

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

Annual Report

January 29, 1946

Alaska Road Commission,  
Juneau, Alaska.

20/184

RECEIVED  
JAN 31 1946  
ALASKA ROAD COMMISSION  
FAIRBANKS

Gentlemen:

Enclosed herewith please find in duplicate the following:

- Annual Report for 1945
- Recommendations for 1946
- Proposed Assignment of Equipment 1946
- Proposed Assignment of Crews 1946

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It appears as though we are going to be short a number of Foremen; according to the list as proposed we will be short by six or seven, and to make matters worse, I recently received word from Beauchamp who is now at Tok that he is resigning effective early in February, to re-enter exploration work.

Reference to the Assignment of Equipment Sheet. The equipment as shown at Tok is the old grader and scraper that was at Tanacross for several years.

20/184

Very truly yours,



Frank Nash,  
Superintendent

FN/d  
Encl.

FAIRBANKS DISTRICT

Season 1945

SUMMARY OF SUB-PROJECTS

<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
4H2	Rapids-Big Delta	48.70	- -	- -	48.70
4I	Big Delta-Richardson	19.00	- -	- -	19.00
4J	Richardson-Salchaket & Branches	33.75	- -	- -	33.75
	Includes:				
	4J Richardson-Salchaket	28 Mi.Rd.			
	4AA Democrat Creek	4 Mi.Rd.			
	4JA Lake Harding	1.75 Mi.Rd.			
4K	Salchaket-Fairbanks & Branches	55.15	- -	- -	55.15
	Includes:	39.90 Mi.Rd.			
	4K Salchaket-Fairbanks				
	7T Farmers-Chena Slough	7.75 Mi.Rd.			
	7V Fairbnks-Wireless	.25 Mi.Rd.			
	Cushman St. Extension	.50 Mi.Rd.			
	West Fairbanks	5.00 Mi.Rd.			
	Ladd Field Branch	1.75 Mi.Rd.			
5A	Nenana-Tanana	2.00	124.75	- -	126.75
	Includes:				
	5A Campbells-Tanana	2.00 Mi.Rd.			
		94.50 Mi.Rd.			
	5B Nenana-Campbells	30.25 Mi.Sl.Rd.			
5C	Fish Lake-American Creek	4.75	- -	- -	4.75
7A	Fairbanks-Chatanika & Branches	61.50	- -	- -	61.50
	Includes:				
	7A Summit-Chatanika & Branches	9.25 Mi.Rd.			
	7AA Cleary Creek	5.75 Mi.Rd.			
	7H Little Elderado	6.00 Mi.Rd.			
	7G Fairbanks-Gilmore & Branches	16.25 Mi.Rd.			
	7GA LaZelle Road	4.00 Mi.Rd.			
	7S Graehl Bridge & Road	.50 Mi.Rd.			
	7I Gilmore-Summit	7.25 Mi.Rd.			
	7IA Gilmore-Pearl Creek	8.75 Mi.Rd.			
	Pedro Dome	3.75 Mi.Rd.			
7B	Fox-Livengood & Branches	86.75	- -	- -	86.75
	Includes:				
	7B Fox-Olnes	10.00 Mi.Rd.			
	63B Brooks-Livengood Creek	7.00 Mi.Rd.			
	7K Olnes-Livengood	61.00 Mi.Rd.			
	63BA Amy Creek	1.00 Mi.Rd.			
	Wilbur Creek	1.25 Mi.Rd.			
	Big Elderado Creek	4.00 Mi.Rd.			
	7BA Dome-Spaulding Mine	2.50 Mi.Rd.			

Route No.	Name	Road	Sled Road	Trail	Total
7C	Summit-Fairbanks Creek & Branches	23.25	- -	- -	23.25
	Includes:				
	7C Summit-Fairbanks Creek and Branches	15.00 Mi.Rd.			
	7CA Summit-Fish Creek	8.25 Mi.Rd.			
7D	Fairbanks-Ester & Branches	31.25	- -	- -	31.25
	Includes:				
	7D Fairbanks-Ester	9.50 Mi.Rd.			
	7DA College Spur	1.00 Mi.Rd.			
	7DC St.Patricks-Goldstream	9.50 Mi.Rd.			
	7DB Ester Dome	5.25 Mi.Rd.			
	7DD Ester-Beegler	3.25 Mi.Rd.			
	7DE Ready Bullion Creek	2.50 Mi.Rd.			
7J	Fairbanks-Chena Hot Springs and Branches	- -	100.50	- -	100.50
	Includes:				
	7J Fairbanks-Chena Hot Springs	64.00 Mi.Sld.Rd.			
	7JA Chena River Branch	35.00 Mi.Sld.Rd.			
	7JC Colorado-South Fork	1.50 Mi.Sld.Rd.			
7N	Farmers-Birch Hill & Branches	14.75	- -	- -	14.75
	Includes:				
	7N Farmers-Birch Hill	8.75 Mi.Rd.			
	7NA Isabelle Creek	2.75 Mi.Rd.			
	7NB Ballaine-Rickert	2.50 Mi.Rd.			
	7NC Crossman-Fideler	.75 Mi.Rd.			
9	Rampart-Eureka	4.50	23.00	- -	27.50
11A	Eagle-Liberty-Chicken(Via Dome,Steel Creek Junction and Franklin)	28.25	- -	57.00	85.25
11C	Steel Creek-Mouth of Walkers Fork (Via Jack Wade)		15.00	- -	15.00
11E	Eagle-70 Mile	4.00	16.00	40.00	60.00
11G	Steel Creek-Canyon Creek	- -	- -	5.00	5.00
11M	Jack Wade-Boundary(Ties into 11A at Junction on Ridge)	18.00	- -	10.00	28.00
15	Circle-Miller House	47.00	- -	- -	47.00
15A	Circle Springs System	32.50	- -	- -	32.50
	Includes:				
	15A Central-Circle Springs-Portage Creek	18.00 Mi.Rd.			
	15B Deadwood Creek	9.50 Mi.Rd.			
	15BA Ketchum Creek	5.00 Mi.Rd.			
15E	Miller House-Harrison Creek and Branches	15.25	- -	- -	15.25
	Includes:				
	15E Miller House-Harrison Creek	10.25 Mi.Rd.			
	Mastadon Creek	3.00 Mi.Rd.			
	Miller Creek	2.00 Mi.Rd.			

Route No.	Name	Road	Sled Road	Trail	Total
15F	Boulder Creek Trail	- -	- -	10.00	10.00
15G	Porcupine Creek	11.00	- -	- -	11.00
16	Chatanika-Miller House & Branches	105.25	- -	- -	105.25
	Includes:				
	16 Chatanika-Miller House	87.00 Mi.Rd.			
	16A U.S. Creek	11.00 Mi.Rd.			
	16B Eagle Spur	1.00 Mi.Rd.			
	16D Sourdough Creek	4.75 Mi.Rd.			
	16E Faith Creek	1.50 Mi.Rd.			
17C	Nulato AirField Road	1.00	- -	- -	1.00
23B	Beaver Caro & Branches	- -	144.00	- -	144.00
	Includes:				
	23B Beaver-Caro	75.00 Mi.Sld.Rd.			
	23C Big Creek	24.00 Mi.Sld.Rd.			
	23D Caro-Flat Creek	45.00 Mi.Sld.Rd.			
29	Tanana-Coldfoot & Branches		52.50	273.00	325.50
	Includes:				
	29 Tanana-Bettles	156.00 Mi.Trail			
	29A Bettles-Coldfoot	59.50 Mi.Sld.Rd.			
	29C Mile 70-Hughes	60.00 Mi.Trail			
	29D Wild River Trail	57.00 Mi.Trail			
30	Hot Springs System	48.75	<del>48.75</del>	- -	48.75
	Includes:				
	30 Hot Springs Landing-Eureka	25.75 Mi.Rd.			
	30A Hot Springs-Tofty-Bocks Omega Creek	18.00 Mi.Rd. 5.00 Mi.Rd.			
31	Caribou Creek	- -	50.00	- -	50.00
38A	Ruby System	66.50	- -	- -	66.50
	Includes:				
	38A Ruby-Long	28.50 Mi.Rd.			
	38AB Long-Birch Creek	7.00 Mi.Rd.			
	38E Long-Poorman	28.00 Mi.Rd.			
	38EB Greenstone Creek	1.75 Mi.Rd.			
	38L Ruby Airfield Road	1.25 Mi.Rd.			
46	Nenana-Kantishna System	2.50	145.00	41.00	188.50
	Includes:				
	46 Kobe-Eureka	95.00 Mi.Sld.Rd.			
	46B Lignite-Stampede Creek	50.00 Mi.Sld.Rd.			
	46C Nenana-Knights	41.00 Mi.Trail			
	46F Nenana-Cemetery	2.50 Mi.Rd.			
46G	Kobe-Bonnifield	- -	45.00	- -	45.00
47	Wiseman System	13.00	11.00	48.50	72.50
	Includes:				
	47 Coldfoot-Wiseman	11.00 Mi.Sld.Rd.			
	47B Nolan Branch	5.50 Mi.Rd.			
	47C Wiseman-Hammond	7.50 Mi.Rd.			

Route No.	Name	Road	Sled Road	Trail	Total
47	Wiseman System (Continued)				
	Includes:				
	47D Jim Pup Trail	26.50	Mi.Trail		
	47E Myrtle Creek Trail	7.00	Mi.Trail		
	47F Wiseman-Porcupine Creek	15.00	Mi.Trail		
59	Fairbanks Bridge				
59A	Fairbanks Depot				
65CB	Salana-Tok Junction				
65L	Alaska Military Highway and Branches	209.00	--	--	209.00
	Includes:				
	Alaska Military Highway	203.00	Mi.Rd.		
	Northway Access Road	6.00	Mi.Rd.		
65M	Tanana River-Chicken	--	75.00	--	75.00
86	Fourth of July Creek	5.00	5.00	--	10.00
87	Coal Creek	7.00	--	--	7.00
88	Ferry-Eva Creek-Moose Creek	21.75	2.25	--	24.00
90D	Shelter Cabins	--	--	--	--
TOTALS		1021.10	809.00	484.50	2314.60

Upon checking the above list with that submitted last year, the following differences are to be noted:

	Road	Sled Road	Trail	Total
1944 Totals	1020.75	821.00	484.50	2325.75
1945 Totals	1021.10	809.00	484.50	2314.60
	Plus .85	Minus 12.00	000.00	Minus 11.15

The differences are due to the following Changes:

Route 4H2	Plus .70	--	--	Plus .70
" 4I	Minus 1.50	--	--	Minus 1.50
" 4J	Minus 2.00	--	--	Minus 2.00
" 4K(West Fairbanks)	Plus 3.75	--	--	Plus 3.75
" 4K(Salchaket-Fairbanks)	Minus .10	--	--	Minus .10
" 16C	.00	Minus 87.00	--	Minus 87.00
" 65M	--	Plus 75.00	--	Plus 75.00
Total	Plus 4.45	Plus 75.00	--	Plus 79.45
Total	Minus 3.60	Minus 87.00	--	Plus 90.60
Differences	Plus .85	Minus 12.00	--	Minus 11.15

The preceding changes were occasioned by:

Route 4H2	Lengthened .70 miles by newly measured mileage.
Route 4J	Shortened 1.50 miles by newly measured mileage.
Route 4K	West Fairbanks. As it is necessary that we perform maintenance work on this road from the Town Limits to the C.A.A. Station below Town, the entire distance was assumed as instructed by your letter of 1/18/45.
Route 4K	Salchaket-Fairbanks. Shortened .10 miles by newly measured mileage.
Route 16C	Abandoned. See your letter of 1/25/45.
Route 65M	75 miles new sled road constructed.

FAIRBANKS DISTRICT  
WORKING ORGANIZATION DURING THE SEASON 1945

Superintendent

Frank Nash

Asst. Superintendent

Earl C. Duffus

John D. Hudert

Chief Engineering Aide

Iver Quenboe

Mechanic

Clyde C. Collins

Warehouse Man

John B. Bell

Clerical Department

Special Disbursing Agent

Peter Grandison

Clerk

Lisetta H. Manske

Stenographer

Helen W. Douglas

Foremen

Appelle,	Henry A.
Bayless,	Otto G.
Beauchamp,	William B.
Broadston,	Ralph I.
Buck,	Stanley R.
Dellinger,	Marion E.
Heath,	Harvey W.
Hill,	Charles W.
Lekich,	John
Lutro,	Arthur P.
Marsan,	Edmond E.
Moore,	William L.
Murray,	William
Peyton,	Edwin E.
Price,	Herman
Riehm,	James A.
Rynearson,	Walter
Shepard,	John G.
Stocker,	Harvey
Warren,	Jack
Williams	Marvin D.

## DESCRIPTION AND STATEMENT OF WORK ACCOMPLISHED

November 1, 1944 to November 1, 1945

### FAIRBANKS DISTRICT

For a detailed description of the Fairbanks District and all sub-projects, see annual reports for the Fairbanks, Nenana and Eagle Districts, 1930 and 1931, and all following annual reports, with exceptions as noted in this report where new projects have been completed, old roads have been rehabilitated, roads changed, extensions made, spurs constructed or projects taken over from other Government Agencies.

#### Route 4H2 Rapids-Big Delta (48.70 Miles Road)

Annual maintenance and improvements on this project were performed by various crews located at Big Delta, Mile 254 and Donnelly. All work on this route was under the direct supervision of General Foreman Walter Rynearson. Various crews performing the work were supervised by Foremen William Murray, Jack Warren, William L. Moore, Charles W. Hill and John G. Shepard.

Maintenance work on this route performed during the winter months consisted of staking shoulders of road, snow removal, smoothing driving surface with motor graders, sanding slippery curves, work on the pier of the Jarvis Creek Bridge, completion of repairs to the Jarvis Creek Dyke and placing of additional rock around the center pier of the Tanana River Bridge. Winter work on this route was performed between Big Delta and the Big Delta or Jarvis Creek Airport.

During the early part of the winter the crew located at Big Delta moved from the Goodpaster River to Big Delta a Caterpillar Power Unit, a small Caterpillar Tractor, Sawmill, several small tools and supplies that were purchased from the Northwest Service Command.

Maintenance work performed on this route during the summer months consisted of water diversion and spring protection work, opening bridges and culverts, repairing washouts, repairing dykes, cleaning ditches and culverts, installing metal culverts, bridge repairs, replacing old bridges with metal culverts, graveling soft sections, planing road with motor graders and maintenance of the telephone line.

Improvements on this route consisted of the construction of a line change around Donnelly Dome from Mile 245 to Mile 258. The construction of a 3800 foot line change at Rabbit Creek, the construction of a short line change at Donnelly Creek, bridge



construction on line changes and to replace narrow, inadequate structures on road that will be used in the future and grubbing/stripping in preparation for further improvements.

The following work was accomplished:

Winter Maintenance		13.00	Miles
Summer Maintenance		48.70	Miles
Telephone Maintenance		48.70	Miles
Dyke Repairs & Construction		9200.00	Lin. Ft.
Load Rock)		2390.00	Cu. Yds.
Haul Rock) Bridge Pier		1150.00	Yd.Miles
Load Gravel/Dozer		3721.00	Cu. Yds.
Load Gravel/Shovel		19929.00	Cu. Yds.
Haul Gravel		47979.00	Yd.Miles
Spread Gravel	23650 Cu.Yds. over	32000.00	Lin.Ft.
Snow Removal		92.00	Miles
Clearing		6.25	Acres
Grubbing/Stripping		57.75	Acres
Bridge Repairs, Steel		650.00	Lin.Ft.
Grade Scrapers Wheeled		47992.00	Cu. Yds.
Grade Grader/Dozer		14.25	Miles
Corduroy		200.00	Lin.Ft.
New Bridges, Timber		99.00	Lin.Ft.
Install Timber Culverts		60.00	Lin.Ft.
Install Metal Culverts		730.00	Lin.Ft.

#### Route 4I Big Delta-Richardson (19 Miles Road)

Annual maintenance and improvements on this route was performed by crews located at Big Delta on Route 4H2 and at Mile 66 on Route 4J. All work on this route was under the direction of General Foreman Walter Rynearson, assisted by Foremen as follows: Jack Warren, Otto G. Bayless and John G. Shepard.

Winter work on this route consisted of staking shoulders of road, smoothing surface with motor grader, snow removal, work on various glaciers in order to keep them passable, construction of a detour at approximately Mile 283 to avoid large glacier caused by overflow from the Tanana River, sanding slippery hills and curves and maintenance of the telephone line.

Summer maintenance work on this route consisted of water diversion and spring protection, opening culverts and bridges, cleaning ditches and culverts, graveling soft sections, bridge repairs, planing road with motor grader and repairs to the telephone line.

Improvements on this route consisted of widening side hill and road between the Richardson Melegraph Station and the north side of Tenderfoot Hill, the construction of a line change over Tenderfoot and regrading, widening and resurfacing the section from the south side of Tenderfoot Hill to Tenderfoot Creek.

Work on this last section was completed. Regrading, widening and resurfacing of the section between the old Telegraph Station and the south side of Tenderfoot Hill was not completed; there remains some grading, ditching and surfacing to be performed early next spring.

The following work was accomplished:

Winter Maintenance	19.00	Miles
Summer Maintenance	19.00	Miles
Telephone Maintenance	19.00	Miles
Snow Removal	120.00	Miles
Bridge Repairs, Steel	125.00	Lin. Ft.
Load Gravel Shovel	17399.00	Cu.Yds.
Haul Gravel	59310.00	Yd. Miles
Spread Gravel <sup>17399</sup> 59310 cu.yds. over	24400.00	Lin. Ft.
Grubbing/Stripping	5.75	Acres
Clearing	3.00	Acres
Grade Grader/Dozer	6.00	Miles
Grade Scraper Wheeled	21240.00	Cu.Yds.
Install Metal Culverts	184.00	Lin. Ft.

Route 4J Richardson-Salchaket and Branches (33.75 Miles Road)

Annual maintenance and improvement work on this route was performed by crews located at Mile 301.4 and Mile 318.7. Work on this route was also performed under the direction of General Foreman Walter Rynearson, assisted by Foremen Otto G. Bayless, John G. Shepard and Edmond E. Marsan.

Winter work on this route consisted of staking shoulders of roadway, snow removal, smoothing surface of roadway with motor grader, sanding slippery curves and hills and maintenance of the telephone line.

Summer maintenance work on this route consisted of water diversion and other necessary protection work during the spring breakup, opening bridges and culverts, graveling soft sections, cleaning ditches and culverts, installing metal culverts, planing road with motor grader and maintenance of the telephone line.

Improvements on this route consisted of the construction of a line change on the east side of Birch Lake, regrading, widening and resurfacing roadway from Birch Lake to the Head of Canyon Creek, regrading and widening section between Gasoline Creek and regrading, widening and resurfacing section from the east end of Richardson Hill to Banner Creek.

As there was no travel on the Democrat Creek branch during the past year, no work was performed on it.

Necessary maintenance work was performed on the Lake Harding Branch throughout the summer. This consisted of planing with motor grader and resurfacing with gravel the entire section from the Richardson Highway to the Lake front. During the winter months sufficient snow removal has been and is being performed to keep this branch open to traffic for residents of the Lake area.

The following work was accomplished:

Winter Maintenance		29.75	Miles
Summer Maintenance		33.75	Miles
Telephone Maintenance		28.00	Miles
Snow Removal		146.00	Miles
Clearing		17.48	Acres
Load Gravel Shovel		48561.00	Cu.Yds.
Haul Gravel		161812.00	Yd. Miles
Spread Gravel	48561 cu.Yds. over	55000.00	Lin. Ft.
Grubbing/Stripping		52.00	Acres
Grade Scrapers Wheeled		18764.00	Cu.Yds.
Grade Grader/Dozer		10.00	Miles
Metal Culverts Installed		270.00	Lin. Ft.

Route 4K Salchaket-Fairbanks and Branches (55.15 Miles Road)

Annual maintenance work on this route was performed by crews located at Mile 318.7 on Route 4J, Mile 332.4 on Route 4K, and at Fairbanks. This work was also carried on under the direct supervision of General Foreman Walter Rynearson, assisted by Foremen Edmund E. Marsan, John G. Shepard and Henry A. Appelle, and Sub-Foreman Harl J. Glasgow.

Winter maintenance work on this route consisted of staking shoulders of road, snow removal, smoothing surface with motor grader and sanding slippery hills and curves.

Summer work consisted of water diversion and spring protection work during the breakup period, opening bridges and culverts, cleaning ditches and culverts, slide removal, graveling soft sections, resurfacing weak and worn out sections, bridge repairs, installing metal culverts, planing road with motor grader and maintenance of the telephone line.

Necessary maintenance work was performed on all branches except the Ladd Field Branch which is maintained by the Army and the Fairbanks-Wireless Road which required no work. Work on the branch roads consisted of snow removal, graveling soft sections, cleaning ditches and culverts and planing road with motor grader.

The following work was accomplished:

Winter Maintenance		42.65	Miles
Summer Maintenance		55.15	Miles
Telephone Maintenance		39.90	Miles
Snow Removal		292.00	Miles
Load Gravel Shovel		2286.00	Cu.Yds.
Haul Gravel		20756.00	Yd. Miles
Spread Gravel	2286 Cu.Yds. over	9462.00	Lin. Ft.
Bridge Repairs, Timber		39.00	Lin. Ft.
Bridge Repairs, Steel		400.00	Lin. Ft.
Metal Culverts Installed		94.00	Lin. Ft.

Route 5A Nenana-Tanana ( 2 Miles Road 124.75 Miles Sled Road)

Annual maintenance work as performed on this sled road during November-December, 1944 consisted of cutting brush, cutting new trail where old trail had been washed out by the Tanana River and grading approaches to river, lake and slough crossings.

Annual maintenance Sled Road 124.75 Miles

Route 7A Fairbanks-Chatanika and Branches ( 61.50 Miles Road)

Annual maintenance work on this route was performed by small maintenance crews located at Fairbanks and Cleary Summit under Foremen Henry A. Appelle and Harvey W. Heath.

Winter work on this route consisted of staking shoulders of road, snow removal, work on side hill and creek glaciers and smoothing roadway with motor grader.

Summer maintenance consisted of water diversion and spring protection work during the spring breakup, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, installing metal culverts, bridge repairs and planing road with motor grader.

Improvements consisting of filling the approaches to the Noyes Slough Bridge and raising the grade between the Town Limits and the Noyes Slough Bridge was started late in the Fall. This work is being performed under the direction of Foreman William L. Moore.

As mining activities were at a standstill throughout the year and as the Army is taking care of the LaZelle Road and have abandoned their project on Donnelly Dome, very little work was performed on the branch roads. The only exception being the Steel Creek branch on which it was necessary to do considerable work.

The following work was accomplished:

Winter Maintenance	28.00	Miles
Summer Maintenance	61.50	Miles
Snow Removal	238.00	Miles
Bridges Repaired, Timber	32.00	Lin. Ft.
Load Gravel Shovel	3774.00	Cu.Yds.
Haul Gravel	11322.00	Yd.Miles
Spread Gravel	2000.00	Lin. Ft.
Metal Culverts Installed	70.00	Lin. Ft.

Route 7B Fox-Livengood and Branches (86.75 Miles Road)

Annual maintenance work on this route was performed by the small maintenance crews located at Fairbanks and at the Tatalina River. These crews were under the direction of Foremen Henry A. Appelle, Arthur P. Lutro and William Murray.

Summer work on this route consisted of water diversion and spring protection work during the breakup, opening bridges and culverts, cleaning ditches and culverts, bridge construction, bridge repairs, graveling soft sections, cutting brush and planing road with motor grader.

No winter work is performed on this route; however, as was authorized, some snow removal was performed on this route late last Fall.

Necessary maintenance work, which was very light, was performed on all branch roads.

The following work was accomplished:

Annual Maintenance	86.75	Miles
Bridge Repairs, Timber	274.00	Lin. Ft.
New Bridges, Timber	32.00	Lin. Ft.
Snow Removal	60.00	Miles

Route 7C Summit-Fairbanks Creek and Branches (23.25 Miles Road)

Annual maintenance work on this route as performed by the maintenance crew located at Cleary Summit, consisted of spring protection work, planing road with motor grader and cleaning ditches and culverts. As travel over these roads was very light during the past year, very little work was performed on them.

Annual maintenance of Road 23.25 Miles

Route 7D Fairbanks-Ester and Branches (31.25 Miles Road)

Annual maintenance work as performed on this route by the small crew located in Fairbanks consisted of spring protection work during the spring breakup, opening ditches and culverts, cleaning ditches and culverts, cutting brush, graveling soft sections, bridge repairs, snow removal and planing road with motor grader during both the summer and winter months.

As travel over the various branches during the past year was practically nil, work on them was very light.

The following work was accomplished:

Annual Maintenance Road	31.25	Miles
Snow Removal	64.75	Miles
Bridge Repairs, Timber	40.00	Lin.Ft.

Route 7J Fairbanks-Chena Hot Springs and Branches(100.50 Miles Sled Road)

Annual maintenance work on this route as performed by interested parties consisted of the construction of native timber bridges, bridge repairs and grading banks and approaches to lakes, river and creek crossings.

Annual Maintenance Sled Road 100.50 Miles

Route 7N Farmers-Birch Hill and Branches (14.75 Miles Road)

Annual maintenance work as performed on this route during the year by the small maintenance crew located in Fairbanks, consisted of spring protection work, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, planing road with motor grader, cutting brush and grubbing and stripping on edges of roadway preparatory to regrading and snow removal.

Annual Maintenance Road	14.75 Miles
Snow Removal	34.00 Miles

Route 9 Rampart-Eureka(4.50 Miles Road 23 Miles Sled Road)

Annual maintenance work as performed on this route, between Rampart and Little Minook Creek, by residents of Rampart, consisted of repairing washouts, cleaning ditches and culverts, cutting brush and repairing culverts.

Annual Maintenance Road	4.50 Miles
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Route 11A Eagle-Liberty-Chicken(28.25 Miles Road 57 Miles Trail)

Annual maintenance work as performed on this route between Eagle and American, by residents of Eagle, consisted of spring protection work, opening bridges and culverts, cleaning ditches and culverts and graveling a few soft sections.

Annual Maintenance Road	28.25 Miles
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Route 15 Circle-Miller House (47 Miles Road)

Annual maintenance work as performed on this route by the maintenance crew located at Central, Mile 129, under Foreman William Beauchamp, consisted of spring protection work, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, cutting brush, bridge repairs, installing metal culverts and planing road with motor grader.

During the past year a plot of ground was secured at Central on which a permanent camp was erected. A new cook house and bunk house were erected. Materials for these buildings were secured from buildings turned over to us by the Army at Circle.

Food supplies, equipment, etc. were freighted to and stored at Central and Birch Creek for use while repairing ice breakers above the Birch Creek Bridge next summer.

The following work was accomplished:

Annual Maintenance Road	47.00 Miles
Bridge Repairs, Timber	360.00 Lin.Ft.
Metal Culverts Installed	40.00 Lin.Ft.

Route 15A Central-Circle Springs System (32.50 Miles Road)

Annual maintenance work on this route was performed by the maintenance crew located at Central. This work consisted of spring protection work, opening bridges and culverts, cutting brush, graveling soft sections and planing road with motor grader.

As travel over the various branch roads was very light throughout the year, very little work was performed on them.

Annual Maintenance Road 32.50 Miles

Route 15E Miller House-Harrison Creek and Branches(15.25 Miles Road)

Annual maintenance work on this route was also performed by the crew located at Central. However, as mining activities in this area were practically at a standstill, very little work was performed on this route. Such work consisted of cleaning ditches and culverts and planing road with motor grader.

Annual Maintenance Road 15.25 Miles

Route 16 Chatanika-Miller House and Branches(105.25 Miles Road)

Annual maintenance and improvements on this route were performed by the maintenance crews located at Cleary Summit under Foreman Harvey Heath, the maintenance crew located at Mile 82½ under Foreman John Lekich and the bridge crew under Foreman William Murray.

Work on this route consisted of spring protection work, opening bridges and culverts, cleaning ditches and culverts, cutting brush, graveling soft sections, installing metal culverts, bridge construction, bridge repairs, planing road with motor grader and snow removal.

Materials, supplies, equipment, etc. were freighted to the bridge site and the erection of the steel spans salvaged from the Salchaket and Castner Rivers, across the Chatanika River, was started. As the job was not completed this year, it will be carried in inventory and reported next year.

A new frame bunk house was erected at Mile 82½.

As mining activities, which various branches of this road serve, were at a standstill throughout the year, very little work was performed on the branch roads.

The following work was accomplished:

Annual Maintenance Road	105.25	Miles
New Bridge Timber	22.00	Lin. Ft.
Metal Culverts Installed	40.00	Lin. Ft.
Bridge Repairs, Timber	16.00	Lin. Ft.
Snow Removal	36.50	Miles

Route 30 Hot Springs System (48.75 Miles Road)

During the past year annual maintenance work on this route was performed by a few local residents of Manley Hot Springs under the direction of Tony Lanning, Hot Springs freighter.

Work on this route consisted of spring protection work, opening bridges and culverts, repairing washouts, graveling soft sections, installing culverts and leveling road with tractor and grader.

Annual Maintenance Road 48.75 Miles

Route 38A Ruby System (66.50 Miles Road)

During the past year a small amount of maintenance work was performed on this route by local residents of Ruby. Due to the lack of proper help, transportation, etc., the majority of this work was performed between Ruby and the airfield. This work consisted of protection work during the spring breakup, cleaning ditches and culverts and planing road with motor grader.

Annual Maintenance Road 66.50 Miles

Route 46 Nenana-Kantishna System (2.50 Miles Road 145 Miles Sled Road 41 Miles Trail)

Necessary maintenance work was performed on the trail between Nenana and Knights to accommodate the carrying of the mail between Nenana and Diamond. This work was performed by the mail carrier and consisted of the construction of small bridges to accommodate a dog team, cutting brush and grading banks to river, lake and creek crossings.

Annual Maintenance Trail 41.00 Miles

Route 47 Wiseman System (13 Miles Road 11 Miles Sled Road 48.50 Miles Trail)

A very small amount of maintenance work was performed on the Nolan and Hammond River Roads by local residents of Wiseman. This work consisted only of spring protection work to prevent washouts, etc.

Annual Maintenance Road 13.00 Miles

Route 59 Fairbanks Bridge

Annual maintenance work on this project consisted of repairs to guard rail, hand rail, decking and snow removal from sidewalks and the north approach. Traffic on this bridge was much lighter during the past year than it has been since the start of the recent war.



Route 59A Fairbanks Depot

Necessary repairs were performed on Headquarters Buildings.

Route 65CB Salana-Tok Junction

Maintenance work on the section of this route between the Tok River and Tok Junction consisted of snow removal, work on glaciers, opening bridges and culverts, graveling soft sections, filling with gravel north end of Tok River Bridge and planing road with motor grader.

Route 65L Alaska Military Highway and Branches(209 Miles of Road)

Annual maintenance work on this route was performed by crews located at Johnson River, Tok Junction and Gardner Creek. These crews were under the direction of various Foremen. Edwin E. Peyton at Johnson River, Stanley R. Buck at Tok Junction, and Marion E. Dellinger, James A. Riehm and Harvey Stocker at Gardner Creek. All work on this route was performed under the supervision of General Foreman Ralph I. Broadston with Headquarters at Tok Junction.

Maintenance work on this route during the past year consisted of staking shoulders of road, work on glaciers, snow removal and smoothing of driving surface of roadway with motor graders during the winter months. Such work during the summer months consisted of spring protection work, opening bridges and culverts, repairing washouts, repairing and cleaning ditches and culverts, bridge repairs, graveling soft sections, dyke construction to prevent overflow water from crossing roadway and planing road with motor graders.

Annual Maintenance Road 209.00 Miles

Route 65M Tanana River-Chicken(75 Miles Sled Road)

Late last Fall 75 miles of sled road was constructed from the Alaska Military Highway towards Chicken. This route branches from the Alaska Military Highway east of the Tanana River, crosses a low divide into the Headwaters of the Dennison Fork, then follows down the Dennison Fork towards Chicken. Work on this sled road as performed under the direction of Mr. Fred Whitehead, consisted of grubbing/stripping, grading with tractor/dozer and clearing.

Sled Road Constructed 75.00 Miles

Route 88 Ferry-Eva Creek-Moose Creek(21.75 Miles Road 2.25 Miles Sled Road)

Maintenance and improvements were performed on this route by a crew under the direction of Mr. Patrick McGahey. The work consisted of regrading and reshaping roadway from Ferry to the

Eva Creek Mine, construction of a line change to avoid a bad slide, installing culverts, bridge repairs and graveling soft sections.

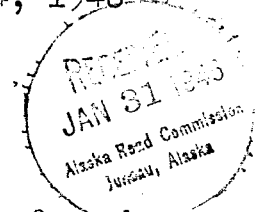
Annual Maintenance Road 21.75 Miles

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

January 24, 1946

Alaska Road Commission,  
Juneau, Alaska.

20/184



Gentlemen:

The following is a statement and recommendation of work believed necessary, that can be performed with the estimated amount available, on existing roads, trails and bridges in the Fairbanks District during the 1946 season. In compliance with your letter of November 5, 1945, these recommendations are being limited to \$800,000.00, and \$400,000.00 of the total being used as an estimate for work on the Richardson Highway, and are exclusive of maintenance work for the Alaska Military Highway.

To complete the improvements on that Highway, further work is required on Routes 4I, 4J and 4H2.

It is therefore recommended that the completion of rehabilitation and improvements on this be started at as early a date as possible to insure completion during the coming season.

Route 4H2 Rapids-Big Delta.

Further rehabilitation and improvements required on this route are as follows: rehabilitate section from Big Delta (Jarvis Creek) Airport Mile 264 to north end of line change, Mile 258. Complete grading and surfacing line change from Mile 258 to Mile 245. Complete rehabilitation from the south end of the line change Mile 245 to Rapids Mile 229.3.

In addition to the above, other work necessary on this route is winter and summer maintenance.

In view of the above, it is recommended that during the coming season, a camp be erected at Moores Camp, Mile 254.2. This camp to be supplied with sufficient men and equipment to perform necessary maintenance work from Big Delta to Mile 245, to complete rehabilitation of the section from the Big Delta Airport to the north end of the line change and complete grading and surfacing the line change. Completion of the grading and surfacing on this section should not take more than 4 or 6 weeks at the most. Tent frames, etc. were left at Moores camp, in view of which the effort to re-establish this camp will not amount to much.

It is also recommended that a camp be established at Donnelly, equipped with sufficient men and equipment to perform necessary maintenance work from Mile 245 to Rapids Mile 229.3, and to complete all rehabilitation work between those two points.

Maintenance work on this route to consist of any and all work necessary to keep the roadway open to travel and in good condition throughout the entire summer season. Winter maintenance to consist of any and all work necessary to keep the roadway open to travel between Big Delta and the Big Delta (Jarvis Creek) Airport.

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Rehabilitation on the section between the Big Delta (Jarvis Creek) Airport and the north end of the line change to consist of regrading the roadway to the 24 foot standard width, fill depressions, provide proper drainage and a good driving surface.

Rehabilitation on the section between the south end of the line change, Mile 245 to Rapids, Mile 229.3 to consist of regrading and surfacing to 24 foot standard, elimination of needless sharp and excessive curvature, elimination of steep and excessive grades, providing proper drainage and replacing bridges with new structures and where possible elimination of bridges by replacement with metal culverts,

As Donnelly Station will in the future be a permanent maintenance camp and as the old Signal Corps buildings that are now in use are in a very dilapidated condition and are not worth attempting to repair, it is recommended that as soon as possible they be replaced with new structures and that the camp be modernized as much as practical.

For the above recommended work, it is believed that the following sums will be required:

Summer Maintenance .....	\$ 26,000.00
Winter Maintenance .....	6,000.00
Telephone Maintenance .....	3,000.00
Rehabilitate section from Big Delta Airport to Mile 258 .....	55,000.00
Complete grading and surfacing section from Mile 258 to Mile 245 .....	25,000.00
Rehabilitate section from Mile 245 to Rapids, Mile 229.3 .....	133,000.00
Total.....	\$ <u>248,000.00</u>

Plats of proposed line changes, grade changes, etc. between Mile 245 and Rapids, will be forwarded as soon as they can be completed.

Route 4I Big Delta-Richardson.

Improvements remaining to be performed on this route consist of regrading, widening and surfacing approximately one mile of road between the old Telegraph Station at Richardson and the north side of Tenderfoot Hill, completion of the grading and surfacing of the line change over Tenderfoot Hill and a small amount of reshaping and surfacing on the section between the south side of Tenderfoot Hill and Tenderfoot Creek. Grading remaining to be performed on the line change over Tenderfoot Hill consists mostly of ditching on the upper side and leveling preparatory to surfacing with gravel. Other work required on this route during

the coming year consists of necessary summer and winter maintenance work, which means any and all work necessary to keep the roadway open to travel and in good condition throughout the year.

To perform this work it is believed that the following funds will be required:

Summer Maintenance .....	\$ 20,000.00
Winter Maintenance .....	9,000.00
Telephone Maintenance .....	2,000.00
Completion of Improvements .....	25,000.00
from Richardson to Tenderfoot Creek	
Total.....	\$ 56,000.00

To perform the above work, it is recommended that a crew of men and equipment of good strength be located in our 66 Mile Camp at as early a date as possible in the spring, so that this work can be completed at an early date, in order that men and equipment can be transferred elsewhere and only a maintenance crew remain at Mile 66 to perform maintenance work on Routes 4I and 4J.

Route 4J Richardson-Salchaket and Branches.

Improvements and rehabilitation work remaining to be performed on this route consists of the ditching and graveling of a short section of road from Gasoline Creek to the south end of Richardson Hill and the regrading, widening and resurfacing of the section from Banner Creek to the old Telegraph Station at Richardson, a distance of approximately one-half mile.

Other necessary work on this project will be winter and summer maintenance of the Richardson Highway and the Lake Harding and Democrat Creek Branches. As considerable work was performed on the Lake Harding Branch last year, it should not require any great amount of work during the coming summer. However, brush should be cut and ditches graded on the section leading from the Highway to the Lake Front and a small amount of graveling may be required on the east and west roads. As mining activities on Democrat Creek have ceased, it is doubtful if any work will be required on the road leading to that Creek.

It is recommended that the above outlined rehabilitation work be performed at as early a date as possible. This work to be performed by the crew located at 66 Mile.

Annual maintenance work on this route to consist of any and all work necessary to keep this section of the Highway and branch roads open to traffic and in good condition at all times.

To perform the above work, it is believed that the following funds will be required:

Summer Maintenance.....	\$ 25,000.00
Winter Maintenance.....	10,000.00
Telephone Maintenance.....	2,000.00
Rehabilitate and complete reconstruction section at Richardson .....	10,000.00
Total .....	\$ 47,000.00

Route 4K Salchaket-Fairbanks and Branches.

As this route has been entirely rehabilitated within the past few years, very little work other than necessary maintenance will be required during the coming year. During the past two summers, it has been noted that it is practically impossible to keep a good driving surface on the section that traverses the Flood Control Dyke. This was especially noticeable last summer and this winter. It is believed that this condition is due to the fact that a sufficient depth of surfacing was not placed on this section, which means there is not enough gravel for the motor patrols to properly work. Patrol operators are continually complaining that they can do nothing with this piece of road, as their blades hang up on the large rocks.

In view of the above it is recommended that in addition to the regular maintenance work, the Dyke section of the Highway be given an additional surfacing with gravel to a sufficient depth to allow motor patrols to work efficiently.

Branch Roads with the exception of the Farmers-Chena Slough Road should not require much attention. In view of the increased population of homesteaders and farmers along this route, traffic has increased considerably during the past two years. It is believed that henceforth traffic on this route will be rather consistent and that additional surfacing, etc. will be required on this road. There is also one bridge on this route that is in very poor condition and should be replaced either during the coming summer or early next Fall. The present bridge is 62 feet in length; it crosses a dry slough in which there has been no water for years, however, in high water it carries some water and should therefore not be dismantled. It is recommended that in the near future the present structure be replaced with a 22 foot span of standard design.

To perform maintenance work on the Richardson Highway section of this route, it is recommended that a small crew be located at 33 Mile. This crew to consist of 1 Foreman, 1 Cook, 1 truck driver, 1 laborer and 1 motor patrol operator, with corresponding equipment. Work on the Fairbanks end of this route and the branches in the vicinity of Fairbanks, to be handled by the maintenance crew located in Fairbanks. The bridge work on the Farmers-Chena Slough Road could be handled by the bridge crews, whenever it was convenient to erect the new structure.

Maintenance work on the Richardson Highway to consist of any and all work necessary to keep the roadway open to traffic and in good condition at all times. Same work on the branch roads in the summer months, winter work to depend upon necessity and authorization.

To perform the above outlined work, it is believed that the following funds will be required:

Summer Maintenance.....	\$	30,000.00
Winter Maintenance.....		10,000.00
Telephone Maintenance .....		3,000.00
Additional Surfacing Dyke.....		6,000.00
		<hr/>
Total.....	\$	49,000.00

Estimated funds required for work outlined above on various branches, including Lake Harding Road, Farmers-Chena Slough West Fairbanks, etc. .... \$ 10,000.00

Route 7A Fairbanks-Chatanika and Branches.

As mining activities in all areas are on the increase, considerably more heavy traffic will be passing over this route during the coming years. No work of any consequence has been performed on this route during the past few years, in view of which, several sections on the Steese Highway have become badly dilapidated and branches have fallen into a state of disrepair.

The Fairbanks Exploration Company have advised that during the coming year, they will resume operations to the fullest extent possible and that they will have considerable tonnage moving over this route in the future. Small operators in this and other areas adjacent to this route have advised that they intend to resume operations during the coming season.

The section of this route from Fairbanks to the top of Engineer Hill is in fair condition, however, ditches need considerable cleaning and several soft sections require additional surfacing. Last summer the section from the top of Engineer Hill Mile 7 to the foot of Engineer Hill, Mile 9½, showed signs of going to pieces and causing trouble. However, due to the light traffic, it stood up and caused no undue trouble. It is believed that with the increased traffic, this section will give considerable trouble during the coming summer. This section should be regraded and resurfaced.

The section from the foot of Engineer Hill down Engineer Creek towards Goldstream, which was constructed by the Fairbanks Exploration Company some years ago, has settled until the surface of the roadway is below the surrounding country, resulting in sections of the roadway being surr covered with water in the summertime, and with ice during the winter months. With heavier traffic, sections that are under water during the summer months, are going to break through and cause trouble. The Fairbanks Exploration Company advises that in the near future it will be necessary for them to change the lower section of this piece of road. However, the section that will not be changed should be raised at least one foot, two feet would be better and be resurfaced.

Prior to the war, the construction of a line change from Fox to above Gilmore, following up tailing piles in the Goldstream Valley was started. It is believed that if equipment is available that this change should be completed during the coming season.

On the north side of Cleary Hill, below the Fairbanks Exploration Company ditch crossing, there is a section about one mile in length that caused some trouble last spring which during the coming summer should be regraded and resurfaced to insure this section from going to pieces.

In view of the above, it is recommended that during the coming year, the following work be performed on this route: summer maintenance - to consist of any and all work found necessary to keep the roadway open to traffic at all times, winter maintenance - to consist of snow removal, work on glaciers and other work that may arise to keep the roadway open to traffic, regrade and resurface section from the top of Engineer Hill to the foot of Engineer Hill (north side), raise section from foot of Engineer (north side) down Goldstream, construct line change on tailing piles from Fox to Gilmore, regrade and resurface one mile of road on north side of Cleary Summit and complete small line change at Mile 3½ which was started prior to the war.

It is also recommended that if possible, the old, dilapidated log cabin at Cleary Summit which is being used as a mess house, be replaced with a more modern structure.

To perform work as outlined above, it is believed the following funds will be required:

Summer Maintenance .....	\$ 20,000.00
Winter Maintenance .....	12,000.00
Regrade, resurface sections as described above.....	<u>20,000.00</u>
Total .....	\$ 52,000.00

Route 7B Fox-Livengood and Branches.

It is an assured fact that during the coming summer, mining activities in the Livengood area will resume their pre-war proportions, which means that tonnage over this route will be greatly increased during the coming year. It is well known that several sections of this route are in poor condition and are badly in need of regrading and resurfacing.

In view of this, it is recommended that during the summer the crew located on this route be of sufficient strength and have sufficient equipment with which to perform the necessary maintenance work and to perform rehabilitation work on as many of the poorer sections as possible. Also, in view of recent developments, it is recommended that during the winter months, the section of this route from Fox to Olnes be kept open.

To perform necessary work on this route during the coming season, it is estimated that the sum of \$40,000.00 will be required.

Route 7C Summit-Fairbanks Creek and Branches.

Mining activities on Fairbanks and Fish Creeks will be revived during the coming summer. Although very little maintenance work has been performed on this route during the past year, it has not deteriorated to any extent. The only work recommended for this route is summer maintenance at an estimated cost of \$3,000.00.

Route 7D Fairbanks-Ester and Branches.

Mining activities in the Ester, Ester-Dome and Goldstream areas will no doubt increase during the coming year, which means additional traffic on this route and the branches, some of which have not been used during the war.

This will necessitate heavier and more maintenance, which will mean an increase of funds over the past few years.

As this route and branches are in good condition, nothing other than necessary maintenance work and the probable graveling of the new road that was constructed in 1944 to the new location of College Station and beyond to the Homesteads located in sections 5,6,7 and 8, are recommended. To perform this work, it is estimated that the following funds will be required:

Summer Maintenance .....	\$ 11,000.00
Winter Maintenance .....	3,000.00
Surfacing as outlined above.....	<u>6,000.00</u>
Total .....	\$ 20,000.00

Route 7N Farmers-Birch Hill and Branches.

During the past several years nothing other than bare maintenance work has been performed on this route, the result of which is that it and its branches have fallen into such a state of disrepair, that it is believed necessary to rehabilitate the entire route and some of the branches during the coming summer.

This in view of the facts that last season, during several weeks, this route was in poor condition and at times impassable, and that the number of homesteaders and farmers located on these various roads have increased.

In view of the above, it is recommended that during the coming season, this entire route be regraded and resurfaced, and that necessary summer and winter maintenance work be performed, for which it is estimated the sum of \$113,000.00 will be required.



Route 9 Rampart-Eureka.

Due to the decline of mining activities in the Rampart areas, very little work has been performed on this road between Rampart and the crossing of Big Minook Creek. As a result, considerable work such as renewing culverts, regrading, resurfacing soft sections should be performed during the coming year.

Last September during extremely high water, the bridge across Big Minook Creek, at the mouth of Little Minook Creek, was washed out and was a total loss.

In view of the above, it is recommended that during the coming summer, necessary maintenance work be performed and that a new bridge be erected across Big Minook Creek. For this purpose, one of the 100 foot Howe Truss Spans salvaged from Jarvis Creek can be used. These spans are intact and are in good condition.

To perform this work is is estimated that \$12,000.00 will be required.

Route 11A Eagle-Liberty-Chicken.

Route 11E Eagle-70 Mile.

In view of the end of the war, resumption of mining activities, etc., it is being assumed that work in the Eagle area will be resumed on a pre-war basis.

As no one from this office has visited Eagle for some time, it is not known as to how much work will be required to rehabilitate the road constructed in previous years.

It is therefore recommended that necessary maintenance work be performed on the road between Eagle and the Mission, and between Eagle and the end of previously constructed road, and if possible continue with construction towards Liberty Creek and beyond and perform necessary work on Route 11E. To perform this work, it is estimated that the sum of \$15,000.00 will be required.

Equipment located at Eagle is in poor condition. It will be necessary to perform extensive repairs on all of it, except one truck, before it can be used.

Route 15 Miller House-Circle.

In view of increased mining activities in the Circle area and a probable increase in tourist and other travel, traffic on this route will no doubt be heavier in the future than it has been during the past few years, which will mean increased maintenance costs. This not only applies to this section of the Steese Highway, but also to its branches, Routes 15A, 15E and 15G.

Last spring a heavy run of ice damaged two ice breakers in front of the Birch Creek Bridge which it will be necessary to replace this spring prior to the breakup.

In view of the above, it is recommended that the ice breakers be repaired at as early a date as possible. It is also recommended that a crew of sufficient strength and with suitable equipment be located at Central to perform necessary maintenance work on this route and its branches.

For the above recommended work it is believed that the following funds will be required:

Renew Ice Breakers and Annual Maintenance...\$ 22,000.00

Route 15A Circle Springs System.

Annual Maintenance ..... \$ 4,000.00

Route 15E Miller House-Harrison Creek and Branches.

Annual Maintenance ..... \$ 2,000.00

Route 15G Porcupine Creek.

Annual Maintenance ..... \$ 1,000.00

Route 16 Chatanika-Miller House and Branches.

No doubt renewed mining activities in the Circle and other areas, tourist and other travel, will increase traffic over this route during the coming summer, which, as in other cases, will increase maintenance costs on this route.

Generally speaking, this route is in good condition. However, there are several old bridges on it which should be renewed with new bridges or metal culverts, several sections are badly overgrown with brush and sections on which considerable maintenance work is necessary. Branch roads no doubt will require considerable maintenance work during the coming summer, as mining operations will be renewed on some of the various creeks served by these roads.

In view of this, it is recommended that annual maintenance work on this route be increased and that a crew of sufficient strength be located on this route, to perform the necessary surface maintenance and make some progress with bridge repairs, bridge replacements and brush cutting.

It is also recommended that the old, dilapidated log cabin at Mile 82½ which is used as a mess house be dismantled and replaced with a more modern structure.

Annual Maintenance ..... \$ 30,000.00

Route 30 Manley Hot Springs System.

Light maintenance work has been performed on these roads during the past few years and they are in pretty fair condition. Due to expected increase in traffic and necessity of having these roads in good condition, it is recommended that during the coming summer we return to the pre-war standard of maintenance of these roads.

All equipment at Hot Springs is in good condition, except one truck which requires a new motor.

Annual Maintenance ..... \$ 15,500.00

Route 38A Ruby System.

As no one from this office has visited Ruby for some time, nothing is known of what is required. However, there is no doubt but what this road beyond the junction with the airport road is in poor condition and will require considerable maintenance.

It is also known that bridges on this route are in a very poor condition.

Nothing definite is known as to what extent mining operations will be resumed on Long Creek and at Poorman. However, it is believed that maintenance work on this route should be resumed on a pre-war basis, the crew to start working south from Ruby, performing all necessary work as they move south, proceeding as far as possible with available funds, men and equipment.

Annual Maintenance..... \$ 20,000.00

Route 46 Nenana-Kantishna System.

Annual maintenance on the trail between Nenana and Knights are the only recommendations for this route.

Annual Maintenance ..... \$ 500.00

Route 47 Wiseman System.

Nothing is known as to the actual condition of any of the roads and trails in this area. Recently requests have been received for road and trail work in that area during the coming summer. It is recommended that maintenance work on these roads and trails be returned to a pre-war basis.

Annual Maintenance ..... \$ 8,000.00

Route 59 Fairbanks Bridge.

Route 59A Fairbanks Depot.

Annual Maintenance ..... \$ 7,000.00

Route 65CB Tok-Salana.

Annual Maintenance between Tok  
Junction and Tok River ..... \$ 3,000.00

Route 65M Tanana River-Chicken.

If plans as outlined in your letter of January 9, do not mature, it is recommended that some additional grading, etc. be performed on the first 15 miles of the sled road and that further work as performed last season be extended to Chicken.

Estimated Cost ..... \$ 8,000.00

Route 88 Ferry-Eva-Moose Creek.

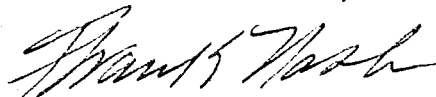
For this route it is recommended that maintenance and improvements as started during 1945 between Ferry and Eva Creek, be completed and that such work be continued on down Eva Creek to California Creek, to put this road in a passable condition to allow miners to freight in supplies necessary for their operations.

Annual Maintenance..... \$ 8,000.00

Miscellaneous ..... \$ 6,000.00

For location, strength of various crews and their equipment, please refer to Assignments of Crews and Equipment.

Very truly yours,



Frank Nash,  
Superintendent

FN/d

SUMMARY OF RECOMMENDATIONS

Route 4H2	Rapids-Big Delta	\$ 248,000.00)	
" 4I	Big Delta-Richardson	56,000.00)	\$ 400,000.00 ✓
" 4J	Richardson-Salchaket	47,000.00)	
" 4K	Salchaket-Fairbanks	49,000.00)	
	Branches	10,000.00*	10,000.00
" 7A	Fairbanks-Chatanika & Branches	52,000.00)✓	55,000.00
" 7C	Summit-Fairbanks & Branches	3,000.00)	
" 7B	Fox-Livengood & Branches	40,000.00	40,000.00
" 7D	Fairbanks-Ester	20,000.00	20,000.00
" 7N	Farmers-Birch Hill & Branches	113,000.00	113,000.00
" 9	Rampart-Eureka	12,000.00)✓	12,000.00
" 11A	Eagle-Liberty-Chicken )	15,000.00	15,000.00
" 11E	Eagle-70 Mile )		
" 15	Miller House-Circle	22,000.00)✓	
" 15A	Circle Springs System	4,000.00)✓	
" 15E	Miller House-Harrison Creek	2,000.00)	59,000.00
" 15G	Porcupine Creek	1,000.00	
" 16	Chatanika-Miller House & Branches	30,000.00	
" 30	Manley Hot Springs System	15,500.00	15,500.00
" 38A	Ruby System	20,000.00	20,000.00
<del>" 46</del>	<del>Nenana-Kantishna System</del>	<del>500.00</del>	<del>500.00</del>
" 47	Wiseman System	8,000.00	8,000.00
" 59	Fairbanks Bridge)	7,000.00	7,000.00
" 59A	Fairbanks Depot )		
" 65CB	Tok-Salana	3,000.00)	11,000.00
" 65M	Tanana River-Chicken	8,000.00)	
" 88	Ferry-Eva Creek-Moose Creek	8,000.00	8,000.00
	Miscellaneous	6,000.00)✓	6,000.00
	<i>Includes trails</i>		

Total.....\$ 800,000.00

25  
13  
4  
37.5  
16.5

L & M 135 000  
J. F 225 000  
Field 440 000  

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\$ 800 000

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS - ALASKA

February 13, 1947



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Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Reference your letter of December 17, 1946 and your telegram of January 21, advising to limit maintenance recommendations for the coming season to \$400,000.00.

As near as can be estimated, under the present wage scale, working hours, etc., this amount will be sufficient for surface maintenance only and will allow nothing for any substantial improvements on existing roads.

It is estimated that it will cost \$17,800.00 to operate a five man summer crew with a minimum amount of equipment ( 1 Truck and 1 Motor Patrol) from May 12 to October 12, and \$22,500.00 to operate a four man winter crew with the same equipment from March 1 through May 11, and from October 13 through February 28.

On this basis, with a five man summer crew located at the following points:

Fairbanks	
Mile 66	Richardson Highway.
Donnelly	" "
Johnson River	Alaska "
Tok	" "
Gardner Creek	" "
Cleary Summit	Steese "
Mile 82½	" "
Central	" "
Tatalina	Elliott "

the sum of \$178,000.00 would be expended.

Also, with a four man winter crew located at the first six stations as designated above, the sum of \$135,000.00 would be expended. This gives us a total of \$313,000.00, leaving \$87,000.00 for expenditures in outlying sections such as: Hot Springs, Ruby, Wiseman, Eagle and Route 88, etc.

In view of this, all that can be recommended for the various routes is necessary maintenance with the minimum crews as outlined above, with slightly varying sized crews in the outlying sections, and with funds divided as follows:

Route 4H2	Rapids-Big Delta	)	
Route 4I	Big Delta-Richardson	)	
Route 4J	Richardson-Salchaket and Branches	)	
Route 4K	Salchaket-Fairbanks and Branches	)	\$ 99,500.00

Route 7A	Fairbanks-Chatanika and Branches	\$	30,300.00
Route 7B	Fox-Livengood and Branches		18,000.00
Route 7C	Summit-Fairbanks Creek and Branches		500.00
Route 7D	Fairbanks-Ester and Branches		2,700.00
Route 7N	Farmers-Birch Hill and Branches		1,800.00
Route 7J	Fairbanks-Chena Hot Springs and Branches		700.00
Route 11A	Eagle-Liberty-Chicken		15,000.00
Route 15	Miller House-Circle	)	
Route 15A	Circle Springs System	)	18,000.00
Route 16	Chatanika-Miller House and Branches		22,500.00
Route 30	Hot Springs System		20,000.00
Route 38A	Ruby System		30,000.00
Route 46	Nenana-Kantishna System		500.00
Route 47	Wiseman System		6,000.00
Route 59	Fairbanks Bridge	)	
Route 59A	Fairbanks Depot	)	1,000.00
Route 65CB	Salana-Tok	)	
Route 65M	Alaska Military Highway and Branches	)	121,500.00
Route 88	Ferry-Eva Creek		7,000.00
	Miscellaneous		<u>5,000.00</u>
Total . . . . .		\$	400,000.00

However, some of these routes are in only fair condition, others poor and others can stand improvements such as: widening, resurfacing, replacing dangerous timber bridges, etc., and others will no doubt require some unforeseen work. In view of which, if additional funds are available, it is recommended that the following be given consideration:

Route 4H2 Rapids-Big Delta

Last year, improvements on this route were practically completed. However, some work remains to be performed to bring it up to an equal standard with the balance of the Richardson Highway into Fairbanks. This work consists of rehabilitation of the section from the Big Delta Airport (Mile 264.1) to the North end of the line change around Donnelly Dome (Mile 258.0) completion of the rehabilitation of the section from Donnelly Station (Mile 239.7) to Darling Creek (Mile 233) and the rehabilitation of the section from Mile 231.7 to Rapids (Mile 229.3). Other additional work that should be performed on this route consists of improving the driving surface of the Highway from the Tanana River to the Junction with the Alaska Military Highway, which, it is believed can best and most easily be accomplished by removal of oversized surfacing material and placing a binder over the remaining material.

Work on the section between Mile 264.1 and Mile 258.0 would consist of cleaning and leveling shoulders, providing proper drainage and raising and leveling sags. Work on the section from Mile 239.7 to Mile 233 would be of the same nature. As the ground traversed by these two sections is of gravel, no surfacing will be necessary. Work on the section between Mile 231.7 and 229.3 should consist of regrading and widening and the construction of a small line change near One Mile Creek to eliminate some unnecessary curvature. Some additional surfacing will be required on this section.

The small maintenance crew as outlined in the \$400,000.00 program cannot perform the necessary maintenance and improvements as outlined above. To perform the additional work as outlined above, it is estimated that the following will be required:

Remove oversize and place binding material Tanana River to Junction with Alaska Military Highway .....	\$ 9,000.00
Rehabilitate section from Mile 264.1 to Mile 258.0 .....	7,000.00
Rehabilitate section from Mile 239.7 to Mile 233.0 .....	9,000.00
Rehabilitate section from Mile 231.7 to Mile 229.3 .....	6,000.00

Route 4I Big Delta-Richardson

Rehabilitation work on this route was completed last season. However, it is believed that the crew located at 66 Mile should be augmented by at least one operator and one other man with a tractor and dozer/grader, to clean shoulders and provide extra drainage, especially on the section between Shaw Creek and Big Delta. This would require an additional \$10,000.00, which, however can be split with Route 4J.

It is also to be recalled that between Shaw Creek and Big Delta there are several short sections on which the gravel surface has become badly worn, such sections at times getting very soft. It will probably all depend as to break up conditions, amount of hauling over the Highway and weather throughout the summer season as to whether or not these sections will require resurfacing during the coming season. If so, this would require the services of a small truck crew for a part of the season at an additional cost of probably \$8,000.00.

Route 4J Richardson-Salchaket and Branches

Rehabilitation work on this route was completed last season. This route is in very good condition and the additional \$5,000.00 as mentioned under Route 4I should be sufficient to take care of any unforeseen work.



Route 4K Selchaket-Fairbanks and Branches

Outside of probable trouble during the spring break up, due to thawing conditions and heavy hauling, maintenance costs of this route during the coming summer should be comparatively light.

However, from past experiences and anticipated activities at Mile 26 during the coming summer, it is believed that considerable additional resurfacing will be required on the first few miles of this route at an additional cost of at least \$15,000.00.

In view of the above, the increase for work on the Richardson Highway is as follows:

Route 4H2 .....	\$ 31,000.00
Route 4I .....	13,000.00
Route 4J .....	5,000.00
Route 4K .....	<u>15,000.00</u>
	64,000.00
Regular Maintenance under \$400,000.00 program .....	<u>99,500.00</u>
Total .....	\$ 163,500.00

Route 7A Fairbanks-Chatanika and Branches

It was hoped that during the coming summer, some further improvements could be performed on this route. Such improvements to consist of widening with a tractor and dozer/grader a few narrow sections between Gilmore and Chatanika, and resurfacing several soft sections on the North side of Cleary Summit, especially the section from the F. E. Company ditch to Cleary Summit. However, this could not be done under the \$400,000.00 program. It is estimated that the necessary improvements can be made at a cost of approximately \$20,000.00 in addition to regular maintenance funds, which brings the total required for this route to \$50,300.00.

Route 7B Fox-Livengood and Branches

As is well known, considerable of this route requires regrading, widening and surfacing. Last year some such work was performed by the maintenance crew and a gravel crew. However, under the \$400,000.00 program, it cannot be seen how this work can be carried on even on a small basis, and still do justice to other routes in the District. If additional funds are available, it is recommended that the five man crew be increased to at least eight men to allow additional surfacing by the maintenance crew, and that a full time gravel crew be located on this route throughout the season. The crew to consist of a 10-12 truck outfit and necessary grading equipment with sufficient personnel to operate. They to start working on the section between Livengood and Mike Hess Creek, working back towards Fox, catching the poorest places enroute.

Other sections that are now in fair condition, to be left to receive attention at a later date.

Also, in the vicinity of Globe Creek, there are two narrow places which, due to rock work, were never sufficiently widened. These two places constitute hazards and should be improved. This work would require the services of two men and a compressor for not to exceed thirty days and sufficient equipment with which to remove the blasted rock, which could be either shoved overboard or loaded on trucks and used to widen and raise low, narrow road across Globe Creek Flats.

To perform the above work in addition to the regular maintenance work, it is believed that the sum of \$70,000.00 will be required. This, plus the \$18,000.00 required for regular maintenance work, brings the total for this route up to \$88,000.00.

#### Route 7C Summit-Fairbanks Creek and Branches

Nothing required or recommended, other than the necessary maintenance at a cost of \$500.00 as under the other program.

#### Route 7D Fairbanks-Ester and Branches

As mining operations by the F. E. Company at Ester and by several individuals in the vicinity are being resumed, more requests are being received for maintenance work on this route, especially the branches. In view of which, it is believed that the \$2,700.00 as set up under the \$400,000.00 program is not sufficient to perform the maintenance work that will be required.

The gravel surface on 80% of the section between Noyes Slough and the University has become badly depleted and should be replaced. Also, during the past two springs, sections between the University and the foot of Gold Hill have been very soft. In fact the entire route should be regraded and resurfaced.

This work can be performed during the early part of the season, probably during part of May, all of June and July, and part of August and then used on other routes.

It is estimated that to perform this work and properly perform maintenance work that will be requested on branches that in addition to the \$2,700.00, another \$60,000.00 will be required. Total amount \$62,700.00.

#### Route 7N Farmers-Birch Hill and Branches

As this route was rehabilitated last year, the \$1,800.00 as requested under the \$400,000.00 program should be sufficient.

#### Route 7J Fairbanks-Chena Hot Springs and Branches

The \$750.00 as requested under the other program should be sufficient for this route.

Route 11A Eagle-Liberty-Chicken

The \$15,000.00 as requested under the other program, should be sufficient to perform necessary maintenance work on the road from Eagle to Liberty Creek, the road from Eagle to the Mission, and on Route 11E.

Due to increased mining activities on the 70 Mile River and Tributaries, it is believed that requests will be received for more work on Route 11E than has been performed in the past.

However, it is believed that work on 11A can be reduced to allow sufficient funds to perform necessary work on 11E.

Route 15 Circle-Miller House  
Route 15A Circle Springs System

Under the other program no allowance is made for additional trucks or tractors/dozers with which to perform any such needed work of ditching or regrading and resurfacing between Central and Circle. It is believed that if available, sufficient additional money should be allotted to allow increasing the crew at Central to such an extent that a small gravel crew of 4 or 5 trucks can be employed throughout the season. For this, it is believed that an additional sum of \$5,000.00 will be required. This will bring the total for these two routes up to \$33,000.00.

Route 16 Chatanika-Miller House and Branches

Under the other program the only work that could be performed would be necessary maintenance by the small crews located at Mile 82 $\frac{1}{2}$  and at Cleary Summit.

There is considerable opportunity for improvements on this route, which are believed essential and can be performed at a reasonable cost. An undertaking that must be started in the near future is the replacement of several old timber bridges which are in very poor condition. Other most needed improvements consist of widening narrow sections; starting from the North end, such sections are on Eagle Summit and at various places between there and Chatanika.

Also, in the Chatanika Flats between the Town of Chatanika and the Chatanika River, there are sections that cross nigger head flats. These sections have settled down until top of the roadway is lower than the surrounding country, it is also very rough and hard to properly maintain and during wet seasons, sections are under water throughout the biggest part of the summer season.

It is recommended that if sufficient funds are available, that one D-8 and one D-7 Tractor/dozer be allotted the task of widening various sections and making fills where old bridges are

replaced with metal culverts, such work to start on Eagle Summit at the head of Bonanza Creek, working South as far as possible. Also, that low sections as described above, be filled to the extent where surface will be above water and easy to maintain. To perform such work, it is estimated that an additional sum of \$15,000.00 will be required. Total for this route \$37,500.00.

Route 30 Hot Springs System

As some work has been performed on these roads throughout the war years, they are sufficient to take care of the requirements, in view of which no additional work is necessary. Therefore, the \$20,000.00 as requested under the other program should suffice.

Route 38A Ruby System

As no work was performed on these roads during the war years, they deteriorated to such an extent that during the past summer the road to Long Creek and beyond was impassable for a truck throughout the season.

Due to increased mining activities at Long, Poorman and elsewhere along the route, there is no doubt but what increased requests and demands will be received during the coming year for improvements on this route.

The amount as requested in the other program is sufficient only to allow the operation of a small seven man crew throughout the season. Such a crew will be inadequate to cope with the situation and make any progress.

It is therefore recommended that if possible the amount as requested be at least doubled so that additional trucks ( 4 or 5) and a shovel be sent to Ruby next season, so as to insure a passable road for trucks to at least Long Creek, by the end of the season.

Route 46 Nenana-Kantishna System

No improvements necessary; the \$500.00 as requested should be sufficient.

Route 47 Wiseman System

It is very doubtful if mining activities will increase in the Wiseman section. The \$6,000.00 as requested in the other program should be sufficient.

Route 59 Fairbanks Bridge

The matter of the replacement of the North approach to

this bridge with slate from the LaZelle Road has been discussed at various times. The matter has also been discussed with City Officials, but to date nothing has been heard from them as to their reactions. Adjacent property owners have been contacted and they are agreeable with the plan.

The timber in this approach is in very poor condition and will require replacement very soon. It will probably be OKay until next fall, at which time it should be replaced with either a new timber structure or fill.

Not knowing the present cost of lumber, it is almost impossible to make an estimate of replacing it with a timber structure. However, it is believed that the fill would be more satisfactory to all concerned. However, in making the fill, the matter of the present roadway passing under the approach must be taken into consideration. This roadway passes between the first and second bent back from the pier. Can this roadway be moved to pass between the pier and first bent or be eliminated? It is used very little and it is believed it can be eliminated, by providing a turn around on the upstream side in front of the Catholic Church. This would allow the fill to extend up to the pier of the 300 foot span, which would be more satisfactory and reduce maintenance costs. It is believed that proper bulkheads and fill can be completed for \$8,000.00. There is enclosed under separate cover a sketch of this as completed by Mr. Hudert.

#### Route 59A Fairbanks Depot

Headquarters buildings that are now in use are entirely inadequate for our requirements. Repair sections for trucks, tractors and other equipment are too small, parts rooms, etc., are too small, we have parts scattered all over the place where they cannot be taken care of. Warm storage space for equipment used during the winter months is entirely too small. What is really needed is a new building large enough and of such design so that it can be used for all overhaul and repair work and also provide sufficient warm storage for all winter equipment. Such a building, properly equipped, etc., would probably cost in the neighborhood of \$175,000.00 or \$200,000.00.

In the meantime if we are going to have to continue using the present blacksmith shop as a building in which to overhaul heavy equipment for the next two, three or four years, it will be necessary to make some repairs to the foundation. Temporary repairs to get by for a few years, will cost about \$4,000.00, permanent repairs \$10,000.00. The entire foundation is rotten and requires replacement.

Route 65CB Salana-Tok  
 Route 65L Alaska Military Highway and Branches

The \$121,500.00 as requested for these routes will probably be sufficient for our needs. However, to keep within this amount, several reductions in expenditures will have to be put into effect in the near future.

Route 88 Ferry-Eva Creek-Moose Creek

As mining activities in this section are on the up grade, it is believed that efforts should be extended to put this route back in good condition. The \$7,000.00 requested may not be sufficient to do this but it is believed adequate for the coming seasons requirements.

Miscellaneous

The \$5,000.00 as requested under the \$400,000.00 program should be sufficient.

One road has been overlooked in the above, the Farmers-Chena Slough Road.

Traffic over this road has increased considerably during the past few years. Homesteads now dot its entire length. The first mile or so is used considerably by Ladd Field as access to its South Gate. During the past year Army Engineers improved this mile by widening and placing additional gravel surface. The balance of the route is rather narrow, sections are unsurfaced and drainage ditches have become plugged until they are useless. During the early spring, travel on this route has considerable trouble in getting over it; at times some sections get so bad that cars and trucks bog down. If sufficient funds are available, it is recommended that during the coming summer this road be widened, sufficient and proper drainage provided and additional surfacing be placed as required. Estimated cost \$20,000.00. This amount will be included in the summary for the Richardson Highway.

SUMMARY OF RECOMMENDATIONS

Route 4H2	Rapids-Big Delta	)	
Route 4I	Big Delta-Richardson	)	
Route 4J	Richardson-Salchaket and Branches)		
Route 4K	Salchaket-Fairbanks and Branches )		\$ 183,500.00
Route 7A	Fairbanks-Chatanika and Branches		50,300.00
Route 7B	Fox-Livengood and Branches		88,000.00
Route 7C	Summit-Fairbanks Creek and Branches		500.00
Route 7D	Fairbanks-Ester and Branches		62,700.00

Route 7N	Farmers-Birch Hill and Branches	\$	1,800.00
Route 7J	Fairbanks-Chena Hot Springs and Branches		750.00
Route 11A	Eagle-Liberty-Chicken		15,000.00
Route 15	Circle-Miller House	)	
Route 15A	Circle Springs System	)	33,000.00
Route 16	Chatanika-Miller House and Branches		37,500.00
Route 30	Hot Springs System		20,000.00
Route 38A	Ruby		60,000.00
Route 46	Nenana-Kantishna System		500.00
Route 47	Wiseman System		6,000.00
Route 59	Fairbanks Bridge		8,000.00
Route 59A	Fairbanks Depot		4,000.00
Route 65CB	Salana Tok	)	
Route 65L	Alaska Military Highway and Branches)		121,500.00
Route 88	Ferry-Eva Creek-Moose Creek		7,000.00
	Miscellaneous		5,000.00

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Total..... \$ 705,050.00

Route 65M      Tenana River-Chicken

Plans for continuing work on this project are as follows:

- (1) Erect permanent bridge across Porcupine Creek. Work to start within next few days.
- (2) Sometime between now and the break up, have some qualified person fly to Chicken, work out of there and secure necessary information for crossings of the West Fork of the Dennison, Mosquito Fork and the Forty Mile River.
- (3) Erect temporary construction camp at Station 1050 (Mile 19.88). This camp already partly established. Erect temporary construction camp at approximately Station 1730 (Mile 32.76). This camp will probably be converted into permanent maintenance camp.
- (4) Freight in all necessary supplies to the above camps and to camp at Station 584, prior to the break up. Also establish at least two fuel caches beyond Station 1730, approximately ten miles apart.
- (5) Have crews at the various camps to start work as soon as weather permits. Crew at Station 584 to consist of grading outfits to work towards Station 1050 and complete what little work remains in back of Station 584. Gravel Crew to complete work in back of Station 584, then proceed with work towards Station 1050. Crew at Station 1050 to be of such size and sufficient equipment to perform grading operations, etc. both ways from camp. The crew at Station 1730 to be of such size and with sufficient equipment to work back towards Station 1050. This crew can, early in the season, be augmented with men and equipment from the camp at Station 584. It will also be necessary for the survey crew to start working from this camp.

Until it is definitely known as to how much money will be available after July 1, it is believed that the crews as outlined above will be sufficient. If later it is learned that more money will be available, additional camps can be strung out ahead as required.



Last Fall, a Mr. Gernac contacted this office in regard to the construction of a road from the Farmers-Birch Hill Road to his Homestead which is the Northeast half of Section 20, Township 1 N, Range 1 W, Fairbanks Meridian.

After investigating this, Engineering Aid Quenboe reports that the requested road would leave the Farmers-Birch Hill Road where it crosses the section line between Sections 21 and 28, and follow along the section West about 1000 feet to where the ascent becomes too steep, thence Northwesterly about 1400 feet across a piece of Bert Stimple's land, thence Northwesterly 2600 feet across open land and Gernac's Homestead to his proposed building site, making the length of the requested road approximately 5000 feet.

Mr. Stimple has agreed to sign over an easement for the necessary right of way across his Homestead. However, since then Mr. Stimple has sold his property and the new owner may not be so cooperative.

All of the ground that would be traversed by this road, with the exception of about 600 feet, is of good character and would not require surfacing. Estimated cost \$4,000.00.

Last summer it was requested that information be secured on a more direct route to the Midnight Sun Broadcasting Company Transmitter. Engineer Quenboe made a reconnaissance over this proposed route, which leaves the present Ester Road about 2½ miles from Fairbanks, or just beyond Isabelle Creek and extends in a Northwesterly direction across Sections 33 and 32 to the Northeast 40 of Section 31 on which KFAR's Transmitter is located. He estimated that the distance would be between 8000 and 9000 feet.

The first 5000 feet crosses very wet swamp ground on which the drainage is very poor and which would require a three foot fill, as the surrounding country is usually covered with water. The necessary fill would require about 13,000 yards of rock and/or gravel exclusive of surfacing.

The next 3000 feet traverses good ground which would require grubbing/stripping, grading and surfacing with gravel. The remainder of the distance, a few hundred feet, has already been stripped by KFAR and would require grading and surfacing. Estimated cost \$50,000.00.

Last summer Mr. J.G. Rivers of Fairbanks, contacted this office in regard to having a road constructed from the Richardson Highway to his Homestead which is located on the East side of Birch Lake. The proposed roadway would leave the Richardson Highway at about Mile 307 and extend across unsurveyed public land in a Northwesterly direction, a distance of approximately 4900 ft.

Of the 4900 feet traversed 1100 feet is poor ground and will require filling and two culverts will be required on this section. The remaining 3800 feet is on good ground, and can easily be constructed with a tractor and dozer.

Mr. Rivers has expressed his willingness to cooperate on this work to the extent of furnishing all necessary hand labor. Estimated Cost \$2,500.00.

Last year a new bridge was erected across Steel Creek and the Columbia Creek Road extended by constructing an earth fill across the Steel Creek Flats. The bridge and fill was constructed on the section line between Sections 23 and 26.

Homesteader Krough, who is located in Section 24, is now requesting that this road be extended on up the section line to his Homestead, a distance of approximately three quarters of a mile. This extension would also reach Lindstrands Homestead, which is located in Section 25, and would be an aid to those located farther East. The three quarters of a mile involved to reach Krough and Lindstrands Homesteads is over fair ground, it would require grading and surfacing, the latter being a tough proposition as there is no surfacing material available within a reasonable distance. Estimated cost to construct three quarters of a mile of road \$4,000.00.

There is a possibility that this road can be further extended East on the section line to serve Homesteaders located in Sections 19, 30, 20, 29, 21, 28 and 22, 27 of which there are probably 6 or 8. This matter can be further investigated early next spring.

Residents and Homesteaders located on the Cushman Street Extension are inquiring from time to time as to the probabilities of getting the present road changed from its present location to the section.

Intentions were to make a survey along the section line last Summer and prepare an estimate of the construction of a road on the section. However, time would not permit making the survey early enough to secure accurate ground descriptions on which to estimate a good estimate. Efforts will be extended to secure the necessary information early this spring.

Last Fall requests were received for the construction of a road from Circle Hot Springs to Medicine Lake. To reach the Lake there are two possible routes, one of which would approach the lake at the Southwest end, the other the Northeast end.

A reconnaissance trip was made over one route, the one to the Southwest end of the Lake. This route however is not in favor with the resort owners, as the South end of the Lake has a poor approach and is more or less of a bay, and is not suitable for the purpose they had in mind.

This matter requires further investigation of both routes before any recommendations or estimates can be made

This information will be secured at as early a date as possible after the opening of the Steese Highway next Summer.

We recently received requests from Homesteaders for short roads in the vicinity of Fairbanks and Lake Harding.

As soon as sufficient information regarding their location and estimated cost can be secured, full information will be forwarded.

Airfields

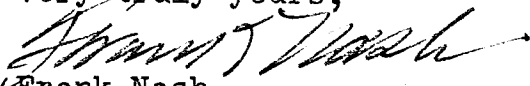
While no definite requests have been received for work on Airfields, it is known that due to nature of ground on which located and the fact that no work has been performed on them for a few years, they will require some maintenance work during the coming year.

Such work consists of leveling and providing additional drainage.

The following is a list of the Fields on which work will be required and estimated funds believed necessary:

9A	Rampart	\$ 500.00
11Q	Eagle	500.00
15C	Circle Hot Springs	200.00
15J	Central	150.00
15K	Circle	300.00
17C	Nulato	200.00
38K	Ruby	1,000.00
47A	Wiseman	1,000.00
Total.....		<u>\$ 3,850.00</u>

Very truly yours,

  
Frank Nash,  
Superintendent

FN/d

FAIRBANKS DISTRICT  
WORKING ORGANIZATION DURING THE SEASON 1946



Superintendent

Frank Nash

Asst. Superintendent

Earl C. Duffus

John G. Shepard

Engineering Department

Lewis E. Grammer

Iver Quenboe

Melvin J. Todd

Marvin D. Williams

Mechanic

Clyde C. Collins

Clyde Geraghty

Warehouseman

John B. Bell

Clerical Department

Special Disbursing Agent

Lisetta H. Manske

Clerk

Robert Redding

Margaret Brusher

Stenographer

Helen W. Douglas

Foremen

Appelle,

Albertson,

Bayless,

Boysen,

Broadston,

Buck,

Cranston,

\*Foreman,

Glasgow,

Heath,

Kunz,

Lekich,

Lorz,

Lutro,

Moore,

Murray,

Peyton,

Purser,

Rice,

Riehm,

Rynearson,

\*Savela,

\*Schackman,

Stocker,

\*Stout,

\*Veach,

Whitmore,

Young,

Henry A.

Harvey S.

Otto G.

Henry

Ralph I.

Stanley F.

Robert W.

Isaac F.

Harl J.

Harvey W.

Grove

John

Frederick C.

Arthur P.

William L.

William

Edwin E.

George E.

Artemas M.

James A.

Walter

John E.

Mathias F.

Harvey

Earl

Norman J.

Roy H.

Dewey L.

\* Acting Foremen

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*h*

FAIRBANKS DISTRICT

Season 1946

SUMMARY OF SUB-PROJECTS



<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
4H2	Rapids-Big Delta	48.7	--	--	48.7
4I	Big Delta-Richardson	19.0	--	--	19.0
4J	Richardson-Salchaket & Branches	33.7	--	--	33.7
	Includes:				
	4J Richardson-Salchaket	28.0 Mi.Rd.			
	4AA Democrat Creek	4.0 Mi.Rd.			
	4JA Lake Harding	1.7 Mi.Rd.			
4K	Salchaket-Fairbanks & Branches	55.2	--	--	55.2
	Includes:				
	4K Salchaket-Fairbanks	39.9 Mi.Rd.			
	7T Farmers-Chena Slough	7.8 Mi.Rd.			
	7V Fairbanks Wireless	.2 Mi.Rd.			
	Cushman St. Extension	.5 Mi.Rd.			
	West Fairbanks	5.0 Mi.Rd.			
	Ladd Field Branch	1.8 Mi.Rd.			
5A	Nenana-Tanana	2.0	124.7	--	126.7
	Includes:				
	5A Campbells-Tanana	2.0 Mi.Rd.			
		94.5 Mi.Sld.Rd.			
	5B Nenana-Campbells	30.2 Mi.Sld.Rd.			
7A	Fairbanks-Chatanika & Branches	61.5	--	--	61.5
	Includes:				
	7A Summit-Chatanika & Branches	9.3 Mi.Rd.			
	7AA Cleary Creek	5.7 Mi.Rd.			
	7H Little Elderado	6.0 Mi.Rd.			
	7G Fairbanks-Gilmore & Branches	16.3 Mi.Rd.			
	7GA LaZelle Road	4.0 Mi.Rd.			
	7S Graehl Bridge & Road	.5 Mi.Rd.			
	7I Gilmore-Summit	7.2 Mi.Rd.			
	7IA Gilmore-Pearl Creek	8.8 Mi.Rd.			
	Pedro Dome	3.7 Mi.Rd.			
7B	Fox-Livengood & Branches	86.7	--	--	86.7
	Includes:				
	7B Fox-Olnes	10.0 Mi.Rd.			
	63B Brooks-Livengood Creek	7.0 Mi.Rd.			
	7K Olnes-Livengood	61.0 Mi.Rd.			
	63BA Amy Creek	1.0 Mi.Rd.			
	Wilbur Creek	1.2 Mi.Rd.			
	Big Elderado Creek	4.0 Mi.Rd.			
	7BA Dome-Spaulding Mine	2.5 Mi.Rd.			

<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
7C	Summit-Fairbanks Creek & Branches	23.3	- -	- -	23.3
	Includes:				
	7C Summit-Fairbanks Creek and Branches	15.0 Mi.Rd.			
	7CA Summit-Fish Creek	8.3 Mi.Rd.			
7D	Fairbanks-Ester & Branches	31.3	- -	- -	31.3
	Includes:				
	7D Fairbanks-Ester	9.5 Mi.Rd.			
	7DA College Spur	1.3 Mi.Rd.			
	7DC St.Patricks-Goldstream	9.5 Mi.Rd.			
	7DB Ester Dome	5.3 Mi.Rd.			
	7DD Ester-Beegler	3.2 Mi.Rd.			
	7DE Ready Bullion Creek	2.5 Mi.Rd.			
7J	Fairbanks-Chena Hot Springs and Branches		100.5	- -	100.5
	Includes:				
	7J Fairbanks-Chena Hot Springs	64.0 Mi.Sld.Rd.			
	7JA Chena River Branch	35.0 Mi.Sld.Rd.			
	7JC Colorado-South Fork	1.5 Mi.Sld.Rd.			
7N	Farmers-Birch Hill & Branches	14.7	14.7	- -	14.7
	Includes:				
	7N Farmers-Birch Hill	8.7 Mi.Rd.			
	7NA Isabelle Creek	2.8 Mi.Rd.			
	7NB Ballaine-Rickert	2.5 Mi.Rd.			
	7NC Crossman-Fideler	.7 Mi.Rd.			
9	Rampart-Eureka	4.5	23.0	- -	27.5
11A	Eagle-Liberty-Chicken(Via Dome,Steel Creek Junction and Franklin)	28.3	- -	57.0	85.3
11C	Steel Creek-Mouth of Walkers Fork (Via Jack Wade)		15.0	- -	15.0
11E	Eagle-70 Mile	4.0	16.0	40.0	60.0
11G	Steel Creek-Canyon Creek	- -	- -	5.0	5.0
11M	Jack Wade-Boundary(Ties into 11A at Junction on Ridge)	18.0	- -	10.0	28.0
15	Circle-Miller House	47.0	- -	- -	47.0
15A	Circle Springs System	32.5	- -	- -	32.5
	Includes:				
	15A Central-Portage Creek	18.0 Mi.Rd.			
	15B Deadwood Creek	9.5 Mi.Rd.			
	15BA Ketchum Creek	5.0 Mi.Rd.			
15E	Miller House-Harrison Creek and Branches	15.2	- -	- -	15.2
	Includes:				
	15E Miller House-Harrison Creek	10.2 Mi.Rd.			
	Masteden Creek	3.0 Mi.Rd.			
	Miller Creek	2.0 Mi.Rd.			

<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
15F	Boulder Creek Trail	- -	- -	10.0	10.0
15G	Porcupine Creek	11.0	- -	- -	11.0
16	Chatanika-Miller House & Branches	105.3	- -	- -	105.3
	Includes:				
	16 Chatanika-Miller House	87.0 Mi.Rd.			
	16A U.S. Creek	11.0 Mi.Rd.			
	16B Eagle Spur	1.0 Mi.Rd.			
	16D Sourdough Creek	4.8 Mi.Rd.			
	16E Faith Creek	1.5 Mi.Rd.			
17C	Nulato Airfield Road	1.0	- -	- -	1.0
23B	Beaver-Caro & Branches	- -	144.0	- -	144.0
	Includes:				
	23B Beaver-Caro	75.0 Mi.Sld.Rd.			
	23C Big Creek	24.0 Mi.Sld.Rd.			
	23D Caro-Flat Creek	45.0 Mi.Sld.Rd.			
29	Tanana-Coldfoot & Branches		52.5	273.0	325.5
	Includes:				
	29 Tanana-Bettles	156.0 Mi.Trail			
	29A Bettles-Coldfoot	59.5 Mi.Sld.Rd.			
	29C Mile 70-Hughes	60.0 Mi.Trail			
	29D Wild River Trail	57.0 Mi.Trail			
30	Hot Springs System	48.7	- -	- -	48.7
	Includes:				
	30 Hot Springs Landing-Eureka	25.7 Mi.Rd.			
	30A Hot Springs-Tofty-Bocks Omega Creek	18.0 Mi.Rd. 5.0 Mi.Rd.			
31	Caribou Creek	- -	50.0	- -	50.0
38	Ruby System	66.5	- -	- -	66.5
	Includes:				
	38A Ruby-Long	28.5 Mi.Rd.			
	38AB Long-Birch Creek	7.0 Mi.Rd.			
	38E Long-Poorman	28.0 Mi.Rd.			
	38EB Greenstone Creek	1.8 Mi.Rd.			
	38L Ruby Airfield Road	1.2 Mi.Rd.			
46	Nenana-Kantishna System	2.5	145.0	41.0	188.5
	Includes:				
	46 Kobe-Eureka	95.0 Mi.Sld.Rd.			
	46B Lignite-Stampede Creek	50.0 Mi.Sld.Rd.			
	46C Nenana-Knights	41.0 Mi.Trail			
	46F Nenana-Cemetery	2.5 Mi.Rd.			
46G	Kobe-Bonnifield	- -	45.0	- -	45.0
47	Wiseman System	13.0	11.0	53.5	77.5
	Includes:				
	47 Coldfoot-Wiseman	11.0 Mi.Sld.Rd.			
	47B Nolan Branch	5.5 Mi.Rd.			
	47C Wiseman-Hammond	7.5 Mi.Rd.			



<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
47	Wiseman System (Continued)				
	Includes:				
47D	Jim Pup Trail	26.5 Mi.	Trail		
47E	Myrtle Creek Trail	7.0 Mi.	Trail		
47F	Wiseman-Porcupine Creek	15.0 Mi.	Trail		
	Gold Creek Trail	5.0 Mi.	Trail		
59	Fairbanks Bridge	- -	- -	- -	- -
59A	Fairbanks Depot	- -	- -	- -	- -
65CB	Salana-Tok Junction	- -	- -	- -	- -
65L	Alaska Military Highway and Branches	209.00	- -	- -	209.0
	Includes:				
	Alaska Military Highway	203.0 Mi.	Rd.		
	Northway Access Road	6.0 Mi.	Rd.		
65M	Tanana River-Chicken	11.0	64.0	- -	75.0
86	Fourth of July Creek	5.0	5.0	- -	10.0
87	Coal Creek	7.0	- -	- -	7.0
88	Ferry-Eva Creek-Moose Creek	21.8	2.2	- -	24.0
90D	Shelter Cabins	- -	- -	- -	- -
TOTALS		1027.4	797.9	489.5	2314.8

Upon checking this list with the corrected list of 1945, the following differences are to be noted:

During the past season, we accumulated 11 miles of road and 5 miles of trail and lost 11 miles of sled road.

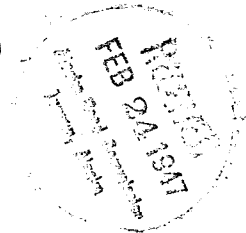
These differences are due to the following:

Five miles of trail gained through the construction of the Gold Creek Trail in the Wiseman Area. Eleven miles of road gained due to new construction on Route 65M, Due to this 11 miles of the original sled road was deleted.

DESCRIPTION AND STATEMENT OF WORK ACCOMPLISHED

November 1, 1945 to October 31, 1946

FAIRBANKS DISTRICT



For a detailed description of the Fairbanks District and all sub-projects, see Annual Reports for the Fairbanks, Nenana and Eagle Districts, 1930 and 1931, and all following Annual Reports, with exceptions as noted in this Report, where new projects have been undertaken, old roads rehabilitated, roads changed, extensions made, spurs constructed or projects taken over from other Government Agencies.

Route 4H2 Rapids-Big Delta (48.7 Miles Road)

Annual Maintenance and improvements were performed on this route by crews located at Big Delta Junction, Mile 254 and Donnelly.

Winter maintenance consisted of staking shoulder of road, smoothing driving surface, and snow removal on the section from Big Delta (Tanana River) to the Big Delta Airport.

Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, planing roadway with motor grader and maintenance of the telephone line.

Improvements consisted of the completion of the line change around Donnelly Dome, and widening and straightening from the South end of the line change to within two miles of Rapids. This work consisted of grubbing/stripping, grading with grader/dozer/scrapper, resurfacing with gravel, installing metal culverts and replacing poor timber bridges with metal culverts.

To improve appearances and living conditions, a Pacific Hut and other buildings were erected at Donnelly in a new location. Old dilapidated log buildings now standing alongside the Highway, will be removed at as early a date as possible.

To facilitate winter maintenance work, a small camp was erected at the Junction of the Richardson and Alaska Military Highways. The garage building at this point, which was secured from the Army, was destroyed by fire early in November. This building will be replaced by a surplus building secured from Tok Junction.

The following work was accomplished:

Winter Maintenance	13.0	Miles
Summer Maintenance	48.7	Miles
Snow Removal	192.0	Miles
Maintenance Telephone Line	48.7	Miles
Clearing	7.0	Acres

Grade Grader/Dozer	6.0 Miles
Grade Scraper Wheeled	47722.0 Cu.Yds.
Load Gravel/Shovel	29431.0 Cu.Yds.
Haul Gravel	100860.0 Yd.Miles
Spread Gravel 29431 Cu.Yds. over	13.0 Miles
Metal Culverts Installed	756.0 Lin.Ft.

Route 4I Big Delta-Richardson (19.0 Miles Road)

Annual maintenance work was performed on this route by crews located at Big Delta Junction on Route 4H2 and Mile 301.4 on Route 4J.

Winter maintenance on this route consisted of staking shoulder of roadway, smoothing driving surface, work on glaciers and snow removal.

Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, planing road with motor grader and maintenance of the telephone line.

Improvements consisted of the completion of all regrading, widening, resurfacing, etc. in the vicinity of Richardson, Tenderfoot Hill and Tenderfoot Creek.

The following work was accomplished:

Winter Maintenance	19.0 Miles
Summer Maintenance	19.0 Miles
Maintenance Telephone Line	19.0 Miles
Snow Removal	249.0 Miles
Load Gravel/Dozer	408.0 Cu.Yds.
Load Gravel/Shovel	14090.0 Cu.Yds.
Haul Gravel	41396.0 Yd.Miles
Spread Gravel 14498 Cu.Yds. over	5.0 Miles
Grade Scrapers Wheeled	11300.0 Cu.Yds.

Route 4J Richardson-Salchaket and Branches (33.7 Miles Road)

Annual maintenance work on this route was performed by crews located at Mile 301.4, Mile 318.7 and Mile 332.4 on Route 4K.

Winter maintenance consisted of staking shoulder of roadway, smoothing driving surface and snow removal. The branch road into Lake Harding was kept open throughout the winter.

Summer maintenance consisted of opening bridges and culverts, graveling soft sections, planing road with motor grader and maintenance of the telephone line.

Improvements on this route consisted of the completion of regrading, widening, straightening and resurfacing sections on Richardson.

The following work was accomplished:

Winter Maintenance	29.7 Miles
Summer Maintenance	33.7 Miles
Maintenance Telephone Line	28.0 Miles

Snow Removal		380.0	Miles
Load Gravel/Shovel		16237.0	Cu.Yds.
Haul Gravel		49587.0	Yd.Miles
Spread Gravel	16237.0 Cu.Yds. over	7.0	Miles
Metal Culverts Installed		90.0	Lin.Ft.
Grade Scrapers Wheeled		11172.0	Cu.Yds.

Route 4K Salchaket-Fairbanks and Branches (55.2 Miles Road)

Annual maintenance work on this route was performed by crews located at Mile 332.4 and Fairbanks.

Winter maintenance work on this route consisted of staking shoulder of road, smoothing driving surface and snow removal.

Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, graveling soft and weak sections, planing road with motor grader, bridge construction, bridge repairs and maintenance of the telephone line.

Winter maintenance was performed on all branch roads except Fairbanks-Wireless, Cushman Street Extension and the Ladd Field Branch.

Summer maintenance was performed on all except the Fairbanks-Wireless Branch.

The following work was accomplished:

Winter Maintenance		52.7	Miles
Summer Maintenance		55.2	Miles
Snow Removal		662.0	Miles
New Bridges, Timber		20.0	Lin.Ft.
Bridge Repairs, Timber		108.0	Lin.Ft.
Load Gravel/Shovel		8674.0	Cu.Yds.
Haul Gravel		35195.0	Yd.Miles
Spread Gravel	8674 Cu.Yds. over	5.0	Miles
Maintenance of the Telephone Line		39.9	Miles

Telephone maintenance on all of the above routes was performed throughout the winter of 1945-46 and part way through the past summer. During the summer, the old Signal Corps Line was abandoned. Our camps are now served by phones connected on the Army (Canol) Line, which gives much better service than the old Signal Corps Line.

Route 7A Fairbanks-Gilmore and Branches (61.5 Miles Road)

Annual maintenance work on this route was performed by small maintenance crews located at Fairbanks and Cleary Summit, and a gravel crew located at Mile 1.5 on the Steese Highway.

Winter maintenance consisted of staking shoulders of roadway, smoothing driving surface, work on side hill and creek glaciers and snow removal.

Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, graveling soft sections and planing road with motor grader.

Improvements consisted of the completion of filling and resurfacing the section from the Town Limits to Noyes Slough Bridge, the regrading, straightening, widening the section from Mile 2 to Engineer Creek, the construction of a line change from Fox to Gilmore, and the raising of falls and construction of a new bridge and fill across Steel Creek on the Columbia Creek Branch.

The line change from Fox to Gilmore consisted of construction of a new road on the tailing piles, eliminating considerable bad ground and curvature.

To improve appearances and living conditions, one Pacific Hut was erected and the erection of a second Hut started at Cleary Summit. The old dilapidated cabin formerly used as a cook house, will be dismantled at as early a date as practical. The other log building will be retained and used as a storeroom and garage, as at times during the winter months, it comes in very handy for use by the crew operating the SnoGo.

The following work was accomplished:

Winter Maintenance		32.8	Miles
Summer Maintenance		61.5	Miles
Snow Removal		425.0	Miles
Load Gravel/Shovel		22622.0	Cu.Yds.
Haul Gravel		95228.0	Yd. Miles
Spread Gravel	22622 Cu.Yds. over	11.3	Miles
Bridge Repairs, Steel		120.0	Lin.Ft.
New Bridge, Timber		16.0	Lin.Ft.
Grade Scrapers Wheeled		31760.0	Cu.Yds.
Grade Grader/Dozer		3.5	Miles
Metal Culverts Installed		270.0	Lin.Ft.

#### Route 7B Fox-Livengood and Branches (86.7 Miles Road)

Annual maintenance work on this route was performed by crews located at Fairbanks, Snow Shoe Gulch and Tatalina River.

Such work on this route consisted of snow removal, opening culverts and bridges, cleaning ditches and culverts, regrading preparatory to resurfacing with gravel, resurfacing, cutting brush, bridge repairs, bridge construction and planing road with motor grader.

To improve appearances and living conditions, a Pacific Hut was erected at the Tatalina Camp. This will be used as a bunk house. The log cabin at this point, which is in good condition, will be used as a mess house until such time as conditions warrant its removal.

The following work was accomplished:

Winter Maintenance		10.0	Miles
Summer Maintenance		86.7	Miles
Load Gravel/Shovel		8064.0	Cu.Yds.
Haul Gravel		51228.0	Yd.Miles
Spread Gravel	17076 Cy.Yds. over	5.0	Miles
New Bridges, Timber		25.0	Lin.Ft.
Snow Removal		30.0	Miles
Bridge Repairs, Timber		32.0	Lin.Ft.
Load Gravel/Dozer		9012.0	Cu.Yds.

Route 7C Summit-Fairbanks Creek and Branches (23.3 Miles Road)

Annual maintenance work on this route was performed by the crew located at Cleary Summit.

Such work consisted of opening bridges and culverts, cleaning ditches and planing road with motor grader.

During the winter months snow removal as requested by interested parties was performed.

The following work was accomplished:

Snow Removal	30.0	Miles
Summer Maintenance	23.3	Miles

Route 7D Fairbanks-Ester and Branches (31.3 Miles Road)

Annual maintenance work on this route was performed by crews located at Fairbanks and at Mile 1.5 on the Steese Highway.

Winter maintenance work consisted of snow removal and smoothing driving surface, summer work consisted of opening bridges and culverts, cleaning ditches and culverts, cutting brush, graveling soft sections, bridge construction, bridge repairs, and planing road with motor grader. The section of the route between Noyes Slough and the University of Alaska was regraded preparatory to surfacing next season.

The following work was accomplished:

Winter Maintenance		10.0	Miles
Summer Maintenance		31.3	Miles
New Bridges, Timber		39.0	Lin.Ft.
Bridge Repairs, Timber		38.0	Lin.Ft.
Snow Removal		19.0	Miles
Load Gravel		3477.0	Cu.Yds.
Haul Gravel		23609.0	Yd.Miles
Spread Gravel	3477.0 Cu.Yds. over	2.0	Miles

Route 7J Fairbanks-Chena Hot Springs and Branches (100.5 Miles Sled Road)

Necessary annual maintenance work was performed on this route with the cooperation of interested parties. Such work consisted of bridge repairs, constructing new sled road where river had cut out old road, and grading approaches to river and creek crossings.

Annual Maintenance	100.5	Miles
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Route 7N Farmers-Birch Hill and Branches (14.7 Miles Road)

Annual maintenance and improvements on this route were performed by crews located at Fairbanks and Mile 1.5 on Route 7A.

This work consisted of snow removal, planing road with motor grader, opening bridges and culverts, bridge repairs, installing metal culverts, cleaning ditches and culverts and regrading and resurfacing the entire route from the Steese Highway to KPAR.

Necessary maintenance work was performed on all branches.

The following work was accomplished:

Winter Maintenance	8.7	Miles
Summer Maintenance	14.7	Miles
Snow Removal	88.8	Miles
Bridge Repairs, Timber	16.0	Lin.Ft.
Metal Culverts Installed	456.0	Lin. Ft.
Load Gravel	14514.0	Cu.Yds.
Haul Gravel	88594.0	Yd.Miles
Spread Gravel	14514 Cu.Yds. over	6.7 Miles
Grade Grader/Dozer		7.0 Miles

Route 9 Rampart-Eureka(4.5 Miles Road 23.0 Miles Sled Road)

A new bridge was erected across Big Minook Creek near the mouth of Little Minook Creek. One of the dismantled 100 Ft. Howe Truss Spans formerly across Jarvis Creek on Route 4H2 was used for this purpose. Maintenance work on this route consisted of corduroying and surfacing soft spots, cleaning ditches and culverts and repairing culverts.

New Bridges, Timber	136.0	Lin.Ft.
Maintenance Road	4.5	Miles

Route 11A Eagle-Liberty-Chicken(28.3 Miles Road 57 Miles Trail)

Annual maintenance work on this route was performed by a small crew operating out from Eagle. Work was also performed on the Eagle-Mission Road.

Such work consisted of opening bridges and culverts, cleaning ditches and culverts, cutting brush, graveling soft sections, leveling roadway with tractor and grader, filling low sections and installing metal culverts.

Annual Maintenance	28.3	Miles
Metal Culverts Installed	320.0	Lin.Ft.

Route 11E Eagle-70 Mile (4.0 Miles Road 16.0 Miles Sled Road 40.0 Miles Trail)

Necessary annual maintenance on this route was also performed by the crew operating out of Eagle.

This work consisted of bridge repairs and grading approaches to Lake, Creek and River Crossings.

Annual Maintenance Road	4.0	Miles
Annual Maintenance Sled Road	16.0	Miles

Route 15 Circle-Miller House (47.0 Miles Road)

Annual maintenance work on this route was performed by a small crew located at Mile 129, Central. Such work consisted of opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, bridge repairs and planing road with motor grader.

During the winter months some snow removal was performed between Central and Miller House and between Central and Circle Hot Springs on a cooperative basis with interested parties.

The following work was accomplished:

Annual Maintenance	47.0	Miles
Snow Removal	33.0	Miles
Bridge Repairs	432.0	Lin.Ft.

Route 15A Circle Springs System (32.5 Miles Road)

Annual maintenance work on this route was also performed by the crew located at Central on Route 15. Such work consisted of opening bridges and culverts, cleaning ditches and culverts, cutting brush, graveling soft sections, bridge repairs and planing road with motor grader.

The following work was accomplished:

Annual Maintenance	32.5	Miles
Bridge Repairs	32.0	Lin.Ft.
New Bridges, Timber	16.0	Lin.Ft.

Route 16 Chatanika-Miller House and Branches(105.3 Miles Road)

Annual maintenance work on this route was performed by crews located at Cleary Summit and Mile 82½. This work consisted of snow removal, opening bridges and culverts, cleaning ditches and culverts, cutting brush, bridge construction, bridge repairs, graveling soft sections, installing metal culverts and planing road with motor grader.

Erection of the two steel spans across the Chatanika River was completed in January.

To improve appearances and living conditions for crews employed on this route, a Pacific Hut was erected at Mile 82½.

The following work was accomplished:

Snow Removal	45.0	Miles
Annual Maintenance	105.3	Miles
Bridge Erection, Steel	330.0	Lin.Ft.
Bridge Repairs	64.0	Lin.Ft.
Metal Culverts Installed	48.0	Lin.Ft.



Route 30 Hot Springs System (48.7 Miles Road)

Annual maintenance work on roads in this vicinity was performed by a small crew operating out of Hot Springs. Such work consisted of opening bridges and culverts, cleaning ditches and culverts, installing culverts, graveling soft sections, bridge repairs, bridge construction, raising low sections by filling and leveling roadway with tractor and grader.

The following work was accomplished:

Annual Maintenance	48.7	Miles
Bridge Repairs	132.0	Lin.Ft.
Bridge Construction	20.0	Lin.Ft.

Route 31 Caribou Creek (50.0 Miles Sled Road)

Sufficient maintenance work was performed on this route to permit freighting from the Richardson Highway to Caribou Creek before the spring break up.

Annual Maintenance	50.0	Miles
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Route 38 Ruby System (66.5 Miles Road)

Annual maintenance work on this route was performed by a small crew located at Ruby, later moving to Mile 12, Long and the Sulatna River.

As no work had been performed on this route during the war years, it was and still is in poor condition. During the past season, efforts were extended to get it into as fair or good condition as possible. However, in view of various circumstances, poor weather conditions, shortage of labor, etc., the work on this route was greatly retarded throughout the season. Work as performed on this route consisted of opening bridges and culverts, cleaning ditches and culverts, regrading, graveling soft sections, bridge repairs and bridge construction.

The following work was accomplished:

Annual Maintenance	66.5	Miles
Timber Culverts Installed	160.0	Lin.Ft.
Timber Culverts Repaired	440.00	Lin.Ft.
Timber Bridges Repaired	242.0	Lin.Ft.
Timber Bridges, New	248.0	Lin.Ft.

Route 46 Nenana-Kantishna System (2.5 Miles Road 145.0 Miles Sled Road 41.0 Miles Trail)

Necessary maintenance work was performed on the trail between Nenana and Diamond to accommodate the carrying of the mail between those two points. This work was performed under the direction of the mail carrier and consisted of cutting brush, bridge repairs and grading approaches to River, Lake and Creek Crossings.

One bridge on the Menana-Cemetery Road, which had become very dilapidated and unsafe, was replaced with a new structure.

Annual Maintenance Road	2.5 Miles
Annual Maintenance Trail	41.0 Miles

Route 47 Wiseman System (13.0 Miles Road 11.0 Miles Sled Road  
53.5 Miles Trail

Maintenance work on the Nolan Branch and Wiseman-Hammond River roads consisted of spring protection work to prevent washouts, cleaning ditches and culverts, bridge repairs and regrading a section on the Nolan Branch so that it was passable for all travel using the road. No work was performed on any sled roads or existing trails. A new trail, about 5 miles in length, was constructed from the Jim Pup Trail to Gold Creek.

Annual Maintenance Road	13.0 Miles
New Trail Constructed	5.0 Miles

Route 59 Fairbanks Bridge

Maintenance work on this bridge consisted of snow removal from the main span, North approach and sidewalks. The Town of Fairbanks cooperated with this work. Throughout the year, decking on the North approach, hand rails, guard rails and running strips required minor repairs at various times.

Route 59A Fairbanks Depot

Necessary repairs and improvements were performed on headquarters buildings.

Route 65CB Salana-Tok Junction

Maintenance work on the section of this road between Mile 40 and Tok Junction consisted of opening bridges and culverts, graveling a few soft sections, planing and widening road with motor grader and installing metal culverts, 28.0 Lin. Ft.

Route 65L Alaska Military Highway and Branches (209.0 Miles Road)

Annual maintenance work on this route was performed by small crews located at Big Delta Junction, Johnson River, Tok Junction and Gardner Creek.

Winter maintenance consisted of staking shoulders of road, smoothing driving surface of roadway and snow removal. Snow removal was so light that it could hardly be classed as such.

Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, culvert and bridge repairs and planing road with motor graders.

Annual Maintenance

209.0 Miles

Route 65M Tanana-River-Chicken (11.0 Miles Road 65.0 Miles Sled Road)

On July 1st, the construction of a Highway was started from the Alaska Military Highway to Chicken. Eleven miles of new road was constructed between July 1st and the freeze up. This route branches from Route 65L at Mile 1306 and extends in a Northerly direction up a small creek, over rough and broken up country into Porcupine Creek, thence up that creek to its head, thence over a divide into the headwaters of the East Fork of the Dennison Fork, thence on ridges between the East Fork and the West Fork, following around the left side of Mt. Fairplay, thence down a small creek to the West Fork, where it will be crossed a few miles above it in confluence with the East Fork.

Work on this route consisted of surveying, clearing; grubbing/stripping, grading grader/dozer/scrapper, surfacing with gravel, installing metal culverts and installing temporary timber culverts. As previously stated 11 miles of road was constructed. However, this is not complete; there remains a little work to do in a few sections before it can be considered fully completed. This section is probably 95% complete.

The following work was accomplished:

*Clearing	10.0	Acres
Grubbing/Stripping	152.00	Acres
Grade Grader/Dozer	8.0	Miles
Grade Scrapper Wheeled	128907.0	Cu.Yds.
Load Gravel	23747.0	Cu.Yds.
Haul Gravel	53231.0	Yd.Miles
Spread Gravel 23747 Cu.Yds. over	11.0	Miles
**Timber Culverts Installed	232.0	Lin.Ft.
Metal Culverts Installed	872.0	Lin.Ft.
"L" Line Surveyed	30.0	Miles
***"P" Line Surveyed	32.8	Miles

\*Practically all clearing was performed in same operation with grubbing/stripping.

\*\*Temporary.

\*\*\*Several more miles of "P" Line were actually ran before an L Line was secured.

Route 88 Ferry-Eva Creek-Moose Creek (21.8 Miles Road 2.2 Miles Sled Road)

Annual maintenance on this road from Ferry to Eva Creek and beyond, consisted of cleaning ditches and culverts, regrading, surfacing with gravel, bridge repairs, installing metal culverts, and leveling surface of road with tractor and grader.

Annual Maintenance Road 21.8 Miles  
Metal Culverts Installed 48.0 Lin.Ft.

A I R F I E L D S

4AC	Big Delta	17C	Mulato
4AD	Rapids	23G	Beaver
5D	American Creek	29F	8 Mile Creek
5E	Tanana	30AB	Miller Creek
7JB	Palmer Creek	30B	Manley Hot Springs
7X	Chena Hot Springs	38K	Ruby
7Y	Fairbanks	46M	Nenana
9A	Rampart	47A	Wiseman
9B	Stevens Village	53B	Fort Yukon
11P	Chicken	63A	Livengood
11Q	Eagle	65H	Tenacross
15C	Circle Hot Springs	86A	Nation
15H	Miller House	97A	Healy
15J	Central		Tetlin
15K	Circle		Eureka

Route 9A Rampart

The ditch which had cut across this Field during the spring of 1945 was completely filled. The entire Field leveled and drainage ditches dug on the upper side of the Field so that in the future no trouble from cutting or washing should occur on the Field.

Route 15C Circle Hot Springs

This Field was leveled with motor grader.

Route 15J Central

This Field was leveled with motor grader.

Route 15K Circle

During the spring thaw, this Field became badly out of shape, several sink holes developed. The lower end of this Field

was regraded with tractor and grader and drainage ditches cleaned.

Route 47A      Wiseman

The entire Field was leveled with tractor and grader. Drainage ditches completed and several soft places graveled.


Route 53B      Fort Yukon

No work was performed on the surface of this Field. Tall timber at the lower end of the Field was removed.

Tetlin

Maintenance and improvements on this Field were performed by local residents under the direction of Mr. John Hadjukovich. This work consisted of further regrading and leveling.

Very truly yours,



Frank Nash,  
Superintendent

FN/d

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

February 10, 1948

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Reference your letter of December 8, 1947, advising as to the limited funds for maintenance work in this District during the coming season.

In view of higher wages and other increased costs, the \$500,000.00 for this year will probably reach as far as the \$400,000.00 last year, in view of which only necessary surface maintenance and a few much needed improvements can be recommended.

It is estimated that during the coming year it will cost \$22,500.00 to operate a small summer crew with a minimum of equipment from May 10 to October 10 and \$25,000.00 to operate a very small winter crew from March 1 to May 9 and from October 11 through February 28.

On this basis five-man summer crews could be located at the following places throughout the summer months and four-man crews throughout the winter months at the first six places:

Fairbanks	
Mile 66 Richardson Highway	
Big Delta/Donnelly Richardson Highway	
Johnson River	Alaska Highway
Tok Junction	Alaska Highway
Gardner Creek	Alaska Highway
Cleary Summit	Steese Highway
Mile 82½	Steese Highway
Central	Steese Highway

for a total cost of \$352,500.00, leaving a balance of \$147,500.00 available for Hot Springs, Ruby, Wiseman, Eagle and other routes, which cannot be serviced from the above locations and for necessary improvements on other routes not covered in the minimum of \$352,500.00.

In view of the above, it is estimated that the authorized \$500,000.00 could be divided as follows:

Route 4H2	Rapids-Big Delta	)	
Route 4I	Big Delta-Richardson	)	
Route 4J	Richardson-Salchaket & Branches	)	120,000.00
Route 4K	Salchaket-Fairbanks & Branches	)	
Route 7A	Fairbanks-Chatanika & Branches		42,800.00
Route 7C	Summit-Fairbanks Creek & Branches		900.00

Route 7D	Fairbanks-Ester & Branches	3500.00
Route 7N	Farmers-Birch Hill & Branches	2200.00
Route 7J	Fairbanks-Chena Hot Springs & Branches	1000.00
Route 11A	Eagle-Liberty )	18000.00
Route 11E	Eagle-70 Mile )	
Route 15	Miller House-Circle )	30000.00
Route 15A	Circle Springs System )	
Route 15E	Miller House-Harrison Creek)	
Route 16	Chatanika-Miller House & Branches	36000.00
Route 30	Hot Springs System	24000.00
Route 38A	Ruby System	46000.00
Route 46	Nenana-Kantishna System	600.00
Route 47	Wiseman System	8000.00
Route 59	Fairbanks Bridge )	9000.00
Route 59A	Fairbanks Depot )	
Route 65CB	Slana-Tok Junction	)142000.00
Route 65L	Alaska Military Highway & Branches)	
Route 88	Ferry-Eva Creek-Moose Creek	8000.00
	Miscellaneous	8000.00
	<b>Total</b>	<b>\$ 500000.00</b>

The above moneys to be used on the various routes for the following purposes:

Route 4H2	Rapids-Big Delta
Route 4I	Big Delta-Richardson
Route 4J	Richardson-Salchaket and Branches
Route 4K	Salchaket-Fairbanks and Branches

For necessary winter and summer maintenance; completion of rehabilitation work in the vicinity of Rapids; stabilizing certain sections wherein at present there is oversized surfacing material and sections where gravel has no binder; a small amount of very necessary resurfacing and regrading the Farmers-Chena Slough Branch.

Depending upon breakup conditions another \$20,000.00 or more may be required to keep Route 4K open between Fairbanks and Eilson Field (Mile 26) during the early part of the summer.

Route 7A Fairbanks-Chatanika and Branches

Necessary summer and winter maintenance; regrade, widen and resurface a few narrow sections between Gilmore and Chatanika.

Sections of this route on the north side of Cleary Summit are badly in need of such work and said work should be done very soon. However, it cannot be done under the present program. It is estimated that at least an additional \$25,000.00 would be required with which to do it.

Route 7C Summit-Fairbanks Creek and Branches

Necessary summer maintenance work.

Route 7D Fairbanks-Ester and Branches

Route 7N Farmers-Birch Hill and Branches

Necessary winter and summer maintenance.

Route 7J Fairbanks-Chena Hot Springs and Branches

Necessary maintenance work only.

Route 11A Eagle-Liberty

Route 11E Eagle-70 Mile

Necessary maintenance on these and the Eagle-Mission Road.

Route 15 Miller House-Circle

Route 15A Circle Springs System

Route 15E Miller House-Harrison Creek

Necessary summer maintenance and as much regrading and surfacing as can be performed with the available funds.

However, to properly perform such work with the right amount of equipment, etc., it is believed that an additional \$10,000.00 could be used to very good advantage.

Route 16 Chatanika-Miller House and Branches

Necessary maintenance work and carry on widening and short revision plans as started last season. Replace several rotten timber bridges and culverts with metal culverts.

Route 30 Hot Springs System

Necessary maintenance work.

Route 38A Ruby System

Necessary maintenance and improvements from Long south to Poorman be completed as much as possible with the available funds.

Route 46 Nenana-Kantishna System

Necessary maintenance on the Nenana-Cemetery Road and the Nenana-Diamond Trail.



Route 47 Wiseman System

Necessary maintenance on the Nolan and Hammond Roads and on various trails that are in use.

Route 59 Fairbanks Bridge  
Route 59A Fairbanks Depot

Necessary maintenance Headquarters buildings and fill north approach of the Chena Slough Bridge. This matter has been discussed with Town Officials and interested property owners and no objections raised.

As to Headquarters buildings - there is always the question of new and suitable buildings for Headquarters shops, storage, etc. However, due to unsettled conditions, etc., it appears useless to make any attempt to secure new buildings at this time. Also, as costs, etc. have changed so much, we cannot make a decent estimate on new buildings so we will skip that item for this year.

Route 65CB Slana-Tok Junction  
Route 65L Alaska Military Highway and Branches

Necessary summer and winter maintenance.

Route 88 Ferry-Eva Creek-Moose Creek

As mining is reviving in this area and no work was performed on this route last summer, it is imperative that some maintenance work be performed on this route during the coming summer. The \$8,000.00 as recommended should be sufficient.

Miscellaneous

This amount to be used to cover unforeseen maintenance and other small jobs that may arise during the summer.

Route 7B Fox-Livengood

As separate funds will no doubt be available for work on this project and as it is assumed that such funds will be sufficient to work on this route on a large scale, plans for continuance of work on this route are as follows:

Continue with regrading, widening and resurfacing from where discontinued last year between Willow Creek and Washington Creek. The entire route to be regraded, widening to be performed only where necessary. Resurfacing to be done with crushed rock to be secured from Cushman Creek and later at Aggie Creek.

## Route 7B (Continued)

This work to be carried on to Tatalina by crews starting from the Olmes Camp and later camped at the upper crossing of Globe Creek.

At the same time a crew should be located at Tatalina, resurfacing the section from Tatalina towards Livengood and regrading and resurfacing from Tatalina towards Globe Creek.

Also, at the same time a small grading crew should be located at the Tolovana River to pick up grading work where left off last fall on Bridge Creek proceeding towards Livengood.

Gravel crews to be pushed to get as much resurfacing completed as possible.

New bridges should be erected across the Chatanika River, various crossings of Globe Creek, Tatalina River, two crossings of Bridge Creek, Tolovana River and Livengood Creek. Other bridges to be replaced with metal culverts.

It is doubtful if all of this can be completed in the next year. However, as much of it as possible to do within the available funds should be done.

## Route 65M Tanana River-Chicken

Work on this route to be resumed from Mile 30, with a grading and gravel crew located at that point.

Other grading and advance crews to be located at approximately Mile 45 and Mile 53 (West Fork) and Ketchumstuk Junction about Mile 60 and later Chicken.

Necessary bridges to be erected as soon as material can be secured.

Work to be resumed at as early a date as possible, as some ground must be worked down on frost or will be unable to work it, as it is very wet, poor ground. This particular stretch is on Logging Cabin Creek near the head.

## Referring to last year's recommendations:

Nothing further has been heard in regard to the more direct route to the Midnight Sun Broadcasting Company Transmitter.

The same applies to the road requested by Mr. J.G. Rivers near Birch Lake.

No further requests have been received to extend the Steel Creek Road, unless it be to Chena Hot Springs, etc.

Residents and home steaders located on the Cushman Street Extension are still asking that that road be moved to the section line. Due to work elsewhere, it was impossible to secure information for an estimate of the cost of this work. This will be done at as early a date as possible.

Nothing further has been heard in regard to the road from Circle Hot Springs to Medicine Lake. However, it cannot be seen where such a project is at all urgent.

Recently requests have been received for the construction of roads to homesteads on the north side of Chena Slough (across from the Badger Road) and to homesteads west of Fairbanks near the C.A.A. Beam Station.

To date information is not complete to make estimates as to the cost of these projects. This will be done as soon as possible and recommendations forwarded.

#### Airfields:

Some Airfields, no doubt, will require some leveling and other minor maintenance work.

It is believed that the following amounts should be set up for the maintenance work on the various Fields.

9A	Rampart	500.00
11Q	Eagle	500.00
15C	Circle Hot Springs	250.00
15J	Central	250.00
15K	Circle	500.00
17C	Nulato	250.00
38K	Ruby	1500.00
47A	Wiseman	5000.00

In regard to work on Route 47A Wiseman Field, please refer to my letter of July 10, 1947 and my telegram of August 20, 1947.

Very truly yours,

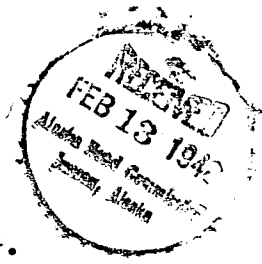


Frank Nash,  
Superintendent

FN/d

FAIRBANKS DISTRICT

WORKING ORGANIZATION DURING THE SEASON 1947



Superintendent

Frank Nash

Asst. Superintendent

John G. Shepard

Engineering Department

Lewis E. Grammer  
Marvin D. Williams  
Marsh W. Brown  
John M. Cooley  
Iver Quenboe  
Frank Morris

Mechanics

Clyde Geraghty  
John E. Savela  
Lloyd P. Lounsbury  
Andrew P. Nelsen

Warehouseman

John B. Bell

Clerical Department

Special Disbursing Agent

Lisetta H. Manske

Clerk

June Pedersen

Stenographer

Helen W. Douglas

Foremen

Bayless,	Otto G.
Bilodeau,	Edgar E.
Broadston,	Ralph I.
Buck,	Stanley R.
Cranston,	Robert W.
Donnelly,	Joseph T.
Galligher,	William C.
Glasgow,	Harl J.
Heath,	Harvey W.
*Isaacson,	Robert A.
Kunz,	Grove
Lekich,	John
Lorz,	Frederick C.
Lutro,	Arthur P.
MacGahan,	Cyril A.
*Nash,	William H.
Peyton,	Edwin E.
Rice,	Artemas M.
Riehm,	James A.
Rynearson,	Walter
Savela,	John E.
*Swarthout,	Robert C.
Thayer,	Eugene B.
*Veach,	Norman J.
Young,	Dewey L.

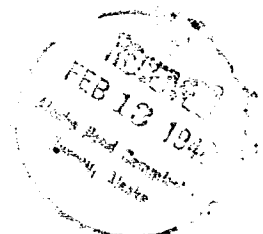
\* Acting Foremen

20/194

FAIRBANKS DISTRICT

Season 1947

SUMMARY OF SUB-PROJECTS



<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
4H2	Rapids-Big Delta	48.7	--	--	48.7
4I	Big Delta-Richardson	19.0	--	--	19.0
4J	Richardson-Salchaket & Branches	33.7	--	--	33.7
	Includes:				
	4J Richardson-Salchaket	28.0 Mi.Rd.			
	4AA Democrat Creek	4.0 Mi.Rd.			
	4JA Lake Harding	1.7 Mi.Rd.			
4K	Salchaket-Fairbanks & Branches	55.2	--	--	55.2
	Includes:				
	4K Salchaket-Fairbanks	39.9 Mi.Rd.			
	7T Farmers-Chena Slough	7.8 Mi.Rd.			
	7V Fairbanks Wireless	.2 Mi.Rd.			
	Cushman St. Extension	.5 Mi.Rd.			
	West Fairbanks	5.0 Mi.Rd.			
	Ladd Field Branch	1.8 Mi.Rd.			
5A	Wenana-Tanana	6.8	124.7	--	131.5
	Includes:				
	5A Campbells-Tanana	2.0 Mi.Rd.			
		94.5 Mi.Sld.Rd.			
	5B Wenana-Campbells	30.2 Mi.Sld.Rd.			
	5C Fish-Lake-American Cr.	4.8 Mi.Rd.			
7A	Fairbanks-Chatanika & Branches	63.5	--	--	63.5
	Includes:				
	7A Summit-Chatanika & Branches	9.3 Mi.Rd.			
	7AA Cleary Creek	5.7 Mi.Rd.			
	7H Little Eldorado	6.0 Mi.Rd.			
	7G *Fairbanks-Gilmore & Branches	18.3 Mi.Rd.			
	7GA LaZelle Road	4.0 Mi.Rd.			
	7S Graehl Bridge & Road	.5 Mi.Rd.			
	7I Gilmore-Summit	7.2 Mi.Rd.			
	71A Gilmore-Pearl Creek	8.8 Mi.Rd.			
	Pedro Dome	3.7 Mi.Rd.			
	*Includes Steel Creek				
7B	Fox-Livengood & Branches	86.7	--	--	86.7
	Includes:				
	7B Fox-Olnes	10.0 Mi.Rd.			
	63B Brooks-Livengood Creek	7.0 Mi.Rd.			
	7K Olnes-Livengood	61.0 Mi.Rd.			
	63BA Amy Creek	1.0 Mi.Rd.			
	Wilbur Creek	1.2 Mi.Rd.			
	Big Eldorado Creek	4.0 Mi.Rd.			
	7BA Dome-Spaulding Mine	2.5 Mi.Rd.			

<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
7C	Summit-Fairbanks Creek & Branches	23.3	- -	- -	23.3
	Includes:				
	7C Summit-Fairbanks Creek and Branches	15.0 Mi.Rd.			
	7CA Summit-Fish Creek	8.3 Mi.Rd.			
7D	Fairbanks-Ester & Branches	32.1	- -	- -	32.1
	Includes:				
	7D Fairbanks-Ester	9.5 Mi.Rd.			
	7DA College Spur	2.1 Mi.Rd.			
	7DC St.Patricks-Goldstream	9.5 Mi.Rd.			
	7DB Ester Dome	5.3 Mi.Rd.			
	7DD Ester-Beegler	3.2 Mi.Rd.			
	7DE Ready Bullion Creek	2.5 Mi.Rd.			
7J	Fairbanks-Chena Hot Springs and Branches	- -	100.5	- -	100.5
	Includes:				
	7J Fairbanks-Chena Hot Springs	64.0 Mi.Sld.Rd.			
	7JA Chena River Branch	35.0 Mi.Sld.Rd.			
	7JC Colorado-South Fork	1.5 Mi.Sld.Rd.			
7N	Farmers-Birch Hill & Branches	17.5	- -	- -	17.5
	Includes:				
	7N Farmers-Birch Hill	8.7 Mi.Rd.			
	7NA Isabelle Creek	2.8 Mi.Rd.			
	7NB Ballaine-Rickert	2.5 Mi.Rd.			
	7NC Crossman-Fideler	.7 Mi.Rd.			
	Yankovich	2.0 Mi.Rd.			
	Grenac	.8 Mi.Rd.			
9	Rampart-Eureka	4.5	23.0	- -	27.5
11A	Eagle-Liberty-Chicken(Via Dome,Steel Creek Junction and Franklin)	28.3	- -	57.0	85.3
11C	Steel Creek-Mouth of Walkers Fork (Via Jack Wade)	- -	15.0	- -	15.0
11E	Eagle-70 Mile	4.0	16.0	40.0	60.0
11G	Steel Creek-Canyon Creek	- -	- -	5.0	5.0
11M	Jack Wade-Boundary(Ties into 11A at Junction on Ridge)	18.0	- -	10.0	28.0
15	Circle-Miller House	47.0	- -	- -	47.0
15A	Circle Springs System	32.5	- -	- -	32.5
	Includes:				
	15A Central-Portage Creek	18.0 Mi.Rd.			
	15B Deadwood Creek	9.5 Mi.Rd.			
	15BA Ketchum Creek	5.0 Mi.Rd.			
15E	Miller House-Harrison Creek and Branches	15.2	- -	- -	15.2
	Includes:				
	15E Miller House-Harrison Creek	10.2 Mi.Rd.			
	Mastadon Creek	3.0 Mi.Rd.			
	Miller Creek	2.0 Mi.Rd.			

<u>Route No.</u>	<u>Name</u>	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>
15F	Boulder Creek Trail	- -	- -	10.0	10.0
15G	Porcupine Creek	11.0	- -	- -	11.0
16	Chatanika-Miller House & Branches	105.3	- -	- -	105.3
	Includes:				
	16 Chatanika-Miller House	87.0	Mi.Rd.		
	16A U. S. Creek	11.0	Mi.Rd.		
	16B Eagle Spur	1.0	Mi.Rd.		
	16D Sourdough Creek	4.8	Mi.Rd.		
	16E Faith Creek	1.5	Mi.Rd.		
17C	Nulato Airfield Road	1.0	- -	- -	1.0
23B	Beaver-Caro & Branches	- -	144.0	--	144.0
	Includes:				
	23B Beaver-Caro	75.0	Mi.Sld.Rd.		
	23C Big Creek	24.0	Mi.Sld.Rd.		
	23D Caro-Flat Creek	45.0	Mi.Sld.Rd.		
29	Tanana-Coldfoot & Branches	- -	52.5	273.0	325.5
	Includes:				
	29 Tanana-Bettles	156.0	Mi.Trail		
	29A Bettles-Coldfoot	59.5	Mi.Sld.Rd.		
	29C Mile 70-Hughes	60.0	Mi.Trail		
	29D Wild River Trail	57.0	Mi.Trail		
30	Hot Springs System	48.7	- -	- -	48.7
	Includes:				
	30 Hot Springs Landing-Eureka	25.7	Mi.Rd.		
	30A Hot Springs-Tofty-Bocks	18.0	Mi.Rd.		
	Omega Creek	5.0	Mi.Rd.		
31	Caribou Creek	- -	50.0	- -	50.0
38	Ruby System	66.5	- -	- -	66.5
	Includes:				
	38A Ruby-Long	28.5	Mi.Rd.		
	38AB Long-Birch Creek	7.0	Mi.Rd.		
	38E Long-Poorman	28.0	Mi.Rd.		
	38EB Greenstone Creek	1.8	Mi.Rd.		
	38L Ruby Airfield Road	1.2	Mi.Rd.		
46	Nenana-Kantishna System	2.5	145.0	41.0	188.5
	Includes:				
	46 Kobe-Eureka	95.0	Mi.Sld.Rd.		
	46B Lignite-Stampede Creek	50.0	Mi.Sld.Rd.		
	46C Nenana-Knights	41.0	Mi.Trail		
	46F Nenana-Cemetery	2.5	Mi.Rd.		
46G	Kobe-Bonnifield	- -	45.0	- -	45.0
47	Wiseman System	13.0	11.0	53.5	77.5
	Includes:				
	47 Coldfoot-Wiseman	11.0	Mi.Sld.Rd.		
	47B Nolan Branch	5.5	Mi.Rd.		
	47C Wiseman-Hammond	7.5	Mi.Rd.		

Route No.	Name	Road	Sled Road	Trail	Total
47	Wiseman System (Continued)				
	Includes:				
	47D Jim Pup Trail	26.5	Mi.Trail		
	47E Myrtle Creek Trail	7.0	Mi.Trail		
	47F Wiseman-Porcupine Creek	15.0	Mi.Trail		
	Gold Creek Trail	5.0	Mi.Trail		
59	Fairbanks Bridge	-	-	-	-
59A	Fairbanks Depot	-	-	-	-
65CB	Slana-Tok Junction	32.0	-	-	32.0
65L	Alaska Military Highway and Branches	209.0	-	-	209.0
	Includes:				
	Alaska Military Highway	203.0	Mi.Rd.		
	Northway Access Road	6.0	Mi.Rd.		
65M	Tanana River-Chicken	32.0	43.0	-	75.0
86	Fourth of July Creek	5.0	5.0	-	10.0
87	Coal Creek	7.0	-	-	7.0
88	Ferry-Eva Creek-Moose Creek	21.8	2.2	-	24.0
90D	Shelter Cabins	-	-	-	-
Totals		1090.8	776.9	489.5	2357.2

Upon checking the above with last year's totals, the following differences are to be noted:

Miles road last year's total	1064.2
" " this "	1090.8
" " gained	26.6

As follows:

Route 7A Steel Creek	2.0	miles
Route 7N Yankovich	2.0	"
Route 7N Grenac	.8	"
Route 7D (College*)	.8	"
Route 65M	21.0	"
	26.6	"

\* Paid for by Coast and Geodetic Survey

Miles sled road last year's total	797.9
" " " this "	776.9
" " " lost	21.0

Improved 21 miles sled road on 65M to road

Last Year's total	2351.6	miles
This " "	2357.2	"
Difference gained	5.6	"
Gain in road	26.6	"
Loss in sled road	21.0	"
Balance gained	5.6	"



## DESCRIPTION AND STATEMENT OF WORK ACCOMPLISHED

November 1, 1946 to October 31, 1947

### FAIRBANKS DISTRICT

For a detailed description of the Fairbanks District and all sub-projects, see Annual Reports for the Fairbanks, Nenana and Eagle Districts, 1930 and 1931, and all following Annual Reports, with exceptions as noted in this Report, where new projects have been undertaken; old roads, rehabilitated, roads changed, extensions made, spurs constructed or projects taken over from other Government Agencies.

#### Route 4H2 Rapids-Big Delta (48.7 Miles Road)

Annual maintenance work on this route was performed by small crews located at Donnelly during the summer months and at Big Delta Junction during the winter months.

General maintenance work was performed on the entire route throughout the summer months and on the section between the Tanana River and the Big Delta Airport during the winter months. Winter work consisted of staking shoulder of roadway, snow removal and smoothing driving surface. Summer work consisted of spring protection during the spring breakup, cleaning ditches and culverts, providing proper drainage, graveling soft sections, bridge repairs and planing road with motor grader and under body blade trucks. This route was in good condition and open to all traffic, as required, throughout the year.

The following work was accomplished:

Winter Maintenance	13.0	Miles
Summer Maintenance	48.7	Miles
Snow Removal	91.0	Miles
Bridge Repairs, Steel	750.0	Lin.Ft.
Metal Culverts Installed	32.0	Lin.Ft.

#### Route 4I Big Delta-Richardson (19.0 Miles Road)

General maintenance work was performed on this route throughout the year by the maintenance crew located at Mile 66 on Route 4I.

Winter work consisted of staking shoulder of road, work on glaciers located on Tenderfoot Creek, snow removal and smoothing driving surface. Summer work consisted spring protection work during the spring breakup, cleaning ditches and culverts, graveling soft sections, planing road with motor grader and under body blade truck. This route was in good condition and open to all traffic at all times.

Route 4I (Continued)

The following work was accomplished:

Winter Maintenance	19.0 Miles
Summer Maintenance	19.0 Miles
Snow Removal	152.0 Miles

Route 4J Richardson-Salchaket and Branches ( 33.7 Miles Road)

General maintenance work was performed on this route throughout the year by the crews located at Mile 66 and at Fairbanks.

Winter work consisted of staking shoulder of road, sanding slippery hills and curves, snow removal and smoothing driving surface. Summer work consisted of spring protection work during the breakup period, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections and planing roadway with motor grader and under body blade truck.

Necessary maintenance work was performed on the Lake Harding Branch throughout the year. This branch and the Highway were in good condition and open to all traffic throughout the year.

As Democrat Creek and Banner Creek have been practically abandoned, no work was performed on this branch.

The following work was accomplished:

Winter Maintenance	29.7 Miles
Summer Maintenance	33.7 Miles
Snow Removal	209.0 Miles
Metal Culverts Installed	10.0 Lin.Ft.

Route 4K Salchaket-Fairbanks and Branches (55.2 Miles Road)

General maintenance work was performed on this route throughout the year by crews located at Mile 66 on Route 4J and at Fairbanks.

Winter work consisted of staking shoulder of road, sanding slippery curves and hills, repairing frost heaves, snow removal and smoothing driving surface of roadway.

Summer work consisted of spring protection work during the breakup, opening bridges and culverts, cleaning ditches and culverts, resurfacing with gravel various weak sections, bridge construction, bridge repairs, installing metal culverts, and planing road with motor grader and under body blade truck.

Necessary maintenance work, both winter and summer was performed on branch roads that were in use.

A new bridge was erected across Chena Slough to allow homesteaders access to homesteads, etc. on the Northeast side of the Slough.

Route 4K (Continued)

This section of the Richardson Highway and Branches was in good condition and passable for all traffic throughout the year. However, during the spring breakup sections of the Highway between Fairbanks and Mile 26 became very soft and required considerable resurfacing.

The following work was accomplished:

Winter Maintenance	52.7	Miles
Summer Maintenance	55.2	Miles
Snow Removal	304.0	Miles
New Bridges, Timber	120.0	Lin.Ft.
Bridge Repair, Steel	400.0	Lin.Ft.
Load Gravel	6697.0	Cu.Yds.
Haul Gravel	24559.0	Yd.Miles
Spread Gravel	6697 Cu.Yds. over	8.0 Miles
Gravel Stockpiled	8000.0	Cu.Yds.

Route 7A Fairbanks-Chatanika and Branches (63.5 Miles Road)

General maintenance work was performed on this route throughout the year by crews located at Fairbanks and Cleary Summit.

Construction work on the Steel Creek Extension was performed by a small crew located at the start of the new work (Steel Creek).

Winter maintenance was performed on the Steese Highway between Fairbanks and Chatanika and Branches that were in actual use. This work consisted of staking shoulder of roadway, sanding slippery curves and hills, work on side hill and creek glaciers, snow removal and smoothing driving surface.

Summer work consisted of spring protection work during the breakup period, opening bridges and culverts, cleaning ditches and culverts, bridge repairs, graveling soft sections, installing and repairing culverts and planing road with motor grader and under body blade truck.

Construction work on the Steel Creek Extension consisted of grubbing/stripping, grading with grader/dozer and installing culverts. Two miles of new road were completed.

The section of the Steese Highway between Fairbanks and Chatanika was in good condition throughout the year and was open to any and all traffic at practically all times. The only exception being for short periods during heavy wind and/or snow storms on Cleary Summit at which times this Summit would be closed for a few hours or possibly a day or two at the very most.

Branches were in good condition throughout the year and were kept open as needed.

Route 7A (Continued)

The following work was accomplished:

Winter Maintenance	32.8	Miles
Summer Maintenance	63.5	Miles
Snow Removal	200.0	Miles
Grubbing/Stripping	9.5	Acres
Grade Grader/Dozer	2.0	Miles
Metal Culverts Installed	34.0	Lin.Ft.
Timber Culverts Installed 12" X 12"	60.0	Lin.Ft.

Route 7B Fox-Livengood and Branches (86.7 Miles Road)

Annual maintenance work and rehabilitation and improvements on this route were performed by crews located at Fairbanks, Olnes, Tatalina River and Livengood.

Winter maintenance was performed on the section between Fox and Olnes only. Summer maintenance over the entire route and branch roads that were in use.

Winter work consisted of snow removal and a small amount of work on glaciers. Summer maintenance consisted of spring protection work during the breakup period, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, bridge repairs and planing road with motor grader and under body blade truck.

Rehabilitation and improvements were performed on this route at various places between Fox and Livengood. This work consisted of regrading, widening, bridge construction and resurfacing various sections. The section between Fox and the top of Willow Creek Hill was practically completed; the section from the top of Willow Creek Hill to Washington Creek was regraded and widened ready for resurfacing next year. Between Washington Creek and the Tatalina River several narrow sections were widened. The section between the Tatalina River and the Upper Crossing of Bridge Creek was regraded and widened for resurfacing in 1948. Narrow sections near Livengood were widened.

The section from Fox to Olnes was in good condition and open to traffic at all times throughout the year. The only tieups being for short intervals during the winter months after wind and/or snow storms. No effort was made to keep the balance of this road open during the winter months. With the cooperation of interested parties, it was opened to traffic in early April and then remained in good condition throughout the summer.

The only exception to this was the section between Livengood and the dam on Mike Hess Creek, which section was very soft and in poor condition during the early part of the summer. With the cooperation of operators on Amy Creek and Livengood Placers, Inc., a few additional trucks were allocated to this section and it was placed in good condition.

Route 7B (Continued)

The following work was accomplished:

Winter Maintenance		12.0	Miles
Summer Maintenance		86.7	Miles
Snow Removal		151.0	Miles
Load Gravel		63589.0	Cu.Yds.
Haul Gravel		216293.0	Yd.Miles
Spread Gravel	63589 Cu.Yds. over	16.0	Miles
Grade Scrapers		66698.0	Cu.Yds.
Grade Grader/Dozer		2.0	Miles
Metal Culverts Installed		838.0	Lin.Ft.
Bridges Repaired, Timber		160.0	Lin.Ft.
New Bridges, Timber		16.0	Lin.Ft.

Necessary maintenance work was performed on branch roads roads that were used.

The Cedar Rapids Crusher that was secured from the Army at the time of the transfer of Route 65L, and which was at Gardner Creek was moved from that point to Fairbanks, for use on this route during the coming summer.

Route 7BA Livengood-Wiseman Survey

"L" Line Completed 21.5 Miles

Please note that the Dome-Spaulding Mine Road, a branch road to Route 7B was originally carried as Sub-Project Number 7BA. In view of this it is believed that to avoid misunderstandings and confusion in the future that the project should be changed to some number not previously used.

Route 7C Summit-Fairbanks Creek and Branches (23.3 Miles Road)

General maintenance work on this route was performed by the crew located at Cleary Summit. That work consisted of spring protection work during the breakup period, cleaning ditches and culverts, graveling soft sections and planing road with motor grader and under body blade truck.

This route was open to traffic during the summer months only, during which time it was in good condition.

Snow removal as requested by interested parties was performed in the early spring.

The following work was accomplished:

Summer Maintenance	23.3	Miles
Snow Removal	22.0	Miles

Route 7D Fairbanks-Ester and Branches (32.1 Miles Road)

General maintenance work was performed on this route throughout the year by the crew located at Fairbanks.

Winter work consisted of snow removal and smoothing driving surface.

Summer work consisted of spring protection work during the breakup, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections and planing road with motor grader and underbody blade truck.

Necessary maintenance work was performed on branch roads that are in use.

A spur in the vicinity of the University of Alaska .8 miles long was constructed for the Coast and Geodetic Survey who paid all costs.

The following work was accomplished:

Winter Maintenance		9.5	Miles
Summer Maintenance		32.1	Miles
Snow Removal		72.0	Miles
Load Gravel		2825.0	Cu.Yds.
Haul Gravel		9887.0	Yd.Miles
Spread Gravel	2825 Cu.Yds. over	1.0	Miles
Grade Grader/Dozer		.8	Miles
Metal Culverts Installed		36.0	Lin.Ft.

Route 7J Fairbanks-Chena Hot Springs and Branches (100.5 Miles Sled Road)

Annual Maintenance 100.5 Mi.Sld.Rd.

Route 7N Farmers-Birch Hill and Branches (17.5 Miles Road)

Annual maintenance work was performed on this route by the crew located at Fairbanks.

Winter work consisted of snow removal and a small amount of work on glaciers in the vicinity of the University of Alaska.

Summer work consisted of protection work during the breakup period, opening bridges and culverts, repairing washouts, cleaning ditches and culverts, graveling soft sections and planing road with motor grader and underbody blade truck.

Necessary maintenance work was performed on all branches.

A branch road leaving the Ballaine-Rickert Road at the Country Club and extending in a westerly direction about 2 miles, was constructed to homesteads owned by William Esteroff and Villy Yankovich.

Another branch leaving the Farmers Loop near the Claus Johnson-Stimple homesteads and extending in a westerly direction about .8 miles was constructed to homesteads owned by Kerner and Grenac.

Route 7N (Continued)

The following work was accomplished:

Winter Maintenance	8.7	Miles
Summer Maintenance	17.5	Miles
Snow Removal	66.0	Miles
Grubbing/Stripping	6.0	Acres
Grade Grader/Dozer	2.8	Miles
Metal Culverts Installed	70.8	Lin.Ft.

Route 11A Eagle-Liberty-Chicken (28.3 Miles Road 57.0 Miles Trail)

Annual maintenance work on this route was performed by a small crew operating out of Eagle.

Necessary work was performed between Eagle and Liberty and Eagle and the Mission only.

Such work consisted of opening bridges and culverts and other necessary spring protection work, cleaning ditches and culverts and graveling soft sections.

Annual Maintenance	28.3	Miles
Metal Culverts Installed	148.0	Lin.Ft.

Route 11E Eagle-70 Mile (4.0 Miles Road 16.0 Miles Sled Road 40.0 Miles Trail)

Annual maintenance work on this route was also performed by the crew from Eagle.

This work consisted of bridge repairs, grading approaches to lake, river and creek crossings and leveling road.

Annual Maintenance	4.0	Miles Rd.
Annual Maintenance	16.0	Mi.Sld.Rd.
Annual Maintenance	40.0	Mi. Trail

Route 15 Circle-Miller House (47.0 Miles Road)

Maintenance work on this route was performed by the crew located at Central, who also performed work on all other routes in this section.

Work was performed on this route during the summer months only, such work consisted of protection work during the spring breakup, opening bridges and culverts, cleaning ditches and culverts, installing culverts, bridge repairs, graveling soft sections and planing road with motor grader and underbody blade truck.

This route was in good condition throughout the summer season.

The following work was accomplished:

Summer Maintenance	47.0	Miles
Bridge Repairs, Timber	376.0	Lin.Ft.
Metal Culverts Installed	100.0	Lin.Ft.

Route 15A Circle Springs System (32.5 Miles Road)

As previously stated, maintenance work on this route was performed by the crew located at Central on Route 15.

This work consisted of protection work during the spring breakup, opening bridges and culverts, cleaning ditches and culverts, bridge repairs, graveling soft sections and planing road with motor grader and underbody blade truck.

This system of roads was in good condition throughout the summer season.

Summer Maintenance	32.5 Miles
Bridge Repairs, Timber	16.0 Lin.Ft.

Route 15E Miller House-Harrison Creek and Branches(15.2 Miles Road)

Maintenance work as performed on this route by the crew from Central, consisted of protection work during the spring breakup, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, bridge repairs and planing road with motor grader.

As no adverse reports were received at any time, it is assumed that this route was in good condition throughout the summer months.

Summer Maintenance	15.2 Miles
Bridge Repairs, Timber	55.0 Lin.Ft.

Route 16 Chatanika-Miller House and Branches(105.3 Miles Road)

Maintenance work on this route was performed by crews located at Cleary Summit on Route 7A and at Miles 58 and 82½ on Route 16.

Work as performed on this route consisted of protection work during the spring breakup, opening bridges and culverts, cleaning ditches and culverts, cutting brush, bridge repairs, installing metal culverts, planing road with motor grader and underbody blade truck and widening road between Miles 107 and 110.

Work was performed on this route during the summer months only.

Necessary work was performed on all branches.

The following work was accomplished:

Summer Maintenance	105.3 Miles
Snow Removal	16.0 Miles
Bridge Repairs, Timber	188.0 Lin.Ft.
Metal Culverts Installed	150.0 Lin.Ft.

Route 30 Hot Springs System (48.7 Miles Road)

Annual maintenance work on this road system was performed by local residents of Hot Springs under the direction of Robert Isaacson,



Route 30 (Continued)

Such work consisted of protection work during the spring breakup, cleaning ditches and culverts, opening bridges and culverts, graveling soft sections, smoothing and regrading with grader and tractor and installing culverts.

Annual Maintenance 48.7 Miles

Route 38 Ruby System (66.5 Miles Road)

Annual maintenance work was performed on this route throughout the summer season under a Ruby recruited crew under the direction of Foreman Cranston.

This work consisted of protection work during the spring breakup, opening bridges and culverts, cleaning ditches and culverts, installing timber culverts, repairing timber culverts, bridge repairs, graveling soft sections and regrading and smoothing.

As stated in prior reports these roads went to pieces during the war years. However, some progress has been made during the past two years towards reclaiming them.

The main road from Ruby to Foorman was by last Fall passable for trucks to Monument Creek.

The following work was accomplished:

Annual Maintenance	66.5 Miles
Load Gravel/Dozer	4000.00 Cu.Yds.
Haul Gravel	.20000.0 Yd.Miles
Spread Gravel 4000 Yd. over	9000.0 Lin.Ft.
Repair Timber Culverts	200.0 Lin.Ft.
New Bridges, Timber	32.0 Lin.Ft.
Timber Culverts Installed	100.0 Lin.Ft.
Bridge Repair, Timber	64.0 Lin.Ft.

Route 46 Nenana-Kantishna System (2.5 Miles Road 145.0 Miles Sled Road 41.0 Miles Trail)

Necessary maintenance work was performed on the trail between Nenana and Diamond to permit the carrying of the mail between those two points during the winter months by dog team.

Such work consisted of grading approaches to slough, river and lake crossings, cutting brush and bridge repairs.

Annual Maintenance Trail 41.0 Miles

Route 47 Wiseman System (13.0 Miles Road 11.0 Miles Sled Road 53.5 Miles Trail)

Maintenance work on the Hammond River and Nolan Creek Roads consisted of protection work during the spring breakup, opening bridges and culverts, providing extra drainage and bridge repairs and other odd jobs necessary to keep these roads passable for the small amount of traffic using them.

Route 47 (Continued)

Some necessary maintenance work was performed on the  
Wiseman-Porcupine Creek Trail.

Annual Maintenance Road  
Annual Maintenance Trail

Route 59 Fairbanks Bridge

Small maintenance jobs were necessary throughout the year.

Such jobs consisted of snow removal on runways and sidewalks, replacing worn repairs to hand and guard rails.

Route 59A Fairbanks Depot

Necessary repairs and improvement were made to the  
Headquarters buildings.

A room over the office and warm storage for the use of the Engineers. Two sectional buildings for warm storage of equipment used during winter. Also, a section of the car shed was rebuilt for the repairs of tractors and other heavy equipment.

Route 65CB Slana-Tok Junction (32.2 Miles)

Winter maintenance on this route consisted of staking and side hill glaciers, snow removal, sanding hills and smoothing driving surface.

Summer work consisted of protective work, opening bridges and culverts, clearing filling low sections, graveling soft sections, narrow sections and planing road with motor graders.

The following work was accomplished:

Winter Maintenance  
Summer Maintenance  
Snow Removal

Route 65L Alaska Military Highway and

Winter maintenance work as performed consisted of staking shoulder of road, sanding cliffs, working on glaciers, snow removal and smoothing with motor grader and underbody blade trucks.

Summer work consisted of protective work, opening bridges and culverts, clearing culverts, culvert repairs, graveling a few road with motor graders.

Route 65L (Continued)

The following work was accomplished:  
Winter Maintenance  
Summer Maintenance  
Snow Removal

Route 65M Tanana River-Chick

Work on this route consisted of surveys and construction on the section constructed of surveying and construction.

Maintenance work consisted of grading to keep the road open.

Construction work consisted of grading, grader/dozer, corduroying, surfacing, culverts and bridge construction. Grubbing/stripping was completed to Mile 33; from Mile 33 to Mile 32 was completed to Mile 32.

A survey line was run to the Dennison River, about Mile 32. Information for bridge at Mosquito Fork was secured.

The following work was accomplished:  
Winter Maintenance  
Summer Maintenance  
Snow Removal  
Grade Grader/Dozer  
Grubbing Stripping  
New Bridges, Timber  
Corduroying  
Metal Culverts Installed  
Grade Scrapers Wheeled  
Load Gravel Shovel  
Haul Gravel  
Spread Gravel

Route 65L (Continued)

The following work was accomplished:

Winter Maintenance	209.0 Miles
Summer Maintenance	209.0 Miles
Snow Removal	466.0 Miles

Route 65M Tanana River-Chicken (32.0 Miles Road, 65.0 Miles Sled Road)

Work on this route consisted of maintenance and improvements on the section constructed last year, and the continuation of surveying and construction towards Chicken.

Maintenance work consisted of any and all work necessary to keep the road open.

Construction work consisted of grubbing/stripping, grading grader/dozer, corduroying, surfacing with gravel, installing culverts and bridge construction.

Grubbing/stripping was completed to Mile 37.5; grading was completed to Mile 33; from Mile 33 to 37-50% completed; surfacing was completed to Mile 32.

A survey line was run to the Crossing of the West Fork of the Dennison River, about Mile 53.

Information for bridge crossings of the West Fork and Mosquito Fork was secured.

The following work was accomplished:

Winter Maintenance	11.0 Miles
Summer Maintenance	11.0 Miles
Snow Removal	22.0 Miles
GradeGrader/Dozer	27.0 Miles
Grubbing Stripping	212.0 Miles
New Bridges, Timber	20.0 Lin.Ft.
Corduoying	1600.0 Lin.Ft.
Metal Culverts Installed	428.0 Lin.Ft.
Grade Scrapers Wheeled	166520.0 Cu.Yds.
Load Gravel Shovel	87067.0 Cu.Yds.
Haul Gravel	304734.0 Yd.Miles
Spread Gravel	87067 Cu.Yds. over 21.0 Miles

A I R F I E L D S

4AC	Big Delta	17C	Mulato
4AD	Rapids	23G	Beaver
4JB	Richardson	29F	8 Mile Creek
5D	American Creek	30AB	Miller Creek
5E	Tanana	30B	Manley Hot Springs
7JB	Palmer Creek	38K	Ruby
7X	Chena Hot Springs	46M	Benana
7Y	Fairbanks	47A	Wiseman
9A	Rampart	53B	Fort Yukon
9B	Stevens Village	63A	Livengood
11P	Chicken	65H	Tenacross
11Q	Eagle	86A	Nation
15C	Circle Hot Springs	97A	Healy
15H	Miller House		Tetlin
15J	Central		Eureka
15K	Circle		

Route 15K Circle Airfield

A small amount of leveling with motor grader was performed on this Field.

Route 38K Ruby Airfield

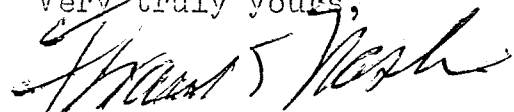
Maintenance work on this Field consisted of repairing washouts and leveling with motor grader and tractor and grader.

Route 47A Wiseman Airfield

Work on this Field consisted of regrading, ditching and leveling.

This Field should be in condition for some gravel surfacing next spring.

Very truly yours,



Frank Nash,  
Superintendent

FN/d

1947

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

February 10, 1948

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Reference your letter of December 8, 1947, advising as to the limited funds for maintenance work in this District during the coming season.

In view of higher wages and other increased costs, the \$500,000.00 for this year will probably reach as far as the \$400,000.00 last year, in view of which only necessary surface maintenance and a few much needed improvements can be recommended.

It is estimated that during the coming year it will cost \$22,500.00 to operate a small summer crew with a minimum of equipment from May 10 to October 10 and \$25,000.00 to operate a very small winter crew from March 1 to May 9 and from October 11 through February 23.

On this basis five-man summer crews could be located at the following places throughout the summer months and four-man crews throughout the winter months at the first six places:

Fairbanks	
Mile 66 Richardson Highway	
Big Delta/Donnelly Richardson Highway	
Johnson River Alaska Highway	
Tok Junction Alaska Highway	
Gardner Creek Alaska Highway	
Cleary Summit Steese Highway	
Mile 82½ Steese Highway	
Central Steese Highway	

for a total cost of \$352,500.00, leaving a balance of \$147,500.00 available for Hot Springs, Ruby, Wiseman, Eagle and other routes, which cannot be serviced from the above locations and for necessary improvements on other routes not covered in the minimum of \$352,500.00.

In view of the above, it is estimated that the authorized \$500,000.00 could be divided as follows:

Route 4H2	Rapids-Big Delta	)	
Route 4I	Big Delta-Richardson	)	
Route 4J	Richardson-Salchaket & Branches	)	120,000.00
Route 4K	Salchaket-Fairbanks & Branches	)	
Route 7A	Fairbanks-Chatanika & Branches	)	42,800.00
Route 7C	Summit-Fairbanks Creek & Branches	)	900.00

Route 7D	Fairbanks-Ester & Branches	3500.00
Route 7N	Farmers-Birch Hill & Branches	2200.00
Route 7J	Fairbanks-Chena Hot Springs & Branches	1000.00
Route 11A	Eagle-Liberty )	18000.00
Route 11E	Eagle-70 Mile )	
Route 15	Miller House-Circle )	30000.00
Route 15A	Circle Springs System )	
Route 15E	Miller House-Harrison Creek)	
Route 16	Chatanika-Miller House & Branches	36000.00
Route 30	Hot Springs System	24000.00
Route 38A	Ruby System	46000.00
Route 46	Nenana-Kantishna System	600.00
Route 47	Wiseman System	8000.00
Route 59	Fairbanks Bridge )	9000.00
Route 59A	Fairbanks Depot )	
Route 65CB	Slana-Tok Junction	)142000.00
Route 65L	Alaska Military Highway & Branches)	
Route 88	Ferry-Eva Creek-Moose Creek	8000.00
	Miscellaneous	8000.00
Total		\$ 500000.00

The above moneys to be used on the various routes for the following purposes:

Route 4H2	Rapids-Big Delta
Route 4I	Big Delta-Richardson
Route 4J	Richardson-Salchaket and Branches
Route 4K	Salchaket-Fairbanks and Branches

For necessary winter and summer maintenance; completion of rehabilitation work in the vicinity of Rapids; stabilizing certain sections wherein at present there is oversized surfacing material and sections where gravel has no binder; a small amount of very necessary resurfacing and regrading the Farmers-Chena Slough Branch.

Depending upon breakup conditions another \$20,000.00 or more may be required to keep Route 4K open between Fairbanks and Eilson Field (Mile 26) during the early part of the summer.

Route 7A . Fairbanks-Chatanika and Branches

Necessary summer and winter maintenance; regrade, widen and resurface a few narrow sections between Gilmore and Chatanika.

Sections of this route on the north side of Cleary Summit are badly in need of such work and said work should be done very soon. However, it cannot be done under the present program. It is estimated that at least an additional \$25,000.00 would be required with which to do it.

Route 7C Summit-Fairbanks Creek and Branches

Necessary summer maintenance work.

Route 7D Fairbanks-Ester and Branches

Route 7N Farmers-Birch Hill and Branches

Necessary winter and summer maintenance.

Route 7J Fairbanks-Chena Hot Springs and Branches

Necessary maintenance work only.

Route 11A Eagle-Liberty

Route 11E Eagle-70 Mile

Necessary maintenance on these and the Eagle-Mission Road.

Route 15 Miller House-Circle

Route 15A Circle Springs System

Route 15E Miller House-Harrison Creek

Necessary summer maintenance and as much regrading and surfacing as can be performed with the available funds.

However, to properly perform such work with the right amount of equipment, etc., it is believed that an additional \$10,000.00 could be used to very good advantage.

Route 16 Chatanika-Miller House and Branches

Necessary maintenance work and carry on widening and short revision plans as started last season. Replace several rotten timber bridges and culverts with metal culverts.

Route 30 Hot Springs System

Necessary maintenance work.

Route 38A Ruby System

Necessary maintenance and improvements from Long south to Poorman be completed as much as possible with the available funds.

Route 46 Nenana-Kantishna System

Necessary maintenance on the Nenana-Cemetery Road and the Nenana-Diamond Trail.

Route 47 Wiseman System

Necessary maintenance on the Nolan and Hammond Roads and on various trails that are in use.

Route 59 Fairbanks Bridge  
Route 59A Fairbanks Depot

Necessary maintenance Headquarters buildings and fill north approach of the Chena Slough Bridge. This matter has been discussed with Town Officials and interested property owners and no objections raised.

As to Headquarters buildings - there is always the question of new and suitable buildings for Headquarters shops, storage, etc. However, due to unsettled conditions, etc., it appears useless to make any attempt to secure new buildings at this time. Also, as costs, etc. have changed so much, we cannot make a decent estimate on new buildings so we will skip that item for this year.

Route 65CB Slana-Tok Junction  
Route 65L Alaska Military Highway and Branches

Necessary summer and winter maintenance.

Route 88 Ferry-Eva Creek-Moose Creek

As mining is reviving in this area and no work was performed on this route last summer, it is imperative that some maintenance work be performed on this route during the coming summer. The \$8,000.00 as recommended should be sufficient.

Miscellaneous

This amount to be used to cover unforeseen maintenance and other small jobs that may arise during the summer.

Route 7B Fox-Livengood

As separate funds will no doubt be available for work on this project and as it is assumed that such funds will be sufficient to work on this route on a large scale, plans for continuance of work on this route are as follows:

Continue with regrading, widening and resurfacing from where discontinued last year between Willow Creek and Washington Creek. The entire route to be regraded, widening to be performed only where necessary. Resurfacing to be done with crushed rock to be secured from Cushman Creek and later at Aggie Creek.



Route 7B (Continued)

This work to be carried on to Tatalina by crews starting from the Olnes Camp and later camped at the upper crossing of Globe Creek.

At the same time a crew should be located at Tatalina, resurfacing the section from Tatalina towards Livengood and regrading and resurfacing from Tatalina towards Globe Creek.

Also, at the same time a small grading crew should be located at the Tolovana River to pick up grading work where left off last fall on Bridge Creek proceeding towards Livengood.

Gravel crews to be pushed to get as much resurfacing completed as possible.

New bridges should be erected across the Chatanika River, various crossings of Globe Creek, Tatalina River, two crossings of Bridge Creek, Tolovana River and Livengood Creek. Other bridges to be replaced with metal culverts.

It is doubtful if all of this can be completed in the next year. However, as much of it as possible to do within the available funds should be done.

Route 65M Tanana River-Chicken

Work on this route to be resumed from Mile 30, with a grading and gravel crew located at that point.

Other grading and advance crews to be located at approximately Mile 45 and Mile 53 (West Fork) and Ketchumstuk Junction about Mile 60 and later Chicken.

Necessary bridges to be erected as soon as material can be secured.

Work to be resumed at as early a date as possible, as some ground must be worked down on frost or will be unable to work it, as it is very wet, poor ground. This particular stretch is on Logging Cabin Creek near the head.

Referring to last year's recommendations:

Nothing further has been heard in regard to the more direct route to the Midnight Sun Broadcasting Company Transmitter.

The same applies to the road requested by Mr. J.G. Rivers near Birch Lake.

No further requests have been received to extend the Steel Creek Road, unless it be to Chena Hot Springs, etc.

Residents and home steaders located on the Cushman Street Extension are still asking that that road be moved to the section line. Due to work elsewhere, it was impossible to secure information for an estimate of the cost of this work. This will be done at as early a date as possible.

Nothing further has been heard in regard to the road from Circle Hot Springs to Medicine Lake. However, it cannot be seen where such a project is at all urgent.

Recently requests have been received for the construction of roads to homesteads on the north side of Chena Slough (across from the Badger Road) and to homesteads west of Fairbanks near the C.A.A. Beam Station.

To date information is not complete to make estimates as to the cost of these projects. This will be done as soon as possible and recommendations forwarded.

#### Airfields:

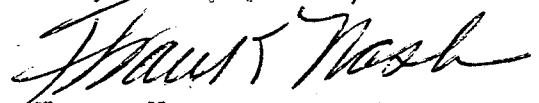
Some Airfields, no doubt, will require some leveling and other minor maintenance work.

It is believed that the following amounts should be set up for the maintenance work on the various Fields.

9A	Rampart	500.00
11Q	Eagle	500.00
15C	Circle Hot Springs	250.00
15J	Central	250.00
15K	Circle	500.00
17C	Nulato	250.00
38K	Ruby	1500.00
47A	Wiseman	5000.00
		<u>8750</u>

In regard to work on Route 47A Wiseman Field, please refer to my letter of July 10, 1947 and my telegram of August 20, 1947.

Very truly yours,



Frank Nash,  
Superintendent

FN/d