10000/150/97
(VOL. II)(NO. 2)

INSPECTIONS & REPORTS
AUG. - NOV. 1944

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Opened: 1 Aug 44
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Vol II

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Vol F

10000 / 150 / 97

THIS FOLDER
CONTAINS PAPERS
FROM AUG 44
TO OCT 44
CATALOGUE-

Lt. Col. Thompson

W/ Brief of Obstacles activities — Nov. 9-1944

Contacts - 1 - seeing Cont. + studying their proiects - equipment - ability to produce etc.

2 - Comparing bids for projects of similar natures as est. by H.C + as affected by Reg. Engr + calling discrepancies to R. Eng attention (thru Chief P.W). This furnishes background for H.Q. estimate of character of check-up work in Region

3 - Touring damaged cities + forming opinions of rec. work as to type etc. This furnishes background for Nationwide housing studies.

4 - Contacting H.C. + P.W. Men. to accelerate clearing of projects - financial data + Status - etc.

5 - Studying proposed Decrees + following up same - plus constructive suggestions re same.

6 - Handling routine approvals (subject to Chief P.W) of all housing + allied Civilian projects routed to me.

6a - Keeping clear records of work effected in Holyoke etc.

Basic Work 7. Studying requirements to house homeless - Preparing + emergency new bldgs. Securing data from 1952 all Provinces (H.C) thru frequent contact with P.W. Ministry —

Evaluating data + drawing conclusions therefrom —
Preparing Budget based on above for entire State —
Included studies of quantity, costs, system of devastation,
forecast of devastation in Nat'l. etc.
Result of this study — 6 weeks more regd — should appear
Qr. C + Stat Mtl of effort work required as to
Costs — quantities, types etc — including list of controlled
material etc.

8 — Preparation of study showing errors (if any) in present
handling by Stat Mtl of situation, and constructive
criticism for corrective action. This study now
to be finished — two weeks to finish.

9 - Preparation of various treaties intended to aid
in solution of Housing Question.

10 - Misc added duties as developed day by day.

Submitted by D. Solomon
9/11/44

1951

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

NWH/edm

18 October 1944

Subject: Report on Road and Damaged Bridges on Route 79 from Rieti to Terni.

To : Lt. Col. Thompson, Chief, Public Works Division.

1. Roads.

Km. 47(North side of Rieti) to Km. 46		Pavement smooth but bomb holes not surfaced
Km. 46 to Km.	43	Needs patching
43 "	42	Being patched
42 "	40	Pavement good
40 "	39	Needs patching
39 "	28.2	No surface but road in good shape
28.2 to	13(Terni)	Needs patching.

2. Bridges and Culverts

A. Km 39.7 Culvert complete.
B. Km 39.3 Bridge Complete.
C. Km 38.0 110 foot triple-single Bailey. Making timber diversion.
D. Km 20.3 90 foot triple-single Bailey. 17.5 meter brick arch. Total length 20 meters. Complete 1 November. 30 men working. Contractor Cidonio.

C.L. HASTE
Major; C.E.
Area Engineer

N.W. HYLAND
Major, Spec. Res.
Area Engineer

1950

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
AFO 394

NWH/adm

18 October 1944

Subject: Report on Road and Damaged Bridges on Route 3 from Terni to Foligno.

To : Lt. Col. Thompson, Chief, Public Works Division.

1. Roads

Pavement in Terni in poor condition. Men working.
Km. 101.7(North edge of Terni) to Km. 126(North edge of Spoletto) Pavement good
Km. 126 to Km. 153(Foligno) Pavement good.

2. Culverts and Bridges.

Km. 106. Retaining wall complete. Semi permanent.
Km. 119.7 Working on bridge approach. Traffic passing over.
Km. 140. Double-double Bailey. Working on permanent structure.
Km. 144.6. Pouring half of small concrete culvert. One half complete.

C.L. HASIE
Major, C.E.
Area Engineer

N.W. HYLAND
Major, Spec. Res.
Area Engineer

1949

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

CLH/ada

31 August 1944

Subject: Inspection trip.

To : Lt.Col. Thompson.

1. Highway 4 to Aquila.

A. No change in bridges or road situation from Rome to Terni over previous report.

B. From Terni to Rieti, detour is bad especially at one point on a Hair-pin curve - There is for a short distance fully a 15 to 18% grade which is quite dangerous. Otherwise the detour is passable. Workmen are on bridge making repairs - probable date of completion in November. 1944.

C. Rieti to Aquila: Highway is good with all blowouts being satisfactorily completed. Estimated 75 men working.

2. Highway 80 to Power Plant Site from Aquila.

This highway is in good passable shape to bridge which is out at Power Plant and dam site. Temporary bridge will be completed by 21 September 1944.

3. Highway Aquila-Monreale- Amatrice to Intersection with Highway 4 - to Highway 78 to Macerata.

A. Highway Aquila to Amatrice passable and in very good shape for a Provincial Road. All bridges have been made passable.

B. Highway N° 4 from Amatrice to Intersection Highway N° 78 in good shape and is main artery for Army traffic to 8th Army.

C. Highway No 78 from Highway N° 4 to Macerata.

a) Highway N° 78 is a good asphalt road beginning of detour at Marsia to Communanza del Littorio. Plans are being made for the 3 bridges that are out. From Amandola to Macerata Highway in good shape except for a diversions which are bad. Diversions at the two bridges Fiume Chienti and Torrente near Abbadia di Fiante could be improved. Crossing and grades are bad. No plans for bridges or contracts let.

b) From Macerata on Highway N° 77 to Recanati four bridges and

1943

diversions are bad. From Recanati to Highway N° 16, the Highway is good.

4. Highway N° 16 from Porto Recanati to Termoli .

A. From Porto Recanati to Grottamare there are eleven bridges; 8 under construction, 2 Baileys and 1 finished.

B. From Grottamare to Pescara there are 10 bridges 8 of these bridges are being repaired and under construction. There are 8 Bailey bridges in place and are being removed at Fiume Salino. The Highway surface is in exceptionally good shape but will speedily need more systematic maintenance. The diversions are passable but not particularly good.

C. There is no change in bridges over last report from Pescara to Foggia, except that work has progressed on structures noted. The surface of the road from Vasto to Termoli is quite bad except where actual pavement has recently been laid. From Termoli to Foggia, as noted in previous report except for the actual new pavement laid by the Const. Co. the pavement has been badly neglected. If proper maintenance is not performed at once it will be necessary to place new top on many miles.

Coleman L. Hasie

COLEMAN L. HASIE
Major. C.E.
Area Engineer.

19.7

CLH/fr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub+Commission
APO 394

14 September 1944

Subject: Report on Inspection over Highways:

Highway N° 2, Hghy. 74, 71 to Orvieto; Prov. Hghy. Jesi to Macerata, Hghy N° 77, Macerata to Loreto, Hghy. N° 16 Loreto to Fano, from Foligno Hghy. N° 75 to intersection HghY.71, Hghy. N° 71 to Florence, Hghy. N° 2 Florence to Siena, Hghy.73 Siena to A-rezzo, Hghy. N° 77 Macerata to Foligno, Hghy. N° 3.

To : Lt. Col. Thompson.

1. Hghy. 2 to Acquapendente.

(A) Bridges: 1 Bailey 9 Sect. - Class - 2 Bridges out Fiume Siete - Very bad diversion North of Acquapendente - 3 Arch Bridge under construction.

Highways: Entire Highway surface needs more maintenance from Rome to Acquapendente - Some places are rapidly forming pot holes and need prompt attention; North of Acquapendente, road has been badly blown, but men are working on this section.

2. Highway N° 74 & 71 to Orvieto Acquapendente.

(A) Hghy. and Bridges are both passable and usable, but the road surface it self needs more maintenance. There are signs of raveling under heavy traffic.

3. Hghy. 71 to Intersection Provincial Road Orvieto to Chianciano.

Bridges: 1; 6 Span Arch Structure blown on Fiume Paglia - Diversion very poor not passable at highwater - 2 Baileys each 8 Section Class 40; No construction.

2. 4 Arch span bridge over Chianti River - A fill is being made for one span blown which will wash out with highwater. Maintenance and repair of structure is very poor.

3. Blow out and repair of road very unsatisfactory 50 men at work patching on road next to Chianti Fiume. +- Further trouble can be expected this winter at this place.

4. Bailey Class - 8 Sections - No reconstrucion.

4. Provincial Highway from Citta de Pieve to Perugia.

Bridges: 1.Class40 Bailey - 8 Section - No construction.
2. Class 40 Bailey - 8 Sections - No Construction.
3. Detour at this place and no reconstruction of present bridge. Detour adequate but not satisfactory for highwater.
4. Detour at this place and no reconstruction of bridge. Detours are passable but not adequate for highwater.
Highway: This road is macadam and passable. Some maintenance is noticeable on this road.

5. Highway N° 75 to Foligno from Perugia.

Bridges: 1. 20 Section Bailey Bridge in place - No new construction Class 40 low level diversion.
2. Bailey - 10 sections - No construction-low level diversion.
3. Bailey 10 Section .- No construction of new structure - low level diversion.
Highway: The highway to Foligno from Perugia is generally in good shape but is beginning to need asphalt - Edges are beginning to ravel - Continuous maintenance needed.

6. Highway N° 3 & N°76 Foligno to Jesi.

Have information thatall 17 Baileys bridges an this route will be pulled out soon and it will be necessary that contracts are let for rebuilding old bridges.
Bridges: 1. 12 Section Bailey Class 70 - No diversion possible - No construction on old structure.
2. Bailey Class 70 - 10 Sections .
3. Diversion - 4 Span blown. - Noreconstruction - Low level diversion.
4. Bailey - Class 70 - No construction.
5. Bailey - Class 70 - No construction.
6. Bailey - Class 70 - No Construction.
7. Bailey - Class40 - No construction . No diversion.
8. Bailey - Class 40 - No construction.
9, 10,11,12,13,14,15,16,17, All Class Baileys and no reconstruction of original structures started.

Highway surface: A good part of this hghy. is macadam which is badly worn where the asphalt has warn off of the road - Stretches of asphalt exist but maintenance is not good and will be a problem when taken over by A.C.C.

1945

7. Highway Jesi to Macerata.

Bailey bridges on this highway have been ordered taken out immediately There are 9 Bridges to be removed for which new bridges will be needed.

1. Bailey class 40 - sections 10 - no construction.
2. Bailey approx. 25 sections - class 40 old bridge 12 arches badly blown.
3. Bailey class 40 low water diversion - no construction.
4. Bailey class 40 - 10 sections - no construction.
5. Bailey - class 40 - 10 sections - Arch bridge badly blown - no construction.
6. Bridge out - Low water diversion - reconstruction.
7. 3 arch bridge - low water diversion - no construction.
8. Low water diversion and not satisfactory - no construction.
9. Bailey class 40 - 10 sections- low water diversion - no reconstruction of 5 arch original bridge.

Highway Surface: Surface is of macadam which is passable but badly rutted and dusty. This road is in very bad shape and needs maintenance badly.

8. Highway Nº 77 Macerata to Loreto.

Bridges: 1. Diversion no bridge.
2. 5 Arch bridge - 3 destroyed - low water diversion - no construction.
3. Low water diversion - bridge blown - no reconstruction.
4. Bailey class 40 - 10 sections detour and diversion very bad - grades not less than 15% in places - very bad in wet weather.
5. Bailey class 70 - 10 sections - no diversion - no construction.

Highway Surface: Highway surface is good except on detour which is just about as bad as can be.

9. Highway Nº 16 Loreto to Fano.

Bridges: 1. Bailey class 40 - low level diversion - 12 sections.
2. Bailey class 40 - low level - 10 sections. - low level diversion.
3. Bailey class 70 - reconstruction of Approx. 30' Arch structure.
4. Bridge out - passable - no reconstruction.
5. Fiume Esino/ 15 span structure spans 30' - bailey in place class 70 - 25 sections approx. - low water diversion.
6. Bailey in place on diversion - class 70 - low water diversion - reconstructing old structure.
7. Low water diversion - reconstructing old structure.
8. Bailey Approx. 12 sections - class 70 - low level diversion - reconstructing old structure.
9. Bailey 14 sections approx. - low level diversions. 10/1
reconstructing old structure.
10. Fiume Cesano: 12 span structure - 8 arches destroyed and 4 OK. span approx. 30' - Bailey class 70 in place - low level diversion.

11. Fiume Metauro: 15 span arch structure Italian. 7 Arches intact and OK. - Piers O.K. - 8 spans destroyed and to be rebuilt. - class 70 bailey in place.
Highway Surface: The road surface is in very good shape - Especially good for the heavy traffic. Consistent maintenance should be started and turned over to us as a going concern by the A.M.G. 8th Army. It is recommended that Lt. Walsh or the CRE of that area contact Lt. Desiderio for all his information and contracts etc. before he moves again.

10. Highway N° 77 from Macerata to Foligno.
Bridges: 1. 3 span arch structure to be rebuilt - no bailey in place- low level diversion - no plans for reconstruction.
2. Bailey class 40-bailey being pulled - no reconstruction
3. Bailey class 40 - Bailey being pulled - low level diversion- no reconstruction of old 3 span arch structure.
4. Bailey class 40 - bailey being pulled - no reconstruction of old 3 span type arch structure- low level diversion.
5. Bailey removed - low level diversion in bad shape - no reconstruction of old structure.
6. Bailey class 40 - no reconstruction of old structure.
7. Bailey class 40 - in place - 3 span arch type structure destroyed - no reconstruction.
8. Bailey class 40 - 12 sections approx. - no diversion.- no construction on old structure destroyed.
Highway surface: The entire highway or road with exception of short stretch out of Macerata is macadam and in fairly good shape. It will not take heavy traffic without going to pieces, unless topped. This road is readily passable until winter to light traffic.

11. Highway Arezzo to Firenze.
Bridges: 1. Bailey class 40 - Bailey 120' long- old structure destroyed - no reconstruction.
2. Solid fill possible washed.
3. Over pass - low level diversion.
4. Bailey 1 way 120' long - class 40 - 5 span arch under construction.
5. Solid fill over culvert - new bridge needed - Possible washout
6. Bailey class 40 - Single but bridge nearly completed - low level diversion.
7. Over pass - No bailey - reconstruction.
8. Over pass - diversion - reconstruction.
9. Bailey class 40 - Single Arch bridge 30' under construction- low level diversion.
10. Small culvert under construction - Estimated completion 10/3 14 days.
11. Bailey class 40 - Single traffic low level diversion consists of one way small bailey - old structure under construction.

12. Low level diversion - Old single span est. 30' arch to be competed in 14 days.

13. 2 way diversion low level - Old structure being reconstructed - No bailey.

14. Solid fill over corrugated pipe- possible wash out.

15. 20' bailey class 40 - low level diversion - old structure under construction.

16. Bailey one way 8 sections; reconstruction of old bridge.

17. Old bridge reconstruction and completed. - Bailey 4 sections class 40 - low level diversion for up traffic.

18. Solid fill over corrugated pipe - possible wash out.

19. Bailey 8 Sections class 40 - No reconstruction.

20. Bridge under construction -estimated complete in 7 days one arch span.

21. Bailey class 40 on down traffic low level diversion - solid fill on up route - Possible wash out - no reconstruction.

22. Bailey class 40 - 8sections - 1 way - 1 arch span Italian under construction .

23. Bailey 14 sections - class 40 on up route - large bailey class 70 for heavy traffic 250' long not in use- Piers have settled.

24. 2 Baileys class 70 - class 40 respt. high and Low level 8 sections and 10 sections respt. - No reconstruction of old structures noted.

25. 2 Baileys class 70 and 40 respt. 7 and 10 sections - Old structures under reconstruction.

26. Solid fill over culvert - Possible wash out.

27. 2 Baileys class 40 up and 70 down 8 and 12 sections respt. No reconstruction noted.

28. 2 Baileys up and down - 11 sections and 12 sections respt. No construction noted.

29. 2 Baileys class 70 down ; 80' long, and 100' - No reconstruction noted.

30. 2 Baileys class 70 down 8 sections long class 40 up 10 sections long. - No reconstruction noted of old structure.

Highway surface: Surface of road is remarkable good except on detours and blown places - Maintenance is not very satisfactory.

HIghway Nº 2 to Siena from Firenze.

Bridges: 1 East Bridge River Arno at Florence- exit Nº 2 - 2 Baileys class 40 - 800' long old bridge completely destroyed.

2. West bridge at Florence - River Arno - 2 Baileys class 40 800' long- old bridge completely destroyed.

3. 2 Baileys class 40 down and class 70 up - 8 and 15 sect. each - No reconstruction.

4. 2 Baileys and low level diversion class 40 down and class 70 up 9 sections each.

5. 2 Baileys and low level diversion- class 40 down and

1942

class 70 up - 14 sections and 8 sections respt. - no reconstruction

6. 2 Baileys class 40 up and class 40 down 14 and 8 sect. - NO reconstruction.

7. 2 low level Baileys - 4 sections each and 1 high level bailey being built 8 sections. - No reconstruction.

8. 2 low level Baileys on diversion class 70 up and Class 40 down - 10 sections and 8 sections respt. - No reconstruction.

9. Low level road diversion - subject to flood - Bailey being started - no reconstruction.

10. Low level diversion subject to flood - Bailey being started- no reconstruction .

11. Low level diversion subject to flood Bailey being started - no reconstruction.

12. Bailey class 40 - 10 sections - low level diversion - reconstruction of old bridge started.

Highway surface: Highway surface is good but will need considerable maintenance due to heavy traffic. The top is beginning to ravel and will soon be in bad shape if proper maintenance is not started promptly.

Coleman L. Hasie
COLEMAN L. HASIE
Major C.E.
Area Engineer.

1941

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

NWH/edm

23 October 1944.

078/2-0/6

Subject : Report on Road and Damaged Bridges on Route 1 from Rome to Km. 115.

To : Lt. Col. Thompson, Chief, Public Works Division.

1. Roads.

Km. 8 (Rome)	to Km.	24.8	Pavement good
24.8	"	25.1	Should be sealed
25.1	"	42.6	Pavement good
42.6	"	43.6	Needs patching
43.6	"	46.0	Edges need patching
46.0	"	51.6	Pavement good
51.6	"	52.6	Edges need patching
52.6	"	56.8	Pavement good
56.8	"	57	Small amount of patching
57	"	59.4	Pavement good
59.4	"	59.5	Needs patching
59.5	"	60.3	Needs patching

Km. 60.3 South edge of town of Marinella. Small amount of patching in town and to Km. 64.

Km. 64	to Km.	64.4	Pavement good. Men working
64.4	"	69.1	Needs patching
69.1	"	70.7	Pavement good

Km. 69.6 North edge of town of Civitavecchia.

Km. 70.7	to Km.	72.6	Concrete paving. Needs patching.
Km. 72.6	to Km.	77.6	Pavement good
77.6	"	78.0	Needs patching
78.0	"	79.6	Pavement good
79.6	"	80.4	Edges need patching
80.4	"	84.8	Pavement good

1940 1950

Km.	84.8	to Km. 85	Needs patching
	85	" 88	Pavement good
	88	" 89	Small holes
	89	" 90.1	Pavement good
	90.1	" 93.5	Small holes
	93.5	" 94.7	Edges need patching
	94.7	" 95	Needs patching
	95	" 96.7	Pavement good
	96.7	" 97.3	Needs patching
	97.3	" 100.5	Pavement good
	100.5	" 101.7	Needs patching
	101.7	" 104.1	Pavement good
	104.1	" 104.8	Small holes
	104.8	" 107.8	Pavement good
	107.8	" 108	Needs patching
	108	" 110.5	Pavement good
	110.5	" 110.7	Needs patching
	110.7	" 115	Pavement good

2. Bridges and culverts.

Km.114.7 Should be repoired. 30 foot stone arch being held by timber and steel. West half gone. Northeast wing well cracked. Both west wing walls are timber. Stream flow very much retarded.

Km.111.2 30 feet of bridge needed. Temporary 9 foot by 6 foot timber culver well built. Timber retaining walls. Fill might slough through retaining walls.

Km.110.4 Fill in poor shape.

Km.110.2 100 feet of stone and brick bridge destroyed. Could have been two or three arches. Temporary bridge is steel trusses below the deck and timber piers and timber flooring. Class 70. Brick abutment on east is cracked.

Km.110.1. 18 foot brick arch satisfactory. Stone and brick retaining walls in poor shape. Partly held up by timber. Road can slough thru timbers. Retaining walls should be fixed.

Km. 110. Timber retaining wall 50 feet long and 2 feet high. Fill can be placed in back of timber.

Fill from Km. 110.5 to Km. 110.0 should be watched. The slope is too steep.

Km. 109.9. Town of Montalto di Castro.

Km. 105.2. Under construction. 75 foot concrete arch. Arch formed. One span. 150 foot of bridge destroyed.

Km. 105.0. 10 foot by 2 foot timber retaining wall satisfactory. Could dump dirt in back of timber.

Km. 93.2. Will complete 20 November. 143 meters of bridge to rebuild. This bridge has 4 arches of 11 meters each and two of 9 meters each. The two small arches are seperated from 4 large arches by 27 feet of retaining wall. The four large arches are about complete. The diversion is Class 70 one way, Class 40 two way. The diversion is steel and timber structure with two timber piers. Dirt around the timber abutments is slipping. Contractor - Luisi Serre.

Km. 91.7. Town of Tarquinia.

Km. 84.9. Should be worked on immediately. 15 foot by 8 foot timber culvert. About 25 foot from stream to top of pavement. The struts in the bottom of the culvert are buckling. 250 meters of high fill is slipping. The timber retaining wall will not hold fill.

Km. 74.4. Should be rebuilt. 10 foot by 6 foot all timber culvert. 10 feet high. 60 feet of structure destroyed. Dry rock fill and timber retaining wall. Railroad bridge along side has 2 20 foot arches for waterway. Fill will slough through timber.

Km. 73.3. All timber bridge. Two way. 40 feet. Just completed by Army. Satisfactory.

Km. 69.6. 25 feet of stone retaining wall is tipping. Has moved about three inches out of line. Pavement is settling. 30 feet high. Will have to be watched.

Km. 68.7. Anti tank trenches should be filled on end so that roadway can be made wider.

Km. 67.0. Satisfactory. 150 feet of steel and timber structure. 6 timber piers. Original bridge multiple stone arch.

Km. 59.1. Should be rebuilt. 18 foot stone and brick arch being supported by 11 steel beams 20 feet long continuous over a timber bent in middle. Timber bent setting on mud sill. Waterway obstructed. Should be rebuilt.

Km. 55.7. Should be rebuilt. High fill has 2 or 3 15 inch pipes for waterway. 2 kilometers of fill will have to be watched. About 150 feet of bridge has been destroyed.

Km. 47.9. Should be rebuilt. Three concrete girders destroyed. Total length 56 feet. Length of span 30 feet. Ten feet high. Timber pier in middle is supporting the north half of the concrete girders and steel beams that have been placed on the south half. Waterway obstructed. High water may take out pier.

Km. 46.6. Satisfactory. Class 70 one way. Steel and timber structure. Total length 135 feet. Length of span 24 feet. Original bridge a 24 foot stone arch 20 feet high.

Km. 41.3. Class 40. Should be repaired. Total length 120 feet. Length of span 66 feet. Long concrete girder dropped on one end. Temporary structure built up from fallen girder with timber posts and steel beams. Waterway choked down. This will be a big project.

Km. 30. Small culvert needed.

File

NWH/adm

HEADQUARTERS
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Km.	64	to Km.	64.4	Pavement good. Men working
	64.4	"	69.1	Needs patching
	69.1	"	70.7	Pavement good

Km. 69.6 North edge of town of Civitavecchia.

Km.	70.7	to Km.	72.6	Concrete paving. Needs patching.
Km.	72.6	to Km.	77.6	Pavement good
	77.6	"	78.0	Needs patching
	78.0	"	79.6	Pavement good
	79.6	"	80.4	Edges need patching
	80.4	"	84.8	Pavement good

1936

Km.	84.8	to Km. 85	Needs patching
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Km. 93.2. Will complete 20 November. 143 meters of bridge to rebuild. This bridge has 4 arches of 11 Meters each and two of 9 meters each. The two small arches are separated from 4 large arches by 27 feet of retaining wall. The four large arches are about complete. The diversion is Class 70 one way, Class 40 two way. The diversion is steel and timber structure with two timber piers. Dirt around the timber abutments is slipping. Contractor - Luigi Serra.

Km. 91.7. Town of Tarquinia.

Km. 84.9. Should be worked on immediately. 15 foot by 8 foot timber culvert. About 25 foot from stream to top of pavement. The struts in the bottom of the culvert are buckling. 250 meters of high fill is slipping. The timber retaining wall will not hold fill.

Km. 74.4. Should be rebuilt. 10 foot by 6 foot all timber culvert. 10 feet high. 60 feet of structure destroyed. Dry rock fill and timber retaining wall. Railroad bridge along side has 2-20 foot arches for waterway. Fill will slough through timber.

Km. 73.3. All timber bridge. Two way. 40 feet. Just completed by Army. Satisfactory.

Km. 69.6. 25 feet of stone retaining wall is tipping. Has moved about three inches out of line. Pavement is settling. 30 feet high. Will have to be watched.

Km. 68.7. Anti tank trenches should be filled on end so that roadway can be made wider.

Km. 67.0. Satisfactory. 150 feet of steel and timber structure. 6 timber piers. Original bridge multiple stone arch.

1934

Km. 59.1. Should be rebuilt. 18 foot stone and brick arch being supported by 11 steel beams 20 feet long continuous over a timber bent in middle. Timber bent setting on mud sill. Waterway obstructed. Should be rebuilt.

Km. 55.7. Should be rebuilt. High fill has 2 or 3 15 inch pipes for waterway. 2 kilometers of fill will have to be watched. About 150 feet of bridge has been destroyed. ✓

Km. 47.9. Should be rebuilt. Three concrete girders destroyed. Total length 56 feet. Length of span 30 feet. Ten feet high. Timber pier in middle is supporting the north half of the concrete girders and steel beams that have been placed on the south half. Waterway obstructed. High water may take out pier. ✓

Km. 46.6. Satisfactory. Class 70 one way. Steel and timber structure. Total length 135 feet. Length of span 24 feet. Original bridge a 24 foot stone arch 20 feet high. ✓

Km. 41.3. Class 40. Should be repaired. Total length 120 feet. Length of span 66 feet. Long concrete girder dropped on one end. Temporary structure built up from fallen girder with timber posts and steel beams. Waterway choked down. This will be a big project.

Km. 32.3. Two way. Total length 69 feet. Span 30 feet. Timber bridge with timber cribbed pier. Waterway partially blocked.

Km. 30. Small culvert needed.

Km. 21.7. Should be rebuilt. Class 40. Original bridge was probably 2 large spans of 25 feet each and three small spans. Total length of bridge 100 feet. Temporary structure has 12 steel trusses and 27 I beams. Waterway cut down. Foundation on temporary structure in poor shape. Could build diversion.

Km. 21. Should be rebuilt. Culvert filled in. Water seeping through fill. No Opening. Original culvert 6 feet wide and 20 feet high. Could build diversion.

Km. 17.9. Should be rebuilt. Class 40. Original bridge 20 foot brick arch. Totally gone. Length of structure 50 feet. Temporary structure has two timber bents which have a poor foundation. There are 42 steel "I" beams in temporary structure.

M. W. Hyland 1933
M.W. HYLAND
Major, Spec. Res.
Area Engineer

NWH/adm

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

23 October 1944

Subject: Report on Road and Damaged Bridges on Route 1 from Rome to Km. 115.

To : Lt. Col. Thompson, Chief, Public Works Division.

1. Roads.

Km.	8(Rome)	to Km.	24.8	Pavement good
	24.8	"	25.1	Should be sealed
	25.1	"	42.6	Pavement good
	42.6	"	43.6	Needs patching
	43.6	"	46.0	Edges need patching
	46.0	"	51.6	Pavement good
	51.6	"	52.6	Edges need patching
	52.6	"	56.8	Pavement good
	56.8	"	57	Small amount of patching
	57	"	59.4	Pavement good
	59.4	"	59.5	Needs patching
	59.5	"	60.3	Needs patching

Km. 60.3 South edge of town of Marinella. Small amount of patching in town and to Km. 64.

Km.	64	to Km.	64.4	Pavement good. Men working
	64.4	"	69.1	Needs patching
	69.1	"	70.7	Pavement good

Km. 65.6 North edge of town of Civitavecchia.

Km.	70.7	to Km.	72.6	Concrete paving. Needs patching.
Km.	72.6	to Km.	77.6	Pavement good
	77.6	"	78.0	Needs patching
	78.0	"	79.6	Pavement good
	79.6	"	80.4	Edges need patching
	80.4	"	84.8	Pavement good

1932

Km.	84.8	to Km. 85	Needs patching
	85	" 88	Pavement good
	88	" 89	Small holes
	89	" 90.1	Pavement good
	90.1	" 93.5	Small holes
	93.5	" 94.7	Edges need patching
	94.7	" 95	Needs patching
	95	" 96.7	Pavement good
	96.7	" 97.3	Needs patching
	97.3	" 100.5	Pavement good
	100.5	" 101.7	Needs patching
	101.7	" 104.1	Pavement good
	104.1	" 104.8	Small holes
	104.8	" 107.8	Pavement good
	107.8	" 108	Needs patching
	108	" 110.5	Pavement good
	110.5	" 110.7	Needs patching
	110.7	" 115	Pavement good

2. Bridges and culverts.

Km. 114.7. Should be repaired. 30 foot stone arch being held by timber and steel. West half gone. Northeast wing wall cracked. Both west wing walls are timber. Stream flow very much retarded.

Km. 111.2. 30 feet of bridge needed. Temporary 9 foot by 6 foot timber culver well built. Timber retaining walls. Fill might slough through retaining walls.

Km. 110.4. Fill in poor shape.

Km. 110.2. 100 feet of stone and brick bridge destroyed. Could have been two or three arches. Temporary bridge is steel trusses below the deck and timber piers and timber flooring. Class 70. Brick abutment on east is cracked.

Km. 110.1. 18 foot brick arch satisfactory. Stone and brick retaining walls in poor shape. Partly held up by timber. Road can slough thru timbers. Retaining walls should be fixed.

1931

Km. 110. Timber retaining wall 50 feet long and 2 feet high. Fill can be placed in back of timber.

Fill from Km. 110.5 to Km. 110.0 should be watched. The slope is too steep.

Km. 109.9. Town of Montalto di Castro.

Km. 105.2. Under construction. 75 foot concrete arch. Arch formed. One span. 150 foot of bridge destroyed.

Km. 105.0. 10 foot by 2 foot timber retaining wall satisfactory. Could dump dirt in back of timber.

Km. 93.2. Fill complete 20 November. 143 meters of bridge to rebuild. This bridge has 4 arches of 11 Meters each and two of 9 meters each. The two small arches are separated from 4 large arches by 27 feet of retaining wall. The four large arches are about complete. The diversion is Class 70 one way, Class 40 two way. The diversion is steel and timber structure with two timber piers. Dirt around the timber abutments is slipping. Contractor - Luigi Sorra.

Km. 91.7. Town of Tarquinia.

Km. 84.9. Should be worked on immediately. 15 foot by 8 foot timber culvert. About 25 foot from stream to top of pavement. The struts in the bottom of the culvert are buckling. 250 meters of high fill is slipping. The timber retaining wall will not hold fill.

Km. 74.4. Should be rebuilt. 10 foot by 6 foot all timber culvert. 10 feet high. 60 feet of structure destroyed. Dry rock fill and timber retaining wall. Railroad bridge along side has 2 20 foot arches for waterway. Fill will slough through timber.

Km. 73.3. All timber bridge. Two way. 40 feet. Just completed by Army. Satisfactory.

Km. 69.6. 25 feet of stone retaining wall is tipping. Has moved about three inches out of line. Pavement is settling. 30 feet high. Will have to be watched.

Km. 68.7. Anti tank trenches should be filled on and so that roadway can be made wider.

Km. 67.0. Satisfactory. 150 feet of steel and timber structure. 6 timber piers. Original bridge multiple stone arch.

1938

Km. 59.1. Should be rebuilt. 18 foot stone and brick arch being supported by 11 steel beams 20 feet long continuous over a timber bent in middle. Timber bent setting on mud sill. Waterway obstructed. Should be rebuilt.

Km. 55.7. Should be rebuilt. High fill has 2 or 3 15 inch pipes for waterway. 2 kilometers of fill will have to be watched. About 150 feet of bridge has been destroyed.

Km. 47.9. Should be rebuilt. Three concrete girders destroyed. Total length 56 feet. Length of span 30 feet. Ten feet high. Timber pier in middle is supporting the north half of the concrete girders and steel beams that have been placed on the south half. Waterway obstructed. High water may take out pier.

Km. 46.6. Satisfactory. Class 70 one way. Steel and timber structure. Total length 135 feet. Length of span 24 feet. Original bridge a 24 foot stone arch 20 feet high.

Km. 41.3. Class 40. Should be repaired; Total length 120 feet. Length of span 66 feet. Long concrete girder dropped on one end. Temporary structure built up from fallen girder with timber posts and steel beams. Waterway choked down. This will be a big project.

Km. 32.3. Two way. Total length 69 feet. Span 30 feet. Timber bridge with timber cribbed pier. Waterway partially blocked.

Km. 30. Small culvert needed.

1929

HEADQUARTERS ALLIED COMMISSION RWS/ls
APO 394
Public Works and Utilities Sub-Commission

4 Novembre 1944

Highways, Bridges and Public Works.

1. New contracts in hand.

(a) Military Roads & Bridges during Month 53
(b) Misc.(Bldgs.,Prov.,Roads & Bridges,Ports,etc) 41

2. Funds expended or obligated:

(a) Military Highways during Month L. 136,949,109.
(b) Misc.(Bldgs.,Prov.Roads,Ports.etc.) L. 125,248,838.
during Month
(c) Total Military Highways up to Oct.31 L. 876,777,481.
(d) Total Miscellaneous up to Oct. 31 L. 436,166,058.

3. Roads (General)

In the September report it was noted that difficulty was anticipated on several main routes where blown bridges had beenreplaced by earth fills or inadequate timber structures. During October the trouble materialized as the result of extensive rains. Washouts creating road blocks have occurred on Routes 1,2, 3,6 and 7 at various times during the Month but by dint of much emergency work on the part of contractors and Army forces most interruptions have been of a temporary nature. Route 1 remains cut in three places but emergency repairs are underway and will be continued with all possible spoed. Emergency repair crews are being organized on each main route to supplement the efforts of regular contractors. These emergency crews will be as mobile as the transport situation will allow and will function as "floating gangs" and available wherever the need is most critical.
Permanent reconstruction of bridges is proceeding at a rapid pace, though occasionally retarded by inadequate supplies of materials, particularly cement.On Route 6, near Ceprano, a large concrete arch bridge was rushed, by day and night work,to completion on 20 October in time to take the heavy truck traffic occasioned by the washout of the main railway line near Cassino. All railway freight is being unlooded at Cassino and ferried by truck to Ceprano and reloaded,which movement would have been severely hampered by the

oneway Bailey bridge which was serving until the permanent structure could be completed. No serious difficulties are being encountered in the maintenance of road surfaces. This work is progressing well and is limited only by bitumen supplies and transport.

4. Housing (General)

New schemes continued to flow in from the Ministry of Public Works during the Month, all within Lazio-Umbria Region. To date schemes have been approved for operation as follows:

(a)Repairs	850 apartments	L. 31,484,000.-
(b)New Constr.	494 apartments	L.116,115,600.-
Total	1344 apartments	L.147,599,600.-

These projects are located in 16 Communes of Littoria, Frosinone and Rome Provinces and do not include, of course, widespread and extensive repairs to privately owned dwellings. These private repairs are proceeding at an encouraging pace and is a program which is being encouraged and aided in every possible way by this Sub-Commission.

In the opinion of our Engineer Officers, the costs which being estimated for the Public Housing schemes are still unreasonably excessive(see September remarks) but all efforts to secure better prices have been to no avail. Experimental houses of several types are under construction, with accurate cost and progress records being maintained under the direction of this Sub-Commission. From experience on these schemes, the most economical methods and types of construction will be adopted for general use, bearing in mind always that the time element is of paramount importance.

5. Project approval procedure.

As the reconstruction program, in all its phases, developed provisions have been made for the processing of work proposals with the minimum of delays.

The following routing has been evolved and is proving very satisfactory:

1927

(see attachment)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

RW3/fr

7 October 1944

Highways, Bridges and Public Works.

(a) New contracts in hand:
(A) Military Roads and Bridges during month. No. 72
(B) Misc. (Bldg.Prov. Roads and Bridges , ports,etc.) " 99

(b) Funds expended or obligated:
(A) Military Highways during month L. 196,711,060
(B) Misc. (Bldgs. Prov. Highways, Ports etc. during month. 249,108,420
(C) Total Military Highways up to Sept. 30. 739,423,372
(D) Total Misc. " " Sept. 30. 315,649,120

(c) Roads (General) During the month P.B.S., and Military Districts requested that additional roads and bridges be taken over by A.C.C., for maintenance and/or reconstruction by Italian Civilian Agencies. Included among these requested were the following routes:

Route 6 - Spartimento to Rome.
Route 2 - Rome to Siena.
Route 1 - Rome to Leghorn.

Certain bridges on these routes had been previously accepted and contracts for reconstruction were, in many cases, well under way, but the added responsibility includes reconstruction of many sections of roads as well as general maintenance. Some difficulty is anticipated in keeping such roads open to traffic during the coming Winter floods as numerous small bridges and culverts, having been demolished by the retreating enemy were replaced by temporary earth fills. While this method adequately met the emergency faced by the Military, it can not be hoped that permanent installationscan be accomplished in time to avoid some washouts. This program is being stressed to the fullest extent, however, and reconstruction is proceeding at a rapid pace. 1926

On Route 1, near Albegna, repairs are being rushed on a 12 span concrete bridge which had been demolished. A temporary low-water diversion was constructed by the Military and is in use but it is very [illegible]

very doubtful if it would withstand high water of any consequence. It was found that several of the wrecked original concrete spans could be raised into place thereby avoiding complete reconstruction This has been accomplished and this, tog$ther with other repairs, places seven of the twelve spans in condition to receive traffic. Since the remaining five spans were hopelessly demolished, piers and abutments were constructed and adapted to the use, temporarily of a steel sectional bridge of the Bailey type. An officer of this Headquarters visited HQ. A.A.I., on 30 September, and conferred with the Deputy Director of Works in an effort to secure the allocation for this site, of sufficient sections of a mild steel bridge of the Bailey type which is now being produced in Italy. The results of this conferance were satisfactory and it is hoped that the bridge sections will be made available within one Month.

(d) Housing - General - The month brought about several significant developments in the housing situation. It was decided that repairs to private dwellings would be separated from new houses construction and would be dealt with at the Regional level with the subsequent approvalof this Headquarters. Such repairs are proceeding, slowly, as revealed by field investigation by HQ. officers. At our request, the Ministry of Public Works had estimates prepared for the construction of new housing units at eight Communes in Lazio-Umbria Region. When the estimates were reviewed in this Headquarters, prices were found to be exorbitantly high per unit. A strong protest was made to the Minister as it was recognized that if such prices were allowed for these first units of a future large program, dangerous precedents would be establiashed. The Minister, after subjecting the estimates to a review by a Committee of his Senior Engineers, gave us notification that he deemed the prices satisfactory and requested authority to proceed. Approval was finally granted in order to avoid further delay to such a vital program.

(e) Transport (General) The transport picture changed very little during the Month, except for a furhter depreciation of the remaining 155 W.D. vehicles in use on Highways projects. No solution has been reached to the parts replacement problem with the inevitable results of 50% of the vehicles being unfit for service. Continued complaints have been received from representatives of the Ministry of Public Works and from Contractors due to lack of tires. This is a very serious problem and one which must be solved if efficient operation is to be maintained.

The P.O.L. situation has improved as compared to previous months but some delay is still being encountered in receiving adequate allocations for contractor's use. Continued effort is being put forth to eliminate the causes of these delays and ensure that schedules are no longer interupted by P.O.L., shortages.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

RWS/fr

5 September 1944

Report of Activities - Roads and Bridges - Thru 31 August 44.

I. Highways :

Maintenance, emergency repairs or Reconstruction (Miles)

Military	2950
Civilian	882
Total	3832

Notes on above:

1. The figure for civilian highways is obviously very low for the mileage improved by local A.M.G.'s and not recorded in this Sub-Commission is not reflected.

II. Bridges - Main Routes:

(A)	Destroyed	776
(B)	Completed or under Construction	230

Notes:

2. Bridge figures include main routes only and not Provincial and comunal roads of local interest and improved by A.M.G..

(A) The figure for destroyed bridges includes the recently liberated Area thru Regions V and a large part of Region VIII. Since our activities are just started in much of this Northern Area, reconstruction of bridges has not yet begun.

(B) Bridges completed or reconstructed include only those structures on main routes which constituted traffic blocks. Many bridges listed as destroyed will not be rebuilt now for one of the following reasons:-

(1) Semi-permanent timber structures were constructed on permanent alignment by Military and reconstruction can be postponed indefinitely -

(2) Adequate all-weather diversions which eliminate the necessity of early attention.

(3) Large structures requiring prohibitive quantities of critical materials and equipment which can be by-passed by re-routing and reconstruction of which can be postponed.

192

III. Funds expended or under obligation Lire 628,000,000

IV. Persons employed (Average) 22,532

V.B.THOMPSON
Lt. Col. R.C.E.
Chief, Public Wks. Div.

File

MONTHLY REPORT

AUGUST 44.

File

1. New Contracts in hand.

(A) Roads and Bridges during Month	83
(B) Misc. (Buildings, Provincial projects etc.)	33

2. Funds expended or obligated

(A) Highways during Month	127,194,000 Lire
(B) Misc. (Buildings, Provincial projects etc.)	58,674,000 "
(C) Total Highways up to Aug 31	594,412,312 "
(D) Total Misc. " " " "	78,102,700 "

3. Personnel - with the activation of new forward Region Engineer personnel was gradually reduced in Italian Gov't. Territory. As at became necessary to reduce officer personnel in Rear areas additional Italian Civilian Engineers were employed as replacements. Very satisfactory results are being obtained from this system. It will be increasingly important that this trend be continued so as to give all possible officer strength to critical forward Region.

4. Transport - No additional transport was obtained during the Month. The W.D. (172) vehicles on loan to Genio Civile and in use in the Southern Region were utilized to the fullest extent on projects of Military importance but with increasing difficulties in maintenance. It was never possible to have more than 50% available for service at one time and a total of 20 vehicles were retired during the Month as unserviceable.

In Regions 4 and 5 a gratifying number of civilian owned trucks are in operation on construction. It is vitally important however that tires and tubes be made available for certain of these vehicles at an early date. The same applies to motocars for the use of Italian supervisory Engineers (Genio Civile) and contractor's employees.-

The activities of officer personnel attached to Headquarters have been severely hampered due to the fact that no W.D. vehicles are available and to the utter impossibility of keeping requisitioned civilian vehicles in running condition. ,,

5. Labor: During the Month no serious difficulties were encountered in keeping projects adequately manned. Through contractors and Italian Govt. Engineers increasing complaints were receive about the inadequacy

of wage schedules but only in the Civitavecchia Area have projects actually suffered for lack of workmen. Efforts have continued to increase Cantonieri forces - particulary in the southern Areas and the results are satisfactory.

6. P.O.L. - A new system was instituted during the month whereby bulk P.O.L. coupons will be made available to Regional Engineers for contractors on Military Projects. It is believed that the confusions of past days will be largely eliminated by this system since this type of project will rightly have preference over all other work. Several vital projects in forward areas were delayed for lack of P.O.L., however, since the new system had not yet been made fully effective.

7. Rations (food) No difficulties were encountered due to mid-day meals or extra rations for workmen. Contractors are supplementing rations for Mid-day meals. In general a very satisfactory meal is being served. This has been confirmed by visual inspection by H.Q. officer personnel.

8. Bridges General - The bridge program has been expanding rapidly and to date a total of 230 bridges have been completed or are under construction. The bridge problem reaches greater magnitude as our activities increase in forward Areas, but this is partially offset by the availability of better qualified and better equipped contractors. Progress is satisfactory and on all roads officially turned over to A.C.C. direction by Military Authorities, construction is under way on every structure which would constitute a traffic block.

9. Roads - General - Throughout the southern Region, reconstruction and emergency repairs have largely been completed. Route # 90 from Ponte Calore through Ariano toward Foggia, which had become almost impassable due to heavy Military traffic, was concentrated upon during Aug. and is now in very good condition. This was perhaps the most critical section of road on all the A.A.I. priority system.

Seal coating, where needed, of all main routes is now under way in southern Region, after which, our problem will be strictly one of maintenance. Roads throughout the recently liberated central Italy Areas have withstood the pounding of heavy traffic surprisingly well. All shell and bomb craters have been repaired and maintenance is well in hand - All main routes have been inspected by Hq. officers and no reports have been received where major reconstruction is indicated. Our Engineer Officers in Regions are working very closely with Military representatives on roads in forward Areas and the actual turing over of these roads to A.C.C. is being effected with no confusion nor delay in work -

MINISTERO DELLE CORPORAZIONI

UFFICIO STUDI E RICERCHE

VII - Ind. Cartaria

1° e Semestre 1938

VII - Ind. Coloniale

1° e Semestre 1938

D. SACCONE - ROMA

0457