

(Recommendations for 1948)

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

December 4, 1947

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

Dear Sir:

Submitted herewith are recommendations for work to be performed upon the various routes in the Southwestern district and the Kuskokwim area during the working season of 1948.

These estimates are based upon telegram from Mr. Sterling, dated November 21st, namely, \$500,000.00 for maintenance.

The itemized recommendations are as follows:

ROUTE 35-A MOUNTAIN ROADS (30.3 miles road)

Work required on this route consists of keeping the road to the Archangel road open all the year, and the balance of the road maintained in the summer during the period when the Hatcher Summit is passible.

Ditches and culverts have to be opened up in the spring, ice kept off the roads, soft places which develop surfaced and the roads maintained with patrols during the summer months.

The road has to be opened up over the Hatcher Summit, elevation 4,000 feet, has to be cleared of snow each year and considerable mileage on sidehills maintained.

Considerable activity is under way in the mining business, many of the older mines are opening up and new ones are being developed.

This road is also used for recreation by hunters, fishermen and tourists and for service to the mines in the Willow Creek area.

MAINTENANCE	30.3 miles	@	\$330.	\$10,000.00
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ROUTE 35-B GLENN JUNCTION-FISHOOK ROADS (34.3 miles road)

This road has to be kept open during the winter months, opening up ditches and culverts in the spring, surfacing soft places and surface maintenance with patrols.

20/193

Route No.	Name	Road	Sled Road	Trail	Total
95	Kanatok-Beckaroff Lake	3.3			3.3
95-B	Larson Bay-Karluk		3.0		3.0
95-C	Karluk River Suspension Bridge				
96-A	Chickaloon Cable				
96-B	Moose Creek-Liela Lake	74.0	1.5	9.0	84.5
	Includes:				
	Chickaloon-King River	2.0 miles road			
	" " "	1.5 " sled road			
	Moose Creek-Liela Lake	63.3 " road			
	" " " "	9.0 " Trail			
	Jonesville Branch	2.0 " road			
	Mile 53 Road	1.2 " road			
98	Homer Roads	33.7			33.7
98-A	Muka Bay Trail			1.3	1.3
98-BA	Ninilchik Road	0.8			0.8
98-D	Kasilof Road	7.0			7.0
99	Seldovia-McDonald Spit	1.3			1.3
99-A	Jackalof Bay-Red Mountain	10.2			10.2
103	anchorage Tank Farm				

TOTAL- - - - - 755.7 37.0 165.3 1008.5

Very truly yours,

ROUTE 35-B - continued

The roads have to be sanded during the winter months, and brush cut when time is available.

The Buffalo Mine was not operating this summer, but caretakers live there and the Bureau of Mines did considerable diamond drill prospecting in the area recently.

This route has to be kept open all year, for travel by school busses and farmers taking produce and dairy products to Palmer.

MAINTENANCE	34.3 miles	@	\$290.00	\$10,000.00
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ROUTE 35-DB LUCKY SHOT-WILLOW STATION (27.7 miles road)

The bridges on this road are now in very poor condition. Difficulties in getting materials has caused neglect of repairs until it is essential that work be undertaken next season. One bridge was repaired last season leaving five others to be fixed.

The road is maintained during the summer months, ditches and culverts opened up, soft places surfaced, erosion repaired and the surface maintained by patrols.

MAINTENANCE	27.7 miles	@	\$540.00	\$15,000.00
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ROUTE 35-F	<u>WASILLA-KNIK ROADS</u>	20.6 miles		
35-G	<u>PALMER-MATANUSKA ROADS</u>	21.3 "		
35-H	<u>WASILLA-FINGER LAKE-PALMER</u>	30.9 "		
35-I	<u>PALMER RR CROSSING-MOOSE CREEK</u>	15.5 "		
35-J	<u>WASILLA-MATANUSKA ROADS</u>	14. "		102.3 miles

It is assumed that funds for the extension of the Edlund road, which were not expended in 1947, will be available in addition to the above recommendation, during 1948.

These roads have to be kept open all the year around, taking care of school busses which operate during the school term and farmers travelling to Palmer with dairy products and supplies.

During the winter ice has to be picked off the roads, snow removed and curves and hills have to be sanded. In the spring, soft places have to be gravelled, ditches and culverts opened up and water kept off the roads.

In the summer, necessary surfacing is placed, the surface maintained and brush cut when practical.

MAINTENANCE	102.3 miles	@	\$290.00	\$30,000.00
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ROUTE 46-DA PARK BOUNDARY-KANTISHNA (4.5 miles road)

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

This road is used a great deal by people visiting McKinley Park, and by miners working in this vicinity.

MAINTENANCE	4.5 miles	@	\$220.00	\$1,000.00
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ROUTE 48 ILLIAMNA BAY-ILLIAMNA LAKE (15.5 miles road)

A lot of supplies are moved across this road to people living in the vicinity of Lake Iliamna and Lake Clark, particularly at times when there is no boat service to Bristol Bay, such as the early spring and late fall.

The first three miles of road from Iliamna Bay are subject to snow and rock slides during the winter and early spring. Ditches and culverts are filled up during storms and soft places develop during wet weather. Bridges have to be maintained and wooden culverts replaced.

MAINTENANCE	15.5 miles	@	\$130.00	\$2,000.00
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ROUTE 51 TALKEETNA ROADS (40.7 miles road)

Considerable activity is going on with various mining outfits in the Talkeetna and the Fairview districts, with many new outfits prospecting and opening up new developments.

Maintenance is required on this road, which is used by practically all of the mining outfits during the summer season.

The amount recommended is sufficient to keep a minimum crew on the ground during the season.

MAINTENANCE	40.7 miles	@	\$400.00	\$16,000.00
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ROUTE 55-C HOMER-RUSSIAN RIVER (46.6 miles road and 6.3 miles sled rd)

It is proposed to complete that portion of the road between Russian River and Kenai, and to continue the road thru to Kasilof.

On the Homer end it is proposed to complete the portion between Homer and Anchor River, and to then grade towards Starisky as far as funds will permit.

The bridge across the Kenai River should be constructed as soon as possible. After this bridge is finished, it is planned to move the bridge crew to Anchorage to erect the Eagle River and the Peters Creek bridges, to widen the Eklutna bridge and redeck the Matanuska River bridge approach and put in new guard rails. When this work is completed the Kasilof and the Anchor River bridges should be erected.

ROUTE 55-C - continued

It is planned to start the construction of the Kenai River bridge on March 1st, 1948; Camp and all material is at the site. When this work is completed the crew would move to Anchorage.

The gravelling will be handled out of the Moose River and rock camps by a stripping and grading crew working out of the bridge camp at the Kenai River as soon as the bridge can be used. Based on this year's experience, it is planned to use Oliver Onkka and Ed Hollier for the grading crews, with Lemmon handling the advance stripping and grading, with Soberg acting as general foreman over this work. It will be necessary, however, to obtain a bridge foreman to carry on with the bridge work upon starting the grading.

We have a prospect for a foreman here, John Hyland, who would make a good man, if he decides to work for us.

Considerable traffic is moving over the road between Seward and Kenai and maintenance will have to be performed on this road during the entire year. After waiting for many years for this road, people are now making good use of it.

The same applies to the road from Homer, and people settling in the vicinity who use the road as the country gets opened up.

The grading and gravelling on the Homer end will be handled from the Diamond Creek camp and the main Homer camp respectively, until progress permits advancing the camps. No gravel has yet been found in any quantity between Homer and Anchor River and it is planned to haul from the beach at Homer and Anchor River as fast as grading permits.

Rogers will act as general foreman but he will need a couple of dependable foremen to handle the detail work and stay with the crews.

He had recommended Jack Coats for the grading crew, but so far we have no one lined up for the gravelling crew.

The items of work are as follows:

BRIDGES:

Erection of Kenai Bridge	300 lin ft @ \$150	\$45,000.00
" Kasilof "	250 lin ft @ 150	37,000.00
" Anchor River Bridge	180 lin ft @ 150	27,000.00

Note: The cost of materials already included in 1946 appropriations.

GRADING

Complete road from Russian River to Kenai	15.8 miles	
	@ \$25,000	\$395,000.00
Complete road from Homer to Anchor River	8.4 miles	
	@ \$25,000	210,000.00
Clearing, grub strip and partially grade section between Kenai Bridge and Kasilof	14. miles @	261,000.00

MAINTENANCE

50. miles @ \$500	<u>25,000.00</u>
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TOTAL	\$1,000,000.00
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ROUTE 55-C - continued

Note: If additional funds are appropriated, it is recommended that further grading be done North of the Anchor River and in that section between the Kenai and the Kasilof Rivers.

ROUTE 75	<u>ANCHORAGE LOOP</u>	28.1 Miles road	\$25,000.00
75-A	<u>ANCHORAGE-SPENARD</u>	21.4 " "	15,000.00
75-D	<u>ANCHORAGE DEPOT</u>		1,000.00

With new people moving into this vicinity, demands on maintenance of the roads increases with the population, with work being required all year. School busses operate during the school year, and people in outlying places travel to town to go to work and transact business.

Snow has to be removed off the roads as soon as possible, glaciers have to be confined and ice kept off the roads. During periods when the surface gets slippery curves and hills have to be sanded so that traffic can move safely.

During the breakup in the spring ditches and culverts have to be opened up and soft places gravelled. In the summer months the surface has to be maintained with patrols, wet places surfaced, brush cut and minor improvements made to take care of the increased traffic which these roads are called upon to carry.

An item of \$20,000.00 is included in this estimate for putting an asphalt coat on the portion of the Army road along Fourth Avenue between Ship Creek and the City boundary.

It was planned on doing this work last summer, but due to more important work in the Fairbanks area the equipment was not available.

MAINTENANCE	49.5 miles	@	\$400	\$20,000.00
"	ANCHORAGE DEPOT	@		1,000.00
ARMY ROAD - FOURTH AVENUE - PAVING				20,000.00

ROUTE 75-L ANCHORAGE LOOP-PALMER (63.8 miles road)

This is the most important road in this district, connecting the Anchorage and Palmer areas, and being a part of the main highway connecting this vicinity with the Richardson highway and other areas served by it.

The road changes started last year should be completed, and the two steel bridges across Eagle River, 180 foot span, and Peters Creek, 120 foot span should be erected.

The Eklutna bridge should be widened, and the Matanuska bridge repaired, replacing the decking so that the decking on the trestle is composed of one plank in width across the entire width of the bridge, instead of having two planks laid longitudinally on each side, as at present.

The deck should be covered solidly with running planks, and standard guard rail put on the bridge.

ROUTE 75-L - continued

Some minor changes should be made in the location of the road before final surfacing, one at the end of the tangent at mile 11, one at mile 16, at the foot of the Fire Lake hill, and a couple of changes between Fire Lake and Mink Creek, where the road has many curves which should be eliminated before final surfacing is placed.

Maintenance has to be performed all the year around, new people are moving into this vicinity and demands are increasing for service. I understand most of the land adjacent to the road, which is now in an army reserve, is to be opened up for settlement shortly.

While not included in this program, it might be advisable to cover the bridges on this route with asphalt to protect the decking, which is wearing out rapidly.

The road between Peters Creek and the Alaska Railroad, at Mile 146, should be covered with crushed material, and the hauling of binding material on the section of road between Palmer and the Knik bridge, which was started this fall, completed.

The following estimate is submitted.

BRIDGES

Erecting Eagle River and Peters Creek bridges, widening Eklutna bridge and repairing the Matanuska bridge			\$56,000.00
SURFACING, CRUSHED MATERIAL, 10 miles @ \$3,000			30,000.00
From Peters Creek to the Alaska Railroad			
REGRADING 4 miles @ \$5,000			20,000.00
Improvements to existing location			
MAINTENANCE 63.8 miles @ \$920			59,000.00
			<hr/>
	TOTAL		\$165,000.00

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

The work required on this route consists of repairing the Klondyke Creek bridge and raising the deck, changing the road upstream at Bradford Creek and installing culverts from old retorts to replace the present structure, which is subject to tidal action and erosion.

Further gravelling is necessary, low places have to be raised, the surface maintained and snow removed during the winter months.

The items of work are as follows:

BRIDGE Repairs 32 lin feet @ \$50		\$1,600.00
MAINTENANCE - Improvements 9.5 miles @ \$1730		<u>16,400.</u>
	Total	\$18,000.00

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

A small amount of maintenance is recommended to take care of necessary maintenance of the bridges and road on this route in order to protect our investment in this project.

Estimated amount required \$2,000.00

ROUTE 94 KODIAK ROADS (7.7 miles road)

Maintenance of the Kodiak roads was turned back to the Alaska Road Commission this spring, and considerable work was done on roads which had been neglected for some years.

There is considerable travel on these roads all the year around, slides have to be taken care of on the mile of road leading to the base, the roads sanded during slippery places, and snow removed.

The amount requested is based upon a crew of two men being employed during the winter months, and three during the summer, which should take care of the needs of this area.

MAINTENANCE 7.7 miles @ \$2600. \$20,000.00

ROUTE 96-B MOOSE CREEK-LIELLA LAKE (72.8 miles road, 1.5 miles sled road and 9 miles trail)

This is one of our system of main connecting roads in the district, joining Anchorage with Fairbanks and Valdez, by means of the Richardson Highway and the Alaska Military Highway by means of the Nabesna and Tok roads.

During the summer it is subject to erosion in the vicinity of the Matanuska River, rocks and slides fall upon the road in sidehill sections, soft places have to be surfaced, ditches cleaned out and the surface maintained. Winter maintenance has to be performed, the road cleared of snow, glaciers removed, and some of the hills and curves sanded.

MAINTENANCE 74.3 miles @ \$810 \$60,000.00

ROUTE 98 HOMER ROADS (37.7 miles road)

Recommendations for this route is based upon increased activity in this area and includes the surfacing of six miles of existing roads, including the mile of road constructed to the East last summer, and five miles on the upper bench which have never been surfaced.

It is intended to investigate the possibilities of obtaining gravel from Olson Mountain, which would entail the construction of one mile of new road and loading by means of a movable trap which was constructed last year and is available for this purpose.

In the event that this is not practicable, gravel would have to be

ROUTE 98 - continued

hauled from the beach. The loading of this material could be accomplished without additional charge when gravelling operations are under way on Route 55-C.

The Diamond Ridge road will probably also require additional surfacing this summer.

Maintenance is required on these roads all year, with school busses covering the area during the winter months, and freight and supplies being hauled between Homer, Seldovia and other points on Cook Inlet at all times.

The amount recommended is as follows:

SURFACING	6 miles road	@	\$2500.	\$15,000.00
MAINTENANCE	37.7 " "	@	530.	<u>20,000.00</u>
			TOTAL	\$35,000.00

KUSKOKWIM SUB DISTRICT

The recommendations for this district includes, in addition to maintenance, a sum for the construction of a garage at Takotna, to replace the one burnt down a year ago, which is badly needed.

The loss of a garage and necessary equipment that goes with it, is a serious matter, particularly in remote regions where other facilities are not available and replacement is a slow process.

It is recommended that a concrete structure be erected, size 20 by 40 feet with 14 foot walls and concrete floor, to eliminate as much as possible dangers from fire.

Road work will be needed in this area for many years, and it is believed that a permanent building should be erected at Takotna.

With the cost of lumber as high as it is at present, and the poor quality of the material, there would be very little difference in the cost of a lumber and a concrete building.

ROUTE 32-G	<u>KUSKOKWIM LANDING-TAKOTNA</u>	25.	miles rd)	
38-D	<u>OPHER-TAKOTNA ROADS</u>	26.5	" "	
38-H	<u>GANES CREEK ROAD</u>	20.	" "	71.5 miles

With renewed activity in the mining industry, considerable maintenance and improvements is required on these roads during the summer when old mining activities are under way and new developments are being opened up.

ROUTES 32-G, 38-D and 38-H - continued

The Takotna bridge needs repainting, some wooden bridges should be repaired and wooden culverts replaced.

Surfacing is required in various places, ditches and culverts need cleaning out in the spring, and brush cut.

MAINTENANCE	71.5 miles	@	\$490.	\$35,000.00
GARAGE, complete with tools and equipment				<u>15,000.00</u>
			TOTAL	\$50,000.00

ROUTE 32-B IDITAROD-FLAT (8.7 miles road)
33-C FLAT CITY ROADS (27. miles rd) 35.7 miles

Main requirements on these roads are finishing the approach to the Otter Creek bridge, placing spot gravelling, cleaning out culverts and ditches and surface maintenance.

MAINTENANCE	35.7 miles	@	\$340.	\$12,000.00
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ROUTE 80-F MEDFRA-NIXON MINE (12 miles road)

As it was impossible to get our equipment out of Medfra last fall, and it will be there until the end of June, or July, it is recommended that further work be done on the road during the early spring, when our equipment is available, provided that we are able to get the use of the Nixon Mine tractor.

Some promising hard rock prospects have been opened up in this vicinity the past winter, and this will encourage further activity in this area.


Considerable ditching, regrading and brush cutting was accomplished last year and a month or six weeks gravelling would make material improvement in this road, which is greatly needed.

Estimated amount recommended	\$8,000.00
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MISCELLANEOUS ROUTES

To take care of miscellaneous small routes, and emergencies which cannot be foreseen, an allotment is included in the amount of:
\$5,000.00

A sheet is attached showing the breakdown of the funds.


M. C. Edmunds,
Superintendent.

RECOMMENDATIONS FOR 1948 - \$500,000.00

<u>ROUTE</u>	<u>TOTAL</u>	<u>JP</u>	<u>L and M</u>	<u>FIELD</u>
35-A	10,000.00	4,000	1,000	5,000
35-DB	15,000.00	6,000	1,500	7,500
35-B	10,000.00	4,000	1,000	5,000
35-F) -G) -H) -I) -J)	30,000.00	12,000	3,000	15,000
46-DA	1,000.00	400	100	500
48	2,000.00	800	200	1,000
51	16,000.00	6,400	1,600	8,000
75	25,000.00	20,000	1,000	4,000
75-A	15,000.00	6,000	1,500	7,500
75-D	1,000.00	100	100	800
75-L	165,000.00	66,000	16,500	82,500
92-R	18,000.00	7,200	1,800	9,000
93-A	2,000.00	800	200	1,000
94	20,000.00	8,000	2,000	10,000
96-B	60,000.00	24,000	6,000	30,000
98	35,000.00	14,000	3,500	17,500
32-G) 38-D) 38-H)	50,000.00	15,000	5,000	30,000
32-B) 33-C)	12,000.00	4,800	1,200	6,000
80-F	8,000.00	2,200	800	5,000
Misc.	5,000.00	2,000	500	2,500
SUB TOTAL	\$500,000.00	\$203,700	\$48,500	\$247,800
Park	50,000.00	17,000	5,000	28,000
TOTAL	\$550,000.00	\$220,700	\$53,500	\$275,800

ROUTE 35-A MOUNTAIN ROADS - continued

The items of work accomplished are as follows:

MAINTENANCE (includes 56 cubic yards gravel)	30.3 miles
WOOD BRIDGES, repairing	16. lin feet
SNOW REMOVAL	56. miles

ROUTE 35-B WASILLA FISHOOK ROADS (34.3 miles road)

Includes:	Road	Sled		Trail	Total
		Road	Road		
Glenn Junction-Fishook	13.3 miles				
35-E Wasilla-Fishook	16.9 "				
35-BA Falk Road	1. "				
35-EA Lakeview Road	3.1 "	34.3	-	-	34.3

This road is used through out the year and continuous maintenance is required. During the summer the surface is maintained with patrols, brush cut, weak places surfaced and slides removed. During the month of September erosion took place near Monument Rock and near the bridge across the Little Susitna River where considerable road was washed out by high water.

During the winter glaciers are active, causing culverts to freeze up and ice to form along the road, which has to be removed. Culverts are thawed out and ditches kept open.

School buses use the road during the school season, and farmers bring produce and dairy products continuously during the year.

Changeable weather during the winter, with alternate cold and mild weather, cause the surface of the road to become coated with ice and slippery, necessitating sanding the hills and curves to make the roads safe for traffic.

The items of work accomplished are as follows:

MAINTENANCE (includes 572 cubic yards gravel)	34.3 miles
SNOW REMOVAL	262. "

ROUTE 35-DB LUCKY SHOT-WILLOW STATION (27.7 miles road)

Includes;	Road	Sled		Trail	Total
		Road	Road		
Lucky Shot-Willow Station	26. miles				
Grubstake Branch	1.7 "	27.7	-	-	27.7

The upper end of this road was opened up on June 14th from the Fishook end, permitting travel between the Little Susitna and the Willow Creek Mining areas.

Apart from the old Milo Kelly Mine on Upper Willow Creek, which is served by the road from Fishook, no mines on the Willow Creek slope operated during the season, and traffic was confined was confined to hunter and tourists, being comparatively light.

ROUTE 35-DB LUCKY SHOT-WILLOW STATION - continued

Apart from a few narrow places in the vicinity of mile 6, the road was in fairly good shape. The piers on the Deception creek bridge are in poor condition but safe for the season.

The road was patrolled with motor graders.

MAINTENANCE

27.7 miles

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

Includes:	<u>Road</u>	Sled		<u>Total</u>
		<u>Road</u>	<u>Trail</u>	
Wasilla-Knik Road	14.8 miles			
Hayfield Road	5.0 "			
Wasilla Aviation Field Rd	.8 "	20.6		20.6

The main work done on this route consisted of snow removal during the winter months and surfacing during the spring.

Most of the activity is confined to the first 7 miles of road between Wasilla and the Hayfield branch, which is getting settled up and which is travelled during the winter by school buses.

The road was patrolled with motor graders during the summer, and some sanding done on hills and curves during the winter.

MAINTENANCE (includes 420 yards gravel)
SNOW REMOVAL

20.6 miles
61. "

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

C	Includes:	<u>Road</u>	Sled		<u>Total</u>
			<u>Road</u>	<u>Trail</u>	
	Palmer RR Crossing to Matanuska & branches	7.2 miles			
	Sherrod Road	.6 "			
	McLeod Road	2.5 "			
	Springer system	9.8 "			
	Community Center	1.2 "	21.3		21.3

This important road takes in the roads around the community center, the road between Palmer and Matanuska, and various roads in the vicinity leading to farming areas.

These roads require maintenance all year long, school buses operate during the winter months, and farmers bring dairy products and supplies daily.

Additional maintenance was required on these roads during the breakup this year, due to the Alaska Railroad hauling heavy loads of materials from Palmer to the diversion project of the Matanuska river, near mile 2.

Considerable snow was removed, winter maintenance performed and roads sanded during the winter months. Culverts and ditches were opened up in

ROUTE 35-G PALMER-MATANUSKA ROADS - continued

The spring and considerable gravel hauled to soft places which formed mudholes.

The roads were maintained with patrols and brush cut during the summer.

The items of work accomplished are as follows:

MAINTENANCE (includes 420 yards gravel)	21.3 miles
SNOW REMOVAL	168. "

ROUTE 35-H WASHILLA-FINGER LAKE-PALMER ROADS (30.9 miles road)

Includes:	Road	Sled			Total
		Road	Road	Trail	
Main Road & Branches	13.6 miles				
Matanuska Trunk & Br.	8.6 "				
Bogard Road	7.2 "				
Engstrom Road	1.5 "	30.9	-	-	30.9

This is one of the main roads in the Valley, connecting the villages of Wasilla and Palmer, and serving adjacent farmers in the area.

This road, in conjunction with other roads in the Valley, has to be maintained both summer and winter to enable farm products to be delivered and for school buses to operate during the winter.

Winds during the winter cause snowdrifts which have to be removed and warm periods cause ice which required sanding on hills and curves. Considerable gravelling is done during the spring when thawing starts.

Culverts and ditches were opened up in the spring, and the surface maintained with patrols and brush cut during the summer.

The road in the vicinity of Wasilla Creek, which overflows during the winter and gets covered with ice, was raised.

A gravel trap was constructed 8 miles from Wasilla to facilitate gravelling operations.

The items of work accomplished are as follows:

MAINTENANCE (includes 1792 yards gravel)	30.9 miles
Building gravel trap.	
SNOW REMOVAL	305. "

ROUTE 35-I PALMER RR CROSSING-MOOSE CREEK (15.5 miles road)

Includes:	Road	Sled			Total
		Road	Road	Trail	
Main Road & Branches	9.8 miles				
Buffalo Mine Road	5.4 "				
Buffalo RR Spur Rd	.3 "	15.5	-	-	15.5

This road is a part of the main highway connecting the Anchorage area with the Richardson Highway and the roads of interior Alaska, and is kept open for traffic all year.

ROUTE 35-I PALMER RR CROSSING-MOOSE CREEK - continued

Two side roads branch off the main road, one leading to the Buffalo Coal Mine and the other to a loading chute where coal is loaded into cars on a spur track of the Alaska Railroad.

It is used by school buses during the winter, and by farmers daily bringing produce to market.

The road was kept free of snow during the winter, and maintained and some surfacing placed during the summer.

On September 18th, the channel of Moose Creek changed about 3/8 mile above the bridge, causing the water to make a new channel across the road on the right limit, washing out 75 feet of roadbed.

The water was diverted back into the proper channel and repairs made so that traffic could use the road at 11 a.m. on the 20th.

The road was ditched, culverts installed, and a drainage sump constructed in the vicinity of the branch road to the Buffalo mine, to get rid of water which collects in low places during the spring runoff.

The Items of work accomplished are as follows:

MAINTENANCE (includes 1696 cubic yards gravel)	15.5 miles
Repairing washout at Moose Creek.	
Removing gravel from farm roads.	
CULVERTS, METAL, 21"	78. lin ft.
SNOW REMOVAL	106. miles

ROUTE 35-J WASILLA MATANUSKA ROADS (14 miles road)

Includes:	Sled				
	<u>Road</u>	<u>Road</u>	<u>Road</u>	<u>Trail</u>	<u>Total</u>
Main Road	6.3 miles				
Edlund Road	5.9 "				
Branch	1.8 "	14.	-	-	14.

In addition to maintenance of the existing roads, work was started on connecting the end of the Edlund road, in section 22 with the Knik road, between sections 16 and 17, about two miles South of Wasilla.

This road was cleared and stripped, 1 mile graded, corduroy laid over swampy areas and a bridge constructed across Cottonwood Creek, culverts installed and a gravel trap constructed.

Maintenance consisted of keeping the roads free of snow and sanding hills and curves during the winter months and cutting brush. Considerable surfacing was done during the breakup, raising a low place on the farm road in section 18 which glaciated up, and gravelling soft places in section 22, South of the Wilson homestead, which rutted up badly.

A loading trap was constructed about 3 miles from Wasilla, to facilitate surfacing operations.

ROUTE 35-J WASILLA MATANUSKA ROADS - continued

Some work was done on the short road into Matanuska from Cobb's Hill so that it could be used by school buses during the winter months.

The items of work accomplished are as follows:

CLEARED	2.65 miles, 60 feet wide or	20. acres
GRUBBED and Stripped	2.55 miles, 60 ft wide or	19.3 "
GRADING WITH GRADER, Dozer,	20 ft wide	1. mile
GRAVELLED, Placing (including 722 yards on new road)		3330. cu. yds.
Average haul 1.2 miles hauling 4029 cu. yds.		
CORDUROYED		520. lin feet
MAINTENANCE		14. miles
SNOW REMOVAL		106 "
METAL CULVERTS, installed	36' / 18" - 58' / 21"	94. lin feet
TRESTLE SPANS, under 20 ft (14 ft wide)		36. lin feet

ROUTE 46-D MCKINLEY PARK (91.3 miles road - 14 miles trail)

Includes:			Sled		Total
	Road	Trail	Road	Trail	
Railroad to Boundary	88.3 miles				
Wonder Lake Branch	2.7 "				
Station & Hotel Roads	.3 "				
Savage River Coach Road	8. "				
Savage River Trail		2. miles			
Horseshoe Lake Trail		1. "			
Yanert Trail		3. "	91.3	14.	105.3

This route covered by a separate report.

ROUTE 46-DA PARK BOUNDARY-KANTISHNA (4.5 miles road)

Some increased interest was shown in mining activity in the Kantishna district during the summer by small operators, who hauled supplies and equipment over the road.

Very little work was done on this route, sidehills were cleared off with dozers and motor graders, ditches opened up and culverts cleaned out.

Surface maintenance was done by motor graders, and interested miners cooperated in maintaining the road.

MAINTENANCE 4.5 miles

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

The field was smoothed up, grass and brush removed with the motor grader during the season.

MAINTENANCE.

ROUTE 48 ILLIAMNA BAY-ILLIAMNA LAKE (15.5 miles road)

Light maintenance was performed upon this road during the season.

Ditches were opened up in the spring, slides removed from sidehill sections, culverts cleaned out and soft places surfaced.

MAINTENANCE 15.5 miles

ROUTE 51 TALKEETNA ROADS (40.7 mi. road, 18 mi. sled road and 16 miles trail)

		<u>Road</u>	<u>S & T</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
Includes:							
51	Talkeetna-Cache Creek	23.5					
	Talkeetna-Cache Creek		18.(sled)				
	51-A Cache Creek Trail		16.(trail)				
	51-B Peters Creek Road	17.2		40.7	18.	16.	74.7

The main work accomplished consisted of opening up the road in the spring from the landing to Cache Creek, removing slides from sidehill sections, cleaning out ditches and culverts.

The road change on Long Creek was completed, eliminating twelve crossings of Long Creek where the road followed the creek.

One mile of road was dozed on the right limit of Peters Creek, above Elwells to facilitate travel to the mines in this vicinity.

Repairs were made to a bridge in mile 17, and culverts installed.

A washout on the high bank of Peters Creek was repaired.

Some repairs were made to the cabin near the landing, which was slightly damaged by weight of snow.

The road was maintained with patrol, and considerable surfacing placed.

The items of work accomplished are as follows:

MAINTENANCE (includes placing 839 yards gravel)	40.75 miles road
METAL CULVERTS, installed (18")	40. lin feet
BRIDGE, Wood, repaired two	49. lin feet

ROUTE 51-F CACHE CREEK AVIATION FIELD (1200 ft by 75 ft)

Some repairs were made where the waters of Thunder Creek had encroached on the field. Two short rock and wire sauges were constructed, large rocks removed and the surface smoothed up, leaving the field in good condition.

MAINTENANCE.

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

The surface of this field was smoothed up with patrol, leaving it in good condition during the summer.

MAINTENANCE.

ROUTE 55-C HOMER-RUSSIAN RIVER (46.6 mi. road and 6.3 mi. sled road)

Work was continued on this new construction through the winter months with two rock crews working on the Russian River end, one tote road grading crew working out of the Boteniki camp, and two clearing contractors working out of Anchor River. An exceptionally severe winter considerably hampered this work, temperatures remained below zero for practically all of December and January with frequent extremes of 45 below. Work accomplished consisted of opening up the tote road through to Russian River, setting up a camp at eleven mile for the rock crews, installation of a 60 ft Elephant hut culvert at Hidden Creek, and miscellaneous grading. Because of the extreme weather the outside crews were closed down the first of February and only snow removal along the tote road, overhaul of equipment at Kenai and Homer and the clearing at Anchor Point was continued. Considerable finishing work was also done on the Homer and Kenai depots.

In April a few men were moved into the Hidden Creek camp to start overhaul of equipment left at the end of the job, work of preparing camp, setting up a garage, and cleaning up the old camp sites was accomplished.

The main crews were started in May, work was handled by one rock crew located in the eleven mile camp, one large grading and gravel crew in the Hidden Creek camp and one grading crew at Homer. A small three man crew moved equipment out from Kenai, improving the tote road as they advanced. The tote road was not passable for general traffic until the first of August. The overhaul crews at Kenai and Homer continued throughout the summer on equipment that could not be finished during the winter because of the shortage of parts.

On the Russian River end all rock work was completed in September and the grading completed to within 3.7 miles of Moose River, the latter portion being 25% graded. About thirteen miles were gravelled with both trucks and carryalls. A complete camp was set up at Moose River and all of the Hidden Creek camp cleaned up; the eleven mile camp is still intact and it is planned for use of the gravel crews next season.

On the Kenai end, considerable grading was accomplished in the fall on the incomplete sections between there and Soldotna 41.7 mile. The Pickle Creek hill was finally graded and gravelled, the swamp crossings raised and all hills cut down to easy grade on the tote road between Kenai and Moose River. The Beaver Creek bridge was lowered thirty inches and the abutments cribbed to stop washing of the silt fill material. All steel, piling, lumber and supplies for the Kenai bridge were hauled to the site. The camp area was cleared and tent frames completely set up for the bridge job. The approach fill was pushed out on the correct grade for starting driving of the false work and the pile driver moved into place. It is proposed to start the bridge work on the first of March. At Kenai the dock was repaired and new fender piling driven,

ROUTE 55-C HOMER-RUSSIAN RIVER - continued

additional improvements were made to the main camp; parts bins erected, tool shed built, water system and sewer system completed and two quonset huts erected by men on their own time for quarters.

The work on the Kenai - Russian River end was considerably hampered by the forest fire which started near the Hidden Creek camp on June 3rd, and raged throughout the dry weather all of June and July. Besides fighting the fire with both our men and equipment we were forced to take several large dozers and trucks off of the road work and turn them over to the Army to use in their futile attempt to halt the progress of the fire. A serious set back resulted when the fire swept through our Hidden Creek camp and destroyed our garage, spare parts stock, some equipment, and miscellaneous tools and supplies.

On the Homer end the clearing was completed to three miles pasted the Anchor River crossing, the grubbing and stripping completed to Anchor River, and the grading completed 5 miles out of Homer. The four large fills in this section were completed and re-shaped during the summer. Gravel was hauled over this graded road from the beach by use of the DW-10 and Euclid dump wagons. The advance stripping and grubbing was handled out of a small portable camp on wannigans which were moved ahead every few days. The main camp was completed with installation of water and sewer system, parts bins, and garage equipment. All lumber was moved up from the spit where noticeable pilferage was occurring.

The survey was handled by one crew working first North out of Kasilof and progressing South from there. This work was also hampered by the fire and about a weeks time was lost in moving the camp out of the path of the fire near the Kenai River. As a result there remains a section of about four miles that is unsurveyed just south of the Kenai River crossing. The survey was completed to the junction with Wilsons survey line about six miles South of Deep Creek. A total of 37.5 miles of final line and 5.0 miles of "P" line was completed; the "P" line has been accepted as final line but requires curves and topog work for completion, this line is adjacent to the uncompleted section near the Kenai River. Total distance from Homer to Russian River is 119.6 miles of road 24 feet wide. The Kenai spur road is 10 miles long, width 20 feet.

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

CLEARED, HAND	6.6 mi. by 80 ft.	63.9 acres
GRUBBED AND STRIPPED		
Homer	13.2 mi. by 80 ft.	
Kenai	21.5 mi. by 80 ft.	336.5 acres
GRADING WITH GRADER, DOZER		29.1 miles
Homer	5.0 mi. complete	
to date	2.0 mi. 80%	
	3.0 mi. 50%	
	6.8 mi. 5%	
	<u> </u>	Total 8.4 mi.
		Less 1946 2.5
		Total 1947 5.9

ROUTE 55-C HOMER-RUSSIAN RIVER - continued

GRADING WITH GRADER, DOZER - cont'd.

Kenai	6.2 mi. complete		
to date	4.0 mi. 90%		
	<u>12.5 mi. 5%</u>	Total	10.4 mi.
		Less 1946	<u>9.3</u>
		Total 1947	1.1

Moose Pass	25.7 mi. complete		
to date	<u>3.6 mi. 25%</u>	Total	26.6 Mi.
		Less 1946	<u>4.5</u>
		Total 1947	22.1

GRADING with scrapers, wheeled, Power Shovel 460,820. cu. yds.
3,350 cu. yds.

GRAVELLED (18.0 miles covered) 24,875 cu. yds.

Homer 5.0 mi.
Moose Pass
and Kenai 13.0 mi.
Loading trap 70 cu. yds.
Loading shovel 24,805
Haul 39,676 yd. mile
Average haul 1.6 mi.

Note: Portion of mileage gravelled was by carryall.

CORDUROYED 3,425 lin. feet

ROCK WORK, COMPRESSOR 26,511 cu. yds.

MAINTENANCE 40. miles

METAL CULVERTS INSTALLED ~~3,028~~ lin. feet
3,124

590 ft. of 15 in. 460 ft. of 24 in.
1111 1016 ft. of 18 in. 10 ft. of 30 in.
802 ft. of 21 in. 88 ft. of 36 in.
plus 60 ft. of 10 ft. Elephant Hut

TRESTLE SPANS WOOD over 20 width 46 lin feet
(completion of Moose Creek bridge)

BRIDGE REPAIR, Wood (Beaver Creek) 32 lin feet

ENGINEERING, located line 37.5 miles

MISC: Built two quonsets at Kenai, and one in two parts on skids for tools. Finished water and sewer systems Homer and Kenai, moved all steel and bridge materials to Kenai Bridge site and set up camp. Repaired Kenai dock. Fought fire for two months.

SALVAGE LOWELL POINT BUILDINGS

The abandoned Army camp at Lowell Point was dismantled and moved into Seward. Eighteen quonset huts and several small frame buildings were obtained, the frame buildings were torn apart for lumber, millwork, windows, and fixtures. The dismantling of the quonsets was economically handled by use of dynamite; six sticks of 40% hung along the center of the hut would jar all connections loose enough to permit removal of nails by hand, no damage or bending of steel resulted. The material had to be lightered off of the beach to Seward and there handled by truck to the Railroad. Twelve huts were moved to Anchorage, two to Cantwell, two to Kenai, and two to the construction camp at Hidden Creek where they were mounted on skids.

ROUTE 75 ANCHORAGE LOOP ROADS (28.1 miles road)

Includes:	<u>Road</u>	<u>Sled</u>			<u>Total</u>
		<u>Road</u>	<u>Road</u>	<u>Trail</u>	
75 Anchorage Loop Road	16. miles	28.1	-	-	28.1
75-E McDonald Road	1.3 "				
75-I Oilwell Road	8. "				
75-M Anchorage Radio Road	.2 "				
Fourth Avenue Road	.8 "				
Urban Road	.5 "				
Mountain View Roads	1. "				
Gov't Hill Road	.3 "				

The work done on this route consisted of sanding hills and curves during the winter months, opening ditches and culverts in the spring, and surface maintenance during the summer months.

Roads were kept clear of snow with truck plows and motor graders.

During the breakup soft places were surfaced, and considerable gravel hauled to the road in the vicinity of the airport in the early spring.

A portion of the Army road overlaying a clay stratum which held water which froze during the cold weather causing the surface to heave, was excavated and clay replaced with gravel, to eliminate this movement before the road was paved.

Repairs were made to the two bridges across Ship Creek, one in the Railroad yards and the other on the Army road.

Repairs were made to the road leading to the Stepan and a half ranch, where erosion had taken place.

Culverts were placed at the intersections of the Mountain View roads, one near the Standard Oil Company property on the road leading to Government Hill and some along the airport road, these latter being paid for by the city of Anchorage and interested parties.

ROUTE 75 ANCHORAGE LOOP ROADS - continued

Some surfacing was ~~hauled~~ during the spring on the road in the vicinity of the airport, and some on the Mountain View school route.

The items of work accomplished are as follows:

GRAVEL LOADING, shovel, placing	1458 cu. yds.
Average haul 1.5 miles hauling 2187 yd. miles	
MAINTENANCE (includes 269 cubic yards gravel)	28.1 miles
METAL CULVERTS, installed	419. lin feet
87' / 15", 100' / 18", 196' / 21" and 36' / 24"	
TRESTLE SPANS, wood, 20'	295. lin feet
(Fourth Ave and bridge in Railroad yards)	
SNOW REMOVAL	64. miles

ROUTE 75-A ANCHORAGE-SPENARD ROADS (21.4 miles road)

Includes:	Road	Sled	Road	Trail	Total
75-A Anchorage-Lake Spenard		21.4			21.4
and Branches	13.3 miles				
Lake Otis Road	3.5 "				
75-C Chester Creek Boat Lndg	1. "				
75-F Spenard-Campbell Creek	2. "				
K.F.Q.D. Radio Road	1.6 "				

Maintenance was performed upon these important roads during the winter to permit school buses to operate. Hills and curves were sanded, ditches and culverts kept open and ice removed from the roads.

Snow was removed from the surface with motor graders and trucks equipped with blades.

During the breakup wet places were surfaced, and gravel hauled where necessary during the summer, particularly on the East "4" Road and the road running passed the CAA Radio receiving station.

Numerous culverts were installed, mostly for persons living adjacent to the road and some lengthened.

Further ditching was done with the "Quickway shovel" on the South side of Chester Creek to prevent water from running over the road during the winter months.

The Chester Creek bridge, which was in a bad condition, was repaired and strengthened during the summer.

The surface was maintained with patrols during the summer.

Some gravel was hauled to the KFQD road, repairing erosion at the deep fill ~~East~~ of the Alaska Railroad.

Considerable development is taking place on this route. Many new sub divisions are being developed, houses are being erected and roads built to

ROUTE 75-A ANCHORAGE-SPENARD ROADS - continued

open up the land.

The new station for radio station K.F.Q.D. has been erected, and a radio station is being constructed for Capt. Lathrop, near the Col. Castner home.

School buses travel over this route during the school season and traffic is increasing each year.

The items of work accomplished are as follows:

MAINTENANCE (includes 481 cu. yds. gravel and cinders)	21.4 miles
METAL CULVERTS 222'/15", 24'/18", 30'/21" and 10'/48"	286. lin ft
TRESTLE SPANS, wood, 20 feet (Chester Creek)	30. lin ft
SNOW REMOVAL	152. miles

ROUTE 75-D ANCHORAGE DEPOT

Some work was done around the present depot to facilitate our anticipated moving operations, and two sections of the boiler replaced.

Some further work was done levelling up the new site, and staking out the proposed new buildings.

A loading platform was constructed and four quonset huts erected on the site to be used for warehouse purposes.

THE Alaska Railroad let a grading contract in accord with their rehabilitation program, moving several buildings, including one which has been assigned to us for storage.

A contract was awarded to the J.B. Warrack Company, late in the year, for the construction of a garage and heating plant.

ROUTE 75-L ANCHORAGE LOOP-PALMER & BRANCHES (63.8 miles road)

Includes:	Road	Sled Road	Trail	Total
Anchorage-Loop to RR Crossing		63.8	-	63.8
Palmer	40.7 miles			
Eklutna Lake Road	10. "			
Birchwood Road	2. "			
Bodenburg Butte Road	6.2 "			
Branch Roads (Eklutna School, CAA Sta. & detour)	2.1 "			
Clark Road	2.8 "			

Considerable work was done on this important road during the season, principally starting construction on changes in the location of the road at Eagle River, mile 12.5 and Peters Creek at mile 21.5, where a great deal of curvature and hazardous road is being eliminated. A short reverse curve at mile 19, near Mink Creek, was also straightened out. An "Elephant hut" culvert was installed in the tail race of the Anchorage Light and Power Co., at Eklutna, and the old bridge replaced with a fill, with rock being placed around both ends of the culvert.

Repairs were made to bridges at mile 13 Coble Creek, mile 21.5 Peters Creek, 35.9 Goat Creek, mile 38.6 Knik River and mile 46.7 Matanuska River, during the season.

Running plank was placed upon the bridge at mile 13, both abutments raised on the bridge at mile 21, considerable work done on the tail race bridge before it was filled, braces were placed on the bridge at mile 35.9 to prevent caps from rolling, running plank completed across the Knik Bridge and some railings replaced, and guard rails and hand rails replaced three times upon the Matanuska Bridge, which is continually being damaged by drivers.

Some binding material and fine gravel was hauled to one mile of road South of the railroad crossing near the Eklutna Power plant, and some hauled from Route 35-I to three miles of road South of the Matanuska bridge, which was mixed with some crushed gravel from stock piles.

The Clark road, serving farmers in the vicinity of the Matanuska bridge, was extended for a distance of 2.75 miles, serving several farmers and the El Nathan children's home.

The Knik River glacier broke on July 26th, reaching the high level of 15.5 feet on August 1st. No water was on the road, but considerable drift piled up against the trestle.

Considerable brush was cut by dozer along the road between mile 17 and mile 25, winter maintenance performed, culverts thawed out, ice picked out of ditches, snow removed and curves and hills sanded.

The roads were maintained with patrols during the summer, culverts installed and necessary surfacing placed.

For the first time in many years the road was free of snow slides in the vicinity of mile 38.

Snow fence was erected in the vicinity of mile 11, and this section of road also was not blocked during the winter, as it had been for several years past.

ROUTE 75-L ANCHORAGE LOOP-PALMER - continued

A settler in mile 24 installed some beaver in the lake, causing us to place a wire net around the inlet of the drainage culvert to prevent them blocking up the opening.

Numerous settlers are building alongside the road between Eagle River and the Eklutna Indian reserve, including a store and restaurant in the vicinity of Mink Creek, and some places for rent about mile 22.

The items of work accomplished are as follows:

GRADED with grader, Dozer 26/30' wide	2.3 miles
GRADED with scrapers, wheeled	99917. cu. yds.
GRAVEL LOADING, Shovel, placing	9118. cu. yds.
Average haul 2.7 miles hauling 24671 yd. miles	3.8 28. miles
MAINTENANCE (includes 367 cubic yds maintenance)	
METAL CULVERTS, Installed	301. lin feet
48'/15", 66'/18", 10'/21", 75'/24" 50'/48" and 60'/120" Elephant Hut	
TRESTLE SPANS, Repairing, wood	982. lin feet
" " , Repairing, steel	1807. lin feet
SNOW REMOVAL	263. miles

ROUTE 75-P ANCHORAGE-POTTER (3.7 miles road)

Considerable work was done with a small surfacing crew on this route this season, with onetractor clearing and stripping, grading and leveling high places.

A lot of work was done during the spring on the tractor road leading from the Campbell airport to the Alaska Railroad, to permit equipment to be moved to the location of the road and camp, and to maintain contact with camp so that supplies and parts could be moved to the job.

A gravel pit was located three miles from the end of the existing road, at Campbell Creek and gravel hauled from this pit to connect with the old road. Considerable corduroy was required over swampy areas, and numerous culverts installed to take care of drainage.

A road was dozed down to the left limit of Rabbit Creek so that the many settlers in this area could travel to Anchorage when conditions were favorable.

Maintenance was performed upon the old road with patrols, and some surfacing placed.

The items of work accomplished are as follows:

CLEARED	6.1 miles 80 feet wide	59.15 acres
GRUBBED AND STRIPPED	5.1 miles 60 feet wide	37.1 "
GRADED with grader, Dozer		1.7 miles
GRAVEL, Shovel loading, placed		16816. cu. yds.
Average haul 1.6 miles, hauling 26906 yard miles		
CORDUROYING, 24 feet wide		12080. lin feet
MAINTENANCE (includes 2210 cu. yds moved with carryall)	7. miles	

Items of work accomplished, ROUTE 75-P - continued

METAL CULVERTS, installed	426. lin feet
30'/15", 90'/18", 176'/21", 60'/24", 40'/36" and 30'/60"	
SNOW REMOVAL	20. miles

ROUTE 76 CANTWELL-VALDEZ CREEK (8 miles road and 47 miles sled road)

A start was made in the middle of the season to continue the survey from the end of MacDonald's line to the Susitna River.

Due to the difficulty of transporting the survey party across wet and swampy areas this plan was cancelled, and the survey was conducted from the Alaska Railroad up to the Windy Creek summit and down Riley Creek, instead.

Some work was also done East of the Railroad to revise and connect the old line with the new location.

A total of eleven miles of located line was run.

In connection with freighting supplies to the survey crew some maintenance was done on the existing road. No work had been done on this route for many years and it was in very poor condition, particularly the native bridges, most of them had fallen down and sidehill sections which were blocked with sluffings.

A quonset hut was erected at the Alaska Railroad for storage of supplies.

The items of work accomplished are as follows:

MAINTENANCE (includes ditching and cleaning out sidehills)	8 miles
SURVEYS, located line (Surveying land for deeds from Carlson and the Alaska Railroad)	11 miles

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

During the winter months considerable snow plowing was done to enable a school bus to travel the roads. During the spring culverts and ditches were opened up, and a lot of surfacing placed.

The road where it crosses the Scandinavian Creek flats was raised 1-1/2 feet and should be raised further to reduce snow hazards.

The gravel loading trap at Wood River was repaired, also the trap at Andrews Creek.

The Scandinavian Creek and the Andrews Creek bridges were redecked. The repairing of Klondyke Creek bridge was postponed on account of heavy snowfall at the time this work was started. One bridge on the Wood River road was also repaired.

ROUTE 92-R DILLINGHAM-SNAG POINT - continued

Culverts were installed and the road maintained with a homemade drag.

The items of work accomplished follows:

MAINTENANCE (includes 1473 cu. yds gravel)	9.5 miles
Repairs to gravel trap.	
Hauled an old cannery building to Windmill Hill, size 18' by 16' for a garage and storage.	
METAL CULVERTS, Installed 18"	40. lin feet
TRESTLE SPANS, Repairing wood	246. lin feet
SNOW REMOVAL	141. miles

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

A small amount of maintenance was performed upon this route. One metal culvert near the coal mine was replaced with a wooden culvert and the culvert taken out installed in mile 12.

Bolts were tightened up on the 100 feet trestle across the West Fork, except for some on the sway braces due to high water at the time the crew were on this job.

Ditches were cleaned out with grader, and a rock pit opened up on the right limit of the West Fork to get material to rip rap the abutment.

A line change was made at the Middle Fork to keep the water under the middle of the bridge, instead of running down the road on the right limit.

Some surfacing was done on the coal mine road.

MAINTENANCE 17 miles road

ROUTE 94 KODIAK ROADS (7.7 miles road)

Includes:	Road	Sled		Total
		Road	Trail	
Abbert Road	1.2 miles	7.7	-	7.7
Mill Bay Road	4. "			
Community Garden Road	2. "			
Upper Cannery Road	.2 "			
Mattson Road	.3 "			

The obligation of maintaining the roads outside the naval and army reserve at Kodiak was assumed by the Alaska Road Commission on April 14th of this year.

Very little work had been done on the local roads for some time, and considerable work was entailed bringing the portion of the road under our jurisdiction to the Navy base, to the standard of the part within the reserve.

ROUTE 98 HOMER ROADS - continued

miles of road constructed along Diamond Ridge, connecting with the main Homer-Russian River road, adding four miles to the Homer roads this year.

Considerable work was done on the two roads leading to the upper bench, one half mile of the Brandvold road being gravelled and 1-1/4 mile of the West Hill road.

The Diamond Hill road was surfaced, and a wet place corduroyed. Culverts were installed, and gulches filled on the Fritz Creek road.

Sections of the spit road which became soft were surfaced with carryalls, logs and stumps were also removed from both sides of the road to facilitate snow removal.

Water was impounded in the slough, above the road, for an airplane landing for float ships. In order to protect the road from erosion, a portion of the upper side of the road was cribbed up for a distance of 850 feet.

Maintenance was performed with patrols, ditches cleaned out and surfacing placed where necessary, and the road kept open for traffic during the winter months.

The items of work accomplished are as follows:

CLEARING, 4 miles 40 feet wide or	4.78 acres
GRUBBING AND STRIPPING 3.9 miles, 40 feet wide or	18.9 "
GRADING, 16 feet wide	4. miles
GRAVELLED 2.75 miles, placing	5121. cu. yds.
Average haul 2.8 miles hauling 14572 yd miles	
CORDUROYED, 16 feet wide	300. lin feet
MAINTENANCE (includes 460 yd gravel placed)	27.7 miles
METAL CULVERTS, installed	484 lin feet
22 1/2"/15", 180'/18", 54'/21" and 26'/30"	
SNOW REMOVAL	101. miles

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

Maintenance was performed upon this field during the season, ruts were smoothed up in the spring, grass and brush was cut with mowing machine and trash hauled away.

The pole holding the wind sock was replaced, and a larger drag constructed for smoothing the field.

MAINTENANCE.

ROUTE 98-D KASILOF ROAD (7 miles road)

Unual maintenance was performed upon the road, ditches and culverts were opened up in the spring. Gravel was hauled to the end of the culvert at Coal Creek where erosion had taken place, and soft places surfaced.

ROUTE 98-D KASLOF ROAD - continued

Brush was cut along side the road and in ditches.

Sods along the side of the road was harrowed, trash moved off with a rake and the surface smoothed with tractor and drag.

MAINTENANCE

7. miles

ROUTE 99-A JACKALOF BAY-RED MOUNTAIN (10.2 miles road)

The United States Vanadium Corporation purchased the interests of the Red Mountain Chromite Company this spring, more with the idea of holding the property in reserve than to start mining in the near future.

As no work had been done on this road for some years some maintenance was necessary in order for them to get to the workings on Windy Creek, and they contributed funds for the estimated cost of this work which consisted of removing slides and loading the mining truck with gravel by tractor. There were several places where the road was washed where surfacing was not available except by truck haul.

The road was left in good condition for trucks.

A small tractor was shipped to the job from Homer to do the work and returned when the work was completed.

MAINTENANCE

7.2 miles

KUSKOKWIM SUB-DISTRICT

A change was made in the Takotna district this past year, where the foreman in charge of the work was laid off at the end of the working season, instead of being kept on all winter, as formerly, with mechanics being employed during the latter part of the winter to put equipment in shape for the summers operations, probably being sent from Anchorage for this purpose.

A fire on December 23rd, 1946, destroyed the Takotna garage and tool house, including one D-6 tractor, a welding machine, small equipment, tools and spare parts.

Due to difficulty in getting materials for building during the past year no attempt was made to construct a new garage. An old building is being used temporarily for this purpose.

ROUTE 32-B IDITAROD-FLAT (8.7 miles road)

Two men were shipped over to Flat from McGrath in April to get equipment in running order and take care of the roads during the run off.

Small snow drifts were opened up, culverts thawed out and ditches opened up.

ROUTE 32-B IDITAROD-FLAT - continued

During the summer considerable gravel was hauled to mile 8, the surface maintained with motor grader and brush cut. Repairs were made to one small wooden bridge.

The Otter Creek bridge was replaced in a new location downstream with three 54 foot steel beams, supported on bents, replacing the "A" frame bridge which was no longer safe.

The work accomplished is as follows:

MAINTENANCE (includes 586 cubic yards gravel)	8.7 miles
TRUSS SPAN, steel, under 20 ft	54. lin feet
BRIDGE, repairing, wood	16. lin feet

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

This road was opened up on May 30th this year. Ditches and culverts were then opened up, and washouts repaired.

The road was shaped up and maintained with motor grader, and gravel hauled to soft places.

The Takotna bridge was partly repainted, but not completed due to shortage of materials.

This is one of the most important roads in the district, with all freight from the Kuskokwim River being hauled over it to the mining district.

MAINTENANCE (includes 735 cubic yards gravel)	25. miles
BRIDGES, repairing, steel, under 20 ft (Painting Takotna River Bridge)	250 lin feet

ROUTE 32-F TAKOTNA DEPOT

The building housing the garage and parts room was destroyed by fire on December 23rd, 1946.

The mess remaining was cleaned up in fairly good shape, but no replacement was made this season.

An old building is being used as a temporary garage for the present.

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

Includes:	<u>Road</u>	<u>Road</u>	<u>Road</u>	<u>Trail</u>	<u>Total</u>
33-G Flat City-Flat Creek	5.7	27.	-	-	27.0
33-D Hd.Flat Creek-Willow Cr.	9.				
33-DA Happy Creek Road	1.				
33-E Willow Ck Chicken Cr.	3.				
33-F Flat City-Slate Creek	7.3				
33-FA Gold Horn Branch	1.				

ROUTE 33-C FLAT CITY ROADS - continued

Maintenance was performed upon these roads, with ditches and culverts being opened and cleaned in the spring, and soft places surfaced.

Considerable gravelling was placed upon the upper part of the Slate Creek road, and one small bridge at the upper end of the airfield moved upstream.

The roads were maintained with patrols, and one culvert installed.

MAINTENANCE (includes 238 cubic yards gravel) 27. miles
METAL CULVERT, 24" 16. lin feet

ROUTE 33-H FLAT AVIATION FIELD (200 ft by 3500) Note change in dimensions

Considerable work was done widening this field an additional 50 feet on the Otter Creek side. Brush was cut, unequal places levelled up and dredge ponds filled. After the field was levelled up fine material was hauled and the surface smoothed up with motor patrol.

A total of 1974 cubic yards of gravel was hauled on the field at an average haul of 1/2 mile.

MAINTENANCE AND IMPROVEMENTS. Hauling 1974 cubic yards gravel

ROUTE 38-D OPHIR-TAKOTNA (26.5 miles road)

Includes:	<u>Road</u>	<u>Road</u>	<u>Road</u>	<u>Trail</u>	<u>Total</u>
38-D Ophir-Takotna	22. miles				
38-DA Little Creek Road	3. "				
38-G Tak-Tak Aviation Rd	1.5 "	26.5	-	-	26.5

This road was in fair condition this spring, compared to the last few years. Considerable work was done during the breakup, ditches were cleaned out, culverts, opened and soft places surfaced.

Some old wooden culverts were replaced with metal ones, and numerous wooden bridges repaired.

The Ganes Creek bridge was painted.

The surface of the road was maintained with patrol, and brush cut on insides of curves.

The items of work accomplished are as follows:

MAINTENANCE (includes 1613 cubic yards gravel) 26.5 miles
METAL CULVERTS, installed, 15" 162. lin. feet
BRIDGES, wood, repairing 83. lin. feet
BRIDGES, steel, repairing (painting Ganes Cr. Bridge) 118. lin. feet

ROUTE 38-H GANES CREEK ROAD (20 miles road)

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

MAINTENANCE

20 miles

ROUTE 38-M OPHIR AVIATION FIELD (105 ft x 2300 ft)

Upon looking over the Ophir Field this summer I found that the work which was reported as being completed was not finished, and that there was still a gap of slough between the field and high ground at the West end.

The contractor had to quit work on account of the ground being soft. He left what he considered ample material to finish the job piled up before moving his equipment away, but it settled more than he estimated and was not enough to finish the job.

He states that he will finish it up in good shape next spring.

The surface was maintained with patrol.

MAINTENANCE.

ROUTE 80-F MEDFRA-NIXON LINE (12 miles road)

The main work done on this route this season consisted of corduroying wet swamps, opening up ditches which had filled up and drains to lead water away from the road. Material was graded out of the ditch in some places and used to raise the road, which had settled until it was below the surrounding country, particularly in miles 5 and 6, the road acted as a ditch.

One small bridge at mile 6.9 was replaced with a one hundred gallon drum culvert.

Stripped barrow pits at mile 4., 4.5 and mile 5.2

A portable loading trap was constructed.

Brush was cut along the road for the first five miles, which was used to replace rotten corduroy.

Decking was repaired on culverts in miles 2, 3 and 5 and Running planks were replaced on bridge at mile 4.4 and a new eight foot span bridge built over Pass Creek at Mile 4.8. Two timber culverts were replaced with one hundred gallon drums, and two timber culverts repaired.

1525 yards of gravel was placed mostly in mile 5.

MAINTENANCE (includes: 835 cubic yards gravel)
cutting brush)
laying corduroy)
cleaning out ditches)

12 miles

ROUTE 94 KODIAK ROADS - continued

Considerable excavating was done on the sidehill section, with ditches being blasted out for drainage, and 800 lin feet of guard rail was erected, with holes being drilled in solid rock for posts.

Some widening was done on the Mission road, and surfacing placed on both this road and the Mill Bay road.

We took possession of the garage constructed by the City of Kodiak, together with our equipment, which they had been in charge of for some years.

A building was obtained from the Navy which had been abandoned, and hauled to our depot for storage purposes.

MAINTENANCE 7.7 miles

ROUTE 96-B MOOSE CREEK-LIELA LAKE (72.8 miles road, 1.5 miles sled road and 9 miles trail)

Includes:	Road	S & T	Road	Road	Trail	Total
Chickaloon-Kings River	2. mi		72.8	1.5	9.	83.3
" " "		1.5 (sled)				
Moose Creek-Liela Lake	68.8 mi					
" " " "		9. (trail)				
Jonesville Branch	2. mi					

This route is a part of the main highway connecting the different parts of the country, and is kept open for traffic both summer and winter.

Snow fall is normal on this route, but drifting winds cause snow to pile on the road in various places.

Glaciers are active, and require continual attention in keeping ice off the road and culverts open.

During the summer the surface was maintained with patrols, some surfacing placed, slides removed, fills made where the Matanuska River eroded the banks and brush cut by hand and with mowing machine.

Some damage was done during extreme high water to the road in the vicinity of the Granite Creek bridge, where cubic yards of rock was placed on the right limit to replace material washed away.

The items of work accomplished are as follows:

MAINTENANCE (includes 75 cu. yds. rock) 72.8 miles

SNOW REMOVAL 341. miles

ROUTE 98 HOMER ROADS (37.7 miles road)
Note change in mileage.

The road on the East end was extended one mile to Fritz Creek and three

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA
DECEMBER 1, 1947

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 1947.

ROUTE 35-A MOUNTAIN ROADS (30.3 miles road and 1. mile sled road)

Includes:			Sled			Total
	Road	Sled Rd	Road	Road	Trail	
35-A Archangel Road	5.5					
35-AA Sherry Branch		1.				
35-D Willow Creek Extn	15.					
35-DA Gold Chord Branch	3.					
35-C Gold Mint Road	4.2					
Reed Creek Road	1.3					
35-DD Upper Willow Br.	1.3		30.3	1.	-	31.3

During the winter the road was cleared of snow five times, in December, January, February, May and June, to mines operating in the Little Susitna Watershed, with miners interested cooperating.

The bridge across Reed Creek, on the Gold Mint Road, was repaired, and 56 yards of rock and gravel hauled on this route.

The bridge across Archangel Creek on the road to the Fern Mine, was renewed.

The bridge across Craigie Creek, near the Lucky Shot mine was redecked.

Spring maintenance started on May 25th when culverts were thawed out, ditches cleared out and gravel hauled to soft places.

The roads to the mines were opened up on June 10th, and the road over the Hatcher summit on June 13th.

With the exception of the Independence Mine on Fishhook Creek, and the Lucky Shot on Willow Creek, considerable activity took place among the smaller mines and prospectors served by this road.

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

ROUTE 80-F MEDFRA-NIXON MINE -continued

TIMBER CULVERTS, repairing	32. lin feet
BRIDGES, repairing, wood	96. lin feet

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

Some work was done on this field this year, consisting of cutting brush which was encroaching on the field, smoothing up ruts and filling low places.

MAINTENANCE.

ROUTE 92-AA BETHEL AVIATION FIELD AND ROAD (125 ft x 1260 ft and
140 ft x 2300 ft)

Maintenance work was performed on the local roads during the season, and the main road extended towards the slough, which is located about 3/4 of a mile upstream from town.

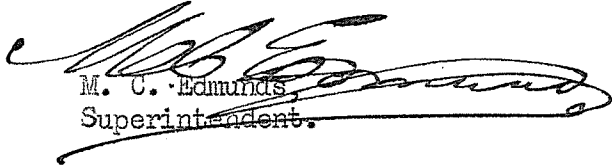
The gravel loading trap was repaired, and is now in good condition for loading sand, which is the only material available in this area.

It is planned to construct a road to a high ridge a short distance away from the river, but due to difficulty in getting any sort of help during the summer very little progress has been made.

Some material was hauled to the field after the breakup, and ruts and places which had eroded were repaired.

MAINTENANCE

1.2 miles


M. C. Edmunds
Superintendent.

SOUTHWESTERN DISTRICT

SEASON 1947

SUMMARY OF SUB-PROJECTS

Route No.	Name	Sled		Total
		Road	Road Trail	
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 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	44.2		44.2
	Includes:			
	Glenn Jct-Fishook Road -			
	Branches	13.3	miles road	
35-E	Wasilla-Fishook Junction	11.3	" road	
-BA	Falk Road	1.	" "	
-EA	Lakeview Road	3.1	" "	
35-I	Palmer RR Crossing to Moose Creek, Includes:			
	Main Road & Branches	9.8	miles road	
	Buffalo Mine Road	5.4	" "	
	Buffalo RR Spur Road	.3	" "	
35-DB	Luckyshot-Willow Station	27.7		27.7
	Includes:			
	Luckyshot-Willow Station	26.	miles road	
	Grubstake Branch	1.7	" "	
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 & branches	7.2	miles road	
	Sherrod Road	.6	" "	
	McLeod road	2.5	" "	
	Springer System	9.8	" "	
	Community Center	1.2	" "	

Route No.	Name	Road	Sled Road	Trail	Total
35-H	Wasilla-Finger Lake-Palmer	30.9			30.9
	Includes:				
	Main Road and Branches	13.6 miles road			
	Matanuska Trunk and Branches	8.6 " "			
	Bogard Road	7.2 " "			
	Engstrom Road	1.5 " "			
35-I	Palmer RR Crossing to Moose Creek	15.5			15.5
	Includes:				
	Main Road and Branches	9.8 miles road			
	Buffalo Mine Road	5.4 " "			
	Buffalo RR spur Road	.3 " "			
35-J	Wasilla-Matanuska Roads	14.			14.
	Includes:				
	Main Road	6.3 miles road			
	Edlund Road	5.9 " "			
	Branch	1.8 " "			
35-LB	Matanuska Dyke	-	-	-	-
35-Y	Wasilla Depot	-	-	-	-
46-D	McKinley Park Roads	91.3	-	14.	105.3
	Includes:				
	Railroad to Boundary	88.3 miles road			
	Wonder Lake Branch	2.7 " "			
	Station and Hotel Roads	.3			
	Savage River Coach Road	8. " Trail			
	Savage River Trail	2. " Trail			
	Horse Shoe Lake Trail	1. " Trail			
	Yanert Trail	3. " Trail			
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	40.7	18.	16.	74.7
	Includes:				
	Rt. 51 Talkeetna-Cache Creek	23.5 miles road			
	" " "	18. " sled road			
	51-A Cache Creek Trail	16. " trail			
	-B Peters Creek Road	17.2 " road			
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	Mills Creek-Cache Creek			35.	35.
55-C	Homer-Russian River	46.6	6.3		52.9
55-B	Kenai Dock	-	-	-	-
75	Anchorage Loop Roads	28.1			28.1
	Includes:				
75	Anchorage Loop Road	16.	miles road		
-E	McDonald Road	1.3	" "		
-I	Oilwell Road	8.	" "		
-M	Anchorage Radio Road	.2	" "		
	Fourth Avenue Road	.8	" "		
	Urban Road	.5	" "		
	Mountain View Roads	1.	" "		
	Gov't Hill Road	.3	" "		
75-A	Anchorage-Lake Spenard and Branches	21.4			21.4
	Includes:				
75-A	Anchorage-Lake Spenard and branches	13.3	miles road		
	Lake Otis Road	3.5	" "		
-C	Chester Creek Boat Lndg	1.	" "		
-F	Spenard-Campbell Creek	2.	" "		
	K.F.Q.D. Radio Road	1.6	" "		
75-D	Anchorage Depot	-	-	-	-
75-L	Anchorage Loop-Palmer and Branches	63.8			63.8
	Includes:				
	Anch. Loop to RR King-Palmer	40.7	miles road		
	Eklutna Lake Road	10.	" "		
	Birchwood Road	2.	" "		
	Bodenburg Butte Road	6.2	" "		
	Branch Roads	2.1	" "		
	(Eklutna School CAA Station and detour)				
	Clark Road	2.8	" "		
75-N	Spenard Canal	175 ft	by 2000 ft		
75-P	Anchorage-Potter	3.7			3.7
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-IA	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:				
	Abbott Road	1.2 miles road			
	Mill Bay Road	4. " "			
	Community Garden Road	2. " "			
	Upper Cannery Road	.2 " "			
	Mattson Road	.3 " "			
95	Kanatak 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. " trail			
	Jonesville Branch	2. " road			
98	Homer Roads	37.7	-	-	37.7
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		704.0	93.3	165.3	962.6

KUSKOKWIM SUB-DISTRICT

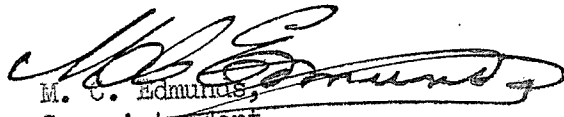
SEASON 1947

SUMMARY OF SUB-PROJECTS

<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
32-AB	Flat-Head-Moore Creek	-	-	42.	42.
32-B	Iditarod-Flat	8.7	-	-	8.7
32-D	Flat-Crooked Creek (w)	-	-	54.	54.
32-DD	Flat-Georgetown (s)	-	-	65.	65.
32-F	Takotna Depot	-	-	-	-
32-G	Kuskokwim Landing-Takotna	25.	-	-	25.
33-C	Flat City Roads	27.	-	-	27.
	Include:				
	33-G Flat City-Flat Creek	5.7	road		
	33-D Hd.Flat Creek-Willow Cr.	9.	"		
	33-DA Happy Creek Road	1.	"		
	33-E Willow Cr. Chicken Cr.	3.	"		
	33-F Flat City-Slate Creek	7.3	"		
	33-FA Gold Horn Branch	1.	"		
34-A	Flat-Holy Cross-Anvik	-	-	103.	103.
34-B	Iditarod-Shageluk-Anvik	-	-	85.	85.
38-B	Poomnan-Cripple	-	-	47.	47.
38-C	Ophir-Cripple (w)	-	-	47.	47.
38-D	Ophir-Takotna Roads	26.5	-	-	26.5
	Include:				
	38-D Ophir-Takotna	22.	road		
	38-DA Little Creek Road	3.	"		
	38-G Tak-Tak-Aviation Field	1.5	"		
38-H	Ganes Creek Road	20.	-	-	20.
64-AA	Raney's Landing-Cripple Mountain (w)	-	50.	-	50.
80-C	McGrath-Candle Creek	-	11.	-	11.
80-F	Medfra-Nixon Mine	12.	-	-	12.

<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
90-C	Shelter Cabins-3rd Division	-	-	-	-
90-D	Shelter Cabins-4th Division	-	-	-	-
92-A	Bethel-Quinhagak	-	-	90.	90.
92-B	Bethel-Tuluksak	-	-	44.	44.
92-C	Akiachak-Ohogamute	-	-	60.	60.
92-E	Yukon-Kuskokwim Portage	-	-	120.	120.
92-F	Quinhagak-Goodnews Bay	-	-	60.	60.
92-FA	Goodnews Bay-Platinum Creek	-	-	5.	5.
92-MA	Marvel Creek Trail	-	-	54.	54.
92-O	Tuluksak-Foothills	-	-	32.	32.
92-P	Holy Cross-Kaltshak	-	-	53.	53.
92-Q	Upper Landing-Bear Creek	-	26.	-	26.
92-S	Bethel-Nunichak	-	-	35.	35.
92-T	Johnson River-Kinak	-	-	30.	30.
92-U	Kinak-Kwigillingok-Kipnak	-	-	115.	115.
92-AA	Bethel Aviation Field Road	<u>1.2</u>	<u>-</u>	<u>-</u>	<u>1.2</u>
		120.4	87.	1141.	1348.4

Very truly yours,


M. C. Edmunds,
Superintendent

Department of The Interior
ALASKA ROAD COMMISSION
Anchorage, Alaska

November 12, 1947

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 1947.

SNOW REMOVAL

A small crew of five men was moved to the Park on March 26th to open up the station and start the equipment overhaul. This same crew handled the snow removal, starting on May 8th with one D-8 tractor with dozer. Snow conditions were fairly light and the road was opened to traffic on May 25th. As in previous years the heaviest work was encountered between miles 57 and 68; and it was again very evident that the standardized sections of road required the least attention.

Ice and glacier conditions were also comparatively light, the only serious glacier being that between miles 3 and 4. A thawing crew was required to open up culverts and ditches in order to handle the run off.

The road was closed in the fall on September 15th by drifting snow and no effort was made to keep it open. Snow storms were again experienced in August but at no time was the road closed to traffic.

MAINTENANCE

All work in the Park this season was carried on in line with a general maintenance and improvement program, no standardization or re-grading was contemplated. One crew handled this work and operated out from the Station as far as mile 30 before moving into camp at Toklat for the remainder of the season. The Toklat camp was closed down on September 14th.

Considerable graveling was accomplished along various sections of the road as follows:

Headquarters roads: 707 cu. yds. hauled from the pit at 2.5 mile.
Miles 3 and 4: 521 cu. yds. Spot gravelled on this section which had heaved out of shape through the glaciering stretches. This gravel was hauled from the

2.5 mile pit since all crushed gravel stock piles in this section have been depleted.

Mile 13 to 18: 1143 cu. yds. hauled from the Savage River bar to re-shape this badly heaved section.

Mile 24 to 26: 1153 cu. yds. hauled from the pea gravel pit at 27 mile to re-shape and stabilize.

Mile 50 to 52: 1400 cu. yds. heavy filling and re-grading of bad sags in the grade. One section of road is gradually creeping down the side hill, having moved about 6 feet during the season. The fill material was hauled from Anvil Creek.

Mile 60 to 62: 788 cu. yds. hauled from Stony Creek onto the sagged stretches over Stony Hill.

Mile 68 to 69: 346 cu. yds. spread to improve this section which was dangerously slippery in wet weather.

Mile 70 to 71: 1325 cu. yds. hauled on this section which was cutting up due to lack of surfacing and drainage. It was re-ditched with a grader prior to placing the gravel.

Mile 74: 60 cu. yds. hand loaded and placed in soft spots that developed in the spring.

Along with the graveling, ditches were cleaned and deepened in the worst sections between miles 6 and 11 and also between miles 2 and 4.

Cutting down of brush along the shoulders of the road was started and the work done on the various sections recommended by the Park Superintendent on both sides of the road in miles 28 to 31, 20 to 23, and on curves in miles 2 to 10. These sections were considered to be the most hazardous.

BRIDGE MAINTENANCE

During high water floods in August the Toklat River caused considerable damage to the fill between the two bridges. The West Toklat branch shifted against the fill and followed the fill to the East bridge; an effort was made to control the water under the west bridge by dozing channels and dykes but with no success. Repairs to the fill were accomplished by hauling in additional fill material and then rip-rapping the entire upstream side with rock. Rock for this purpose was drilled during the fall of 1946. 852 cu. yds. of rock were shot and placed this season.

The two stream beds between miles 7 and 8 which had filled up with gravel were cleaned out by dozers, the material being pushed to both sides to act as dykes. This work was carried upstream approximately one half mile above the bridges.

All bridge decks between mile 30 and the Kantishna were cleaned of accumulated dirt and gravel and minor repairs were made to the deck planking where holes and rotten sections had developed.

DEPOTS

The warehouse previously located at East Fork was moved to the maintenance camp at Toklat and repaired for use as a garage. This completes a fairly good camp for maintenance purposes, there now being a frame bunkhouse, a log cabin cook house, and the frame garage.

On May 23rd a fire of undetermined origin destroyed the garage and blacksmith shop located at the Station. A previous report has been submitted concerning this fire. In order to be in position to handle equipment repair and overhaul it was necessary to construct a temporary garage, this was done by using what lumber was available at the Park and covering the frame with a tent. This structure has been completed with flooring, work benches, lighting, and a heating stove and is ready for use on the spring overhaul.

In order to provide proper clearance along the Park air strip it was necessary to move the office and bunk house buildings. These buildings were moved to the North of the warehouse and garage, along the Railroad right of way. In connection with this move it was necessary to excavate a new basement for the bunk house for installation of the water storage tank and to provide warm storage for groceries. A new cesspool and sewer line was required and extension of water and power lines was accomplished. The old building site was filled in and leveled and the old equipment storage piles were cleaned up with the material being moved out of sight.


Work in the Park was closed down and the crews removed on October 28th. All perishable groceries and the batteries were placed in warm storage at the Railroad Hotel which is to be kept open throughout the winter.

SUMMARY of work accomplished:

Gravel loading, shovel	9,129 cu. yds.
Gravel haul	13,694 yd. miles
Average haul	1.5 mi.
Gravel spread	9,129 cu. yds.
Grading shovel	1,680 cu. yds.
Maintenance	88.3 Mi.
Snow removal	86.0 mi.

Considerable increase was noticed in the traffic over the Park roads; many private cars were shipped into the Park for short periods of time on the Railroad round trip excursion rates. It is anticipated that the traffic will be appreciably increased during next season.

Very truly yours,



M.C. Edmonds
Superintendent

ATG

Department of The Interior
ALASKA ROAD COMMISSION
Anchorage, Alaska

November 12, 1947

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 1947.

SNOW REMOVAL

A small crew of five men was moved to the Park on March 26th to open up the station and start the equipment overhaul. This same crew handled the snow removal, starting on May 8th with one D-8 tractor with dozer. Snow conditions were fairly light and the road was opened to traffic on May 25th. As in previous years the heaviest work was encountered between miles 57 and 68; and it was again very evident that the standardized sections of road required the least attention.

Ice and glacier conditions were also comparatively light, the only serious glacier being that between miles 3 and 4. A thawing crew was required to open up culverts and ditches in order to handle the run off.

The road was closed in the fall on September 15th by drifting snow and no effort was made to keep it open. Snow storms were again experienced in August but at no time was the road closed to traffic.

MAINTENANCE

All work in the Park this season was carried on in line with a general maintenance and improvement program, no standardization or re-grading was contemplated. One crew handled this work and operated out from the Station as far as mile 30 before moving into camp at Toklat for the remainder of the season. The Toklat camp was closed down on September 14th.

Considerable graveling was accomplished along various sections of the road as follows:

Headquarters roads: 707 cu. yds. hauled from the pit at 2.5 mile.
Miles 3 and 4: 521 cu. yds. Spot gravelled on this section which had heaved out of shape through the glaciering stretches. This gravel was hauled from the

2.5 mile pit since all crushed gravel stock piles in this section have been depleted.

Mile 13 to 18: 1143 cu. yds. hauled from the Savage River bar to re-shape this badly heaved section.

Mile 24 to 26: 1153 cu. yds. hauled from the pos gravel pit at 27 mile to re-shape and stabilize.

Mile 50 to 52: 1400 cu. yds. heavy filling and re-grading of bad sags in the grade. One section of road is gradually creeping down the side hill, having moved about 6 feet during the season. The fill material was hauled from Anvil Creek.

Mile 60 to 62: 788 cu. yds. hauled from Stony Creek onto the sagged stretches over Stony Hill.

Mile 68 to 69: 346 cu. yds. spread to improve this section which was dangerously slippery in wet weather.

Mile 70 to 71: 1525 cu. yds. hauled on this section which was cutting up due to lack of surfacing and drainage. It was re-ditched with a grader prior to placing the gravel.

Mile 74: 60 cu. yds. hand loaded and placed in soft spots that developed in the spring.

Along with the graveling, ditches were cleaned and deepened in the worst sections between miles 6 and 11 and also between miles 2 and 4.

Cutting down of brush along the shoulders of the road was started and the work done on the various sections recommended by the Park Superintendent on both sides of the road in miles 28 to 31, 20 to 23, and on curves in miles 2 to 10. These sections were considered to be the most hazardous.

BRIDGE MAINTENANCE

During high water floods in August the Toklat River caused considerable damage to the fill between the two bridges. The West Toklat branch shifted against the fill and followed the fill to the East bridge; an effort was made to control the water under the west bridge by dozing channels and dykes but with no success. Repairs to the fill were accomplished by hauling in additional fill material and then rip-rapping the entire upstream side with rock. Rock for this purpose was drilled during the fall of 1946. 852 cu. yds. of rock were shot and placed this season.

The two stream beds between miles 7 and 8 which had filled up with gravel were cleaned out by dozers, the material being pushed to both sides to act as dykes. This work was carried upstream approximately one half mile above the bridges.

All bridge decks between mile 30 and the Kantishna were cleaned of accumulated dirt and gravel and minor repairs were made to the deck planking where holes and rotten sections had developed.

DEPOTS

The warehouse previously located at East Fork was moved to the maintenance camp at Toklat and repaired for use as a garage. This completes a fairly good camp for maintenance purposes, there now being a frame bunkhouse, a log cabin cook house, and the frame garage.

On May 23rd a fire of undetermined origin destroyed the garage and blacksmith shop located at the Station. A previous report has been submitted concerning this fire. In order to be in position to handle equipment repair and overhaul it was necessary to construct a temporary garage, this was done by using what lumber was available at the Park and covering the frame with a tent. This structure has been completed with flooring, work benches, lighting, and a heating stove and is ready for use on the spring overhaul.

In order to provide proper clearance along the Park air strip it was necessary to move the office and bunk house buildings. These buildings were moved to the North of the warehouse and garage, along the Railroad right of way. In connection with this move it was necessary to excavate a new basement for the bunk house for installation of the water storage tank and to provide warm storage for groceries. A new cesspool and sewer line was required and extension of water and power lines was accomplished. The old building site was filled in and leveled and the old equipment storage piles were cleaned up with the material being moved out of sight.

Work in the Park was closed down and the crews removed on October 28th. All perishable groceries and the batteries were placed in warm storage at the Railroad Hotel which is to be kept open throughout the winter.

SUMMARY of work accomplished:

Gravel loading, shovel	9,129 cu. yds.
Gravel haul	13,694 yd. miles
Average haul	1.5 mi.
Gravel spread	9,129 cu. yds.
Grading shovel	1,630 cu. yds.
Maintenance	88.3 Mi.
Snow removal	86.0 mi.

Considerable increase was noticed in the traffic over the Park roads; many private cars were shipped into the Park for short periods of time on the Railroad round trip excursion rates. It is anticipated that the traffic will be appreciably increased during next season.

Very truly yours,

M.C. Edmonds
Superintendent

AFG

Department of The Interior
ALASKA ROAD COMMISSION
Anchorage, Alaska

November 12, 1947

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

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SNOW REMOVAL

A small crew of five men was moved to the Park on March 26th to open up the station and start the equipment overhaul. This same crew handled the snow removal, starting on May 6th with one D-8 tractor with dozer. Snow conditions were fairly light and the road was opened to traffic on May 25th. As in previous years the heaviest work was encountered between miles 57 and 68; and it was again very evident that the standardized sections of road required the least attention.

Ice and glacier conditions were also comparatively light, the only serious glacier being that between miles 3 and 4. A thawing crew was required to open up culverts and ditches in order to handle the run off.

The road was closed in the fall on September 15th by drifting snow and no effort was made to keep it open. Snow storms were again experienced in August but at no time was the road closed to traffic.

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2.5 mile pit since all crushed gravel stock piles in this section have been depleted. 1145 cu. yds. hauled from the Savage River bar to re-shape this badly heaved section. 1153 cu. yds. hauled from the 108 gravel pit at 87 mile to re-shape and stabilize. 1400 cu. yds. heavy filling and re-grading of bad sags in the grade. One section of road is gradually creeping down the side hill, having moved about 6 feet during the season. The fill material was hauled from April Creek. 788 cu. yds. hauled from Stony Creek onto the sagged stretches over Stony Hill. 346 cu. yds. spread to improve this section which was dangerously slippery in wet weather. 1355 cu. yds. hauled on this section which was cutting up due to lack of surfacing and drainage. It was re-ditched with a grader prior to placing the gravel. 60 cu. yds. hand loaded and placed in soft spots that developed in the spring.

Along with the graveling, ditches were cleaned and deepened in the worst sections between miles 6 and 11 and also between miles 2 and 4.

Cutting down of brush along the shoulders of the road was started and this work done on the various sections recommended by the Park Superintendent on both sides of the road in miles 22 to 31, 30 to 33, and on curves in miles 2 to 10. These sections were considered to be the most hazardous.

BRIDGE MAINTENANCE

During high water floods in August the Toklat River caused considerable damage to the fill between the two bridges. The West Toklat branch shifted against the fill and followed the fill to the West bridge; an effort was made to control the water under the west bridge by dozing channels and ditches but with no success. Repairs to the fill were accomplished by hauling in additional fill material and then rip-rapping the entire upstream side with rock. Rock for this purpose was drilled during the fall of 1946. 532 cu. yds. of rock were shot and placed this season.

The two stream beds between miles 7 and 8 which had filled up with gravel were cleaned out by dozers, the material being pushed to both sides to act as dykes. This work was carried upstream approximately one half mile above the bridges.

All bridge decks between mile 30 and the Kantimus were cleaned of accumulated dirt and gravel and minor repairs were made to the deck planking where holes and rotten sections had developed.

WORK

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Work in the Park was closed down and the crews removed on October 28th. All perishable groceries and the batteries were placed in warm storage at the Railroad Hotel which is to be kept open throughout the winter.

SUMMARY of work accomplished:

Gravel loading, shovel
Gravel haul
Average haul
Gravel spread
Grading shovel
Maintenance
Snow removal

9,129 cu. yds.
15,604 yd. miles
1.5 mi.
9,129 cu. yds.
1,680 cu. yds.
28.5 mi.
88.0 mi.

Considerable increase was noticed in the traffic over the Park roads; many private cars were shipped into the Park for short periods of time on the Railroad round trip excursion rates. It is anticipated that the traffic will be appreciably increased during next season.

Very truly yours,

M. G. Edwards
Superintendent

AWG

Department of The Interior
ALASKA ROAD COMMISSION
Anchorage, Alaska

November 12, 1947

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

Dear Sir:

The following recommendations are made for the work in Mt. McKinley Park for the season of 1948.

The maintenance required on the Park road necessitates considering operations on an increased scale. In addition to the regular surface maintenance and runoff control work must be undertaken on repairing and replacing bridges, cleaning and deepening ditches, cutting brush along the shoulders, repairing and adding stream control measures, and graveling.

The following summary indicates the specific items of maintenance considered essential:

BRIDGE REPAIR

Practically all bridges in the Park require repairs to deck and running plank, replacement of heavy guard rails instead of the flimsy hand rails which are now almost all damaged or completely gone, bracing and re-newal of abutments, and creosoting. This work can be undertaken on the small one span trestles on a maintenance program however the major structures need complete replacement.

The urgency of replacing the inadequate major bridge structures has been stressed continuously in recent years. It is understood that this feature of work will be undertaken when funds are made available and in accordance with Park Service designs; no estimate is therefore submitted with these recommendations.

GRADING - DITCHING

General ditching and cleaning of slopes is recommended specifically in the following sections:

Mile 3 - 4 Through this glacier section the ditches are continually sloughing full.

Mile 14 - 16 A similar section on Savage hill which is unstable.

- Mile 20 - 21 Side hill section subject to wash which has eroded the shoulder of the road and the slopes.
- Mile 40 - 41 Same type section as above.
- Mile 62 - 63 Stony Hill section on which the unstable ditches have filled and the road has settled. Ditching in this section can be done in conformance with proposed standardization alignment.
- Mile 65 Side hill section also requiring ditching and sloping.

STREAM CONTROL:

A program of cleaning out stream beds near bridges, repairing revetments, and in general improving runoff control should be continued especially in the following sections:

- Mile 9 - 11 The streams in this section carry considerable gravel during flood periods and have filled up to the point where channel deepening is necessary in order to prevent overflow of the road.
- Mile 21 The same work is required on this stream.
- Mile 61 - 62 The same work is required in this area.

GRAVELING:

The gravel program started last season should be continued in connection with re-shaping and improving the surface of the road, particularly in the following sections:

- Mile 3 - 4 The glacier section which will require graveling in conjunction with the grading recommended above.
- Mile 14 - 15 Savage Hill section for the same reason.
- Mile 48 - 52 This unstable section will require considerable gravel in re-shaping and in reducing the present slippery surface condition.
- Mile 72 - The road past this point is of lower standard and the original surfacing has disappeared. Until recently this road was used comparatively little and the maintenance therefore kept to a minimum. Recent increased travel and

the heavier loads being hauled necessitate improvement of this section.

MISCELLANEOUS:

The brush cutting program started during the 1947 season should be continued on a larger scale.

Snow removal and spring runoff control and maintenance must be provided for in addition to the above recommended work.

General surface maintenance, road patrol, and culvert cleaning is required in order to provide safe and satisfactory travel conditions.

Renewal and resetting of mile posts and safety signs is also recommended.

The following estimates are submitted, based on initiating the program as outlined above:

Regular maintenance and snow removal	\$30,000
Maintenance graveling	20,000
Maintenance grading and stream control	20,000
Bridge repair	<u>10,000</u>
Total	\$80,000

As stated above, no estimate is submitted concerning the necessary major bridge renewal program. If work in excess of that considered above is undertaken it will be necessary to provide more adequate garage facilities since the present temporary tent structure is insufficient. An estimate was submitted, at the request of the Park Superintendent, of the cost of providing a suitable garage; this estimate was \$120,000, and was based on provision of a concrete fire proof building with parts storage space and heating plant included.

Very truly yours,


M.C. Edmunds
Superintendent

AFG

Department of The Interior
ALASKA ROAD COMMISSION
Anchorage, Alaska

November 12, 1947

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

Dear Sir:

The following recommendations are made for the work in Mt. McKinley Park for the season of 1948.

The maintenance required on the Park road necessitates considering operations on an increased scale. In addition to the regular surface maintenance and runoff control work must be undertaken on repairing and replacing bridges, cleaning and deepening ditches, cutting brush along the shoulders, repairing and adding stream control measures, and graveling.

The following summary indicates the specific items of maintenance considered essential:

BRIDGE REPAIR

Practically all bridges in the Park require repairs to deck and running plank, replacement of heavy guard rails instead of the flimsy hand rails which are now almost all damaged or completely gone, bracing and re-newal of abutments, and creosoting. This work can be undertaken on the small one span trestles on a maintenance program however the major structures need complete replacement.

The urgency of replacing the inadequate major bridge structures has been stressed continuously in recent years. It is understood that this feature of work will be undertaken when funds are made available and in accordance with Park Service designs; no estimate is therefore submitted with these recommendations.

GRADING - DITCHING

General ditching and clesning of slopes is recommended specifically in the following sections:

Mile 3 - 4 Through this glacier section the ditches are continually sloughing full.

Mile 14 - 16 A similar section on Savage hill which is unstable.

- Mile 20 - 21 Side hill section subject to wash which has eroded the shoulder of the road and the slopes.
- Mile 40 - 41 Same type section as above.
- Mile 62 - 63 Stony Hill section on which the unstable ditches have filled and the road has settled. Ditching in this section can be done in conformance with proposed standardization alignment.
- Mile 65 Side hill section also requiring ditching and sloping.

STREAM CONTROL:

A program of cleaning out stream beds near bridges, repairing revetments, and in general improving runoff control should be continued especially in the following sections:

- Mile 9 - 11 The streams in this section carry considerable gravel during flood periods and have filled up to the point where channel deepening is necessary in order to prevent overflow of the road.
- Mile 21 The same work is required on this stream.
- Mile 61 - 62 The same work is required in this area.

GRAVELING:

The gravel program started last season should be continued in connection with re-shaping and improving the surface of the road, particularly in the following sections:

- Mile 3 - 4 The glacier section which will require graveling in conjunction with the grading recommended above.
- Mile 14 - 15 Savage Hill section for the same reason.
- Mile 48 - 52 This unstable section will require considerable gravel in re-shaping and in reducing the present slippery surface condition.
- Mile 72 - The road past this point is of lower standard and the original surfacing has disappeared. Until recently this road was used comparatively little and the maintenance therefore kept to a minimum. Recent increased travel and

the heavier loads being hauled necessitate improvement of this section.

MISCELLANEOUS:

The brush cutting program started during the 1947 season should be continued on a larger scale.

Snow removal and spring runoff control and maintenance must be provided for in addition to the above recommended work.

General surface maintenance, road patrol, and culvert cleaning is required in order to provide safe and satisfactory travel conditions.

Renewal and resetting of mile posts and safety signs is also recommended.

The following estimates are submitted, based on initiating the program as outlined above:

Regular maintenance and snow removal	\$50,000
Maintenance graveling	20,000
Maintenance grading and stream control	20,000
Bridge repair	<u>10,000</u>
Total	\$80,000

As stated above, no estimate is submitted concerning the necessary major bridge renewal program. If work in excess of that considered above is undertaken it will be necessary to provide more adequate garage facilities since the present temporary tent structure is insufficient. An estimate was submitted, at the request of the Park Superintendent, of the cost of providing a suitable garage; this estimate was \$120,000, and was based on provision of a concrete fire proof building with parts storage space and heating plant included.

Very truly yours,

M.C. Edmonds
Superintendent

AFG

Department of The Interior
ALASKA ROAD COMMISSION
Anchorage, Alaska

November 12, 1947

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

Dear Sir:

The following recommendations are made for the work in Mt. McKinley Park for the season of 1948.

The maintenance required on the Park road necessitates considering operations on an increased scale. In addition to the regular surface maintenance and runoff control work must be undertaken on repairing and replacing bridges, cleaning and deepening ditches, cutting brush along the shoulders, repairing and adding stream control measures, and graveling.

The following summary indicates the specific items of maintenance considered essential:

BRIDGE REPAIR

Practically all bridges in the Park require repairs to deck and running plank, replacement of heavy guard rails instead of the flimsy hand rails which are now almost all damaged or completely gone, bracing and re-novel of abutments, and cross-tieing. This work can be undertaken on the small one span trestles on a maintenance program however the major structures need complete replacement.

The urgency of replacing the inadequate major bridge structures has been stressed continuously in recent years. It is understood that this feature of work will be undertaken when funds are made available and in accordance with Park Service designs; no estimate is therefore submitted with these recommendations.

GRADING - DITCHING

General ditching and cleaning of slopes is recommended specifically in the following sections:

Mile 3 - 4 Through this glacier section the ditches are continually sloughing full.

Mile 14 - 15 A similar section on Savage hill which is unstable.

- Mile 20 - 21 Side hill section subject to wash which has eroded the shoulder of the road and the slopes.
- Mile 40 - 41 Same type section as above.
- Mile 62 - 63 Stony Hill section on which the unstable ditches have filled and the road has settled. Ditching in this section can be done in conformance with proposed standardization alignment.
- Mile 65 Side hill section also requiring ditching and sloping.

STREAM CONTROL:

A program of cleaning out stream beds near bridges, repairing revetments, and in general improving runoff control should be continued especially in the following sections:

- Mile 9 - 11 The streams in this section carry considerable gravel during flood periods and have filled up to the point where channel deepening is necessary in order to prevent overflow of the road.
- Mile 21 The same work is required on this stream.
- Mile 61 - 63 The same work is required in this area.

GRAVELING:

The gravel program started last season should be continued in connection with re-shaping and improving the surface of the road, particularly in the following sections:

- Mile 5 - 4 The glacier section which will require graveling in conjunction with the grading recommended above.
- Mile 14 - 15 Savage Hill section for the same reason.
- Mile 48 - 52 This unstable section will require considerable gravel in re-shaping and in reducing the present slippery surface condition.
- Mile 72 - The road past this point is of lower standard and the original surfacing has disappeared. Until recently this road was used comparatively little and the maintenance therefore kept to a minimum. Recent increased travel and

the heavier loads being hailed necessitate improvement of this section.

RECOMMENDATIONS:

The brush cutting program started during the 1947 season should be continued on a larger scale.

Brush removal and spring runoff control and maintenance must be provided for in addition to the above recommended work.

General surface maintenance, road patrol, and oilport clearing is required in order to provide safe and satisfactory travel conditions.

General and resetting of mile posts and safety signs is also recommended

The following estimates are submitted, based on initiating the program as outlined above:

Regular maintenance and minor repairs	\$50,000
Maintenance graveling	20,000
Maintenance grading and stream control	20,000
Bridge repair	<u>10,000</u>
Total	\$100,000

As stated above, no estimate is submitted concerning the necessary major bridge renewal program. If work in excess of that considered above is undertaken it will be necessary to provide more adequate garage facilities since the present temporary built structure is insufficient. An estimate was submitted, at the request of the Park Superintendent, of the cost of providing a suitable garage; this estimate was \$120,000, and was based on provision of a concrete fire proof building with parts storage space and heating plant included.

Very truly yours,

ART

W. C. Richards
Superintendent

COPY

National Archives and Records Administration
Pacific Alaska Region
614 West 3rd Avenue
Anchorage, Alaska 99501-2145

Record Group No. RG 30
E. Mail / Location Box 29, 10/05/142
Additional information Project Comrap
Juneau, AK 1946-1959
File 20/A Anchorage Annual
Report 1948

20/198 ANCHORAGE ANNUAL REPORT FOR 1948
(Recommendations for 1949)

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

Anchorage, Alaska

28 1949

DATE March 25, 1949.

FILE NO.

SUSPENSE

JUNEAU

DISTRICT

REFERENCE

On the yearly report dated Jan. 3, 1949, an error has been picked up in Route 75L - "Gravel Loading Hand" 38 yds. should be in "Maintenance; gravel hauling should be 21129 cu.yds, with an average haul of 3 miles making the yds. 63,387.

L.A. Hatchett

L.A. Hatchett

Ass't. District Engineer

LAM:mm

Col. N
<i>[Handwritten]</i>
GMP
WHO
CRS

20/198

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

Ike P. Taylor
Chief Engineer

Anchorage, Alaska

Jan. 28, 1949.

JUNEAU DISTRICT

DATE
FILE NO.
SUSPENSE

1949

JAN 31 1949
Alaska Road Commission
Juneau, Alaska

REFERENCE

Please make the following addition to 46-D, McKinley
Park Roads on our yearly report:

Repair, Bridges, Wooden Trestle - - - - - 949 lin. ft.

Wm. J. Niemi
Wm. J. Niemi
District Engineer

Col. N
<input checked="" type="checkbox"/> IPT
<input checked="" type="checkbox"/> AFG
GMT
WHD
GHS

WJN:mm

[Handwritten signature]