WAR DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

JUNEAU, ALASKA

Seward, Alaska,
December 18, 1922.

38D

From: Walter W. Lukens.

To: Major John C. Gotwals, Officer Engineer.

Subject: Report, Kuskokwim District.

Departed from Nenana June 3, 1922, on gas launch Betty, down Tanana River to Fort Gibbon, then from Fort Gibbon on gas launch Sibilla to Ruby.

After arriving at Ruby proceeded to lay out season's work which consisted of maintenance of roadway between Ruby and Long, and construction of a 100 foot span across the Solatna River, also about 60 feet of approach was erected at each end of the span, thus making the bridge accessible for both summer and winter freighters and travelers.

After completing instructions and details, returned to Ruby, continued en route on Steamer Seattle, No. 3, down the Yukon to Holy Cross where I changed to the river Steamer St. Joseph, and proceeded to Iditarod. Immediately inspected road between Iditarod and Flat, also road extending up the Otter Creek Valley, and the Flat Creek Valley. Made report, same being approved at headquarters. Employed men and begun repairs of the roads this section of the district at once.

After completing instructions and small details proceeded to Tacotna, where work was immediately started on the summer road between Ophir and Tacotna. Continued work throughout summer season which was a very wet and disagreeably cold one.

Ophir Tacotna Summer Wagon Road:

Work accomplished as follows during season.

2.5 miles of roadway graded along the upper valley of Independence Creek and along the lower valley of Butte Creek.
2.2 of the roadway was corduroyed with a heavy layer of poles and brush and covered with a light surfacing of muck and gravel. The corduroy laid during the seasons of 1921 and 1922 should be well surfaced during the summer of 1923. The section through which the corduroy was laid during the season 1922, 1.2 miles along the lower valley of the Indepen-

dence Creek and across the flats between Independence Creek and Yankee Creek one mile of corduroy was laid.

Two small culvert drains constructed along Independence Valley where glacial action had caused the surface to settle away and forming small lakes to overflow the roadway.

Four short sections of the roadway which was located in the summer of 1921 had to be changed, cause due to glacial action, which is rapidly receeding after the moss covering is removed from the surface where roadway was to have been constructed. At these particular above mentioned sections of the road way, are long the road which passes through the Independence Valley. The above mentioned as relocated have been cleared and mossed; they should be graded early in the season 1923, as only deep mud holes most impassable exist after the breakup in the spring of the year.

There are several short very muddy sections along the previously constructed road between Tacotna and Independence Creek which should also be repaired early in the season 1923. Depending upon the spring breakup, this work should not start later than June 1st, 1923.

Remaining betweeen Independence Creek and Yankee Creek remain about three-tenths of a mile which was mossed and cleared season 1921, but was not graded cause due to being frozen and did not thaw enough to be graded as the season was very cold and backward.

After the above hereon mentioned details have been completed a very serviceable road will have been completed from Tacotna to Yankee Creek, a distance of approximately 14 miles where the road connects with the Innoko River and permits of freighting down the Innoko River in poling boats from this point, which helps to aid the adjacent section of the valley below and the creeks which form its tributaries.

Timber was secured for culverts and bridges for the section between Yankee and Ganes Creeks; no other work was accomplished this section of the roadway, the season 1922.

The Ganes Creek Bridge was erected this season which consisted of one 80-foot span, Howe truss type, and two approaches approximately 52 feet long each.

The season being a very wet one, the bridge structure was not painted and this should be done early the season 1923, should the weather conditions permit.

The roadway between Ganes Creek and Little Creek was repaired so that same could be used for early winter sledding until the valley bottom winter trail was frozen for the winter travel.

The approach on the east side of the Little Creek Bridge was excavated and the materials removed was placed as fill in the west approach of Little Creek, making this crossing passable for horse-drawn venicles for both winter and summer.

The road way was relocated from Little Creek to Ophir, a distance of approximately 5⅛ miles. However, the cost of construction of the new location would cost more than to repair the old location, though theannual maintenance of old location would be much more expensive, also the old location would never afford the support of the traffic and hold the surface throughout the long and heavy rainfalls each season.

Have relocated this section of the roadway between Ophir and Little Creek much higher which brings the road at the base of the hills, affords much better construction materials, gives excellent drainage and avoids most of the glacial deposits of ice and muck through which the old location passes. The drainage of the old location is very poor, being down in a low tundra valley bottom.

The entire remaining section of the uncompleted roadway between Yankee Creek and Ophir which have not been cleared and mossed, should be completed the season 1923, so that all of the frozen earth would become thawed and in due time would be in proper condition for grading. There are many sections of this district through which the roadway passes, are frozen and cannot be worked until thawed. Oftentimes there are sections when thawed that are 30 to 50 percent ice and when thawed cause great depressions or mud holes which have to be filled or roadway relocated to avoid them.

Report, Kuskokwim District.

Inclosed herewith is a tabulated estimate which covers the entire unconstructed portion of the road between Ophir, also including regrading of the previously constructed section and surfacing of a light roadway.

Herein have submitted the different trails and roads of this district which are an important factor toward future activities this district regards to prospecting and mining, especially while there are many other resources which at the same time will benefit by the development of the trails and roads.

In conclusion, beg to state that all other important projects this immediate district have been heretofore carefully reported during the month of June, 1922, under separate cover, for your consideration. Recommend that the following projects be given all the support possible as they are most needed: Ophir-Tacotna Roadway, Poorman - Long Roadway, Iditarod-Flat roads, Flat-Tacotna Summer trail.

Respectfuly submitted

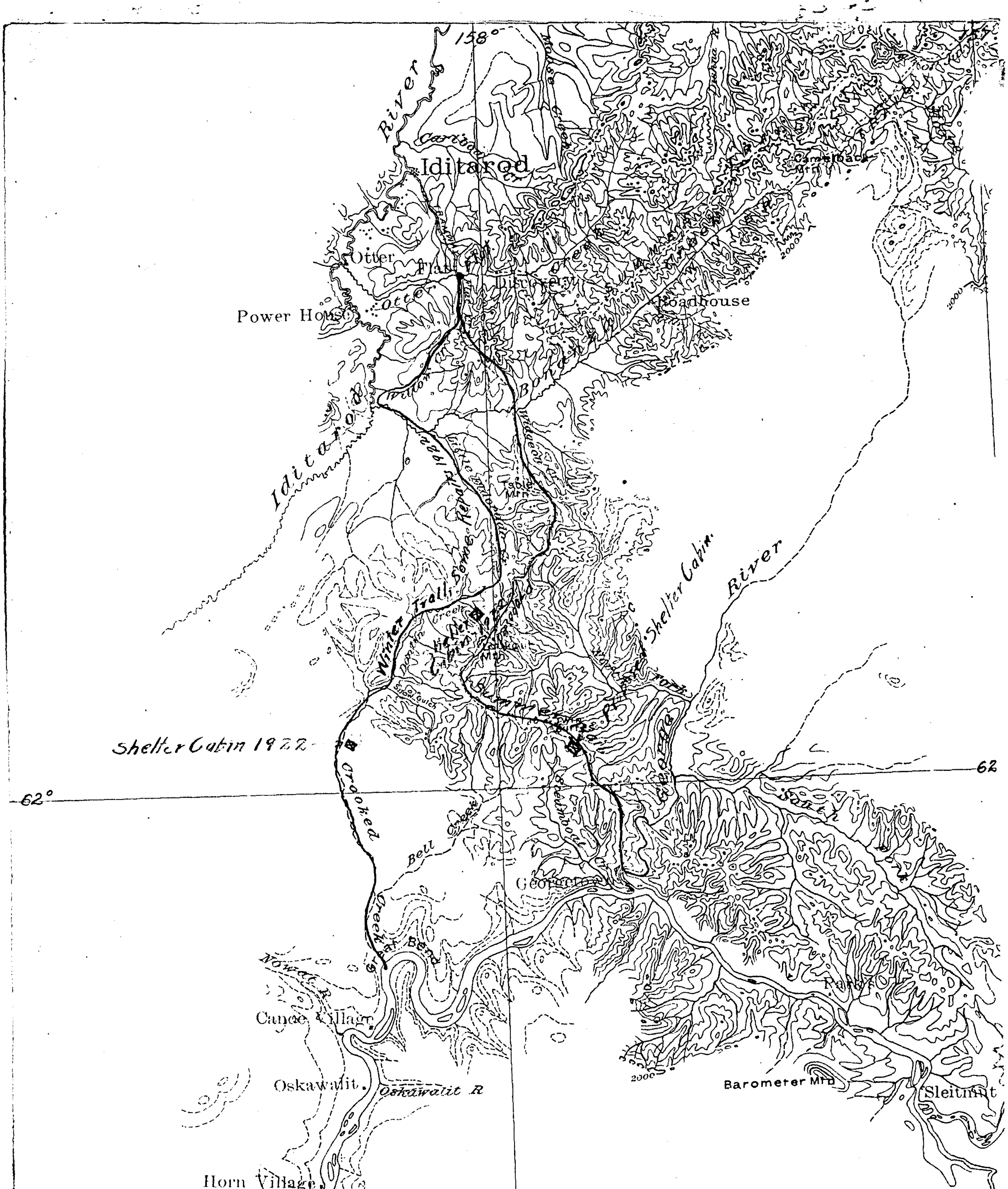
by

WALTER W. LUKENS,
Asst. Supt.,
A. R. C.

C O P Y

Note:
x - Roads worked on this year.

	Route No.	Name of Route	MILEAGE Wagon Road	Sled Road	Trail	Total
1	17A	Lewis Landing-Dishkaket			108	108
2	17B	Nulato-Dishkaket			90	90
3	x 20C	Rainy Pass-Tokotna			130	130
4	x 20D	Tokotna-Kaltag			145	145
7	x 32A	Tokotna-Flat ~~Creek~~ (Summer)			95	95
10	x 32B	Iditarod-Flat ~~Creek~~	8			8
11	x 32C	Ophir-Iditarod ~~Creek~~			90	90
12	x 32D	Flat-Crooked Creek (winter)			62	62
	x ~~32E~~	Iditarod-Holy Cross		44		44
14	33A	Otter Creek Towpath			22	22
15	33B	Summit-Otter Creek	6			6
34A	34	Iditarod-Dishkaket		30	68	98
22	x 38A	Ruby-Long	30			30
25	x 38B	Long Creek-Cripple City (winter)			89	89
26	x 38C	Ophir-Cripple City (winter)			47	47
27	x 38D	Tokotna-Ophir	23½			23½
28	x 38E	Long-Poorman	29			29
30	x 38F	Poorman-Ophir (summer) ~~trail~~			125	
31	64	Cripple-Lewis Landing			60	60
	~~92A~~	~~Bethel-Quinhagak~~			90	90
	92B	Bethel-Akiak			26	26
	92C	Yukon-Kuskokwim Portage			90	90
	~~92D~~	~~Akiak-Russian Mission~~			93	93
8	32AA	Tokotna-Flat (winter ~~trail~~ via Moore Creek)			93	93
9	32AB	Flat-Moore Creek (summer trail)			7	7
16	33C	Flat City-~~Head~~ Flat Creek	5			5
17	33D	Head Flat Creek-Willow Creek ~~Dist~~.	4½			
18	33E	Head Flat Creek-Chicken Creek ~~Dist~~	3			
19	33F	Flat City-Otter Discovery	3			
			112	74	1530	



Crooked Creek-Kuskokwim.
Winter And Summer Trails.

38D	x	Ophir-Tacotna - Wagon road			
38G		Tacotna Trading Post - Tacotna River Landing			
80 [illegible]		Berrys Landing-Nixon Mine	Wagon	Road	
33G		Candle Landing-Candle Creek ..	Wagon	Road	
38H [illegible]		Flume Dredge Road	"	"	
38I [illegible]		Innoko Dredge Co. Road	"	"	
32B	x	Iditarod-Flat	"	"	
38E	x	Poorman-Long	"	"	Solatna Bridge
38A	x	Ruby-Long	"	"	Maintenance
38AA		Ruby-Town	"	"	
38F	x	Ophir-Poorman	Summer	Trail	
32A	x	Flat-Tacotna	"	"	Shelter cabins
32DD		Flat-~~Kuskokwim~~ Georgetown (Summer)	"	"	
32AC [illegible]		Candle Creek-Tokotna	"	"	
80 AA		McGrath-Tokotna	"	"	
80E		Tokotna-Twin Peaks	"	"	
64A		Cripple City-Cripple Mountain..	Winter	"	
80A		McGrath-Tokotna	"	"	
80D		Nixon Fork-Nixon Mine	"	"	
80B		McGrath-Berrys Landing	"	"	
80C		McGrath-Candle Creek	"	"	
20DA [illegible]	x	Ophir-Tokotna	"	"	
32C	x	Ophir-Iditarod	"	"	
32BB		Iditarod-Flat	"	"	
32D	x	Flat-~~Kuskokwim~~ Crooked Cr (Winter)	"	"	
20DB	x	Ophir-Dishkaket	"	"	
38C	x	Ophir-Cripple City	"	"	
38B		Cripple City-Poorman	"	"	
38EE		Poorman-Long	"	"	
~~38AA~~		~~Long-Ruby .....~~	"	"	
34A	x	Iditarod-Holy Cross	"	"	
		~~x Yukon-Kuskokwim Portage .....~~	~~Summer~~	"	