

P.O. Box 525
Valdez, Alaska

October 9, 1957

Subject: Situation Report for Period
Ending September 21, 1957

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

Dear Mr. Swick:

The weather conditions in the interior during the period have been normal for this time of the year. The weather in the Valdez area has been wet with approximately 17 inches of rainfall during the last four week period. On September 19 our first snowfall occurred in the interior and it required snow removal on the Richardson Highway from Mile 160 to Mile 227. The snowfall on the Tok required snow removal and the snowfall reached a depth of approximately one foot in the Mantasta Pass area.

Visitors to the Valdez district this period were as follows:

D. F. Bolton
Bridge Design Branch
B.P.R. - Juneau

R. J. DeLaHunt
Design and Construction Branch
B.P.R. - Juneau

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

E. E. Shelhamer
Finance Branch
B.P.R. - Juneau

R. J. Goodwin
Bureau of Public Roads
Anchorage

B. D. Stewart, Jr.
Operations Division
B.P.R. - Juneau



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F. B. Peterson
District Mechanic
B. P. R. - Anchorage

P. Bagoy
General Foreman
B. P. R. - Anchorage

W. S. Klockenteger
Materials Branch
B. P. R. - Juneau

MAINTENANCE

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

General maintenance has been carried on during the entire period over this section of the road and preparations have been made for winter maintenance which consisted of cleaning and marking the culverts. During the high water Bear Creek jumped the channel at Mile 17 and did a small amount of washing of the shoulders which were repaired immediately. Three hundred and thirty feet (330') of guard rail was installed at Mile 15 on the very sharp curve. At the eight-tenths bridge high water caused settlement of the west approach of the bridge which required patching and repairing a small section of pavement. The camp at 27 Mile was opened on the 20th of September in preparation for the maintenance of Thompson Pass this winter. The crew at 47 Mile has been cleaning and marking their culverts and making preparations for placing fire pots at culverts which in the past have required thawing during the winter. They have also hauled and stockpiled sand for winter sanding operations at 47 Mile and Tonsina. The section of the road between Mile 80 and Mile 129 where the rocks have been brought to the surface by the shouldering process have been removed this period with the wing of a grader kicking them into the lower section of the ditch. It is planned at a later date that another attachment would be put on the end of a wing of the grader and kick these larger rocks into the brush beyond the ditch. Asphalt patches have been placed at the expansion plates at Tazlina Bridge and the approach on the Gakona Bridge. Also the dangerous dip at Mile 144 has been patched. Pit run gravel has been hauled to the slipping shoulders at Miles 129.5, 131.5 and 213 using approximately a thousand cubic yards of material. Brush, that has been causing snow drifts in the past, has been removed on the section of road between Mile 201.5 and Mile 205 on the left hand side of the road. In the area of 209 Mile along the river the brush and dirt have been pushed up into a ridge to help control the glaciering action that forms over this section of the road. Snow poles for snow fences have been set at Mile 195 near Summit Lake and also at Mile 206 and the snow fence will be installed during the next period. Curvessigns have been set from



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Paxson, Mile 186, to Black Rapids, Mile 227, which makes the Valdez section of the Richardson Highway signed from Valdez to Black Rapids. Sand mix with calcium chloride has been stockpiled at Glennallen for sanding operations later on this fall.

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

General maintenance has been performed over this section of the road during the period and preparations for winter maintenance has been performed.

FAP Route 46, Tok Highway, Mile 0 to Mile 91

The asphalt paving crew moved to Mile 92 on the Tok on August 26 and to date have patched from the Little Tok, 91 Mile, to Mabil Creek, 78 Mile, in this district. Also they have spent eight days doing patch work on the Fairbanks district's section of the Tok Highway. Approximately 1,950 tons of patching material were placed on the Fairbanks section of the Tok and 2,010 tons on the Valdez section of the Tok and a stockpile of approximately 1,250 tons was left at 92 Mile. The hot plant was shut down on September 19 due to snow and cold weather. Asphalt patches were placed at the Gulkana, Tulsana and Indian River Bridges; also at Miles 15, 17 and 45 and the dangerous rough spots between Mile 19 and Mile 50 were filled with gravel. Snow fence poles have been cut and made ready to place snow fences on the Indian River flats for winter operation. Preparations were made by digging holes for the guard rail to be placed on the Gakona Hill. A section, approximately six feet wide and one foot deep, was sub-graded and replaced with pit run materials on the inside of the roadway in case additional sloughing occurs on this section of the road to allow vehicles to be able to negotiate the hill. At the Slana depot two, two thousand gallon tanks, one for gasoline and one for diesel, were set in the ground this period and will be completed next period with the island and pumps.

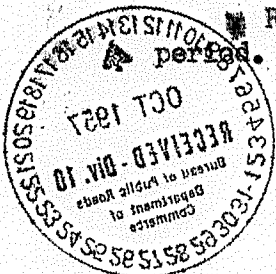
FAP Route 52, Denali Highway

General surface maintenance has been carried on between Paxson and the McLaren River during the period.

* * * * *

FAS Route 809, Lake Louise

Routine surface maintenance has been carried on during the period.



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FAS Route 837 and 839, Cordova

Routine maintenance was carried on during the period.

FAS Route 851, Edgerton Cutoff and Copper River Highway

General surface maintenance has been carried on during the entire period on the Edgerton Cutoff and the Copper River Highway. At Lower Tonsina an area was cleaned out for the stockpiling of the Klutina and Tonsina old bridges for the contractor. On the copper River Highway section it was necessary to repair and riprap the bridge approaches between Mile 17 and Mile 18 that were washed out by the high water. There has been extreme high water in this area all during the period.

FAS Route 880, Nebesna Road

Routine maintenance was performed during the period.

* * * * *

CONSTRUCTION PROJECTS WITH GOVERNMENT FORCES AND WORK ORDERS

Project S-0809(1), Lake Louise Reconstruction

This project is approximately 60% complete. During the period four new culverts, 30 feet long by 24 inches by 13 inches, were placed between 4 Mile and 5 1/2 Mile. All work during this period was carried on between 3 1/2 Mile and 6 Mile. The borrow pits were straightened and the old berms removed. All work was stopped at the end of this period on the Lake Louise road.

Project S-0839(1), Evak Lake Reconstruction

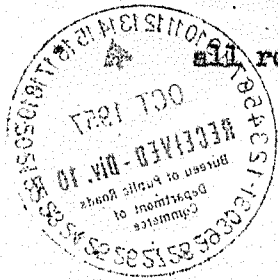
This project is approximately 20% complete. Work on reconstruction consisted of cutting brush and trees along the road side, cleaning ditches and assembling culverts to be installed.

Project S-3511(1), Sheridan Road Extension, Farm Road Program - 85% Complete

Very little work was accomplished on this project during the period due to the heavy rains and high water which required the crew to perform maintenance work on the Copper River Highway.

Work Order 2163, Repair to Building No. 230, Glennallen High School

This work order is approximately 85% complete. During the period all rooms were painted and two windows made and installed.



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GENERAL

The long extended dry and warm summer has resulted in much more pavement distortion than ever before in the permafrost areas; also the distortion has occurred nearly a month early.

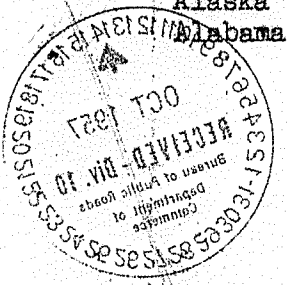
It is interesting to note the increase of tours in the Valdez area this season. There are two camping sites in the area, one at 9 Mile on the Richardson Highway and two on the Valdez Glacier road. The following is the list of car units that registered at the camp sites. It is estimated that about one-third of the campers did not register.

Valdez Glacier Camp Site

<u>STATE</u>	<u>No. of car units</u>	<u>STATE</u>	<u>Number</u>
Alaska	226	New Hampshire	1
Alabama	3	New Jersey	6
Arkansas	1	New Mexico	3
Arizona	8	New York	11
California	77	North Dakota	1
Colorado	9	Ohio	6
Connecticut	2	Oklahoma	6
Florida	10	Oregon	9
Idaho	4	Penn.	5
Illinois	16	South Dakota	1
Indiana	14	Tenn.	4
Iowa	5	Texas	11
Kansas	4	Utah	3
Kentucky	2	Washington	12
Louisiana	1	West Virginia	2
Maine	1	Wisconsin	5
Maryland	3	Wyoming	8
Mass.	6	B. C., Canada	4
Mich.	26	Alberta, Canada	3
Minn.	6	Yukon Territory	17
Miss.	3	Ontario, Canada	4
Missouri	4	Australia	2
Montana	5	Mexico	1
Nebraska	3	Nova Scotia, Canada	2
Nevada	1	Switzerland	1
		TOTAL CAR UNITS	567

Camp Site at 9 Mile Richardson Highway

Alaska	289	Arkansas	6
Alabama	1	Arizona	4



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Camp Site at 9 Mile Richardson Highway

<u>STATE</u>	<u>No. of car units</u>	<u>STATE</u>	<u>Number</u>
California	75	Ohio	25
Colorado	11	Oklahoma	4
Delaware	1	Oregon	20
Florida	12	Penn.	14
Georgia	4	South Carolina	2
Idaho	3	South Dakota	6
Illinois	20	Tenn.	7
Indiana	11	Texas	22
Iowa	9	Utah	4
Kansas	7	Vermont	6
Kentucky	1	Washington	21
Louisiana	3	Wisconsin	15
Maryland	3	Wyoming	5
Michigan	17	Sask., Can.	1
Minn.	9	Vancouver, B. C.	3
Miss.	1	Whitehorse, Y. T.	14
Missouri	4	Br. Indo China	1
Montana	6	Alberta, Can.	3
Nebr.	9	Hawaii	1
Nevada	2	New Zealand	1
New Hampshire	4	Ontario, Can.	3
New Jersey	12	Nova Scotia, Can.	2
New Mexico	2	Washington, D. C.	1
New York	13	Manitoba, Can.	2
North Carolina	6	England	2
North Dakota	5	Germany	1
		Oslo, Norway	1

Very truly yours,

John M. Cooley
District Engineer



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Juneau District, P. O. Box 1511

October 7, 1957

SITUATION REPORT
FOR THE MONTH OF SEPTEMBER, 1957

The District operations during the month were routine and normal; the weather continued generally favorable although the long dry spell was broken and we began again to get more normal precipitation. A very heavy rainstorm occurred September 29 which caused flooding of all streams. The damage done to the highway system was, however, minor and easily repaired.

Project No. 0999(1), Skagway-Carcross Farm Road, was 54% complete at the end of the month. It is expected that work will continue on this project for another month before it will be necessary to shut it down for the winter.

Sufficient rain fell during the month to make it possible to resume work on Project No. 0991(1), covering the reconstruction of the road between Haines and Chilkoot Lake, at the head of Lutak Inlet. Burning of the vast amount of clearing debris on this project has been started and the project is now 59% complete. A serious accident resulting in the death of Mr. John M. Korax occurred when the employee was cutting up an overturned tree in order to dispose of it. A large rock, which was partially supported by the over-turned stump, became dislodged during this operation and fell on the employee crushing him against the tree. Death occurred apparently instantaneously from the crushed chest and back.

Project No. 9371(1) covering the road between Sandy Beach and the Rock Quarry, Petersburg, is progressing rather slowly due to difficulties experienced by the City of Petersburg in producing the crusher run rock to be used on this project. The city has obtained additional drilling equipment and better progress may be expected later.

Mr. Zimmerman, the foreman at Sitka, who is an exceptionally well qualified equipment man, was assigned temporarily during the month to Mitkof Highway, F.H. Route 7, at Petersburg, to assist the regular crew there in performing an extensive ditch and slope cleaning job. The main purpose of Mr. Zimmerman's assignment was to give the regular maintenance crew at Petersburg instruction in and a practical demonstration of what can be done with a heavy grader and a front end loader. We believe this training will result in more efficient utilization of the available equipment at the station in the future.

Situation Report for the
month of September, 1957

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10/7/57 (Cont.)

The maintenance operations throughout the District were otherwise routine.

CHR. F. WYLLER
District Engineer



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Alaska

JLP
MBC

FORM CD-14 (10-27-53)		DEPARTMENT OF COMMERCE	DATE
TRANSMITTAL SLIP			10-14-57
TO:	Mr. Christensen		REF. NO. (If any)
FROM:	Palmer		REF. NO. (If any)
ACTION			
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE		
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> TAKE APPROPRIATE ACTION		
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input type="checkbox"/> PER YOUR REQUEST		
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> SIGNATURE		
<input type="checkbox"/> PLEASE ANSWER	<input type="checkbox"/> FOR YOUR INFORMATION		
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT		
<input type="checkbox"/> PER OUR CONVERSATION			
COMMENTS:			
<p>Alaska Situation Reports serve very well as maint. reports. Had no idea that heavy rains still were plaguing so many of the older highway</p>			

Box 160
ge, Alaska

October 4, 1957

on Report
7 to September 30, 1957

IGATION

centerline borings and dozer pros-
erling Highway Homer to Anchor River
lk section, as was the work on McKinley
materials investigation was made of the
Valley, Big Lake, Jonesville areas.

various roads in the
Laboratory assistance concerning mix design and borrow and base course
materials was given on the Anchorage area paving projects and Sterling
B2 paving project. A preliminary materials investigation reconnaissance
was also made on Portage Glacier road and the Resurrection Creek Road
extension near Seward. Early in the month, student technicians assist-
ing in the laboratory, started back to school and it was necessary to
hold an accelerated and limited training program in field sampling,
reporting and laboratory techniques and methods to replacements.

CONSTRUCTION - FORCE ACCOUNT

W. O. 127 - Denali Highway

Work on Denali Highway continued in widening and bringing low
spots up to grade between Miles 18 and 27. Ditches were cleaned out
and slough rock removed. On September 16, Mr. Swanson, foreman in
the Cantwell area, retired and Mr. Smith, Resident Engineer from
Kodiak, drove to Cantwell as replacement.

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

By the end of the month, the Dillingham-Aleknagik road was
approximately 46% complete. Heavy rains in the area slowed operations;
however, the roadway was shaped up and completely gravelled to Mile 15.

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Alaska W.A.
DC

JLP
MBC

P. O. Box 160
Anchorage, Alaska

October 4, 1957

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

Dear Mr. Swick:

Situation Report
September 1, 1957 to September 30, 1957

MATERIALS ENGINEERING AND INVESTIGATION

Field work consisting of centerline borings and dozer prospecting was completed on the Sterling Highway Homer to Anchor River section and Soldotna to Ninilchik section, as was the work on McKinley Park section E2. A preliminary materials investigation was made of the various roads in the Matanuska Valley, Big Lake, Jonesville areas. Laboratory assistance concerning mix design and borrow and base course materials was given on the Anchorage area paving projects and Sterling B2 paving project. A preliminary materials investigation reconnaissance was also made on Portage Glacier road and the Resurrection Creek Road extension near Seward. Early in the month, student technicians assisting in the laboratory, started back to school and it was necessary to hold an accelerated and limited training program in field sampling, reporting and laboratory techniques and methods to replacements.

CONSTRUCTION - FORCE ACCOUNT

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

By the end of the month, the Dillingham-Aleknagik road was approximately 46% complete. Heavy rains in the area slowed operations; however, the roadway was shaped up and completely gravelled to Mile 15.

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Three culverts were installed and the line stripped to approximately 15 $\frac{1}{2}$ Mile where considerable swampy ground was encountered.

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

By the end of the month, construction was about 75% completed. Work during the early part of the month was shut down completely due to extremely soft ground after heavy rains. Sunny weather and freezing temperatures late in the month, set the ground up so work could be continued; however, the sub-grade is still extremely soft and no gravel haul is anticipated this season.

Project No. S-4843(1) - Sports Lake Road

Construction was completed on the Sports Lake Road on September 28, 1957. During the period .6 miles were gravelled and the entire road reditched. The completed road is 1.3 miles long.

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

Work on the Campbell Station Road is 50% complete as of the end of the month. Work during the month consisted of back-filling around the Campbell Creek Bridge and minor grading work. Heavy rains during the month caused a complete shut-down on all operations for the first three weeks.

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

Truck and shovel was moved into the Indian area, and work was started from the Indian Creek pit. By the end of the month, the road was approximately 75% complete.

Project No. S-4611(1) - Cohoe Extension

Work authorized on the Cohoe Extension Road was completed during the month. Funds available allowed a 2.7 Mile extension on the end of the existing 9 mile road.

Project S-0511(1) - Big Lake Road

Two tractors were moved to the Big Lake Road job early in the month and by the end of the month, approximately 20% of the road had been completed. Work consisted of crossing the swamp to the south of the Bureau of Land Management recreation site and intersecting the old jeep trail on the southside of the lake.

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

Work was started on this project September 9 and by the end of the month was approximately 15% complete. The route is through extremely heavy spruce timber which makes stripping and clearing slow work.

RECONSTRUCTION - FORCE ACCOUNT

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

The cattle guard at Mile 10.5 was moved to the underpass at 10.4 and a two foot culvert was installed at 10.5. The area was built up and surfaced with beach gravel. Armeo metal retaining wall material was moved from Kodiak depot for installation on the 10 Mile hill. By the end of the period, the work was approximately 22% complete.

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

The Dillingham-Kanakanak Line Change was shaped up to handle traffic and all equipment was moved out, so work during the period did not materially affect the per centage complete. Work remained approximately 60% complete at the end of the month.

Project No. S-4141(1) - Homer Airport By-pass Road

By the end of the month this realignment had been completed. Approximately .3 miles were graded, back-sloped and gravelled and two culverts were installed.

MAINTENANCE - ROUTINE

F-02(58) - Primary Roads

F-8011 - Abbett Road

Considerable sloughing occurred in the slide area during the month and work was limited to necessary grading to keep the roadway open for traffic.

F-8021 - Sterling Highway

Mud slides near Cooper Landing were cleaned out and the fill across the mud bay on the Homer Spit was widened and gravelled. Groin No. 1 on the Homer Spit was completed and Groin No. 2 is now 80% complete. Because of a culvert shortage in 1956, 7 driveway culverts were deleted from the paving contract between Kenai and Wildwood Station. These culverts were installed and routine blading was accomplished over the entire highway.

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S-8003 - Iliamna

The road from Pile Bay to Iliamna Bay was surface graded with the motor patrol and reditched where necessary to allow run-off water to leave the roadway. The CAA freight arrived during the period and was hauled over the road. As this was the last freight to go over the portage this season, work was closed down late in the month.

S-8004 - Silvertip

Portage Glacier road bladed and ditched; the Hope streets were bladed and gravelled and reditched; and the Hope Road was bladed. Culverts were opened up on all gravel roads and lead-off ditches cleaned out to keep the water away from the roadways.

S-8005 - Moose Pass

A sand bunker was completed and filled for winter sanding. Slides and washouts repaired and all forest roads bladed.

S-8006 - Seward

During the heavy rains on September 3 and September 11, the Resurrection Bay road washed out in many places and a bridge crossing one channel of the Resurrection River washed out on the west approach. Repairs were effected and the roads were completed by the end of the month. Considerable work was necessary in the Bartlett Hospital area where Jap Creek ran wild, piled ten feet of gravel and boulders on top of our bridge, then ran off the delta it had formed, down the road into the hospital area. A D-8 tractor was kept busy attempting to channel this creek away from the sanatorium. Work during the latter part of the month was repair of flood damage, replacement of shoulders, bridges and ditches.

S-8007 - Soldotna

The Kenai Village streets were reditched and culverts installed, soft spots on the Cohoe and Kasiloff roads were regavelled and all gravel roads in the area graded.

S-8008 - North Kenai

Routine surface maintenance and ditch clean-out was performed on all roads.

S-8009 - Ninilchik

Heavy rains caused a slide on the Whiskey Gulch Road which plugged the culvert at Whiskey Gulch Creek. The culvert and approximately

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5000 yards of fill were washed away. Repairs were completed during the latter part of the month.

S-8010 - Homer

On September 12, a heavy rain at Red Mountain washed out several culverts, several hundred feet of road and two bridges. A bridge crew, including a foreman from Anchorage, was sent to Red Mountain with replacement materials on September 16. The road was open for limited traffic late in the month and the crew is expected back to Anchorage by October 1. Soft spots on the east end and east hill roads were gravelled and all roads in the area bladed.

S-8011 - Alcatraz

Surface blading and re-ditching was performed as required.

S-8012 - Kodiak

Work at Kodiak was limited to surface blading and ditch clean-out.

S-8013 - Kalsin Bay

High water was experienced in the Kalsin River during the month and the Pasagshak Road washed out in three places at Miles 20, 21 and 22. 192 yards of heavy rock or rip rap was hauled into these washes and the river was channelled away from the road with a dozer. Two nine-foot culverts were installed at 18 Mile Creek on the Kalsin Bay Road where high water had washed out the original installations.

S-8014 - Naknek

Work at Naknek during the period consisted of jacking up the superstructure of the King Salmon Bridge, cutting off the piles, replacing the cap and resetting the superstructure. All heavy drift was removed from around the piling on all bridges and gravel was hauled around the abutments where numerous small washouts had occurred.

S-8015 - Dillingham

Two culverts were replaced on the Kanakanak Road and several soft spots filled in with gravel. A retaining wall on the Squaw Creek Bridge was repaired and the bull rail replaced on Bartman Creek. Posts for snow fence have been set and reflector buttons placed on all bridge approaches.

S-8016 - Bethel

Work during the period consisted of hauling sand from the pit,

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raising the main road through town, staking culverts and routine grading as necessary. Work will be shut down in the Bethel area approximately October 5.

S-8017 - Takotna

Work during the month consisted of cleaning culvers from 1 Mile through 16 Mile, straightening and replacing the ends as necessary and surface blading all the roads in the Takotna area. Brush was also sprayed with chemical on the corners and blind spots on the Takotna Airfield road.

S-8019 - Flat

Repairs were made at .9 Mile and 1.7 Mile Bridges on the Cottonwood Creek road and culverts and ditches cleaned on the Willow-Chicken road, Flat-Lake Creek Road and the Iditarod road. Weather during the month in the Flat area ranged from a low of twelve degrees to a high of forty-two degrees and surface blading was accomplished during the thawing weather in order to shape the roads up for winter.

S-8020 - Cantwell

The fill at the railroad crossing at Summit was raised and widened for a turn-around for snow equipment and several bad dips filled on the road. Snow fence was erected in two bad places and post markers put up at Fish Creek. Surface blading was accomplished on all the roads in the area.

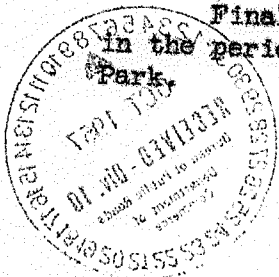
S-8021 - Talkeetna

Early in the month, heavy rains in the Talkeetna area caused extensive sloughing through the canyon at Peters Creek. Slides were removed with the dozer and surface bladed with the grader. Another bent was constructed under Moose Creek Bridge where the abutment showed signs of failing. All maintenance work in the Talkeetna area was closed down on the 28th of September.

REIMBURSABLE ACTIVITIES

W. O. 16 - McKinley Park Roads Maintenance

Final blading of the McKinley Park roads was accomplished early in the period and our camps shut down and crews moved out of McKinley Park.



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MR. E. H. SWICK

Mr. E. H. Swick

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W. O. 0040-04 - Savage River Bridge.

Standard Oil Aviation No. 2 grease was purchased in Anchorage and sent to Cantwell for the experimental work on the Savage River Bridge pier. Styro foam was installed and the pier back-filled during the period.

Very truly yours,

M. C. Zimmerman
District Engineer



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Alaska

~~Handwritten notes:~~
10/14/57
10/14
F. O. Box 219
Nome, Alaska

September 9, 1957

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

Re: Situation Report for Period Ending
August 31, 1957

Dear Mr. Swick:

Considerable overcast and light drizzling rain with some good weather sandwiched in between has marked this month. Some lost time resulted from inclement weather particularly on construction work. Our loss has been the miners' gain - the rain furnished them with the much needed water of which they have been so short this summer.

The Nome District had the following visitors this period:

Mr. Phil Holsworth
Commissioner of Mines
Territory of Alaska
Juneau, Alaska

Leonard Zaczewski
Pay Practices Survey Team
Washington, D. C.

Herbert Dixon
Pay Practices Survey Team
Washington, D. C.

John I. Spitler
Pay Practices Survey Team
Washington, D. C.

L. D. Taylor
Administrative Manager
Bureau of Public Roads
Anchorage, Alaska

Alvin Kaufman
Bureau of Mines
Juneau, Alaska

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Anthony Evans
Bureau of Mines
Juneau, Alaska

Merlyn M. Runestad
Employment Security Commission
Anchorage, Alaska

G. Donald Eberlein
Geological Survey
Menlo Park, California

CONSTRUCTION

Project S-0131(1) Nome - Teller

Location survey 81% complete. Location of this route has progressed from Nome to the mining camp called Sullivan City about six miles from the portion of the road passable from Teller, Alaska. Progress for the remainder of the season will slow down as some of the crew will soon return to college.

Project S-0141(1) Nome - Kougarok

1. By Force Account.

Preliminary grading, final grading and drainage structure installation, 67% complete.

2. By Contract.

Surfacing 86% complete.

Construction work had advanced to Mile 60 by the end of August. This point is known as Cottonwood Station and is 65 miles from Nome along the old Seward Peninsula Railroad. As the crew flies, this places the end of construction within eight miles of Bunker Hill, terminus of the railroad and beginning of the Kougarok Road. The road which is passable for autos has advanced less than a mile this period as the scraper crew spent most of the time connecting previously constructed sections which had been accessible by detours. All but one detour had been replaced with constructed road by the end of this month. Upon replacement of this last detour the scraper crew will again advance the passable road.

All work was completed on the Grand Central Bridge this month and traffic turned over it August 29th, 1957. The bridge crew then began moving to Project S-130(1) Bonanza Channel Bridge.

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

Mr. E. H. Swick

September 9, 1957

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Culvert placements still remain our greatest bottle neck as we are short of equipment and forced to excavate by hand. When the situation becomes critical the bulldozer used for spreading by the scraper crew is used to assist the culvert crew. This delays the scrapers, normally delaying the culvert crew is the lesser of the two evils.

The contractors have advanced fairly steadily with the surfacing and are now beginning the ascent to Golden Gate Pass, which is the terminus of their contract.

MAINTENANCE

Culvert repairs, graveling, placing riprap, surfacing, blading and cutting brush was accomplished by the maintenance crews this month. The twin 60 x 36 nestable pipe arches at Mile 12 on Nome - Kougarok Road Route 141 failed when the U. S. Smelting Refining & Mining Company's ditch broke and dumped a large volume of water into Banner Creek. This caused the middle of each culvert to sag down from four to five feet, rupture and suck a large portion of the fill away, altho the road did not become closed. It is believed that ice must have supported the culvert and the fill for the past few years until the warm water from the Mining Company's ditch flowed through and melted it. A 72 inch diameter riveted culvert was used for replacement as pipe arches have frozen solid each winter and a portion of the fill washed away each spring during the runoff.

Raising the grade up the East Fork of the Solomon River on Route 0130 has progressed three miles this month and is now almost through the area of heaviest glaciation. An average lift of five feet being placed and together with straightening the river should retard, if not eliminate the glaciation from winter river overflow. If this works, as we believe it will, the road can be open to Council early in June instead of late July or even August as has been the case in the past.

Riprap was placed on the west approach of the Solomon River Bridge to protect it from heavy runoff. The east approach will soon be faced with riprap also.

Routine surface blading was accomplished this period. We are having difficulty keeping the road surfaces in good condition as the graders cannot smooth it as fast as the traffic and weather wears it down. If traffic continues to increase at the rate it has this year considerably more grading equipment than had been anticipated will soon be required.

To reduce winter maintenance and snow removal our maintenance crews have been cutting all brush higher than the road and back at least seventy-five feet to prevent drifting. This is being done only on those portions of road over which winter maintenance is accomplished.

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Mr. E. H. Swiak

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September 9, 1957

GENERAL

1. American Services, contractor for construction of the new Alaska Communication System's building, have moved onto the site and have started pouring the floor slab.
2. Early in August B & R Tug & Barge Company ran on the beach with a barge load of equipment material destined for the B-E-G-K job on North East Cape. As the barge was grounded directly in front of Nome there were many "sidewalk superintendents" advising anyone who would listen how the salvage operations should be handled - particularly when the barge was pulled off and then settled to the bottom in shallow water.
3. Miscellaneous repairs are being accomplished at the Nome Depot before winter sets in. This includes fixing trim, replacing broken window panes and other minor repairs.
4. Alaska Freight Lines tug and barges have been noted in this area and moving equipment and supplies for "White Alice" contractors.

Very truly yours,

Frank Morris
District Engineer



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R JMB

P.O. Box 525
Valdez, Alaska

August 2, 1957

Subject: Situation Report for the
Period Ending July 27, 1957

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

Dear Mr. Swick:

The weather conditions have been way above normal with only a few rain showers for one week during the entire period. The contractors on the Richardson "D-1" paving contract and the Richardson Sealing Contract have lost but very, very few days during the entire period due to weather causing them to shut down.

Visitors to the Valdez District during the period were:

Mr. J. W. Vickrey
Division of Highways
Sacramento, California

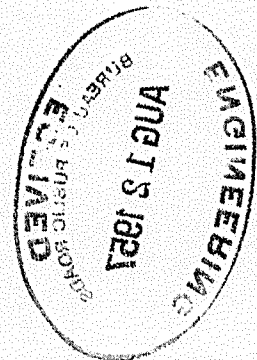
Mr. Leo J. Jennings
Econolite Corporation
Los Angeles, California

Mr. L. E. Fuerstenau
Personnel Branch
BPR - Juneau

Mr. L. E. Hendrickson
Internal Audit
BPR - Juneau

Mr. W. S. Klockenteger
Materials Branch
BPR - Juneau

Mr. J. A. Wall
Bureau of Public Roads
Washington D. C.



Mr. E. H. Swick

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August 2, 1957

Mr. John L. Palmer
Bureau of Public Roads
Washington D. C.

Mr. M. B. Christensen
Bureau of Public Roads
Arlington, Virginia

Mr. E. H. Swick
Regional Engineer
BPR - Juneau

Mr. Wm. J. Niemi
Assistant Regional Engineer
BPR - Juneau

Mr. A. K. MacLean
Facilities Design Branch
BPR - Juneau

MAINTENANCE

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

General maintenance has been carried on during the entire period over this section of road. Mile posts over this section that needed repainting were painted and missing numbers were replaced. The brushing crew has brushed the curves from Mile 80 to Mile 170 and brush spraying has been accomplished between Mile 101 and Mile 115. In the Upper Delta area brush has been removed to prevent snow drifting at Mile 198 to Mile 200 and also around Mile 207. The riprap has been placed at Gun Creek Bridge. The dike at McCallum Creek has been reinforced and the dike at Mile 206 has been reinforced. Additional rock will be placed at Mile 210 and Mile 212 during this coming period.

The paving crew was moved to Glennallen on July 12 and to date has patched Rock Creek Bridge approach, Willow Creek Bridge approach, Tazlina Bridge approach and the pavement breaks at Copper Center, also at Miles 127, 130, 159, 161 and 164. They have also patched small edge shoulder breaks on the route between Mile 80 and Mile 165. On Simpson Hill, the section that has been unpaved for the last two years, has had a road mix and now is in good shape. During the next period where the road on this section is the narrowest a guard rail will be installed. Base rock has been placed, processed and laid on both ends of the new Klutina Bridge and will be paved during the next period.

A remote radio site has been installed on the hill opposite the Paxson garage and has greatly improved the reception in this area.

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Mr. E. H. Swick

Mr. E. H. Swick

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August 2, 1957

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

General maintenance has been carried on during the period over this section of the route. Mile posts have been repainted and repaired over the entire section. The new sloping attachment for the 112 grader that was purchased last year has been used over this section between Mile 118 to Mile 128 and from Mile 133 to Mile 189 and has been re-sloping the shoulder slopes. On rainy days, the extra men that have been working on the Lake Louise Road have been used to remove large rocks which would interfere with the snow winging this winter. The culverts on this section have been cleaned and restaked. At Cache Creek Bridge the approaches were repaired with asphalt where it had settled.

FAP Route No. 46 - Tok Highway, Mile 0 to Mile 91

General maintenance has been carried on during the period. A slope attachment to the 112 grader has been used to reslope the shoulders on this section between Mile 0 and Mile 15. Ditches have been cleaned with the scoopmobile and grader from Mile 19 to Mile 60. On the section from Mile 60 north towards Tok and Slana to Mile 78 at Mantasta, the extreme pavement distortions have been filled with pit run material and it has been a major chore as it has required as much as 700 cu. yds. of material per mile. The side hill cut above the Copper River at Gakona has sloughed off considerably. The bench along the river at the bottom of the fill is not protecting the roadway as it had formerly. It has been washed out on the high end of the slide hill cut during the high water this spring.

FAP Route No. 52 - Denali Highway

General routine surface maintenance has been carried on during this period.

FAS Route No. 809 - Lake Louise Maintenance

General surface maintenance has been carried on during the entire period.

FAS-Routes 837 & 839 - Cordova

Routine maintenance was performed this period.

FAS Route No. 851 - Edgerton Cutoff and Cordova

General maintenance has been carried on during this period. The old bridge at 5 Mile has been replaced with an elephant hut 10 ft. in diameter and 70 ft. long. This culvert which replaced

FILE SECTION OF
GENERAL RE
EVL Route
Mr. E. H. Swick

Mr. E. H. Swick

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August 2, 1957

the bridge is on the new location of the road and sufficient fill was made over the culvert to carry the present traffic, not bringing the fill up to the required grade of the new roadway. Minor deck repairs have been made on the bridge at 10 Mile. Temporary repairs to bents on the south approach of the Lower Tonsina Bridge have been made during the period. Considerable gravel has been hauled on Tonsina Hill and spotted between Kenny Lake and Lower Tonsina.

On the Cordova end of this route, routine maintenance has been carried on.

FAS Route No. 880 - Nabesna Road

General surface maintenance has been carried on during the period and all washouts have been repaired.

FAS Route No. 8251 - Fielding Lake

General maintenance has been performed on this route during the period.

FAS Route No. 8501 - McCarthy Locals

General surface maintenance has been carried on between May Creek and McCarthy. All remaining planks that were flown in by Cordova Air Service a couple of years ago have been put on the south approach of the Nazina Bridge. The contractor in that area who has been removing salvage from the mine has moved in a new HD-6 tractor, a 6 x 6 flat bed truck and a 6 x 6 boom truck. The contractor has been warned by telephone that he will be responsible for any breakage caused by his equipment on the bridges marked with a three (3) ton limit.

FAS Route 8601 - Tazlina Village

General maintenance has been performed on this route during the period.

FAS Route No. 8921 - Mantasta Loop

During the period Fish Creek Bridge was redecked and a small culvert was placed on the east end of the loop. The loop is now in good traveling condition for light traffic.

S 0809(1) - Lake Louise Force Account

During the period a 48 in. pipe was put in to replace the small bridge at Mile 17.5, Mackinaw Bar, and a four foot fill was placed over

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FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE

MR. E. H. SWICK

Mr. E. H. Swick

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August 2, 1957

Work Order 2163 - Repair to Building No. 230, Glennallen High School

During the period all the flooring and floor joists were removed and footings dug out and all pipes have been replaced and repaired under the building. Work on this building will be continued during the coming period.

REMARKS

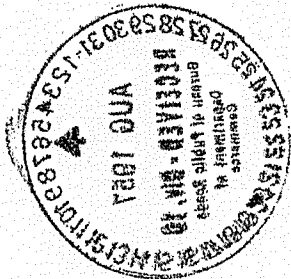
Two loads of nestable culvert were hauled to Fairbanks District by Weaver Brothers, Inc. The Fairbanks District picked up the load of stringers and hauled them to Tok.

The office building and apartments at Glennallen are in the process of being painted.

The Standard Oil Tanker delivered asphalt products to the Valdez Tank Farm on July 24. Started oil deliveries to the contractors on July 25.

Very truly yours,

John M. Cooley
District Engineer



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

ACTIVITY REPORT, JUNEAU DISTRICT
For the Period
JUNE 30 to JULY 27, 1957.

Project 2-D6,E3,H3, Glacier Highway, was completed and accepted on July 16, 1957. Keil and Peterman, the contractor on this project, usually does a very good job of cleanup on their contracts, and this contract was no exception. The project called for completion of the grade at the top of sub-grade only. The material used for select borrow was of excellent quality but is somewhat deficient in binding material and we may have some difficulty in keeping the driving surface in smooth condition particularly during a long dry spell as the material will have a tendency to ravel when dry. However, previous experience with this type of material indicates that we may expect better consolidation of the surface after the project has gone through one winter. It has been our intention to defer surfacing of this section until adjacent sections have been reconstructed and we can let a contract for surfacing over a greater mileage. This may take several years to accomplish.

The paving project at Sitka, 11-A5,B6,D1 is moving in high gear now and there does not appear to be any question about the contractor's ability to place the mat this year. Whether or not he can seal coat the pavement this year will depend on the weather conditions early in September.

On Project 16-A4,C4,D3,E2, at Wrangell, the work is progressing satisfactorily. The material used for borrow on this project is obtained from a pit below high tide on the beach. The contractor is excavating during the low tides and delivering the materials directly on the grade and is also stockpiling the material on the beach so that later on he will be able to continue delivering borrow to the grade during any stage of the tide. However, material as delivered on the grade, whether from stockpile or from the beach, is saturated with water and the contractor is going to have some difficulty in maintaining traffic until the material has set up. As the gradation is rather open, the material is free draining and it does not take too long before the water has run off, but during that period the grade is muddy and sloppy and can give some trouble to traffic.

The day labor project of sealcoating the Airport Section of Glacier Highway and the section between the Douglas Bridge and the city of Douglas on Douglas Highway was completed during the period. The weather

during this season has been exceptionally favorable to this type of operation and we obtained excellent results on this project. The oil specified for this work was an RC3 Asphalt which works satisfactorily providing the weather holds and we have no heavy rains for four or five days after application of the seal. It is also essential that the traffic speed is kept down several days after application and this is at times difficult to obtain. We used a little more oil than was estimated for the project and we had to finish up using 150-200 penetration for the seal. This is a little tricky to use since it sets up very fast when it cools but it has a great advantage that once set, neither rain nor traffic has much effect on it. We believe that on future seal projects, it should be considered to use a 200-300 penetration asphalt which will not be as tricky as 150-200 penetration but would still have the advantage of not being effected by rain or traffic when once set.

In Haines good progress is being made on improving the Lutak Road by day labor operations and the same type of operation is progressing satisfactorily on the Carcross road out of Skagway. It is a little difficult to justify this type of operation in Skagway since, due to the extremely rough terrain, there is comparatively very little that can be accomplished for the amount of money available.

The parking area at Point Stephens road near Tee Harbor was completed and in use on the Salmon Derby days, July 19, 20, & 21. It may be of interest that a traffic counter installed on the Juneau side of the Auke Bay "Y" showed a traffic of 2,045 and 2,052 for Saturday and Sunday, respectively, July 20 and 21. The normal traffic at this point is approximately 700 per day.

In Petersburg, the crusher set up in the quarry site south of Sandy Beach road, which is being installed by the City of Petersburg, was completed late in the period and a trial run made. It is the intention to call for a supply contract for delivery of approximately 5,000 yards of 4-inch minus crushed rock to improve the road into the quarry site. The spreading and shaping of material will be done by day labor.

Keil and Peterman, contractors, were the successful bidder for the construction of the bridge across Chilkat River near Wells. Due to the late delivery of structural steel pile, the contractor does not plan to begin this project before the spring of 1958. In the meantime, he expects to take delivery of all materials and have them transported to the site before the spring break-up and before any load restrictions are imposed on the highway.

During the period a meeting was held in Ketchikan with representatives of the city, Mr. DeLaHunt and Mr. Baxter and myself representing the Bureau of Public Roads. At the meeting the proposed Federal-Aid project on 5,900 feet of North Tongass Avenue was discussed and, particularly, the preparation of plans and specifications. A tentative

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Activity Report, Juneau District -3-
6/30 - 7/27/57 (Cont'd.)

agreement as to payment for plans and specifications has been drawn and will be further discussed with the city in the near future.

FS&E papers on the Blue Lake Project near Sitka were practically completed during the period and several conferences were held with the Forest Service with regards to processing this project to construction. There are still several problems with regards to financing and with regards to the time that will be allowed for completion of the project to be settled. The project, however, is ready to be advertised as soon as these matters have been ironed out.

The Mitkof Highway survey is progressing satisfactorily and should be completed by the middle of August.

An item of interest was noticed on page 9 of the June 1 issue of "World Highways". According to this item, the Canadian government has offered to pay one-half of the cost of a \$12,000,000 road to connect the asbestos mining center of Cassiar, B. C., with Stewart, about 300 miles to the south. It was noted that the project was suspended last summer. Presumably British Columbia would furnish the other \$6,000,000 needed for the project and, with that much federal aid, it is not impossible that the project will materialize in the relatively near future. It will have a direct bearing on road developments on the Alaskan side, particularly, on the situation in Hyder and also on the Stikine River Highway.

CHR. F. WYLLER
District Engineer



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Mr. Al Clark
MBC

BUREAU OF PUBLIC ROADS

Alaska

To: Mr. F. E. Andrews, Division Engineer

July 20, 1955

From: Chr. F. Wyller, District Engineer

In response to your memorandum dated June 17, 1955, we are listing below the status of the principal routes in Alaska along with plans for future improvements. There is enclosed a map showing the locations of the various routes.

Route No. 1, Richardson Highway - Valdez to Fairbanks

Paved from Valdez, Mile 0, to Mile 36; from Mile 80 to Gulkana Junction, Mile 128, and from Mile 229 to Fairbanks, Mile 365. The sections from Mile 36 to Mile 80 and from Gulkana Junction, Mile 128, to Paxson, Mile 186, have been regraded and widened and are under contract for paving, with completion scheduled for the fall of 1956. The section from Paxson, Mile 186, to Rapids, Mile 229, is under contract for regrading and widening the completion scheduled for the fall of 1955. This section will be placed under contract for paving in 1956 with work to be completed in the fall of 1957.

Route No. 2, Alaska Highway - Canadian Border to Big Delta

The section from the Alaska-Canada Border, Mile 1221 to Northway, Mile 1265, is under contract for regrading and widening, with completion scheduled for the fall of 1956. The section from Northway, Mile 1265, to Mile 1296 has been regraded and widened prior to paving. It is contemplated that the section from the Border, Mile 1221, to Mile 1296 will be placed under contract for paving in 1957 and completion scheduled for the fall of 1958. The section from Mile 1296 to Big Delta Junction, Mile 1429 (Richardson Highway Mile 268) is paved except for a short line change between Halfway House, Mile 1391, and Johnson River, Mile 1386. This line change and portions of the section from Tok, Mile 1318, to Johnson River, Mile 1836, requiring repaving, will be placed under contract early in 1956 and scheduled for completion by the fall of 1956.

Route No. 3, Glenn Highway - Anchorage to Tok Junction

Paved from Anchorage, Mile 0, to Mile 189, the intersection with the Richardson Highway. The Tok Cutoff portion of this route, from Gulkana Junction on the Richardson Highway to Tok is paved except for the section between Gulkana Junction and the Chistochina River, Mile 35 on the Tok Cutoff. This section is under contract for paving, work is proceeding rapidly, and will be completed by late summer of 1955.



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The Taylor Highway, extending from Tetlin Junction, Mile 1306 on the Alaska Highway to Eagle, and by side road to Dawson, is completed and open to traffic during the summer months. Some stage construction work involving widening and grading in perma frost areas continues on this gravel-surfaced road.

Route No. 4, Seward-Anchorage Highway

Paved from Seward to Anchorage - no major improvements contemplated.

Route No. 5, Sterling Highway

This route, from Mile 39 on the Seward-Anchorage Highway, to Homer, including the branch road from Soldotna to Kenai, is a gravel surfaced road in fair condition. A program covering regrading, widening and paving this highway has been inaugurated, and the first contract for this work, covering the Kenai Spur from the military base at Wildwood Station, just north of Kenai, to its junction with the main Sterling Highway at Soldotna, and extending approximately 10 miles eastward toward the Forest Boundary, has just been awarded. Completion of this work is scheduled for the fall of 1956. It is contemplated that two other sections of this highway, including the remaining portion to the Forest Boundary and a section on the Homer end will be placed under contract during 1956.

Route No. 6, Steese Highway - Fairbanks to Circle and Circle Hot Springs

This route is a low-standard gravel-surfaced road in fair condition. It is contemplated that regrading and widening to Feeder Road Standards will be performed in the near future, with some paving performed in the vicinity of Fairbanks where traffic density warrants.

Route No. 7, Elliott Highway

This gravel-surfaced road extends from Fox, Mile 10 on the Steese Highway, to Livengood. No major improvements are contemplated. However, the Territory is initiating construction of an extension of this road to the mining communities of Eureka and Manley Hot Springs west of Fairbanks.

Route No. 8, Denali Highway System

This route includes the McKinley Park roads as well as the new access road being built from Paxson, Mile 186 on the Richardson Highway, to Mt. McKinley Park. Construction, which has been performed by Force Account, is complete from Paxson west for 40 miles to the MacLaren River, and from the Susitna River, 56 miles east of Cantwell, to Cantwell and to McKinley Park, connecting there with the Park Highway extending west to Kantishna. The remaining uncompleted portion, the 39-mile section between the Susitna and MacLaren Rivers, will be constructed by contract, with bids invited during the winter of 1955-56 and completion scheduled for the fall of 1958.

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Route No. 9, Haines Highway and Southeast Alaska Roads

The Haines Highway from Haines to the Alaska-Canada Border at Mile 40 is paved. The Canadian section from Mile 40 to the Alaska Highway Junction at Mile 160 (Alaska Highway Milepost 1016) is a gravel-surfaced road kept open to travel only during the summer months. No major improvements are contemplated.