

RG 30 RECORDS OF THE BUREAU OF  
PUBLIC ROADS

WASHINGTON OFFICE

GENERAL CORRESPONDENCE AND  
RELATED RECORDS, 1912-65.

1955-1959

ALASKA

THRU

ALASKA - GENERAL 1959 PART 2 OF 2

BOX NO.  
1127

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RG 30, Bur. of Public Roads  
E. 6 D, Gen Corr. + Related Recs, 1955-59  
Box 1127

Alaska - Situation Reports

RG 30, Bur. of Public Roads  
E. 6.D, Gen Corri + Related Recs, 1955-59  
Box 112.7

~~NI B. G. Hoistensen~~  
Rw 403 ✓

Juneau District, P.O. Box 1511  
Juneau, Alaska

~~JLP~~  
MBC file

January 8, 1958

**SITUATION REPORT**  
For the Month of  
**DECEMBER, 1957**

All construction projects were closed down during the month. Maintenance operations were largely routine. In the first half of the month there were practically no snowfalls anywhere in the district except in the Haines and Skagway areas where moderate snowfalls occurred early in the month. In the last half of the month, there were heavy snowfalls all over the district which necessitated a considerable amount of overtime work to keep the highways open. This was accomplished, however, all over the district without any particular difficulty.

**CHR. F. WYLLER**  
District Engineer

RECEIVED  
GENERAL INVESTIGATIVE  
DIVISION  
JAN 10 1958

DELIVERED TO THE  
RECEIVING OFFICE  
JAN 12 1958

JAN 8 5 14 AM 1958

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~~JLP~~  
~~JHW~~  
JBC

P. O. Box 1600  
Fairbanks, Alaska

December 6, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Situation Report  
November 1, 1957 to November 30, 1957

Dear Mr. Swick:

Maximum and minimum temperatures reported for Fairbanks during the period were 35 degrees above zero on November 3rd and 4th and eleven degrees below zero on November 29th and 30th with a total snowfall for the 1957-1958 season of 21.4 inches. Total moisture since January 1, 1957 is 5.30 inches.

Visitors during the period were as follows:

- E. V. Chatfield, Acting Chief, Survey & Road Design - Juneau
- W. L. Sanders, Survey & Road Design - Juneau
- J. T. Scott, Property & Supply Officer - Juneau
- D. F. Weaver, Personnel Branch - Juneau
- A. K. MacLean, Chief, Facility Design Section (Bldgs) - Juneau

GENERAL

The winter continues to be exceedingly mild. Snowfall on the level does not exceed six inches. Minimum temperatures for the winter has been minus eleven degrees.

Matt Jarvi and Vasel (Sam) Drakula have been separated from our organization through compulsory retirement. The loss of these two faithful employees will be keenly felt by all their fellow workers. There are not too many of these men, who represent pioneer days in Alaska, left in this organization. Their passing is the passing of an era.

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Box 1127

Mr. E. H. Swick

December 6, 1957

The glaciers formed from sidehill seepage are inactive; however, some of the rivers are showing signs of heavy overflow.

FEDERAL AID SECONDARY

Project #S-7551 - Tanacross Road

Work was suspended for the winter with the project 30% complete. The banks of the small slough just upstream from the post office on the south bank of the Tanana were graded down, a small fill placed across the slough, and a culvert installed. The road was tractor graded full length from the post office, to the Tanana ice crossing and is now ready for winter traffic.

PRIMARY MAINTENANCE

F-3000 - Depot Improvements

Fairbanks Depot

The freezer box has been moved to its new location adjacent to the south wall of the warehouse building #3127, and work has begun renovating the south end of the office building, building #31.

F-3037 - Fairbanks-Nenana

Sanding on College Hill and at Noyes Slough intersection were principal items of winter maintenance. Flows made one round trip to the Tanana River at Nenana during the period. Passenger cars began crossing the Tanana River at Nenana on November 30, 1957.

The C.A.A. transferred a garage building at Nenana to the Bureau of Public Roads. The building, a 20' x 50', CCC Type, with metal roof, is being moved to a new location for storage until such time as it can be set up as a warm storage building for us at Nenana.

F-8046 - Tok Cutoff

Sanding was required November 11 and 12 due to sleet on the curves from mile 92 to 99 and in the vicinity of mile 116.

Mr. E. H. Swick

December 6, 1957

F-8046 - Tok Cutoff - Cont'd

Snow removal was performed as required over the entire route.

Six inches of snow fell in the Log Cabin area and ten inches fell between Clearwater and Tok during the month.

F-8061 - Fairbanks-Tok

Sanding of the intersections and surface blading was performed as required.

F-8062 - Alaska Highway

Sanding was principal item of work over entire route. Road was sanded at Midway Lake, mile 1290; Dot Lake, mile 1362, Alaska Highway and at Delta Junction, Tanana River Bridge, on Shaw Creek Hill and on the hills in the vicinity of Birch Lake, Richardson Highway.

Some snow removal was required and some ice cake removed.

Pavement sags were filled in the Dot Lake area from mile 1361.5 to 1363.

Bridges and signs were cleaned throughout the length of the route.

The work of removing the non-reflectorized type of sign and replacing with the reflectorized sign is in progress.

F-8071 - Richardson Highway - Rapids to Big Delta

Sanding of the hills between Donnelly Dome and Black Rapids was performed. Wind blowing off the Delta River made the work of sanding most difficult.

Some snow removal was required on November 21st and 22nd.

F-8159 - Installation of Boiler at Tok

The work of insulating the boiler and steam pipes has been completed. Permanent wiring has been installed and five unit heaters have been hung in the warm storage building, building #317. When three additional unit heaters have been installed, the project will be complete.

Mr. E. H. Swick

December 6, 1957

SECONDARY MAINTENANCE PROJECTS

S-8050 - Tok

Tanacross Road

Snow removal was performed as required. The village of Tanacross has acquired a D-4 tractor and will maintain the road over the ice. We will maintain only to the south bank of the river.

Northway Road

Snow removal and bridge cleaning was performed.

S-8051 - Big Delta

Old Richardson Highway - Route 6851  
Remington Road - Route 7111

Surface maintenance was performed as required.

Shaw Creek Road - Route 7701  
Buffalo Center Road - Route 7071

No work this period.

S-8052 - Birch Lake

Snow removal was performed on the Harding Lake Road. No work was required on the Salcha Loop.

S-8053 - Fairbanks

Steese Locals - Routes 624, 644, 650, 6442, 6443, 6444, 6501,  
6502, 6722, 6723, 6725

Routine snow removal has been performed on all routes. Glacier activity on these routes is negligible. Some ice has formed on the shoulder of the road at mile 25, Steese Highway, and some glacier activity is noted at Globe Creek, mile 9, on the Elliott.

Mr. E. H. Swick

December 6, 1957

S-3053 - Fairbanks - Cont'd

College Locals - Routes 640, 645, 651, 6361, 6421, 6441, 6451, and 6491

Routine snow removal and sanding has been performed.

Richardson Locals - Routes 6121, 6181, 6201, 6202, 6203, 6204, 6205, 6570 and 6751

Snow removal and surface blading was performed as required. Some sanding was performed on the Badger Road.

Fairbanks Locals - Routes 661, 665, 671, 6321, 6571, 6611, 6651, 6652, 6653 and 6670

Snow removal and surface blading was performed as required.

REIMBURSABLE ACTIVITIES

Project #0040-01 - Meadows Road - Reimbursable by Department of the Army

Some shoulder repair work was accomplished early in the period. Two days were spent on snow removal during the latter part of the month.

Project #0040-11 - Farm & Industrial Roads - Reimbursable by Alaska Highway Commissioner

No work this period.

Very truly yours,



H. W. Johansen  
District Engineer

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

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DEC 8 1957  
FED. ROAD

DEC 8 8 20 AM 1957



XXXXXXXXXX  
Region Ten  
Juneau District, P.O. Box 1511

December 4, 1957

MONTHLY REPORT  
For The  
MONTH OF NOVEMBER, 1957

All force account construction work in the district was closed down for the winter at the beginning of the month. While the weather continued mild, the short days and rainy weather made it uneconomical to continue operations.

The maintenance operations throughout the District were routine. Only in Haines was there any snowfall of any consequence. We did have a light snowfall in Juneau near the middle of the month which necessitated snow removal on the highways but mild weather since then has caused the snow to melt. While we may still have a severe winter ahead of us, the season so far has been unusually mild and open.

CHR. F. WYLLER  
District Engineer

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

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DEC 10 1957  
FOR DISTRICT ENGINEER

RG 30, Bur. of Public Roads  
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December 6, 1957

FAS Route 141 has blown clean and has required no snow removal.

FAS Route 141 has required the removal of one drift about ten feet long and about eighteen inches deep that forms across the road just as we leave the Bureau of Public Roads Depot Area.

FAS Route 130 has a couple of drifts that form between Nome and the Municipal Airport both of which are minor.

The access road to the CT Site being cleared for the Civil Aeronautics Administration requires the greatest attention as the road is lower than surrounding terrain. Until the weather cools enough so that we can raise the grade with packed snow this road will give us considerable trouble as the drifts form two or three feet deep for a distance of fifteen hundred feet within an hour or so after being plowed. To keep the drifts from hardening we have to plow it out at least once every six or eight hours whenever the wind velocity rises above 15 or 20 miles per hour.

A snow drag has been fabricated from railroad rails and taken to Kotzebue for winter maintenance of the road between the town and the airport.

Kotzebue people who are interested in keeping this road open have donated their services with the understanding that we would furnish a snow drag. Generally this will be Jack Bullock trailing the drag while making fuel oil deliveries with his tractor or Wien Airlines trailing the drag behind their tractor when conditions become too difficult for autos to get to the Airport.

It is expected that this will keep the snow packed sufficiently for auto traffic to use the road the greater part of the time.

#### GENERAL

1. Mr. Halverson a Nome High School science teacher brought to the local peoples attention that Sputnik Two could be cited about seven o'clock each morning during the week November eleventh to November sixteenth. Sputnik was seen by almost everyone in Nome on the mornings that the skies were clear.

2. Seal hunters are anxiously awaiting the formation of the first ice in the Bering Sea as floating ice seems to attract seals.

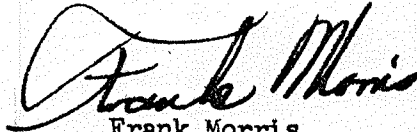
Mr. E. H. Swick

.3.

December 6, 1957

3. Overhaul work on our construction and maintenance equipment began this period including one tractor, one grader together with miscellaneous repairs to the automotive equipment before they were stored for the winter. In addition routine maintenance was performed for snow removal equipment.

Very truly yours,



Frank Morris,  
District Engineer

P.O. Box 525  
Valdez, Alaska

November 29, 1957

Ref: Situation Report for Period  
Ending November 16, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
P.O. Box 1961  
Juneau, Alaska

Dear Mr. Swick:

The weather during the period has been better than normal for this time of the year. At Valdez during the period the total rainfall was 9.58 inches which includes the 14.5 inches of snowfall. On Thompson Pass we had 75.5 inches of snowfall. In the interior it has been extremely mild with no sub-zero temperatures and very little snow. This warm condition has caused the glaciers to be very active. The snowfall to date at Trimms is 54 inches.

Visitors to the Valdez District during the period were:

Mr. A. K. MacLean  
Facilities Branch  
B.P.R. - Juneau

Mr. R. L. Stewart  
Internal Audit Branch  
B.P.R. - Juneau

Mr. J. T. Scott  
Supply and Property Branch  
B.P.R. - Juneau

Mr. D. F. Weaver  
Personnel Branch  
B.P.R. - Juneau

Mr. W. George  
Smith, Brown & Root, Contractors  
Anchorage, Alaska

Mr. E. H. Swick,

2

November 29, 1957

FAP Route 71, Richardson Highway, Mile 0 to 227, Black Rapids

General maintenance has been carried on during the entire period over this section of the road which included replacing the decking planks on the Lowe River Bridge, Mile 16.6. At the rock quarry, Mile 14, we drilled eleven 20 ft. holes and blasted to replenish the rock for dike protection. Sand has been stockpiled at 19 Mile for winter sanding operations. The crew at 47 Mile has installed all their fire pots except three. Additional diesel storage was set up at 47 Mile after the new gasoline pump was installed at Thompson Pass which now gives us 4,000 gallons of diesel, 2,000 gallons of stove oil and 2,000 gallons of gasoline storage at 47 Mile. The Glennallen crew has completed their culvert staking between 80 and 90 Mile which completed all of the staking on the Richardson Highway. The Tazlina and Simpson hill slides are still active. At the present we have cut into the bank on Simpson hill far enough so that if the present road slips we will have enough room for traffic without having to work in frozen material for repairing this section. The same thing will be done on the Tazlina hill. All sand barrels have been placed on the hills and filled.

FAP Route 42, Glenn Highway, Mile 118 to Mile 189

General maintenance has been performed over this section during the period which consisted of filling pavement breaks and depressions. Hauled in the old detour culvert from Cache Creek. Shouldered the road in the Atlasta House area. Made outlet ditches for the culverts in the 174 Mile flats area. Snow removal and sanding were carried on.

Eureka has had a total snowfall to date of 16 inches of which 5 to 6 inches remains on the ground. At Glennallen there is about one-half inch of snow.

FAP Route 46, Tok Highway, Mile 0 to 91

General maintenance has been performed on this route during the period. The Gakona hill section of the road has not been active during this period.

The dike on the Gakona river at its junction with the Copper has been constructed as per Mr. DeLahunt's letter of October 4. The attempt to cut the bar in the Copper at the outlet of the Gakona did not meet with much success. The bar was much too high on the far side and when the cut was started the water had a tendency to run backward. - 7

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
The construction joint on the east end of the Gakona bridge was filled with mastic. The washed fill at 11 Mile was repaired. The bad curve at 27 Mile was brushed with a dozer to give better visibility. This was one of the places mentioned by the Territorial Police in their letter of last spring.

THIS SECTION OF  
GENERAL RECORDS  
BY ROUTE AT  
Mr. E. H. Swick

Mr. E. H. Swick

November 29, 1957

FAP Route 46 (con't)

The cut banks from 22 to 27 Mile have many glaciers active and ice fence is being used here. The total snowfall to date at Slana is 28 inches and of this about 4 inches remains on the ground.

FAP Route 52, 0 Mile to 41 Mile, Denali Highway

A flight was made over this route after it had blown closed to check if anyone had gotten caught. There was one pickup stalled at 7 Mile but no one was there.

The MacLaren mine is now using an aeroplane to fly personnel and supplies to their operation.

\* \* \* \* \*

FAS Route 8151 and 8152, Valdez

Routine maintenance performed.

FAS Route 837 and 839, Cordova

Routine maintenance was performed during the period.

FAS Route 851, Edgerton Cutoff and Copper River Highway

Routine maintenance has been performed during the period. On the section of the Copper River Highway at Cordova the lake which forms above 39 Mile broke and caused four washouts at about 38 1/2 Mile of which temporary repairs have been made. A complete report of this has been sent to the Regional office.

The glaciers between Chitina and 15 Mile have started to be active during this period.

\* \* \* \* \*

Construction Projects with Government Forces and Work Orders

Project S-0839(1), Eyak Lake Reconstruction

This project is approximately 50% complete. Work consisted of cutting brush and trees along the right-of-way.

Project 0049-09, Sheridan Road Extension

DEPARTMENT OF COMMERCE

During the period an elephant hut was installed and a channel change made of the Sheridan river to stop the water from running the entire length of the upper part of the road. General cleanup and shaping of the roadway was done during the period. The project is now 95% complete.

Mr. E. H. Swick

4

November 29, 1957

Project 0040-10, Chitina Air Field, Territory Department of Aviation

During the period a HD-19 was moved to the Chitina Airfield for winter snow removal.

Work Order 2155, A.N.S.

Twenty cubic yards of borrow was hauled and this completes the work order.

Work Order 2145, C.A.A.

One hundred and twelve cubic yards of material was hauled to the C.A.A. and this completes the work order.

Project 0040-08, Fish and Wildlife

Drilling of the test holes at Glennallen was started at the end of the period.

GENERAL

The Asian flu shots were given to key personnel.

Very truly yours,

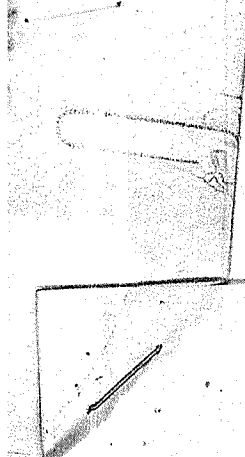
John M. Cooley  
District Engineer

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

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Box 1127





P. O. Box 160  
Anchorage, Alaska

December 5, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Dear Mr. Swick:

Situation Report  
November 1, 1957 to November 30, 1957

MATERIALS ENGINEERING AND INVESTIGATION

Field investigation with auger and dozer of the gravel deposits located by the air photo analysis on Project F-021-1(3) Sterling Highway, Soldotna to Clam Gulch, was completed and samples obtained were sent to the Materials Laboratory in Anchorage for laboratory analysis. A lab analysis of these samples will start early in December upon completion of classification of the samples from Projects F-021-1(1) Sterling Highway, Homer to Anchor Point, and F-021-1(2) Anchor Point to Ninilchik. Work on samples for this project is practically completed with a few Atterburg Limit Tests to be run.

Work also continued during the month on Project S-0510(1) Houston-Willow materials investigation with approximately 30% of the sieve analyses having been completed.

Work was also continued during the month on the Anchorage Area Paving projects preliminary design. Major portion of the sieve analysis have been completed and Atterburg limits have been completed on about 10% of the samples. The soils profiles are approximately 65% complete for Jewel Lake Road, Sand Lake Road, Lake Otis Road and Raspberry Road.

Due to heavy snows and freezing temperatures in the vicinity of the 9 1/2 Mile Line change, Project F-042-2(2), field investigation was terminated for the winter. Borrow area investigations will be completed as soon as possible in the spring of 1958.

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Box 1127

Mr. E. H. Swick

2

December 5, 1957

A complete turnover in Lab personnel made it necessary to hold a materials school during the month to acquaint the new lab assistants with the proper laboratory techniques and procedures.

CONSTRUCTION - FORCE ACCOUNT

Project No. S-3894(1) - Mission Lake-Mill Bay Intersection

Work on this project was temporarily suspended November 4th when heavy rains in the Kodiak area made it impossible to haul over the road from the pit on Mission Road. Work was not continued during the month and the project remained 80% complete at the close of this reporting period.

RECONSTRUCTION - FORCE ACCOUNT

Project No. S-0391(1) - Reconstruction of Mile 10 and 11, Kalsin Bay Road

Work in the Mile 10 area, Kalsin Bay Road, was completed in October and reconstruction of Mile 11 started. Work consisted of widening the existing surface and regravelling with select borrow from the side ditches. By the end of the month the project was 65% complete.

Project No. S-4111(1) - Dillingham-Kanakanak Line Change

Grading was completed on the Dillingham-Kanakanak line change at Bradford Creek early in the period at which time the project was suspended until next spring when the road in the Dillingham area will allow gravel haul from the Squaw Creek pit.

MAINTENANCE - ROUTINE

F-02(58) - Primary Roads

F-8011 - Abbert Road

No snow has fallen as yet along this highway and although rain in Kodiak has seriously hampered construction operations, it has caused very little sloughing in the slide area. Ditches were cleaned out and a protective berm left on the outside shoulder between the Village of Kodiak and the Naval Base. The rest of the highway was ditched and graded as necessary.

F-8021 - Sterling Highway

Normal winter maintenance was performed with four motor graders over the entire length of the Sterling Highway and sanding operations carried out as necessary on all hills and curves. Approximately 800 cubic yards of sand was hauled, mixed with calcium chloride and salt, and stored. Numerous minor slides were removed from the ditches in the Minilchik area where heavy rains were experienced.

F-8031 - Seward-Anchorage Highway

Snowfall during the month was extremely light between Anchorage and Seward and although the roads became slick and sanding was necessary over the entire 128 miles, snow removal was kept to a minimum except between Miles 50 and 75 over Johnson Summit where approximately 18 inches fell overnight. An extremely bad settlement occurred at Mile 124, intersection of the Seward Highway and Sand Lake Road, where the road crosses a muskeg swamp and approximately 400 feet was scarified and raised with 150 yards of crushed rock. Both the north and south fork of Snow River was straightened where the river had washed a large part of the 14 mile fill out during the heavy rains in October. Routine maintenance was accomplished with motor graders as required.

F-8042 - Glenn Highway

Snow on this highway ranged from 3 inches at Anchorage to 8 inches at Mile 118. Sanding trucks were busy daily on the hills and curves in an effort to keep this road safe for traffic.

F-8052 - Denali Highway

Approximately 15 inches of snow fell early in the month which closed the road to all traffic for the winter. No maintenance was performed on this route during the remainder of the month.

S-102(58) - Secondary RoadsS-8001 - Anchorage

The entire system was bladed prior to freeze up and spot graveling performed on numerous roads around the Anchorage area. Shoulders were bladed on Muldoon, Tudor and DeBarr Roads and all old style signs taken down and replaced with reflectorized road signs. Snow removal was accomplished once during the month and hills and curves kept sanded.

Mr. E. H. Swick

4

December 5, 1957

S-8002 - Palmer

Spot graveling and ditching was completed on Hammer, Collins, Nabarechek and 58 Mile Roads and brushing was accomplished in snowdrift areas. Culverts were installed on the Butte Road and the beaver dams were blasted to prevent land ice formation on Fishhook Road.

S-8004 - Silvertip

Brush burning was continued on the Hope Road and five culverts were installed to drain excess water away from the road ditches. Brush was also removed from blind corners.

S-8005 - Moose Pass

Surface grading was accomplished with motor graders and snow removal accomplished as necessary.

S-8006 - Seward

A diversion was accomplished on the Resurrection River to move the main channel back under the bridge. Other work was confined to routine blading and snow removal.

S-8007 - Soldotna

Snow removal, surface blading and ditch clean out was accomplished on all local roads. Hills and curves were kept sanded.

S-8008 - Bernice Lake

Routine surface maintenance and shouldering was accomplished on all the local roads in the area.

S-8009 - Minilchik

All local roads were bladed and ditches cleaned. Heavy rains in the Minilchik area made it necessary to scarify the local roads and blade them out prior to freeze up.

S-8010 - Homer

Spot graveling was accomplished on the local roads, culverts were cleaned out and the surface bladed prior to freeze up. No snow has fallen in the Homer area as yet.

Mr. F. H. Swick

5

December 5, 1957

S-8011 - Alcatraz

Blading was accomplished on all the roads in the area until November 18th at which time the Alcatraz camp was closed for the winter.

S-8012 - Kodiak

Rock haul by Manson-Osberg Contractors was stopped early in the month due to heavy rains. The off-highway hauling equipment which was necessary for this operation showed indication of breaking the Mill Bay Road up although they were accomplishing necessary maintenance. They plan on starting operations again in January when the roadbed will be frozen.

S-8013 - Kalsin Bay

Necessary repairs were made on the roads in the Kalsin Bay area and snow was plowed over Pasagshak Pass. Other work was limited to routine surface blading and ditch clean out.

S-8014 - Naknek

The through cut at Pauls Creek was widened using a tractor and can borrowed from the Air Force at King Salmon, and abutment and wing wall washouts were repaired on Pauls Creek Bridge and Eskimo Bridge where an extremely high 22 foot tide spilled over the roadway.

S-8015 - Dillingham

Work in the Dillingham area consisted of repair and erection of snow fence, snow removal on the roads and some shoulder work. Heavy rains mixed with snow caused extremely bad icing in the Dillingham area and the scarifier was installed on the grader in an effort to break the ice up. By the end of the period the roads were in excellent traveling condition.

S-8016 - Bethel

Work in the Bethel area consisted of shaping the roads up before freeze up and snow removal as required to keep traffic moving.

S-8020 - Cantwell

Mr. E. H. Swick

6

December 5, 1957

Summit Road was kept open with a cat-motor grader during the period. Weather has been exceptional for the Cantwell area with very little below zero temperatures and only approximately 15 inches of snow. Very little wind was experienced and no drifting.

Mr. Smith, Foreman at Cantwell, was placed in a leave status late in the month as he had received word that his Mother had just passed away in Portland. He expects to return to work about the 14th of December.

REIMBURSABLE ACTIVITIES

0040-19 - Dillingham Airfield, Territorial Department of Aviation

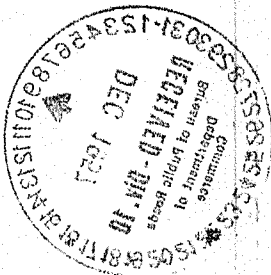
It was necessary to remove snow once during the month from the Dillingham Municipal Airfield. As the snowfall was comparatively light, truck plows and grader were used in the work.

0040-26 - Bethel Airfield, Territorial Department of Aviation

Snow was removed from the Bethel Municipal Airfield once during the month. The field is now handling all the daylight traffic in the Bethel area as the Kuskokwim River is running ice so badly that boat traffic is at a standstill from the CAA field to the village.

Very truly yours,

M. G. Zimmerman  
District Engineer

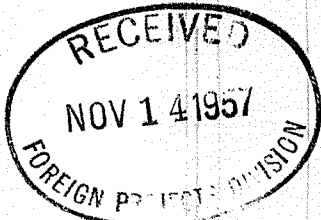


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Box 1127

~~WDF~~ Mr. Ertort  
JLP  
MBC  
Christensen  
J.H.M.

Region Ten  
Juneau District, P.O. Box 1511

November 5, 1957



SITUATION REPORT  
FOR THE MONTH OF OCTOBER

The month of October was drier and warmer than normal. The District operations were routine and were continued through the month on the basis of a six-day week. This is the last month of the year in which Saturday overtime may be authorized as part of the regular work week. Beginning November 1st overtime will be worked only in case of emergency and necessity.

Work on the various force account construction projects in the District was continued through the month. Due to the short days and generally unfavorable working conditions at this time of the year, all force account construction work was shut down for the winter at the end of the month. The following is a short resume' of the various projects.

Project No. 0999(1) Skagway-Carcross Farm Road was 62% complete at the end of the month. At this time the cleanup of the previously constructed section, including the burning of the clearing and grubbing debris, was 100% complete. Rough grading on the extension has been completed to the north end of Black Lake. There is a balance of about \$9,600 available to continue the work in the spring of 1958.

The work on Project No. 0991(1) Haines-Lutsak Road progressed satisfactorily during the month. The burning of clearing and grubbing debris is about 95% complete and the overall project is approximately 93% complete. About \$2,200 remains of the funds allocated to this project which sum will be spent next spring in the final cleanup.

Project No. 0997(1) Skagway-Dyes Road was previously reported as being 100% complete. On a road of as low a type as the Skagway-Dyes Road, there is any amount of work that should be done if funds were available. The previous report of being 100% complete was therefore not based on no further need of improvement but rather on the fact that apparently all available funds had been expended. It now appears that through a readjustment of the various project accounts, there are \$3,200 remaining of the allocation to this project. Improvements on Miles 1 and 2 will be made next spring to the extent that this sum will permit.

Progress on Project No. 9371(1) on the road between Sandy Beach and Rock Quarry, Petersburg, has been practically nil. The City attempted to operate the rock crusher using material from a talus slope covering the face of the quarry. The city forces that operate the quarry and crushing plant attempted to use the rock from the talus slope with very poor results. The rock is large and requires a lot of bulldozing, but even so, the crusher plant got plugged time and again by too large rocks jamming the feeding chute. The city is now trying to open a face in the ledge rock to one side of the talus slope but it is doubtful if there will be enough rock crushed this fall and early winter to make any appreciable progress. It appears that work on Project No. 9371(1) will be deferred until next spring.

It was the intention to submit the regular construction inspection report on Forest Highway Project 16-A4, C4, D3, E2, which is under contract to Stock and Grove, Inc. However, because of other pressing work and because of all flights being cancelled on account of weather at the time the inspection trips had been planned, we did not make an inspection of the project this month. From weekly reports and telephone conversations with the Resident Engineer, it is apparent that the project is progressing satisfactorily and is now 55% complete, as compared to 53% of time elapsed. The contractor intends to continue work as late in the fall and early winter as weather permits.

The design of a Primary Federal-aid Project covering about one mile of city streets in Ketchikan is to be done by the City who in turn has employed a consulting engineer with headquarters in Seattle to do the work. The reason for this arrangement is that the project is a part of an overall street improvement project which has been going on in Ketchikan for the last five or six years. The survey and all previous designs on other sections have been handled by the same consulting engineer as is now employed. He is at present also designing the water and sewer project partially covering the same section. It was thought that with the background of previous work and the necessity of correlating the street work and water and sewer work, that it would be more advantageous to have the street design done by a man most familiar with local conditions. The agreement with the city provides for inspection and control by the Bureau of Public Roads of the design work. The monthly reports from the consulting engineer have been rather vague and indefinite and an inspection of the consulting engineer's office and his design work on this project was therefore made by myself on October 24-25. The consultant's office is rather small and his working force consists only of himself and one assistant. We believe, however, that the office is adequate to handle the design of the Ketchikan



Situation Report for  
the month of October (Cont.)

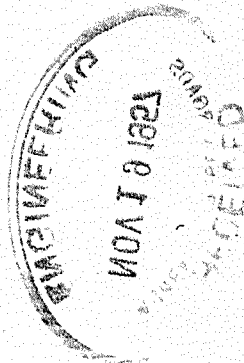
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project. The consultant appears to be somewhat inclined to get lost in worrying about minor details and it is believed that the inspection did some good by settling all the minor problems and getting the consultant's efforts concentrated on the major phases of the design. A rough outline as to the sequence of the work was agreed upon and in the future the consultant's monthly reports will show progress made during the month on various phases of the work.

The maintenance operations were routine throughout the district.

GHR. F. WYLLER  
District Engineer



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Box 112.7

P. O. Box 160  
Anchorage, Alaska

November 7, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Dear Mr. Swick:

Situation Report  
October 1, 1957 to October 31, 1957

MATERIALS ENGINEERING AND INVESTIGATION

Field investigation of borrow and crusher pits on Project F-021-1(1), Sterling Highway, Homer to Anchor River section, were completed and investigation of the air photo analysis was started on Project F-021-1(3), Soldotna to Clam Gulch section. Field determination is being made with a dozer from the analysis received from Washington D. C.

Auger borings and pavement investigations on Project F-031-2(1), Seward-Anchorage Highway four lane survey, were completed with a soils profile 35% completed during the period.

Work on the 94 Mile Line Change, Project F-042-2(2), consisted of clearing and prospecting along the proposed line for foundation material and borrow areas. A foundation was also poured in the Materials Lab and the concrete cylinder testing machine set up.

CONSTRUCTION - FORCE ACCOUNT

W. O. 127 - Denali Highway

Construction work on the Denali Highway was closed down on October 12th due to adverse weather conditions. With the exception of a small three-man maintenance crew and a three-man mechanical staff, all operations ceased in the Cantwell area as of that date.

Project No. S-0411(1) - Dillingham-Aleknagik

Weather in the Dillingham area did not moderate during the month of October and no work was accomplished on this project during

November 7, 1957

the period. As it now appears, there is little chance to continue the work economically and we are issuing a shutdown order to our Dillingham foreman. The last day of actual work on this project was September 28th at which time the road was 46% completed.

Project No. S-0504(2) - Hillside Road South

A suspension notice was issued to our construction foreman on the first of the month due to extremely soft saturated subgrade over which no gravel haul could be accomplished. The work was 75% completed when the shutdown order was issued.

Project No. S-5391(1) - Campbell Station Road

Work on the Campbell Station Road was suspended on October 3, 1957 at which time it was approximately 55% complete. Suspension was necessary due to lack of funds to continue the construction. The Territorial Highway Engineer was notified that actual construction costs would be above the estimate due to extra work necessary on the Campbell Creek Bridge.

Project No. S-5029(1) - Indian Small Tracts Road

Work on the Indian Small Tracts Road was 95% completed during the period. Work remaining consists of ditching and grading where the road leaves the Seward-Anchorage Highway. It was not possible to complete this work due to the encroachment of an Alaska Railroad telegraph pole. The Railroad has been notified and assures us the pole will be moved; however, as of this date no work has been done by any agency. Completion of this road this year is contingent upon the removal of the pole by the Alaska Railroad.

Project No. S-0511(1) - Big Lake Road

Work continued on this project until the 23rd of October at which time one mile of completed road had been constructed. As funds were exhausted the equipment was moved out on the 23rd and the project considered 100% complete.

Project No. S-3894(1) - Mission Road - Mill Bay Intersection

Clearing and stripping on this project was 100% complete at the end of the month and grading was approximately 80% completed. Due

Mr. E. H. Swick

3

November 7, 1957

to the nature of the ground approximately 600 feet was corduroyed using timber from the clearing. The corduroy was covered with rock borrow from the pit on Mission Road. Actual completion is estimated as the 8th of November.

Project No. S-5641(1) - Marth Road

Work on this project started October 4th. All stripping was piled and burned prior to starting any grading, which got under way the following week. The material in this area proved to be a well graded washed gravel which was comparatively easy to work. The project was completed on October 26th and equipment was moved out.

RECONSTRUCTION - FORCE ACCOUNT

Project No. S-0391(1) - Reconstruction of Mile 10, Kalsin Bay Road

Two Armeo metal retaining walls with treated timber wings were constructed on 10 Mile hill and filled with material hauled from 9 Mile. Widening was completed in Mile 10 and after ditching the road, surface was regaveled. Work was 100% complete on this project on October 31st; however, as funds remain in the project account we are presently investigating several areas in Mile 11 which should be rebuilt.

Project No. S-4111(1) - Dillingham-Kanakaniak Line Change

Freezing weather in the Dillingham area late in the period stopped the bleeding encountered in the side hill cut and equipment was moved in to attempt reducing the grade into the creek bottom. We were partially successful in this work and expect to accomplish the grading prior to the time the area freezes too hard to work. By the end of the month the work was approximately 65% complete. Upon completion of the grading, however, the project will be suspended until next spring when gravel can be placed.

MAINTENANCE - ROUTINE

F-02(58) - Primary Roads

F-8011 - Abbert Road

Work on the Abbert Highway was limited to patching the pavement with material from the Navy batch plant, installation of metal reflectors

Mr. E. H. Swick

4

November 7, 1957

along the highway bordering the new construction and necessary grading and clearing of slough rock in the slide area.

F-8021 - Sterling Highway

Ditches were cleaned, culverts lengthened and signs replaced as necessary along the entire highway. The handrail on Starisky Creek Bridge was repaired, the second groin on the Homer Spit was completed and approximately 60 feet of a third groin constructed.

F-8031 - Seward-Anchorage Highway

Crews on the Seward Highway were kept busy during the entire month cleaning up the roadway and ditches after the heavy storms encountered in September. Slides and small washouts were cleaned up and repaired, shoulders were patched, culverts opened up and all ditches cleaned out. Signs were straightened up and replaced as necessary and numerous old style signs replaced with reflectorized ones.

F-8042- Glenn Highway

Protective rail was installed at Mile 17 near the Fire Lake Roadhouse where traffic from the roadhouse had created a hazard on the highway. The Bailey bridge was removed from Moose Creek after opening the new Moose Creek Bridge and stored in the Palmer depot yard. At Mile 45 on the highway the Matanuska River had cut a new channel and was running along the highway for approximately a mile. The channel was changed and plugged with large cottonwood logs in an effort to lead the river away from the highway. Signs were straightened and replaced as necessary and all culverts opened.

F-8052- Denali Highway

The highway was officially closed to traffic on October 1st; however, very little snow in the Cantwell area left the road open and it was necessary to patrol the road occasionally, repair minor washouts and remove beaver dams from the culverts and bridges.

S-102(58) - Secondary Roads

S-8001 - Anchorage

Guardrail on Glenn Highway Alternate was repaired and extended and snow fence was erected on Sand Lake and Klatt Roads. Culverts

Mr. E. H. Swick

5

November 7, 1957

were cleaned and extended and ditching completed on Campbell, Abbott Loop and Lake Otis Roads. Thawing weather during the entire month made it necessary to keep graders busy on all the local roads.

S-8002 - Palmer

Spot graveling was accomplished on Campbell Road and a new farm road constructed around our gravel pit on the Mataruska Trunk Road. Removal of gravel from the pit had undermined the road and heavy rains in the Palmer area caused the entire roadway to slough into the pit. Snow fence posts were installed at drift areas on all the Valley roads and surface blading accomplished as required.

S-8004 - Silvertip

Brush was piled and burned along the Hope Road and the surface bladed. Ditches were cleaned out, signs straightened and culverts lengthened as necessary.

S-8005 - Moose Pass

A dozer was kept busy during the month at Victory Creek and Snow River in an effort to keep them in their channels during the high water. Forest roads were bladed, shoulders repaired and ditches cleaned out on all roads in the Moose Pass area.

S-8006 - Seward

High tides in Resurrection Bay, backed up with a high wind, flooded the Resurrection Bay Road and relief culverts were installed and the flooded areas raised. Two 5 foot pipes were installed in Bear Creek on the Bear Creek Road where the present old Forest Service bridge showed signs of falling under traffic. Stripping along the ditch line on the Bear Creek Road and the Sanatorium Road was removed and buried in an effort to reduce drifting.

S-8007 - Soldotna

The Robinson Loop and Scout Lake Roads were ditched and spot graveled as necessary, culverts were marked, signs straightened and surface bladed.

S-8008 - Bernice Lake

The North Kenai Roads were reditched, regreveled and bladed during the period.

Mr. E. H. Swick

6

November 7, 1957

S-8009 - Winilchik

A mud slide was removed on the Whiskey Gulch Road and the resultant washout repaired. The slide completely filled a 90 foot long 30 inch culvert which had to be replaced. All the roads in the Winilchik area were reditched and graded.

S-8010 - Homer

Although the bridge crew returned from Red Mountain on October 1, two men were kept in the area for approximately two weeks until the roads were in good condition.

The roads at Homer were bladed and spot graveled as necessary. Culverts were cleaned out and staked and signs were replaced.

S-8011 - Alcatraz

Surface blading of all local roads was accomplished as required.

S-8012 - Kodiak

Work on the Kodiak locals was limited to grading with the maintainer. Manson-Osberg Contractors started hauling over the Mill Bay Road during the last week in the month and although several short sections of the road broke up, the contractor effected the necessary repairs.

S-8013 - Kalsin Bay

Military exercises in the Cape Chiniak area during the month made it necessary to keep a grader on that road during the entire period. Shoulders were replaced and ditches cleaned out where tanks and heavy vehicles had left them in poor shape. Surface blading and ditching was accomplished on the Pasagshak Road.

S-8014 - Naknek

The through cut at the King Salmon Bridge and Pauls Creek Bridge was cut back with a D7 tractor in an effort to prevent or reduce drifting. Minor washouts on the road were repaired with gravel, ditches were cleaned out and surface bladed.

Mr. E. H. Swick

7

November 7, 1957

S-8015 - Dillingham

Work in the Dillingham area consisted of ditching, spot graveling and surface blading on both the Kanakanak and Wood River Roads.

S-8016 - Bethel

No report has been received from the Bethel area.

S-8017 - Takotna

Maintenance in the Takotna area was closed down October 19th at which time the outside crew was laid off and one man started equipment overhaul in the Takotna shop. The placer mines in the area closed down early in the month, and after the miners were all out, the roads were given a final blading, ditches were cleaned out and culverts repaired before shutting down the outside work.

S-8019 - Flat

Work in the Flat area was also closed down on the 19th of October. All mining ceased at Flat on the 14th of October and the last two weeks of work in the area consisted of taking inventory, cutting and piling boiler wood, marking culverts and miscellaneous cleanup and repair of the shop buildings.

S-8020 - Cantwell

Weather has been exceptionally warm in the Cantwell area during the last month for this time of the year and it was necessary to plow the road to Summit only twice. A physical inventory was completed during the month; however, the major work in the area consisted of equipment overhaul.

S-8021 - Talkeetna

Although all work in the Talkeetna area was closed down on the 28th of September and equipment stored for the winter, our foreman in the area, George Weatherell, did not get to town to make his final report until the last week in October.

A note of general interest -- while Mr. Weatherell was in town, he contracted what was believed to be the Asiatic Flu and passed away on Tuesday, October 29th.



Mr. E. H. Swick

8

November 7, 1957

REIMBURSABLE ACTIVITIES

0040-01 - Eagle River Road Extension, Alaska Territorial Highway Department

Work on the Eagle River Road Extension started October 1st and the authorized extension of 3,000 feet was completed October 28th. Although the material consisted of a silty gravel in a saturated condition, no trouble was encountered in making the grade and surfacing was not necessary.

0040-03 - Dillingham Airport, Territorial Department of Aviation

The Dillingham airport was shaped up with motor patrol prior to freezing weather in the area and is presently in excellent condition.

0040-10 - Wasilla Airstrip, Territorial Department of Aviation

The Wasilla airfield was graded on the 8th of October and left in good condition.

0040-11 - Big Lake Airstrip, Territorial Department of Aviation

Grading of the Big Lake Airstrip was accomplished on October 8th.

0040-18 - Big Lake Access Road and Parking Area, Bureau of Land Management

Work authorized on the Big Lake recreation sites was completed on October 23rd. Work consisted of cutting down a gravel knoll to make a parking area on the south site and construction of a boat unloading ramp in the area.

Very truly yours,

M. C. Zimmerman  
District Engineer



P. O. Box 1600  
Fairbanks, Alaska

October 9, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Situation Report  
September 1, 1957 to September 30, 1957

Dear Mr. Swick:

Maximum and minimum temperatures reported for Fairbanks during the period were 84 degrees on September 5th and 13 degrees on September 30th. Total moisture since January 1, 1957 is .97 inches.

Visitors during the period were as follows:

Wm. J. Niemi, Assistant Regional Engineer - Juneau  
E. D. Stewart, Jr., Supervising Highway Construction & Maintenance Engineer - Juneau  
R. J. DeLafont, Supervising Highway Construction Engineer - Juneau  
A. K. MacLean, Chief, Facility Design Section (Bldgs) - Juneau  
D. F. Bolton, Supervising Bridge Design Engineer - Juneau  
W. S. Klockenteger, Chief, Materials Branch - Juneau  
E. E. Shelhamer, Finance Officer - Juneau  
Chas. E. Street, GSA, Chief Purchasing Division - Seattle  
Benjamin Shields, Civil Service Commission - Anchorage

GENERAL

This month was marked by the curtailment of construction activity. All major construction contracts were completed or suspended. Force account construction and reconstruction was brought to a close except for minor cleanup and work of an emergency nature.

RG 30, Bur. of Public Roads  
E. 6 D, Gen Corr. + Related Recs, 1955-59  
Box 1127

Mr. E. H. Swick

October 9, 1957

FEDERAL AID PRIMARY

Project F-062-4(2) - Replace 3 wooden bridges with pipe - Richardson Highway - 100% complete September 26, 1957

As indicated above all work on this project was completed September 26th when cleanup of the area was accomplished. The work of applying seal oil and chips was completed September 7, 1957.

FEDERAL AID SECONDARY

Project #S-0650(1) - Fairbanks-Chena Hot Springs

Re-finishing of the grade was completed from mile 10.3 to 15.3. Gravel surfacing was applied from mile 9.5 to mile 17.5.

Corrugated metal culvert pipe installed during the period follows:

2 - 12" x 30'	1 - 15" x 48'
1 - 15" x 40'	1 - 15" x 52'

As of the end of the period, construction work on this project was brought to an end for the season. Equipment and supplies were returned to the Fairbanks Depot.

Project #S-0670(2) - Steese Reconstruction - Chatanika to Long Creek 80% complete

The bridge crew moved on to this project on August 25th when work commenced on the re-construction of the bridge over Kokomo Creek, mile 37.6. As of the end of the period, the following structures had been completed:

Kokomo Creek, mile 37.6 - 24' x 25'	standard wooden bridge
Crooked Creek, mile 40.0 - 24' x 17'	" " "
Bell Creek, mile 41.1 - 24' x 21'	" " "
McKay Creek, mile 42.3 - 24' x 21'	" " "

Approaches to Kokomo, Crooked and Bell Creek bridges were completed and in addition, grade raises were made between miles 33.8 and 42.4.

Mr. E. H. Swick

October 9, 1957

Steese Reconstruction - Cont'd

Culverts were installed as follows:

- 1 - 30" x 44'
- 2 - 30" x 36'
- 1 - 18" x 36'

Due to cold weather all activity on this project was terminated October 5, 1957.

Project #3-0680(1) - Livengood-Eureka

Two construction crews continued on this project throughout the month.

The Eureka crew working east toward Livengood completed 17.8 miles of finish grade during the season. In addition, the stripping and the rough grade was completed for 18.9 miles. Twelve culverts were installed during the month as follows:

- |               |               |
|---------------|---------------|
| 1 - 15" x 28' | 2 - 18" x 36' |
| 1 - 15" x 30' | 1 - 18" x 44' |
| 1 - 15" x 20' | 1 - 18" x 58' |
| 1 - 15" x 36' | 1 - 30" x 44' |
| 3 - 18" x 32' |               |

A new campsite was located just east of the Hutilakwa at mile 44.1, 18 miles east of Eureka junction. The area is stripped and graded ready for camp erection next spring.

All work on the Eureka end was completed September 28th at which time camp was broke and equipment and supplies stored for the winter.

The Livengood crew working west toward Eureka completed 5.9 miles of stripping between miles 17.4 and 23.4. Rough grading was completed for a distance of 2.7 miles between miles 16.2 and 18.9. Finish grading was completed for 3.1 miles between miles 15.8 and 18.9. In addition, the following culverts were installed during the period:

- 6 - 18" x 42'
- 2 - 18" x 40'
- 1 - 60" x 60'

Mr. E. H. Swick

October 9, 1957

Livengood-Burska - Cont'd

A new campsite was located at mile 23.7. The area was cleared and graded in readiness for camp erection next spring.

All construction work on this project ended October 5, 1957 when all equipment, supplies were stored for the winter at Livengood.

Project #S-6041(1) - Harding Lake Road

All work on this project was completed September 19, 1957. During the month, the road was rough graded to mile 5.1 and surfacing was completed to mile 4.6. One 18" x 34" and one 24" x 44" culvert was installed.

Construction on this project is now 100% complete.

Project #S-6181(1) - Bradway-Hadger Road

During the month the surfacing formerly placed between miles 1.2 and 1.7 was reinforced with another lift of gravel. In addition two access culverts were installed as follows:

1 - 18" x 24"

1 - 19½" x 32" x 42"

All work on this project ended September 28th at which time the project was 100% complete.

Project #S-7911(1) - Northway Road

No work during the month. Project is 5% complete.

It is planned to re-commence work on this project on October 1st, with the truck crew from the Taylor Highway.

Work Order #121 - Taylor Highway

The 60" x 60" culvert at Star Gulch, mile 150, was completed during the period. In addition two 24" x 34" relief culverts were installed at this location. The stringers from the bridge removed were stockpiled at Eagle.

Mr. E. H. Swick

October 9, 1957

Two 10-foot extensions have been added to the 5-foot culvert at Bluff Creek, mile 157.

A small crew with two trucks and loader has filled holes and shoulder washes from O'Brien Creek to Eagle.

Hand rails were installed and painted on the O'Brien Creek bridge.

A large slide occurred Saturday evening, August 31st, at mile 126.2. It was removed the following day.

Rock work, just south of the 40-Mile River, from mile 111 to 112 was completed. A 19 $\frac{1}{2}$ " x 32" x 36' culvert was installed at mile 111.5.

The gravel crew completed work to mile 36. The foreman and most of the crew moved to Tok on September 28th in preparation for the work on the Northway Village Road. The portable camp and balance of equipment will be moved to Tok early next month.

During the month, stripping was completed from mile 13.9, Canadian Boundary, to mile 9.9 on the Boundary Spur. One mile of grading was completed between miles 13.9 and 12.9. As of the end of the period, 7.4 miles of grading and 11.3 miles of stripping had been completed on this 14-mile project.

All active construction under this project closed September 28th. Work is now 95% complete.

#### PRIMARY MAINTENANCE PROJECTS

##### F-8037 - Fairbanks-Nenana

Culvert cleaning and staking was performed over the entire route. A second 48" x 50' utilidor type culvert was installed at St. Patrick Creek, mile 6.2.

In addition, the tote road between miles 30 and the Tanana River, mile 46, was graded with a TD-24 and motor patrol.

Directional signs were erected at the Noyes Slough Intersection.

Pavement was repaired and levelled on College Hill, mile 4.2, and at Isabella Creek, mile 1.5.

Mr. E. H. Swick

October 9, 1957

F-8046 - Tok Cutoff

A total of 8250 tons of plant mix aggregate was produced at the Trail Creek crusher site, mile 92.6. About 3,000 tons of this material remains in the stock pile. In addition, about 1400 tons of cold mix is in stockpile for Valdez and 200 tons in stockpile for Tok. Some 1600 tons of plant mix was placed on the road between the Little Tok, mile 91.2, and Clearwater Creek, mile 109.3.

Snow removal was performed during the period September 19 - 24, and on September 29 and 30.

F-8061 - Fairbanks-Fox

Routine grading was performed over the entire section.

During the period a detour was constructed around the dredge at Engineer Creek at mile 9.2 and necessary barricades and signs erected. Considerable work was performed in cleaning culvert outlets and inlets and in culvert staking.

F-8062 - Alaska Highway

Surface and shoulder maintenance has been performed on the gravel section between mile 1292 and the Canadian Border, mile 1221.

The brush cutting crew worked from mile 1270 to 1281 and then moved to the heavy brush sections between Gardiner Creek, mile 1247, and the Canadian Border. This work was discontinued September 28th.

Culverts have been cleaned and staked and the Big Gerstle and Johnson River Bridges have been cleaned.

The most severe holes and dips between Tok and the end of pavement, mile 1292, were filled with cold mix hauled from the asphalt plant at mile 92 on the Tok Cutoff. The asphalt crew from Fairbanks repaired settlements and deformations of the pavement between Tenderfoot Flats, mile 290.1 and Silver Fox Lodge, mile 314.5. The latter repair work consisted of a single-shot penetration on crushed 3/4" minus covered with RC-3 and chips. The most severe deformations between Delta Junction, mile 266.0, and the Tanana River Bridge, mile 275.3, were filled with pit run gravel and levelled for winter use.

Mr. E. H. Swick

October 9, 1957

F-8062 - Alaska Highway - Cont'd

The shoulders of this route between Fairbanks and mile 347 were built up and shaped.

Snow removal was required on most of this route during the period September 20-24, and September 29 and 30.

F-8071 - Richardson Highway - Rapids to Big Delta

Routine fall maintenance was performed. Culvert cleaning and staking was completed during this month.

F-8000 - Depot Improvement

Fairbanks Apartments:

During the month city water was connected into the building, electric stoves, electric hot water heaters and refrigerators were installed.

It is planned to complete the sewer connection early next month.

O'Brien Creek Camp:

No work this period. The painting of this structure will be accomplished early next spring.

Big Delta Underground Fuel Storage:

The ventilating system for which exhaust was installed during the month.

SECONDARY MAINTENANCE PROJECTS

S-8050 - Tok

Taylor Highway - Route 785:

Spot graveling and surface blading has been done as required. Shoulder repair, ditch cleaning, culvert cleaning and staking was completed over entire route.



Mr. E. H. Swick

October 9, 1957

S-8050 - Tok - Cont'd

Taylor Locals - Routes 786 and 7851:

Routine surface maintenance and culvert staking was performed during the month.

S-8051 - Big Delta

Old Richardson Highway - Route 6851: Surface blading was performed on this route during the period.

Buffalo Center Road - Route 7071: No work this period.

Remington Road - Route 7111: In addition to surface blading, culvert cleaning and staking was performed.

Shaw Creek Road - Route 7601: Routine surface blading was performed on this route.

S-8052 - Birch Lake

Surface blading, culvert cleaning and staking were principal items of work.

S-8053 - Fairbanks

Routine surface and shoulder maintenance was performed on all routes. Snow removal was required the latter part of the month. All culverts were checked, cleaned and staked for the winter.

The following culvert work was accomplished:

1. Yankovich Road - 18" x 44' round
2. Chena Pump Road - 19½" x 30" x 56' arch
3. Bradley-Badger - 19½" x 30" x 22' arch access road culvert
4. Phillips Field Road - 15" x 40' round
5. Chena Ridge Road - 12" x 30' round

Hand rails and decks were repaired on bridges over Dead Man Slough on University Avenue and Geist Road. The deck of the bridge over the F.E. ditch at Dome Creek on the Elliott Highway was repaired.

Mr. E. H. Swick

October 9, 1957

S-8053 - Fairbanks - Cent'd

the railing on the bridge over Washington Creek was painted, and brush was cut at Willow Creek bridge to reduce icing in the creek bed.

Work at Wiseman continued on the Hammond road with blading and culvert repair. The ditches on the lower end of the Nolan road were cleaned, brush was cut and one barrel culvert was installed at mile 0.5. A chartered plane load of diesel oil and bridge decking was unloaded on September 9th. On the afternoon of the same day, the crew moved to Marion Creek to cut timbers to repair the bridge over Nolan Creek near town. All work on this project was discontinued September 14th when the crew returned to Fairbanks.

S-8054 - Mile 62 1/2

Routine fall maintenance on this section of the Steese Highway was performed. In addition to surface maintenance, ditches and culverts were cleaned and culverts were repaired and staked. Bridges at Willow Creek, mile 96, Bear Creek, mile 98, and Miller Creek, mile 90, were repaired and Faith Creek Bridge was cleaned. An 18" x 40" culvert was installed at mile 64.

Snow stakes were placed on 12-Mile summit and some snow removal was performed.

S-8055 - Central

Gravelling, shaping and widening of the Steese was performed where required between miles 124 and 154. One mile of the road in the vicinity of mile 124 was stripped and ditched. The upper side of road between miles 121 and 123 was ditched and back-sloped.

Culverts were installed as follows:

- (1) Steese Highway - two 13" x 18" x 30' arch at mile 114  
- one 19 1/2" x 30" x 36' arch at mile 148  
- one 16" x 24" x 38' arch at mile 148
- (2) Miller House Spur - one 16" x 24" x 40' arch at junction with Steese.

In addition to the above, culverts were cleaned and staked on all routes.

Mr. E. H. Swick

October 9, 1957

S-8056 - Nenana

No work this period.

S-8057 - Manley Hot Springs

Culvert cleaning and staking was performed on both routes. Reditching, back-sloping and shoulder repair was completed from mile 6 to mile 14, Baker Creek.

In addition, the bridge over Tofty Gulch was repaired and strengthened.

S-8058 - Ruby

Culvert cleaning and staking was accomplished over entire route.

The road was stripped and ditched from mile 31-33 inclusive; the road was stripped, ditched and graded from mile 20-26; and a drain was dynamited at mile 42 to lead water away from road section.

During the month, culverts were installed as follows:

- 2 - 19 $\frac{1}{2}$ " x 30" x 26" arch at miles 26 and 26 $\frac{1}{2}$
- 1 - 15" x 28" round at mile 16
- 10 - 15" x 24" round and 2 - 18" x 24" x 26" arch between mile 26 and 28 $\frac{1}{2}$

S-8059 - Livenood

Routine surface maintenance was performed over the entire route. Culvert cleaning and staking was completed in preparation for the spring runoff.

REIMBURSABLE ACTIVITIES

Project 0040-01 - Meadows Road

Surface maintenance was performed as required.

Project 0040-02 - Gerstle River Test Site Road

No work this period.

-11-

Mr. H. H. Swick

October 9, 1957

Project 0040-09 - Deadman Lake Road

Some gravel surfacing was placed on this route and blading and ditching was performed.

Very truly yours,



H. W. Johansen  
District Engineer



RG 30, Bur. of Public Roads  
E. 6 D, Gen Corr. + Related Recs, 1955-59  
Box 1127

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION 10  
P. O. Box 219  
Nome, Alaska

October 9, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Re: Situation Report for Period Ending  
September 30, 1957

Dear Mr. Swick:

The month of September has been marked by inclement weather interrupting our construction activities and delaying our maintenance work. Snow fell toward the end of the month but did not remain, except for a few days temperatures have remained above freezing.

Official visitors to the Nome District this month were:

Mr. Ben Stewart  
Supervising Highway Construction  
and Maintenance Engineer  
Bureau of Public Roads  
Juneau, Alaska

Mr. A. K. MacLean  
Building and Facilities Design Engineer  
Bureau of Public Roads  
Juneau, Alaska

CONSTRUCTION

Project S-0130 (1) Bonanza Channel Bridge

A crew of five men has driven all piling and erected all steel this month. Toward the end of the period bad weather and winds slowed the work making it very difficult to sheath in the piers. Construction of the fill on the north end was delayed when our leader broke down. To expedite the construction a loader was rented locally that we might finish the fill this season.

The steel girders were erected directly from a barge by driving the crane onto it, maneuvering the whole outfit with the tug and lifting the beams into place. Ideal weather conditions prevailed and permitted the operation to proceed without any difficulties. All remaining steel was erected directly from the Ferry thus eliminating all false work, except for some scaffolding around the piers.

RG 30, Bur. of Public Roads  
E. 6 D, Gen Corr. + Related Recs, 1955-59  
Box 1127

Mr. E. H. Swick

October 9, 1957

- 2 -

Project S-0131 (1) Nome - Teller

The location survey is about 93% complete and is now within a short distance of Teller. The contract rental tractor being used by this survey had a major breakdown this month and has been inoperative for the greater part of it. The ACS, very cooperative people, are letting us use their tractor until the rented one is repaired that the survey would not be delayed. Had it not been for their generosity, the survey would have had a very slim chance of being completed this year.

Project S-0141 (1) Nome - Kougarok Highway 97

1. By Force Account.

Grading and drainage structure installation 82% complete.

2. By Contract.

Surfacing 97% complete.

Construction activities have been concentrated between Mile 49 and Mile 60 this period that we might get all sections tied together before freeze up. After the end of the month several soft areas totaling over a mile remained to be graded. Traffic was able to drive over Golden Gate Pass and about half-way down the descent on the far side. Early this month the dozer crew's double shift was changed to a single shift as darkness interfered with the crew's efficiency.

MAINTENANCE

Grading snowtraps, surface blading, and culvert repairs were accomplished by our maintenance crews this month. An average lift of one foot was placed from the city limits to Fort Davis by contract, the processing and blading was by our own forces. This work will permit the wind to blow the snow clear from a large portion of this road thus reducing our winter maintenance.

The grade raise of the East Fork of the Solomon River on Route 0130 was finished through to the area of heaviest glaciation. It had been planned to move the East Fork crew to Fox River to finish grading the hillside. Instead the Fox River work was deferred until next spring as the dredge at Council shut down early this year and will remain so until a new lease agreement can be worked out.

The basic difficulty seemed that approximately 70% of the gold was being lost along with the tailings requiring a change in the type of riffles or more favorable lease terms.

Mr. E. H. Swick

October 9, 1957

- 3 -

A small amount of work was required on Route 1510 near Innachuk to stabilize a couple of soft areas over which the road passed.

Surface blading in the immediate area of Nome suffered badly this period when one of our graders broke down and was out of operation for almost four weeks. Before this breakdown surface blading was inadequate, this breakdown made it worse than ever.

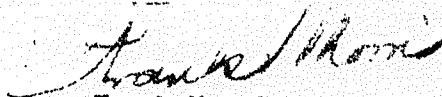
GENERAL

1. Repairs to the Nome Depot are being accomplished prior to the coming of winter. This includes fixing all cracked and/or broken window panes, repairing the doors, sealing openings and other general maintenance work.

2. The equipment repair shop has been cleaned up and is now being painted inside. Painting and washing of the windows will not be completed until some time next month. This will do much to brighten the interior of the shop during the coming dark winter months.

3. Toward the end of the month Nome is looking forward to the arrival of the season's last boat, it is expected momentarily. Shortly after it has been unloaded and the winter's supplies trucked to Solomon we plan to remove the ferries from the water on Route 0130.

Very truly yours,



Frank Morris  
District Engineer