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ANCHORAGE, ALASKA
P. O. BOX 160

December 16, 1954

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

Dear Mr. Niemi:

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

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

SURVEYS, INVESTIGATIONS AND PLANS

Susitna-MacLaren Survey - Route 811 - Denali Highway

Work Order 1112

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

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

Work Orders 1115 and 1131, respectively

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

Dillingham-Aleknagik Survey

Work Order 1135

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

Pittman-Willow Survey

Work Order 1151

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

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

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

Teklanika Bridge - McKinley Park

Work Order 1167

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

Igloo Bridge Site Survey - McKinley Park

Work Order 1171

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

11 Mile Line Change - McKinley Park

Work Order 1174

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

Farm Road Surveys

Work Order 190

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

Materials Engineering

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

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

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

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

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

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

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

CONSTRUCTION BY CONTRACT

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

Work Order 1132

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

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

Work Order 1138

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

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

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

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

Work Order 1139

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

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

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

The contractor has claimed that changed conditions warrant additional payment.

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

Work Order 1140

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

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

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

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

Work Order 1147

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

1. Nenana River Bridge No. 1

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

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

2. Nenana River Bridge No. 2

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

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

3. Jack River Bridge

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

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

4. Brushkana Bridge

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

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

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

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

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

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

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

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

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

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

Work Order 1211

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

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

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

Work Order 1215

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

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

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

Work Order 1220

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

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

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

Work Order 1221

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

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

CONSTRUCTION BY FORCE ACCOUNT

Route 811 - Denali Highway

Work Order 127

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

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

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

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

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

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

Route 511.1 - North Fork Anchor River Road

Work Order 1113

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

Foreman's Quarters - Cantwell

Work Order 1136

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

Dillingham School

Work Order 1152

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

Kenai School

Work Order 1153

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

Route 512.1 - Miller Loop Road

Work Order 1154

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

Route 410.1 - O'Malley Road

Work Order 1155

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

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

Route 310.1 - Abbott Road

Work Order 1156

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

Route 314.3 - Big Lake Road

Work Order 1158

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

Route 512.1 - North Kenai Roads

Work Order 1159

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

Route 314.3 - Pittman Road

Work Order 1160

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

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

Route 110.2 - Birchwood Road

Work Order 1161

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

Route 110.1 - Abbott Road

Work Order 1162

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

Route 511.1 - Moose River Road

Work Order 1163

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

Route 812 - McKinley Park - Toklat Bridge

Work Order 1164

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

Route 812 - McKinley Park - East Fork Bridge

Work Order 1165

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

Route 812 - McKinley Park - Culvert, Mile 10.9

Work Order 1166

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

Route 812 - McKinley Park - Bridge, Mile 11.0

Work Order 1168

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

Route 812 - McKinley Park - Wonder Lake Camp Ground Road

Work Order 1173

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

Healy Airfield

Work Order 1191

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

Cantwell Airfield

Work Order 1192

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

Cantwell School

Work Order 1198

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

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

Dillingham Airfield

Work Order 1200

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

School Sites and Access Roads - Pile Bay and Pedro Bay

Work Order 1203

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

Route 411.17 - KENI-KFQD Road

Work Order 1213

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

Route 010.22 - Suntrana-Nanana Railroad Crossing

Work Order 1217

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

Route 312.1 - Springer System - Palmer Airport Road

Work Order 1218

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

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

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

Route 310.2 - Eagle River Road

Work Order 1219

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

Homer Coal Fire

Work Order 1222

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

Soldotna Garage

Work Order 1229

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

Homer Airport By-Pass Road

Work Order 1230

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

Bethel School

Work Order 1231

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

Route 013.1 - Dillingham-Aleknagik

Work Order 1232

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

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

Trailer Court Access, Kenai

Work Order 1199

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

RECONSTRUCTION BY PERCE ACCOUNT

Sterling Highway Reconstruction

Work Order 129

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

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

Work Order 131

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

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

Route 511.2 - Homer Locals

Work Order 132

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

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

Routes 310.1, 410.1, 411.1 - Anchorage Local Roads

Work Order 151

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

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

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

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

Route 014 - Abbert Road

Work Order 1127

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

Cantwell Garage

Work Order 1112

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

Route 014.1 - Kodiak Roads

Work Order 1118

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

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

Sterling Highway Improvement

Work Order 1194

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

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

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

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

Route 013 - Dillingham-Kanakanak

Work Order 1201

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

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

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

Route 010.52 - Naknek-Airbase

Work Order 1202

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

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

Route 312 - Matanuska-Wasilla Road

Work Order 1204

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

Route 310.2 - Lazy Mountain Road

Work Order 1205

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

Route 010.72 - Iliamna Lake - Newhalen River

Work Order 1210

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

Railroad Crossings - Anchorage Terminal Yards

Work Order 1223

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

Skilak Lake Road

Work Order 1224

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

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

Route 014.19 - Karluck Bridge

Work Order 1234

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

MAINTENANCE

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

Work Order 11

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

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

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

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

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

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

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

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

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

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

Route 110 - Seward-Anchorage Highway

Work Order 12

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

During the break-up restrictions were imposed as follows:

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

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

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

Route 411 - Spenard Highway

Work Order 13

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

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

Routes 312, 313, and 314 - Matanuska Valley Feeders

Work Order 14

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

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

Route 511 and 512 - Sterling Highway and Feeders

Work Order 15

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

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

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

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

Route 813 and 813.1 - McKinley Park Roads

Work Order 16

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

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

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

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

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

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

Route 813 - North Park Boundary-Kantishna Feeder

Work Order 17

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

Route 011 - Sterling Landing-Oohir

Work Order 18

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

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

Route 012 - Iditarod-Flat Feeder

Work Order 19

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

Route 013 - Dillingham-Wood River

Work Order 110

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

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

Route 014 - Abbott Road, Kodiak

Work Order 111

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

A traffic count disclosed 910 vehicles per day.

Routes 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

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

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

Work Order 113

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

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

Route 314.2 - Mountain Locals

Work Order 114

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

Routes 310.1, 410.1, 411.1 - Anchorage Locals

Work Order 115

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

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

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

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

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

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

Route 511.2 - Homer Locals

Work Order 117

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

Route 011.1 - Takotna Locals

Work Order 118

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

Route 012.1 - Flat Locals

Work Order 119

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

Route 014.1 - Kodiak Locals

Work Order 120

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

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

Route 010.1 - Talkeetna-Cache Creek

Work Order 121

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

Route 010.4 - Bethel Locals

Work Order 123

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

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

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

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

Route 010.5 - Naknek Locals

Work Order 124

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

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

Route 010.7 - Ilimna-Pile Bay

Work Order 125

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

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

Route 010.8 - Red Mountain Road

Work Order 1118

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

Millingham Airport

Work Order 1113

Snow was removed from the airport in July.

Route 811.1 - Cartwell-Summit

Work Order 1116

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

MISCELLANEOUS

Warm Storage - Anchorage Depot

Work Order 1233

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

Boiler Ignition System - Anchorage Depot

Work Order 1216

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

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

Asphalt Plant

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

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

Sincerely yours,

M. C. Zimmerman
District Engineer

MCZ/LAH/ab

XXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

December 16, 1954

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

Dear Mr. Niemi:

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

SURVEYS, INVESTIGATIONS AND PLANS

Advance Surveys of Petitioned Farm Roads

Work Order 190

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

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

Pittman-Willow Road Survey

Work Order 1151

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

Chickaloon Bridge Site Survey

Work Order 1186

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

Site Surveys

Work Orders 1225 and 1226

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

Materials Engineering

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

CONSTRUCTION BY FORCE ACCOUNT

Homer By-Pass Road

Work Order 1230

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

Dillingham-Aleknagik

Work Order 1232

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

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

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

RECONSTRUCTION BY FORCE ACCOUNT

Sterling Highway Survey

Work Order 1194

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

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

MAINTENANCE

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

Work Order 11

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

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

Route 410 - Seward-Anchorage Highway

Work Order 12

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

Route 411 - Spenard Highway

Work Order 13

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

Routes 312, 313, 314 - Matanuska Valley Feeders

Work Order 14

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

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

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

Route 013 - Dillingham-Wood River

Work Order 110

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

Abbott Road - Kodiak

Work Order 111

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

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

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

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

Work Order 113

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

Route 314.2 - Mountain Locals

Work Order 114

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

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

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

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

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

Route 511.2 - Homer Locals

Work Order 117

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

Route 014.1 - Kodiak Locals

Work Order 120

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

Warm Storage - Anchorage Depot

Work Order 1233

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

MISCELLANEOUS

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

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

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

Sincerely yours,

M. C. Zimmerman
District Engineer

XXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

November 19, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-week
Period ending November 14, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Advance Surveys of Petitioned Farm Roads

Work Order 190

During the period crews available from work which had closed down, have been locating line and gathering necessary data for petitioned information both in the Matanuska Valley and Kenai-Homer areas.

Pittman-Willow Road Survey

Work Order 1151

During the period the "P" Line was substantially completed in all but a mile and a half of the "L" Line located.

Materials Engineering

The Susitna Bridge Site report was completed in the period as was all miscellaneous field work in conjunction with the Sterling Highway Soils Survey. The Sterling Highway Soils Survey of 1953 was restaked in conjunction with necessary work on the proposed paving contract. Approximately 75% of the lab work was completed on the 1954 Sterling Soils Survey.

Investigation was made of concrete aggregate sources for Hicks Creek Bridge and laboratory design and estimate made.

CONSTRUCTION IN PROGRESS (By Contract)

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

Work Order 1147

This contract is presently 89% complete and was closed down November 13th due to adverse weather conditions. At that time Brushkana Creek Bridge, Jack River Bridge, and Nenana River Bridge No. 2 had been accepted for use by the Alaska Road Commission.

Attached to this report is a list of minor items that remain to be done to satisfactorily complete this contract.

Seward-Anchorage Highway Improvement - Contract No. 11-04-002-173

Work Order 1211

This contract is presently 94% complete and it is expected that all dirt work will be completed by November 17th. This closing date may be shifted a few days one way or another as it is contemplated that all the dirt work will be done this year with nothing remaining in the contract except guard rail painting which is not feasible due to the present weather conditions.

Anchorage Area Paving - Contract No. 11-04-002-113

Work Orders 1188, 1189, 151 and 115

This contract is 100% complete and the final estimate has been prepared and submitted to the contractor for signature.

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

Work Order 1110

This contract is 100% complete and the final estimate has been prepared and submitted to the contractor for signature.

CONSTRUCTION BY FORCE ACCOUNT

Route 611 - Denali Highway

Work Order 127

Operations were suspended for the winter on this route shortly after the beginning of the period. Before moving in to Cantwell, the advance grading crew constructed an airstrip in the vicinity of the Susitna River Bridge site, providing access by either float or wheel planes.

Sufficient fill material was placed at both crossings of the Nenana River to permit use of the new bridges. Completion of these fills will be accomplished next season.

Pittman Road

Work Order 1160

The road from Pittman to Houston was completed and the equipment moved out early in the period. Mr. Gunderson's bridge crew finished erecting the Little Susitna Bridge. The approach fills were made ^{and} the temporary bridge dismantled. The job was shut down on October 26th and completion notice mailed to Headquarters the first of November.

Suntrana-Nenana Railroad Crossing

Work Order 1217

Work on this project was completed during the period. A passable road was constructed from the coal mine to Nenana River Railroad Bridge and the mining company has expressed satisfaction with the work performed.

Palmer Airport Road

Work Order 1218

Approximately 2,000 yards of river gravel was hauled and placed on this road during the period. Work was completed on October 26th.

Eagle River Road

Work Order 1219

One mile of new construction on the Eagle River Road Extension was completed early in the period. This extension presently takes care of all traffic in the area and completes the work authorized for this season.

Homer Coal Fire

Work Order 1222

A channel was completed across the coal vein and backfilled with non-combustible material to check an underground fire which has been burning in the area all summer. This work was completed during the period and equipment moved back to Homer.

Soldotna Garage

Work Order 1229

Minor stripping was done around the Soldotna area to allow room for the contractor to proceed with erection of the Soldotna Depot without delay upon award of the contract. This site is now ready for contract construction of the building.

Dillingham-Aleknagik

Work Order 1232

Work continued toward Aleknagik and construction had progressed to 13 Mile when extreme wet weather forced a shut down. The last report is that with the abatement of bad weather, the work will resume and should be completed in approximately one week.

Fire Lake Road

Work Order 1235

Upon completion of the work on Eagle River Road, the equipment was moved to Fire Lake where a short section of road and a 4-foot culvert was placed across Fire Lake Creek to provide an adequate access for the Territorial Board of Fisheries to their fish hatchery site. Upon completion of the job all equipment was moved back to Anchorage and construction shut down for this season.

RECONSTRUCTION BY FORCE ACCOUNT

Abbott Road - Kodiak

Work Order 1127

Work accomplished during the period consisted of completion of culvert and drainage improvement and reditching of the slide area. Work was completed November 12th and completion notice mailed to Headquarters November 18th.

Sterling Highway Survey

Work Order 1194

The field work for this proposed paving has been completed for the entire 35 miles. Work shut down on the survey on November 4th at which time the crews in the area were assigned to advance surveys of petitions for roads.

Dillingham-Kanakanak

Work Order 1201

The fill across the flats from Dillingham to Windmill Hill is approximately 2 feet high and from 12 to 15 feet wide. Although this does not seem much of a result for the money spent, we estimate that we have stabilized the entire roadway area and any work done in the future should produce results much faster.

Work also continued on the shop doors and the furnace has been installed and is working. The foreman's quarters have been completed. Funds were exhausted and work shut down on November 1st.

MAINTENANCE

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

Work Order 11

In the Mile 9 1/2 area 23 miles of shoulders were reworked and 5 miles of ditches were cleaned in anticipation of heavy snowfalls.

First snow of the season fell on October 19th. The snow was extremely wet and heavy and it was necessary to work overtime over the weekend in order to keep the roads safe for traffic.

During the period extreme high winds blew trees across all roads in the area and several days were spent removing these windfalls and replacing signs blown down. A rock slide was removed from Moose Creek Hill and planks were replaced on the Granite Creek Bridge.

Other work in the period was confined to ice control and sanding.

Route 410 - Seward-Anchorage Highway

Work Order 12

Heavy rains were experienced in the Girdwood area and rock and mud slides from Bird south required overtime to keep the highway clear. A hundred feet of shoulder washed out on Bird Creek Hill north of Girdwood where mud slides plugged the ditches and culverts, and 450 cubic yards of select material was used to fill these wash-outs.

Route 411 - Spenard Highway

Work Order 13

Work on this route was confined to snow removal and sanding.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

Maintenance on this route consisted of culvert repair and surface blading in anticipation of freeze-up and snow removal.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

This highway was crowned and bladed in anticipation of freeze-up. Culverts were staked and cleaned out for the winter and sand was mixed and stockpiled at Kenai and Ninilchik.

Heavy rains were experienced during the period on the Kenai Peninsula and numerous small washouts were repaired.

Route 013 - Dillingham-Wood River

Work Order 110

Work performed under this work order was confined to surface blading as the road was in fair condition all period and the crews were working on the Aleknagik Road.

Abbert Road - Kodiak

Work Order 111

Severe sloughing was encountered in the slide area during the past month due to heavy seasonal rains. Removal of this material was accomplished with a motor grader.

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Other than normal surface maintenance the only work performed on this route during the period was erection of 25 miles of snow fence and snow removal.

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

Work Order 113

Work on this route during the period consisted of culvert repair, surface maintenance, snow removal and erection of snow fence.

Route 314.2 - Mountain Locals

Work Order 114

Due to limited traffic on this route during the period no maintenance was performed. A HD-14 was hauled to the Little Susitna Bridge in anticipation of heavy snow removal.

Routes 310.1, 410.1, and 411.1 - Anchorage Locals

Work Order 115

Sign repair and windfall removal was necessary during the period on this route due to gale-force winds. Other work consisted of snow removal, sanding and routine surface maintenance.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

These roads were crowned and culverts staked and cleaned out in anticipation of freeze-up. Routine surface maintenance was performed with motor grader.

Route 511.2 - Homer Locals

Work Order 117

Approximately 1100 feet of snow fence was erected. Roads were crowned and culverts staked and cleaned out. Routine surface maintenance was performed with motor grader.

Route 014.1 - Kodiak Locals

Work Order 120

Two miles of the Mill Bay Road were reditched and one 12" culvert placed on Mission Beach Road. High tides during the period washed out approximately 200 feet of Mission Beach Road. This was repaired by hauling rock from the slide area and dumping it as a retaining wall. Washouts and slides were encountered on the Kalsin Bay Road and it was necessary to work one weekend to repair the damage and open the road for traffic.

Bethel Airport

Work Order 1124

Repair to the Bethel town airport was completed during the period and completion notice mailed to Headquarters November 18th.

XXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

October 22, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending October 17, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Cadastral Survey - Route 310 - Glenn Highway

Work Order 1115

Work was closed down on cadastral survey work September 29th at which time the field crews were transferred to Kenai to assist in the engineering for the proposed paving of the Sterling Highway. Mr. Eggen, computer for the cadastral work, was retained in the Anchorage area as farm road locator.

Pittman-Willow Road Survey

Work Order 1151

During the period a crew was moved to Willow and began locating centerline toward Pittman. By the end of the period 2 miles of "P" Line had been completed.

Survey Mile 11 Line Change - McKinley Park

Work Order 1174

Field work on the survey for the proposed revision at Mile 11, McKinley Park, was completed during the period.

Materials Engineering

Susitna Bridge site foundation investigation was initiated

during the period and a materials report submitted to Headquarters. Spring break-up report for the 1954 season was also completed.

CONSTRUCTION IN PROGRESS (By Contract)

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

Work Orders 1188, 1189, 151 and 115

The necessary cleanup that was pointed out to Mr. McInroe, the contractor's representative, on the semi-final inspection, September 15th, was taken care of by the contractor. Except for the final estimate, all the work authorized under this contract is complete.

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

Work Order 1139

The only work on this completed contract was preparation of the semi-final estimate, which returned all monies withheld during the contract.

Cantwell Area Bridges - Contract No. 14-04-002-137

Work Order 1147

This contract is presently 74% complete. Bolting of the truss has been completed on Nenana River Bridge No. 1 and placing of the deck plank has started.

On Nenana River Bridge No. 2, excavation for the south pier has been completed. Erection of the 180 foot truss is underway at the present time.

Brushkana Creek Bridge was substantially completed and was accepted for traffic by the Alaska Road Commission on October 4, 1954. This is also true of the Jack River Bridge which is complete except for minor cleanup.

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

Work Order 1211

This contract is presently 66% complete with the contractor working at 106.7 and 102.4 Mile. Work at 106.4 has been finished except for minor cleanup. Posts for 1400 feet guard rail have been set.

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

Work Order 1215

This contract was completed on October 12, 1954 and final inspection made by B. D. Stewart, Jr., Chief, Operations Division, on October 14th. Final estimate completed and sent to Headquarters on October 15th.

Eklutna Realignment and Knik River Bridge Approach Paving - Contract Nos. 14-04-002-179 and 180.

Work Orders 1220 and 1221

Both contracts were initiated and completed during the period and final inspection made by B. D. Stewart, Jr., Chief, Operations Division, on September 26, 1954. Final estimates were sent to Headquarters October 6th. District forces placed crushed shoulder material on the Eklutna line change.

Moose River Bridge - Contract No. 14-04-002-132

Work Order 1110

Although the work is 100% complete, the final estimate cannot be processed until Extra Work Order No. 1 is received from Headquarters.

CONSTRUCTION BY FORCE ACCOUNT

Route 811 - Denali Highway

Work Order 127

A passable tote road has been completed to Mile 56, Susitna Bridge Site, with the 2700 foot overlay approaching this site completed, 24 feet wide and 3 feet deep. The material used was a sandy gravel and should stand up during the spring break-up.

Heavy grading has been completed on the 20 Mile hill except for about 800 feet which must be handled by truck haul. The large pipe in 20 Mile Canyon has been covered to the depth of about 30 feet, although the fill is not completed to full width.

Seattle Creek Bridge and approaches are completed as are the Pass Creek approaches and approaches to Brushkana. The old Jack River Bridge was dismantled after completion of approaches to the new bridge. Both the Jack River and Brushkana Creek Bridges are being used.

The drill rig was set up at the Susitna Bridge Site and a hole drilled to 28 feet where sand and gravel was encountered.

Cantwell Garage

Work Order 1142

The garage addition was completed during the period and the shop crew is now engaged in moving parts and equipment and re-arranging the shop.

Kenai School

Work Order 1153

The area around the Kenai School was gravelled during the period. It took approximately 200 yards of gravel to complete the work.

Big Lake Road

Work Order 1158

The bridge across Fish Creek on this road was completed and approach fills placed which opened the road to the recreational site on Big Lake. Work was completed on this route on September 27th and completion report mailed to Juneau October 5, 1954.

Pittman Road

Work Order 1160

The equipment was moved from the Big Lake Road job during the period and work was started on the 2 miles of road between the Little Susitna crossing and Houston. At the end of the period approximately .5 mile of the road was left to be graded and gravelled and traffic was moving into Houston via the mining company road.

Mr. Gunderson's bridge crew moved in from Valdez, straightened the old steel for the Little Susitna crossing, drove falsework and erected the truss. Decking is presently being placed. A temporary bridge was driven on the downstream side of the truss to facilitate erection and to allow traffic across the river to the grading crews.

McKinley Park

Work Order 1166

The culvert at Mile 10.9 was installed during the period and completion notice mailed to Headquarters October 14, 1954.

McKinley Park

Work Order 1168

The bridge at 11.0 Mile was replaced during the period and completion notice mailed to Headquarters October 14, 1954.

Sterling Highway Survey

Work Order 1194

Survey for the proposed paving from Wildwood Station to approximately 35 miles east of Kenai was continued during the period. By the end of the period centerline was 100% complete, bench marks 70%, cross sections 23%, and section ties 50%.

KFOQ-KENI Road

Work Order 1213

Grading was completed and crushed gravel from the Merrill Field pit was placed on this connecting road during the period. All work was finished by September 30th and completion notice mailed to Headquarters October 5, 1954.

Suntrana-Nenana Railroad Crossing

Work Order 1217

Two miles of the road between the Suntrana Mine and Healy Railroad Station has been completed except for necessary drainage. Six 18" culverts will be needed for this work. Bad ground was encountered and it is unlikely that the road will be useable during the spring break-up. Completion is expected in approximately one week.

Palmer Airport Road

Work Order 1218

Work was started on the Palmer Airport Road during the period. Preliminary investigation disclosed that about two-thirds of the right-of-way was filled with debris stripped from the airport proper and construction of a road in the center of the right-of-way was unfeasible. A decision was made to push the airport strippings to one side, shape up half the right-of-way, reditch it and place gravel.

The CAA cooperated in closing a section of the north-south runway to allow our equipment to haul from the river. At

the end of the period stripping had been completed, ditching was underway and approximately 720 yards of gravel had been placed on the road.

Eagle River Road

Work Order 1219

Upon completion of the KFQD-KENI Road, the equipment was moved to Eagle River Road to begin an extension to serve the settlers in that area. At the end of the period approximately one-half mile or 50% of the project had been completed.

Homer Coal Fire

Work Order 1222

One dragline and one D-8 bulldozer was furnished the Bureau of Mines in their effort to control a coal fire now burning out of control. The Bureau of Mines is attempting to cut a channel across the coal vein and backfill it with non-combustible material from the bank. This work was approximately 50% completed at the end of the period.

Soldotna Garage

Work Order 1229

Top soil at the garage location at Soldotna was stripped and the gravel fill for the garage floor was placed during the period. Work is continuing on clearing the yard area and building the permanent access road.

Homer Airport By-Pass Road

Work Order 1230

Work on the Homer Airport By-Pass Road started late in the period. Five hundred feet was stripped and cleared using one D-6.

Bethel School Yard

Work Order 1231

The fill was completed around the Bethel school during the period.

Dillingham-Aleknagik

Work Order 1232

Late in the period work was started on this work order. Very little trouble was encountered although it was necessary to reroute the road for about a mile. At the present time there is a passable tote road for about 6 miles out from the Squaw Creek intersection with the Kanakanak Road. A total of 8 employees, in addition to the foreman, are on the payroll. It is anticipated that crews will reach the lake by the end of the coming period.

RECONSTRUCTION BY FORCE ACCOUNT

Abbert Road - Kodiak

Work Order 1127

Work accomplished under this work order during the period consisted of re-ditching and grading along the road shoulders. Guard rail was painted at the slide area and reflectors were installed on each post.

Kodiak Locals

Work Order 1148

On the Mill Bay Road 1800 feet was cleared, widened, and regravelled. Work was completed October 9th and completion notice forwarded to Headquarters October 18, 1954.

Dillingham - Kanakanak

Work Order 1201

Fill work continued across the swamp from town to Windmill Hill during the early part of this period. Although the material when first placed was extremely soft, it soon set up and provided a very good roadbed. Part of the period was also spent on depot work, where new railing for the shop doors were installed and the addition to the foreman's quarters was started.

Matanuska-Wasilla Road

Work Order 1204

Improvement on this road during the period consisted of brush removal, culvert placement and general cleanup along the route. All ditches on this road had plugged and these were opened by means of a carryall which moved approximately 15,000 yards of material. Work was completed and the work order closed.

Lazy Mountain Road

Work Order 1205

Early in the period a shovel and fleet of trucks were moved to this project. Gravel was procured from the ditches and placed on approximately 2 miles of road in the Lazy Mountain area. The work was completed and the crew moved out October 4, 1954.

Railroad Crossings - Anchorage Terminal Yards

Work Order 1223

Approximately 130 tons of asphalt was secured from Babler & Rogers under contract and placed by force account at the railroad crossings in the terminal yards, the work being performed under reimbursable agreement with The Alaska Railroad.

Skilak Lake and Hidden Lake Roads

Work Order 1224

Approximately .5 mile of Skilak Lake Road plus access trails and parking places at Skilak Lake were gravelled. One bad washout on the road was ripped and filled.

Approximately .8 of a mile of road was graded from the Sterling Highway to Hidden Lake and the road is now open to the lake. Due to lack of funds very little gravel was placed on this .8 of a mile. Work order was completed during the period and completion notice mailed to Headquarters October 20, 1954.

MAINTENANCE

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

Work Order 11

Asphalt patching and routine maintenance was accomplished in the Mile 94 area. Several of the larger pavement failures between Miles 89 and 91 were dug out and backfilled with select borrow; however, this work was done too late in the season to replace the asphalt surfacing. Patching was also done on the Glenn Highway between the two Eklutna railroad crossings where extreme settlement had taken place. Approximately 60 tons of black top was used to repair this settled area.

The severe earthquake experienced during the period caused some damage to the Eagle River grade and the sloughed shoulders were

filled out and ditches were cleaned. New guard rail was placed on Goat Creek Bridge and painted.

Route 110 - Seward-Anchorage Highway

Work Order 12

Ditch cleaning was completed south of Rainbow, culvert intakes were cleaned with the clam as far as Bird Creek, all culverts have been winter-staked from Anchorage to Potter and miscellaneous patching has been accomplished.

Route 111 - Spenard Highway

Work Order 13

Work on this route consisted of routine maintenance such as blading shoulders, minor patching, straightening and setting signs.

Routes 312, 313, and 314 - Matanuska Valley Feeders

Work Order 14

Maintenance on this route consisted of replacing damaged culverts, ditching, and surface maintenance.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Major work on this route consisted of regrading and gravelling of 4 miles on the Homer Spit. The recent earthquake caused some minor rock slides which were cleaned up. Routine surface maintenance was performed with 4 motor graders and one belly blade. A culvert was replaced at Mile 107.

Route 011- Sterling Landing-Ophir

Work Order 16

The new light plant arrived and was installed at the power house behind the garage. Some shoulder maintenance and ditching was accomplished and the work order closed out on October 9th.

Route 012 - Iditarod-Flat Feeder

Work Order 19

Regravelling and grading was accomplished on the Iditarod Road near Mile 1 where heavy fall rains damaged the road surface. A culvert was replaced at Mile 1.5 where the water had washed it out. Work in the Flat area was closed for the season on the 9th of October.

Route 013 - Dillingham-Wood River

Work Order 110

Maintenance on the Dillingham route was confined to patrol work, reditching and setting snow poles at the road shoulders across the flat between town and Windmill Hill.

Abbott Road - Kodiak

Work Order 111

Maintenance work on this route has been limited to necessary surface grading.

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Work was confined to reditching, shaping of the roadway, and routine surface blading to prepare these routes for winter maintenance.

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

Work Order 113

Culverts were cleaned, repaired, and marked in anticipation of heavy snows. Ditches were cleaned with a motor grader and routine surface maintenance was accomplished.

Route 314.2 - Mountain Locals

Work Order 114

Hatcher Summit on the Willow Road was closed for the season on October 2nd due to heavy snow in the mountains. Maintenance at that time was confined to the roads between Wasilla and the Little Susitna Inn. Culverts were opened up, ditches cleaned out and grader surface maintenance performed.

Routes 310.1, 410.1, and 411.1 - Anchorage Locals

Work Order 115

Approximately 25 tons of black top material was used on East Fireweed Lane, Lake Otis and DeBarr Roads. Washouts along the shoulders of O'Malley and Huffman Roads were filled and O'Malley Road was reditched. Snow fence posts were placed at anticipated drift areas on all local roads and the surface was shaped with motor graders.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

The recent earthquake caused 1,500 yards of fill on the North Kenai Road to slough away. This was repaired with a bulldozer and trucks. Approximately 4 miles of the North Kenai Road was reditched, as was one mile of the Anchor Point Road. Other work consisted of routine surface maintenance with motor patrols.

Route 511.2 - Homer Locals

Work Order 117

The only work accomplished on the Homer Local Roads during the period was culvert marking and surface maintenance with motor graders.

Route 011.1 - Takotna Locals

Work Order 118

Work during the period consisted mainly of reshaping the roads through Takotna to the airfield on the hill. The material from the airport to town has a tendency to soften and get slick during even heavy fogs and gravel was hauled from the pit near Takotna River Bridge and placed on the washed sections. Grader maintenance was performed on the Yankee Creek Road, Ughir Creek Road and Little Creek Road.

Route 012.1 - Flat Locals

Work Order 119

Heavy rains in the Flat area washed out a culvert on lower Chicken Creek Road which was replaced and covered during the period. The loading trap at Mile 4 on the Willow Creek Road was repaired. The remainder of the period was spent in shaping up the surface with motor grader in anticipation of closing down all work in the Flat area. Except for taking inventory, work was shut down October 9th.

Route 014.1 - Kodiak Locals

Work Order 120

Winds and high tides during the past period washed the road out along Mission Beach. From the slide area 160 yards of rock were hauled and placed as a break-water. The same tides washed out the abutments of the 21.2 Mile bridge on the Cape Chiniak Road. These were replaced from the pit near the bridge. Other work consisted of routine surface maintenance with the grader.

Route 010.4 - Bethel Locals

Work Order 123

Heavy rains in the Bethel area halted most of the work on the local roads. The available material is a very fine sand which, when wet, will not carry heavy traffic. Toward the end of the period early morning frost allowed repair of minor washouts and blading the surface in anticipation of the winter freeze-up.

Route 010.5 - Naknek Locals

Work Order 124

No report received to date.

Karluk Bridge - Kodiak

Work Order 1234

The material for the Karluk Bridge was picked up in Kodiak and arrangements were made with the Fish & Wildlife Service to haul all the materials necessary for the repair of the Karluk Bridge to Karluk Bay. They inform us that their boat is expected to leave Kodiak for Karluk on the 18th of October. One man will be sent from Kodiak to supervise the work.

MISCELLANEOUS

During the period washouts along the Anchorage Depot fence were filled and the scrap pile of iron which proved unsaleable was dropped in the hole just outside the yard fence and covered with gravel.

On October 4th, the cook house at Savage River burned. Although the cause of the fire is unknown, it started where the range chimney went through the attic roof and we believe squirrels had packed material around the chimney for winter storage and this overheated and started the blaze. The cook was the only one in camp at the time and

due to the inaccessibility of the fire's location, it was impossible for him to extinguish it. By the time he had notified crews working on the bridge, the kitchen was a total loss. Also, the cook's shack loss did not interfere with operations on the job however, as completion of the culvert at 10.9 Mile and the bridge at 11 Mile was scheduled for that evening. The fire was watched until it had burned itself out and the residue was dozed into a hole and covered up.

Loss to the Road Commission consisted of the building, the kitchen range, reach-in refrigerator, and numerous miscellaneous items.

Very truly yours,

B. D. Stewart, Jr.
Chief, Operations Division and
Acting District Engineer

XXXXXXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

September 24, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending September 19, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Cadastral Survey - Route 310 - Glenn Highway

Work Order 1115

Work has progressed to 83 Mile and the crews are presently busy monumenting section lines making section line traverses and ties to the highway.

Mr. Orville Eggen arrived from Headquarters and was sent to Chickaloon as computer and draftsman for cadastral work.

Materials Engineering

Soils survey was completed from Mile 78 on the Sterling Highway to the Wildwood Station intersection of the North Kenai Road at Kenai. Except for approximately one week's work on pit exploration and drilling for bench marks, this completes all soils work in the area.

Inspections were made for the asphalt maintenance plant at 115 Mile on the Glenn Highway and the Anchorage Area Paving. A soils reconnaissance was also completed in the vicinity of the Chickaloon Bridge.

CONSTRUCTION IN PROGRESS (By Contract)

Anchorage Area Paving - Contract No. 11-04-002-113

Work Orders 1188, 1189, 151 and 115

All work on this contract was substantially completed during this period and a semi-final inspection was made by B. D. Stewart, Jr., Leon M. LaCross, and Howard McInroe on September 15th. Necessary cleanup was pointed out to Mr. McInroe, the contractor's representative, at that time.

The surface treatment on Fireweed Lane has a tendency to break up in short sections and the contractor has assured us he will patch these areas prior to actual turn over of the road to the Alaska Road Commission.

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

Work Order 1139

Work was completed and the bridge was accepted for use by traffic at 5:00 p.m., August 31, 1954. Final inspection was made on September 16th by B. D. Stewart, Jr., and the contractor was notified that two sheathing planks were missing from Pier No. 1, and should be placed before final acceptance. Government forces covered the new decking on the main spans with an asphaltic seal coat.

Cantwell Area Bridges - Contract No. 14-04-002-137

Work Order 1147

This contract is presently 43% complete. The substructure on Nenana River Bridge No. 1 was completed and structural steel hauled to the site.

On Nenana River Bridge No. 2 the contractor began driving falsework in preparation for steel erection. This operation was halted on September 15th when an accident dumped the driver into the river. Apparently the crew was hauling a raft with the load line on the driver and the nose of the raft dipped into the water. The resultant sudden strain caused one of the poorly-braced bents to collapse and the skid driver and four men went into the river. Fortunately no one was seriously injured.

Photographs showing the status of the two Nenana River Bridges at the end of the period are attached. Please note the flimsy falsework at Nenana No. 2.

Construction of approach fills by Government forces was begun at Nenana No. 1 under this work order but will be completed under Work Order 127, as will dismantling of the old Jack River Bridge.

On Brushkana Creek Bridge, rail piles were driven and the abutment piers were made. Concrete aggregate has been produced for the entire structure.

At the Jack River Bridge construction is complete except for guard rails and hand rails.

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

Work Order 1211

This contract is presently 15% complete. The contractor is now working at Mile 106.7 and 108.4. All communication lines have been moved to allow for dirt work. Guard rail is being raised and tamped at the new elevation by air hammers.

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

Work Order 1215

This contract is now 10% complete. The entire line has been staked and the contractor has placed six poles. All poles have been moved to the site and located on the ground.

Eklutna Re-alignment and Enik River Bridge Paving - Contract Nos. 14-04-002-179-180.

Both contracts were awarded to Rogers Construction Co. & Babler Bros. Their plans are to start the work early in the week of September 20-25th.

CONSTRUCTION BY FORCE ACCOUNT

Route 811 - Denali Highway

Work Order 127

At the end of the period final grading had progressed to Mile 39, east of Cantwell, with all work complete except for the short section in the 20 Mile Canyon area. Swanson's grading crew was moved back to this location to finish this work as much as frost conditions would permit. The half-round elephant hut culvert in the canyon was removed and replaced with a full round pipe, which has been strutted with rails.

From Mile 39 to Mile 54, the head grading crew had completed a passable tote road, and work is in progress on covering a frozen swamp approximately 2,000 feet in length. When this is finished it will be possible to drive to within 1800 feet of the Susitna River Bridge site, and this section will be covered with an overlay before

work is shut down for the season. Funds remaining appear to be ample for all work contemplated this season.

Moose River Bridge

Work Order 1110

Ditches were straightened up on the Moose River Bridge approach and the soft spots were patched with gravel. Timbers from the old bridge were hauled to Kenai.

Cantwell Garage

Work Order 1112

Work on this project has progressed satisfactorily. The framing has been completed, with the exception of replacing one large door in the main garage. The furnace and one light plant have been installed. There remains only minor plumbing, installation of unit heaters, and moving of the second light plant to complete this project.

Big Lake Road

Work Order 1158

Except for the bridge across Fish Creek, this road is complete. Approximately 5 miles were graded this period and the road terminates in a recreational site at Big Lake.

Bridge material was hauled from Palmer and the 25 foot span bridge was started. Piling were driven and stringers were layed during the period.

Pittman Road

Work Order 1160

Material on requisition for the Little Susitna Bridge has been arriving and has been hauled to the site. Arrangements have been made to have the Valdez bridge crew erect the span. A grading crew is ready to begin work on the 2 miles of road between the river and Houston.

Birchwood Road

Work Order 1161

Two miles of road have been constructed and final grading completed during the period. This completes all the work authorized under this work order.

Abbott Road

Work Order 1162

Final grading was completed on this road during the period.

East Fork River Bridge

Work Order 1165

All work on this structure was completed except for final painting and the camp was closed. The crew was reduced and moved to Savage to put in the bridge and culvert at Mile 11.0 and 10.9. Pictures are attached showing the completed structure when placed in service on September 19th. Note the deformation of the curb line in the center of the span. Mr. Hough attributes this to deflection of the beams.

Wonder Lake Camp Road

Work Order 1173

Grading and graveling on the Wonder Lake Camp Road was completed during the period. The road was laid out by the National Park Service and is .5 mile long.

Sterling Highway Survey

Work Order 1194

At the end of this reporting period 22 miles of centerline had been completed with rubber heads placed every 100 feet and all control points located and referenced. There remains approximately 13 miles of centerline to run and all of the cross-sectioning.

KFQD-KENI Road

Work Order 1213

Work on grading this short piece of road was begun during the period and almost completed. The GAA is most anxious to see this paved as it is immediately adjacent to a building housing delicate instruments that cannot be bothered with dust.

RECONSTRUCTION BY FORCE ACCOUNT

Sterling Highway

Work Order 129

Regraveling was accomplished between Anchor Point and Homer for approximately 10 miles. Some patching was also done around Deep Creek. A culvert was installed at Mile 176 and grading and graveling of the Deep Creek Bridge approaches was completed. Work was shut down for the year during the period.

Palmer-Wasilla Road

Work Order 131

Placing of base course was finished on the Palmer-Wasilla Road, though not to full depth. Upon completion of this surfacing, the crusher was shut down.

The four-mile section that had been primed and treated with preservative during the previous period was sealed. No further work was done on placing prime and seal due to adverse weather conditions and lack of funds.

Kodiak Locals

Work Order 1148

The bridge at Mile 3 on Mill Bay Road was replaced using elephant huts procured from the old army installations. Headwall fill for the metal arch consisted of old concrete gun emplacements which were broken up and hauled to the creeks.

Dillingham - Kanakanak

Work Order 1201

Work was continued across the flats between Dillingham and Windmill Hill. The ship finally arrived in Dillingham and our fill work was slowed down due to unloading and checking freight. A 32x18x6 concrete floor was placed in the shop.

Iliamna Lake - Newhalen River

Work Order 1210

Work accomplished under this work order consisted of cutting brush, blading, ditching and filling washouts between Iliamna Airport and the landing at Newhalen. A foreman was sent over from Anchorage and a crew of natives was hired in the area to accomplish the work. Work was completed during the period.

MAINTENANCE

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

Work Order 11

Water system at Mile 9h camp was dug up and repaired.

Hicks Creek Bridge was struck by a heavy piece of equipment belonging to Birch-Little-Green on September 9th. A temporary detour for heavy traffic was made through the creek and temporary repairs were made immediately to allow passenger car traffic. Semi-permanent repairs consisted of placing one abutment on timber cribs and cutting out damaged truss members and splicing with sections of H-beam were accomplished and the bridge opened to all traffic on the 12th. Pictures are enclosed showing damage to bridge.

Caribou Bridge approaches were paved during the period and approximately 600 tons of asphalt mix was stockpiled at Mile 115.

Route 410 - Seward-Anchorage Highway

Work Order 12

Routine light maintenance only was accomplished on this route due to the letting of a contract to Oaks Construction Company for major maintenance.

Route 411 - Spenard Highway

Work Order 13

Crushed rock was hauled for shouldering on this route and spread with the maintainer. Other work consisted of routine maintenance such as blading shoulders, setting signs and patching holes.

Routes 312, 313, and 314 - Matanuska Valley Feeders

Work Order 14

Approximately 10 miles were reditched and culverts were repaired during the period. Material in the ditches consisted mostly of gravel from the shoulders of the road and this was used to build a crown in anticipation of heavy fall rains.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Soft spots were patched from Kasilof to Clam Gulch. Shoulders were repaired at Mile 100.5. Routine maintenance was accomplished with four graders and two belly blade trucks. A broken culvert at Mile 130 was dug up and repaired.

Route 812 - McKinley Park Roads

Work Order 16

Maintenance in the Park consisted of removing brush from the roadside and ditching from Mile 30 to 36. No further work will be performed except for cleaning an ice control ditch at Mile 3. Mr. Pearson has requested this.

The maintenance camp was closed during the period and the trailers moved to Igloo for the winter.

Route 813 - Park Boundary - Kantishna

Work Order 17

Routine grader maintenance was performed on this section during the period. Ditches were cleaned out and the work order closed on September 1.

Route 011 - Sterling Landing-Cohir

Work Order 18

Graveling was completed between 1 and 6 Mile on the Sterling Landing Road. Gas and oil was received at Sterling Landing and hauled to Takotna. Although the new light plant has not been received, a new power house was built behind the garage and a concrete floor was poured in anticipation of the plant being on the next boat.

Route 012 - Iditarod-Flat Feeder

Work Order 19

Routine grader maintenance was performed. Gravel was hauled to the low spots from the 3 Mile pit.

Route 013 - Dillingham-Wood River

Work Order 110

Maintenance on the Dillingham roads was confined to patrol work and reditching as almost all our work this period was devoted to reconstruction in an effort to raise the road above the swamp level.

Abbott Road - Kodiak

Work Order 111

Motor patrol maintenance was performed during the period as necessary work in the area was done under work Order 1118.

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Work was confined to re-ditching and shaping up the roadway in anticipation of heavy fall rains.

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

Work Order 113

Eleven miles were ditched with a bulldozer in an effort to cut down the drifting due to heavy brush along these routes. Routine surface maintenance was performed with motor patrols.

Route 314.2 - Mountain Locals

Work Order 114

Culverts were cleaned and repaired. One 10-foot extension was made and the entire road was bladed with the motor patrol.

Routes 410.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

Ditching was accomplished on Sand Lake Road, Jewel Lake Road and Raspberry Road. Culverts have been cleaned and marked throughout the system in anticipation of an early freeze-up.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Surface maintenance was performed and the soft spots between Kenai and Wildwood Army Post entrance were patched. Two culverts were installed on Scout Lake Road and two on Robinson Loop Road.

Route 511.2 - Homer Locals

Work Order 117

Spot graveling was accomplished on the Loop Road and routine surface maintenance accomplished over the entire system.

Route 011.1 - Takotna Locals

Work Order 118

Routine grader maintenance was accomplished on all Takotna local roads. Yankee Creek Road was bladed and reditched as was Little Creek Road and the upper end of Gaines.

Route 012.1 - Flat Locals

Work Order 119

Brush was cut on the Flat Creek Road and about 200 feet of road near the Flat Creek Bridge was graveled. An extremely rainy period reduced maintenance work to reditching in an attempt to divert the water from the roadway.

Route 014.1 - Kodiak Locals

Work Order 120

Work during the month was limited to necessary grading and bridge repair in the Kalsin Bay area. Bridge report from Kodiak is enclosed. As noted on the report, all the bridges in the Kalsin Bay area have a poor deck. Material is available locally; however, we believe treated material should be shipped in for the redecking program next year.

Route 010.1 - Talkeetna-Cache Creek

Work Order 121

Maintenance work on this route was halted for the season during the period. The local foreman has furnished information on required work and equipment repair necessary for next season's operations.

Route 010.4 - Bethel Locals

Work Order 123

Work in the Bethel area consisted of hauling sand from the pit and raising the present road system. The road from town to ACS, which washed out last year, has been repaired by grading the area adjacent to the washout and hauling sand as an overlay over the permafrost.

Route 010.5 - Naknek Locals

Work Order 124

The Naknek local roads are in excellent condition. Work started under 1202 has been carried on a smaller scale under this

maintenance work order with gravel being hauled and placed on all sections of the road which show signs of giving trouble during the spring breakup.

Route 811.1 - Cantwell-Summit

Work Order 1116

Little or no maintenance funds have been expended on this route, it being the intention to perform occasional winter maintenance under this work order so that access may be had to the airfield.

Dillingham School

Work Order 1152

Grading around the Dillingham School authorized by the Territorial Department of Education was completed during this period.

MISCELLANEOUS

During the period our centerline machine and one man moved to Moose Pass and striped the lower end of the Seward-Anchorage Highway for the Bureau of Public Roads.

Very truly yours,

B. D. Stewart, Jr.
Chief, Operations Division -
Acting District Engineer

Enclosures:

Kodiak Bridge Report
Pictures - Hicks Creek Bridge
Pictures - Nenana River Bridges
Pictures - East Fork River Bridge

BDS/LAH/ab

XXXXXXXXXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

August 27, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending August 22, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Cadastral Survey - Route 310 - Glenn Highway

Work Order 1115

Cadastral surveys are now completed on the Glenn Highway to Mile 74. This work has consisted of centerline controls and setting monuments on section lines. Section line traverses made with highway and section corners and quarter corners. Cadastral surveys on the Glenn Highway are moving right along and will be completed this season.

Sterling Highway Location

Work Order 1194

This survey was started during the period and to date 10 miles of centerline has been completed and all control points referenced. This survey as outlined in the work order will be completed on November 1.

Palmer-Wasilla Road

Work Order 131

All engineering work has been completed on this section and the crew moved to Big Lake Road, Work Order 1158.

Big Lake Road

Work Order 1158

With the completion and acceptance of the final location of this route, the survey crew is now busy staking, clearing, and setting construction stakes.

Birchwood Road

Work Order 1161

This new location has been completed and stripping stakes placed.

Bridge Surveys

Work Order 1171

The Upper Igloo Bridge survey was completed during the period.

Work Order 1167

This crew has also staked centerline for the new Teklanika Bridge contract.

Materials Engineering

Inspection has been accomplished on the Anchorage Area Paving with close inspection on both plant and hot mix.

Inspections were made of the Cantwell Area Bridges and the East Fork Bridge. Also laboratory work was accomplished for these bridges and the Teklanika Bridge proposed construction.

Inspection and laboratory work was also performed for the Palmer-Wasilla Road and the maintenance asphalt mix design plant at Mile 115.

Soils surveys were made at the following locations: International Airport Road, Sand Lake Road, Jewel Lake Road, and Lake Otis Road. Preparatory work was done for the soils survey work for the Sterling Highway which is now being located.

CONSTRUCTION IN PROGRESS (By Contract)

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

Work Order 1188

The paving under this section is completed with the exception of 600 feet. Seal coat has been completed from Stations 29+00 to Station 33+00.

Work Order 1189

All the fine grading of the By-Pass has been completed and the base course material laid. Paving is completed between Stations 29+00 and 45+00.

Work Order 151

The prime on DeBarr Road has been completed and the seal coat finished on East Fireweed Lane and Lake Otis Road.

Work Orders 11 and 13

The seal coats on these two roads, 4th Ave. Extension and Spenard Road, were placed during the period; however, 4th Ave. Extension is a 100% loss and Spenard Road 80%. Many contributing factors entered into the failure of these two seal coat jobs which was not the responsibility of the contractor. A separate report has been forwarded to Juneau for action.

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

Work Order 1139

The laminated decking has now been placed and was completed on August 20th. Five ice breakers have now been placed and the contractor is in the process of painting floor bolts and anchors. The expansion joints on the main trusses have been replaced with 1/2" plates and are now flush with the deck.

It is reported that the contractor will complete all his work on the Knik River Bridge within the limits of the contract.

Moose River Bridge - Contract No. 14-04-002-132

Work Order 1110

This bridge was completed on August 10, 1954 and opened to traffic. Mr. Ghiglione was to have made the final inspection; however, the District has not been advised as to whether the final inspection has been made or not.

Cantwell Area Bridges - Contract No. 14-04-002-137

Work Order 1147

Nenana River Bridge No. 1 - Excavation has been completed on the east pier and the piling driven. The west pier, piling driven and the footings poured. The west pier is now entirely completed.

Nenana River Bridge No. 2 - There has been no activity on this bridge during the four week period.

Brushkana Creek Bridge - Excavation for the abutments is now completed. Piling for the north abutment driven and welding of the pile cover plates started. Construction forms for the north abutment cap has been started.

Jack River Bridge - Material for this bridge has arrived and delivered to the bridge site. Piling locations are laid out and work should start in the very near future.

Seward-Anchorage Highway Improvement Contract

Work Order 1211

Preliminary field work has been started for this contract and the Oaks Construction Company has had several conferences with the District engineering personnel and they are prepared to start work as soon as the project is authorized.

CONSTRUCTION BY FORCE ACCUNT

Route 811 - Denali Highway

Work Order 127

The grading crew in the Pioneer Camp has covered 7 miles during the period, installing culverts, and have an all-weather road from 12 to 20 feet wide for 4 miles. The other 3 miles is not very good ground and passable only by power wagon. It is intended that this bad section be covered with gravel as soon as the sub-grade freezes.

The second camp has finished 2.5 miles of grading ending at Mile 37. This camp has now been moved to Mile 45. The work of this crew has been widening fills and reinforcing the sub-grade; however, no gravel in this section is available and it will require hauling gravel after the sub-grade has frozen.

The gravel crew has completed 7 miles of road and the road is in very good shape from Cantwell to Brushkana. This crew has also installed a 10 foot culvert pipe at Mile 20. This crew will move to 45 Mile to start gravelling operations on ahead.

The Pass Creek Bridge has been completed and temporary approaches made.

August again was a rainy month in the Cantwell area which hampered construction appreciably.

Anchor River Road

Work Order 1113

The bridge was completed during the period and some graveling accomplished. This completes the funds available under this work order.

Cartwell Garage

Work Order 1142

Work is continuing in good shape on this structure and is now 75% complete.

Miller Loop Road

Work Order 1154

This road is now completed for 3.1 miles for this season.

Big Lake Road

Work Order 1158

Work was started on this road and stripping has been accomplished on about half of the project. Grading of 3/4 of a mile has been completed.

Salamatof Extension

Work Order 1159

This road is now completed to old Nikishka. Wick Spur Road was cleared and stripped for .6 mile and graded and gravelled for .6 mile. Work on this work order has been closed for the season.

Birchwood Road

Work Order 1161

Approximately 1 mile of road under this work order has been stripped and no other work accomplished during the period other than moving and hauling equipment on the project.

Abbott Road

Work Order 1162

Work on this route is about 90% complete. Two miles of road have been stripped and 1.5 miles finished.

Toklat River Bridge

Work Order 1164

The second coat of paint was completed on this structure and this will end the work for 1954.

East Fork River Bridge

Work Order 1165

The slab sections on the deck have been completed on 1, 3, and 5, and all forms and reinforcing steel placed on the balance of the structure. The north abutment beams were also poured during the period.

RECONSTRUCTION BY FORCE ACCOUNT

Sterling Highway

Work Order 129

Regravelling was accomplished between Anchor Point and Homer on the Sterling Highway for about 4 miles. This makes a total of approximately 7 miles of reconstruction for the season to date.

Palmer-Wasilla Road

Work Order 131

The reconstruction of sub-grade on this section was completed during the period. There remains .5 mile of base course surfacing to be placed to complete this work which will be completed in the next day or two.

The paving operations were started and we now have prime and preservative treatment on a 4-mile section between Palmer and Four Corners. The paving crew has moved to Mile 115 to start the hot plant in operation and no further paving will be done on the Palmer-Wasilla Road for a couple of weeks.

Homer Locals

Work Order 132

Regravelling was accomplished under this work order on the West Hill and Diamond Ridge Roads for a distance of approximately 4 miles for the season. Work on this work order is now closed down.

Kodiak Locals

Work Order 1148

Drilling has been completed for ditching and grading on the Spruce Cape extension. This section of road is in good shape with the exception of a few places that require fill rock for widening. Approximately 1100 feet of this section was improved from the rock removed by drilling and shooting of the backslopes and ditch lines. It was necessary to haul approximately 400 yards of gravel to surface sections where rock was not available.

Dillingham Emergency Work

Work Order 1201 .

The fill across the flat between Dillingham and Windmill Hill is now approximately two-thirds complete and it is unlikely that it will be completed entirely because of insufficient funds.

Gravel has been hauled for the shop floor and we have retained enough money from this work order to complete the garage before the end of the season.

Other work accomplished under this work order was installation of 2,000 feet of snow fence, brush was cut for two miles on both sides of the road, two culverts installed, one culvert repaired, one small bridge repaired, and approximately 500 yards of gravel hauled. The next reporting period should complete all the planned work under this work order.

Naknek Emergency Work

Work Order 1202

The work accomplished under this work order was resurfacing with pit-run gravel for approximately 4 miles total. All the bridges have been repaired and guard rails painted. Approximately a total of 4 miles of brush cutting was accomplished.

This work has depleted the funds and the work is now closed under this order.

MAINTENANCE

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

Work Order 11

Seven miles of ditching was done from the 94 Mile Camp. The approaches to the Little Nelchina River Bridge were paved and pavement patching continued along the route. The asphalt plant was placed in operation at Mile 115. Approaches to the King River and Chickaloon River bridges were repaired.

The Ship Creek Bridge on the Post Road was redecked and a bituminous wearing surface placed.

A culvert was extended at Mile 24 and the guard rail was repaired on Eagle River hill and painted. The scale pit was pumped out, drained and cleaned.

Route 410 - Seward-Anchorage Highway

Work Order 12

Ditching was done between Potter and Girdwood where several slides occurred during the period. Approximately 300 tons of patching material was placed and all the patching is now completed on this route.

Shoulder repair was accomplished at the intersection of Huffman Road where recent storms had washed out portions of the fill. Otherwise, maintenance consisted of motor patrol work on the shoulders.

Route 411 - Spenard Highway

Work Order 13

Pavement patching was done on this section and approximately 20 tons of material used. Due to the heavy traffic on this route patching of some sort is almost a daily occurrence. Otherwise, normal summer maintenance was accomplished.

Routes 312, 313, and 314 - Matanuska Valley Feeders

Work Order 14

Reditching was done for about 5 miles and 8 culverts repaired. Surface maintenance was the extent of the work accomplished and because of the wet weather, motor patrol operations were frequent.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Six minor washouts between Soldotna and Kasilof were patched and regular motor patrol operations accomplished with four graders and two belly blade trucks. Shoulder work and crownings were started in order to get the roadway ready for fall rains.

Route 812 - McKinley Park Roads

Work Order 16

Grading of the McKinley Park road has been accomplished to the end at Wonder Lake and approximately 1,000 cubic yards of gravel was placed. Some of the bad settled places had been removed in the vicinity of 86 Mile.

We have now closed down the second maintenance crew at Savage Camp and before closing this camp, two men added crushed material over an area of approximately 4 miles in short sections.

The McKinley Park Road was reported to be in very good shape resulting from concentrated maintenance activities.

Route 813 - Park Boundary - Kantishna

Work Order 17

This section was graded with motor patrol once during the period.

Route 011 - Sterling Landing - Ophir

Work Order 18

August again has been a rainy month in this area and slowed down maintenance operations. Reditching of 4.5 miles with a power grader and 2 miles of brush cutting accomplished. One 12x60 bridge was rechecked; otherwise, roads were surface maintained by motor patrol.

Route 012 - Iditarod-Flat Feeder

Work Order 19

Freighting petroleum supplies and hauling empty drums to the landing was accomplished during the period. Cutting brush along the road by hand labor and reditching with motor patrol was the extent of the maintenance during the period.

Route 013 - Dillingham-Wood River

Work Order 110

Motor patrol operations were the main activity during the period as most of the work was done under Work Order 1201.

Abbott Road - Kodiak

Work Order 111

Some sloughing occurred during the period on this road which required reditching. Generally, this section was very good. The surface on this section seems to stay in pretty good condition even with the increased volume of traffic from the military base.

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Approximately one week of one man's time was spent during the period on surface maintenance. The roads in the valley are in good shape due to recent rains which made blading very good.

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

Work Order 113

Spot gravelling was accomplished during the period and approximately 600 yards hauled. Motor patrol operations were the extent of the maintenance and the roads are in good shape as elsewhere in the Matanuska Valley.

Routes 314.2 - Mountain Locals

Work Order 114

Reditching and removing small slides were necessary during the period. Sixty-nine miles of motor patrol operations were accomplished. The increased traffic of the route due to the start of the hunting season has required closer attention to maintenance in this area.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

A guard rail was placed at the south end of Muldoon Road. Miscellaneous signs were placed throughout the Anchorage Locals as required. Boniface and Baxter roads were ditched and routine surface maintenance was accomplished.

Campbell Station Road required some spot gravelling and all the routes required continuous motor patrol operations.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Surface patching was done repairing soft sections and two motor patrols done reshaping and blading throughout the period.

Route 511.2 - Homer Locals

Work Order 117

Spot gravel was hauled on the Loop Road between East and West Hill Roads; otherwise, routine surface maintenance with one motor patrol was accomplished.

Route 011.1 - Takotna Locals

Work Order 118

Some grading was accomplished through the Village of Takotna and also some ditching. The roads in this area are in very good shape.

Route 012.1 - Flat Locals

Work Order 119

Some spot gravelling was accomplished and ditches opened to provide additional drainage; otherwise, routine maintenance was accomplished during the period.

Route 011.1 - Kodiak Locals

Work Order 120

Bridge decking was repaired at Miles 13 and 30 on the Kalsin Bay Road and considerable brush was removed. We are sending chemical spray for brush removal to Kodiak for the brush control season. Grading and ditching was also accomplished during the period.

Route 010.1 - Talkeetna-Cache Creek

Work Order 121

General summer maintenance was accomplished by Mr. Weatherall during the period. The road is reported to be in very good shape.

Route 010.2 - Colorado-Bull River

Work Order 122

Inactive

Route 010.4 - Bethel Locals

Work Order 123

General summer maintenance has been accomplished with motor patrol operations and hauling sand building up low sections and improving the road to the cemetery.

The situation in Bethel is very bad as fishing was nil and there is considerable unemployment. If a project such as we had at Naknek could be initiated by the Territory, we could use some much needed work to the roads in the area which is impossible with our limited maintenance funds.

Route 010.5 - Naknek Locals

Work Order 124

The greater part of the work other than motor patrol operations was accomplished under Work Order 1202. The road in the Naknek area is better than I have ever seen it.

Route 010.7 - Iliamna-Pile Bay

Work Order 125

Work on this route was concluded for the season and the road was left in as good a shape as possible with the funds available which were ample for the requirements of the road.

Route 010.8 - Red Mountain Road

Work Order 1118

Funds for this road were exhausted and work suspended for the season.

Route 811.1 - Cantwell-Summit

Work Order 1146

General summer maintenance was accomplished and three trips by the motor patrol were made over the route during the period. This road requires very little maintenance because of the limited traffic.

MISCELLANEOUS

Cantwell Airfield

Work Order 1192

The work under this order has been completed and Completion Notice forwarded to Headquarters.

Cantwell School

Work Order 1198

The work under this order has been completed and the Completion Notice forwarded to Headquarters.

Dillingham Airfield

Work Order 1200

The work under this order has been completed and Completion Notice forwarded to Headquarters.

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XXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

July 30, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending July 25, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Big Lake Road

Work Order 1158

Field work is now completed and the plats sketched for the road to Big Lake. The field party is now completing section line ties. Due to ground conditions it was impossible to follow section lines without a lot of expense in construction, therefore, we are submitting the line as located for Headquarters' approval.

Cadastral Survey - Route 310 - Glenn Highway

Work Order 1115

We have two field parties working on Cadastral Surveys and 3.5 miles of centerline of highway are completed with monuments.

Miscellaneous Surveys

On the Seward-Anchorage Highway we prepared necessary cross-section data and forwarded to Headquarters for the proposed revisions on that route by contract.

Starisky Creek Bridge Site Survey was completed and forwarded to Juneau during the period.

The Susitna River Bridge Site Survey was mailed to Headquarters on July 12th which included Mr. Cramer's report.

Materials Engineering

Routine inspection was made on the Anchorage Area Paving contract and final mix design established. The hot plant was calibrated.

Aggregate tests were made for the concrete planned for the Brushkana Creek Bridge.

Field inspections were made on the reconstruction of the Palmer-Wasilla Road.

CONSTRUCTION IN PROGRESS (By Contract)

Anchorage Area Paving - Contract No. 11-01-002-113

Work Order 1188

Fine grading and base material has been completed on the Anchorage-Elmendorf Through Route. Paving has been completed from Station 29 to 334.

Work Order 1189

Glenn A-3 By-Pass Road -- All plant mix aggregate has been crushed and stockpiled and approximately 80% of base course material is crushed.

Fine grading is completed between Station 210 - 410. Base course material is placed between Station 285 and 350.

Work Order 151

Fine grading and base course is completed on the DeBarr Road, Lake Otis Road and East Firweed Lane. The first treatment of MC-3 has been applied on East Firweed Lane and Lake Otis Road. All the aggregate is completed for the final processing.

Work Order 11 and 13

Chips for this sealing work have been stockpiled at the job site.

Knik River Bridge - Contract No. 11-01-002-133

Work Order 1139

The new approach was open to traffic at 6 a.m., July 16th, one day later than scheduled. This was due to the fact that a bad accident occurred the night of the 11th and two men were severely injured. This accident made it necessary to go another day before the approach could be completed.

Ninety-five percent of the sheathing of the bents was completed and the detour fill removed prior to the Lake George breakup, which occurred Wednesday a.m. July 21st. The resulting high water of the Lake George breakup caused no damage to the structure nor to the highway during the high water stage. The water was about as high at the peak as last year; however, it is believed that the runoff was restricted by new construction and embankment work by the Alaska Railroad below the highway bridge crossing. Even though the water was approximately the same height as last year, there was actually less volume than in former years as the river went back to normal in four days rather than seven days as last year.

All the wheel guard and hand rail are in place on the approach and most of the wheel guard is removed from the Knik River Bridge spans preparatory to replacing the deck.

Moose River Bridge - Contract No. 11-01-002-132

Work Order 1110

Work on the bridge is now nearly completed except for the decking, curbs and hand rails. The contractor has planned to complete the structure by August 7, 1954.

Cantwell Area Bridges - Contract No. 11-01-002-137

Work Order 1147

Nenana River Bridge No. 1 - Forms for the east abutment are completed and concrete poured. The cofferdam for the west pier was completed, piling driven and concrete seal placed. Excavation has been started on the east pier. Concrete was poured on the west abutment cap.

Nenana River Bridge No. 2 - The lagging of the north pier and ice nose has been completed and construction started on the south pier. Backing plank for the north abutment has been placed and preparatory work has started for erecting the steel.

Brushkana Creek Bridge - All material has been hauled to the bridge site, however, no active construction has been accomplished to date.

Jack River Bridge - No work has been started on this portion of the contract.

CONSTRUCTION BY FORCE ACCOUNT

Route 811 - Denali Highway

Work Order 127

One grading crew has completed all grading to Seattle Creek with the exception of 20 Mile through the permafrost area which has been rough graded but a long way from being finished because of the ice condition.

The camp at 23 Mile has been moved to Mile 35 and a 3 mile section graded on that end of the route. A second camp was located at Mile 41 and some bad ground has slowed up this camp; however, 2.5 miles of good grade has been accomplished and it is expected that this camp will move to Mile 50 in the very near future.

A gravel crew at Mile 25 surfaced 4.5 miles of road during the period. This now brings a good graded road to Mile 19.

Considerable rain fell during the period in this area which is normal for the month of July.

Cantwell Garage

Work Order 1142

The garage addition has moved along rapidly. We now have completed the concrete floor slab, roof and all the ship-lapped walls are finished. Some inside sheeting was placed and the chimney started. The electrician has installed one bank of lights. A recent inspection by Mr. A. K. MacLean complimented the District on the progress of this structure to date.

Miller Loop Road

Work Order 1154

Cleared and stripped .6 of a mile. We now have graded 2.9 miles and 2.1 miles is fully completed and surfaced.

Route 110.1.12 - O'Malley Road

Work Order 1155

This one mile section of road was completed during the reporting period and the equipment moved in on Abbott Road, Work Order 1162.

Salamatof Extension

Work Order 1159

Cleared and stripped 2.1 miles and rough graded .6 of a mile. This section of road is in fair area and ground conditions are much better than what is usually encountered on the Kenai Peninsula.

*Abbott Road - Work Order 1162 (See Page 13)

Moose River Road

Work Order 1163

Work progressed satisfactorily on this section and 1.1 miles have been graveled. This job is now completed and the completion notice forwarded to Headquarters.

Toklat River Bridge

Work Order 1164

The only work accomplished on this project during the period was the first coat of paint on the steel members.

East Fork River Bridge

Work Order 1165

All the steel is now placed on the East Fork River Bridge and forming has started for the deck. The gravel plant has screened sand and gravel for the balance of the concrete work, however, it now appears that it will be another month before the bridge is actually completed.

High water has been reported, however, with the completion of placing the steel, high water is no more a problem on this structure.

RECONSTRUCTION BY FORCE ACCOUNT

Sterling Highway

Work Order 129

Regraveling was accomplished under this work order for approximately 3 miles between Happy Valley and Anchor Point. Approximately 12,000 cubic yards of gravel was hauled with D-10's. Also soft sections have been covered from Henton's to Anchor Point.

Palmer-Wasilla Road

Work Order 131

All the engineering of the rehabilitation of this section has been completed and approximately 75% of the grading. The crusher has been producing chips and approximately 1,000 cubic yards have been stockpiled to date.

We have approximately 4 miles of base course placed and another 3 miles ready to receive base course. Everything will be ready for surfacing operations when the crew arrives from the Valdez District.

Homer Locals

Work Order 132

Regraveling was accomplished on approximately 4 miles of the East End Road and East Hill Road placing approximately 8,000 cubic yards. Four culverts were lengthened and fills widened. The gravel in the Homer area is devoid of fines which makes it rather hard to maintain the surfaced roadway.

Kodiak Locals

Work Order 1148

Regrading has been completed on the last 1.5 miles of the Spruce Cape Extension. By drilling and blasting the rock cuts and shoulders along the road, it has been possible to obtain enough rock without hauling borrow material. One 20 foot culvert was extended and the fill widened.

Dillingham Emergency Work

Work Order 1201

The fill from the Village to Windmill Hill is approximately 1,050 feet completed. This is about one-third of the distance. The Klondike Creek Bridge was completely rebuilt with a new 3" deck, running planks and wheel guards. Considerable brushing has been accomplished and snow fence placed.

This emergency work has given us a very good opportunity to do this reconstruction work and much needed other work not possible with limited maintenance crew.

Haknek Emergency Work

Work Order 1202

Emergency work has been accomplished in this area as follows: graveling, reshaping of the grade, repairing bridges, painting hand rails, and cutting brush.

It is hoped that we will have funds enough to completely regravel the washed sections of the route, which at this time looks like it will be possible.

MAINTENANCE

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

Work Order 11

Widening shoulders and ditching operations were extensive during the period. This work has been accomplished from Eagle River to Palmer. Brush control was completed on the entire Glenn Highway. Guard rails and traffic signs were rehabilitated and replaced during the period.

At 9 1/2 Mile camp of the Glenn Highway 11 miles of ditching has been completed and some patching accomplished. Three bad rock slides occurred near 9 1/2 Mile camp and it was necessary to work four men on the 4th of July to remove same; otherwise, maintenance was normal.

Route 410 - Seward-Anchorage Highway

Work Order 12

Brush control was accomplished on this route and completed to Girwood. Culvert cleaning was commenced and approximately 25% complete. Preparing all broken sections of pavement was accomplished to receive plant mix material from the contractor when available. There are a number of large broken sections between Anchorage and Potter that require replacement of pavement.

Reditching was accomplished between Anchorage and Potter and approximately 10% complete south of Potter. No unusual conditions were reported during the period.

Route 411 - Spenard Highway

Work Order 13

Culvert cleaning and shoulder maintenance preparatory to the resealing by the contractor was accomplished during the period.

The widening on Romig Hill has resulted in a very satisfactory solution to the traffic problem in that area.

Routes 312, 313, and 314 - Matanuska Valley Feeders

Work Order 14

Culvert cleaning and two culverts installed on Route 312; otherwise, surface maintenance with motor patrol was the only other activity during the period.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Four motor graders were practically continuous on the Sterling Highway during the period as traffic has become very heavy both for commercial and recreational purposes.

Deep Creek Bridge was completed by placing remainder of the hand rails and curbs. The sheeting was extended on the north pier four feet below water level to prevent washing.

Route 812 - McKinley Park Roads

Work Order 16

We have one maintenance camp established at Savage River and the second one at Story Creek. Work currently in progress consists of pulling and removing brush from the ditches, straightening shoulders and rebuilding fills washed by the flood damage last year. The surface has been maintained by one belly blade truck and one motor patrol. Ditching and culvert work will be stressed the balance of the season.

Route 813 - Park Boundary - Kantishna

Work Order 17

No work was accomplished on this section during the period.

Route 011 - Sterling Landing - Ophir

Work Order 18

Heavy rains in the area made extensive bridge work necessary as several small bridges were by-passed due to heavy flood waters and approaches washed out.

Running plank were placed on the Takotna River Bridge and the bridge across Roast Beef Creek on the Sterling Landing-Ophir route was replaced completely. Heavy army traffic over the bridge made it necessary to replace the decking but upon removing the old decking it was found that stringers and caps were in such bad shape that a complete replacement was necessary.

Graveling was continued on the Sterling Landing as the military is presently engaged in hauling their winter supply of gas and fuel oils to their base. Approximately four miles of road was gravelled from the Candle Mountain pit.

Route 012 - Iditarod-Flat Feeder

Work Order 19

Drainage improvement, regravelling and spot gravelling and some brush clearing has been accomplished. It has been suggested by the foreman that the balance of the season's work be concentrated on clearing brush which has been approved.

Route 013 - Dillingham-Wood River

Work Order 110

In addition to the emergency work going on at Dillingham, regular maintenance has been accomplished such as motor patrol operations and repairing equipment. We now have all the equipment in the Dillingham area with the exception of the motor patrol in first class shape and should not experience the breakdowns this coming winter as during last winter.

It is reported that the road is in very good condition regardless of the heavy rainfall during the period.

Abbert Road - Kodiak

Work Order 111

Work on this route consisted of the usual motor patrol operations and a recent traffic count shows a daily average of 910 vehicles passing over the Abbert Road section. This accounts for the continuous motor patrol work. This section of road is fairly easy kept however, because of the good type of surfacing on the section which compacts well and has a minimum number of chuck holes.

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Approximately two weeks of one man's time was spent on surface maintenance on these routes. Some culvert repair was accomplished and in general the roads are in very good condition for summer travel.

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

Work Order 113

Surface maintenance by motor patrol and spot gravelling was accomplished on these routes. Culvert repair was accomplished on four culverts and two miles of re-ditching was done.

Routes 314.2 - Mountain Locals

Work Order 114

Bridge repairs were made on one bridge and a small rock slide was removed; otherwise, motor patrol operations were the extent of the maintenance during the period.

There has been a tremendous attraction over the Summit to Willow this season and the traffic has been heavier than any time in the past.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

Excavation was made at two corners of the intersection of Lake Otis Road and Tudor Road for better visibility now that the paving has been done and the road is such a high speed route.

Repairs were made to the Campbell Creek Bridge by putting on a wheel guard and erecting reflector posts.

Crack sealing was accomplished on Fireweed Lane in preparation for seal coating. On Rabbit Creek Road a bad frost boil was removed and replaced with pit-run gravel.

Due to the heavy rains at the latter part of the period, considerable more blading than usual was necessary.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Routine maintenance with one motor grader was necessary during the period. One culvert was repaired where beaver have been giving trouble for the last couple of years.

Traffic on the road to the Army base is increasing rapidly and consequently requires much more maintenance than formerly.

Route 511.2 - Homer Locals

Work Order 117

Again with the increased volume of traffic on the Kenai Peninsula, Homer has been subjected to their share and consequently routine maintenance is becoming more and more necessary. Spot graveling has also been accomplished repairing some of the softer areas.

Route 011.1 - Yakotna Locals

Work Order 118

All roads through the Village have been graded and considerable time was spent on the Yankee Creek route, such as, surface repair and spot graveling. Running plank was placed on one bridge. This was the extent of the work accomplished during the period.

Route 012.1 - Flat Locals

Work Order 119

Some spot graveling was accomplished and ditches opened to provide additional drainage; otherwise, routine maintenance was accomplished during the period.

Route 014.1 - Kodiak Locals

Work Order 120

The local roads are in fair condition. Maintenance was limited to motor patrol grading. The Kalsin Bay roads are in good condition. Work during the period consisted of grading, scarifying, and reshaping roads in the area. Cattle guards have been placed at two locations and considerable brush was cut around bad curves where visibility was hampered.

Traffic counts were also made during the period on all roads in the Kodiak area. A report of our findings will be submitted shortly.

Route 010.1 - Talkeetna-Cache Creek

Work Order 121

General summer maintenance has been accomplished on this route removing slides and opening drainage and general summer rehabilitation.

We were fortunate to get Mr. George Weatherall to take over this assignment and he is very interested in the road and is doing a very good job.

Route 010.2 - Colorado-Bull River

Work Order 122

Inactive

Route 010.4 - Bethel Locals

Work Order 123

General summer maintenance has been accomplished during the period and some graveling accomplished.

Route 010.5 - Naknek Locals

Work Order 124

The same emergency work in Naknek has resulted in good conditions there and consequently is reducing our general maintenance operations as the greater part of the work is being done under Work Order 1202.

Route 010.7 - Ialianna-Pile Bay

Work Order 125

Some summer maintenance has been accomplished on this route and reported to be in very good travelling condition for the limited amount of vehicles in the area.

Route 010.8 - Red Mountain Road

Work Order 1118

Eight old bridges were replaced with culverts from 24" to 72" in size. Stringers were removed and decking placed on two bridges that were in bad shape. This replacement was done by the Kenai Chrome Company crew and the decking material was also furnished by them.

Dillingham Airport

Work Order 1143

Work has been completed under this work order and a completion notice will be forwarded to Headquarters in the very near future.

Route 811.1 - Cantwell-Summit

Work Order 1146

General summer maintenance has been accomplished on this route by motor patrol operations and spot graveling.

MISCELLANEOUS

During the period we had visitations to the District by the following:

A. F. Ghiglione
Commissioner of Roads
for Alaska

R. J. DeLahunt
Chief, Bridge Design Branch

J. I. Noble
Chief, Contracts Branch

W. S. Klockenteger
Materials Engineer

H. R. Bates
Safety Engineer

We also had a visitation from members of the Audit Team of the GAO. These people visited not only the District office, but Palmer and Kenai.

We have had more rain during the period than the previous period; however, construction activities have not been particularly hampered by the weather.

* Construction by Force Account - Abbott Road - Work Order 1162

Construction of two miles of road east from the section corner common to sections 9, 10, 15 and 16, T12N, R3W, S4, was started during the period and approximately 40% complete at the end of the reporting period. Work consisted of stripping and grading.

Sincerely yours,

E. J. White
District Engineer

EJW/ab

XXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

July 3, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending June 27, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Sterling Highway - Homer Area

Work Order 129

Eleven miles of centerline traverse, levels and benches were established. P.C.'s, P.T.'s and P.I.'s were set and referenced. This work has tied in with the soils survey made last season and will be used for reconstruction of the Sterling Highway.

Seward-Anchorage Highway

Survey crews completed the preliminary investigation for reconstruction work planned on this route.

Palmer-Wasilla Road

Work Order 131

Construction stakes were placed on Buggy's Hill line change and the centerline is being reproduced for estimating the final cost of the reconstruction of this route. This estimate should be in Juneau within a week.

Big Lake Road

Work Order 1158

Engineering has started on this route June 25, 1954.

Cadastral Survey - Olsen Highway

Work Order 1115

Cadastral Surveys have been started on the Olsen Highway and should increase activities rapidly in the next reporting period.

Materials Engineering

Sulphate Tests and mix design have been completed for the Kenana River Bridge No. 1, Cartwell area. Also, soils studies were made for the Demall Highway construction.

A soils survey was completed and submitted to Juneson on the Palmer-Wasilla Road.

For the Anchorage Area Paving the following tests were made: Field density and Proctor Tests and mix design for the mat.

CONSTRUCTION IN PROGRESS (By Contract)

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

Work Order 1188 and 1189

All construction stakes are now completed on all sections of this contract. Approximately 80% of the tank crossings under contract for the Post Engineers are now completed and all the crossings will be completed before the paving contractor starts his operation.

The contractor has completed the following work on the Through Route, Work Order 1188: Fine grading, base course lay-down and has crushed and stockpiled plant mix aggregate. The crusher has now been changed over to crush chips for the seal coats.

Fine grading has also been completed on Lake Otis Road, Fireweed Lane and base course aggregate placed.

With the completion of the Seward-Anchorage Highway, the contractor has started moving his hot plant equipment to Anchorage in preparation of paving operations on this contract.

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

Work Order 1139

The contractor completed driving all piles on June 26th. Cut-offs were made on the steel piling and miller plates welded. Ten pile bents have been aligned and cut off for piles #2 and #3 capped. Excellent progress has been made in the last week of the reporting period.

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

Work Order No. 1140

Contractor has fabricated and painted all rail piling, driven caps, and cutoffs made. Six timber piles have also been driven. Bent structural steel from the original bridge has been straightened and ready for reassembling.

Fabrication was started on the laterals, sways, and floor beams.

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

Work Order 1147

Nenana River Bridge No. 1 - All steel piles have been fabricated and the east and west abutments have been driven. Excavation has been completed for the west pier.

Nenana River Bridge No. 2 - All steel from the old structure for this location has been straightened and ready for reassembling. Bracing was placed on the north pier and installation of lagging was started. ABC forces have hauled the rock for this structure.

Brushkana and Jack River Bridges - Steel piling have been fabricated for these structures. No other work accomplished to date.

CONSTRUCTION BY FORCE ACCOUNT

Route 811 - Denali Highway

Work Order 127

Construction was well under way during the period on the Denali Highway and approximately 75% of permafrost sidehill cut at Mile 20 has been removed.

Gravel haul was accomplished between Miles 11 and 14 and a grading crew has continued construction between Mile 39 and 41. When the two sections between Mile 20 and 39 and 41 are completed, the construction crews will move more rapidly as from there on there are better soil conditions.

Foreman's Quarters - Cantwell

Work Order 1136

This order has been inactive during the period as practically all the work on the quarters has been completed with the exception of the outside of the building which will be done when construction season is completed.

Centwell Garage

Work Order 1142

Concrete walls have been poured and the walls framed during the period.

East Fork River Bridge

Work Order 1165

All concrete work has been completed now on the piers and the southwesterly abutment and a portion of the northeasterly abutment steel erection has been started and 4 structural deck members have been placed.

Abbott Loop Extension

Work Order 1156

This work order was completed during the period and all of the equipment has been moved to the O'Malley Road Extension to commence construction on Work Order 1155.

Miller Loop Road

Work Order 1154

Clearing and stripping has been accomplished for 2.5 miles and .2 of a mile have been graded during the period.

Moose River Road

Work Order 1163

Clearing and stripping has been accomplished for 2.6 miles and rough grading completed for 1.2 miles.

RECONSTRUCTION BY FORCE ACCOUNT

Palmer-Wasilla Road

Work Order 131

The line change on this section has been completed and 4,200 yards of crushed gravel placed. Approximately 2.5 miles of reconstructed roadway are ready for penetration paving.

Fireweed Lane

Work Order 151

This section has been entirely completed.

DeBarr Road

Work Order 151

This work order was completed during the period with the placing of 3,000 yards of select base course.

Lake Otis Road

Work Order 151

This section is now completed and ready for the contractor's paving operation.

Sterling Highway

Work Order 129

Short sections of roadway were reinforced between Mile 123 and 126. This work has been done in accordance with our soils investigation of last season.

Homer Local Roads

Work Order 132

Reinforcement of grade has been accomplished between Homer Spit and Miller's Landing.

MAINTENANCE

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

Work Order 11

Extensive ditching operations were started along this route with the use of the Athey loader and two trucks and progressed from the vicinity of the Scale House to Eagle River Hill. The patching and crack sealing crews were also active along the Glenn Highway during the reporting period.

The Ship Creek Bridge on lower Post Road, as well as Eagle River Bridge have been repaired. The work on the lower Post Road was

rebracing and repatching of the deck and the Eagle River Bridge, new bolts were placed in the deck that have come loose.

Striping was completed from the Scale House to Mile 20.

Route 410 - Seward-Anchorage Highway

Work Order 12

Striping was completed for 37 miles on this route to Girdwood. Patching and crack sealing was also accomplished.

Preventive maintenance work was done in the sidehill areas in an effort to control the water which causes so much trouble during the winter months by glaciers. Two tractors were on this work practically the entire period.

At Mile 109 a rock slide occurred; however, the road was never closed.

Route 411 - Spencard Highway

Work Order 13

A short retaining wall was constructed on Romig Hill to provide additional width and we now have accomplished a 10-foot widening along the major part of the hill and with the improvement of the old ditch line it is hoped that it will eliminate the glaciers that cause so much maintenance during the winter months.

The guard rail on Romig Hill was also repaired for several accidents had broken two concrete posts.

Routine maintenance was accomplished on the balance of the route.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

Surface maintenance, culvert repair and 6 miles of brush spraying was accomplished during the period.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Routine summer maintenance has been accomplished on this route and spot graveling to repair the weaker sections between Hanten's and Kenai. It is planned that more reinforcement of the grade be done by maintenance forces.

Route 812 - McKinley Park Roads

Work Order 16

Routine summer maintenance was accomplished during the period between East Fork River Bridge and Story Creek. It is planned that we send in a second maintenance crew at Savage River to accomplish the maintenance on the greater section of the roadway without so much travelling back and forth.

Mr. Kuehl of the National Park Service visited McKinley Park during the period and had very few comments to make regarding the maintenance activities.

Route 813 - Park Boundary - Kantishna

Work Order 17

One trip by the motor patrol has been made over this section of the road during the period.

Route 011 - Sterling Landing - Ophir

Work Order 18

Work has started for the summer during the period; however, no report was received from the foreman by reporting time.

Route 012 - Iditarod-Flat Feeder

Work Order 19

Work was started for the summer during the period; however, no report was received from the foreman by reporting time.

Route 013 - Dillingham-Wood River

Work Order 110

A good report was sent in from this area for the period and it reported that the road is in the best shape it has been in for months. The new tractor loader has been responsible for the condition as a good deal of gravel was placed during the period.

We have sent a mechanic from the Anchorage shop to Dillingham to get the equipment in good repair for approaching proposed project. It is estimated that the mechanic will return to Anchorage by July 4th.

Abbert Road - Kodiak

Work Order 111

Reditching was accomplished along the slide area leaving a 3-foot wide berm in an effort to take care of any sloughing which might occur. There has been little or no action in the slide area for the past several weeks.

Other work was motor patrol operations and cleaning culverts and some sealing of overhanging rock.

Routes 310.2, 310.1 and 310.3 - Glenn Highway Locals

Work Order 112

General motor patrol operations were accomplished during the period and some ditch cleaning. One culvert was installed.

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

Work Order 113

Reinforcing soft areas was accomplished, three new culverts placed and new planking placed on the Wasilla Creek Bridge. All together 450 yards of gravel was hauled on the Valley roads during the period.

Continuous motor patrol operations have been accomplished and the routes in the Valley are in very good shape with the exception of the dusty condition during the long dry spell.

Routes 314.2 - Mountain Locals

Work Order 114

The road to Willow was opened during the period and bridge repairs were made at three small bridge locations. This is the earliest that the Pass has been opened in several years and by opening the Pass heavy travel has resulted.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

Crushed rock was hauled on KPQD Road to resurface balance of section. Regrading of Campbell Station Road south of the railroad crossing to the end and resurfaced. Soft spots had occurred during the past spring breakup have been removed and replaced with pit-run gravel. These occurred on Sand Lake Road, Rabbit Creek Road and O'Malley Road.

Generally speaking, the roads in the Anchorage area are in very good shape in spite of the dry period.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Motor patrol operations and ditch cleaning was accomplished during the period.

Route 511.2 - Homer Locals

Work Order 117

Spot gravelling was accomplished and also motor patrol operations. Roads in the Homer area are in fair shape but could stand a better type of gravel with more binder than is available anywhere in the Homer area.

Route 011.1 - Takotna Locals

Work Order 118

Work has started in the Takotna area for the summer during the period; however, no report was received from the foreman by reporting time.

Route 012.1 - Flat Locals

Work Order 119

Work has started in the Flat area for the summer during the period but no report has been received from the foreman as yet.

Route 014.1 - Kodiak Locals

Work Order 120

Some clearing and widening has been accomplished on Hill Bay Road and 120 yards of gravel hauled for replacing soft spots. Culvert maintenance and motor patrol grading was accomplished. The Kalsin Bay Roads were graded and 100 yards of spot gravel placed.

Route 010.1 - Talkeetna-Cache Creek

Work Order 121

This road is reported in good shape; however, we are sending a summer maintenance crew in during the month of July.

Route 010.2 - Colorado-Bull River

Work Order 122

Inactive

Route 010.4 - Bethel Locals

Work Order 123

General summer maintenance has been accomplished during the period with motor patrol operations and some gravelling work.

Route 010.5 - Naknek Locals

Work Order 124

Spot gravelling has continued on this section and general cleanup work has been accomplished. This section of road is reported to be in very excellent shape.

Route 010.7 - Iliamna-Pile Bay

Work Order 125

Some summer maintenance has started on this route and from reports it is passable from Pile Bay to Iliamna Bay.

Route 010.8 - Red Mountain Road

Work Order 1118

We have had one man on summer maintenance on the Red Mountain Road and it is expected that a work order will be forthcoming from the Territory for additional help on this section.

Route 811.1 - Cantwell-Summit

Work Order 1116

General summer maintenance has been accomplished on this route clearing ditches and motor patrol operations.

Healy Airfield

Work Order 1191

This work order has been completed and the Completion Notice forwarded to Headquarters.

MISCELLANEOUS

During the period we had a visitation to the District by the following:

Mr. A. F. Ghiglione
Commissioner of Roads
for Alaska

Mr. Wm. J. Miami
Chief Engineer

Mr. B. D. Stewart
Chief, Operations Division

Mr. H. B. Schults
Chief, Engineering Division

Mr. F. E. Baxter
Chief, Survey & Road Design Branch

Adm. J. Marshall
Contracts Branch

John G. Shepard
Office Engineer

Wm. S. Klockentger
Materials Engineer

H. R. Bates
Safety Engineer

A. F. MacLean
Headquarters Construction Engineer

Mr. Al Kuhl and Mr. Turello of the National Park Service.

The weather has been very good during the period with a minimum amount of rainfall.

The Bureau of Public Roads has reported that all construction activities are now completed on the Seward-Anchorage Highway paving project.

Sincerely yours,

E. J. White
District Engineer

EJW/ab

XXXXXXXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

June 5, 1954

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

Dear Mr. Nisai:

Re: Situation Report for Four-Week
Period ending May 30, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Kenai

Sterling Highway - Homer Area - Work Order 129

Survey crew established centerline of the Sterling Highway through Homer and tying through Land Office monuments. Natural and artificial topog was obtained from all property adjoining highway in this area.

Work Orders 1154 and 1163

The "L" Line was established and stripping stakes set on Moose River Loop Road and Miller Loop Road.

Seward-Anchorage Highway

Survey crews cross-sectioned seven slough areas on the Seward-Anchorage Highway, preliminary to furnishing information to Juneau for the proposed contract. Areas requiring additional guard rail in this section of roadway have been established and the above information will be forwarded to Juneau by June 7th.

Materials Engineering

The materials section has completed a report on the Susitna Bridge site. Concrete design and concrete aggregate laboratory tests have been run on materials for the Nensna #1 and Brushkana Bridges.

A preliminary soils survey was made on the Palmer-Wasilla Road and a report submitted on the findings. Gradation test of crusher materials showed that the materials were slightly high in fines.

Inspection of base course, including Proctor Tests, on the Anchorage Area Paving contract was completed during the period.

CONSTRUCTION IN PROGRESS (By Contract)

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

Work Orders 1188 and 1189

All construction stakes for force account construction prior to surface treatment were completed during the period. Blue topping of the Alternate Route and the Glenn Highway By-Pass have been completed with the exception of two miles. ^{WR's} Contractor began crushing ^{Not as rep.} operations May 24, 1954. They are currently running three 8-hour shifts. ^{state} Approximately 1.5 miles of base course has been laid down on East Fireweed Lane and Tudor Road Extension.

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

Work Order 1139

Contractor's forces completed the detour on the south end of the Knik River Bridge and the detour has proved quite satisfactory for all types of commercial vehicles.

Considerable trouble has been encountered by the contractor in his pile driving operation. The required penetration has been difficult to attain with his present pile driver consisting of a 3000 pound gravity hammer. The contractor is behind the established schedule with only six piles driven at this time. A jet had been installed on his driver in an attempt to soften up a highly compacted layer of small gravel at about 8 or 10 feet below existing surface.

Noose River Bridge - Contract No. 14-04-002-132

Work Order 1140

Government forces have completed the detour and temporary bridge to the south of the proposed structure.

The contractor's superintendent and a small field crew have moved into the bridge site to begin organizing the project. The welding of the rail piling was underway at the close of the period.

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

Work Order 1147

Engineering crews completed the checking of Nenana #2 and began spotting piling prior to driving operations. Centerline control for Nenana #1 and Jack River Bridges had been established during the period. Engineering also consisted of inspection of pile driving operations. The south abutment piles have been driven in Nenana #1 and the screening plant has been set up in the old channel of the Jack River, three miles from the bridge site. Fabrication of piles for Nenana #2 have started during the period. The contractor drove piling for the north pier and breaker nose, also the north and south abutment and south pier. No activity to date is underway at the Jack River and Brushkana Bridges.

CONSTRUCTION BY FORCE ACCOUNT

Foreman's Quarters - Cantwell

Work Order 1136

The concrete floor in the new foreman's quarters is currently being poured and is expected to be completed this week.

Cantwell Garage

Work Order 1142

Footings for the new garage addition in the Cantwell area have been dug. Preparatory work for the new wall is underway.

East Fork Bridge

Work Order 1165

Forms were completed for columns and the lower beams for both piers and all reinforcing was placed.

Concrete mixer was moved into the bridge site and preparations have been made to transport cement to the construction site. Distances between piers and abutments were rechecked.

Abbott Loop Extension

Work Order 1156

Farm road construction of 1 mile to complete the planned Abbott Loop was undertaken during the period. Stripping of 3,000 feet has been completed and 750 yards of gravel hauled into the swamp area.

RECONSTRUCTION BY FORGE ACCOUNT

Matamska Valley Roads

Work Order 131

Stripping operations began on the Palmer-Warilla line change during the current reporting period. Approximately 12.5 acres have been cleared and 10,000 yards of material have been moved by "cat and can". The crusher was set up near Four Corners and approximately 5,000 yards of base course have been crushed to date. Laboratory analysis indicate that material crushed is slightly high in fines.

Firwood Lane

Work Order 151

Reconstruction in the nature of regrading and surfacing the portion of East Firwood Lane under contract has been completed. Approximately 3,500 yards of gravel were hauled from the CAA Pit. Extensions were installed on all existing culverts.

DeBarr Road

Work Order 151

Approximately 85% of the regrading of the DeBarr Road has been completed to date. Approximately 20,000 yards of material has been moved by "cats and cans" and 3 bournapulls. It is estimated that approximately 3,000 yards of material remain to complete the project. All culverts on this 2½ mile section of regrading have been extended.

Lake Otis Road

Work Order 151

Reconstruction of Lake Otis Road was completed during the period with a total of approximately 13,000 yards moved. Two cuts involving approximately 3,000 yards were made on this road to improve sight distances. All necessary culvert extensions were completed.

MAINTENANCE

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

Work Order 11

Maintenance on Route 310 included installing horizontal bracing on the Ship Creek Bridge to support damaged pilings on the

north abutment, replacing a section of damaged laminated decking on the Eagle River Bridge, and reditching in the Eagle River and Peter Creek cuts. About 600 feet of bank at Mile 69 on the Glenn Highway subject to continuous sloughing was reshaped and the material wasted. Reditching was accomplished in several areas above King River on the Glenn Highway with a major reditching program planned during the subsequent reporting period.

Granite Creek Bridge required considerable maintenance in the form of replacing damaged planks. Running planks were installed to reduce excessive maintenance costs.

Chemical brush killer was applied to 35 miles of the Glenn Highway. Crack sealing on these routes is reported approximately 90% complete to date and patching of the minor frost heave areas were undertaken as of the close of the period.

Two hundred feet of rock fence was installed on Moose Creek Hill to prevent the continuous maintenance in the area caused by rolling rocks. The fence consists of steel posts and landing mat placed horizontally and has proved very satisfactory to date.

Route 410 - Seward-Anchorage Highway

Work Order 12

Routine maintenance was accomplished on the above route with the exception of mud and rock slides. Slides occurred in the Bird Creek area, at Bird Station and at Mile 92.

Crack sealing was completed on this route and patching crews have started to repair minor surface breaks.

Route 411 - Spenard Highway

Work Order 13

Shoulder widening and resloping was accomplished between KFQD and Deadman's Curve. Crack sealing was completed on this route and all pavement breaks were repaired. Other than the above, all work consisted of routine maintenance.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

Six miles on Route 314 were sprayed with chemical brush killer. Also, snow fence on the above routes were removed and returned to storage. Six culverts were installed on the above routes along with routine summer maintenance.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

With the exception of the Moose River detour bridge and alignment, only routine summer surface maintenance was accomplished on these routes.

Route 812 - McKinley Park Roads

Work Order 16

Snow removal was completed from the Toklat River Bridge to Wonder Lake. The remaining culverts were thawed and several wash-outs were repaired sufficiently to allow one-way traffic. Several glaciers were destroyed by dynamite and dozing operations. Surface maintenance operations were underway with the road open to the public as far as the East Fork River Bridge.

Route 013 - Dillingham-Wood River and Feeder

Work Order 110

Work on the Dillingham-Kanakanak Road consisted of repairing frost boils and minor culvert maintenance. Deck plank replacements on several of the small bridges were necessary. Other than the above, all work in this area consisted of routine surface maintenance and equipment repair.

Route 014 - Abbott Road

Work Order 111

Heavy rains during the period have caused sloughing in several areas along this route. It was necessary to do minor scaling removing dangerous rock and hauling about 500 yards of slide materials.

Routes 310.1, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Maintenance on the above routes consisted of culvert installation and routine surface maintenance.

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

Work Order 113

Work on Matanuska Valley Locals consisted of routine summer surface maintenance involving approximately 120 miles, and frost boil areas removed and backfilled with gravel.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

Regravelling of the Campbell Station Road from the railroad tracks south to the terminus of the road was completed during the period. Approximately 1500 yards were required.

All Anchorage locals were surveyed for warning sign requirements and the installation begun.

Other than the above, work consisted of routine surface maintenance.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Work during the current reporting period on Sterling Highway Locals consisted of surface maintenance and minor reditching.

Route 511.2 - Homer Locals

Work Order 117

Spot gravelling of the Homer Locals is continuing and a large portion of the frost boil areas have been cleared. Surface maintenance has been accomplished on all routes.

Route 012.1 - Flat Locals

Work Order 119

Regravelling of several short stretches of Flat-Discovery Road was accomplished during the period. Flat-Chicken Hill Road was opened to traffic and culvert cleaning has been accomplished.

Route 014.1 - Kodiak Locals

Work Order 120

The clearing of trees and stumps on the Mill Bay Road and Spruce Cape Road has been continued during the period. Hauling of 680 yards of gravel for surfacing and widening purposes was also accomplished. All locals, including the Kaladin Bay Roads, have had surface maintenance during the period.

MISCELLANEOUS

Loading restrictions were lifted from Anchorage to Portage on the Seward-Anchorage Highway on May 5th.

Loading restrictions were removed from the Glenn Highway to Mile 118 on May 7th.

The Bureau of Public Roads removed loading restrictions on their portion of the Seward-Anchorage Highway on May 19th.

On the Kenai Peninsula loading restrictions were raised to 100% of normal gross on the Sterling Highway to Kasiloof including the Kenai Spur on May 10th, and the balance of the restrictions on the Sterling Highway and Homer Locals were lifted May 31, 1954.

The writer accompanied Mr. Irving Reed, Territorial Highway Engineer, to the Naknek-Dillingham area from May 28th through the 30th.

Sincerely yours,

E. J. White
District Engineer

XXXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

May 7, 1954

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

Dear Mr. Nisani:

Re: Situation Report for Four-Week
Period ending May 2, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Susitna-MacLaren Survey - Denali Highway

Work Order 1112

Office work has been suspended on this survey as it has practically been completed. A report was made with recommendations by Mr. L. E. Grammer before he left on leave.

Cadastral Surveys - Glenn and Seward-Anchorage Highways

Work Orders 1115 and 1131, respectively.

No work was accomplished on these surveys during the period as the cadastral crew helped out on the centerlining of the Seward-Anchorage and Glenn Highways in preparation for centerline striping. Both highways are ready for striping and this will be accomplished as soon as the accessories on order for the striping machine are received.

Materials Engineering

Daily inspection was made of the Seward-Anchorage and Glenn Highways on breakup conditions. Studies were made of the Susitna, East Fork and bridge sites under contract in the Cantwell area.

The final report was made of the soils study on the Sterling Highway and forwarded to Headquarters during the period. It is the intent that profiles will be made in connection with the soils study and will be used as a guide in all reconstruction and maintenance work on the Sterling Highway.

Warm Storage - Anchorage

Work Order 1233

Work on winterizing the old garage building in the Anchorage Depot yard was begun during the period. The doors at the north end were removed and the opening boarded in and work has started on lining the interior walls with paper and surplus celotex.

Karluk Bridge - Kodiak

Work Order 1234

Harold Stover went to Karluk from Kodiak with the Fish & Wildlife Service early in the period and repairs were completed to the Karluk Bridge in approximately two weeks. New main cables were strung and numerous guys carrying the catwalk were repaired. The old ramp leading up to the catwalk was torn out, as it was becoming dangerous, and replaced with stairs. This change was made for two reasons: (1) the ramp was dangerous and (2) much of the trouble experienced with this bridge is the result of natives in the area rolling 100 gallon drums of oil across it. Replacement of the ramp with stairs should cure this problem.

GENERAL

All parts have been moved into the new garage addition at Cantwell and the Butler building is now being used entirely as a warehouse.

Very truly yours,

B. D. Stewart, Jr.
Chief, Operations Division-
Acting District Engineer

Attachment 1

BDS/LAH/ab

Miscellaneous

A survey crew has been started on the Seward-Anchorage Highway taking cross-sections of the improvement area and locations for additional guard rail and other improvements in an effort to reduce maintenance costs in connection with the potential construction money available for this project. We should have this information compiled by May 15th to forward to Headquarters.

Engineering work was also accomplished on the revisions of the Palmer-Wasilla Road and stripping stakes placed so that this project can be started as soon as the weather permits.

CONSTRUCTION IN PROGRESS (By Contract)

Anchorage Area Paving

Work Orders 151, 1188, and 1189

Preparatory work has been completed for this project as follows:

Lake Otis Road centerline profile and slope staking has been completed.

DeBarr Road centerline and profile has been completed.

Anchorage-Elmendorf Alternate Through Route centerline is 70% completed.

Glenn A-3 By-Pass centerline is 100% and the profile 80% complete.

The contractor has been doing preparatory work such as repairing equipment and moving his crushing plant to the Anchorage area.

Knik River Bridge - Contract No. 114-04-002-133

Work Order 1139

On April 22nd, Hunter Construction Company began work on this contract by cutting and removing from the District depot yard steel beams furnished by the Government. The embankment for the detour has been completed and Resident Engineer, W. S. Tilton, Jr., has the project well under control.

Moose River Bridge - Contract No. 114-04-002-132

Work Order 1140

Preliminary engineering work has been completed on this bridge and the detour is 90% completed by Government forces.

Cantwell Area Bridges - Contract No. 14-04-002-137

Work Order 1147

The contractor has started work on these projects by fabricating the steel rail piling. As soon as this work is completed the pile driving will commence which should be approximately the first week in May.

CONSTRUCTION BY FORCE ACCOUNT

Foreman's Quarters - Cantwell

Work Order 1136

Mr. Bagoy has moved into his new quarters and no other work on this structure has been accomplished since he took possession. We have deferred the exterior work until weather permits.

Toklat River Bridge

Work Order 1164

The Toklat River bridge was completed on April 30th and the crew moved into the East Fork River Bridge and Pass Creek Bridge as Mr. Scheid will handle all the timber bridges in the Cantwell area; Mr. Don Franklin the East Fork River Bridge. The approach to the Toklat Bridge is not completed and has been delayed until the frost is out of the ground for driving piling for the bulkhead.

East Fork River Bridge

Work Order 1165

The East Fork camp was opened April 19th. Fabrication of the pier beam forms was completed and are being erected. Rails that were driven last fall to serve as form supports of the lower pier beams were cut off; caps were welded to the rails and the connecting 4"x16" joists were attached. Work is well under way on the East Fork River Bridge and completion is expected July 1st.

RECONSTRUCTION BY FORCE ACCOUNT

Anchorage Locals - Routes 310.1, 410.1, 411.1

Work Order 151

Work was started during the period on reconstructing Lake Otis Road in preparation for the coming paving contract. To date this project is 50% completed.

We are working closely with the contractor's schedules and will have all work completed by the time the contractor requires the subgrades for his operation.

MAINTENANCE

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

Work Order 11

In addition to the regular maintenance on these routes we have removed two or three pavement breaks rebuilding the subgrade in an effort to remove the silt material causing the pavement failure. We have also been active on asphalt patching and sealing cracks with asphalt.

Slide rock at Moose Creek, Mile 55, and 69 have been removed and shoulder maintenance has been accomplished on approximately 40 miles of the Glenn Highway.

Route 410 - Seward-Anchorage Highway

Work Order 12

Continual mud and rock slides have necessitated an unusual amount of work on this section during the period. These slides have resulted into practically a daily operation of removal. Two large rock slides occurred at Mile 108 and Mile 111 which required twelve hours to remove.

Crack sealing and asphalt patching has been accomplished on this section for the entire 40 miles.

Route 411 - Spenard Highway

Work Order 13

Shoulder maintenance and asphalt patching have been accomplished and all the pavement cracks sealed on this section. We expect to get considerable shoulder maintenance accomplished on this section during the coming period in preparation for the resealing contract later this season.

This period has been quite dry and in order to combat the dust on some of the secondary and subdivision roads, property owners

have used crude oil on these gravelled roadways which has caused considerable policing by Territorial Police. These oily sections would be tracked onto the pavement and in many cases it was necessary for us to blot the free oil to protect our pavement. Warnings to the public seem to be unimportant and in several cases, those responsible for placing the oil on the roadway have complained when we blotted out the oil to protect the traffic carrying it on the pavement.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

Snow fences were removed on these routes and drainage corrections made in many locations; otherwise, routine maintenance was accomplished during the period.

The Valley roads are better this spring than I have seen them in the past four seasons.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

We have had very little breakup on the Sterling Highway this year and it is drying out very nicely. Surface maintenance was the only work accomplished during the period and an engineering survey is being made in an effort to include any required maintenance work in strengthening the roadway to conform with the materials study.

Route 013 - Dillingham-Wood River and Feeder

Work Order 110

The past four weeks have been very good at Dillingham and the roadway is reported in good shape. With the easy thawing we have had the some gradual breakup as elsewhere in the interior.

Some gravel hauling was accomplished during the last week of the period repairing some of the soft spots.

Route 014 - Abbert Road

Work Order 111

The maintenance for the past month has been limited to grading and culvert cleaning. The sloughing has been negligible along this section, even with the thawing weather. It is reported that this roadway is in very good shape.

Routes 310, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

The Glenn Highway locals have required very little maintenance during the past four weeks. This was generally due to the dry weather that we have been having. No unusual maintenance problems have been reported.

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

Work Order 113

Snow fences were removed on these routes as elsewhere in the Valley and general surface maintenance and some drainage work was accomplished on this section.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

The Anchorage locals, namely, the Tudor, Boniface and DeBarr Roads have caused considerable drainage problems due to the new housing development, particularly in that area. These new subdivisions have caused interruption of the old drainage system and has presented many water problems this spring which we will have overcome before the paving is undertaken.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

The unusual breakup has again left this section of road in very good shape and very little surface maintenance has been necessary during the period. A constant effort has been made throughout the District this year to remove snow beams from the roadway and this may have accounted for some of the easy breakup that we have experienced.

Route 511.2 - Homer Locals

Work Order 117

The Homer locals have not come out of the spring breakup as easy as other sections and from recent reports many sections in the Homer area are in pretty bad shape, and not much improvement can be made until the frost is finally out of the ground. Some spot gravelling has been accomplished to make these roadways passable, and considerable maintenance is going to be required after the breakup to put them back in shape.

Route 014.1 - Kodiak Locals

Work Order 120

Mile 1 of the Mill Bay Road was regavelled and approximately 1100 yards of gravel hauled during the period.

On the Kalsin Bay Road grading was necessary and several soft spots were repaired which were torn up by truck travel during the breakup. Repairs were made at the 22 Mile Bridge where new decking was placed.

Generally, the roads in the Kodiak area are in very good shape.

Route 010.5 - Naknek Locals

Work Order 12h

This section of road has given us considerable trouble this period, and also it was necessary to replace the foreman at Naknek. It was very unfortunate that this replacement was necessary as he was a very conscientious employee and done a very outstanding job and has reduced the complaints from that particular section. We have replaced him with a temporary employee and hope that this new man works out satisfactorily.

Considerable work was necessary on the culverts that had frozen and was backing water up in many locations; however, this has been cleared with a limited amount of road damage. No appreciable amount of wash was apparent at the bridge locations as the ice jams had been removed with dynamite.

Generally speaking, the 14 miles of roadway between Naknek and King Salmon came through the winter in a very satisfactory condition.

Miscellaneous

The following loading restrictions were placed on the Glenn Highway:

April 15th - Restrictions were raised to 75% of the gross weight and 40 mph speed limit between Mile 12 and Mile 118.

April 29th - Restrictions were lifted entirely between Anchorage and Palmer.

The following loading restrictions were placed on the Seward-Anchorage Highway:

April 6th - Restrictions were placed at 75% of gross loading and 40 mph speed limit between 12:00 p.m. and 8:00 a.m.; during the day it was maintained at 50% of gross loading at 35 mph.

April 8th - Restrictions were raised both day and night to 75% of the gross loading and 40 mph speed limit.

All other restrictions have remained the same as the beginning of the period.

The Management Survey Team visited the District on April 26th for about thirty minutes and again on May 4th for the same period of time. However, a field trip was taken by myself and five other people including the Survey Team to the Matanuska Valley on April 24th, and a car was provided on April 25th at Kenai for a trip to the Homer area by automobile.

Sincerely yours,

E. J. White
District Engineer

XXXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

April 9, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending April 4, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Susitna-MacLaren Survey - Denali Highway

Work Order 1112

Office work has continued on this survey and the following work completed to date:

Tentative grades have been established throughout the route; all cross-sections are plotted and planimeted; earthwork computations are 75% complete.

Culverts have been established on 10% of the location and contours have been plotted for the MacLaren River Bridge approach.

Cadastral Survey - Route 410 - Seward-Anchorage Highway

Work Order 1131

Work has continued on note plotting and is reported to be about 98% complete.

Cadastral Survey - Route 310 - Glenn Highway

Work Order 1115

The same percentage of work has been completed on this work order as on Seward-Anchorage Highway. This percentage covers the plotting of the field notes which were accumulated last season.

Materials Engineering

The icing conditions on the main thoroughfares were submitted to Juneau in final report form.

The asphalt and fuel tanks were gauged at the ARC tank farm and distillation and viscosity tests were accomplished on Tank No. 4 to determine the asphalt content in the fuel oil for inventory purposes.

The lab work has been completed on the soils investigations of the Sterling Highway and the final report will be completed mid April.

Field work has been started on the pavement breakup information for the annual report.

CONSTRUCTION BY FORCE ACCOUNT

Foreman's Quarters - Cantwell

Work Order 1136

Mr. Bagoy moved into the new foreman's quarters at Cantwell on schedule and all that remains is the exterior finish and the concrete floor in the basement which will be accomplished when weather permits.

Toklat River Bridge

Work Order 1164

Approximately March 16th work was started north out of Cantwell clearing a trail to the Toklat River Bridge at McKinley Park by L. E. Hough, engineer in charge.

To date the route is open to the bridge site and a trailer camp moved to that location and actual work will start April 5th.

MAINTENANCE

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

Work Order 11

During the period considerable snowfall occurred causing extensive snow removal operations. Besides snow removal the usual sanding was necessary and some culvert thawing was necessary to correct drainage.

This season snowfall has been heavier on the higher elevations of the highway and besides snow removal considerable sanding was necessary especially on the heavy grades near Chickaloon River and Caribou Creek.

Route 410 - Seward-Anchorage Highway

Work Order 12

Thawing weather on this section has caused considerable mud slide and rock slide maintenance. A daily task also was approximately two miles north of Indian where an average of 100 yards a day were removed.

Due to the location of most of these slides it is necessary to load and haul the debris as it is generally impossible to push it across the roadway.

We have had constant patrolling of this route on the lookout for slides; however, no snowslides occurred during the period.

Route 411 - Spenard Highway

Work Order 13

Other than maintenance on Romig Hill no work has been necessary on this route during the period. Even with the tremendous volume of traffic on this section maintenance is very limited. Perhaps the large volume of cars helped dissipate the snow rapidly and therefore does not require the maintenance as on other sections.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

Thawing conditions have caused considerable culvert maintenance in the Valley in addition to the regular snow removal and moving snow berms off the roadway to help dry out the roadways during the runoff.

Present indications are that we shall not have as bad a breakup on the gravel roads in the Valley as was experienced last season.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Snowfall was about as heavy as elsewhere in the District on the Kenai Peninsula and the usual snow removal was accomplished.

Here again we have winged the snow from the shoulders of the road in an effort to assist the thawing during the breakup.

Route 013 - Dillingham-Wood River and Feeder

Work Order 110

Conditions in this area are much better during this past period than at any time during the winter months. The roads have been kept open and normal winter travel has been possible.

With the new equipment coming to Dillingham this summer it is hoped that considerable grade improvement can be accomplished to avoid winter closures as was experienced this past winter.

We also have changed the operators at Dillingham and this may help the situation.

Routes 310, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Preparatory work was done on these roadways for the spring runoff removing snow berms and thawing culverts. These were the general activities during the period.

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

Work Order 113

Snow removal and general winter maintenance was accomplished in this area. More snow fell during March than any other month during the winter. Snow conditions have been very unusual throughout the District this season.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

DeBarr Road has caused more trouble during the period than any other one road. It is hoped that when the grade is raised this coming construction season that we will have no further trouble during the winter months.

Lake Otis Road, near the Wells' gravel pit, was covered with 2 inches of water for approximately 200 feet and because of the frozen condition of the ground, it was impossible to remove this water until the thawing action started.

The use of a tractor with dozer along the secondary roads throughout the Anchorage area to improve the drainage has resulted in an excellent runoff and the roads have not been as rough during the breakup as in the past.

"C" Street has been the scene of considerable sanding as this connection has attracted more and more traffic.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

General winter maintenance was accomplished during the period and no unusual problems have been reported.

Route 511.2 - Homer Locals

Work Order 117

Three men have been employed during the period on these roads and from reports the roads have been better maintained this winter than any time in the past. This is very helpful as Homer has always been a very critical community toward the Road Commission.

Route 014.1 - Kodiak Locals

Work Order 120

Maintenance in the past two weeks in this area has been limited to grading, reditching, and reshaping particularly on the roads adjacent to Kodiak, and the roads have completely thawed.

The unusual slow runoff in the area has eliminated most of the usual washouts and all the roads in the Kodiak area are reported to be in very good condition.

Route 010.5 - Naknek Locals

Work Order 124

The road to Naknek was open during the period with the help of the CAA using their sno-go together with our tractor. No unusual conditions have been reported and although large ice jams accumulated during the winter at the various bridge crossings, they have now dissipated and no damage should occur to the bridges.

Miscellaneous

The Resident Engineers' Conference was held during the period at Glennallen which resulted in a visitation to the District of Head-

quarters staff; namely, The Commissioner of Roads, Chief, Engineering Division, Chief, Operations Division, and several branch chiefs. This gave the District an opportunity to discuss some of the more important problems with these individuals.

Also during the period restrictions were placed on the Glenn Highway from Mile 12 to Mile 125, Eureka, for 50% gross loading of all trucking and a speed limit of 35 miles per hour. This was put into effect April 2, 1954 at midnight.

The same restrictions were placed on the Seward-Anchorage Highway at midnight April 3rd. It appears that changes in restrictions can be made in the very near future because of the very exceptional breakup.

The same restrictions were placed on the Sterling Highway on April 3rd at midnight and it is hoped that these restrictions can be raised shortly, at least as far as Kenai, as some very early construction is contemplated at the Military Reservation in the early part of the season.

Sincerely yours,

E. J. White
District Engineer

EJW/ab

L. E. Hough, Highway Engineer, McKinley Park

April 9, 1954

Alaska Road Commission, Anchorage

Engineering Supplies and Equipment

Under separate cover we are sending the following equipments:

- 1 - 300' Chain with reel
- 1 - 8' Range Pole
- 1 - 12 oz. Plumb Bob
- 1 - 16 oz. Plumb Bob w/case
- 3 - 8x11 scratch pads
- 1/2 Doz. Field Books
- 1 - Engineering Scale
- 50 - Form 95 (Weekly Reports)
- 30 - Concrete (Cyl. Report Forms) Reports.
- 2 Boxes 3H and 4H Pencils
- 30 - Per Diam Forms
- 2 - Triangles, 45° & 60°

Project files as received last fall will be sent by mail.

The above was ordered by Carl Weisser for use at the Toklat and East Fork Bridge.

L. M. LaCross
Acting Chief,
Engineering Section

LML/ab

To: F. E. Borough, Highway Engineer, ~~McKenney~~ Park
From: B.M.P.

Subject: Engineering supplies & Equipment.

Under separate cover we are sending
the following equipment:

- 1 300' chain with reel
- 1 8' sectional range pole
- 1 12 oz plumb bob.
- 1 16 oz " " in/case
- 3 8 x 11 scratch pads
- 1 dozen field books
- 1 engineering scale
- 50 Form 95 (Weekly Reports.)
- 30 Concrete (cyl. report forms) Reports.
- 2 boxes 3B & 4H pencils
- 30 Per Dism Forms.
- 2 Triangles 45° & 60°

Project files as received last fall will
be sent by mail.

Triangles, 45° & 60°.

The above was ordered by Carl Weisser for
use at the Tolbat & East Fork Bridge.

~~of the above equipment. If you wish
to order any additional equipment which you will
please advise.~~

XXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

March 12, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending March 7, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Susitna-MacLaren Survey - Denali Highway

Work Order 1112

Centerline projection is now completed and grades have been established for about 90% of the survey.

Quantities have been determined from Station 15 to 1500 on the "L" Line.

Cadastral Survey - Route 410 - Seward-Anchorage Highway

Work Order 1131

Members of this survey crew have been working up notes and transposing information to plats.

Final Construction Reports

In checking our final construction reports, we find that everything is now complete and submitted to Headquarters with the exception of the Caribou Creek Bridge and Little Nelchina River Bridge which, of course, was handled under contract by this District by Resident Engineer, Robert Leitzell, of the Bridge Department. To complete our files it would be appreciated if copies of these reports could be forwarded to this office.

Materials Engineering

Continued laboratory work on the Sterling Highway soils survey has been accomplished; also, design mix for the Chickaloon Bridge concrete.

A report has been compiled on icing conditions from Anchorage to Little Nelchina, Mile 138, Glenn Highway, and Seward-Anchorage Highway from Anchorage to Girdwood.

The aggregate report compiled by the District for the paving work of the By-Pass and Through Route was evidently not considered by Headquarters as no mention was made in the Specifications recently submitted for bid. It was hoped that blending sand could have been included in the Specifications for a better control of the project; however, it was probably determined that the additional cost for blending was not justified.

CONSTRUCTION BY FORCE ACCOUNT

Foreman's Quarters - Cantwell

Work Order 1136

The foreman's quarters has continued with interior work by Mr. Bagoy and Mr. Scheid and any other available personnel at Cantwell. The painting is now completed and the interior is in good shape. Mr. Bagoy expects to move into the quarters by March 13th.

In further checking of the work yet to be done on the foreman's quarters and the amount available by the last Cost Sheet, it now appears that ample money is left in the Work Order to complete the project. We will be in a better position to substantiate this assumption when the Cost Report No. 12 has been received by the District.

MAINTENANCE

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

Work Order 11

Frequent snowfalls in the Anchorage area accompanied by high winds have caused snow removal operations about the same as in former years. Demands were great for sanding and this was an active part of maintenance all during the period, and at many times it was necessary to sand after normal working hours. At no time, however, during the period, was it necessary to increase the forces, and this will reflect a considerable saving which will help our limited maintenance funds.

On the north end of the Glenn Highway we have had unusual heavy snowfalls this year and continuous sanding was necessary on the steep grades adjacent to the town of Palmer.

Route 410 - Seward-Anchorage Highway

Work Order 12

This section, as well as elsewhere, has been subjected to heavy snowfall and extreme glaciering conditions have caused extensive maintenance during the last four weeks. Also, we have had several snow slides in the Bird Creek area, one of which was approximately 200 feet long and 4 feet deep; another, 150 feet long, 8 feet deep, and one 100 feet long, approximately 4 feet deep. About 18 hours was the longest the road was closed at any one time. This was not due to snow slides particularly, but mostly caused by poor visibility in the area and we were reluctant to send crews in to take care of the slides.

Route 411 - Spensard Highway

Work Order 13

The Spensard Road has been the scene of much maintenance; sanding, ice control, glacier control, and the usual snow removal.

The glaciering that was reported near Chester Creek has been further investigated and it is found that the condition two years ago had been taken care of, and this present condition we will not be able to determine the origin until spring as all property owners in the area claim it cannot be coming from their cesspools. As soon as the spring breakup occurs, we will determine where the seepage is originating, and if need be, we shall again take it up with the Public Health Service.

We also received during the period a letter of appreciation from the student body of the high school complimenting the Road Commission for the excellent travelling condition of Romig Hill during the winter months.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

As an indication of the heavy snowfall in the Palmer area, it is noted that the snow plows removed a total of 81 miles of snow on the Palmer-Wasilla Road during the period. Much of this snow removal was caused by high winds and on all other routes in the area

12 1/2 miles of snow removal was accomplished making a total of 205 miles for these routes. This is about doubled to what it was during the last period.

The Valley roads have never been closed at any time and their school buses have not missed one day to date during the winter months.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

On the Kenai Peninsula the snowfall was not as heavy as in and around the Anchorage area, therefore, snow removal was not any greater than the last reporting period.

Normal winter travelling conditions have been reported from the Kenai area with no unusual maintenance problems.

Route 013 - Dillingham-Wood River and Feeder

Work Order 110

Conditions at Dillingham are not good from a recent inspection by Mr. Hatchett and Mr. Peterson whom we had make a trip to Dillingham to see if any assistance could be given the foreman there and what the trouble was with the equipment.

A bad snow condition has caused the road to be closed for a number of days during the period (about 20 in all) and the conditions were no better when the inspection was made. The road should be open by now and it is doubtful if we will have any more heavy snowstorms where one sno-go cannot cope with the situation. We have also insisted that the foreman hire other help than those he had on the job and that may help some.

We are watching the military here to see if we can find a surplus sno-go which can be shipped to Dillingham to help next winter's operation.

With a new cat and loader we can perhaps raise some of the low sections of the road which have caused so much trouble with snow drifting and with a concentrated maintenance effort it is believed that our winter maintenance could be cut to a minimum.

Routes 310, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Snowfall was the same on these routes as elsewhere in the Valley and considerable snow plowing was necessary. The Eska Creek overflowed on the Jonesville Road causing considerable ice removal on this section. This was done mostly by blasting. Otherwise, maintenance was about normal for the month of February.

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

Work Order 113

Snow removal and culvert thawing and approximately four miles of sanding was accomplished during the period. These routes, like others in the Valley, required more snow removal than usual; however, none of the roadways were closed for any long period of time.

Routes 410.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

The Anchorage locals have required extensive snow removal and in keeping these routes open, sanding, ice control and winter surface maintenance have been practically a daily feature.

Extreme water conditions occurred on DeBarr Road in the vicinity of DeBarr Vista Subdivision as well as on Lake Otis Road in the vicinity of Wells' Gravel Pit. The icing condition on DeBarr and Lake Otis Road was relieved by using prime cord for opening ditches. This prime cord has proved very satisfactory for this work and is less expensive than dynamite.

Frequent sanding has been necessary on all routes and particularly on "C" Street.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

Very little work was required during the period on this system and no unusual winter conditions reported.

Route 511.2 - Homer Locals

Work Order 117

Normal winter maintenance has been accomplished in this area and due to severe snowstorms the high elevations drifted closed and required some overtime to open the roads so that the school bus could operate.

The reports from the Homer area are all good now that we have additional snow removal equipment and also the new change in ARC representation. Reaction from the public in Homer is getting a little flowery as it seems everyone that comes into the office from that area has nothing but praise for the Road Commission. This is considerably different from our past experiences.

Route 01h.1 - Kodiak Locals

Work Order 120

We have been carrying the Abbett Road with the Kodiak Locals for the last few reporting periods and it is noted that the new Operations Orders also isolate Abbett Road, and it is wondered if this is an oversight by Headquarters or intended that way. Unless we are advised further, we will report Abbett Road under Kodiak Locals.

On this section very little sloughing has occurred during the month and much thawing has been experienced. This is true of all the roads in the Kodiak area and very little glaciering has occurred this season.

Route 010.5 - Naknek Locals

Work Order 12h

This area is the same as the Dillingham area and no effort has been made to open the road since the last snowstorm as we have no snow-go equipment and the CIA has been unable to help us out as their work has been concentrated on the airfield. As no school children are involved from the road closure, it should not be too serious.

Miscellaneous

The conference was held with the Military in the movement of heavy guns and Headquarters probably has received communications by now from Colonel Tarr. It has been decided that heavy gun movements will be handled by rail rather than by highway and the subject has been closed by the Military and appreciated our consideration.

In regard to controlling ice with blasting, we have devised a system whereby we have used the prime cord together with powder,

placing two sticks of powder in a diagonal hole to a depth desired approximately four feet apart along the ditch, connecting the prime cord to the powder, and the resulting explosion removed the ice.

This has been more effective than electric primers and it is also faster when using a steam point for the holes in the ice to receive the explosives.

Sincerely yours,

E. J. White
District Engineer

XXXXXXXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

February 12, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-week
Period ending February 7, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Susitna-MacLaren Survey - Denali Highway

Work Order 1112

Office work has continued on this survey during the period and the following work has been accomplished:

All contours of the "A" Line are now plotted and inked.

Projections and quantities have been computed from Station 15 to Station 295 on the "L" Line.

Cadastral Survey - Route 410 - Seward-Anchorage Highway

Work Order 1115

Cadastral parties have been computing field notes and making recordings on vicinity plats.

Similar work has also been accomplished on the Glenn Highway.

Final Construction Reports

We have now completed all the final construction reports for the completed projects to date which include Glenn B-2, Glenn A-2, Anchorage-Elmendorf Alternate Through Route, Eklutna River Bridge and Seward-Anchorage Highway, Section D.

Recently we were advised that the Glenn B-1 construction report had never been received at Headquarters and we find that this report was completed and forwarded to Juneau, January 14, 1952.

If this report can not be found at Juneau, we will prepare additional copies which we have hesitated in doing because of the voluminous work required for reproduction.

Materials Engineering

Now that our new laboratory is in operation we have made and are making various material studies. Highway soil samples and studies are being continued on the Sterling Highway and this project is approximately 65% complete to date.

Other projects are correlation of MC-3, RC-3, and AC 120-150 by Marshall stability which is approximately 60% complete: volatilization of outback asphalts, MC-3 and RC-3, which has been completed, and the possibility of making an emulsion out of RC-3 has also been accomplished.

The aggregate report for the proposed Glenn Highway bridges has been accomplished and also the Marshall stability test on the Pit #2 (A-2), Pit No. 1 (A-E), and Pit No. 1 (A-E) with blending sand. This has been accomplished and report forwarded for Headquarters' consideration. We are certain of the use of Pit No. 2; however, the paper work has not been accomplished as yet by the military.

CONSTRUCTION BY FORCE ACCOUNT

Foreman's Quarters - Cantwell

Work Order 1136

Work has continued on this structure from time to time during the winter months and we now have completed the furnace with the exception of some duck work. All the interior walls and ceilings are completed with the exception of painting. The plumbing and wiring are in and it is expected that the cabinet work will be starting soon.

We have enough funds available to finish the interior of this structure but it is doubtful if there will be ample to finish the outside of the building and to complete the concrete on the basement floor.

MAINTENANCE

Routes 310 and 311 - Glenn Highway - Post Road

Work Order #11

Frequent snow storms during the period have caused continuous snow removal and snow berm widening operations; however, this did not require as much equipment operation as in the past years for the same period which is, of course, a great benefit to our financial status.

It has been possible here as well as other locations in the district to reduce the maintenance forces in an effort to correct our overrun. It has been possible to reduce the forces by fifteen temporary employees throughout the district which should result in a substantial saving.

The north end of the Glenn Highway has also received more snowfall during the period. This has caused more frequent snow removal operations, glacier control and sanding. It was necessary to remove some slide rock at Moose Creek hill which was caused by heavy winds during the period.

Granite Creek Bridge at Mile 62.6 required new decking in some locations and renailing in other locations caused by heavy truck travel during the period.

Route 410 - Seward-Anchorage Highway

Work Order 12

Snow slides have been neither frequent or severe along this route for the period because of the extreme cold weather. Icing conditions have been very bad causing frequent sanding. With thawing and freezing at times it seems almost impossible to cope with the glare ice on the pavement. It is even worse on the Bureau of Public Roads' end of the highway as their high fills, when icy, have been the scene of many accidents.

Further studies are going to be made by the district of the use of belly blades to remove snowfall rapidly in an effort to reduce icing conditions on the pavement. It may be that other snow removal equipment has been too slow and with the volume of traffic, snow has become compacted on the pavement and can not be removed close enough, and when thawing rains occur, the result is glare ice condition.

Route 411 - Spenard Highway

Work Order 13

With the colder weather this section of roadway has not caused as frequent sanding on Roaig Hill as usual; however, it has increased the glaciering condition, and at the approach to Roaig Hill, we are again confronted with the cesspool freezing and icing which is a menace to the road and to the health of the community.

This has been brought to the attention of the Public Health organization; however, no permanent solution to this problem has been accomplished. We are again taking the matter up with the Public Health Service and it seems that they can bring enough pressure to finally eliminate this highway hazard.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

The Valley has experienced severe wind storms which resulted in removing some of our snow fence, which was salvaged but not replaced.

The Valley roads have been in good shape requiring the usual snow removal, drainage control and glacier control. It has been possible to combat most of the glaciering with dynamite which has reduced some of the expense of winter maintenance.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Winter maintenance on the Sterling Highway has been about like former years, however, from a recent inspection it seems that there is more glare ice on the roadway for approximately five miles south of Henton's Lodge which might have been avoided with the use of belly blades for snow removal. This was brought to the attention of Mr. Soberg; otherwise, roads on the Kenai Peninsula are in very good shape.

I also attended a community meeting at Anchor Point and believe that most of the difficulties in that section have been cleared up and there is a good understanding between the community and the Road Commission.

Route 613 - Dillingham-Wood River and Feeder

Work Order 110

The foreman in this area reports that they have had more snow during the period than any time he has been stationed there. At the last of the period, with continuous snow removal operations, the Eno Co could not cope with the snow on the flats and required constant repair, and a day or two ago we received a wire from the foreman telling us that his tractor was broken down and asked permission for renting a local tractor to cope with the situation, which was authorized.

We have also received a letter from the community of Dillingham in support of our foreman and recommending new equipment be sent to the area to combat the winter maintenance. This was signed by many of the substantial people of Dillingham and we will forward a copy to Headquarters.

Routes 310, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

The Lasy Mountain road required additional work of snow removal and sanding was required on the steep winding grades several times during the period.

The usual amount of ice and glacier control was accomplished.

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

Work Order 113

The Lower Matanuska road required culvert thawing and ditching by the use of explosives. The Springer system required snow removal due largely to drifts caused by the frequent high winds during the period; however, at no time were these roads impassable.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

Increased maintenance caused by severe weather conditions on these routes required sanding particularly, and ice control generally.

In the vicinity of the DeBarr Vista Road on DeBarr a culvert stoppage resulted in wide spread glaciering which required attention by the Mountain View P.U.D. and our forces. A drainage study will be required on this location in the spring to correct

this severe icing. This condition has been caused by recent property developments throughout the area.

Frequent sanding and snow removal has also been accomplished on "C" Street as this is receiving more and more traffic as it becomes known that "C" Street is now open.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

No unusual maintenance was required on this system and as a result very little time was spent by the maintenance crews; however, the roadways have been open at all times.

Route 511.2 - Homer Locals

Work Order 117

We have been in a position to take care of the snow removal in this area by supplying new equipment, and we have recently received a letter from the Chamber of Commerce of Homer complimenting us on our winter maintenance activities. This was the result of the new Endo Go added to the equipment and also the substitute foreman we have placed in the area while Mr. Sholin has been on leave.

Route 014.1 - Kodiak Locals

Work Order 120

The maintenance crews have constructed 200 feet of guard rail along the Abbott Road adjoining the military end of the slide area. We get continual sloughing from freezing and thawing action along the slide area, however, nothing as serious as last season, and it is hoped that this area is becoming more and more stabilized.

All the other Kodiak Locals have required general snow removal and some sanding has been necessary around the more traveled areas of Kodiak. In the last few days of the reporting period considerable thawing action has been reported.

Route 010.5 - Naknek Locals

Work Order 124

This section of road has been closed for two or three days because of heavy snow storms in the area and the drifting has been too heavy for the equipment available to our local representative.

It is reported that the CAA have used their Sno Go on two occasions and recently the drifts have been too heavy for this equipment and the military have expressed their willingness to use their heavy "Cat" equipment to open the road.

Miscellaneous

A conference has been held with the military regarding heavy gun movements between Fort Richardson and the proposed gun placement at Turnagain Arm near Klatt Road.

In view of the fact that we plan to pave the By-Pass road through the military reservation and also the Anchorage-Elmendorf Alternate Through Route, provisions are going to be required for off highway travel of this heavy equipment, therefore, several ideas have been introduced and a full report will be submitted to Headquarters for consideration in the very near future.

Sincerely yours,

E. J. White
District Engineer

EJW/ab

ANCHORAGE, ALASKA
P.O. BOX 160

January 21, 1954

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

Dear Mr. Niemi:

Re: Situation Report for Four-Week
Period ending January 10, 1954.

SURVEYS, INVESTIGATIONS AND PLANS

Susitna-MacLaren Survey - Denali Highway

Work Order 1112

Office work has continued on this survey during the period and the following work has been accomplished:

The "A" Line has been plotted with contours from the beginning to Station 1740+00. All bridge location notes on the "A" Line have been reduced and plotted.

The "L" Line cross sections have been completed and contours plotted to Station 395+00.

Cadastral Survey - Route 410 - Seward-Anchorage Highway

Work Order 1115

Office work has continued on this survey by computing field notes and plotting same.

Final Construction Reports

Final construction reports have been completed on the Glenn A-2, Glenn B-2 and the Anchorage-Elmendorf Alternate Through Route. The final draft of the Seward-Anchorage Highway construction project has been completed and also the Eklutna River Bridge. It is our intention to continue work on construction reports until all projects completed to date have been reported.

Materials Engineering

Materials tests have been made for the proposed paving project of the Glenn A-2 and Anchorage-Elmendorf Alternate Through Route i.e., such as mechanical analysis, abrasion tests and compiling final report.

In addition, aggregate tests have been made for the concrete aggregate for the proposed new bridge projects on the Glenn Highway; namely, Moose Creek, Granite Creek, Chickaloon and Cascade Creek.

Work has also continued on the soil survey of the Sterling Highway and a final report of last season's findings will be available before work resumes during the coming season.

CONSTRUCTION BY FORCE ACCOUNT

Foreman's Quarters - Cantwell

Work Order 1136

Work has continued on the foreman's quarters and the following work has been accomplished to date:

1. Electric wiring is 100% complete
2. Interior plaster board is 85% complete
3. All door jambs have been installed
4. The chimney is 90% complete

This building should be ready for occupancy by April 1st.

MAINTENANCE

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

Work Order 11

During the period we have experienced heavy snowfall which has exceeded any records for the past several years at the end of the period. Fourteen inches of compacted snow remained on the ground in the vicinity of Anchorage and Palmer. This increased our snow removal activity and sanding operations; however, no appreciable amount of overtime was necessary to make the roadways passable.

Sanding operations are becoming more and more essential because of the increased amount of winter travel and it is hoped that this phase of the operation can be reduced next season by the improvement of the surface of the pavement with resealing, applying larger chips and making a non-skid surface in some of the more critical areas.

Route 410 - Seward-Anchorage Highway

Work Order 12

With the heavy snowfalls and thawing action along Turnagain Arm, seven snow slides have occurred between Miles 91 and 96 between Bird and Girdwood. The Bureau of Public Roads also had one large slide five miles south of Girdwood.

With the thawing weather and the slides, continual maintenance resulted; however, the road was never closed for more than six hours at any one time.

After one of these thawing periods along this route and weather then turns cold, a bad icing condition forms which makes travelling almost impossible and sanding has little or no effect. We attempt cutting the ice with blades which gives some relief; however, during these conditions traffic is warned to proceed cautiously.

By the ditching work accomplished during last season, it has been possible to eliminate about 50% of the bad glaciers which we had last winter and it is planned that further work along this line during the coming season will eliminate practically all the bad glaciers along the route.

Route 411 - Spenard Highway

Work Order 13

This important section of road has required considerable winter maintenance and by the increased traffic to and from the new high school, Rowig Hill is a daily maintenance problem of sanding and glacier control which we hope can be improved during the coming construction season by resealing and applying chips in an effort to eliminate the smooth surface which now exists.

Routes 312, 313 and 314 - Matanuska Valley Feeders

Work Order 14

With the unusual snowfall in the Valley our maintenance was increased with snow removal and increased sanding operations. Even with the large snowfall the road was never closed by drifting which is usually common in the Matanuska Valley.

Also, with the raising of the grade in many low spots which gave us trouble heretofore has eliminated road closures by snow drifting. It is hoped by the continuing grade improvements in the Valley we can reduce our winter maintenance appreciably.

Routes 511 and 512 - Sterling Highway and Feeders

Work Order 15

Snow conditions on the Kenai Peninsula have been similar to that around Anchorage requiring snow removal and ice control. Sanding, of course, is not necessary on the Kenai Peninsula because of the gravel surfacing.

Route 013 - Dillingham-Wood River and Feeder

Work Order 110

This section has had considerable snow this season and at the end of the reporting period there was three feet of snow on the level. In many sections such as the swamp section near Windmill Hill drifts as high as 10 feet were common.

The unusual winter condition in the area has presented quite a problem and the equipment available is not adapted to the heavy snowfalls. During a recent storm it took the forces one eight hour shift to clear the road between the village and Windmill Hill which is less than one mile. Winter maintenance in this area is always very expensive but it has been more so this season.

Routes 310, 310.2 and 310.3 - Glenn Highway Locals

Work Order 112

Winter maintenance in this area has been the same as elsewhere in the Valley with the exception of ice control which has been more severe on Route 310.3 as has been reported elsewhere. Even with the extreme snowfall traffic was not delayed for any great length of time on any of these routes.

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

Work Order 113

Winter maintenance work was accomplished on these roads the same as other roads in the area and no other unusual conditions were reported.

Routes 310.1, 410.1 and 411.1 - Anchorage Locals

Work Order 115

These routes have required extensive operations to keep them passable. Snow removal, sanding and ice control have been daily requirements.

"C" Street hill has been included under this work order and frequent sandings have been required to keep traffic moving during the peak hours.

Routes 511.1 and 512.1 - Sterling Highway Locals

Work Order 116

A minimum amount of maintenance has been accomplished on these roadways; however, they have been kept passable and because of the shortage of funds no extensive maintenance will be done for the balance of the winter as there is a very minimum amount of travel on this section of roadway.

Route 511.2 - Homer Locals

Work Order 117

So far this winter we haven't had as much snowfall in the Homer area as elsewhere and this, of course, has helped our snow maintenance considerably. We are also better equipped for snow removal with the addition of the rotary plow which has helped considerable on the hill roads.

Route 014.1 - Kodiak Locals

Work Order 120

We have again had some very mild weather in the Kodiak area causing thawing action along Abbert Road. This has not been too serious although it has required approximately four days' attention by the maintenance crews during the period. All other routes in the area are in very good shape for the winter and a minimum amount of snow removal has been required.

Route 010.5 - Naknek Locals

Work Order 124

This section has required considerable winter maintenance due to a heavy snowfall during the period; however, it has not caused any excess overtime.

Sincerely yours,

E. J. White
District Engineer