

RG 30 ALASKA ROAD COMMISSION
BUREAU OF PUBLIC ROADS
PROJECT CORRESPONDENCE
JUNEAU, AK
1916 -- 1959

66
Box:

9/2/5

10, 06, 09

871. Name

Office Memorandum • UNITED STATES GOVERNMENT

TO : A.F. Ghiglione, Acting Regional Engineer
Juneau

FROM : *FM* Frank Morris, District Engineer
Nome

DATE: March 1, 1958

SUBJECT: Recommendation for Fiscal Year Ending June 30, 1958.

Enclosed are requests for authorization of positions to be activated for construction and maintenance work together with our proposed plans.

Construction funds will handle the double shifting of both scrapers and bulldozers as you have set them up. If funds to cover the contract surfacing are to come out of this amount the scraper work will have to be curtailed.

We wish to advise that your tentative plans for the Nome District, have been publicized, in fact before we were notified and with more detail than is had today.

Denney + Road



SF52 for wage locked employees returned to Nome 3-6-58 882

cc

| | |
|--------------|--------------|
| Comm. R. | <i>W</i> |
| Chf. Engr. | <i>W</i> |
| Admin. | |
| Opns. | <i>BDS</i> |
| D. & C. | <i>W</i> |
| S. & F. Off. | |
| Road Br. | |
| Bridge Br. | |
| Contracts | |
| Program Off. | |
| Finance | |
| Pers. | <i>882-1</i> |
| Supply | |
| R/E Off. | |
| Safety | |
| M. & R. | |

RECOMMENDED ACCOMPLISHMENTS BY NOME DISTRICT
FOR
FISCAL YEAR ENDING JUNE 30, 1958

I - Plans & Surveys

Completion of Teller Survey begun by the Territory?

II - Construction in Progress

Route 97 - Nome-Kougarok

Approximately thirty-six miles of road remained to be constructed at the end of the 1956 season before reaching the Kougarok Road. It is believed that the rough grading can be completed this coming season if the bulldozers are double shifted or if three additional can be procured. Double shifting the scrapers can begin as soon as camp facilities are expanded and operators are recruited or trained if funds are made available.

It is planned to continue as organized during the spring of 1957 adding long haul surfacing and widening by contract early in June. That surfacing and widening activities might be better coordinated with grading it is proposed to advertise for two contracts - timing the notice to proceed with the second contract according to grading progress. These contracts are to be for placing 60,000 - 80,000 cu. yds. each.

The proposed organization follows below:

Engineering & General Supervision

1 - Resident Engineer

2 - Grade 3 Engr. Aid

Recommended Accomplishments by Nome District

Fiscal Year Ending June 30, 1958 - Page 2.

1 - Grade 2 Engr. Aid

2 - Laborers

Using one 1/2 T. Pickup

5 mos. @ \$4500

\$22,500.00

Dozer Crew

1 - Foreman

8 - Operators

Using 4 bulldozers

5 mos. @ \$30,000

\$150,000.00

Scraper Crew

1 - Foreman

6 - Operators

Using:

3 - Scrapers

1 - Push Cat

1 - Bulldozer

1 - Grader

1 - Utility truck

1 - Power wagon

5 mos. @ \$50,000

Double Shift: \$250,000.00

Single Shift: \$135,000.00

Culvert Crew

1 - Foreman

1 - Operator-helper

1 - Laborer

Recommended Accomplishments by Nome District
 Fiscal Year Ending June 30, 1958 - Page 3.

Using:

1 - Flatbed

1 - Small Bulldozer

5 mos. @ \$4000 \$ 20,000.00

Bridge Crew

1 - Foreman

1 - Piledriver operator

1 - Mechanic - Heavy Duty

2 - Laborers

Using:

1 - Crane

1 - Truck

1 - Air Compressor

1 - Pickup

3 mos. @ \$12,000 \$ 36,000.00

Estimated Cost Bridges

Steel for Grand Central River \$ 10,000.00
 / Warehouse Overhead 3,700.00

Steel for Pilgrim River 24,000.00
 / Warehouse Overhead 8,880.00

Estimated Cost Culverts

/ Freight (140%) 30,000.00
42,000.00

Total Single Shift \$482,080.00
 Total Double Shift \$597,080.00

Investigation may show that some of the stream crossings for which culverts are tentatively planned will require small bridges as the opportunity to observe the results of the glaciering and flood actions has not presented itself too clearly in all cases.

Recommended Accomplishments by Nome District

Fiscal Year Ending June 30, 1958 Page 4.

III - Maintenance

A summary of the estimated cost of the proposed accomplishments follows below. These include maintenance-reducing improvements, routine maintenance and in some cases minimum work to protect these existing roads with a low volume of traffic.

| | |
|---|-----------------|
| (a) Council Road (Summer) | \$143,000.00 |
| (b) Nome-Kougarok (Summer) | 20,500.00 |
| (Winter) | 5,000.00 |
| (c) Seward Peninsula R.R. (Summer) | 500.00 |
| (d) Council Locals (Summer) | 2,000.00 |
| (e) Nome Locals (Summer) | 13,000.00 |
| (f) Bunker Hill-Kougarok (Summer) | 3,000.00 |
| (g) Deering-Inmachuk (Summer) | 4,000.00 |
| (h) Teller-Bluestone (Summer) | 1,000.00 |
| (i) Trails (Winter) | 1,500.00 |
| (j) Road Signs (Summer) | <u>5,000.00</u> |
| Total Maintenance Cost to June 30, 1958 - | \$198,500.00 |

(a) Council Road - Route 041 Length 77+ Miles

Below follows our proposed maintenance work for this route.

1. Place 6" - 8" of gravel from Nome City limits to Nome River Bridge and over Cape Nome - a total distance of 3-1/2 miles.

\$15,000.00

Recommended Accomplishments by Nome District

Fiscal Year Ending June 30, 1958 Page 5.

| | |
|--|-------------|
| 2. Raise the grade up the East Fork of the Solomon River where the worst glaciating areas are crossed. | \$17,000.00 |
| 3. Continue grading and graveling the remaining three miles of road down Fox River. | 12,000.00 |
| 4. Clean rock talus slide from the road crossing over Cape Nome and place as slope protection along the 16-1/2 mile washout. | 14,000.00 |
| 5. Install a large culvert in Shovel Creek to replace the old wooden bridge now unsafe except for an auto or pickup. | 4,000.00 |
| 6. Operate and maintain the ferries. | 18,000.00 |
| 7. Routine surface blading. | 5,000.00 |
| 8. Replace Solomon Ferry with a bridge. | 48,000.00 |
| 9. Open road, clean culverts and spot gravel in the spring of 1958. | 6,000.00 |
| 10. Emergency repairs. | 4,000.00 |

TOTAL — 143,000.00

The above work, excepting the bridge, is to be performed by

the following crew:

- 1 - Foreman
- 2 - Ferrymen
- 3 - Truck Drivers
- 2 - Operators



Recommended Accomplishments by Nome District

Fiscal Year Ending June 30, 1958 Page 6.

Using:

- 1 - Bulldozer
- 1 - Loader
- 1 - Grader
- 3 - Dump trucks
- 1 - 1/2 T. Pickup

Three large dump trucks together with a loader will be required to accomplish the heavy graveling and the talus clean up.

(b) Nome-Kougarek Route 042 36 Miles

It is proposed that the following maintenance be accomplished during the fiscal year ending June 30, 1958.

| | |
|---|-----------------|
| 1. Raise the grade through the snow traps near the City Airfield and north of Bourbon Creek @ Mile 2. | \$12,000.00 |
| 2. Routine surface blading. | 4,000.00 |
| 3. Spot graveling spring washouts and soft areas. | 2,500.00 |
| 4. Emergency repairs. | <u>2,000.00</u> |
| Summer Maintenance | \$20,500.00 |
| Winter Maintenance | <u>5,000.00</u> |
| Total Maintenance | \$25,500.00 |

(c) Seward Peninsula R.R. Route 043 Length 17 Miles

Only seventeen miles of this railroad is now useable - from Mile 29 to Mile 46. That portion from Mile 13 to Mile 29 has been replaced by Route 97 and is no longer useable as the newly constructed road has cut the railroad into several isolated parts.

*Stop using
when*

Recommended Accomplishments by Nome District

Fiscal Year Ending June 30, 1958 Page 7.

Those few remaining miles of railroad are located across Salmon Lake from the road and provide access to a different area for the persons still using their speeder - mostly fishermen and hunters that have cabins in this vicinity.

It is recommended that minimum maintenance funds be provided to keep that which is left patched up.

*Pick up 2000
see 6 units?*

Cost \$500.00

(d) Council Locals Totaling 40.0 miles

It is believed that mining activity will remain the same for the coming fiscal year - using only the Shovel Creek and the Council-Ophir roads. The other roads are used by persons performing their annual assessment work who either travel by foot, with a weasel or with a tractor.

Maintenance requirements are as follows:

1. Clean ditches, culverts and surface blade the Council-Ophir road. \$500.00
 2. Surface blade the Shovel Creek road. 100.00
 3. Opening and spot graveling of roads in the spring of 1958. 1,400.00
- \$2,000.00

(e) Nome Locals Totaling 62.5 miles

1. Clean ditches and replace three small bridges each with a culvert on the Sunset Road. \$3,000.00

Recommended Accomplishments by Nome District

Fiscal Year Ending June 30, 1958 Page 8.

| | |
|--|-----------------|
| 2. Spot gravel the Osborne and Buster Creek Roads. | \$1,000.00 |
| 3. Grade the remaining snow traps on the Depot Spur. | 2,000.00 |
| 4. Clean ditches along the Snake River Road. | 2,000.00 |
| 5. Routine surface blading. | 3,000.00 |
| 6. Emergency repairs. | <u>2,000.00</u> |
| | \$13,000.00 |

(f) Bunker Hill-Kougarok Route 043.1 40.5 miles

It is planned to accomplish only minimum maintenance to provide access for the miners to Quartz Creek airfield during the fiscal year ending in 1958 as we expect to connect through from Nome in the near future. At the time this road can then be put back into decent shape if sufficient funds become available for reconstruction.

Estimated Cost \$3,000.00

(g) Deering-Inmachuk Route 043.2 25.0 miles

It is recommended that maintenance funds be allocated for graveling along this route pending operation of the dredge at Utica. If not operated that work accomplished earlier in the season should suffice if no emergency occurs as the two remaining operators are small and move only a small tonnage.

| | |
|-----------------------------|-----------------|
| 1. Graveling | \$3,000.00 |
| 2. Opening road spring 1958 | <u>1,000.00</u> |
| | \$4,000.00 |

Recommended Accomplishments by Nome District

Fiscal Year Ending June 30, 1958 Page 9.

(h) Teller-Bluestone Route 040.31 16.0 miles

It is recommended that this road be maintained only as far as the water hole near Mile 3 as this is Teller's summer water supply.

Estimated Cost \$1,000.00

(i) Trails Total Length 346.0 miles

These winter dog trails are used mostly by the eskimos traveling between villages, hunting and fishing and gaining access to their reindeer herds. Only these portions crossing ice requires yearly staking - totaling 220.0 miles. The remainder requires replacement of the tripods occasionally as they rot and collapse.

Cost \$1,500.00

(j) Road Signs

It is recommended that the proper signs be erected along the roads leading from Nome. Signs are few and far between as past maintenance funds have been more urgently needed for other repairs and improvements.

We are asking that this work be included under one work order for all routes as no thorough study has been made as to the distribution of the signs.

For the erection of new signs and the repair of existing ones the following crew will be used.

1 - Sign painter

Using: 1 vehicle

2-1/2 mos. \$1500

Territory

*? WJM
Only local people use roads.*

Equipment

Those large dump trucks and loader, whose requisition was delayed pending the new program, will be needed for the heavy graveling on the Council Road, the Nome Local Roads and the Bunker Hill-Kougarok Road once the tie-through is accomplished.

The small gravel trucks we now have are sufficient for spot graveling but not for anything approaching reconstruction.

Construction activities will still require two 1/2 ton pickups if we are unsuccessful obtaining the surplus weapons carriers from the Air Force. These pickups are to replace two 15 year old army command cars one of which had a major breakdown near the end of last season; the other is threatening. It is economically unsound to plan repairs for either.

BUREAU OF PUBLIC ROADS

811
126

Mr. Frank Morris, District Engineer
Nome

February 21, 1957

A. F. Ghiglione, Acting Regional Engineer
Juneau

Tentative Program - 1957 Construction Year

The following is a tentative program for the 1957 construction year, as recently developed with the Territorial Highway Engineer and Board of Road Commissioners.

SURVEYS

Nome-Teller Approx. 20 miles

CONSTRUCTION

| | |
|---|---------|
| Nome-Kougarok, Grading (by government forces) | 600,000 |
| Nome-Teller, Bridge at Penny River | 25,000 |

Maintenance has previously been considered for the period through June 30.

The District should be prepared to enter the District Engineers Conference, now scheduled for March 4, with suggestions as to equipment and personnel to accomplish the above program. Due to limited time remaining, no written recommendations will be possible in advance of the meeting. The program will be more fully developed during the conference. No publicity whatsoever will be given to this tentative program.

WJNiemi/bf

WJN
WJN

[Handwritten initials]



UNITED STATES

DEPARTMENT OF THE INTERIOR

ALASKA-ROAD-COMMISSION

DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

DIVISION TEN

P.O. Box 219

Nome, Alaska

9/16 Nome

c c

December 3, 1956

| | |
|--------------|----------------|
| Comm. R. | <i>off</i> |
| Crit. Engr. | <i>W. B. 1</i> |
| Admin. | <i>W. B. 1</i> |
| Ops. | <i>BSZ</i> |
| D. & C. | |
| B. & F. Off. | |
| Road Br. | |
| Bridge Br. | |
| Contracts. | |
| Program Off. | |
| Finance. | |
| Pers. | |
| Supply. | |
| R/E Off. | |
| Safety. | |
| Mr & R. | |

Mr. A. F. Ghiglione
Acting Division Engineer
Bureau of Public Roads
Juneau, Alaska

Re: Continuation 1957 Program

Dear Mr. Ghiglione:

Attached is the original and two copies of our recommendations to be accomplished by the end of the fiscal year expiring June 30, 1957 together with ARC 49.

You will note that a bridge crew has been set up for construction work. It is planned to bridge three rivers along the Nome-Kougarok Road next season and possibly replace the Solomon Ferry, so we will have a full seasons work if our proposals are approved.

No recommendations were for the Lost River, Tin City, nor Spruce Creek areas as we know of no activities planned for the coming season.

Yours very truly,

Frank Morris
Frank Morris
District Engineer

Attachment

RECOMMENDED ACCOMPLISHMENTS PRIOR JUNE 30, 1957

BY

NOME DISTRICT

I - Plans & Surveys

No advance surveys are contemplated; however, additional reconnaissance and soils maps from the USGS will be needed for continuance of the Nome-Kougarok construction.

II - Construction in Progress

Nome-Kougarok (Route 97)

It is planned to operate with the same outfit much in the same manner as last season until June 30, 1957. From this date forward and if sufficient funds are made available it is desired to double shift the bulldozers and scrapers during the summer months. This will permit us to extend the preliminary grading to the vicinity of Bunker Hill, and also, possibly a driveable road if we have a favorable season.

There follows a description of our outfit and probable costs.

Engineering & General Supervision

1 - Resident Engineer
2 - Grade 3 Engr. Aids
1 - Pickup

Cost

\$4,000.00

Dozer Crew

1 - Foreman-operator
2 - Operators
Using 3 bulldozers

Cost

\$12,000.00

Recommended Accomplishments - 2
Prior June 30, 1957

Scraper Crew

1 - Foreman
6 - Operators
Using:
3 scrapers
1 push cat
1 bulldozer
1 grader
1 utility truck
1 power wagon

Cost \$27,000.00

Culvert Crew

1 - Foreman
1 - Operator-helper
Using:
1 flatbed truck
1 bulldozer

Cost one week \$ 1,000.00

Bridge Crew

1 - Foreman
1 - Piledriver Operator
1 - H.D. Mechanic
2 - Laborers
Using:
1 crane
1 truck
1 air compressor
1 pickup

Cost one week \$ 3,000.00

The culvert and bridge crew will not be activated until the last week in June as we will have no materials for installation until the first boat brings them.

Moving onto job \$ 3,000.00

Estimated cost of culverts
and steel \$10,000.00

Total Cost of Operation
to June 30, 1957 \$60,000.00

Recommended Accomplishments - 3
 Prior June 30, 1957

III - Maintenance

A summary of the proposed apportionment of maintenance funds follows. Consideration is based upon minimum requirements for anticipated traffic and to making maintenance-reducing improvements at a time when the weather is most favorable.

| | |
|--|-----------------|
| (a) Council Road (Summer) | \$21,000.00 |
| (b) Nome-Kougarok (Summer) | 2,500.00 |
| (b) (Winter) | 3,000.00 |
| (c) Seward Peninsula RR (Summer) | |
| (d) Council Locals (Summer) | 1,000.00 |
| (e) Nome Locals (Summer) | 2,500.00 |
| (f) Bunker Hill-Kougarok (Summer) | 2,000.00 |
| (g) Deering-Inmachuk (Summer) | 3,000.00 |
| (h) Teller-Bluestone (Summer) | 1,000.00 |
| (i) Painting Nome Depot | <u>4,000.00</u> |
| Total Maintenance Cost to June 30, 1957 | \$40,000.00 |

There follows our recommended maintenance accomplishments:

(a) Nome-Council Road Route 041 Length 77.1 Miles

The principal users of this road will be the dredge operators on the Solomon River and at Council. Last summer the good fishing in the Council Area attracted a large number of sportsmen - particularly over the weekends and holidays. Considerable use is made of the Nome to Solomon portion by persons shopping as Solomon prices are lower than those of Nome.

It is recommended that we accomplish the following maintenance by June 30, 1957.

1. Open the road, spot gravel, clear the culverts
and surface blading ----- \$6,000.00
2. Reinforce Hastings fill @ Mile 9 before the
heavy seasonal rains begin ----- 1,500.00
3. Erect new towers for Safety Ferry and replace
one stationary cable ----- 6,000.00
4. Operate Ferrys ----- 4,000.00
5. Paint Nome River Bridge (By Contract)----- 2,000.00

Recommended Accomplishments - 4
Prior June 30, 1957

We plan to use the following outfit for this work:

- 1 - Foreman
- 2 - Ferrymen
- 3 - Truck Drivers
- 2 - Operators

Equipment:

- 1 - bulldozer
- 1 - loader
- 1 - grader
- 3 - dump trucks
- 1 - 1/2 T. pickup

(b) Nome-Kouzarok Route 042 Length 36 Miles

This route is used by miners, prospectors, hunters, fishermen and various Government Agencies.

Excellent fishing in the Salmon Lake Area is expected to increase the traffic count considerably this coming season. Two persons, anticipating this, began building a roadhouse and hauling in wainigans near the mouth of the Grand Central River on Salmon Lake before the road became passable to their site.

It is estimated that the first five miles of this route has a traffic count averaging 150 vehicles per day during the summer months, dropping to about 30 during the winter.

A point of interest is that the local eskimo people are beginning to replace their skin boats with pickup trucks as it is much more convenient to drive to hunting, fishing and Berry picking areas. This is doing much to increase our traffic count. During the season of 1955 only a half dozen of the crew had an auto, by 1956 almost two thirds of the crew had a vehicle of some sort.

The following maintenance is recommended:

1. Spot gravel, clean culverts and surface blade \$2,500.00
2. Snow removal until the spring of 1957 3,000.00

Recommended Accomplishments - 5
Prior June 30, 1957

The following will be used to accomplish this work:

Men:

- 1 - Operator
- 1 - Truck driver

Equipment:

- 1 - dump truck
- 1 - loader
- 1 - grader

(c) Seward Peninsula RR Route 043 Length 17 Miles

No maintenance work is contemplated for the 17 miles remaining passable.

(d) Council Locals Totaling 40.0 Miles

Our present information indicates that only the Council-Ophir and Shovel Creek Roads will be used this coming season.

The Council-Ophir road will receive much the same use as last season unless another dredge is put into operation, of which there is some talk.

This coming season there will be three small placer miners on Shovel Creek instead of one.

There follows our maintenance requirements:

- | | |
|---|---------------|
| 1. Open Shovel Creek Road, spot gravel and surface blade ----- | \$900.00 |
| 2. Surface blade Council-Ophir ----- | <u>100.00</u> |
| Total Cost | \$1,000.00 |

We anticipate no users for the remaining roads in this system except by those performing their annual assessment work.

(e) None Locals Totaling 62.5 Miles

- | | |
|--|---------------|
| 1. Snake River Road - replace 60" culvert Mile 2.9, extend slope protection for Glacier Creek Bridge approach and surface blade----- | \$2,000.00 |
| 2. Routine surface blading ----- | <u>500.00</u> |

Recommended Accomplishments - 6
Prior June 30, 1957

It is planned to accomplish this work with the Council maintenance crew in conjunction with the early Nome-Kougarok maintenance and before opening the Council Road.

(f) Bunker Hill-Kougarok Route 043.1 Length 40.5 Miles

In addition to the placer miners of last season another plans to activate the Fox Bar dredge.

The surplus Army fuel in the Kougarok Area was almost completely used last summer. The people planning to operate the dredge have flown oil to Quartz Creek with a C-46 for next season's work. Those mining at Taylor plan to bring in their fuel by cat train early next spring. The rest have a few drums left as the 1956 season was poor due to a lack of water. All are hoping for the early completion of the Nome-Kougarok Road.

Maintenance proposed is only the bare minimum that will afford miners access to the little remaining fuel and to the Quartz Creek airstrip. This will consist of spring washout repairs, spot graveling the worst soft spots and surface blading.

Men:

- 1 - Foreman-operator
- 1 - Truck driver

Equipment:

- 1 - bulldozer
- 1 - truck
- 1 - grader

It will be necessary to rent a bulldozer from one of the local miners as we moved our's to Nome for construction work last season.

Total Cost ----- \$2,000.00

(g) Deering-Inmachuk Route 043.2 Length 25.0 Miles

We believe there will be about the same mining activity in this area as last season. There is the possibility that the dredge at Utica may not work as the operators had financial difficulty last season and are now promoting additional funds. If they do not operate only minimum maintenance will be needed as they haul most of the freight.

Maintenance over this route will consist of washout repair, surface blading and some fairly heavy spot graveling .

Recommended Accomplishments - 7
Prior June 30, 1957

Men:

- 1 - Foreman-operator
- 1 - Truck driver

Equipment:

- 1 - bulldozer
- 1 - truck
- 1 - grader

Cost ----- \$6,000.00

If the dredge does not operate -

Cost ----- \$2,000.00

(h) Teller-Bluestone Route 040.31 Length 16.0 Miles

The principal requirement of this road is to provide access to the summer water supply near Mile 3. This season it is recommended that it be opened only this far.

Cost ----- \$1,000.00

(i) Trails

No maintenance work contemplated before June 30, 1957.

(j) Painting Nome Depot

It is desired to paint the buildings in the Nome Depot during the year's most favorable months of May and June. Some of the buildings have never been painted since we have had them and those that have are beginning to peel.

A few of the buildings will require reailing of the trim and loose boards before painting.

Estimated Cost ----- \$4,000.00

*Does not over-extend as was
The case last year
J.H.G.*

ASSIGNMENT OF EQUIPMENT

None

DISTRICT

Season of 19 57

| UNITS ON HAND AND REQUIRED | None | | | | DISTRICT | | | | |
|----------------------------------|--|------------------------|------------------------|--------------|----------|--|--|--|--|
| | Tractors, wheeled, large, (DW-10, Euclid) | Welders, Arc, 200 Amp. | Welders, Arc, 300 Amp. | Speeder R.R. | Ferry | | | | |
| On Hand | | 1 | 1 | 1 | 2 | | | | |
| To Be Surveyed | | | | | | | | | |
| Balance on Hand | | | | | | | | | |
| Required | | | | 1 | 2 | | | | |
| To Acquire | | | | | | | | | |
| DISTRIBUTION | | | | | | | | | |
| Maintenance | | 1 | 1 | | 2 | | | | |
| Construction | | | | 1 | | | | | |
| General | | | | | | | | | |
| TOTALS | | 1 | 1 | 1 | 2 | | | | |

RECOMMENDED ACCOMPLISHMENTS PRIOR JUNE 30, 1957

BY

NOME DISTRICT

I - Plans & Surveys

No advance surveys are contemplated; however, additional reconnaissance and soils maps from the USGS will be needed for continuance of the Nome-Kougarok construction.

II - Construction in Progress

Nome-Kougarok (Route 97)

It is planned to operate with the same outfit much in the same manner as last season until June 30, 1957. From this date forward and if sufficient funds are made available it is desired to double shift the bulldozers and scrapers during the summer months. This will permit us to extend the preliminary grading to the vicinity of Bunker Hill, and also, possibly a driveable road if we have a favorable season.

There follows a description of our outfit and probable costs.

Engineering & General Supervision

- 1 - Resident Engineer
- 2 - Grade 3 Engr. Aids
- 1 - Pickup

Cost

\$4,000.00

Dozer Crew

- 1 - Foreman-operator
- 2 - Operators
- Using 3 bulldozers

Cost

\$12,000.00

210
1957

Recommended Accomplishments - 2
Prior June 30, 1957

Scraper Crew

1 - Foreman
6 - Operators
Using:
3 scrapers
1 push cat
1 bulldozer
1 grader
1 utility truck
1 power wagon

Cost \$27,000.00

Culvert Crew

1 - Foreman
1 - Operator-helper
Using:
1 flatbed truck
1 bulldozer

Cost one week \$ 1,000.00

Bridge Crew

1 - Foreman
1 - Piledriver Operator
1 - H.D. Mechanic
2 - Laborers
Using:
1 crane
1 truck
1 air compressor
1 pickup

Cost one week \$ 3,000.00

The culvert and bridge crew will not be activated until the last week in June as we will have no materials for installation until the first boat brings them.

Moving onto job \$ 3,000.00

Estimated cost of culverts
and steel \$10,000.00

Total Cost of Operation
to June 30, 1957 \$60,000.00

Recommended Accomplishments - 3
Prior June 30, 1957

III - Maintenance

A summary of the proposed apportionment of maintenance funds follows. Consideration is based upon minimum requirements for anticipated traffic and to making maintenance-reducing improvements at a time when the weather is most favorable.

| | |
|-----------------------------------|-----------------|
| (a) Council Road (Summer) | \$21,000.00 |
| (b) Nome-Kougarok (Summer) | 2,500.00 |
| (Winter) | 3,000.00 |
| (c) Seward Peninsula RR (Summer) | |
| (d) Council Locals (Summer) | 1,000.00 |
| (e) Nome Locals (Summer) | 2,500.00 |
| (f) Bunker Hill-Kougarok (Summer) | 2,000.00 |
| (g) Deering-Imachuk (Summer) | 3,000.00 |
| (h) Teller-Bluestone (Summer) | 1,000.00 |
| (i) Painting Nome Depot | <u>4,000.00</u> |

Total Maintenance Cost \$40,000.00
to June 30, 1957

There follows our recommended maintenance accomplishments:

(a) Nome-Council Road Route 041 Length 77.1 Miles

The principal users of this road will be the dredge operators on the Solomon River and at Council. Last summer the good fishing in the Council Area attracted a large number of sportsmen - particularly over the weekends and holidays. Considerable use is made of the Nome to Solomon portion by persons shopping as Solomon prices are lower than those of Nome.

It is recommended that we accomplish the following maintenance by June 30, 1957.

1. Open the road, spot gravel, clear the culverts and surface blading ----- \$6,000.00
2. Reinforce Hastings fill @ Mile 9 before the heavy seasonal rains begin ----- 1,500.00
3. Erect new towers for Safety Ferry and replace one stationary cable ----- 6,000.00
4. Operate ferries ----- 4,000.00
5. Paint Nome River Bridge (Per Contract) ----- 2,000.00

Recommended Accomplishments - 4
Prior June 30, 1957

We plan to use the following outfit for this work:

- 1 - Foreman
- 2 - Ferrymen
- 3 - Truck Drivers
- 2 - Operators

Equipment:

- 1 - bulldozer
- 1 - loader
- 1 - grader
- 3 - dump trucks
- 1 - 1/2 T. pickup

(b) Nome-Kougarok Route 042 Length 36 Miles

This route is used by miners, prospectors, hunters, fishermen and various Government Agencies.

Excellent fishing in the Salmon Lake Area is expected to increase the traffic count considerably this coming season. Two persons, anticipating this, began building a roadhouse and hauling in wanigans near the mouth of the Grand Central River on Salmon Lake before the road became passable to their site.

It is estimated that the first five miles of this route has a traffic count averaging 150 vehicles per day during the summer months, dropping to about 30 during the winter.

A point of interest is that the local eskimo people are beginning to replace their skin boats with pickup trucks as it is much more convenient to drive to hunting, fishing and berry picking areas. This is doing much to increase our traffic count. During the season of 1955 only a half dozen of the crew had an auto, by 1956 almost two thirds of the crew had a vehicle of some sort.

The following maintenance is recommended:

- 1. Spot gravel, clean culverts and surface blade \$2,500.00
- 2. Snow removal until the spring of 1957 3,000.00

Recommended Accomplishments - 5
Prior June 30, 1957

The following will be used to accomplish this work:

Men:

- 1 - Operator
- 1 - Truck driver

Equipment:

- 1 - dump truck
- 1 - loader
- 1 - grader

(c) Seward Peninsula RR Route 043 Length 17 Miles

No maintenance work is contemplated for the 17 miles remaining passable.

(d) Council Locals Totaling 40.0 Miles

Our present information indicates that only the Council-Ophir and Shovel Creek Roads will be used this coming season.

The Council-Ophir road will receive much the same use as last season unless another dredge is put into operation, of which there is some talk.

This coming season there will be three small placer miners on Shovel Creek instead of one.

There follows our maintenance requirements:

- | | |
|---|---------------|
| 1. Open Shovel Creek Road, spot gravel and surface blade ----- | \$900.00 |
| 2. Surface blade Council-Ophir ----- | <u>100.00</u> |
| Total Cost | \$1,000.00 |

We anticipate no users for the remaining roads in this system except by those performing their annual assessment work.

(e) Nome Locals Totaling 62.5 Miles

- | | |
|--|---------------|
| 1. Snake River Road - replace 60" culvert Mile 2.9, extend slope protection for Glacier Creek Bridge approach and surface blade----- | \$2,000.00 |
| 2. Routine surface blading ----- | <u>500.00</u> |



Recommended Accomplishments - 6
Prior June 30, 1957

It is planned to accomplish this work with the Council maintenance crew in conjunction with the early Nome-Kougarok maintenance and before opening the Council Road.

(f) Bunker Hill-Kougarok Route 043.1 Length 40.5 Miles

In addition to the placer miners of last season another plans to activate the Fox Bar dredge.

The surplus Army fuel in the Kougarok Area was almost completely used last summer. The people planning to operate the dredge have flown oil to Quartz Creek with a C-46 for next season's work. Those mining at Taylor plan to bring in their fuel by cat train early next spring. The rest have a few drums left as the 1956 season was poor due to a lack of water. All are hoping for the early completion of the Nome-Kougarok Road.

Maintenance proposed is only the bare minimum that will afford miners access to the little remaining fuel and to the Quartz Creek airstrip. This will consist of spring washout repairs, spot graveling the worst soft spots and surface blading.

Men:

- 1 - Foreman-operator
- 1 - Truck driver

Equipment:

- 1 - bulldozer
- 1 - truck
- 1 - grader

It will be necessary to rent a bulldozer from one of the local miners as we moved our's to Nome for construction work last season.

Total Cost ----- \$2,000.00

(g) Deering-Irmachuk Route 043.2 Length 25.0 Miles

We believe there will be about the same mining activity in this area as last season. There is the possibility that the dredge at Utica may not work as the operators had financial difficulty last season and are now promoting additional funds. If they do not operate only minimum maintenance will be needed as they haul most of the freight.

Maintenance over this route will consist of washout repair, surface blading and some fairly heavy spot graveling .

Recommended Accomplishments - 7
Prior June 30, 1957

Men:

- 1 - Foreman-operator
- 1 - Truck driver

Equipment:

- 1 - bulldozer
- 1 - truck
- 1 - grader

Cost ----- \$6,000.00

If the dredge does not operate -

Cost ----- \$2,000.00

(h) Teller-Bluestone Route 040.31 Length 16.0 Miles

The principal requirement of this road is to provide access to the summer water supply near Mile 3. This season it is recommended that it be opened only this far.

Cost ----- \$1,000.00

(i) Trails

No maintenance work contemplated before June 30, 1957.

(j) Painting Nome Depot

It is desired to paint the buildings in the Nome Depot during the year's most favorable months of May and June. Some of the buildings have never been painted since we have had them and those that have are beginning to peel.

A few of the buildings will require renailing of the trim and loose boards before painting.

Estimated Cost ----- \$4,000.00

2390

UNITED STATES DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

ASSIGNMENT OF EQUIPMENT

| UNITS ON HAND AND REQUIRED | None | DISTRICT | | | | | | | | | | Season of 19 57 | | | | | |
|----------------------------|------|----------------------|-----------------------------|-------------------|-----------|----------------|-----------------------------------|-------------------------------|--------------------------------|----------------|----------------|-----------------|-------------------------------------|---------------|------------|-------------------------------------|---|
| | | Automobiles (Sedans) | Asphalt Distributor (Large) | Dump Truck, 3 yd. | " " 5 yd. | " " over 5 yd. | 4x4 incl. under-body blade trucks | Flatbed Truck, 1 1/2-2 1/2 T. | Suburban, panel, station wagon | Pickup, 3/4 T. | Pickup, 1/2 T. | | Refrigerator survey w/ 1/2 T pickup | Pickup, coupe | Tank Truck | Tractor Truck, 1 - 3 T. (Ford, New) | Tractor Truck, over 3 T. (FMD, IHG, Kenworth) |
| On Hand | 0 | 0 | 20 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 4 | 3 | 1 | 1 | 1 |
| To Be Surveyed | | | 6 | | | | 2 | | 1 | | 2 | | 2 | 0 | 1 | 1 | |
| Balance on Hand | | | 14 | | | | 1 | | 3 | | 2 | | 2 | 3 | 0 | 0 | 1 |
| Required | 1 | | 14 | | 3 | | 2 | | 5 | | 2 | | 2 | 3 | 0 | 1 | 1 |
| To Acquire | 1 | | | | 3 | | 1 | | 2 | | 0 | | 0 | 0 | 0 | 1 | |
| DISTRIBUTION | | | | | | | | | | | | | | | | | |
| Maintenance | | | 14 | | | | 1 | | 2 | | | | | 1 | | | |
| Construction | | | | | | | 1 | | 2 | | | | | 2 | | | |
| General | 1 | | 14 | | 3 | | 1 | | 5 | | 1 | | 2 | 3 | 0 | 1 | 1 |
| TOTALS | | | | | | | 2 | | 5 | | 2 | | 2 | 3 | 0 | 1 | 1 |

ASSIGNMENT OF EQUIPMENT

DISTRICT

Season of 19

57

| UNITS ON HAND AND REQUIRED | Tractors, wheeled, large, (DM-10, Euclid) | | Welders, Arc, 200 Amp. | | Welders, Arc, 300 Amp. | | Spreader R.R. | | Ferry | |
|----------------------------|---|-----|------------------------|-----|------------------------|---|---------------|--|-------|--|
| | | | | | | | | | | |
| On Hand | | 1 1 | | 1 1 | | | | | | |
| To Be Surveyed | | | | | | | | | | |
| Balance on Hand | | | | | | | | | | |
| Required | | | | 1 | | 2 | | | | |
| To Acquire | | | | | | | | | | |
| DISTRIBUTION | | | | | | | | | | |
| Maintenance | | 1 1 | | | | 2 | | | | |
| Construction | | | | | 1 | | | | | |
| General | | | | | | | | | | |
| TOTALS | | 1 1 | | 1 1 | | 2 | | | | |

BUREAU OF PUBLIC ROADS

811.

811. 157 Nome

TKAA068KU046

MM RUKJC

DE RUKPJM 22

M 140236Z
1118

1956 DEC 13 PM 7 44

FM MORRIS BUREAU OF PUBLIC ROADS NOME ALASKA
TO GHICLIONE BUREAU OF PUBLIC ROADS JUNEAU ALASKA

FRA GRNC

BT

| | |
|--------------|--|
| Comm. R. | |
| Chf. Engr. | |
| Admin. | |
| Opns. | |
| D. & C. | |
| B. & F. Off. | |
| Road Br. | |
| Bridge Br. | |
| Contracts | |
| Program Off. | |
| Finance | |
| Pers. | |
| Supply | |
| R/E Off. | |
| Safety | |
| M. & R. | |

RECONTINUATION 1957 PROGRAM RECOMMENDATIONS PLEASE NOTE TYPOGRAPHICAL
ERROR PAGE 7 COST DEERING INMACHUK SHOULD BE \$30000 NOT \$6000

BT

CFN 1957 7 \$30000 \$60000

14/0318Z

many of the necessary decisions...
neers' Conference but, in any event, information on
program will be supplied as soon as possible. At that time, recommendations
on the proposed program will be requested of the Districts.

The following will be used as a basis for your submission:

I. CONSTRUCTION IN PROGRESS

1. Nome-Kougarok \$ 60,000

II. MAINTENANCE

1. Roads 50,000

Mr. Frank Morris

2

November 8, 1956

I. CONSTRUCTION IN PROGRESS

1. Nome-Kougarok Road. Funds indicated are to provide for continuing construction on this route. It is contemplated that additional funds will be provided in fiscal year 1958 to cover a full season's work on this project.

II. MAINTENANCE

1. Roads. Only necessary maintenance to keep roads in good repair is to be performed between March 3 and June 30 as funds are limited.

District recommendations should include completed Forms 49, Assignment of Equipment, showing tentative distribution for this period.

Following past practice, no publicity is to be given to the preliminary program.

BDStewart;bf:mrl

1040574 (1)

RG 30

ALASKA ROAD COMMISSION
BUREAU OF PUBLIC ROADS
PROJECT CORRESPONDENCE
JUNEAU, AK
1916 -- 1959

30
Box:

10 / 05 / 140)



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

9 November 1954

| | | |
|---|---------------|-----------|
| ① | Comm. of Rds. | CC |
| ② | Chf. Engr. | R.V. |
| | Admin. | R.V. |
| | Opns. | R.V. C.F. |
| | Engrg. | |
| | Acc't. | |
| | Pers. | |
| | Supply | |
| ③ | | Lundvall |

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

Subject: Annual Report, Year 1954

Dear Sir:

The following is the Annual Report applicable to the Nome District for the Year 1954:

| | <u>ROUTE</u> | | <u>WORK ORDER</u> | | <u>PAGE</u> |
|-----|------------------|------------------------------------|-------------------|--|-------------|
| 1. | 040 | Trail Flagging | 49 | | 1 |
| 2. | 040.1 | Minnehaha & Virginia Creek Bridges | 427 | | 1 |
| 3. | 040.1 | Candle - Candle Creek | None | | 1 |
| 4. | 040.2 | Deering - Inmachuk | 47 | | 1 |
| 5. | 040.3 | Teller - Bluestone | 48 | | 1-2 |
| 6. | 040.3 | Lost River Road (Maintenance) | 430 | | 2 |
| 7. | 040.3 | Lost River Road (Construction) | 414 | | 2 |
| 8. | 041 | Nome - Council | 41 | | 2-3 |
| 9. | 041.1 | Nome - Council Local | 44 | | 3 |
| 10. | 042 | Nome - Kougarok (Maintenance) | 42 | | 3-4 |
| 11. | 042 | Nome - Kougarok (Construction) | 424 | | 4 |
| 12. | 042.1 & 042.2 | Nome Locals | 45 | | 4-6 |

105. Name 1954

| | <u>ROUTE</u> | | <u>WORK ORDER</u> | <u>PAGE</u> |
|-----|--------------|--|-------------------|-------------|
| 13. | 043 | Seward Peninsula Railroad | 43 | 6 |
| 14. | 043.1 | Bunker Hill - Kougarok | 46 | 6-7 |
| 15. | | Lost River Airfield | 429 | 7 |
| 16. | | Nome Field Dredging for Alaska Air Command | 431 | 7 |
| 17. | | Solomon Airfield | 432 | 7 |
| 18. | | Basin Creek Airfield | 433 | 7 |
| 19. | | Nome Depot (401) | | 7 |
| 20. | | Summary of Major Work | | 8 |

Very truly yours,


John M. Cooley
District Engineer

1. Route 040 Trail Flagging W.O. 49 About 150 miles

During the winter, trails were flagged in the outlying areas for the fishing, hunting and travel endeavors of various villages and are as follows:

| <u>Location</u> | <u>Distance</u> |
|--------------------------|-----------------|
| A. Teller | 37 miles |
| B. Golovin | 18 miles |
| C. Kotzebue | 34 miles |
| D. St. Michael | 5 miles |
| E. Mary's Igloo District | <u>33</u> miles |
| | 127 miles |

2. Route 040.1 Minnehaha & Virginia Creek Bridges W.O. 427

The bridge material for these bridges was hauled to the bridge sites last season but it was too late in the year to construct them. The construction of the bridges was by contract in the amount of \$500.00. I inspected the bridges on the 29th of June and the work was done satisfactorily.

3. Route 040.1 Candle - Candle Creek W.O. (None) 14.0 miles ✓

Road maintenance on this route was done by Havenstrite Mining Company with funds and authorization received directly from the Territorial Highway Engineer's office at Juneau.

Last year the mileage report was stated to be 7.3 miles but while I was at Candle this spring I was informed that the road system now has about 14.0 miles of road.

4. Route 040.2 Deering - Inmachuk W.O. 47 25.0 miles ✓

The work season for this route was from the 7th of June to the 17th of September.

During the work season all maintenance was done by a crew of one man and consisted of general grader maintenance, filling soft spots in the road and adding additional turnouts for passing.

The entire road is in very good condition and should require but a one man crew to take care of the maintenance again next season.

5. Route 040.3 Teller - Bluestone W.O. 48 15.5 miles ✓

The work season for this route was from the 21st of June to the 19th of August.

During the work season general road maintenance was performed as required.

6. Route 040.3 Lost River Road (Maintenance) W.O. 430 6.3 miles ✓

General maintenance was begun on this route after the 1st of July and consisted mainly of grader maintenance.

7. Route 040.3 Lost River Road (Construction) W.O. 414 6.3 miles ✓

During the work season the bridge was constructed across Lost River and a large wooden culvert 20 feet long by 14 feet wide and 7 feet high constructed at Rapid River, also three barrel culverts to take care of the excess water. It required about 10,000 yards of material to be dozed up for the bridge approach and changing the course of the river while the bridge was erected.

The construction on this route was completed this season.

8. Route 041 Nome - Council W.O. 41 77.1 miles ✓

Spring snow removal was performed from Nome to Hastings Creek, 10½ mile, in order to thaw the two large elephant hut culverts and protect the fill from eroding when the glaciers started to melt. The glacier conditions this spring were very bad and more extensive than normal. At Hastings Creek the glacier was about 18 inches over the road fill whereas in the past the glacier had not come up to within two feet of the top of the road fill and it was not necessary to thaw the large culverts.

The two ferries, Safety and Solomon, were repaired and put into service for the public on the 8th of June and stored for the winter on the 20th of October. For the first part of the season the ferries were operated on a five-day per week basis and then changed to a seven-day per week basis about the 1st of August.

Another guide cable was installed on the south side of the Safety Ferry. Now with the two guide cables the ferry is able to operate in weather which made it impossible before. Also, with the new cable there is less strain on the pull cable and motor that operates the ferry.

The following is the season traffic census for the past four years:

| <u>Year</u> | <u>No. of People</u> | <u>No. of Vehicles</u> |
|------------------------------|----------------------|------------------------|
| 1951 | 1287 | 431 |
| 1952 | 1447 | 536 |
| 1953 (29 June to 18 Oct.) | 3318 | 960 |
| 1954 | 3364 | 995 |

It is estimated that about 1,000 or more people and about 300 more vehicles would have crossed the ferry if it had not rained nearly every day

between the 24th of July and the 16th of September and made driving conditions beyond Solomon for light passenger cars nearly impossible.

A large elephant type of culvert was installed at Penny Creek and good approaches were constructed to eliminate the fording of this creek which at times is only six inches deep but when it rains is between 6 and 8 feet deep.

On the 9th of September we had a storm where the winds were 50 miles per hour or more for about three hours and during this storm about one-third of the light material on the 17½ mile fill was washed out. If this section had not been constructed of rock from Cape Nome there would have been another opening of about 400 to 500 feet between the Safety Lagoon and the Bering Sea. The damage was repaired with a dozer and the beach sand. Next season this section should be raised and reinforced with more rock from the Cape.

Due to the heavy glacier action in the East Fork and Fox River section of the road, the Fox River crew did not start work until the 19th of July and were shut down on the 27th of August because of the heavy rain making it impossible to accomplish any work or progress.

During the period the crew worked on the section of road down Fox River. It was graded once and most of the required culverts were installed. Next season this section should be regraded and graveled.

The road was maintained by grader as required between Nome and Council. All culverts were repaired and cleaned at the end of the season.

9. Route 041.1 Nome - Council Local W.O. 44 40 miles

A. Route 041.11 Council - Ophir Creek ✓ 12.0 miles

During the season the first 6 miles of this route was graded once.

B. Route 041.12 Casa De Paga Road ✓ 20.0 miles

No work was done on this route during the season.

C. Route 041.13 Shovel Creek ✓ 5.0 miles

No work was done on this route during the season.

D. Route 041.14 Big Hurrah Road ✓ 3.0 miles

During the season this route was graded twice.

10. Route 042 Nome - Kougerok (Maintenance) W.O. 42 15.6 miles ✓

The old bridge at 4.5 mile was replaced with a four foot culvert and the curve on the bridge was eliminated. Approximately 800 yards of material was used to make the fill with a dozer and 250 yards of gravel was hauled for surfacing.

The old bridge over the USSR&M Company ditch at mile 6.5 was replaced with a new bridge and approximately 1,500 yards of material was put below the bridge with a carryall and dozer. Next season this section below the bridge should be raised and the curve straightened out.

The road was changed and straightened at No. 5 Dredge which involved about one-half mile of road change. Approximately 8,000 yards of material was moved by dozers and 5,000 yards of fill and surfacing was hauled by carryalls. Next season a couple of spots on this section that have settled will have to be raised.

The road was maintained by the grader as required. All culverts were repaired and cleaned at the end of the season.

Summary of Work

| | |
|----------------------|--------------------|
| Road Change | 2,400 feet |
| Material by dozer | 10,300 yards |
| Material by carryall | <u>5,250</u> yards |
| Total | 15,550 yards |

11. Route 042 Nome - Kougarok (Construction) W.O. 424 2.6 miles ✓

The Nome-Kougarok road was extended up the left limit of Nome River from the Seward Peninsula Railroad bridge over Nome River for a distance of 2.6 miles.

The construction work was done with dozer and carryalls. During the season 17,200 yards of gravel was hauled on the road with carryalls and approximately 23,500 yards of material was pushed up with dozers to make the road higher than the surrounding ground. There were three culverts installed in this section.

Next season there will have to be installed one large elephant hut type culvert in Basin Creek and then this section of road will be complete.

Summary of Material Moved

| | |
|------------------------------|---------------------|
| Material hauled by carryalls | 17,200 yards |
| Material pushed up by dozers | <u>23,500</u> yards |
| Total | 40,700 yards |

12. Route 042.1 & 042.2 Nome Locals W.O. 45 61.5 miles

A. Route 042.11 Nome Wireless 0.2 miles ✓

No work was done on this route during the season. It is recommended that this route be dropped from our road list as it belongs to the ACS and the road takes off from one of the Nome City streets and runs into the ACS Housing Area.

I believe it should be up to the ACS to keep their own road up in their own area.

B. Route 042.12 Snake River Road ✓ 20.8 miles

General grader maintenance was performed on this route as required. All culverts were cleaned and repaired at the end of the season.

C. Route 042.13 Snake River - Monument ✓ 3.0 miles

No work was done on this route this season.

D. Route 042.14 Sunset Road ✓ 12.0 miles

Snow removal was performed on this road to the bridge crossing the Snake River at six mile before the break-up in the spring so that the bridge would be accessible in case the ice in the river had to be cleared.

A short road change was made in the area of the USSR&M Company's old Little Creek camp in order to eliminate the several routes in the area. Approximately 1,500 yards of material was moved by a dozer.

General grader maintenance was performed on the road and all culverts were cleaned at the end of the season.

E. Route 042.15 Osborne Road ✓ 10.2 miles

During the season only general grader maintenance was performed on this route.

F. Route 042.16 Buster Road / 8.3 miles

No work was done on this route this season.

G. Route 042.17 Bourbon Creek Road ✓ 0.5 miles

During the season this route was given general grader maintenance as required. This route was built up in the low spots to prevent snow drifts and was flagged for winter travel. Approximately 3,000 yards of gravel was hauled onto the road with carryalls.

H. Route 042.22 Center Creek Road ✓ 2.7 miles

During the season this route was given general grader maintenance as required. Snow removal was performed as required on this route during the winter so as to travel back and forth from Nome to the Alaska Road Commission Depot.

The road grade was raised in the low sections to help eliminate the snow drifts during the winter and to reduce the snow removal problem. Approximately 10,500 yards of gravel was hauled on this route by carryalls and tournapulls.

It is recommended that the routes 042.17 Bourbon Creek Road and 042.22 Center Creek Road be combined into one route and called 042.22 Center Creek Road. This combination will make the route off of the Nome-Kougarok Road to the Alaska Road Commission Area one route instead of two with a total distance of 3.2 miles.

I. Route 042.23 Little Creek Road ✓ 0.8 miles

During the season this route was given general grader maintenance as required.

The road was raised in the low spots to eliminate some of the snow removal problems as this road is used by the ACS and CAA to their Receiver Site during the winter. Approximately 8,000 yards of material was used to raise the road.

J. Route 042.24 Submarine - Paystreak ✓ 3.0 miles

This route was graded twice during the season.

Summary of Material Moved

| | |
|--------------------|--------------|
| Sunset Road | 1,500 yards |
| Bourbon Creek Road | 3,000 yards |
| Center Creek Road | 10,500 yards |
| Little Creek Road | 8,000 yards |
| Total | 23,000 yards |

13. Route 043 Seward Peninsula Railroad W.O. 43 ✓ 80.2 miles

The railroad bridge across Nome River, mile 14 by rail and mile 13 by road, was converted from a railroad bridge to a vehicle bridge and repainted.

The construction of a "Y" and sidings at Engstroms' was not made as planned this season because the road was not complete to Engstroms' until the 1st part of October. The "Y" and sidings should be constructed next season if the road is not continued on up Nome River. If the road is continued, I would recommend that the "Y" and sidings be held off as I believe there will be less use of the railroad and as the road progresses on up the river the railroad car owners can use the sidings that are already built.

There was no maintenance work done on the track this season. It is believed that next season only an inspection trip be made over the track but no maintenance work will be needed.

14. Route 043.1 Bunker Hill - Kougarok W.O. 46 ✓ 40.5 miles

A crew of two men spent the most of two weeks on this route grading and repairing the washouts. During this short period of work the road was put in fair shape to handle all of the traffic that the road is now getting.

Next season this route should get about the same amount of work.

15. Lost River Airfield W.O. 429

Work was begun on this project on the 1st of June and completed on the 30th of September.

During this period all of the construction work was completed except the final grading of the airfield, between Station 10700 and 0700. This will have to be done next season as the grader broke down and could not be repaired till next year as there were no parts available. It is estimated that one man with the motor patrol can smooth the section in a week. The section of the field from the Beach Station 36700 to Station 10700 is marked with old oil barrels laid on their sides and the top half painted orange and is for aircraft use. The section from 10700 to 0700 can be used in the case of an emergency but it will be rough.

Approximately 25,400 yards of material was moved by the dozers and carryall.

16. Nome Field Dredging for Alaska Air Command W.O. 431

A 3/4 yard dragline was used on this project from the 31st of May till the 16th of July. Approximately 16,000 yards of material was dredged from the water pond at Nome Field.

17. Solomon Airfield W.O. 432

Two days with two motor patrols were required to grade the Solomon Airfield.

18. Basin Creek Airfield W.O. 433

No work was done on this work order as time was not available and the road was not complete to Basin Creek till the 1st part of October.

This job should be done next season when the equipment is near Basin Creek on the extension of the Nome-Kougarok Road.

19. Nome Depot (401)

General maintenance necessary was performed on the Depot to keep it in good condition.

Summary of Major Work

Route 040.3 Lost River Road (Construction)

10,000 yards of material moved.

Route 042 Nome-Kougarok (Maintenance)

15,550 yards of material moved.

Route 042 Nome-Kougarok (Construction)

40,700 yards of material moved.

Route 042.1 & 042.2 Nome Locals

23,000 yards of material moved.

Lost River Airfield

25,400 yards of material moved.

Nome Field Dredging for Alaska Air Command

16,000 yards of material moved.

Total material moved: 130,600 cubic yards