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1952

See OTC memo 97



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

Fairbanks District,  
JUNEAU, ALASKA,  
Fairbanks, Alaska,

December 29, 1952

✓	Comm. of Rds.	W.S.M.
✓	Chf. Engr.	W.S.M.
	Admin.	
✓	Op'ns.	B.S.
✓	Engrg.	W.B.S.
	Acc't.	
	Pers.	
	Supply	
cc	J. Niemi	

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

Dear Mr. Niemi:

Situation Report  
December 1, 1952, to December 28, 1952

The weather during this period has been extremely mild for this season of the year. Maximum and minimum temperatures reported for Fairbanks for this period were 29 degrees above and 30 degrees below respectively. Snowfall to date is 13.7 inches.

The mild temperatures with occasional misty weather during the period caused icing on the roadway surface at various locations and considerable sanding was required. Snowfall has been light and very little drifting has ensued. All roads winter maintained by the Fairbanks District were open to traffic at all times.

An item of special note during this period was the fire at the Tok Depot on December 2, 1952, in which Building No. 339 was partially destroyed by fire. The building was occupied by an employee of the Alaska Highway Patrol. The Fire Report was transmitted to Headquarters office by our memorandum of December 8, 1952.

Visitors in the Fairbanks District during this period were:

Mr. William J. Niemi - Chief Engineer - Juneau  
Mr. Wayne Brown - Defense Transportation - Washington, D.C.  
Mr. Harry Bates - Safety Engineer - Juneau

SURVEYS & PLANS

Route 330 (W.O. 346) Glenn Highway - Section "E"

No field work this period.

Mr. Niemi

December 29, 1952

Surveys & Plans - Cont'd.

Route 633 - (W.O. 322) Fairbanks-Nenana Survey

No work this period.

Various Routes (W.O. 365) Farm & Industrial Roads

Engineering work under this work order consisted of:

- (a) Completed Farm & Industrial Road report.
- (b) Completed bridge location survey for crossing Noyes Slough to the Aurora subdivision.
- (c) Checked surveying equipment and made recommendations for next year's program.
- (d) Studies on building and advertising encroachments on road right-of-way.
- (e) Miscellaneous work on gravel pit applications.
- (f) Materials testing and laboratory work.

Personnel (End of period) - Classified - 5  
 Wageboard - 0

Livengood-Rampart Survey (W.O. 366)

Work on this project consisted of checking field notes and plotting profile.

Personnel (End of period) - Classified - 2  
 Wageboard - 0

CONSTRUCTION

(a) By Contract.

No activities this period.

(b) By Force Account.

No activities this period.

RECONSTRUCTION

No activities this period.

Mr. Niemi

December 29, 1952

FARM AND INDUSTRIAL ROADS

No activities this period.

MAINTENANCE & GENERAL

Snow removal and winter maintenance was carried out satisfactorily during this period. Land ice areas have developed at various locations but to date have given no serious trouble.

Three carpenters have completed the work of fixing up two unfinished apartments in Building 343 of the Tok Depot and the apartments are now occupied. The carpenters are now working on Building No. 339 which was partially destroyed by fire on December 2, 1952.

The repair and overhaul program of equipment is proceeding satisfactorily. Progress on this work is as follows:

Fairbanks Shop:

- (a) One TD-24 tractor has been completely overhauled. Another TD-24 is complete except for motor. Two more of these machines have been stripped down and one is now being overhauled.
- (b) Five Isaacson power control units for TD-24 tractors have been overhauled.
- (c) One Caterpillar power control unit that has been awaiting parts has been completely overhauled and installed on tractor.
- (d) An Army Special Service trailer, acquired from surplus, has been reworked and placed in condition for standard hiboy trailer work.
- (e) Three standard dump trucks have been checked and necessary repairs made.
- (f) Installation of Bros rotary plow has been completed on Adams Model 550 Grader. Grader is down awaiting transmission parts.
- (g) Other shop work, (1) rebuilding five motors, (2) power unit made up for deep well pump, (3) Generator, starter, carburetor and fuel pump repair, (4) current maintenance.

Mr. Niemi

December 29, 1952

Maintenance & General - Cont'd.

Tok Shop: -

- (a) One Tournapul has been completely overhauled and another Tournapul overhaul is complete except for motor which is being overhauled in Fairbanks Shop. A third Tournapul is in shop and in process of overhaul.
- (b) Three standard dump trucks and two pickups have been checked and necessary repairs completed.
- (c) Overhaul is partially complete on a Caterpillar D-6 tractor.
- (d) One 550 Adams Grader has had clutch overhaul as well as other general repair.
- (e) Two shovel buckets have been rebuilt and the 10 ton Hiway Trailer has had vacuum brakes converted to air.
- (f) Current equipment maintenance and accessory repairs was carried on throughout the period.

ADMINISTRATION

All functions of the Administrative Division are current. Inventories are presently being determined and are near completion.

The Administrative Officer attended the "Administrative Officers' Conference" in Juneau during the past period, and a number of revisions in procedure were formulated at that time.

The revised cost accounting procedures were instigated, and the Fairbanks District is operating under these revised procedures.

Very truly yours,

  
M. C. Zimmerman  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

Fairbanks District,  
Fairbanks, Alaska.

December 3, 1952

1.	✓	Chf. Engr.	<i>WJN</i>
2.	✓	Admin.	
3.	✓	Op'ns.	<i>BOS</i>
4.	✓	Engrg.	<i>NBD</i>
		Acc't.	<i>Ne</i>
		Pers.	
		Supply	
			<i>S. J. Lewis</i>
			<i>cc Fairbanks</i>

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

Dear Mr. Niemi:

Situation Report  
November 3, 1952 to November 30, 1952

The weather during this period has been extremely mild for this season of the year. Maximum and minimum temperatures reported for Fairbanks for this period were 45 degrees above and 21 degrees below respectively. Snowfall to date is 11.1 inches.

The mild temperatures with occasional rain showers and misty weather during the period caused icing on the roadway surface at various locations and considerable sanding was required. Snowfall has been light and very little drifting has ensued. All roads winter maintained by the Fairbanks District were open to traffic at all times.

Visitors in the Fairbanks District during this period were:

Mr. Harry O. White, Master Mechanic - Anchorage  
Mr. N. W. Watkins - Business agent for American  
Federation of Government Employees

SURVEYS & PLANS

Route 330 (W.O. 346) Glenn Highway - Section "E"

No field work this period.

Route 633 (W.O. 322) Fairbanks-Nenana Survey

No work this period.

Mr. Niemi

December 3, 1952

Various Routes (W.O.365) Farm & Industrial Roads

Engineering work under this work order consisted of:

(a) Continued investigations and surveys on the present and future Farm road program. Petitions and plats were prepared and submitted to the Bureau of Land Management for review and recommendations. District reports and recommendations on the Farm road program will be submitted to Headquarters office the first week in December.

(b) Bridge location survey for crossing of Noyes Slough to the Aurora subdivision.

(c) Study on location, arrangement and installation of antenna poles for new radio hook-up.

(d) Studies on building and advertising encroachments on road right-of-way.

(e) Set grade and slope stakes for approach embankment to Chena River Bridge.

(f) Materials testing.

Personnel (End of Period)	-Classified	7
	Wageboard	0

Livengood-Rampart Survey (W.O.366)

No work this period.

CONSTRUCTION

(a) By Contract.

All contract work has been suspended for the winter.

(b) Force Account.

Route 331 (W.O.321) Taylor Highway

Dec 2 1952 Field construction activities have been discontinued for the winter. Miscellaneous items of work, such as handling materials, may occur throughout the winter.

RECONSTRUCTION

Reconstruction accomplished during this period is as follows:

Route 230 (W.O.370) Alaska Highway. - Placing bridge at Mile 1422.5 and replacing bridges at Sawmill Creek and Sears Creek.

No work this period.

Mr. Niemi

December 3, 1952

Route 230 (W.O.373) Alaska Highway. Reflooring the Johnson River, Yerrick Creek and Tanana River Bridges.

No work this period.

Route 330 (W.O.320) Glenn Highway. Reconstruction and necessary surveys.

Earthwork construction on this project was discontinued on November 8, 1952.

Bridge construction continued throughout the greater portion of the period and work was accomplished as follows:

- (a) Completed work on the Elizabeth Creek bridge. *(At Jillson's Log Cabin Inn)*
- (b) The fender piling, driven to protect the piers on the Little Tok bridge, were cut off at a height below the cap in order that the fender piling act independently in taking impact blows from ice and debris and thus giving added protection to the bridge proper. Diagonal bracing was also completed during this period.
- (c) Repair of bearing piling and the sheathing of the piers on the Big Tok has been completed. Three new bearing piling were driven through openings cut in the deck and two damaged piling were brought into the proper position and repaired.

Apparently there was no reference made to the pier height at the time the sheathing material was ordered. Additional material consisting of 28 only 3x12x28 backing planks for sheathing was obtained from Valdez and one 6" x 18" x 22' stringer was used from Tok bridge stock.

Sheathing and nose timbers were placed to a point ten feet below the caps on all piers, except No.1 from the south end; this was sheathed 9 feet. Starting with the south pier the first five piers are sheathed to stream bed elevation; piers No.6 and 7 are sheathed to the present low water level. The channel is presently on the north side of the bridge; however it is frozen over and the work was easily accomplished without changing the channel.

It is believed that the piling are adequately protected from ice unless a new channel forms at a much lower elevation.

As an added protection, large native spruce piling were driven two feet upstream from the nose piling and are independent of the structure.

- (d) The Clearwater Camp was closed on November 25, 1952, and winter maintenance operations are now handled from the Tok Depot.



Mr. Niemi

December 3, 1952

Route 330 (W.O. 320) Glenn Highway. - (Cont'd)

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared & grubbed	33.38	0.00	33.38
Graded	33.38	0.00	33.38
Gravel Surfaced	33.38	0.00	33.38
Crushed Gravel Surfaced.	0.00	0.00	0.00

Route 630.1 (W.O. 343) Graehl Approach Road. Grading and graveling main road into Graehl and Hamilton Acres.

No work this period.

FARM AND INDUSTRIAL ROADS

No work this period.

MAINTENANCE & GENERAL

Snow removal and winter maintenance was carried out satisfactorily during this period. Land ice areas have developed at various locations but to date have given no serious trouble.

One carpenter has been working on two unfinished apartments in Building 343 of the Tok Depot. These should be ready for use in a short time.

The repair and overhaul program of equipment is proceeding satisfactorily. Progress on this work is as follows:

Fairbanks Shop: ←

(a) Two TD-24 tractors have been completely overhauled and two more are in the shop. One is completely disassembled and is in the process of repair. The other is being disassembled.

(b) Three tank car heaters have been checked, repaired and mounted on trucks ready for service.

(c) The sno-go has been checked, minor repairs made and is now ready for service.

(d) The Frink snow plows have been mounted, the trucks checked and equipment is now ready for use on snow removal.

(e) Three Morman Harringtons with underbody blades have been checked and repairs to the extent of making them serviceable for another season's operation.

Mr. Niemi

December 3, 1952

(f) An Adams motor grader is in the shop for transmission overhaul. Parts are on order and in the interim the rotary snow plow is being mounted. ✓

(g) Two D-8 caterpillars have been in the shop for checkup. One is finished and the other is still down for want of power control unit parts.

(h) Other work consisted of (1) Setting up of brake lining banding machine for shop service, (2) Tooling up of machine shop equipment, (3) Repairing final drive on one ED-5 trailer, (4) Minor repairs on three I.H.C. 3 cu.yards dump trucks, (5) Repair of spare motors and other miscellaneous motors and (6) current maintenance work. ✓

Tok Shop: -

(a) Five Marmon Harrington equipped with underbody blades and Frink blades have been repaired as much as possible and placed in service.

(b) Four Chicago Pneumatic Compressors have been checked and parts required are now on order.

(c) All jackhammers have been disassembled and parts needed have been ordered.

(d) Equipment now under repair consists of one tournapull, one D-6 tractor, one Bay City shovel, one Buckeye shovel and one wagon drill.

(e) Other repairs consists of work on engine accessories and current maintenance work.

(f) Repair work has been completed on five Reo trucks and truck tractors, one International dump truck, one Ford 1000 gallon tanker, one Ford pickup and one Chevrolet 2000 gallon water tank used with fire equipment.

ADMINISTRATION

All functions of the Administrative Division are current. Inventories are currently in progress in the Supply Section.

Very truly yours,

*M. C. Zimmerman*  
M. C. Zimmerman  
District Engineer



# Office Memorandum • UNITED STATES GOVERNMENT

TO : Wm. J. Niemi, Chief Engineer,  
 ARC, Juneau

FROM : H. W. Dunham, Construction Engineer, *slw*  
 ARC, Fairbanks

SUBJECT: Situation Report -

DATE: November 7, 1952

Transmitted herewith is the Situation Report for the period ending November 2, 1952, which Mr. Zimmerman left with me to complete.

Attached you will also find a copy of my Four Week Report ending November 2nd which we thought would help you understand the situation on the Taylor Highway.

①	Chf. Engr.	<i>WJN</i>
③	Admin.	<i>WJN</i>
⑤	Op'ns.	
②	Eng'g.	<i>W.B.S.</i>
④	Acc't	<i>FE</i>
	Pl'n.	
	Sup'ly	
	Sub.	
	<i>C. J. Jakes</i>	
⑤	<i>B. J. Jakes</i>	



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

Fairbanks, Alaska  
Fairbanks, Alaska,

November 3, 1952

.....
Chf. Engr. ....
Admin. ....
Op'ns. ....
Engrg. ....
Acc't. ....
Pers. ....
Supply .....
.....
.....

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

Dear Mr. Niemi:

Situation Report  
October 6, 1952, to November 2, 1952

The weather during this period has been extremely mild for the season of the year. Maximum and minimum temperatures reported for Fairbanks for this period were 56 degrees and 2 degrees F. respectively. Snowfall to date is 8.3 inches.

This period has brought about the gradual shutdown of construction operations and summer maintenance activities. Most of the construction work has been curtailed for the winter and forces are engaged in preparatory work and snow removal on winter maintenance.

Visitors in the Fairbanks District during this period were:

- Mr. Harry Bates - Safety Engineer - Juneau
- Mr. Lloyd E. Johnson - Cost Auditor - General Acct. Office

SURVEYS & PLANS

Route 330 (W.O. 346) Glenn Highway - Section "E"

Engineering work under the work order consisted of taking cross sections, setting construction stakes and inspection of the work in progress. All cross section notes are now completed and have been forwarded to Headquarters' office for plotting.

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Route 633 (W.O. 322) Fairbanks-Nenana Survey

No work this period.

Mr. Niemi

November 3, 1952

Various Routes (W.O.365) Farm & Industrial Roads

Engineering work under this work order consisted of the following:

- Route 130.1 (Bjerremark Road) No work this period
- Route 130.2 (Keeling Road) No work this period
- Route 130.2 (Nordale-Freeman-Tonseth Road) No work this period
- Route 130.4 (Johnson Road) No work this period
- Route 130.5 (Shaw Creek Road) No work this period
- Route 132.1 (Pegler Road) Ran levels on drainage features and set construction stakes.
- Route 132.1 (Becker-Dale-Conn) No work this period
- Route 132.1 (Moore-Cartwright-Conn) No work this period
- Route 631.2 (Chena Hot Springs & Branches) No work this period
- Route 631.1 (Wolff Run Road) No work this period
- Route 633.1 (Chena Pump Station Road Ext.) No work this period

Other engineering accomplished during this period included (a) making reconnaissances of new petitions and working on a program of future farm road construction (c) design work on miscellaneous jobs (c) setting up materials laboratory in new location and running various tests (d) making Jarvis Creek Bridge site survey.

Personnel (End of period) Classified - 4  
Wageboard - 0

Livengood-Rampart Survey (W.O.366)

Study of the survey notes indicate an alternate route from that originally planned will cross the head waters of Chicago Creek, then North about 4 miles to cross the ridge to Alder Creek. Crossing the divide the line will be kept south of the dog trail to keep out of frozen ground. Plans are being made to work up the notes of this season's field work.

Personnel (End of period) Classified - 0  
Wageboard - 0

CONSTRUCTION

(a) By Contract

- I-arc-4121 (Fairbanks Garage) Project Complete
- I-arc-4274 (Shaw Creek Bridge) Project Complete
- I-arc-4263 (Fairbanks to College-Steese Hwy) Project Complete
- I-arc-4298 (Alaska Hwy. Section A, Bl) Work Complete except seal coat and final clean-up which is to be completed next year.
- I-arc-4299 (Noyes Slough Bridge) Project complete

Mr. Niemi

November 3, 1952

(a) By Contract - Cont'd

- I-arc-4303 (Richardson Hwy.-Section "C" Paving) Project complete. Final inspection was made October 3, 1952.
- I-arc-4339 (Richardson "C" Bridges) Project complete
- I-arc-4352 (Fairbanks Warehouse) Project complete
- I-arc-4413 (Chena River & Noyes Slough Bridges) Project is 37% complete. The substructure work for both bridges is now complete. The contractor suspended operations for the winter on October 11, 1952. ARC forces under Work Order 333 have placed additional embankment material on both approaches to the Chena River Bridge during this period. The embankment is being placed to within nine inches of the finished grade for a distance of approximately 150 feet on each bridge approach.
- I-arc-4428 (Tok Garage) No work this period - 27% complete

(b) Force Account *Taylor Highway*

Construction crews on this project suspended operations as follows: Liberty crew, October 10th; Columbia Creek, October 20th; Bridge Crew, October 29th; Engineering work during the period consisted of general supervision and inspection of work under progress.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared & grubbed	135.4	None	135.4
Graded	132.0	0.0	132.0
Gravel Surfaced	95.3	0.0	95.3
Crushed Gravel Surfaced	0.0	0.0	0.0

Personnel (end of period) Classified - 1  
Wageboard - 5

RECONSTRUCTION

Route 130.2 (W.O.360) Badger Road.

Regrading and surfacing approximately five miles of road. Work on this project was continued from last period and has now been completed.

Personnel (end of period) Classified - 0  
Wageboard - 0

Mr. Niemi

November 3, 1952

Route 230 (W.O.370) Alaska Highway - Placing bridge at Mile 1422.5 and replacing bridges at Sawmill Creek and Sears Creek. No work this period. This project is complete except for construction of the bridge at Sears Creek.

Route 230 (W.O.373) Alaska Highway. Reflooring the Johnson River, Yerrick Creek and Tanana River Bridges. No work accomplished on this project to date.

Route 330 (W.O.320) Glenn Highway. Reconstruction and necessary surveys.

Construction on this project consisted of continued operations of placing subgrade fill, shaping slopes and blade grading the surface.

Fender piles have been placed on the Little Tok River Bridge. The timber structure at Elizabeth Creek is almost complete but no work has been accomplished in repairing the Tok River Bridge.

Engineering work consisted of construction staking, taking cross sections and general supervision of the work under progress. This project is considered complete, although the standard of construction set earlier in the season was not entirely adhered to during the last month of construction, for finished grade; the final grade being left as much as 0.5 ft. high or low on the lower limits of the project.

*Change do to covered in Compas with other comparable projects*

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	33.38	0.00	33.38
Graded	33.38	0.00	33.38
Gravel Surfaced	29.30	4.08	33.38
Crushed Gravel Surfaced	0.00	0.00	0.00

Personnel (end of period) Classified - 2  
Wageboard - 5

Route 630.1 (W.O.343) Graehl Approach Road. Grading and graveling main road into Graehl and Hamilton Acres. No work this period.

Route 630.1 (W.O.345) Access Road to Bentley Island. Placing fill across slough. No work this period. Project is complete.

Route 631 (W.O.319) Steese Highway. Reconstruction and necessary surveys. No work this period. Work suspended for the winter.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	11.10	0.0	11.10 miles
Graded	14.65	0.0	14.65 "
Gravel Surfaced	8.50	0.0	8.50 "
Crushed Gravel Surfaced	0.00	0.0	0.00 "

Personnel (end of period) Classified - 0  
Wageboard - 0

Mr. Niemi

November 3, 1952

Reconstruction Cont'd

Route 631.1 (W.O.362) Farmers Loop. Resurfacing of weak sections. No work this period. Project complete.

Route 633 (W.O.361) Ester Road. Widening narrow cuts. No work this period. Project has not been started and no work is contemplated for this season.

FARM AND INDUSTRIAL ROADS

Note: Percent complete as shown below is status of this year's operations on miles of grading shown. Percentages do not include surfacing.

Route 130.1 (Bjerremark Road) 95% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared & grubbed	1.25	0.0	1.25 mi.
Graded	1.25	0.0	1.25 "
Gravel surfaced	0.00	0.0	0.00 "
Crushed gravel surfaced	0.00	0.0	0.00 "

Route 130.2 (Keeling Road) - 100% complete.

Cleared & grubbed	0.38	0.0	0.38 "
Graded	0.38	0.0	0.38 "
Gravel Surfaced	0.00	0.0	0.00 "
Crushed gravel surfaced	0.00	0.0	0.00 "

Route 130.2 (Nordale-Freeman-Tonseth Road) - 60% complete.

Cleared & grubbed	1.50	0.0	1.50 mi.
Graded	1.25	0.0	1.25 "
Gravel surfaced	0.00	0.0	0.00 "
Crushed gravel surfaced	0.00	0.0	0.00 "

Route 130.4 (Johnson Road) - 60% complete.

Cleared & grubbed	0.75	0.0	0.75 mi.
Graded	0.25	0.0	0.25 "
Gravel surfaced	0.00	0.0	0.00 "
Crushed gravel surfaced	0.00	0.0	0.00 "

Route 130.5 (Shaw Creek Road) - 60% complete

Cleared & grubbed	2.0	0.0	2.00 "
Graded	2.0	0.0	2.00 "
Gravel Surfaced	0.0	0.0	0.00 "
Crushed Gravel surfaced	0.0	0.0	0.00 "



Mr. Niemi

November 3, 1952

Route 132.1 (Peger Road). Work on this project consisted of constructing approximately 300 ft. of roadway ditches and improving the roadway. Surface by blading with dozer and motor patrol grader.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared & grubbed	Completed last year		
Graded	" "	" "	
Gravel surfaced	0.10	0.0	0.10 mi.
Crushed gravel surfaced	0.00	0.0	0.00 "

Personnel (end of period) Classified - 0  
Wageboard - 0

Route 132.1 (Becker-Dale-Conn Road). No work this period. Project is practically complete except for gravel surface.

Route 132.1 (Moore-Cartwright-Conn) - 85% complete. Work on this project consisted of dozer blading the surface to make useable for winter travel.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared & grubbed	2.0	0.0	2.0 mi.
Graded	2.0	0.0	2.0 "
Gravel surfaced	0.0	0.0	0.0 "
Crushed gravel surfaced	0.0	0.0	0.0 "

Personnel (end of period) Classified - 0  
Wageboard - 0

Route 631.2 (Chena Hot Springs & Branches) - No work this period. There remains approximately 600' of embankment to be placed, crossing a swamp. Present plans are to do this work early next spring prior to breakup time.

Route 632.1 (Wolff Run Road) - 100% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared & grubbed	0.6	0.0	0.6
Graded	0.6	0.0	0.6
Gravel surfaced	0.0	0.0	0.0
Crushed gravel surfaced	0.0	0.0	0.0

Route 633.1 (Chena Pump Station Road Extension) No work this period. Project has not been started and no work is contemplated for this season.

Mr. Niemi

November 3, 1952

MAINTENANCE & GENERAL

Maintenance activities discontinued during this period include the following:

\*Richardson Highway - October 18, 1952  
\*\*Elliott Highway - October 7, 1952  
Wiseman - October 14, 1952

\*Big Timber to Big Delta  
\*\*Olmes to Livengood

The approaches to the weighing station were completed during this period.

During this period as projects were closed for the winter, the seasonal layoff of personnel was coordinated to place the crews on a winter status. Equipment has been moved and records are being compiled of needed repair work.

The fence being erected around the lower equipment yard is substantially complete.

The camp at Silver Fox is rapidly being winterized and much permanent installation is being made.

The warm storage area is being increased by alteration to the old shop building and in this same building, the soils laboratory is being moved into the former stock room.

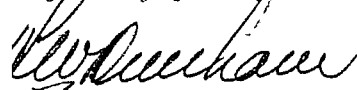
Snow stakes and culvert location stakes have been placed throughout the road system.

ADMINISTRATION

All functions of the Administrative Division are current. The seasonal layoff of wageboard and classified personnel has been to a large extent completed during the past period. This layoff was accomplished in accordance with Reduction-in-force procedure. Currently, the reclassification of remaining personnel is in progress in order to coordinate position assignment with classification.

Mr. Lloyd E. Johnson, General Accounting Office Auditor, is in process of conducting a G.A.O. audit of the Fairbanks District.

Very truly yours,



Harvey W. Dunham  
Construction Engineer

W. G. Zimmerman, District Engineer,  
ARC, Fairbanks

November 3, 1952

Harvey W. Dunham, Construction Engineer  
ARC, Fairbanks

Four Week Report Ending November 2, 1952

### Introduction

1. During the period just ended, activity has been more or less centered on completing projects and getting equipment and personnel moved in from isolated stations to Tok and Fairbanks.

2. The Taylor Highway Project has been closed except for a bridge crew who have been engaged in building bridges at O'Brien Creek and Alder Creek.

3. The Chena River and Noyes Slough (at Minnie St.) Bridges under contract construction were discontinued for the season on October 15, 1952.

4. By lowering the standard of construction and permitting omissions of slope and shoulder construction, the Glenn Highway (Section "E") was completed to the Little Tok River Bridge.

5. The Farm Road construction schedule has been met and this period finds the Fairbanks Section concentrating on completing the Chena Bridge approaches.

6. The Rampart Survey was definitely terminated October 10th with the return to Fairbanks of T. Hugh Wilson and Walter Cooley.

### Engineering Personnel

1. Taylor Highway:	Richard Stack - Res.Engr. - GS-9
	Paul Wagner - Engr.Aide - GS-7
2. Chena River Bridge:	Donald Durnell - Res.Engr. - GS-9
3. Rampart Survey:	T. Hugh Wilson - Chf.Surveys & Plans - GS-11
	Walter Cooley - Highway Engr. - GS-7
4. Glenn Highway - Sect.M -	
	Robert Templeton - Res.Engr. - GS-9
	Allyn Brown - Engr.Aide - GS-7
	Gregory Novak, Jr. - Hwy Engr - GS-7
	Herbert Ebel - Engr.Aide - GS-5
	Walter Sanders - Engr.Aide - GS-5
	Oscar Weber - Engr.Aide - GS-5
	Patrick Young - Engr.Aide - GS-3
	Linden Sargent - Engr.Aide - GS-4
	K. Sensenbrenner - Hwy Engr - GS-7

Mr. Zimmerman

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5. Farm Roads:	Robert Smith -	Res.Engr. - GS-9
	Peter Broers -	Engr.Aide - GS-6
	S.P.Morrison -	Hiway Engr- GS-7

### Surveys & Plans

1. On the Taylor Highway, the construction crew supervised by Wyman Fritsch discontinued road construction October 10th. Fritsch then started transporting diesel oil ahead to Dime Creek, approximately halfway between Liberty and Columbia Creek where a cache will be made that the spring oil requirements can be supplied. James Democenzo kept his construction party operating to October 20th. The bridge crew supervised by Jess Davis continued working on the Alder Creek Bridge to October 29th.

2. Camps in the main were winterized except at Columbia Creek. All equipment was moved from there to the Forty Mile camp except a D-8 dozer, which was moved ahead to a point 6 miles from Eagle.

3. The Forty Mile camp was winterized and as this camp is situated on private property, it undoubtedly will be moved next spring to the flat area at the South approach to the O'Brien Creek Bridge.

4. Survey work involving cross sections of the Glenn Highway, Section "E" was completed to the Little Tok River Bridge. Camps were discontinued except at the Tok main depot.

5. The survey party was disbanded except for Messrs. Brown and Young who were left at Tok to set drainage grades for the lateral ditches being constructed along the right-of-way.

6. The Rampart Survey was discontinued as of October 10th with the arrival of Messrs. Wilson and Cooley at the Fairbanks District Office. Equipment and supplies were cached.

7. The Farm Roads surveys are continuing although hampered by lack of engineering personnel. With the arrival of engineers from Forty Mile and Tok, it is contemplated to continue field work until the weather becomes too severe for outside work.

### Construction

1. Construction work accomplished on the Taylor Highway this period remains materially the same as was reported for the previous period ending October 5th, except for the work accomplished by the bridge crew.

2. A report follows of the completion status of the Forty Mile River Bridge and O'Brien and Alder Creek Bridges:

(a) Forty Mile River Bridge - 300 ft. steel span is still 98% complete with the following work incomplete on the south abutment:

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- Rail Posts
- Hand Rails
- Wing curbs
- Wing rails
- Rocker adjustment.

(b) O'Brien Creek Bridge - 200 ft. steel span is 99% complete requiring 5/8 inch bolts at points of intersection of 2 top diagonals. Fill counter sunk bolts on top of curb with waterproofing asphalt on tar where short bolts were used to accommodate nailer strips on top of steel stringers. 5/8-inch and 1/2-inch bolts were used instead of 3/4-inch bolts in constructing the bulkheads due to the lack of construction materials at the bridge site when the work was started. For the same reason, nailers and wing posts were 3" x 6" creosoted instead of 4" x 6" creosoted material as specified. The rockers on this structure will require setting and would suggest a hand rail be placed on the structure.

(c) Alder Creek Bridge - 3 - 25 ft. wood spans. This structure is considered 95% complete. Stringer splices are required on all exterior stringers. Four hand rails are needed together with wing curbs and hand rails for the south abutment. At the north abutment 4 wing planks, posts, hand rails and wing curbs are required. This bridge will require 7 foot fills at both approaches. A list of the material needed to complete the structure is as follows:

- 3 pos. 3" x 10" - 25'0" S&S handrails
- 2 " 3" x 12" - 14' 0"
- 4 " Stringers splices

3. There is an excess of bridge material at the Alder Creek bridge site as follows:

- 7 pos. 21 ft. creosoted piles
- 1 " 31 ft. " "
- 1 " 6" x 20" - 26'0" stringer
- 1 " 6" x 18" - 22'0" "
- 1 " 10 ft. pile cutoff

4. A breakdown of rough grading, stripping, grading, ditching, and surfacing on the Taylor Highway is given herewith. It will be noted that these estimates are based upon work reported as completed during previous construction years and that a corrected estimate is also given to indicate the amount of rough grading estimated to be complete as of the end of the 1952 construction season.

5. Between Polly Creek and Liberty the following construction was complete:

(a) Rough Graded:

Season - 5.29 miles - To Date 128.95 miles -  
Corrected - 127.31 "

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(b) Cleared and stripped:  
Season - 2.0 miles - To date - 135.4 miles

(c) Graded and ditched:  
Season - 2.1 miles - To date - 115.03 miles

(d) Gravel surfaced:  
Season - 3.2 miles - To date - 95.3 miles

6. Final Estimates on Construction - 1952

Stripping:

Alaska Highway to end of construction - (21.3 miles North of Liberty) Virtually 100% for 132.08 miles

End of Construction to Eagle - 0% - 25.74 miles

Stripping: Total Area - 85% for 157.82 miles

Rough Grading: Has been broken down as follows:

Alaska Highway to Junction Dawson Hwy. -100% for 94.2 miles  
Dawson Junct. to Polly Creek - 100% for 10.3 miles

Sta. 5210 - 5401	100%	191.0	Sta.
5401 - 5417	70%	11.2	"
5417 - 5446	100%	29.0	"
5446 - 5536	85%	76.5	"
5536 - 5584	70%	33.6	"
5584 - 5595	50%	5.5	"
5595 - 5603	60%	4.8	"
5603 - 5606	100%	3.0	"

Average - 89.5% for 7.51 miles

40 Mi. River to Alder Creek:

Sta. 5606 - 5613	90%	6.3	Sta.
5613 - 5643	100%	30.0	"
5643 - 5677	95%	32.3	"
5677 - 5703	75%	21.7	"
5706 - 5783	60%	46.2	"
5783 - 5831	70%	33.6	"
5831 - 5835	80%	3.2	"
5835 - 5837	70%	1.4	"
5837 - 5838	0%	0.0	"

Average - 76.3% for 4.39 mi.

Alder Creek to O'Brien Creek Camp:

Sta. 5838 - 5839 80% 0.8 Sta.

Alder Creek to O'Brien Creek Camp Cont'd.:

Sta. 5839 - 5857	90%	16.2	Sta.
5857 - 5871	70%	9.8	"
5871 - 5898	90%	26.1	"
5898 - 5910	70%	8.4	"
5910 - 5958	90%	43.2	"
5958 - 5960	50%	1.0	"
5960 - 5980	80%	16.0	"

Average - 85.6% for 2.68 mi.

O'Brien Creek Camp to Columbia Cr.

Sta. 5980 - 6107	80%	101.6	Sta.
6107 - 6140	50%	16.5	"
6140 - 6157	70%	11.9	"
6157 - 6217	50%	30.0	"
6217 - 6223	30%	1.8	"

Average - 66.6% for 4.60 mi.

Columbia Creek to Liberty:

Sta. 6223 - 6235	50%	6.0	Sta.
6235 - 6236	70%	0.7	"
6236 - 6239	95%	2.9	"
6239 - 6242	85%	2.6	"
6242 - 6243	60%	0.6	"
6243 - 6248	50%	2.5	"
6248 - 6251	40%	1.2	"
6251 - 6254	30%	0.9	"
6254 - 6260	20%	1.2	"
6260 - 6262	50%	1.0	"
6262 - 6279	25%	4.3	"
6279 - 6288	30%	2.7	"
6288 - 6295	50%	3.5	"
6295 - 6324	60%	17.4	"
6324 - 6339	40%	6.0	"
6339 - 6485	60%	87.6	"
6485 - 6489	40%	1.6	"
6489 - 6499	60%	6.0	"
6499 - 6505	40%	2.4	"
6505 - 6520	60%	9.0	"
6520 - 6542	70%	15.4	"
6542 - 6600	60%	34.8	"

Average - 55.8% for 7.14 mi.

Liberty to end of construction:

Sta. 6600 - 6601	0%	0.0	Sta.
6601 - 6605	100%	4.0	"

Liberty to end of construction: (Cont'd)

Sta. 6605 - 6618	50%	6.5 Sta.
6618 - 6667	75%	36.7 "

Average - 70.4% for 1.26 mi.

End of Construction to Eagle - 0% for @ 25.74 mi.

Rough Grade

Total Ave. = @ 80% complete for 157.82 mi. total

III. Grading & Ditching: No accurate breakdown will be shown except roughly:

Alaska Highway to Polly Creek Camp	70%	@ 104.5 mi.
Polly Cr. Camp to Forty Mile	30%	@ 7.51 mi.
Forty Mile to Liberty	1%	@ 18.81 "
Liberty to Eagle	0%	@ 27.00 "

Approx. Total Ave. = 47% for 157.82 mi.

Surfacing:

92.9 miles in 1951 plus 1.1 miles of original construction  
this year = 94.0 miles

Average = 59% complete for 157.82 mi.

\*Does not include annual maintenance.

Culverts - 1952

3539 + 94 (Chicken) 6' Round x 116'  
(Lost Chicken) 5' Round x 88'

4952 + 75	30" x 19 1/2"	x 66'
4969 + 10	13" x 18"	x 36'
4979 + 00	13" x 18"	x 36'
4983 + 00	30" Round	x 36'
5084 + 50	30" x 19 1/2"	x 40'
5440 + 00	13" x 18"	x 60'
5593 + 66	27" x 43"	x 76'
5617 + 90	13" x 18"	x 44'
5628 + 10	13" x 18"	x 26'
5650 + 00	13" x 18"	x 50'
5663 + 00	13" x 18"	x 40'
5667 + 00	13" x 18"	x 54'
5698 + 30	13" x 18"	x 44'
5719 + 50	30" x 19 1/2"	x 42'
5772 + 50	13" x 18"	x 32'
5779 + 10	30" x 19 1/2"	x 48'



5800	+	25	13" x 18" x 42"
5825	+	20	30" Round x 40"
5831	+	00	13" x 18" x 40"
5859	+	00	Barrel x 32"
5883	+	50	30" x 19 1/2" x 34"
5897	+	90	13" x 18" x 34"
5909	+	40	Barrel x 36"
5911	+	90	30" x 19 1/2" x 38"
5924	+	00	13" x 18" x 34"
5931	+	00	26" x 42" x 86"
5938	+	50	13" x 18" x 34"
6001	+	00	Timber Crib x 92"
6008	+	25	13" x 18" x 34"
6068	+	00	13" x 18" x 34"
6093	+	00	30" Round x 38"
6111	+	00	Barrel x 32" (Temp.)
6140	+	25	72" x 44" x 84"
6235	+	50	13" x 18" x 44"
6250	+	45	13" x 18" x 54"
6260	+	55	13" x 18" x 58"
6267	+	85	13" x 18" x 50"
6277	+	60	13" x 18" x 58"
6286	+	85	13" x 18" x 44"
6296	+	20	Barrel x 42" (Temp.)
6297	+	85	60" x 36" x 44"
6317	+	14	72" x 44" x 110"
6328	+	00	30" x 19 1/2" x 34"
6614	+	00	Barrel x 28" (Temp.)

Boundary Road:

- 5 - 13" x 18" x 32"
- 3 - 13" x 18" x 30"
- 6 - 13" x 18" x 26"

Temp: 6122 + 50 Barrel x 30"

1. The Glenn Highway, Section "E" construction was completed as of October 27th, except for a small amount of shoulder sloping, ditching and drainage work.

2. The engineering force completed the cross sectioning work on the "as built" basis and were returned to Fairbanks with the exception of two men who remained on the project to supervise the building of large drainage structures at right angles to the road.

3. Bridge work was and still is going forward with additions to the Little Tok River Bridge and construction of Elizabeth Creek Bridge. The repair work required on the Tok River Bridge will be done as soon as the Elizabeth Creek Bridge is completed.

4. Fender piles driven on the upstream side of the Little Tok River Bridge are in contact with the bridge caps. It was not intended that the fender piling be incorporated as a component part of the bridge structure but rather as an independent construction placed in a position away from the bridge bents to fend off ice cakes and other debris from the bridge proper. Subsequent placement of fender piles for this type of structure should be located upstream far enough to protect the bridge piling from direct impact.

5. Engineering work on Glenn Highway Section "E" completed to date in miles is as follows;

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Centerline Restaked	33.381	0.00	33.381
Centerline Offset	33.381	0.00	33.381
Construction Staked	33.381	0.00	33.381
Profile Centerline	33.381	0.00	33.381
*Profile Offset	24.000	0.00	24.000
*Blue Tops Set	15.100	0.00	15.100
*Shoulder Grades Placed	8.000	0.00	8.000
Cross Sections - As Built	15.100	18.281	33.381
Grade Changes - Staked	4.000	0.00	4.000

\* Indicates engineering work eliminated.

6. Construction work on the Glenn Highway Section "E" completed to date in miles is as follows;

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	33.381	0.000	33.381
Graded	33.381	0.000	33.381
Gravel Surfaced	29.300	4.081	33.381
Gravel surface to blue tops including shoulder and ditches	18.100	10.000	28.100
Gravel surfaced to blue tops not including shoulders and ditches	8.200	25.181	33.381
Random rip rap	1379 C.Y.	0.000	1379 C.Y.

7. Lateral ditches are being built between Clearwater Camp and a point three miles north. Six large ditches have been staked out.

8. The Glenn Highway construction of Section "E" got off to a late start, it being late in June before any concerted construction effort was apparent. This late start together with consistent equipment breakdown brought about a condition where standards of construction were lowered and in general, certain phases of the operation was omitted entirely that the project might go on the records as completed. Some sections of the lower construction may only be as close as 0.5 foot to grade.

#### Farm Roads

1. Most of the activities of the engineering party this period centered around making reconnaissances of new petitions and working on a program for future construction.

2. Projects engineered this period were;

W.O. 363 (a) Pagler Road  
(b) Recker-Dale-Conn - no work  
(c) Chena Hot Springs - no work  
(d) Moore-Cartwright-Conn - inspection only  
(e) Moore-Cartwright-Conn - inspection only  
(f) Wolff Run Road - easement study  
(g) Keeling Road - no work  
(h) Chena Pump Extension - no work  
(i) Nordale-Freeman-Tonseth - no work  
(j) Bjerremark Road - no work

W.O. 364 (a) Shaw Creek Road - no work  
(b) Johnson Road  
(1200 ft. rough graded complete - 2640 ft. rough graded  
30 per cent.)

W.O. 348 (a) Harding Lake Road  
(Foot reconnaissance and some grading in spots.)

Miscellaneous work includes 13 new petitions received and processing them is under way. A full report on farm roads is being prepared for next period.

Design of warehouse lavatories was completed this period but rejected by Headquarters in favor of a design placing lavatories under the present warehouse roof.

Staking of Chena River Bridge approaches was followed by crews making the fills. The work is still in progress.



RETURN TO FILE

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.

October 10, 1952

①	Chf. Engr. W.J.M.
④	Admin. [Signature]
②	Op'ns. [Signature]
③	Engrg. W.B.S.
⑤	Acc't. [Signature]
	Pers. ....
	Sup-ly ....
⑥	[Signature]
	cc. Fair

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

Dear Mr. Niemi:

Situation Report  
September 8, 1952, to October 5, 1952

The weather during the period has been cool and cloudy with considerable rain and some snow. Freezing temperatures have occurred on several occasions but thus far, there has been no major freezing to hinder construction operations and work has proceeded with continued progress.

Visitors in the Fairbanks District during this period included:

- William J. Niemi - Chief Engineer - Juneau
- B. D. Stewart, Jr. - Chief, Operations Division - Juneau
- H. B. Schultz - Chief Engineering - Juneau
- A. J. Marshall - Contracts Engineer - Juneau
- W. S. Klockenteger - Chief, Materials Branch - Juneau
- George Bond - Real Estate Branch - Juneau
- George Russell - Survey & Road Design Branch - Juneau
- Mr. Edman - General Services Administration - Seattle

Surveys and Plans

Route 330 (W.O. 346) Glenn Highway - Section III

Engineering work under this work order consisted of taking cross-section notes for design purposes and also obtaining materials samples for laboratory analysis this coming winter. Sixteen miles have been cross-sectioned to date.

Route 633 (W.O. 322) Fairbanks-Nenana Survey

No work this period.

Mr. Wm. J. Niemi

October 10, 1952

Various Routes (W.O. 365) Farm & Industrial Roads

Engineering work under this work order consisted of the following:

Route 130.1 (Bjerremark Road) - No work this period.

Route 130.2 (Keeling Road) - No work this period.

Route 130.2 (Nordale-Freeman-Tonseth Road) - No work this period.

Route 130.4 (Johnson Road) - Considerable reconnaissance was required on this route in order to determine the best location for avoiding a large swamp. Easements have been secured and the project staked for construction.

Route 130.5 (Shaw Creek Road) - Two miles located, easements were secured and the project staked for construction.

Route 132.1 (Peter Road) No work this period.

Route 132.1 (Becker-Dale-Conn Road) - Supervision on installation of a twenty-five foot wooden bridge.

Route 132.1 (Moore-Cartwright-Conn) - No work this period.

Route 631.2 (Chena Hot Springs & Branches) - No work this period.

Route 632.1 (Wolff Run Road) - No work this period.

Route 633.1 (Chena Pump Station Road Extension) - No work this period.

Other engineering accomplished during this period included staking of Dawson Street and 3rd Avenue in Graehl for grading and gravel, placing stakes for fencing in the lower yard and making reconnaissance surveys and studies for next year's Farm Road program.

Personnel (end of period) Classified - 4  
Wageboard - 1

Livengood-Rampart Survey (W.O. 366)

The preliminary location line has been staked to Station 550 + 00 and will run down the east slope of Chicago Creek. When the ridge to the East becomes low enough it is proposed to cross over to Alder Creek and McDermott Creek. This will bring the preliminary line within a couple of miles of Hess Creek.

Personnel (end of period) Classified - 2  
Wageboard - 4

Mr. Wm. J. Niemi

October 10, 1952

Construction

(A) By Contract

- I-arc-4121 (Fairbanks Garage - No work this period.
- I-arc-4263 (Fairbanks to College and Portion of Steese Highway) - No work this period.
- I-arc-4274 (Shaw Creek Bridge) - No work this period.
- I-arc-4298 (Alaska Highway - Section A,B1) - Work progressing satisfactorily under the supervision of the B.P.R. Pavement has been placed. Seal coat and final cleanup to be completed next year.
- I-arc-4299 (Noyes Slough Bridge) - No work this period.
- I-arc-4303 (Richardson Highway Section "C" Paving) - Work substantially complete. Final inspection was made on October 3, 1952.
- I-arc-4339 (Richardson Highway Section "C" Bridges) - No work this period.
- I-arc-4352 (Fairbanks Warehouse) - No work this period.
- I-arc-4413 (Chena River & Noyes Slough Bridges) - Project is 36% complete.

This period has seen the contractor in an all-out effort to make up for the time lost during the high water stages of the last period. His primary aim is to get sub-structure work completed before freeze-up. Present progress indicates this will be accomplished.

Personnel (end of period) - Classified 2  
Wageboard 0

- I-arc-4428 (Tok Garage) - Project is 21% complete.

Foundation work and a portion of floor slab has been completed. Work was suspended for the winter on September 21, 1952.

Mr. Wm. J. Miemi

October 10, 1952

(B) Force Account

Route 331 (W.O.321) - Taylor Highway - It is now possible to drive the entire distance from Tetlin Junction to Liberty except for a short section of rock work at Station 6136. This rock work will be accomplished in a week or ten days.

Construction work during this period included the following:

(1) Graveling the worst sections of Jack Wade hill near the Boundary Spur and Taylor Highway intersection.

(2) Rock work between Polly Creek and the Forty Mile Bridge.

(3) Rock work at the south approach to the Forty Mile Bridge.

(4) Continued erection of the O'Brien Creek bridge. This bridge was substantially complete at the close of the period.

(5) Making fills for the approaches to the Alder Creek bridge and gravel surfacing north of Alder Creek.

(6) Rock work at Station 6136.

(7) Widening and fill work from the O'Brien crossing to Columbia.

(8) Widening and gravel surfacing from Liberty toward Eagle for a distance of one-half mile.

(9) Started construction work on erection of Alder Creek Bridge.

Engineering work consisted of general supervision and inspection of work under progress.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared & Grubbed	135.4 Mi.	None Mi.	135.4 Mi.
Graded	129.97 "	2.03 "	132.0 "
Gravel Surfaced	94.3 "	2.2 "	96.5 "
Crushed Gravel Surfaced	0.0 "	0.0 "	0.0 "

Personnel (end of period) - Classified 2  
Wageboard 55

Mr. Wm. J. Niemi

October 10, 1952

Reconstruction

Route 130.2 (W.O. 360) Badger Road - Regrading and resurfacing approximately five miles of road.

This project was started during this period and is approximately 60% complete.

Personnel (end of period) - Classified - 0  
Wageboard - 7

Route 230 (W.O. 370) Alaska Highway - Placing bridge at Mile 1422.5 and replacing bridges at Sawmill Creek and Sears Creek.

No work this period.

Route 230 (W.O. 373) Alaska Highway - Reflooring the Johnson River, Yerrick Creek and Tanana River Bridges.

No work this period.

Route 330 (W.O. 320) Glenn Highway - Reconstruction and necessary surveys.

Construction on this section consisted of continued operation of placing subgrade fill, shaping slopes and blade grading the surface.

Engineering work consisted of construction staking, taking cross-section and general supervision of the work under progress.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	33.38 Mi.	None Mi.	33.38 Mile.
Graded	33.38 "	None "	33.38 "
Gravel Surfaced	25.10 "	4.2 "	29.3 "
Crushed Gravel Surfaced	None "	None "	0.00 "

Personnel (end of period) Classified - 8  
Wageboard - 30

Route 630.1 - (W.O. 343) Graehl Approach Road - Grading and graveling main road into Graehl and Hamilton Acres.

Regraded and graveled approximately 1/2 mile on 3rd Street and Dawson Street in Graehl.

Personnel (end of period) Classified - 0  
Wageboard - 0



Mr. Wm. J. Niemi

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Route 630.1 (W.O.345) Access Road to Bentley Island → Placing fill across Slough.

Work on this project was completed at the beginning of this period.

Route 631 (W.O.319) Steese Highway → Reconstruction and necessary surveys.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	10.10 Mi.	1.0 Mi.	11.10 Mi.
Graded	14.65 "	0.0 "	14.65 "
Gravel Surfaced	8.50 "	0.0 "	8.50 "
Crush Gravel Surfaced	0.00 "	0.00 "	0.00 "

Personnel (end of period) Classified - 0

Wageboard - 0

Route 631.1 (W.O.362) Farmer's Loop → Resurfacing of weak sections.

No work this period.

Route 633 (W.O.361) Ester Road → Widening narrow cuts.

No work this period.

Farm & Industrial Roads

Note: Percent complete as shown below is status of this year's operations on miles of grading shown. Percentage does not include surfacing.

Route 130.1 - (Bjerremark Road) → 95% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	1.0 Mi.	0.25 Mi.	1.25 Mi.
Graded	1.0 "	0.25 "	1.25 "
Gravel Surfaced	0.0 "	0.00 "	0.00 "
Crushed Gravel Surfaced	0.00 "	0.00 "	0.00 "

Route 130.2 (Keeling Road) → 100% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.38 Mi.	0.0 Mi.	0.38 Mi.
Graded	0.38 "	0.00 "	0.38 "
Gravel Surfaced	0.00 "	0.00 "	0.00 "
Crushed Gravel Surfaced	0.00 "	0.00 "	0.00 "

Mr. Wm. J. Niemi

October 10, 1952

Route 130.2 (Nordale-Freeman-Tonseth Road) - 60% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	1.50 Mi.	0.0 Mi.	1.50 Mi.
Graded	1.25 "	0.0 "	1.25 "
Gravel Surfaced	0.0 "	0.0 "	0.0 "
Crushed Gravel Surfaced	0.0 "	0.0 "	0.0 "

Route 130.4 (Johnson Road) - 60% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.0 Mi.	0.75 Mi.	0.75 Mi.
Graded	0.0 "	0.25 "	0.25 "
Gravel Surfaced	0.0 "	0.0 "	0.0 "
Crushed Gravel Surfaced	0.0 "	0.0 "	0.0 "

Personnel (end of period) - Wageboard - 4

Route 130.5 - (Shaw Creek Road) - 60% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.0 Mi.	2.0 Mi.	2.0 Mi.
Graded	0.0 "	2.0 "	2.0 "
Gravel Surfaced	0.0 "	0.0 "	0.0 "
Crushed Gravel Surfaced	0.0 "	0.0 "	0.0 "

Route 132.1 (Peger Road)

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	Completed last year.		
Graded	" " "		
Gravel Surfaced	0.0 Mi.	0.10 Mi.	0.10 Mi.
Crushed Gravel Surfaced	0.0 "	0.0 "	0.0 "

Route 132.1 (Becker-Dale-Conn Road)

Installation of the one bridge and the one culvert planned for this year's operation is now complete.

Route 132.1 (Moore-Cartwright-Conn) - 85% complete

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	2.0 Mi.	0.0 Mi.	2.0 Mi.
Graded	2.0 "	0.0 "	2.0 "
Gravel Surfaced	0.0 "	0.0 "	0.0 "
Crushed Gravel Surf.	0.0 "	0.0 "	0.0 "

Mr. Wm. J. Niemi

October 10, 1952

Route 631.2 (Chena Hot Springs & Branches)

Approximately 400 feet of embankment fill was placed across a portion of one swamp during this period.

Route 632.1 (Wolff Run Road) - 100% complete.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.0 Mi.	0.6 Mi.	0.6 Mi.
Graded	0.0 "	0.6 "	0.6 "
Gravel Surfaced	0.0 "	0.0 "	0.0 "
Crushed Gravel Surfaced	0.0 "	0.0 "	0.0 "

Route 633.1 (Chena Pump Station Road Extension)

No work this period.

Maintenance and General

Roadway maintenance activities continued throughout the District and surfaces were kept in good condition for travel at all times.

Of special note is a large rock slide which covered the Richardson Highway at a point just north of the Tanana River bridge. The slide occurred on the night of September 22, 1952, and involved approximately 3000 cu. yds. of materials. Traffic was delayed for approximately thirty minutes, while a few large rocks were removed. Flagmen remained at slide until a shovel crew arrived at 4:30 AM on the 23rd. Slide material was used to riprap approximately 300 feet of the south bridge approach and for installing two finger dikes at Mile 280.6 where the Tanana River was cutting towards the highway.

Maintenance activities discontinued during this period included the following:

- (1) Maintenance work at Ruby - September 20th
- (2) " " " Manley Hot Springs - September 20th
- (3) " " off the Steese Highway northward from Chatanika was discontinued on October 4th.

Maintenance, repair and general overhaul of equipment continued throughout the period.

Mr. Wm. J. Niemi

October 10, 1952

Administration

Presently, the seasonal layoff of temporary wageboard employees and the furlough of some permanent wageboard employees is being effected in accordance with reduction-in-force procedure. A number of the Classified Temporary engineering personnel have completed their contracts and departed. Their per diem accounts are now being brought current and closed out.

As camps are closed, property items are being returned to the warehouse stock and the necessary surveys and other stock records prepared. Considerable work in the Tok Area remains to be done along the Property and Supply line.

Generally, all functions of the Administrative Division are current.

Very truly yours,

*M. C. Zimmerman*  
M. C. Zimmerman  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.  
September 10, 1952

6	W. S. Klockenteger
1	Chf. Engr. W. J. Niemi
9	Admin. [Signature]
6	Op'ns B. S.
2	Engrg. J. B. S.
4	Acc't [Signature]
	Pers. _____
	Supply _____
3	Poster RN
	de Gaires

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

Dear Mr. Niemi:

Re: Situation Report for Period  
Ending September 7, 1952

August is usually our wettest month; however, although frequent light rains occurred during this month, the total precipitation was less than half of the normal. Temperatures were very near normal for the month. The first seven days of September were very wet and cold. The rainfall was twice the normal and the temperatures averaged four degrees colder than normal for this period. The first freeze was reported on August 23rd but light scattered frosts were reported as early as August 16th.

Visitors to the Fairbanks District include:

- William J. Niemi - Chief Engineer - Juneau
- Wallace C. Sharples - Personnel Officer - Juneau
- W. S. Klockenteger - Chief, Materials Branch - Juneau
- Harry Bates - Safety Engineer - Juneau
- John G. Shepard - Office Engineer - Juneau
- Harry O. White - District Mechanic - Anchorage

Surveys, Investigations and Plans

W. O. 365 (Farm and Industrial Road Surveys)

The survey party on farm and local roads accomplished the following work this period:

- Route 130.2 - Keeling Road. Easements secured and staked for construction for three-eighths miles.
- Route 130.4 - Johnson Road. Two miles staked for construction.
- Route 130.5 - Shaw Creek Road. Preliminary reconnaissance made on alternate route.
- Route 132.1 - Moore-Cartwright-Conn Extension. This report covers the two petitions 51-9 and 50-3 which were consolidated and revised. Three miles staked for construction.
- Route 132.1 - Bjerremark Road. Three quarters of a miles staked for construction.
- Route 132.1 - Becker-Dale-Conn Road. Twenty five foot wooden trestle staked for construction.
- Route 632.1 - Wolff Run Road. Easements secured and staked for construction for three quarters of a mile. One half mile through property of Alaska Railroad

31/274



staked on center-line but construction staking delayed pending granting of easement.

W.O. 366 (Livengood-Ramoart Survey)

No field report has been received on this project. To our knowledge work is progressing satisfactorily and at last report the crew had located and staked 8.0 miles of line.

The two temporary employees, Mr. Garlinghouse and Mr. Whitescarver, terminated on August 30 and September 3 respectively. Two wageboard employees were hired locally to replace these men and to finish out the season.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Located	4.0 miles	*4.0 miles	*8.0 miles
Personnel (end of period)	- classified 5	wageboard 5	

\*This information is not substantiated in writing; it was conveyed by word of mouth.

Construction

(A) By Contract.

I-arc-4263 (Fairbanks to College and Portion of Steese Highway)

No work this period.

I-arc-4274. (Shaw Creek Bridge)

The field work on this project has been completed and final inspection and acceptance of this project, which forms a part of the above contract, has been made. The final estimate is being prepared by Headquarters' Office.

I-arc-4298 (Alaska Highway - Section A,B1)

Work progressing satisfactorily under the supervision of the B.P.R.

I-arc-4299 (Noyes Slough Bridge)

The field work on this project has been completed and final inspection and acceptance of this project, which forms a part of the above contract, has been made. The final estimate is being prepared by the Headquarters' Office.

I-arc-4303 (Richardson Highway - Section C)

Work progressing satisfactorily under the supervision of the B.P.R.

I-arc-4339 (Richardson "C" Bridges)

Final estimate completed and forwarded to Headquarters under date of September 4.

Mr. William J. Niemi

September 10, 1952

I-arc-4352 (Fairbanks Depot Warehouse)

The field work on this project has been completed and final inspection and acceptance of project has been made. The final estimate has been prepared and will be forwarded to Headquarters immediately upon obtaining the necessary signature.

I-arc-4413 (Chena River and Noyes Slough Bridges)

Chena River Bridge - 30.1% complete.

Most all of the work on this bridge for this period was concentrated on the construction of pier no.2. The contractor completed driving piling; placed concrete for seal coat; pumped out cofferdam, placed forms, reinforcing steel, and concrete for footings pour; stripped footing forms; placed forms, reinforcing steel, and concrete for body of pier no.2; pier forms stripped and one half of the sheet piles of cofferdam removed.

He constructed a berm out from the north bank to the location of pier no.3. On this berm he constructed a causeway of timber on which to maneuver his crane into position for driving. Drove the sheetpiling for the upstream side of the cofferdam of pier no.3.

The heavy rains during the first part of September caused the water level of the Chena River to rise to such an extent that all work on the above mentioned piers ceased.

Noyes Slough Bridge - 30.2 complete

The contractor accomplished the following work on this structure: Finished forms, set reinforcing steel, and placed concrete for east and west abutments and caps of piers no.1 and 2; welded the clips for the backing plank to the piling.

Construction staking by the engineering crew was carried out as needed to carry on the work of this contract.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.19 miles	0.00 miles	0.19 miles
Graded	0.19 "	0.00 "	0.19 "
Gravel Surface	0.00 "	0.00 "	0.00 "
Crushed Gravel Surf.	0.00 "	0.00 "	0.00 "
Personnel (end this period) -		2 classified 0 wageboard	

Mr. William J. Niemi

September 10, 1952

I-arc-4428 (Tok Garage) - 20% complete

Work is progressing satisfactorily on this contract. The contractor plans to close up work for the season in another two weeks if the cold weather holds.

During this period, the contractor accomplished the following work:

1. Placed concrete for footings.
2. Set forms for and placed reinforcing steel and concrete for walls.
3. Placed soil pipe under north side of slab and set all floor drains except the one adjacent to twin post lift.
4. Placed concrete for center slab strip.
5. Placed and tested radiant heating pipes in one-pour section of the floor.
6. Placed reinforcing steel for floor.

The engineering personnel of the Alaska Road Commission carried out general inspection of the contractor's activities, set grade on wall forms, located floor drains and grease trap, ran tests on radiant heating pipes installed, and set line and grade for sewer line to septic tank.

B. Force Account

Route 331 - W.O. 321 (Taylor Highway)

Work has continued satisfactorily from the 40 Mile, Upper O'Brien, and Columbia Creek Camps.

All frozen muddy sections between the O'Brien crossing and Columbia Creek have been covered with a layer of gravel or rock sufficient to permit truck traffic. The frozen section of steep hillside between Alder Creek and O'Brien Creek was cut through the 11th of September.

Construction of the O'Brien Creek Bridge was started this period. All falsework is in and the bottom chords and floor beams are placed except for the end panels. The steam hammer and large truck crane was available for driving the steel piling on September 8.

A total of 396 lin.ft. of arch metal culvert; 116 lin.ft. of round metal culvert and 32 lin.ft. of oil barrel culvert were installed this period.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	134.99 miles	0.41 miles	135.40 miles
Graded	127.97 "	2.00 "	129.97 "
Gravel Surfaced	92.30 "	2.00 "	94.30 "
Crushed Gravel Surfaced	0.00 "	0.00 "	0.00 "
Personnel (end of period)	-	8 classified	
		- 65 wageboard	



Mr. William J. Niemi

September 10, 1952

Reconstruction

Route 130.2 - W.O. 360 (Badger Road - regrading and resurfacing approximately 5 miles of this route)

No work this period.

Route 330 - W.O. 320 (Glenn Highway - reconstruction and necessary surveys)

The bridge at the Little Tok River is complete; however, it will not be opened to traffic until the approaches are brought to grade.

No work has been accomplished on the repair of the Tok River Bridge or on the construction of the new bridge at Elizabeth Creek near the Log Cabin Inn.

*Should have Fenders this fall WJN*

Work on completing the subgrade continued with some delay in finishing due to lack of motor graders. Three of the five motor graders in the area are in the yard being repaired.

The exact length of this project, determined by accurate survey, is 33.381 miles. In this and future reports we will use 33.38 miles.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed (complete)	33.38 miles	0.00 miles	33.38 miles
Graded	33.38 "	0.00 "	33.38 "
Gravel Surfaced	20.00 "	5.10 "	25.10 "
Crushed Gravel Surf.	0.00 "	0.00 "	0.00 "
Personnel (at end of period)	-----	14 classified 27 wageboard	

Note: The classified personnel were working on the following projects this period:

- (1) Tok Garage
- (2) Fish and Wildlife Bldg.
- (3) Glenn Highway - Section III
- (4) Tok Flight Strip
- (5) Tetlin Junction Survey

The 25.10 miles reported as gravel surfaced contains only 8.1 miles graded to blue tops, with finished shoulders and ready for base course.

Route 630.1 - W.O. 343 (Graehl Approach Road and Hamilton Acres Road)

No work this period.

Mr. William J. Niemi

September 10, 1952

Route 630.1 - W.O. 345 (Widening Bentley Island Fill)

This project is 70% complete. It consists of hauling material from the Birch Hill Quarry to widen the fill from Graehl to Bentley Island from 30 to 56 feet.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	0.00 miles	0.00 miles	0.00 miles
Graded	0.00 "	0.07 "	0.07 "
Gravel Surfaced	0.00 "	0.00 "	0.00 "
Crushed Gravel Surfaced	0.00 "	0.00 "	0.00 "

Personnel (end of period) - 0 classified  
8 wageboard

Route 631 - W.O. 319 (Steese Highway - reconstruction and necessary surveys)

The crew at U. S. Creek Camp are installing culverts, ditching and doing minor surface grading. The construction crew will move out of this camp on September 12.

Birch Creek Camp is now closed. The construction crew moved out on Saturday, August 30.

Inclement weather with constant rains have hindered and retarded the progress of this work.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	7.10 miles	3.00 miles	10.10 miles
Graded	7.65 "	7.50 "	14.65 "
Gravel Surfaced	2.00 "	6.50 "	8.50 "
Crushed Gravel Surfaced	0.00 "	0.00 "	0.00 "

Personnel (end of period) - 0 classified  
7 wageboard

Route 633 - W.O. 361 - University-Ester Road - Widening several narrow cuts)

No work this period.

W. O. 374 - Tok Airport

Clearing and grading on this project is complete. Final blading will be done when a motor grader is available. It is recommended that the debris piled between the field and the Alaska Highway be burned after the ground is covered with snow.

*yes*  
*WJ*

Mr. William J. Niemi

September 10, 1952

Telephone poles on the east approach should be painted to warn traffic on that end.

It is also recommended that after the piles of trees are burned that the strip be widened another 25 feet on the north side.

Farm and Industrial

Route 130.2 - W.O. 363 (Nordale-Freeman-Tonseth Road)

This project was worked on until the allotted funds expired. Much frozen ground was encountered this period. To complete this project the following work must be performed:

- (a) Install two 18 inch by 13 inch culverts.
- (b) Place 2-36" culverts at one crossing.
- (c) Place a small bridge or large culverts at another crossing.
- (d) Rough grade one-fourth mile.
- (e) Finish grade the whole project.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	0.75 miles	0.75 miles	1.50 miles
*Graded	0.75 "	0.50 "	1.25 "
Gravel surfaced	0.00 "	0.00 "	0.00 "
Crushed gravel surfaced	0.00 "	0.00 "	0.00 "
Personnel (end of period)		- 0 classified	
		- 0 wageboard	

Route 130.2 - W.O. 363 (Keeling Road)

This project was completed.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	0.00 miles	0.38 miles	0.38 miles
*Graded	0.00 "	0.38 "	0.38 "
Gravel Surfaced	0.00 "	0.00 "	0.00 "
Crushed gravel surf.	0.00 "	0.00 "	0.00 "
Personnel (end of period)		- 0 classified	
		- 0 wageboard	

Route 132.1 - W.O. 363 (Bjerremark Road)

This project was completed except for two small culverts.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	0.00 miles	1.00 miles	1.00 miles

Mr. William J. Niemi

September 10, 1952

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
*Graded	0.00 miles	1.00 miles	1.00 miles
Gravel surfaced	0.00 "	0.00 "	0.00 "
Crushed gravel surf.	0.00 "	0.00 "	0.00 "
Personnel -	4 classified		
	4 wageboard		

Route 132.1 - W.O. 363 - (Moore-Cartwright-Conn Extension)

This section is very wet and swampy. Rough grading has been completed for a distance of two miles. The material forming the subgrade will require considerable draining in order to stabilize sufficiently to permit finish grading. This project has progressed to the extent of the allotted funds. In addition to another mile of construction we must cross two sloughs with two 36 inch culverts and approximately sixty feet of fill.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	0.00 miles	2.00 miles	2.00 miles
*Graded	0.00 "	2.00 "	2.00 "
Gravel surfaced	0.00 "	0.00 "	0.00 "
Crushed gravel surf.	0.00 "	0.00 "	0.00 "
Personnel (end of period) -		0 classified	
		0 wageboard	

Route 132.1 - W.O. 363 (Dale-Becker-Conn Road)

The twenty-five foot bridge is complete with the exception of backing plank, approach fills and railing. The second bridge contemplated will be replaced with 36 inch culverts.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	0.00 miles	0.00 miles	0.00 miles
Graded	0.00 "	0.00 "	0.00 "
Gravel surfaced	0.00 "	0.00 "	0.00 "
Crushed gravel surf.	0.00 "	0.00 "	0.00 "
Personnel (end of period) -		0 classified	
		4 wageboard	

Maintenance and General

Routine maintenance was performed on the Elliot and Steese Highways throughout the period.

Mr. William J. Niemi

September 10, 1952

On the Richardson Highway the crew has cleaned and staked culverts in preparation for winter. Two buildings at the old 66 mile camp were raised preparatory to moving them to Silver Fox. The repair work on the Richardson "C" Bridges is progressing satisfactorily and should be ready for traffic by September 15. (The asphalt crew is sealing patches and performing shoulder maintenance out of the camp at Big Delta. *Good progress*

The Ruby-Long-Poorman Road work has been extended for three weeks in order to allow time to install culverts and build ditches on rebuilt road which we may lose next spring without this preventive maintenance.

Funds for the Eureka Road at Manley Hot Springs have been transferred to Tofty to provide necessary funds for additional ditching and draining.

The cat tracks and fuel oil for Wiseman have arrived in Bettles via C.A.A. River Transportation and arrangements have been made with Wien Alaska Airlines to fly this material to Wiseman.

Pavement repair on the Alaska Highway between Tok and Johnson River has been completed. A three inch layer of decomposed granite was placed on the deck of the Tanana River Bridge and is proving satisfactory as a temporary wearing course. *Good*

#### Administration

The past period has seen little change in the activities of the administrative division. All activities are current. The work load of the administrative division is presently at a seasonal peak.

Joining the division the past period has been Mrs. Mary Beard of the Property and Supply Section. Resigning have been Mrs. Elizabeth Hawk and Mrs. Virginia Clapp from the Property and Supply Section and Mrs. Helen Haynie from the Accounting Section. Mrs. Louise Templeton has replaced Mrs. Evelyn Hartsell as clerk-typist at Tok.

Very truly yours,

*M. C. Zimmerman*  
M. C. Zimmerman  
District Engineer



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

Fairbanks District,  
Fairbanks, Alaska.

August 12, 1952

⑤	Chf. Engr.	WJN
①	Admin.	
③	Op'ns.	BAS
④	Engrg.	H. B. S.
②	Acc'ts.	J.P.
⑦	Pers.	
	Supply	
⑥		Hunter R.N.
cc		WJN

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

Dear Mr. Niemi:

Re: Situation Report for Period  
Ending August 10, 1952.

Contrary to a general impression gathered during the latter part of July, this period was drier than usual. July rainfall usually comes in a few good showers and thunderstorms but, during the last half of July and early August, it came in the form of a steady drizzle. Cloudiness held temperatures steady with the average normal. No strong winds developed during this period.

During the evening of July 18, 1952, a cloudburst occurred in the mountains east of Black Rapids. The resulting runoff damaged the four bridges newly constructed on the relocation on Richardson "C". Two bridges, Mile 230.4 and Mile 236.8 sustained only minor damage. Darling Creek and Bear Creek Bridges received considerable damage. The north approach fill at Darling Creek was destroyed from the abutment to a point one hundred feet north of the back/wall. The wing walls of this abutment were badly damaged. Both approach fills at Bear Creek were carried away. The south fill for a distance of one hundred feet south of the south back/wall and the north fill for a distance of one hundred and fifty feet north of the north back/wall. Both abutment anchors were displaced and the upstream wing wall of the north abutment was carried away.

Visitors to the Fairbanks District include:

Angelo F. Ghiglione - Chief Engineer, ARC  
John I. Noble - Chief, Contracts Branch, ARC  
Harry O. White - Master Mechanic, ARC  
R. J. DeLa Hunt - Chief, Bridge Design Branch, ARC  
L. E. Hendrickson, - Finance Officer, ARC  
A. J. Marshall - Contracts Engineer, ARC  
George L. Collins - National Park Service

5/1/52  
Hunter R.N.



SURVEYS, INVESTIGATIONS AND PLANS

W.O. 365 (Farm and Industrial Road Surveys)

The survey party on farm and local roads accomplished the following work this period:

Route 130-4 - Johnson Road. One and three-quarter miles staked on centerline.

Route 130.2 - Keeling Road. Referenced land office markers.

Route 130-2 - Nordale-Freeman-Tonseth Road. One mile staked on centerline. Two miles staked for construction.

Route 130.1 - Bjerremark Road. One mile staked for construction.

W.O. 366 (Livengood-Rampart Survey)

Four members of the party flew to Rampart July 27th to meet the barge of supplies due in on the Monday, July 28th. Four additional men flew in on July 29th to help unload the barge. The two transfers from Anchorage flew to Rampart on July 31st to complete the party of ten.

Camp has been established one and one-half miles from Rampart and actual location work has begun. After study of the ground it was decided to climb directly out of the flats to the ridge east of Rampart and follow along the top of this ridge as far as Troublesome Creek.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Located	0.0 miles	4.0 miles	4.0 miles
Personnel (end of period)	-	7 classified 3 wageboard	

CONSTRUCTION

(A) By Contract

I-arc-4263 (Fairbanks to College and Portion of Steese Highway)  
No work this period.

I-arc-4274 (Shaw Creek Bridge)  
No work this period.

I-arc-4298 (Alaska Highway - Section A,B1)  
Work progressing satisfactorily under the supervision of the B.P.R.

I-arc-4299 (Noyes Slough Bridge)  
No work this period.

I-arc-4303 (Richardson Highway - Section C)

Work progressing satisfactorily under the supervision of the B.P.R.

I-arc-4339 (Richardson "C" Bridges)

This contract was completed and final acceptance of the work of this contract was made as of July 16, 1952.

I-arc-4352 (Fairbanks Depot Warehouse)

98.2% complete. No work this period.

I-arc-4413 (Chena River and Noyes Slough Bridges)

Chena River Bridge. 23.7% complete.

Work is progressing satisfactorily on the construction of this bridge. The contractor was delayed a few days while procuring steel sheet piling for cofferdams. The contractor drove piling and placed concrete for north abutment; drove sheetpile cofferdam, excavated, and started driving piling for pier no.2; set forms for and placed concrete for pier No.4.

Noyes Slough at Minnie St. Bridge 14.2% complete.

Work began on this structure on July 22, 1952. The contractor drove piles and formed up for concrete caps of pier no.1 and no.2; excavated, drove piling and formed up for concrete for west abutment.

Under Work Order No.333 the forces of the Alaska Road Commission cleared for and placed abutment fill adjacent to the east abutment of the Noyes Slough Bridge.

Construction staking by the engineering crew was carried out as needed to carry on the work of this contract.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.09 miles	0.10 miles	0.19 miles
Graded	0.09 "	0.10 "	0.19 "
Gravel Surface	0.00 "	0.00 "	0.00 "
Crushed Gravel Surface	0.00 "	0.00 "	0.00 "
Personnel (end this period) -		2 classified 0 wageboard	

I-arc-4428 (Tok Garage)

Work began on this project on July 31, 1952. The contractor placed and compacted one foot of select material under building floor; excavated, placed forms and reinforcing steel for footings. A screening plant has been set up to produce concrete aggregate. Change order No.1 has been written allowing the contractor to substitute corrugated aluminum for corrugated steel siding and roofing.



August 12, 1952

The engineering personnel of the Alaska Road Commission laid out the building corners, set finish floor elevation, and set blue tops in footing trench. They have also carried on general inspection of contractor's activities.

(B) By Force Account

Route 331 - W.O. 321 (Taylor Highway)

Progress has been satisfactory in the 40-Mile River-Columbia Creek section. All equipment is concentrated between the O'Brien Creek Crossing and Columbia Creek.

The one and one-half mile line change north of Columbia Creek is complete with gravel fill to give a roadway width of approximately sixteen feet. Drilling and blasting is being done with two wagon drill crews between O'Brien and Alder Creeks. The rock bluff between stations 5950 + 00 and 5960 + 50 has been scaled and a passable road has been completed.

The longest remaining section of steep frozen muck and rock is the 1,100 feet between Alder Creek and Upper O'Brien Creek Camp. One drilling crew was started there on August 8, and the second will start from the south end about August 20.

A total of 654 lin. feet of arch type metal culvert, 38 lin. ft. of round metal culvert, 42 lin. ft. of oil barrel culvert and 92 ft. of timber crib culvert was installed north of O'Brien Creek crossing this period.

About three-fourths of the total amount of structural steel required for the O'Brien Creek Bridge has been delivered to the site. A construction crew is now being assembled with the necessary equipment and supplies.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	134.61 miles	0.38 miles	134.99 miles
Graded	126.50 "	1.47 "	127.97 "
Gravel Surfaced	90.30 "	2.00 "	92.30 "
Crushed Gravel Surfaced	0.00 "	0.00 "	0.00 "
Personnel (end of period) -	11 classified		
	64 wageboard		

RECONSTRUCTION

Route 130.2 - W.O. 360 (Badger Road-regrading and resurfacing approximately 5 miles of this route)

No work this period.

Route 230- W.O.370 amended (Replace bridge at Mile 1422.5 and Sawmill Creek Bridge on the Alaska Highway)

Completed construction of new bridge at Sawmill Creek.

1952 Program

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.00 miles	0.00 miles	0.00 miles
Graded	0.00 "	0.00 "	0.00 "
Gravel Surfaced	0.00 "	0.00 "	0.00 "
Crushed Gravel Surfaced	0.00 "	0.00 "	0.00 "
Personnel (end of period) -	0 classified		
	0 wageboard		

Route 330 - W.O. 320 (Reconstruction and necessary surveys)

A crew is now completing the south abutment of the Little Tok River Bridge. Grading crews from the Valdez District will then make the necessary fills.

Four tounapulls and four tractor drawn scrapers have been hauling steadily and the gravel overlay, the widening, and the sloping of the shoulders have been completed for a distance of 13 miles south of Tok. The four scrapers moved about 65% of the yardage this period because of the short hauls.

The engineering personnel are engaged in survey and inspection work.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	33.5 miles	0.0 miles	33.5 miles
Graded	33.5 "	0.0 "	33.5 "
Gravel Surfaced	15.9 "	4.1 "	20.0 "
Crushed Gravel Surfaced	0.00 "	0.0 "	0.0 "
Personnel (end of period) -	12 classified		
	26 wageboard		

Note: The classified employees are not all working on the Glenn Highway but are employed on other phases of engineering and inspection within the Tok area.

Route 630.1 - W.O. 343 (Graehl Approach Road and Hamilton Acres Road)

No work this period.

Route 631 - W.O. 319 (Steese Highway - reconstruction and necessary surveys)

The rough grading out of U.S. Creek Camp has been completed and the crew is now engaged in finish grading and ditching. A culvert crew is working out of this camp placing culverts in the reconstruction area.

Constant rains made it a difficult task to maintain a passable road thru the construction area and the amount of work accomplished was below that planned.



Mr. William J. Niemi

-7-

August 12, 1952

Asphalt repair work is being carried out on the Alaska Highway between Johnson River and Tok. The gravel surfacing scheduled for the Gardiner Creek Section of the Alaska Highway has been completed.

The gravel crew camped at West Fork on the Taylor Highway is doing an excellent job of shaping up the highway section from Mile 0 to Mile 67.

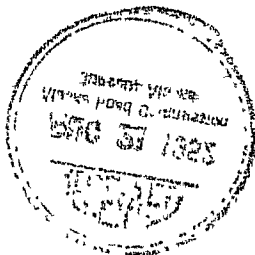
ADMINISTRATION

Mr. Floyd Nebel, Assistant Administrative Officer and Mr. Harry Quest, Property and Supply Officer, made a survey of the Tok and 40-Mile Areas to familiarize themselves with activities there.

All activities of the section are current.

Yours very truly,

*M. C. Zimmerman*  
M. C. Zimmerman  
District Engineer





UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 ALASKA ROAD COMMISSION  
 FAIRBANKS DISTRICT,  
 Fairbanks, Alaska.

July 17, 1952

①	Chf. Engr.	WJN
②	Admin.	WJN
③	Op'ns.	field
④	Engrg.	field
⑤	Acc't	
cc	Pers.	
	Supply	
⑥	Baxter	
cc	Wilson	

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

Dear Mr. Niemi:

Re: Situation Report for Period Ending  
 July 13, 1952

The weather during this period has been cool and cloudy with considerable rain. The few days of clear weather occurred during the week beginning July seventh. Heavy rains have caused some washouts on both the Steese and Richardson Highways; however, repairs were effected without any major inconvenience to the traveling public. Construction and reconstruction has not been retarded by the weather but the maintenance of a passable road thru the construction area has at times been difficult.

Visitors to the Fairbanks District during this period include:

- ✓ Angelo F. Ghiglione - Chief Engineer, ARC
- B. D. Stewart, Jr. - Chief, Operations Division, ARC
- Harold B. Schultz - Chief, Engineering Division, ARC
- Francis E. Baxter - Chief, Survey and Road Design Branch, ARC
- John I. Noble - Chief, Contracts Branch, ARC
- William B. Adams - Chief, Real Estate Branch, ARC
- William J. Niemi - Chief Engineer, ARC
- Lance E. Hendrickson - Finance Officer, ARC
- Joseph Flakne - Office of Territories
- Mr. Snyder - General Services Administration
- Mr. Chlanfeldt - General Services Administration

3/1 WJN

SURVEYS, INVESTIGATIONS AND PLANS

W. O. 366 (Livengood - Rampart Survey)

This project was activated during the week of June 16, 1952. On June 23rd a reconnaissance flight was made over the proposed route by Mr. Baxter, Mr. Russell and Mr. Wilson and a plan of operations decided upon.

The survey will start at Rampart, cut overland to a point near the mouth of Hess Creek, and then follow up the south side of Hess Creek to join the 1948 Rampart-Fort Hamlin Survey at a point where this survey crosses Hess Creek - a distance of 60 to 70 miles.

A tent camp is being readied and all supplies and equipment necessary to carry on the work will leave Fairbanks, via river-boat, Saturday, July 19th; tentative date of arrival in Rampart is Wednesday, July 23rd.

The party will consist of the following personnel:

- 1 - Chief of Surveys
- 1 - Party Chief
- 5 - Engineering Aides
- 2 - Tractor Operators
- 1 - Cook

The tractor equipment, all of which has been overhauled and put in good working order, is as follows:

- 1 - D-6 Caterpillar
- 1 - TD-14 International
- 1 - D-4 Caterpillar

We plan to continue the survey work until cold weather makes it necessary to cease operations. The supplies will then be cached, the equipment readied and stored for the winter, and the crew flown out.

W. O. 365 (Farm and Industrial Road Surveys)

A party of four has been organized to carry on the engineering work for these projects in the Fairbanks District. They have accomplished the following work:

Farm Road Project #3, Moore-Cartwright-Conn Extension  
2 miles staked on center-line

Farm Road Project #4, Moore-Cartwright-Conn Extension  
4,500 ft. staked for construction

#### CONSTRUCTION

(A) By Contract

I-arc-4263 (Fairbanks to College and portion of Steese Highway)  
No work this period

I-arc-4274 (Shaw Creek Bridge)  
No work this period

I-arc-4298 (Alaska Highway - Section A, B1)  
Work progressing satisfactorily under supervision of B.P.R.

I-arc-4299 (Noyes Slough Bridge)

The contractor placed the curb reflectors, removed the outhouse and placed new asphalt filler in the curb construction and expansion joints. This contract is now ready for final inspection and acceptance.

I-arc-4303 (Richardson Highway - Section C)  
Work progressing satisfactorily under supervision of B.P.R.

2  
WJN

I-arc-4339 (Richardson "C" Bridges)  
The contractor moved in during the week of June 16, 1952, to complete work on this contract. He moved in and commenced work without giving notice to this office.

The major items accomplished during this period follow:

Mile 236.8 Bridge

Clean-up work.

Bear Creek Bridge

Form-up for and place all concrete.

Place all tie and anchor rods.

Clean-up work.

Darling Creek Bridge

Form-up for and place all concrete.

Clean-up work.

Mile 231.4 Bridge

Clean-up work.

This contract was substantially complete by the end of the four week period.

I-arc-4352 (Fairbanks Depot Warehouse)

98.2% complete, No work this period.

I-arc-4413 (Chena River and Noyes Slough Bridges)

13.5% complete. Work is progressing satisfactorily on the construction of the Chena River Bridge. The contractor placed concrete for the footing of the south abutment; completed forms, set reinforcing steel, and placed concrete pier No. 1; excavated, drove piling, and placed concrete for footing of pier No. 4.

July 17, 1952

Under Work Order No. 333 the forces of the Alaska Road Commission cleared for and placed abutment fill on west abutment of Noyes Slough Bridge up to berm elevation

Construction staking by the engineering crew was carried out as needed to carry on the work of this contract.

A pile bearing test was made in Pier No. 4 wherein it was established that a 17.5 ton bearing as computed by the Engineering News Formula, withstood a total load of 52 tons - the maximum capacity of our jack - without appreciable penetration. In view of these results the formula has been corrected for use with steel rail piling.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.07 miles	0.02 miles	0.09 miles
Graded	0.07 miles	0.02 miles	0.09 miles
Gravel Surface	0.00 miles	0.00 miles	0.00 miles
Crushed Gravel Surface	0.00 miles	0.00 miles	0.00 miles

Personnel (end this period) - 2 Classified  
0 Wageboard

I-arc- (Tok Depot Shop)  
No field work this period.

← Send conformed copies  
of contract. WJN

(B) By Force Account

W. O. 321 - Route 331 (Taylor Highway)

The sidehill rock excavation on the grade to the south of the 40-Mile Bridge has been completed sufficiently to allow semi-trailers to reach 40-Mile Camp. Truck-haul continues on the fill south of this bridge. The grade from 40-Mile Bridge to O'Brien Creek Bridge was completed and widening of the sidehill sections north of the O'Brien Creek Bridge is continuing. A section of fill approximately 600 feet long was placed north of O'Brien Creek crossing. Work is continuing on frozen and rocky sections from a point four miles above the O'Brien Creek Bridge to Liberty Creek.

The engineering personnel have been locating and relocating line and setting grade stakes. They are also inspecting the work of culvert installation.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	133.8 miles	0.81 miles	134.61 miles
Graded	125.37 miles	1.13 miles	126.50 miles
Gravel Surfaced	88.0 miles	2.30 miles	90.30 miles
Crushed Gravel Surfaced	0.0 miles	0.0 miles	0.0 miles

Personnel (end of period) - 11 Classified  
50 Wageboard



Reconstruction

W. O. 360 - Route 130.2 (Badger Road - regrading and resurfacing)  
No work this period.

W. O. 370 - Route 230 (Alaska Highway - replacing bridges at Mile 1422.5  
and at Sawmill Creek)

The new bridge at Mile 1422.5 was completed this period and the two span bridge at Sawmill Creek is scheduled for completion the 19th of this month.

The bridge material for the Sears Creek Bridge, with the exception of the decking and one cap, was used to effect this Sawmill Creek Bridge replacement. Creosoted 2" X 6" native spruce will be used as decking and a salvaged 16" X 16" X 32' douglas fir timber was painted with creosote and used as a cap.

(1952 Program)

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.0 miles	0.0 miles	0.0 miles
Graded	0.0 miles	0.0 miles	0.0 miles
Gravel Surfaced	0.0 miles	0.0 miles	0.0 miles
Crushed Gravel Surface	0.0 miles	0.0 miles	0.0 miles

Personnel (end of period - 1 Classified  
7 Wageboard

W. O. 320 - Route 330 (Glenn Highway - reconstruction and necessary surveys)

All bridges originally scheduled for this project are complete with the exception of the south abutment of the Little Tok River Bridge. This abutment will be completed as soon as low water permits.

A grading crew working out of the Little Tok Camp has completed the major part of the necessary grading from Log Cabin Inn to the Little Tok River. They are now moving to the Clearwater Camp and will work on the seven-mile tangent south of Tok.

A second crew working out of the Tok Camp have surfaced and graded approximately three miles of road in the vicinity of Clearwater Creek.

The engineering crews are running center-line, placing shoulder and slope stakes, establishing grade for side and run-off ditches and carrying on routine materials inspection.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	38.7 miles	0.0 miles	38.7 miles
Graded	32.5 miles	1.0 miles	33.5 miles
Gravel Surfaced	12.9 miles	3.0 miles	15.9 miles
Crushed Gravel Surface	0.0 miles	0.0 miles	0.0 miles

Personnel (end of period) - 13 Classified  
28 Wageboard

W. O. 343 - Route 630.1 (Graehl Approach Road and Hamilton Acres Road)  
No work this period.

W. O. 319 - Route 631 (Steese Highway - reconstruction and necessary surveys)  
The camp at U. S. Creek was occupied on June 14, 1952 at which time work began on this project. Stripping and widening of the grade began at Mile 57 - U. S. Creek Camp - and is progressing south. This widening will increase sight distance, reduce both horizontal and vertical curvature and lengthen tangents.

Frequent rains have made it necessary to perform additional maintenance throughout the construction area.

Due to the shortage of engineering personnel and transportation there is no engineering control on this project.

1952 Program

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.0 miles	3.0 miles	3.0 miles
Graded	0.0 miles	2.5 miles	2.5 miles
Gravel Surfaced	0.0 miles	0.0 miles	0.0 miles
Crushed Gravel Surfaced	0.0 miles	0.0 miles	0.0 miles

Personnel (end of period) - 0 Classified  
9 Wageboard

W. O. 362 - Route 631.1 (Farmers Loop - resurfacing weak sections)  
The work of placing gravel surfacing material was accomplished this period.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.0 miles	0.0 miles	0.0 miles
Graded	0.0 miles	0.0 miles	0.0 miles
Gravel Surfaced	0.0 miles	4.0 miles	4.0 miles
Crushed Gravel Surface	0.0 miles	0.0 miles	0.0 miles

Personnel (end of period) - 0 Classified  
11 Wageboard

W. O. 361 - Route 633 (University - Ester Road - widening several narrow cuts)  
No work this period.

Farm and Industrial

No work this period.

Maintenance and General

Roadway maintenance continued on all routes throughout the district and road surfaces were kept in good condition for travel.

Frequent rains, heavy holiday and weekend traffic, and the poor condition of the roadway structure made it necessary to carry on constant maintenance on certain sections of the Steese Highway. That part of the highway scheduled for reconstruction this year between Central and Circle has been particularly difficult to maintain. Several washouts have occurred on the Steese during this period but all were corrected without undue delay to traffic.

Maintenance on the Richardson Highway between Fairbanks and Big Delta consisted of bridge and asphalt work. The decking on several bridges was repaired and any irregularity between the decking and the asphalt road surface was smoothed out. The work of repairing the more irregular sections of pavement was completed this period. All pavement cracks as well as all shoulder cracks adjacent and parallel to the edge of pavement are now sealed.

The MC-1 asphalt cutback furnished this district for pavement maintenance is not satisfactory. It penetrates well but its adhesive qualities are not sufficient to hold a patch without creep or loss of aggregate. The MC-2 cutback is far superior when used as a patching oil.

The approach fills for the weighing station were completed this period after excavating approximately three feet of silt. The bit slab was placed June 26th and the forms for the walls and tunnel should be complete by July 19th.

Maintenance, repair, and general overhaul of equipment continued throughout the period.

Administration

The Administrative Division is presently engaged in handling the near peak work load of the seasonal construction season. All functions of the section are current.

During the past period Mrs. Edna Drinkard has been added to the administrative section as a replacement for Mrs. Jean Buckley who has resigned.



UNITED STATES  
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION  
Fairbanks District,  
JUNEAU, ALASKA,  
Fairbanks, Alaska.

June 16, 1952

②	Chf. Engr.	W. J. Niemi
①	Admin.	
⑥	Op'ns.	B. D. Stewart
⑤	Engrg.	W. S. Klockenteger
④	Acc't.	
③	Pers.	
	Supply	

⑦ Bentzen

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

Dear Mr. Niemi:

Re: Situation Report

The spring season is approximately one month behind schedule as based on former seasonal conditions for this time of year. The weather for the four week period ending June 15, 1952, consisted of cool and cloudy weather during the fore part of the period with much sunshine and temperatures approaching the normal at the close of the period. Several hard rains in certain areas combined with melting snow and ice from the high levels developed much high water in the rivers and streams, and ultimately caused several wash-outs at culverts and bridges. Three piling were destroyed at the Big Tok Bridge on the Glenn Highway due to the high water and floating ice chunks.

31 / 2 lines

The construction program has been retarded considerably due to the late spring, but with the favorable weather conditions now in effect the work program should progress quite rapidly.

Visitors in the Fairbanks District during this period included:

- William J. Niemi, Chief Engineer, ARC, Juneau, Alaska
- B. D. Stewart, Jr., Chief, Operations Division, ARC, Juneau, Alaska
- William S. Klockenteger, Materials Engineer, ARC, Juneau, Alaska
- Harry R. Bates, Safety Engineer, ARC, Juneau, Alaska
- Wallace C. Sharples, Personnel Officer, ARC, Juneau, Alaska
- John G. Shepard, Office Engineer, Contracts Branch, ARC, Juneau, Alaska

Surveys, Investigations and Plans

- Route 330 (Glenn Highway, Section E). No work this period.
- Route 633 (Fairbanks - Nenana Survey). No work this period.
- Work Order 365 (Farm and Industrial Roads). No work this period.
- Work Order 366 (Livengood - Rampart Survey). No work this period.

CONSTRUCTION

(A) By Contract



I-arc-4263 (Fairbanks to College and portion of Steese Highway)  
No work this period.

I-arc-4274 (Shaw Creek Bridge). No work this period.

I-arc-4298 (Alaska Highway - Section A, Bl). Work progressing satisfactorily under supervision of B.P.R.

I-arc-4299 (Noyes Slough Bridge). No work this period.

I-arc-4303 (Richardson Highway - Section C). Work progressing satisfactorily under supervision of B.P.R.

I-arc-4339 (Richardson "C" Bridges). 79.0% complete. No work during the period.

I-arc-4352 (Fairbanks Depot Warehouse) 98.2% complete. No work during the period.

I-arc-4413 (Chena River and Noyes Slough Bridges). 4.45% complete. Work began on this project May 14, 1952, and is progressing satisfactorily. The contractor excavated and drove piling for Pier No. 2 and for the south abutment. Footing forms were set for Pier No. 1 and concrete placed. Dragline moved to north side of river and excavation for Pier No. 4 begun. The subcontractor fabricating the rail piling will have completed his present work on June 19, 1952.

Under Work Order No. 333, the Alaska Road Commission accomplished the following work: cleared and grubbed the approaches adjacent to the abutments of the Chena River Bridge; filled the abutment approaches up to berm elevation for a distance of 200 feet back from each abutment.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	0.0	0.07 miles	0.07 miles
Graded	0.0	0.07 "	0.07 "
Gravel Surface	0.0	0.0	0.0
Crushed Gravel Surface	0.0	0.0	0.0
Personnel (end this period)	2	Classified	
	1	Wageboard	

I-arc-\_\_\_\_\_ (Tok Depot Shop). No field work this period.

(B) By Force Account

Route 331 - Taylor Highway

The field survey crew has been engaged in locating a new line from the 40-Mile River Bridge back two miles towards the Polly Creek Camp. They are also relocating that section of road between the 40-Mile River Bridge and the O'Brian Creek Bridge.

Construction has progressed as follows: constructing grade between

*Final line to  
fit work done  
in 1951  
WDS*

40-Mile River and O'Brian Creek crossings; placing fill south of the 40-Mile Bridge; widening the road on the sidehill from 40-Mile River to Polly Creek; and installing culverts where needed between Jack Wade and the 40-Mile River.

O'Brian Creek was too deep to cross the early part of this period and delayed operations at that camp.

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	133.3	0.5	133.8 miles
Graded	125.3	0.2	125.37 "
Gravel Surfaced	88.0	0	88.0 "
Crushed Graveled Surface	0.0	0.0	0.0 "
Personnel (end of period)	10 Classified 35 Wageboard		

RECONSTRUCTION

Route 130.2 - Badger Road (Regrading and surfacing approximately five miles of this route). No work this period.

Route 230 - Alaska Highway (Placing bridge at Mile 1422.5). No work this period.

Route 330 - Glenn Highway (Reconstruction and necessary surveys)

Bridge work has continued from the camp site set up at the Little Tok River. Ford Creek Bridge is completed and Tok Overflows Nos. 1 and 2 are 90% complete and in use. Pile driving has started on the Little Tok River Bridge.

The poor fill material causing soft spots in the subgrade is being removed and replaced with select material. Grading work was accomplished on the frozen spots between the Little Tok River and Log Cabin Inn. Tournapulls are placing gravel on a section ten miles from Tok where approximately 30 inches of overlay is required.

Heavy rains and melting snow have flooded all the streams causing many washouts and much damage to the bridge structures.

*No. This is probably maximum  
Went over the ground personally WJR*

The engineering work is rapidly approaching the point where all construction will be under engineering control. A full crew is now actively engaged in establishing center line, grades, shoulders and widths. Approximately three miles of curves and tangents are being corrected to conform with the plans. The Materials Section is staking soft spots for fill removal and replacement and examining sites for borrow pit locations

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and Grubbed	38.7	0.0	38.7 miles
Graded	32.5	0.0	32.5 "
Gravel Surfaced	12.4	0.5	12.9 "
Crushed Gravel Surface	0.0	0.0	0.0 "

Personnel (end of period) 15 Classified  
33 Wageboard

Route 630.1 - Steese Highway (Grading and graveling main roads in Graehl area to provide approach to Chena Bridge). No work this period.

Route 631 - Steese Highway (Reconstruction and necessary surveys) Camp at U. S. Creek was established and ready for occupancy at the end of this period. No reconstruction or survey work was accomplished.

(1952 Program)

	<u>Previous</u>	<u>This Period</u>	<u>To Date</u>
Cleared and grubbed	0.0	0.0	0.0 miles
Graded	0.0	0.0	0.0 "
Gravel Surfaced	0.0	0.0	0.0 "
Crushed Gravel Surface	0.0	0.0	0.0 "

Personnel (end of period) ----- 0 Classified  
----- 0 Wageboard

Route 631.1 - Farmer's Loop (Resurfacing several weak sections). No work this period.

Route 633 - University to Ester (Widening several narrow cuts). No work this period.

FARM AND INDUSTRIAL

No construction or survey work this period.

MAINTENANCE AND GENERAL

Roadway maintenance continued on all routes throughout the period and surfaces were kept in good condition for travel. Heavy rains during the period caused considerable roadway damage in certain areas. This damage is being repaired in a routine manner. Irregular and warped sections of pavement are now being scarified, backfilled with gravel to grade and then surface treated with asphalt.

The shipment of equipment to Rampart, Coal Creek, and Marshall was initiated during this period and delivery should be made in the near future.

Excavation work for the load weight scales to be located south of Fairbanks on the Richardson Highway was started during this period. A deep layer of frozen silt was encountered at the proposed site shown on the construction drawings, and the site has now been shifted southward 75 feet. The backfill is approximately 40% complete.

Maintenance, repair and general overhaul of equipment continued throughout the period.

ADMINISTRATION

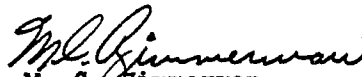
This period has seen a considerable increase in the work load of the Administrative Section. This increase is directly proportionate to the increased activity in the District. A number of temporary engineers have reported and have been processed. All other functions of the Section are current.

Mr. Harry Quest, Property and Supply Officer, has made definite progress with the Property and Supply Section, and has accomplished much in the work of numbering and locating of property.

Several new people have been added to the Administrative Section, namely:

Mrs. Mary Nancy Curtis, Clerk-Typist  
Mrs. Doris L. English, Time, Leave and Payroll Clerk  
Mrs. Hilda C. Findley, Property and Supply Control Clerk  
Mrs. Gertrude L. Plagge, Accounting and Fiscal Clerk  
Mrs. Evelyn Hartsell, Clerk-Typist, assigned Tok Field Office

Very truly yours,

  
M. C. Zimmerman  
District Engineer





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
~~Fairbanks, Alaska~~  
Fairbanks, Alaska.

May 22, 1952

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

Dear Mr. Niemi:

Situation Report

Weather conditions during the four week period ending May 18, 1952 were abnormal for this time of year. Temperatures were below normal with occasional rain and snow. This condition caused a late Break-up and many roads normally open to traffic this time of year were closed during the greater portion of this period. The Break-up has been very gradual without any appreciable high water.

On Saturday ~~April~~ <sup>May</sup> 17, 1952 the Richardson Highway between Big Delta and Big Timber was closed to through traffic due to water and ice conditions at Mile 215. On this same date the Spring Break-up restrictions on the Alaska Highway between Big Delta and Tok. which had been in effect since April 18, 1952, were lifted.

Visitors in the District office during this period included: Mr. Donald H. Miller, Mr. Francis E. Baxter, Mr. Harold B. Schultz, Mr. DeLahunt, Mr. William S. Klockenteger and Mr. Benjamin D. Stewart of the Headquarters office and Mr. French of the Bureau of Public Roads.

Surveys and Plans

Route 330 - Glenn Highway

Survey work is under way and parties are busy placing stakes for construction work on the route.

Personnel - 3 classified  
2 wageboard

①	Chf. Engr. <i>W. J. Niemi</i>
②	Admin. <i>W. J. Niemi</i>
③	Opns. <i>W. J. Niemi</i>
④	Engng. <i>W. J. Niemi</i>
⑤	Acc. <i>W. J. Niemi</i>
⑥	Pers. _____
⑦	Supply _____

cc *W. J. Niemi*  
*W. J. Niemi*

311 7-1-52

Mr. Niemi

May 22, 1952

Route 331 - Taylor Highway

Engineering personnel were engaged in establishing line and grade on the section between Polly Creek and the Fortymile River. Some advance work was accomplished between the Fortymile River and O'Brien Creek and stakes were set for the south abutment of O'Brien Creek bridge.

Personnel - 4 classified

Miscellaneous

Routine surveys and studies were accomplished on (1) Farm road petitions and surveys, (2) Work Order 351 - Kenneth Murray work, (3) Checking materials and (4) Other miscellaneous items.

Personnel - 3 classified  
2 wageboard

Construction

A. By Contract

I-arc-4298, Alaska A,B-1, Rogers Construction Company & Babler Brothers - Work on this project is progressing satisfactorily. BPR

I-arc-4303, Richardson "c", C. F. Lytle Company & Green Construction Company - Work on this project is progressing satisfactorily. BPR

I-arc-4352, Fairbanks Warehouse, A. E. Waxberg Construction Company - No work during this period.

I-arc-4339, Richardson "C" Bridges, Munter Construction Company, Inc. - No work during this period, but contractor has notified of his intention to resume work the first part of June.

I-arc-4413, Chena River & Noyes Slough Bridge, Olav Boen Construction Co. and Sealand Construction, Inc. - The starting date for this project was established for May 14, 1952. The Alaska Road Commission placed the berm and approach embankment to berm elevation at the South approach of the Chena bridge. The contractor established office and storage sites and started excavation work

Mr. Niemi

May 22, 1952

on Pier No. 1. The reinforcing steel for the Chena River Bridge was delivered at the bridge site.

Personnel - 11 wageboard  
1 classified

B. By Force Account

Route 331, Taylor Highway. During this period the bolting of the 40 Mile bridge was continued and the two 21 foot trestle spans were erected on the north approach. Both abutments are in place and backfilled. Trucks can now use the bridge for crossing the river. Reaming of the rivet holes in the outside plate of the vertical members to accommodate 3/4" bolts, placing of top sway rods, wheel guards, hand rails and nailing the decking will complete the bridge.

Upper O'Brien Creek camp was opened on May 5th and supplies have been freighted in to start the seasons operations.

Some widening has been done on the side hill south of the 40 Mile bridge. Loose rock and other material is being removed preparatory to starting of drilling operation.

Stripping of the rock cut south of the bridge is under way and the material will be moved up the hill to make the necessary fill above the rock cut.

Personnel - 17 wageboard

Reconstruction

Route 330. Glenn Highway. Work continued on the bridges on this route. The Big Tok River bridge has been completed and fills made to the abutments. Tok Overflow Bridge No. 1 is 90% complete and Overflow No. 2 is capped and the stringers placed.

The camp at Little Tok River will soon be opened and bridge crews will move to that camp while erecting the Ford Creek and Little Tok bridges.

Personnel - 16 wageboard

Mr. Niemi

May 22, 1952

Route 631, Steese Highway. No work has actually been accomplished on this project except the establishment of camps in conjunction with work of opening the highway by removal of snow and land ice from the roadway surface.

Farm and Industrial Roads

Kenneth A. Murray Clearing (W.O. 351) - The clearing work was completed during this period and the rough grading and shaping of approximately three quarters of a mile of road will be completed when working conditions are more favorable.

Cleared and grubbed this period - 5.72 acres  
Total to date 5.72 acres  
Personnel - 1 wageboard

Maintenance and General

Roadway maintenance during this period consisted of removal of snow, removal and leveling of land ice areas, culvert thawing and the continued blading and general maintenance of roadways after being opened to traffic. All main roads are now open and in good traveling condition, except a portion of the Steese Highway beyond Mile 94. This should be open in about ten days. In general there has been very little damage from the Winter and Spring run-off.

Berry Creek, Bear Creek and Scotty Creek bridges have required considerable repair work. Repair work consisted of replacing rotted 2 X 6 decking with 2 X 6 Native Spruce lumber.

Maintenance, repair and overhaul of equipment continued throughout the period.

Foremen assigned to outlying areas and their date of departure from Fairbanks is as follows:

Joe Donnelly to Central on April 16, 1952  
Lester Sweetsir to Ruby on April 30, 1952  
Amos Breen to Manley on May 6, 1952

Mr. Niemi

May 22, 1952

Administration

The functions of the Administrative Division are reasonably current in all sections. The work load has increased considerably due to preparatory activities and hiring of employees for the coming work season.

Very truly yours,

*M. C. Zimmerman*  
M. C. Zimmerman  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.

April 24, 1952

②	Chf. Engr.	<i>[Signature]</i>
③	Admin.	<i>[Signature]</i>
④	Asst. Engr.	<i>[Signature]</i>
⑤	Engr.	<i>[Signature]</i>
⑥	Asst.	<i>[Signature]</i>
	Pers.	
	Supply	
cc		<i>[Signature]</i>

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

Dear Mr. Niemi:

Situation Report

Weather conditions during the four week period ending April 20, 1952, were average for this time of year. This period has featured the start of the Spring Break-up and most of the high-ways maintained on a year around basis are now free of ice and snow. The Break-up has been very gradual thus far without any appreciable high water.

Many weakened sections and breaks have appeared in the pavement on the Alaska Highway between Tok Junction and Johnson River. At 8:00 AM on Friday, April 18, 1952, the vehicle loads permitted on the highway between Tok Junction and Big Delta were restricted to fifty percent of maximum gross load and speeds were reduced to 35 M.P.H. for all vehicles. Paved sections on other highways throughout the District have shown considerable settlement, heaving, cracking and warping but no serious breaks have occurred and it now appears that restrictions will not be required on any of these sections.

Mr. A. F. Ghiglione, Commissioner of Roads, was a visitor in the Fairbanks District during this period.

Surveys and Plans

Route 633 - Fairbanks-Nenana Survey

Cross-sections were plotted and quantities calculated from Station 10 + 00 to Station 454 + 00.

Personnel - 2 classified.

*31/4/52*

Mr. Niemi

April 24, 1952

Miscellaneous

Routine work was accomplished on (1) Farm Road petitions and sketches, (2) checking construction materials, (3) design of housing for refrigerator, (4) design of lavatory facilities for new warehouse, (5) checking culvert data for Taylor Highway and (6) other miscellaneous items.

Personnel - 4 classified

Construction

A. By Contract

I-arc-4298, Alaska A,B-1, Rogers Construction Company & Babler Brothers - Contractors resumed operations during this period. Work had been closed down during the winter season.

I-arc-4303, Richardson "C", C. F. Lytle Company & Green Construction Company - Contractor resumed operations during this period. Work had been closed down during the winter season.

I-arc-4352, Fairbanks Warehouse, A. M. Waxberg Construction Company - Contractor resumed operations on April 16, 1952. Work consisted of removing the temporary windows installed in the offices last fall and replacing with the specified Thermopane windows.

B. By Force Account

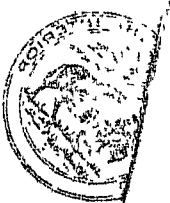
Route 331, Taylor Highway. Work continued on the erection of the Forty Mile River Bridge. The South trestle is complete except for guard rails. Bottom chords of the main span were placed by using the crane on the river ice. Stringer and decking were also placed for use of the crane in placing the remainder of the steel work which was fundamentally completed at the end of the period. Weather conditions were favorable, cold nights have impeded the break-up and except for one short period there has been no water on the ice surface.

Equipment, materials and supplies were being moved across O'Brien Creek at the close of the period for use of construction crews that will be stationed on the north side of the creek during the Break-up period.

Personnel - 18 wageboard  
2 classified

Reconstruction

Route 330, Glenn Highway. Materials for the Big Tok bridge were being moved from the Tok Depot to the bridge site at the close of



Mr. Niemi

April 24, 1952

Miscellaneous

Routine work was accomplished on (1) Farm Road petitions and sketches, (2) checking construction materials, (3) design of housing for refrigerator, (4) design of lavatory facilities for new warehouse, (5) checking culvert data for Taylor Highway and (6) other miscellaneous items.

Personnel - 4 classified

Construction

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I-arc-4298, Alaska A,B-1, Rogers Construction Company & Babler Brothers - Contractors resumed operations during this period. Work had been closed down during the winter season.

I-arc-4303, Richardson "C", C. F. Lytle Company & Green Construction Company - Contractor resumed operations during this period. Work had been closed down during the winter season.

I-arc-4352, Fairbanks Warehouse, A. W. Waxberg Construction Company - Contractor resumed operations on April 16, 1952. Work consisted of removing the temporary windows installed in the offices last fall and replacing with the specified Thermopane windows.

B. By Force Account

Route 331, Taylor Highway. Work continued on the erection of the Forty Mile River Bridge. The South trestle is complete except for guard rails. Bottom chords of the main span were placed by using the crane on the river ice. Stringer and decking were also placed for use of the crane in placing the remainder of the steel work which was fundamentally completed at the end of the period. Weather conditions were favorable, cold nights have impeded the break-up and except for one short period there has been no water on the ice surface.

Equipment, materials and supplies were being moved across O'Brien Creek at the close of the period for use of construction crews that will be stationed on the north side of the creek during the Break-up period.

Personnel - 18 wageboard  
2 classified

Reconstruction

Route 330, Glenn Highway. Materials for the Big Tok bridge were being moved from the Tok Depot to the bridge site at the close of



Mr. Niemi

April 24, 1952

the period and construction work on the bridge will be resumed at the beginning of next period.

Personnel - 3 wageboard

Farm and Industrial Roads

Route 631.2, Chena Hot Springs and Branches. Considerable road fill material was hauled from the Birch Hill quarry to the swampy areas on this route. The work on this particular project was started early in order to take advantage of the frozen terrain at the site of the fills and for hauling purposes.

Personnel - 10 wageboard

Maintenance and General

Maintenance during this period consisted of surface sanding, removal of ice and slush from the roadway surface, winging of snow from the roadway shoulders, leveling of land ice areas, surface blading, thawing of ice from culverts and other maintenance items involved with the Spring Break-up.

Several sections of highway which have been closed throughout the winter were opened. These sections included (1) the Elliott Highway from Olnes to Livengood which was opened in the last period but required considerable follow-up work this period; (2) the Boundary spur of the Taylor Highway which was opened by April 2nd and (3) the Richardson Highway between Donnelly and Black Rapids which was opened to two-way traffic on April 19th.

The Johnson River Bridge decking failed in one section and it became necessary to replace several feet of decking. The Bear Creek decking has also required considerable maintenance and it seems quite probable the entire deck will need replacing in the near future.

Seasonal repair, overhaul and maintenance of equipment continued throughout the period.

Mr. Niemi

April 24, 1952

Administration

The functions of the Administrative Division are current at this time. Mr. Harry E. Quest has been employed as Property & Supply Officer and is making very definite progress in the Property & Supply Section. Considerable extra seasonal work is being encountered in new hiring and related personnel documents; however, these matters are being efficiently and expeditiously handled, and little future difficulty is anticipated.

Very truly yours,

  
M. C. Zimmerman  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
Fairbanks District,  
Fairbanks, Alaska.

March 26, 1952

① W. J. Niemi  
② Chf. Engr. W. J. Niemi  
③ Admin. J. M.  
④ Sp'ns. B. B.  
⑤ Engr. J. B. S.  
⑥ Acc't. J. B. S.  
Pers. \_\_\_\_\_  
Supply \_\_\_\_\_  
cc J. Niemi

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

Dear Mr. Niemi:

Situation Report

Weather conditions during the four week period ending March 24, 1952, were average for this time of year. Temperatures were above freezing at the close of the period causing the snow blanket to melt and settle down several inches.

Visitors in the Fairbanks District during this period included Mr. A. F. Ghiglione on March 1st, Mr. Wm. J. Niemi on March 18th and Messrs. H. R. Bates and A. K. MacLean on the 21st.

Surveys and Plans

Fairbanks-Nenana Survey - Route 633

Office work continued on the project and at the close of the period, the status of the work was as follows:

1. Coordinate computations are completed.
2. Plotting of Ground Profile at centerline is completed.
3. Plotting of Contour Sections are completed.
4. Layout on Hard Shell is complete to Station 1961 + 00.
5. Plan layout traced to Standard Federal Aid Sheets from Station 700 + 00 to 790 + 00.
6. Cross-sections plotted from Station 0 + 00 to Station 10 + 00.

Miscellaneous

Routine work was accomplished on (1) Farm Road petition and sketches, (2) Checking construction materials and (3) Other miscellaneous items.

1952/11/23

Mr. Niemi

March 26, 1952

Construction

A. By Contract.

No work accomplished during this period.

B. By Force Account.

Route 331 - Taylor Highway; - The opening of the highway to the Forty Mile bridge was started on February 25th. The bridge crew with eight trucks left Tok for the bridge site on March 3rd and the remainder of the week was spent in preparing camp, moving materials and getting ready for actual construction work on the bridge. The driving of false work piling was started on March 11th and at the close of the period all false work was in place and placing of bottom chords was started. The weather during this period has been very favorable and barring any unusual delays, the steel should be safely in place several days before the Break-up.

Personnel - Wageboard - 17  
Classified- 2

Reconstruction

Route 330 - Glenn Highway; - Work on the Big Tok bridge was discontinued during this period as personnel was required on the Forty Mile bridge on the Taylor Highway.

Farm and Industrial Roads

No work accomplished during this period.

Maintenance and General

Snow removal and winter maintenance was carried out satisfactorily during this period.

Approximately 75% of paved surfaces are now cleared of snow and ice. Maintenance crews are now occupied in winging out and clearing the snow from the roadway shoulders.

The highway from Olnes to Livengood on the Elliott Highway was opened during this period. This work was started on February 25th and has continued throughout the period due to drifting snow which has made for considerable follow-up work. However, the opening of the highway did allow an early start on trucking ore and materials between Fairbanks and Livengood.

Mr. Niemi

March 26, 1952

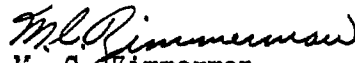
The opening of the highway between Boundary and the Taylor Highway was started on March 21st.

Seasonal repair, overhaul and maintenance of equipment continued throughout the period.

Administration

The functions of the Administrative Division are relatively current at this time. Mr. Harry E. Quest has been employed as Property and Supply Officer. His addition to the organization is definitely an asset to the Road Commission and his services will relieve the understaffed situation of the Supply Section.

Very truly yours,

  
M. C. Zimmerman  
District Engineer

cc. - Tires

FK

February 25, 1952

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

Dear Mr. Niemi:

Situation Report

Weather conditions for the four week period ending February 24, 1952, were generally normal for this time of year. Snowfall was very light which afforded opportunity to the maintenance crews to catch up on surface maintenance and shoulder cleaning from the drifted snows of December, 1951, and January of 1952.

Mr. M. C. Zimmerman, District Engineer, was in Juneau during the period of February 7th to 18th attending the District Engineers' Conference.

Surveys and Plans

Fairbanks-Nenana Survey

Office work continued on this project and at the close of the period, the status of the work was as follows:

1. Coordinate computations are completed.
2. Plotting of Ground Profile at centerline is completed.
3. Plotting of Contour Sections are completed.
4. Layout on Hard Shell is complete to Station 1321 + 00.
5. Plotting of Contours is complete to Station 1961 + 00.
6. Proposed grade line is plotted from Station 700 + 00 to 1961 + 00.
7. Plan inked on Hard Shell from Station 1770 + 00 to 1961 + 00.

Miscellaneous

Work was conducted on the following listed projects during this period:

Mr. Niemi

February 25, 1952

- (a) Work was accomplished on Free Use Gravel Pit permits for Richardson Highway, Section C; and Alaska Highway, Section A,B1. A portion of this work consisted of surveys and ties on four pits, near Big Delta.
- (b) Checking and compiling data on bridge materials.
- (c) Preparation of Farm Road petitions and applicable right-of-way data was in progress.
- (d) Field and office studies of changes proposed for Minnie Street and Chena River crossing alignments.

Construction

A. By Contract.

No work accomplished during this period.

B. By Force Account.

Glenn Highway - Section C. All stringers and 100 feet of decking were placed on the Big Tok River Bridge.

Reconstruction

No work accomplished during this period.

Farm and Industrial Roads

No work accomplished during this period.

Maintenance and General

Snow removal and winter maintenance was carried out satisfactorily during this period. All roads winter maintained were in very good traveling condition at the end of the period.

Two buildings at the Tok Depot have been repaired and improved. Building No.320 is to be used as a welding shop and Building No.318 as a maintenance and heavy duty repair shop.

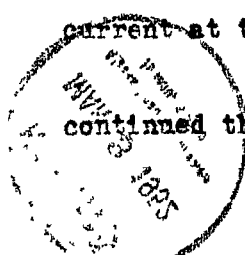
Administration

The functions of the Administrative Division are relatively current at this time.

The transfer of equipment and supplies into the new warehouse continued throughout the period and move-in is now virtually completed.

Very truly yours,

M. C. Zimmerman  
District Engineer





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU ALASKA,  
Fairbanks, Alaska.

February 25, 1952

①	Chf. Engr. <i>W. J. Niemi</i>
②	Admin. <i>C. Zimmerman</i>
③	Opns. <i>R. O. S.</i>
④	Engg. <i>H. B. S.</i>
⑤	Acc't <i>[Signature]</i>
	Per. ....
	Supply .....
cc	<i>Fairbanks</i>

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

Dear Mr. Niemi:

Situation Report

Weather conditions for the four week period ending February 24, 1952, were generally normal for this time of year. Snowfall was very light which afforded opportunity to the maintenance crews to catch up on surface maintenance and shoulder cleaning from the drifted snows of December, 1951, and January of 1952.

Mr. M. C. Zimmerman, District Engineer, was in Juneau during the period of February 7th to 18th attending the District Engineers' Conference.

Surveys and Plans

Fairbanks-Menana Survey

Office work continued on this project and at the close of the period, the status of the work was as follows:

1. Coordinate computations are completed.
2. Plotting of Ground Profile at centerline is completed.
3. Plotting of Contour Sections are completed.
4. Layout on Hard Shell is complete to Station 1321 + 00.
5. Plotting of Contours is complete to Station 1961 + 00.
6. Proposed grade line is plotted from Station 700 + 00 to 1961 + 00.
7. Plan inked on Hard Shell from Station 1770 + 00 to 1961 + 00.

Miscellaneous

Work was conducted on the following listed projects during this period:

1/1/52





Mr. Niemi

February 25, 1952

- (a) Work was accomplished on Free Use Gravel Pit permits for Richardson Highway, Section C; and Alaska Highway, Section A,B1. A portion of this work consisted of surveys and ties on four pits, near Big Delta.
- (b) Checking and compiling data on bridge materials.
- (c) Preparation of Farm Road petitions and applicable right-of-way data was in progress.
- (d) Field and office studies of changes proposed for Minnie Street and Chena River crossing alignments.

Construction

A. By Contract.

No work accomplished during this period.

B. By Force Account.

Glenn Highway - Section C. All stringers and 100 feet of decking were placed on the Big Tok River Bridge.

Reconstruction

No work accomplished during this period.

Farm and Industrial Roads

No work accomplished during this period.

Maintenance and General

Snow removal and winter maintenance was carried out satisfactorily during this period. All roads winter maintained were in very good traveling condition at the end of the period.

Two buildings at the Tok Depot have been repaired and improved. Building No.320 is to be used as a welding shop and Building No.318 as a maintenance and heavy duty repair shop.

Administration

The functions of the Administrative Division are relatively current at this time.

The transfer of equipment and supplies into the new warehouse continued throughout the period and move-in is now virtually completed.

Very truly yours,

*M. C. Zimmerman*  
M. C. Zimmerman  
District Engineer

CROSS REFERENCE

No. 31 FATEB.NKS

Date FEB. 7, 1952

From B. D. Stewart, Jr.

To E. J. White, Anchorage

Subject: Situation Reports

"Reference is made to my memo. of Nov. 14, 1951 on this subject

It is noted that your separate report of unit quantities was submitted for the period J. 1 - Jan. 28 showing only quantities for that period, whereas it was requested that 'Totals to Date' be given as well.

Please, therefore, on your subsequent reports show the additional column with 'to date' totals."

31 / Fairbanks

Original Filed ARC MEMO 92



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
Fairbanks District,  
Fairbanks, Alaska.

January 30, 1952

*Note p 3-3*

①	Chf. Engr. <i>W. J. Niemi</i>
②	Admin. <i>W. J. Niemi</i>
③	Op'ns. <i>W. J. Niemi</i>
④	Eng'g. <i>W. J. Niemi</i>
⑤	Acc't. <i>W. J. Niemi</i>
	Per's. ....
	Supply ....

*cc*

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

Dear Mr. Niemi:

Situation Report

Weather conditions for the four week period ending January 27, 1952, were of abnormal nature. Total snowfall for the period was relatively normal; however, wind velocities on numerous occasions were above normal for this area. These winds caused excessive snow drifting on the highways and many man and equipment overtime hours were required to keep the highways cleared for traffic.

An item of special note during this period was the fire at the Tok Depot on January 3, 1952, in which the heavy equipment repair shop was totally destroyed. Initial reports on this fire have been forwarded and Reports of Survey are now being compiled by the District Office.

Visitors in the Fairbanks District during this period included Mr. R. G. Snider from the Conservation Foundation in New York, and Mr. Bates, Mr. Phillips, Mr. Haag and Mr. Sharoles from ARC, Headquarters, Juneau.

Surveys and Plans

Fairbanks-Nenana Survey

Office work continued on this project and at the close of the period, the status of the work is as follows:

1. Coordinate computations are completed.
2. Plotting of Ground Profile at centerline is completed.
3. Plotting of Contour Section is completed.
4. Layout on Hard Shell is complete to Station 1321 + 00.
5. Plotting of Contours is complete to Station 1320 + 00.
6. Proposed Grade Line is plotted from Station 700 + 00 to 1961 + 00.

3/17-84

Mr. William J. Niemi

January 30, 1952

Taylor Highway

Twenty miles of Plan Layout has been traced on Federal Aid Sheets and profile has been started on that portion between 40-Mile River and Liberty.

Miscellaneous

Work was conducted on the following listed projects during this period:

- (a) Compilation of bridge location and road mileage data was completed and forwarded to Headquarters.
- (b) Traffic count charts and maps, showing location of Stations and average number of vehicles per day, were completed and forwarded to Headquarters.
- (c) Additional work was accomplished on Free Use Gravel Pit permits for Richardson Highway, Section C, and Alaska Highway, Section A-B1.
- (d) Further studies were made of Right-of-Way and line changes on proposed road locations and connections in the Slaterville-Graehl area.
- (e) Preparation of Farm Road petitions and applicable right-of-way data was in progress.
- (f) Compilation of Final Construction Report on Fairbanks Garage and Fairbanks Apartment contract work was in progress.

Construction

A. By Contract

Contract I-arc-4352, Fairbanks Warehouse, A. E. Waxberg Construction Company. The warehouse was accepted for occupancy on December 31, 1951, with provision that work uncompleted because of inclement weather be completed by June 15, 1952.

All other contract work was suspended during this period.

B. By Force Account

Unloading operations from Railroad cars of lumber materials for Alder Creek, Jack Wade, King Solomon, Sears and Columbia bridges was completed during this period.

Mr. Niemi

January 30, 1952

Reconstruction

No work accomplished during this period.

Farm & Industrial Roads

No work accomplished during this period.

Maintenance & General

Snow removal and winter maintenance was carried out satisfactorily during the period. Winging and dozing of snow from the roadway shoulder was started the latter part of the period. This has greatly improved the conditions of the roadway for travel.

Seasonal repair and overhaul of equipment progressed satisfactorily throughout the period.

Administration

During the past period, the Administrative Division has experienced a considerable turnover of personnel, which condition has made accomplishment of the Division's functions most difficult. Particularly hard hit has been the Supply Section, which is presently inadequately staffed as replacement personnel are not available or cannot be hired under present regulations. If present conditions continue, the situation will become critical during early spring.

Might  
be  
near  
to per  
form  
both  
Secti  
NG

The transfer of equipment and materials into the new warehouse is progressing satisfactorily.

Very truly yours, .

*M. C. Zimmerman*  
M. C. Zimmerman  
District Engineer

Fairbanks

*Fairbanks*  
*[Signature]*

January 30, 1952

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

Dear Mr. Niemi:

Situation Report

Weather conditions for the four week period ending January 27, 1952, were of abnormal nature. Total snowfall for the period was relatively normal; however, wind velocities on numerous occasions were above normal for this area. These winds caused excessive snow drifting on the highways and many man and equipment overtime hours were required to keep the highways cleared for traffic.

An item of special note during this period was the fire at the Tok Depot on January 3, 1952, in which the heavy equipment repair shop was totally destroyed. Initial reports on this fire have been forwarded and Reports of Survey are now being compiled by the District Office.

Visitors in the Fairbanks District during this period included Mr. R. G. Snider from the Conservation Foundation in New York, and Mr. Bates, Mr. Phillips, Mr. Haag and Mr. Sharples from ARC, Headquarters, Juneau.

Surveys and Plans

Fairbanks-Nenana Survey

Office work continued on this project and at the close of the period, the status of the work is as follows:

1. Coordinate computations are completed.
2. Plotting of Ground Profile at centerline is completed.
3. Plotting of Contour Section is completed.
4. Layout on Hard Shell is complete to Station 1321 + 00.
5. Plotting of Contours is complete to Station 1320 + 00.
6. Proposed Grade Line is plotted from Station 700 + 00 to 1961 + 00.

31 / Fairbanks

Mr. William J. Niemi

January 30, 1952

Taylor Highway

Twenty miles of Plan Layout has been traced on Federal Aid Sheets and profile has been started on that portion between 40-Mile River and Liberty.

Miscellaneous

Work was conducted on the following listed projects during this period:

- (a) Compilation of bridge location and road mileage data was completed and forwarded to Headquarters.
- (b) Traffic count charts and maps, showing location of Stations and average number of vehicles per day, were completed and forwarded to Headquarters.
- (c) Additional work was accomplished on Free Use Gravel Pit permits for Richardson Highway, Section C, and Alaska Highway, Section A-B1.
- (d) Further studies were made of Right-of-Way and line changes on proposed road locations and connections in the Slaterville-Graehl area.
- (e) Preparation of Farm Road petitions and applicable right-of-way data was in progress.
- (f) Compilation of Final Construction Report on Fairbanks Garage and Fairbanks Apartment contract work was in progress.

Construction

A. By Contract

Contract I-are-4352, Fairbanks Warehouse, A. E. Waxberg Construction Company. The warehouse was accepted for occupancy on December 31, 1951, with provision that work uncompleted because of inclement weather be completed by June 15, 1952.

All other contract work was suspended during this period.

B. By Force Account

Unloading operations from Railroad cars of lumber materials for Alder Creek, Jack Wade, King Solomon, Sears and Columbia bridges was completed during this period.

Mr. Niemi

January 30, 1952

Reconstruction

No work accomplished during this period.

Farm & Industrial Roads

No work accomplished during this period.

Maintenance & General

Snow removal and winter maintenance was carried out satisfactorily during the period. Winging and dozing of snow from the roadway shoulder was started the latter part of the period. This has greatly improved the conditions of the roadway for travel.

Seasonal repair and overhaul of equipment progressed satisfactorily throughout the period.

Administration

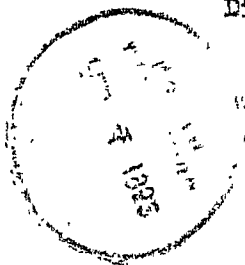
During the past period, the Administrative Division has experienced a considerable turnover of personnel, which condition has made accomplishment of the Division's functions most difficult. Particularly hard hit has been the Supply Section, which is presently inadequately staffed as replacement personnel are not available or cannot be hired under present regulations. If present conditions continue, the situation will become critical during early spring.

The transfer of equipment and materials into the new warehouse is progressing satisfactorily.

Very truly yours,

M. C. Zimmerman  
District Engineer

Reading  
Subject





Fairbanks

Fairbanks

January 2, 1952

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

Dear Mr. Niemi:

Situation Report

Weather conditions during the four week period ending December 30, 1951, generally normal for this time of year. However, a strong wind with gusts up to 67 MPH prevailed throughout the day and evening of Thursday, December 27th. This type of storm is very unusual for the Fairbanks vicinity and caused considerable drifting throughout the road system. Through roads were kept open to traffic during the storm but many of the Feeder and Local Roads were not opened until a few days later.

Mr. K. F. Goodson, District Engineer, left the employ of the Alaska Road Commission on the night of December 14th and Mr. M. C. Zimmerman, Assistant District Engineer, assumed the position of District Engineer on December 15th.

Visitors in the Fairbanks District during this period included Mr. B. D. Stewart, Jr., Chief Operations Division, who visited the Fairbanks Office on December 3rd, and Harry White, Master Mechanic on December 7th.

Surveys and Plans

Fairbanks-Nenana Survey -

Office work continued on this project and by the close of the period (a) Coordinate computations were complete to Station 1961 + 00 (b) Profile was plotted from Station 701 + 00 to Station 1747 + 00 (c) Layout on hardshell was completed between Station 701 + 00 to Station 1321 + 00 and (d) Contour sections were plotted from Station 701 + 00 to Station 1700 + 00.

Glenn Highway-Soils Survey

The Soils Survey report was completed during this period and transmitted to Headquarters' Office by our memorandum of December 11, 1951.

31/13

Mr. Niemi

January 2, 1952

Miscellaneous

Work was conducted on the following listed projects during this period:

- (a) A survey and report was made on conditions of the decking of the Tanana River, Yerrick Creek and Johnson River bridges of the Alaska Highway.
- (b) Plans of Living Quarters of Maintenance Camps received from Headquarters Office were reviewed and recommended changes were noted thereon.
- (c) Cutting and bending schedules were set up and cutting and bending was carried out by the shop forces in cooperation with the engineering department for reinforcing steel to be used in the Truck Weighing Station.
- (d) Prepared a plot plan showing recommended sites together with a foundation detail for the refrigeration unit which is to be moved from the old warehouse.
- (e) Compilation of bridge location and road mileage data continued during this period.
- (f) Additional studies were made of proposed road locations and connections in the Slaterville-Graehl area.

Construction

A. By Contract

Contract I-arc-4352, Fairbanks Warehouse. A. E. Waxberg Construction Company. Field inspection and supervision continued throughout the period. It is expected that all work will be complete with the exception of overhead doors, outside painting and thermopane windows by December 31st which is the completion date of the contract.

Contract I-arc-4339, Richardson "C" Bridges. Munter Construction Company, Inc. A meeting between members of the Munter Construction Co. and the Alaska Road Commission, was held in the District Office on December 14th and 15th. Those present included M. P. Munter, A. W. Roles, Phil Siekawitch, M. C. Zimmerman and Robert R. Smith. The object of the meeting was to discuss variance existing between District records and Contractor records on Force Account work covered by Change Order 2 and 3 for this project.

B. By Force Account

Four cars of lumber materials for Alder Creek, Jack Wade, King Solomon, Sears and Columbia bridges arrived in Fairbanks and unloading

Mr. Niemi

January 2, 1952

operations were started on December 29th. The lumber is presently being stored at the Fairbanks Depot and will be transported to bridge sites at a future date.

Reconstruction.

No work accomplished during this period.

Farm & Industrial Roads

No work accomplished during this period.

Maintenance and General

Snow removal and winter maintenance was carried out satisfactorily during this period.

Considerable water is ponding above the winter crossing at the Big Tok River. If this continues it may require rerouting of traffic over the old route. //

Seasonal repair and overhaul of equipment progressed throughout the period.

Administration

Mr. Gunderson, Administrative Officer, attended the Administrative Conference in Juneau, returning to Fairbanks, December 14, 1951.

Considerable extra work to the normal operation is being experienced in preparing year-end reports. This extra work and being understaffed, due to six resignations in the Administrative department, will cause considerable difficulty in processing the normal workload until replacements are obtained.

The new regulations which decrease leave accrual and which require a year's service for promotion have definitely thrown a hardship in retaining classified personnel and may also be a handicap in obtaining new employees.

Very truly yours,

M. C. Zimmerman  
District Engineer

Reading  
Subject