

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

General maintenance has been carried on during the period. The road from Mile 0 to Mile 60 has been reshaped with the grader with a shoulder-sloping attachment. Distortions in the road from Mile 78 to Mile 91 have had gravel hauled in them to help eliminate the bad riding conditions. The broken culvert at Mile 27 has been repaired. A scoopmobile has worked four days cleaning the ditches on Gakona Hill. The asphalt plant was moved from Valdez on August 10 and on August 19 started stockpiling MC-3 for patching the distortions on the Fairbanks and Valdez section of the road.

FAP Route 52, Denali Highway

General surface maintenance has been carried on between Paxson and the MacLaren River. The Tangle River Bridge has been painted during the period.

FAS Route 809, Lake Louise

Routine surface maintenance has been carried on during the period.

FAS Routes 837 and 839, Cordova

General surface maintenance has been performed with some brush removal along the roadside.

FAS Route 851, Edgerton Cutoff and Copper River Highway

General surface maintenance has been carried out on both the Edgerton Cutoff and the Copper River Highway to Mile 39. Barricades were erected at both ends of the new concrete bridge on the Copper River Highway, Section "C" to prevent the public from driving off the bridge. It appears, as you drive along, that the bridge is full width instead of just a one way bridge.

FAS Route 880, Nabesna Road

Routine surface maintenance has been performed. Two 24" culverts were installed at Mile 102 and a washout also repaired.

FAS Route 8151, Mineral Creek Road

General surface maintenance was performed during the period.

FAS Route 8152, Valdez Glacier Road

General surface maintenance was carried on during the period.

FAS Route 8153, Robe Lake Road

General surface maintenance was performed during the period.

FAS Route 8161, Worthington Glacier Road

This road was widened and the dips filled in with use of a HD-19 dozer and grader. The parking area at the glacier where the general public view the ice was widened and repaired in order to provide a better turning area for their vehicles.

FAS Route 8251, Fielding Lake

No work this period.

FAS Route 8501, McCarthy Locals

No work this period.

FAS Route 8601, Tazlina Village Road

No work this period.

FAS Route 8921, Mantasta Loop

No work this period.

CONSTRUCTION PROJECTS WITH GOVERNMENT FORCES AND WORK ORDERS✓ Project S-0809(1), Lake Louise Reconstruction

This project is approximately 40% complete. During the period the crew worked between Mile 3½ and Mile 26 truing up the curves, removing some; also patched and straightened the roadway. Two small culvert pipes were installed, one at Mile 14.5 and one at Mile 13.5. At Mile 3.7 a 42" x 33" x 70' culvert was installed.

✓ Project S-0839(1), Eyak Lake Road Reconstruction

This project is approximately 10% complete. Work on reconstructing the Eyak Lake road was started on August 14. This consisted of replacing the old wooden culverts with metal culverts and widening sections with a truck shovel and hauling material into the narrow spots. Some brushing was also accomplished this period.

✓ Project S-8151(1), Mineral Creek Reconstruction * 100% Complete

Construction completed on July 29, 1957.

- ✓ Project S-8153(1), Rober Lake Road Reconstruction * 100% Complete
Construction completed on June 27, 1957.
- ✓ Project S-8159(1), Blueberry Lake Road, Farm Road Program
Construction 100% completed on August 15, 1957.
- ✓ Project S-8391(1), Chase Avenue, Farm Road Program * 100% Complete
Work completed on August 13, 1957.
- ✓ Project S-8511(1), Sheridan Road Extension, Farm Road Program

This project is 80% complete. All brushing and stripping is complete to Station 182+00. Leveling and shaping of the roadway was performed by a HD-19 and scraper and is about 80% complete to Station 182+00. A request for additional funds in the amount of \$5,000.00 has been requested to continue the extension for another 3,300 feet to the foot of the glacier through a heavy wooded area.

Work Order 2145, C.A.A. Gravel Haul * Approximately 50% Complete

The gravel crew hauled for one and a half days on this project. It is estimated that it will take another three days of hauling to complete the Work Order.

Work Order 2155, ANS School at Copper Center

No work this period. This Work Order is 90% complete.

Work Order 2156, Miller Dike

This Work Order is 100% complete.

Work Order 2162, Bureau of Land Management

This Work Order is 95% complete. Constructed additional parking area at Liberty Falls on the Edgerton Cutoff. Three days were spent working on the construction of a road from the Richardson Highway down to the beach on Paxson Lake during the period.

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

This Work Order is 60% complete. During the period the footings, joists, floor and lanoleum were replaced.

Mr. E. H. Swick

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August 30, 1957

GENERAL

During the period the rock crusher that was at Glennallen was picked up by the Fairbanks District and hauled to Mile 92 on the Tok Cutoff. It will be crushing material for asphalt paving repairs for both the Valdez and Fairbanks Districts. The crew at the asphalt tank farm in Valdez has been reduced until we now have one foreman and three firemen operating the plant. We are still delivering asphalt for Bureau of Public Road's maintenance operations and one contractor in the Fairbanke District.

Very truly yours,

John M. Cooley
District Engineer

Alaska General
 X Annual + Rte 7

AIR MAIL

Mr. E. H. Swick, Regional Engineer
 Juneau, Alaska

August 28, 1957

Mr. Allen
 Harold Allen, Chief, Division of Physical Research
 Washington, D. C.

Aerial Photographic Analysis - FAP Route 21
 (Sterling Highway), Ninilchik north to Soldotna

We are sending you by air parcel post a report we have prepared regarding sand and gravel deposits along FAP Route 21 (Sterling Highway), Ninilchik north to Soldotna. The report has been prepared in accordance with your request of April 5, 1957, by the study of aerial photographs and other references, including data you sent us on May 7 regarding known sand and gravel deposits. The text of report is herewith attached.

The report includes: (1) an overlay of portions of Kenai, Alaska, topographic sheets A-4, B-3, B-4 and C-3, on which known and possible sources of sand and gravel are referenced to the Sterling Highway, (2) 22 aerial photographs on which known and possible sources of sand and gravel are marked, and (3) the description of the sites recommended for exploration for sand and gravel.

We believe the combined use of aerial photographs and electrical resistivity methods would be very helpful in making explorations for sand and gravel in Alaska. After the sites for investigation are designated on the aerial photographs, the electrical resistivity equipment could be used to determine the depth of overburden, and the probable depth to the gravelly materials. Borings or other field examination would then be made to determine the quality of the materials at sites selected in the resistivity study. Calibration and correlation of the resistivity would be needed for local conditions before specific studies are made.

We would like you to report to us the results of the field exploration at the sites we have selected on the aerial photographs. If some of the selected sites do not contain suitable material for use in road construction, we would like to have the material described. Such information will be useful in our later aerial photographic studies.

We regret the delay in preparing the report, but the aerial photographs were not received until August 20.

Attach.
 cc: Mr. G. M. Williams ✓

(Note: If requested, copies of overlay and aerial photographs can be reproduced by Division of Physical Research)

Sand and Gravel Sources, FAP Route 21 (Sterling Highway),
Ninilchik North to Soldotna

By Division of Physical Research, Bureau of Public Roads

Most of the western portion of the Kenai Peninsula has a thick sheet of glacial till overlain by stratified sandy and gravelly materials. Much of the overlying material is glacial outwash, but locally there are more recent deposits of sand and gravel occupying terraces and floodplains.

The overlay of portions of Kenai, Alaska, topographic sheets A-4, B-3, B-4 and C-3 shows the locations of gravel pits adjacent to the Sterling Highway between Ninilchik and Soldotna. Information regarding quantity and type of material at these sources was submitted by the Regional office of the Bureau in May 1957. These gravel pit locations, as well as other possible sites for field investigation as sources of gravel, are shown on the accompanying aerial photographs and described in the following table.

Area : or : pit :	Mile :	Township : and : range :	Section: :	Description or remarks
1		TLS, R14W	34	"Private gravel pit (A-1-a and A-3). About 2 feet overburden; 500,000 cu. yd. left in place." <u>1</u> / This pit is located high in valley wall of Ninilchik River, hence, the material is probably glacial outwash terrace. Material upstream from the pit, in the same valley wall, and at the same elevation should be similar. Higher of two terraces, at 1A, on opposite side of river is at about same elevation as pit, and should be explored.
1B		TLS, R13W	23	Terrace scarp should be examined. The terrace level appears to be at about the same elevation as the pit at 2, but may contain finer grained glacial till at slight depth.
2	133.1	TLS, R13W	13	"Gravel pit (A-1-a); 5 feet of overburden. Approximately 200,000 cubic yards in place." The pit is in a terrace but extends to considerable depth. The small stream may have deposited some surficial materials to a depth of a few feet, but the underlying material represent an earlier glacial deposition. The entire terrace, 2A, should be explored.
3	132.4	TLS, R13W	12	"Not prospected but gravel exists probably same as 133.1 pit." This is a terrace on which several feet of colluvial and alluvial materials have been deposited. The white color tones on the photographs indicate that the surface material is sand, and there may have been some wind erosion of the sand. Gravelly materials may be encountered at a depth of a few feet. The entire terrace, 3A, should be explored.
4		TLN, R13W	34	"Gravel pit; small yardage, worked out." Pit located in pitted and eroded glacial outwash. Light photo tone, knobby topography and lack of surface drainage development indicate presence of granular materials. Tops of hills 4A, 4B, 4C and 4D should be investigated.

Area : or : pit :	Mile : Township : and : range :	Section :	Description or remarks
5	T1N, R13W	27	<p>"Gravel pit small yardage worked out." Pit 5 is located in same type of deposit as pit 4. Terrace along cliff at 5A appears to have a rather thick sandy overburden. It seems unlikely that gravel is present in any appreciable quantity. Investigation should be made only if other suitable material is not found locally.</p> <p>The lower glacial outwash terraces, 5B and 5C, as well as the terrace remnant along Cook Creek, 5D, should be investigated. Quantities of gravel in these terraces are limited, but depth of material in terrace remnant 5D (higher terrace) is greater than that in 5B or 5C.</p>
6	T1N, R13W	13	<p>"Gravel pit; small deposit, worked out." This pit was not examined stereoscopically, but occurs on a outwash terrace. The remainder of the terrace remnant should be investigated.</p>
7	123.0 T1N, R12W	7	<p>"Gravel pit (A-1-a); 6 to 8 feet of overburden 50,000 cubic yards in place." Pits are located partly in terrace along Falls Creek and partly in a portion of glacial outwash plain. Additional material should be found by extending pits in area adjacent to pits.</p>
8	T2N, R12W	29	<p>"Small gravel pit worked out." This pit is located in outwash. Investigation should be made of areas adjacent to pit. Pits in area 8A are located in terraces along Clam Gulch. Examination of existing pits and investigation of this area should be made.</p>
8B	T2N, R12W	15	<p>Several pits appear along side of hill which is in a glacial outwash deposit. An examination of these pits and investigation of the top of this hill should be made.</p>
8C	T2N, R12W	15	<p>This terrace remnant along creek should be investigated.</p>

Area or pit	Mile	Township and range	Section	Description or remarks
9				"Sand and gravel pit A-1-a and A-3; 2½ feet of overburden, 250,000 cubic yards." The pit is located in a terrace along Crooked Creek. This pit should be extended toward the Kasilof River as indicated on the aerial photograph.
10	1.4	T3N, R12W	36	"Gravel pit A-1-a; 2½ feet of overburden; 200,000 cubic yard." The area which is designated as a gravel pit does not show on the photographs taken in 1951. This pit occurs in a large terrace of the Kasilof River. Area 10A is a part of this same terrace and should contain material similar to that found in area 10. Areas marked "X" within area 10A should be investigated first.
11	3.3	T3N, R12W	23	"Gravel pit (A-1-a); 2½ feet of overburden; 100,000 cubic yards." This pit does not appear on 1951 photography. The pit is located in a terrace similar to that in which pit at area 10.
12	5.2	T3N, R12W	11	"Gravel pit (A-1-a); 2½ feet of overburden; 100,000 cubic yards." This pit does not appear on 1951 photography. It occurs on a terrace similar to that at 10, 10A and 11. Expansion of pit 12 into area 12A should be made. Pit 12 and part of area 12A do not appear in stereo.
13	112.6	T3N, R12W	31	"Probably gravel and sand; 3 feet of overburden; about 1,000,000 cubic yards, prospected very little." Area is located on terrace of Kasilof River similar to areas 10, 10A, 11, 12 and 12A. The entire portion of the terrace that is delineated should be investigated.

Area or pit	Mile	Township and range	Section	Description or remarks
14	108.0	T3N, R12W	16	"Gravel and sand deposit A-1-a to A-3; 2 feet of overburden; about 75,000 cubic yards left in place." This pit is located in a terrace along Cool Creek. The two pits that appear on the aerial photograph can be expanded into the area indicated.
14A		T3N, R12W	17	The pit is located in a terrace remnant of Cool Creek similar to pit at 14. Examination should be made of this pit for material similar to that found at 14.
15		T4N, R11W	14	"Good well-graded gravel A-1-a; 3 feet of overburden; about 500,000 cubic yards in place." Two pits that appear on the photographs are located in a terrace remnant along Slikok Creek. These pits should be extended along remainder of terrace.
16	97.9	T4N, R10W	6	"Sand pit (A-3), 2 feet of overburden; 30,000 cubic yards remaining." The pit occurs in a terrace along the Kenai River.
16A.		T5N, R10W	32 & 33	This area is part of the terrace in which pit 16 is located. Investigation of both lower and upper levels which are separated by dashed line should be made. It appears that material at 16A contains more gravel than in area 16.
17	97.0	T5N, R10W	32	"Gravel pit (A-1-a); 3 feet of overburden; exhausted to water table. This pit is located in terrace along Kenai River. Investigation should be made of the portion of the terrace delineated on the aerial photograph.
18	0.5	T5N, R10W	29	"FAA pit. Fine gravel (A-1-a); 3 feet of overburden. Approximately 80,000 cubic yards." This pit is located in a high terrace of the Kenai River. Investigation of the portion of the terrace delineated should be made.

Area :	:	Township :	:	
or :	Mile :	and :	Section :	Description or remarks
pit :	:	range :	:	
19	94.6	T5N, R10W	27	"Sand pit with some gravel (A-3 to A-1-a); no overburden. Approximately 30,000 cubic yards left in place." Pit occurs in a terrace remnant. For similar material pit may be extended in area outlined.

1/ Quotations in remarks column are from notes on topographic sheets submitted by the Regional Engineer on May 7, 1957.

*Fed. - civ.
Alaska General*

P. O. Box 160
Anchorage, Alaska

August 8, 1957

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

Dear Mr. Swick:

Situation Report
July 1, 1957 to July 31, 1957

MATERIALS ENGINEERING AND INVESTIGATION

Soils boring and field sampling continued on the Sterling Highway over the section between Soldotna and Homer. Special attention being made to the borrow areas between Anchor River and Nilnilchik. Centerline borings were also completed from Wasilla to the Big Lake Y on the Wasilla road, the Matanuska Loop road, and Jonesville road. Actual borrow pit investigation was not started as a dozer will be necessary to conduct this work. Laboratory tests and assistance and advice were offered the project engineers for all other contract projects in the area. The Standard Oil tanker arrived during the month and samples were taken during pumping operations.

CONSTRUCTION - FORCE ACCOUNT

W. O. 127 - Denali Highway

Culverts were lengthened between Mile 15 and Mile 27 and ditches cleaned out from 18 to 27. Widening was continued between Miles 18 and 27 and low spots were filled in. The entire section of road from McKinley Park to the Susitna River was graded and miscellaneous ditching accomplished between Cantwell and McKinley Park.

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

The road was shaped up and reditched from the hospital intersection 12 miles up the Aleknagik Road, at which point the transmission in the D-7 gave trouble and it was shut down. It appears that a complete transmission overhaul will be necessary before the tractor will be ready to run. The grader reditched the 12 miles and surface blading was accomplished.

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

Approximately two thousand yards of gravel was hauled with cat and scraper to fill the low spots on this road.

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

Approximately two thousand feet of right-of-way was cleared and stripped and fifteen hundred feet graded with 140 x 24 culvert installed. Wet ground and permafrost was encountered on the south side of Rabbit Creek which materially slowed our operations.

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

Work accomplished during the period consisted of clearing and stripping 1.4 miles; grading 1 mile; and gravelling .3 miles on this project.

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

No work performed during the period.

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

Work performed during the month consisted of clearing and stripping .6 miles; grading 2.7 miles; and gravelling 2.2 miles.

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

Work was started on this road on July 29th.

RECONSTRUCTION - FORCE ACCOUNT

Project No. S-0430(1)

1.2 miles of the Diamond Ridge Road was regraded and regravelled.

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

Approximately one thousand feet in Mile 2 was resurfaced and widened to twenty-two feet. Rock in the borrow pit was drilled and shot.

Project No. S-3913(1) - Woman's Bay, Cape Chiniak Road

Work during the month consisted of an engineering relocation of centerline on two thousand feet of hillside in anticipation of widening.

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

No work accomplished during the month.

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

Work during the month consisted of raising the fill across Bradford Creek using three trucks and the TD-9 Loader. Rains late in the month shut the work down; however, with a break in weather, it is anticipated that the line change will be completed early next month.

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

Equipment was moved in and construction started July 29th.

Project No. S-0577(1) - Bodenbug Loop

No work was accomplished on the Bodenbug Loop reconstruction during the month as the right-of-way through Dr. McKinley's farm could not be cleared up until late in the month. Word was received from Dr. McKinley on the 27th that he had succeeded in purchasing the piece of ground and we could go ahead with our reconstruction.

MAINTENANCE - ROUTINEPrimary RoadsF-8011 - Abbert Highway

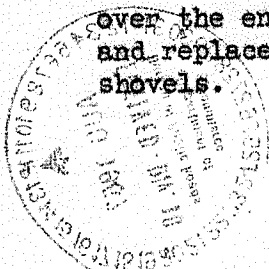
Maintenance during the month consisted of grading and ditching with the maintainer. No major rock slides were encountered and the road remained in fair condition.

F-8021 - Sterling Highway

Work was started on construction of the second groin at Homer in the hopes that completion would be accomplished prior to the extremely high tides in the area. Ditches were cleaned and soft spots gravelled over the entire gravel section.

F-8031 - Seward-Anchorage Highway

Guard rail was repaired at Mile 96 and six miles of brush spraying was accomplished between Portage and Girdwood. Shoulders were widened over the entire road where washing had occurred. Signs were straightened and replaced and ditches were cleaned in the heavy slide areas, using two shovels.



F-8035 - Palmer-Wasilla Highway

Asphalt patching was completed and shoulder maintenance with Motor Grader performed over the entire road.

F-8042 - Glenn Highway

High water on the Knik Bridge this year occurred on July 18th and contrary to popular predictions was the highest anyone had ever seen it. Between Mile 31 and 42, approximately one mile of road was under water in various places. The area which was raised last year was covered with approximately three feet of water and about the same depth covered the road from two hundred feet beyond the north approach to the Knik River Bridge for about fifteen hundred feet. Traffic was at a complete standstill from 6:00 P.M., July 18, 1957 until 9:00 A.M., July 19, 1957, when truck traffic was allowed to proceed. The water was down by 10:30 A.M. on the 19th to allow passenger car traffic. Water pouring over the road at the north approach to the Knik Bridge washed the shoulder approximately three feet deep on the down stream side. However, no pavement was lost. Cleanup and shoulder repair was completed on the 25th of July.

In the Railroad rehabilitation, the Alaska Railroad raised both the Eklutna crossings approximately .5 of a foot and the pavement was dug out and raised with select material to meet the new Railroad grade. Warning signs were placed and plans are to shoot and seal the areas as soon as weather permits.

Late in the month, high water in the Matanuska River washed the pavement badly at Mile 76 and 69.7. The 76 Mile washout was repaired, however, the 69.7 was approximately 50 feet long and took six feet of the pavement. Rock is presently being blasted to pour in the washout in an effort to turn the river.

Secondary RoadsS-8001 - Anchorage

Brush and rock berm along the edge of the old Birchwood Road was removed and short curves widened for sight distance.

The fill on Sand Lake Road, adjacent to Campbell Creek Bridge, settled and approximately a thousand yards of gravel were hauled in to pick it up.

All roads were graded, shoulders maintained and the Railroad crossing at Sand Lake was raised.

S-8002 - Palmer

Two short sections of the Matanuska Road were regraded and raised with a cat and scraper, where the spring run-off had run over the road, and culvert were installed. The hill at the Experimental Farm on the Matanuska Road was widened and the entire Palmer system graded with motor patrols. Stop signs were installed at the railroad crossing on the Fairview Loop and a beaver dam and house were destroyed on the Fishhook Road. The Knik Road was ditched with motor grader from Wasilla.

S-8003 - Iliamna

Work on the Iliamna-Pile Bay Road during the month consisted of removal of rock slides on the mountain and grading from 2.5 Mile to 12 Mile. At 13 Mile, corduroy was replaced and approximately two thousand feet of swamp was covered with two feet of gravel. On the old Iliamna-Newhalen Road, a three man crew from Anchorage replaced two bridges with forty-eight inch culvert which was procured from the CAA; repaired numerous washouts; and reditched the entire road. The crew returned the CAA equipment to the CAA station late in the month and returned to Anchorage July 28th.

S-8004 - Silvertip

Seven miles of the Hope Road was reditched and spot-gravelled and sign posts were replaced as necessary on the entire road. All roads in the Hope area were graded with a motor patrol and reditched as necessary.

S-8005 - Moose Pass

Surface blading was accomplished on all roads in the Moose Pass area and cleanup was started at the depot.

S-8006 - Seward

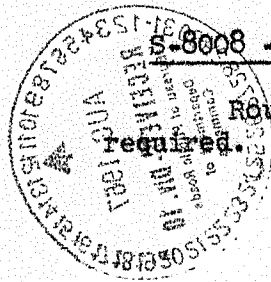
Culverts were installed and one mile of the Nash Road was reditched and regavelled. All other gravel roads in the area were bladed.

S-8007 - Soldotna

Ditches were cleaned out and all soft spots regavelled. Culverts were cleaned and lengthened where traffic had run over and bent the ends. Surface blading was performed on all roads.

S-8008 - North Kenai

Routine surface maintenance was performed with motor grader as



S-8009 - Ninilchik

Work during the month on the local roads in the Ninilchik area consisted of surface blading and re-ditching.

S-8010 - Homer

Spot gravelling, re-ditching, culvert maintenance and grader maintenance were performed on all Homer roads.

S-8011 - Alcatraz

Surface blading and re-ditching was performed as necessary.

S-8012 - Kodiak

Routine grader maintenance was performed over all Kodiak locals and soft spots regravelled, a total of three hundred and ninety-six yards of select material was placed.

S-8014 - Naknek

No report received.

S-8015 - Dillingham

Maintenance work on the Dillingham roads consisted of surface blading with the motor patrol and replacement of two culverts on the Wood River Road.

S-8016 - Bethel

An unusual dry season in the Bethel area allowed us to recap most of the roads with sand and widen the road through the village. Large culverts were installed as replacements where major washouts had been occurring in the past. Late in the season, a bad tundra fire started near the Standard Oil tanks and with the up-river wind, the hospital and Standard Oil tanks were in danger of burning. Our equipment, together with CAA and Morrison-Knudsen equipment, worked all one night cutting fire breaks and the fire was turned. All together, twelve dozers worked until the fire was under control.

S-8017 - Takotna

Work at Takotna consisted of brush removal with a cat and grader; shoulder reshaping; re-ditching; surface maintenance with the grader; and regravelling. Spot gravelling was accomplished from Mile 1 to Mile 15 and seven culverts were removed, cleaned and replaced.

S-8018 - Medfra

Mining operations in the Medfra area have been shut down all summer and no work has been done on the road. Strandbergs' state that they will work this fall after the freeze-up when they close down their placer operations, but at the present time, no work is necessary.

S-8019 - Flat

All roads in the Flat area were bladed and ditched. The wooden bridge at Mile 3.4 on the Flat Creek Road was removed and two thirty inch culverts placed. Fill over the culverts was made by Fullerton Brohters so they could move their dragline to the mine. Grass and brush was removed from the roadway from the Flat Slate Creek Road near Discovery by hand as this road is too rocky to use machinery.

S-8020 - Cantwell

The only work done on the Cantwell Station and Summit roads during the period was grader maintenance.

REIMBURSABLE ACTIVITIESW. O. 16 - McKinley Park Roads Maintenance

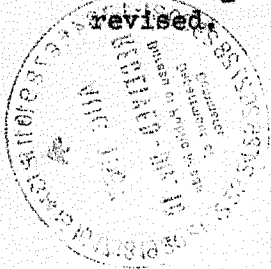
Brush was cut by hand on Polychrome and Sable Passes and spot gravelling was accomplished from Mile 6 to Camp Eielson. Blading was accomplished over the entire road and culverts were repaired and replaced as necessary.

W. O. 1200 - Dillingham Airfield Grading

Work was started re-ditching the Dillingham Airfield. However, the ditch slopes proved too soft and the tractor was pulled out and sent out on the Aleknagik Road.

W. O. 1181 - Eielson Parking Area

An attempt was made by our engineer in the area to stake the Eielson Parking area so grading could begin. However, the Topog map provided by the Park Service proved to be so far in error that no grading could be accomplished. Mr. Hatchett, of this office, went over the area with Mr. Jacobs and Mr. Kreuger, of the National Park Service, and Mr. Kreuger made plans to take their drawing back to San Francisco to be



Mr. E. H. Swick

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August 8, 1957

MISCELLANEOUS

The roof of the office and warehouse building in Anchorage were retarred and low spots levelled so water would run to the roof drains.

Very truly yours,

M. C. Zimmerman
District Engineer

MCE/LAH/at

RECEIVED
AUG 11 1957
DISTRICT ENGINEER
ANCHORAGE

RECEIVED - M. C. ZIMMERMAN
AUG 11 1957
DISTRICT ENGINEER
ANCHORAGE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 07-11-2013 BY 60322/UC/STP/STP

*Fed-aid
Alaska
General*

*John
ic. to m/c 4/4*

P.O. Box 219
Nome, Alaska

August 5, 1957

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

Re: Situation Report for Period Ending
July 27, 1957

Dear Mr. Swick:

Changeable weather favoring our construction and maintenance activities has marked this past period - inclement weather occurred only in those areas in which we were not working. About the middle of the period winds carried smoke from the large forest fires in the interior of Alaska over this area and obscured the sun for a few days - we can now sympathize with those people who live in the Los Angeles smog. Later as the wind shifted and light occurred the smoke disappeared.

The Nome District had the following visitors this period.

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

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

Wm. J. Niemi, Assistant Regional Engineer
Bureau of Public Roads
Juneau, Alaska

William Pelly, Finance Officer
Bureau of Public Roads
Juneau, Alaska

Dick Egge, Partner
B-E-G-K Constructors
Nome, Alaska

Phil Hollisworth, Commissioner
Territorial Department of Mines

C. R. Siegel, Manager
Northern Electric Corp.
Fairbanks, Alaska

