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

Anchorage, Alaska

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Chf. Engr. WJN
Admin. .....
Op'ns. BJS
Engrg. JVB
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December 27, 1951

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

Dear Mr. Niemi:

The following report covers work accomplished in the Anchorage District in 1951 (December 1, 1950 to November 30, 1951). Farm and Industrial Roads were constructed and maintained under the route of which they are a part and are reported as part of the route. Quantities are not included as they were reported monthly for cost accounting purposes.

Route 310 Glenn Highway

During December and January heavy snows and winds occurred in the Valley and along the Glenn Highway north of 17 Mile causing some drifting and hazardous road conditions. Plows were on the road constantly and the highway was kept open to traffic. Hazardous icy conditions developed at Merrill Field, on the grades approaching Eagle River Bridge and Chugiak and on the Moose Creek, Long Creek, Caribou Creek and Pinochle Creek grades. Glacier fences erected during the season proved generally successful and controlled major ice formations on the roadway. Glaciers which formed between Mile 70 and Mile 110 were scarified and the ice bladed off.

During the spring breakup, patrols were initiated on the Glenn Highway; however, no damage was noted on the pavement until the 17th of April when restrictions of 75% gross loading and reduced speeds, of 35 miles per hour, were placed on heavy hauling units. Restrictions were removed on May 1st. Very little pavement failure occurred. Such failures being restricted to small local patches between Mile 56 and 74. These areas were replaced by the contractor, McLaughlin, Inc. during paving operations.

Construction of a detour bridge at Eklutna was completed and opened to traffic on the 16th of April at which time the Eklutna Bridge contractor, M. P. Munter, tore out the old bridge. On July 9th the detour bridge at Eklutna was undercut and washed out at the southwest end. Flood gates at Eklutna Lake were closed and temporary repairs were made, allowing traffic

to move for a 24-hour period. At the end of this time the waters rose and the bridge again washed out. In the meantime, arrangements were made with the Army at Fort Richardson, Alaska to procure a Bailey Bridge, which was immediately erected on the old approaches. The Bailey Bridge was completed and opened to traffic on the 11th. It was later extended to a 130' double double to forestall any future wash-outs. At the present time the bridge is still adequately carrying traffic.

A small snow slide occurred at the Knik River late in April. The slide stopped, with the face approximately 200 feet above the road. This is the third year in a row it has failed to reach the highway.

The elephant hut culvert carrying the Eklutna Power Plant tailrace, which was partially washed out during the winter, was repaired in May by driving a row of steel sheet piling along the toe of the embankment on either side of the culvert and backfilling with cement filled sand bags and quarry rock procured from The Alaska Railroad. The sheet pilings were driven to a penetration of approximately 20 feet where firm material was encountered and no further difficulty has been encountered at this location.

The approach to the old Matanuska Bridge was dismantled and salvaged, as was the decking from the old Eklutna Bridge. This material was stock piled at Palmer. Approaches to the new Matanuska Bridge were paved by McLaughlin, Inc. upon completion of their contract, and in conjunction with patching of minor paving failures on B-1.

High water in the Matanuska River caused the channel to shift and erode the toe of the roadway fill at Mile 66. Temporary repairs were effected by bulldozing a new channel and pushing material toward the roadway to make a dike. While this dike saved the road during the 1951 season it proved to be a temporary measure, as silt carried by the Matanuska completely filled the new channel and the river eventually worked its way back to the road. Some rock was shot from the cut at King River and dropped into the Matanuska Channel which broke the force of the water and prevented further damage. This work must be continued next year.

Contract operations on both B-1 and B-2 were resumed in May and at that time our maintenance operations became very light on the Glenn Highway. During the season, B-1 section was completed and finalled out. Babler & Rogers on B-2 have completed all but 21 miles of pavement.

Turnapull ditches were constructed by force account around the toe of the slope approaching the Moose Creek Bridge and at Mile 68, to prevent excessive slope ravellings from spilling on the pavement.

Experimental work in the control of brush growth by chemical means was undertaken along the Glenn Highway between Knik River Bridge and Sutton. Although the equipment used was shop made and rather crude, later observations of the areas treated indicated that this was an effective and economical means of brush control as 100 percent kill was noted on all brush with which the chemicals had actually come in contact, with 50 to 75 percent effective kill of the total areas treated. With proper spraying equipment it is believed a 90 to 100 percent area kill would be secured with a single application.

Dr. S. C. Litzenberger, Agronomist for the Matanuska Agricultural Experimental Station, assisted materially in this work by directing the correct proportions and mixing the chemicals and also assisting in the proper adjustment of the spray nozzles and spray bar.

Early in July, a small creek, 1/4 mile north of the Eagle River Bridge, became a raging torrent and eroded the shoulder of the highway. This creek was intercepted several hundred feet up stream and a new channel cut to prevent any further damage.

Also in July, all contraction and settlement cracks in the asphalt pavement between the Anchorage City limits and The Alaska Railroad at Mile 30, were sealed.

Due to the excessive rains during the month of September, considerable surface failure occurred on the Glenn Highway from the Anchorage City limits through Fort Richardson. Priming and patching of these failures were accomplished.

A scale pit for the truck weighing station at Mile 11 on the Glenn Highway was installed in November. Reinforcing steel and ready mixed concrete was procured locally for the job. Other work done on the system during the year consisted of opening culverts and ditches, thawing of culverts, erection of snow fences, sign installation, shoulder maintenance and snow removal.

Farm Road work consisted of stripping roads in the Wells Gravel Pit - Lake Otis Road Loop, in Sections 4 and 9; the Lake Otis Extension was completed during the year except for approximately 800 feet, to be brought up to final grade during the 1952 season. Air Corps steel landing mat was used in crossing the swampy areas. The system is approximately 90 percent complete. Construction was stopped due to adverse weather conditions.

Heavy gravelling was performed on Farm Loop Road and Mile 58 Road. Several depressed areas on the Farm Road, subject to snow drifting during the winter months, were elevated above the surrounding terrain.

Route 311 Anch 4th Ave Extension

Heavy traffic on this route between Anchorage and Elmendorf Air Force Base caused deterioration of the shoulder along the pavement edges and necessary re-shaping of the shoulders was performed.

During the year the road from Ship Creek to the M. P. Gate was re-sealed by the Army, using asphalt furnished by the Alaska Road Commission.

During the late fall, The Alaska Railroad placed a spur track across the route just west of the Ship Creek Bridge. Due to the necessity for raising the grade of the crossing, the Railroad resurfaced the road from the bridge around the curve, which was showing signs of deterioration. Winter work consisted of snow removal and sanding.

Route 410 Anchorage - Seward

Work from December to October consisted of snow removal, glacier control and sanding in the winter months, shoulder maintenance, spot gravelling and other phases of maintenance during the summer months.

The heaviest snow fall on the system occurred in February. However, the road was kept open from Anchorage to Potter at all times. Several sections of the road showed signs of frost heaves and these sections were marked for removal during contractual operations.

The missing link between Potter Station and Mile 58 was opened up in October and formal dedication ceremonies were held at Girdwood on October 19th. The dedication was attended by numerous celebrities including Wm. J. Niemi, Chief Engineer, Alaska Road Commission, The Honorable E. L. Bartlett, Delegate to Congress for Alaska, and Generals William E. Kepner, Julian W. Cunningham and William D. Old. The dedication address was made by The Honorable Dale E. Doty, Assistant Secretary, Department of the Interior. Upon completion of the ceremonies, The Honorable Dale E. Doty and party continued on to Seward. The Seward had reported ahead

The contract on that section of the road, however, was not completed until late in the year. Contracts have already been let by the Alaska Road Commission and the Bureau of Public Roads for paving of the highway between Anchorage and 58 Mile. Fireweed Lane was included in that section let by the Alaska Road Commission and preparation and regrading of the sub-grade was completed by force account. The entire mile and two-tenths was raised approximately one foot, silt pockets were removed and back-filled with select borrow, the road bed was widened and the side slopes were constructed on a five to one slope. Compaction was accomplished by the use of a Sheepsfoot Roller.

Three-eighth of a mile of local road was constructed with Anchorage to Seward paving funds in payment for a gravel pit to be used by the contractor in his paving operations.

The new cuts between Potter and Girdwood are glaciering excessively and control of icing of this section requires constant maintenance by a 2-man crew. Glacier fences have been installed in the more critical areas, and culverts are being thawed daily. Other winter work consists of snow and berm removal.

Other farm road work done on the Anchorage - Seward system consisted of a 1,000 foot extension on Strawberry Road, culvert installation on the O'Malley Road and the completion of the Birch Road.

Route 411 Anch - Spenard

Winter work consisted of snow removal and sanding. High winds in December caused drifting on sections of the Spenard Road, however, these drifts were removed as they formed and traffic was not delayed. Romig Hill was sanded following each snow to minimize the development of a hazardous icy condition.

The culvert near the foot of Romig Hill, which carries the seepage of a cesspool of a residence, was thawed several times to prevent the formation of a sewage sludge glacier on the pavement. The Territorial Health Officials were notified of this nuisance and a new cesspool was constructed by the owner which appears to have eliminated this hazard. Early in the breakup period snow was winged back across the ditch line. All culverts were thawed and cleaned. Heavy traffic on Spenard Road eroded the soft shoulder material which was replaced periodically.

No frost heaves or soft spots developed in any of the pavement and only minimum maintenance was required during the summer months.

19,000 feet of center line was prepared for striping operations. Non-delivery of our rotary broom delayed the actual painting until cold weather set in and no work along this line was done. Could have removed snow

In order to minimize traffic hazards on Romig Hill, guard rail was installed over much of the curve. In the same interest of safety, the road shoulders were widened and redressed to provide off pavement parking space through the Spenard shopping district.

Route 312 Glenn - Matanuska - Wasilla

During December, February and March very high winds, in excess of 100 miles an hour, blocked this system several times and on one occasion blew down snow fences and cleared all the fields, leaving the snow drifted in the roads. Snow removal equipment was dispatched from Anchorage to assist in keeping the main roads opened and except for one period in March, this road was open to traffic during these three bad months. During slack periods, snow was winged across the ditch lines, snow fence was erected, and culverts were kept opened.

Little damage was caused to this system by the spring breakup and very little spot gravelling was required.

Early in the year an election was held by the residents of Palmer, which resulted in the successful incorporation of the city of Palmer. Several roads of this system, lying within the newly incorporated area, were automatically removed from the control of the Alaska Road Commission; however, as the city was without funds to perform necessary maintenance, the Alaska Road Commission agreed to maintain such roads until November 1.

Several short stretches on the Edlund Road, which had not received sufficient gravel surfacing during the construction, showed considerable distress during the breakup period. Ditches through these areas were reconstructed by turnapull and heavy spot gravelling was accomplished to the failed areas.

Numerous brush piles along various roads were also broken down, cleaned up and burned.

Route 313 Palmer - Finger Lake - Wasilla

Weather conditions on this system were identical with those described in 312.

Construction was continued during this season on the elimination of sharp reverse curves from Palmer to Wasilla. The new location lies on the section line across an old glacial morain with a series of low ridges and potholes. The majority of the earth work consisted of dozing the tops from the ridges and removing the material by turnapulls and carryall scrapers and resulted in a very material improvement in alignment and grade at a relatively low cost.

The narrow bridge across Wasilla Creek at Mile 4.8 on the Wasilla road was removed and replaced with a corrugated metal type arch. 60-inch corrugated pipe was also installed at Mile 4.3.

Edlund

The traffic hazard at Cannon Hill near Wasilla was removed by grading the hill down during the season. A total of 12,389 yards of material was moved in this relocation.

During November approximately 7,000 feet of snow fence was erected. Culverts were thawed and snow removed from the entire system.

Route 314 Palmer - Fishhook Jct. - Wasilla - Knik

Heavy snow fell in the mountain areas in January and February but no drifting or slides occurred and it was possible to keep the roads open to the Susitna Roadhouse with regular maintenance. Conditions on the rest of the system during the first three months of the year were very similar to those experienced in other parts of the Matanuska Valley.

High winds blocked the roads early in the month. The plows were kept on the main roads during those periods of high winds and traffic was kept moving. Snow was plowed once during the winter to Three Mile Lake, which is directly north of the old village of Knik. Homesteaders in the area bore the cost of this work.

Snow was plowed from Hatcher Summit late in June. However, traffic was kept off the road until early July to permit the roadway to dry and stabilize. 314.2

Culverts were thawed and cleaned, ditches were also cleaned on the Fishhook road, and the surface bladed into good condition. Spot gravelling was accomplished where soft spots developed. Numerous brush piles were broken down, restacked and burned.

In July, a 3-man crew was moved into the Willow Creek Camp, approximately 10 miles east of Willow Station. Brush removal, reditching and regrading was carried on from the camp toward Willow Station.

The truck shovel was moved into that section on the main road between Little Susitna River Bridge and Fishhook Inn, and ditches were reconstructed through this area.

Brush control was completed to within 6 miles of Willow Station before the crew was moved out and the work was shut down.

The Pass closed on September 15, 1951 due to heavy snow in the Talkeetna Range. The fall and winter maintenance was carried on as far as Susitna Inn.

Early in the season a small washout occurred on the Fish Creek Road which was replaced by the installation of an 18-inch CMP.

Route 512 Kenai Jct – Kenai

From December to March only routine maintenance and snow removal was accomplished on Kenai roads. Equipment overhaul was carried on in the Kenai Shops with 26 persons engaged in all phases of work.

During the spring breakup restrictions were placed on the Sterling Highway at the same time as restrictions were placed on the Glenn Highway system and continued in force for the same length of time. Due to these restrictions very little breakup occurred in the Highway surfacing.

A construction camp of seven portable units were constructed during the winter at Kenai and moved up to the crusher site at Skilak.

The Gruendler crusher conversion was completed early in the season and work got under way, crushing and surfacing. A test run showed the unit would operate only at an average rate of from 35 to 40 cubic yards per hour. To increase this production, an old Austin primary crusher, which had been secured from war surplus, was overhauled and two conveyors installed in line and ahead of the Gruendler crusher. The flow on the present set-up is from the Grizzly to the primary unit which separates all 3/4 minus and feeds the Gruendler oversize from its primary jaws. By this installation the production was doubled. Route 511

Spot gravelling on numerous soft spots between Kasilof and Ninilchik was performed and timber crib head walls were constructed on either end of four elephant huts. The steel bridge across Anchor River was cleaned and painted. 511

Deep Creek Farm Road, which had been started in 1950, was completed with culverts installed.

Heavy hauling by the Army in the construction of military installations north of Kenai resulted in badly deteriorated surface on the North Kenai Road, and this road was regravelled from the pit on the north bank of the Kenai River. 512

511.2 Work on the Homer roads consisted of necessary maintenance, regrading and ditching on the Hill Road and numerous short farm extensions. The East End Road between Homer and Fritz Creek was widened, reditched and gravel surfaced.

Grading was completed on 1.3 miles of the Deep Creek Farm Road, with soft sections being gravelled. The road is now complete but must receive further gravelling next year.

Investigations of the Olson Mountain pit at Homer disclosed that an adequate supply of gravel could be opened up with 4.5 miles of road. Early in the season Earl Grammer, Location Engineer, and crew made the survey and construction work began on the Olson Mountain Road. A total of 3.7 miles was graded by tractor and dozer during the year. The road is now 90 percent complete, and further development work of the pit disclosed that a reasonable estimate is 500,000 cubic yards available at Olson Mountain. This gravel is close enough to make gravelling on all Homer roads feasible and economical. Engineering work consisted of locating and tying down all gravelling pits and preliminary survey for proposed road systems south of the Kenai River and west of the Sterling Highway. The Bureau of Land Management have plans for an extensive farm development in the area.

Route 811 – McKinley Park - Cantwell - Paxson

Equipment was overhauled throughout the first three months of the year in the Cantwell shop, and the shop was completely rearranged. Overhead trolley tracks were installed, and the crane put into operation. A control panel was completed for the generators and the electrical system was rewired. Valves on the tank farm manifold proved to be faulty and approximately 4,000 gallons of gasoline were transferred into barrels until the valves could be repaired and the gasoline transferred back into the tanks.

The water table receded during this period and the camp well could not supply an adequate amount of water. The well was deepened four feet and insulation was installed in the pump house and well to prevent freezing.

It was found that the louvers as designed and installed in the barracks failed to provide adequate ventilation during the cold weather and allowed moisture to condense on the ceiling. Larger louvers were installed and the insulation was taken out and reversed which corrected the condition. The barracks building was then repainted. Linoleum flooring was laid in the barracks building, additional bins and shelves were constructed in the parts warehouse, and an inter-office communications system was installed between the office, warehouse and garage.

Early in the season a boiler was sent from McKinley Park to Mile 18 on the Cantwell Highway and the Wanigans which had frozen in the ice at Mile 18, due to a small stream glaciering and flooding the camp area, were thawed out and moved.

Work was started on the Nenana No. 1 Bridge early in April, and the pilings were driven through the ice. Supplies were ferried across the river on the ice for setting up camp at Slime Creek, approximately one mile north of the crossing.

Four D-8 tractors, 1 carryall, 1 compressor and miscellaneous equipment were moved across the ice early in April in anticipation of the breakup.

On May 10th, rising water in the Nenana River picked up the shore ice, with ice cakes approximately fifteen feet square and four feet thick, completely filling the river from bank to bank. Pressure of this ice against the pilings of the Nenana No. 1 Bridge sheared the piling and four bents of the bridge washed out. The material stranded on a bar below the bridge site and was salvaged. Crews continued to work from the Slime Creek Camp, being supplied by boat and by air. A crew was moved to McKinley Park Station, and during the year clearing and stripping operations were completed to Nenana No. 2 Crossing.

Upon the recession of the waters in the Nenana, Nenana No. 1 was redriven with steel pilings and completion of the bridge was made in August. Bracing must still be replaced, as this could not be welded during the summer season.

On the McKinley Park end, a foot bridge was constructed across Riley Creek and two railroad crossings were made and completed.

The stripping operations were completed from Cantwell to Nenana No. 2 on the Cantwell side, with relocation being made between Miles 2 and 4 which passed through a permafrost area. Although the relocation does not secure the alignment of the upper route, the material proved to be faulty folded shale with strata of blocky sandstone which works rather easily.

Due to weather conditions, work was shut down in the area late in September.

Route 812 McKinley Park - Boundary

On March 19th two mechanics were sent to McKinley Park to clean up the Mess Hall and begin equipment overhaul. Late in April the maintenance crews were moved in to plow the road from the station toward Kantishna. Snow removal was completed and the road opened into the mining camp at Kantishna on May 10th, at which time Savage River steel was hauled to the bridge site. Crusher repairs and setup were completed and primary test run made. Materials used in the test run were taken from pit north of the McKinley Station, which proved to be suitable concrete aggregates and these materials were processed for the contractor's use in the erection of the Savage River Bridge.

Other work consisted of redecking Hines Creek Bridge at Mile 1.8, erection of a bridge at Mile 5.7, installation of a culvert at Mile 5.8, and a metal arch at Mile 5.6. Hand rails and posts were painted on bridges at Mile 3.5, 12.8, 19.5, 19.6 and 20.4. Guard rails were repaired on bridges at 11.2, 11.3, 15.1 and 16.6. Mud sills were replaced on the bridge at Mile 15.1. Bridge at 43.4

was repaired and abuttment wings extended and the abuttment of Bridge at 87.8 was repaired.

On the 6th of September one bent washed out in the Teklaneka Bridge allowing the stringers to settle. Emergency repairs were made and traffic was resumed over the bridge by that evening.

The contractors completed the Savage River Bridge during the season and it was inspected and accepted by representatives of the Alaska Road Commission and National Park Service. Approach fills have not yet been made.

Construction and maintenance at the Park was halted for the season on September 24th.

Route 813

The North Park Boundary Road was opened up upon completion of the roads in the National Park. Regular grader maintenance was performed throughout the season and the roads were kept passable for miners travelling between McKinley Park and Kantishna.

International Airport Road

Work was started on the 16th of April on the CAA access road from the International Airport Road to the Anchorage-Seward Highway with operations beginning on the Airport end of the project. Four turnapulls were borrowed from The Alaska Railroad to expedite the dirt moving.

The Railroad's interest in this project stems from the fact that the ARC is constructing a railroad grade from the present track for a spur from the main line to the airport site. Although difficulties were encountered by the CAA in securing a right-of-way through a small tract in the vicinity of The Alaska Railroad Crossing, grading by-passed this area and was not interrupted. A fill was constructed across the swamp at the east end of the project and fills for an overpass over the railroad completed early in the season.

Construction of the overpass was completed early in November and the approach fills and a few small settlements in the roadbed were brought up to grade. Running planks were temporarily installed to protect laminated decking until weather conditions allowed the application of bituminous material.

Route 011

Crews moved into Takotna in May and although several small washouts had occured, an easy breakup allowed traffic to use the road without too much damage. Due to heavy hauling by the military's contractor the road surface between Sterling Landing and Candle Airfield was badly damaged and extensive repairs were made on this section. The contractor contributed equipment in an effort to keep this end of the road open to heavy hauling.

Work on the Takotna roads consisted of roadside brushing, spot gravelling of soft spots and sags between Sterling Landing and Ophir.

The old bridge across Gold Creek on Takotna Spur became unsafe for use and was removed and a shorter bridge constructed on the same site using sound material salvaged from the old structure. Repairs were also made to the deck of the bridge across Gaines Creek, California Creek, Little Creek and Roast Beef Creek. Major repairs were effected to the bridge at Independence Creek.

Construction in the Takotna Depot area consisted of applying insulation and aluminum sheeting and interior millwork to the new garage and replacing rotted foundation on the foreman's residence.

Route 012

Work in the Flat area consisted of spot gravelling over the Summit between Flat and Idiatrod and regrading sections of the Willow Creek and Happy Creek Roads. The bridge across Willow Creek at Mile 5.5 was replaced, using material salvaged from the old Otter Creek Bridge. Other work consisted of cleaning ditches and culverts and blading all roads with motor patrol and spot gravelling. Operations discontinued on October 5th.

Route 013

During the winter months heavy snows fell in the Dillingham area which necessitated considerable emergency work in order to keep the roads open for traffic between Dillingham and the Hospital at Kanakanak and for the school bus runs on the Wood River Road.

A rapid spring breakup, caused by heavy rains in the area, resulted in the roads becoming almost impassible in that section built last year by the CAA contractor, by-passing the new airport. Repairs were accomplished, nowever, and traffic kept moving.

Ernest R. Palmer, foreman in the area, resigned his position late in May and was replaced by Mr. Huggins, a local resident.

Considerable prospecting was done in an attempt to locate new gravel pits. To date nothing has been found suitable for surface material.

The bridge across Bradford Creek was reinforced and running planks were placed on the bridge over Andrews Creek. Spot gravelling was accomplished throughout the season and routine maintenance with motor patrols was performed.

Route 014.

Kodiak roads remained in fair condition throughout the year with several glaciers formed on the Abbert Road and Mill Bay Road; constant scarifying during freezing periods kept the ice formations under control. Alternate freezing and thawing temperatures during the winter months kept the slides active on the Abbert Road and sluff removal was a daily chore.

A new 20' x 120' garage building was moved from Miller Point to the new garage site. The building was cut into 20-foot sections and moved on skids with a D-6 tractor. All sections were moved to the ARC site and jacked into position where concrete foundations were poured and the installation was completed, except for interior trim, insulation and furnace installation. Diesel and gasoline storage tanks from the old garage building were moved to the new location.

On March 14th and 15th, one of the heaviest snowfalls in the history of Kodiak occurred with 16 inches of loose snow blocking all roads. Thawing weather removed most of the snow within the next few days, however.

A new road was constructed during the year from Mission Beach to Spruce Cape for the Coast Guard. Some gravel was placed on the constructed grade; however, due to the scarcity of gravel in the Kodiak area, only the worst places were taken care of.

A rock filled log crib retaining wall was constructed along a short section of roadway at Mill Bay Beach to prevent erosion of the roadway at this point. Several "No Dumping" signs were installed along Mill Bay Road where the dumping of rubbish by local inhabitants was constituting a nuisance.

Engineering personnel from Anchorage completed a survey for condemnation proceedings against Mrs. Nachtweih to provide access to the gravel pit on Mill Bay Beach.

A survey was also completed of the proposed realignment of that section of the Abbert Road under jurisdiction of the Alaska Road Commission. Temporary bench marks were established, cross-sections completed and ties made to the city and military boundaries.

Route 010.1

A small crew proceeded to Talkeetna on June 4th to commence maintenance operations on the road system. Work consisted of slide removal, washout repairs, spot gravelling, roadway blading, culvert and ditch cleanout and removal of several narrow rock points in the Peters Creek Canyon. Work was completed and the crew returned to Anchorage on the 31st of July.

Route 010.2

A small crew proceeded to Colorado on July 9th to perform necessary maintenance work on the West Fork of the Chulitna River and the Dunkle Coal Mine Spur. Work performed consisted of slide removal, spot gravelling, culvert repair and ditch and culvert cleaning.

On July 12th high waters in the West Fork undercut two pile bents of the West Fork Bridge. Due to lack of activity in the area, it was determined undesirable to replace the spans and a cable was strung across the opening to allow supplies to be carried back and forth. Work was completed and the road left in good condition to Dunkle Coal Mine, and the crew returned to Anchorage on July 17th.

Route 010.4

Work at Bethel during the year consisted of dragging the roads with an I-beam drag, culvert cleanout and sanding.

Heavy rains throughout the year did considerable damage to the Air Field and the National Guard Road. Sand was hauled in, the National Guard Road repaired and the Air Field brought back to shape. Work was resumed on the construction of the Cemetery Road with the sand fill being pushed across the tundra from Airport Road.

Some grading was done on the new maintenance station site and the new garage building acquired from ACS was moved to the site and remodeled for our work. Operations in the area closed due to freezing weather on October 8th.

Route 010.7

Work on the Iliamna Roads consisted of spot gravelling and grader maintenance on the Portage Road and construction of a 180-foot footbridge across the Newhalen River at New Iliamna.

On the Pile Bay - Iliamna Bay Road rock points were removed from the Summit and necessary brushing was done. Culvert at Four Mile washed out due to lack of capacity and as the road will not be used during the winter months, temporary repairs only were effected. Plans are to replace the present 2 - 24" pipes with 1 - 6' pipe arch.

Very truly yours,

E. J. White

E. J. White
District Engineer

COPY

Record Group No. 30 (Alaska Road Commission)
Box No. / Location 29 10/5/14
Additional Information Bureau of Public Roads
Project correspondence Juneau, AK
1916-1959

20/ Anchorage Annual Report (1951)

ALASKA ROAD COMMISSION
ANCHORAGE ALASKA
JANUARY 16th, 1947

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

Dear Sir:

Summaries of Sub Projects sheets for the Southwestern District and for Aviation Fields are being forwarded.

None are being sent for the Kuskokwim area, as there have been no changes on any of these routes since last reported.

M. C. Edmunds, Sup't

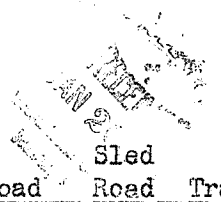
Filed 13/159-250

20/188

SOUTHWESTERN DISTRICT

SEASON 1946

SUMMARY OF SUB-PROJECTS



Route No.	Name		Road	Sled Road	Trail	Total
20-H	Nancy-Susitna				22	22
20-J	Susitna-Tyonek				46	46
35-A	Mountain Roads		30.3	1		31.3
	Includes:					
	35-A. Archangel road	5.5 miles road				
	-AA Sherry Branch	1. " Sled "				
	-D Willow Creek Ext'n	15. " road				
	-DA Gold Chord Branch	3. " "				
	-C Gold Mint Road	4.25 " "				
	Reed Creek road	1.3 " "				
	-DD Upper Willow branch	1.25 " "				
35-B	Glenn Junction-Fishook road		34.3			34.3
	Includes: -					
	Glenn Jct-Fishook road- branches	13.33 miles road				
	35-E. Wasilla-Fishook	16.85 " "				
	-BA Falk road	1.05 " "				
	-EA Lakeview road	3.10 " "				
35-DB	Luckyshot-Willow Station		27.7			27.7
	Includes:					
	Luckyshot-Willow Station	26.0 miles road				
	Grubstake branch	1.75 " "				
35-F	Wasilla-Knik roads		20.6			20.6
	Includes					
	Wasilla-Knik road	14.8 miles road				
	Hayfield road	5.0 " "				
	Wasilla Aviation Field rd	.8 " "				
35-G	Palmer-Matanuska roads		21.3			21.3
	Includes:					
	Palmer RR crossing to Matanuska and branches	7.25 miles road				
	Sherrod road	.55 " "				
	McLeod road	2.45 " "				
	Springer system	9.85 " "				
	Community center	1.20 " "				

Route No.	Name	Road	Sled Road	Trail	Total
35-H	Wasilla-Finger Lake-Palmer includes: Main road and Branches 13.60 miles road Matanuska Trunk and branches 8.55 " " Bogard road 7.17 " " Engstrom road 1.55 " "	30.9			30.9
~~35-I~~	Palmer RR crossing to Moose Creek includes Main road and branches 9.80 miles road Buffalo mine road 5.38 " " Buffalo RR spur road .30 " "	15.5			15.5
35-J.	Wasilla-Matanuska roads includes: Main road 6.30 miles road Edlund road 4.90 " " Branch 1.80 "	13.0			13.0
35-LB	Matanuska dyke	-	-	-	-
35-Y	Wasilla Depot	-	-	-	-
46-D.	McKinley Park roads includes Railroad to boundary 88.25 miles road Wonder Lake Branch 2.75 " " Station and Hotel roads .25 " " Savage river coach road 8.6 " Trail Savage river trail 2.0 " Trail Horse Shoe Lake trail 1.0 " " Yanert trail 3.0 " "	91.3	-	14	105.3
46-DA	Park Boundary- Kantishna	4.5			4.5
48	Iliamna Bay-Iliamna Lake	15.5			15.5
48-A	Iliamna Lake-Newhalen River	11. 5			11.5
51	Talkeetna Roads includes Rte 51 Talkeetna-Cache Creek 23.5 miles road " " " 18.0 " sled road 51-A Cache Creek trail 16.0 " trail -B Peters Creek road 17.25 " road	40.7	18	16	74.7
51-C	Yentna Mills Creek trail			19	19.

Route No	Name	Road	Sled Road	Trail	Total
51-D	Mile 32- Spruce Creek		7.5		7.5
51-E	Mille Creek-Cache Creek			35	35.
~~55.~~	~~Kenai-Russian River~~		~~60.~~		~~60.~~
55-C	Homer-Russian River	13.2	39.7		52.9 ~~52.9~~
55-B	Kenai Dock	-	-	-	-
75.	Anchorage Loop Roads	28.1			28.1
	includes				
75.	Anchorage Loop road	16 mile road			
-E	McDonald road	1.25 miles road			
-I	Oilwell road	8. " "			
-M	Anchorage Radio road	.25 " "			
	Fourth Avenue road	.75 " "			
	Urban road	.50 " "			
	Mountain View roads	1.00 " "			
	Gov't Hill road	.30 " "			
75-A.	Anchorage-Lake Spenard and branches. Includes:	21.4			21.4
75-A.	Anchorage-Lake Spenard and branches	13.25 " "			
	Lake Otis road	3.5 " "			
-C	Chester Creek boat Lndg	1.0 " "			
-F	Spenard-Campbell creek	2.0 " "			
	K.F.Q.D. radio road	1.62 " "			
75-D	Anchorage Depot	-	-	-	-
75-L	Anchorage Loop-Palmer and branches. includes:	61.			61.
	Anch. Loop to RR Xing-Palmer	40.7 miles road			
	Eklutna Lake road	10.0 " "			
	Birchwood road	2.0 " "			
	Bodenburg Butte road	6.25 " "			
	Branch roads (Eklutna school-CAA station and detour.)	2.10			
75-N	Spenard Canal 175 ft by 2000 ft	-	-	-	-
75-P	Anchorage-Potter	1	2	-	3.
76.	Cantwell- Valdez Creek	8	47	-	55.
79	Seward Depot	-	-	-	-
90-C	Shelter Cabins, 3rd Division	-	-	-	-

Route No.	Name	Road	Sled Road	Trail	Total
90-D	Shelter Cabins-4th Division	-	-	-	-
92-~~I~~A	Naknek Road	1.	-	-	1.
92-R	Dillingham-Snag Point	9.5	-	-	9.5
93	Chulitna Trail	-	-	3	3.
93-A	Bull River Road	17.	-	-	17.
93-B	Indian River Sled Road	-	9	-	9.
-D	Chulitna Tram	-	-	-	-
-E	Hidden River Tram	-	-	-	-
94	Kodiak Roads	7.7	-	-	7.7
	includes:				
	Abbert Road 1.25 miles road				
	Mill Bay road 4.0 " "				
	Community garden road 2.0 " "				
	Upper cannery road .25 " "				
	Mattson road .25 " "				
95	Manatak-Becharof Lake	8.8	-	-	8.8
95-B	Larson Bay Karluk		3	-	3.
-C	Karluk River Suspension bridge	-	-	-	-
96-A	Chickaloon Cable	-	-	-	-
96-B	Moose Creek-Liela Lake	72.8	1.5	9	83.3
	includes				
	Chickaloon-Kings river 2 miles road				
	" " " 1.5 sled road				
	Moose Creek-Liela Lake 68.8 miles road				
	" " " " 9. miles trail				
	Jonesville Branch 2.miles road				
98	Homer Roads	33.2	.5	-	33.7
98-A	Nuka Bay trail	-	-	1.3	1.3
98-BA	Ninilchik road	.8	-	-	.8
98-D	Kasilof road	7.	-	-	7.
99	Seldovia-McDonald Spit	1.8	-	-	1.8
99-A	Jackalof Bay- Red Mountain	10.2	-	-	10.2
	Totals	~~659.4~~ 659.6	~~149.5~~ 129.2	165.3	~~974.3~~ 954.1

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA
JANUARY 8th, 1946

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

Dear Sir:

The following report covers the work accomplished in the Southwestern District during the working season of 1946.

ROUTE 35-A. MOUNTAIN ROADS. (30.25 miles road one mile sled road.)
Includes:

	Road	Sled road
35-A. Archangel Road	5.5	
-AA. Sherry road	-	1.
-D. Willow Creek Extension	15.	
-DA Gold Chord Branch	3.	
-DD Upper Willow Branch	1.25	
-O Gold Mint road	4.25	
Reed Creek road	1.3	

During the winter the road was cleared of snow four times, in December, February March and May, to mines operating in the Little Susitna watershed, on Fishook Archangel and Reed Creek.
Spring Maintenance started on May 20th, when ditches were opened, culverts thawed out and 16 cu yds gravel hauled to places which eroded. All the roads in the hills were cleared of snow and open for truck traffic on the 23rd of the month.
The road over the Hatcher summit was opened up on June 15th, permitting travel to the Willow Creek area.
During July repairs were made to the road leading to the headquarters waters of Reed Creek, where the Snowbird Mining Company is doing sonsiderable development work. Some culverts were installed and 1134 cu yds of gravel placed.
Some widening was done on the narrow sidehill between Willow and Craigie Creek, so that passing places were provided in this section.
Renewed interest was shown in the many mining properties served by this road, both by old mines which have been producing for years and others in a proppective state.
The entire road was maintained with motor patrol, spot gravelling placed where required, ditches and culverts opened up, slides removed from sidehill sections, four metal culverts placed upon the road up Reed Creek, and caution signs placed where conditions are hazardous.
The items of work accomplished follows:

Maintenance, includes 122 cu yds gravel.	30.25 miles
Gravelled 1-1/4 miles, placing	1134. cu yds
(Average haul 1.4 miles, hauling 1588 yd miles.)	
Metal Culverts, installed	64. lin ft
Four 15" x 16'	

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ROUTE 35-B. WASILLA-FISHOOK-PALMER ROADS.(34.3 miles road.)
Includes:

Wasilla-Fishook Route	35-E	16.85 miles road
Falk Road	35-BA	1.05 " "
Lake View road	35-EA	3.10 " "
Glenn Jct-Fishook road and branches		13.33 " "

Maintenance is required continuously during the year on this route; snow has to be removed from November thro May, when school busses, and farmers travel to and from Palmer with produce and dairy products.
Intermittemt cold and mild weather during the winter cause the surface of the roads to become slippery, and sanding is necessary on hills and curves to make the roads safe for traffic.
Glaciers are active and ice forms on the roads and has to be removed, particularly on sidehill sections. Culverts have to be thawed out and kept open for water to drain, and salt is used to keep ditches and culverts open.
Maintenance was performed continuously during the year, ice is kept off the roads during the winter, culverts and ditches kept open in glacial areas, particularly during the fall and the spring breakup. The surface is maintained with patrols, brush cut, soft places gravelled and slides removed from sidehill sections.
A sharp curve was eliminated by putting the road thro a gravel pit, near Wasilla Creek, and one metal culvert was installed.
The items of work accomplished follows:

Maintenance	(includes 40 cu yds gravel.)	34.3 miles
Metal Culvert, installed one 18" diameter		16. lin ft
Snow Removal		313. miles

ROUTE 35-DB. LUCKY SHOT-WILLOW STATION.(27.75 miles road.)
Includes:

Lucky Shot- Willow Station.	26 miles road
Grubstake Branch	1.75 " "

The upper end of this road, adjacent to the Lucky Shot mine, was opened up on June 16th, after the Htacher summit was opened up for travel, permitting travel between the Little Susitna and the Willow Creek mining areas.

The road was patrolled by motor graders, and new running planks placed upon the Deception Creek bridge.

There was no mining activity at the Willow Creek mines, altho developement work was under way on the old Milo Kelly property and others in the area.

While cars are able to travel over the road, it is narrow in places where Willow creek has done erosion.

Maintenance		27.75 miles
Bridges, wood repairing	(Deception Creek.)	60. lin ft

ROUTE 35-F. WASILLA-KNIK ROADS.(20.6 miles road.)
includes

Wasilla-Knik	14.8 miles road
Hayfield road	5.0 " "
Wasilla Aviation fld road	.8 " "

The work done on this route consisted of snow removal during the winter months, when the school bus operated over a portion of the route, spot gravelling during the breakup and sanding during periods when the road was slippery.

The roads were maintained with patrols during the summer.

Maintenance 20.6 miles
includes 6 cu yds gravel.

ROUTE 35-G PALMER-MATANUSKA ROADS.(21.3 miles road.)

Includes

Palmer RR Xsing to Matanuska and branches	7.25 miles
Sherrod road	.55 "
McLeod "	2.45 "
Springer system	9.85 "
Community center	1.20

This is one of the most important roads in the vicinity of Palmer, taking in the roads between Matanuska and Palmer, including those in the vicinity of the Community center and roads leading thereto from adjoining farms.

Maintenance is required on these roads the entire year. Farmers bring supplies and dairy products to the community center, and school busses operate over the route during the school year.

The roads were maintained with patrols, some brush cut, snow removed and winter maintenance performed. Culverts and ditches were opened up in the spring, some low places where snow and water collects, raised and soft places surfaced

The items of work accomplished follows:

MAINTENANCE 21.3 miles road
includes 1124 cu yds gravel.
SNOW Removal 229. miles

ROUTE 35-H WASILLA-FINGER LAKES-PALMER ROADS.(30.9 miles road.)

Includes.

Main road and branches	13.6 miles
Matanuska Trunk road and branches	8.55 "
Bogard road	7.17 "
Engstrom road	1.55 "

This important road connects the villages of Wasilla and Palmer and serves adjacent farms in this area.

This road, similar to other roads in the vicinity, have to be maintained both summer and winter as farm products have to be taken to market daily, and school busses operate during the school year.

Winds cause snow to drift, blocking up the road,requiring considerable work to keep it open; thesurface gets covered with ice during weather changes in the winter which requires sanding, and considerable gravel is required during the critical period in the spring when thawing starts.

Culverts and ditches were opened up during the spring, three shapp turns were widened, brush cut and the surface maintained with patrols during the summer.

The items of work accomplished follows:

Maintenance 30.9 miles
includes 1128 cy yds gravel
Snow removal 340. "

ROUTE 35-I. PALMER RR XSING-MOOSE CREEK.(15.5 miles road.)
includes

Main road and branches	9.80 miles
Buffalo Mine road	5.38 "
Buffalo RR spur road	.30 "

This road is a portion of the main highway connecting the Anchorage area with the Richardson Highway, and is kept open for traffic during the year.

Two spur roads are included in the mileage on this route, one leading to the Buffalo coal mine, and the other leading to a chute where coal is loaded into cars on the Moose Creek spur of the Alaska Railroad.

The road was kept free of snow and ice during the winter months, and considerable surfacing placed during the breakup in the spring.

The channel of Moose Creek was cleaned out and straightened, to eliminate hazards which have frequently caused interruption to traffic.

The surface was maintained with patrol during the summer.

Maintenance includes 198 cu yds gravel	15.5 miles road
Snow Removal	55. miles

ROUTE 35-J. WASILLA-MATANUSKA ROADS.(13 miles road.)
includes:

Main road	6.30 miles
Edlund road	4.90 "
Branch	1.80 "

This road serves the farming area between Wasilla and Matanuska, and by school busses travelling to Palmer and Wasilla.

The main work consisted of plowing snow and sanding hills and curves during the winter months, surfacing soft places, cutting brush alongside the road, installing culverts, repairing decking on the bridge across Cottonwood Creek, ~~maintaining~~ and patrolling the surface with motor graders.

Some gravelling was done to the branch road leading to Matanuska, near the Cobb homestead, filling washouts across Spring Creek in the autumn, so that the school bus can travel to Matanuska during the winter months.

The items of work accomplished follows:

Maintenance (includes 469 cu yds gravel.)	13 miles road.
Metal Culverts, 15", installed	40 lin ft
Wood bridges, repairing	52 " "
Snow removal	101 miles

ROUTE 46-D. MCKINLEY PARK ROADS.(91.25 miles road- 14 miles trail.)
includes

Railroad to Boundary	88.25 miles	
Wonder Lake Branch	2.75 "	
Station and Hotel roads	.25 "	
Savage River Coach "		8 miles trail
Savage River Trail		2 " "
Horse Shoe Lake Trail		1 " "
Yanert trail		3 " "

This route covered by separate report.

ROUTE 46-Da. PARK BOUNDARY-KANTISHNA.(4.5 miles road.)

There was not much activity in the Kantishna mining district during the past season, and very little work was done on this route.

Ditches were cleaned out, sidehills cleaned of, culverts opened up and cleaned out and the surface maintained with patrol graders.

MAINTENANCE 4.5 miles

ROUTE 46-J. KANTISHNA AVIATION FIELD. (150 ft by 1750 ft.)

The surface of this field was maintained during the summer, when patrols from McKinley Park were working on the road from the Park Boundary to the Kantishna

Brush was cut holes filled and ruts smoothed up, leaving this field in good condition

Maintenance.

ROUTE 48. ILIAMNA BAY-ILIAMNA VILLAGE.(15.5 miles road.)

Very little work was done on this route during the past season.

Snow remained on the mountain section until late in June, when most of the snow melted and the road was opened up.

Ditches were cleaned out with tractor and grader; slides removed from sidehill sections and soft places surfaced.

Maintenance 15.5 miles
includes 45 cu yds gravel.

ROUTE 48-A. ILIAMNA LAKE- NEWHALEN RIVER.(11.5 miles road.)
Note change in mileage.

Includes
Iliamna Lake-~~Iliamna~~ Newhalen River 10.5 miles
Branch road to Newhalen school 1.0 "

In addition to maintaining the road from Iliamna Lake to the Newhalen River, a new road was constructed to give service to the Bureau if Indian schoolhouse at Newhalen, involving one mile of new construction.

The new road branched off the old road West of roadhouse creek, eliminating the need of another bridge, and reducing the length of the road one mile.

The equipment used on this job consisted of a tractor and dozer, and a carryall scraper, all of which was furnished without charge by the Civil Aeronautice Administration.

About half the road was ditched with dozer and 50 feet was corduroyed. In certain places many large rocks were embedded in the ground. In these places rocks were removed and the road surfaced with material hauled in with scraper.

On the main road two large washouts were repaired, three oil drum culverts were installed 24 ft long, and two wooden culverts constructed, one 4 ft by 10 ft by 24 ft long and the other 3 ft by 6 ft by 22 feet long.

177 barrels, with tops cut out, were placed as riprap on the narrow spit of land between the roadhouse and the mainland. These were filled with gravel and the road repaired. Ten yds of boulders were hauled to place around the barrels, and some gravel hauled to the road leading to the store, leaving this road much improved and in good condition.

The work accomplished follows:

Grading with Scrapers, Wheeled (Moving 3312 cu yds gravel.)	1 mile
Corduroying , 16 feet wide	50. lin ft
Maintenance	11.5 miles
Includes 3240 cu yds gravel moved by carryall	
" 245 " " by hand	
" 9 culverts- oil drums	
Timber Culvert, constructing	46. lin ft
1/ 4ftx 10ft-24ft and 1/3ftx6ft-22ft.	

ROUTE 51. TALKEETNA ROADS. (40.75 miles road, 18 miles sled road and 16 miles trail.)

Includes.

Route 51. Talkeetna-Cache Creek road	23.5 miles	
" 51-A Cache Creek Trail		16 miles trail
" 51 Talkeetna Cache Creek		18 miles sled road
" 51B Peters Creek road	17.25	

The main work done on these routes consisted of opening up the road from the landing thro Peters Creek Canyon, to Cache Creek, in the spring, cleaning out ditches and culverts, removing slides from sidehill sections, and installing metal culverts.

The surface was maintained with motor patrol, and gravel hauled to washouts and soft places. Bridge ends which had settled and eroded were filled with gravel and levelled up. Three bridges were repaired.

Two miles of road was dozed out on the right limit of Long Creek, on the lower end, to avoid crossing the creek many times.

The cabin near the landing was completed, a pitcher pump installed and a meat house and toilet built.

The items of work accomplished follows:

Maintenance	40.75 miles
includes hauling 862 cu yds gravel.	
making detour 2 miles long.	
Metal culverts, installed	144. lin ft
1/18"x24ft and 5/15"x24ft.	
Bridges, wood, repaired 3	51. " "
Depot. completed cabin, installed pump; constructed toilet.	

ROUTE 51-F. CACHE CREEK AVIATION FIELD. (1200 ft x 75 feet.)
Note change in size

Repairs were made to this airfield during the season.
Funds provided to a mining company, which were turned over to the Alaska Road Commission, were insufficent to construct a field which would be of service; and it was considered better to fix up the old field so that it could be used until such time as funds are available to build a field.
The location of the field was moved about 50 feet farther away from the creek channel, logs and brush were removed from the site, watercourses filled up and the surface levelled and smoothed up.
Wire "sausages" were constructed and laid at the edge of the channel of Cache Creek at the upper end of the field, to protect the area from high water.
This field is now in good condition for small planes

Maintenance.

ROUTE 51-H. PETERS CREEK AVIATION FIELD.(125 ft by 1650 ft.)

The surface of this field was smoothed up with tractor and grader, removing ruts and leaving the field in fairly good condition.

Maintenance

ROUTE 55-C. HOMER-RUSSIAN RIVER.(13.2 miles road.)

This is a new project started the past season, designed to connect the farming area at Homer, on Kachemak Bay, and various settlements along the East coast of Cooks Inlet, including Ninilchik, Kasilof and Kenai with the system of roads which connect Seward, at the head of Resurrection Bay, with the settlement of Hope on the South shore of Turnagain Arm, and the Alaska Railroad.

Construction work was prosecuted from three different places, Homer, Kenai, and the end of the Russian River road, at the forest boundary.

A camp was established in May, at the ARC headquarters at Homer, where a garage, blacksmith shop, two warehouses, one bunkhouse, a cook house and a power house was construted.

Water was connected to the Cook and bunkhouse, and a septic tank built.

The site was cleared and grubbed and gravel hauled.

Two fuel tanks, of 4000 gallon capacity each, were installed, and a loading ramp cribbed up for unloading barges, at the end of the spit, adjacent to the dock.

The work done at Homer consisted of widening the old road to a 24 foot standard, improving the grades and alignment where possible.

Two crews were operated, one doing advance clearing and the other stripping, grading, constructing timber culverts and installing metal ones , hauling gravel and keeping roads open to advance points.

The work in this area closed down in the middle of November.

A depot was also constructed at Kenai, where two garages, blacksmith shop, a combined cook and bunk house, a warehouse, a power house and office building were constructed.

Water was installed in the cook and bunk house, and a cess pool built to take care of waste.

Two fuel tanks of 4000 gallon capacity each, were installed near the dock.

A dock was constructed, to facilitate unloading of materials and supplies at Kenai at the banks of the river. Cribbing was placed inside the piles of the dock and the space between the cribbing filled with material to protect the dock against damage during the winter when ice moves with the tides, and in the spring when ice runs out of the river. The dock is 160 feet long.

A bulkhead was also constructed, 140 feet long, built of two pile bents, to connect with a cannery dock. This was cribbed up by cannery interests and material hauled in with our forces.

While we were already established at Homer with a garage and ground, we had no buildings or ground at either Kenai or Russian River, and all the buildings and services at Kenai had to be constructed this year.

All roads in the town of Kenai, and roads leading to CAA installations, were graded up and gravelled.

Four crews were engaged at Kenai, an advance clearing and grading crew, a follow up grading crew, a gravelling crew and a carpenter crew, which , after the carpenter work was completed, b uilt a piledriver and was converted to a piledriver crew.

The main work accomplished at Kenai consisted of building the depot, grading

grading approximately 8.7 miles of branch road 20 feet wide, gravelling 7 miles installing of culverts and construction of pile bridges

No camp buildings were constructed at the Russian River end, where the work was all carried out from tent camps.

The work at this end started in May, when equipment was shipped on the Alaska Railroad to Moose Pass, and moved over the Public Roads Administration road ~~to~~ from Moose Pass to Russian River. Considerable delay was caused by old bridges having to be rebuilt to carry heavy equipment, most of which was hauled on trailers from the railroad to the end of the road.

Three crews were organised on this end at the beginning of the work, one clearing one grading and one rock crew. In November, after one of our rock crews work ended in the Valdez district, they were transferred to Russian river, where we worked two rock crews up to the end of the season.

The Northwest shovel was transferred to this area and used for grading sidehills and making fills, carryall scrapers were used for making fills and cutting down grades, and some wet places corduroyed.

Metal culverts were installed and considerable rock excavated.

The equivilent of 2.7 miles of road, 24 ft wide, was graded.

A temporay "Tote" road was constructed between Kenai and Russian River late in the fall, to facilitate the movement of supplies a and equipment between these points.

The items of work accomplished follows:

CLEARED 297.3 acres

14.4 miles 80 ft wide 11.3 miles 65 ft wide
0.5 " 40 " 5.4 " 30 "
19.8 " 20 "

GRUBBED AND STRIPPED 253.3 "

22.0 miles 65 ft wide 1.2 miles 50 ft wide
5.4 " 30 " 19.8 " 20 "

GRADING with grader, Dozer 13.2 miles

1.2 miles Homer 24 ft wide, 2.7 miles Moose Pass 24 ft wide
Kenai 8.7 miles 20 ft wide and 0.6 miles 24 ft wide
Kenai 6.2 miles 20 ft wide
2.0 " " 75% completed
2.0 " " 50% "
28.0 " 24 ft wide 2% "
Constructed "Tote" road and 2100 lin feet ditch 6 ft by 8 ft.

GRAVELLED 11.1 miles placing 32775. cu yds

1.2 miles at Homer and 9.3 Kenai. 19277 yds loaded by trap
Kenai 6.2 miles- 20 ft wide 13498 " shovel
town 2.3 " - 14 ft wide Average haul 1.9 miles
CAA 1.2 " - 14 " hauling 62948 yd miles

CORDUROYED 13375 lin ft

10800 ft-30 ft wide and 2575 ft 24 ft wide.

ROCK WORK, Compressor, moved 8849. cu yds

METAL CULVERTS, installed 2471. lin ft

683 ft- 15" 875 ft-24"
234 ft- 18" 394 ft-30"
65 ft- 21" 180 ft-36"
and 40 ft of 10 ft "Elephant Hut"

TIMBER CULVERTS, constructed 461. lin ft

74 ft of 12"x12" 80 ft of 13"x18"
43 ft of 12"x17" 264 ft of 14"x18"

TRESTLE SPANS, wood, 20 ft, constructed 239. lin ft

1/7ft, 3/8ft, 1/14ft, 2/16ft, 1/30ft and 1/32ft spans.

DEPOTS. The buildings constructed are as follows:

	Homer	Kenai.
Garage	40ft x 60ft with concrete floor	40ft x 60 ft
"	-	20ft x 30ft
Blacksmith shop	20ft x 30 ft	20ft x 30ft
Warehouse	20ft x 30 ft-12ft walls	-
"	20ft x 40 ft-12ft "	20ft x 40ft with 12 ft walls and 10ft x 40ft warm storgge leanto
Bunkhouse	20ft x 40 ft	
Cookhouse	20ft x 50 ft	
Bunk and Cookhouse,	combined	20ft x 100 ft
Power house	20ft x 20ft with concrete footings	20ft x 20 ft with concrete floor
Engineer office		20ft x 20 ft
Fuel tanks	two 4000 gallon	two 4000 gallon

Water was installed at Homer and Kenai, where a hand pump was used awaiting delivery of an electric pump, and a cesspool built at Kenai.
Camp areas at both Kenai and Homer were cleared and stripped.
Gravel was also hauled around camps.

ENGINEERING, Surveyed, located line 72 miles
Homer 25 miles
Kenai 34 "
Moose Pass 13 "

ROUTE 75. ANCHORAGE LOOP ROADS. (28 miles road.)

includes		Note change in mileage		
Route 75	Anchorage Loop	16miles	Urban road	.50 miles
75E	McDonald Road	1.25 "	Fourth Ave road	.75 "
75I	Oilwell road	8.00 "	Mountain View rd	1.00 "
75M	Anch.radio road	.25 "	Gov't Hill road	.30 "

The main work done on this route consisted of maintaining the main roads, including the raising of the Fith Avenue, or the Palmer road, across the Ship Creek watershed, eliminating a winter overflow hazard, installing culverts, winter maintenance.

The bridge across Ship Creek, in the railroad yards, was repaired, and the washout at the end of the "Step and a half" road fixed, weak places were surfaced and the surface maintained with motor patrols.

A new road was built to connect the Alaska Railroad housing project, on government hill, with the dock road near the Standard Oil depot. This road is 1600 feet long.

The roads travelled by the school bus, around the village of Mountain View, were moved over to property line, graded up and gravelled, and one road additional surfaced this summer.

Three metal culverts were installed, and a gravel pit opened up at Mountain View.

1.25 mile of road was graded and 1.4 miles surfaced.

The items of work accomplished follows:

Graded, with grader, dozer 1.25 miles

Grading with Grader, Dozer	1.25 miles
Gravel Loading, Shovel, placing	2865, cu yds
average haul 0.3 miles, ~~placing~~ Hauling 685 yard miles	
Mountain View 2174 cu yds-average haul 0.3 miles	
Gov't Hill 691 " " 0.1 "	
Maintenance	28. miles
includes 507 cu yds gravel.	
Metal culverts, installed	300. lin ft
(3/15"x26ft, 4/18"x26ft, 3/21"x26ft and 1/24"x40ft.)	
Bridges, wood, repairing	146. "
Snow Removal	93. miles

ROUTE 75-A ANCHORAGE-SPENARD ROADS.(21.4 miles road.)
Note change in mileage.

includes.

Route 75-A.	Anchorage-Lake Spenard-Branches	13.25	miles
	Lake Otis road	3.5	"
" 75-C	Chester Creek boat landing	1.00	"
75-F	Spenard-Campbell Creek	2.00	"
	K.F.Q.D, radio road	1.62	"

Winter maintenance was performed upon these roads, hills and curves were sanded, ditches and culverts thawed out and ice removed from the roads.

Snow was plowed out with a truck plow and motor graders.

In the breakup soft places were surfaced and during the summer some low places raised by gravel haul.

The surface was maintained with patrols during the summer months and ditches cleaned out, including removal of trees which fell down during storms.

Some surfacing was done on the end of the Lake Otis road, and the one mile formerly classified as a tractor road is now included with the truck roads.

Many people have located in this area, and some children have to attend the Anchorage schools.

The tractor road , connecting the army road South of Campbell airport, with the Alaska Railroad, was maintained so that trucks could travel to the vicinity of mile 106, on the railroad.

Some ditching was done with a shovel on the Campbell road and the Spenard road on the South side of Chester Creek, eliminating a hazard which has caused trouble in the winter time for many years.

The gravel area turned over to the Alaska Road Commission, on the Risch homestead, near the mouth of Campbell Creek, was staked out, cleared, grubbed and stripped.

The items of work accomplished follows:

Metal Culverts, installed	48 lin ft
3/18"x 16ft.	
Maintenance	21.4 miles
includes 352 cu yds gravel.	
Snow Removal	182. miles

ROUTE 75-D. ANCHORAGE DEPOT.

Considerable work was done in blocks 29-A and 29-B, shown on the supplemental plat of the East Addition to Anchorage, dated February 13th, 1941, in order to provide storage space for equipment and materials which had to be removed from the railroad yard, where we had occupied space for many years, due to the railroad needing the space.

An area was cleared by hand and leavelled off with dozers when surplus equipment was available, making an even grade for storage of our equipment and materials.
A fence was erected at the West end of the property, adjacent to the Fourth Avenue road.

ROUTE 75-L. ANCHORAGE LOOP-PALMER AND BRANCHES.(61 miles road.)

Considerable work was accomplished on this road during the season, including some minor changes in alignment between the Alaska Railroad and the Knik bridge, a big improvement in the vicinity of the Eklutna bridge, where the approaches were changed to permit tangets on both ends and the road on the North end raised to give better visibility.
The road in the vicinity of mile 25 was was straightened out, and curves which were dangerous, particularly in the winter time, eliminated.
Crushed gravel was placed on the road between Palmer and the Matanuska bridge, and between the Knik bridge and the Alaska Railroad.
The road across the swamp between the Eklutna power plant tail race and the Alaska Railroad, at mile 146, was raised. This work was done during the winter months with the material being obtained from the dry pit near the railroad crossing.
Clay was hauled on this section of road, from the sidehill in mile 25, to act as a binder with the dry gravel, which does not pack well when used in large quantities.
The portion of a farm road which joins the Anchorage-Palmer road near the Matanuska bridge, known as the Clark road, was improved for a distance of 1560 ft. The work consisted of dozing out a road on a sidehill to eliminate a steep approach which was dangerous. This portion of road was surfaced. It serves several settlers, most of whom have been living in this area for years who had built three miles of partly completed road toserve their farms.
Maintenance was performed during the winter months, culverts thawed out, ice picked from ditches, and curves and grades sanded.
The roads were patrolled during the summer, culverts installed and lengthened, brush cut and soft places surfaced.

On January 15tha snowslide came down in the vicinity of the Knik bridge, covering the road in three separate places. One slide was 250ft long and 8 ft deep, one 200 ft long and 10 ft deep and the other 240 ft long and 20 ft deep. This is the first time since the road was constructed that three places on the road were covered by snow slides. The mileages were 37.0, 37.6 and 37.7, the latter being the point where we have a slide each year. It took two and a half days to clean up the slides.

The Knik glacier broke on August 21st, at 7. a.m. reaching a height of 15.7 feet below our datum line, which is the top of the steel handrail on the bridge.
Repairs were made to the Knik bridge, some cross members of which were damaged by a truck, and to the bridge across the Eklutna power plant tail race, which eroded during extreme high water.

Considerable clearing was done in the vicinity of mile 10, and a snow fence 1200 feet long erected, to reduce snow hazards where we had trouble last winter.
Side hills, which glaciered during the winter months, and other places where ice formed during the winter at miles 16 and 19, were cleaned out with a power shovel during the season.

Repairs were made to the road at the outlet of the lake in mile 23.4, where the road was undermined. This was a very unusual situation with the frozen road carrying traffic with a channel about 50 feet wide carrying off the waters of the lake until the water dropped to the ground level.

Some culverts were installed on the road leading to the Eklutna Lake and the surface maintained.

The items of work accomplished follows:

Cleared 1-1/4 miles 80 feet wide, or		10.1 acres
Graded with scrapers, wheeled, moving		68,790. cu yds
Gravelled, placing		71,977 "
Loaded by shovel	48,361 cu yds	
" trap	24,845 "	
Crushed material	18,318 "	
Stock piled	1,228 "	
Crushed material on road	17,090 "	
Average haul 1.77 miles		
Hauling	127,893 yard miles	
Rockwork, compressor		2,054 cu yds
Metal Culverts		1,178. lin ft
394' of 15"	354' of 24"	
180' of 18"	11' of 30"	
140' of 21"		
Bridge, repairing, Steel		1,507. lin ft
Snow Removal		515. miles

ROUTE 75-P. ANCHORAGE-POTTER.(1 mile road, 2 miles tractor road.)
Note new route.

This is a new route, taking in one mile of new road constructed in 1946, and two miles of tractor road connecting the army road South of the Campbell airport, with the Alaska railroad in the vicinity of mile 106 from Seward, which was formerly carried under route 75-A.

A temporary permit was obtained from the Army to survey thro the military reservation, and a line located 12.3 miles long to Potter station.

If and when a road is built to connect Seward and Anchorage, this location will be a part of the main line, connecting with the Anchorage system of roads at East G street.

The mile of road constructed last year was not on the location of the proposed main road, but connected the location with the Spenard system of roads about one half mile North of Campbell station.

This road was constructed from the Campbell road leading in an Easterly direction to Campbell Creek, where a bridge was constructed 35 feet long and 18 feet wide, to permit travel South of Campbell Creek during the winter when the ground is frozen.

The road was cleared and grubbed, corduroy laid across swamps, dry areas graded up , culverts installed and surfaced.

The items of work accomplished follows:

Cleared 1 mile 60 ft wide		7.26 acres
Grubbed and stripped 0.9 miles 40 ft wide		4.2 "
Grading, grader, dozer, 20 ft wide		0.9 miles
Gravel, shovel loading, placed		1863 . cu yds
average haul 2.5 miles, hauling 4610 yd miles		
Corduroying, 24 feet wide		680. lin ft
Metal Culverts, installed ~~three~~ 18" diameter		96, "
Trestle spans, under 20ft, constructed		35 "
(18" wide, on mud sills.)		
Engineering, Surveyed- located line		12.3 miles
Blueberry Lake road to Potter	11.1 miles	
Campbell road connection	1.2 "	
Preliminary line, not used	3.5 "	

ROUTE 90-C. SHELTER CABINS.(Susitna Cabin.)

Some damage was caused to the shelter cabin at the mouth of the Susitna river during high water, causing it to move from its foundations, and tilting it out of plumb.

The cabin was put back upon its foundations and repaired, leaving it in good condition.

Maintenance.

ROUTE 92-R. DILLINGHAM-SNAG POINT.(9.5 miles road.)

The main work done on this route consisted of winter maintenance, opening up the road in the spring, cleaning out ditches, opening up culverts, and gravelling weak places.

During the summer brush was cut, sidehills cut down where snow drifts occurred, low places raised and lateral ditches made to drain the road.

A new gravel pit was located about 1-1/4 mile South of the Andrews Creek pit, towards Klondyke Creek, where the ground had settled a great deal. The ground in this vicinity is very swampy, with niggerheads and overburden floating on top.

When the new D-7 tractor passes over this section this summer the ground settled two and a half feet, and the plank road one foot, when it moved over the road.

A lot of gravel was hauled on both sides of the bridge, raising it up to the level of the surrounding country.

Considerable gravel was hauled on the road and many culverts installed, a good many consisting of old smokestacks and hydraulic pipe.

The new D-7 tractor arrived towards the end of the season, and will be a big improvement over the Ac model "M" on snow removal and other work. The winch is also helpful in this isolated community.

A piledriver belonging to cannery interests was freighted to Snag Point from Clarks Point, and used for driving piles for the major bridges on this route, including Scandinavian Creek, Andrews Creek and Klondyke Creek, getting penetration from eleven to twenty six feet.

With the exception of capping two bents on the Andrews Creek bridge, the piles were driven to the level of the decking of the present bridges, so that they can be raised when timber is available to put on new decking.

A small shed was constructed to house the D-7 tractor, so that it could be protected and kept warm for winter work.

Unusually severe storms and high tides caused considerable damage to the

bridges and road during the latter part of October, when the regular seasons maintenance is normally over, washing out bridge ends and in some cases raising the ends of the bridges three feet. This damage was repaired so that traffic could pass over the road during the winter months, when a school bus is in operation.

The items of work accomplished follows:

Maintenance	9.5 miles road
Includes placing 2100 cu yds gravel Constructing gravel trap. Opening up new gravel pit. Built shed to house tractor.	
Metal Culverts, installed 48ft of 18" and 44ft of 24"	92. lin ft
Bridges, Trestle spand, under 20 ft (249 ft of pile trestle- 30% completed.) replacing present structures.	75. lin ft
Snow Removal	28, miles

ROUTE 92-RA. DILLINGHAM AIRFIELD.(2200 x 100 ft.)

Note: New Route number.

Some work was done with our equipment, and a little by the crew, on extending the emergency airfield constructed by army forces some years ago adjacent to the village of Snag Point, across the "niggerhead " flat towards the East.

Material was obtained from high ground near the beach line, and a fill made across the flat ground, extending the field to a total distance of 2200 feet.

Most of the work on this project was done by pilots and others interested, who collected money for the purpose and supervised the work.

The field is suitable for winter landings, but will probably have to be surfaced after the ground thaws out in the spring, and would not be safe during the wet weather experienced during the late summer in this area.

It is located right in the town of Snag Point, with a road leading to it, which is a great factor in fields in outlying districts.

Grading, with grader, dozer, 1300 ft by 100 ft- equivilent Mostly built with contributed labor.	1 mile road

ROUTE 93-A BULL RIVER ROAD.(17 miles road.)

While a small amount of maintenance was performed upon this road during the season, the main work was concentrated on buildinga 100 ft wooden Howe Truss bridge on the right limit of the West Fork river, in order to avoid the constant maintenance required to protect the pile trestle built in the first place.

The material for the span was shipped from Fairbanks, from a bridge which was dismantled in that district.

The work on the bridge was done in the late fall, when the bridge crew from McKinley Park were thro with the work and were available with their equipment and rigging.

The work was done under a handicap, with heavy snow and extreme cold being prevalent.

The area where piling was driven was excavated below below the scour line, and piling driven six feet below the excavation.

Large concrete blocks, which had been used for riprap, were placed around the piles, leaving the piers in good condition.

One bent of four piles was redriven, and three other bents had one pile driven and one bent had two. Repairs were made to the decking.
Ditches were cleaned out and the surface maintained.
The items of work accomplished follows:

Maintenance	17 miles road
Trestle spans, wood, under 20 ft	100. lin ft.
(Erected one 100 ft wooden Howe Truss, which was taken down and shipped from the Fairbanks district.)	
Bridges, repairing, wood	897. lin ft

ROUTE 93-C. CURRY AIRFIELD. (200 ft by 1100 ft.)

At the request of the Alaska Railroad, who offered to cooperate in the work, repairs were made to the Curry airfield this year.
Brush was cut and burned, low places filled, rocks removed, the field levelled and the surface maintained.
This field is now in good condition for small planes
Maintenance.

ROUTE 96-B. MOOSE CREEK-LIELA LAKE.(72.85 miles road-1.5 miles sled road and 9 miles trail.)
INCLUDES

Route 96.	Chickaloon-Kings River	2 miles	road	1.5 sled road
96-B	Moose Creek-Liela Lake	68.85 "	"	9 miles trail
	Jones Branch Ville	2. "	"	

Winter maintenance was performed upon this route, which is a part of the main highway system connecting various parts of the country, and is kept open all year.
During the winter glaciers required continual attention, particularly those located in mile 76, mile 77 and mile 103.
Snowfall was normal, averaging about one foot per month during December thro March, drifting in many places between Moose Creek and Chickaloon, and Caribou Creek and Bug Lake, Hills had to be sanded occasionally.
Two maintenance crews looked after the road during the winter months between Moose Creek and Liela Lake, one crew being located at Mile 88, near Long Lake and one man stopping at mile 116 camp.
In the spring camp was established at 78 mile, and the revision in mile 74 was completed and surfaced with crushed material from the stockpile which had been increased for that purpose.
Running plank was placed on all the steel bridges on this route, with the exception of the Chickaloon bridge, which was not done on account of shortage of material.
To prevent further erosion along the Matanuska river the banks where the water had encroached were riprapped with drums, fastened together in tiers of four and five. The heads were cut out and the drums filled with gravel and laid against the bank after the banks had been sloped.
Fills were made at mile 66 so that the road would be on the original location, this work being done using dozers, carryall scxrapers and truck haul, and some material filled to straighten out the bank at the washout at mile 74.

Two "coyote" holes were drilled in the rock cut in mile 67, on the left limit of Kings River, to have material available for protecting the banks of the Matanuska river against erosion.

During the summer the road surface was maintained with motor patrols, weak places gravelled, falling rocks and slides removed from sidehill sections, culverts opened up and warning signs placed where required.

Ends of the large bridges, and all of the smaller ones , were treated with asphalf and crushed rock, to improve the riding surface at the bridge ends.

The items of work accomplished follows:

Gravel loading shovel, placing	4752 cu yds
Crushed material from stockpile	
Average haul 1.03 milesm hauling 4907 yard miles	
Rock work, compressor, excavated	514 cu yds
Maintenance	72.9 miles road
Includes 3677 cu.yds hauled by truck, average haul .37 miles hauling 1379 yard miles.	
8413 cu yds moved with scraper- 324 cu yds laoded over traps and 248 cu yds loaded by hand	
METAL Culverts, (Extension.)	16. lin ft
Snow Removal	636. miles

ROUTE 98. HOMER ROADS.(33.25 miles road-0.5 miles sled road.)

Winter maintenance is required on the roads in this area; snow has to be removed, both from roads on the low bench and also on the hill roads to permit school bus service. Glaciers which form on the roads, particularly the roads leading to the higher bench, have to get ice picked off so that cars can travel in safety. During the spring ditches are opened up and culverts thawed to protect the roads during the runoff.

There was a heavy fall of snow during the past winter, with three to five feet of snow remaining on the upper bench at the end of April.

Considerable improvements were made to the part of the Homer roads which will be a part of the main road between Homer and Russian River, one and a half miles of road was cleared an additional 20 feet, and the roadbed widened from a width of 18 feet to 24 feet, and surfaced.

A spur road was built to serve the Homer Coal Company's operations South of the road, near Bidarki Creek, this road being 900 feet long and 16 feet wide.

The main road leading to the upper bench was widened and surface, and some of the roads on the upper bench regraded and partly surfaced to take care of increased traffic caused by new activities in this area.

The new road constructed across Mud Bay, is working out very satisfactorily. While some maintenace was required during the time since it has been built, it is still in place, while the road which it replaces is entirely washed away.

The buildings constructed at the depot and other installations in connection with the building of the road from Homer to Russian river is covered under route 55-C.

The items of work accomplished follows:

Cleared. 1.5 miles 20 feet wide	3.03 acres
Grubbed and stripped ditto	3.03 "
Maintenance	33.25 miles
includes 3808 cu yds gravel- shovel loaded	
891 " trap loaded	
Metal Culverts, principally lengthening	308. lin ft
228ft of 15", 40ft of 18" and 40ft of 24"	
Snow removal	382. miles

ROUTE 98-C. KASILOF AVIATION FIELD. (150 feet by 2100 feet.)

Maintenance work was performed upon this field during the season.
It was dragged twice, grass and brush cut with tractor and mowing machine and hauled off with a rake.
Two days were spent in hauling gravel to low places and levelling up.
Timbers have been assembled for a larger drag to be made for use on this project

Maintenance includes 28 cu yds gravel placed.

ROUTE 98-D. KASILOF ROAD.(7 miles road.)

Maintenance work was performed upon this road during the season, ditches and culverts were opened up in the spring, and some washouts repaired.
Brush was cut on the shoulders and ditches and the surface smoothed up with tractor and drag.
One end of the Coal Creek bridge, which had washed out, was cribbed up and filled and gravel hauled to soft places.

Maintenance includes 105 cu yds gravel placed. 7 miles road

KUSKOKWIM SUB-DISTRICT.

The work in the Takotna district was taken care of by a foreman located at Takotna the same as in former years, who also looked after the work at Medfra, and a sub foreman located at Flat during the summer months.
The work at Bethel was taken care of by the local commissioner.
Harry Panter, who formerly looked after the work in the Flat area, was retired at the end of the 1945 season.
The work at Takotna provides employment throught the year, working on the roads during the summer and overhauling equipment during the winter months, including the machines at Flat, which is generally overhauled at some convenient time in the spring, before the summers operations get under way.
Ralph Soberg was transferred to the Anchorage district this spring, and replaced by J.G.Bayles, with headquarters at Takotna.

Route 32-B IDITEROD FLAT.(8.75 miles road.)

During the spring ditches were opened up, culverts thawed out and small snow drifts opened up with dozer. Ice was picked under the Otter Creek Channel to keep the water under the bridge.
Considerable gravel was hauled to mile 8, where the road had settled and water covered the road during the spring and during rains, and thr road raised two feet.
Repairs were made to the Otter Creek bridge, consisting of putting on decking and running plank.
The surface was maintained with tractor and dozer, and with the maintainer, when it arrived from Fairbanks

Maintenance includes 480 cu yds gravel 8.75 miles road
Bridge, rapairing, wood 16. lin ft

ROUTE 32-G KUSKOKWIM LANDING- TAKOTNA.(25 miles road.)

Work started on this route on the 28th of May, thawing out culverts, opening up ditches and removing snow where it had drifted and piled up in short stretches.

The road was widened near the Tataline River, where the sidehill ditches had eroded and encroached on the road.

The whole road improved with tractor and grader, smoothing up ruts, filling soft places and crowning up the surface.

Gravel was hauled to weak places, and two small bridges repaired.

Repairs were made and some gravel hauled to the goat landing, on the Kuskokwim river.

This is one of the main roads in the district, all of the heavy equipment and materials being hauled over it to the Ophir Mining District.

It was in good condition during the season.

MAINTENANCE	25 miles road
includes 552 cu yds gravel, hauled 4 miles.)	
Bridge Repaired, wood, two.	28 lin ft.

ROUTE 32-F. TAKOTNA DEPOT.

Some maintenance was done hauling gravel around the buildings, and a stairway constructed in the dwellinghouse, to permit access to the attic without having to go out of the building

Maintenance includes 16 cu yds gravel.

ROUTE 33-C. FLAT CITY ROADS.(27 miles road.)

includes

Route 33-C Flat City- Flat Creek	5.75 miles
-D Hd Flat Creek- Willow Creek	9.0 "
-DA Happy Creek Road	1.0 "
-E Willow Creek-Chicken Creek	3.0 "
-F Flat City- Slate Creek	7.25 "
-FA Gold Horn Branch	1.0 "

Maintenance was performed upon the local roads, with ditches being cleaned out and culverts opened up in the spring.

A short stretch of the Slate Creek road, which runs along the airfield, near town, was moved farther away from the field on old tailing piles, to raise the road and avoid a snow and glacial condition , and a small bridge was moved upstream

Considerable gravel was hauled on these roads and one metal culvert installed and the surface maintained with tractor and grader until the motor patrol arrived from the Fairbanks district, when it was used for this purpose.

The items of work accomplished follows:

Maintenance	27 miles road
includes 611 yds of gravel- hauled 1 mile	
Metal Culverts, installed one 15"	16 lin ft
Bridges, repairing wood	12 "

ROUTE 33-H FLAT AVIATION FIELD.(150 ft x 3500.)

Considerable work was done extending the Flat Aviation field upstream in a Westerly direction, a distance of 550 feet during the summer.

Brush was cut for a distance of 1000 feet beyond the limits of the old field, a ditch at the end of the field filled in and a new ditch made farther upstream, beyond the new runway.

Tailing piles were levelled, dredge ponds filled, large rocks removed from the site and low places in the old field raised.

Fine gravel was hauled over the extension and some om the old field, which was smoothed up and levelled off with motor patrol.

A cabin, which was adjacent to and directly in line with the town end of the runway, belonging to the Alaska Airlines, was removed, leaving this field in good condition.

The items of work accomplished follows:

Cleared. 1000 ft by 150 ft,	3.4 acres
Grading with grader, dozer, equivilent to	0.65 miles
Gravelled, trap loaded, placing	692. cu yds
average haul 0.4 miles, hauling 277 yd miles	
Maintenance	

ROUTE 38-D. OPHIR-TAKOTNA ROADS.(26-1/2 miles road.)

includes:

Route 38-D. Ophir-Takotna	22 miles
-DA. Little Creek Road	3 "
-G. Takotna-Tak. Aviat'n Field	1.5"

This road was in very poor condition this spring. Due to there not being much activity in this area for some year very little work had been required.
With renewed activity in mining this summer, many new outfits started up , and others started up again, and a lot of equipment, materials and supplies were hauled over the road, particularly between the town of Ophir and the mouth of Little Creek.
A great deal of hauling was done during the critical period in the spring, cutting up the road and damaging bridges, most of which had been constructed for a long time and were not in very good condition, leaving this section of the road in very poor shape.
The road was regraded and the ditches cleaned out for a distance of six miles from the Takotna end, after the crew had finished work on the road from the Kuskokwim, and some bridges, which had settled down two feet on the ends, repaired.
Gravel was hauled to mud holes, one metal culvert instaled, and the surface maintained with tractor and grader.
The items of work accomplished follows:

Maintenance	26.5 miles
includes 2916 cu yds gravel, hauled 1.9 miles	
Metal Culverts, installed one, 24"	54. lin ft
Bridges wood repairing	66 "

ROUTE 38-E, GANES CREEK ROAD.(20 miles road.)

There was very little activity on this road this year. The surface was maintained with tractor and grader.

Maintenance	20 miles.

ROUTE 38-M. OPHIR AVIATION FIELD.(105 feet by 2300 feet.)

This field was lengthened by filling in the Slough at the West end, this work being done by contract by a mining company which had equipment available at the time.

Some more work should be done on this field as the new fill settled unevenly at the end of the season.

The field was maintained with tractor and grader, gravel being moved from the sides to level up uneven places, and the surface smoothed.

Maintenance

ROUTE 80-F. MEDFRA-NIXON MINE.(12 miles road.)

Some work was done on this road during the past season to take care of increased activity underway when the Nixon Fork mine was purchased by the Walter Culver associates from the Mesfelt Bros.

Two bridges. across the same creek, at mile 0.8 and mile 6.8, were rebuilt as "A" spans out of native timber, and are now in good condition.

A trap was constructed in broken rock in mile 7, and material, loaded with a tractor belonging to the mining company, placed upon some of the worst holes in miles 5 and six, leaving this road in passable condition.

The work on this project stopped when the tractor broke down

The items accomplished are as follows:

Maintenance	12 miles
Spot gravelled, placing 763 yds average haul. 1907 yard miles.	
Bridges, repairing wood, two	78. lin ft

ROUTE 80-J MEDFRA FIELD. (110 feet by 2200 ft.)

A small amount of work was done on this route during the spring, smoothing up ruts and levelling a few low places.

ROUTE 92-AA BETHEL AVIATION FIELD AND ROAD.

Considerable damage was done to the Aviation field and road leading thereto during the breakup this year, when the whole country in this vicinity was inundated with water from the Kuskokwim river.

The field became very soft and rutted up, and the road was damaged.

Due to it being impracticable to get anyone to load material by hand in this area and the poor returns from working this way, when we were able to get anyone to work, a tractor was shipped from Takotna to load trucks, and the trap repaired

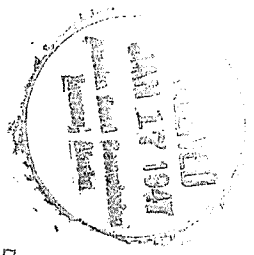
The field is now in good condition. It is used extensively by pilots serving the lower Kuskokwim district

Maintenance 1 mile road

A No. 12 Caterpillar motor grader, with tandem drive, was shipped to Takotna this season, arriving there too late for use this summer.

M.C. Edmunds, Sup't

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



January 9, 1947

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

Dear Sir:

Submitted herewith are recommendations for the work to be performed upon the various routes in the Southwestern District and the Kuskokwim area during the working season of 1947.

These recommendations are predicated on the amount of funds estimated in your letter of December 17th and telegram of December 18, 1946, namely; $350,000.00 for maintenance, $1,000,000.00 for the Homer-Russian River Road and $120,000.00 McKinley Park Highway.

The itemized recommendations are as follows:

ROUTE 35-A. MOUNTAIN ROADS. (39.25 miles road. 1 mile sled road.)

The work required on this route consists of keeping the road to the junction with the Archangel road open during the winter months, protecting the road during the breakup in the spring, opening up ditches, cleaning out culverts, keeping ice off the roads so that they are safe for traffic, surfacing soft places which develop, and surface maintenance during the summer months.

The Hatcher Summit, dividing the Little Susitna and the Willow Creek watersheds, at an elevation of 4000 feet, has to be opened up in the spring and several bridges over mountain streams have to be maintained.

Many of the older mining companies started operating last year, and many prospective properties are doing considerable development work.

This road is being used to a greater extent each year by local people for recreation, and for service to the mines in the area.

MAINTENANCE 39.25 miles @ $330.00 per mile $10,000.00

ROUTE 35-B GLEN JUNCTION-FISHHOOK ROADS. (34.3 miles road.)

The main work required on this route consists of keeping the roads free of snow and ice during the winter months, opening up culverts and ditches in the spring, surfacing soft places, surface maintenance during the summer, and cutting brush when opportunity occurs. The roads have to be sanded on hills and curves during the winter months.

Some minor improvements are made from time to time, such as last year, when a sharp curve was eliminated by locating the road thro an abandoned gravel pit.

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The road to the Buffalo mine has to be kept open all year, the other roads kept open for the school bus during the school year, and for farmers all year around to take milk to the cooperative store at Palmer.

MAINTENANCE 34.3 miles @ $290.00 $10,000.00

ROUTE 35-DB. LUCKY SHOT-WILLOW STATION. (27.75 miles road.)

The bridges thruout this road are now in very poor condition and recent lack of maintenance funds has caused neglect of repairs with a result that it is now essential that considerable be accomplished. Six small bridges must be rebuilt. The abutments on the Deception Creek bridge must be renewed and the deck, which is now entirely rotten, must be replaced. The bridge across Willow Creek at 6 mile on the road to Grubstake should be raised and repairs accomplished.

The road is maintained during the spring breakup, ditches cleaned, culverts opened up, soft places gravelled and surfaces bladed.

MAINTENANCE 27.75 miles @ $540.00 $15,000.00

ROUTE 35-F. WASILLA-KNIK ROADS	20.6 miles		$3,000.00
-G. PALMER-MATANUSKA ROADS	21.3 "		6,400.00
-H. WASILLA-FINGER LAKE-PALMER ROADS	30.9 miles		$9,200.00
-I. PALMER RR CROSSING-MOOSE CREEK	15.5 "		6,200.00
-J. WASILLA-MATANUSKA ROADS	13.0 "		5,200.00

These roads have to be maintained all the year around, school busses operate during the school season, and farmers have to go to Palmer with milk and dairy products.

Winter maintenance requires snow removal, ice picking and sanding. During the breakup soft places have to be gravelled, and water kept off the roads; during the summer necessary gravel is placed, the surface maintained and brush cut.

MAINTENANCE 101.3 miles @ $300.00 $30,000.00

ROUTE 46-D. McKINLEY PARK ROADS. (91.25 miles road, 14 miles trail.)

Separate recommendations are forwarded for this route.

ROUTE 46-Da. PARK BOUNDARY-KANTISHNA. (4.5 miles road.)

A small amount is inserted for maintenance of this route, which is traveled a great deal by people visiting McKinley Park, and by miners interested in this vicinity.

Ditches have to be opened up, culverts cleaned out and ice picked off the road in the spring. Also, slides removed from sidehill areas, bridges repaired and the surface maintained.

MAINTENANCE 4.5 miles @ $220.00 $1,000.00

ROUTE 48. ILIAMNA BAY-ILIAMNA LAKE. (15-1/2 mile road.)

Most supplies to the Iliamna Lake, and the Lake Clark areas, are delivered by boat at Iliamna Bay and freighted over this road to Iliamna Lake.

Portions of the first three miles from the Bay are subject to snow and rock slides during the winter and early spring. Ditches and culverts fill up with snow and ice during storms. Soft places develop. The section between the Iliamna river and Pile Bay requires spot surfacing, bridges have to be repaired after storms and old wooden culverts replaced.

MAINTENANCE 15.5 miles @ $200.00 $3,000.00

ROUTE 51. TALKEETNA ROADS. (40.75 miles road.)

There ~~was~~ is considerable activity in the Talkeetna District and the Fairview District during the past season, with many new outfits prospecting and developing new creeks.

Maintenance is required on the main road to Alvells, and improvements beyond there on the road to Cache Creek, to keep out of the creek bed on lower Long Creek and improve the road down to lower Cache Creek.

The amount recommended is sufficient to maintain a small crew during the season.

MAINTENANCE and IMPROVEMENTS 40.75 miles @ $400. $16,000.00

ROUTE 55-3. KASILOF-RUSSIAN RIVER. (138.75 miles road.)

Work on this project is planned for the first purpose of providing a passable road between Russian River and Kenai on the north end and between Homer and Anchor Point on the south. Experience during the past season indicates that the most satisfactory progress can be made on the construction if the equipment and work is concentrated and the work carried on from the base camps established in 1946. With this in mind it is proposed to handle grading from the Moose Pass, Kenai and Homer bases as during the past season. It is not believed that establishing construction crews at advanced points, such as Kasilof or Deep Creek would be economically advantageous since this would require entail inlet freighting.

Together with the advancing of the general grading it is recommended that three major bridge structures be completed, namely:

Kenai River Bridge
Kasilof River Bridge
Anchor Point Bridge

It is not proposed the work be done on either the Deep Creek nor Ninilchik bridges since the grading progress as proposed above would not reach those points and would require freighting along the Inlet for camp maintenance. Further more, these latter two projects are close to other and construction should be undertaken at the same time.

The following detailed estimate indicates grading only between Kenai and Russian River and between Homer and Anchor Point and still leaves ungraded stretches of 9.4 miles and 2.3 miles respectively. However, since advanced grading and clearing should be stretched out, it is probable that some work will be accomplished both south of the Kenai River and north of Anchor Point.

The estimated amount required for the above work is as follows:

RIVER CROSSINGS:

Kenai River	300'	@ $280	$84,000.00
Kasilof River	200'	@ $280	56,000.00
Anchor River	100'	@ $280	28,000.00

GRADING:

Kenai:

Complete Kenai branch	1.9 mi.
Kenai "Y" to Kenai River	1.7 mi.
Towards Moose Pass	14.3 mi.
	16.6 mi.
Moose Pass toward Kenai	15.0 mi.
Homer towards Anchor Point	10.0 mi.
Total	41.6 mi.

Est. @ $20,000/mi. $832,000.00

TOTAL ESTIMATE $1,000,000.00

CWA 75. ANCHORAGE LOOP. (26.75 miles road.) $ 3,000.00
" 75-__. ANCHORAGE-PALMER ROAD. (31.4 miles road.) 15,000.00
" 75-D. ANCHORAGE DEPOT 1,000.00

With the increased settlement in this area, the roads require maintenance all the year around. Snow has to be removed and ice picked off the roads during the winter months. Curves and hills have to be sanded. School busses operate during the school year, and the roads have to be safe for traffic.

During the spring, soft places have to be surfaced, ditches and culverts opened up. In the summer time weak places have to be gravelled, brush cut, the surface maintained and minor improvements made to keep up with the increased traffic to which these roads are subjected.

The bridge across Chester Creek should be replaced next season, when we will have to have a bridge crew requiring bridges in this vicinity.

ANCHORAGE DEPOT			$ 1,000.00
CHESTER CREEK BRIDGE, 30 feet	@	$60.00	1,800.00
MAINTENANCE 48.15 miles road	@	380.00	18,200.00
		TOTAL	21,000.00

ROUTE 75-L. ANCHORAGE LOOP-PALMER. (61 miles road.)

This is the most important road in this vicinity, connecting the Palmer and the Anchorage areas, and being a part of the main road connecting Anchorage with the Richardson Highway and thro this road with Valdez, Fairbanks and the Alaska Highway.

This road is in fairly good condition, it has been surfaced with crushed material between Palmer and the Alaska Railroad, at Mile 146, and the road between the two railroad crossings was raised last spring, leaving this portion of the road in good condition.

The bridges across the tail race of the Eklutna Power Plant is dangerous, piling is broken on both abutments, and this bridge should be renewed early in the season.

It has been in bad shape for some time, but due to the difficulty of getting material, and lack of a piledriver crew in this vicinity, this work has been postponed until it is getting dangerous.

The Goat Creek bridge also needs two additional bents, one on each end, to relieve pressure which has forced piling away from the caps.

The paint on the Knik River bridge steel is wearing off, and it should be repainted, also the bolts should be tightened throughout.

With the limited amount of money available for rehabilitation it is not believed practical to operate the crushing plant next year, unless it was used in its present location and material hauled to cover the mile and 1/2 of road between the Eklutna tailrace bridge and the bridge across the Eklutna River, which is the worst stretch remaining on this route, altho this would entail a long haul.

The alternate would be to place the crusher at the railroad crossing near the Eklutna power plant, and surface this short stretch of road. This is the logical location for the plant, the only question is whether it would be worth while moving the crusher in order to cover this short piece of road.

With the necessity of continuous work on this road, it is believed advisable to forget the crushing program, possibly hauling some clay on the road in question after getting rid of the coarse rocks. This worked well on the loose gravel across the swamp at mile 1/6, and should make a marked improvement on this stretch.

The estimated amount required is as follows:

KNIK BRIDGE PAINTING		$ 3,500.00
GOAT CREEK BRIDGE, 25 lin. ft.	@ $100.	2,500.00
EKLUTNA TAILRACE BRIDGE, 100 lin.ft.	@ $75.	7,500.00
SURFACING 1-1/2 miles road	@ $2667.	4,000.00
MAINTENANCE 61 miles	@ $1000.	61,500.00
	TOTAL	$79,000.00

ROUTE 92-R. BILLINGHAM-SHAG POINT. (9.5 miles road.)

Work which was started on renewing bridges last season, but which we were not able to complete, due to shortage of material, should be finished this year.

Piles have been driven across the three main creeks; Scandinavian, Andrews and Klondyke Creeks, but caps stringers and decking will have to be renewed.

It is planned to move the road up stream at Bradford Creek, using an old retort for a culvert, and salvaging the present bridge material.

This will remove the bridge from tidal action, which causes damage during the winter months, and much more work is required maintaining the roads so that they are open for traffic continuously.

Replacing 251 lin. ft. bridge (33⅓ completed.)		@	$50.00	$10,040.00
MAINTENANCE	9.5 miles	@	630.00	5,960.00

ROUTE 93-A. BULL RIVER ROAD. (17 miles road.)

A small amount is recommended to take care of necessary maintenance on this route, which seems to require some work in order to keep the bridges and roads in good shape.

A small amount of coal is being hauled over this road during the summer months. However, no word has been received of renewed activity at the Golden Zone mine, and it is not anticipated there will be until economic conditions get stabilized.

MAINTENANCE	17 miles	@	$170.00	$ 3,000.00

ROUTE 96-B. KNIK CREEK-LITTLE LAKE. (72.85 miles road, 1.5 sled road, 9 mi Trail.)

This road is now on a maintenance basis, altho it has to be kept open both summer and winter.

During the summer it is subject to erosion where it runs alongside the Matanuska River, and during the winter ice and snow have to be kept off the road.

This is one of the main connecting roads in the district, connecting the Anchorage District with Fairbanks, and Valdez by the Richardson Highway, and the Alaska Highway by means of the Nabesna Road and the Tok road.

MAINTENANCE	74.4 miles	@	$940.00	$70,000.00

ROUTE 98. HOMER ROADS. (33.25 miles road, 0.5 miles sled road.)

While there is increased activity in this area, the allotment requested covers sufficient for a small crew to be employed during the summer on maintenance work only, and for taking care of the roads during the winter months.

The new road constructed across Mud Bay seems to be working out satisfactorily and the maintenance of the Spit road is reduced considerably since this road was built and better service provided.

MAINTENANCE 33.25 miles road $15,000.00

HUSKON-IN SUB DISTRICT

The recommendations for this district are made for regular maintenance only and no provision has been made for the construction of a garage and equipment at Takotna, which is estimated to cost $15,000.00.

ROUTE 32-G. HUSKON-IN LANDING-TAKOTNA. (25 miles road.)
" 32-D. OPHIR-TAKOTNA ROADS. (26.5 miles road.) 71.5 miles road
" 38-L. BEARS CREEK ROAD. (20 miles road.)

Considerable maintenance is required on these roads, which have been neglected during the war years, now that renewed activity is under way in the mining industry.

The steel bridges in this area all need painting, and a major job is required repairing most of the wooden bridges.

MAINTENANCE 71.5 miles @ $500. $36,000.00

ROUTE 32-E. DUTCHMAN FLAT. (6.75 miles road.)
" 32-C. FLAT CITY ROADS. (27 miles road.) 33.25 miles road

MAINTENANCE 33.25 miles @ $290. $10,000.00

ROUTE 30-F. MEDFRA-NIXON FORK. (12 miles road.)

With new people taking over the Nixon Forks mine, increased activity is taking place in this area, and the road, which has been neglected for several years past when the mine was dormant, needs to be repaired and put in fairly good condition so that it can be of service.

Trucks were shipped to Medfra from Takotna last fall, and a start made to gravel some of the worst places, but due to the tractor (belonging to the Mining Company) breaking down, very little work was done at that time.

This road should be put in good shape so that we will be assured of its keeping that way for some time. The job is isolated and it is expensive shipping equipment to and from the job.

The main requirement on this road is gravel. The first six miles from Medfra is located across flat ground, with many swamps and wet areas, and it is narrow and the bottom has dropped out in many places.

MAINTENANCE & IMPROVEMENTS 12 miles @ $830. $10,000.00

MISCELLANEOUS ROUTES.

To take care of miscellaneous small routes not enumerated, and for unseen emergencies an allotment is requested in the amount of

$5,000.00

A sheet is attached showing the proposed breakdown of the funds.

M. B. Edmunds
Sup't

1947

ROUTE	TOTAL	J.P.	L & I	YIELD
35-A	10,000	4,500	500	5,000
35-DE	15,000	5,500	1,500	8,000
35-B	10,000	4,000	1,000	5,000
35-F-3-H-I-J	30,000	9,000	2,000	19,000
46-DA	1,000	400	100	500
48	3,000	1,200	300	1,500
51	16,000	6,400	1,600	8,000
55-C	1,000,000	425,00	75,000	500,000
75	5,000	1,500	500	3,000
75-A	15,000	4,500	1,500	9,000
75-D	1,000	300	100	600
75-L	72,000	26,100	7,900	45,000
92-B	16,000	4,400	1,600	10,000
93-.	3,000	1,200	300	1,500
96B	70,000	23,000	7,000	40,000
98	15,000	4,500	1,500	9,000
32-B 32-D-E	36,000	12,400	3,600	20,000
32-B 32-C	10,000	3,000	1,000	6,000
80-F	10,000	3,000	1,000	6,000
Misc'l.	5,000	1,500	500	3,000
Sub Total	1,360,000.	541,400	109,500	699,100
McKinley Park	120,000	48,000	6,000	66,000
TOTAL	1,480,000	589,400	115500	765,100
	100%	25%	8%	57%

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Anchorage, Alaska

December 26, 1946

Mr. Ike P. Taylor
Chief Engineer, A.R.C.
Juneau, Alaska

Dear Sir:

The following is the progress report of the work in Mt. McKinley Park during the season of 1946.

SNOW REMOVAL

The first small crew was moved to the Park on April 17th and work was started on opening up the station and preparing for the seasons work. At the request of the Railroad that the road be opened for traffic as early as possible snow removal was instigated on April 20th. A D-6 tractor, rented from the Park Service was used on the first eleven miles of rather light work. Beyond that point the work was done with a "75" dozer together with the D-6. The road was completely opened on May 20th.

As in previous years the heaviest snow was encountered between miles 57 and 68. It was again evident that the section of the road that has been standardized requires less snow removal work.

Ice conditions were light with only a small amount of glacier removal work being required in miles 3 and 4.

A mid-summer snow storm temporarily closed the road on Stony hill on August 13th with several drifts. This was opened within a few hours by a dozer from the camp on Stony Creek.

The road was closed by snow drifting in mile 58 on October 12th and was not again re-opened. The crews were moved into the station on October 4th.

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GRADING AND MAINTENANCE

Maintenance was handled by one crew working out of the Station and another working out of Toklat where camp was set up under foreman McGregor on June 1st. Upon completion of the large camp on Stony creek this latter crew was moved there on July 10th.

Considerable heavy filling and re-graveling was required in miles 50, 51, and 52. This section is in deep black frozen soil and is subject to unusual settling and heaving, portions of the road had changed as much as six feet in elevation.

Re-graveling was started in the section at miles 70, 71, and 72 but was not completed because of extremely wet weather; and later when the weather was favorable because of a shortage of men and serviceable trucks. The gravel has practically disappeared in this section and considerable work will be required in order to keep the Kantishna freight trucks from cutting the road up.

Spot graveling was accomplished on Savage hill - mile 14, and Sancturay hill - mile 24 from stock piles of crushed gravel and from the pea gravel pit at 27 mile. Spot graveling was also accomplished on the East Fork side of Sable Pass miles 39 to 43 from the stock pile of crushed gravel at East Fork.

The section of road above Toklat, at mile 55, which had been washed out in 1942 was re-filled by a dozer working from the gravel bar of the river.

Approximately 500 cubic yards of rock were drilled but not shot on the East side of the Toklat river. This rock is to be used for rip-rap and dike construction along the Toklat River.

Considerable bridge repair work was required and a crew set up under Harry Mackey as soon as he was available for work in August. Four new bents were driven in both the Teklinika bridge at mile 31 and the East bridge of the Toklat at mile 54. General bridge repairs and renewal of running planks was accomplished on numerous of the smaller bridges, as much as time and available material permitted. This work was carried on between August 16th and September 24th with an average crew of five men.

SUMMARY of work accomplished on Maintenance.

Gravel Loading, shovel	3,857 cu.yds.
Gravel Haul	2,827 yd.mi.
Average Haul	0.73 mile
Gravel Spread	3,857 cu.yds.
Bridge Repair, timber	1,365 lin.ft.
Maintenance	88.3 miles
Snow Removal	83.0 "
Culverts installed, metal 18"	40 lin.ft.

STANDARDIZATION

This work was carried on from the new camp at Stony Creek under the supervision of foreman McGregor. Work was started on August 20th and continued until October 1st. The grading was concentrated in miles 56 and 57 where numerous points were heavily cut and the material placed in fills thus improving the series of short reverse curves in this section. A rock crew under Frank Johnson worked two months on the section between miles 68 and 69.

A total of 64,253 cubic yards of material were handled in this grading work as follows: 8,725 cu.yds. side cast by shovel, 7,528 cu.yds. loaded in trucks and hauled an average of 0.81 miles for fills and graveling, and 48,000 cu.yds. removed from cuts, placed in fills, or overcast by dozers. The dozer yardage includes 11,205 cu.yds. of rock drilled and blasted in miles 68 and 69.

Surveys were made of bridge site crossings of the Toklat, East Fork, Teklinika, Sanctuary, and Savage Rivers; and plan - profile maps worked up and submitted.

The Standardization grading was completed as follows:

Section	Length	% Graded	Equiv. Length Graded
55.3 - 56.6	1.3 mi.	100	1.3 mi.
66.6 - 68.6	2.0	75	1.5

SUMMARY of work accomplished on Standardization:

Grading Grader	2.8 mi.
Grading Dozer	48,000 cu.yds.
Grading Shovel	8,725 " "
Gravel Load, power	7,528 " "
Gravel Haul	6,138 yd.mi.
Average Haul	0.81 mi.
Gravel Spread	7,528 cu.yds.
Rock Work, Compressor	11,205 " "
Culverts Installed, metal	434 lin.ft.

Size	Number and length
15"	1 - 42', 1 - 22'
18"	1 - 42'
21"	1 - 10', 1 - 36', 1 - 42', 1 - 40, 1 - 44'
24"	1 - 10', 1 - 40'
36"	1 - 18', 1 - 24', 1 - 14', 1 - 40', 1 - 10'

MISCELLANEOUS

At the closing of the Stony camp on October 4th, all equipment requiring repairs was moved in to the Station. A shop crew of four men worked on overhauling equipment in so far as the available parts permitted. The strike and shipping tie up had help up seriously needed parts and garage tools and equipment that had been ordered sufficiently enough in advance to have been available for this work.

Considerable work was necessary around the Station in order to make it an operating garage again. Most shop equipment had been removed during the war years together with tools and parts. The lathe was again taken to the Park and re-installed, a new 15 KW light plant was installed in the basement of the shop, and numerous repairs to garage foundation, blacksmith shop, and coal bin were accomplished.

The Station crew was reduced on November 22nd and only the warehouseman remains to receive shipments, act as caretaker, and protect perishables.

COMPLETE SUMMARY OF WORK ACCOMPLISHED IN ROUTE 46D

Re-grading Grader		2.8	mi.
Grading Dozer		48,000	cu.yds.
Grading Shovel		8,725	" "
Gravel Loading, power		11,385	" "
Gravel Haul		8,965	yd.mi.
Average Haul		0.78	mi.
Gravel Spread		11,385	cu.yds.
Rockwork Compressor		11,205	" "
Bridge Repair, timber	6	1,365	lin.ft.
Maintenance		88.3	mi.
Snow Removal		83.0	"
Culverts installed, metal		474	lin.ft.

Very truly yours,

M. C. Edmunds
Superintendent

AFG

INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

Mr. B. D. Stewart, Jr., Acting Superintendent
. . . . . Anchorage DISTRICT

DATE January 6, 1949
FILE NO.
SUSPENSE---

REFERENCE— Annual Report, January 3, 1949

The following additional information is requested in connection with the above report:

Route 35B: Under Work Accomplished, you indicate grubbing and stripping of 2 miles of 40-foot road, however, no grading is shown and no explanation of the item is made in the text. If this work was done on the farm roads, it is requested that we be advised of the location.

Route 55C: The mileage of grading accomplished this season has not been indicated. Please advise.

RECEIVED
JAN 8 1949
Alaska Road Commission
ANCHORAGE

A. F. Ghiglione,
Chief, Construction Division.

RECEIVED
JAN 12 1949

20/198

35-B Farm road starting on section line 26-35 on Wasilla-Fishook road and extending west to ¼ corner, north to center section 26, west almost to section line 27-28. Not graded due to wet weather.

55-C Report should read:

Grade/Grader, Dozer	41.0 miles
Homer 9.5 miles	
Kenai 31.5 miles	
Grade/ Scraper, Wheeled	832192 cu.yd.
Homer 209291 cu.yd.	
Kenai 622901 cu.yd.	

Col. M
APR
AMC
CMP
MED
CHS

L. A. Hatchett
L. A. Hatchett
Asst. Supt.

January 6, 1949

Mr. B. D. Stewart, Jr., Acting Superintendent
Anchorage

Annual Report, January 3, 1949

The following additional information is requested in connection with the above report:

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Route 55C: The mileage of grading accomplished this season has not been indicated. Please advise.

A. F. Chiglione,
Chief, Construction Division.

AFC:yk

20/198

SOUTHWESTERN DISTRICT

SEASON 1948

SUMMARY OF SUB-PROJECTS

Route No.	Name			Road	Sled Road	Trail	Total
20-H	Nancy-Susitna					22.	22.
20-J	Susitna-Tyonek					46.	46
35-A	Mountain Roads			30.3	1		31.3
	Includes:						
	35- A Archangel Road	5.5	miles road				
	-AA Cherry Branch	1.	" Sled Road				
	- D Willow Creek Ext'n.	15.	" road				
	-DA Gold Chord Branch	3.	" "				
	- C Gold Mint Road	4.2	" "				
	Reed Creek Road	1.3	" "				
	-DD Upper Willow Branch	1.3	" "				
35-B	Glenn Junction-Fishook			48.5			43.5
	Includes:						
	Glenn Jct-Fishook road	13.3	" "				
	Campbell	.3	" "				
	Farm Loop	2.3	" "				
	Lossing	.5	" "				
	Werner	.5	" "				
	Moffatt	.5	" "				
	Cunningham	.3	" "				
	35-BA Falk	1.0	" "				
	- E Wasilla-Fishook Jct.	11.3	" "				
	-EA Lakeview Road	3.1	" "				
	- I Palmer RR Crossing to Moose Creek	7.0	" "				
	Scott Road	1.7	" "				
	Marsh	.3	" "				
	Moffatt	.2	" "				
	Rue	.3	" "				
	Collier	.2	" "				
	Buffalo Mine Road	5.4	" "				
	Buffalo RR Spur	.3	" "				
35-DB	Luckyshot-Willow Station			27.7			27.7
	Includes:						
	Luckyshot-Willow Sta.	26.0	" "				
	Grubstake, Branch	1.7	" "				

20/198

Route No.	Name		Road	Sled Road	Trail	Total
35-F	Wasilla-Knik Roads		21.3			21.3
	Includes:					
	Wasilla-Knik Road	14.8 miles road				
	Hayfield Road	5.0 " "				
	Wasilla Aviation Field	.2 " "				
	Pitman Road	.7 " "				
35-G	Palmer-Matanuska Roads		22.7			22.7
	Includes:					
	Matanuska-Glenn	7.1 " "				
	Moore Road	0.3 " "				
	Gravel Pit	0.1 " "				
	Schible	0.1 " "				
	Herman	0.2 " "				
	Scherrod	0.6 " "				
	McLeod	2.5 " "				
	Springer System	9.8 " "				
	Community Center	1.2 " "				
	Palmer	0.3 " "				
	Palmer-Glenn Hwy.	0.5 " "				
35-H	Wasilla-Finger Lake-Palmer		31.2			31.2
	Includes:					
	Main Road	11.9 miles road				
	Hemmer	0.3 " "				
	Arnt	0.2 " "				
	Fosdick	1.2 " "				
	Matanuska Trunk Rd.	7.5 " "				
	Griffith	0.6 " "				
	Lynn Road	0.7 " "				
	Bogard Road	7.2 " "				
	Engstrom Road	1.6 " "				
35-J	Wasilla-Matanuska Roads		15.7			15.7
	Includes:					
	Main Road	6.3 main road				
	Edlund Road	7.6 " "				
	Branch	1.8 " "				
35-LB	Matanuska Dyke					
35-Y	Wasilla Depot					
46-D	McKinley Park Roads		91.3		14.0	105.3
	Includes:					
	Railroad to Boundary	88.3 miles road				
	Wonder Lake Branch	2.7 " "				
	Station and Hotel Road	0.3 " "				
	Savage River Coach Road	8.0 " Trail				
	Savage River Trail	2.0 " "				
	Horse Shoe Lake Trail	1.0 " "				
	Yanert Trail	3.0 " "				

Route No.	Name		Road	Sled Road	Trail	Total
45-DA	Park Boundary-Kantishna		4.5			4.5
48	Iliamna Bay-Iliamna Lake		15.5			15.5
48-A	Iliamna Lake-Newhalen River		13.0			13.0
51	Talkeetna Roads		40.7	18.0	16.0	74.7
	Includes:					
	51 Talkeetna-Cache Creek	23.5 miles road				
	Talkeetna-Cache Creek	18.0 " sled road				
	51-A Cache Creek Trail	16.0 " Trail				
	-B Peters Creek Road	17.2 " Road				
51-C	Yentna Mills Creek Trail				19.0	19.0
51-D	Mile 22-Spruce Creek			7.5		7.5
51-E	Mills Creek-Cache Creek				35.0	35.0
55-C	Homer-Russian River		61.0			61.0
	Includes:					
	Main Road	70.5 miles road				
	Kenai Spur	10.5 " "				
55-B	Kenai Dock					
75	Anchorage Loop Roads		23.1			23.1
	Includes:					
	75 Anchorage Loop Road	16.0 miles road				
	-E McDonald Road	1.3 " "				
	-I Oilwell Road	8.0 " "				
	-M Anchorage Radio Road	0.2 " "				
	Fourth Avenue Road	0.8 " "				
	Urban Road	0.5 " "				
	Mountain View Roads	1.0 " "				
	Gov't. Hill Road	0.3 " "				
75-A	Anchorage-Spenard Roads		21.4			21.4
	Includes:					
	75-A Anchorage-Lake Spenard and Branches	13.3 miles road				
	Lake Otis Road	3.5 " "				
	-C Chester Creek Landing	1.0 " "				
	-F Spenard-Campbell Cr.	2.0 " "				
	M.F.C.D. Radio Road	1.6 " "				
75-B	Anchorage Depot					

Route No.	Name		Road	Sled Road	Trail	Total
75-I	Anchorage-Loop-Palmer Roads		65.8			65.8
	Includes:					
	Anch-Loop-RR					
	Knig-Palmer	40.7 miles road				
	Eklutna Lake Road	10.0 " "				
	Birchwood Road	2.0 " "				
	Bodenburg Butte Road	6.2 " "				
	Branch Roads (Eklutna School, CAA Station)	2.1 " "				
	Clark Road	2.3 " "				
	Plunley Road	0.5 " "				
	Eagle River Road	1.5 " "				
75-H	Spenard Canal	175 ft. by 2000 ft.				
75-F	Anchorage-Potter Roads		12.5			12.5
	Includes:					
	Main Anch-Potter Road	10.0 miles road				
	Wells Road	1.0 " "				
	Klatts Road	1.5 " "				
76	Cantwell-Valdez Creek		8.0	47.0		55.0
79	Seward Depot					
90-C	Shelter Cabins, 3rd Division					
90-D	Shelter Cabins, 4th Division					
92-A	Nalmek Road		1.0			1.0
92-B	Dillingham-Snag Point		9.5			9.5
93	Chulitna Trail				3.0	3.0
93-A	Bull River Road		17.0			17.0
93-B	Indian River Sled Road			9.0		9.0
93-D	Chulitna Tram					
93-E	Hidden River Tram					
94	Kodiak Roads		7.7			7.7
	Includes:					
	Albert Road	1.2 miles road				
	Mill Bay Road	4.0 " "				
	Community Garden Road	2.0 " "				
	Upper Cannery Road	0.2 " "				
	Mattson Road	0.3 " "				

KUSKOKWIM SUB-DISTRICT

SEASON 1946

SUMMARY OF SUB-PROJECTS

Route No.	Name	Road	Sled Road	Trail	Total
32-AB	Flat-Head-Moore Creek			42.0	42.0
32-B	Iditarod-Flat	8.7			8.7
32-D	Flat-Crooked Creek (w)			54.0	54.0
32-DB	Flat-Georgetown (s)			65.0	65.0
32-F	Takotna Depot				
32-G	Kuskokwim Landing-Takotna	25.0			25.0
33-C	Flat City Roads	27.0			27.0
	Includes:				
	33-G Flat City-Flat Creek 5.7 miles road				
	33-D Hd.Flat Creek-Willow Cr. 9.0 " "				
	33-DA Happy Creek Road 1.0 " "				
	33-E Willow Cr.-Chicken Cr. 3.0 " "				
	33-F Flat City-Slate Cr. 7.3 " "				
	33-FA Gold Horn Branch 1.0 " "				
34-A	Flat-Holy Cross-Anvik			103.0	103.0
34-B	Iditarod-Shageluk-Anvik			35.0	35.0
38-B	Poorman-Cripple			47.0	47.0
38-C	Ophir-Cripple (w)			47.0	47.0
38-D	Ophir-Takotna Roads	26.5			26.5
	Includes:				
	38-D Ophir-Takotna 22.0 miles road				
	38-DA Little Creek Road 3.0 " "				
	38-G Tak-Tak-Aviation Field 1.5 " "				
38-H	Ganes Creek Road	20.0			20.0
64-AA	Raney's Landing-Cripple Mountain (w)		50.0		50.0
60-C	McGrath-Candle Creek		11.0		11.0
38-F	Medfra-Nixon Mine	12.0			12.0

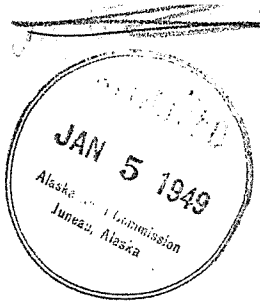
Route No.	Name		Sled Road	Trail	Total
90-C	Shelter Cabins - 3rd Division				
90-D	Shelter Cabins - 4th Division				
92-A	Bethel-Quinhagak			90.0	90.0
92-B	Bethel-Tulaksak			44.0	44.0
92-C	Akiachak-Chagamute			60.0	60.0
92-E	Yukon-Kuskokwim Portage			120.0	120.0
92-F	Quinhagak-Goodnews Bay			60.0	60.0
92-Fa	Goodnews Bay-Platinum Creek			5.0	5.0
92-Ma	Marvel Creek Trail			54.0	54.0
92-O	Tulaksak-Foothills			32.0	32.0
92-P	Holy Cross-Koltshak			53.0	53.0
92-.	Upper Landing-Bear Creek		26.0		26.0
92-S	Bethel-Kunichak			35.0	35.0
92-T	Johnson River-Kinak			30.0	30.0
92-U	Kinak-Kwigillingok-Kipnak			115.0	115.0
92-...	Bethel Aviation Field Road	1.3			1.3
	Total - - - - - - - -	120.5	88.3	1141.0	1348.5

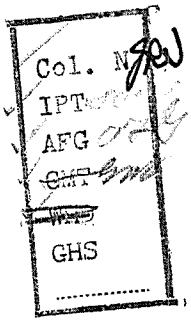
Very truly yours,

R.D. Stewart Jr.

D.R.Stewart, Jr.,
Acting Superintendent
Alaska Road Commission

U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA





January 3, 1949

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

Dear Sir:

Following are recommendations for work in the Southwestern District and Kuskokwim Sub-district during the season of 1949. Naturally, I have been unable to become acquainted with all routes, and, therefore, except in cases where specific information has been brought to my attention, can only recommend usual maintenance along the lines followed during the past season, as instructions to base recommendations on $550,000 are similar to last year's orders.

Route 35A - Mountain Roads

Usual summer maintenance to be performed throughout this section, winter maintenance of the road to the Archangel connection and snow removal on the Hatcher Summit in the spring.

Route 35B - Glenn Junction-Fishook Roads

Year-round maintenance of this group of roads is necessary, as nearly all are on the school bus route or are farm-to-market roads. Considerable work should be done on the most populated roads as all are rough, in need of surfacing, brush cutting, and ditch cleaning. Part of this section includes the Glenn Highway from Palmer to Moose Creek and of course it needs careful attention, especially during the winter months.

Route 35DB - Lucky Shot-Willow Station

Summer maintenance only is to be performed on this road, and will include thawing of culverts, ditch cleaning, surfacing of soft spots, and blading with patrol grader.

Routes 35F, G, H, and J - Valley Roads

This group of roads should be rehabilitated next season if at all possible. Most of them are in need of ditch cleaning, brushing, and surfacing with suitable material. The Wasilla-Finger Lake-Palmer road is badly in need of re-alignment in several places in order to eliminate blind curves and steep pitches which are dangerour during icing conditions.

The Wasilla-Knik road should be regraded and gravelled to the town of Knik, as this section is rapidly being taken up by homesteaders. It will no doubt be necessary to maintain this sedion as a school bus route next winter.

With paving operations in progress between Anchorage and Palmer, little or no maintenance will be required on our part and the equipment and money formerly used on this section can be used on the above improvements.

It is believed that some carryall and dozer equipment will be available from Anchorage early in the season, following completion of the Anchorage-Potter job, and it is recommended that as it becomes available it be moved to the Palmer area to do this rehabilitation work.

Construction should be continued on the Pitman road, north from Wasilla, as many homesteaders in the area now have no access road. In connection with this, it is recommended that Wasilla Avenue in the town of Wasilla, be extended north to connect with the Pitman road. This will eliminate crossing the railroad track twice when people from north of Wasilla come in to town.

It is recommended that nine of the 3-yd. trucks now on order, and the 1/2-yd. truck-shovel be assigned to the Palmer area and a definite regraveling program started on the main roads.

Route 46DA - Park Boundary-Kantishna

Routine summer maintenance to be performed on this road, ditches cleaned, culverts cleaned, road bladed with patrol grader, and soft spots graveled when necessary.

Route 48 - Iliamna Bay-Iliamna Lake

Routine maintenance to be performed on this section. No special projects have come to my attention, so presume about the same program as last season will be satisfactory.

Route 48A - Iliamna Lake-Newhalen River

Same as above - regular maintenance to be performed.

Route 51 - Talkeetna Roads

Apparently some mining activity is in progress in this area and in order to protect the present road it will be necessary to keep a small maintenance crew on the job during the summer season. It is recommended that a small tractor with loader (one of the surplus D-4s) be sent to this section to assist in loading maintenance gravel.

Route 550 - Russian River-Homer

It is recommended that work on this section begin in March with the erection of the Anchor River bridge. It will be necessary to build a skid-driver, material for which is available at Homer, except for the hoist, as it is not possible to work the large dragline in the river. A piledriver hoist is available at Kenai and boating should be possible on the inlet by then. If not, the hoist could be taken down the beach.

It is believed that bridge erection should be completed by May 1st, at which time it would be advisable to begin graveling work on the second mile north of Anchor River, as this is swampy ground and should be covered while still frozen, even though it has been corduroyed.

It is recommended that the grading camp be set up about half way between Anchor River and Starisky, in order to facilitate supply, and complete grading to Starisky before moving ahead. To make full use of grading equipment, two large tractors are needed. At present when several dozers are needed, the carryalls must sit idle and much valuable time is lost.

Indications are that two new foremen will be needed on the Homer end next season, as Alm is going to other work and Rogers reports Streeter being not satisfactory.

On the Kenai end, grading operations will continue south of the Kasilof River crossing. As recommended in a previous letter concerning equipment in this district, it is believed that all base course graveling can be handled by the Euclid wagons, which will eliminate having a large gravel crew. It was also recommended that no crusher be used on this route, pending final decision on ultimate standard of road to be constructed.

In connection with this, it is my belief that this road should be pushed on through without attempting any finishing work, and about on the present standard, until a connection is made with the Homer crews. This is another reason that some additional equipment is recommended for the Homer end - as communication and supply will be greatly simplified by having a land connection as soon as possible. Transportation into Homer by boat and air is very unsatisfactory. Equipment and supplies could then be distributed as needed, consolidation of equipment carried out, etc. In the very near future Homer is going to need a transporter for moving heavy equipment and tankers

Very sound, I think

for moving fuel to camps. If this can be delayed until the sections are hooked up, the same equipment can service both depots.

By eliminating a large gravel crew at Kenai, some of the 4x4 trucks can be used for maintenance work and for construction of additional farm roads.

It is recommended that two elephant huts be installed as drainage structures at Moose River, in place of the trestle span now there. Decking and guard rails must be installed on the Kenai bridge and guard rails on the Kasilof bridge.

It is necessary that year-round maintenance be performed on this route as many homesteaders have settled all along its length and even out ahead of construction. Considerable traffic has moved over portions already in service.

A branch road approximately one mile in length has been requested by residents of Anchor Point. This road would require about 400 feet of corduroy and about one-quarter mile of gravel fill. Gravel is obtainable on the beach and at the present crossing of Anchor River.

Crews should be set up about the same as last season. It is believed that Soberg will have the same foremen available again next season.

Route 75 - Anchorage Local Roads

It is noted that the Anchorage Loop road is still being carried as 16 miles of road, though it is believed that most of this has been permanently taken over by the Army. If so, an adjustment in mileage should be made on this route. It is also understood that the Alaska Railroad has taken over the Government Hill road, 0.3 miles in length. It is also noted that one mile of road is carried in Mt. View. ✓ A definite decision should be made as who is to maintain roads in subdivisions, as the problem is continually arising. If roads in one subdivision are maintained, then all the others are entitled to the same benefits. It is recommended that no work be performed in any subdivision, it being properly the burden of the subdivision owners. However, main roads leading to a subdivision are clearly our problem, I think. JA

Repairs to the pavement on Fourth Avenue extension must be made. It is recommended that this be included as a supplement to Section A of the Glenn Highway contract, extending from the City Limits to the railroad crossing just below the Main Gate at Fort Richardson. Traffic is extremely heavy on this section and it is believed that the type of surface placed last fall will not stand up very long under such hard use. ?

It is imperative that a new bridge be constructed at the upper crossing of Ship Creek. This is probably an Army responsibility as it is in the Post, but is desired to point out the desperate need for a new bridge immediately. action?

Route 75 - Anchorage Local Roads (continued)

It is recommended that the bridge at the next lower crossing, on the Fourth Avenue extension, be surfaced with concrete. Traffic is so heavy that the native lumber running plank lasts only a few months. An article in the Engineering News-Record recently described decking of timber trestles with concrete without interruption to traffic and it is believed that this would reduce our maintenance cost materially.

Route 75A - Anchorage-Lake Spenard and Branches

It is evident that at least part of this road must be paved in the very near future. Traffic is now as heavy as on most of the main streets of Anchorage. A heavy layer of gravel placed from the top of Romig's Hill to Deadman's Curve late this fall should eliminate the mudholes experienced last spring, but in the summer months the dust is a terrible hazard.

It is not possible to relocate the road on the south side of Chester Creek bridge, unless it is desired to go to a lot of trouble condemning property to get a right-of-way. The land is all privately owned now and is well built up on the desired line.

It is believed that an agreement should be reached between the City, and C.A.A., and the Alaska Road Commission, on the most desireable access road to the new International Airport. It may be possible to go on down the section line, extending I street southward, to the corner between Sections 24, 19, 25 and 30, thence west on the to the new airport.

In any event, it is believed necessary to treat the present road this summer with some sort of dust palative that will give temporary relief, as well as act as a binder for the gravel surface.

It may be that the connection between the Potter road and the Sand Lake road is to be classed as a Farm Road, but eventually it will probably come under Route 75A. This road was dozed out for winter use late last fall, and it is recommended that the road be completed next summer. This will provide a loop that the school bus can use to good advantage. It is also recommended that during this construction the road on the east side of Sand Lake be extended on south to the Section Corner of 10, 11, 14 and 15, completing the loop around Sand Lake.

Route 75D - Anchorage Depot

It is recommended that a suitable messhall and barracks building be set up in the yard adjacent to the new garage and warehouse. It is believed that there is sufficient heat capacity in the steam plant to furnish heat for these buildings. They probably will not be needed permanently but during the next few years while housing is so difficult and work is of a seasonal nature, it is believed desireable to have this installation. It is quite likely that many men will have to be recruited from the States and will pass through Anchorage on the way to other routes and it is not satisfactory to attempt to house them in local hotels.

Route 75D - Anchorage Depot (continued)

It is recommended that a permanent warm storage garage be erected in the new area for storing equipment used on winter maintenance. Too much time is lost now in starting equipment in cold weather, and with the connection to Seward and the increasing number of local roads, more and more equipment will be used during the winter months.

It is believed that it will be necessary to make use of the office space which was planned on the second floor of the new warehouse. The office space in the Federal building is too small now, and with several more engineers and surveyors to be employed, it is recommended that the engineering offices be moved to this location.

A cold storage plant should be incorporated in the new warehouse building. It is possible to buy complete units, knocked down, which can be assembled and installed in any building, and it is recommended that one of these be purchased.

Route 75L - Anchorage Loop-Palmer & Branches

As this section will be under control of the contractor doing the paving, summer maintenance on this route should be light. Spring protection work as necessary is recommended, blading with patrol graders on sections not being worked by the contractor, and winter maintenance next winter. Regrading and paving operations should materially lessen the amount of winter maintenance needed. The Peters Creek bridge must be erected when steel is received.

Route 75P - Anchorage-Potter

Considerable work is required on this route. A section on either side of Campbell Creek remains to be constructed, consisting of truck-hauled fill onto soft ground. An elephant hut culvert is recommended for the Campbell Creek crossing. Some of the road already constructed is still not up to final standard of width, and needs more fill to bring it up out of the swamp. This work is to be done with crews and equipment working out of Anchorage.

It will be necessary to re-establish the camp at Rabbit Creek and complete the last mile in to Potter Station, which is at present only half width and contains several humps which must be brought down to grade.

It is recommended that the six 5-yd dump trucks and two of the 3-yd. dump trucks now on order be assigned to work on this route during the early part of the season, together with the new 3/4-yd. shovel. Following completion of the work on this route, there is a great deal of farm road work for this equipment to do in the Anchorage area, such as connecting this route with the Spenard road system, possible connection to the new airport, etc.

Route 92R - Dillingham-Snag Point

Regular maintenance to be performed on this road, both summer and winter. In order to facilitate operation of equipment in this area it is recommended that a suitable garage be erected, both to do overhaul work and to provide warm storage for snow removal equipment.

Route 93A - Bull River Road

Mining operators in this section have requested that repairs to the crossing of the West Fork of the Chulitna be made. The river has been washing the fill on the right limit of the river and has cut it down to the point where it is no longer passable. According to information received, riprap along the fill has not proved successful, and they have recommended that additional bents be driven from the end of the 100 ft span on toward the right limit as far as possible.

Leads and skids for a piledriver are supposed to be at the site, but piling, bridge lumber, and hoist for the driver would have to be brought in.

Route 94 - Kodiak Roads

Necessary maintenance to be performed both summer and winter, with crew kept to a minimum, probably two men in winter and three or four in summer.

Route 96B - Moose Creek-Leila Lake

This being part of the main highway system, suitable maintenance is required throughout the year. During the winter months maintenance as far as King River is handled by crews working from Palmer. From King River to Caribou Creek, maintenance and snow removal are handled from the camp at Mile 88; snow removal from Caribou to Leila Lake is done by one man with a patrol grader, stationed at the camp at Mile 116. During the summer, maintenance from King River to Leila Lake is performed by the crew stationed at Mile 88, with the Palmer crew taking care of the remainder.

It is recommended that maintenance as necessary be performed as usual by these crews. When time and conditions permit, bank sloughing can be reduced by sloping, ditches cleaned, signs erected, etc.

Radio stations should be installed at the camps at Mile 88 and Mile 116.

Route 98 - Homer Roads

It is recommended that the East End road be extended next season, beginning as soon as possible in the spring before all heavy equipment is taken out on 55C. Unless some type of surfacing is found during construction of this extension, it will be necessary to haul surfacing from the beach, a distance of 11 miles. Burned clay

surfacing, which was used in an experiment last season, did not prove very satisfactory. After the pit was opened up it was found that material under the surface was soluble, consequently in wet weather the surfacing disintegrated.

The East Hill road was extended one mile last season, and surfaced with sand. Due to wet weather a second mile was not constructed, though authorized. This section is easy construction and will involve only grading with dozer and grader.

It is believed that the Diamond Ridge road will serve the needs for the present with a small amount of maintenance, such as blading with grader and patching chuck holes.

If any extensive road program is to be undertaken to open up more farming country, additional truck equipment will be needed at Homer. The 4x4 trucks now there are old and parts are unobtainable. It is suggested that four of the new, trucks on order for this district be assigned to the Homer area to assist in surfacing some of the local roads.

It is recommended that four acres of ground immediately north of the present Alaska Road Commission depot be purchased for use as equipment storage, and general yard area. This ground is now optioned from the owner, Mr. A. A. Mattox, and Mr. Metcalfe has agreed to purchase it for the Alaska Road Commission.

KUSKOKWIM SUB-DISTRICT

Route 32B - Iditarod-Flat
Route 33C - Flat City Roads

Routine maintenance such as cleaning culverts, patching chuck holes and smoothing road surface. Have no knowledge of any particular jobs to be done.

Route 32G - Kuskokwim Landing-Takotna
Route 38D - Ophir-Takotna
Route 38H - Ganes Creek

These routes to be maintained as necessary, complete construction of garage at Takotna and equip with needed tools. Wooden culverts should be replaced with metal culverts, bridge repairs made, brush cut, and surfacing applied where needed.

McKINLEY PARK ROAD

Route 46D - McKinley Park Roads

It is urgently recommended that a substantial rehabilitation program be carried on in the Park during next summer. Last seasom the road was closed to tourist travel a good share of the summer, due to washouts, bridge repairs, etc. All bridges are old and in very poor shape. The birdges as far as Sanctuary should be renewed this summer without fail.

Construction of a garage building is imperative. It is impossible to properly care for the equipment without a decent building. With prospects of a highway connection to the Territory's road system, definite plans should be made for a permanent depot in the Park.

More equipment is needed this season if proper maintenance is to be performed, especially another large tractor. The old "75" is hardly dependable in its present condition.

It is believed that the above work can be accomplished with funds distributed about as follows:

Route	Program	J. P.	L & M	Field
35A, DB	$ 30,000	$ 7,500	$ 6,500	$16,000
35B, F.G,H,J	70,000	18,000	15,000	37,000
46DA	2,000	600	400	1,000
48, 48A	6,000	1,500	1,000	3,500
51	15,000	4,000	3,000	8,000
75A-L	170,000	44,000	36,000	90,000
75D	30,000	8,000	6,000	16,000
75P	10,000	2,500	2,000	5,500
92AA	10,000	2,500	2,000	5,500
92R	20,000	5,500	4,000	10,500
93A	10,000	2,500	2,000	5,500
94	20,000	5,500	4,000	10,500
96B	70,000	18,000	15,000	37,000
98	35,000	9,000	7,000	19,000
32B, 33C	12,000	3,500	2,000	6,500
32G, 38D, H	40,000	10,500	8,000	21,500
TOTAL	$ 550,000	$143,100	$113,900	$293,000
McKinley Park	100,000	26,000	21,000	53,000

Funds included for Route 75P are for maintenance only, not knowing how much will be available for completing construction; amount needed will depend on standard to which road will be constructed.

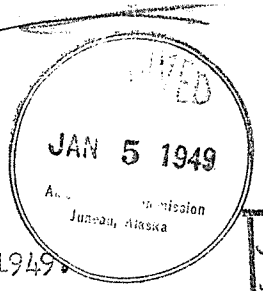
No funds were recommended for Route 55C, as here again funds available for construction are unknown, and amount needed will depend on road standard.

Very truly yours,

B. D. Stewart, Jr.

B. D. Stewart, Jr.,
Acting Superintendent.

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



Col. M
IPT
AFG
GMT
GHS

January 3, 1949.

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

Dear Sir:

The following report covers the work accomplished in the Southwestern District during the working season of 1948.

ROUTE 35-A - MOUNTAIN ROADS:

During the winter the snow was cleared from the road four times, in January, December, February and April to mines operating in the Little Susitna Watershed.

A new bridge was built across Archangel Creek on the new route to the Snowbird Mine. Some grading was done on this route with the mine furnishing powder for the rock work. This project was abandoned for the time being due to the heavy rains in the area.

Spring maintenance started in May when ditches were cleared, culverts thawed and gravel hauled to soft spots.

Both the road to the Independence and to the Snow Bird Mines were opened up in May and the road over the Hatcher Summit on June 18th.

20/198

The road was maintained by motor patrol, ditches and culverts opened up in the spring, slides removed from sidehill sections, gravel placed and snow removal accomplished during the winter months.

The items of work accomplished are as follows:

GRUBBING and STRIPPING (9.0 miles by 60' wide)	6.8 acres
GRADING/GRADER, DOZER	1.7 miles
WOODEN BRIDGES, erection	28 lin. ft.
ROAD MAINTENANCE	30.3 miles
SNOW REMOVAL	98 miles

ROUTE 35-B - WASILLA-FISHHOOK-PALMER ROADS:

This route includes the Glenn Highway from the railroad crossing to Moose Creek and the entire route is encompassed in a school bus route. This necessitates winter as well as summer maintenance.

During the summer patrols maintain the surface, brush was cut, worn out surfacing replaced and slides removed from the sidehill sections. A 700 foot breakwater of logs and wire mesh erosion wall was built at Moose Creek to protect

the road and the bridge approch. During high water the river overflows and the breakwater diverts the water back into the proper channel before any damage can be done.

This route is also used extensively by the settlers in the area as a farm to market road and during the winter culverts were kept thawed out, ditches kept open, curves and hills sanded, and the roads free of snow.

Items of work accomplished are as follows:

GRUBBED AND STRIPPED (2.0 miles by 40' wide)		10.0 acres
MAINTENANCE (includes: 914 cu.yds.gravel		49.8 miles
	Moose Creek Breakwater	
	1092 cu.yds. " Backfill	
	All gravel shovel loaded	
SNOW REMOVAL		553 miles

ROUTE 35-DB - LUCKYSHOT-WILLOW STATION ROADS:

The road was opened up June 18th from the Fishook end to permit travel.

The bridges on this road were almost beyond repair and new ones were constructed at Deception Cr., 8 mile, Shorty Cr., and Thomas Cr.

The road was in good condition and maintenance was confined mostly to motor grader work.

The items of work accomplished are as follows:

MAINTENANCE (includes 34 cu.yds.gravel)	27.7 miles
WOODEN BRIDGE, Const.	92 lin.ft.

ROUTE 35-F- WASSILLA-KNIK ROAD:

Work done on the present road was confined mostly to maintenance and snow removal as the Hayfield end of the road is travelled in the winter time by school busses. Gravel was hauled on spots that showed signs of breaking up.

Work was started on the Pitman End of the road as the country is almost all taken up by homesteaders who now have no access road. A new crossing of the railroad was made and one mile stripped of which one-half mile was graded up with grader and dozer.

Winter work was confined to snow plowing and sanding curves and hills.

The items of work accomplished are as follows:

GRUBBING AND STRIPPING (1.0 miles by 60' wide)	7.3 acres
GRADING/GRADER, DOZER	0.7 miles
CORDUROYED	900 lin ft.
MAINTENANCE (includes 2194 cu. yd. gravel)	21.3 miles
SNOW REMOVAL	124 miles

ROUTE 35-G - PALMER-MATANUSKA ROADS:

This route includes the main farm roads, the road from Palmer to Matanuska, and those roads around the community center. They are all farm to market roads and school bus routes and require both winter and summer maintenance.

Winter maintenance consisted of snow plowing, sanding of the dangerous curves and hills, thawing culverts and keeping ditches open.

One bridge on the Matanuska road was replaced by a culvert during the summer, brush was cut along the roads, and motor grader maintenance was performed.

Considerable gravel was hauled in the spring along various sections of the road.

The items of work accomplished are as follows:

MAINTENANCE (includes 2461 cu.yd.gravel)	21.3 miles
METAL CULVERTS, Instal. 30' of 15" - 34' of 18"	64 lin ft.
SNOW REMOVAL	73 miles

ROUTE 35-H - WASSILLA-FINGER LAKE-PALMER ROADS:

This important road connects the villages of Wasilla and Palmer, and serves adjacent farmers in the area. The road is a school bus route and farm to market road and must be kept open the year round.

Considerable drifting occurs in the winter and the road must be constantly plowed and sanded. Snow fences were erected on the worst places.

In the spring culverts and ditches were opened up and gravel hauled to the soft spots. Summer maintenance consisted of surface maintenance with the motor patrols and cutting brush.

A new bridge was built across Wasilla Creek amd the approaches were raised to overcome the flooding condition which occurs when the creek freezes up and overflows its banks.

The items of work accomplished are as follows:

MAINTENANCE (includes 884 cu.yd.gravel)	30.9 miles
TIMBER BRIDGES, Const.	22 lin ft.
SNOW REMOVAL	142 miles

ROUTE 35-J - WASSILLA-MATANUSKA ROADS:

This road connects Wasilla and Matanuska and school buses use it during the winter months. In addition to year round maintenance, work was done on the Edlund road. This branch road was completed and graveled and is now an important connecting link between the Wasilla road and the Knik road.

The railroad crossing East of Wasilla was changed to get away from a blind crossing and about 1000 ft. of new road built to the new crossing. This not only eliminates the bad crossing but greatly improves the alignment of that section of road.

Maintenance consisted of keeping the roads free of snow, sanding the curves and hills, thawing the culverts in the spring, cleaning the ditches and cutting brush along the roads.

There is one bad glacier on this road that shows up every winter and it required constant attention during the winter.

The items of work accomplished are as follows:

GRADING/GRADER/DOZER	1.7	miles
GRAVEL LOADING, SHOVEL	4841	cu.yd.
GRAVEL, HAULING	4841	cu.yd.
Av. haul 0.6 miles, hauling 2905 yd.miles		
MAINTENANCE (including 756 cu. yd.)	15.7	miles
SNOW REMOVAL	60	miles

ROUTE 46-D - McKINLEY PARK ROADS:

This route covered in a separate report.

ROUTE 46-DA - PARK BOUNDARY-KANTISHNA:

Very little work was done on this route this season. Routine maintenance consisted of cleaning out ditches and surface maintenance with motor patrols.

There is increased activity in the Kantishna district and three mines used the road during the summer, with occasional use by other operators who plan on operating next summer.

The road needs surfacing and the increased operations seem to warrant this being done.

MAINTENANCE	4.5	miles

ROUTE 48 - ILLIAMNA BAY-ILLIAMNA LAKE:

Routine maintenance was performed upon this route during the season. This consisted of cleaning out ditches and culverts, removing slides from the side hill sections and hauling gravel on soft places.

MAINTENANCE	15.5 miles

ROUTE 48-A - ILLIAMNA LAKE-NEWHALEN RIVER:

During the season the road towards Lake Clark was completed and a road connecting the school house with the village at the mouth of the Newhalen River was built.

Equipment borrowed from the CAA was used on these projects and much trouble was encountered with it as it is old and breakdowns are frequent.

The existing road was ditched and about two miles regraded with carryalls.

One double oil-drum culvert was installed on the main road.

70 barrells, with tops cut out were used as a breakwater at Illiamna Lake. These were filled with gravel and the road repaired where washouts had occurred. the roads were graded and left in good condition.

The items of work accomplished are as follows:

GRUBBING AND STRIPPING (1.5 miles by 30' wide)	5.6	acres
GRADING/SCRAPER, MIXED	16 644	cu.yd.
GRADING/GRADER/DOZER	1.5	miles
MAINTENANCE (includes:	11.5	miles
Ditching with grader 8050 lin.ft.		
Building breakwater 70 drums		
Install one double drum culvert		

ROUTE 51 - TALKEETNA ROADS:

The main work accomplished consisted of opening the road from the landing to Petersville. The wind falls were removed, slides cleaned off the road, ditches were cleaned out and numerous culverts were installed.

Three bridges were repaired, considerable surfacing was placed and the road was maintained with a patrol grader.

Some work was done on the winter road between Peters Creek and Cache Creek as considerable freight is moved over this road during the spring for operations to the west of Cache Creek.

The items of work accomplished are as follows:

MAINTENANCE, (includes: Hand load gravel 733 cu.yd. Trap load gravel 76 cu.yd.	40.7	miles
METAL CULVERTS, Instal., 15"	216	lin.ft.
WOODEN BRIDGE, Repair	54	lin. ft.

ROUTE 55-C - HOMER-RUSSIAN RIVER:

On the Kenai end of this Route, the winter was spent in the garage and the shops overhauling equipment and getting it ready to go in the spring. At Homer, however, grading operations were carried on throughout the winter season to great advantage. The winter was not very severe and as the country trough which foreman Rogers is working is covered mostly by swamps, the winter work while this area was frozen greatly reduced the work of corduroying which would have been necessary had the work been done in the summer season. Two large fills, that would have taken most of the summer to make had they been left, were also made during this time.

The road from Kenai to Russian River was kept plowed all winter and supplies were hauled in from Moose Pass. Foreman Johnson boarded at the Russian River roadhouse during the winter months and by use of a boiler kept the culverts open and the glaciers off the road. A bridge camp was erected in March and, late in that month, a crew moved in and started driving falsework for the 300 ft. steel span.

The Kenai River Bridge was completed in May and dirt work started. One small crew started at the Kenai River and worked back toward Moose River and another grading crew moved into the Moose River camp. A 12 man portable camp for the advance stripping crew was set up at the Kenai River and stripping and corduroying was started toward Kasilof.

During the spring breakup, the Kenai road, at Pickle hill, went to pieces and it became impossible to supply the camps with anything but a cat and godevil. The grading crew from the bridge camp graded the hill and gravel was hauled in to make the road passable. A gravel crew was started in June but in the middle of the month they were pulled back into Kenai to gravel the Kenai Airport for the CAA. This was completed in July and the men moved into the grading camp at Moose River and started gravel work behind the grading crew. The Moose River Bridge was repaired and the approaches filled in.

The Kasilof River bridge was completed early in November and grading was continued for about 2 miles on the other side of the bridge. The advance stripping crew corduroyed the 2000 ft. swamp on the south side of the Kasilof River.

On the Homer end, the Diamond Creek fill was made during the winter and the swampy ground toward Anchor River was filled while the frost was still in the ground. During the srping breakup the roads became almost impassable and

most of the work during the month of April consisted of filling mud holes with gravel so supplies could be moved to the advance camps. Gravel was hauled from the beach with the DW-10s and Euclid dump wagons and the road was graded and graveled to Anchor River. The steel for the Anchor River Bridge was unloaded and hauled to the bridge site and piling and bracing cut. It was planned to drive the falsework and erect the bridge this fall with the swinging leads on the Northwest dragline, but one steel bent was driven and then the river started to glacier and it became impossible to continue.

Grading and graveling crews continued accross Anchor River, with the clearing almost to Happy Valley, the grading and corduroying two miles north of the river, and the graveling completing one mile north of the river.

The survey was completed from the Kenai River to Fuller line, a distance of 8.5 miles and the final map was drawn up and traced on cloth.

A summary of the items of work accomplished is as follows:

CLEARING, HAND (3.7 miles by 60')	27.8	acres
GRUBBING AND STRIPPING,		
Homer 14.0 mi. x 60'		
Kenai 27.0 mi. x 60'	307.5	acres
GRADING?CRADER,DOZER,		
Homer 209291 cu.yd.		
Kenai 622901 cu.yd.	832,192	cu.yd.
GRADING, SHOVEL	5,611	cu.yd.
GRAVELLING,		
Homer 11.5 miles		
Kenai 50.8	62.3	miles
GRAVEL,LOADING,SHOVEL	140,927	cu.yd.
GRAVEL LOADING, DOZER (trap)	3,319	cu.yd.
GRAVEL,HAULING	144,246	cu.yd.
haul 281,775 yd. miles		
av.haul 2.0 miles		

In addition to the above gravel, there follows items which were paid for in full by the CAA, at Kenai for surfacing the airport.

GRAVEL LOADING, SHOVEL	13,308	cu.yd.
GRAVEL, HAUL	13,308	cu.yd.
hauling 51,825. yd.miles		
av. haul 3.9 miles		
CORDUROYED	15,909	lin.ft.
MAINTENANCE, Road (including 264 cu.yd.gravel)	81	miles
METAL CULVERTS, Instal	3,777	lin. ft.
644' of 15" 3501"of 24" 80" of 48"		
840' of 18" 126' of 30" 120' of 120"		
1245' of 21" 372' of 36"		

Rte.55-C. Cont.

BRIDGE REPAIR TIMBER	46	lin. ft.
BRIDGE CONST. Steel 20' ft. wide		
Kenai River 300' ft.		
Kasilof River 250' ft.	550	lin. ft.
SNOW REMOVAL	610	miles
ENGR. EXPENSE (locating line)	8.5	miles
MISC.		

Built one quonset hut at Kenai and one 20' x 40' army type panel building with complete water and sewer systems for quarters. Built addition on parts building at Kenai and Parts bins.

ROUTE 75 - ANCHORAGE LOOP ROADS:

The work done on this route consisted of sanding hills and curves during the winter months, opening ditches and culverts in the spring, and the surface maintenance during the summer. Snow was plowed during the winter months with motor graders and truck plows.

During the spring breakup soft places were surfaced, and water ditched off the Mountain View roads. A ditch was dug with graders to drain the surface water on the Mountain View roads over the hill. The material in the ditches was graded into the road and gravel added to raise it above the surrounding country. Numerous culverts were installed.

Repairs were made to the Ship Creek Bridge in the Railroad yards.

The road to Merrill Field was graded and graveled with Tournapulls borrowed from the Alaska Railroad. Some gravel was also put down with them in the Ship Creek area in the Railroad yards.

Gravel was hauled in conjunction with the City of Anchorage and the Army to pave Fourth Avenue from "C" St., to the Ship Creek Bridge. The Army crushing plant was rented by the ARC and the Army donated the services of one D-7 and 12 four-yard dump trucks. The Army also donated the use of their asphalt laying equipment and loaned us the road oil on a return basis. During the mixing and laying of the asphalt, heavy rains were encountered and cold weather set in, which retarded curing action of the oils. The pavement was laid however, with the result that it did not cure properly and is now rutting and ravelling.

Culverts were installed in the Step and a Half Ranch road and maintenance with motor patrols performed on it.

The items of work accomplished are as follows:

Rte. 75 - Cont.

GRAVEL, SCRAPER, WHEELED (Borrowed from ARR)	7570	cu.yd.
GRAVEL/SCREEN CRUSH (rented Army plant/our crew)	4565	cu.yd.
GRAVEL, HAUL (Army City and ARC trucks)	4565	cu.yd.
MAINTENANCE (including 875 cu.yd.gravel)	28.1	miles
METAL CULVERTS, Instal. 107' of 15" - 30' of 18" - 100' of 21" - 55' of 24"	292	lin.ft.
WOODEN BRIDGES, Repair	150	lin. ft.
SNOW REMOVAL	54	miles

ROUTE 75-D - ANCHORAGE DEPOT:

The J.B.Warrack Company constructed a new garage building at the new site, completing it early in December. The heating was inadequate and a contract was let to revise it. The elevator for the building was lost when the railroad barge went aground and broke up.

Gothberg Construction Co., was awarded a contract to build a new warehouse and it is nearly completed. Completion has been delayed because of scarcity of materials available due to the shipping tie up. A contract was also awarded to the Gothberg Const., Co., to pour a concrete floor in the upper story of the garage building. This work was held up because of freezing weather and lack of heat in the building but has now been completed. They have agreed to leave their elevator in to facilitate our moving.

The dirt moving equipment was moved in from the Potter job to work on leveling the new yard. The dirt has been moved from around the buildings and an area on the Ship Creek side is down to grade. Altogether about 30% of the material has been moved on this project.

One quonset hut was converted into a kitchen and mess hall in the yard and two others into bunk houses for the crew. Nothing was done about getting water into them as they must be moved next year.

An agreement was entered into with the city for protection in case of a fire in the area. In this respect, it has been found that the water table is too close to the surface in the yard for the fire hydrants to drain properly, Upon their being shut off, water stands in the pipe about four feet from the surface of the ground, causing them to freeze in the winter. Pipes will have to be installed from the drains leading over the hill.

Items of work accomplished are as follows:

GRADING SCRAPERS, WHEELED	22344	cu. yd.
MISC.		

Numerous items were moved from the Army post to the new garage area. These include tractors, cranes, loaders, and miscellaneous equipment.

ROUTE 75-A - ANCHORAGE-SPENARD ROADS:

Maintenance was performed upon these important roads during the winter to permit travel, to and from Anchorage and school bus operation. Hills and curves were sanded, culverts were thawed out, ditches kept open and ice was removed from the roads.

Snow was removed from the surfaces with motor graders and truck blades.

Chester Creek bridge was repaired and a guard rail erected on it. During the spring breakup, wet places were surfaced, and gravel hauled to numerous spots that showed signs of breaking up. Gravel was hauled from Nigger pit and placed on Fireweed Lane during the summer and the main road through the Spenard area was reditched and raised 18 inches, from the top of Romig hill to Deadmans Curve, with pit run gravel. Numerous culverts were installed for persons living adjacent to the road and some were lengthened.

Nugget Avenue was ditched and graded for one and one half miles.

Many new subdivisions are being developed in this area and roads built to open the land.

The surface of all the roads were maintained during the summer months.

Items of work accomplished are as follows:

GRADING/GRADER, DOZER		1.5	miles
GRAVEL LOADING,SHOVEL		3946	cu.yd.
GRAVEL HAUL		3946	cu.yd.
Hauling	16091 yd. miles		
Av.haul	4.1 miles		
METAL CULVERT, Instal.			
238' of 15"	80' of 21"		
372' of 18"	32' of 24"		
MAINTENANCE (including 1208 cu.yd.gravel)		21.4	miles
SNOW REMOVAL		139	miles

ROUTE 75-L - ANCHORAGE LOOP-PALMER AND BRANCHES:

This is the main road between Anchorage and Palmer and considerable work was done on it during the summer, especially between the Railroad crossing at Eklutna and Peters Creek. The road was regraded,widened, and crushed gravel was put down.

Repairs were made on the Peters Creek bridge and on the old bridge at Eagle River to take traffic until the new steel bridges could be erected. The Eklutna River bridge was widened and new decking laid. Some new running planks were laid on the Knik River bridge and rock was dumped around the Number 2 pier. One of the posts in the Matanuska bridge was damaged by a

Rte. 75-L. Cont.

collision on the bridge and new members have been ordered. The stretch of the bridge is not materially weakened by the bent members.

The steel for the Eagle River Bridge arrived and the bridge was erected; erection being completed and the bridge open for traffic in November. The steel for the Peters Creek bridge was on the railroad barge which broke up.

A new road was built on Eagle River for 1.5 miles for the convenience of settlers in that region. The work was done with the assistance of those settlers concerned. A 0.5 mile Branch road was built off Clark Road.

The Knik River glacier broke on July 28th, reaching the high level of 15.2 ft. on August 5th. No water was on the road, but drift piled up against the trestles of the bridge.

The annual snowslides at mile 38 did not reach the road for the second time in that many years.

The glaciers along the road are very active and during the winter glacier fences were erected, culverts kept thawed out and ice chipped off the road. Snow fence was erected in the vicinity of mile 11, and no drifting in that section has occurred.

During the summer the roads were maintained by motor patrols and during the winter, snow was removed, glaciers checked, and all dangerous hills and curves sanded.

Morrison and Knudsen were awarded a contract for paving the main road and have widened and raised the road from Palmer to the Knik River, stripped several miles for line changes in the vicinity of Fire Lake and almost completed grading on a line change at mile 12.

The PRA kept a resident engineer on the job with headquarters at our Eklutna camp. The line for the most part follows the line we laid out last year.

The road to the dam at Eklutna Lake was maintained with the motor graders.

Items of work accomplished are as follows:

BRUSHING AND STRIPPING (2.0 by 30' wide)	11.3 acres
GRADING/GRADER, DOZER	2.0 miles
GRAVEL LOAD, Hand	38 cu.yd.
GRAVEL LOAD, DOZER (trap)	4094 cu.yd.
GRAVEL LOAD SHOVEL	2784 cu.yd.
GRAVEL/SCREEN, CRUSH	14251 cu.yd.
GRAVEL, HAUL	18377 cu.yd.
hauling	54268 yd.miles
Av.haul	3.0 miles

Rte. 75-L. Cont.

METAL CULVERT, Instal.		
38' of 18" - 30' of 24"		
22' of 21" - 8' of 36"		
	98.	lin ft.
MAINTENANCE (includes 2267 cu.yd.gravel)	65.8	miles
BRIDGE CONST. Steel	180	lin. ft.
BRIDGE REPAIR, Steel	670	lin. ft.
BRIDGE REPAIR, Wooden	212	lin. ft.
SNOW REMOVAL	553	miles

ROUTE 75-P - ANCHORAGE-POTTER ROADS:

Work on the road was started this year in April, camp was set up and equipment moved to the job. By May the work was well under way with the main camp established at Rabbit Creek. A rainy season plus 1000' of black muck from 8 to 14 feet deep which had to be removed slowed construction down considerably. The big swamp just out of Potter Station was crossed with corduroy and a narrow one way fill. Equipment was sent by rail around to Potter and the fill made from both ends. Finally the rain forced us to retreat with most of the equipment, and we started the dirt work to connect the road with the East "G" St., extension. The swamp at the end of East "G" St., was filled and grading continued to a small swamp at our new Campbell Creek crossing. The equipment was then taken around the creek and grading finished to the creek bank, from the Potter end. It was planned to drive a pile trestle bridge but was found more feasible to wait and put in an elephant hut.

The Potter area is becoming settled more and more and numerous culverts were placed to take care of drainage and at the intersection of access roads for the homesteaders.

The Wells road was extended to the McKeeley homestead and a gravel pit opened up on Wells road one half mile from the main road.

A farm-to-market road was built extending one and one half miles East in sections 19 and 24 for the many homesteaders in that area. This work was done during periods through the summer when it was not feasible to work the main road due to the muddy conditions.

After the work on the main road was shut down, a winter road was dozed through from the Potter road to the Sand Lake road so the numerous homesteaders in that area could travel to Anchorage when conditions were favorable.

Maintenance was performed upon the old road with patrols, and some surfacing placed. During the winter, hills and curves were sanded and the glaciers near Rabbit Creek were taken care of.

Rte.75-P. Cont.

The items of work accomplished are as follows:

CLEARED, Hand (4.9 miles 80' wide)	50.6	acres
GRUBBED AND STRIPPED (5.0 miles 60' wide)		
2.0 miles 40' wide	48.1	acres
GRADED/GRADER, DOZER	8.3	miles
GRADED SHOVEL	6146	cu.yd.
GRADED/SCRAPER, WHEEL	154268	cu.yd.
GRAVEL/LOADING, DOZER (trap)	6194	cu.yd.
GRAVEL/LOADING, SHOVEL	19549	cu.yd.
GRAVEL HAUL	25743	cu.yd.
hauling 37890 yd. miles		
Av.haul 1.5 miles		
CORDUROYED	3615	lin.ft.
MAINTENANCE (includes 76 cu.yd.gravel)	10	miles
METAL CULVERT, Instal.	891	lin.ft.
165' of 18" - 80' of 24"		
238' of 21" - 408' of 48"		
SNOW REMOVAL	24.0	miles

ROUTE 76-C - CANTWELL-VALDEZ CREEK:

Nothing was done this year on this route.

ROUTE 92-B - DILLINGHAM-SNAG POINT:

Considerable snow was plowed during the winter months to enable the school bus to travel the roads. During the spring the ditches were opened up and culverts thawed out.

A Snogo was purchased from Navy surplus early in the spring and was sent to Dillingham to keep the roads open the year round.

The approach to the Klondike Bridge washed out and was filled in in December. The bridge was repaired. One gravel trap was also repaired.

The Scandinavian Cannery road was graded and graveled during the summer months.

All roads were maintained with a homemade drag and ditches were cleaned out.

The items of work accomplished are as follows:

MAINTENANCE (includes 2781 cu.yd.gravel) repairs on trap	9.5	miles
WOODEN BRIDGES, Repaired	32.	lin. ft.
SNOW REMOVAL	172	miles

ROUTE 93-A - BULL RIVER ROAD:

A small amount of maintenance was performed upon this route. Ditches

Rte. 93-A. Cont.

were opened up, culverts were cleaned out, and washouts filled in. One small wood bridge was repaired.

Gravel was placed where the road showed signs of wear and breaking up.

The items of work accomplished are as follows:

MAINTENANCE (includes gravel load,haul 17 cu.yds)	17.0	miles
WOODEN BRIDGE Repair	14	lin. ft.

ROUTE 94 - KODIAK ROADS:

This route includes the main route from Kodiak to the Naval and Army reserve. Heavy maintenance must be performed continually on it because of rock slides on the side hill road. Ditches were kept open and rock slides taken care of by use of a dozer and by overcasting with a shovel. An Osgood machine was obtained from the Navy at no cost this year for this purpose.

Repairs were made to the Cape Chiniak Road, and surfacing hauled on it where the road had broken up during the spring thaws.

The Mill Bay road was riprapped to prevent tide action. All roads in the area were maintained throughout the summer with motor patrols.

Winter maintenance consisted of cleaning ditches out, plowing snow, opening up culverts, and removing snow slides from the base road. Dangerous curves and hills were kept sanded.

The items of work accomplished are as follows:

MAINTENANCE	7.7	miles
SNOW REMOVAL		

ROUTE 95-C - KARLUK SUSPENSION BRIDGE:

Strong winds in October all but demolished the Karluk Suspension Bridge. Our foreman from Kodiak took materials from there and put it back in operation. Repairs were completed November 20th.

BRIDGE REPAIR Suspension	350 lin. ft.

ROUTE 96-B - MOOSE CREEK-LIELA LAKE:

This route includes part of the Glenn Highway and is kept open for traffic both summer and winter.

Parts of the road are subject to severe drifting, and during the winter months constant maintenance is necessary to keep the road open. Glaciers are also active and require attention. Culverts are kept thawed out and the most dangerous spots sanded.

Rte. 96-B. Cont.

During the summer the surface was maintained with patrols, slides removed and fills made along the Matanuska River where the roadway is constantly being washed away. Brush was cut to improve sight distance and surfacing was renewed.

One and one quarter miles of farm road was built at Mile 58 for homesteaders in that area.

Items of work accomplished are as follows:

GRUBBING AND STRIPPING (1.4 miles by 40')	7.0 acres
GRADING/GRADER, DOZER	1.2 miles
GRAVEL LOADING/DOZER (trap)	1662 cu.yd.
GRAVEL HAUL	1662 cu.yd.
Hauling 1852 yd. miles	
Av.haul 1.1 miles	
MAINTENANCE (including 1796 cu.yd. gravel)	74.0 miles
METAL CULVERT, Instal. 15"	68 lin.ft.
SNOW REMOVAL	480 miles

ROUTE 98 - HOMER ROADS:

The Diamond Ridge Road and Loop Hill Road were maintained with motor grader and some gravel was hauled on the surface.

The East Hill road was extended one mile this year to take care of the additional homesteaders. Gravel was not available closer than the beach so sand was used for surfacing.

The East End road is used all winter by the school bus and was kept plowed of snow. The last mile was surfaced with a deposit of burned clay found nearby. It was planned to extend this road for two miles across Fritz Creek as the country is almost all taken up by homesteaders. The survey has been made but as yet no work done on it as one of the people involved did not approve of our line. Difficulties were straightened out and the road is to be finished next season.

Some washing was encountered on the Spit road and a considerable amount of gravel was hauled in to prevent further damage and to remedy that already done. Parts of it also became soft and these were graveled. The road was maintained with motor patrols.

A new bridge was built across Bridge Creek and a four foot wide culvert of wood put across Cattle Chute creek. Metal culverts were installed along all the roads and at the junction of homesteader's access roads and the main routes.

Snow removal was accomplished on all the routes in the winter.

Rte. 98 - Cont.

The items of work accomplished are as follows:

CLEARING (0.3 mile x 40')	1.5 acres
GRUBBING AND STRIPPING (1.0 mile by 60')	7.5 acres
GRADING	1.0 miles
GRAVEL LOADING SHOVEL	1906 cu.yd.
GRAVEL HAULING	1906 cu.yd.
hauling 5927 yd.miles	
Av. haul 3.1 miles	
MAINTENANCE (including 7714 cu.yd.gravel)	39.2 miles
METAL CULVERTS, Instal.	234 lin.ft.
186' of 15" - 24' of 18" - 24' of 36"	
WOODEN CULVERTS, Insta. (4' x 4' x 16')	16 lin. ft.
BRIDGE CONST. Wood	20 lin. ft.
SNOW REMOVAL	174 miles

ROUTE 98-D. - KASILOF ROADS:

Usual maintenance was performed on this road this season. Ditches were cleaned out, brush cut along the road, culverts cleaned out and soft spots in the road were surfaced.

The road was dragged and the junction of the Kasilof-Kenai-Homer road was filled and graded. The road was graded during the fall with a motor patrol.

The items of work accomplished are as follows:

MAINTENANCE (including 89 cu.yd.gravel)	7.0 miles

ROUTE 99 - SELDOVIA BRIDGE:

A new bridge was erected across the slough at Seldovia to replace the present foot bridge which was beyond repair. One 38 foot timber A-frame was erected over the deepest channel of the slough for the convenience of the boat owners and 7-18 foot trestle spans were set on piles to finish the rest of it. Fills were made at both ends and the bridge opened for traffic.

The items of work accomplished are as follows:

WOODEN BRIDGE Erection	164 lin. ft.
38' A-frame and 7 x 18' spans.	

ROUTE 103- TANK FARM:

The tank farm site was surveyed and leveled approximately to grade with dozers. One power pole in the center of the site was graded around and left with the understanding that the city would move it. They have set new poles and moved the high tension wire but as yet have not moved the pole.

Rte. 103. Cont.

The site was graded to 4 different levels, one for the hot tanks, two for the storage tanks and one for the loading platform. The loading platform was not graded to grade as it is fill over the swamp and it should have the winter to settle before any further grading is done on it.

A culvert was placed across the road at the upper end of the site to take care of any spring runnoff water that might interfere with future operations in that area.

The items of work accomplished are as follows:

GRUBBING AND STRIPPING	1.0 acres
GRADING/GRADER, DOZER	

KUSKOKWIM SUB-DISTRICT:

Local foreman took care of the maintenance work in the Kuskokwim district this year with the exception of the Medfra-Nikon Mine road and airfield.

It was also necessary to send a bridge foreman to Bethel to erect the bridge across the slough near town.

ROUTE 32-B - IDITAROD-FLAT:

During the summer, gravel was hauled and parts of the road that showed wear and signs of breaking up were resurfaced. Brush was cut and the road surface was maintained with motor patrol.

In the spring small snow drifts were opened up, culverts thawed out and ditches cleaned out to take care of the runnoff.

The work accomplished is as follows:

MAINTENANCE (includes 234 cu.yds.gravel	8.7	miles
BRIDGE REPAIR, Wood	14	lin. ft.
SNOW REMOVAL	23	miles

ROUTE 32-C - KUSKOKWIM LANDING-TAKOTNA:

This road was opened up in June and ditches and culverts cleaned out and washouts repaired.

All freight from the landing on the Kuskokwim River is hauled over this road, making it one of the most important roads in the district.

The road was shaped up and maintained with the motor grader and a few loads of gravel were hauled to the soft places.

Rte. 32-G - Cont.

The work accomplished is as follows:

MAINTENANCE (includes 12 cu.yds. gravel)	25	miles
SNOW REMOVAL	21	"

ROUTE 32-F - TAKOTNA DEPOT:

The materials for the new garage arrived late this fall and the framing was put up and completed enough to be able to use it for winter overhaul.

The weather turned cold before the concrete floor could be poured and it was decided to improvise this winter and not take a chance on laying it during the cold weather.

Stub piles were thawed in the tundra and the garage erected on these to try and get away from heaving which occur in the spring when the surface thaws.

ROUTE 33-G - FLAT CITY ROADS:

Maintenance on these roads consisted of opening ditches and culverts, and surfacing any soft spots which showed up.

Considerable gravelling was done on the Flat Creek-Willow Creek road.

The roads were maintained with patrols, wooden bridges repaired and one bridge on Slate Creek replaced.

One fifty foot steel girder bridge was put up across Otter Creek and the approaches were filled.

Tailings are used for road gravel in this area, and it is becoming unfeasible to load by using a trap as the material small enough to be used for road surfacing is in small amounts and widely scattered.

The items of work accomplished are as follows:

MAINTENANCE (includes 2136 cu.yd.of gravel)	27	miles
METAL CULVERTS, Inst. 40' of 15" - 44' of 21"	84	lin. ft.
BRIDGE STEEL, Const.	50	lin. ft.
BRIDGE WOODEN, Const.	22	lin. ft.
BRIDGE WOODEN, Repair	90	lin. ft.
SNOW REMOVAL	77	miles

ROUTE 38-B - OPHIR-TAKOTNA:

This road was in fair condition this spring. Work done consisted of cleaning the ditches, opening the culverts and placing gravel in the soft spots during the spring breakup.

Rte. 38-D. Cont.

Some wooden culverts were replaced with metal ones, numerous wood bridges were repaired and new running plank laid on steel ones.

The road was maintained with motor patrols, and brush was cut along the roads.

The items of work accomplished are as follows:

MAINTENANCE (includes 6632 cu.yd.gravel,shovel loaded)	26.5	miles
METAL CULVERTS, Instl. 15"	90	lin.ft.
WOODEN BRIDGES, Repaired	64	lin.ft.
STEEL BRIDGES, Repaired	100	lin.ft.
SNOW REMOVAL	23	miles

ROUTE 38-K - GANES CREEK ROAD:

There was very little activity on Ganes Creek this summer,and the only work done consisted of surface maintenance with the patrol grader.

Items of work accomplished are as follows:

MAINTENANCE	20 miles

ROUTE 80-F - MEDFRA-NIXON MINE:

The main work done on this route this season consisted of opening up ditches,which had filled up, and drains to lead water away from the road.

One small bridge and numerous wooden culverts were repaired and one metal culvert was installed. Corduroy was laid over wet ground and brush was cut along the road.

Borrow pits were stripped at miles 5.6 and 7, and material from them used on the road.

The following items of work were accomplished:

MAINTENANCE (including: 792 cu.yd.gravel 500 ft. corduroy cutting brush cleaning ditches)	12.0	miles
METAL CULVERTS, Instal. 21"	24	lin.ft.
WOODEN CULVERT, Repaired	56	lin. ft.
WOODEN BRIDGE, Repaired	14	lin. ft.

ROUTE 92-AA - BETHEL AVIATION FIELD AND ROAD:

Maintenance work was performed on the local roads during the season and the main road was extended towards the high ground back of town. Ditches were opened up and culverts cleaned out to afford proper drainage.

A 38 foot A-frame bridge was put up across the slough, complete with an 18' approach span on each end, to replace the old foot bridge which was beyond repair. The town seems to be growing that way with stores on both sides of the slough now and quite a few houses going up across the slough from the NC.Company.

Work was started on the ridge road back of town to replace the present road which is being washed into the river, but due to difficulty in getting adequate help during the summer, only about one quarter mile was completed.

Material was hauled from a sand pit about two miles from town.

Items of work accomplished are as follows:

MAINTENANCE	1.2 miles
WOODEN BRIDGE, Const.	74 lin.ft.
38' A-Frame with 2-18' trestle spans	

McKINLEY PARK ROADS:

ROUTE 46-D - McKINLEY PARK ROAD & BRANCHES:

Operations in this area began March 19, when foreman Diess arrived on the job. Overhaul of equipment was started and carried on through April. Snow removal began in May, the Snocio arriving on the 11th. An extremely heavy snowfall occurred during April, a total of 98 inches falling. Snow plowing continued until June 16th, the opening date on this route. An unusual runoff of snow water was experienced and the road surface suffered heavy damage.

The Toklet bridge and fill were severely damaged during the breakup, and temporary repairs were made by shoving up a fill with dozers. The bridge crew sent up from Anchorage completed repair on June 26th. It was necessary to make extensive repairs to the Savage River bridge also, two main bents being driven and other weak piles replaced.

Slides were cleaned from the road surface, ditches cleaned, spot graveling done where necessary, and dikes repaired. The road surface was bladed with patrol grader, and culvert and snow stakes set. The Toklet fill washed out again in July and was replaced with a temporary fill shoved up with dozers. Later rock was drilled and blasted and hauled to the fill for use as riprap.

Two foot bridges were constructed across Riley Creek and Hines Creek on the trail leading to Tripple Lakes.

Rte. 46-D - Cont.

The airstrip at McKinley Park station was maintained and spot graveled where needed.

Sable Pass was closed on October 1st, and work at the station ended on October 25.

Items of work accomplished are as follows:

MAINTENANCE ROAD:		91.3 miles
Includes: Grade Shovel	2370 cu.yds.	
Gravel load shovel	6007 cu.yds.	
METAL CULVERTS INSTALL.	24" - 91'	
SNOW REMOVAL		90 miles

Very truly yours,

B.D. Stewart, Jr.

B.D.Stewart, Jr.,
Acting Superintendent