

INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

DATE Jan. 14, 1948
FILE NO.
SUSPENSE—

Juneau

DISTRICT

REFERENCE— Proposed 1948 Field Program - Nome District.

Route 8. General maintenance and improvement, mile 0 to 45.
Mile 3.5; raise grade of road twelve inches for distance of about 1,500'. Grade tundra piled along this section, to eliminate in part, drifting snow. Replace fill for 500' at east approach of Nome river bridge. Paint Nome river bridge.
Replacement of bridge at Cunningham creek with arch culvert (Elephant hut material). Also relocation of same to eliminate dangerous curves and excessive drifting snow.
Relocation and new 40' bridge at Hastings creek; install as proposed in 1947 program.
Install new culverts mile 11 to 13 and 32 to 43, where needed. Ditching where needed mile 11 to 12 and 32 to 43. Check mile posts and replace where needed. Extension of road from mouth of East Fork, mile 45, to council.

Route 8D. Maintenance in co-operation with miners. Bridge over Ophir creek to be built (Territorial allotment of \$1,500).

Route 13A. General maintenance mile 0 to 3. Replace bridge at Mile 2.5, Bourbon creek, with arch culvert (Elephant hut material).

Route 13B. General maintenance mile 0 to 20.
Spring break-up repairs; gravel, ditching and culverts where needed.
Improvement: Replacement and relocation of 4 small bridges, as proposed in 1947 program. However, only to be done if additional equipment will be available for a second crew.

Route 13F. General maintenance mile 0 to 9.
Spring break-up repair; ditching and culverts where needed.

Route 13K. General maintenance mile 0 to 11.
Side hill ditching mile 5 to 7 as soon as Army is out of Area. Spring break-up repair; ditching and gravel where necessary. Gravel surfacing mile 5 to 7.5, only if equipment is available for second crew.

Route 26. Maintenance and improvement in cooperation with miners.

Route 27. General maintenance and improvement mile 0 to 25.
Completion of 3,000' of relocated road (mile 0 to 1) using old wagon road location. Bridge over Smith creek, much longer span than anticipated due to soft creek bottom.

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

DATE Jan 14, 1948
FILE NO.
SUSPENSE—

Juneau DISTRICT

REFERENCE— Proposed 1948 Field Program, continued.

Route 67. Operate small boat ferries at Penny and Cripple rivers.

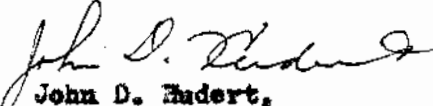
Route 67B. General maintenance mile 0 to 15.
Improvement, mile 13.5 to 15. Surfacing to be placed as this section of road has never been surfaced and is impassible in wet weather. This is necessary to open road to mining operations.

Route 68. Flagging trails, about 250 miles.

Route 89A. Maintenance and improvement mile 0 to 80.25.
Renewal of ties and raise track on mud sills where necessary.
Replacement of small trestles and wood culverts with fill and metal culverts where possible and needed.
River diversion mile 21 and 22 to protect track.
Raise Sherrette creek bridge, mile 56.5, and fill for approaches.
Clear brush 5' each side of track and burn grass between rails.
Thorough repair of all wood trestles where needed. Steel bridges to be painted if possible.
Rehabilitation of tram from Nome to Little Creek in co-operation with Army. Deadline for completion, June 30, 1948.

Route 89AB. Maintenance and improvement mile 0 to 40.75.
Special attention and effort paid to drainage, as this is the biggest problem; ditching and culverts where needed.
Surfacing where needed, especially from mile 18 to 32. Effort will be made to establish permanent camp at Neva Creek, mile 18. Ramp for ferry at Bunker Hill.
Replacement of bridge at Neva creek with longer span and higher grade as fill approaches wash out every spring.

General. No new work recommended as maintenance and improvement problems are about all that can be taken care of at the present..


John D. Hudert,
Superintendent.

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

DATE Jan. 14, 1948
FILE NO.
SUSPENSE—

Juneau

DISTRICT

REFERENCE— Additional information reference 1948 work program.

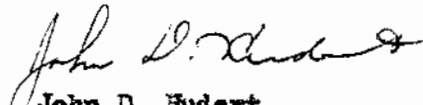
Route 8. Extension of road from mouth of East fork, mile 45 to Council, mile 65.

In view of the fact that there were no storms this fall the road from Nome to Solomon should be in fair shape for next season except for general maintenance. This should enable us to spend enough time on this extension to make it passable for the freighting which the mining operators in Council intend doing. According to reports received this section is in fair condition up to the corduroy crossing the flats into Council and which is impassable. A survey early in the season should give us the answer as to what can be done.

If the proposed program is satisfactory, Route 8 allotment should be enough to cover this extra work. However, an additional \$10,000 might be necessary to take care of the cost of establishing a base camp and for transportation of heavy equipment to site, as Solomon ferry is inadequate.

Route 13. On the assumption that no new equipment will be available it is proposed that the same ^{plan} as used in 1947 be followed in putting the 13 routes in shape first and then concentrating on route 8 with the equipment on hand, which is enough for only one crew.

See Proposed 1948 Field Program. The reason these items were not completed during 1947 was that the R. R. crew quit as soon as they arrived in town and we were forced to use the trestle crew and what men were left of route 8 maintenance crew for rehabilitation of the tram from Nome to Little Creek, which was our primary consideration.


John D. Hudert,
Superintendent.

ADDITIONAL PROGRAM -- NOME DISTRICT

1948

April 30, 1948.

<u>Sub-Project No.</u>	<u>Name</u>	<u>Program</u>	<u>L & M</u>	<u>J. P.</u>	<u>Field</u>
8	Nome-Council	\$20,000	\$3,000	\$7,000	\$10,000
	Airfields	<u>11,000</u>	<u>1,500</u>	<u>3,500</u>	<u>6,000</u>
	Totals	\$31,000	\$4,500	\$10,500	\$16,000

The additional funds have been made available by the Territory and are to be used in extending the road from Solomon River to Council, as outlined in previous operations orders.

Funds for airfields are also provided by the Territory and are to cover work included in your supplemental recommendations. The largest item is for surfacing with crushed gravel the Nome airfield. You furnished no estimates and it is possible the amount provided is not sufficient to do the job. Maintenance and improvement of Kotzebue field will be done from this allotment if work can be arranged. Also, an emergency field is to be constructed near the mouth of Iron Creek if a suitable location can be found, the work to be done when there is a downer available in the locality.

No work on Deering field is included as an allotment has been made by the Territory to local residents for this work.

HT
IKE P. TAYLOR,
Chief Engineer.

IPT:jsh

PROGRAM AS OF MARCH 1, 1948

Nome District

Season 1948

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<u>Sub-Project No.</u>	<u>Name</u>	<u>Program</u>	<u>J. P.</u>	<u>L & M</u>	<u>Field</u>
8 Routes	Nome-Council & Branches	\$60,000			\$30,000
13 & 25	Nome Local Roads	27,000			13,000
27	Deering-Inmachuk	11,000			6,000
67B	Teller-Bluestone	7,000			4,000
68	Flagging Trails	2,000			1,200
89A	Seward Peninsula Tram	52,000			25,000
89AB	Bunker Hill-Kougarok & Br. ..	36,000			18,000
	Misc. Roads and Trails	<u>5,000</u>			<u>3,000</u>
	Totals	\$200,000	69,800	30,000	\$100,200

33/88

IPT:jsh

*Mailed
3-5-48
Jsh*

OPERATIONS ORDERS

Nome District

Season 1948

March 1, 1948.

Foreword:

The amounts recommended for each project have been retained. However, it was necessary to revise your breakdown to field, L & M, and J. P. to cover the relatively large purchases of lumber. If it appears later in the season the amount reserved for J. P. is excessive, a portion can be transferred to field.

Nome-Council and Branches:

The funds provided are sufficient to make a fair start on improvement of the route from the Solomon River to Council. All equipment which can be spared will be put on this job as soon as necessary repairs are made to the Nome-Solomon section. In so far as practical, the work should be prosecuted from the Nome end in order to avoid flying supplies to Council.

The work recommended between Nome River and Cape Nome will be done if equipment can be spared.

The bridge over Ophir Creek approved by the Territory will be built. If we do the work, an addition to the program will be made on request.

Deering-Immachok:

If practicable the relocation in mile one will be completed and data obtained for bridge required.

Seward Peninsula Truss:

Rehabilitation from Nome to Little Creek will be completed as early as practicable. Work outlined in recommendations will be done. The large tractor from Bunker Hill will be used on the truss during the season, ending in Nome for use later in the Nome and Solomon areas.

Bunker Hill-Kougarok and Branch:

The funds provided are to be the maximum for this road. In view of limited funds the cost of maintenance is extremely high. It is agreed the work recommended is desirable and will be carried out to the extent possible with the funds available.

Operations Orders, Nome District
Page 2.

General:

The remaining work will consist of routine maintenance and minor improvements as outlined in your recommendations.

No funds are included for airfields or other Territorial projects. These will be covered later after decision by the Highway Engineer.

Ike P. Taylor,
Chief Engineer.

IPT:jsh

July

Program as of March 1, 1949

Nome District

Season 1949

<u>Sub-Project No.</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>LAN</u>	<u>Field</u>
8	Nome-Council and Branches.....	80,000			40,000
8	Nome-Solomon Survey...	57,000			39,000
13, 25	Nome Local Roads.....	30,000			15,000
26	Candle Creek Road.....	3,000			---
27	Dearing-Innashuk.....	9,000			5,000
37B	Colovin-White Mountain Survey.....	20,000			10,000
67B	Teller-Bluestone.....	7,000			4,000
68	Flagging Trails.....	2,000			1,000
89A	Seward Peninsula Tram.	42,000			21,000
89AB	Bunker Hill-Kougarek..	<u>50,000</u>			<u>25,000</u>
	TOTAL.....	\$300,000	\$115,000	\$35,000	\$150,000

33/90

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OPERATIONS BUDGET

Zone District

Season 1949

March 1, 1949.

Zone-Council and Branches:

In addition to necessary maintenance, work will include continued improvement of the road to permit truck traffic through to Council. Fill across the Niukluk Flats to the river at Council will be completed. Where practicable the road will be improved on the East Fork and Fox River to avoid as many stream crossings as possible. A new bridge will be constructed at Hastings Creek on higher grade with necessary approach fills and the alignment will be improved at the approaches to the stream.

Zone-Colonna Survey:

It is intended to make a definite location survey of a route north of Safety Lagoon. The route to be selected after reconnaissance and consideration should be given to alternate lines leaving the road, either at a point west of Cape King or along the present branch road east of the cape. A chief of party and instrument man will be obtained as soon as possible from applicants to this office - no one has been located yet.

Zone Local Roads:

Maintenance and improvement of these roads will be performed in accordance with your recommendations. Improvement will include replacement of bridges and culverts as outlined in recommendations.

Candle Road:

The amount included in the program is to cover estimated cost of a pull grader for use on this road. The entire amount is assigned to cover Amest purchase.

Deering-Innachuk and Teller-Whitestone:

Essential maintenance will be performed.

Colovin-White Mountain Survey:

A definite road location survey to ^{connect} these two points will be made. It is planned to use the same party on this job that is to do the Zone-Colonna survey. Consideration will be given to the selection of a route on the best ground obtainable without unduly increasing the length of road required.

Seward Peninsula Road:

Maintenance and improvement will be done as outlined in your recommendations. It should be definitely planned to raise the Sherrette creek bridge.

Operations Orders, Zone District
Page 2

Dunker Kill-Longaroki

In addition to maintenance, surfacing will be extended as far as possible with these funds. Sufficient surfacing should be placed to permit truck traffic at least to the North Fork crossing.

General:

All roads in the Zone District have been classified as local roads and all new construction or reconstruction performed will comply with the standards for local roads. This will require all new bridges to be 20 feet in width and all culvert installations will provide for a 20-foot width of roadbed.

Geo P. Taylor
Chief Engineer

107128

March 1, 1949

PROGRAM - 1949

JUNEAU:

Reallotted, '48 obligation - Paving			
	Cash . . .	1,912,582	
	- Con. Auth. . .	8,940,444	
" " "	- Turnagain Arm .		
	Cash . . .	11,020	
	Con. Auth. . .	4,000,000	
" " "	- Field	132,500	
" " "	- J.P.	1,731,221	
Vouchers in transit	-	<u>38,588</u>	16,766,355
Juneau office	-	300,000	
Turnagain Arm	-	3,443,455	
Paving	-	4,775,556	
Reserve	-	<u>2,777,000</u>	<u>11,296,011</u> <u>28,062,366</u>

SOUTHEASTERN DISTRICT:

Federal

52B	Annette Island Roads.	11,250	
	Surveys Annette Island.	30,000	

Cooperative

3AB	Haines Boundary	35,000	
3D	Haines-Mud Bay.	5,000	
44D	Skagway Roads	20,000	
	Surveys-Paving.	10,000	<u>111,250</u>

Territorial

3E	Haines-Chilkoot	2,000	<u>2,000</u> <u>113,250</u>
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VALDEZ DISTRICT:

Federal

4BA	Richardson Highway, Maintenance	227,000	
4BA	" " , Reconstruction	600,000	
4BA	" " , Surveys for reconstruction	120,000	
4DB	Glenn Highway	48,000	
6A	Chitina-Willow Creek	10,000	
57L	Cordova-Chitina Survey	15,000	
65A	Gulkana-Junction-Tok Junction	1,180,000	
76C	Paxsons-Susitna River Survey	80,000	
76C	Paxsons-Susitna River Construction	700,000	

VALDEZ DISTRICT (Continued):

<u>Federal</u>				
78	Valdez Depot.	9,000		
103	Tank Farm	10,000	<u>2,999,000</u>	
 <u>Cooperative</u>				
36	Valdez-Mineral Creek.	6,000		
57,57D	McCarthy Roads.	15,000	<u>21,000</u>	<u>3,020,000</u>

FAIRBANKS DISTRICT:

<u>Federal</u>				
4K	Richardson Highway.	120,000		
7A	Fairbanks-Chatanika & Branches.	40,000		
7B	Fox-Livengood & Branches.	250,000		
7DF	Surveys, Ester-Nenana	50,000		
7J	Chena Hot Springs Survey.	40,000		
11 Routes	Eagle-Chicken.	8,000		
15,16	Chatanika-Circle	145,000		
38A,E	Ruby-Poorman.	95,000		
47	Wiseman System	8,000		
59	Fairbanks Bridge.	6,000		
59A	Fairbanks Garage.	390,000		
65A,L	Alaska Highway & Tok Branch	140,000		
65M	Alaska Highway-Eagle.	700,000		
	Farm Roads	180,000		
	Miscellaneous Roads & Trails. ;	10,000	<u>2,182,000</u>	
 <u>Cooperative</u>				
4K,J	Branches to Richardson Highway.	5,000		
7D	Fairbanks-Ester & Branches.	27,000		
7N	Farmers-Birch Hill & Branches	3,000		
9	Rampart-Eureka.	6,000		
15A	Circle Hot Springs System	5,000		
15E,G	Miller House-Harrison & Branches.	2,000		
30	Manley Hot Springs System	35,000		
88	Ferry-Eva Creek	5,000	<u>88,000</u>	
 <u>Territorial</u>				
7A	Branches to Fairbanks-Chatanika	5,000		
7C	Summit-Fairbanks Creek & Branches.	5,000		
16A,D,E	Branches to Route 16.	1,000	<u>11,000</u>	<u>2,281,000</u>

ANCHORAGE DISTRICT

<u>Federal</u>		
35B	Wasilla-Fishhook-Palmer	10,000
46D	Mt. McKinley Park Road.	15,000
46D.	Boundary Kantishna.	2,000
48,48A	Iliamna Roads.	16,000
55C	Forest Boundary-Homer.	800,000
75D	Anchorage Depot.	30,000
51	Talkeetna Roads	15,000

ANCHORAGE DISTRICT (continued)

<u>Federal</u>				
75L	Anchorage Loope-Palmer.	100,000		
75P	Anchorage Potter.	100,000		
76C	McKinley Park-Susitna River Survey. .	80,000		
92IA	Naknek to Naknek Airport Survey . . .	15,000		
94	Kodiak Roads.	20,000		
96B	Glenn Highway.	70,000		
103	Tank Farm.	10,000		
	Farm Roads.	200,000	<u>1,473,000</u>	
<u>Cooperative</u>				
35A, DB	Mountain Roads.	30,000		
35F, G, H, J	Palmer Roads.	60,000		
75	Anchorage Loop & Branches.	25,000		
32B, 33C	Flat Roads	12,000		
32G, 38D, E	Takotna Roads.	40,000		
92AA	Bethel Airfield and Road.	10,000		
92R	Dillingham-Wood River.	20,000		
93A	Bull River Road.	10,000		
98	Homer Roads.	35,000	<u>242,000</u>	
<u>Territorial</u>				
38M	Ophir Airfield.	10,000		
75A	Lake Spenard Road & Branches.	20,000		
98I	Homer Dock.	15,000	<u>45,000</u>	<u>1,760,000</u>
<u>NOME DISTRICT</u>				
<u>Federal</u>				
89A	Seward Peninsula Tram.	42,000		
8	Nome-Solomon Survey.	57,000		
37B	Golovin-White Mountain Survey.	20,000	<u>119,000</u>	
<u>Cooperative</u>				
8	Nome-Council & Branches.	80,000		
13 & 25	Nome Locals.	30,000		
26	Candle Creek Road.	3,000		
27	Deering-Inmachuk.	9,000		
67B	Teller-Bluestone.	7,000		
68	Flagging trails.	2,000		
89AB	Bunker Hill-Kougarok ,	50,000	<u>181,000</u>	<u>300,000</u>
			<u>GRAND TOTAL</u>	<u>35,536,616</u>

SUMMARY

ASSETS

Juneau.	\$28,062,366
Southeastern.	113,250
Valdez.	3,000,000
Fairbanks.	2,281,000
Anchorage.	1,760,000
Nome.	300,000
<u>TOTAL.</u>	<u>\$35,536,616</u>

Cash on hand 3/1/49.	8,429,394
Appr. Maintenance.	1,841,300
Appr. Construction.	5,085,400
Appr. Turnagain Arm.	4,000,000
Appr. Paving.	14,815,000
Appr. Surveys.	400,300

(continued)

ASSETS

Appr. Buildings.	\$ 550,000
Alaska Fund.	100,000
Territory.	<u>360,000</u>

TOTAL. \$35,581,394

NOTE: Assets based on changes proposed in budget to reduce paving \$600,000, increase farm roads \$100,000 and buildings \$500,000.

Reserve Includes:

Maintenance. . . . .	.200,000
Tok Cut-off. . . . .	.450,000
Forty Mile.	300,000
Kenai. . . . .	.200,000
Parsons-McKinley Park.	200,000
Paving Surveys 1949. .	.509,000
Surveys 1950.	53,000
Buildings.500,000
Paving Spenard and College.	<u>.365,000</u>
	\$2,777,000

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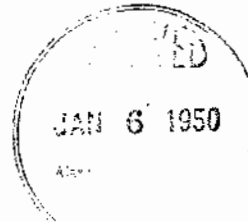
UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

JUNEAU, ALASKA
Nome District

December 22, 1949

Col. N
IPT
AFG
CMT

Mr. Ike P. Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska



Subject: Proposed 1950 Field Program. (Nome District)

Dear Mr. Taylor:

Maintenance Program

Route 8: Nome-Council and Branches

General maintenance between mile 0 and 72 inclusive. Includes spring snow removal mile 0 to 15 in cooperation with A.C.S., C.A.A. and Nome sea wall contractor and mile 35 to 45 in cooperation with Solomon miners; grading with motor graders between mile 0 and 19 and between mile 35 and 45, with tractor and maintainer between mile 19 and 35; cleaning of ditches and culverts; repair of culverts and ditches; cleaning and painting of Nome River Bridge, mile 4; resurfacing where needed between mile 0 and 14 in cooperation with Nome sea wall contractor.

Additional work may have to be done at Hastings Creek, mile 10 $\frac{1}{2}$, to eliminate hazards caused by glaciering which tend to hinder the operations of the sea wall contractor. Included in this work would be the replacement of two small bridges with larger structures (timber) with connecting fill of 10' maximum. As this work would have to be done mainly for the benefit of the contractor, it is anticipated that it will be done with the active cooperation of the contractor and possibly on an improvement basis.

It is anticipated that maintenance will have to be done between mile 45 and 73 and will be done by maintenance crew operating periodically out of Solomon or East Fork camp. This will eliminate using any portion of the crew working on the Council end.

Extensive repairs will have to be made to the east approach of the Solomon River Bridge, mile 43, to make it safe for heavy traffic.

Further work will be required at mile 17 $\frac{1}{2}$, to raise fill about 1' higher and to place rock on the lagoon side in order to protect it from going out with every small storm. Any extensive operation would be prohibitive and, even if done, it is doubtful if it would hold during a severe fall storm.

Proposed 1950 Field Program - Cont'd.

Due to the excessive wet weather of last season, several soft and muddy areas were noticeable. It is planned to stabilize this condition by the placing of pea gravel obtained locally. Areas in question are between mile 19 and 34.

Maintenance will also include the removal of slides at Cape Nome Bluff, mile 14, and the placing of mile posts and necessary traffic signs.

Route 8D: Council-Ophir Creek (12 miles)

General maintenance in cooperation with miners. To be done when Council end of Route 8 is completed.

Route 8H: Casa De Paga

General maintenance from mile 0 to 7 in cooperation with miners. Includes spring snow removal, repair of washouts and grading with tractor and pull grader.

Route 13A: Nome-Bessie (4.5 miles)

General maintenance only.

Route 13B: Bessie-Snake River (20.5 miles)

General maintenance includes: spring snow removal to Mile 19 in cooperation with U.S.S.R.&M. Co., repair of spring washouts, gravel resurfacing where needed, repair and replacement of culverts, brush clearing, cleaning of ditches, repair of small bridges, surface maintenance with motor graders, mile posts to be checked and placed.

Route 13C: Bessie-Sunset

General maintenance mile 0 to 6.6 includes: spring snow removal to enable access to Snake River Bridge for purpose of blasting ice jams occurring during spring breakup, repair and replacement of culverts, ditching, clearing brush, repair of washouts, gravel resurfacing where needed, construction of dyke at mile 1 to control glaciering from Anvil Creek; surface maintenance with motor graders.

Route 13F: Bessie-Osborne

General maintenance includes: spring snow removal in cooperation with U.S.S.R.&M. Co. for their ditch operations, ditching, repair and replacement of culverts, brush clearing, repair of spring washouts, repair of small bridges, resurfacing where needed, surface maintenance with motor graders.

Route 13K: Bessie-Buster and Branch (11 miles)

General maintenance includes: spring snow removal in cooperation with ditch operations of U.S.S.R.&M. Co., repair of washouts, repair and replacement of culverts, small bridge repairs, cleaning of ditches, brush clearing, setting of mile posts and traffic signs, surface maintenance with motor graders.

Route 13M: Nome Depot

Routine maintenance only.

Proposed 1950 Field Program - Cont'd.

Route 25C: Nome Wireless (1/4 mile)

General maintenance includes: spring snow removal in cooperation with A.C.S., spring breakup repairs, surface grading with motor grader.

Route 25D: Mouth of Center Creek (2 3/4 miles)

Little Creek Branch (2.0 ")

Winter maintenance by A.R.C. forces, as it will be used as access road from Nome to new Nome Depot at Satellite Field area, includes: snow removal using D8 tractor and dozer and rotary plow borrowed from C.A.A., placing of snow markers on north east side of road. Further study to be made of snow conditions to determine the necessity of snow fences.

General maintenance includes: ditching, surface grading with motor graders.

Route 25L: Nome City Field

General maintenance includes: spot gravelling of holes and surface grading with motor graders.

Route 26: Candle-Candle Creek

General maintenance in cooperation with miners. Work performed by Havenstrite Mining Company with funds forthcoming directly from the Territorial Highway Engineers office at Juneau.

Route 27: Deering-Inmachuk (25 miles)

General maintenance includes: spring snow removal in cooperation with miners, repair of small bridges, repair and replacement of culverts, repair of washouts, ditching, brush clearing, gravel resurfacing which is badly needed in several areas and surface grading with truck and pull grader.

Considerable use is being made of this road to mile 21 by local miners and the need of adequate maintenance is immediate. Previously, very little has been accomplished due to local labor conditions, especially the lack of proper supervision and the lack of enough good equipment. It is recommended that a foreman be sent from Nome headquarters to supervise and do the work using local labor.

The equipment at Deering comprised of Ford Dump Truck, A.R.C. No.688, model BB, Ser. No. 5233955 and Chevrolet Dump Truck, A.R.C. No.717, Model QB, Ser. No. 6QB065572 is in very poor shape and very inadequate to cope with the necessary work to be done. In addition all loading of trucks is done by hand. As far as can be ascertained no suitable equipment is available for rent, so it is further recommended that Chevrolet Dump Truck (A.R.C. No.1416, Ser. No.21YR05-0519, condition fair) now in Candle and not being used be transferred to Deering. To facilitate loading of trucks using gravel trap with tractor and dozer it might be advisable to transfer the D6 Caterpillar tractor w/dozer, A.R.C. No.730, from Nome.

With proper supervision and equipment it is estimated that the road could be put in first class condition in six weeks to two months time, or with the funds allotted for the purpose.

Proposed 1950 Field Program - Cont'd.

Route 67B: Teller-Bluestone (15 miles)

General maintenance includes: spring snow removal in cooperation with miners, cleaning and repair of culverts and ditches, repair of washouts, resurfacing where needed and surface grading with truck and pull grader.

Conditions existing at Deering are pretty much the same at Teller and it is recommended that the foreman, after completion of the work at Deering, be transferred to Teller to supervise operations in like manner over a period of 2 months.

Mile 14 and 15 have never been completed and never will be under the present set up of only one truck and hand loading. It might be advisable to send another dump truck, preferably Chevrolet dump, A.R.C. No. 1414, and the 40 Caterpillar tractor w/dozer, A.R.C. No. 699, to Teller in order to complete the necessary work on mile 14 and 15. No additional dump trucks are available for rent and it is impossible to rent a tractor at our convenience.

Route 68:- Flagging trails. Approximately 200 miles.

Route 89A: Seward Peninsula Tram

General maintenance mile 0 to 80 $\frac{1}{4}$ includes: spring snow removal between mile 0 and 30 in cooperation with U.S.S.R. & M. Company for supplying the needs of their ditch camps and with local miners for earlier operation of their mining endeavors, repair and raising of track, renewal of ties, cleaning and repair of culverts and ditches, brush clearing along right of way especially on curves to give better sight distance, burning of grass on tracks, dyke protection at mile 21, 22 and 27; continuation of channel work for protection of bridge at Sherrette Creek, mile 56 $\frac{1}{2}$; painting of Nome River Bridge (mile 14) and Sherrette Creek Bridge (mile 56 $\frac{1}{2}$) and repair of crew cars at beginning of season.

Route 89AB: Bunker Hill-Kougarok and Branches

General maintenance mile 0 to 40.75 includes: snow removal in spring, repair of washouts, resurfacing where needed mile 0 to 18, cleaning and repair of culverts and ditches, repair to bridges, maintenance of ferry at Bunker-Hill, raising grade and lengthening ramp at ferry landing, continuation of surfacing mile 18 to 40.75 and continuation of the repair and painting of buildings at Quartz Creek camp.

Reconstruction and Improvement of Existing Roads

Route 3: Nome-Council

1. Relocation and construction of road to C.A.A. Transmitter Site.

In cooperation with C.A.A. for winter hauling of fuel and water from Nome to Transmitter Site and maintenance of their proposed transmission line. This involves approximately $2\frac{1}{2}$ miles of new road extending from north end of Stedman Avenue thence north east to Transmitter Site. Cooperation was requested in a letter from Joseph E. Walsh, Nome Station Manager, as of March 10, 1949 (copy herewith), but was held in abeyance because of previous program commitments.

A survey has been completed and as soon as information is plotted it will be forwarded to the Juneau office for consideration. The proposed road is in keeping with the future plans of the Nome District for construction in the event that the existing road mile 0 to 3 is washed out beyond repair from the Bering Sea storms. This road could be constructed as far as the Transmitter Site and then extended to the Nome River Bridge, mile 4, as planned and when the need arises.

2. Hastings Creek, Mile $10\frac{1}{2}$, Improvement.

Involves relocation and replacement of either one forty foot bridge or two twenty foot bridges, of timber construction, with a connecting fill of 10', length approximately 1000'. Additional information has been obtained by survey crew and will be available as soon as plotted. If constructed this would eliminate the problems of glaciering, excessive snow removal and fall flood conditions that hinder early spring maintenance and also the operations of the Nome sea wall contractor.

In discussion with Mr. Gerard, supervisor for the contractor, and in as much as it is to their advantage active cooperation has been promised to complete the project.

3. Mile $17\frac{1}{2}$

Raising of fill about 2' for 2000' and possible rip rapping - especially on lagoon side to eliminate washout and erosion from small storms that occur during the summer months. The cost of adequate protection from the severe storms usually experienced during the fall would be prohibitive, but it is recommended that the above work be done to eliminate the necessity of replacing of fill every time a small storm occurs as was experienced during the past season.

Route 13A:- Nome-Bessie

In cooperation with Nome water supply vendors and bush pilots using Nome City Field, it is recommended that grade of road from mile 0.4 to 1.0 be raised 2' to eliminate some of the excessive snow removal encountered by Nome City forces and water supply vendors during winter maintenance.

This also involves replacement of 20' bridge at Dry Creek, mile 0.5, to correspond to new elevation of road. This is advisable for during glaciering years present bridge is not adequate to take spring run off and is also a traffic hazard due to it's narrow width.

Proposed 1950 Field Program - Cont'd.

Route 13F: Bessie-Osborne

Replacement of bridge at Dry Creek, mile 1.0, which is in very poor condition and inadequate because of extreme glaciering conditions that exist. A 16' timber bridge would be sufficient with increased 2' elevation and the extension and raising of fill approaches involving length of about 500'.

Considerable use is made of this road by the public and an effort should be made to improve it. During spring break up and rainy seasons the road is almost impassable because of mud. To improve conditions it would be necessary to resurface about 4 miles between mile 0 and 5.7, and to improve drainage conditions by ditching and the placement of new culverts.

Route 13K: Bessie-Buster

One of the most used roads in the District and in need of improvement for the first four miles. Several relocations are necessary to eliminate bad curves, road width increased to 20', ditching and new culverts required, extension of existing culverts and resurfacing. It is also recommended to eliminate timber bridge at Joe's Gulch, mile 4.0, replacing with culverts and fill and to flatten curve at this point which is definitely too sharp and is a decided hazard.

Route 13M: New Nome Depot

Completion of new depot at Satellite Field area involves: grading of tailings to limits of property, grading of area for use as material yard, construction of all loading platform using salvage material, replacement of railroad siding to a more advantageous spot and construction of an additional siding for flat car and crew car storage, setting up of building using a 24' x 60' Quonset at end of main siding for R.R. equipment storage, setting up of surplus building for use as blacksmith shop, exterior painting of all permanent buildings upon completion of all repair; installation of water pumping station and fire mains with proper precautions for winter use, installation of water lines for summer water supply connecting up with main line of Moonlight water supply, installation of gas and oil storage tanks plus setting up of surplus building for pump house

It is anticipated to start the above program, except for placing water mains, about the first of May and should be completed about the first of June, so as not to interfere with the summer work season.

Nome Local Roads: Location Surveys

It is recommended that surveys of local roads be continued so that an accurate map can be made of the road system in the Nome District. Besides giving control of the area information compiled would be invaluable for future planning in regards to improvement and extensions.

It is recommended, especially, that Route 3 location survey be continued to Council so that relocations could be planned and laid out ahead of time; thus eliminating the possibility of unnecessary work and ensuring relocations of a more permanent nature.

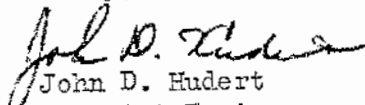
Proposed 1950 Field Program - Cont'd.

Nome-Council Road: Extension to Council, completion of line changes started last season and any further improvements that can be made.

Extension and completion of Council road mile 73.9 to mile 77.0. Completion of line changes started last season mile 46.7 to 48.7, mile 54 to 55.6, mile 57.4 to 58.8 and mile 69.5 to 71.0.

It is anticipated that further relocations can be made between these points to eliminate excessive fording of the East Fork and Fox Rivers and, in part, excessive snow conditions that exist in these areas.

Yours truly,


John D. Hudert
District Engineer

33/92

Program as of March 1, 1950

WHEE DISTRICT

Season 1950

<u>Subproject</u> <u>Number</u>	<u>Name</u>	<u>Program</u>	<u>I.P.</u>	<u>LM</u>	<u>Field</u>
3	Home-Council & Branches, Maintenance	33,750			16,000
8	Home-Council & Branches, Reconstruction	70,000			33,000
10H	Home Depot	15,000			7,000
13, 25	Home Local Roads	31,000			15,000
27	Booring-Branchuk	20,000			8,000
67B	Teller-Bluestone	10,250			5,500
68	Trails	2,000			1,200
89A	Seward Peninsula Train	36,000			19,000
89 AB	Dunker Hill - Kougarok	32,000			17,000
Total		\$250,000	\$93,300	\$35,000	\$121,700

33/92

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UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

COPY

Program as of March 1, 1950

NOISE DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>LAN</u>	<u>Field</u>
8	Nome-Council & Branches, Maintenance	33,750			16,000
8	Nome-Council & Branches, Reconstruction	70,000			33,000
13 M	Nome Depot	15,000			7,000
13, 25	Nome Local Roads	31,000			15,000
27	Deering-Imachuk	20,000			8,000
67B	Teller-Aluastone	10,250			5,500
68	Trails	2,000			1,200
89A	Seward Peninsula Tram	36,000			19,000
89 AB	Bunker Hill - Kougarok	32,000			17,000
	Total	250,000	\$93,300	\$35,000	\$121,700

50/4



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

March 8, 1950

OPERATIONS ORDERS

Nome District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance and construction projects authorized and discussed during the conference. No reconstruction other than the Nome Council road is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

§ Nome-Council, Maintenance:

Funds are programmed in accordance with the recommendations revised by you during the conference and provide for minimum maintenance only. Early snow removal should not be undertaken unless financed by the contractor as previously authorized by wire. Snow removal as in the past in cooperation with the Civil Aeronautics Administration and Alaska Communications System may be undertaken. The Hastings Creek fill cannot be undertaken within these funds. However, this work will be considered at a later date if our increased appropriations are received.

§ Nome-Council, Construction:

Funds are being programmed as discussed during the conference but no allotments will be made until our appropriations are more definite. However, as agreed, you may plan that the work will go ahead and organize your crews and equipment accordingly. All effort on this work should be exerted toward pushing the fill to Council and work on the line changes should not be undertaken until it is assured that you may reach Council with the funds provided. Further investigation of the possible move of the equipment across the swamp in order to permit a bargehaul of the fill material should be made. However, an early start should not be planned if it is necessary to again fight snow as during last season. It is realized that these funds are limited and your plans must be accordingly to exert every effort on the most economical completion of this job. One additional 4 x 4 pickup is being purchased.

13 1/2 Home Depot:

Funds are programmed as recommended for maintenance of the depot, completion and minor improvement of the yard area. No additional construction or installation of buildings should be undertaken without approval since the funds provided will allow only the absolutely essential work to be undertaken.

13 and 25 Home Local Roads:

Funds are provided as recommended for minimum maintenance and repairs as outlined by you.

26 Handle - Seattle Trucks:

No funds are programmed for this work, however, it is assumed that the maintenance will be handled by the miners with Territorial Funds as in the past. Use of our new grader and other equipment for this work is again authorized.

27 Deerling:

Increased funds are programmed as recommended for placing this road in fair condition to Mile 21. It is agreed that you say move one D6 tractor from Home and one good 3-yard truck. A new replacement truck is being ordered and will be held in Seattle until word is received from you as to whether shipment should be made direct to Deerling or Home. It appears that the combined shipment of the D 6 and dump truck from Home to Deerling say be most economical. However, thorough investigation of comparative costs should be made by you.

673 Bellart:

Funds are programmed as recommended and the work as outlined by you is approved.

68 Trails:

Funds are programmed as recommended for regrading of approximately 200 miles of trail.

80A. General Territorial Road:

Funds are programmed as recommended for general maintenance of the entire line. Snow removal in cooperation with the RMR & I Company say be undertaken; however, this work could be delayed as long as possible in order to conserve funds.

69 AB Bunker Hill - Kourouki

Funds programmed as recommended provide for continuation of this work. Every effort should be made to concentrate on continuation of the advanced graveling in preference to improvement of the Bunker Hill end. Snow removal and camp improvement on this route should also be kept to a minimum in order to conserve funds for advancing the construction.

Very truly yours,

A. F. Ghiglione
Chief Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

Nome District

December 22, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Subject: Proposed 1951 Field Program (Nome District).

Dear Mr. Ghiglione:

Route 8: Nome-Council and Branches

General maintenance between mile 0 and 77 inclusive. Includes spring snow removal mile 0 to 15 in cooperation and conjunction with ACS and CAA and between mile 35 and 45 in cooperation with Solomon miners. Maintenance with motor graders between mile 0 and 19 and between mile 34 and 45; with tractor and maintainer from mile 19 to 34; with tractor and pull grader between mile 45 and 77; cleaning and repair of culverts and ditches; spot gravelling or resurfacing where needed between mile 0 and 45.

Due to sea wall operations the painting of the Nome River bridge could not be done. Now that the sea wall is complete it is planned to complete the operation this season.

If funds and time will allow it is planned to improve the location of road at Hastings Creek, mile 10 $\frac{1}{2}$. Considerable damage is caused at this location by flood condition during the spring break up because of the excessive glaciering that occurs. Fall Bering Sea storms also cause considerable damage by washing out fill. On occasion when the road was out these conditions have interfered with the operations of CAA and ACS at Cape Nome.

It is anticipated that maintenance of road from mile 0 to 60 will be performed by maintenance crew operating out of Nome and when occasion demands from Solomon and East Fork camp. What little maintenance is necessary from mile 60 to 77 can be performed by reconstruction crew operating out of camp at mile 62.

Fall storms of 1950 from the Bering Sea have caused considerable damage at various points between mile 17 and 34. It is anticipated to repair this damage during the course of general maintenance operations.

33/94

Proposed 1951 Field Program - Cont'd.

Removal of slides at Cape Nome Bluff between mile 14 and 15 is anticipated and will be done.

For the protection of the travelling public warning signs will be placed at all danger spots and mile posts from mile 17 to 77 will be placed if funds and time will allow.

At end of season culverts and bridges will be checked and markers replaced where necessary, this also includes the placing of snow markers for spring snow removal.

Branches 8D Council-Ophir Creek (12 miles). Route 8H Casa De Paga 7 miles and Hurrah Creek 3 miles will be maintained, and includes grading with dozer and maintenance with tractor and pull grader. Snow removal in spring is held to a minimum. This work is done in cooperation with the local miners.

Route 12A: Nome-Bessie (4.5 miles)

General maintenance: to include maintenance with motor graders, cleaning of culverts, brush cutting along road, placing of mile posts and directional signs.

Additional work is anticipated, if funds will allow, to raise grade of road where needed in view of using this road for access road to Depot. The purpose will be to eliminate excessive snow removal during winter maintenance operations. Drifting conditions will be under observation this winter for the placing of snow fences, if decided feasible for control, at end of work season. It is anticipated that dredge operation will have progressed far enough for the replacement of the road at mile 3, which replacement will be accomplished by the U.S.S.R. & M. Company.

Included in winter maintenance will be the placing of snow markers at intervals on edge of road as well as at all bridges. Keeping this road open through the winter will also be in cooperation with the bush pilots as it gives access to the city air field.

Route 12B: Bessie-Snake River (20.5 miles)

General maintenance includes: spring snow removal to mile 19 in cooperation with U.S.S.R. & M. Company, repair of spring washouts, gravel resurfacing where needed, repair and replacement of culverts, brush clearing, cleaning of ditches, road maintenance with motor graders and the placing of mile posts, warning and directional signs. At end of season culverts and bridges checked and snow markers replaced where needed, for spring snow removal.

Route 12C: Bessie-Sunset

General maintenance (6.6 miles) includes spring snow removal to give access to Snake River bridge for purpose of blasting ice jams occurring during spring break up, repair and replacement of culverts, ditching, clearing brush, repair of washouts, gravel resurfacing from mile 1 to 5 (if time and funds will allow), surface maintenance with motor graders, placing of mile posts and directional signs.

Proposed 1951 Field Program - Cont'd.

At end of season replacing of snow markers where needed and checking culverts.

Route 13K: Bessie-Buster and Branch (11 miles)

General maintenance includes: spring snow removal in cooperation with U.S.S.R. & M. Company, repair of washouts, repair and cleaning of culverts, brush clearing, replacement of 2 timber bridges as repairs would not be sufficient. Locations are 16' bridge at Dry Creek, at mile 1.0 and 20' bridge at Joe's Gulch, mile 4.5, which will also include relocation to eliminate dangerous curve condition requiring 100' of fill approaches.

Necessary maintenance with motor graders will be done during season to assure a smooth road surface. At end of season culverts will be checked and snow markers replaced where necessary for following spring snow removal.

Route 13M: Nome Depot

All improvements and maintenance to be included in the regular program allotment.

It is anticipated to make the following improvements, starting about May 1, and finishing prior to or on June 1: Construction of storm shed on north end of equipment storage cowan #6; concrete platform for 30' ED building to be moved in from old Hospital Area and to be used for gasoline, diesel dispensing and lub oil and grease storage; completion of Round House, using 2-16'x36' Quonsets connected, for storage of RR locomotive and speeders; moving and setting up cold storage facilities, using complete unit to be acquired from Army Air Force Base. (Negotiations are in progress and it is anticipated that authorization will be received prior to May 1, 1951).

As authorized by Col. John R. Noyes, it is anticipated to set up a water supply in shop building for fire protection and the installation of about 6 flood lights (using salvage material), strategically placed, for protection of the Nome Depot area; continuance and completion of exterior of building for protection against weather conditions and to improve appearances.

Present storage facilities for storage of gasoline and fuel oil is very inadequate and it is anticipated to improve this condition as soon as the necessary storage tanks can be obtained from Pt. Spencer.

Included in general maintenance items will be the necessary winter maintenance, minor repairs and up keep of all buildings and utilities and the provision of a watchman's services.

Route 25G: Nome Wireless (1/4 mile)

General maintenance includes: spring snow removal, spring break up repairs and surface grading with motor grader. All work is done in cooperation with ACS.

Proposed 1951 Field Program - Cont'd.

Route 25D: Center Creek Road and Branches

General maintenance includes: surface maintenance with motor graders, cleaning of culverts and bridges, cleaning of ditches and the regrading of slopes adjacent to road to eliminate some of the drifting snow conditions. It is not known at this time what the intentions of CAA and Air Force are in regards to keeping this road open during the winter months next season as an access road to their tank farm at Satellite Field, and no provisions are being made at this time.

As 13A - Nome Bessie road is to be used as the access road to the Nome Depot, it is possible for the route to be used by CAA and Air Force to have access to their tank farm, through the cooperation of ARC in extending their operations from the Depot to the tank farm area. Distance is somewhat longer but does not exceed 1 mile.

Route 25L: Nome City Field

It has been the policy of the Road Commission in cooperation with local bush pilots and air transportation companies to cooperate with them in maintaining the city air field. In agreement and at the request of the Aeronautics Board of Alaska, emergency work to keep the field open is done by ARC on a reimbursement basis. As requested all work of this nature will be compiled and forwarded to ARC Headquarters, Juneau, Alaska on or before May 1 of each year. This will also pertain to other air fields when this condition arises.

Route 26: Candle-Candle Creek

General maintenance in cooperation with miners. Work performed by Havenstrite Mining Company with funds forthcoming directly from the Territorial Highway Engineer at Juneau. To aid in this maintenance, ARC has provided one 1½ ton dump truck and a 10' pull grader.

Route 27: Deering-Inmachuk (25 miles)

It is not anticipated to start this project before or until July 2, at which time it is possible to work on the road. It is planned to continue on with the work started last season of resurfacing the road in it's entirety. Enough equipment is available now and with supervision provided from Nome Headquarters it should be possible to complete the project as planned.

General maintenance will also be carried on and includes surface grading and ditching with tractor and pull grader, cleaning and repairing bridges and culverts, clearing brush along right of way, repair of washouts caused by spring break up. Snow removal should not be necessary.

Route 67B: Teller-Bluestone

It is planned to continue the work of surfacing with gravel mile 14 and 15. Enough equipment is now available and with supervision provided from Nome Headquarters this project should be completed.

General maintenance will also be carried on and includes: spring snow removal, repair of washouts caused during spring break up, cleaning and repair of culverts and bridges, maintenance of road and ditching with

Proposed 1951 Field Program - Cont'd.

tractor and pull grader and spot gravelling where needed.

Route 68: Flagging trails

The amount of trails staked amounts to 200 miles approximately. This is considered a public service and is in cooperation with residents of outlying areas and villages and in their hunting and fishing endeavors.

Route 89A: Seward Peninsula R.R. (80½ miles)

General maintenance only: includes spring snow removal (minimum) between mile 0 and 30 in cooperation with local miners and the U.S.S.R. & M. Company in supplying the needs of their mining camps and ditch camps respectively, repair and raising of track, renewal of ties, repair and cleaning of ditches and culverts, brush clearing along right of way, burning of grass on tracks using weed burner mounted on flat car. It is also planned to paint the three steel bridges located at Nome River - mile 14, Iron Creek - mile 52½, Sherrette Creek - mile 56½.

Route 89AB: Bunker Hill-Kougarok (40-3/4 miles) and Branches
(3½ miles approximate)

General main'enance includes: repair of equipment prior to work season, snow removal only where necessary in spring, cleaning and repair of culverts and ditches, maintenance of ferry at Kusitrine River, Bunker Hill, spot gravelling where needed between mile 0 and 18 and on branch roads, repair of washouts, repair and painting of North Fork bridge, painting of Kougarok River bridge, placing of additional good gravel for surfacing between mile 18 and 36. If time and funds will allow, after gravelling operations are completed, much needed repairs and painting will be done on camp buildings designated as permanent.

Proposed 1951 Field Program - Cont'd.

Route 8: Nome-Council (Reconstruction & Improvement)

Based on program allotment recommendations and in view of type work involved, crew will be about 1/2 of that used last season, consisting of 1 foreman and 9 men.

Work of relocation will be continued, concentrating in the Fox River area, between mile 60 and 71. The main purpose of relocation is to give a more permanent road bed and at the same time eliminate the fording of Fox River as much as possible. If this work is completed in time and funds are available, this operation will be continued in the East Fork area between mile 48 and 60.

Section from mile 57 to 77 will be maintained periodically by reconstruction crew and charged against Route 8 Maintenance.

Route 89AB: Bunker Hill-Taylor (Reconstruction & Improvement)

It is planned to use maintenance crew as soon as possible in the beginning of the season, concentrating efforts between mile 36 and 40-3/4, grading and placing fill for subgrade and gravel surfacing. This is a continuation of the work of last season and will be carried to completion. This work, in conjunction with maintenance operations before and after, should put this road in good shape all the way through and passable for all types of vehicles between Bunker Hill and Taylor.

Route 8: Nome-Solomon (New Construction)

If approved, work on this project would start as soon as practicable in the spring. Tentative plan, subject to approval, would be to set up camp facilities for about 80 men. To utilize equipment to the fullest extent besides eliminating the purchase of an excessive amount of equipment, it is suggested that two 8 hour shifts of 40 men each be given consideration.

Work will include completion of survey work for construction, construction of tote-road, used later as part of the new road, as access road to construction camp; placement of all drainage structures, such as culverts and small timber bridges, and placement of subgrade as far as possible. If funds will allow the construction of at least one major bridge should be considered, preferably over the Flambeau River.

Above planning is general and detail planning will be necessary before start of project.

Proposal 1951 Field Program - Cont'd.

Following are the recommended dates for seasonal operations on the various projects:

- Route 8 Maintenance - Between May 15, and October 31, 1951.
- " 8 Reconstruction - July 2 to September 30, 1951.
- " 13s & 25s, Maintenance - Between May 15 and October 13, 1951.
- " 27 Deering - July 2 to September 23, 1951.
- " 67B Teller - Between July 1 and October 1, 1951.
- " 89A Tram - July 11 to October 1, 1951
- " 89AB Kougarok, Maintenance - Between May 14 and October 1, 1951.
- " 89AB " , Reconstruction - Between June 1 and August 1, 1951.
- " 68 Flagging Trails - Between November 1 and December 31, 1951.

Route 8 Home-Solomon Construction - May 1 to November 1, 1951.

Yours truly,

J.D. Hudert
District Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

Fairbanks District,
Fairbanks, Alaska.

November 28, 1951

1	Chf. Engr. <i>W. J. Niemi</i>
5	Admin. <i>W. J. Niemi</i>
4	Op'ns. <i>B. J. S.</i>
2	Engrg. <i>W. J. Niemi</i>
3	Acc't.
	Pers.
	Supply

1/10/52

Retained copy

Mr. Wm. J. Niemi
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Niemi:

Your letter of November 8, 1951, outlining the general program and the anticipated funds for the season of 1952 has been the basis for the forthcoming recommendations. The distribution of funds for maintenance of the individual routes as listed has been accomplished with the assistance of my successor, Mr. M. C. Zimmerman. The other features of these recommendations and the outline of the plan of operations are the result of discussions with the members of the engineering, supervisory and administrative staffs of this District.

I. MAINTENANCE

A. ROADS AND DEPOTS

THROUGH ROADS.

Route 130 - Richardson Highway - 135.6 miles
Route 131 - Ladd Field Sour - 0.4 "

The maintenance of the Richardson Highway will continue to be a most expensive operation until all sections are thoroughly stabilized. Near Harding Lake, Birch Lake, across the Shaw Creek flats and from the Tanana River to Big Delta, a considerable amount of reconstruction will be required to repair the roads where it has subsided and/or heaved. Along the Tanana River from Canyon Creek to Shaw Creek, there are several sections where the downhill slope continues to seek its own angle of repose with the result of settlement in the roadway surface. It is noted recently that long longitudinal cracks are appearing in several sections in the mountainous portions of the Richardson Highway. While a portion of the road will be under construction next year, some maintenance will be required from Big Delta Junction to Black Rapids, particularly the opening up in the springtime and the continued surface planing throughout the summer. A great deal more snow removal and better maintenance will be required throughout the Richardson Highway as time progresses as the public will demand safer highways. This demand will result in a great deal more surface planing during the winter time and even though we have several pieces of equipment to accomplish this work, it will require considerable money to finance the demands.

32 / 10/52

Mr. Niemi

November 28, 1951

It is recommended that a program of patching the damaged sections of the Richardson Highway be instituted in the early spring, and all sections now with uneven riding surface be either relaid, or torn up and a new cake applied. It is anticipated that this will require approximately four and one half miles of paving. Personnel necessary to accomplish this work would be housed at Fairbanks, Silver Fox, Big Delta Junction and Donnelly Dome camps. Summer maintenance would require approximately eighteen people including the patching crew.

Winter Maintenance -	\$79,500.00	
Summer Maintenance -		\$82,000.00
Total:	-	\$161,500.00

Route 230 - Alaska Highway - 203 Miles

The Alaska Highway will require considerable shoulder stabilization from Sears Creek toward Tok. A continued program of relaying the inverted penetration paving surface and increasing amount of surface planing both summer and winter will be required. While Alaska Section "A" will be in the process of construction next summer, a considerable amount of maintenance work will be required regardless. A definite program of brush-cutting must be instituted along this route. Some few places culverts should be installed to handle the drainage. Running plank on several of the bridges, specifically the Tanana, Tok, Johnson River, Chief Creek, Yerrick Creek and Bear Creek must be installed. In the sections beyond Gardiner Creek toward the Canadian border, there should be some wearing material applied to the roadway as this section is becoming increasingly the worst spot in the Fairbanks District.

*Apply new surface material
if possible, place 1 1/2" thick*

Personnel required for this maintenance and reconstruction will total approximately 15 people stationed at Johnson River, Tok and Gardiner Creek.

Winter Maintenance -	\$115,000.00	
Summer Maintenance -		\$100,000.00
Total:		\$215,000.00

Route 330 - Glenn Highway - 33.5 miles

Normal surface planing and snow removal will be the principal requirements of this route since forces of the Alaska Road Commission will be in the process of surfacing sections of this highway throughout the summer. You will note this mileage only includes that section from Tok Junction to Little Tok River Bridge, and does not include the section from Little Tok River to the Mentasta Cut-Off.

Winter snow removal and spring opening of drainage structures will require some additional expenditures but not more than is allowed herein. Personnel will be four people stationed at Tok.

Winter Maintenance -	\$19,000.00	
Summer Maintenance -		\$6,000.00
Total:		\$25,000.00

Mr. Niemi

November 28, 1951

Route 630 - Steese Highway (To North Camp) - 1.5 Miles

Snow removal in the winter together with some shoulder maintenance, culvert cleanout, brush cutting, etc., will be accomplished on this route. The paving is withstanding traffic very well, and does not require any appreciable amount of maintenance.

Winter Maintenance -	\$2000.00	
Summer Maintenance -		\$1000.00
Total:	-	\$3000.00

Route 630 Steese Highway (To University) - 4 Miles

The same maintenance service applied to Route 630 will be applied to this route. However, near the University some ditching work will be required as well as several signs. It is entirely possible that before the summer is over a small amount of seal-coating will be necessary, but this is not anticipated unless it is a very wet season. For both Routes 630 and 632, approximately three people stationed at Fairbanks will be required to accomplish all the maintenance.

Winter Maintenance -	\$4500.00	
Summer Maintenance -		\$2500.00
Total:	-	\$7000.00

International Airport Road (CAA Road) - 4.5 Miles

This road does not have a route number, but is a portion of the Fairbanks District maintenance by directive from the Commissioner of Roads. The Territory of Alaska received this section of the road from the CAA, and has supplied the funds required to maintain it. A continued program of snow removal and surface maintenance in the winter as well as shoulder rehabilitation, drainage structure maintenance, brush cutting, signs, etc., will be required. There is listed under the heading of II, Reconstruction, a recommendation that this road be sealed.

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way

Winter Maintenance -	\$1500.00	
Summer Maintenance -		\$1500.00
Total:	-	\$3000.00

These funds will be forthcoming from the Territory of Alaska, and are not a portion of the funds received from the Congress for the maintenance of roads in Alaska for the Fairbanks District.

DEPOTS

Fairbanks Depot - Route 301

Within the Fairbanks Depot, certain improvements should be made. Included therein should be additional warm storage space for winter-used equipment. The large warehouse now in the lower yard should be moved to the Depot yard and installed therein. This building should be sealed

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and utilized as a warm storage building for small equipment so that the larger buildings within the Depot can take the larger pieces of equipment. Personnel required will be two.

Winter Maintenance -	\$5000.00	
Summer Maintenance -		\$5000.00
Total:		\$10,000.00

Tok Depot - Route 302

A majority of the long required reconstruction of the Tok Depot was accomplished this past year. A few more things should be done but they are of a minor nature. Particularly, I refer to a new floor within the office building in the section devoted to the office at Tok. The office and latrine within this building should be refloored. The doors of the main shop should be rebuilt and patched. Before the season is out, it is very possible that a portion of the sewage disposal system will require rehabilitation. The personnel required will be two.

Winter Maintenance -	\$5000.00	
Summer Maintenance -		\$5000.00
Total:		\$10,000.00

Fairbanks Apartments - Route 311

This duplex house requires some maintenance work principally repainting the exterior doors, insulating around the windows and a lawn should be planted in the area that has already received peat moss. A few shrubs can very readily be planted in this yard, and it would help the beauty of the layout as a whole. Actually, there is considerable work to be done at some later date to insulate this building properly but it is not believed necessary at this time since a little sealing around the windows and sills has stopped a majority of the air leaks.

Winter Maintenance -	\$750.00	
Summer Maintenance -		\$750.00
Total:		\$1500.00

FEEDER ROADS

Northway Feeder - Route 231 - 6 Miles

This route from the Alaska Highway to Northway Military Installation will require summer surface maintenance, and winter maintenance as well as the application of a small amount of surfacing. This route is not in good shape at the moment, but it is believed a small amount of maintenance work with a shovel and truck for a couple days will improve the

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route considerably.

Winter Maintenance -	\$ 800.00	
Summer Maintenance -		\$1200.00
Total:		\$2000.00

Taylor Highway - Route 331 - 158 Miles

The maintenance of the Taylor Highway has been very meager in the past, and it will require this next season a great deal of maintenance work. Those sections that have subsidence and/or heaving will require ballast and surfacing, but this will be done under construction. Maintenance will principally be recutting ditches, brush removal, opening up drainage structures, painting the several steel bridges and a continued program of surfacing in the roadway surface. Personnel required will be five stationed at Tok and West Fork.

Winter Maintenance -	\$ 5000.00	
Summer Maintenance -		\$40,000.00
Total:		\$45,000.00

Steese Highway - Route 631 - 160.1 miles
 " 633 - University to Ester - 5.5 miles
 " 634 - Central to Circle Hot Springs - 18.0 miles

Normal summer maintenance which includes surface blading, roadway ditching, waterway maintenance, signing, brush cutting, etc., as well as the winter maintenance which will include snow removal and surface planing from North Camp to Chatanika will be required on this route. Considerable surface maintenance will be required in the section from Chatanika River to Faith Creek and from Faith Creek to Central. Personnel required will be three at Fairbanks, two at Chatanika, three at 32½ mile and five at Central.

Winter Maintenance -	\$65,000.00	
Summer Maintenance -		\$90,000.00
Total:		\$155,000.00

Elliott Highway - Route 731 - 71 Miles

The maintenance of the Elliott Highway from Fox to Livengood will require normal summer surface planing at an accelerated rate together with ditching, brush cutting signing, waterway maintenance, bridge maintenance, etc. If possible, it is anticipated, we will paint the Chatanika and Tolovana River bridges this next season but it is not entirely definite that time will allow for this painting. Personnel required will be two at Fairbanks and three at Livengood.

Winter Maintenance -	\$ 5000.00	
Summer Maintenance -		\$30,000.00
Total:		\$35,000.00

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Manley Hot Springs-Eureka - Route 732 - 25.7 Miles

A continued program of rehabilitation on this road by maintenance forces will require some surface planing, placing of some surfacing, brush cutting, signs, waterway maintenance, bridge maintenance, ditching and through some sections it will be necessary to widen the clearing to allow the sun to hit the road, and dry it out somewhat. Now the high brush has encroached the roadway, and it is very difficult to maintain these wet frozen sections. Personnel required will be four at Manley Hot Springs.

Winter Maintenance -	None	
Summer Maintenance -		\$35,000.00
Total:		\$25,000.00

Ruby-Long-Poorman - Route 031.1 - 56.5 Miles

Continued summer surface maintenance such as ditching, brush cutting, waterway maintenance, bridge maintenance together with some surfacing will be required on this route. During the past summer, certain improvements were made which have been reflected in a decrease of funds to maintain this route. Personnel required will be four. Under II, Reconstruction and Improvement, there is a recommendation for funds for the construction of four bridges on this route next season.

Winter Maintenance -	None	
Summer Maintenance -		\$25,000.00
Total:		\$25,000.00

LOCAL ROADS

Route 130.1	Cushman Street Extension	-	0.5
"	130.1 West Fairbanks	-	3.1
"	130.2 Badger Farm Roads	-	20.1
"	130.3 Old Richardson Highway	-	14.5
"	130.4 Lake Harding Branch	-	1.7
"	130.5 Richardson Highway-Democrat	-	4.0

This system of roads forms a network of the Tanana Valley within the immediate vicinity of Fairbanks and requires maintenance throughout the year, both summer maintenance and winter surface planing. During the past summer, certain work was accomplished that has reduced the cost of maintenance. However, the increasing demand of utility for these roads requires a higher standard of maintenance. This whole system will require frequent surface planing during the summer and secondary snow removal during the winter. Personnel required will be three stationed at Fairbanks.

Winter Maintenance -	\$18,000.00	
Summer Maintenance -		\$12,000.00
Total:		\$30,000.00

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Route 331.1 - Jack Wade-Boundary	14.0
Eagle-Mission on Yukon	3.3
Eagle-70 Mile River	4.0

These secondary routes will require summer surface planing and some waterway maintenance but by and large they will not require a large amount of maintenance work. The Jack Wade-Boundary section will require some surfacing, and this can be accomplished when the equipment is working on the Taylor Highway. It should be noted here that the Jack-Wade-Boundary spur is 14 miles, not 18 miles, since the junction of the Dawson Spur ties into the Taylor Highway at the head of Jack Wade Creek.

Winter Maintenance -	None	
Summer Maintenance -	\$2200.00	
Total:		\$2,200.00

Route 630.1 - Græhl Branch	- 0.5
631.1 - Farmer's Loop	- 8.7
Isabella Creek Road	- 3.7
Ballaine-Richert	- 2.5
Crossman-Fideler	- 0.7
Yankovich Road	- 2.0
Grenac Road	- 1.1
631.2 Steel Creek Branch	-10.0
631.3 Gilmore-Pearl Creek	- 8.8
Fairbanks Creek Road	-15.0
Fish Creek Road	- 8.3
Little Eldorado Rd.	- 1.5
Miller House-Harrison Creek-	
Mastadon Creek-Miller Crk.	-15.2
Porcupine Creek	-11.0
631.4 Unfted States Creek	-11.0
Eagle Creek	- 1.0
Sourdough Creek	- 4.8
Faith Creek	- 1.5
632.1 U. of A. Campus	- 2.1
Chena Pump Station	- 4.8
Ester Dome Road	- 5.3
St. Patrick's Goldstream	- 9.5
Ester-Beegler	- 3.2
Ready Bullion Creek Rd.	- 2.5
Deadwood Creek	- 9.5
Ketchum Creek	- 5.0

This group of roads comprises the system of roads in and around Fairbanks that feed to the Steese Highway. Normal summer surface planing, ditching, brush cutting, waterway maintenance, etc., as well as winter snow removal will be accomplished with the funds provided. Personnel required will

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be four people stationed at Fairbanks:

Winter Maintenance -	\$20,000.00	
Summer Maintenance -		\$24,000.00
Total:		\$44,000.00

Pedro Dome Road - 3.7 Miles

This route is designated separately as the Alaska Road Commission is maintaining this during the winter at the request of the Army. The estimated costs we have given the Army is \$3200.00 for winter maintenance and these funds will be provided by the Army, and are not included in the funds provided the Alaska Road Commission, Fairbanks District, by the Congress.

Route 731.1 - Brooks-Livengood	-	7.0
Amey Creek Road	-	1.0
Wilbur Creek Road	-	1.2

This local road system connects to the Elliott Highway, and requires very little maintenance other than infrequent and occasional surface planing, ditching and localized spot graveling. No maintenance is anticipated for the winter, and funds are provided only for summer maintenance.

Winter Maintenance -	None	
Summer Maintenance -		\$2,000.00
Total:	-	\$2,000.00

Route 732.1 - Manley Hot Springs-Tofty - 18.0

This local road will require some maintenance this next season, since some traffic will be involved. Some spot graveling, considerable brush clearing, ditching, waterway maintenance, etc. will be required during the summer months only. No funds are programmed for winter month's maintenance.

Winter Maintenance -	None	
Summer Maintenance -		\$8,000.00
Total:		\$8,000.00

Route 030.1 - Coal Creek Road	-	7.0
030.2 - Rampart-Little Ninook Creek	-	4.5

The Coal Creek Road will receive next spring a 1942 Chevrolet dump truck as authorized by Headquarters for the maintenance of the Coal-Creek-Woodchopper Road. No funds are programmed for this maintenance. During the past year, the Rampart-Little Ninook Creek received a 1942 Chevrolet dump truck for maintenance of this route. No funds are provided for the maintenance of this road.

Route 030.3 - Wiseman Locals - 13.0

This system is a bone of contention with the Road Commission each

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season. The people there are non-cooperative, argumentative and disagreeable. Regardless of the work accomplished, these people are never satisfied. Objectively reviewing the situation, one must realize that there is only one truck other than the Alaska Road Commission. The freight and supplies hauled by this one truck is very meager. To continue to maintain these roads is deemed unadvisable by this Office. It is recommended that only a very minimum amount of labor be accomplished in this area for the time being until a better economy is established in the Wiseman area.

It will be necessary to fly into Wiseman a set of D-7 tracks and about 45 drums of fuel during the next spring. The funds required for this work should be charged to the maintenance of the Wiseman locals. One man for perhaps two and one half months with occasional help from local residents would be the recommended crew in this area.

Winter Maintenance - None		
Summer Maintenance -	\$8,000.00	
Total:		\$8,000.00

Route 030.4 - Ruby Airfield Road

This short road will require a considerable program of ditching together with additional culverts this next season. At the end of next season, the requirements of this road could be very small and it should be in such a condition that an occasional surface blading should be sufficient.

Winter Maintenance - None		
Summer Maintenance -	\$1,500.00	
Total:		\$1,500.00

Route 030.5 - Nulato Airfield Road - 1.0	
030.6 - Nenana-Cemetery - 2.5	
<u>Ferry-Eva Creek -21.8</u>	

This system of roads falls in the same category as the Wiseman locals differing only that the people involved are more pleasant to work with. However, there is only one group of miners in this area, Nels Jackson, and it hardly seems practical for the Alaska Road Commission to continue to subsidize this one mine. Therefore, it is the recommendation of this Office that maintenance on this road be reduced to bare minimum and the persons concerned be notified that ending next year, the Alaska Road Commission will not furnish funds to maintain this road.

Winter Maintenance - None		
Summer Maintenance -	\$4,000.00	
Total:		\$4,000.00

The following routes are local roads built during the past year that will require funds to maintain them. They do not have route numbers

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yet, and it is requested that Headquarters assign proper route numbers. These roads will require normal summer maintenance as well as snow removals in the winter:

Tok Townsite Roads	-	2.1
Country Club Extension	-	.8
Otto Geist Road	-	1.8
Becker-Dale-Conn Road	-	3.3
Small Tracts Road	-	1.0
Peger Road	-	1.0
Chena Hot Springs Road and Branches	-	3.8

Winter Maintenance	-	\$1,800.00	
Summer Maintenance	-		\$3,500.00
Total:	-		\$5,300.00

Route 130.6 - Meadows Road - Army "D" - 17.1 miles

The Military has requested and allotted to the Alaska Road Commission \$10,000.00 for maintenance of this road. The funds are from a Military source and are not included in the programmed funds of the Alaska Road Commission. Normal summer maintenance together with snow removal and surface planing will be required.

Winter Maintenance	-	\$6,000.00	
Summer Maintenance	-		\$4,000.00
Total:	-		\$10,000.00

Summary of Funds Recommended:

Winter Maintenance	-	\$489,650.00	
Summer Maintenance	-		\$335,350.00
Total:	-		\$825,000.00

Territory of Alaska funds:

Winter Maintenance	-	1,500.00	
Summer Maintenance	-		1,500.00
Total:	-		3,000.00

Military Funds:

Winter Maintenance	-	9,200.00	
Summer Maintenance	-		4,000.00
Total:	-		13,200.00

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B. PERMANENT MAIN CAMP - \$120,000.00

The consensus of opinion appears to be that the primary main camp required will be situated at Big Delta Junction. Building the camp at this site one would be at the hub of the Richardson and Alaska Highways and very possibly at the most important point which is near the Army Arctic Training Center at Big Delta. There are some disadvantages to this location; namely, the principal source of winter maintenance on every section of the road is more than twenty five miles from this location. Under the premise that the Johnson River, Canyon Creek and Silver Fox camps would be temporarily closed down or rather infrequently used, we could therefore assume that we will build a camp large enough to maintain the following routes:

The Richardson Highway from approximately Mile 300 to Mile 230
and the Alaska Highway from Mile 1428 to Mile 1370.

This is quite a section of road to have under one camp, but with the faster plows we now have and with the only occasional use of motor graders, it is conceivable that it can be done.

My idea of this maintenance building would be roughly as follows. A building approximately 80' long with the center section two stories high and 40' wide; on either side, wings approximately 25' in width running the full length of the building. One section of the lower floor of the building would be devoted to repair and maintenance of equipment for the 1st, 2nd and 3rd echelon will be required. The back 20' of this building would be the warehouse, parts room and storage area. The wing sections of the building would be utilized for warm storage of equipment with the exception of one section in the rear which would be made into perhaps 10 single men's rooms complete with latrine, etc. On the upper floor, I believe four apartments for married couples complete with kitchen, bath, single bedrooms and living room would be ample. There would be no facilities for feeding any personnel by Road Commission mess halls. This building would be a self-contained unit, fire proof, and with central heating. It would have a well within itself, sewage disposal with septic tank and disposal field. Electricity is available from the Army at this camp, but a 10 KW diesel plant could be used as a standby auxiliary unit.

In the main shop, only light duty repairs would be accomplished with the personnel at the location charged with this responsibility. Heavy repairs would be sent either to Tok or Fairbanks for accomplishment.

Utilizing this camp as a central main camp, I would then establish Johnson River and Silver Fox as a secondary camps where equipment may be stored and personnel and equipment occasionally and infrequently subsisted in the nearby roadhouses. Under no circumstances would I recommend a

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continuation of messing facilities at these maintenance camps. These secondary camps would be utilized only during extremely poor weather, and when conditions in the immediate vicinity of the secondary camps required constant maintenance. Neither the buildings at Silver Fox nor Johnson River would be allowed to deteriorate and would be held in readiness for a possible emergency but I would not continue to staff these camps with any permanent employees.

The programmed funds of \$120,000 are not sufficient to accomplish the requirements. It is the opinion of this Office that rather than build a lesser quality and utility building at this location at a cheaper price, it would be better to defer construction until more ample funds are available and the funds programmed for the Fairbanks District be given to another District, so they may build an adequate camp or the funds from another District be transferred to Fairbanks so we may build an adequate camp.

With the possibility of being redundant, I would like to emphasize here that the sooner the Alaska Road Commission can abandon the practice of providing messing facilities for their employees, the sooner the costs of maintenance will diminish. This messing facility is both an expensive direct cost, and a very, very expensive indirect cost. With the coming of more population in Alaska and commercial enterprises engaged in this service, it seems peculiar that the Alaska Road Commission continues to maintain a catering service in the small maintenance camps. The camps similar to Johnson River and Gardiner Creek, Bartel Creek, Palmer, etc., could just as well be married couples camps and not require the Alaska Road Commission to maintain a catering service for the employees. It would require an initial cost for constructing duplex housing, or some similar construction, but in the ultimate end over a period of years, the cost would be greatly reduced.

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II. RECONSTRUCTION

Route 330 - Glenn Highway

Total funds programmed for this Reconstruction and Improvement is \$235,000.00. These funds are sufficient to construct the remaining portions of the bridges over the Tok River, the two small sloughs, Trail Creek and Little Tok River as well as providing a ballast course throughout the length of the project, 33.25 miles. It is anticipated that a minimum of four and perhaps five rubber-tired prime moving tractors with self-loading carryall scrapers will be available for this work. Suitable material will be available within economic hauling limits with this type equipment throughout the job. Basing the estimate on approximately 16 inches of ballast throughout the job, we have estimated 265,000 cu. yds. as the requirement. To properly do this ballast work will require considerable close planning and coordination within the organization of the Fairbanks District. Primarily when one is using rubber-tired prime moving equipment, the loading cycle is the most important cycle. The hauling and dumping cycles are secondary. It is recommended in lieu of the usual practice of the Road Commission to boost load that provisions be made to snatch load with auxiliary tractors. Snatch loading is a great deal faster providing straight line power and giving the loading operator the

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opportunity to manipulate the loading levers without worrying about steering the unwieldy rubber-tired tractor. The tractor was made primarily for a pulling unit, and not a pushing unit. and consequently whenever possible the tractor should be used for pull. By snatch loading, there is no occasion to stop either machine in hooking on or breaking off and the loading operation can be facilitated by both operators being able to see the amount of load carried by the scraper.

There will be a few short sections of this route that will require primary grading and draining, but these do not exceed more than half a mile in their entirety. These sections were those that were not completed in 1951 due to the fact that they were in frozen terrain and it was felt advisable to abandon the idea of removing the frozen ground during the late season.

The progress of the work should commence at the intersection of the Glenn and Alaska Highways and proceed toward the Little Tok River. In this manner, one can utilize the Tok River camp at an early date, later moving into the Clearwater Camp and finally the Little Tok River camp. The ballast construction should start approximately May 15th and I would not advise any earlier commencement on this phase of the work. The bridge construction should be done in conjunction with the Forty Mile River Bridge on the Taylor Highway; that is, while those persons are engaged in erecting steel structures on the Forty Mile River Bridge, a second group can be applying stringers and decking to the aforementioned bridge on the Glenn Highway. This work should be commenced about the 15th of February, and approximately forty days should be allowed to complete the stringers and decking of these bridges as well as hand rails, etc. A group of not more than ten persons will be involved.

During the summer construction season, it is anticipated that an average crew of about 18 people will be required to complete the ballast work on the Glenn Highway. The equipment required will be as listed below:

- 1 - Tandem drive Motor Grader
- 1 - 3/4 yd. Shovel (part time)
- 2 - D-8 Caterpillar tractors
- 5 - Heavy rubber-tired mounted prime moving tractors with scrapers attached.
- 2 - 1942 or earlier model dump trucks
- 6 - L-180 Reo dump trucks (part time)
- 1 - 1942 or earlier flat rack
- 2 - Pickups
- 1 - Lubricating Unit
- 1 - Suburban carryall
- 1 - Welding machine

This work will be under the general supervision of Claude E. Rogers and it is suggested that Vernon L. Johnson be placed in direct charge of the construction on the Glenn Highway. Vern is a young lad who has had some little experience as an operator and approximately two years experience as a foreman. He deserves an opportunity to head up a job and it is believed he will make a very capable showing.

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Route 631 - Steese Highway Reconstruction

It is recommended that \$70,000.00 be allocated to the reconstruction of the Steese Highway. These funds will provide for the continued program of widening, both horizontal and vertical realignment, brush cutting, ditching and general rehabilitation of the route from approximately four miles north of Chatanika River to Faith Creek, and from a point nine miles north of Central to Circle City. It is recommended that the same program be followed this next season as was in force during the 1951 season; wherein the equipment assigned to the Fairbanks area be used first on the Steese work, then going onto the Farm Road program. There will necessarily be some survey work prior to the construction but largely this reconstruction can be carried on in conjunction with engineering survey. It is recognized that this is not a usual procedure, but it is rather difficult to anticipate what sections will be frozen and impossible to work. It is believed that with the two groups working together it will be possible to skip construction and hit those portions that are readily constructed first and then drop back into the tougher going after they have been opened up.

Commencing at about Mile 145, three miles south of Birch Creek Bridge, thence through the Mountainous area and across the flats toward Circle City, we should realign, widen and clear the roadway throughout. This is relatively easy going and can be accomplished with a minimum of labor and equipment. It is recommended that work can be accomplished under the general supervision of George Morton with T. J. Brignole as direct supervising foreman. It is anticipated a crew of approximately 18 persons for fifty days will accompany the programmed reconstruction and improvement. Equipment required is as follows:

- 1 - 8 yd. Heil Carryall scraper
- 3 - Garwood scrapers
- 1 - Large motor grader
- 1 - Tandem Grader
- 1 - Pull Grader - Power controlled
- 1 - 3/4 yd. Shovel
- 2 - TD-18 International Harvester tractors
- 3 - D-8 Caterpillar tractors
- 1 - 1942 or earlier dump truck
- 6 - IHC - L-180 dump truck (part time)
- 5 - D-21 RB Reo's (part time)
- 1 - 1942 or earlier flat rack
- 2 - Pickups
- 1 - Lubricating unit
- 1 - Suburban carryall
- 1 - Welder

Route 031.1 - Ruby-Long-Poorman

- cut out of it all year

Under Reconstruction and Improvement, it will be necessary to construct at least four bridges this next season on this route. These bridges will not require pile driving, and do not necessitate any particular equipment

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requirements other than those pieces already on hand at Ruby. However, for a continued program of maintenance in this area, it is suggested that this next season, the P & H 150 Dragline now at Tok be shipped to Ruby for utilization there in the maintenance, reconstruction and improvement. In line with this shipment, it is noted here that in addition to this suggested drag line, the following other pieces of equipment should be shipped downriver:

A set of Model L Rollers, tracks and swing frames that will come from the salvaged Model L tractor at Eagle; a set of D-7 - 96 series Caterpillar tracks salvaged from a tractor at Tok together with the required rollers and swing frames plus a rebuilt engine that will be available in late winter at the Fairbanks Shop.

For Manley Hot Springs, it will be necessary to ship a #10 Motor Grader Caterpillar, ARC 1161, as well as a set of tracks rails for the TD-18. For both areas, we will have a certain amount of culvert and bridge materials as listed above. This should make a large bargeload and we should receive a very attractive price for this shipment.

It is recommended that Lester Sweetsir continue as foreman at Ruby, and his supervision be by either the District Engineer, or Assistant District Engineer. A crew average of five men for approximately five and one half months will be required. This crew will include the foreman who will be a working foreman. Total funds for this Route will be \$10,000.00.

Local Roads

The recently constructed roads as listed herewith built during the 1951 construction season under the Farm and Industrial Road Program and with funds provided by interested parties must be surfaced and completed this season. This work is primarily surfacing and will require the utilization of trucks and shovels, but must be done before these roads will be of any value to the public. It is realized that this could possibly be erroneously grouped under Reconstruction and Improvement, but the Farm Road program is never sufficient to accomplish the required construction. Therefore, since these roads are not complete, we will list them under Reconstruction.

Peger Road. The amount recommended for this road is \$5000.00. This road will require about one mile of surfacing together with approximately 1100' embankment 2½' high. The material source is at a considerable distance and will require a truck and shovel spread.

Country Club Extension. It is recommended that \$2000.00 be used next season on this road. Material is available nearby and will not necessitate a long haul. Surfacing only is required.

Becker-Dale-Conn. It is recommended that \$10,500.00 be allotted for the reconstruction of this route which includes two bridges, one approximately 20' clear span and another approximately 40' clear span. This route is 3.25 miles in length and will connect the Farm system toward the south on a road that will be constructed this next season.

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Small Tracts. This is Priority #6 and #9 as listed in 1950 recommendations. It is recommended that \$1500.00 be allotted for the surfacing of this route. Material is available from the same source as for the Peger Road listed above.

Chena Hot Springs and Branches. It is recommended that \$8500.00 be allotted for the reconstruction and surfacing of 3.4 miles of the Chena Hot Springs road and approximately 1.25 miles of a branch that connects the Chena Hot Springs road with the Steel Creek Road. By the reconstruction and surfacing of these two routes, it will be possible to abandon during the winter the expensive maintenance of the Steel Creek Road over the very heavy hill section. This route serves approximately forty families and is a definite requirement immediately. Interested parties donated \$750.00 this past season, and it was so important in the opinion of this Office that additional funds were extended over and beyond the \$750.00. It is urged and recommended that funds be forthcoming under this allotment to construct an all-weather route through this section.

Otto Geist Road. It is recommended that \$2500.00 be allotted to surface the Otto Geist Road. While this is listed as the Otto Geist Road, it also includes a road to the McKinley Subdivision listed as Priority #11 in the 1950 recommendations. We have completed both of these short routes. Home seekers immediately moved into these two sections upon the commencement of construction and the area has now built up almost solid.

Total Reconstruction Under This Local Road Program Is - \$30,000.00

International Airport Road (CAA)

This road is the paved section from Cushman Street to the new International Airport, a distance of approximately 4.5 miles. It is recommended that the entire route be resealed with a seal coat of hot bitumen and chips. There was a seal coat applied on a portion of this section but none has been applied for approximately two and one half miles of the route. The portion that did receive the seal coat did not take and this is very ragged and spalling badly. It is recommended that this seal coat be accomplished in conjunction with a patching program that will be required in two places, mainly immediately west of the Fairview Manor and approximately 1000' west of this initial settlement. Both of these installations are over corrugated pipe installations and have settled badly. Funds in the amount of \$20,000.00 will be required, but there are no funds programmed from the allotment under Reconstruction and Improvement funds. This is a route under the jurisdiction of the Territory, and the Territory should supply the funds for its maintenance. This is definitely required and must be accomplished early next season or the paving will rapidly deteriorate during the summer months.

III. CONSTRUCTION

Listed under this heading, we will include two routes that were not accomplished during the 1951 construction season:

Route 360-1 - Reconstruction Graehl Approach Road - Work Order #342 in the amount of \$7500.00.

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Due to circumstances beyond the control of the Alaska Road Commission, this work was not done and remains to be done next season. This entails the construction of a road toward the Chena River crossing from the Steese Highway. In its entirety, it does not amount to a particularly large chore, but should be included.

Work Order #351 - Work to be performed on Kenneth A. Murray's homestead in exchange for 8.8 acres of gravel pit. We have recently completed negotiations with Mr. Murray and will commence the construction of approximately two miles of clearing around the perimeter of Mr. Murray's homestead in exchange for the 8.8 acres of gravel pit. This work is not particularly hard, and can be accomplished in 2 $\frac{1}{2}$ days with one tractor. Funds in the amount of \$1000.00 have already been programmed for this work, and should be carried over for the next season.

A. Taylor Highway

Funds in the amount of \$850,000.00 have been scheduled for the completion of the Taylor Highway. This highway will very possibly be uncompleted in its entirety at this time next year regardless of the rapidity and thoroughness of construction since there is a vast amount of work to accomplish next season.

It is recommended that work be commenced on the Forty Mile River Bridge about February 10th. The steel erection should be largely completed by the end of February under the direction of Jess Davis. If possible, the structure planned for the crossing of the O'Brien Creek be erected immediately upon completion of the Forty Mile River Bridge; that is to say, the steel work itself. It is the understanding of this Office that the old Gakona River Bridge will be used and it is recommended that concrete piers not be used on this bridge, but rather pile driven to preclude the necessity of pouring concrete in extremely unfavorable weather conditions. The pile can be driven far enough back from the banks on the river to insure safety and this bridge can be erected by the same crews immediately after the erection of the steel on the Forty Mile River Bridge. Then the group who have erected the bridge over the Forty Mile and O'Brien Creek, can proceed toward Eagle erecting in succession, Alder Creek, Columbia Creek, King Solomon Creek and the North Fork of King Solomon Creek. This group would be driving pile and setting caps for the bridge. The group that has already been mentioned for reconstruction on the Glenn Highway could then move in and install stringers, decking, hand rails, etc. on all these bridges. In this way a specialized crew would be accomplishing specialized work. The two large culverts to be installed at Chicken and Lost Chicken Creek should be on hand by early spring and should be installed as soon as possible.

The grading and draining will be treated under two headings:

1. That portion of the Highway from Polly Creek to Eagle.
2. That portion from Tetlin Junction to Polly Creek including the branch road to Boundary.

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From Polly Creek to Liberty Creek requires the use of a minimum of tractor equipment, but will require at least two 3/4 yard shovels together with approximately 15 dump trucks. With the exception of 8000 lin. ft., the entire route is now open for the placement of either imported borrow where required and/or surfacing material. With the new dozers we have purchased, it will be possible to cut some of the banks which we did not cut this past season and the tractor equipment can accomplish some primary grading ahead of the truck and shovel operators. But largely this next season, the Forty Mile Road will be a truck and shovel spread. We should commence at Polly Creek and widen with one truck and shovel outfit. Across the river about 2 1/2 miles upstream on the O'Brien Creek, another shovel outfit should set in and head to Liberty Creek. As soon as the first outfit has completed its work down the Forty Mile River and up to the second shovel, it should skip over and commence construction at approximately Columbia Creek. As soon as the second outfit completes to Columbia Creek, it should jump over the crew there at Columbia Creek and go on all the way to Liberty Creek.

Tractor equipment that will be employed on the section from Polly Creek to Liberty Creek will by this time have completed its assignment and can be directed toward the accomplishment of the reconstruction towards Eagle. Toward the latter part of the season, both shovels can move into the Eagle section and accomplish surfacing as required. It must be born in mind that the roadway from Liberty to Eagle will not be widened too much through American Creek Canyon, but it will be approximately 20' in width all the way.

A crew of approximately forty people will be required on this construction throughout the summer, and can utilize the camps already established; the fly camp at Cripes Creek, Columbia Creek, Liberty Creek and Eagle. Presently, there is a plethora of tractor equipment for the Forty Mile Road, and it will necessarily be used at other locations as detailed herein elsewhere.

It is suggested that this work be accomplished under very rigid supervision to preclude the possibility of wasting material by unnecessary excavating or changing alignment. Therefore, it is recommended that Robert R. Smith be placed in direct charge of this work, and foremen be under his supervision. Foreman suggested for this section of the road are Otto Bayless, Douglas Euers; and Ed Peyton should be supervising foreman over these foremen but taking his directions from Robert Smith. Robert Smith would be under the general supervision of Claude Rogers, and of course the District Engineer and Assistant District Engineer. This sounds rather complicated, but in reality it is necessary when one realizes that the majority of our foremen are not conscious of the costs when one deviates from an alignment either horizontal or vertical and they must follow the engineering layout to accomplish this work without a great deal of unnecessary expenditure.

It is recommended that Phil Anderson be placed as foreman supervising the work to be accomplished by the group engaged in surfacing from Tetlin Junction to Polly Creek, and that foremen be employed and/or promoted to directly supervise each one of the shovel crews.

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Group 2. It is recommended that two additional shovels together with ten large dump trucks be assigned the programmed reconstruction of the Taylor Highway from Tetlin Junction to Polly Creek including the Boundary Spur. One shovel outfit with five trucks would be stationed at the West Fork camp and another outfit starting at about six mile with the crew stationed at Tok, and work progressively toward the West Fork crew, who will be working back toward the commencement of the construction. When these two crews meet, it is suggested that the first shovel crew jump ahead to about South Fork and operate out of Lassen Field camp and come from South Fork all the way through to Polly Creek and the Boundary Spur. The crew at West Fork would not move the rest of the season, but would continue from West Fork to South Fork after they had met the group coming from Tetlin Junction. It is believed in this manner we can effectively place surfacing and reconstruct those sections that require reconstruction with a minimum of equipment and manpower.

For this group, it is believed that not more than 28 people will be required and that will include 2 shovel runners, 10 truck drivers, 4 tractor operators, 2 motor grader operators, 2 foremen, 2 cooks, 2 flunkies, 2 bull cooks and 2 laborers.

Throughout the entirety of this route, there are sections not contiguous with one another that do require considerable reconstruction. Specifically, approximately three and one quarter miles south of the South Fork Bridge, approximately one and one half miles north of the South Fork Bridge, all of the four miles coming out of Jack Wade Creek toward the Boundary Spur, as well as a section at 6 Mile, another at 11 Mile, a third at 17 Mile, a fourth at 27 Mile, at 44 Mile Logging Cabin Creek, immediately north of the Logging Cabin Creek across the flats, the two and one half miles approaching West Fork, immediately north of the West Fork bridge, at Mile 51, 52, 53, 57, then across the niggerhead flats going into Mosquito Fork, and then approaching the Chicken Townsite, some little reconstruction should be accomplished. None of these sections are particularly difficult or hazardous within themselves, but a combination of all of them will require considerable work before they are up to the standards of the Road Commission.

Personnel required would be 70 people for an average of six months. Equipment will be as follows:

- 3 Latourneau Carry-all scrapers (1 Model U
2 " Y)
- 1 - 105 CFM compressors
- 3 - 210 " "
- 2 - 315 " "
- 2 - Power control Full graders
- 1 - Small Tandem Motor Grader
- 2 - Large Tandem " "
- 4 - Flash boilers
- 1 - Skid-mounted double drum hoist
- 1 - 1/2 yd and 3 - 3/4 yd. shovels
- 1 - Large ripper
- 2 - D-4 tractors
- 2 - D-7 "

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Equipment cont'd on Taylor Highway:

- 4 - D-8 Caterpillar tractors
- 2 - 1942 or earlier dump trucks
- 8 - Ford six-cylinder dump trucks
- 6 - IHC - L-180 dump trucks (part time)
- 10 - Reo D-19's " "
- 10 - Reo E-23 DR - 5 yd. dump trucks
- 4 - 1942 or earlier flat rack
- 4 - Pickups
- 2 - Dodge power wagons
- 1 - Suburban carryall
- 1 - Lubricating unit
- 2 - Welders
- 1 - Steam-driven pile driver with leads.
- 1 - Swinging lead pile driver and the part time use of the Link Belt Speeder mounted on the Sterling.

B. Livengood-Rampart.

\$500,000.00 has been allotted the primary construction of the Livengood-Rampart road. It is understood that the present plans are to construct this route from Livengood to the Hess River, down the Hess River to the Yukon River, and along the east bank of the Yukon to Rampart. Very little knowledge of this section is available at this time other than that learned in flights over this section. At the outset it should be noted here that this is entirely nebulous job and suggestions and recommendations made herewith are made under proviso that we are assuming by aerial observation only that this job can be constructed in the manner suggested herewith.

Primarily this job looks to me to be strictly a cat and scraper job; primarily with dozers and a few carryalls picking up heavy fills. There is going to be a lot of niggerhead flat crossings but from observation most of these are a short haul, and the material on the ridges looks dry and unfrozen. It is, therefore, the recommendation of this Office that the planning be toward utilizing the available equipment on hand which includes the equipment listed below.

Undoubtedly this job will require at least two camps, and one of these camps will necessarily for a short period of time be supplied by air with fresh vegetables and meats. I would establish a camp at approximately the mouth of the Hess River, and from this point work back toward Livengood where a second camp would be established. From Livengood, I would push out as far as possible until the construction meets the crew coming from the Hess River camp. As soon as this group meet and a supply road established, then the Hess group would commence construction from the Hess River to Rampart and the other crew would improve and finish construction from the Hess River to Livengood. With available equipment it is believed that approximately 30 to 35 miles of construction can be accomplished next season, but here again it is going to

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take some very close coordination with both engineering and construction personnel. It appears to me that this job would be ideal for Earl La Bree to supervise as a General Foreman, under the supervision of the District and Assistant District Engineers. It may be that this is not possible since the personnel set-up is not along these lines; but at any rate, Earl La Bree would be my suggestion as the supervising foreman under the supervision of George Morton.

It is rather difficult to actually establish here what will be required on a job that is neither surveyed nor seen by the writer, but from all apparent circumstances, the job lends itself to be a cat and carryall spread. Therefore, we will list the equipment below accordingly. Personnel required will be approximately a thirty man crew for six months.

- 8 TCR Model Woolridge scraper
- 1 - 12' Pull blade power control
- 3 - Flash boilers
- 1 - Shovel - 3/4 yd.
- 1 - D-4 tractor
- 2 - TD-14 IHC tractors
- 1 - D-8 Caterpillar tractors
- 10 - TD-24 IHC "
- 2 - 1942 or earlier dump trucks
- 4 - Pickups
- 2 - Power wagons
- 1 - Lubricating unit
- 1 - Suburban carryall
- 2 - Welders

C. Eielson-Big Delta

The route between these two points has been observed by the writer on two occasions but am not too certain exactly where the Military wants to build this road. Assuming that they will build on the south bank of the Tanana River rather than where the Richardson Highway is presently constructed on the north bank, it will require the crossing of the Tanana and Delta Rivers. There is an old trail along this route that I have observed many times and it is entirely possible that this old trail can be constructed very rapidly with tractor and carryall scraper. We are, therefore, assuming that this will be carryall and tractor layout primarily, and have so scheduled equipment to accomplish it.

Two headings could be made on this job, and it should be done with the exception of the crossings if they are to be bridges in one season. I would commence construction at Eielson Field down to the Tanana, and start up the south bank. Now I am not certain that this is the way the Military wants the road, but think it is since I have made several reconnaissance flights with the Army Arctic Training Center and 4th Infantry personnel, and both groups evidenced considerable interest in this route. Assuming that this is the way they are going, we would go up the south bank with this group of equipment similarly to the method we employed on the Tok Cut-Off work; that is,

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side borrow and occasional pit borrow. The other group would start from near Big Delta Junction, cross the Delta River there and proceed down the Delta River until they met the group proceeding up river. Here again it would be a matter of side borrow with occasional pit borrow all of which would be accomplished by cat and carryall equipment. In this manner, complete mobile camps similar to those constructed by the Cantwell construction would be required since the equipment would be moving rather rapidly.

In the event both the Livengood-Rampart job and the Eielson-Big Delta jobs are in force at the same time together with the other construction, there is no recommendation for a supervising foreman; but should the Eielson work alone be under construction, it is recommended that Earl LaBree be placed in charge of this work. A force of approximately 45 men for six months will be required to accomplish this proposed construction. Equipment as listed below will be required:

- 3 - Caterpillar #80 carryall scrapers
- 3 - La Plante-Choate #314 scrapers
- 3 - Woolridge TC - 42 scrapers
- 1 - 12' pull blade power control
- 2 - Large motor graders
- 1 - Flash boiler
- 1 - Shovel
- 2 - TD-14 IHC tractors
- 1 - D-8 tractors
- 10 - TD-24 "
- 2 - 1942 or earlier dump trucks
- 6 - IHC E-180 dump truck (part time)
- 2 - 1942 or earlier flat racks
- 2 4 Power wagons
- 3 - Pickups
- 1 - Lubricating unit
- 1 - Suburban carryall
- 1 - Welder

D. Farm & Industrial Roads

Project Number One:

Construct about two miles of road to serve homesteaders, at least four families, in the vicinity of Shaw Creek. The construction of this road will definitely aid the settlement of the immediate area. Location of this road is along the section line between Sections 34, 35 and 27, 26 T7S; R8E. Construction is relatively easy and should be accomplished at a total expenditure of an estimated \$5500.00. Sketch and petition were forwarded with the 1950 Recommendations under Project Two.

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Project Two

Build one and three quarters miles of road in Sections 19 and 20; T4S, R4E home of Lt. P. R. Johnson and serving at least two other families. Development in this section will definitely be speeded by the construction of this short road. Additional land is available immediately adjacent to the proposed new road. Estimated total expenditure for a low standard road without surfacing would be \$4500.00. Sketch and petition were forwarded with the 1950 Recommendations under the listing of Priority Seven.

Project Three

Extend road begun in 1940 including service to present homesteaders in Section 20; T1S, R1W. Recommended road will include two miles of new construction. The extension of the present road will serve a minimum of four families and make additional adjacent land attractive to prospective homesteaders. Estimated total expenditure is \$4000.00. Sketch and petition were forwarded with 1950 Recommendations under the listing of Priority Eight.

Project Four

Construct one mile of road commencing at the 1/4 Corner between Sections 20 and 21; T1S, R1W, FM; thence one mile west to the 1/4 between sections 19 and 20. This road will be a part of the Farm system west and south of Fairbanks. Estimated funds will be \$3500.00. Sketch and petition attached.

Project Five

Construct 1 1/4 mile of road commencing near S.E. Corner of Section 5; T1S R1W FM; thence west 1 1/4 miles along the section line between sections five and eight. This road will be a part of the network west of the Fairbanks north of the Chena River. Estimated total cost of this construction is \$2500.00. Sketch and petition attached.

Project Six

Construct a road in Section 12 T1S, R1E, commencing at the SE corner of the NW quarter of the SE quarter; thence South 3/8 of a mile intersecting the winter road of the Badger Road. This road will serve at least five families in the immediate vicinity of this area and will be a portion of the network East of Fairbanks and north of the Chena River. Cost of construction will be approximately \$1200.00. Sketch and petition attached.

Enclosed herewith for your information and consideration is a copy of a letter received from Mr. Fred J. Weiler, Manager, Bureau of Land Management, Fairbanks, together with certain sketches prepared by Mr. Weiler. This Office is in agreement with the recommendations made by Mr. Weiler and recommends that the projects listed on the enclosed letter and shown on the attached sheets be included in our Farm Road program as the following projects:

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Listing #1 - Project Number Seven - Estimated Cost	\$ 800.00
" #2 - " " Eight - " "	4500.00
" #3 - " " Nine - " "	1500.00
" #4 - " " Ten - Must be surveyed and projected -	3500.00
" #5 - " " Eleven - Estimated Cost	1500.00
" #6 - " " Twelve - No estimated cost Must be surveyed -	
- No possibility of completing next season.	

Project Thirteen

Construct as a continuing program about two and one half miles or road east and west along the section lines between Sections 24, 25, 23 and 26 of T1S, R2W, and to Chena River Pump Station Road; use winter crossing of Chena River. This proposed road will serve at least 20 families, and will make accessible additional lands to prospective settlers. No estimate of cost except it will be more than \$8000.00. Petition and sketch forwarded with 1950 Recommendations.

The accomplishment of the Farm and Industrial Roads will be done at the conclusion of the tractor and scraper work on the Steese Highway Reconstruction. This work should be done under the direct supervision of T. J. Brignole, supervised by George Morton, General Foreman. During the early part of the season, it will be possible to assign one tractor for the necessary clearing and grubbing, and then at a later date, this equipment be then augmented by the equipment from the Steese Reconstruction. In the early part of the summer, the engineering group can work on these projects and have them well-staked out, and a comprehensive plan of operations formalized by the time the Steese Highway Reconstruction is completed. It is the opinion of this Office that the work on clearing and grubbing should be done in the early spring where necessary; and grading and draining should commence about August 10th. The equipment scheduled for the Steese Highway Reconstruction is also intended for the use on the Farm road program. Therefore, there will be no equipment shown here. Personnel required for the construction will be approximately 10 persons including the foreman for sixty days.

IV. SURVEYS

Under the heading of surveys, it is assumed that all surveys will be accomplished. This will include construction survey, pioneer locations, soils and materials sampling, etc. Under this assumption, we are listing herewith the recommendations for the 1952 construction season:

L. Farm and Industrial Roads. \$20,000.00

This will include Chief of Party who will act as instrument man

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and three chainmen and rodmen (engineering aides). This group will accomplish all the required location and construction survey in connection with the Farm and Industrial Roads program as detailed herein.

2. Eielson-Big Delta - \$30,000.00

This group will consist of a Resident Engineer, 2 transitmen-levelmen and five engineering aides. They will be responsible for the location and construction survey required for the Eielson-Big Delta Highway.

3. Livengood-Rampart - \$30,000.00

This group will consist of the Resident Engineer, 2 transitmen-levelmen and six engineering aides who will be responsible for the location and construction survey of the Livengood-Rampart Highway.

A Materials Engineer together with his required staff will largely be employed on contract engineering and funds necessary for their support will be forthcoming from the work orders connected with the contract construction. Whenever it is required that a Materials Engineer move into ware-board construction, funds will be deducted from the Reconstruction amounts as stated before.

For both Livengood-Rampart and Eielson-Big Delta, there is available for each job one cook trailer and two bunk trailers with housing available for eleven persons. These are complete mobile units, and can be utilized on both jobs. Tractors will be two new D-6 Caterpillar and two D-4 Caterpillars. Sufficient light plants, stoves, radios, etc., are available and on hand at the Fairbanks Depot for both survey groups. Necessarily, a portion of these surveys will be accomplished as pioneer surveys, and will require logistical support by air. Since neither of the jobs are too far away from civilization, this air support will not be too expensive. To the best of our knowledge, the trailer equipment is ready to go with the exception of one cook trailer which will need a hot water heater, and all plumbing fixtures be installed. The tractors are all in good shape, and should easily finish the season without more than normal maintenance.

The Farm Road program survey would require only a Pickup and one Suburban Carryall throughout the season. The personnel assigned this will be constantly on the move, and will require equipment definitely assigned to them for their use.

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Your attention is invited to the fact that certain pieces of equipment will be required in the Fairbanks District during the next season. These include the following which have already been ordered:

- 8 - 1/2 ton pickups
- 1 - Pickup coupe

In addition it is noted in our equipment assignment list that we will require two additional Suburban-type carryalls for transportation of engineering personnel. Should the Nielson-Big Delta and Rampart-Livengood jobs, or either one of the two, become a reality, we will require at least three additional 4 x 4 pickups similar to the Dodge power wagons. Very definitely we should procure three additional lubricating units for field lubricating of all type equipment. These units can readily be utilized on any type construction job and are cheap enough to be purchased for every large construction job under progress.

There should be an additional asphalt distributor truck purchased for this type work. In Fairbanks, the S. Birch-Morrison-Knudson Construction Company has a Roscoe Distributor mounted on an International truck, a complete unit with a full spray bar, foot per minute gauge, pressure gauge, retort, etc. This unit is not new, but is in very good condition and can be purchased quite reasonably. It is recommended that negotiations be commenced with the contractor for its purchase.

Very definitely the Fairbanks District requires two additional trailers; one a tank trailer of 2000 gallon capacity and one a high bed semi for transporting loads other than heavy equipment. A repetition of the disastrous fire of this past season will be a result of hauling construction materials, and other heavy loads on the lowbeds at high speeds. A 2000 gallon trailer is a must if either of the two construction jobs in the Fairbanks area become a reality. *Better south*

It is understood that there will be available at least five rubber-tired tractor prime movers complete with carryall scrapers attached for use in the Fairbanks District next season. Contingent upon the fact that the two large jobs under consideration in the Fairbanks Area do become firmed up, we will require three additional 3/4 yd. shovels. These shovels need not be new, and it is believed that the Valdez District can supply two Buckeye Clippers, and one older-type Bay City. It would be possible to scrape by with two shovels but very definitely we would require a minimum of two 3/4 yard shovels. We should have two flash boilers in approximately the 18 horsepower class, similar to the Wm. Bros type.

It is recommended that consideration be given the possibility of purchasing and mounting on a D-3, an Emsco rocker shovel front. This shovel front can mount directly on the D-3, and we would then have a unit capable

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of handling rock cuts and hard digging without the necessity of putting in a tractor to push up for the small shovels. This would be used in the Forty Mile next season working shot ground, and would more than pay for itself in one season. It would preclude the possibility of moving the small shovel and tractors on these hard cuts and will dig more in a day than these small shovels. We have presently within the District enough tractor equipment to make available a D-8 for this work, and we would not impair the program in any fashion by pulling one D-8 out of the lineup.

V. CONTRACTS

Contrary to the information received in your instructions, there will be an additional contract under construction during the 1952 construction season; namely, the four Richardson "C" I-Beam Bridges, Contract I-arc-4339, in addition to the Chena River Bridge. We have directed your attention to these bridges to emphasize the fact that the equipment we have available for personnel transportation will be limited in view of the fact that one crew of engineers will be engaged in these bridges in the spring and early summer. The Resident Engineer at Fairbanks will require a car and the party assigned to this work should have some type transportation; and it is believed that the Station Wagon presently on hand will be sufficient for this. From the University of Alaska engineering instruction personnel, we will be able to obtain engineers capable of administering this contract as well as accomplishing all required engineering functions.

Very truly yours,



K. F. Goodson
District Engineer

Mr. Stewart

C O P Y

XXXXXX
NOME,

January 4, 1952

Mr. Wm. J. Niemi
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Subject: Proposed 1952 Field Program

Dear Mr. Niemi:

Enclosed is the proposed 1952 field program for the Nome District:

<u>Section</u>	<u>Page</u>
I. Maintenance	1 - 4
II. Reconstruction	
a. Major Projects - Through Roads	None
b. Minor Projects - Feeder and Local Roads	5
III. New Construction	
a. Major Projects	None
b. Farm & Industrial Roads	6
IV. Plans & Surveys	7
V. Equipment	ARC-49 (Revised)

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Very truly yours,

John M. Cooley
District Engineer

JMC:ge

Section 1 - Maintenance

- A. 1. Route 040 Trail Flagging About 200 miles
2. Funds recommended are for the flagging of winter trails in the outlying areas for the fishing and hunting endeavors of various villages.
3. a. Summer Maintenance - None
b. Winter Maintenance - \$1500.00

- B. 1. Route 041 Nome-Council 78.0 miles

Funds recommended are for the general maintenance of this route. With these funds it is planned that the section between 14 and 15 mile, Cape Nome Bluff, will be widened and the material from the Cape hauled to 17½ mile for road repairs there.

In July of 1951, the third time that 17½ mile was repaired from storm damages, Cape Nome material was used to repair this damage and proved to be very good. I believe we had stronger storms afterward and this section was not damaged. So it is planned to straighten and build 17½ mile section and also widen the Cape which has narrowed a bit.

It is planned that the remainder of the section between Safety Ferry and Solomon Ferry, a distance of 7 miles, will be surfaced with river gravel from the Solomon River. The two old bridges at Hastings Creek, 10½ mile, will be removed and elephant huts put in their place. Also it is planned to repair the other wooden bridges on this route.

The crew for these projects will be the local crew which will consist of five to fifteen men. The major equipment will be a 22B shovel, two D-8 dozers, one motor patrol and six or seven dump trucks. It is planned that the crew will work about seven or eight weeks.

- a. Summer Maintenance - \$23,500.00
b. Winter Maintenance - None

- C. 1. Route 042 Nome-Bessie 3.2 miles

2. Funds recommended are for the general winter and summer maintenance as required.
3. a. Summer Maintenance - \$1200.00
b. Winter Maintenance - \$ 800.00

- D. 1. Route 043 Seward Peninsula Railroad 30.2 miles
2. Funds recommended are for the general maintenance of the railroad from Nome to Bunker Hill and to paint the three steel bridges. Nome River - 14 mile; Iron Creek - 52½ mile; Sharrette Creek - 56½ mile. It is planned that a crew of six men will work about ten weeks.
3. a. Summer Maintenance - \$8000.00
 b. Winter Maintenance - None

- D. (Alternate)
1. Route 043 Seward Peninsula Railroad 30 miles
2. Funds recommended are for the general maintenance of the railroad from Nome to about 30 mile. It is planned that a crew of six men will work about five weeks.
3. a. Summer Maintenance - \$4000.00
 b. Winter Maintenance - None

- E. 1. Route 040.2 Deering-Immachuk 25.0 miles
- Funds recommended are for the general maintenance of this route. A crew of five men will work for a period of about eight weeks. Major equipment will be a D-6 w/dozer, two trucks and pull grader.
3. a. Summer Maintenance - \$6000.00
 b. Winter Maintenance - None

- F. 1. Route 040.3 Teller-Bluestone 15.5 miles
2. Funds recommended are for the general maintenance of this route. A crew of five men will work for a period of about eight weeks. Major equipment will be a D-40 w/dozer, two trucks and a pull grader.
3. a. Summer Maintenance - \$6000.00
 b. Winter Maintenance - None

- G. 1. Route 041.1 Council-Ophir Creek 12.0 miles
 Casa De Paga Road 20.0 miles
 Shovel Creek Road 5.0 miles
2. Funds recommended are for the general maintenance of these roads such as summer grading with a motor patrol.
3. a. Summer Maintenance - \$1500.00
 b. Winter Maintenance - None

H. 1. Route 043.1 Bunker Hill-Kougarok 40.5 miles

2. Funds recommended are for the general maintenance of this route and the painting of the North Fork Bridge and the Kougarok River Bridge. This route was put in good condition from Bunker Hill to Taylor last season and for the amount of travel it received last season it will only require general maintenance this coming season. A crew of five men will work about thirteen weeks. The major equipment of which (all) or part will be used are a 15B shovel, motor patrol, TD-18 w/dozer, five trucks and two pull graders.

3. a. Summer Maintenance - \$9500.00
b. Winter Maintenance - None

I. 1. Route 042.1 & 042.2 Nome-Wireless 0.2 miles
Bessie-Snake River 20.3 " "
Snake River-Monument 3.0 " " Not Maintained
Bessie-Sunset Creek 12.0 " "
Nome-Osborne 8.3 " "
Spruce Creek Road 1.2 " " Not Maintained
Center Creek Road 2.8 " "
Little Creek Road 2.2 " "
Submarine-Paystreak 3.0 " " Maintained by Army

2. Funds recommended are for the general maintenance of these routes. It is planned that the bridges will be repaired and additional culverts be installed where needed.

It is also suggested that with these funds we be allowed to extend the Bessie-Buster Road beyond Dexter up the Nome River to the railroad bridge over Nome River. This extension would allow the people of Nome to build additional summer homes on the Nome River and also would allow us to abandon the railroad from Nome to Nome River Bridge, about 12 miles of track.

It is planned to continue the improvements on the Snake River road by surfacing the bad sections. The same crew and equipment used on Route 041, Nome-Council, will be used on these routes.

3. a. Summer Maintenance - \$10,000.00
b. Winter Maintenance - 2,000.00

FUNDS FOR MAINTENANCE
SEASON 1952

	<u>Route</u>	<u>Total</u>	<u>Summer Maintenance</u>	<u>Winter Maintenance</u>	<u>L. & M.</u>	<u>J. P.</u>
A.	040	—	—	\$1,500.00		
B.	041		\$23,500.00			
C.	042		1,200.00	800.00		
D.	043		8,000.00			
			or			
D.(Alternate)			4,000.00			
E.	040.2		6,000.00			
F.	040.3		6,000.00			
G.	041.1		1,500.00			
H.	043.1		9,500.00			
I.	042.1 & 042.2	—	10,000.00	2,000.00		
		—————	—————	—————	—————	—————
	TOTALS	\$200,000.00	\$65,700.00	\$4,300.00	\$74,000.00	\$56,000.00

Section III - New Construction

A. 1. Route 040.3 Lost River (?) Miles

2. The amount of funds required for the anticipated road construction for this operation in connection with the tin development at Lost River cannot be recommended at this time as it is not known what amount of road will be required. No information whatsoever regarding this project has been received at this office.

 At the present time a 15B shovel, one dump truck and a small pull grader have been moved to Lost River. It is anticipated that additional equipment will have to be moved there for construction when information is received as to the amount of road required.

3. Funds - (?)

B. 1. Route 401 Nome Depot Personnel Housing

2. It is requested that we be allowed to convert parts of two of our KD building into three additional apartments for key personnel. It is suggested that the KD building in Nome proper be brought to the depot area, this building together with building 418 to be remodeled into three apartments.

3. Funds -	<u>Total</u>	<u>Field</u>	<u>L & M</u>	<u>J. P.</u>
	\$15,000.00	\$6,000.00	\$2,000.00	\$7,000.00

FUNDS FOR NEW CONSTRUCTION
SEASON 1952

		<u>Total</u>	<u>Field</u>	<u>L & M</u>	<u>J. P.</u>
A.	Route 040.3 Lost River	?	?	?	?
B.	Route 401 Nome Depot	<u>\$1,500.00</u>	<u>\$6000.00</u>	<u>\$2000.00</u>	<u>\$7000.00</u>
	TOTAL	<u>\$1,500.00/</u>	<u>\$6000.00/</u>	<u>\$2000.00/</u>	<u>\$7000.00/</u>

Section IV - Plans & Surveys

At this time no surveys are planned unless the road is constructed at Lost River.

Section V - Equipment

1. See attached ARC-49 (Revised) "Assignment of Equipment", for major equipment.
2. It is recommended that three (3) 10 cu. yds. TS300 La Plant Choates Motor Scrapers or similar turnapulls be purchased if there is to be new construction of road from Lost River to Teller Mission. This equipment would be used for graveling the spit section of this road.
3. Attached copies of ARC-49 (Revised) "Assignment of Equipment".

X 24/325

Office Memorandum • UNITED STATES GOVERNMENT

TO : Wm. J. Niemi, Chief Engineer

DATE: April 25, 1952

FROM : F. E. Baxter, Chief, Survey & Road Design Branch

SUBJECT: Proposed Roads not in Six-Year Program

Attached herewith is a brief description of various road projects not now incorporated in the Six-Year Program. This report has been prepared by George Russell, Chief of the Survey Section.

Under separate cover we are sending you the maps used in the preparation of the above report. It would be appreciated if you would return them to this Branch when you have finished using them.

filed in vault

F. E. Baxter

F. E. Baxter
Chief, Survey & Road Design Branch

Attachment

cc: Mr. Schultz

22/177

ARC 138
3-25-52
U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

Date _____

ROUTING SLIP

DELIVER TO Mr. Schultz

FILE
 NECESSARY ACTION
 APPROVAL
 COMMENTS
 NOTE AND RETURN

The attached list of projects will be included in our 6-year plan. Please review (in conjunction with letters in folders) and furnish engineering study as to length, unusual conditions, terrain etc for preparation of brief description of each project.

Point here for return

FROM WJN
ADDRESS 4/10/52

Baxter

MAJOR PROJECTS RECOMMENDED BUT NOT IN LAST SIX-YEAR PLAN

Kasilof - Mouth Kenai River - Sterling Highway

Length, 17 - 20 miles.
Recommended by Kenai.

Run north paralleling the beach from Kasilof to a point near the mouth of the Kenai River; thence in a southeasterly direction to the Sterling Highway near the Soldotna crossing of the Kenai River.

White Mountain - Council

Length, 22 miles.
Recommended by Nome.

Follow higher ground north from White Mountain to crossing over Mudyutok River; thence across Dewey Creek, Suter Creek, and Fox River to connection with Nome-Council road; thence approximately five miles along existing road to Council.

Council - Bunker Hill

Length, 60 miles.
Recommended by Nome.

Follow south side of Niukluk River to American Creek; thence up American Creek and to a junction with the Seward Peninsula Railroad at Iron Creek; thence along the railroad location to Bunker Hill.

Nome - Fairbanks

Length, 680 miles from Eureka.
Recommended by Nome.

Beginning at the end of the proposed Fairbanks - Livengood - Eureka road; thence over a low pass to the ramparts of the Yukon and a possible 1,200' bridge site; thence down the north bank of the Yukon to Tanana; thence up the Tozitna River to the Red Mountain placer gold fields and Hughes; thence across the Koyukuk River and up the Hogatza River to the Zane or Hot Mountains placer gold fields; thence around the northern and western flanks of the Zane Mountains to the Selawik River valley; thence to Candle and to Nome.

Valdez - Dayville

Length, $6\frac{1}{2}$ - 7 miles from Richardson Highway.
Recommended by Valdez.

Beginning at approximately Mile 4 on the Richardson Highway; thence across the Lowe River and to Dayville. Requires long bridge over Lowe River.

Homer to Dock short cut

Length, $\frac{1}{2}$ mile.
Recommended by Homer.

Connect the existing road along the beach in Homer across Palmer Creek to the CAA road.

411
Revised
all 5-27-1933

Homer connection East Hill and Beach Roads near Fritz Creek

Length, $7\frac{1}{2}$ miles.
Recommended by Homer.

Continue the existing East Hill Road along the top of the hill to Fritz Creek; thence down Fritz Creek to a connection with the East Beach Road.

Road around head of Resurrection Bay

Length, 4 miles.
Recommended by Seward.

Follow existing road from approximately Mile 4 on Seward - Anchorage Highway around the head of Resurrection Bay for approximately three miles, and construct one mile new road to Fourth of July Creek.

Seward - Sterling Highway via Resurrection Pass and Russian River

Length, 35 miles.
Recommended by Seward.

Leave Seward - Anchorage at approximately Mile 4; thence up Resurrection River, through the pass, and down the Russian River to the Sterling Highway near Henton's Lodge. Maximum elevation probably less than 1,000'.

Pave Sterling Highway

Length, 119 miles.
Recommended by Homer.

From boundary to Chugach National Forest to Kenai; thence to Kasilof and Homer.

Mill Bay - Mission Point

Recommended by Kodiak.
Unable to identify on map.

Middle Bay - Saltery Cove

Length, 12 - 13 miles.
Recommended by Kodiak.
Improve existing low standard road. (?)

Anton Larsen Bay - Entrance Point

Length, 7 - $7\frac{1}{2}$ miles.
Recommended by Kodiak.

From the existing road at the head of Anton Larsen Bay over a low saddle to Entrance Point. Maximum elevation approximately 500'.

Kodiak - Old Harbor - Alitak

Length, 80 miles from Saltery Cove.
Recommended by Kodiak.

From Saltery Cove around the head of Ugak Bay; thence across to the head of Kiliuda Bay; thence to Old Harbor. From Old Harbor along the proposed Old Harbor - Karluk Road to the head of Uyak Bay; thence to the head of Deadman Bay and along the west side of Deadman Bay to Alitak Bay.

Old Harbor - Karluk

Length, 58 miles.
Recommended by Kodiak.

From Old Harbor across to the head of Uyak Bay; thence to Karluk Lake and down the Karluk River. Maximum elevation approximately 2,000'.

Circle Hot Springs - Woodchopper Creek

Length, 50 miles.
Recommended by Fairbanks.

From Circle Hot Springs along the north slope of the mountains to Woodchopper Creek; thence down the creek to the Yukon River.

Beaver - Little Squaw

Length, 90-120 miles.
Recommended by Fairbanks.

From the Yukon River at Beaver along the old ARC wagon road to Chandalar River; thence up Big Creek and down Little Squaw Creek to Squaw Lake.

Salchaket - Caribou Creek

Length, 42 miles.
Recommended by Fairbanks.

Follow the existing trail along the Salcha River from the Richardson Highway to Caribou Creek.

Hansen - Goodpastor

Length, 50 miles.
Recommended by Fairbanks.

From Hansen's at the north end of the Tanana bridge on the Richardson Highway to Tibbs Creek in the Goodpastor River area. Need additional information from Fairbanks as unable to identify Tibbs Creek on U.S.G.S. maps.

FARM-TYPE PROJECTS

North Kenai - Salamatof

Length, 5-6 miles.
Recommended by Kenai.

Parallel beach from Kenai to Salamatof. Approximately four miles of this road has been constructed.

Local Kenai Roads

Recommended by Kenai.
Grading and maintenance of roads in the Village of Kenai.

Loop CAA - along River to Sterling Highway near Beaver Creek

Length, 5 miles.
Recommended by Kenai.

From Kenai along the Kenai River to a connection with the Sterling Highway near Beaver Creek.

Side Road - Dillingham (r)

Length, 17 miles.
Recommended by Dillingham.

From the cannery at Snag Point along the Wood River to Aleknagik.

Kotzebue - Water Road

Length, 3 miles.
Recommended by Kotzebue.

Unable to identify on U.S.G.S. maps.

Cordova - Point Whitshed Road

Length, 5 miles.
Recommended by Cordova.

Extend existing road to Cape Whitshed.

Lake Talkeetna Road

Length, 1 mile.
Recommended by Talkeetna.

From the CAA field at Talkeetna to Lake Talkeetna. Refer to sketch accompanying Talkeetna letter.

Cushman Street - Tanana River

Length, 3 miles.
Recommended by Fairbanks.

Extend Cushman Street south to the Tanana River.

RECONSTRUCTION PROJECTS

Mineral Creek Road

Length, 10 miles.
Recommended by Valdez.

From Valdez across the flats to Mineral Creek; thence up the creek approximately six miles. Reconstruct old road and replace 400' of single lane bridge with 250' standard 20' Farm Road bridge.

Robe Lake Road

Length, 1 mile.
Recommended by Valdez.

From approximately Mile 4 on Richardson Highway to seaplane landing at Robe Lake.

Mission Road to Spruce Cape

Recommended by Kodiak.
Unable to identify on maps.

Mill Bay Road to Fort Abercrombie

Recommended by Kodiak.

Unable to identify on maps.

Improve Dillingham Main Road

Length, 6 miles. (?)

Recommended by Dillingham.

Improve road from Dillingham to Snag Point.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~UNRECORDED~~ ALASKA
NOME

Copy/w/dm ③

have copy ②

Chf. Engr.	W J N
Admin.	
Op'n.	BDS
Eng'n.	
Acc't.	
Per.	JMS
Supply	

Open Files

8 December 1952

Mr. Wm. J. Niemi
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Subject: Proposed 1953 Field Program.

Dear Mr. Niemi:

Enclosed is the proposed 1953 field program for the Nome District.

<u>Section</u>	<u>Page</u>
I. Maintenance	1 - 5
II. Reconstruction	
a. Major Projects - Through Roads	None
b. Minor Projects - Feeder & Local Roads	6
III. New Construction	
a. Major Projects	7
b. Minor Projects	7
IV. Plans & Surveys	8
V. Equipment	ARC-49 (Revised)

32/Name

Very truly yours,

John M. Cooley

John M. Cooley
District Engineer

Enclosure

JMC:mb

Section 1 - Maintenance

- A. 1. Route 040 Trail Flagging About 200 miles
2. Funds recommended are for the flagging of winter trails in the outlying areas for the fishing and hunting endeavors of various villages.
3. a. Summer Maintenance - None
 b. Winter Maintenance - \$1500.00

- B. 1. Route 041 Nome-Council W.O. 41 78 miles

2. Funds recommended are for the general maintenance of this route.
- a. It is planned that the remainder of Cape Nome Bluff will be widened.
- b. It is planned that the remainder of the sandspit between Safety Ferry and Solomon Ferry, a distance of about $2\frac{1}{2}$ miles, will be surfaced with river gravel from the Solomon River.
- c. The present wooden ferry at Safety is planned to be taken to Lost River and replaced with a steel barge similar to the one at Solomon.
- d. It is planned that the section of road between $17\frac{1}{2}$ mile and Safety Ferry will be straightened and surfaced with a mixture of Cape Nome rock and beach sand.
- e. It is planned that rock ferry approaches will be constructed at Safety Ferry.

The crew for these projects will be the local crew which will consist of five to fifteen men. The major equipment will be a 22B shovel, 2 D-8 dozers, one motor patrol and six or seven dump trucks. It is planned that the crew will work about seven or eight weeks.

3. a. Summer Maintenance - \$23,450.00
 b. Winter Maintenance - None

- C. 1. Route 042 Nome-Kougarok* W.O. 42 11.9 miles
 Route 042.15 Osborne Road 10.2 miles
 Route 042.16 Buster Road 3.3 miles

*(In the past the Work Order 42 just took in the section of the road from the city limits to #5 dredge. In my letter dated 13 Oct 1952,

3.
 - a. Summer Maintenance - \$1,400.00
 - b. Winter Maintenance - None

F. 1.	<u>Routes 042.1 and 042.2</u>	<u>Nome-Wireless</u>	0.2 miles	<u>W.O. 45</u>	Total 38.5 miles
		<u>Bessie-Snake</u>	21.5 miles		
		<u>Bessie-Sunset</u>	12.0 miles		
		<u>Center Creek Road</u>	3.5 miles		
		<u>Little Creek Road</u>	0.8 miles		
		<u>Bourbon Creek Road</u>	0.5 miles		

2. Funds recommended are for the general maintenance of these routes.

a. It is planned to put a bridge across Glacier Creek on the Snake River Road.

b. It is planned to continue to improve the Snake River Road by additional surfacing, culvert and bridge repairs.

The local crew will do the work on these projects.

3.
 - a. Summer Maintenance - \$8,150.00
 - b. Winter Maintenance - \$2,000.00

Winter maintenance will be snow removal from Nome to ARC Area (Center Creek Road) 3.5 miles and Little Creek Road if ACS gets their receiver site completed this summer.

G. 1.	<u>Route 043.1</u>	<u>Bunker Hill - Kougarok</u>	<u>W.O. 45</u>	40.5 miles
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2. Funds recommended are for the general maintenance of this route.

A crew of six men will work about 11 weeks. The major equipment of which a part will be used are a 15B shovel, motor patrol, TD18 dozer and five dump trucks.

3.
 - a. Summer Maintenance - \$10,150.00
 - b. Winter Maintenance - None

H. 1.	<u>Route 040.2</u>	<u>Deering - Inmachuk</u>	<u>W.O. 47</u>	25.0 miles
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2. Funds recommended are for the general maintenance of this route.

A crew of five men will work for about 8 weeks. The major equipment will be a D-6 dozer, two dump trucks and a motor patrol.

3. a. Summer Maintenance - \$5,950.00
b. Winter Maintenance - None

I. 1. Route 040.3 Teller - Bluestone W.O. 48 15.5 miles

2. Funds recommended are for the general maintenance of this route.

A crew of five men will work about 6 weeks. The major equipment will be a D-40 dozer, two dump trucks and a pull-grader.

3. a. Summer Maintenance - \$3,850.00
b. Winter Maintenance - None

Funds are based on 35% of the
totals for District Direct
(Labor).

FUNDS FOR MAINTENANCE

SEASON 1953

	<u>W.O.</u>	<u>Route</u>	<u>Total</u>
A.	49	040 Trails	\$ 3,000.00
B.	41	041 Nome - Council	67,000.00
C.	42	042, 042.15, 042.16 Nome-Kougarok, Osborne Road, Buster Road	43,000.00
D.	43	043 Seward Peninsula Tramway	22,000.00
E.	44	041.1 Council Local	4,000.00
F.	45	042.1, 042.2 Nome Locals	29,000.00
G.	46	043.1 Bunker Hill - Kougarok	29,000.00
H.	47	040.2 Deering - Inmachuk	17,000.00
I.	48	040.3 Teller - Bluestone	<u>11,000.00</u>
		Total	\$225,000.00

Section II - Reconstruction

A. 1. <u>Route 041</u>	<u>Nome - Council</u>	<u>W.O. 410</u>	78.0 miles 20.0 miles Involved
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2. Funds recommended are for the continuation of relocating of the section of road from the East Fork camp to the head of East Fork about nine miles. Also to complete the surfacing of road relocated last year down Fox River.

If funds and time permits it is planned to put a bridge across Fox River and Bear Creek.

A crew of 5 to 14 men will work for a period of about 8 weeks.

The major equipment to be used is 4 dump trucks, 1 motor patrol, 2 D-8 dozers, TD18 and carryall and 10B shovel.

3. Funds: \$17,500.00

Funds for Reconstruction

<u>Season 1953</u>			Total
A. Route 041	Nome - Council	W.O. 410	\$50,000.00

Section III - New Construction

A. 1. Route 040.3 Lost River (about 22 miles)

2. Funds recommended are for the construction of the road from the beach at Lost River to Teller and to surface about one half to one mile of road constructed last year from the beach to the Tin Mine.

 The first four or five miles of this project will be nearly all dozer construction with very little surfacing required.

 The section of road along the spit will require surfacing. It is contemplated that either six, five yard dump trucks or three turnapulls will have to be acquired for this surfacing job. *Local*

 The wooden ferry now at Safety will be taken to Lost River to be installed at the break in the spit which is approximately 300 feet wide.

 A crew of 5 to 16 men will be required and will work about 13 weeks. The major equipment at Lost River is 2 D-8 dozers, 1 motor patrol, 1 15B shovel and 2 small dump trucks. The additional equipment will be required for surfacing the sandspit.

3. Funds: Field - \$35,000.00 Total - \$120,000.00

B. Farm and Industrial Road

1. Road up Big Hurrah

 This road would be approximately 2 $\frac{1}{2}$ miles in length and be constructed up the creek bottom.

Funds: Field - \$1,500.00 Total - \$5,000.00

2. Others if requested and approved by Juneau.

Funds: Field - \$4,500.00 Total - \$15,000.00

Funds for New Construction

Season 1953

A. Route 040.3 Lost River 120,000.00

B. Farm and Industrial Roads

 1. Road up Big Hurrah 5,000.00

 2. Other if requested 15,000.00

Total 140,000.00

Section IV Surveys

At this time the only survey required is the road from the beach at Lost River to Teller.

Funds: Field - \$3,000.00 Total - \$10,000.00

*Use
Defense
Museum
funds.*

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

FAIRBANKS DISTRICT - OPERATIONS ORDERS - SEASON 1953
Effective March 9, 1953

GENERAL

The following instructions and discussion outline the Fairbanks District program as established for the 1953 season. The work contemplated is generally based on District recommendations as discussed during the District Engineers' Conference. No overruns are contemplated or authorized under any Work Orders without approval of Headquarters. Unpredictable emergencies may arise requiring additional funds, but each will be considered individually and additional allotments will be forthcoming only if considered necessary and advisable. Crews should be kept at a size to assure completion of all construction projects within the length of the construction season and funds available. In like manner, maintenance crews must be tailored to meet the maintenance requirements for the season, or for a year-round basis on those roads on which maintenance is performed during both summer and winter.

Limitations are currently in effect on rate of expenditure, but relief is expected before the construction program is affected. Expansion of forces to handle spring and summer maintenance on a minimum basis to protect roads is authorized. No construction projects are to be initiated or forces recruited until cleared by Headquarters. Repair of equipment will be continued on a full scale, employing additional help as replacements wherever necessary. Engineer recruitment of temporary and permanent employees will continue under close supervision of the Chief of the Engineering Division, Headquarters.

Instructions have been sent to the Districts regarding the revised form of Work Orders and the preparation of ARC Form 18, Allotment Statement. ARC Order 35-4 prescribes schedules for accumulating costs against Work Orders, and each Work Order issued designates the schedule desired.

Headquarters personnel will hold frequent field discussions and make studies of the allotments with the District Engineer and Administrative Officer during field trips. This will require detailed personal knowledge of each project by the District Engineer, especially as to size of crews and current status of the project.

These Operations Orders cover the full year's work ending February 28, 1954. Work Orders issued under date of March 9, 1953 are not complete and cover, in most cases, only a portion of the funds required for the entire year. When Congressional action has been completed on Alaska Road Commission appropriations, supplemental Work Orders will be issued programming balances for all projects. Operations Orders will also be modified, where necessary, to meet any required changes in program as a result of such Congressional action.

MAINTENANCE - THROUGH ROADS

Routes 130, 131, 132 - Richardson Highway, Ladd Field Spur and International Airport Road

Funds will be programmed as recommended for summer and winter maintenance of these routes.

First priority in the summer maintenance work should be brush control by chemical spray and nothing must be permitted to interfere with this important work. As discussed, the 5,000 gallon tank trailer should be equipped with the high pressure pump and used for the brief period in the spring when spraying is most effective. Crack sealing and spot repair of pavement should be performed as early as conditions permit.

As previously advised, it is not contemplated that any extensive maintenance repaving will be performed this season. The portable asphalt plant will work in all Districts this summer preparing stockpiles of patching material, with paving to be performed the following year. Leveling with gravel should be done on those sections that have warped most seriously, such as at Birch Lake, on the flats between Shaw Creek and the Tanana bridge, and between that bridge and Delta Junction. It is believed that these may be handled in the same manner as were test sections last season, blading the mat off to one side, leveling with gravel, then relaying the mat by blading back in from the shoulder. No re-sealing program is contemplated for the International Airport road until a re-examination is made by District and Headquarters materials engineers. This may also be included in a contract for paving approach roads to Chena and Noyes Slough bridges.

Other work would consist of routine culvert clearing, shoulder maintenance and centerline striping of the Ladd Field Spur, Airport Road, and the Richardson Highway as far as the south gate of Eielson Field for the present. Surface blading must be performed on the unpaved section from Donnelly Dams to Rapids.

Winter maintenance will be routine for all sections except that none will be performed south of Big Delta to Rapids.

Route 230 - Alaska Highway

Funds will be programmed as recommended to cover routine summer and winter maintenance of this route. With sections A, B-1 and C-1 under contract, summer maintenance should be at a minimum, and will be confined to patching, shoulder maintenance and brush control between Johnson River and Tok, and surface blading between Tok and the Alaska-Canada boundary. No improvements should be made to the section between Northway and the Border as it will be under contract next year. Pavement repair between Tok and Johnson River should be held to minimum required to give an adequate riding surface, as repaving with plant-mix is contemplated for those sections showing extensive failure (see Surveys). No centerline striping is to be placed on the Alaska Highway this season.

Routine winter maintenance is to be performed over the entire system as in the past.

Consideration should be given to elimination of expensive mess operations at Johnson River and Gardner Creek before winter maintenance begins. Trailers will no doubt be available as quarters for married personnel, or for single men doing their own cooking.

Route 330 - Glenn Highway

Funds will be programmed as requested for summer and winter maintenance of this route. As the section will be under contract for paving early in the season, minimum summer maintenance should be required and will probably consist only of surface blading and spring protection work before the contractor moves in.

Winter maintenance will be performed as usual from the Tok Depot.

Routes 630, 632 - Steese Highway to North Camp and University Road

Funds will be programmed for normal summer and winter maintenance.

Replacement of the seal coat on these routes should be deferred pending further study of their condition by District and Headquarters material personnel. A final decision will be made after this review, and may possibly be included in the contract for paving approach roads to the Chena and Noyes Slough bridges.

Centerline striping should be placed on the paved portions of both roads.

Miscellaneous

In connection with the sign program, mileposts should be brought to standard and placed in their proper locations now that surveys are complete on all through roads.

MAINTENANCE - FEEDER ROADS

Route 231 - Northway Feeder

Funds will be programmed to cover normal summer and winter maintenance of this route, consisting of blading, spot graveling, structure maintenance and snow removal.

Route 331 - Taylor Highway

Funds will be provided as recommended for summer maintenance of this road between Tetlin Junction and Jack Wade Junction.

Operations should consist primarily of surface blading, brush control, spot graveling, culvert maintenance and bridge painting. Milepost signs conforming to the established standard are to be placed this season in connection with the sign program.

Routes 631, 633, 634 - Steese Highway and Ester Road

Funds will be programmed as recommended for summer maintenance of all these sections and for routine winter maintenance of the portions between Fairbanks and Chatanika and between the University and Ester.

Summer maintenance is to consist of surface blading, brush control, spot graveling and other routine maintenance. This work should be exclusive of and coordinated with the reconstruction work between Chatanika and Central.

Route 731 - Elliott Highway

Funds will be provided as recommended for summer maintenance of the entire route and winter maintenance of the section between Fox and Olmes.

Operations should be routine and consist mainly of surface blading, brush control, spot graveling, bridge painting and snow removal.

Route 732 - Manley Hot Springs-Eureka

Your recommendations that summer maintenance work on this route be held to a minimum due to the improvements made last season are approved and funds have been programmed accordingly. No winter maintenance is planned.

Route 031 - Ruby-Long-Poorman

As recommended, summer maintenance only will be performed on this route and will consist primarily of installation of culverts, ditching and surface repair in order to protect the roadway from damage during heavy rains and spring runoff of melting snow. Bridge material will be held at Ruby for future use. Funds will be programmed as requested.

MAINTENANCE - LOCAL ROADS

Routes 130.1, 130.2, 130.3, 130.4, 130.5, 132.1 - Fairbanks and Richardson Highway Locals

Funds will be provided as recommended to cover routine summer maintenance of the entire group and winter maintenance of approximately 37 miles of the total of 52 miles of road in this system.

Operations are expected to be normal and consist mainly of surface blading, brush control, ditch clearing and culvert maintenance.

Routes 331.1, 331.2 - Taylor Highway Locals

Funds have been programmed as recommended to cover minimum summer maintenance only, with most of the work being concentrated on the Jack Wade Junction-Boundary section, where surface blading, spot graveling, ditch clearing and placing of mileposts comprise the main features.

Routes 630.1, 631.1, 631.2, 631.3, 631.4, 632.1, 633.1, 634.1 - Fairbanks Locals and Steese Highway Branches

This group is composed of the 34 roads listed in your recommendations. Funds will be provided as requested for summer maintenance of the entire system and winter maintenance of approximately 50 miles. Operations will be routine and consist mainly of surface blading, brush control, ditch and culvert clearing, spot graveling and snow removal.

Route 731.1 - Elliott Highway Branches

Funds have been programmed to cover necessary summer maintenance only on this system. It is not anticipated that much work will be required other than occasional surface blading.

Route 732.1 - Manley Hot Springs-Tofty

As recommended, increased funds will be programmed this season in order to repair this route and provide a suitable road for the mining traffic in this area. Summer maintenance only is to be performed and will consist of regrading, surfacing, brush cutting and structure maintenance.

Routes 030.1-030.6 incl. - Coal Creek, Rampart-Little Minook, Wiseman Locals and Ruby Airfield Road

As recommended, funds have been provided for summer maintenance only in the Wiseman area and for the Ruby Airfield road. No work is contemplated for the other isolated routes. Work in the Wiseman area is expected to consist of surface maintenance on the Nolan and Hammond roads, trolley repair at the river crossings at Wiseman and Coldfoot, and brush cutting and widening of the Porcupine trail. As discussed in separate correspondence, a hearing on road matters should be held in the Wiseman area in an attempt to evaluate chronic complaints from residents.

Work on the Ruby airfield road should consist only of surface maintenance.

Miscellaneous

Work Orders are frequently issued to cover maintenance of certain roads for which funds are made available by reimbursement from other agencies and work is to be performed as directed in the Work Orders.

Reconstruction work on this highway should be closely coordinated with maintenance activities so that the public obtains the maximum early benefit of the changes and improvements.

Route 633 - Ester Road. Funds will be provided approximately as recommended to cover widening of several narrow cuts and fills on this road.

Route 230 - Alaska Highway Bridges. Funds have been programmed to cover replacement of the Sears Creek bridge, material for which has been ordered, and to re-deck the Tanana, Yerrick Creek and Johnson River bridges with prefabricated laminated panels. Every effort should be made to accomplish the re-decking of the Tanana bridge as soon as possible after receipt of the material so that the contractor on Section C-1 will not be delayed in his work in this vicinity.

By Contract

Route 130 - Richardson Highway-Jarvis Creek and Moose Creek bridges. Bids for replacement of these structures by contract are being issued for early May opening and completion during the current season. Work Orders have been issued covering completion of design and contract preparation. These will be supplemented to cover anticipated total costs, including necessary work by Government forces, when bids have been received and award made.

Force account work will consist of construction and maintenance of the detour over the railroad bridge at Moose Creek and preparation of detour approach fills and furnishing unfabricated steel rail piling for Jarvis Creek.

CONSTRUCTION

By Force Account

Route 331 - Taylor Highway. Your recommendations for work on this route are approved and funds will be programmed in the amount requested.

Camps should be established as suggested and work performed as outlined. Priority should be given to completing missing structures at stream crossings, widening rock cuts and covering soft ground to provide a passable road through to Eagle with improvement to final line, grade and width to be performed later as time and funds permit. Existing weak bridges between Liberty and Eagle should be repaired as recommended.

Necessary construction engineering costs are to be charged to the construction Work Order. It is not anticipated that a large engineering crew will be required on this project but data on as-built construction should be secured this fall if personnel and funds will permit.

Farm and Industrial Roads. Work Orders will be issued for farm road construction in the Fairbanks area and the Richardson Highway area as in the past, thus permitting some flexibility in the use of funds. Unused balances can be transferred from one project to another within Work Orders but not between Work Orders. However, it appears that total funds will be reduced to \$80,000 for Farm Road construction.

Projects approved in line with discussions at the District Engineers' Conference are listed below in the order of their priority:

Fairbanks Area

1. Chena Springs Road
2. Petitions 51-4 and 52-14 - Nordale-Tonseth Road
3. Petitions 50-3 and 51-9 - Moore-Cartwright-Conn Road
4. Petition 51-5 - Bjerremark Road
5. Petition 51-1 - Wolff Run Road
6. Petition 50-4 - Moore-Cartwright-Conn Extension

Richardson Highway Area

1. Petition 50-1 - Shaw Creek Road
2. Petition 51-10 - Canady Road
3. Petition 51-8 - Harding Lake Road
4. Petition 50-2, 51-6 - Johnson Road

Although final word has not yet been received from the armed services, it is anticipated that construction of a military access road in the vicinity of the Big Gerstle River on a reimbursement basis will be authorized. Consideration should be given to using the fleet of Tournapulls on this job if approved.

By Contract

Route 133 - Chena River and Noyes Slough Bridges. Funds have been programmed in the amount estimated as being the remaining costs to be incurred in completing these structures.

Paving of approach roads are contemplated as soon as the city of Fairbanks has cleared the necessary right-of-way titles.

Route 230 - Alaska Highway, Section C-1. Funds have been programmed in the amount of the estimated total cost of this project. Construction staking should be started as soon as possible in order to avoid delaying the contractor.

Initial work will have to be performed from the Tok Depot as a base but it is believed advisable to move the Resident Engineer's office to the contractor's camp as soon as established in order to reduce congestion at Tok.

Route 320 - Glenn Highway, Section D-2, E. Funds have been programmed to cover cost of final design, contract preparation, and initial construction staking. It is anticipated that bids will be advertised late in April, with construction to begin in June or early July. Additional funds will be allotted following award of the contract.

This project will cover paving from Tok to Porcupine and though it runs into the Valdez District, administration, engineering and inspection will be by Fairbanks District forces.

Construction of Tok Garage. Funds have been provided in the amount estimated as necessary to cover remaining costs on this project.

Formal notice to resume work on this job should be given to the contractor when conditions are suitable.

SURVEYS

Livengood-Rampart

Funds have been provided to resume work on this survey when weather conditions and personnel recruiting permit. As recommended, a kitchen trailer and two bunk trailers should be used on this project this season.

Farm Road Surveys

A portion of the funds requested for construction staking and continued reconnaissance, study and planning have been provided and will be supplemented at a later date.

Fairbanks-Nenana Survey

Funds have been programmed to cover completion of computing and plotting survey notes.

Johnson River-Tok

Survey will be made to obtain design information for repaving parts of this section with hot plant-mix where extensive deterioration has occurred on the penetration type surface. Foundation drilling will also be accomplished in connection with materials investigations.

MISCELLANEOUS

We have received word that the three underbody blade trucks will be purchased from the Oshkosh Company, with delivery in approximately 45 days. The 35 foot flatbed semi-trailer will be a Utility Trailer Company product and we believe the lowbed trailer will also be a Utility. Award has been made to Chevrolet for the pickups and coupes with delivery in Seattle scheduled for May 15. The Kenworth tractor truck is now being

manufactured in Seattle with delivery expected about May 15. The motor graders should arrive prior to May 1 as they have left the factory. The truck-mounted 210 cubic foot air compressor transferred to Tok from the Valdez District last year should be returned to the Valdez District.

It may be necessary to transfer the fleet of Tournapulls to the Anchorage District following completion of the Army work at Big Gerstle. Advice will be given later on this.



Wm. J. Niemi
Chief Engineer

Distribution:

- 8 - District
- 1 - Comm. of Roads
- 1 - Chief Engineer
- 4 - Engineering Div.
- 5 - Operations Div.
- 4 - Administrative Div.
- 5 - Files

P. O. Box 1961

May 29, 1953

Mr. John M. Cooley
District Engineer
Alaska Road Commission
Nome, Alaska

Dear Mr. Cooley:

Due to the recent reductions in our 1954 fiscal year appropriations, it will be necessary to revise our program downward.

For the Nome District, it has been found necessary to reduce Maintenance funds by \$38,000 to a program total of \$175,000. Please advise as soon as possible your recommendations as to which Work Orders are to be cut and the amount of such cut in each case so that final Work Orders can be prepared accordingly.

As soon as word is received from you on the maintenance program, final Work Orders for your District will be issued.

The reduction in funds necessitates extremely close control over all operations, and expenses must be held to a minimum. All purchases should be scrutinized for any items not specifically required to fulfill this program.

Sincerely yours,

Wm. J. Niemi
Chief Engineer

WJN:daw

BDS

WJN
WJN
10/1/53

7/1/53



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~JUNEAU~~ ALASKA
NOME

3 June 1953

Comm. of Rds.	.....
Chf. Engr.	WJN ✓
Admin.	.....
Op'ns.	BOS ✓
Engrg.	.....
Acc't.	.....
Pers.	.....
Supply	.....

2 *[Signature]*

O.K.

[Signature]
Darl
6/9

Mr. Wm. J. Niemi
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Niemi:

Reference your letter dated 29 May 1953 in regards to the program for the Nome District.

Due to the necessity of reducing the tentative maintenance program of \$213,000 to \$175,000 for the Nome District, I would like the program set up as follows:

<u>WO</u>	<u>Activity</u>	<u>Description</u>	<u>Amount</u>
41	5-b	Nome-Council	\$ 67,000 ✓
42	5-b	Nome-Kougarok	28,000 ✓
43	5-b	Seward Tram	6,000 ✓
44	5-b	Nome-Council Locals	None ✓
45	5-b	Nome Locals	29,000 ✓
46	5-b	Bunker Hill-Kougarok	22,000 ✓
47	5-b	Deering-Inmachuk	17,000 ✓
48	5-b	Teller-Bluestone	None ✓
49	5-b	Trail Flagging	3,000 ✓
423	5-b	Haycock Bridges	3,000 ✓
Total			\$ 175,000 ✓

From the above proposed program you will notice that I have eliminated both the Nome-Council Locals, W.O. 44, and Teller-Bluestone, W.O. 48. My reasons for this are as follows: 1. Nome-Council Locals have not been maintained the past two years and I don't believe will be needed this year. 2. Teller-Bluestone has not been used for development of the country since I have been in Nome and there is no mining area serviced. Also, the road has only served three vehicles at Teller for berry pickers and under the circumstances I believe should not be maintained this year.

I have cut the Seward Tram, W.O. 43, from \$22,000 to \$6,000 as the track is open to mile 32 now and the U.S.S.R. & M. Company report it is in good shape. The U.S.S.R. & M. Company use the Railroad the most

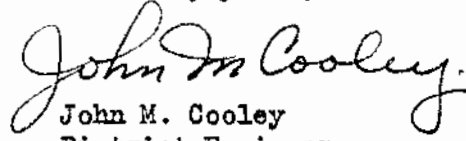
Mr. Wm. J. Niemi - Page 2.

and the section they and the other miners use is in good shape. I plan to try to only make inspection and emergency repairs that may be required.

I have reduced the Bunker Hill-Kougarok Work Order from \$29,000 to \$22,000 which should take care of the maintenance.

If, after inspection of the Tram and Bunker Hill-Kougarok road is made, it is determined that the proposed amounts are more than required could the surplus amounts be added to other routes that are used?

Sincerely yours,


John M. Cooley
District Engineer

Anchorage, Alaska
May 11, 1954

Comm. of Eds. ---
Chl. Engr. ---
Admin. ---
Op'ns. ---
Engrs. ---
Acc't. ---
Pers. ---
Supply ---

My dear Gig:

Yesterday at lunch, Ray Peterson, president of Northern Consolidated Airlines, and I were discussing the problem of aiding the development of the economy of the Alaskan hinterland, particularly the Kuskokwim-Yukon region. *Baxter*

Ray came up with the idea that he would be willing to do all possible, as president of the major airline serving the area, to spark a road program for the region.

At first blush it may seem unusual for the president of an airline to push for road construction. But on second thought, however, the more roads, the more development, the more people, the more need for air transportation.

We discussed it at length, and came up with the idea that now would be a good time to start a campaign for public support of a road to McGrath, and the completion of the road from Georgetown to Takotna, thus linking the Yukon and Kuskokwim areas.

With a new crop of legislators due in Juneau next spring, now should be a good time to start the educational campaign for the McGrath Road.

Ray and I feel that support of both the Third and Fourth Division legislators would accrue to a Kuskokwim road at this time. We feel that they would support such a program and a boost in motor fuel tax. We would boost for a Nenana-Kantishna road joining a Susitna-Rainy Pass Road, continuing to McGrath.

If you will supply me with guestimates on such a program, and other pertinent information, including maps, I shall be pleased to put together a speech for Ray Peterson which will be used at an appropriate occasion to spark such a program. (How many miles remain between Georgetown and Takotna, and how much to complete it?)

I am writing Phil Holdsworth for mining data to add to the picture.

Your assistance will be appreciated, and I hope you will give us the benefit of your ideas by mail, and also in person the next time you come to Anchorage.

Should you go all out with information, Gig, Ray and I will throw in one of those Pagoda filet mignons!

With best regards,

Phil Holdsworth

7-10-54

~~_____~~

Files

PROGRAM SUMMARY
MARCH 9, 1953 - FEBRUARY 28, 1954

FAIRBANKS DISTRICT

<u>Activity</u>	<u>Tentative Program</u>	<u>Programmed To Date</u>
Preparation of Plans	\$ 115,000	\$ 55,000
Construction	4,425,000	3,807,000
Reconstruction	520,000	254,000
Maintenance	<u>1,103,000</u>	<u>472,000</u>
Fairbanks Total	\$ 6,163,000	\$ 4,588,000

PREPARATION OF PLANS

<u>WO</u>	<u>Description</u>	<u>Tentative Program</u>	<u>Programmed To Date</u>
322	Fairbanks-Nenana Survey	\$ 5,000	\$ 5,000
365	Farm Roads Surveys	50,000	10,000
366	Livengood-Rampart	40,000	20,000
387	Cadastral Survey	<u>20,000</u>	<u>20,000</u>
Total Preparation of Plans		\$ 115,000	\$ 55,000

CONSTRUCTION

<u>WO</u>	<u>Activity</u>	<u>Description</u>	<u>Tentative Program</u>	<u>Programmed To Date</u>
321	2-a	Taylor Highway	\$ 620,000	\$ 50,000
327	2-c	Alaska "A-B1"	241,000	241,000
328	2-b	Richardson "C"	250,000	250,000
333	4-a	Chena & Minnie Street Bridge	329,000	329,000
343	4-a	Graehl Approach	5,000	5,000
346	2-f	Glenn "D2-E"		20,000
363	2-o	Fairbanks Farm Roads	55,000	12,000
364	2-e	Richardson Farm Roads	25,000	
381	2-e	Alaska "C-1"	<u>2,900,000</u>	<u>2,900,000</u>
Total Construction			\$ 4,425,000	\$ 3,807,000

8-11-55

RECONSTRUCTION

<u>WO</u>	<u>Description</u>	<u>Tentative Program</u>	<u>Programmed To Date</u>
319	Steese Highway	\$ 120,000	\$
320	Sears Creek Bridge	14,000	14,000
373	Redecking Tanana-Yerrick-Johnson	225,000	225,000
378	Moose Creek Bridge	40,000	5,000
379	Banner Creek Bridge	2,000	2,000
382	Mansfield Bridge	3,000	3,000
383	Jarvis Creek Bridge	114,000	5,000
386	Ester Road	2,000	
	Total Reconstruction	\$ 520,000	\$ 254,000

MAINTENANCE

<u>WO</u>	<u>Activity</u>	<u>Description</u>	<u>Tentative Program</u>	<u>Programmed To Date</u>
31	5-a	Richardson Highway	\$ 212,400	\$ 55,000
32	5-a	Alaska Highway	185,000	50,000
33	5-a	Glenn Highway	23,500	6,000
34	5-a	Steese-University	14,300	3,000
35	5-b	Northway Feeders	10,000	3,000
36	5-b	Taylor-Summer	50,000	15,000
37	5-b	Steese and Feeders	162,000	40,000
38	5-b	Elliott Highway	46,000	10,000
39	5-b	Manley-Eureka	10,000	10,000
310	5-b	Ruby-Long-Poorman	40,000	10,000
311	5-b	Fairbanks Locals	36,000	10,000
312	5-b	Taylor Locals	5,500	5,500
313	5-b	Fairbanks Locals & Steese Br.	46,800	10,000
314	5-b	Elliott Branches	1,500	1,500
315	5-b	Manley-Tofty	22,000	5,000
316	5-b	Wiseman Locals	6,500	6,500
317	5-b	Ruby Locals	1,500	1,500
358	5-a	Tok Garage	230,000	230,000
	Total Maintenance	\$ 1,103,000	\$ 472,000	

REIMBURSABLE ACTIVITIES

<u>WO</u>	<u>Activity</u>	<u>Description</u>	<u>Programmed To Date</u>
344	6-b	Misc. Services and Supplies	\$
353	6-b	Maintenance - Meadows Road	5,000
371	6-c	U. of Alaska Campus Roads	
376	6-b	ACS Snow Removal	500

P. O. Box 1961

May 26, 1954

Mr. Herb Hilscher
Public Relations
P. O. Box 846
Anchorage, Alaska

Dear Herb:

Reference is made to your letter of May 11, 1954, regarding highway projects for the development of the Kuskokwim-Yukon hinterland of Alaska. I agree that additional impetus should be given to such programs and appreciate the interest of Ray Peterson in working on these projects.

Under separate cover there is forwarded a set of maps covering in detail the approximate routes for the roads suggested in your letter. One, a large map of Alaska, includes all routes, while the individual geological survey maps show the details of the projections.

Additional information regarding the routes, as requested by your letter, is as follows:

Georgetown - Flat

This project has long been recognized as being important for providing access to the Flat area, particularly since river freight on the Iditarod is now difficult and, for all practical purposes, has been discontinued. While winter freight does come in by way of Georgetown, considerable justification exists for improvement to a road. This road would be 44 miles in length and would cost approximately \$2,700,000. There would be three stream crossings, namely, Chicken Creek, Butte Creek and Bonanza Creek.

Flat to Takotna

A road to connect these two existing road systems would be primarily a ridge road, crossing only two streams, namely, Canes Creek and Otter Creek; the latter having two crossings. It would total 63 miles in length and the approximate cost would be \$3,000,000.

8/11 General

Matanuska Valley to Takotna

This road would connect with the above two providing access to both the Yukon and Kuskokwim Rivers and would follow very well along the old abandoned Iditarod Trail through Rainy Pass. Three alternates for the section between McGrath and Takotna have been shown and until more ground reconnaissance is accomplished, it appears that the preferred route would be that on the north bank of the Takotna River. Alternates B and C would cross the Takotna River near McGrath and follow more closely along the Tatalina River, ~~to Sterling Landing.~~ This is a major project requiring at least 287 miles of new road by route A, and having at least 15 major river crossings including such rivers as the Susitna, Skwentna, Kuskokwim and Takotna. A rough estimate of cost is \$15,000,000.

Kantishna to a Junction with the Anchorage Kuskokwim Road in the Vicinity of Farewell

This route would connect the present McKinley Park Highway into the above system; would be 122 miles in length and have 13 major river crossings since the route is along the foot of the Alaska Range. The estimated cost is \$8,000,000.

Fairbanks to McKinley Park

This additional section of highway would connect Fairbanks into the above system via Nenana and the McKinley Park Highway. The total length to the McKinley Highway would be 128 miles with connection being made at Savage Mile Point 12 on the existing road. This road also crosses several major rivers including the Tanana, Moose Creek and Nenana and would cost approximately \$7,500,000.

Several of the above projects have been carried in our six-year program, however, the budgetary policy in recent years which has limited all new starts has precluded any possibility of initiating requests for funds. In view of the relatively high costs for the above listed projects, it is obvious that considerable economic justification or concerted support for the roads will have to be developed for budget support.

I will be in Anchorage during the week of June 1st and would be pleased to discuss this matter further should additional questions arise.

Sincerely yours,

AFGhiglione:ak

A. F. Ghiglione
Commissioner of Roads for Alaska

Flat Road (Willow Creek Mine) to Georgetown

by FBB
5/23/54

Length = 44 miles

This is largely a ridge route. The following named streams are crossed:

Chicken Creek

Butte Creek

Bonanza Creek

\$ 2,700,000

Ophir - Takotna - Sterling Landing Road to Flat

by FEB
5/23/54

Length - 63 miles

This is a ridge route and only crosses two streams; -

Ganes Creek

Otter Creek (twice)

\$ 3,800,000

Matanuska Valley to Takotna
(Rainy Pass Route)

by FEB
5/23/5

Route "A" to Takotna 274 Miles
McGrath to Takotna-Sterling Landing Rd. $\frac{13}{}$
287 Miles

Route "B" via McGrath to Sterling Landing-Takotna Road = 280 Miles

Route "C" via McGrath to Sterling Landing-Takotna Road = 274 Miles

These alternates all accomplish the same purpose, furnishing a connecting route from the Matanuska Valley area to the Ophir-Takotna-Sterling Landing Road, and also tying McGrath to the latter road.

Routes "B" and "C" must cross the Takotna River at McGrath, near its confluence with the Kuskokwim.

Route "A" misses the main Takotna crossing, but does cross the Nixon Fork of the Takotna.

In addition to the above, the following named streams must be crossed on the Rainy Pass Route:

Lucile Creek \$ 15 000 000
Meadow Creek
Little Susitna River
Fish Creek

Susitna River

Stwentna River

Happy River

Canyon Creek

Squaw Creek

South Fork Kuskokwim River

Post River

Salmon River

Kuskokwim River

Kantishna to Farewell Mtn. (on Rainy Pass Route)

by FEB
5/23/54

Length = 122 miles

The following named streams are crossed:

McKinley River

Clearwater Creek

Muddy River

McCloud Creek

Iron Creek

Slippery Creek

Birch Creek

Foraker River

White Creek

Herron River

Swift Fork Kuskokwim River

Tonzona River

South Fork Kuskokwim River

\$8,000,000

Fairbanks - Nenana - Healy - McKinley Park by FEB
5/23/54

Length via Nenana River to McKinley Park Station = 112 miles

Length via Sarage River to McKinley - Kantishna Road = 128 miles

Both routes cross the following named streams:

Little Goldstream Creek

Tanana River

Fish Creek

Julius Creek

Moose Creek

Nenana River

Dry Creek

Sarage River route also crosses:

Dry Creek (2nd time)

Ewe Creek

Nenana River route crosses no more named streams

\$ 7,500,000

Files

ALASKA ROAD COMMISSION
PROGRAM SUMMARY

3/7/54 - 3/6/55
As of 5/30/54

ANCHORAGE DISTRICT

<u>Activity</u>	<u>Programmed to date</u>
1 Preparation of Plans	\$ 54,000.00
2 Construction in Progress	1,648,903.14
3 Reconstruction	728,000.00
5 Maintenance	<u>954,000.00</u>
Total	\$ 3,384,903.14

PREPARATION OF PLANS

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
190	Farm Road Surveys	19,000.00
1115	Cadastral Survey - Glenn	5,000.00
1151	Survey, Pittman-Willow	30,000.00
Total		<u>54,000.00</u>

CONSTRUCTION IN PROGRESS

127	Denali Highway	240,000.00
137	Glenn B-1	4,000.00
138	Glenn B-2	2,000.00
189	Kennel Farm Roads	-0-
1101	Seward-Anchorage A5-B4	240,000.00
1113	Anchor River Road	3,000.00

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
1116	Crossing Signals	\$ 18,260.00
1117	Crossing Signals	28,200.00
1122	Crossing Signals	27,490.00
1127	Abbott Road	2,453.14
1131	Cadastral Survey - Seward-Anchorage	5,000.00
1132	Anchorage-Elmendorf Alternate	500.00
1136	Cantwell Foreman's Quarters	5,000.00
1141	Anchorage By-Pass Paving	-0-
1142	Cantwell Garage	60,000.00
1147	Denali Highway Bridges	350,000.00
1154	Miller Loop Road	21,000.00
1155	O'Malley Road	6,300.00
1156	Abbott Road	16,600.00
1158	Big Lake Road	35,000.00
1159	North Kenai Road	21,600.00
1160	Pittman Road	31,900.00
1161	Birchwood Road	11,200.00
1162	Abbott Road	27,400.00
1163	Moose River Road	10,500.00
1188	Anchorage-Elmendorf Alternate	230,000.00
1189	Class A-3	245,000.00
1193	Ship Creek Bridge	5,000.00
1195	Granite Creek Bridge	1,500.00

1,648,903.14

RECONSTRUCTION

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
129	Sterling Highway	\$ 90,000.00
130	Mountain Roads	10,000.00
131	Valley Roads	90,000.00
132	Homer Roads	30,000.00
151	Anchorage Roads	94,000.00
1137	Anchorage-Elmendorf Alternate	10,000.00
1139	Kuk River Bridge	210,000.00
1140	Moose River Bridge	80,000.00
1148	Kodiak Roads	20,000.00
1149	Sterling Highway - BPR	-0-
1186	Chickaloon Bridge	5,000.00
1187	Moose Creek Bridge	4,000.00
1190	Sterling Highway - BPR	60,000.00
1194	Sterling Highway - ARC	25,000.00
		<hr/>
		\$ 728,000.00

MAINTENANCE

11	Glenn Highway	175,000.00
12	Seward-Anchorage Highway	100,000.00
13	Anchorage-Seward	15,000.00
14	Matanuska Valley Feeders	45,000.00
15	Sterling Highway	190,000.00

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
17	North Park Boundary-Kantishna	\$ 1,400.00
18	Sterling Landing - Ophir	32,000.00
19	Iditarod-Flat	7,600.00
110	Dillingham-Wood River	30,000.00
111	Abbott Road	3,000.00
112	Glenn Highway Locals	24,000.00
113	Matanuska Valley Locals	48,000.00
114	Mountain Locals	10,000.00
115	Anchorage Locals	75,000.00
116	Sterling Locals	17,000.00
117	Homer Locals	39,000.00
118	Talotna Locals	9,000.00
119	Flat Locals	10,000.00
120	Kodiak Locals	50,000.00
121	Talkeetna-Cache Creek	8,000.00
122	Colorado-Dull River	2,000.00
123	Bethel Locals	10,000.00
124	Naknek Locals	27,000.00
125	Iliamna-Pile Bay	8,000.00
194	Medfra-Simon	1,000.00
198	Iliamna-Neshalem-Wendalton	1,500.00
1118	Red Mountain Road	7,500.00
1121	Soldotna Garage	3,000.00
1146	Cartwell-Summit Airfield	5,000.00

\$ 954,000.00

ALASKA ROAD COMMISSION
PROGRAM SUMMARY

3/7/54 - 3/6/55
As of 5/30/54

VALDEZ DISTRICT

<u>Activity</u>	<u>Programmed to Date</u>
1 Preparation of Plans	\$ 25,000.00
2 Construction in Progress	6,777,000.00
3 Reconstruction	18,000.00
5 Maintenance	<u>966,500.00</u>
Total	7,766,500.00

PREPARATION OF PLANS

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
248	Copper River Survey - Sec. B	5,000.00
266	Copper River Survey - Sec. C	20,000.00
Total		<u>25,000.00</u>

CONSTRUCTION IN PROGRESS

29	Denali Highway	270,000.00
211	Richardson, Section D	2,760,000.00
212	Richardson, Section G	950,000.00
214	Glen, Section D-3	6,000.00
216	Richardson, Section H	125,000.00
217	Glen B-3 - As-builts	5,000.00
222	Glen, Section C	95,000.00
226	Richardson, Section E	105,000.00
236	Copper River Highway (RPR)	-
257	Chistochina Bridge	455,000.00

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
263	Richardson G Bridges	\$ 85,000.00
270	Glenn C-1, D-1 Paving	1,800,000.00
278	Copper River Highway, Sec. C	100,000.00
279	Rock Creek Bridge - Denali	1,000.00
280	McLaren River Bridge - Denali	7,000.00
282	Thermal Studies, Glenn	5,000.00
284	Heasbali - Mile 221	8,000.00

Total	\$ 6,777,000.00
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RECONSTRUCTION

241	Mile 0.8 Bridge	6,000.00
258	Mendeltra River Bridge	1,000.00
276	Nebraska Road	-0-
277	Mile 0.8 Dike	6,000.00
281	Tonsina River Bridge	5,000.00

Total	18,000.00
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MAINTENANCE

21	Richardson Highway	317,500.00
22	Special Winter Maintenance	160,000.00
23	Glenn Highway	211,000.00
24	Edgerton Cutoff	15,000.00
25	Nebraska Highway	1,000.00

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
26	Denali Highway	\$ 3,000.00
27	Richardson Locals	4,000.00
28	McCarthy Locals	3,000.00
229	Security Fence - Glennallen	2,000.00
243	Sewer System - Glennallen	100,000.00
264	Glennallen Garage	30,000.00
265	Glennallen Apartments	10,000.00
267	Garage - Trimm Camp	7,000.00
268	Isabel Pass Maintenance	84,500.00
273	Apartment No. 250	500.00
274	Glennallen Carpenter Shop	2,000.00
275	Valdez Security Fence	5,000.00
283	Glennallen Boiler House	6,000.00
285	Paxson Garage	5,000.00
		<hr/>
		\$ 966,500.00

ALASKA ROAD COMMISSION
PROGRAM SUMMARY

3/7/54 - 3/6/55
As of 5/30/54.

FAIRBANKS DISTRICT

<u>Activity</u>	<u>Programmed to Date</u>
1 Preparation of Plans	\$ 76,000.00
2 Construction in Progress	3,458,000.00
3 Reconstruction	216,000.00
5 Maintenance	<u>961,500.00</u>
Total	4,711,500.00

PREPARATION OF PLANS

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
365	Farm Road Surveys	9,000.00
366	Livengood-Rampart Survey	1,500.00
387	Cadastral Surveys - Richardson	25,000.00
3108	Nenana-McKinley Park Survey	40,000.00
3123	Ft. Yukon Reconnaissance	500.00
		<u>\$ 76,000.00</u>

CONSTRUCTION IN PROGRESS

321	Taylor Highway	310,000.00
333	Chena River Bridge	3,000.00
343	Grachl Approach Road	85,000.00
346	Glenn D2-E	1,450,000.00

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
363	Fairbanks Farm Roads	\$ -0-
364	Richardson Farm Roads	-0-
375	Alaska C	-0-
381	Alaska C-1	1,130,000.00
390	Tok Airfield Access Road	3,000.00
391	Alaska B	5,000.00
393	Noble Street Paving	15,000.00
394	Alaska C-2	50,000.00
3100	Richardson C-1	295,000.00
3102	Alaska C-2 Bridges	30,000.00
3109	O'Connor Creek Road	8,000.00
3110	Chena Hot Springs Road	5,000.00
3111	Chena Ridge Road	15,000.00
3112	Moore-Cartwright Road	10,000.00
3113	Brock Road	6,000.00
3114	Wall Road	5,000.00
3115	Bradway-Jadger Road	5,500.00
3116	Canaday Road	15,000.00
3117	Shaw Creek Road	5,000.00
3118	Harding Lake Road	6,000.00
3119	Birch Lake Road	1,500.00
Total		3,458,000.00

RECONSTRUCTION

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
319	Steese Highway	\$ 60,000.00
360	Badger Road	16,000.00
373	Re-deck Johnson & Yerrick Bridges	19,000.00
378	Moose Creek Bridge	4,000.00
379	Banner Creek Bridge	80,000.00
383	Jarvis Creek Bridge	3,000.00
3107	Steel Creek Road	34,000.00
		<hr/>
	Total	\$ 216,000.00

MAINTENANCE

31	Richardson Highway	220,500.00
32	Alaska Highway	187,000.00
33	Glenn Highway	25,000.00
34	Steese-University	29,000.00
35	Northway Feeder	9,300.00
36	Taylor Highway	50,000.00
37	Steese and Feeders	160,000.00
38	Elliott Highway	50,000.00
39	Manley Hot Springs-Eureka	7,000.00
310	Ruby-Long-Poorman	30,000.00
311	Fairbanks Locals	45,000.00
312	Taylor Locals	6,500.00

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
313	Fairbanks Locals & Steese Branches	\$ 57,300.00
314	Elliott Branches	1,200.00
315	Manley Hot Springs-Tofty	15,700.00
316	Wiseman Locals	5,000.00
317	Ruby Airfield Road	1,500.00
3103	Tanacross Road	1,500.00
3104	Tok Depot	10,000.00
3105	Dot Lake Camp	25,000.00
3106	O'Brian Creek Camp	25,000.00
		<hr/>
		\$ 961,500.00

ALASKA ROAD COMMISSION
PROGRAM SUMMARY

3/7/54 - 3/6/55
As of 5/30/54

NOME DISTRICT

<u>Activity</u>	<u>Programmed to Date</u>
Maintenance	\$ 164,500.00
Total	164,500.00

CONSTRUCTION IN PROGRESS

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
124	Nome-Kougarok	-
<u>MAINTENANCE</u>		
41	Nome-Council Highway	93,300.00
42	Nome-Kougarok Highway	17,200.00
43	Seward Tram	2,800.00
44	Nome-Council Locals	2,800.00
45	Nome Locals	18,500.00
46	Dunker Hill-Kougarok	4,300.00
47	Deering-Imachak	8,600.00
48	Teller-Bluestone	10,000.00
49	Trails	1,200.00
427	Minnehaha & Virginia Creek Bridges	1,500.00
430	Lost River Road	4,300.00

\$ 164,500.00

ALASKA ROAD COMMISSION
PROGRAM SUMMARY

3/7/54 - 3/6/55
As of 5/30/54

HAINES SUB-DISTRICT

<u>Activity</u>	<u>Programmed to Date</u>
1 Preparation of Plans	\$ 11,000.00
2 Construction in Progress	10,000.00
3 Reconstruction	5,000.00
5 Maintenance	<u>130,845.94</u>
Total	156,845.94

PREPARATION OF PLANS

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
537	Skagway-Carcross Survey	6,000.00
545	Haines-Skagway Reconnaissance	<u>5,000.00</u>
Total		11,000.00

CONSTRUCTION IN PROGRESS

522	Skagway-Carcross	6,000.00
536	Intak Road Extension	4,000.00
Total		<u>10,000.00</u>

RECONSTRUCTION

520	Mud Bay Road	5,000.00
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MAINTENANCE

<u>Work Order</u>	<u>Description</u>	<u>Programmed to Date</u>
51	Haines-Boundary	\$ 46,000.00
52	Haines Locals	20,000.00
53	Haines Highway Locals	12,000.00
54	Skagway-Dyea Road	17,000.00
515	Annette Island Roads	20,000.00
534	Southeast Alaska Roads	11,000.00
544	Skagway Depot	4,845.94
	Total	<hr/> \$ 130,845.94

July 27, 1954

Mr. Grant H. Pearson
Superintendent
Mt. McKinley National Park
Mc Kinley Park, Alaska

Dear Mr. Pearson:

In accordance with our recent conversation relative to a proposed road to connect the Stampede Antimony Mine with the McKinley Park Highway, I submit the following general information.

The Stampede Mine is the second largest domestic producer of antimony. Antimony is a strategic metal and its ores and metal must be imported to satisfy the domestic needs. In past operations at Stampede all ores and concentrates have been either hauled in winter by tractor drawn sleds or flown to the Alaska Railroad for shipment to the States for smelting. Both of these methods are extremely costly and prohibitive except at times when market conditions are extremely high. Then only very high grade ores or concentrates can be shipped. During this period of mining and shipping over \$ 500,000.00 of high grade ores and concentrates, thousands of tons of lower grade ores had to be left in the mine until better transportation was available.

During the past 16 months we have been and still are working on a Defense Minerals Exploration Agency Contract to explore and develop additional ores.

A private road has been constructed by the writer from Stampede Mine to the Airport on Clearwater River and it is desired that authority be granted to extend this road across Clearwater River and into Mt. McKinley National Park along the low barren hills to the Toklat River and along the west side of the valley to connect with the McKinley Park Road at the Toklat.

This road, approximately 20 miles in length, would involve no great difficulty other than a bridge across the Clearwater River.

For verification of our need for this sublet we give as reference the U. S. Geological Survey, U. S. Bureau

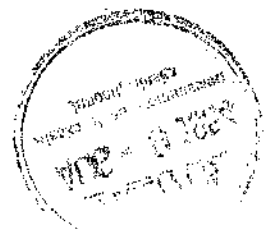
of Mines, Alaska Road Commission, Alaska Railroad, Defense Minerals Exploration Agency, Territorial Highway Engineer, Alaska Delegate to Congress; E. L. Bartlet, and Alaska Governor, B. Frank Heintzleman.

We are enclosing two maps showing the approximate course of this proposed road.

Very truly yours,

Earl R. Pilgrim

cc: B. Frank Heintzleman
A. F. Ghiglione
Irving McKay Reed
F. E. Kalbaugh, A.R.R.
E. L. Bartlett



Mailing Address—
Box 1896
Fairbanks, Alaska

Telegraph Address—
Radio Station, KW483
Stampede, Alaska

EARL R. PILGRIM AND COMPANY

MINE AND OFFICE
STAMPEDE, ALASKA
July 27, 1954

Comm. of Rd.	.....
Chf. Engr.	WGN
Admin.	.....
Op'ns.	.....
Engrg.	.....
Acc't.	.....
Pers.	.....
Supply	.....

Road Design JE

Mr. A. F. Ghiglione
Chief Engineer, Alaska Road Commission
Juneau, Alaska

Dear Mr. Ghiglione:

I am enclosing a copy of our request to the National Park Service for permission to construct a road connecting Stampede Mine with the McKinley Park Highway at Toklat. I believe you are familiar with previous efforts and correspondence to obtain this outlet from Stampede and you perhaps still have some correspondence in your files.

It appears that the present attitude of the National Park Service may be more lenient with respect towards this requested road which would assist the Stampede Mine in ability to furnish critical ores in case of emergency. In order to be available in time of emergency an underground mine must be kept working, even if only on a small operational basis.

If there is any additional information desired by your office I shall be glad to furnish it.

With my best wishes to yourself and family I am

cc- B. Frank Heintzleman Very truly yours,

Earl R. Pilgrim
Earl R. Pilgrim

*Reviewed
8/17/54
WGN*

8/10/54

Harold -

Herewith data for reply to Herb Hilscher's request of 7/13 (rec'd here 8/6).

Included is a Map E showing the route for his use in transferring to the Map E previously sent;

A Madra quadrangle to be used the same way; and Ruby and ~~and~~ Ophi quadrangles to be added to his collection; also -

a red pencil, same color we have used here, for the two transfers he should make.

Dan

FEB
8/10/54

Ruby - Poorman - Ophir Route

Length - New Construction, Poorman to Ophir - 100 Miles
Reconstruction, Ruby to Poorman - 56 "
Total : 156 Miles

Named stream crossings, Poorman to Ophir, are -

Timber Creek

Colorado Creek

Boston Creek

Cripple Creek

Folger Creek

Dominion Creek

Warner Creek

Innoko River (near Ophir)

Dodge Creek

Route follows the Summer Trail very closely all the way from Poorman to Ophir; a ridge or high-ground route.