

Material	\$23,190.14
Freight	7,689.88
Equipment	839.67
Engineering and inspection	2,941.81
Labor	15,395.22
Hire and care of animals	1,250.03
Fuel and power	1,032.31
Miscellaneous	622.21
Total	<u>\$53,001.27</u>
Received from sales	1,512.08
Total net cost	<u>\$51,489.19</u>

NOME DISTRICT

(Mr. Daniel A. Jones, Superintendent)

Route 8 -- Nome-Council Road (approximately 82 miles; 57 constructed).

Maintenance work on the Nome-Fort Davis section included blasting the ice under bridges in the spring and resurfacing 3,300 feet of road with gravel. The Rocker Creek Bridge was repaired by constructing two new crib supports and replacing old stringers.

No expenditure was made on the Fort Davis-Cape Nome section, which, as noted in previous reports, was very badly damaged by the storm of 1913. The Territorial road commission is now engaged upon the reconstruction of this section.

Work on the Cape Nome section, which was reconstructed in 1915 by the Territorial road commission, consisted of removing slides, cleaning ditches, and constructing 1,575 feet of approaches to the new road at a cost of \$2,826.99

General maintenance and the construction of 6,945 feet of gravel-surfaced corduroy constituted the year's work on the Solomon-East Fork section. The total expenditure was \$5,041.23.

Maintenance of the Fox River-Council section, which is entirely corduroy, cost \$445.10 per mile.

The maintenance and operation of the Safety Ferry cost \$885.80, of which \$385.80 was expended for new cable and minor repairs to the scow.

The cost of maintaining and operating the Bonanza Ferry was \$537.70; of this amount, \$162.70 was for new cable and repairs to the ferry scow.

Route 13A -- Nome-Bessie Road (3.3 miles).

General maintenance on this route, including resurfacing 7,335 linear feet with gravel, cleaning ditches, and opening channels through the ice under bridges during the spring, cost \$696.97 per mile. In addition, 400 cubic yards of material in the fill over Dry Creek, washed out by high water, was replaced at a cost of 51 cents per cubic yard. The maintenance cost for the year was greater than usual, largely because of the heavy rains during the summer of 1916.

During June of this year 1,200 tons of freight were transported over this road, and the daily average freight movement throughout the year was approximately 30 tons.

Route 13B -- Bessie-Banner road (3.5 miles).

The work of the year on this route was confined to surfacing 2.3 miles with gravel, at a cost of \$3,797.07.

Route 13C -- Bessie-Little Creek Road (1.25 miles).

Route 13D -- Bessie-Dry Creek road (1.25 miles).

No work was done on these routes during the year.

Route 13E -- Dry Creek-Newton Road (0.33 miles).

Repairs to culverts on this road cost \$27.

Route 13F -- Nome-Osborne Road (4 miles).

General maintenance work on this route cost \$45.18 per mile.

Route 13G -- Grass Gulch Road (1.75 miles).

No work was undertaken on this route during the year.

Route 13H -- Center Creek Road (1.37 miles).

The cost of resurfacing 625 feet of this road with gravel was \$386.84.

Route 13I -- Nome River Road (5 miles).

The protection of this road during the spring break-up cost \$13.05 per mile. No other work was done during the year.

Route 13J -- Wonder-Flat Creek Road (2 miles).

General repairs and maintenance on this route cost \$178.05 per mile.

Route 13K -- Bessie-Buster Road (5 miles).

The work of the year on this route consisted of general maintenance and surfacing 1 mile with gravel 12 inches thick, at a cost of \$0.36 per foot.

Route 18 -- Kaltag-Solomo Trail (248 miles).

On the Topkok-Unalaklik section of this trail 2,818 permanent stakes, each 3 inches in diameter at the butt and 9 feet long, were cut and set. In addition the permanent stakes on 79 miles were repaired and reset where necessary and 4 1/2 miles of new trail cleared through timber. The total cost was \$961.85.

Route 21 -- Unalaklik-St. Michael Trail (approximately 65 miles).

The temporary staking of 18 miles on the ice between St. Michael and Klikitarick cost \$16. The remainder of the work embraced restaking 27 miles with permanent stakes and the construction of a light tram over the Golsovia River, at a total cost of \$381.40.

Route 25A -- Cripple River Road (13.5 miles, total A and B).

Route 25B -- Penny River Road.

Route 25C -- Nome-Wireless Road (0.25 mile).

No work was done on these routes during the year.

Route 25D -- Mouth of Center Creek Road (2 miles).

General maintenance and repairs on this road cost \$87.66 per mile.

Route 25E -- Submarine Paystreak Road (2.5 miles).

As originally built this road extended from near the mouth of Snake River for a distance of approximately 1 mile along the submarine paystreak. A total of only \$620.84 has been expended on it since its location, is being constructed from Snake River bridge to the submarine paystreak. This road will be designated by the same name and route number as the old road, which has been abandoned.

The work of the year consisted chiefly in the construction of fills leading to the Snake River bridge approaches, containing 1,460 cubic yard of material. A branch road 1,200 feet in length was also constructed from the west approach to a point near the mouth of Snake River. The total cost of all work was \$1,765.07.