

Mr. E. H. Swick

September 16, 1957

S-8054 - Mile 82 1/2

The Montana Creek maintenance crew worked on the Steese Highway between Chatanika, Mile 28, and Ptarmigan Creek, Mile 101, during the period. Spot gravelling, culvert repair and extension, surface maintenance, ditch cleaning and bridge repair were carried on as required.

During the period 3 - 30" x 19 1/2" x 30" arch culverts were installed, one at Mile 51; one at Mile 59; and one at Mile 61.5.

S-8055 - Central

Surface maintenance work was carried out from Mile 101 to Circle City, Mile 162, on the Steese as well as on the Circle Hot Springs Road.

Regravelling of weak sections was accomplished as follows:

1. Mile 134.6 to Mile 135.0 - 0.4 miles
2. Mile 138.5 to Mile 139.0 - 0.5 "
3. Mile 151.6 to Mile 151.9 - 0.3 "
4. Mile 153.5 to Mile 154.7 - 1.2 "

Spot gravelling was accomplished from Mile 141 to Mile 146 and from Mile 155 to Mile 161.

The south abutment of the Ketchum Creek Bridge at Mile 6.0 on the Circle Hot Springs Road was repaired. Decking plank on the Crooked Creek Bridge, Mile 128, Steese Highway, was renailed.

S-8056 - Kenana

Grading with scraper-tractor was continued to August 24th. Final finish grading and fill to Alaska Railroad crossing remains to complete line change in Cemetery Road.

S-8057 - Manley Hot Springs

Routine maintenance was performed over the routes as required. Reditching, sloping and shoulder work was carried out on the Eureka-Manley road with patrol grader. This work had been completed from Eureka Creek to Mile 6.

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3-2053 - Ruby

During the period, the TD-15 tractor and two men worked on grading and drainage between Ophir Creek, Mile 44, and Salatra Flats, Mile 46.75. Berms graded last season were levelled and old grade levelled and filled. Seven temporary barrel culverts 30' long were installed and 8 - 19 $\frac{1}{2}$ " x 30" x 28" arch type permanent culverts were installed on this area. Drains for culverts were made by use of ditching powder.

Repairs to approaches to Monument Bridge at Mile 42 and Ophir Bridge at Mile 44 were completed.

Reditching and reshaping of road between Mile 39 and Mile 33 was completed. One mile between Mile 31 and Mile 30 was regraded and back slopes stripped back.

Surface maintenance with patrol grader was accomplished from Lucky, Mile 40, to Ruby.

All culverts from Ruby to 19-Mile were cleaned and staked.

3-2059 - Livengood

Routine surface maintenance and ditch cleaning was accomplished with patrol grader between Livengood and Mile 20, Washington Creek, Elliott Highway.

REIMBURSABLE ACTIVITIES

Work Order #353 - Meadows Road

No work accomplished this period.

Work Order #3175 - Gentle River Test Site Road

Surface blading was accomplished as required.

Work Order #3222 - U.S.G. & G.S. Access Roads

No work accomplished this period.

Mr. E. H. Swick

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Work Order #3269 - Deadman Lake Road

Grading work with tractor and motor grader started August 6th and as of August 20th, finish grading was complete. Surfacing work remains and will be completed as trucks and men are available from Gardiner Creek Camp.

This project is now 65% complete.

Very truly yours,

H. W. Johansen
District Engineer

RECEIVED
SEP 21 1957



P. 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 Zaciwski
Pay Practices Survey Team
Washington, D. C.

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

John L. Spitzer
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

Mr. B. H. Swick

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Anthony Wynne
Bureau of Mines
Juneau, Alaska

Mariya M. Samsted
Employment Security Commission
Anchorage, Alaska

G. Donald Eberlein
Geological Survey
Menlo Park, California

CONSTRUCTION

Project S-011(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-014(1) Nome - Kougrook

1. By Force Account.

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

2. By Contract. *surfacing only*

Surfacing 86% complete.

Old ARC project?
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 Kougrook 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) Kenansha Channel Bridge.

Mr. W. H. Swick

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September 9, 1937

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 Home - Kougarak Road Route 142 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 D130 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.

Mr. F. C. Selsak

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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 E & H Tug & Barge Company ran on the beach with a barge load of equipment material destined for the B-N-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 Home 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 Harris
District Engineer

P. O. Box 160
Anchorage, Alaska

September 5, 1957

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

Dear Mr. Swick:

Situation Report
August 1, 1957 to August 31, 1957

MATERIALS ENGINEERING AND INVESTIGATION

Asphalt plant mix was designed for the Boniface Road paving project from Babler & Rogers crushing plant.

Asphalt samples were obtained and checked for water from the Bureau of Public Roads asphalt plant in the railroad yard. First tests indicated salt water contamination in the MC-O and tests are being made on the other tanks for any possible contamination.

Soils work during the month consisted of drilling on the Willow-Talkeetna Road, Houston-Willow Road, Big Lake Junction, Big Lake Y, Matanuska Road to the Experimental Farm, Jonesville Road and the Sterling Highway in the vicinity of Homer and Soldotna. A soils crew was also sent to McKinley Park with machinery to make tests on the McKinley Park Highway and proposed borrow sites.

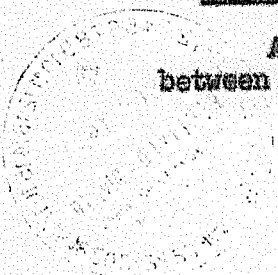
CONSTRUCTION - FORCE ACCOUNT

W. O. 127 - Denali Highway

Widening was continued between Miles 18 and 27 and low spots brought up to grade. Miscellaneous ditching was accomplished between Cantwell and McKinley Park.

Project No. S-0h11(1) - Dillingham-Aleknagik

A pit was opened at Mile 13 and gravel placed on the road between Miles 10 and 14. Five culverts were installed in Mile 15.



September 5, 1957

Mile 15 Creek was straightened and a fill placed to take the 5 foot pipe. Several loads of culvert were hauled from the Dillingham yard to Mile 15 to be distributed ahead along the line. By the end of the month the project was approximately 40% complete.

Project No. S-0504(1) - Hillside Road North

Ditches were shaped up with the cat and scraper and a grader shaped up and removed oversize material from the surface. This project was 100% completed on August 30th and equipment was moved out.

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

This project is 60% completed. During the period stripping was 100% finished and grading approximately 50% finished. Operations were extremely slow during the month due to excessive rain in the Anchorage area and the type of material encountered. It was necessary to haul gravel with tractor and scraper over ground which normally would have made satisfactory fill.

Project No. S-4834(1) - Sports Lake Road

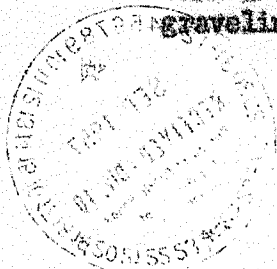
Project was approximately 80% completed when work was temporarily suspended on August 20th due to extremely heavy rains in the area. Work accomplished consisted of grading .3 mile and graveling .4 mile.

Project No. S-4452(1) - Whiskey Gulch

Work on this project was 100% completed during the month. Work accomplished consisted of surface graveling and blending binder on an extremely clean sandy cut in order to get proper compaction. *where*

Project No. S-4441(1) - North Anchor River Road

Work authorized on the North Anchor River Road was completed during the period with the exception of installation of several entrance culverts. The entire project is approximately 95% complete. Work accomplished during the month consisted of grading .2 mile and graveling .6 mile.



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

Work was started on the Campbell Station Road on August 5th and by the end of the month the entire project was 40% complete. Work during the month consisted of stripping and grading .2 mile of road and construction of a two-span standard timber trestle bridge with creosoted pile bents.

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

Work on the Indian Small Tracts Road was started during the month and by the 31st the project was 25% complete. Material encountered proved to be a clay silt in a wet sidehill cut and with our heavy rains during the latter part of the period, proved impractical to work. The road was stripped and plans are presently being made to complete the road with trucks and a shovel.

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

Project was approximately 75% complete by the end of the month. Work consisted of clearing and stripping 3 miles, grading 2.4 miles and graveling .4 mile.

RECONSTRUCTION - FORCE ACCOUNT

Project No. S-0430(1) - Gravel Homer Hill Roads

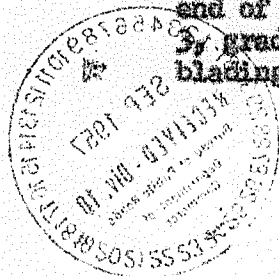
Work authorized was 100% complete by the end of the month. Work consisted of regrading and regraveling 2.8 miles of the Diamond Ridge Road. A total of 4 miles has been reconstructed.

Project No. S-0389(1) - Mill Bay Road, Kodiak

Work continued from the rock borrow pit at Mile 2 and approximately 2,000 feet were resurfaced with this broken rock during the month. Work authorized was 100% complete on August 27th.

Project No. S-3913(1) - Larson's Bay Road

Work on this reconstruction project was 80% complete at the end of the month. Work consisted of bridge abutment repair at Mile 3, grading and shaping ditches between Miles 2 and 3 and surface blading of that section which was regraded.



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

Work on the Bradford Creek line change was approximately 60% complete by the end of the month. Work consisted of fill across the Bradford Creek culvert and gravel haul on those sections where the fill had been brought up to grade. Work was temporarily suspended late in the month due to heavy rains which made it necessary to stop hauling on Ptarmigan hill.

Project No. S-4111(2) - Homer Airport Bypass Road

Late in the month work was started on reconstruction of the north end of the Homer Airport Bypass Road and the project was 15% complete by the 31st. Work consisted of stripping and grading about .1 mile of road.

Project No. S-0577(1) - Edenburg Loop Road

Work was 100% completed during the month and equipment will be moved out on September 3rd. Work during the month consisted of regrading and graveling approximately .2 mile of the road near Dr. McKinley's farm.

MAINTENANCE - ROUTINE

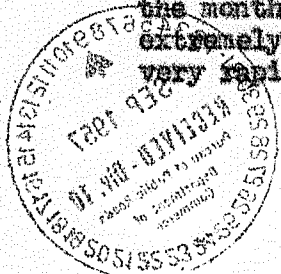
F-02(58) - Primary Roads

F-8011 - Abbert Highway

Heavy rains during the latter part of the month caused sloughing in the slide area and a maintainer was kept busy keeping the surface clear of slide rock. Other work consisted of cleaning and staking culverts and replacing traffic signs as necessary.

F-8021 - Sterling Highway

Four bridge approaches were repaired and the shoulders shot to prevent runoff damage. Numerous soft places were spot graveled and culverts repaired. Construction on two groins was continued during the month, one being 85% completed and the other 65%. Tides have been extremely favorable for work on the Homer Spit and the work has gone ahead very rapidly.



Mr. E. H. Swick

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F-8031 - Seward-Anchorage Highway

Sand bunkers were built at Seward, Moose Pass and Silvertip and approximately 500 yards of salted sand was stored in the Silvertip bunker. The north end of the highway from Anchorage to Mile 56 was shouldered as necessary with reject material from the crusher pit on the Glenn Highway By-pass. The bad slide area between Miles 98 and 99 was sloped and ditched with 20B shovel and all pavement breaks were patched and seal coated from Mile 123 to 127.

F-8035 - Palmer-Wasilla Road

The railroad crossing, three miles south of Wasilla, was repaired and the roadway raised to meet the new railroad grade. The pavement was scarified, select borrow material placed and the section shot and sealed with asphalt. Although the riding surface is good, this is still a bad crossing as the railroad, in their renovation of the track, raised one track 10 inches and the other only one inch to superelevate the curve. Signs were placed to slow traffic; however, the abrupt change in grade is still a hazard.

Other work consisted of shoulder maintenance and asphalt patching near the Cottonwood Creek Bridge.

F-8042 - Glenn Highway

The highway was reditched and shouldered from Spenard to Eklutna and all patches were seal coated. The Eklutna railroad crossings were shaped up and shot with asphalt and seal coated. A crew was kept busy during the entire month shooting rock and hauling it into the washout at 69.7 Mile where the Matanuska River had encroached on the highway. By the end of the month enough heavy rock had been poured into the washout to fend the river off.

F-8052 - Denali Highway

Early in the month the Denali Highway was opened to traffic and numerous visitors used the road. Warning and informational signs were placed as required and surface maintenance was accomplished on the entire road.

The one remaining resident of the Kantishna mining district, Johnny Bushel, died during the month and was buried near his cabin at Kantishna.

Mr. E. H. Swick

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S-102(58) - Secondary Roads

S-8001 - Anchorage

Campbell Station Road and Sand Lake Road were reditched and approximately 1500 yards of gravel hauled in to raise the low spots. Lake Otis and Abbott Loop Roads were regraveled as necessary and bladed.

S-8002 - Palmer

Springer System, Lakeview and Hayfield Roads were raised in those areas where spring breakup had always inundated the roadway. Culverts were installed on the Bogard Road and the bridge at the Lucky Shot Mine on the mountain road was replaced. Heavy runoff along the spur road to Matanuska washed the road out and this wash-out was repaired and graveled. Meadow Creek culvert on the Willow-Houston Road was repaired and the high berm on both sides of that area leveled out so runoff water could get away from the roadway.

S-8003 - Iliamna

Work at Iliamna consisted of shooting rock ridges on the mountain where the roadway was too narrow to allow loaded trucks to pass safely. Reditching was also accomplished with the motor grader over the entire road.

S-8004 - Silvertip

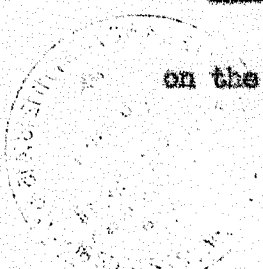
Portage Glacier Road was bladed weekly and repairs accomplished on two small bridges where high water had washed the abutments. The Hope Highway was sloped and ditched for approximately 7 miles and the Crow Creek Road was bladed to the California Creek Bridge.

S-8005 - Moose Pass

Ditches and culverts were cleaned and surface bladed on all roads in the Moose Pass area.

S-8006 - Seward

Gravel roads were bladed and culverts were cleaned and replaced on the Resurrection Bay Road.



Mr. E. H. Swick

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September 5, 1957

S-8007 - Soldotna

Work in the Soldotna area consisted of surface blading of all gravel roads.

S-8008 - North Kenai

One motor grader worked the entire month on reshaping the ditches and surface blading the North Kenai, Beaver Loop and Kenai town roads.

S-8009 - Ninilchik

Work during the month consisted of surface blading all gravel roads in the Ninilchik area.

S-8010 - Homer

Two motor graders were kept busy reditching and regravelling Ohlsen Mountain, East and West Hill Roads. Gravelling was accomplished by drifting material from the ditches on Ohlsen Mountain Road into roadway and blading out.

S-8011 - Alcatraz

Surface blading and reditching was performed as required.

S-8012 - Kodiak

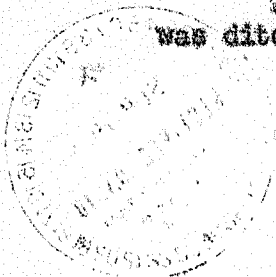
Two culverts were installed on the Island Lake Spur and the entire road graveled. Traffic signs were repaired as necessary and surface maintenance was performed.

S-8013 - Kalsin Bay

Mile 14.1 and Mile 11.7 bridges were redecked and the Pasagshak and Chiniak Roads graded and ditched.

S-8014 - Naknek

The only work performed in the Naknek area during the period was ditch clean-out and grading with the motor patrol.



Mr. E. H. Swick

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September 5, 1957

S-8015 - Dillingham

The entire road was kept bladed with the motor patrol and the retaining walls on the approach to the Scandinavian Creek Bridge were replaced. Two bents of the same bridge were jacked up and the stringers wedged where settlement had caused the deck to sag.

S-8016 - Bethel

Routine maintenance was performed with the motor patrol and sand hauled in low spots on the hospital road.

S-8017 - Takotna

Fuel arrived up river from Bethel and was hauled from Sterling Landing to the Takotna station. Culverts were repaired and the road spot graveled from Mile 16 to Ophir. Surface maintenance was performed on all the roads in the Takotna area with motor patrol.

S-8019 - Flat

Work in the Flat area consisted of surface grading on all roads. A foot reconnaissance was made on the old road to the Golden Horn hard rock mine as the property has been sold and the new owners plan on reopening the mine. No work has been done on this road for several years and the Miscovich placer operation has worked the old road and left nothing but tailing piles in its place. Miscovich's are being contacted concerning reconstruction of this road prior to our attempting any maintenance to the Golden Horn.

S-8020 - Cantwell

The Summit and Cantwell Station Roads were shaped up and ditched with motor patrol.

S-8021 - Talkeetna

Numerous small wooden culverts were replaced with pipe and the road graded from Talkeetna to the Peters Creek airfield.



Mr. E. H. Swick

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September 5, 1957

REIMBURSABLE ACTIVITIES

W. O. 16 - McKinley Park Roads Maintenance

Blading was accomplished over the entire road and culverts repaired and replaced as necessary. Some brush cutting by hand was also accomplished in Sable Pass.

W. O. 1181 - Eielson Parking Area

A new topog map was received from the Park Service early in the month which conformed to the actual topography of the Eielson camp area. The area was restaked and grading equipment moved in. Grading was completed during the period; however, some of the guard rail and bull rail remains to be completed.

W. O. 1373 - Bethel Tacan Site

Work authorized on the Bethel Tacan Site was completed during the month and a Completion Notice submitted.

W. O. 1405 - Peterson Point Airfield, Naknek

Work authorized on Peterson Point Airfield at Naknek was completed on August 10, 1957 and Completion Notice submitted.

W. O. 1406 - Moose Pass Civil Defense Access Road.

Work on the Civil Defense access road at Moose Pass consisting of construction of .15 miles of an all-weather road was completed and a Completion Notice submitted August 6th.

Very truly yours,

M. G. Zimmerman
District Engineer



RECEIVED
FEB 13 1957
TO 10402

P.O. Box 525
Valdez, Alaska

August 30, 1957

Subject: Situation Report for the
Period Ending August 24, 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 good during the entire period and about normal with other years.

Visitors to the Valdez District during the period were:

Herbert E. Dixon
Civil Aeronautics Administration
Washington, D.C.

Leonard Zaclowski
Bureau of Public Roads
Silver Spring, Maryland

John L. Spitler
Commerce Department
Washington, D. C.

L. D. Taylor
Administrative Officer
BPR - Anchorage

A. K. MacLean
Facilities Design Branch
BPR - Juneau

E. H. Swick
Regional Engineer
BPR - Juneau

Paul F. Royster
Bureau of Public Roads
Washington, D. C.

Mr. E. H. Swick

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August 30, 1957

Wm. J. Niemi
Assistant Regional Engineer
BPR - Juneau

L. W. Pelley
Finance Branch
BPR - Juneau

Lance E. Hendrickson
Chief, Internal Audit
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 the road. Ditch cleaning has been performed with the payloaders at places that required them. At Mile 7 a diversion dike, 525' in length, was constructed to prevent Lowe River's water from washing the bank and shoulders of the road. The asphalt hot plant while still in Valdez stockpiled approximately 1,400 tons of cold mix at Mile 2. When this was completed the hot plant was moved to Mile 92 on the Tok Highway for patching in that area.

The curves were brushed from Mile 170 to Mile 227 in the upper Richardson area. Brush spraying was carried on between Mile 115 and Mile 185. Brush has been removed by dozer in places that have caused drifts in the past between Mile 213.5 and Mile 217.

The asphalt patching crew blade-mixed asphalt in Mile Pit 112 and hauled it to the new Klutina Bridge to pave the end approaches. At the same time patching was done at the south of Junction Inn, Mile 107. At the narrow section of Simpson Hill where the slip occurred a few years ago, one hundred and fifty feet of beam guard rail was placed to protect the traveling public. The section between mile 60 and Mile 129 has been reshouldered during the period with the grader and back-sloping attachment.

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

General maintenance has been performed over this section of the road. The asphalt crew has patched most of the irregular bumps on the section between Mile 118 and Mile 189. On rainy days the asphalt crew did extra shoulder maintenance by hauling material on to the shoulder of the road. The culvert at Mile 161 which was broken has now been repaired.