

Draft

ARC ORDER NO. 40, Supplement No. 1

Subject: Numbering System for Alaska Roads

Sheets 4 to 12 inclusive, of ARC Order No. 40 dated February 6, 1951 are revoked in their entirety and the attached sheets are to be substituted therefore.

The revised sheets have been compiled from data received from the various districts and reflect the district changes and recommendations as well as such changes as deemed advisable by Headquarters.

As changes have occurred either in route numbers or mileage in all districts, it is requested that the revised sheets be reviewed carefully by District Personnel and any errors or omissions reported to Headquarters on a marked copy of the revised sheets, together with comments, not later than ^{October 15} ~~September 1~~, 1952. Negative reports are requested if no corrections are required.

Further, it is desired that revised mileages reflecting the changes due to construction during the current season together with names of new roads be submitted to Headquarters by December 1, 1952. This report may also be made ^{on} ~~by~~ a marked copy of ~~ARC Order No. 40, Supplement No. 1.~~ ^{the revised sheets.}

All route numbers will continue to be assigned by Headquarters although District recommendations as to the grouping of new roads in the system or changes in the present grouping should be noted in the two reports requested above.

*Morgan
8/12/52
RJA*

*Ra/8/52
OJG*

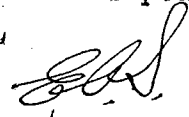
See Volume 40

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau

DATE: Anchorage, Alaska
September 23, 1952

FROM : E.C. Simmons, Administrative Officer, Anchorage



SUBJECT: ARC Order No. 40 - Supplement No. 1

.....
Chf. Engr.
Admin.
Op'ns.
Engrg.
Acc't.
Pers.
Supply
.....
.....

If available, please air mail us 10 additional copies of the above Order and Supplement No. 1, which was dated August 11, 1952 and is a "Numbering System for Alaska Roads".

10 copies sent 9/25/52 E.W.

100 70

Sheets 4 to 12 inclusive

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau

DATE: October 10, 1952

FROM : M. C. Zimmerman, District Engineer,
ARC, Fairbanks

M.C.Z.

SUBJECT: Numbering System for Alaska Roads

Reference ARC Order No.40, Supplement No.1, regarding Alaska Roads.

Forwarded herewith is a marked copy showing a few changes and comments.

Present plans are to have quite an extensive program on review, study and plotting of the road network of the District this coming winter and, no doubt, there will be additional revisions and recommendations to report at that time.

Revised mileages reflecting the changes due to construction during the current season together with names of new roads will be submitted to Headquarters in the near future.

Class October 10

①	Chf. Engr. <i>WJM</i>
	Admin.
②	Op'ns. <i>B.S.</i>
	Engrg.
	Acc't.
	Per.
	Supply <i>J.P.</i>
	<i>Faires</i>

ARC 40 Rev & copy memo withdrawn

Office Memorandum • UNITED STATES GOVERNMENT

TO : A. F. Ghiglione, Commissioner of Roads

DATE: October 13, 1952

FROM : Alaska Road Commission, Haines

SUBJECT: Numbering System for Alaska Roads

As per instructions in ARC Order # 40, Supplement # 1, we are submitting the requested report.

It is noted on the revised route and mileage list that the "Haines-Jones Point Road is listed on Route 950.1, Haines Locals. We consider this road as being part of Route 950.2, Haines Highway Locals.

The road beginning at the Haines Highway in front of the ARC instilations, and runing up the hill to the Allen property has never been placed on record. The mileage for this piece of road is 0.4. As the Comstock Road is a continuation of this road it is suggested that the road be called the Allen-Comstock road; route 950.1. Mileage of the combined roads is 0.7

The Piedad Road intersects the Haines Highway at about mile 1.5 and extends 0.6 miles through several pieces of private property. This road was built by the Road Commission some years ago, but has never been included on the mileage records. Route 950.2.

The only new road construction in the Haines-Sub District during the season was the Skagway-Carcross Road. There is approximately 0.5 mile of this road passable to traffic.

*Copy
W. Hadrowa*

Asst. Engr. W.S.V.	Admin.	Engrs.	Acc't.	Pers.	St. & S.
<i>[initials]</i>		<i>[initials]</i>			<i>[initials]</i>

see over to

Office Memorandum • UNITED STATES GOVERNMENT

TO : Headquarters, Alaska Road Commission, Juneau

DATE: October 13, 1952

FROM : E. J. White, District Engineer, Anchorage *EW*

SUBJECT: ARC Order No. 40, Supplement No. 1

There is attached a revised copy of the subject order. A number of the road mileages were corrected to reflect the true mileage of the road. It is noted that Portal Road, Route 310.1, has been scratched and the word Bagraw added. It is requested that this change be made, in order to eliminate the confusion now existing by using different names on either side of the Glenn Highway.



*Copy memo
withhead*

Chf. Engr.	<i>WJ</i>
Admin.	
Op's.	
Engrg.	
Acct.	
Pers.	
St. Sply.	
Files	<i>EW</i>

See Order No. 40

Handwritten initials

FAIRBANKS DISTRICT

March 8, 1933

Authorized Program - March 8, 1933

<u>Project</u>	<u>Program</u>	<u>L & M</u>	<u>Juneau Purchase</u>	<u>Field</u>
4H2 Rapids-Grundler)				
4I Grundler-Richardson)				
4J Richardson-Salchaket)				
4K Salchaket-Fairbanks)	28,000	\$ 5,000	\$ 4,000	\$19,000
4JA Lake Harding Road)				
4KA Salcha Bridge)				
5A Dunbar-Tanana)				
5C Fish Lake-American Creek) ...	1,300	150	125	1,025
17 Tanana-Kaltag)				
7A Summit-Chatanika)				
7G Fairbanks-Gilmore)	18,700	4,900	2,000	11,800
7I Gilmore-Summit)				
7B Fox-Olnes)				
7K Olnes-Livengood)	25,500	8,100	6,050	11,350
63B Brooks-Livengood Creek)				
7D Fairbanks-Ester	4,000	525	300	3,175
7J Fairbanks-Chena Hot Springs)				
7JA Chena River Branch)				
46C Nenana-Knights Roadhouse)	1,375	250	200	925
46F Nenana Cemetery Road)				
53A Circle-Ft. Yukon)				
63 Dunbar-Brooks)				
15 Circle-Miller House)				
15A Central House-Circle Hot Springs)	6,000	1,000	700	4,300
15B Deadwood Creek)				
15E Miller House Spur	1,050	100	75	875
16 Chatanika-Miller House	75,000	23,500	22,000	29,500
22 Hot Springs-Sullivan Creek)	950	100	100	750
30 Hot Springs Landing-Bureka)				
29A Bettles-Coldfoot)				
47 Coldfoot-Wiseman)	5,000	500	400	4,100
47B Nolan Branch)				
47C Wiseman-Hammond)				
38A Ruby-Long)	10,000	2,000	1,000	7,000
38E Long-Poorman)				
59 Fairbanks Bridge)	650	150	100	400
59A Fairbanks Depot)				
88 Ferry-Eva Creek	2,000	400	300	1,300
92E Yukon-Kuskokwim Portage	2,500	100	300	2,100
7AA, 7BA, 7C, 7CA, 7H, 7DA, 7DB, 7DC, 7N, 7NA, 7NB, 7F	4,725	450	225	4,050
TOTAL	\$186,750	\$47,225	\$37,875	\$101,650

FAIRBANKS DISTRICT
OPERATIONS ORDERS
1933 SEASON

March 8, 1933

Rapids-Fairbanks and Lake Harding Road.

Maintenance will be performed together with any improvements which can be made within the funds allotted, such as widening the Shaw Creek Hill, re-grading where necessary and drainage of Shaw Creek flats. The telephone line will be maintained. The launching of the McCarty ferry will be delayed until June 5 unless some unforeseen measure comes up.

Dunbar-Kaltag and Fish Lake-American Creek.

Annual maintenance will be performed on the former route. The road from Fish Lake to American Creek will be improved according to last years plans, the work preferably to be done by the dredging company who should furnish such equipment as they have available without charge.

Fairbanks-Chatanika.

Thorough maintenance work to be performed together with any additional gravel surfacing which is necessary. The allotment provided is to cover winter snow removal as well.

Fox-Livengood and Livengood Creek Road.

Only necessary maintenance will be performed from Fox to Olmes and on the Creek road. During the coming season the policy to be followed in construction from Mile 2 north will be one having the sole idea of opening up the maximum number of miles of narrow, dry weather road. The only divergence from this policy will be in the stripping and grubbing, which, for thawing purposes, will be completed full width, as required, in one operation. Also proper drainage ditches will be built this year to afford protection to the road, particularly in the silty formations in Mile 3 to 5 inclusive. Customary 12-foot corduroy will be layed where needed but no attempt will be made to cover it with a deep fill; on the contrary, in order to cover as much distance as possible only a narrow, thin covering need be placed, sufficient to prevent the corduroy from working through. Earth for corduroy will be hauled from nearest available point and no gravel will be hauled from the River. Side hill grading should be limited to a width of 10 feet unless it becomes a case of providing continuous employment for all grading equipment on the job. Necessary fills and cuts need not be made to grade so long as they are passable. The fill at the Chatanika River Bridge need be completed only to the point that it is passable and safe.

Due to the class of road contemplated for this season it is believed desirable to have two teams on the job. There will be a total of more than a mile of corduroy to lay and cover, most of which is in one stretch. It is quite possible that with teams, earth can be taken from a borrow pit near the center of this long stretch of corduroy; teams can place a thin layer of earth on corduroy to better advantage than trucks. There is also the possibility that, due to rainy weather, there will be times when supplies can be secured only with teams.

Providing weather conditions are favorable and the above instructions followed out, it is believed that the road can be opened to Washington Creek. In any event, every effort should be made to have all wet ground, to that point, exposed before the season ends.

Fairbanks-Ester.

Regrading and resurfacing between Fairbanks and Ester Siding will be done to the extent possible within the funds allotted. The bridge over St. Patrick Creek will be renewed only if considered dangerous.

7J, 7JA, 46C, 46F, 53A and 63.

Only what maintenance is absolutely necessary is to be done. If avoidable with consistency, no work whatever need be done. This allotment covers the spring work done on temporary repairs to Dunbar-Brooks bridges.

Circle-Miller House, Springs and Deadwood Roads.

Necessary maintenance will be performed.

Miller House Spur.

Bare maintenance to be performed to Miller House. Negotiations are in process for the miners of Independence and Harrison Creeks to clear the right of way for a proposed road leading to Harrison Creek. If the miners do this clearing the Road Commission will be obligated to grade a narrow road in so far as these funds may go.

Chatanika-Miller House.

Efforts will be made to regrade, widen (where needed) and gravel the remaining $23\frac{1}{2}$ miles of this road from Mile 73.5 to 97.

Hot Springs Roads.

Bare maintenance will be performed including the spring protection work on Hot Springs hill.

COPY

Koyukuk System.

Only necessary maintenance to be performed except on the Wiseman-Hammond road where such improvements will be made as can be done within the funds allotted.

Ruby-Poorman.

Necessary maintenance to be performed.

Fairbanks Bridge and Depot.

The minimum amount of work actually necessary to be accomplished, making whatever savings possible.

Ferry-Eva Creek.

Bare maintenance will be performed.

Yukon-Kuskokwim Portage.

Additional markers to be placed on this portage. A small harbor, with a narrow entrance, will be constructed on the Yukon side of the first big lake to prevent the channel of the outlet becoming choked with grass and roots. The roll ways on both Portage Creek and Mud Creek will be extended. A dam is to be built on Mud Creek at the present location of the stiff leg derrick. This job and payments for same will be handled entirely through the Fairbanks office, subject to preliminary instructions from Juneau.

Miscellaneous No. 7 Routes.

The amount allowed is meager but is to be expended so as to secure the best results in so far as keeping the various roads maintained. No improvements to be attempted on any particular route.

Ike P. Taylor,
Chief Engineer.

HS:SS

COPY x 4

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Date : 09/11/2007

Reply to

Attn of : R. Bruce Parham, Director

Subject : **Reply to inquiry**

To : Karen F. Tilton

You will find an answer to your inquiry in the statement(s) checked below.

- 1. The enclosed information will help to answer your recent inquiry.
- 2. The material you ordered is enclosed.
- 3. We searched the records in our custody, but were unable to locate the items you requested.
- 4.

Please find enclosed the copies you requested and the receipt for same.
Please let us know if you need anything further!


Jeremiah Marvin
NRIA - STEP

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 800 - 426 - 3602
 write & summarize
 boundary problems
 report for ASLs 20073

~~State of Alaska~~
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 SERVICES DIVISION
 RIGHT OF WAY SECTION
 SARAH PALIN, GOVERNOR
 4111 AVIATION AVENUE
 P.O. BOX 196900
 ANCHORAGE, ALASKA 99519-6900
 (907) 269-0700 (FAX 248-9456)
 (TTY 269-0473) 1-800-770-5283

25 January 2007

John
 12/1/07

Rick Tennyson, Land Manager
 Chogging Limited
 P.O. Box 330
 Dillingham, Alaska 99576

RE: Agreement between Chogging and State of Alaska DOT/PF for right-of-way easements dated 25 June 1979 in the Dillingham area

Dear Mr. Tennyson:

In response to your questions from your letter dated 12/28/2006.

• Can you provide a detailed map that corresponds to the easements described in the agreement dated June 25, 1979?

We are currently in the process of preparing right-of-way mapping for the Wood River and Aleknagik Roads. In the process of researching existing right-of-way, we found out about the agreement with Chogging, and the QCD never being completed. I am attaching cover pages of the right-of-way mapping that we have. If you would like PDF files of any of these projects, just send me an e-mail and request which ones you want. I will put them on our FTP site and you can download them or if needed, I can put them on a CD and mail it to you.

• Can you explain the rationale of a 100 foot each side of center easement for Wood River Road vs. a 50 each side of center easement for Dillingham - Kanakamak Road, Dillingham - Aleknagik Road?

I was not part of the original settlement agreement, so I cannot address how the widths were determined. Only that they were agreed upon by the State and your corporation. They may have

*Except for reassignment through me
 Dillingham Airport and right of way purchase
 by the DOT/PF MO 607 and SO 2665 should prevail.
 ALCAS cannot object under Attachment contracts*

OK DOT/PF right of way requisitions.

used determinations from PL 93-502 and 93-565, Public Law 601 reserved public lands for the use of the Alaska Road Commission. All roads not classified as "Through" or "Feeder" were described as "Local" Roads and 50 feet was reserved on each side of the centerline for them. ~~Some of the roads were classified as Dillingham in Wood River Road as a feeder road. As such 100 feet was reserved on each side of the centerline of the road.~~

- A majority of this land is not owned by Chogging. How can Chogging give an easement if it does not own the land?

Chogging can only give an easement, or in this case a Corporation Quitclaim Deed, on what it owns. This document that we are asking you to finalize does not give up any rights or interests that private landowners might have. It only grants the State the right-of-way through your properties.

- The original Dillingham-Kamakak Road went on the ~~west side of the Dillingham airport~~. In the 80's the road was rerouted to the south end of the Dillingham airport. Which road are you asking for an easement?

We would be asking for the original road easement that was before the realignment.

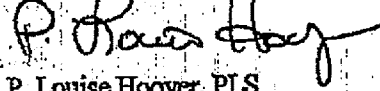
- Section (e), additional 50 easement, 25 feet beyond boundaries of easement requested in section (d) from 9 mile to core township lands selected by Chogging. What boundary and core township is this referring to? ~~space and talk about the existing industrial road system.~~
The last paragraph of the QCD states "An additional 50-foot right-of-way 25-foot each side of the boundaries of the above described Dillingham-Aleknagik Road from Mile Nine (9) towards Dillingham to the limits of the lands selected by Chogging, Ltd, to the extent actually needed for highway purposes. Whenever possible, this easement will be taken from the easement granted by the BLM for an existing powerline more particularly described in Paragraph 6(e) of the Decision of the BLM dated December 28, 1977, attached as Exhibit A."

Paragraph 6(e) comes from IC 233. This easement (HIN 32 E) was later released via document recorded in Book 22 Page 724, Bristol Bay RCD, 10/02/1979. After some research at BLM, a map was found that shows (HIN 32 E). I have enclosed a copy of that. Since the powerline easement has been released, we would ask for enough right-of-way to contain slopes necessary for maintaining the highway.

Should you have any questions, please call me at 269-0713.

★ THE ORIGINAL EASEMENT TRAVEL THE NORTH
END OF THE DILLINGHAM AIRPORT MAY NOT
ONLY BE ATTRIBUTED TO DELORS JOHNSON AND
HOK SON'S CHL JOHNSON'S HOME, THE DOTTS OVER

Sincerely,



P. Louise Hooyer, PLS
Right of Way Engineering Supervisor

cc:

Enclosures: PLO 601, SG 2665,

C:\Highways\BRISTOL_BAY_ALUETIAN\55130-Dillingham_WoodRiverRoad\ReconAdmin\Correspondence\To\ChoggingResponse12282006Ltr.doc

DILLINGHAM A-7 *Reserved Easements continued*

- EIN 40** Proposed winter access trail north of Black Slough along east section lines of Sections 26 and 35, T. 12 S., R. 54 North to public lands (25 foot trail limited to winter use).
- EIN 100** A road from the Public Health facility through the FAA site to the VORTAC site (60 foot road).
- FAS 411** Omnibus road. Dillingham to Wood River Spur 200 foot right-of-way, 100 foot right-of-way on to Alcknagik. ANCAB VSL 78-28. EIN 9.
- FAS 4112** Omnibus Road. Wood River Spur, 200 foot right-of-way. ANCAB VSL 78-28. EIN 15.
- FAS 4111** Omnibus Road. Kanakanak Spur, 100 foot right-of-way. ANCAB VSL 78-28.
- DOT/PF X-14502** #1100 foot right-of-way unrestricted.
- EIN 40C5** One (1) acre site north of Arcana Creek on the left bank of the Wood River.
- EIN 40aC5** Proposed access trail from the left bank of the Wood River northeast along Arcana Creek to public lands (25-foot trail).



Form 1850-10
(April 1988)

AA-6659-A
AA-6659-C through H

- f. (EIN 40 C5) An easement for a proposed trail twenty-five (25) feet in width running south along the east section line of Secs. 26 and 35, T. 12 S., R. 54 W., Seward Meridian, to public lands. The uses allowed are those listed above for a twenty-five (25) foot wide trail easement.

THE GRANT OF THE ABOVE-DESCRIBED LANDS IS SUBJECT TO:

1. Valid existing rights therein, if any, including but not limited to those created by any lease (including a lease issued under Sec. 6(g) of the Alaska Statehood Act of July 7, 1958 (48 U.S.C. Ch. 2, Sec. 6(g))), contract, permit, right-of-way, or easement, and the right of the lessee, contractee, permittee, or grantee to the complete enjoyment of all rights, privileges, and benefits thereby granted to him. Further, pursuant to Sec. 17(b)(2) of the Alaska Native Claims Settlement Act of December 18, 1971 (ANCSA)(43 U.S.C. 1601, 1616(b)(2)); any valid existing right recognized by ANCSA shall continue to have whatever right of access as is now provided for under existing law;
2. A right-of-way, AA-9170, for a Federal Aid Highway. Act of August 27, 1958, as amended (23 U.S.C. 317); and
3. Requirements of Sec. 14(c) of the Alaska Native Claims Settlement Act of December 18, 1971 (43 U.S.C. 1601, 1613(c)), as amended, that the grantee hereunder convey those portions, if any, of the lands hereinabove granted, as are prescribed in said section.

IN TESTIMONY WHEREOF, the undersigned authorized officer of the Bureau of Land Management, in accordance with the provisions of the Act of June 17, 1948 (62 Stat. 476), has, in the name of the United States, caused these letters to be made Patent, and the Seal of the Bureau to be hereunto affixed.

[SEAL]

GIVEN under my hand, in ANCHORAGE, ALASKA
the TWENTY-SIXTH day of SEPTEMBER
in the year of our Lord one thousand nine hundred and
EIGHTY-EIGHT, and of the Independence of the
United States the two hundred and THIRTEENTH

MARY JANE CLAWSON

By _____

Mary Jane Clawson

Chief, Branch of Southwest Adjudication

Patent Number **50-88-0391**



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<i>Grantee -</i> SCHROEDER HUGH I	
<i>Grantee -</i> SCHROEDER MARGARET D	
<i>Location: Lot:</i> 3	<i>Plat:</i> <u>84-4</u>
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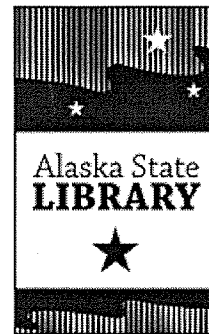
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Juneau, Alaska

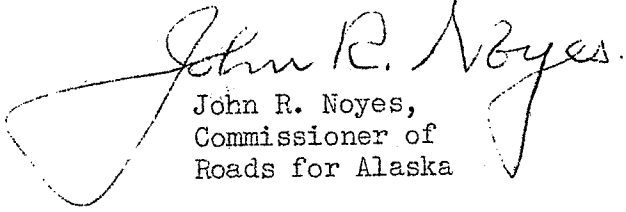
August 30, 1950

A.R.C. MEMORANDUM NO. 86

SUBJECT: Policy regarding abandonment of roads.

It shall be the policy of the Alaska Road Commission that roads within Alaska previously built or maintained by the Alaska Road Commission, will be abandoned only through the following procedure.

1. Formal written request for abandonment of any particular section of road must be received from the parties recommending such action or from the District Engineer of the Alaska Road Commission District concerned.
2. Formal concurrence in the recommended abandonment will be obtained from the Territorial Board of Road Commissioners.
3. The public will be notified of the proposed abandonment by advertisement in the local papers and by notices posted on public bulletin boards, specifically in the areas to be affected by such abandonment. All such notices will request formal objections from any parties interested in the continued use of the road in question and will provide a period of not less than 30 days for the submission of such objections.
4. Upon the completion of the above three requirements, formal abandonment of the road will be authorized by the Commissioner of Roads for Alaska by an Alaska Road Commission Order.


John R. Noyes,
Commissioner of
Roads for Alaska

A. F. Grigliore, Commissioner of Roads

April 25, 1952

Chief, Real Estate Branch

Abandonment of Portion of Old Valdez-Copper Center Road Lying Within Sections 18, 19 and 30 T2N R1E GRM

This is to advise that all of the requirements of ARG Memorandum 86 having to do with the abandonment of a portion of the old Richardson Highway south of Copper Center have been met.

Public Notices were posted slightly after March 7, 1952, on bulletin boards, post offices and stores in Copper Center and Valdez. In addition, Public Notice was published in Jessen's Weekly at Fairbanks for two runs, or issues.

No objections to the proposed abandonment have been registered with Headquarters office by the District Engineers office at Valdez. It is known and understood by residents of the area that highway traffic has already been diverted to the new relocation of the Richardson Highway to the west of the former right-of-way.

All action necessary to complete abandonment having been completed and of legal sufficiency it is now in order for you to authorize the abandonment, as referenced above, by your administrative order.

Informative plat is attached.

Wm. B. Adams, Chief
Real Estate Branch

Attachment
cc-Administrative (Plat Attached)
WBA:job

(20)

See Memo 86

x 13/90 - Birch Lake

Memorandum

February 21, 1952

To: A. F. Ghiglione, Commissioner of Roads for Alaska
Wm. J. Niemi, Chief Engineer

From: Chief, Real Estate Branch

Subject: Policy Regarding Abandonment of Roads

Your attention is directed to ARC Policy Memorandum No. 86 dated August 30, 1950, entitled "Policy Regarding Abandonment of Roads", as it has to do with the complete and declared abandonment of the old road traversing the property of Robert Sheldon in Section 13, T7S, R5E, 1M, see plat attached.

a 4/
Rec.

You are now advised that the three requirements of ARC Memorandum No. 86 have been completed and fulfilled to wit:

1. Mr. Robert Sheldon has requested that the old road be abandoned.
2. Mr. Frank Nash, former District Engineer ARC, by memorandum dated November 6, 1950, recommended that the old road be abandoned.
3. Mr. Frank Metcalf, Territorial Highway Engineer, by letter dated November 27, 1950, gave notice that the Territorial Board of Road Commissioners would offer no protest to abandonment action.
4. The public has been informed of the abandonment action by means of published notice in the Fairbanks Daily News Miner and Jessen's Weekly, the latter medium running the Public Notice, copy attached, from June 28 to July 19, 1951.
5. In addition, there were copies of this notice posted at the store at Birch Lake and Harding Lake.
6. Objections to the abandonment were raised by means of letter addressed to the Fairbanks District office by the following persons: Mr. and Mrs. J. W. Rust, Sr., Box 494, Fairbanks; E. F. Joy, Box 934, Fairbanks and Christia Stewart, Box 254, Fairbanks.
7. None of the objections challenge the legality of the abandonment or question the right of the ARC so to do, and can be regarded as record memoranda only.

Handwritten notes on the right margin, including "a 4/" and "Rec."

It is now in order that the Commissioner of Roads for Alaska formally authorize the abandonment of the old Blych Lake Road by his administrative order.

It is also in order that the Chief Engineer, if he so desires, notify the District Engineer that his mileage chart is to be reduced by the extent of the abandonment, which in this case is of no consequence.

Attachments
NBA:job

Mr. B. Adams, Chief
Real Estate Branch

July 31, 1953

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

Engraving
Office
(Schvedler)

ROAD SYSTEM FOR MOUNT MCKINLEY NATIONAL PARK

The following tabulation of roads in Mount McKinley National Park in Alaska has been agreed to jointly by the Superintendent and the Regional Director and by the Commissioner of Roads for Alaska, Alaska Road Commission. This supersedes the road system letter dated September 19, 1949.

<u>ROUTE NO.</u>	<u>NAME</u>	<u>TERMINI</u>	<u>LENGTH IN MILES</u>	<u>CLASS</u>
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PRIMARY ROADS

1	McKinley Park Highway	McKinley Hotel-North Boundary	68.26	1
2	Wonder Lake Roads	Rt. 1-Lodge Site, incl. loops	2.50	2
3	Wonder Lake Roads	Rt. 2-Boat Docks	.50	2
4	Approach Road	Yamart-Route 1	6.30	1
5	Headquarters Road	Rt. 1-Administration Parking Area	.04	2
6	Headquarters Road	Rt. 1-Through OCC Camp incl. loop	.23	3
7	Camp Roads	Rt. 1-Through Savage River Camp, including loops	.56	3
8	Camp Roads	Rt. 1-Rt. 1, Through Camp Eielson	.13	3
11	Camp Roads	Rt. 1-Teklanika Camp	.50	3
15	Campground Road	Rt. 7-Rt. 7, Through Savage River Campground, including loop	.36	3
16	Campground Road	Rt. 1-Through Toklat Campground, including loop	.55	3

SECONDARY ROADS

9	Headquarters Road	Rt. 5-Rt. 1, Through Residential & Utility area, including loop	.50	1
10	Station Utility Road	Rt. 1-Rt. 1, Through Hotel Utility area	.25	1

ROUTE NO.	NAME	TERMINI	LENGTH IN MILES	CLASS
11	Station Utility Roads	Rt. 1-Warehouse Area	.10	1
13	Utility Road	Rt. 2-Wonder Lake Utility Area	.03	1

SUMMARY

Primary Roads

Class 1 - 94.56 miles
 Class 2 - 3.04 miles
 Class 3 - 2.33 miles
 Total 99.93 miles

Secondary Roads

Class 1 - 1.18 miles
 Class 2 - ---
 Class 3 - ---
 Total 1.18 miles

TOTAL ROAD SYSTEM MILEAGE 101.11 miles

XXXXXXXXXXXXXXXXXXXX
ANCHORAGE, ALASKA
P. O. BOX 160

December 16, 1953

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

Dear Mr. Niemi:

The following are the recommendations for the 1954 operations in the Anchorage District, based upon the figures as outlined in your letter of November 6, 1953.

SECTION I - MAINTENANCE

This section includes summer and winter maintenance on all district routes. Figures as shown are based on estimates from past experience, except the funds allocated for the depot at Soldotna, and funds for the activity in McKinley Park will probably be covered at the Conference in January.

SECTION II - RECONSTRUCTION

Under this section we have included pit run gravel on the Sterling Highway, improvement of Homer, Valley and Mountain road systems and improvement of the Anchorage system. Valley and Anchorage improvements include recommendations for bituminous work on several important roads.

SECTION III - CONSTRUCTION (F.A.)

Construction covers two projects only; extension of the Denali Highway and farm road construction. The farm road petition file has been submitted under separate cover.

SECTION IV - CONSTRUCTION (CONTRACT)

This section details engineering personnel necessary to accomplish the work set forth in your letter of November 6, 1953.

SECTION V - SURVEYS

Detail of engineering personnel and recommended plan of accomplishing the surveys as set forth in your letter of November 6, 1953, are covered in this section.

SECTION VI - EQUIPMENT

In making these recommendations we have considered all useable equipment in the district, and this section just includes new equipment required to accomplish work outlined in the above sections.

SECTION I - MAINTENANCE

Route 310, 311 - Glenn Highway-4th Avenue Post Road (120.8 Miles)

Shoulder maintenance remains a major problem on both these important highways and is a major operation that continues yearly. The program of brush control should be continued toward Anchorage from Palmer and from 70 Mile to 115. Ditches along the entire road should be widened and cleared, and slides at Miles 53 and 70 require attention each year. Riprap should be placed at 71 Mile where the Matanuska River is eroding embankment. More work is also necessary on the rock point at King River to force the river away from the road at 66 Mile. Work done in 1953 extended the rock dike approximately 50 feet but it should be raised and reinforced as flood waters covered the dike last season.

Pavement maintenance consisting of patching breaks, sealing cracks and removal and replacement of short areas caused by frost action must be continued on the Glenn Highway. Fourth Avenue Post Road is showing signs of wear and although resurfacing is indicated, resealing may save it for another year. Numerous small breaks should be patched before resealing is undertaken. Also, the decking on the Ship Creek Bridge on the Post Road must be replaced as it has rotted until traffic is actually breaking holes through the timber under the bituminous mat.

Unless the wood trestle on the Knik Bridge is replaced early in the year, it must be inspected and fender piles driven on several of the bents. The native piling on them are beyond the point where they will take the lateral thrust of flood waters. Two bents are presently sitting on mud sills. Approach to the Caribou Creek Bridge must be paved and the old bridge removed.

Centerline should be repainted from Anchorage to Palmer and from Anchorage to the MP Gate on the Post Road.

Snow removal, sanding, land ice control, and culvert thawing and cleanout must be accomplished in the winter.

Summer \$125,000

Winter \$ 50,000

Route 410 - Anchorage-Seward Highway (37.2 Miles)

Ditch cleanout and slide removal must be carried on continuously during the summer season on this important arterial. The rock cuts are weathered and seamed rock stratas require scaling weekly to prevent major rock slides. In several areas the rock is covered with from 4 to 20 feet of silt which runs like water after each heavy

rain and during the spring thaw. Work should be continued on channeling the surface water above the road to prevent glaciating on the pavement and catch basins cleaned and enlarged to handle more water.

Pavement maintenance will be necessary, consisting of patching breaks, sealing cracks and replacing short sections between Anchorage and Potter which fracture from frost action, necessary shoulder maintenance continued and the centerline striping repainted.

Summer \$60,000

Winter \$40,000

Route 411 - Anchorage-Spenard Highway (3.6 Miles)

Funds recommended are for shoulder maintenance, snow removal, ice control, crack sealing, patching and restriping centerline. Crosswalks should be striped and signed for school crossings at Fireweed Lane and top of Romig Hill. Winter sanding operations must be carried on daily on Romig Hill where opening of the new high school has greatly increased pedestrian traffic. With the new crushing unit in the area, we should reseal this section next construction season as the present surface is badly worn. Culverts are to be cleaned and extensions made where traffic has bent and closed the inlets and outlets.

Summer \$10,000

Winter \$ 5,000

Route 312. 313 314 - Matanuska Valley Feeders (59.8 Miles)

Late in the fall of 1953, Army tank maneuvers between Fish Creek and Knik Airfield cut the road up and damaged shoulders and minor drainage structures. Complaints were registered by both the Bureau of Land Management and Alaska Road Commission and assurances given that the conditions would be investigated and practice stopped. The roadway could not be reshaped in 1953 due to freezing weather and importance of shaping up other main roads for winter. This grade should be reshaped and ditched. Approaches to Fish Creek Bridge should be raised and widened. The grade should be raised with pit run gravel between Palmer and Echo Lake on the Palmer-Matanuska Road as this section is subject to severe breakup every spring. Normal summer maintenance consists of brush control, culvert replacement and shoulder maintenance. During the winter season snow removal, sanding, ice control and erection of snow and glacier fence should be accomplished.

Summer \$30,000

Winter \$15,000

Route 511 and 512 - Sterling Highway and Feeders (129.9 Miles)

Maintenance of this highway will consist of regravelling soft spots, widening narrow fills, an extensive program of reditching plus culvert placement where required and regular surface maintenance. Numerous areas between Ninilchik and Homer show bad frost heaving due to silt content of the subgrade and these areas must be removed and filled with select material before they will handle the heavy loads to which they are subjected.

Recommendations include one complete maintenance camp of nine men for a period of seven months plus a thawing crew of three men for two months. These crews would be engaged in the above mentioned ditching, widening and regravelling. Funds recommended also include year-round maintenance crew of four grader operators plus necessary office and shop personnel.

Summer \$140,000

Winter \$ 50,000

Route 812 and 812.1 - McKinley Park Rds. (91.3 Miles Road, 14 Miles Trail)

Opening of the road should be delayed as long as possible and still reach critical areas in time to prevent major damage by spring runoff. Spring maintenance will include snow removal, repair of washouts, filling of subsided areas and spot gravelling. Also included will be bridge repair as required on those structures not up for replacement in 1954.

Shoulder cleanup and widening as well as brush removal should be continued. Although NPS approved the use of chemicals, we believe the use of tractor and pull grader as tried in 1953 to be nearly as efficient in the type of growth encountered and is better from an esthetic point of view than dead brush left from the result of chemicals. Slide rock on the passes should be removed and present culverts and ditches cleaned.

Funds not allocated, however, appropriation should at least equal last year's program.

Route 813 - McKinley Park - Kantishna (4.5 Miles)

This road should be opened up upon completion of McKinley Park roads, and washout repairs and spot gravelling should be accomplished. Maintenance to consist of culvert cleaning and replacement, slide removal and reditching by motor grader.

Summer \$1,400

Route 011 - Sterling Landing-Ophir Road (47.0 Miles)

Military traffic between Sterling Landing and Takotna Mountain early in the season while the frost was going out left that section of the road in the worst condition it has been in years. Although most of our work in 1953 was concentrated in that section, much work remains to bring it up to the standard required by the military. Besides military requirements all supplies moved into the Placer Mining area at Ophir must move over this road.

Funds recommended are for continued improvement of surface, replacement of damaged and unserviceable culverts, extensive grade raising with select gravel borrow, re-ditching, brush removal and repair of areas washed out during the winter. Decking should be replaced on the Yankee Creek Bridge at Mile 35.1, and abutments and wing walls straightened and replaced on Little Creek Bridge at Mile 39.6. Work should also be done on the foundation of the foreman's quarters. Three men for a period of five-six months could handle necessary field work with one good mechanic in the shop to handle repair and overhaul.

Summer \$32,000

Route 012 - Iditarod-Flat Road (8.7 Miles)

Placer Mining continues active in the Flat area and all heavy supplies must come over this road from the landing to Flat. Funds recommended are for summer maintenance to include surface blading, re-ditching, brush control, spot gravelling and widening.

Summer \$7,600

Route 013 - Dillingham-Kanakanak-Wood River (14.7 Miles)

Surface maintenance, gravelling and drainage improvements should be continued. Yearly the road crossing the muskeg between Dillingham and Windmill Hill must be raised as the previous year's work is lost due to settlement. Winter maintenance covers snow removal, snow fence erection and culvert work. Work in the area requires one full time and one part time employee.

Summer \$18,000

Winter \$12,000

Route 310.2, 310.3 - Glenn Highway Locals (50.9 Miles)

Two miles of the increased mileage on these routes opened up a small tract area in the Birchwood area. The land is high, level,

has excellent drainage and is highly desirable for homesites. Funds recommended are for regular surface maintenance, spot gravelling, brush control, drainage, snow removal and sanding.

Summer \$15,000

Winter \$ 9,000

Routes 312.1, 313.1, 314.1, 314.3 - Matanuska Valley Locals (81.7 Miles)

Minor improvements as well as surface maintenance should be performed on these routes to handle the increasing traffic. Funds recommended are for minor bridge repair, culvert replacement, brush control, reditching, spot gravelling, snow and ice control and sanding.

Summer \$32,000

Winter \$16,000

Route 314.2 - Mountain Locals (63.8 Miles)

Although the mines, which were the reason for original construction, have ceased operation, this road carries increasingly more traffic. It is the only access into the village of Willow and traverses one of the best recreational areas near Anchorage. Work should be continued on brush removal, spot gravelling, culvert repair, minor bridge repair and surface maintenance. Winter maintenance should be performed to the Little Susitna Lodge, as the adjacent slopes have become an outstanding skiing attraction.

Summer \$6,000

Winter \$4,000

Route 310.1, 410.1, 411.1 - Anchorage Locals (49.7 Miles)

In 1953 a reconstruction program was initiated on sections of this system using various types of low cost bituminous treatment. While several sections stood up very well, others showed rutting and instability under traffic. Repairs must be made on those better sections and preparation of more roadbed should get underway for treatment. Maintenance items such as reditching, culvert cleanout, etc., should be done ahead of any reconstruction. Continuous grader work is necessary on sections not treated and dust prevention accomplished during summer months as traffic, which has increased considerable, causes dust and makes driving extremely hazardous.

Winter snow removal, sanding and ice control must be carried on daily as the suburban areas around Anchorage are served by this

system and scheduled service is maintained on them by both city and school buses. Funds recommended cover summer and winter maintenance, reditching, shoulder maintenance and spot gravelling.

Summer \$45,000

Winter \$30,000

Routes 511.1, 512.1 - Sterling Highway Locals (51.7 Miles)

These routes include all branch roads along the Sterling Highway between the National Forest Boundary and the Diamond Ridge Road near Homer plus the North Kenai Roads. With the exception of the Skilak Lake Road, all are maintained the year round. Funds recommended are for surface maintenance, spot gravelling, ditch clean-out, snow removal, sanding and ice control.

Summer \$12,000

Winter \$ 5,000

Route 511.2 - Homer Locals (47.3 Miles)

Increased activity in and around Homer in farming and tourist traffic is causing complete failure of numerous substandard farm and local roads. Program of constructive maintenance should be continued to bring these roads up to adequate standards. For this reason, the recommended amounts needed may seem excessive for just normal reshaping, widening, reditching, etc., when actually rebuilding of short sections has been accomplished by maintenance. New construction should not be attempted in this area until the present system is improved to where maintenance costs are again reasonable.

Summer \$24,000

Winter \$15,000

Route 011.1 - Takotna Locals (24.5 Miles)

Work on these roads should be limited to necessary surface maintenance, brush control and reditching except for spot gravelling on Yankee Creek and upper Gaines Creek Roads. Due to no winter maintenance being performed in this area, washouts must be filled every spring.

Summer \$9,000

Route 012.1 - Flat Locals (27 Miles)

Maintenance should be continued with a crew of two men, a working foreman and an operator. Work should be continued on brush removal and gravelling the Chicken and Slate Creek Roads. Spot gravelling is necessary over the entire system as is reditching and surface maintenance. Funds recommended provide for adequate summer maintenance and spring runoff control.

Summer \$10,000

Route 014.1 - Kodiak Locals (48.9 Miles)

Improvement of Kodiak roads by surface maintenance, culvert installation, widening, reditching and spot gravelling should be continued. Roads beyond the Naval Base around Chiniak Bay have had little work done on them in the past several years and reditching and brush removal is a must if they are to handle the traffic. Crew in the area should consist of a working foreman and two operators in the summer time with one or two as required in the winter. We have also included Abbert Road as part of the Kodiak locals maintenance.

Summer \$35,000

Winter \$15,000

Route 010.1 - Talkeetna-Cache Creek (40.7 miles, 18 Miles Sled Road, 16 Miles Trail)

Due to limited activity in this area at the present time, work should be kept to a minimum. Surface maintenance, spot gravelling and ditch cleanout is recommended. Two men should handle the work as in past years but we hesitate to recommend establishing a camp. Quite possibly our crew could be boarded at one of the mines or the men do their own cooking.

Summer \$8,000

Route 010.2 - Colorado-Bull River (17 Miles)

Indications are that Dunkles Coal Mine will operate only on a minor scale if at all in 1954. Funds requested are for filling minor washouts, slide removal and surface maintenance should operations be resumed. The work recommended could be handled by one man not to exceed three weeks.

Summer \$2,000

Route 010.3 - Medfra-Nixon Road (12 Miles)

As mining in this area has been reduced to exploratory work, our maintenance should be limited to that necessary to protect our present road investment. The work will be handled by Clint Winans, resident of Medfra.

Summer \$1,000

Route 010.4 - Bethel Locals (4.5 Miles)

As storms along the river continue to erode the river banks, more and more people are either moving back or are building on the hill. The present hill road is now handling all traffic between the airfield, hospital and the town. As it is built of sand overlying permafrost, it is subjected to severe washing and settlement. Maintenance should consist of raising, leveling and widening. This is also true of Hanger Lake Road and Standard Oil Road. Summer maintenance should be performed by a crew of two men working about five months.

Further funds will be requested under Farm and Industrial Roads as the road to the new cemetery should be rebuilt and extended to the new airport.

Summer \$10,000

Route 010.5 - Naknek Locals (14.3 Miles)

The gravel program started in 1953 should be continued if this road is to handle the heavy army traffic to which it is being subjected. Maintenance should consist of ditching, reshaping shoulders, gravelling and surface maintenance in the summer and glacier control, plowing snow and culvert thawing during winter months. Work will be done by a working foreman with one operator as required.

Summer \$17,000

Winter \$10,000

Route 010.7 - Iliamna Lake Locals (28.5 Miles)

Roads were left in very good condition in 1953 and should require minimum maintenance in 1954. Surface maintenance, spot gravelling, minor culvert and bridge repair and slide removal will be required. This work will be handled by one local employee as required over the summer. Consideration should be given to abandonment of this route as the traffic does not warrant present maintenance. The road is used by one man and in 1953, less than 500 tons of freight was moved over it. This freight could have been barged in from Naknek for about 50 cents per ton more than that charged.

Summer \$8,000

010.8 - Red Mt. Road (10.2 Miles)

Reports from the Kenai Chrome Company indicate that they have uncovered a rich vein of ore and expect to be operating on a full scale in 1954. Summer maintenance should be performed on this road in anticipation of heavy ore hauling. The work planned is surface maintenance, culvert and bridge repair, ditching and spot gravelling.

Summer \$10,000

811.4 - Cantwell-Summit Road (8.5 Miles)

Maintenance should be provided on this route as McKinley Park Hotel plans on remaining open year round and Alaska Airlines plans to stop at Summit field. It appears bus service may be inaugurated in 1954. Funds recommended include spot gravelling, surface maintenance and snow and ice control.

Summer \$4,000

Winter \$2,000

MAINTENANCE

<u>Route</u>	<u>Name</u>	<u>Summer</u>	<u>Winter</u>	<u>Total</u>	<u>District Direct</u>
310, 311	Glenn-4th Ave.	\$125,000	\$50,000	\$ 175,000	\$61,350
410	Anchorage-Seward Hwy.	60,000	40,000	100,000	35,000
411	Anchorage-Spenard	10,000	5,000	15,000	5,250
312,313,314	Matanuska Valley Feeders	30,000	15,000	45,000	15,750
511,512	Sterling Hwy.	140,000	50,000	190,000	66,500
812, 812.1	McKinley Park Roads				
813	Kantishna	1,400		1,400	490
011	Sterling Landing-Ophir	32,000		32,000	11,250
012	Iditarod-Flat	7,600		7,600	2,650
013	Dillingham-Wood River	18,000	12,000	30,000	10,500

<u>Route</u>	<u>Name</u>	<u>Summer</u>	<u>Winter</u>	<u>Total</u>	<u>District Direct</u>
310.2, 310.3	Glenn Hwy. Locals	15,000	9,000	24,000	8,400
312.1, 313.1 314.1, 314.3	Matanuska Valley Locals	32,000	16,000	48,000	16,800
314.2	Mountain Locals	6,000	4,000	10,000	3,500
310.1, 410.1, 411.1	Anchorage Locals	45,000	30,000	75,000	26,200
511.1, 512.1	Sterling Hwy. Locals	12,000	5,000	17,000	5,950
511.2	Homer Locals	24,000	15,000	39,000	13,650
011.1	Takotna Locals	9,000		9,000	3,150
012.1	Flat Locals	10,000		10,000	3,500
014.1	Kodiak Locals	35,000	15,000	50,000	17,500
010.1	Talkeetna-Cache Creek	8,000		8,000	2,800
010.2	Colorado-Bull River	2,000		2,000	600
010.3	Medfra-Nixon	1,000		1,000	350
010.4	Bethel Locals	10,000		10,000	3,500
010.5	Naknek Locals	17,000	10,000	27,000	9,450
010.7	Iliamna-Pile Bay	8,000		8,000	2,800
010.8	Red Mountain Road	10,000		10,000	3,500
811.4	Summit Road	4,000	2,000	6,000	2,100
	Soldotna Depot			<u>260,000</u>	78,000
				TOTAL - \$	1,210,000

SECTION II - RECONSTRUCTION

Routes 312, 313, 314, 314.1, 314.3, 312.1, 313.1-Matanuska Valley Roads

Continued improvement of the Valley roads are necessary with the ever increasing volume of traffic. Although the changes in 1953 completed realignment originally planned on the Palmer-Wasilla Road, traffic warrants improving grade and alignment for approximately one mile north of the four corners. The farm road from four corners to the experimental farm should be reditched, fills raised and grades reduced. The Palmer-Matanuska Road, one mile from Palmer, should be raised from one to two feet with select borrow for about two miles as it becomes impassable every spring during the breakup. The crusher should be operated and crushed rock stockpiled for use on those sections of the Palmer-Wasilla Road which show signs of requiring more surfacing before bituminous surfacing is applied which is also considered under this activity next season.

Reconstruction \$90,000

Route 314.2 - Mountain Road

Reduction of funds on this system in 1953 reduced our reconstruction program to brush removal, a small amount of shoulder work and reditching of the Willow end. Further work of this nature is necessary and one small bridge across upper Willow Creek should be replaced. Work can be handled by two men on brush removal and ditching and a bridge crew of four men operating about two weeks.

Reconstruction \$10,000

Routes 511, 512 - Sterling Highway

Funds recommended are for continued improvement of the Sterling Highway and covers regrading and regravelling from Clam Gulch toward Homer. This work should be handled by two crews; one working from Falls Creek and consisting of a grading crew of about eight men; the other from Ninilchik consisting of a gravel crew of seven men. It is suggested that grade reinforcement with pit run gravel be continued as was done last season, before any major project of crushed material is placed.

Reconstruction \$175,000

Route 511.2 - Homer Local Roads

During 1953 many of the hill roads in Homer were reconditioned with select pit gravel from Ohlson Mt. Reconstruction in the area in

1954 should complete this program by widening and gravelling the Diamond Ridge Road and the East Hill Road. Widening and regraveling is considered on the East End Road in the Fritz Creek area. One gravel crew working from the beach or from Chilson Mountain would handle the work.

Reconstruction \$40,000

Routes 310.1, 410.1, 411.1 - Anchorage Local Roads

Experimentation with dust palliatives and low cost oil treatment of secondary roads in the Anchorage area in 1953 proved the feasibility of a three-course treatment; one prime and double seal. This type surfacing holds up extremely well where the select pit run base is reinforced with four inches of crushed material. Dust treatment with light oils break up under the excessive traffic and should not be applied on heavily traveled roads. Several less traveled roads should be surfaced with crushed material and a dust palliative again tried.

Improvements recommended are listed below:

1. East Fireweed Lane should be completed and more crushed rock base added and oil surface treatment applied.

2. Lake Otis Road should be completed and bituminous surface continued to Dowling Road. So much preliminary work has been completed on this section it would seem desirable to complete with Government forces rather than contract.

3. DeBarr Road should be continued and bituminous surface placed to the intersection of Muldoon Road. This section could also be considered for inclusion in the paving contract contemplated for the Anchorage-Elmendorf Alternate Through Route as it is adjacent to the project.

4. International Airport Road could also be included with the Anchorage-Elmendorf project as a supplement to the contract with a prime and seal surface rather than a bituminous mat.

5. O'Malley Road traffic is also increasing and this roadway should be reconditioned and crush gravel surfaced.

6. Campbell Station Road is in the same category as the above and should be resurfaced with crush rock.

Reconstruction \$100,000

SUMMARY - RECONSTRUCTION

<u>Route</u>	<u>Program</u>	<u>Field</u>
Valley Roads	\$ 90,000	\$ 27,000
Mountain Roads	10,000	3,000
Sterling Highway	175,000	52,500
Homer Roads	40,000	12,000
Anchorage Locals	<u>100,000</u>	30,000
TOTAL	\$415,000	

SECTION III - CONSTRUCTION (F.A.)

Route 811 - Denali Highway

Several minor permafrost areas between Cantwell and McKinley Park remained frozen and although they were worked in 1953 as they thawed, some work remains to bring them down to grade. This work can be handled by a dozer and scraper working intermittently during the summer. The permafrost areas between Cantwell and Brushkana were worked late last fall and can now be completed early in 1954.

Some of the completed grade from Cantwell east requires gravel surfacing to stabilize; therefore, surfacing with pit run material a program should be started from 4 Mile progressing east covering all areas showing instability. A breakdown of hauling and loading equipment in the District discloses that we will require a fleet of ten new 5 yd. trucks for this work.

A small grading crew should finish grading the permafrost areas between Cantwell and Brushkana as soon as weather permits. Two grading and stripping crews will be stationed east of Brushkana and continue working toward Susitna. Also, at least three tractors and one scraper should be placed across the Susitna River during the winter together with one trailer camp, lubricants and fuel for a small stripping crew to start construction toward the MacLaren River next season. Some thought has been given to a possible temporary crossing on the Susitna but no concrete plan can be recommended at this time.

Construction \$360,000

Farm and Industrial Roads

Petitions for farm and industrial roads are classified and evaluated and assigned a priority for construction based on actual merit. Such priority is coordinated with the Bureau of Land Management's recommendations concerning homesite development and agricultural possibilities. Preliminary field investigations have been made and the cost of construction estimated. List of projects, together with location sketches and estimated costs, has been forwarded under separate cover and considered as Appendix A of these recommendations. Total estimated funds are listed to complete the projects together with recommended amount to be spent in 1954.

Please note that extension of the Gilley Road has been omitted this year. It now appears that the Army is planning on taking over that area beyond the end of our present road for a firing range. If they complete their plans, any future work in the area should be left to the military.

We are including one mile of road at Bethel to connect the new cemetery and airport to the existing system. This road will be all overlaid on muskeg and permafrost but is very necessary for access to the new airport.

Construction \$200,000 (as Appendix A)

SUMMARY - CONSTRUCTION (F.A.)

<u>Route</u>	<u>Name</u>	<u>Program</u>	<u>Field</u>
811	Denali Highway	\$360,000	\$108,000
	Farm Roads (Appendix A)	200,000	60,000

SECTION IV - CONSTRUCTION (CONTRACT)

Fort Richardson Arterial and Anchorage-Elmendorf Through Route

Work on these two routes will be handled by one resident engineer with necessary crews and inspectors. Tentatively, we plan, besides the resident, one assistant, 2-4 man transit and cross-section parties, 2 grade inspectors, one plant inspector and one laydown inspector.

Knik Bridge

This work should be contracted in early spring so work can be completed before Lake George breakup. After original field staking and layout we believe one engineer can handle the inspection.

Chickaloon and Moose River Bridges

After layout these jobs can be handled by one inspector on each project.

Denali Highway Bridges

Personnel for this construction will be influenced by the contractor's schedule of operations; however, it is believed that two engineers can handle the inspection with possibly two assistants part time.

Addition to Cantwell Garage

Should be handled by the resident engineer in the Cantwell area as his office is adjacent to construction.

SECTION V - SURVEYS

Pittman-Willow

It is recommended that this survey start in the early spring as at that time it would be possible to use tractor equipment for brushing the line. We plan on having Jack Van Zanten head this survey assisted by four men, a cook and one tractor operator.

Survey \$30,000

Cadastral Survey

Orville Eggen and his two crews should continue work on this important phase of our survey operations.

Farm Road Surveys

Work on surveys of proposed new construction should be handled by the crews working in the various areas on force account construction. This method of handling petitioned and recommended roads was initiated in 1953 and worked very satisfactorily.

Farm Road Survey \$19,000

Snag Point - Aleknagik

Work done in 1953 disclosed the feasibility of this route. A cat trail was pushed to within four miles of Aleknagik Lake and compass tangents of over a mile in length were run in several instances. Line should follow closely the preliminary reconnaissance as it falls almost entirely on high ground. Location should be made upon completion of the Willow Survey with the same crew.

Location \$20,000

SUMMARY - SURVEYS

<u>Name</u>	<u>Program</u>	<u>Field (10%)</u>
Pittman-Willow	\$30,000	\$3,000
Cadastral	50,000	-
Farm Roads	19,000	1,900
Snag Point - Aleknagik	20,000	2,000

SECTION VI - EQUIPMENT

As an equipment list is being submitted as a separate report, recommendations in this section shall consist of just that new equipment necessary to successfully carry out the program outlined. Consideration has been given to all available equipment in the District and requirements have been kept to a minimum still keeping economical operation in mind. Required equipment is listed below with justification.

Cantwell

3 - 5 KW Witte Diesel Light Plants -

for portable camps. Present gasoline plants are expensive to operate and maintain. They are also ready for replacement.

2 - D-8 Caterpillar Power Control Units -

Replacements for light old model LeTourneau units now in use as they cannot handle big cans now used.

1 - 1 yd. Loader (Hough Payloader) -

Ditch cleanout and spot gravel work in McKinley Park.

1 - 300 Amp Welder, electric, transformer type -

Present gasoline unit from shop truck being used in garage. Necessary that it be returned to truck for field use in summer.

1 - Shop Size Air Compressor, gas driven -

For field use. Presently have no way to inflate carryall and truck tires in field without overloading small ones now in use.

1 - 100 Watt Base Radio Station for Freq. 2264 and 5195 -

Replace HT9 which operates on 5195.

4 - 50 Watt - 6 Volt Mobile Radio for 2264.

1 - 50 KVA Light Plant -

Available GA to replace 30 KVA plant now at Cantwell - too small to handle load - use as standby.

Kodiak

1 - 1 yd. Wheel Loader (Hough Payloader) -

With increased mileage beyond base and vulnerable fills across several streams, fast moving piece of loading equipment is important for the Kodiak work.

Kenai

2 - Motor Graders (Cat 12 or equal) -

One to replace CAA grader returned to CAA in 1953. One to replace one sent Red Mountain and necessary there in 1954.

1 - 1 yd. Wheel Loader (Hough Payloader) -

For maintenance at Ninilchik. Pits so far apart shovel not economical as moving equipment must go from Kenai for move. Small crew on maintenance requires man on shovel waiting while anyone can load with Payloader.

- 1 - Traxcavator attachment for D-4 w/modification parts -

Convert D-4 from Fish & Wildlife to traxcavator for use on beach at Homer. Dragline now used requires operator waiting for trucks from long haul and it will be needed to feed crusher on second move as gravel deep and set-up area small.

- 1 - Low Bed Trailer -

Use at Homer for moving equipment - present lowboy beyond economical repair.

- 1 - 3 KW Diesel Light Plant (Witte) -

For use at Alcatraz Maintenance Camp, Kenai.

- 1 - 75 KWA Light Plant, 110 single phase - 220-3 phase -

Replace present 20 KW 220 single phase as unit too small and difficult to obtain power tools for this type power. New plant should be installed at new camp.

Dillingham

- 1 - D-4 w/combination bucket and dozer -

Presently are loading from one pit with D-7 and ramp. Gravels available in other pits in small deposits. Bucket loader reduce haul and do ditching and clearing on muskeg where D-7 can not work.

Takotna

- 1 - 3 KW Diesel Light Plant (Witte) -

Present DC plant beyond economical repair. AC plant necessary for radio contact. Automatic desired if available as water pump pressure type from basement tank to stove coils.

- 1 - 16 Cu. Ft. Deepfreeze -

No meat storage available in this area. Freezer should be kerosene operated if possible.

Anchorage

- 1 - Motor Patrol w/wing (Cat 12 or equal) -

Replace one transferred to Cantwell and one wrecked at 9 1/2 Mile in 1953.

1 - Portable Hot Mix Maintenance Plant (Barber-Greene Mixall) -

Patching bituminous mat at stop streets, intersections and approaches. Cold patch material adequate for ordinary road patch but will not hold up under abnormal wear encountered at these locations.

Sincerely yours,

E. J. White
District Engineer