

1950

TABLES: ANK'S PROGRAM REPORTS, 1950



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA  
Program as of March 1, 1950

Ghig

FAIRBANKS DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>I&amp;M</u>	<u>Field</u>
4 K	Fairbanks-Rapids & Branches	155,000			68,000
7A, C, 15, 16	Steese Highway & Branches	138,000			58,000
7B	Fox-Livengood & Branches, Maintenance	30,000			14,000
7B	Fox-Livengood, Construction	75,000			37,000
7DN	Fairbanks Local Roads	20,000			8,000
7D	Contract Engineering	15,000			5,000
7DF	Fairbanks-Nenana Survey	40,000			20,000
11A, E	Eagle-Chicken Roads & Trails	8,000			4,000
30	Manley Hot Springs System	50,000			20,000
30 RD	Livengood - Manley System Survey	50,000			25,000
38A	Ruby System	90,000			40,000
46	Nenana-Kantishna Trail	1,000			500
47	Wiseman	8,000			4,000
59A, B	Fairbanks Bridge, Depot, Apartments	20,000			9,000
65A	Tok Reconstruction	386,000			175,000
65A, L	Alaska Highway-Tok, Maintenance	140,000			63,000
65C P	Tok Depot	20,000			9,000
65M	Alaska Highway-Eagle	810,000			360,000
88	Ferry-Eva-Moose Creek	5,000			3,000
Total . . . . .		\$2,061,000	\$828,750	\$309,750	\$922,500



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

March 8, 1950

OPERATIONS ORDERS

Fairbanks District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance, construction and reconstruction projects authorized and discussed during the conference. No reconstruction other than the Tok Cutoff is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the Year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and justified by unpredictable emergencies and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

A K Fairbanks - Rapids and Branches:

The funds programmed have been increased over last year's by the amount recommended but should be held to a minimum. The contracts now in process of paving Richardson A and B should reduce the general maintenance costs appreciably.

These funds include sufficient for improving and surfacing that portion of the Harding Lake Road from the landing to the Boy Scout Camp, which work is on a cooperative basis with the Territorial Highway Engineer. Funds should also cover continuation of the repairs to the old highway north of Salcha Station on the Richardson and repairs to the bridge over Piledriver Slough.

7A, 15, 16 Steese Highway and Branches:

Funds are programmed as recommended for minimum maintenance only and will not permit an early opening of the road as was attempted last season. Funds do not cover work on the Chatanika line change, however, the survey of this line should be undertaken and recommendations submitted as proposed during the conference. No reconstruction or improvement is included under these funds but may be programmed at a later date if the increased appropriations are received. All heavy equipment used on this work last season must be transferred to the Tok Cutoff reconstruction and will be replaced with new equipment if additional work is programmed.

7B Fox - Livengood and Branches, Maintenance:

Funds are programmed as recommended for minimum maintenance only.

7B Fox - Livengood and Branches, Reconstruction:

As agreed during the conference, the funds are programmed to provide for completion of the reconstruction to Livengood. However, the work is to be undertaken on a maintenance program basis and carried on throughout the season. The funds programmed are less than originally recommended. However, they should be sufficient to generally standardize the remaining portion of this highway. Equipment assignment to this route should be kept to a minimum in order to permit transfer to the Tok reconstruction job of as many units as possible.

7D, N Fairbanks Local:

Funds are programmed as recommended for minimum maintenance only. No work of reconstruction on the Ester Road may be undertaken until additional appropriations are received, at which time, an additional program will be issued and new equipment purchased.

The contract will be let for the Fairbanks - College road, which work should reduce the amount of necessary maintenance by our forces. Funds for engineering control of this contract will be handled separately.

7 DF Nenana Survey:

Funds provide for completion of the Nenana Survey to the Nenana River to feeder highway standards. Upon reaching the Nenana, a detailed survey of the possible crossing of the Nenana must be made to permit planning for a bridge.

11 AE Eagle - Chicken:

Funds are programmed as recommended for minimum summer maintenance only.

30 Manley Hot Springs System:

Funds have been increased over last year's program as recommended to provide for placing the entire system in good condition. Two new trucks are being purchased for this work.

30 B Manley - Livengood Survey:

Funds provide for the location to feeder road standards of the road from Livengood to the Manley Hot Springs System to tie in near Eureka.

38 A Ruby System:

Funds are programmed as recommended to provide a passable fair-weather road through from Ruby to Poorman. Two new trucks are also being purchased for this job. It is essential that both the Ruby and the Manley Hot Springs projects

be given closer supervision than during last season since a large expenditure is involved and satisfactory progress must be assured by periodic control check-ups. We cannot repeat last Year's experience on the Ruby Job.

46 Nenana - Cantishna:

Funds are programmed as recommended, however, this trail maintenance should only be undertaken as justified by local requests.

47 Wiseman System:

Funds are programmed as recommended for minimum summer maintenance only.

59 Fairbanks Depot, Bridge, Apartments:

These funds have been increased to twice your recommendations since it appears that you have planned insufficiently for the necessary maintenance and move into the new garage at your depot. However, expenditures should be kept to a minimum with no additional construction undertaken.

65 A Tok Cutoff, Construction and Maintenance:

Funds are programmed as recommended during the conference to cover initiation of reconstruction from Tok south. No work should be undertaken on the tangent immediately south of Tok since every effort should be made to improve the tortuous alignment south of the tangent. Funds are sufficient for one good-sized construction crew and it is presumed that the work will be handled both from Tok and from your old camp site south of Tok. Equipment for this work as discussed during the conference must be pulled from the Steese, Livengood and Ester jobs. However, certain items are being purchased as agreed.

Work cannot be started on this reconstruction until a definite survey for the relocation has been made. A survey party from the Valdez District is to be transferred to Tok for this work and you should arrange with Mr. Stewart accordingly. However, it is very essential that close supervision of this location party be made in order to ascertain that the best line is established. A complete study of the old Bureau of Public Roads line and a complete investigation of all possible routes must be made before establishing a new line. The standard for this work will be the same as our through highway contract reconstruction jobs with a 28-foot width at top of base gravel. Work by our forces will constitute only grading to the top of base gravel. However, such grading must be to slope and grade stakes with sufficient fineness of control to permit completion by contract for crushed gravel placing and paving only.

65 C Tok Depot:

Funds are programmed for the maintenance and operation of the entire depot and apartments. This is a new route and all appropriate charges should be shown rather than to be buried as in previous years.

65 L Alaska Highway:

Funds are programmed as recommended for minimum summer and winter

maintenance only. It is believed that your recommendations do not provide adequate funds for this work. However, no additional can be programmed unless the increased appropriations are received. Maintenance of the paved section should be reduced over last year's and also the work on the remaining portions of the highway should be kept at the bare minimum necessary to protect the road since these sections will be reconstructed by contract in the near future. It is presently planned to contract for paving Section A late this summer. However, it is probable that no work will be undertaken until 1951.

65 M Alaska Highway - Eagle:

Funds provide for construction and summer maintenance only with no reconstruction of previously constructed mileage to be undertaken. The general plan of construction is approved, however, the work should not be started as early as was done last year since it was obvious that considerable cost in fighting the breakup resulted.

When the construction reaches Jack Wade, construction and realignment of the old portion of road from Jack Wade over to Walkers Fork should be undertaken using feeder road alignment standards but holding the work to a minimum necessary to provide a passable road.

A bridge for the Walkers Fork Crossing will either be the 80-foot span from the Tulsona crossing on the Glenn Highway or the 120-foot span from Shaw Creek. A decision as to which span will be used will be withheld until more details concerning the foundations for the bridge at Walkers crossing are received. This matter was discussed with Mr. Shepard and a report should be submitted at the earliest possible date.

It is planned to use the 300-foot span from the Matanuska River crossing in Anchorage for the Forty Mile Crossing. The replacement bridge for the Matanuska has been ordered, however, the old span will not be available until the coming winter and it is probable that hauling and winter freighting for spring construction will be possible. Details of this work will have to be planned at a later date.

88 Ferry - Eva Creek:

Funds are programmed as recommended for summer maintenance only.

7 DF - College:

Funds are programmed for engineering and inspection in connection with the contract, on the basis of approximately 8% of the contract cost. A large portion has been retained for Juneau Purchase since most of the crews will be classified personnel.

Very truly yours,

A. F. Ghiglione  
Chief Engineer



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

Ghig

Program as of March 1, 1950

ANCHORAGE DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>I&amp;M</u>	<u>Field</u>
35A, DB	Mountain Roads	25,000			12,000
35B, F, G, H, J	Valley Roads	72,000			34,000
32B, 33C	Flat Roads	25,000			8,000
32G, 38 DH	Takotna Roads	39,000			20,000
46D, DA	McKinley Park Roads	220,300			75,000
48, 48A	Iliamna Roads	5,000			3,000
51	Talkeetna Roads	15,000			8,000
55C	Sterling Highway, Maintenance	30,000			15,000
55D	Sterling Highway, Construction	610,000			300,000
75A, L	Anchorage Roads, Maintenance	130,000			60,000
75A	Spenard Road, Engineering	14,000			5,000
75D	Anchorage Depot	15,000			8,000
75E	Anchorage Apartments	6,000			3,500
75F	Potter Road	8,000			4,500
76C	McKinley Park-Paxsons Survey	40,000			20,000
76C	McKinley Park-Paxsons, Const.	1,000,000			300,000
92AA	Bethel Road	28,000			6,500
92R	Dillingham Roads	22,000			10,000
93A	Bull River Roads	3,000			2,000

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>I&amp;M</u>	<u>Field</u>
94	Kodiak Roads	27,000			12,500
96B	Glenn Highway, Maintenance	30,000			15,000
96B	Glenn Highway, Engineering	200,000			70,000
98	Homer Roads	35,000			18,000
103	Asphalt Tank Farm	50,000			26,000
	Farm Roads	25,000			15,000
	Total . . . . .	<u>\$2,674,300</u>	<u>\$1,220,100</u>	<u>\$403,200</u>	<u>\$1,051,000</u>





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

March 8, 1950

OPERATIONS ORDERS

Anchorage District

Season 1950

General:

The funds programmed on the attached statement provide for maintenance and construction projects with no reconstruction authorized. These funds must be programmed by the Districts to cover the year's work outlined as no additional funds are contemplated. It will therefore be necessary that crews be kept to a minimum with definite control of monthly expenditures in line with the total funds available for the year. Any overruns of these programmed funds will have to be explained and justified by unpredictable emergencies and it is the responsibility of the District Engineer to ascertain that the field work is kept in line with this program.

Equipment purchases recommended and agreed to during the District Engineers' Conference have been covered by proportionate increases in the Juneau Purchase funds with a corresponding reduction in the available funds for field expenditure.

Mountain Roads:

The funds programmed are as recommended for bare maintenance only. Winter maintenance is to be accomplished only to the junction above the Fork near the Little Susitna Lodge as in the past seasons.

Valley Roads:

Funds are programmed as recommended and provide for regular maintenance with brush cutting, regraveling and ditching to the extent possible within the available funds and with the available equipment. This type of work should be preferably accomplished on the Wasilla-Palmer road since this is the most heavily travelled portion in the valley. The short line changes recommended to improve alignment and grade should be undertaken if possible within the programmed funds.

Flat Roads:

Funds are programmed as recommended to provide for approximately seven months of work for the foreman and one man. A new rubber-tired loader, one 3-yard dump truck, one light plant and a shop compressor have been purchased and should provide for accomplishing a general resurfacing program. In addition to the surfacing, which should be given preference, any necessary ditching, brush cutting and bridge repair must be undertaken within the available funds. These funds do not provide for any work on the Flat Airfield and any requests for such work should be referred to Mr. George S. Schwamm, Director, Division of Aeronautics, Department of Aviation, Anchorage.

Takotna:

Funds are programmed as recommended to cover necessary maintenance and continuation of the graveling toward the Sterling Landing and also on the Ganes Creek Road insofar as the funds will permit. Replacement of the bridge at Anvil Creek near Ophir should also be accomplished within the funds. Any work on the new garage and foreman's residence should be kept to the bare minimum necessary for operation.

McKinley Park:

The funds programmed include only \$20,300 total for opening of the road and essential maintenance to June 30th. The remaining funds are set up for the major bridge replacement and graveling program outlined by the National Park Service. The maintenance funds will not permit advanced snow removal except that which may be required to properly protect the road from the runoff. All other maintenance work must be restricted to the bare minimum necessary to protect the road as during the past season. It is anticipated that additional funds will be received from the Park Service for maintenance after July 1st and such funds will be covered by supplemental program.

The \$200,000 programmed for bridge replacement and surfacing covers the replacement of the Savage River Bridge and the small trestle bridges at miles 3.5, 12.8, 19.5, and 20.4. It also provides for installation of elephant hut type arch culverts at miles 15.7, and 19.1 as bridge replacements. Material for all bridges will be ordered by the Juneau Office. Material for the elephant hut arches should be planned by the District to be provided from stock at Valdez. Trestle bridge replacement material is now being requisitioned. However, the steel and concrete bridge for the Savage River has not yet been completely designed by the Park Service and it is very probable that the materials will not be received in the Park before late fall. Construction of this bridge will probably have to be deferred until the 1952 summer season.

The item of crushing for surfacing beyond East Fork, as provided also within the \$200,000 program, has been referred to the Park Service with the recommendation that the work either be deferred until the major reconstruction program begins in 1952 or at least be altered to provide for placing crush on the Station end of the highway only. It is anticipated that the crusher from the Fairbanks District will be shipped to the Park for this work and an early decision is being sought in order to allow the moving of this plant before the spring thaw in the Fairbanks District. You will be advised further in this respect.

Iliamna:

Funds are provided as recommended to cover summer maintenance only.

Talkeetna:

Funds are provided as recommended to cover summer maintenance only and should include the necessary repairs to the Upper Peters Creek bridge.

Sterling Highway:

The funds programmed constitute all funds available for both necessary maintenance until March 1951 and the completion of the grading together with application of as much crushed surfacing as possible. The priority of the work should be planned to provide for completion of the grading and completion of the bridges, including painting of the bridges, before application of crushed gravel.

New equipment requested has been purchased with the exception of the tractor truck which is being provided by transfer from Fairbanks. The ten 5-yard dump trucks purchased for Cantwell are being diverted to this project for use in graveling with the understanding that they will be shipped to Cantwell later in the season.

Your recommendations to initially stock pile the crushed material are approved, however, it is believed that the crush should be hauled onto the highway as soon as the dependability of the plant is ascertained. While stockpiling simplifies the operation, it definitely results in increased cost per yard of gravel in place on the road. Minor regrading in advance of the application of the crush should be undertaken but should be limited to reshaping only.

No work is authorized in connection with the permanent camp at the Y.

Since these funds are very limited it is necessary that no work be opened up in the spring until fair weather prevails. Any attempt at an early start may involve a waste of funds, and since a full season's work cannot be accomplished within the available money, this matter should be given serious consideration.

Anchorage Roads:

The funds are programmed as recommended and must provide for year round maintenance. Your recommendations indicate that the funds do not appear sufficient. However, as stated under "General" at the beginning of this program, no other funds are available and the work must therefore be planned within this program. Minor new equipment has been purchased, however, no equipment for winter maintenance has yet been ordered and any further action will be withheld until actual appropriations have been established. Maintenance must therefore be restricted to the minimum necessary for protection of our present investment.

Included in this maintenance work should be the painting of the Eagle and Knik Bridges, which work may be done by contract as recommended. Painting should not be undertaken on the Matanuska or Eklutna Bridges since both of these spans will be replaced or reconstructed in the near future. Steel for the Matanuska and Peters Creek Bridges is on order and all work of erection will be handled by contract. Additional funds for the engineering inspection of the contracts will be programmed at a later date. The only work to be accomplished by force account on these bridges will be the placing of the approach fills for both the temporary bridges and final approach to the completed bridge, and the maintenance of the necessary detours. It is anticipated that the dismantling of the old Matanuska Bridge will be accomplished by force account sometime during

the winter of 1950-51. However, additional funds will be provided for this work.

Contract will be let for the paving of the Spenard Highway and funds provided for engineering. Maintenance will therefore be minor. No improvement work will be undertaken on the spur from the junction near Lake Spenard to the New International Airport. This work has been requested by the Civil Aeronautics Administration, however, no funds are available for programming it at this time.

Anchorage Depot:

The funds are programmed as recommended but must cover the entire year's operation and maintenance of the depot. The concrete floor of the mezzanine in the garage should be completed and only such other improvements as may be accomplished within the funds should be started. It does not appear that the suggested rebuilding and improvement of the present bunk and mess houses can be undertaken.

The new office space requirements are being designed in the Juneau Office and will be constructed by contract, presently planned as an addition to your warehouse. Additional funds will be programmed at a later date for the supervision of this contract.

Anchorage-Potter:

Funds programmed as recommended cover maintenance only. No crushing will be undertaken until the appropriations are more definite. If and when crushing is authorized, it is proposed to use the plant from the Valdez District now stored near Glennallen.

McKinley Park - Richardson, Route 76G:

As recommended, funds have been provided for the starting of a permanent depot to be located near the junction of the McKinley Park - Richardson Highway and the Cantwell Spur. As agreed during the conference, the garage building and warehouse building have been ordered by the Juneau Office and the combination mess and bunk house will be designed and material ordered from this office. The District office was to design and order materials for the Railroad unloading platform and facilities and wannegen camps. The equipment recommended has been ordered as agreed during the conference, with the 10 dump trucks diverted to the Sterling Highway for the season's work. Garage equipment is to be largely supplied by transfer from the Palmer shop which is to be eliminated as soon as possible.

While considerable work will be required in connection with the depot installation, it is still necessary that as much construction be undertaken as possible within available funds. This work will consist principally of opening up, draining, and grading as far ahead as possible with particular care being taken to see that swampy and frozen ground is not stripped.

McKinley Park - Richardson Survey, 76G:

Funds provide continuing location on this project. The advance location

parties should work the section between Cantwell and McKinley Park prior to undertaking continuation of the line toward the Richardson Highway. It has been decided that this line will continue on the east side of Jack Creek toward the Park with the possibility of crossing to the Railroad near Windy or further north near Carlo. Definite recommendations should be submitted in this respect as early as possible. It has also been agreed that the north end of the line will enter the McKinley Park Station by way of Riley Creek leaving the Railroad near Carlo and crossing the low divide into the Riley Creek Valley. Upon completing the location of this line, the location party should be moved to the east end of the present survey and work toward the Richardson Highway Crew.

Bethel:

Funds provided are sufficiently in excess of your recommendation to permit purchase of one truck and one D4 type loader. Work however, must be limited to the maintenance of the existing road and the extension, as far as funds will permit, of the road to the new village site back from the river and the road from the new village site to the airfield, along the ridge. No work should be undertaken on the field itself until funds are authorized by Mr. Schwamm, Director, Division of Aeronautics.

Dillingham:

Funds are provided as recommended for necessary maintenance and bridge repair only. The funds have been increased to provide for the purchase of a welder, a light plant and shop compressor. No improvement can be undertaken within these funds although recommended by you.

The recommended filling and raising of the plank portion of the present road out of Dillingham for the purpose of providing a seaplane lake similar to that in Homer is under consideration, but will only be undertaken if funds are provided by the Territory and if the contract for the airport construction is let. If such action is taken, it is considered desirable to negotiate with the contractor for handling this portion of the work with his hauling equipment. It is recognized that raising of this portion of the road would materially improve winter snow removal maintenance and therefore the work could very well be undertaken as a cooperative arrangement between the Territory and the Alaska Road Commission.

Bull River Road:

Funds are provided as recommended. However, the work should be held to the absolute minimum necessary to protect the present road and bridge. No improvement, ditching or brushing should be undertaken. Recent correspondence concerning recommendations of Mr. Greene has been forwarded you for your consideration in this project.

Kodiak:

Funds are programmed as recommended. However, it appears that smaller crews than recommended would have to be used if an overrun of the allotments is to be avoided. The funds programmed will permit a foreman and one man during the summer and a foreman with periodic hired help during emergencies in the winter. The work should be limited to minimum maintenance only. Improvement and reconstruction as recommended is not yet authorized.

Glenn Highway:

Funds are programmed as recommended. However, it appears possible that summer maintenance can be reduced below your estimate since practically all of this section will be the responsibility of the contractor throughout the summer. A separate allotment will be set up for the engineering control of the contract.

As discussed during the conference, it is planned that the necessary riprap above King River will be accomplished by day labor and you were to advise the estimated cost. Upon receipt of your recommendations, a supplemental program will be considered.

Homer:

Funds as recommended are programmed for maintenance of the local road system and for such additional surfacing as may be accomplished with available equipment and within available funds. No extensions are authorized. However, they may be set up at a later date when the farm road funds are available.

An effort should be made to prospect the Olson Mountain gravel deposit with a dozer before any extensive gravel hauling up the hill is undertaken. If sufficient gravel can be located at Olson Mountain, it is very probable that additional funds will be programmed for the construction of an access road.

Apartments:

Funds are programmed as recommended to allow completion of the grading around the apartments and the painting which was eliminated from the contract. Necessary minor maintenance throughout the season must be planned within these funds.

Farm Roads:

The amount programmed is specifically set up for undertaking the construction of the Oil Well Loop farm road recommended during the conference. It is understood that this work will be undertaken before the breakup in order to permit hauling of gravel onto the swamp sections.

All other farm projects must be deferred until more definite action on the appropriation has been taken. However, if the funds now in the Budget are approved, it is anticipated that approximately \$100,000 will be set up for your district.

Asphalt Plant:

Funds are programmed as recommended to cover the operation, maintenance and furnishing of fuel oil for the asphalt tank farm.

Contract Engineering:

Funds are programmed individually for the three contracts scheduled for your District with the major portion retained under Juneau Purchase since the crews are largely paid by the Juneau Office. If actual payments indicate that too much has been

reserved for Juneau Purchase, an adjustment to increase the field will be made at a later date. The total funds programmed for contract engineering have been based on approximately 8% of the anticipated contract expenditures.

Very truly yours,

A. F. Ghiglione  
Chief Engineer



Ghig

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

Program as of March 1, 1950

NOME DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>I&amp;M</u>	<u>Field</u>
8	Nome-Council & Branches, Maintenance	33,750 ✓			16,000
8	Nome-Council & Branches, Reconstruction	70,000 ✓			33,000
13M	Nome Depot	15,000 ✓			7,000
13, 25	Nome Local Roads	31,000 ✓			15,000
27	Deering-Immachuk	20,000 ✓			8,000
67B	Teller-Bluestone	10,250 ✓			5,500
68	Trails	2,000 ✓			1,200
89A	Seward Peninsula Tram	36,000			19,000
89 AB	Bunker Hill - Kougarok	32,000 ✓			17,000
Total . . . . .		\$250,000	\$93,300	\$35,000	\$121,700





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA

March 8, 1950

OPERATIONS ORDERS

Nome District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance and construction projects authorized and discussed during the conference. No reconstruction other than the Nome Council road is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

§ Nome-Council, Maintenance:

Funds are programmed in accordance with the recommendations revised by you during the conference and provide for minimum maintenance only. Early snow removal should not be undertaken unless financed by the contractor as previously authorized by wire. Snow removal as in the past in cooperation with the Civil Aeronautics Administration and Alaska Communications System may be undertaken. The Hastings Creek fill cannot be undertaken within these funds. However, this work will be considered at a later date if our increased appropriations are received.

§ Nome-Council, Construction:

Funds are being programmed as discussed during the conference but no allotments will be made until our appropriations are more definite. However, as agreed, you may plan that the work will go ahead and organize your crews and equipment accordingly. All effort on this work should be exerted toward pushing the fill to Council and work on the line changes should not be undertaken until it is assured that you may reach Council with the funds provided. Further investigation of the possible move of the equipment across the swamp in order to permit a backhaul of the fill material should be made. However, an early start should not be planned if it is necessary to again fight snow as during last season. It is realized that these funds are limited and your plans must be accordingly to exert every effort on the most economical completion of this job. One additional 4 x 4 pickup is being purchased.

13 M Nome Depot:

Funds are programmed as recommended for maintenance of the depot, completion and minor improvement of the yard area. No additional construction or installation of buildings should be undertaken without approval since the funds provided will allow only the absolutely essential work to be undertaken.

13 and 25 Nome Local Roads:

Funds are provided as recommended for minimum maintenance and repairs as outlined by you.

26 Gandle - Gandle Creek:

No funds are programmed for this work, however, it is presumed that the maintenance will be handled by the miners with Territorial funds as in the past. Use of our new grader and minor equipment for this work is again authorized.

27 Deering:

Increased funds are programmed as recommended for placing this road in fair condition to Mile 21. It is agreed that you may move one D6 tractor from Nome and one good 3-yard truck. A new replacement truck is being ordered and will be held in Seattle until word is received from you as to whether shipment should be made direct to Deering or Nome. It appears that the combined shipment of the D6 and dump truck from Nome to Deering may be most economical. However, thorough investigation of comparative costs should be made by you.

67B Teller:

Funds are programmed as recommended and the work as outlined by you is approved.

68 Trails:

Funds are programmed as recommended for staking of approximately 200 miles of trail.

89A Seward Peninsula Tram:

Funds are programmed as recommended for general maintenance of the entire line. Snow removal in cooperation with the USSR & M Company may be undertaken; however, this work should be delayed as long as possible in order to conserve funds.

89 AB Bunker Hill - Kougarok:

Funds programmed as recommended provide for continuation of this work. Every effort should be made to concentrate on continuation of the advanced graveling in preference to improvement of the Bunker Hill end. Snow removal and camp improvement on this route should also be kept to a minimum in order to conserve funds for advancing the construction.

Very truly yours,

A. F. Ghiglione  
Chief Engineer



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

G 419

Program as of March 1, 1950

VALDEZ DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>L&amp;M</u>	<u>Field</u>
4BA	Valdez-Ernestine, Maintenance	66,600			35,000
4BA	Valdez-Ernestine, Reconstruction	135,000			62,500
4C	Ernestine-Paxsons	90,100			46,000
4C	Ernestine-Paxsons, Surveys and Contract Engineering	90,000			35,000
4G	Paxsons-Rapids, Maintenance	38,000			20,000
4DB	Glenn Highway, Maintenance	43,200			22,000
4DB	Glenn Highway, Contract Engineering	120,000			35,000
6A	Chitina-Willow Creek	5,700			3,000
36	Mineral Creek	1,900			1,000
57	McCarthy Roads	13,300			7,000
65A	Tok Cutoff, Maintenance	122,300			60,000
65A	Tok Cutoff, Reconstruction	600,000			300,000
65G	Slana-Chisana	3,800			2,000
76C	Paxsons Lake - McKinley Park	700,000			370,000
78	Valdez Depot, Maintenance	15,400			8,000
78A	Glennallen Depot, Maintenance	60,000			30,000
78A	Glennallen Depot, Construction and Engineering	45,000			20,000
103	Asphalt Tank Farm	23,500			15,000
Total . . . . .		\$2,173,800	\$789,300	\$313,000	\$1,071,500



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

March 8, 1950

OPERATIONS ORDERS

VALDEZ DISTRICT

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance, construction and reconstruction projects authorized and discussed during the conference. No reconstruction other than Richardson G and the Tok Cutoff is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed by the Districts to cover the year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and justified by unpredictable emergencies and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditure.

4 BA Valdez-Ernestine, Maintenance:

Funds are programmed as recommended and provide for summer maintenance only, with a minimum of work anticipated since reconstruction of this section by contract will be undertaken in the near future. It is very probable that the spring runoff control costs will be reduced as a result of the winter maintenance over the section of Thompson Pass.

Additional funds will be programmed at a later date if the winter maintenance of the Thompson Pass Summit is again to be undertaken.

4 BA Valdez-Ernestine, Reconstruction:

The funds are programmed as recommended to cover the continuation of the force account construction on the Richardson G section with the work to be done back from Mile 40 toward Mile 36 through the rock section and also to continue the grading north of Mile 47. This work should continue as during the past year to our new standards with every effort made to bring the grading to the grade stakes with fine grading sufficient to allow placing of crushed gravel at a later date by contract. As agreed during the conference, operation of the major equipment on a two shift basis must be planned in order to accomplish the desired work with the limited available equipment.

4 C Ernestine-Paxsons:

Funds are programmed as recommended for minimum summer maintenance and winter maintenance of that portion normally kept open. As on route 4 BA, maintenance should be kept to an absolute minimum since reconstruction will be undertaken in the near future. The Richardson F section will be under contract and will therefore eliminate considerable of the usual maintenance on this route. Engineering and supervising the contract will be handled separately.

Funds provided under Richardson F Engineering include sufficient for wage board construction of the Bear Creek Bridge on the new line. This bridge is to be approximately 60 feet long and must be built to the new standard trestle design with creosoted piling and abutment material. Lumber should be requisitioned right away for this bridge.

It is very probable that gravel hauling will be required on that section north of Big Timber, especially between Miles 133 and 170. However, this should be held to the minimum necessary to maintain traffic since the realignment by contract will be undertaken as soon as possible after July 1.

4 G Paxsons-Rapids:

Funds are programmed as recommended and provide for summer maintenance only including such necessary snow and ice removal as may be required for the protection of the road from spring runoff. No reconstruction or bridge replacement should be undertaken until final line for reconstruction work has been established.

4 DB Glenn Highway:

Funds are programmed as recommended for necessary winter and summer maintenance. However, it is recognized that expenditures for summer maintenance will be considerably reduced in view of the fact that all of this section is under contract. Production schedule of the contractor has indicated that he intends entire completion of Glenn B-3 during this season.

The Tolsona replacement bridge has been ordered and it is planned that erection will be accomplished by contract. However, the stream change, old bridge removal and completion of approaches to the new structure will have to be undertaken by force account. Funds will be provided at a later date for this work and for the engineering control of the contract.

No action shall be taken on the construction and improvement of the Eureka camp.

6 A Chitina - Willow Creek:

Funds are programmed as recommended for minimum summer and winter maintenance.

36 Mineral Creek:

Funds are programmed for minimum summer maintenance as recommended.

57 McCarthy Roads:

Funds are programmed as recommended for minimum summer maintenance only with such work confined to the roads between the May Creek Field and Dan Creek and Chititu.

65 A Tok Cutoff:

The funds for summer and winter maintenance are programmed as recommended. However, it is believed that the summer maintenance may be reduced below your estimates and every effort should be made to keep this at an absolute minimum.

Reconstruction will be continued with funds reduced from your recommended estimate. This reduction was made as discussed during the conference to permit the initiation of work on the Fairbanks end of the Tok Cutoff. The funds provided, however, are sufficient to operate all available equipment on a double shift basis during the construction season. As discussed, it has been agreed that the completion of the fine grading on this work will be handled by contract in conjunction with paving. Since funds for the fine grading and paving contract will be available this July, it is absolutely essential that every effort be made to complete the line change from Mile 23 to 26 and to also complete the grading along the wet clay side hill from Miles 26 to 29. This work should be started as soon as possible in order to take advantage of the receding frost through the poorer sections.

The Gakona bridge has been ordered and will be entirely erected by contract with only the approach fills to be placed by force account. The dismantling and shifting of the old span will be handled by force account. Bridges for the Tulsona, Sinona and Indian Creeks will be ordered too late for installation this season. In general, the outline of work as recommended by you is satisfactory. However, it is not agreed that you should string out the work and it is preferred that every effort be made to complete the work from the Richardson end in succession rather than leaving unfinished portions. It is not agreed that the Mentasta line change should be deferred. Every effort should be made to open up this new road in order that it may be allowed to set as long as possible before final paving by contract.

65 G Slana - Chisana:

Funds are programmed as recommended for minimum maintenance and also cover the replacement of the old span to the Slana Crossing. Replacement of this bridge with the old Gakona span will be considered and funds programmed later if authorized.

76 G Paxsons - Cantwell:

Funds are programmed as recommended for continuation of the work on the upper line. The outline of work proposed by you is satisfactory, and the advanced camp should be established as early as possible. As discussed with you, it is necessary that all equipment be double shifted in order to push this work to the greatest extent possible.

78 Valdez Depot:

Funds are programmed as recommended and provide for necessary maintenance and repairs of buildings only. It is not possible to consider a new shop building or additional warm storage out of these funds. It is agreed that all heavy repair work should be transferred to Glennallen and such a move will probably result in available warm storage space within your present shop for necessary winter maintenance equipment. Transfer of the major overhauling to Glennallen will also reduce the present troubles of yard storage and shifting of dead equipment. The funds provided include necessary cost of rearranging your warehouse space in order to conform with the new property handling requirement.

78 A Depot:

Funds are programmed as recommended for necessary maintenance only and do not provide for expansion or construction of dormitory space or apartment facilities as recommended. Any necessary summer expansion of forces for this season's operation will have to be accommodated in temporary structures or tents. The funds may be used for the conversion of Cameron's old house into office space.

78A Garage:

Funds are programmed as recommended for the necessary engineering and force account construction in connection with the garage contract.

Asphalt Plant:

Funds are programmed as recommended to cover operation and maintenance of the asphalt tank farm.

Contract Engineering:

Funds are programmed individually for the Glenn B-3 and Richardson F contracts scheduled for your District. The major portion of these funds have been retained under Juneau Purchase since the crews are largely paid by the Juneau Office. If actual payments indicate that too much has been reserved for Juneau Purchase, an adjustment to increase the field will be made at a later date. The total funds programmed for contract engineering have been based on approximately 8% of the anticipated season's expenditures.

Very truly yours,

A. F. Ghiglione  
Chief Engineer





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

Ghiq

Program as of March 1, 1950

Haines Subdistrict

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>I&amp;M</u>	<u>Field</u>
3 AB	Maintenance and Construction	\$59,000			\$30,000
3 AB	Paving	100,000			35,000
3 E	Maintenance	6,000			3,000
3 D	Maintenance	5,000			2,500
44 D	Skagway	17,000			9,000
52 B	Surveys	<u>10,000</u>			<u>5,000</u>
	TOTAL	\$197,000	\$84,000	\$28,500	\$84,500



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

March 1, 1950

OPERATIONS ORDERS  
HAINES SUBDISTRICT

Season 1950

The funds programmed on the attached statement provide for the maintenance and construction projects authorized and discussed during the conference. No construction in excess of authorized work may be undertaken and rigid control of your crews must be exercised in order that no overrun of these funds occurs. Any overruns must be explained and justified by unpredictable emergencies and therefore a detailed plan of operations must be worked out and followed if a logical year-round operation can result.

3 AB. Construction and Maintenance:

These funds are programmed as recommended by your letter of February 27 for accomplishing necessary maintenance both summer and winter until March 1, 1951, and for the construction of the Big Boulder Bridge and the 26 Mile dike. Equipment for the concrete work in connection with the Big Boulder Bridge has been ordered, a copy of the requisition having been sent you. Included under the maintenance portion of this project is sufficient for the repairs to the Wells Bridge.

3 AB. Paving:

These funds are for the work of engineering and inspection in connection with the contract operations. Since all classified personnel is paid out of the Juneau Office, the field portion of these funds is somewhat limited.

3E, 3D. Maintenance:

The funds programmed are for bare maintenance only and will not permit any reconstruction or improvement.

44 D. Skagway:

Funds provided will allow bare maintenance only with minor improvement on the most dangerous points of the Dyea Road and reconstruction of the Dyea Dike. As discussed during the conference, a light type maintainer may be purchased for Skagway at a later date if additional funds are appropriated.

52 B. Survey:

These funds provide for the Annette Island Survey costs only. Additional funds required for maintenance of the Annette Island roads may be required through the cooperative agreement with the Civil Aeronautics Administration; however, such allotment will be handled later.

General:

Since this is the first time that a detailed program has been set up for the Haines and Skagway subdistricts, your attention is invited to the following general functions permissible under our method of programming. The field and L&M portion of the funds constitute the total expenditures which you may undertake. The JP or Juneau Purchase portion is set up for accomplishing payment of all materials and equipment purchases handled through the Juneau Office and payment of all classified personnel including yourself. This Juneau Purchase also pays for all fuel oil and lubricants used from Standard Oil.

As a result, the programming of your work to accomplish necessary operations within your available funds must be planned solely out of the Field and L&M. The Field and L&M funds cover the payment of all wage board employees, and the payment of all local purchases such as your miscellaneous supplies and lumber. The L&M portion of these funds is used for the payment of mechanics on overhaul and for work unidentified to any particular route. The Field portion should always be identified as upon one of your routes. Equipment rentals do not appear as an obligation against any of these funds in your programming setup since in the overall accounting the expenditures out of your Juneau Purchase and L&M for equipment purchase and overhaul are credited to the plant account to offset such rentals.

It is therefore essential that you immediately work out a program to stay within the tabulated Field funds for each route, recognizing that the major charge against these Field funds consists of your wage board labor only. Recent payrolls paid your district personnel appear to be excessive for this time of the year and a complete review of your operations therefore appears in order. The payroll for February 27 to March 12 listed 11 wage board employees in the classes of truck driver, grader operator, tractor operator, foreman, etc. and is obviously too large an expenditure under the attached program unless you are accomplishing some of the work on Route 3 AB such as the dike construction.

A. F. Ghiglione  
Chief Engineer



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

Program as of March 1, 1950

FAIRBANKS DISTRICT

Season 1950

COPY

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>LM</u>	<u>Field</u>
4 K	Fairbanks-Rapids & Branches	155,000			68,000
7A, C, 15 and 16	Steele Highway & Branches	138,000			58,000
7B	Fox-Livengood & Branches, Maintenance	30,000			14,000
7B	Fox-Livengood, Construction	75,000			37,000
7DN	Fairbanks Local Roads	20,000			8,000
7D	Contract Engineering	15,000			5,000
7DF	Fairbanks-Nenana Survey	40,000			20,000
11A, 2	Eagle-Chicken Roads & Trails	8,000			4,000
30	Manley Hot Springs System	50,000			20,000
30 D	Livengood-Manley System Survey	50,000			25,000
38A	Ruby System	90,000			40,000
46	Nenana-Kentikna Trail	1,000			500
47	Wiseman	8,000			4,000
59A, 3	Fairbanks Bridge, Depot, Apartments	20,000			9,000
65A	Tok Reconstruction	386,000			175,000
65A, L	Alaska Highway-Tok, Maintenance	140,000			63,000
65P	Tok Depot	20,000			9,000
65M	Alaska Highway-Tauke	810,000			360,000
88	Ferry-Eva-Moose Creek	5,000			3,000
TOTAL . . . . .		52,061,000	9023,750	1309,750	2922,500

1726



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

March 8, 1950

OPERATIONS ORDERS

Fairbanks District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance, construction and reconstruction projects authorized and discussed during the conference. No reconstruction other than the Tax Cut-off is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and justified by unpredictable emergencies and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

A & B Fairbanks - Rapids and Branches:

The funds programmed have been increased over last year's by the amount recommended but should be held to a minimum. The contracts now in process of paving Richardson A and B should reduce the general maintenance costs appreciably.

These funds include sufficient for improving and surfacing that portion of the Harding Lake Road from the landing to the Boy Scout Camp, which work is on a cooperative basis with the Territorial Highway Engineer. Funds should also cover continuation of the repairs to the old highway north of Galena Station on the Richardson and repairs to the bridge over Pile-driver Slough.

7A, 15, 16 Steese Highway and Branches:

Funds are programmed as recommended for minimum maintenance only and will not permit an early opening of the road as was attempted last season. Funds do not cover work on the Chatanika line change, however, the survey of this line should be undertaken and recommendations submitted as proposed during the conference. No reconstruction or improvement is included under these funds but may be programmed at a later date if the increased appropriations are received. All heavy equipment used on this work last season must be transferred to the Tax Cut-off reconstruction and will be replaced with new equipment if additional work is programmed.

7B Fox - Livengood and Branches, Maintenance:

Funds are programmed as recommended for minimum maintenance only.

7B Fox - Livengood and Branches, Reconstruction:

As agreed during the conference, the funds are programmed to provide for completion of the reconstruction to Livengood. However, the work is to be undertaken on a maintenance program basis and carried on throughout the season. The funds programmed are less than originally recommended. However, they should be sufficient to generally standardize the remaining portion of this highway. Equipment assignment to this route should be kept to a minimum in order to permit transfer to the Tok Reconstruction job of as many units as possible.

7D, N Fairbanks Local:

Funds are programmed as recommended for minimum maintenance only. No work of reconstruction on the Ester Road may be undertaken until additional appropriations are received, at which time, an additional program will be issued and new equipment purchased.

The contract will be let for the Fairbanks - College road, which work should reduce the amount of necessary maintenance by our forces. Funds for engineering control of this contract will be handled separately.

7 DF Nenana Survey:

Funds provide for completion of the Nenana Survey to the Nenana River to feeder highway standards. Upon reaching the Nenana, a detailed survey of the possible crossing of the Nenana must be made to permit planning for a bridge.

11 AE Eagle - Chikena:

Funds are programmed as recommended for minimum summer maintenance only.

30 Manley Hot Springs System:

Funds have been increased over last year's program as recommended to provide for placing the entire system in good condition. Two new trucks are being purchased for this work.

32B Manley - Livengood Survey

Funds provide for the location to feeder road standards of the road from Livengood to the Manley Hot Springs System to tie in near Suroka.

35 A Ruby System:

Funds are programmed as recommended to provide a passable fair-weather road through from Ruby to Foorson. Two new trucks are also being purchased for this job. It is essential that both the Ruby and the Manley Hot Springs projects

be given closer supervision than during last season since a large expenditure is involved and satisfactory progress must be assured by periodic control check-ups. We cannot repeat last year's experience on the Ruby Job.

46 Nonna - Cantishna:

Funds are programmed as recommended, however, this trail maintenance should only be undertaken as justified by local requests.

47 Wisman System:

Funds are programmed as recommended for minimum summer maintenance only.

59 Fairbanks Depot, Bridge, Apartments:

These funds have been increased to twice your recommendations since it appears that you have planned insufficiently for the necessary maintenance and move into the new garage at your depot. However, expenditures should be kept to a minimum with no additional construction undertaken.

65 A Tok Cutoff, Construction and Maintenance:

Funds are programmed as recommended during the conference to cover initiation of reconstruction from Tok South. No work should be undertaken on the tangent immediately south of Tok since every effort should be made to improve the tortuous alignment south of the tangent. Funds are sufficient for one good-sized construction crew and it is presumed that the work will be handled both from Tok and from your old camp site south of Tok. Equipment for this work as discussed during the conference must be pulled from the Steese, Livengood and Ester jobs. However, certain items are being purchased as agreed.

Work cannot be started on this reconstruction until a definite survey for the relocation has been made. A survey party from the Valdez District is to be transferred to Tok for this work and you should arrange with Mr. Stewart accordingly. However, it is very essential that close supervision of this location party be made in order to ascertain that the best line is established. A complete study of the old Bureau of Public Roads line and a complete investigation of all possible routes must be made before establishing a new line. The standard for this work will be the same as our through highway contract reconstruction jobs with a 28-foot width at top of base gravel. Work by our forces will constitute only grading to the top of base gravel. However, such grading must be to slope and grade stakes with sufficient fineness of control to permit completion by contract for crushed gravel placing and paving only.

65 C Tok Depot:

Funds are programmed for the maintenance and operation of the entire depot and apartments. This is a new depot and all appropriate material should be shown rather than to be buried as in previous years.

65 E Alaska Highway:

Funds are programmed as recommended for minimum summer and winter

maintenance only. It is believed that your recommendations do not provide adequate funds for this work. However, no additional can be programmed unless the increased appropriations are received. Maintenance of the paved section should be reduced over last year's and also the work on the remaining portions of the highway should be kept at the bare minimum necessary to protect the road since these sections will be reconstructed by contract in the near future. It is presently planned to contract for paving Section A late this summer. However, it is probable that no work will be undertaken until 1951.

67M Alaska Highway - Barla:

Funds provide for construction and summer maintenance only with no reconstruction of previously constructed mileage to be undertaken. The general plan of construction is approved, however, the work should not be started as early as was done last year since it was obvious that considerable cost in fighting the breakup resulted.

When the construction reaches Jack Wado, construction and realignment of the old portion of road from Jack Wado over to Walkers Fork should be undertaken using feeder road alignment standards but holding the work to a minimum necessary to provide a passable road.

A bridge for the Walkers Fork Crossing will either be the 80-foot span from the Tulsona crossing on the Glenn Highway or the 120-foot span from Shaw Creek. A decision as to which span will be used will be withheld until more details concerning the foundations for the bridge at Walkers crossing are received. This matter was discussed with Mr. Shepard and a report should be submitted at the earliest possible date.

It is planned to use the 300-foot span from the Matanuska River Crossing in Anchorage for the Forty Mile Crossing. The replacement bridge for the Matanuska has been ordered, however, the old span will not be available until the coming winter and it is probable that hauling and winter freighting for spring construction will be possible. Details of this work will have to be planned at a later date.

68 Ferry - Eva Creek:

Funds are programmed as recommended for summer maintenance only.

7 MF - Collier:

Funds are programmed for engineering and inspection in connection with the contract, on the basis of approximately 3% of the contract cost. A large portion has been retained for Junco Purchase since most of the crews will be classified personnel.

Very truly yours,

A. F. Shiglione  
Chief Engineer



December 19, 1950

Mr. Kenneth F. Goodson  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Goodson:

Reference is made to your November 30 allotment statement and the accompanying memorandum of December 11. Supplemental allotments are being issued as follows in order to carry your District to the first of March.

<u>Route</u>	<u>Item</u>	<u>Field</u>
65A	Survey, reduce Field allotment	\$ 8,000.
300	Survey, increase Field allotment	8,000.
38A	Maintenance	2,000.
59	Depot Maintenance	10,000.
65P	Depot Maintenance	6,200.
65M	Construction	<u>15,000.</u>
		\$33,200.

The slight overrun on Route 72A, Engineering, may be charged to Route 72, Reconstruction.

The expenditures on your depots at Tok and Fairbanks must be held to a bare minimum necessary to carry on your winter operations. These overruns appear excessive, though the amount estimated by you is being allotted as requested.

Your request for \$8,000 additional allotment for Route 300 appears excessive since your last allotment statement indicated an overrun of less than \$5,000 with no anticipated new obligations. The allotment is being made in the amount requested, since an equal amount can be transferred from Route 65A, Survey funds.

The amount of \$30,000 requested for the freighting of steel for the Shaw Creek and Matamoras bridges into the 40 Mile is considered excessive, and this allotment has been made in half the amount requested. Consideration should be given to deferring the freighting of the Matamoras bridge steel until after the first of March in order to avoid the extreme winter weather conditions. The same should apply to the Shaw Creek bridge, though it may be desirable to accomplish the dismantling while the river is solidly frozen. Any work planned after the first of March would come out of your 1951 program and no allotments would be required at this time.

While it appears that your L&M allotments will not be sufficient to carry you through the first of March, no additions are being issued at this time, as a more accurate estimate can be made at the end of December.

Very truly yours,

A. F. Chiglione  
Chief Engineer

AFG:mb  
cc: Colonel Hoyes  
A. F. Chiglione  
Accounts Section

ACCOUNTS: The above allotments should be made from the remaining reserve of maintenance funds.

November 15, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

The following supplemental program is hereby authorized  
for the Fairbanks District:

<u>Route</u>	<u>Name</u>	<u>Program</u>	<u>JP</u>	<u>IBM</u>	<u>Field</u>
15J	Central Airfield	\$200	\$60	\$40	\$100

The above funds are for winter maintenance of Central  
Airfield as requested in your memorandum of November 9, 1950.

Very truly yours,

Wm. J. Micai, Chief  
Operations Division

WJN:daw

cc: Col. Noyes  
Mr. Ghiglione  
Accounts Section

Accounts: Please issue above allotment from reserve of maintenance  
funds. Apparently Mr. Schwamm, Territorial Aeronautics  
Commission, has authorized the above work verbally unless  
a covering letter is in the files. His agency should be  
billed for the \$200 to cover this allotment.

September 22, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

The following supplemental program is hereby authorized for the Fairbanks District in accordance with my wire of September 21-2

Route 7 A D      Engineering and Paving      \$5,000 Field Allotment

This allotment is authorized to complete necessary engineering on this route, including the survey for the Chena Slough Bridge.

Very truly yours,

A. F. Ghiglione  
Chief Engineer

AG:lvn

cc: A. F. Ghiglione  
Colonel Noyes  
Accounts

Please issue the allotment to cover the above planned program from the present reserve in paving funds.

August 15, 1950

Mr. Frank Nash  
Alaska Road Commission  
Fairbanks, Alaska

Dear Sir:

Reference is made to our discussion concerning the survey for the new Chena Slough Bridge. You are authorized to charge the cost of this work against your Route 700 Engineering Program which was set up on May 3 by supplemental authorization. This program will be increased at a later date if additional funds are required to cover additional work.

Very truly yours,

A. F. Ghiglione  
Chief Engineer

cc: Mr. Ghiglione  
Col. Noyes

AFG:daw



August 18, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

The following supplemental program is hereby authorized for the Fairbanks District:

Subproject Number	Program	J.P.	I&M	Field
4 K .....	\$160,000	\$50,000	\$25,000	\$85,000

The above funds are programmed for the construction of the Military Arctic Test Branch firing range road in the vicinity of Donley Dome.

Very truly yours,

A. F. Chiglione  
Chief Engineer

AFG:tl

cc: Col. Noyes  
A. F. Chiglione

Accounts - Funds should be programmed from existing paving reserves; however, the same paving reserve will be credited upon receipt of the Form 1080 transfer of funds from the Army to cover this project.



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FM GUNDERSON ROAD COMMISSION FAIRBANKS  
TO GHIGLIONE ROAD COMMISSION JUNEAU

INT GR18

Col. Noyes	.....
Chf. Engr	.....
Admin	.....
Plans	.....
Engng	.....
Acctg	.....

REQUEST ~~AP~~LOTMENT APPLICABLE TO CONSTRUCTION ACCESS ROAD ARCTIC TEST  
BRANCH FIRING RANGE AT DONNLEY DOME VIA BOLIA LAKE

18/0210Z

	A	JR	LFM	Fied
160,	160	50,	2500	85000
35	"			
<u>700</u>	700			
280				
5000				
16				
1				
4				

From Randy *revised*

August 2, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

The following supplemental program is hereby authorized  
for the Fairbanks District:

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>F.F.</u>	<u>MM</u>	<u>Field</u>
4 X	Paving engineering, Fairbanks - Rapids and branches . . . . .	\$24,000	\$8,000	\$5,000	\$11,000

These funds are programmed in accordance with our earlier  
discussions, my supplemental program of July 10, and your wire of  
August First, for continuation of the engineering work in connection  
with the Bureau of Public Roads contract on Richardson Sections 1 and 2.

Very truly yours,

A. F. Ghiglione  
Chief Engineer

cc: Colonel Hayes  
Mr. Ghiglione  
Mr. Nagel :

Funds should be programmed from existing paving  
reserve (construction)

AFG

32/108





July 21, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

Supplemental program is hereby authorized for the Fairbanks District:

<u>Route</u>	<u>Program</u>	<u>I.P.</u>	<u>IPM</u>	<u>Field</u>	
65 L	Alaska Highway, Maintenance	\$0,000	\$2,500	\$1,500	\$4,000

This supplemental allotment is made for the completion of the paving repair work on Alaska Highway Section B as recommended by your memorandum of July 18. This work is being carried as a charge to paving funds since it, in effect, constitutes completion and correction of work not properly finished under contract.

Very truly yours,

A. F. Chiglione  
Chief Engineer

AFG:yk

cc: Colonel Noyes  
Mr. Chiglione  
Mr. Nagel

Accounts Section: The above supplemental program has been issued for the Fairbanks District. The funds to cover this work should be programmed from the existing paving reserve (Construction)

AFG

52/100

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau      DATE: July 18, 1950

FROM : Frank Nash, District Engineer, ARC, Fairbanks, Alaska

SUBJECT: Shoulder Maintenance of Section "B" Alaska Highway

Col. Noyes.....	
Chf. Engr.....	<i>[initials]</i>
Admin.....	
Off. Asst.....	
Engr.....	
.....	
.....	
.....	

Enclosed herewith you will find a copy of a memo received recently from Mr. Goodson.

I agree with Mr. Goodson that this work should be done. However, we cannot perform this work and keep within our present funds; an additional allotment will be required.

However, I do not agree with Mr. Goodson as to the cost. I believe the total cost will run nearer to \$8,000.00 than \$5,000.00, 50% of which would be required for field costs.

Encl.

cc - Mr. Goodson

Headquarters, Alaska Road Commission, Juneau

July 18, 1950

Frank Nash, District Engineer, ARC, Fairbanks, Alaska  
Shoulder Maintenance of Section "B" Alaska Highway

Enclosed herewith you will find a copy of a memo received recently from Mr. Goodson.

I agree with Mr. Goodson that this work should be done. However, we cannot perform this work and keep within our present funds; an additional allotment will be required.

However, I do not agree with Mr. Goodson as to the cost. I believe the total cost will run nearer to \$8,000.00 than \$5,000.00, 50% of which would be required for field costs.

Encl.

cc - Mr. Goodson

Mr. Frank Nash

Toke, Alaska  
July 7, 1950

Kenneth W. Goodson

Shoulder Maintenance of Alaska Highway Section "B"

Recent observation & inspection of subject highway indicates extensive repairs are required to the recently widened shoulders. This repair is occasioned by the fact the paving contractor could not compact the embankment material when placed. Heavy rains, snows, and naturally wet terrain has caused shoulders to settle and seek a less steep angle of repose.

Mr. John G. Shepard, Construction Engineer, made a survey of the required repairs and has submitted the following estimate.

Mile Post	Quantity Required	Distance to Borrow Pit
1354	50 Cu. Yd.	1.7 Miles
1354.5--1354.7	1000 Cu. Yd.	1.2 Miles
1355	625 Cu. Yd.	.7 Miles
1355.1--1355.2	300 Cu. Yds.	.6 to .5 Miles
1355.5	1000 Cu. Yds.	.2 Miles
1355.8	200 Cu. Yds.	.1 Miles
1355.8	200 Cu. Yds.	.1 Miles
1356.1--1356.2	350 Cu. Yds.	.4 to .5 Miles
1356.9--1357.1	1100 Cu. Yds.	1.1 to 1.4 Miles
1357.9--1358.0	500 Cu. Yds.	2.2 to 2.3 Miles
1357.9--1358.0	600 Cu. Yds.	1.7 to 1.9 Miles
1359.0--1360.1	325 Cu. Yds.	.3 to .4 Miles

Indicated on this quantity estimate to estimate the following equipment, equipment hours, personnel, man hours, gasoline, fuel oil, lubricating, and maintenance repairs will be required.

1-Link Belt peeler shovel	28 hours---	27.25
1-Log Tail Trailer, Truck tractor	12 hours---	2.50
3-200 3 1/2 T. Lorry trucks	20 hours---	2.25
1-1 1/2 motor patrol	16 hours---	2.25
1-1 1/2 truck	70 hours---	2.25
Total Equipment Plant Rental		
1-Heavy Operator- 20 man hours	2.75----	2.75
1-Heavy driver-Heavy duty-12 man hrs.	2.40----	2.40
3-Heavy driver-1st. man 370 man hrs.	2.80----	3.20
1-motor patrol operator 12 man hrs.	2.30----	2.30
1-Foreman 20 man hrs.	2.74----	2.74
Total Direct Labor Cost		

Mr. Frank Nash

Kenneth F. Goodson

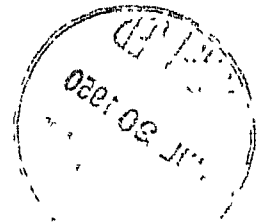
Continued

Gasoline	1350 Gals	300.00	
Diesel Oil	180 Gals	50.00	
Lubricating Oil	40 Gals	30.00	
Lubricants	30 lbs	50.00	435.00
Supervision			
Estimated for Tok Depot		\$375.00	375.00
Equipment Repairs			
Estimated Parts & Labor		1550.00	<del>550.00</del>
TOTAL ESTIMATE			\$5554.48

Since these repairs have been a result and a requirement of the recently completed paving project it is our belief that the required additional expenditures should be budgeted from Paving Funds.

It is recommended that these repairs be made during the month of August, 1950 to best utilize available equipment. Please indicate to this Office by memorandum the action taken by your Office and any subsequent action so that we may plan <sup>our</sup> personnel and equipment accordingly.

CC. Orig. & 1- Mr. Nash  
Mr. Egan



July 10, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

The following supplemental program is hereby authorized for the Fairbanks District:

<u>Route</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>LAM</u>	<u>Field</u>
7 B	Fox-Livengood	\$5,000	\$2,500	\$1,000	\$2,500
58A, B	Fairbanks Depot and Apartments	20,000	6,000		14,000

The above funds are programmed in accordance with my recent discussion with you and your letter of May 26. The work on Route 7B should consist of only the necessary maintenance required north of Livengood as we have agreed with Mr. Earl Pilgrim. It is understood that Mr. Pilgrim was also requesting funds from the Territory to assist in this work.

Funds programmed for Route 59 A and B are to provide for the installation of your fuel tanks, the area paving and grading, the installation of parts bins and the improvement of your warehouse in the Fairbanks Depot yard and also for the miscellaneous grading, fuel tank installation and repairs to the Apartment Houses. Instead of reducing your LAM program as discussed and covered by your memorandum of June 20, it has been decided to leave your LAM program as originally set up and to provide these funds without an allowance for increase in your LAM.

Additional funds will be programmed for the work on Route A K engineering, as discussed with you, upon receipt of your estimate of the amount required to complete the season's work.

Very truly yours,

A. F. Chigliore  
Chief Engineer



AFG:yk

# Office Memorandum • UNITED STATES GOVERNMENT

Alaska Road Commission Anchorage, Alaska

TO : A. F. Ghiglione, Chief Engineer  
A. R. C. - Juneau

FROM : Wm. J. Neimi  
District Engineer, A. R. C. - Anchorage

SUBJECT: Additional Program for Cantwell Surveys

DATE: July 3, 1950

Our funds for subject project are about exhausted. This has resulted from pushing the preliminary survey line to McKinley Park from Cantwell and also to numerous revisions of Miller's line which requires two parties under Jess at Cantwell.

Additional program of \$50,000 is needed unless wage board employees under Jess should be charged to the road allotments. Field funds would be \$30,000, with J. P. and L & M \$10,000 each.

WJN/bg

Col. Noyes  
Dist. Eng.

Handwritten signature/initials in a box.



## Office Memorandum • UNITED STATES GOVERNMENT

Alaska Road Commission, Juneau, Alaska

TO : Mr. Frank Nash, District Engineer, Fairbanks

DATE: May 26, 1950

FROM : A. F. Ghiglione, Chief Engineer

SUBJECT:

In the last two days we have issued field allotments for Routes 59, A, B and 7, D, N, which allotments use up the total field funds programmed for these routes for the season. As discussed with you by telephone yesterday, it appears that you are seriously over-running your maintenance expenditures even though the allotment for the 59 routes was doubled by us since we believed your recommendations to be inadequate.

If the increased expenditures on these routes have resulted from correctly charging your depot repairs to the routes instead of to your L & M funds, it will be necessary to reduce the L & M programmed for your District sufficiently to increase the route funds required. While this appears to be possible in connection with the 59 Routes, it does not appear to apply in the case of the 7 D and N routes.

Please advise your estimate of the funds that should be transferred from the L & M program to the routes if the above adjustment is in order.

Fairbanks, Alaska,  
June 20, 1950.

Reference the above.

Routes 7D and 7N. Our program for maintenance on these two Routes is \$12,000.00 to date allotments totaling \$10,000.00 have been issued. This leaves \$2,000.00 to be issued. Of the \$10,000.00 allotted we have a balance of \$3,700.00, which gives us a total balance of \$5,700.00. Maintenance expenditures on these two routes for the balance of the summer and winter should be very light. It is believed that with proper handling this should be sufficient to carry us through Feb. 28, 1951, unless unusual winter conditions are encountered.

Reference Routes 59, 59A and 59B. Program, \$11,500.00, issued \$10,200.00. Balance to be allotted \$1,300.00, balance on hand from previous allotment \$3,589.00, total balance \$4,889.00. Work to be performed on these projects for the balance of the summer and winter through February 28, 1951 is as follows:

Route 59: Fairbanks Bridge - Necessary maintenance \$250.00

Route 59A: Fairbanks Depot - Necessary heating - plumbing and grease room installations \$1,100.00. Partition off mezzanine floor to conserve heat - construct

parts room office, radio room, bins and other incidentals, \$3,000.00. Yard work, installing 6,000 gallon gasoline tank, etc. \$3,000.00. Watchman-firemen salaries \$10,000.00.

Route 59B: Fairbanks Apartment - Work remaining to be done on the Apartment Building, etc. consists of proper covering of the well, etc. to prevent freezing during the winter months, reset and otherwise adjust fuel tanks, proper stands or platforms for butane tanks and level entire yard. Estimated cost \$950.00.

RECAP:	Route 59	250.00
	" 59A	17,100.00
	" 59B	950.00
	Total for 59's	\$ 18,300.00

this, less balance on hand of \$4,889.00 leaves a shortage of \$13,411.00 to be transferred from our L and M funds to 59 Routes.

L and M Program	\$ 368,000.00
Allotments Issued	190,000.00
Balance to be issued	178,000.00
Balance in allotments issued	82,251.00
Total balance	260,251.00

If, as suggested above, \$13,500.00 of this is transferred to 59 Routes, we will have a balance of \$246,751.00 in our L and M.

For sometime we have realized that our L and M fund was none too strong to offset this. We have made some reductions in our mechanical forces but at times we have to put them back in service in order to keep our equipment in operation. For instance: At Tok we reduced our mechanical force by two men but Mr. Goodson advises that it cannot be done, therefore, the two men were put back into service to work on equipment, which means that their time will have to be charged to our L and M allotment.

It is estimated that our minimum requirement for L and M wages from June 5, 1950 through February 28, 1951 will be \$150,000.00; this will leave us a balance of approximately \$96,751.00 for local purchases of parts, fuel, utilities, etc. which may or may not be sufficient.

May 8, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Subject: Supplemental Program

Dear Mr. Nash:

The following supplemental program is hereby authorized for Farm Road construction in the Fairbanks District:

	<u>Program</u>	<u>Field</u>
Farm Roads . . . . .	\$60,000	\$30,000

The above programmed funds are for the following specific projects recommended in your summary of farm road requests:

	<u>Priority No.</u>	<u>Program</u>
1. Construction of a winter road from the College to the intersection with the International Airport road south of the Chena Slough, this road to be for winter use only with ramps dozed into the Chena Slough.		\$ 4,000 ✓
2. Completion of the work started last season on the Steel Creek road.	1	8,000 ✓
3. Completion of the Badger road and extension to connect with the Richardson Highway. Also repaving and surfacing of approximately 2-3/4 miles and construction of 1 mile of new road to reach sections 19 and 20 as recommended.	2 & 3	18,000 ✓
4. Construction of approximately 2 miles of road beyond the International Airport toward the homesteads of Becker, Dale and Gunn as recommended.	4	10,000
5. Rehabilitation of the old Richardson Highway from mile 33 toward mile 16 with replacement of the Hladivor Slough Bridge. This work should be carried as far forward as these funds will permit.	5	20,000
		<u>60,000</u>

*Handwritten initials*

Totals:

Program: \$60,000    J. P. \$21,000    LAB: \$9,000    Field: \$30,000

Very truly yours,

A. F. Ghiglione  
Chief Engineer

cc: Mr. Ghiglione  
AFG:ryk

May 4, 1950

Mr. Frank Nash,  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

Confirming our conversation during my recent visit you are hereby instructed to undertake the reconstruction of the Tok Cutoff to the joining point with the Valdez District at the Little Tok River. No additional funds are being programmed at this time for the extension of this work. However, the construction should be carried toward the Little Tok insofar as the present program will permit.

In addition to the construction of the section between the Tok and Little Tok Rivers being transferred from Valdez to the Fairbanks District, the maintenance of this section will also be transferred to your jurisdiction as of October 1. No additional maintenance funds will be set up for this work and maintenance expenditures should be accounted for from the reconstruction funds already programmed. Since actual reconstruction of this portion of the road will not be possible until late summer season, the date for transfer of the maintenance from the Valdez District to your District was set at the end of the construction season.

Very truly yours,

A. F. Ghiglione  
Chief Engineer

cc: Valdez

Mr. Ghiglione  
JHG:dk

May 3, 1950

Mr. Frank Nash, District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

The following supplemental program is hereby authorized for the Fairbanks District:

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>ISM</u>	<u>Field</u>
4E	Fairbanks-Rapids Engineering	550,000			425,000
7D	Fairbanks-Center	70,000			35,000
7DH	Fairbanks Local Roads	9,000			4,000
7DA	Local and Mining Engineering	10,000			5,000
7A, 15, 16	Steese Highway	80,000			40,000
7C	Seward-Fairbanks Creek	20,000			10,000
59A	Fairbanks Depot	5,000			2,500
65A	Tot. Survey	40,000			20,000
65H	Alaska Highway-Beale Survey	<u>40,000</u>			<u>20,000</u>
	TOTAL:	\$324,000	\$112,250	\$49,250	\$161,500

The above funds are programmed for the accomplishment of the following work:

II, Fairbanks-Rapids, Engineering: Funds are provided for three account work in connection with the contract engineering in connection with Richardson A and B and the Bureau of Public Lands survey on Richardson C. This work includes the provision of meals, camp facilities, and transportation for the Bureau of Public Lands crews in addition to such three account work as may be required in connection with the improvement of this route.

7D, Fairbanks-Ester: Funds are provided for the rehabilitation of a section of this route from the University of Alaska to Ester as recommended.

7DI, Fairbanks Local Roads: The increase in funds for this route provides for reconstruction of the Isabel Creek Bridge and the incidental force account work in connection with the paving contract.

7DA, Local and Paving Engineering: The increase in funds for this route provides for the necessary force account work in connection with the paving, including the removal of Bentley's barn.

7A, 15, 13, Steese Highway: The increase in funds for these routes is provided for improvement work along the Steese Highway to include the rehabilitation between Gilmore and Cleary Creek and the construction of the line change on Cleary Creek near Chatanika, bypassing the FE camp and Chatanika townsite. The funds provided are double the amount recommended by you for the above work, therefore, the additional funds should be used for the continuation of the improvement north of Chatanika toward Circle with the improvement work accomplished on the most hazardous sections of the highway.

7C, Summit-Fairbanks Creek: Funds are provided for the rehabilitation of this route from Cleary Summit to the head of Fairbanks Creek in accordance with your recommendations.

7CA, Fairbanks Depot: The increase in funds for the Fairbanks Depot is provided for construction of the partition on the mezzanine floor of the new garage, for changing the heating installation on the first floor and for the minor changes in electrical hookup which are now being studied. On this latter item, no work should be undertaken until recommendations are received from this office. The change in heating of the garage should be handled by first experimenting with ducts as discussed recently and also by installing unit heaters that can be removed from the third floor, which work should be handled by local contract.

65A, Tok Survey: Funds are provided for the survey work in connection with the reconstruction of the Tok cutoff.

65B, Alaska Highway-Trois Surveys: Funds will provide for the continuation of the survey toward Eagle. This survey should also include establishment of a loader road standard line from Jack Lake to Walker's Fork.

Equipment for the improvement work programmed above for the Ester, Steese and Fairbanks Creek routes has been ordered and is expected to arrive in Fairbanks about the first week in June. This equipment consists of six large tractors, one 3/4 yard shovel, two catwalk scrapers and ten 3-yard dump trucks. Since the scope of the improvement work has been reduced from that originally anticipated when ordering upon the above list of equipment, it is believed that a portion of this equipment should be transferred to the Tok improvement job.

- 3 -

No funds are set up specifically for the work authorized between the College and the new International Airport which is to provide for a winter road across the Chena Slough. This work should be included as priority number 1 under your farm road projects which will be programmed upon receipt of your recommendations as requested by previous correspondence.

Very truly yours,

A. F. Ghiglione  
Chief Engineer

AFG:yk  
cc: Accounts Section





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

May 3, 1950

Mr. Tolson	
Mr. E.A. Tamm	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Hendon	
Mr. Pennington	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

Alaska Road Commission,  
 Juneau, Alaska.

Gentlemen:

Reference your letter of April 6, in regard to Farm Roads within the Fairbanks District.

In regard to estimate for priority No. 3 in my list forwarded in February. Cost of this project is included in Priority No. 2./

Recently another request has been received for a Farm Road. This for a road branching from the Richardson Highway at about Mile 331.5(Salcha Bluff). As there is still considerable snow on the ground, we have been unable to investigate this matter sufficiently to make any estimates as to cost, etc.

Estimates as submitted with my letter of April 3 total \$102,500.00. In view of this, it is recommended that Farm Road Program be set up according to that list with possible exceptions, and if sufficient funds are not available to cover all of them, priorities 6 and 7 be eliminated for the present and taken up at a later date if considered justifiable.

Very truly yours,

Frank Nash,  
 District Engineer.

FN/d



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.

April 14, 1950

MEMORANDUM TO: A. F. Ghiglione, Chief Engineer, ARC, Juneau, Alaska.  
FROM: Frank Nash, District Engineer, ARC, Fairbanks, Alaska.  
SUBJECT: Reconstruction and Improvements

Col. Noyes	
Chf. Engr.	✓
Admin.	.....
Op'ns.	.....
Engr.	.....
.....	.....
.....	.....
.....	.....

Reference our recent telephone conversation in regard to the above subject matter.

In view of the lateness of securing funds and equipment, it would probably be late before we could start work on Route 7D as outlined in recommendations for 1950 work. The result being the work on this route could probably be completed as originally planned August 15.

In the meantime, if the additional funds are secured for this work, work on Route 7B could be speeded up a little more than at present contemplated so that equipment used there could be released for work on 7D-7A-16, etc. or if deemed more advisable, on 65A or 65M.

7A

After completing work on Route 7D, August 15, this crew could move to Cleary Creek from which point it could perform work on Route 7A as outlined in recommendations for 1950, consisting of the completion of widening a few places between Gilmore and Mile 25, straightening out some poor alignment at the north end of Cleary Hill and constructing the proposed line change.

7A

It is estimated that with a part of the probable available equipment, work could be performed in about thirty (30) days at a cost of approximately \$80,000.00.

7C

In submitting recommendations for 1950, due to shortage of funds, no recommendations for any reconstruction or improvements were made for Route 7C Fairbanks Creek Road. Last season, especially during the spring, this route caused considerable trouble due to getting very soft and rutted. The section between Cleary Summit and the McCarty Mine should be regraded and sections resurfaced. Officials of the U.S. Smelting, Refining and Mining Company have requested this work. As previously stated, it is believed that this work should be performed. This should be done in about three weeks time with a part of the proposed equipment, at a cost of \$50,000.00.

Page No. Two

*Stewart*

*Estimate  
cost  
F.N. W*

If work on 7D-7A and 7C is performed as per the proposed schedule this work should be completed by late in September or early in October, which might possibly permit 2 or 3 weeks work on Route 16 north from its junction with Route 7A. The work would consist of widening and completion of surfacing as started last season and would probably require another \$50,000.00 or \$60,000.00.

While working on Route 7A and Route 7C, if all equipment is not used for work on them, some equipment could be used for work on Route 16, which would necessitate the allocation of some funds for work on this route.

In regard to equipment. It is believed that the equipment as outlined to purchase two scrapers (carryalls preferred) 8 large tractors, 1-3/4 yd. shovel and 10 dump trucks plus other equipment available from Route 7B would be sufficient.

As to the choice of tractors between TD24's and D8's. Our mechanics have a tendency to favor Caterpillars, both from an operation and repair cost basis. However, they agree that in the longrun and taking everything into consideration, its a 50-50 proposition.

In this particular case I believe the delivery date would probably govern as we should have the equipment in time to perform the work on a schedule basis as outlined above.

FN/d

Frank Nash,  
District Engineer.

Mr. Frank Nash, District Engineer, Fairbanks

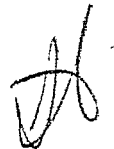
April 6, 1950

A. F. Ghiglione, Chief Engineer

Operations Orders

Reference is made to your Operations Orders dated March 8, specifically to the Project 7 DF covering the Nenana Survey. An error was shown in this paragraph concerning the crossing of the river at Nenana. This should have requested a detailed survey of the Tanana River crossing at Nenana and not the Nenana River as shown.

.AFG:yk



April 6, 1950

Mr. Frank Nash  
District Engineer  
Alaska Road Commission  
Fairbanks, Alaska

*Not yet sent  
to file.*

Dear Mr. Nash:

Reference is made to your letter of April 3 and your previous tabulation of February 24 concerning farm roads within the Fairbanks District. It is noted that no estimate was placed on the priority No. 3, farm road for the east Fairbanks area.

It now appears probable that we will be able to program \$100,000 for farm road construction in the Fairbanks District and you should accordingly submit your recommendations for projects to be accomplished within these funds. While it is presumed the assigned priority in your letter of February 24 would still apply, it may be that some adjustment would be desirable in view of more recent developments. The individual projects will be approved by this office upon receipt of your recommendations.

Very truly yours,

A. F. Ghiglione  
Chief Engineer



AFG:yk



XXXX  
32/108

32/108

FRONTIER AS OF MARCH 1, 1950

FAIRBANKS DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.F.</u>	<u>L.H.</u>	<u>Field</u>
4 R	Fairbanks-Rapids & Branches	155,000			65,000
7A, C, 15, 16	Stoens Highway & Branches	138,000			58,000
7B	Fox-Livengood & Branches, Maintenance	30,000			14,000
7B	Fox-Livengood, Construction	75,000			37,000
7DB	Fairbanks Local Roads	20,000			8,000
7D	Contract Engineering	15,000			5,000
7DF	Fairbanks-Nenana Survey	40,000			20,000
11A, E	Engle-Chitkaheen Roads & Trails	8,000			4,000
30	Manley Hot Springs System	50,000			20,000
30 B	Livengood - Manley System Survey	50,000			25,000
30A	Hot System	90,000			40,000
46	Nenana-Tentishna Trail	1,000			500
47	Hiacoma	8,000			4,000
59A, B	Fairbanks Bridge, Depot, Apartments	30,000			9,000
65A	Tok Reconstruction	306,000			175,000
65A, L	Alaska Highway-Tok, Maintenance	140,000			63,000
65C	Tok Depot	20,000			9,000
65H	Alaska Highway-Engle	810,000			360,000
88	Ferry-Sva-Hoone Creek	5,000			3,000
Total . . . . .		\$2,361,000	\$628,750	\$309,250	\$922,500

*Handwritten initials and notes:*  
2 Copies  
Numbered  
J.F.H.  
3-10

March 8, 1950

OPERATIONS ORDERS

Fairbanks District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance, construction and reconstruction projects authorized and discussed during the conference. No reconstruction other than the Tok Cutoff is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the Year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and justified by unpredictable emergencies and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

A X Fairbanks - Rapids and Branches:

The funds programmed have been increased over last year's by the amount recommended but should be held to a minimum. The contracts now in process of paving Richardson A and B should reduce the general maintenance costs appreciably.

These funds include sufficient for improving and surfacing that portion of the Harding Lake Road from the landing to the Bay Scout Camp, which work is on a cooperative basis with the Territorial Highway Engineer. Funds should also cover continuation of the repairs to the old highway north of Salcha Station on the Richardson and repairs to the bridge over Fledriver Slough.

7A, 15, 16 Stecco Highway and Branches:

Funds are programmed as recommended for minimum maintenance only and will not permit an early opening of the road as was attempted last season. Funds do not cover work on the Chatanika line change, however, the survey of this line should be undertaken and recommendations submitted as proposed during the conference. No reconstruction or improvement is included under these funds but may be programmed at a later date if the increased appropriations are received. All heavy equipment used on this work last season must be transferred to the Tok Cutoff reconstruction and will be replaced with new equipment if additional work is programmed.

7B Fox - Livergood and Branches, Maintenance:

Funds are programmed as recommended for minimum maintenance only.

7B Fox - Livergood and Branches, Reconstruction:

As agreed during the conference, the funds are programmed to provide for completion of the reconstruction to Livergood. However, the work is to be undertaken on a maintenance program basis and carried on throughout the season. The funds programmed are less than originally recommended. However, they should be sufficient to generally standardize the remaining portion of this highway. Equipment assignment to this route should be kept to a minimum in order to permit transfer to the Fox reconstruction job of as many units as possible.

7D. E Fairbanks Local:

Funds are programmed as recommended for minimum maintenance only. No work of reconstruction on the Eater Road may be undertaken until additional appropriations are received, at which time, an additional program will be issued and new equipment purchased.

The contract will be let for the Fairbanks - College road, which work should reduce the amount of necessary maintenance by our forces. Funds for engineering control of this contract will be handled separately.

7 DE Kenana Survey:

Funds provide for completion of the Kenana Survey to the Kenana River to feeder highway standards. Upon reaching the Kenana, a detailed survey of the possible crossing of the Kenana must be made to permit planning for a bridge.

11 AE Zacle - Chistoni:

Funds are programmed as recommended for minimum summer maintenance only.

30 Manley Hot Springs System:

Funds have been increased over last year's program as recommended to provide for placing the entire system in good condition. Two new trucks are being purchased for this work.

30 E Manley - Livergood Survey:

Funds provide for the location to feeder road standards of the road from Livergood to the Manley Hot Springs System to tie in near Eureka.

38 A Ruby System:

Funds are programmed as recommended to provide a possible fair-weather road through from Ruby to Peckman. Two new trucks are also being purchased for this job. It is essential that both the Ruby and the Manley Hot Springs projects



be given closer supervision than during last season since a large expenditure is involved and satisfactory progress must be assured by periodic control check-ups. We cannot repeat last year's experience on the Ruby job.

46 Kenai - Caribou

Funds are programmed as recommended, however, this trail maintenance should only be undertaken as justified by local requests.

47 Manan Stream

Funds are programmed as recommended for minimum summer maintenance only.

50 Fairbanks Depot, Bridge, Apartments

These funds have been increased to take your recommendations since it appears that you have planned insufficiently for the necessary maintenance and move into the new garage at your depot. However, expenditures should be kept to a minimum with no additional construction undertaken.

54 A Tok Cutoff, Construction and Maintenance

Funds are programmed as recommended during the conference to cover initiation of reconstruction from Tok south. No work should be undertaken on the tangent immediately south of Tok since every effort should be made to improve the tortuous alignment south of the tangent. Funds are sufficient for one good-sized construction crew and it is presumed that the work will be handled both from Tok and from your old camp site south of Tok. Equipment for this work as discussed during the conference must be pulled from the Stoen, Livengood and Peter jobs. However, certain items are being purchased as agreed.

Work cannot be started on this reconstruction until a definite survey for the relocation has been made. A survey party from the Valdez District is to be transferred to Tok for this work and you should arrange with Mr. Stewart accordingly. However, it is very essential that close supervision of this location party be made in order to ascertain that the best line is established. A complete study of the old Bureau of Public Roads line and a complete investigation of all possible routes must be made before establishing a new line. The standard for this work will be the same as our through highway contract reconstruction jobs with a 20-foot width at top of base gravel. Work by our forces will constitute only grading to the top of base gravel. However, such grading must be to slope and grade stakes with sufficient firmness of control to permit completion by contract for crushed gravel placing and paving only.

55 C Tok Depot

Funds are programmed for the maintenance and operation of the entire depot and apartments. This is a new route and all appropriate charges should be shown rather than to be buried as in previous years.

55 L Alaska Highway

Funds are programmed as recommended for minimum summer and winter

maintenance only. It is believed that your recommendations do not provide adequate funds for this work. However, no additional can be programmed unless the increased appropriations are received. Maintenance of the paved section should be reduced over last year's and also the work on the remaining portions of the highway should be kept at the bare minimum necessary to protect the road since these sections will be reconstructed by contract in the near future. It is presently planned to contract for paving Section A late this summer. However, it is probable that no work will be undertaken until 1951.

#### 65 N Alaska Highway - Seward

Funds provide for construction and summer maintenance only with no reconstruction of previously constructed mileage to be undertaken. The general plan of construction is approved, however, the work should not be started as early as was done last year since it was obvious that considerable cost in fighting the breakup resulted.

When the construction reaches Jack Wade, construction and realignment of the old portion of road from Jack Wade over to Walkers Fork should be undertaken using feeder road alignment standards but holding the work to a minimum necessary to provide a passable road.

A bridge for the Walkers Fork Crossing will either be the 60-foot span from the Tulsa crossing on the Glenn Highway or the 120-foot span from Shaw Creek. A decision as to which span will be used will be withheld until more details concerning the foundations for the bridge at Walkers crossing are received. This matter was discussed with Mr. Shepard and a report should be submitted at the earliest possible date.

It is planned to use the 300-foot span from the Matanuska River crossing in Anchorage for the Forty Mile Crossing. The replacement bridge for the Matanuska has been ordered, however, the old span will not be available until the coming winter and it is probable that hauling and winter freighting for spring construction will be possible. Details of this work will have to be planned at a later date.

#### 88 Ferry - Tva Creek

Funds are programmed as recommended for summer maintenance only.

#### 7 99 - Colores

Funds are programmed for engineering and inspection in connection with the contract, on the basis of approximately 2% of the contract cost. A large portion has been retained for summer purchase & use most of the crews will be classified personnel.

Very truly yours,

AFG:yk

A. F. Chiglione  
Chief Engineer



C. J. M. C.

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

Program as of March 1, 1950

FAIRBANKS DISTRICT

Season 1950

COPY

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>ISM</u>	<u>Field</u>
4 E	Fairbanks-Rapids & Branches	155,000			60,000
7A, C, 15 and 16	Steese Highway & Branches	138,000			58,000
7B	Fox-Livengood & Branches, Maintenance	30,000			14,000
7B	Fox-Livengood, Construction	75,000			37,000
7DH	Fairbanks Local Roads	20,000			8,000
7D	Contract Engineering	15,000			5,000
7DF	Fairbanks-Manana Survey	40,000			20,000
11A, B	Nagle-Chicken Roads & Trails	8,000			4,000
30	Manley Hot Springs System	50,000			20,000
30 D	Livengood-Manley System Survey	50,000			25,000
35A	Huby System	90,000			40,000
46	Manana-Kastichna Trail	1,000			500
47	Wiscman	8,000			4,000
59A, B	Fairbanks Bridge, Depot, Apartments	20,000			9,000
65A	Tok Reconstruction	336,000			175,000
65A, L	Alaska Highway-Tok, Maintenance	140,000			63,000
65P	Tok Depot	20,000			9,000
65M	Alaska Highway-Tale	810,000			360,000
88	Perry-Tra-Hesse Creek	5,000			3,300
TOTAL . . . . .		32,241,000	1,228,750	1,269,750	622,500



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

March 8, 1950

OPERATIONS ORDERS

Fairbanks District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance, construction and reconstruction projects authorized and discussed during the conference. No reconstruction other than the Ice Cut-off is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and justified by unpredictable emergencies and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

A K Fairbanks - Harida and Transcona:

The funds programmed have been increased over last year's by the amount recommended but should be held to a minimum. The contracts now in process of paving Richardson A and B should reduce the general maintenance costs appreciably.

These funds include sufficient for improving and surfacing that portion of the Terilyn Lake Road from the landing to the Jay Scout Camp, which work is on a cooperative basis with the Carstovian Highway Engineer. Funds should also cover continuation of the repairs to the old highway north of Selma Station on the Richardson and repairs to the bridge over Millriver Slough.

7A, 15, 16 Steese Highway and Transcona:

Funds are programmed as recommended for minimum maintenance only and will not permit as early opening of the road as was attempted last season. Funds do not cover work on the Chatanika line change, however, the survey of this line should be undertaken and recommendations submitted as proposed during the conference. No reconstruction or improvement is included under these funds but may be programmed at a later date if the increased appropriations are received. All heavy equipment used on this work last season must be transferred to the Ice Cut-off reconstruction and will be replaced with new equipment if additional work is programmed.

71 Fox - Livewood and Branches, Maintenance:

Funds are programmed as recommended for minimum maintenance only.

76 Fox - Livewood and Branches, Reconstruction:

As agreed during the conference, the funds are programmed to provide for completion of the reconstruction to Livewood. However, the work is to be undertaken on a maintenance program basis and carried on throughout the season. The funds programmed are less than originally recommended. However, they should be sufficient to generally standardize the remaining portion of this highway. Equipment assignment to this route should be kept to a minimum in order to permit transfer to the Tok Reconstruction job of as many units as possible.

79. II Fairbanks Local:

Funds are programmed as recommended for minimum maintenance only. No work of reconstruction on the Ester Road may be undertaken until additional appropriations are received, at which time, an additional program will be issued and new equipment purchased.

The contract will be let for the Fairbanks - College road, which work should reduce the amount of necessary maintenance by our forces. Funds for engineering control of this area road will be handled separately.

7 DF Nenana Survey

Funds provide for completion of the Nenana Survey to the Nenana River to Feeder highway standards. Upon reaching the Nenana, a detailed survey of the possible crossing of the Nenana must be made to permit planning for a bridge.

11 AR Fair - Chickena

Funds are programmed as recommended for minimum summer maintenance only.

30 Hanley Hot Springs System

Funds have been increased over last year's program as recommended to provide for placing the entire system in good condition. Two new trucks are being purchased for this work.

30B Hanley - Livewood Survey

Funds provide for the location to feeder road standards of the road from Livewood to the Hanley Hot Springs System to tie in near Siroka.

33 A Ruby System:

Funds are programmed as recommended to provide a reasonable fair-weather road through from Ruby to Doorman. Two new trucks are also being purchased for this job. It is essential that both the Ruby and the Hanley Hot Springs projects

be given closer supervision than during last season since a large expenditure is involved and satisfactory progress must be assured by periodic control check-ups. We cannot repeat last year's experience on the Ruby Job.

46 Nenana - Cantishna:

Funds are programmed as recommended, however, this trail maintenance should only be undertaken as justified by local requests.

47 Nieman System:

Funds are programmed as recommended for minimum summer maintenance only.

59 Fairbanks Depot, Drive, Apartments:

These funds have been increased to twice your recommendations since it appears that you have planned insufficiently for the necessary maintenance and move into the new garage at your depot. However, expenditures should be kept to a minimum with no additional construction undertaken.

65 A Tok - Tatoff, Construction and Maintenance:

Funds are programmed as recommended during the conference to cover initiation of reconstruction from Tok South. No work should be undertaken on the tangent immediately south of Tok since every effort should be made to improve the tortuous alignment south of the tangent. Funds are sufficient for one good-sized construction crew and it is presumed that the work will be handled both from Tok and from your old camp site south of Tok. Equipment for this work as discussed during the conference must be pulled from the Steese, Livengood and Ester jobs. However, certain items are being purchased as agreed.

Work cannot be started on this reconstruction until a definite survey for the realignment has been made. A survey party from the Valdez District is to be transferred to Tok for this work and you should arrange with Mr. Stewart accordingly. However, it is very essential that close supervision of this location party be made in order to ascertain that the best line is established. A complete study of the old Bureau of Public Roads line and a complete investigation of all possible routes must be made before establishing a new line. The standard for this work will be the same as our through highway contract reconstruction jobs with a 25-foot width at top of base gravel. Work by our forces will constitute only grading to the top of base gravel. However, such grading must be to slope and grade stakes with sufficient fineness of control to permit completion by contract for crushed gravel placing and paving only.

64 C Tok Depot:

Funds are programmed for the maintenance and operation of the entire depot and apartments. It is in a new state and all appropriate repairs should be given and it should be carried as in previous years.

65 E Alaska Highway:

Funds are programmed as recommended for minimum summer and winter

maintenance only. It is believed that your recommendations do not provide adequate funds for this work. However, no additional can be programmed unless the increased appropriations are received. Maintenance of the paved section should be reduced over last year's and also the work on the remaining portions of the highway should be kept at the bare minimum necessary to protect the road since these sections will be reconstructed by contract in the near future. It is presently planned to contract for paving Section A late this summer. However, it is probable that no work will be undertaken until 1951.

65 M Alaska Highway - Eagle:

Funds provide for construction and summer maintenance only with no reconstruction of previously constructed mileage to be undertaken. The general plan of construction is approved, however, the work should not be started as early as was done last year since it was obvious that considerable cost in fighting the breakup resulted.

When the construction reaches Jack Wade, construction and realignment of the old portion of road from Jack Wade over to Walkers Fork should be undertaken using feeder road alignment standards but holding the work to a minimum necessary to provide a passable road.

A bridge for the Walkers Fork Crossing will either be the 80-foot span from the Tulsona crossing on the Glenn Highway or the 120-foot span from Shaw Creek. A decision as to which span will be used will be withheld until more details concerning the foundations for the bridge at Walkers crossing are received. This matter was discussed with Mr. Shepard and a report should be submitted at the earliest possible date.

It is planned to use the 300-foot span from the Matanuska River crossing in Anchorage for the Forty Mile Crossing. The replacement bridge for the Matanuska has been ordered, however, the old span will not be available until the coming winter and it is probable that hauling and winter freighting for spring construction will be possible. Details of this work will have to be planned at a later date.

88 Ferry - Eva Creek:

Funds are programmed as recommended for summer maintenance only,

7 DF - College:

Funds are programmed for engineering and inspection in connection with the contract, on the basis of approximately 8% of the contract cost. A large portion has been retained for Juneau Purchase since most of the crews will be classified personnel.

Very truly yours,

A. F. Chiglione  
Chief Engineer