenai River and Moose River bridges, with painting completed on the Kenai River bridge. The hand rails on the Moose River bridge were provided with two coats of yellow paint.

The Gruendler crushing plant, from which the crushed rock surfacing was produced, has proven entirely unsatisfactory in operation. The rated capacity of the plant is 60 cubic yards per hour, while the maximum production obtained to date has been 35 cubic yards per hour. Even this rate could not be sustained without numerous breakdowns, which has resulted in an average production rate for the month of less than 25 cubic yards per hour. Production costs of crushed rock surfacing have proven so excessive that operation of this equipment has been discontinued.

j. Flat Roads.

Repairs to the bridges and culverts which had been washed out by the floods which occurred late in June were completed and roads rendered passable again early in the month. General maintenance work consisting of cleaning ditches, removing slides and regraveling all washouts was accomplished, with the roads remaining passable and in fair condition throughout the month.

k. Takotna Roads.

A petition accompanied by several letters signed by residents and mining men in the Ophir area expressing dissatisfaction with the condition of the roads and of the ARC policies, in the Takotna-Ophir area, was received in the District Office early in the month. Investigation by the District Engineer disclosed that many of the persons signing the petition were not aware of the

*Plant instructed to
run very slow
some of the 1975*

nature of its contents, nor of the fact that the several derogatory letters were being attached to and made a part of the petition. The general sentiment expressed by the great majority of the people contacted was that noticeable improvement has been made on the roads in the Takotna area during the past two years, and that the nature of the statements in the letters was entirely unwarranted.

Work performed during the month consisted of re-ditching and improving drainage conditions on the Takotna-Ophir road, and replacement of the old bridge across Anvil Creek. Considerable regrading was accomplished on Little Creek road which restored this portion of the route to good condition. Maintenance with the graders was performed on the Sterling Landing Road, which kept this road in good condition throughout the month.

l. Dillingham Roads.

Routine maintenance with the motor grader kept the Dillingham roads in good condition during the month. Construction of the new air field runway, which crosses the present road, required rebuilding of the portion of the route between Klondyke Creek and the air field. The location of the new road lies through a dense growth of birch and small spruce, with heavy clearing and ditching required. This work was completed during the month, providing a section of road of a considerable higher standard than the old road.

The road across the swamp between the gravel pit and Squaw Creek bridge was raised approximately a foot, providing a level approach to the deck of the bridge. Re-gravelling of the portion of the road from the new air field to the hospital was started late in the month.

m. Bethel Roads.

Construction was completed on the new road, Route 92-AB, during the month. Routine maintenance, supplemented with occasional loads of sand fill kept the balance of the Bethel Roads in good shape.

The investigation for a new source of sand fill material has proven disappointing, the most promising ridge on which it was hoped to find a new supply proving to be nothing but the customary silt.

n. Kodiak Roads.

Work at Kodiak during the month consisted principally in hauling rock riprap for the Mission Beach breakwater. Approximately 150 feet of retaining wall, requiring approximately 400 cubic yards of riprap material was constructed, with back fill completed behind the bulk head.

Ditches were cleaned and several culverts installed on the Mission Beach road, which kept in fair condition throughout the month.

o. Illiamna Road.

Widening of the roadway through the rock bluff section was continued during the month. The road was kept passable although continuous heavy rains during the latter part of the month slowed all work considerably and made adequate maintenance difficult. Trouble with the old 30 Tractor contributed to the difficulty encountered in the repair and regrading of the road.

p. Talkeetna Roads.

Road work on Talkeetna roads consisted of gravelling soft spots as they developed, clearing small slides, cleaning ditches and culverts, and grading with the grader, which kept the roads in good condition during the month.

q. McKinley Park Roads.

Roads in the park were kept in good condition throughout the month, although heavy freighting by the Caribou Mines developed a number of soft spots between Mile 69 and Mile 87. Gravel was hauled to these as they developed, and several low spots and small wash outs were filled and widened. A heavy rain early in the month raised the Toklat River, causing a threat to the road along the west bank. A few hours work with the bull dozer diverted the main flow back into the center channel of the stream. Little damage was done by the water, and the few small wash outs which occurred were repaired by hauling material secured from small slides in the vicinity. The road to the Kantishna Air Field, and the Wonder Lake cut-off were graded, which put them in excellent condition. Ditches were cleaned and rediked to Mile 37, and the upper Igloo Creek channel deepened to prevent formation of glaciers on the road. By the end of the month all roads had been regravelled and graded, and were in excellent condition.

The survey party under Locating Engineer Grammer completed location of the line between Carlo and the McKinley Park Hotel, and the party transferred to Cantwell at the end of the month. The survey party under Resident Engineer Ruoff completed staking the bridge locations at Mile 3.5 and Mile 12.8, with cross-section completed for the culvert at Mile 15.7 and the bridge at Mile 19.5. All materials for the bridges which are being constructed by government forces have been received and stored at the various bridge sites. The old bridge at Mile 3.5 was dismantled and salvable material stock piled at the Savage River camp. Piles for the abutments of this bridge were being driven at the end of the month.

A contract for the erection of the Savage River bridge was let to the Breeden and Smith Construction Company during the month, and this bridge was staked on the ground according to the plans.

Mr. Thoralf Rivines, Materials Engineer, and Mr. Lee D. Lude, District Materials Engineer, made an investigation of the McKinley Park area for the purpose of locating a source of satisfactory aggregates for the concrete required in the construction of the various bridges to be built in the Park.

No deposit of sufficient magnitude to meet the requirements was discovered, and it is planned to ship aggregates from Fairbanks to fulfill the needs for this season. Investigation will be continued in an attempt to develop a local source of aggregates before the next construction season.

r. Cantwell Roads.

Clearing and stripping of the Cantwell-Faxon road was completed to Mile 17.5, with grading 35% completed to Mile 14. Grading has been 100% completed on a total of 6.3 miles of road between these limits. The survey party under Resident Engineer Jess has completed relocation of the alignment to Mile 21.5.

Work on the buildings in the depot area continued, with the 20' x 60' warehouse, the warehouse platform and storage shed completed. The bunkhouse was framed, roofed and sheeted, with the electrical and plumbing rough-in underway at the end of the month. Framing was completed on the 40' x 100' garage, with roofing and siding underway.

s. Homer Roads.

Work on Homer roads consisted of re-ditching and regrading the Cressman Ridge road, widening approximately .35 of a mile on the rim of the East Hill road and grading the road to the CAA-VHF site. Routine maintenance, consisting of gravelling soft spots in the lower roads and blading with the motor grader, was performed on the balance of the Homer roads during the month.

Col. John R. Noyes, Commissioner of Roads for Alaska, accompanied by William J. Niemi, District Engineer, Anchorage District, conducted an open meeting at Homer on Friday, July 7, for the purpose of determining the local opinion of the relative importance of roads in the Homer area. Much valuable information was secured as a result of this meeting.

t. Farm Roads.

Work was continued on the Campbell Air Field system through the month. The road connecting with the existing Oil Well road was completed, which would have provided access to this area from either the North or the West. This road was no more than completed when the military authorities installed a locked gate and prohibited use of the road inside the military reservation, refusing to install a guard station at this point of ingress. This necessitated the construction of an additional 3 miles of road, connecting with the Airport Heights road, to provide adequate access.

A total of 6.0 miles of road was cleared and stripped, 6.5 miles were graded and 3.2 miles were gravel surfaced in this system during the month.

In the Kenai area, 3.0 miles of the Old Kasilof Local Road were cleared, stripped and graded between the Sterling Highway and Kasilof.

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2. By Contract.

a. Glenn-A.

Paving was completed on this contract during the month between Anchorage and Chugiak, and the small sections which had failed during the spring break-up between Palmer and the Knik River bridge were excavated, back filled with select material and paved. Seal-coat was applied on the pavement between Chugiak and Palmer. Continuous rough weather in the latter part of the month has prevented further progress of the seal coating operation.

In an attempt to remedy the bleeding condition which has developed in the major portion of the pavement laid through Fort Richardson, hot chips were spread and rolled into the soft surface. This work was limited in extent to the few warm days which occurred during the month, and it is questionable if satisfactory results will be obtained by this method.

Finishing of the shoulders and drainage ditches, and general clean-up was underway at the end of the month.

b. Glenn Highway B-1.

Grading has been completed on this contract from Mile 48 to Mile 81 and from Mile 95 to Mile 102, with work in progress between Mile 81 and Mile 95 at the end of the month. Gravel base course has been completed to Mile 79, with sub-grade processed and MC-2 prime coat applied to Mile 77, and RC-3 asphalt pavement laid to Mile 75, with the exception of a 0.5 mile section at Mile 71, the site of the contractor's crusher set-up. This section will be completed after the contractor has finished all his crushing operations.

c. Glenn Highway B-2.

The contractor has not yet begun any construction operations on this portion of the Glenn Highway. Engineering work, consisting of taking preliminary construction cross-sections in the field and preparation of final design in the office, was continued through the month.

d. Anchorage-Spenard Roads.

Paving was completed on this contract during the month, with seal coat applied, drainage system completed and shoulders finished. Final clean-up was underway at the end of the month.

e. Warehouse Addition.

Erection of structural steel, rough-in of electrical work and plumbing installation, and the wall and roof sheeting were completed by the end of the month, with installation of finish siding well underway. Installation of finish plumbing may be delayed by the present strike of the Plumbers and Steam-fitters Union.

f. Bridges.

Work on the Peters Creek bridge during the month consisted of pouring the concrete for the south abutment, erecting the steel span, and pouring the concrete slab deck and curbs. Considerable trouble was encountered with the Dardalet bolts specified for this bridge, and it will require the use of longer bolts than those specified, to secure a tight fitting bolt. The required bolts have been ordered, and opening of the bridge to traffic will be postponed until their installation.

No work was performed on the Matanuska River bridge, pending arrival of the steel for its erection.

3. Weather.

Temperatures during July have been normal, with rain and cloudy weather predominating throughout the month. The rains which have occurred, however, have not been of sufficient intensity to cause any serious damage or delays.

4. Miscellaneous.

Col. John R. Noyes, Commissioner of Roads for Alaska, arrived in Anchorage from Homer on Saturday, July 8, returning to Juneau on Thursday, July 13.

Mr. G. M. Tapley, Chief, Engineering Division, arrived in Anchorage from Cantwell on Thursday, July 13, leaving for Glenallen on Friday, July 14.

Mr. A. F. Ghiglione, Chief Engineer, arrived in Anchorage on Monday, July 24, proceeding to Glenallen on Tuesday, July 25.

Mr. Harry Bates, Safety Engineer, arrived in Anchorage on Thursday, July 27, and returned to Juneau Saturday, July 29.



Wm. J. Niemi,
District Engineer

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

101 N. 100 E.
ANCHORAGE, ALASKA
July 5, 1950
M. E. King
Col. King

Mr. A. F. Chiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly progress report for June, 1950, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads.

Light intermittent rains throughout the month made it possible to keep the local roads in excellent condition with a minimum of routine grader maintenance.

b. Potter Road.

Work on Potter Road consisted of gravelling to grade the fills which had subsided during the winter and spring months, preparatory to placing crushed rock surfacing. More than 13,000 cubic yards of pit run gravel were required to bring approximately 6.5 miles of roadway to grade.

c. Sand Lake Road.

The Sand Lake and Sand Lake Loop Roads remained in excellent condition during the month, and only routine grader maintenance was performed.

d. Glenn Highway.

Maintenance on Section-A of the Glenn Highway consisted of removing the two snow slides which covered the highway at mile 37. The first slide occurred on June 5. The truck mounted quick-way shovel at Palmer was moved to the site, and the roadway opened to traffic within two hours after the slide occurred, with approximately 600 cubic yards of snow and rock debris removed from the roadway prism.

An unprecedented slide occurred on the evening of June 19, covering the roadway to a depth of 12 to 20 feet. It was necessary to move equipment down from the 88 mile camp and from the Anchorage garage, to attack this slide from both sides. Traffic was held up for approximately seven hours, while more than 1400 yards of snow and rock debris were removed to clear the highway.

Munter Construction Company commenced construction on the Peters Creek bridge on June 15, and traffic was detoured around the old road on June 20. It was necessary to remove sluffed rock with the

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motor grader before traffic could utilize this road. The two small bridges were inspected before traffic was detoured, and posted for five tons safe load. While the motor grader was in the vicinity to clear the Peters Creek Detour, a round trip was made over the road to Eklutna Lake to clear sluffed rock and smooth the roadway. The one trip put this road in excellent condition.

The big rock slide on Pioneer Peak was intermittently active throughout the month, and although no single slide of major proportion occurred, the toe of the accumulated talus is gradually progressing toward the highway, with occasional large boulders rolling dangerously far down the slope. Fortunately, the majority of the rock material is of a comparatively soft nature and the larger boulders are disintegrated by impact against the heavy rock talus at the toe of the slide. Warning signs are being left in place.

The small crew painting the Knik Bridge under Foreman Ed. Ueek, has completed cleaning, spot painting, and painting of bolt heads; and has completed the first coat of aluminum paint on span #6 and approximately 50 % of span #1. High winds and rain squalls in the bridge area have prevented this crew from working at maximum efficiency.

Maintenance was accomplished throughout the month on Section B-2, on which Babler Bros. and Rogers Construction Company, the contractor has not yet commenced operations; and on the portions of Section B-1 on which the contractor, McLaughlin Construction Company, has done no work. The operations of the latter company have progressed sufficiently that they will assume maintenance of the entire section B-1 on July 1. The work accomplished consisted of blading with motor graders, cleaning culverts, removing several small mud slides, and spot gravelling frost boils which appeared on Section B-2 and the upper portion of Section B-1.

e. Anchorage Depot.

The 4th Avenue extension into the Depot area was graded and paved during the month, and a parking area was paved adjacent to the warehouse. Concrete block foundations were placed for the new warm storage building; alterations on the old warehouse building being converted to this purpose are approximately 50% completed, with the building now placed on the concrete block foundation.

The Bailey Bridge which was stored at the depot for emergencies, was recalled by the military, and was returned to Fort Richardson during the month.

Surplus materials consisting of various office and engineering stationery, and supplies, and 200 steel drums, were picked up from the Fort Richardson salvage yard and moved into the depot.

f. Anchorage Asphalt Plant.

Due to the sharp angle of the approach to the truck weighing scales at the Asphalt Plant, requiring the trucks to drive over the concrete foundation and concentrate their loads on one corner of the scale, considerable difficulty has been encountered in maintaining an accurate scale. To remedy this condition, an agreement was made with the Standard Oil Company under which we were permitted to construct a gravel fill on Standard Oil property directly opposite the scales. This allows the asphalt trucks to back on to the fill and make a direct approach to the scale.

g. Valley Roads.

On Route 35-H, Palmer-Wasilla Road, soft spots which were marked during the spring break-up were dug out and back filled with gravel. Several other areas where the roadway was depressed below the natural ground level, causing snow drifting to occur during the winter, were raised by gravel fill to a height sufficient to permit the snow to be blown across the roadway. A total of approximately 6,300 yards of gravel was utilized in back filling soft spots and raising the fills on this road. Brushing of the roadside area was also accomplished on 6 miles of this route.

On Route 75-L, Clark Road, several soft spots were also dug out, and back filled. Gravel for this purpose was secured from new pits located on Lazy Mountain, with a total of 450 yards being used.

Routing maintenance was performed with motor graders on the balance of the Valley Roads during the month.

A carload of creosoted piling, destined for bridge replacement in the Valley area, was unloaded at Wasilla, and stored temporarily in the warehouse.

h. Mountain Roads.

Several small washouts occurred on the Lucky Shot Willow Road, which were filled; and routine maintenance was performed on the balance of the Mountain Roads during the month.

i. Sterling Highway.

A total of 2.3 miles of road was graded between Mile 71 and Mile 91 during the month, which completes the grading of Route 55-C except for heavy regrading between Mile 64 and Homer, and light regrading from Mile 1 to Mile 64 which will be required due to differential settlement of fills. Pit-run gravel base was completed on 8.0 miles of roadway between these same limits, with approximately 22,000 cubic yards of gravel required to complete the fills, and gravel sub-base through this area. Completion of the grading on this portion permits vehicular traffic to drive clear through to Homer. However, the ordinary tourist and sight-seer traffic is being kept off the road and only those vehicles with legitimate business are being permitted to go through.

The crusher operated continuously during the month, with 8,000 cubic yards of crushed material being stockpiled. Routine maintenance was performed on the balance of the high way throughout the month.

J. Flat Roads.

Routine maintenance was performed on Flat Roads during the early part of the month, consisting of cleaning ditches and culverts and spot-gravelling soft spots as they developed.

Late in the month torrential rains occurred which damaged two bridges on Route 33-C. The bridge at the edge of town was completely washed out, but it was possible to salvage the greater part of the material, from which this bridge was rebuilt. The approach fill to the bridge at Mile 2.5 was washed out, and washouts occurred at several other locations, including one culvert on Route 33-F at Discovery.

The new equipment was received during the month, with the exception of the front end loader. Lack of this piece of equipment is proving to be a serious handicap in repairing the flood damage.

k. Takotna Roads.

Due to military contract, installations in the vicinity of the Candle Airstrip, the first work performed on the Takotna Roads consisted of preparing the portion of the road between Sterling Landing and the airstrip for the heavy hauling anticipated. Brushing and ditching was accomplished on 8 miles of the route between Tatalina Bridge and Sterling Landing; and the two mile section from the Landing to the top of the grade was re-gravelled. A number of frost boils were dug out and spot gravelled, approximately 200 cubic yards of gravel being used for this purpose.

Representatives from the district office made a tour of inspection of roads in the Takotna area early in the month, and found the roads in generally fair condition, although portions of Route 32-G were at that time too soft to accommodate heavy hauling. However, in a discussion with Mr. Strandberg of the Strandberg Mining Corporation, it was mentioned that he considered the roads to be in very good condition for that time of the season.

The bridge across Spruce Creek on Route 38-D was found to be wrecked from over loading in the hauling of mining equipment with temporary repairs made.

The Gaines Creek Road, Route 38-H, was still blocked by numerous snow slides; however, the miners in the Gaines Creek area have constructed a shorter route down Gaines Creek, intersecting Route 38-D near the mouth of the creek.

Two new culverts were installed on Route 38-D to improve the local drainage.

l. Dillingham Roads.

Early in the month the fill at Klondike Creek was raised and widened, and surfaced with approximately 150 yds. of gravel. Gravel surfacing was also applied on several of the worst spots between Scandinavia Creek and the hospital.

New Equipment arrived in good condition on the 12th of June. A trailer has been constructed, using the front axles from old surveyed Model B trucks, and the new welder mounted, making a mobile unit out of this piece of equipment.

Repairs were completed on the D-7 tractor, with all equipment being painted during the month.

Considerable rain fell during the middle and latter part of the month, but it was possible to keep the roads in a passable condition during this period; and advantage was taken of the rainy weather to accomplish repairs and painting of equipment.

m. Bethel Roads.

The roads at Bethel were kept in good condition during the month by dragging with an improvised drag made from a heavy I-beam structural steel section, which works better on the sandy material of these roads than the blade grader. Sand was hauled from the pit at the beach, and low spots filled. The road through the main part of town was widened in several places, to provide more adequate parking and turning space.

The new equipment was unloaded on the 17th and 18th, and it was found that some damage had been done to the excavator cable and hoist frame. Repairs were made and equipment put to work loading sand for the new road to the lake. The right of way was cleared and corduroyed for one mile of this new road, and sand filled placed on approximately one half mile.

n. Bull River Road, Route 93-A.

A small crew under Foreman Ed. Ueek spent the week of June 29th through the 24th protecting our investment in this route. Ditches were cleared, brush removed, and culverts cleaned between the railroad and the mine. Three round trips of the motor grader put this section of road in fair condition.

o. Kodiak Roads.

Maintenance was performed on Kodiak Roads during the month. Soft spots and chuck holes on the Mission and Mill Bay roads were spot gravelled with all roads kept in fair condition during the month.

p. Iliamna Roads.
(Route 48-Iliamna Bay-Iliamna Lake)

A compressor and drill steel were shipped to Iliamna early in the month and work, consisting of drilling and blasting the rocky points and removing sluffed rock from the roadway section, has continued through the month. Ditches and culverts were cleaned and several small slides removed.

q. Talkeetna Roads.

A small crew under Foreman Mulvaney proceeded to Talkeetna on the 5th of June and commenced work opening the road from Talkeetna to Cache Creek and the Peters Creek Mines. Work in general consisted of cleaning ditches and culverts, and clearing slides.

r. McKinley Park Roads and Surveys.

Snow removal was completed to Kantishna on June 4th. Slides were removed from the section between Mile 57 and Mile 68, and gravelling completed between Mile 24 and Mile 60, with several small washes, soft spots, and subsided areas filled between Mile 62 and Mile 88. By the end of the month the road was dry and in good condition except for a few sags and soft spots between Mile 60 and Mile 88. Temporary repairs were made to the bridges at Mile 5.6, 13.5, and Mile 19.5; lumber and piling for the new bridges at these locations has arrived and been stored at the sites.

The rock crusher was delivered from Fairbanks during the month.

A survey party under E. A. Ruoff, Resident Engineer, proceeded from Anchorage to the park on Monday, June 19th. Preliminary surveys were completed for the re-location of the bridges at Mile 3.5 and Mile 12.8, with final projection made and location staked for the bridge at Mile 3.5. Plans have been prepared for this portion of the work, and submitted to the Park Service for approval.

s. Cantwell Roads and Surveys.

The road crew working in Cantwell completed 5.5 miles of clearing and stripping during the month, with 2.3 miles of road graded from Cantwell past the permanent camp site. Foundation for the new boiler was laid out, with concrete scheduled to be poured the first part of July.

Surveys of the camp site have been completed with building sites and access roads laid out. A survey of the recreational area designed by Col. Noyes was underway at the end of the month.

t. Homer Roads.

Maintenance was performed with motor graders on the Homer roads during the month, which kept them in passable condition. Mud holes which developed during the intermittent rains, occurring throughout the month at Homer, were spot gravelled.

An inspection trip is being planned early in July by Col. Noyes, Commissioner of Roads, and District Engineer Niemi, at which time a public meeting will be held to discuss the road situation in the Homer area.

u. Farm Roads.

Work was continued on the Campbell Airfield loop system during the month, with clearing and stripping completed on 1.5 miles and grading accomplished on 3.0 miles.

A gravel crew commenced operations early in the month constructing the Campbell station road, with 1.0 miles cleared, stripped and graded.

Grading was completed on the Huntley Road for an additional 0.5 mile. Graveling of the 1.5 miles of this road is being delayed pending installation of drainage culverts, shipment of which has not yet been received from the states.

Work was commenced on the Wolverine Farm Road with the entire 1.0 mile being cleaned, stripped, graded, and gravel surfaced during the month. An excellent deposit of gravel was uncovered in one of the cuts on this road, and an easement for use of this gravel is being secured from the owner of the property on which the deposit occurs.

2. By Contract.

a. Glenn Highway - A.

Paving of this portion of the Glenn Highway was completed from the Anchorage city limits to connect with the pavement laid last month at Mountain View. Sub-grade was prepared on the remaining unpaved portion of the contract, between the Fort Richardson east gate at Mile 11.6 and Mile 18.12, with MC-2 prime coat applied to Mile 16 and paving completed to Mile 13.5. Paving was completed on Fourth Avenue from the Anchorage city limits at East G Street to approximately 500 feet east of the Ship Creek Bridge; the Fourth Avenue extension into the Anchorage Depot of the Road Commission was also paved, and a paved parking area constructed in the depot area.

b. Glenn Highway B-1.

McLaughlin Construction Company, contractors for this section of the Glenn Highway, are making good progress with their contract, with 88% of the unclassified excavation and 63% of the borrow excavation completed at the end of the month. Crushed gravel subgrade has been placed to Mile 74, and subgrade processed to mile 69.5. MC-2 prime coat was applied to the prepared subgrade to mile 69.5, and paving laid to mile 68.5.

c. Glenn Highway B-2.

Engineering work on this project consisted of completing the check levels between bench marks, completing and re-establishing and referencing of the final location line, with office forces continuing on final design.

No construction operations have begun on this section.

d. Anchorage-Spenard Road.

Paving was completed on this project during the month. One short section approximately 50 feet in length showed signs of distress after opening to traffic, and this section will be removed and replaced. Cleaning of ditches and completion of drainage, application of seal coat, and final clean-up are all that remain to be done on this contract.

e. Warehouse Addition.

The carpenters and electricians strike has delayed progress on this project during the month. Structural steel on hand has been erected, and the work is scheduled to get into full swing now that the strike has been settled.

f. Bridges.

Munter Construction Company has completed pouring concrete in the abutments and pier for the Matanuska River bridge. All piling has been driven at the Peters Creek Bridge, and the concrete poured for the north abutment. Steel for the Peters Creek Bridge has been hauled to the site.

3. Weather.

Temperatures during June have been normal. Rains which began early and have continued intermittently through the month, have brought the total precipitation for June to above normal. No serious delays, however, have been incurred by the rains.

Mr. Chiglione

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4. Miscellaneous.

Colonel John R. Noyes, and Chief Engineer Chiglione arrived Thursday, June 15, and on Friday, June 16, accompanied District Engineer Niemi on an inspection of the Turnagainarm Project, returning to Anchorage Saturday, June 17.

Mr. Chiglione returned to Anchorage for a short inspection trip on June 21.

Colonel John R. Noyes, accompanied by Mr. Harry Bates, Safety Engineer, and Mr. Thoralf Rivines, Materials Engineer, arrived in Anchorage on June 26.

FOR THE DISTRICT ENGINEERS,

By L. A. Hatchett
L. A. Hatchett, Ass't. District Engineer

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

June 5, 1950

Mr. A.F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Col. Noyes
Chf. Engr
Admin
Off. Ins.
Eng.
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SUBJECT: Monthly progress report for May, 1950, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads.

Routine maintenance with graders was performed on Anchorage Roads during the month. The easy spring breakup has permitted keeping the roads in good condition at all times, and as very little runoff developed during the spring thaw, ditches opened last month were adequate to handle that which occurred.

b. Potter Road.

Subsidence of several fills on Potter Road, particularly between Fireweed Lane and Campbell Station Road, occurred during the winter. Early in the month a gravel crew began filling the low spots preparatory to placing crushed gravel surfacing. The crusher at Wells pit was put into operation and approximately 3,000 cu.yds. of crusher base material has been stock piled for surfacing of Potter road.

c. Spenard and Sand Lake Road.

Spenard Road was maintained with graders until May 8, when the contractor assumed maintenance during his construction operations. Sand Lake Roads were maintained during the month. A bad mud hole developed on Sand Lake Road just off Spenard Road and gravel was hauled to remedy the condition.

d. Palmer Highway.

Routine maintenance of the paved portion of the Highway consisting of removing sluffed rock from the pavement, was performed during the month. The spring breakup caused no further damage to the pavement and the load limit restrictions imposed during the breakup period were lifted on May 4.

Morrison-Knudsen Company, Contractors for the paving of the Palmer Highway, resumed construction operations between Anchorage and Chugiak and assumed maintenance of this portion of the Palmer Highway on the 1st of May.

The rock slide on Pioneer Peak continued activity all thru the month. No slide material has reached the highway but a tremendous mass of loose talus is accumulating and a period of heavy rain will possibly start a mud flow which may reach the highway. Slide warning signs are therefore being left in place.

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A small painting crew was organized under Foreman Ed. Ueeck and work was commenced in chipping rust and spot painting preparatory to painting of the Knik River Bridge. Approximately 55% of the bridge steel was cleaned, and spot painted and bolt heads painted, during the month.

On May 14, the J.P.Munter Construction Company in moving a crane to the Matanuska Bridge site, damaged the portal, wind braces and horizontal struts on the Eagle River Bridge. The Munter Company has been notified by letter that steps must be taken to repair the damage, and a copy of this letter has been forwarded the Juneau Office.

e. Anchorage Depot.

Plans were initiated during the month for the continuation of Fourth Avenue into the Depot area, and surveys and plans are being prepared for this purpose.

Alterations on the interior of the old 2nd Avenue Warehouse building, necessary to convert it into a warm storage building, were made during the month, and foundations were being prepared to receive it.

Cooks quarters were completed and plumbing installed.

A heavy duty "Go-Devil" was constructed by shop forces for use by the surveys at Cantwell. Miscellaneous items of equipment procured by Juneau were picked up at Glennallen and moved into the Anchorage Depot.

f. Anchorage Apartments.

Gravel back fill of the Road Commission lots at the Anchorage Apartments was completed and one foot of top soil spread on the area. Top soil was finish graded and seeded into lawn.

g. Valley Roads.

Routine maintenance with motor graders was performed on Valley Roads during the month. Although numerous soft spots developed, the roads were kept passable without recourse to gravelling. All soft spots were marked and work was commenced on excavation of the excessive silt material so that permanent correction of this condition can be made by filling the spots with gravel. Ditching was completed on the Bodenburg-Butte Loop road and regravelling of the entire loop was accomplished during the month.

Brush removal was continued during the early part of the month, approximately 5 miles of roadside being cleared.

The bridge across Wasilla Creek at Mile 5.4, Palmer-Fishhook Road, was replaced with a 25 foot span pile bent structure. Minor repairs were accomplished on several other Valley bridges.

h. Mountain Roads.

Snow was removed from Hatcher summit late in the month. Two or three inches of ice remained on the road after clearing of snow, and traffic is being kept off the summit until the ice has melted and the roadbed dried.

Heavy hauling by mine operators during the breakup period caused considerable difficulty in maintenance of the road, between the Little Susitna Bridge and the Independence Mine road.

i. Glenn Highway.

Routine maintenance with motor graders was accomplished on the portions of the Glenn Highway on which maintenance had not been assumed by the Contractor. The road was kept in excellent condition at all times, although slides on Chickaloon Grade and at Mile 69 narrowed the roadway to one way traffic. Warning signs have been kept on these areas throughout the month.

j. Sterling Highway.

Construction was continued on the Sterling Highway during the month with approximately one mile of road being graded.

Traffic restrictions were lifted on the Kenai end, and the road opened to traffic as far as Ninilchik.

Routine maintenance was performed on the balance of the highway during the month.

k. Flat Roads.

No report has yet been received from Foreman Alderson. However, an inspection trip is being planned by District personnel early in June and a report of conditions at Flat will be submitted to Headquarters Office upon completion of this trip.

l. Takotna Roads.

Mild weather at Takotna removed practically all the snow from the road before the spring breakup. No heavy runoff has occurred and the roads have remained in generally good condition. Equipment overhaul was completed during the month, the cookhouse was repainted and a new aluminum roof installed. The summer maintenance crew went on duty on the 16th of the month, and on the 17th, the snow remaining on the Candle road between Takotna and Tatalina was removed, and traffic held off the road for about a week to permit drying. Twenty 30 foot piles were cut for the Anvil Creek Bridge.

m. Dillingham Roads.

Work at Dillingham during the early part of the month consisted of draining water holes and cleaning ditches. Some of the worst mud holes were

corduroyed with brush and old cooling trays secured from local canneries which were placed and covered with gravel obtained from the beach and other gravel pits. By the end of the month the road beds were dry and in fair condition, but the shoulders and ditches were still too soft to permit the use of motor graders.

n. Kodiak Roads.

Heavy rains during most of the month prevented adequate maintenance, as the roads were too soft to permit use of the graders. Two wash-outs occurred on the Island Lake Cutoff, from overflowing of a beaver dam, which were repaired.

A few holes on Mission and Mill Bay roads were still giving trouble by the end of the month, but the remainder of the roads were in fair shape. Work was completed on the Receiver Station road.

The new truck was received on the 25th.

o. McKinley Park Roads.

Light snow fell early in the month but melted as fast as it fell. Snow was removed to 34 mile by the 10th and a small crew moved into Igloo on the 11th. Heavy drifts were encountered at Mile 18 and 19, which slowed progress. Warm temperatures during the middle of the month caused a heavy runoff, but no serious washouts occurred. By the end of the month snow had been removed to 59 mile, culverts thawed and ditches cleared to 58 mile. The road has been graded and is in good condition to 33 mile except for 3 small washes at 19, 21 and 33 mile, which are being filled in. Overhaul, repair and painting of equipment were continued throughout the month.

p. Cantwell Roads.

Camp was moved from Cantwell to 2 mile on the 1st of the month, where the crew has been clearing a permanent camp site area. Spur track has been laid out at the Cantwell warehouse site, and a portable ramp for unloading heavy equipment, loaned for the purpose by The Alaska Railroad, was installed. Carpenters have been working erecting tent frames and constructing wanigans, with fourteen 14' x 16' and five 18' x 24' tent frames and four wanigans completed during the month. An 18' x 36' Quonset hut was also erected. All new Caterpillar equipment was delivered during the month and was put into operation as received.

The Cantwell survey has been extended to the Jack River Crossing, with profile levels and X-sections completed. A preliminary survey has also been pushed northerly to the Nenana River crossing, and mapping of both crossings and extension of the Jack River survey will be made as soon as a boat can be obtained.

Rock around the bluff from Station 152 / 50 to station 155 / 50 was completed and the road has been cleared and stripped to Mile 4, with grading completed to Mile 0.5. Screen tests of the gravel on the Jack River bar indicate that it may be satisfactory for the concrete work in foundations and floors for the permanent camp. Samples are being submitted to the laboratory at Anchorage for final testing.

q. Homer Roads.

Routine maintenance was performed on the Homer roads. Ditches were cleared, culverts opened and the worst mud holes spot gravelled. An estimate is being prepared for gravelling of Homer roads, based upon securing material from recently located deposits on Olsen Mountain for use in gravelling the East Hill roads.

r. Farm Roads.

Work was continued on the Campbell Airfield System, Southeast of Anchorage during the month. A camp was set up on Campbell Creek at the Northeast end of the airstrip, from which Foreman Bruhn's grading and gravel crushing crews have been operating since May 11. Approximately 4 miles of roadway have been cleared and stripped, and 3 miles of road graded during the month. Gravel for surfacing will be obtained from a pit located near the center of the job, for which a special use permit has been secured from the Bureau of Land Management.

Work continued on the Huntley road near Palmer with a total of 1.5 miles of roadway being cleared and stripped and grading completed on approximately 1 mile. A gravel deposit has been uncovered in one of the road cuts, and an easement for use of gravel from this source is being secured from the owner of the property on which the deposit occurs. Securing of this material will considerably improve the gravel situation for all the roads in the Lazy Mountain area, as it has previously been necessary to haul gravel up a steep winding grade from the Matanuska River bed.

2. By Contract.

a. Glenn Highway - A.

Morrison-Knudsen Co., Contractors for the grading and paving of this portion of the Glenn Highway, resumed operations on the first of the month and assumed maintenance of the unpaved portion of the road at that time. The crusher-base material laid in the fall of last year was re-processed from the Anchorage City limits through Fort Richardson to the east gate, with the exception of a short section approximately 500 feet in length adjacent to the Pacific Airmotive hangar at Merrill Field, which showed failure during the spring breakup. This section was excavated approximately 3 feet deep and backfilled with select borrow material, which work was completed late in the month.

MC-2 prime coat was applied on approximately 4 miles of the highway, beginning at Taylor Street in Mountain View and continuing north-east through the Military Post, and RC-3 plant-mixed surfacing laid on the primed roadway for approximately 3 miles.

b. Glenn Highway B-1.

McLaughlin Construction Co., contractors for this grading and paving of this portion of the Glenn Highway, commenced paving operations during the month. Crusher-base material laid last fall was re-processed and subgrade prepared from Mile 48 to Mile 55. The first mile of prime coat, from Mile 48 to Mile 49, applied with the MC-2 asphalt as received from the Anchorage asphalt storage plant, failed to penetrate properly. Addition of sufficient kerosene to cut the asphalt back to Grade MC-0 was attempted with very satisfactory results, the prime coat penetrating from $\frac{1}{2}$ to $\frac{3}{4}$ inches in from one to four hours after application. Prime coat of this material was then applied on the prepared subgrade to Mile 55, and plant-mixed surfacing, RC-3, laid full width from Mile 48 to Mile 49, during the month.

Grading was continued on Long Lake Hill between Mile 85 and Mile 86, and crusher-base material, produced in the plant set up at Mile 74, was stock-piled for future use.

c. Glenn Highway B-2.

Engineering work on this project consisted of running check levels between bench marks, staking and X-sectioning of gravel pits, re-establishing and referencing the "L" line, with the office forces continuing on final design. The contractor has not moved in to begin construction on this section.

d. Spenard Road.

Lytle-Green Company, contractors for this project, began operations on May 8, and has completed all excavation and borrow except between Station 30 and Station 78. Approximately 20,000 cubic yards of select borrow was secured from the CAA gravel pit, which exhausted this source of material. The balance of the select borrow required is being obtained from the Merrill Field pit.

A special metal culvert was installed at the Chester Creek crossing. Drainage culverts have been installed on 90% of the contract; and all crusher-base material, aggregates for plant-mixed surfacing and seal coat chips manufactured and stock-piled.

Engineering work consisted of furnishing grade stakes for the contractor as necessary. The "L" line for the proposed Sand Lake extension to the International Airport, was run and profile taken; and plan and profile have been plotted for submission to Juneau.

e. Warehouse Addition.

Breeden and Smith, Contractors for this project, began operations on May 1 and have completed erecting scaffolding; re-inforced the second story columns; and poured concrete for the beam seat and parapet caps. Stran-Steel Joists and Studs for the erection of this addition have been received and stock-piled at the site.

f. Bridges.

Munter Construction Company, Contractor for the Matanuska River and Peters Creek Bridges, moved equipment to the Matanuska River Bridge site on May 14, and started setting forms for the pier at the Palmer end of the bridge.

It was discovered the existing pier was undermined by river action, which necessitated the redesign of this pier and relocation of the bridge. This redesign was performed by Mr. Schultz, Bridge Design Engineer from Headquarters Office. Steel sheet piling was secured from The Alaska Railroad and transported to the site for use in the new pier as designed. Engineering work at the site has consisted of re-establishing center line and bench marks and re-staking the new bridge location.

Steel for the Peters Creek bridge was received and stored at the Anchorage Depot.

Ray F. Johnson, Engineer GS-7, has been appointed Acting Resident Engineer on these projects.

3. Weather.

Temperatures during May have been normal, with overcast days predominating. As only 0.47 inches of precipitation have fallen in the past 5 months, no delays have been incurred by wet weather.

4. Miscellaneous.

Mr. G. M. Tapley and Thor Rivenes arrived on an inspection trip on Monday May 1, Mr. Tapley proceeding to Glennallen and Fairbanks on May 3.

Sidney Lundwall arrived on Friday May 5, to work on reconciliation of property inventory, returning to Juneau Thursday May 11.

Mr. Tapley returned to Anchorage on Sunday May 7, and Mr. Goodson arrived on May 8, returning to Juneau presumably on May 10th.

Mr. Ghiglione

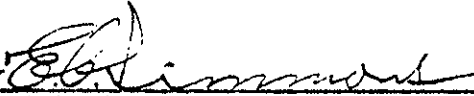
June 5, 1950 - p. 8

Mr. A.F. Ghiglione, Chief Engineer, arrived on Saturday May 10, and accompanied by Mr. Niemi, District Engineer, proceeded on an inspection trip to Kenai and Cantwell, Thursday May 11, returning to Anchorage on Tuesday May 16. Mr. Ghiglione left May 17 for Glennallen and Haines.

Colonel John R. Noyes, accompanied by L. A. Hatchett, Assistant District Engineer, left Anchorage on Saturday May 13, on an inspection trip over the Glenn, Richardson, Alaska Highways and Tok Cutoff, returning to Anchorage on Monday May 15. Colonel Noyes proceeded to Nome on Tuesday May 16.

Mr. Tapley and Mr. Schultz arrived in Anchorage on Saturday May 24, to investigate pier condition of the Matanuska Bridge.

Wm. J. Niemi
District Engineer

By 
E.C. Simmons, District Chief Clerk

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE DISTRICT

Anchorage, Alaska
May 4, 1950

Mr. A.F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

SUBJECT: Monthly Progress Report for April 1950,
Anchorage District, Anchorage, Alaska.

Copy given Col. Noyes

Col. Noyes
Chf. Engr.
Admin.
Col.
.....
Goodson
Haghel
.....

1. By Government Forces.

a. Anchorage Roads:

Regular maintenance was performed on the Anchorage roads during the month. Culverts were thawed and ditches opened up. Run-off water in Ship Creek undermined the north approach to the 4th Avenue Bridge late in the month and gravel was hauled and the approach back filled. Traffic was not stopped during this operation.

East "G" Street between 12th and 14th became exceedingly soft early in the month and gravel was hauled to this area. At no time did the road become impassable to traffic, however.

b. Potter Roads:

Potter road was maintained with graders during the month and the small glaciers at Rabbit Creek were taken care of by glacier fence and thaw boiler. Later in the month due to the early spring run-off fences were removed and ditches and culverts were opened up. A crusher was brought over from Glennallen, overhauled and moved to Wells pit.

c. Spenard and Sand Lake Road:

Spenard road remained in fine shape during the entire month although small glaciers occurred, and were taken care of on Romig Hill. Sand Lake roads started to break up on the 20th and two mud holes on Raspberry road were graded out and gravel was hauled in.

d. Palmer Highway:

Maintenance with motor graders was performed during the month. Culverts were thawed, glaciers taken care of, and snow fences removed and stored. On the 3d, patrols were started over the surfaced section between Anchorage and Palmer. Distortion of the pavement from frost heaving was first noted on the 6th at Miles 20.3, 31.0, and 39.5. Spongy subgrade developed at Mile 39.5 on the 9th, and on the 12th a 75% gross load restriction was placed on trucks, and speed limit reduced to 35 MPH. Truck load limits were further reduced to 50% on the 14th. Partial breakup of the pavement

occurred at Mile 22.6, 39.4, 40.0 and 41.8. As no other places showed any sign of distress, no further restrictions were imposed on traffic during the month.

The rock slide on Pioneer Peak continued activity during the early part of the month. Two large slides moved down but did not reach the road. Mr. Niemi and Mr. Abbott flew over the Peak and confirmed our suspicions that the movement was a bedding plane slide caused by frost action in the cracks and crevices in the rock. All danger from the slide now appears to be past, but warning signs will be left in place until all activity stops. The longitudinal cracks which have appeared on the Eklutna flats have not spread further during the month and appearances are that they can be sealed with asphalt before the seal coat is applied.

e. Anchorage Depot:

Work at the depot during the month consisted of erecting Cook's Quarters, using a section of Quonset hut; moving surplus property from Ft. Richardson to the depot; and finishing the mezzanine floor in the garage. Mess was started April 10, and at that time the engineering crews for Spenard road moved to town and were established in the bunk houses. Surplus property obtained from the Post Salvage Yard consisted of 16 all metal refrigerators; 1 25 KW gas light plant, road flares and numerous small items. Several of the refrigerators are in excellent condition and two have already been put into service; one in the warehouse and one in the Anchorage Mess.

f. Valley Roads:

Work on the Valley roads consisted of routine maintenance with the motor graders; removal and storage of all snow and glacier fence; thawing culverts; and ditching and draining. Sutton camp site was cleared out; the old unloading ramp was torn down and all timbers moved to the Palmer depot. Work was started late in the month on brush removal along all Valley roads to cut down our snow-drifting problems. At present time approximately 6 miles of brush have been removed. This is being done with the cooperation of the farmers concerned who will replace all fences removed by our operations.

g. Glenn Highway:

Work done on the Glenn Highway consisted of removing and storing glacier fences; cleaning sluffed rock from the road-way along the Hatanuska River; and hauling pit-run gravel on frost boils as they appeared. The road remained in good condition during the entire month. Early in the month thawing and freezing weather caused ice to form between Caribou Creek and Sheep Mountain. These icy spots were sanded as they formed.

On April 9th rock slides nearly closed the road at Mile 69. The slides were removed by graders and bucket loader. Glaciers that had formed at Mile 77 gave no trouble.

h. Sterling Highway:

Regular maintenance was performed on the entire highway and on the 15th, due to thawing weather, the road was closed to truck traffic. Camp

was erected at Ninilchik and a small crew was moved in to gravel several swamps in that area with scrapers and to open up additional gravel pits.

i. Flat Roads:

The foot bridge across Otter Creek at the point where the old bridge was formerly located, was completed except for filling the approaches. This work cannot be accomplished until late in the season due to the fact the ground is still frozen and gravel cannot be hauled.

j. Takotna Roads:

No report has been received from Foreman Poorman as yet. However, equipment overhaul is getting under way.

k. Dillingham Roads:

Work at Dillingham consisted of removing several large snow drifts that were by-passed during the winter season due to the press of other work. Snow which fell during the month was too wet to handle with the Sno-Go, but the D-7 kept the roads open at all times. Late in the month the AC Patrol was taken out, small holes were filled and the roads were graded. Run-off this year was very easy on the roads in the area, and they are in good condition, the only bad spot being the hill to the hospital.

l. Kodiak Roads:

The ground thawed sufficiently during the month to permit hauling rock for the Mission Beach break waters on the 14th. The roads remained in fair shape all month although they were too soft to accomplish anything by grading. On the 20th work was started hauling gravel on the ACS Receiver Station road.

m. McKinley Park Roads:

No snow fell during the month at McKinley Park and thawing during days and freezing at night gave us a small run-off with very little damage to the road. Culverts were thawed between the station and Park Headquarters and cinders were hauled on the icy hills. Overhaul is continuing at the station with the Cats and trucks ready to go and work being concentrated on placing a new base under the shovel. Mess was started on the 27th. At the present time the road has been opened up as far as 19 Mile. The season is early this year, calling for an earlier start on protecting road during run-off.

n. Cantwell Roads:

Foreman Rogers, with a small crew, moved into Cantwell April 3. At that time a tent camp was established at the Railroad. The men had quarters at the Reed House until this camp was completed. A permanent camp area was located by Mr. Rogers and Mr. Jess, Engineer, and on the 12th Mr. Niemi went to Cantwell and approved the site. Survey was then made of the area and work

started on clearing for permanent installations. Oil was freighted during the month along the proposed line of the road toward Paxson. Caches are being placed at Mile 8, 20, 30, 36 and 48. The area around Cantwell was prospected for gravel but as yet no satisfactory material has been found. It appears that we will have to obtain fill material from Jack River, back-hauling with carryalls. Stripping operations were started late in the month with the right-of-way between Jack River and the camp site, a distance of approximately 1 mile, being stripped and made ready for grading. At the present time plans are to start the rock work at Fish Creek, Mile 2.5, the 1st of May. Compressor from McKinley Park has been moved down to do the work.

o. Homer Roads:

Work at Homer consisted of maintenance with the blades, cleaning out ditches on the hill road, opening up culverts and hauling gravel to mud holes as they appeared.

p. Farm Roads:

Work was started on the Campbell Airfield System Southeast of Anchorage late in the month and approximately one mile of road was cleared. Frost was encountered at a depth of approximately 3 inches, making for ideal stripping conditions. However, plans are going forward to start grading, as much of the road across the swampy areas can be filled with carryalls before the frost is out by breaking open borrow pits. Gravel pits in the vicinity of the Campbell Air strip, which have been stripped by the Army, appear to be free of frost.

Work was started late in the month on the Huntley Road near Palmer, an extension to the Lazy Mountain road system. At the present time 0.2 mile has been stripped and grading has been started.

2. By Contract:

a. Glenn Highway - A.

John Haapala, PRA Resident Engineer on Glenn A, arrived in Anchorage late in the month to begin work on that section of road. The contractor set up a washing plant on the 25th at the Fort Richardson pit and began washing chips for a seal coat.

b. Glenn Highway - B-1.

Work is continuing on design at the Engineering Office in Palmer. Early in the month the contractor started the crusher and is crushing and stock piling materials in anticipation of beginning actual road work early in May. Grading was continued during the month on Long Lake Grade, Mile 86 - 87.

c. Glenn Highway B-2.

Mr. McAlister's Survey crews moved to Eureka Road House early in the month and work is being carried on in the field, picking up final levels

A.F.Ghiglione, Juneau - - - P-5.

and slope staking those portions of the road on which final design has been approved.

d. Spenard Road.

Contract was awarded Lytle and Green Company for grading and paving Spenard Road from the Anchorage City limits to Lake Spenard. Mr. Ellery, Resident Engineer, began staking the project April 15th. Engineering work is going ahead rapidly, as the contractor plans on beginning operations on May 8th.

e. Warehouse Addition.

Contract was awarded Breeden and Smith, Local Contractors, for building a third story on our existing Warehouse for administrative offices. Due to pending carpenter strike the contractors moved in and erected initial scaffolding with the hopes that the steel work could go ahead even though carpenter work might be delayed. Mr. Allan T. Fleischbein, Office Engineer, will be inspector on the job.

3. Weather.

The temperatures during April were normal, with precipitation for the month the lowest recorded for 30 years. Warm days and freezing nights permitted accumulated moisture to evaporate at approximately the same rate as thawing occurred, resulting in very little actual breakup of road surface.

4. Miscellaneous:

Colonel John R. Noyes and Mr. Noble arrived on an inspection trip Monday April 3, and flew to Fairbanks the 5th.

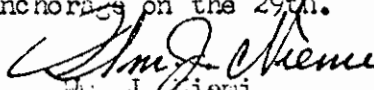
The new Chevrolet Sedan arrived from Seattle the 3d.

District Engineer Niemi made an inspection trip to Cantwell April 12, returning to Anchorage the 15th.

A.F.Ghiglione, Chief Engineer, arrived from Juneau on an inspection trip April 19, and left for Fairbanks on the 22d.

Douglas M. Layman, Engineer GS-9, started on a tour of all Districts April 20, for the purpose of determining type and location of traffic signs on all main Alaskan Highways.

District Engineer Niemi made an inspection trip of the Kenai Peninsula April 27, returning to Anchorage on the 29th.


Wm. J. Niemi
District Engineer

ALASKA ROAD COMMISSION
ANCHORAGE DISTRICT

April 4, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Copy to Col. [unclear]
Col. No. [unclear]
Inf. Engr. [unclear]
Admin. [unclear]
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Dear Sir:

SUBJECT: Monthly progress report for March 1950, Anchorage District,
Anchorage, Alaska

1. By Government Forces.

a. Anchorage Roads:

Regular maintenance was performed on all Anchorage roads during the month. This consisted of sanding hills and curves, glacier control and chipping ice. Late in the month, several of the roads showed sign of breaking up. This was especially noticeable on East "G" between 10th Avenue and Fireweed Lane where some gravel was hauled in and some ditching was done to get rid of surface water. The graders in the Anchorage area were put on a shift from noon until 8:00 P.M., in order to take advantage of the afternoon thawing weather. On the 25th approximately 4 inches of snow fell, making the roads very slick for traffic. All dangerous areas were immediately sanded and by the 27th all the ice had melted off the roads.

b. Palmer Highway:

Regular maintenance was performed on all Palmer roads during the month and cinders were hauled and spread on all dangerous curves and hills. The glacier at Mile 17 remained active during the month but an oil drum heater built in the shop kept the culverts open and ice off the road. The deck on the Knik River bridge became loose during the month and was reroiled. Late in the month rock slides started on Pioneer Peak between miles 36 and 37. It appears that the rock points at the peak of the mountain are disintegrating and breaking loose due to frost action. Since the 22d of the month, several large slides have taken place with boulders weighing several tons rolling to within a few hundred feet of the highway. As yet there have been no rocks hit the road, although a traffic warning has been placed in the local papers. The paving laid down last fall shows very little sign of breaking although longitudinal cracks have appeared in several places on the Eklutna flat. Inspection by both officials from Juneau and Engineers from this office reveal that some settlement has taken place on the edges of the fill but the consensus of opinion is that the cracks are mainly due to frost heaves in the mud flat.

c. Anchorage Depot:

Work continued on the old warehouse and it was moved into the depot area on the 1st of March. The engineering section drew up plans for pouring concrete floor, erecting pipe columns, cutting out two large doors in the end and removing

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all partitions. Plans are to set the warehouse on solid foundation and use it for warm storage during the winter months.

Work was started on pouring the mezzanine floor of the garage on the 22d. The floor was poured in sections and at the present time approximately one half of the work is completed.

Work was also started in getting the bunk houses and mess hall in the area ready for occupancy. The mess hall floor was covered with Masonite; all buildings were painted white inside and a short section of Quonset Hut was erected for cook's quarters. Plans are to start the Mess early in April.

d. Valley Roads:

Little trouble was experienced in the Valley during the month, although one crew worked continuously on widening roads and winging back berms. The glacier that occurred last month on the Cottonwood Creek was taken care of by blasting an ice dam about three miles below the present bridge and allowing the water to return to the creek channel.

e. Glenn Highway:

A small crew was kept busy on the Glenn Highway keeping glaciers off the road; sanding hills, and taking care of small rock slides that came down along the Matanuska River.

f. Sterling Highway:

The Sterling Highway was open for traffic during the entire month and very little was done on maintenance due to the frozen condition of the surface. Early in the month oil was hauled and stock piled at Stariski River, which is midway on the section that was not finished last year. Plans are to erect camp at Stariski and work bothways from there on grading and placing base course gravel.

g. Talkeetna:

Mr. Mulvaney went to Talkeetna on the 20th to take care of getting oil and supplies across the river before the break-up. This was completed and Mulvaney returned to Anchorage Saturday when he started work with the boiler crew.

h. Takotna:

Fred M. Poorman, Foreman, and one man started work at Takotna on equipment overhaul on the 27th.

i. Dillingham:

Strong winds and rather heavy snow fall at Dillingham the early part of the month filled all roads but by working long hours the foreman, Mr. Palmer, had the road open again for traffic on the 12th. Since that time all roads have been open and, according to reports from local residents, in very good shape.

j. Kodiak:

Work on the Kodiak roads consisted of hauling gravel to chuck holes and frost boils on Mission and Mill Bay road, and hauling rock into the Mission Road break water. Heavy rains in the area has caused quite a bit of sluffing of rock on the base road and the grader has been busy all month on this section.

k. Cantwell:

Mr. Claude Rogers, Foreman, returned to Homer on the 8th to expedite the moving of tractor and truck equipment for Cantwell. He returned to Anchorage on the 22d to complete preparations here. Lumber was sent up from Anchorage for the initial construction of tent frames and Mr. Rogers plans on leaving with a small crew on April 3d.

l. McKinley Park:

Mr. Paul H. Stover, Foreman for McKinley Park, arrived in Anchorage early in the month. He took leave upon arrival in Anchorage and went to Fairbanks. On his return from Fairbanks he stopped off at the Park to check equipment and buildings. Some time during the winter, the carburetor had been removed from the starting motor of the new D-8 tractor, and it appeared that several of the trucks had been used. Mr. Stover will return to the Park April 3 to begin equipment overhaul and will at that time instigate a thorough investigation.

2. By Contract.

a. Glenn Highway:

Work is continuing on design at the engineering office at Palmer. The contractor started work on March 6 with one shovel and two compressors. At that time field parties and inspectors were placed with the contractor's forces.

The old warehouse at Sutton was moved to Palmer and finished off as an engineering office, and the office that was operating in the dining room of the mess hall was moved into these quarters on the 26th. The mess hall will be started and meals served on April 1. James Simpson is being established as cook at Palmer.

b. Glenn Highway B-2:

Design work is being carried on in the Palmer engineering office with McAlister in charge. One crew was established at Eureka Road House late in the month to finish cross sections and levels that were not picked up last year.

c. Glenn Highway, A:

Realignment of approaches and abutment stake-out were accomplished on the Matanuska River Bridge. Concrete aggregate samples were taken from both Peters Creek and Matanuska River and submitted to the Fort Richardson Laboratory for analysis. Some excavation work was done for the location of piers of the Eklutna bridge.

3. Weather:

The weather for March was warmer than usual, the average being approximately 6° above ~~mean average~~ ^{normal} to date. Very little snow fell in and around Anchorage; approximately five inches the entire month.

4. Miscellaneous:

Mr. Wm. J. Niemi, District Engineer, returned from temporary Army duty on March 9.

Mr. Thor Rivenes, arrived from Juneau on an inspection trip March 14. Mr. Leon M. DeLude, Materials Engineer, GS-11, arrived from the States on March 15. On the 16th Mr. Rivenes and Mr. DeLude left Anchorage for Glennallen.

On March 18, Mr. Stewart, District Engineer, and Mr. Cameron, Assistant District Engineer, Valdez District, arrived in Anchorage. Mr. Cameron was on his way outside on leave. Mr. Stewart returned to Valdez on the 19th.

Mr. Goodson and Eugene White arrived in Anchorage over the highway on the 22d. They left for Juneau by plane on the 24th.

Mr. Wm. J. Niemi, District Engineer, made an inspection tour of the roads on the Kenai Peninsula on the 27th and 28th, returning to Anchorage on the 29th.

Very truly yours,

FOR THE DISTRICT ENGINEER

L.A. Hatchett

L.A. Hatchett

Assistant District Engineer

LAH:mm

ALASKA ROAD COMMISSION
ANCHORAGE DISTRICT
Anchorage, Alaska

March 3, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Sir:

Monthly Progress Report for February 1950, Anchorage
District, Anchorage, Alaska.

Col. Noyes.....
Chf. Engr. <i>AM</i>
Admin.....
Co's ns. <i>AM</i>
Eng'rs..... <i>MS</i>
.....
.....
.....

1. By Government Forces.

a. Anchorage Roads:

Regular maintenance, consisting of sanding hills and curves, glacier control, and chipping ice, was performed on all Anchorage roads during the month. No snow fell during the month but on the second, surface winds drifted the roads full. Winds continued through the third, fourth and fifth and plows, by working during this period on twenty-four hour shifts, succeeded in keeping the main roads and school bus routes open. Side roads drifted full, however, and could not be cleared until the fifth. Glacier at the foot of Romig Hill became active on the twenty-second. Glacier fence was erected, culverts were thawed, ditches were opened up.

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b. Palmer Highway:

Regular maintenance was performed on the highway during the month. Due to exceptionally cold weather, the pavement became slick and was sanded continually on the hills and sharp curves. The glacier at Mile 17 remained active during the month and a heater was installed above the culvert to keep it open. Highway remained free of snow during the entire month except for snow drifting at Merrill Field.

c. Anchorage Depot:

Work continued on the old warehouse at the foot of "C" Street hill and on the twenty-eighth the building was moved across the railroad tracks and up Ship Creek. Some difficulty was encountered getting under low hanging telephone lines but the lines were removed by the Railroad and the building was moved into the Depot Area on the first of March.

The roof drains in the warehouse gave no trouble during the month.

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d. Valley Roads:

Wind started blowing in the Valley on the second, plugging all roads except the main highway. Crews worked 24 hours a day and succeeded in opening the Palmer-Wasilla and Palmer-Matanuska roads. Winds continued until the sixteenth. All roads were not opened until the nineteenth. At the present time there is no snow in the fields around Palmer but there are berms of from four to ten feet along the roads. Several bad glaciers formed on the Fairview road on the twenty-fifth. This was caused by Cottonwood Creek freezing three miles below the bridge and backing the water up. At the present time there is about six inches of water over the bridge and plans are to blast the ice dam. This does not close the road to traffic, however, as the half mile of closed road can be by-passed.

e. Glenn Highway:

On the Glenn Highway the crew was kept busy chipping ice, erecting glacier fences and sanding roads. Several small rock slides came down along the Matanuska River but were immediately removed.

f. Sterling Highway:

High winds early in the month closed the road between Kasilof and Starisky and also between Kenai Junction and Moose River. Roads were again open for traffic on the fourteenth and the remainder of the month was spent in winging back berms, sanding and glacier control.

Mr. Claude Rogers, General Foreman from Homer, came to Anchorage on the fourteenth to begin getting requisitions ready for the Cantwell work. At that time all the work on the peninsula was turned over to Ralph Soberg.

Louis Hendricks, Engineer at Kenai, is still busy securing right-of-way easements.

g. Bethel:

Plans for securing a Quonset hut for storage and shop work by Foreman Marsh at Bethel has fallen through as there are none now available in the area. Eery little snow fell in this area and no maintenance was needed during the month.

h. Dillingham:

Snow removal continued at Dillingham during the month with much of the time being spent on that section of road between Dillingham and Windmill Hill. The Sno-go carried much of the load until late in the month when trouble was experienced with the Ford engine. Parts were immediately sent to Dillingham for repair but during the time snow removal continued by use of the dozer and grader. Several local residents were in the office during the month and appeared to be very well pleased with the work of our local foreman in the area.

i. Kodiak:

Work accomplished at Kodiak during the month consisted of snow re-

removal and winter maintenance. Due to the mild winter in this area no glaciers formed and all culverts remained open during the month. Steady winds caused some drifts and one plow was kept busy removing drifts as they occurred. Work continued on the breakwater on Mission Beach. Coarse rock was hauled in from the Base road and retaining logs were replaced.

j. Cantwell:

Mr. Claude Rogers arrived in Anchorage on the fourteenth and requisitioning was instigated for materials and equipment which will be needed at Cantwell for the forthcoming season. On the twenty-seventh Mr. Rogers and Mr. Jess, locating engineer, flew from Anchorage to Cantwell to look the ground over and study snow conditions. Mr. Jess caught a gas car on the twenty-eighth on route reconnaissance from Cantwell to the Park. Snow conditions on the entire route are good - there being very little snow either at Cantwell or on the proposed route to the Park.

k. Homer Dock:

On the night of the sixth ice in Kachemak Bay, torn loose by high tides and strong winds, took out seven fender piles on the face and two piles on the approach of the Homer Dock. Materials for the repair was furnished by the Public Utilities District at Homer and repairs were effected by the Alaska Road Commission. Crane was moved down from Kenai to drive the piles. Cost of repairs were borne by the Territory and the Utilities District.

2. By Contract:

a. Glenn Highway, B-1:

Work is continuing on final design at the Engineering Office at Palmer. At the present time 38% of the design has been completed.

b. Glenn Highway, B-2:

Some winter work has been carried on at the upper end of Glenn B-2. This consisted of getting final levels and grades so design can be accomplished. Design work is being carried on at the Palmer Engineering Office. Twenty-two percent of the work is completed at the present time.

c. Glenn Highway, A:

Some work was done late in the month on the east end of the Matanuska Bridge in conjunction with the design for the pier. Frost was thawed and holes were excavated to solid rock. Elevation of the rock and final cross sections were taken.

3. Weather.

The weather for February was colder than normal. Although no snow fell, due to the severe cold and gale-force winds, trouble was experienced

keeping the roads cleared for traffic. On the twenty-seventh the temperature reached a high of 33°, the first time above freezing temperature has been experienced in Anchorage since the twenty-fourth of November.

4. Miscellaneous:

On the second, Mr. William J. Niemi, District Engineer, entered active duty at Elmendorf Air Base for a period of thirty-five days.

Mr. Donald H. Miller, Chief, Administrative Division, and Mr. Sidney L. Lundwall, Cost Engineer, arrived from Juneau on an inspection tour on the fourteenth. They left Anchorage by car for Glennallen on the fifteenth.

Miss Mary Jones, Stenographer from Juneau, arrived in Anchorage February seventeenth. She left for Valdez via car on February twentieth.

Mr. Arnold R. Plummer, Highway Engineer - GS9, and Mr. Dean B. Kintner, Instrumentman - GS5, arrived in Anchorage on the twenty-seventh. They have been assigned to work in the Palmer Engineering Office.

Very truly yours,

Wm. J. Niemi, District Engineer

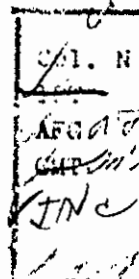
By L. A. Hatchett
L. A. Hatchett, Asst. Dist. Engineer

LAH:mtp

ALASKA ROAD COMMISSION
ANCHORAGE DISTRICT
Anchorage, Alaska

Feb. 3, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska



Dear Sir:

Monthly Progress Report for January 1950, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads:

Regular maintenance consisting of sanding hills and curves, glacier control and chipping ice off the road was carried on throughout the month. Snow fell on the first, second and fourth of the month but plows kept it back and all the roads remained open to traffic. The glacier on Romig Hill on Spenard Road started working and moving onto the road, culverts were opened up and a fence was erected. No snow fell during the rest of the month and the snow berms were winged back. The Campbell Airstrip road was plowed out on January 10 to provide access to the numerous families in that area.

b. Palmer Highway:

Regular maintenance and snow removal was accomplished during the month. Sanding was continued throughout the month on the pavement and hills. The glacier at Mile 17 moved over onto the highway on the 27th and the ice was chipped off, fence was erected and the culvert and creek channel were thawed. A heater of oil drums was installed in the sand pile at 27 mile to thaw and dry out the sand for future sanding.

c. Anchorage Depot:

Some work was done on the old warehouse at the foot of "C" Street hill getting it ready to move. The walls were jacked up ready for the skids. This work is being carried on by the maintenance crews.

Some trouble was experienced with the roof drains in the cold storage section of the warehouse. The drain was thawed with the boiler but there still seems to be a bad leak. It appears that the roof leaks, the water runs under the roofing to the drain opening in the roof and then runs down on the outside of the drain. Although the drain was plugged in an effort to force the water to the drains in the warm storage, glaciers are still

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formed on the floor of the cold storage section. Finally the entire roof was shoveled off to stop the trouble.

d. Valley Roads:

Early in the month heavy snows and strong winds closed all the Valley roads. Snowing stopped on the 4th and the winds died down and the roads were quickly opened up. The remainder of the month was spent in equipment repair and winter maintenance on the roads. Several bad glaciers developed on the Wasilla roads that required constant attention during the month. Mr. Clyde V. King, General Foreman in the Palmer Area, retired on the 22nd of the month and the vacancy was filled by Oliver Onkka.

e. Glenn Highway:

On the Glenn Highway, the crew was kept busy plowing snow, sanding roads, cleaning sluffed rock off the roadway and taking care of the numerous glaciers that appeared on the sidehill sections.

f. Sterling Highway:

High winds and heavy snowfall early in the month blocked the highway between Kasilof and Starisky but the road was open for traffic as soon as the wind died down on the 6th of the month. Glaciers were taken care of and the hills and curves were sanded. Equipment overhaul and painting was carried on satisfactorily at both Kenai and Homer.

The Engineers at both places are busy securing right of way easements wherever the road right-of-way encroaches on private property.

g. Bethel:

Mr. Clarence Marsh, Foreman, was in Anchorage during the month. He is attempting to secure a quonset hut in the area to serve as a garage and equipment storage.

h. Dillingham:

Work at Dillingham consisted of snow removal and maintenance of the roads; building parts bins in the shop and overhaul of equipment. The weather has been unusually mild in this area and the roads have been open for traffic all month. Snow fence was erected by pushing the snow up with the dozer about one hundred feet from the road on the prevailing wind side, and drifting has been reduced to a minimum. Several residents of the Village were in Anchorage during the month and voiced their approval of the way our work is being conducted in the area.

i. Kodiak:

Unusual weather was encountered at Kodiak this month. Very little snow fell and warm rains melted what lay on the ground keeping the ground bare all month. On the 3rd numerous slides came down on the Base road and glaciers started working on all roads. Maintenance work consisted of picking ice, cleaning culverts and ditches and erecting glacier barriers. Late in the month a shovel boom was borrowed from the Navy for our dragline and permanent repairs on the Missiox Beach road were started.

2. By Contract.

a. Glenn Highway, E-1:

Work was progressing on final design of this section with the engineers working in the mess hall at Palmer. Approximately 28% of the final design has been completed.

b. Glenn Highway, B-2:

F. W. McAlister, Resident Engineer, returned from leave on the 7th of the month and went to work on design of this section. To date approximately 10% of the final design is completed. The work is being carried on at Palmer.

c. Anchorage Apartment Houses:

Early in the month a break in the weather allowed the installation of the thermopane windows by the contractor. With their installation the contract was completed, as the remaining outside painting was eliminated by a Change Order. This work will be done by the Road Commission during the summer.

3. Weather:

The weather for January was colder than normal; the average being about 5 degrees lower than usual. Fourteen inches of snow fell between the first and fourth of January but since that date there has been no snowfall. At Anchorage a new record for fog was established for the month as 22 days of the month were foggy.

4. Miscellaneous:

Colonel John R. Noyes and Mr. Wm. J. Niemi made an inspection trip to Kodiak on January 3.

Due to the heavy snowfall, the tops of all tanks and the boiler house at the Asphalt Plant were shoveled off on the 4th, 5th and 6th.

Clarence Hunt, Warehouseman, left on the 9th, on leave to the

Mr. Ghiglione - Juneau - Feb. 3, 1950

Page 4

States. His place is being filled by the man who was his assistant last summer, Nicholas Savitsky.

Harry O. White and O. B. Peterson made a tour of the Valdez and Fairbanks Districts leaving Anchorage on the 5th and returning on the 13th.

B. D. Stewart, Jr., Valdez District Engineer, arrived in Anchorage on the 19th on his way to the Juneau Conference.

Frank Nash and John Hudert arrived in Anchorage on the 20th on their way to the Juneau Conference.

Very truly yours,

Wm. J. Niemi, District Engineer

By L.A. Hatchett
L.A. Hatchett, Asst. Dist. Engineer

LAH:mm



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



January 4, 1950

cc to
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A

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

Dear Sir:

Monthly progress report for December 1949, Anchorage District,
Anchorage, Alaska.

1. By Government Forces.

a. Anchorage Roads:

Regular maintenance consisting of sanding hills and icy places, glacier control, and chipping ice off the road was carried on throughout the month. On the 7th, snow started falling with approximately 9 inches on the ground when it stopped on the 8th. Plows kept it off the roads during the day and started again early on the 8th berming back and getting ready for future falls. On the 13th approximately 8 inches fell and the plows worked all that night making all roads passable for traffic. Glaciers started working on Rabbit Creek Hill on the Potter road and the ice was chipped off the road, glacier fence erected and the ditches thawed out. Weather turned cold on the 23rd and stayed down below zero and clear until the 30th. On the 31st about 4 inches of new snow fell and the plows removed it at once.

b. Palmer Highway:

Regular maintenance and snow removal was accomplished during the month. Sanding was continued throughout the month on the pavement and on hills. Early in the month, the glacier at Mile 17 became active and required work with the boiler. Culverts were thawed out and a channel opened in the small creek to handle the water.

c. Anchorage Depot:

Overhaul and painting was carried on very satisfactorily during the month. The gasoline accounting system was started the first of the month and an attendant is on duty at Anchorage as a part-time job, doing mechanical work during the remainder of the time.

The warehouse has been marking all equipment and tools and getting the property accounting set up and functioning. All surveying instruments have been called in and are receiving a check for possible repairs.

Tripods are being painted orange as a safety measure, inasmuch as they are in need of painting anyway.

d. Valley Roads:

The Valley roads were kept clear of snow during the month. Heavy snows and high winds on the 29th and 30th kept the plows at work on 24 hour shifts to keep traffic moving. On the 31st winds died and the berms were pushed back in anticipation of future storms.

e. Glenn Highway:

On the Glenn Highway the crew was busy plowing snow, sanding roads, cleaning sluffed rock off the roadway and taking care of the numerous glaciers that appeared on the sidehill sections.

f. Sterling Highway:

Work at both Kenai and Homer consisted of winter overhaul and painting. Snow was removed from the roadway as it fell and the hills were sanded and glaciers taken care of with fencing or ditching.

g. Farm Roads:

Early in the month, a short piece of road was completed, with the exception of gravelling to connect Ninilchik with the Highway. Two tenths of a mile of road was graded up and one bridge was constructed.

h. Dillingham:

No report has been received as yet from the Dillingham area. Neither have any letters been received from the residents complaining about conditions over there.

i. Kodiak:

Very little snow fell on Kodiak during the month although the rainfall was rather heavy. The month was spent in equipment overhaul and in keeping the numerous rock slides off the Base road.

j. Naknek Roads:

Field work was completed on the Naknek Village-Naknek Airbase road survey on the 9th of the month and Engineer Arthur L. Jess returned to Anchorage. The maps of the route are presently being drawn up so estimates on equipment and construction costs can be made.

k. Flat City Roads:

Although work was shut down earlier in the season on the Flat

City roads, it became necessary for Foreman Alderson to roll the airfield due to daily air traffic to the area. Our plans are for minimum maintenance to keep the field safe for aircraft.

2. By Contract.

a. Glenn Highway, Section B-1:

The contractor closed down all operations on the 17th of the month due to poor production. The crusher was shut down on the 3rd because of gravel freezing to the screens and cutting production to about 30%. On the 17th all field engineering field work was discontinued on the project and hourly men released. Classified employees began working on design. The Mess hall at Palmer was set up as a drafting office and all design work on B-1 and B-2 is being carried on at Palmer due to the critical housing conditions in Anchorage.

b. Glenn Highway B-2:

Field work was discontinued due to cold weather, about the middle of the month and Resident Engineer McAlister went on leave for a few weeks. Mr. Ellery is handling design on this section until McAlister returns.

c. Anchorage Apartment Houses:

During the month the apartment houses were sufficiently completed to allow occupancy. Installation of thermopane windows and adjustment of furnaces is practically the only remaining work. Due to cold weather, temporary windows will remain in until the thermopane can be put in place. All apartments were occupied by tenants by December 30.

3. Weather:

Weather for December was about normal with snow falling on the 3rd, the 13th and the 19th. Temperatures remained fairly high until the 21st when the mercury dropped to 15 below zero. From that time until the 30th of the month temperatures did not rise above zero, with the low at Anchorage of minus 27 degrees. Snow fell on both the 30th and the 31st, accompanied by winds and drifting in the Matanuska Valley.

4. Miscellaneous:

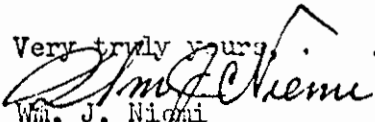
Harry R. Bates, Safety Engineer arrived on an inspection tour on the 14th.

Harry O. White, Master Mechanic, returned to Anchorage from the States on the 13th.

Louis R. Hendricks, Engineer, left on the 16th on leave to Seattle. He plans to return early in January.

Colonel John R. Noyes arrived on the 26th on an inspection trip.

Very truly yours,


Wm. J. Nichi
District Engineer

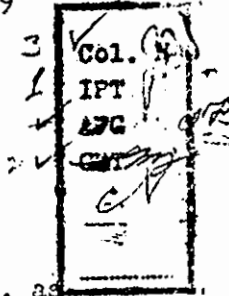


UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~JUNEAU, ALASKA~~

Anchorage, Alaska

December 29, 1949

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



Dear Mr. Taylor:

Recommendations for 1950 operations in the Anchorage District, as outlined in your letter of November 10, 1949, are submitted as follows:

SECTION I. This includes summer and winter maintenance of existing roads, continuation of projects and farm roads, asphalt plant operation, and engineering and inspection of contracts. Actual figures, as furnished by Juneau, were used for Maintenance, Cantwell-Richardson Highway, Sterling Highway and Farm Roads. All others are the best available estimates.

SECTION II. Reconstruction and improvement of existing roads. Covers recommendations for regrading, widening and gravelling of roads which are of low standard to meet the needs of increased traffic. Also takes into consideration the need for greater safety through improved alignment and sight distance which in turn results in more rapid and less costly maintenance, summer and winter.

SECTION III. Under this section are the recommendations for new equipment based on specific amounts set up in directive of November 10, 1949 for maintenance, new work and Farm Roads. Rehabilitation and improvement can be accomplished with equipment set up for maintenance and farm road construction except for McKinley Park. When the extent of that program is known, necessary equipment must be procured.

Some from Kenai?

SECTION I.

Route 35A, 35DB, Mountain Roads. (58.0 Miles Road; 1.0 Sled Road)

Only the barest maintenance was done during the past season and these roads must come in for more attention in 1950. The road from Willow Station to Lucky Shot needs regrading and spot gravelling. Bridges at Gold Chord Creek, and Upper Willow Creek on the Willow Creek Extension are unsafe and must be replaced. Mining activity is increasing with Snowbird Mine working the year around, and Independence Mine opening up again. Winter maintenance to the forks above Little Susitna Lodge consists mostly of snow removal. Cooperative snow removal with operating mines is the practice at present beyond the forks, with the miners paying for cost of fuel and operator's wages.

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Summer Maintenance - - - - -	\$18,000.00
Winter Maintenance- - - - -	7,000.00

Route 35B,F,G,H,J.- Valley Roads. (146.3 miles road)

Heavy snow removal and breakup maintenance in the spring of 1949 drew heavily on maintenance funds and precluded any extensive maintenance on the Valley system during the past season. The one exception was the Wasilla-Knik road which came in for regrading and gravel surfacing from both maintenance and Farm Road Funds. An extensive program of maintenance and improvement must be undertaken without delay if the Valley roads are to be kept passable in the future.

Gravel surfacing has almost completely worn out for 9½ miles on the Glenn Junction-Fishhook road. The farm loop on this route needs brushing, reditching and several gravel fills to bring the road up in low spots.

The Wasilla-Fishhook road is in fair condition but brush is closing in on the roadway, especially on the upper end.

Additional brushing and ditching should be done on 3¼ miles of the Wasilla-Knik road.

The Palmer-Matanuska Roads, which include the Springer System adjacent to Palmer, require extensive brushing, reditching and gravelling. One small bridge has become unsafe and must be replaced.

Wasilla-Finger Lake-Palmer Roads encompass one of the most heavily settled and developed areas of the Valley. The 11½ miles between Palmer and Wasilla is the most heavily travelled road in the system and requires several short line changes to improve grades and remove dangerous curves. Gravel is practically gone from the road surface between Four Corners and Wasilla. Decking on Cottonwood Creek bridge must be replaced.

The Matanuska Trunk road is in need of extensive brush removal, ditching and spot gravel.

Original gravel surface of the Bogard Road has deteriorated until many short stretches are impassable in rainy weather. Decking must be replaced on one small bridge.

Wasilla-Matanuska road requires brushing, ditching and spot gravel.

The situation in the Matanuska Valley will be mentioned further under Section II.

Winter maintenance funds must necessarily be kept proportionately high until brush can be removed and the roads improved for the faster truck plows.

Summer Maintenance- - - - -	\$52,000.00
Winter Maintenance- - - - -	20,000.00

8/20/50

Routes 46D, DA - Mount McKinley Park Roads. (95.8 miles road; 14.0 trail)

Funds in amount of \$20,300 were reserved for spring work to July 1, 1950, as indicated in Juneau memorandum of August 4, 1949. Maintenance work will include protection of the road during spring runoff, removal of sluffings at Sable Pass, Polychrome Pass, Toklat, and between Miles 65-69; spot gravel over entire system and, especially between Miles 48-53, necessary maintenance on old bridges, and re-ditching to maintain drainage.

Rehabilitation will be covered under Section II.

Summer Maintenance to July 1, 1950- - - - - \$10,300
Winter Maintenance- - - - - 10,000-?

Route 48 - Iliamna Bay - Iliamna Lake. (15.5 miles road)

The maintenance of this road always poses a problem due to its isolated location, difficulty of supply, and lack of competent help on which the local foreman can depend. The section between Miles 1 and 2 on the grade from Iliamna Bay to the Pass at Mile 2, is in need of widening and some gravel to even up the rocky roadbed. Four culverts should be installed and routine maintenance gravelling done on the rest of the road. A bridge is needed at Mile 4, where traffic fords the stream, and which sometimes becomes impassable during rains, and causes erosion of the road. Approximately 555 tons of freight was hauled over the road in 1949, the bulk of which was for the Civil Aeronautics Commission and the Indian Bureau. No winter maintenance needed.

Summer Maintenance- - - - - \$5,000.00

Route 51 - Talkeetna Roads. (40.7 miles road; 18.0 sled road; 16.0 trail)

Despite the high costs of placer mining there are always some working at it. This road serves such operations. Gagnon Placer Mines operated all summer as well as a number of individuals. That firm is putting in a drilling crew early next Spring and with the possibility of developing sufficient ground to warrant a dredge. The road should be maintained on about the same scale as during the past year. The tractor loader and two trucks do a good job of catching up on gravel. Considerable brush cutting and re-shaping of the road is needed. Concrete abutment of steel bridge across upper Peters Creek needs repairs. Summer maintenance only required.

Summer Maintenance- - - - - \$15,000.00

Route 55C - Sterling Highway. (129.5 miles road)

Stripping was completed on the entire route in 1949, with sufficient grading and drainage to make the road passable during the winter for through traffic to Homer. Heaviest remaining work lies in the 24 mile section between Mile 69 on the Kenai end and Mile 26 from Homer (Mile 37.5 from Homer equals Mile 81 from Forest Boundary, approximately). Grading is 75% to 80% completed

*Miles
Part 15
(Challenges from
Seward)*

and most of the culverts are in, but considerable re-ditching and lateral drainage remains to be done. The entire section must be gravelled and in addition to this there remains one mile of graveling at Mile 66, where heavy grading remains to be done, two miles of re-gravelling between 67-69, and one half mile on the Homer end, for an equivalent of approximately 27 miles.

Bridges across Ninilchik River and Deep Creek have only a bare deck. Wheel guard and hand rails must be installed. Kenai and Kasilof bridges require permanent type decking. The three steel bridges across the Kenai, Kasilof and Anchor Rivers remain to be painted.

Placing of crushed rock surfacing will be started in 1950 on the section between Kenai Junction and the Chugach National Forest boundary. Progress will depend on the ability of the revamped Gruendler crushing plant to turn out the rock. The plan is to stockpile crushed material, with only a minimum crew, until the plant has proven itself and the capacity determined. Any breakdowns or adjustments of the plant will thereby affect only the immediate crusher personnel, who will effect repairs, and eliminate any lost time for hauling crews and equipment. Actual organization of the hauling and placing crew will follow when continuous operation is assured. This will mean re-loading from stockpile, but the cost should be negligible compared to inevitable lost time to hauling crew by bin loading from the crusher unit. Necessary regrading will precede placement of crushed rock and will be coordinated with the entire operation.

The 27-mile gravel program on the section between Kenai and Homer should be timed to beat the rainy season normally starting in July. Several plans are being considered, one of which would utilize frozen roadbed and early spring operations with DW-10's and dragline to gravel at least three miles from Mile 25.5 to 28.5 on the Homer end and possibly a greater distance if conditions are right. Another plan is to cover the entire distance with a light spread as rapidly as possible and then reinforce the gravel cover. Muddy conditions could thereby be eliminated over most of the section when the rains come. Loading equipment is considered adequate but ten to twelve five yard trucks are needed to set up the necessary crews to accomplish the job. It is recommended that trucks destined for the Cantwell-Richardson Highway project be diverted to the Kenai Peninsula for most of the season.

Equipment disposition and needs will be covered more fully under Section III.

All work on the Sterling Highway for 1950 will be under the direction of one General Foreman instead of two as in the past when construction was pushed from both ends.

It is also recommended that consideration be given toward initiating the construction of a permanent camp at the Kenai Road Junction for future construction, and summer and winter maintenance. This should include a garage, warehouse, dormitories and the necessary residences or apartments for permanent personnel.

yes

Construction and Summer Maintenance-	- - - -	\$550,000.00
Winter Maintenance and overhaul	- - - - -	60,000.00

Routes 75, 75A, L - Anchorage Roads. (123.0 miles road)

With completion of paving on the Anchorage-Palmer section of the Glenn Highway sometime during the summer of 1950, asphalt surface maintenance will become a new type of operation for the District. It is our understanding that maintenance equipment is being studied and will be procured by Juneau headquarters.

The entire system of roads south of Anchorage is being subjected to steadily increasing traffic. All old roads are in need of brush removal, some widening, reditching, and spot gravelling. Side drainage must be improved at many locations. A steel bridge is to be erected at the new crossing of Peters Creek. Eagle River, Eklutna River and Knik Bridges must be painted. Eagle River has only the shop coat, and the paint is wearing thin on the others. Consideration is being given to possibility of contracting the painting after further study and estimate of costs.

Sanding of paved roads must receive considerable attention, with procurement of sufficient modern equipment to attain effective results. Procurement and storage of sanding material for rapid operations during freezing temperatures is a necessity.

More road signs are needed on all roads in the vicinity of Anchorage, and on the Palmer highway.

With the great increase in rural population south and east of Anchorage, and along the Palmer Highway, snow removal and winter maintenance has reached a role of utmost importance. No longer can roads be allowed to close even for a few hours, day or night. Workers cannot reach their places of employment on the Railroad, at Fort Richardson, in the City, and schools are thrown off schedule. Traffic jams develop rapidly, with great danger to occupants of vehicles during sub-zero temperatures. Lack of sand on one incline on a main road can result in a traffic snarl that takes hours to untangle. No two winters are exactly alike, which makes it difficult to accurately estimate the amount of funds required for winter work. Summer maintenance funds must be expended when conditions are right for doing necessary work and are not available for increasing winter operations during a bad year such as 1948-1949. At this time those costs have not yet been compiled.

The recommended amount of funds for these roads was arrived at by taking the entire amount set up by Juneau, reserving necessary funds for outlying areas in the District, and setting up the remainder for Anchorage roads. With the work load for 1950 in this area, the funds recommended appear to be insufficient. Therefore, separate funds are included under Section II to relieve the maintenance funds.

Summer Maintenance-	- - - - -	\$95,000.00
Winter Maintenance-	- - - - -	35,000.00

Route 75D - Anchorage Depot.

Funds recommended are for continuation of our program to provide a depot at Anchorage where all major supplies are stored and issued, and where most of the major overhaul of equipment can be accomplished for areas joined to Anchorage by roads. More unheated storage is needed for materials and supplies and Quonset huts serve this purpose reasonably well. The present three huts used for mess hall and living quarters should be placed on good foundations for this purpose and a small mess hall and dormitory provided. We are now in process of jacking up and moving the old building from the foot of "C" Street to the Depot area in the hopes that it can be placed on permanent foundations and partitioned for combined mess hall and dormitory. It is still problematical what condition it will arrive in. Provision must also be made for warm storage of equipment required on winter maintenance. Present funds are not adequate to plan for this in 1950 program.

Also District Office

Concrete placement for floor in the mezzanine section will be only half completed from 1949 funds. The remainder will be placed in the summer of 1950.

Yard area will be enlarged and low spots filled due to settlement. Painting of buildings will be completed and some landscaping started.

Maintenance and Improvement - - - - - \$15,000.00 ?

Route 75-P - Anchorage-Potter Road. (14.1 miles road)

Maintenance will include protection of high fills, from erosion, re-ditching following stabilization of slopes, and surface maintenance. Snow removal costs should be low due to wide roadway and excellent alignment. Truck plows can handle very effectively. Completion of this road will be discussed under Section II.

Summer Maintenance- - - - - \$6,000.00
Winter Maintenance- - - - - 2,000.00

Route 76-C - Cantwell-Richardson Highway.(New Project.)

Base of operations for this project will be at or near Cantwell on the Alaska Railroad. Road Commission facilities are almost non-existent at that point, consisting of one Quonset warehouse used by survey crews. As indicated in letter of Chief, Operations Division, dated December 6, 1949, selection of final location for the permanent depot should be deferred until a thorough investigation can be made of all possible sites. The final route into McKinley Park will have some bearing on the depot location.

Regardless of permanent depot location, a warehouse approximately 24'x43' should be constructed at Cantwell, and fuel tanks of 10,000 gallon capacity be installed for both gasoline and diesel fuel. A short railroad siding should also be constructed for spotting cars with a ramp at the end for unloading equipment from flats. Other permanent or semi-permanent building recommended for the first season should include a steel frame garage 40'x100' on concrete footings with concrete floor, a combination mess hall

and dormitory to handle messing for 50 men and quarters for about 20 men, and a frame building with concrete floor for electric generator and well pump for water supply. A temporary warehouse, approximately 24'x50' would be required if the depot is at a point other than Cantwell. Tents could be used for temporary housing at depot site during construction.

A considerable proportion of the funds set up for the first season must necessarily go into equipment, depot construction, and camp materials and supplies. Actual road work should consist primarily of opening up as much ground as possible to allow for drainage and stabilization for extensive grading operations the following year and thereafter. Two fairly large stripping crews with a small amount of grading equipment are contemplated, followed by a small grading crew to advance the grading work as ground and weather conditions permit. No graveling should be attempted the first season, except that which can be done by carryall equipment on short haul.

To open up as much ground as possible, the advance stripping crews must be set up with quarters, mess hall and wash room on skids, which can be rapidly moved over short distances. Sturdy frame construction, with only exterior sheathing and roof can be used during the summer, and winterized as required with weatherproof paper and interior insulation board. Skids should provide about 20 inches of clearance, and a smooth surface of light sheet metal installed under floor joists to prevent moss and roots from piling up between the skids. Sketches of all desired buildings will be covered as a separate subject.

Surveys toward McKinley Park will be started from Cantwell as early as possible to definitely fix the final route. Continuation of location toward Susitna River Crossing and the Richardson Highway will be coordinated with progress of construction to ease up the supply situation as much as possible.

Initial supply of fuel and lubricants will be distributed along the route on the snow in early Spring with bob sleds. Advance crews will go up to Cantwell early in March for freighting followed by building workers as materials become available and weather conditions permit.

Equipment requirements are listed under Section III.

New Construction - - - - - \$1,000,000.00

Route 92 AA - Bethel Airfield and Road. (1.3 miles road)

The situation at Bethel during the past summer was not conducive to progress in maintaining the roads and extending them, or in the maintenance of the airfield. The Foreman is doing all he can with an old truck and a rented tractor. It is time to remedy this situation if we are to accomplish much of anything, and we could easily lose the services of our part time foreman who would be difficult to replace. Tractor rental amounted to \$1,304.00 in 1949, mostly for loading sand. The dump truck is in poor condition and should be replaced by a 3 yd. vehicle.

The airfield is in need of considerable fill material to bring up low spots and depressions due to settlement and erosion. An attempt will be made to secure the use of a D-8, tractor and 12 yd. carryall from the Civil Aeronautics Commission for ten days to two weeks to accomplish this work as soon as spring weather permits.

Improvements and additional road construction are discussed in Section II. Equipment recommendations under Section III.

Summer Maintenance- - - - - \$13,000.00

Route 92-R - Dillingham-Snag Point. (9.5 miles road).

Summer maintenance funds are required for patrol maintenance, spot gravelling, replacement of one bridge with a culvert, and improved drainage. Winter maintenance covers snow removal, and overhaul of equipment by the Foreman. The AC-35 tractor does not warrant an overhaul job and will be used only for light work. Purchase of a new D-6 tractor with angle blade is recommended to replace the too heavy D-7 with straight blade, both for summer work and winter plowing. The D-7 could be shifted to Naknek if that project is undertaken.

The road patrol is providing good results in summer surface maintenance. The winter situation should be much better with a steady foreman on the job and the numerous complaints received in the past from that area should decrease. Improvement is discussed under Section II.

Summer Maintenance- - - - - \$13,000.00
Winter Maintenance- - - - - 7,000.00

93-A - Bull River Road. (17.0 miles road).

With only assessment work going on in this area, only necessary maintenance to hold the road from deteriorating is recommended. Some additional cribbing and filling will be required at the far end of the Chulitna bridge.

Summer Maintenance- - - - - \$3,000.00

94 - Kodiak Roads. (7.9 miles road)

Funds recommended are for surface maintenance, slide removal, re-ditching, and spot gravelling. Traffic is increasing through steady growth and suburban home construction. The section of main highway to the Naval Base requires constant attention on removal of sluffing rock and surface maintenance. Crew will consist of about three men in the summer and one to two men, as required, during the winter months on snow removal and overhaul.

Improvement and reconstruction recommended appears in Section II, and new equipment under Section III.

Summer Maintenance-	- - - - -	- \$20,000.00
Winter Maintenance and overhaul-	- - - - -	5,000.00

96B - Glenn Highway. (74.9 miles road; 1.5 sled road; 9.0 trail)

Summer maintenance will not be heavy, with the entire section under contract. It will cover only the sections on which the contractor has not undertaken rehabilitation work. *Replacement or repair of surface failures?*

Winter maintenance continues in importance and will require more sanding and greater care in snow removal, with an asphalt surface to maintain in the future.

Section II covers improvement not included in contracts.

Summer Maintenance-	- - - - -	- \$ 5,000.00
Winter Maintenance-	- - - - -	25,000.00

98 - Homer Roads. (42.4 miles road)

Completion of the Sterling Highway will throw a large volume of traffic on the local road system. Light gravel surface will suffer and blade maintenance will be multiplied. The increased traffic will eventually require all-weather roads throughout, of a standard comparable to the Matanuska Valley, and planning is in that direction. Normal summer and winter maintenance funds are included in the above figures, including the work of building some form of cribbing at Miller's Landing. Investigation was made late in 1949 of possible gravel deposits at Olsen Mountain on the bench lands, and encouraging prospects were encountered. Further investigations will be conducted in the Spring of 1950 to determine whether the deposit is of sufficient size to warrant a road several miles long. Cost of haul from the beach at Homer is almost prohibitive for gravelling bench roads. No further extension of these roads is recommended until present roads are greatly improved over their present condition.

Civil Aeronautics Commission is preparing a request for improvement of a section of road to serve their receiver station on a reimbursable basis in amount of approximately \$2,500.00. Improvement of the vital East End road near the beach is covered under Section II.

Summer Maintenance-	- - - - -	- \$29,000.00
Winter Maintenance-	- - - - -	6,000.00

FARM ROADS:

Petitions for Farm and Industrial Roads are being received regularly in the District office. At the present time there are on file in the District, 28 requests for roads, footbridges and even the gravelling of subdivision roads. Eighteen of the requests, representing 53 miles of road, have considerable merit for early construction. Most of them are in the Anchorage area, adjoining the Matanuska Valley and along the Sterling Highway and branches.

From a population standpoint, the area near Anchorage south of the Oilwell Road and East of the new Potter Road is the most critical. Not only is practically all available land taken up but a total of 355 small tracts have been disposed of to veterans and others. An additional 294 tracts will be made available for home sites in the near future. To adequately serve this area, approximately 15 miles of roads will be required. Engineering studies have been made and data is being compiled.

It is the understanding of this office that a farm road policy is in process of discussion and development. Rather than submit any recommended priority list of construction at this time, a summary of all requests will be brought to the District Engineers Conference for decision.

Completion of previous projects and new construction- - - - -\$150,000.00

Route 75 E - Anchorage Apartments.

Funds recommended are for completion of gravel fill around the buildings, replacing topsoil, installing clothes lines, building garbage racks to City specifications, completion of exterior painting which was eliminated from the contract and construction of entry sidewalks. At the time funds for these extras were set up last season, it was merely a sum set up by Juneau to take care of immediate needs such as stripping and backfilling the area, water and sewer lines, and fuel tanks.

Total required - - - - - \$6,000.00

Anchorage Asphalt Plant.

The amount recommended is for operation and maintenance of the plant for a period of approximately six months from April 15 to October 15. The estimate includes cost of fuel.

Operation and maintenance- - - - - \$50,000.00

Contract Engineering and Inspection.

No cost figures are available from the past on which to base estimates for engineering and inspection on contracts on Alaska Highways. Using a figure of eight percent, and assuming that Glenn B-1 and B-2 will overrun 25% of bid price, the answer is approximately \$275,000. A further problem of breakdown of this figure arises when it is not definitely known how many of survey and inspection personnel will be classified employees. The District recommendation is for 100% classification, which would place a large percentage of the funds in Juneau Purchase. Field funds are for mess operation, camps, etc.

Total required - - - - - \$275,000.00

KUSKOKWIM SUB-DISTRICT

Routes 32B, 33C, Flat Roads: (35.7 miles road)

The crew on these roads consists of a foreman and one other man with excellent results being obtained. This situation could easily deteriorate unless a longer season is provided, especially for the foreman. Funds are set up to provide at least seven months of work. Gravel surfacing is the major effort each season. A small loader is needed to utilize numerous tailing piles along all roads. This will increase production and reduce haul distance over the trap loading with dozer as practiced in the past. Other maintenance will include bridge repairs, re-ditching and surface blading. Winter dragging of the airfield required periodically, not included in maintenance funds.

Summer Maintenance- - - - - \$15,000.00

Routes 32G, 32D,H, Takotna Roads. (61.5 miles road)

Mining activity continues in this area despite setbacks in other parts of the Territory. One dredge operated during the season on lower Gaines Creek and a number of mechanized outfits worked on other creeks. Inokko Dredging Company is rebuilding the dredge on upper Gaines Creek and brought in considerable new machinery during the summer. Surveys are also being made for possible military installations.

Funds recommended are for re-ditching, brush removal and continuation of gravel surfacing toward Sterling Landing from Candle Creek, and on the upper Gaines Creek road. Bridge at Anvil Creek, near Ophir, must be replaced. Additional work is needed to complete the interior of the new garage and for maintenance of the Foreman's residence.

Summer Maintenance- - - - - \$38,000.00
Winter Maintenance- - - - - 1,000.00

Route 60 F, Medfra-Nixon Mine. (12 miles road)

For minimum maintenance to protect the road from excessive erosion and deterioration. To be charged to Takotna allotment.

The following is a breakdown of funds for the various routes and projects. Where no actual figures were set up by the Juneau office, District estimates are submitted:

M A I N T E N A N C E

Route	Program		Total Program	J.P.	L & M	Field
	Summer	Winter				
Mountain 35A, DB	\$18,000	\$ 7,000	\$ 25,000	\$ 6,500	\$ 5,500	\$ 13,000
Valley 35B, F, G, H, J + Glenn	52,000	20,000	72,000	18,000	16,000	38,000
Flat 32B, 33C	15,000	- - -	15,000	3,300	2,700	9,000
Tahitua 32G, 38D, H	38,000	1,000	39,000	9,000	8,000	22,000
Shianna 48, 48A	5,000	- - -	5,000	1,200	800	3,000
Tahitua 51	15,000	- - -	15,000	4,000	3,000	8,000
Anchorage 75, 75A, L + Glenn	95,000	35,000	130,000	34,000	29,000	67,000
Anch. Depot 75D	15,000	- - -	15,000	3,800	3,200	8,000
Potter 75P	6,000	2,000	8,000	2,000	1,500	4,500
Bethel 92AA	13,000	- - -	13,000	3,300	2,700	7,000
Dillingham 92R	13,000	7,000	20,000	5,000	4,000	11,000
Colorado 93A	3,000	- - -	3,000	600	400	2,000
Kodiak 94	20,000	5,000	25,000	6,500	5,000	13,500
Glenn 96B	5,000	25,000	30,000	8,000	6,000	16,000
Homer 98	29,000	6,000	35,000	9,000	7,000	19,000
TOTALS- - -	\$342,000	\$108,000	\$450,000	\$114,200	\$94,800	\$241,000

N E W W O R K

Route	Program	J.P.	L & M	Field
55C	\$ 610,000	\$160,000	\$130,000	\$320,000
76C	1,000,000	490,000	160,000	350,000
Farm Roads	150,000	39,000	33,000	78,000
TOTALS- - -	\$1,760,000	\$689,000	\$323,000	\$748,000

MCKINLEY PARK

Route	Program	J.P.	L & M	Field
46D, DA	\$20,300	\$ 5,300	\$4,000	\$11,000
TOTALS- - -	\$20,300	\$ 5,300	\$4,000	\$11,000

O T H E R

Route	Program	J.P.	L & M	Field
75E (Apartments)	\$ 6,000	\$ 1,400	\$ 1,100	\$ 3,500
103 (Asphalt Plant)	50,000	14,000	10,000	26,000
* Contract Engr. & Inspection- - -	-275,000	200,000	35,000	40,000
TOTALS- - -	\$331,000	\$215,400	\$46,100	\$69,500

*Note: Breakdown based on all employees on actual engineering and inspection being classified employees paid from Juneau office.

SECTION II

(Rehabilitation and Improvement)

Route 35A, DB - Mountain Roads.

A minimum of work has been done on these roads since 1941. The road from Willow Station to Lucky Shot is in poor condition and needs heavy rehabilitation in the way of drainage, re-ditching and gravel. On the Matanuska Valley side, the roads are narrow, crooked and overgrowing with brush. The first 1 1/2 miles of the Fern and Snowbird branch road is subject to snowslides, and should have a mile of relocation starting near Little Susitna Lodge and joining the old road near the old Nabel Mine. Construction by-pass was started in 1948 down Archangel Creek but was abandoned due to wet, sliding hillside on the route and erosion by the Creek.

Rehabilitation, and 1 mile relocation - - - - - \$30,000.00

Routes 35 B,F,G,H,J. Valley Roads.

As discussed under Section I, the entire system of roads is in need of heavy maintenance and regraveling which cannot be caught up with normal maintenance funds. The funds requested are to bolster up maintenance funds which are insufficient to cope with a deteriorating situation.

Improvement - - - - - \$40,000.00

Routes 75, 75A, L - Anchorage Roads.

The same situation exists as has been mentioned under Valley Roads. Ditches need to be opened up and brush pushed back from shoulders. Additional culverts are needed as well as lateral drainage. Extensive graveling is in order to bring the roads back to where normal maintenance can keep them in shape. This surfacing should be crushed rock. Round gravel will not stay in place under the heavy traffic around Anchorage.

Improvement - - - - - \$30,000.00

Route 75 P - Anchorage-Potter Road.

Funds recommended are actually for completion of crushed rock surfacing on the project. Some reshaping must be done this first year after completion of the road. *Should this be done separately, or combined with other roads?*
Completion of project - - - - - \$70,000.00

Route 92 AA - Bethel Airfield and Road.

Turn again to construction funds?

No appreciable progress has been made in past years to extend the road up the ridge to the new village area, and to the new cemetery which has been established due to River erosion of the old one. Three to four miles of new road are needed to serve the Bethel area, Maintenance funds cannot be made

to stretch very far in that type of country. This is actually new construction, and will help to purchase the new equipment needed at Bethel.

Extension and improvement - - - - - \$20,000.00

Route 92 R - Dillingham-Snag Point.

The plank road just out of Dillingham has needed replacement for years. The final solution is a fill across the swamp to Windmill Hill. The Dillingham Town Meeting has petitioned a fill sufficiently high to form a lake for float planes, similar to the Homer setup. A more detailed survey is needed but the plank road must be replaced and any fill placed now would serve later for the dam.

Improvement - - - - - \$15,000.00

Route 94 - Kodiak Roads.

The Kodiak depot has always been a makeshift affair, built from any materials that could be obtained locally or through Army Salvage. Now that we must move our installations to the new site on the Mill Bay road most of the lean-to and tacked-on sheds are not worth the cost of tearing down and re-assembling.

We are attempting to obtain a 20'x120' warehouse from the Army installations at Fort Abercrombie at Miller Point near Mill Bay, and perhaps a Quonset hut. The Army Engineer, Fort Richardson will give us an answer on this early next Spring. Concrete foundations and floor should be installed under the warehouse, which would be used as a repair shop and equipment storage building, and would also contain parts rooms and office. The Quonset would be used as a warehouse.

For Depot - - - - - \$20,000.00

Route 98 - Homer Roads.

Homer is experiencing the most rapid growth of any community on Kenai Peninsula. A business section is taking shape and people are building homes along the main roads, and especially toward the East. The section of the East End road, between the Road Commission depot and Miller's Landing, is crooked, rolling and narrow. Sight distance is poor, and cars must slow down almost to a stop to pass. Local traffic has increased rapidly, and when gravelling is completed on the Sterling Highway next season the number of cars travelling these roads will be multiplied many times. Opening of the road to Anchorage will find the roads jammed with cars.

A start should be made in 1950 to improve the roads adjacent to the beach at Homer.

Rehabilitation and improvement - - - - - \$20,000.00

Is Homer incorporated?

Replacement of Bridges? (Science Hwy)

Most rehabilitation and improvement work can be accomplished with maintenance equipment augmented by heavier equipment for short periods which would move from job to job. A maximum amount of the funds would go into field work.

The following is breakdown of the recommended funds for this program:

Route	Program	J. P.	L & M	Field
35 ^a , DB	\$ 30,000	\$ 7,000	\$ 6,000	\$17,000
35 B, F, G, H, J	40,000	10,000	8,000	22,000
75, 75 A, L	30,000	7,000	6,000	17,000
75P	70,000	18,500	15,500	36,000
92 AA	20,000	6,000	3,000	11,000
92 R	20,000	7,000	3,000	10,000
94	20,000	5,500	3,500	11,000
98	20,000	4,500	3,500	12,000
TOTALS - - -	\$250,000	\$65,500	\$48,500	\$136,000

Route 46 D - Mt. McKinley Park Roads.

Rehabilitation of roads in McKinley Park is outlined in a letter dated August 9, 1949 from Chief, Construction Division to Commissioner of Roads for Alaska, which also establishes amount of funds.

The 1950 program includes replacement of one large bridge (Savage River), five small bridges, and elimination of two bridges by substituting culverts, all between the Station and Mile 20.4. The program also includes one minor line improvement, and resurfacing Miles 47 to 55.3.

Rehabilitation and Improvement - - - - - \$200,000.00

Route	Program	J.P. L & M	L & M	Field
46D	\$200,000	\$100,000	\$30,000	\$70,000

SECTION III

(Equipment)

Anchorage Local, Valley Roads, Mountain Roads, Glenn Highway,
and Contract Construction.

This system of connected roads can be considered as one group, from an equipment standpoint, because of flexibility in shifting equipment rapidly.

Major construction equipment on hand includes the following:

- 14 Tractors. (2-D6, 2-D7, 2-HD14, 4-TD18, 4-HD19.)
- 5 Carryall Scrapers (3-12 yd, 2-9 yd.)
- 10 Motor patrols (9-12 ft, 1-10 ft.)
- 3 Power shovels (1-3/8 yd, 1-1/2 yd, 1-3/4 yd.)
- 12 Ford Dump trucks, 3 yd.
- 9 Reo Dump trucks, 5 yd.
- 2 Full Graders (1-10 ft, 1-12 ft.)

The above construction and maintenance equipment can be expected to perform the work recommended for this area, including rehabilitation and improvement. The old crusher at Palmer will be overhauled for surfacing Potter and other roads if recommendations are approved.

Winter maintenance equipment is a different story. The present plows, while capable of handling light snowfall by continuous operation during snowstorms, are not heavy enough to cope with drifts of any size. Motor graders must be used almost continuously to cut down the packed snow and to wing back the berms. Bulldozers are called out as a last resort on unpaved roads. The answer is heavier truck-plow equipment. A start has been made in that direction with the Walters truck for which a blade and wing has been ordered. Two additional heavy truck-plows are needed, which would place one at Anchorage and two at Palmer. One of the Palmer plows would work Glenn Highway to Eureka if the lighter plows are unable to handle.

A rotary plow is frequently required to handle through cuts and mountain roads. Our 15 year old Snogo at Palmer should be replaced by a newer model with three screws. A Motor-grader type would not be as effective on the crooked, narrow roads on which this type of equipment would be mostly employed.

Sanding of roads must be more rapid and effective, especially on pavement. At least 6 mechanical sanders are required with two at Anchorage, two at Palmer and two in the mountains on the Glenn Highway. We are now testing out a Hall sander through courtesy of Northern Commercial Company and expect to have a Flink type through Yukon Equipment in the near future.

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.

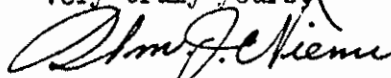
The truck equipment at Flat is old and due for more heavy repairs. One new truck is needed.

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,

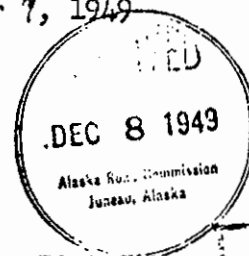


Wm. J. Niemi
District Engineer

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

Carson T.



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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.

32/61

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.

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.

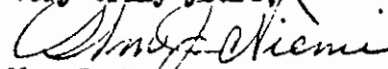
An Army wrecker ran one of our snowplow trucks off the road on the 21st. The wrecker did not stop and although our truck turned over it was not damaged seriously.

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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[Handwritten notes and initials in a box]

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.

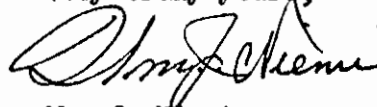
4. Miscellaneous:

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.

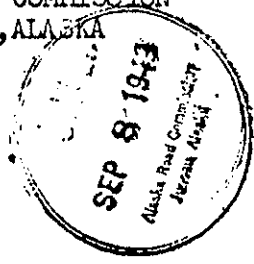
Very truly yours,



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.

35/81

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
4	✓	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 Bodenbergs 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

P-9

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.

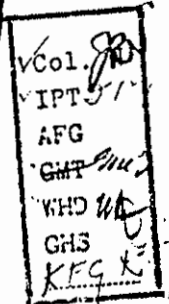
Very truly yours,



Wm. J. Kiemi
District Engineer

WJN:mmn

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



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.

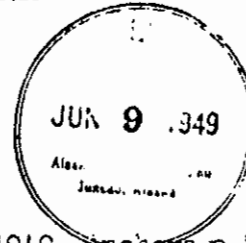
Very truly yours,



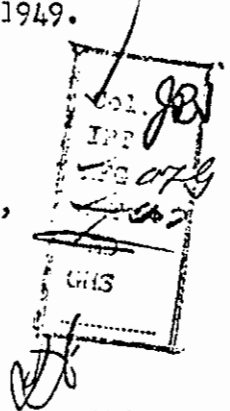
Wm. J. Niemi
District Engineer

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

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



June 7, 1949.



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 period*

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.

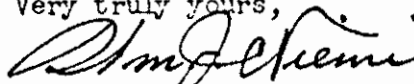
Mr. A.F.Ghiglione arrived for the unloading of the Tanker on the 14th. He toured the Districts and returned to Juneau on the 24th.

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.

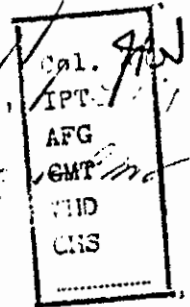
Very truly yours,



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)
2	LET
3	AFG
4	GHS
	AK

April 4, 1949.

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

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

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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