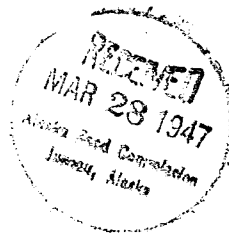


DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

March 26, 1947



S
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B

Alaska Road Commission,
Juneau, Alaska.

Gentlemen:

Since submitting recommendations for next season's work, a few additional requests have been received which are as follows:

- ROUTE 11C STEEL CREEK - MOUTH OF WALKERS FORK.
(VIA JACK WADE)
- ROUTE 11G STEEL CREEK - CANYON CREEK.

Mr. L.L. Lyman of Steel Creek advises that he has a mail contract between Steel Creek and Jack Wade which calls for one trip per month, and which residents of Steel and Jack Wade Creeks are trying to have increased to two trips per month.

Mr. Lyman requests work on Route 11C between the Steel Creek Post Office and Jack Wade Post Office, to facilitate his making the trips with more ease and comfort. It was impossible to secure any definite information from him as to the nature and amount and cost of work necessary on this trail.

In view of this, it is believed advisable to further investigate the necessity of this work before it is authorized.

Mr. Lyman also advised that Route 11G, Steel Creek - Canyon Creek has become badly overgrown with brush which should be cut during the coming summer. It is also believed that this should also be further investigated before any work is authorized.

If at a later date the above work is found necessary and is authorized, sufficient funds may be diverted from Route 11A to accomplish the required work.

Mr. Jack Boulet of Fairbanks, has taken up an area of land described as follows: Lot 3, in Section 14 and Lot 5, in Section 13, T 1 S, R.2.W. Fairbanks Meridian. This land is at present reached by using the CAA Road west from Fairbanks, to a point on the line separating the property of Lloyd H. Pike and the CAA, thence west 942 feet to the southeast corner of Thomas S. Smith's property, thence N 45° 00' west for a distance of 1860 feet to the southeast corner of Boulet's

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DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS, ALASKA

January 20, 1947

Frank Nash
Superintendent
Alaska Road Commission
Fairbanks, Alaska

Dear Sir:

Notes on Winter Operation.

Since there is no warm storage space available at the Alaska Road Commission Fairbanks Depot it therefore follows that all snow maintenance and snow removal equipment must of necessity be parked out in the weather.

At temperatures from 20° to 40° below zero, 40% of the operational and time costs are absorbed in heating equipment with torches in order to get the equipment in operation. Repair schedules are upset on account of having to put snow equipment into limited repair space for light repairs. Excess repair costs are incurred due to machines being started half thawed-out and proper lubrication failing. Maintenance and snow removal jobs which could normally be done in an eight hour shift take three times as long. I might add that these are the times when the Fairbanks Office is besieged by angry residents demanding that their roads be opened immediately or complaints will be made to their political representatives.

At temperatures between 40° and 55° below zero it is impractical to operate any equipment which has not been kept in warm storage due to the fact that it takes an eight hour shift to sufficiently warm up a piece of equipment to the point where it can be started and operated. At 50° below zero none of the greases, oils, or fuel products available to the Alaska Road Commission will function in a piece of equipment which has been left in the weather over night. Even the lightest of oils and greases solidify and 58° specific gravity gasoline will not vaporize in a cold machine. Brakes are in-operative due to solidifying of brake fluid.

At temperature of 55° below zero no piece of equipment should be operated except in case of emergency.

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32/103

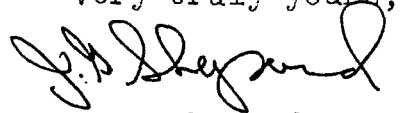
The foregoing are the main points for your consideration. Numerous other points could be brought up, such as the fact that present repair facilities are inadequate for the type of equipment now in use and certain repairs are necessary to prevent the complete collapse of the building which houses the heating plant and blacksmith shop, however it is possible to get along and maintain repairs to equipment with the present facilities provided warm storage space is made available for winter maintenance equipment.

Conclusion.

It is vital that warm storage be made available for a minimum list of equipment as follows:

- 1 Sno-go
- 1 Large Maintainer
- 1 Bulldozer
- 2 Marmon trucks with snow attachments
- 1 dump truck

Very truly yours,



J.G. Shepard
Ass't. Superintendent

JGS/b

Page Two

property which is also the southwest corner of Taylor's property, over a low grade road on which some work was performed by homesteaders a few years ago.

Mr. Boulet is now requesting work on the above described road and the construction of a road from the southeast corner of his land to the Chena River, a distance of approximately 1500 feet. Ground traversed from the CAA road to the southeast corner of Boulet's land is all very good ground, there being two very short stretches of poor ground. The 1500 feet from the southeast corner of Boulet's land to the slough is also very good ground. In view of the above, a road should be secured to Boulet's and the river at a reasonable cost. As no one from this office has ever been over the proposed road, an estimate of cost cannot be made at this time. That information will be secured and forwarded at an early date. Enclosed herewith you will find a small sketch showing the location of Boulet's land and the requested road.

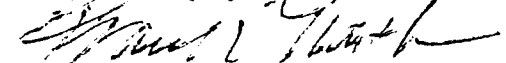
Also, requests have been received from Lee Linck for the construction of a road around the east side of Lake Harding to Block 10, a portion of which he owns. He was advised that this was a Territorial proposition and that the money for the construction of such a road would have to be supplied by the Territory.

This project will involve the construction of approximately one mile of road. As soon as possible a sketch showing the necessary location, in accordance with the Townsite survey and estimate of the cost of this road will be forwarded.

Mr. Val Diebold of Ferry has requested the construction of a road from Ferry-Eva Creek Road to Lignite Creek, a tributary of the Nenana River, and which is 6, 7 or 8 miles south of the Ferry-Eva Creek Road.

As far as is known there has been no activity on this creek and Diebold advises that at present there is no one working on it and that it is doubtful if anyone will locate on it in the very near future. It is very doubtful if this project is worthy of consideration. If someone from this office is in that vicinity during the coming summer, they can further investigate the matter.

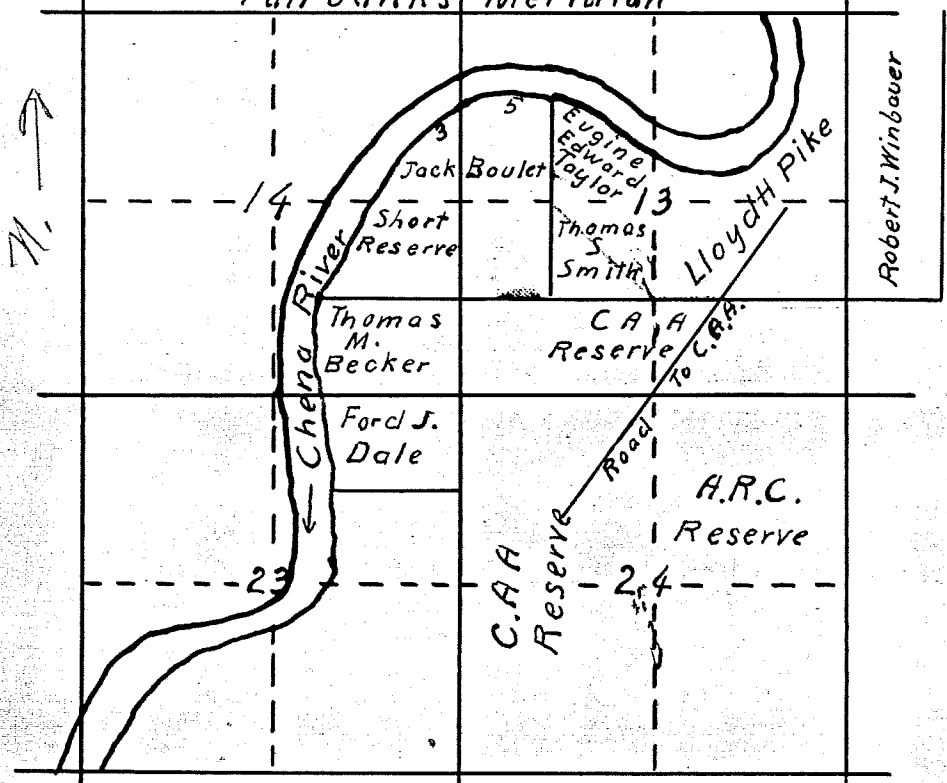
Very truly yours,



Frank Nash,
Superintendent

FN/d
Encl.

T.15. R.2W.
Fairbanks Meridian



Scale: 1" = 1/2 Mile

Program as of March 1, 1947

Fairbanks District

Season 1947

<u>Sub-project No.</u>	<u>Name</u>	<u>Program</u>	<u>J. P.</u>	<u>L & M</u>	<u>Field</u>
4M2 to 4X	Richardson Highway & Branches	\$99,500	\$34,800	\$14,700	\$50,000
7A.C	Fairbanks-Chatanika & "	32,000	11,200	4,800	16,000
7B	Fox-Livengood & Branches	18,000	6,300	2,700	9,000
7D	Fairbanks-Water & Branches...	2,700	900	300	1,500
7H	Farmers-Birch Hill & "	1,800	600	200	1,000
11	Eagle Roads and Trails	10,000	3,000	1,500	5,500
15 & 16	Chatanika-Circle & Branches .	45,500	15,300	6,700	23,500
30	Manley Hot Springs System...	20,000	7,000	3,000	10,000
38A,B	Ruby System	30,000	10,500	4,500	15,000
47	Wiseman System	6,000	2,100	900	3,000
59,59A	Fairbanks Bridge & Depot	1,000	300	300	500
65CB, L	Alaska Highway & Branches...	121,500	51,500	9,000	61,000
65M	Tanana River-Chicken.....	100,000	35,000	15,000	50,000
88	Ferry-Eva Creek.....	7,000	2,500	1,000	3,500
	Miscellaneous Roads & Trails.....	5,000	1,300	700	3,000
	TOTALS	500,000	182,300	65,200	252,500

20/103

Operations Orders

Fairbanks District

. Season 1947

Foreword

The program herewith has been increased by \$100,000 for the Tanana River-Chicken Road. Until there is assurance of additional funds no other construction or even improvement can be undertaken. The \$400,000 covers, as you have outlined, bare summer maintenance plus winter maintenance on the regular winter routes.

With this in mind, there appears to be no reason for going into any details as to how this maintenance is to be handled.

Your division of funds to the various routes is satisfactory.

Tanana River-Chicken

Funds now available in this program are for the purpose of preparatory work in the way of hauling and caching fuel oil and other supplies to advantageous points for the summer work and for the purpose of starting the actual work when the weather becomes suitable.

Also for resumption of your survey toward Chicken which probably can be started after May 15th. In reference to a party chief for this survey work to replace Todd. We are considering the possibility of sending Grammer in to take over and start the survey providing no other new surveys are authorized. You should advise us as to when actual work on survey can be started at least a week in advance depending on snow conditions. Todd has stated he will stay until relieved and we have no replacement in sight now.

Data on the Forty Mile crossing must be secured in April so that the bridge can be ordered during the summer. This would be an ideal time to secure the information since you could work off the ice. It is our idea you would have no difficulty in picking the right crossing since the choice is somewhat limited by the approach from the south. You should advise if it appears you can pick up a transitman and helpers in Fairbanks or if you desire this office to secure. All helpers will be hired as axemen on daily basis.

General

There is no change in the limitation of personnel as contained in our letter of February 20th but if any change is made you will be notified. The best thing to do now is to hold down the number of employees to the very minimum so you may increase the number when the water starts to run.

3-11-47

Prospective work not included in this program, depending upon appropriation, covers a little additional work on the Richardson Highway such as you have outlined in your recommendations, additional funds to vigorously prosecute the work on the Tanana River-Chicken road and possibly survey funds covering Fairbanks-Chena Hot Springs and Livengood-Yukon River. There is also a prospect of securing funds for improving the existing Livengood road to a 20 or 24 foot standard, which would include several minor changes in location. Nothing whatever can be done about all this except to give it some consideration relative to the labor and equipment situation.

We are attempting to purchase two new coupe pickups for your district.

Ike P. Taylor.
Chief Engineer.

ADDITIONAL PROGRAM

Fairbanks District

1948

April 30, 1948.

<u>Subproject No.</u>	<u>Name</u>	<u>Program</u>	<u>L & M</u>	<u>J. P.</u>	<u>Field</u>
4K	Farmers-Chena Slough	\$15,000			\$7,500
5A	Tanana Road	6,000			3,000
7A	Fairbanks-Chatanika	20,000			10,000
7D	Fairbanks-Ester	4,000			2,000
	Airfields	9,000			5,000
	Totals	\$54,000	\$10,000	\$16,500	\$27,500

The above funds have been provided by the Territory.

Farmers-Chena Sloughs:

For improvement by clearing brush, ditching and surfacing as required.

Fairbanks-Chatanika:

For improvement of the section of this road from Cleary Summit to the foot of the hill.

Fairbanks-Ester:

Additional funds for maintenance and resurfacing as required.

Tanana Road:

For replacement of bridges in the village of Tanana.

Airfields: Rampart, Eagle, Circle, Circle Hot Springs, Central, Nulato, Ruby and Wiseman:

For maintenance of fields listed in your recommendations and for surfacing the Wiseman field. A field allotment has been issued covering the Wiseman field. The balance will be allotted on request.

IKE P. TAYLOR,
Chief Engineer.

IPF:jsh

32/104

PROGRAM AS OF MARCH 1, 1948

Fairbanks District

Season 1948

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<u>Sub-project No.</u>	<u>Name</u>	<u>Program</u>	<u>J. P.</u>	<u>L & M</u>	<u>Field</u>
4K2 to 4K	Richardson Highway & Branches	\$125,000			\$63,000
7A, C	Fairbanks-Chatanika & Branches ...	48,000			24,000
7B	Fox-Livengood & Branches	240,000			115,000
7BA	Livengood-Wiseman Survey	35,000			18,000
7J	Chena Hot Springs Survey	15,000			8,000
7D, N	Fairbanks Local Roads	9,000			5,000
11	Eagle Roads and Trails	10,000			6,000
15 & 16	Chatanika-Circle & Branches	77,000			39,000
30	Manley Hot Springs System	20,000			10,000
38A, B	Ruby System	46,000			25,000
47	Wiseman System	8,000			4,000
59, 59A	Fairbanks Bridge & Depot	10,000			5,000
650B, L	Alaska Highway & Branches	142,000			71,000
65M	Tanana River-Chicken	250,000			123,000
88	Ferry-Eva Creek	8,000			4,000
	Miscellaneous Roads & Trails	9,000			5,000
	TOTALS	1,052,000	317,000	210,000	525,000

32/104

IPT: jpl

*Air Mailed
3-4-48
jpl*

OPERATIONS ORDERS

Fairbanks District

Season 1948

March 1, 1948

Foreword:

The program herewith is largely in line with your recommendations. Additions include available balances on 7B, 7BA, 7J and 65M. Further additions will be made when the amount of Federal funds to be available for new work and surveys is known. There will probably also be additional work on airfields and local projects desired by the Territory.

Maintenance will be handled as outlined in your recommendations. Exceptions are as follows:

Richardson Highway and Branches:

In connection with maintenance operations, improvement of the section from Delta Airport to Beales Cache will be performed to the extent possible with the equipment available. Additional granite will be placed on loose gravel sections when there is opportunity.

In this item is included a small amount for work on the Chena Slough branch. Cleaning and establishing ditches and necessary additional surfacing should be definitely planned for this season. Additional funds to complete this work will be provided later upon submission of estimates. It is possible that funds will later be available for extension of the road on the north side of the slough.

Fox-Livengood and Branches:

Work of rehabilitation will be continued as early as ground conditions will permit, following the agreed plan. Regrading and surfacing will continue from Washington Creek. Much better progress should be possible over this section and must be made if the job is to be finished this season. Work of grading and surfacing will be carried out both ways from a camp at the Tolovana River. Steel for bridges over the Chatanika, Tatlina and Tolovana rivers will be ordered out of the new funds. All other bridges to be renewed, repaired or replaced with culverts as required.

Livengood-Wiseman Survey:

This survey will be continued as early as conditions will permit. It is assumed John Cooley will be available for chief of party and Walter Cooley has indicated a desire to return as transitman. You should advise him when to report. A special effort must be made to work out a more satisfactory

method of supplying survey parties. Consideration should be given to handling all supplies from the Livengood and providing a weekly or possibly ten-day regular trip. Less frequent trips with supply of meat and perishables by air may be feasible.

The line must be completed to the Yukon River as soon as practicable. Extent of work north of the Yukon will depend on progress made.

Fairbanks-Chena Hot Springs Survey:

Arrangement will be made to have Grammer come up from Anchorage to handle this survey. He will bring a transitman with him. You will provide axemen and chainmen.

A new line will be necessary from the Steese Highway. It should follow approximately the route of the Steale Creek road but it is questionable if any of this road can be used and it would be of little value on the new road.

Grammer should be furnished the information obtained from aerial reconnaissance last summer.

Chatanika-Circle and Branches:

Sufficient funds have been provided to permit necessary bridge renewals. Regrading and surfacing with a small crew between Central and Circle will be continued. If possible with equipment available, the new line and bridge across the North Fork will be constructed.

Manley Hot Springs System:

The recommended amount has been slightly reduced. Work should be limited to the amount of field allotment unless it develops that additional work is essential.

Ruby System:

Work of improvement beyond Long will be continued to the extent possible with the equipment and material available.

Fairbanks Bridge and Depot:

This provides for filling the approach to the bridge as previously planned and discussed. This work should be completed before the breakup. It is possible funds may be made available this season to begin construction of a new shop building. A detailed plan of the yard layout should be made when time permits. This will be needed to properly locate the new shop building site. The building proposed will be identical with the one designed for Anchorage. This has a floor plan of 60' x 136'.

Tok Cutoff:

Maintenance as heretofore will be carried to the Tok bridge until further advised.

Alaska Highway to Chicken:

Work will be started as early as conditions are favorable. Stripping of bad ground sections should be started as soon as the snow is off. Special study should be made in advance of stripping to determine in so far as practicable the sections which will require filling and which should not be stripped.

No information is available yet on when steel for the West Fork bridge will be delivered. It is unlikely it will arrive in time for erection before the breakup. A temporary bridge will be constructed if necessary.

A survey party under Frank Morris, if he is available, should be started as early as practicable. There is a likely prospect for transitman here. If you have not located a suitable man, advise when you will start and the man from here will be sent up if he is still available.

General:

It is requested you arrange to have an investigation of the road and airfield needs at Rampart made as early as practicable after the breakup. Recommendations will be submitted covering work believed necessary and which can be done with limited equipment which can be made available, and the estimated cost of work proposed.

The work planned for the last two seasons at Tanana should be done if possible to obtain necessary lumber. It is assumed we can still obtain the C.A.A. equipment under last year's authorization. Funds for the above two projects will be provided when needed.

Any work required to make the Steele Creek road passable after the breakup will be performed. Funds for this work are available in allotment for Fairbanks-Chatanika and branches.

New equipment requested will not be ordered until amount of new funds is definite. It will not be available for use until July 1 or later. You requested the 3-ton rated dump trucks. This truck in the Ford class (145 H.P.) will cost about \$5,000 f.o.b. factory. It is proposed to order the rated 2-ton, 3-yard body, two-speed axle, which costs about \$3,000 f.o.b. factory.

Ike P. Taylor,
Chief Engineer.

ADDITIONAL PROGRAM

Fairbanks District

1948

May 27, 1948.

<u>Subproject No.</u>	<u>Name</u>	<u>Program</u>	<u>L & M</u>	<u>J. P.</u>	<u>Field</u>
7B	Fox-Livengood	\$250,000			\$105,000
7BA	Livengood-Wiseman.....	5,000			3,000
7J	Chena Hot Springs Survey...	105,000			53,000
65M	Tanana River-Forty Mile....	700,000			300,000
	Farm Roads	100,000			50,000
	Totals	\$1,160,000	\$469,000	\$180,000	\$511,000

FOX-LIVENGOOD:

Every effort will be made to complete the rehabilitation of this road during this season. With additional equipment, when it arrives, this may be possible. Orders have been placed for the steel for bridges over Chatanika, Tatlina and Livengood rivers. This may arrive in time for erection next winter, though this is uncertain. With this in mind, the Tatlina bridge could possibly be replaced with driven piling, assuming it would not have to go through another breakup.

LIVENGOOD-WISEMAN:

These funds are to supplement funds already allotted. It is expected the survey to the Yukon will be completed within the available funds.

CHENA HOT SPRINGS SURVEY:

This allotment is in excess of amount which one party will use. Any unused balance will be available for next season unless we later find it possible to put on an additional party.

TANANA RIVER-FORTY MILES:

For continuation of construction as previously outlined. Funds are probably in excess of the amount you will use this season if work is carried out at the same rate as last year. Consideration should be given to operating a double shift with the principal grading equipment to increase progress. Equipment is the limiting factor and if it will stand up, the only way to increase progress is to use the existing equipment more hours.

Steel for the two crossings of the Forty Mile has been ordered. No date of delivery was specified by the bidder so it is not possible to forecast arrival. It is possible the steel may arrive for erection next winter. No date has been fixed for delivery of the West Fork steel.

32/104

5/27/48

FARM ROADS:

This allotment is not broken down to projects, as only tentative estimates of cost are available. The following projects are proposed:

Extension of road north of Chena Slough to connect with existing bridge and to serve all present settlers if possible.

A road to serve Koons and others by a branch from the Richardson Highway. This need not for the present connect with the Chena Slough road.

A road to serve as many new settlers as practicable along the old railroad to Chena, west of the Ester road.

A new bridge over Goldstream on the route to Lower Goldstream and improvement of the road.

Branch roads to the West Fairbanks road to serve settlers where practicable to serve more than one with each short branch.

These roads will not be surfaced except as necessary to make passable. If considered justified, may be surfaced later.

The two TRIS's were ordered for these jobs and you should keep a crew on this work as soon as necessary location made.

IKE P. TAYLOR,
Chief Engineer.

IPT:jah

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

For a file

January 4, 1949



Alaska Road Commission,
Juneau, Alaska.

Gentlemen:

Reference your letter of December 10, in regard to limitation of maintenance funds for the season of 1949.

The following recommendations are made for maintenance and improvements of existing Highways in the Fairbanks District:

Route 4H2	Rapids-Big Delta	}	125,000.00
Route 4I	Big Delta-Richardson		
Route 4J	Richardson-Salchaket and Branches		
Route 4K	Salchaket-Fairbanks and Branches	}	50,000.00
Route 7A	Fairbanks-Chatanika and Branches		
Route 7C	Summit-Fairbanks Creek and Branches	}	10,000.00
Route 7B	Fox-Livengood and Branches		
Route 7D	Fairbanks-Ester and Branches	}	15,000.00
Route 7N	Farmers-Birch Hill and Branches		
Route 11A	Eagle-Liberty-Chicken	}	8,000.00
Route 11E	Eagle-70 Mile		
Route 15	Miller House-Circle	}	153,000.00
Route 15A	Circle Springs System		
Route 15E	Miller House-Harrison Creek		
Route 16	Chatanika-Miller House	}	50,000.00
Route 30	Hot Springs System		
Route 38	Ruby System	}	95,000.00
Route 46	Nenana-Kantishna System		
Route 47	Wiseman System	}	8,000.00
Route 59	Fairbanks Bridge		
Route 59A	Fairbanks Depot	}	20,000.00
Route 65CB	Slana-Tok Junction		
Route 65L	Alaska Military Highway and Branches	}	140,000.00
Route 65M	Tanana River-Chicken		
Route 88	Ferry-Eva Creek	}	10,000.00
	Miscellaneous		
	Total		\$ 700,000.00

22/108

The above mentioned amounts to be used as follows:

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

For necessary summer and winter maintenance on main Highways and all branches, carrying on and possible completion of necessary rehabilitation, improvements and emergency work that may arise between the Big Delta Airport and Rapids.

Work on these routes to be performed by small maintenance crews to be located at Donnelly, Mile 66 and Fairbanks during the summer months. The Donnelly Crew to be moved to Big Delta Junction during the winter months.

Route 7A Fairbanks-Chatanika and Branches
Route 7C Summit-Fairbanks Creek and Branches

Necessary summer and winter maintenance work on Route 7A and branches that are in use. Summer maintenance only on Route 7C.

Completion of widening on Route 7A between Gilmore and Chatanika. Considerable of this work was performed last summer, however there remains some such work on the hillsides between Gilmore and Cleary Creek to be done. Also, the section of roadway on the tailing piles on Cleary Creek has narrowed down until it is not safe for two cars to pass. This widening can be completed in probably six weeks with one D8 Dozer and operator.

Work on these routes to be performed partially by the maintenance crew located at Fairbanks, which crew will also perform work on all other routes immediately adjacent to Fairbanks and partially by the small crew located at Cleary Summit which will perform work on all routes immediately adjacent to the Summit and on the south end of Route 16 as required.

Route 7B Fox-Livengood and Branches

Necessary summer and winter maintenance as required between Fairbanks and end of rehabilitation as completed last season. Winter maintenance as required between Fairbanks and Olnes.

This work to be performed by the maintenance crew located at Fairbanks and the crusher crew which will be located at Aggie Creek for a part of the summer. After this crew is closed down, this work could be performed by the rear construction or gravel crew.

Route 7D Fairbanks-Ester and Branches
Route 7N Farmers-Birch Hill and Branches

For necessary summer and winter maintenance and rehabilitation work.

Rehabilitation work to consist of regrading and resurfacing several bad sections between the University of Alaska and Ester. This work should be done early next spring.

Requests have been received for further regrading and surfacing of the Isabelle Creek Branch (McGrath's Road) from the Farmers Loop Road to the Steese Highway. To do this, it is estimated that an additional \$12,000.00 would be required. However, it is believed that this work should come under the Farm Road Program. If not, the additional money would have to be taken from some other route.

Work on these routes to be handled by the maintenance crew operating out of Fairbanks, augmented by such other help as is necessary while performing regrading and resurfacing between the University of Alaska and Ester.

Route 11A Eagle-Liberty-Chicken
Route 11E Eagle-70 Mile

A minimum amount of maintenance work to be performed on these routes and the Eagle Mission Road.

This work to be performed by residents of Eagle, as has been done in the past.

Route 15 Miller House-Circle
Route 15A Circle Springs System
Route 15E Miller House-Harrison Creek
Route 16 Chatanika-Miller House

Necessary summer maintenance as required and rehabilitation of various sections on Routes 15 and 16.

Work on Route 15 to consist of the construction of an improved crossing of Mammoth Creek at Mile 117½, where the original road was dredged out last summer. This will also necessitate the construction of a bridge across Mammoth Creek. No survey has been made of this crossing. This, however, will be done very early next spring.

Maintenance work between Miller House and Central should be very light.

Maintenance work between Central and Circle should be heavier as regrading and resurfacing is required on several sections.

Necessary surface maintenance only to be performed on Routes 15A and 15E.

Work on Route 16 to consist of necessary surface maintenance over the entire route. Also the construction of a line change and erection of a new bridge across the North Fork of 12 Mile Creek, the continuation of work started in 1946, the replacement of old timber bridges

with metal culverts and appropriate line changes where such replacements are made, resurfacing and regrading of poor sections between Chatanika and the Chatanika River (Mile 28-40).

If there is not enclosed herewith a plat of the proposed line change at the North Fork, it will be forwarded as soon as Engineer Quenboe returns from annual leave.

Necessary bridge lumber and culverts will be requisitioned at as early a date as possible.

Work on these routes to be handled by the maintenance crews located at Central and Mile 82½ or where needed and small crews located at the North Fork and Mile 38 as required. Equipment, etc. to be transferred from one job to the other, as needed to best carry on the required work.

It is believed that the requested funds will be adequate to perform the outlined work and to allow the earlier spring opening of Twelve Mile and Eagle Summit. If it is deemed advisable, these Summits can be opened as early as May 1 or 15 and kept open. However, this may involve considerable additional expense due to the amount of snow necessary to remove earlier in the season and possible reopenings between May 1 or 15 and June 1.

Route 30 Hot Springs System

Annual maintenance and improvements.

As maintenance work on these roads has been very light during the past few years, some of them have deteriorated until some sections have become very poor, especially the section on the Tofty Road between Blowback Creek and Tofty, which, during the large part of last summer was impassable.

In view of this, it is recommended that during the coming summer two men with one dump truck augmented when necessary with other equipment, be stationed at Hot Springs to perform maintenance work on the Hot Springs-Landing, Hot Springs-Eureka Roads and on a part of the Hot Springs-Tofty Road and that a small crew with sufficient men and equipment be employed on the Tofty Road between Blowback Creek and Tofty, to regrade and surface that section to the fullest extent possible with the allotted funds.

Route 38 Ruby System

Annual maintenance.

As no work was performed on these roads during the war years and limited work since then, they have steadily deteriorated until they are in such condition that more drastic action than that taken during the past three years is necessary if we ever expect to get these roads in condition for truck freighting during the summer months.

In view of which, it is recommended that during the coming season two crews be employed on these roads, starting at as early a date as possible, extending efforts to secure a passable road to Poorman by next Fall.

Route 46 Nenana-Kantishna System

Maintenance as may be required on the Nenana-Cemetery Road and the Nenana-Diamond Trail.

Route 47 Wiseman System

Necessary maintenance on the Nolan Creek and Wiseman-Hammond Roads and Trails in that vicinity that are in use.

Route 59 Fairbanks Bridge
Route 59A Fairbanks Depot

Repairs and maintenance of the Fairbanks Bridge.
Special report already forwarded.

Also necessary repairs and maintenance to Headquarters Buildings and other work dismantling buildings, etc. in connection with the erection of a new shop.

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

Summer and winter maintenance as heretofore, to be performed by crews located at Big Delta Junction, Johnson River, Tok and Gardner Creek. Work on Route 65CB to be limited to the section between Tok River and Junction with Route 65L.

Route 65M Tanana River-Chicken

Annual maintenance work to be performed on the constructed section of this route. This work to be performed by the maintenance crew located at Tok on Route 65L and the rear construction crew.

Route 88 Ferry-Eva Creek

Annual maintenance and such other work as may be necessary which can be performed within the limits of the allotted funds.

Miscellaneous

This to be used for maintenance, etc. on small projects not covered above and other emergencies that may arise during the summer which can be handled within the limit of the allotted money.

To perform the above proposed work, it is estimated that equipment will be required as follows:

Fairbanks Crew:

For use in performing maintenance work on parts of Route 4K, 7A, 7B and all of Routes 7D, 7N and other local roads.

3 Motor Patrols

2 Dump Trucks

For performing rehabilitation work on Route 7D part of summer only.

1 Shovel $\frac{1}{2}$ Yard

6 Dump Trucks

1 Pull Grader

1 Tractor

1 Tractor/Dozer

1 Motor Grader (Small)

Mile 66 Crew:

For maintenance work on part of Route 4K and 4H2 and all of Routes 4J and 4I.

1 Motor Grader

1 M-H Truck with Underbody Blade

2 Dump Trucks

1 Tractor/Dozer (Small)

Delta-Donnelly Crew:

For maintenance on improvements on Route 4H2.

1 Motor Grader

1 M-H Truck Underbody Blade

3 Dump Trucks

1 Dozer (Small)

1 Shovel (Small) Part Time

1 Tractor D8 Dozer " "

1 " D7 " " "

1 Pull Grader " "

1 Carryall " "

Johnson River Crew:

For use on part of Route 65L.

1 Motor Grader

1 M-H Truck Underbody Blade

2 Dump Trucks

1 Tractor/Dozer (Small)

1 " " Carryall (Small)

Part Time

Tok Junction:Crew:

For use on part of Route 65L and part of Routes 65CB and 65M.

1 Motor Grader

1 M-H Truck with Underbody Blade

3 Dump Trucks

1 Shovel (Small) Part Time

1 Tractor D7 Dozer " "

Gardner Creek Crew:

For use on 65L.

- 1 Motor Grader
- 1 M-H Truck with Underbody Blade
- 3 Dump Trucks
- 1 Shovel (Light) Part Time
- 1 Tractor/Dozer(Small) Part Time
- 1 " /Carryall(Small) " "

Forty Mile Crew:

For maintenance on Route 65M.

- 1 Tractor D7Dozer Part Time
- 3 Dump Trucks " "
- 1 Shovel (Small) " "
- 1 M-H Truck Underbody Blade Part Time
- 1 Tractor/Carryall Part Time

Cleary Summit Crew:

For maintenance work on part of Routes 7A and 16, all of 7C and widening on Route 7A.

- 1 Tractor D8 Dozer Part Time
- 1 Full Grader " "
- 1 Motor Grader
- 1 M-H Truck Underbody Blade
- 1 Dump Truck

The above Motor Grader and M-H truck to work out of this camp part time, balance of time out of Mile 82½ Route 16.

Gravel Crew Route 16:

For regrading and resurfacing in Chatanika Flats.

- 1 Tractor D8 or B7/Dozer
- 1 "
- 1 Full Grader
- 1 Shovel (Small)
- 1 Motor Patrol
- 5 Dump Trucks

Maintenance Crew at Mile 82½ and crew on line change and bridge at North Fork.

- 1 Tractor D8/Dozer/Carryall
- 1 " D7 " Part Time
- 1 Clyde Hoist " "
- 5 Dump Trucks " "
- 1 Truck Shovel " "
- 1 Dump Truck
- 1 M-H Truck with Underbody Blade and
- 1 Motor Grader, this to be same outfit as at Cleary Summit part time.

Central Crew:

For maintenance and construction of line change at Mammoth Creek.

- 1 Tractor/Dozer D7 or equal
- 1 Motor Patrol
- 1 M-H Truck Underbody Blade
- 3 Dump Trucks

Hot Springs Crew:

*At the 20,000 - may require later
small truck below*

Two man maintenance crew on Hot Springs-Landing, Hot Springs-Eureka and Tofty Roads to use 1 Dump Truck steady for patching, other equipment to be used on that work as needed.

Crew on the rehabilitation work to be equipped with

- 1 Tractor/Dozer
- 3 Dump Trucks
- 1 Pull Grader

This would necessitate sending 1 more Dump Truck to Hot Springs.

Each crew to be equipped with the following:

- 1 Tractor/Dozer D7 or equal
- 1 " " (Small)
- 1 Pull Grader
- 5 Dump Trucks

This would necessitate sending to Ruby 4 Dump Trucks, 1 Pull Grader, 1 Large Tractor/Dozer and 2 Small Tractor/Dozer for grading.

Ruby Crew:

- 1 Tractor Dozer
- 1 Dump Truck

Wiseman Crew:

The above is meant to include only the most necessary and major equipment. Smaller equipment, light plants, pickups, etc. will be shown on assignment of equipment sheet which will be prepared at as early a date as possible

In regard to new projects and those already under construction in this District.

Route 7B Fox-Livengood and Branches

Providing funds are available, it is recommended that improvements and rehabilitation work on this route be carried on until completed to Livengood.

Camps are already located at Globe Creek and the Tolovana River from which points all remaining work on this route can be performed.

It is therefore recommended that the surfacing with crushed rock be completed from Aggie Creek to Globe Creek and approximately one-half mile of surfacing on Globe Creek be completed. Also that a small amount of regrading and leveling on Globe Creek be completed. This work can be completed from the Globe Creek Camp and should take five or six weeks to complete, after which the crushing plant can be closed down unless needed elsewhere. It is also recommended that all regrading and resurfacing from upper Bridge Creek be completed to Livengood. Considerable of the regrading was done last fall. All of this work can be completed from the camp at the Tolovana River. As this camp is already constructed and most of the work is on good ground and good material available within reasonable distances, all remaining work on this route should be completed early in the season or rather fall. Completion date would depend on the amount of equipment assigned to the job.

Another matter to be taken into consideration on this route is the replacing of old wooden bridges with steel spans, if and when they become available. It is very doubtful if the erection of the proposed new bridges and the necessary regrading and resurfacing can be completed with the \$175,000.00 that will probably be available.

Route 7J Fairbanks-Chena Hot Springs

If work is to be started on this project, it is recommended that Mr. Grammer be contacted and his suggestions be followed as to the location of camp sites, etc. Also, that sufficient information be secured from him at as early a date as possible as to culverts and bridge timber requirements.

Mr. Grammer should also be contacted at as early a date as possible in regard to the necessity of securing necessary right of ways, etc. from homesteaders.

If the sum of \$1,200,000 is made available for this project, it is believed that at least four crews should be started on this route, a fifth crew to perform surfacing to be added later, or as soon as they can work continuously without being held up by advance snows. Other crews should be located at good camp sites about 10 or 12 miles apart.

If construction is to start on this project, we should have sufficient advance notice to permit freighting in all supplies well in advance of the spring breakup. This for various reasons, as it is much easier to freight over frozen ground and rivers than over soft muskeg and swamps and open rivers. Also if done prior to the breakup, tractors can be used during the summer on construction work.

Route 65M Tanana River-Chicken

As construction has been practically completed to Mile 54, it is proposed and recommended that starting next season the gravel crew start

operations at Mile 54; one construction crew start grubbing/stripping and grading from a camp at Mile 57 and a third crew start construction operations from a camp located on the Mosquito Fork which is approximately Mile 64.

These camps then to move forward, progressively as work is completed. The next camp beyond Mosquito Fork to be at the mouth of Alder Creek which is on the right limit of the 40 Mile River and at approximately Mile 73.

If funds, equipment and personnel are available a fourth camp could be placed in operation.

It is also recommended that as soon as possible steel bridges be erected across the Mosquito Fork and the 40 Mile River.

With this in view, we are now freighting in gasoline, diesel oil, grease, etc. to the camp sites mentioned above and to points beyond for use by the survey crew and construction crews. Other supplies, etc. will be freighted in to these advance camps prior to the spring breakup.

Farm Roads

It is recommended that the work as started last fall on the north side of 30 Mile Slough be completed. This will consist of the leveling and some further grading, installing culverts and surfacing soft sections of the roadway from the 30 Mile Slough, east, on the section line between sections 18-19 and 17-20 to the section corner of sections 17-16 and 20-21, and construction of the roadway, south, from that section corner on the section line between sections 20-21 and 29-28, to the section corner of sections 29-28 and 32-33. Also, completion of the grading, installing culverts and surfacing soft sections on the roadway from the bridge following alongside the north side of 30 Mile Slough in an northwesterly direction to the homestead of W.H. Joy.

Enclosed herewith you will find a rough sketch of the above roadways.

It is also recommended that if funds are available, that further grading and surfacing be performed on the McGrath Road, as requested in a petition received from homesteaders residing on that road.

Several homesteaders located in sections 9-8-17 and 18 south of the CAA road, west of Fairbanks, are requesting grading and graveling on some of their roads, which they themselves have constructed to a certain extent with their own or rented equipment. It is recommended that such requests be complied with as far as possible with any funds that may be available.

Homesteaders and others living along the Chena Pump Station road and beyond the Chena Pump Station are requesting further work on this road. It is recommended that if further work is authorized on this road that we start from scratch on the project and do a good job of it. Start from the Ester Road and regrade and resurface the present road, straightening the present road near the Chena Pump Station, which can be done as easily as rebuilding the present road.

Homesteaders and miners are requesting improvement of the road from the Ester Road through St. Patricks Creek, Happy Creek and on down Goldstream to the Drouin Ranch. The Fairbanks Exploration Company have suggested a line change from Happy Creek to their operation on Sheep Creek.

Engineer Quenboe ran a reconnaissance line over this and found that no one but the Fairbanks Exploration Company would gain anything by such a change. In view of which, if any work is performed in this area, it is recommended that the old roadway be improved.

Several other Farm projects will no doubt be requested before next spring. However, the above are considered the more important and most essential.

The sum of \$100,000.00 could easily be used in furtherance of the improvement of these projects.

If any funds are available for this work, it is recommended that sufficient equipment be secured so that they can be worked on to the best advantage of all concerned.

Other projects in the event that funds are available, and which should be given consideration, are as follows:

Road as requested by Mr. J.G. Rivers, on East side of Birch Lake, estimated cost \$2,000.00.

Nothing has been heard recently from homesteaders and others located on the Cushman Street Extension to the Tanana River. However, they no doubt still desire that the present road be moved to the section line.

Airfields

Several Airfields in outlying localities will no doubt require some maintenance work during the coming summer.

To date no requests for such work have been received, nor is anything known of any definite work required.

It is therefore recommended that \$8,000.00 be allotted for maintenance work on the various Fields that are in use in this District.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

Mr. Frank Nash, District Engineer, Fairbanks

October 19, 1949

Ike P. Taylor, Chief Engineer

Juneau, Alaska

Program Changes

Based on estimates submitted in your memorandum of September 27 the following increases have been made in your Program:

Juneau Purchase	\$150,000
L & M	130,000
59A Shop Construction	20,000

Allotments herewith.

for Buick 65M

¹ You had previously been issued an allotment from the reserve of \$50,000 and the reserve has been reduced an additional \$50,000 for purchase of fuel. This leaves a balance of \$200,000 in your reserve for this project which it is expected will be available for next season's work. Allotment for maintenance on 65A-L has previously been issued.

The small increases you estimate would be required on other projects will be provided later when and if required. It is possible we may authorize the use of unobligated balances in some of your other allotments to provide the additional amounts required on these other projects.

LPT:yk

32/106



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

~~Goodson~~
Goodson

Anchorage, Alaska

December 29, 1949

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

Dear Mr. Taylor:

Recommendations for 1950 operations in the Anchorage District, as outlined in your letter of November 10, 1949, are submitted as follows:

SECTION I. This includes summer and winter maintenance of existing roads, continuation of projects and farm roads, asphalt plant operation, and engineering and inspection of contracts. Actual figures, as furnished by Juneau, were used for Maintenance, Cantwell-Richardson Highway, Sterling Highway and Farm Roads. All others are the best available estimates.

SECTION II. Reconstruction and improvement of existing roads. Covers recommendations for regrading, widening and gravelling of roads which are of low standard to meet the needs of increased traffic. Also takes into consideration the need for greater safety through improved alignment and sight distance which in turn results in more rapid and less costly maintenance, summer and winter.

SECTION III. Under this section are the recommendations for new equipment based on specific amounts set up in directive of November 10, 1949 for maintenance, new work and Farm Roads. Rehabilitation and improvement can be accomplished with equipment set up for maintenance and farm road construction except for McKinley Park. When the extent of that program is known, necessary equipment must be procured.

SECTION I.

Route 35A, 35DB, Mountain Roads. (58.0 Miles Road; 1.0 Sled Road)

Only the barest maintenance was done during the past season and these roads must come in for more attention in 1950. The road from Willow Station to Lucky Shot needs regrading and spot gravelling. Bridges at Gold Chord Creek, and Upper Willow Creek on the Willow Creek Extension are unsafe and must be replaced. Mining activity is increasing with Snowbird Mine working the year around, and Independence Mine opening up again. Winter maintenance to the forks above Little Susitna Lodge consists mostly of snow removal. Cooperative snow removal with operating mines is the practice at present beyond the forks, with the miners paying for cost of fuel and operator's wages.

Summer Maintenance - - - - -	\$18,000.00
Winter Maintenance- - - - -	7,000.00

Route 35B, F, G, H, J. - Valley Roads. (146.3 miles road)

Heavy snow removal and breakup maintenance in the spring of 1949 drew heavily on maintenance funds and precluded any extensive maintenance on the Valley system during the past season. The one exception was the Wasilla-Knik road which came in for regrading and gravel surfacing from both maintenance and Farm Road Funds. An extensive program of maintenance and improvement must be undertaken without delay if the Valley roads are to be kept passable in the future.

Gravel surfacing has almost completely worn out for 9½ miles on the Glenn Junction-Fishhook road. The farm loop on this route needs brushing, reditching and several gravel fills to bring the road up in low spots.

The Wasilla-Fishhook road is in fair condition but brush is closing in on the roadway, especially on the upper end.

Additional brushing and ditching should be done on 3½ miles of the Wasilla-Knik road.

The Palmer-Matanuska Roads, which include the Springer System adjacent to Palmer, require extensive brushing, reditching and gravalling. One small bridge has become unsafe and must be replaced.

Wasilla-Finger Lake-Palmer Roads encompass one of the most heavily settled and developed areas of the Valley. The 11½ miles between Palmer and Wasilla is the most heavily travelled road in the system and requires several short line changes to improve grades and remove dangerous curves. Gravel is practically gone from the road surface between Four Corners and Wasilla. Decking on Cottonwood Creek bridge must be replaced.

The Matanuska Trunk road is in need of extensive brush removal, ditching and spot gravel.

Original gravel surface of the Bogard Road has deteriorated until many short stretches are impassable in rainy weather. Decking must be replaced on one small bridge.

Wasilla-Matanuska road requires brushing, ditching and spot gravel.

The situation in the Matanuska Valley will be mentioned further under Section II.

Winter maintenance funds must necessarily be kept proportionately high until brush can be removed and the roads improved for the faster truck plows.

Summer Maintenance- - - - -	\$52,000.00
Winter Maintenance- - - - -	20,000.00

Routes 46D, DA - Mount McKinley Park Roads. (95.8 miles road; 14.0 trail)

Funds in amount of \$20,300 were reserved for spring work to July 1, 1950, as indicated in Juneau memorandum of August 4, 1949. Maintenance work will include protection of the road during spring runoff, removal of sluffings at Sable Pass, Polychrome Pass, Toklat, and between Miles 65-69; spot gravel over entire system and, especially between Miles 48-53, necessary maintenance on old bridges, and re-ditching to maintain drainage.

Rehabilitation will be covered under Section II.

Summer Maintenance to July 1, 1950- - - - - \$10,300
Winter Maintenance- - - - - 10,000

Route 48 - Iliamna Bay - Iliamna Lake. (15.5 miles road)

The maintenance of this road always poses a problem due to its isolated location, difficulty of supply, and lack of competent help on which the local foreman can depend. The section between Miles 1 and 2 on the grade from Iliamna Bay to the Pass at Mile 2, is in need of widening and some gravel to even up the rocky roadbed. Four culverts should be installed and routine maintenance gravelling done on the rest of the road. A bridge is needed at Mile 4, where traffic fords the stream, and which sometimes becomes impassable during rains, and causes erosion of the road. Approximately 555 tons of freight was hauled over the road in 1949, the bulk of which was for the Civil Aeronautics Commission and the Indian Bureau. No winter maintenance needed.

Summer Maintenance- - - - - \$5,000.00

Route 51 - Talkeetna Roads. (40.7 miles road; 18.0 sled road; 16.0 trail)

Despite the high costs of placer mining there are always some working at it. This road serves such operations. Gagnon Placer Mines operated all summer as well as a number of individuals. That firm is putting in a drilling crew early next Spring and with the possibility of developing sufficient ground to warrant a dredge. The road should be maintained on about the same scale as during the past year. The tractor loader and two trucks do a good job of catching up on gravel. Considerable brush cutting and re-shaping of the road is needed. Concrete abutment of steel bridge across upper Peters Creek needs repairs. Summer maintenance only required.

Summer Maintenance- - - - - \$15,000.00

Route 55C - Sterling Highway. (129.5 miles road)

Stripping was completed on the entire route in 1949, with sufficient grading and drainage to make the road passable during the winter for through traffic to Homer. Heaviest remaining work lies in the 24 mile section between Mile 69 on the Kenai end and Mile 26 from Homer (Mile 37.5 from Homer equals Mile 81 from Forest Boundary, approximately). Grading is 75% to 80% completed

and most of the culverts are in, but considerable re-ditching and lateral drainage remains to be done. The entire section must be gravelled and in addition to this there remains one mile of graveling at Mile 66, where heavy grading remains to be done, two miles of re-gravelling between 67-69, and one half mile on the Homer end, for an equivalent of approximately 27 miles.

Bridges across Ninilchik River and Deep Creek have only a bare deck. Wheel guard and hand rails must be installed. Kenai and Kasilof bridges require permanent type decking. The three steel bridges across the Kenai, Kasilof and Anchor Rivers remain to be painted.

Placing of crushed rock surfacing will be started in 1950 on the section between Kenai Junction and the Chugach National Forest boundary. Progress will depend on the ability of the revamped Gruendler crushing plant to turn out the rock. The plan is to stockpile crushed material, with only a minimum crew, until the plant has proven itself and the capacity determined. Any breakdowns or adjustments of the plant will thereby affect only the immediate crusher personnel, who will effect repairs, and eliminate any lost time for hauling crews and equipment. Actual organization of the hauling and placing crew will follow when continuous operation is assured. This will mean re-loading from stockpile, but the cost should be negligible compared to inevitable lost time to hauling crew by bin loading from the crusher unit. Necessary regrading will precede placement of crushed rock and will be coordinated with the entire operation.

The 27-mile gravel program on the section between Kenai and Homer should be timed to beat the rainy season normally starting in July. Several plans are being considered, one of which would utilize frozen roadbed and early spring operations with DW-10's and dragline to gravel at least three miles from Mile 25.5 to 28.5 on the Homer end and possibly a greater distance if conditions are right. Another plan is to cover the entire distance with a light spread as rapidly as possible and then reinforce the gravel cover. Muddy conditions could thereby be eliminated over most of the section when the rains come. Loading equipment is considered adequate but ten to twelve five yard trucks are needed to set up the necessary crews to accomplish the job. It is recommended that trucks destined for the Cantwell-Richardson Highway project be diverted to the Kenai Peninsula for most of the season.

Equipment disposition and needs will be covered more fully under Section III.

All work on the Sterling Highway for 1950 will be under the direction of one General Foreman instead of two as in the past when construction was pushed from both ends.

It is also recommended that consideration be given toward initiating the construction of a permanent camp at the Kenai Road Junction for future construction, and summer and winter maintenance. This should include a garage, warehouse, dormitories and the necessary residences or apartments for permanent personnel.

Construction and Summer Maintenance-	- - - -	\$550,000.00
Winter Maintenance and overhaul	- - - - -	60,000.00

Routes 75, 75A, L - Anchorage Roads. (123.0 miles road)

With completion of paving on the Anchorage-Palmer section of the Glenn Highway sometime during the summer of 1950, asphalt surface maintenance will become a new type of operation for the District. It is our understanding that maintenance equipment is being studied and will be procured by Juneau headquarters.

The entire system of roads south of Anchorage is being subjected to steadily increasing traffic. All old roads are in need of brush removal, some widening, re-ditching, and spot gravelling. Side drainage must be improved at many locations. A steel bridge is to be erected at the new crossing of Peters Creek. Eagle River, Eklutna River and Knik Bridges must be painted. Eagle River has only the shop coat, and the paint is wearing thin on the others. Consideration is being given to possibility of contracting the painting after further study and estimate of costs.

Sanding of paved roads must receive considerable attention, with procurement of sufficient modern equipment to attain effective results. Procurement and storage of sanding material for rapid operations during freezing temperatures is a necessity.

More road signs are needed on all roads in the vicinity of Anchorage, and on the Palmer highway.

With the great increase in rural population south and east of Anchorage, and along the Palmer Highway, snow removal and winter maintenance has reached a role of utmost importance. No longer can roads be allowed to close even for a few hours, day or night. Workers cannot reach their places of employment on the Railroad, at Fort Richardson, in the City, and schools are thrown off schedule. Traffic jams develop rapidly, with great danger to occupants of vehicles during sub-zero temperatures. Lack of sand on one incline on a main road can result in a traffic snarl that takes hours to untangle. No two winters are exactly alike, which makes it difficult to accurately estimate the amount of funds required for winter work. Summer maintenance funds must be expended when conditions are right for doing necessary work and are not available for increasing winter operations during a bad year such as 1948-1949. At this time those costs have not yet been compiled.

The recommended amount of funds for these roads was arrived at by taking the entire amount set up by Juneau, reserving necessary funds for outlying areas in the District, and setting up the remainder for Anchorage roads. With the work load for 1950 in this area, the funds recommended appear to be insufficient. Therefore, separate funds are included under Section II to relieve the maintenance funds.

Summer Maintenance-	- - - - -	\$95,000.00
Winter Maintenance-	- - - - -	35,000.00

Route 75D - Anchorage Depot.

Funds recommended are for continuation of our program to provide a depot at Anchorage where all major supplies are stored and issued, and where most of the major overhaul of equipment can be accomplished for areas joined to Anchorage by roads. More unheated storage is needed for materials and supplies and Quonset huts serve this purpose reasonably well. The present three huts used for mess hall and living quarters should be placed on good foundations for this purpose and a small mess hall and dormitory provided. We are now in process of jacking up and moving the old building from the foot of "C" Street to the Depot area in the hopes that it can be placed on permanent foundations and partitioned for combined mess hall and dormitory. It is still problematical what condition it will arrive in. Provision must also be made for warm storage of equipment required on winter maintenance. Present funds are not adequate to plan for this in 1950 program.

Concrete placement for floor in the mezzanine section will be only half completed from 1949 funds. The remainder will be placed in the summer of 1950.

Yard area will be enlarged and low spots filled due to settlement. Painting of buildings will be completed and some landscaping started.

Maintenance and Improvement - - - - - \$15,000.00

Route 75-P - Anchorage-Potter Road. (14.1 miles road)

Maintenance will include protection of high fills, from erosion, re-ditching following stabilization of slopes, and surface maintenance. Snow removal costs should be low due to wide roadway and excellent alignment. Truck plows can handle very effectively. Completion of this road will be discussed under Section II.

Summer Maintenance- - - - - \$6,000.00

Winter Maintenance- - - - - 2,000.00

Route 76-C - Cantwell-Richardson Highway.(New Project.)

Base of operations for this project will be at or near Cantwell on the Alaska Railroad. Road Commission facilities are almost non-existent at that point, consisting of one Quonset warehouse used by survey crews. As indicated in letter of Chief, Operations Division, dated December 6, 1949, selection of final location for the permanent depot should be deferred until a thorough investigation can be made of all possible sites. The final route into McKinley Park will have some bearing on the depot location.

Regardless of permanent depot location, a warehouse approximately 24'x48' should be constructed at Cantwell, and fuel tanks of 10,000 gallon capacity be installed for both gasoline and diesel fuel. A short railroad siding should also be constructed for spotting cars with a ramp at the end for unloading equipment from flats. Other permanent or semi-permanent building recommended for the first season should include a steel frame garage 40'x100' on concrete footings with concrete floor, a combination mess hall

and dormitory to handle messing for 50 men and quarters for about 20 men, and a frame building with concrete floor for electric generator and well pump for water supply. A temporary warehouse, approximately 24'x50' would be required if the depot is at a point other than Cantwell. Tents could be used for temporary housing at depot site during construction.

A considerable proportion of the funds set up for the first season must necessarily go into equipment, depot construction, and camp materials and supplies. Actual road work should consist primarily of opening up as much ground as possible to allow for drainage and stabilization for extensive grading operations the following year and thereafter. Two fairly large stripping crews with a small amount of grading equipment are contemplated, followed by a small grading crew to advance the grading work as ground and weather conditions permit. No gravelling should be attempted the first season, except that which can be done by carryall equipment on short haul.

To open up as much ground as possible, the advance stripping crews must be set up with quarters, mess hall and wash room on skids, which can be rapidly moved over short distances. Sturdy frame construction, with only exterior sheathing and roof can be used during the summer, and winterized as required with weatherproof paper and interior insulation board. Skids should provide about 20 inches of clearance, and a smooth surface of light sheet metal installed under floor joists to prevent moss and roots from piling up between the skids. Sketches of all desired buildings will be covered as a separate subject.

Surveys toward McKinley Park will be started from Cantwell as early as possible to definitely fix the final route. Continuation of location toward Susitna River Crossing and the Richardson Highway will be coordinated with progress of construction to ease up the supply situation as much as possible.

Initial supply of fuel and lubricants will be distributed along the route on the snow in early Spring with bob sleds. Advance crews will go up to Cantwell early in March for freighting followed by building workers as materials become available and weather conditions permit.

Equipment requirements are listed under Section III.

New Construction - - - - - \$1,000,000.00

Route 92 AA - Bethel Airfield and Road, (1.3 miles road)

The situation at Bethel during the past summer was not conducive to progress in maintaining the roads and extending them, or in the maintenance of the airfield. The Foreman is doing all he can with an old truck and a rented tractor. It is time to remedy this situation if we are to accomplish much of anything, and we could easily lose the services of our part time foreman who would be difficult to replace. Tractor rental amounted to \$1,804.00 in 1949, mostly for loading sand. The dump truck is in poor condition and should be replaced by a 3 yd. vehicle.

The airfield is in need of considerable fill material to bring up low spots and depressions due to settlement and erosion. An attempt will be made to secure the use of a D-8, tractor and 12 yd. carryall from the Civil Aeronautics Commission for ten days to two weeks to accomplish this work as soon as spring weather permits.

Improvements and additional road construction are discussed in Section II. Equipment recommendations under Section III.

Summer Maintenance- - - - - \$13,000.00

Route 92-R - Dillingham-Snag Point. (9.5 miles road).

Summer maintenance funds are required for patrol maintenance, spot gravelling, replacement of one bridge with a culvert, and improved drainage. Winter maintenance covers snow removal, and overhaul of equipment by the Foreman. The AC-35 tractor does not warrant an overhaul job and will be used only for light work. Purchase of a new D-6 tractor with angle blade is recommended to replace the too heavy D-7 with straight blade, both for summer work and winter plowing. The D-7 could be shifted to Naknek if that project is undertaken.

The road patrol is providing good results in summer surface maintenance. The winter situation should be much better with a steady foreman on the job and the numerous complaints received in the past from that area should decrease. Improvement is discussed under Section II.

Summer Maintenance- - - - - \$13,000.00
Winter Maintenance- - - - - 7,000.00

93-A - Bull River Road. (17.0 miles road).

With only assessment work going on in this area, only necessary maintenance to hold the road from deteriorating is recommended. Some additional cribbing and filling will be required at the far end of the Chulitna bridge.

Summer Maintenance- - - - - \$3,000.00

94 - Kodiak Roads. (7.9 miles road)

Funds recommended are for surface maintenance, slide removal, re-ditching, and spot gravelling. Traffic is increasing through steady growth and suburban home construction. The section of main highway to the Naval Base requires constant attention on removal of sluffing rock and surface maintenance. Crew will consist of about three men in the summer and one to two men, as required, during the winter months on snow removal and overhaul.

Improvement and reconstruction recommended appears in Section II, and new equipment under Section III.

Summer Maintenance-	-----	-\$20,000.00
Winter Maintenance and overhaul-	-----	5,000.00

96B - Glenn Highway. (74.9 miles road; 1.5 sled road; 9.0 trail)

Summer maintenance will not be heavy, with the entire section under contract. It will cover only the sections on which the contractor has not undertaken rehabilitation work.

Winter maintenance continues in importance and will require more sanding and greater care in snow removal, with an asphalt surface to maintain in the future.

Section II covers improvement not included in contracts.

Summer Maintenance-	-----	-\$ 5,000.00
Winter Maintenance-	-----	25,000.00

98 - Homer Roads. (42.4 miles road)

Completion of the Sterling Highway will throw a large volume of traffic on the local road system. Light gravel surface will suffer and blade maintenance will be multiplied. The increased traffic will eventually require all-weather roads throughout, of a standard comparable to the Matanuska Valley, and planning is in that direction. Normal summer and winter maintenance funds are included in the above figures, including the work of building some form of cribbing at Miller's Landing. Investigation was made late in 1949 of possible gravel deposits at Olsen Mountain on the bench lands, and encouraging prospects were encountered. Further investigations will be conducted in the Spring of 1950 to determine whether the deposit is of sufficient size to warrant a road several miles long. Cost of haul from the beach at Homer is almost prohibitive for gravelling bench roads. No further extension of these roads is recommended until present roads are greatly improved over their present condition.

Civil Aeronautics Commission is preparing a request for improvement of a section of road to serve their receiver station on a reimbursable basis in amount of approximately \$2,500.00. Improvement of the vital East End road near the beach is covered under Section II.

Summer Maintenance-	-----	-\$29,000.00
Winter Maintenance-	-----	6,000.00

FARM ROADS:

Petitions for Farm and Industrial Roads are being received regularly in the District office. At the present time there are on file in the District 28 requests for roads, footbridges and even the gravelling of subdivision roads. Eighteen of the requests, representing 53 miles of road, have considerable merit for early construction. Most of them are in the Anchorage area, adjoining the Matanuska Valley and along the Sterling Highway and branches.

From a population standpoint, the area near Anchorage south of the Oilwell Road and East of the new Potter Road is the most critical. Not only is practically all available land taken up but a total of 355 small tracts have been disposed of to veterans and others. An additional 294 tracts will be made available for home sites in the near future. To adequately serve this area, approximately 15 miles of roads will be required. Engineering studies have been made and data is being compiled.

It is the understanding of this office that a farm road policy is in process of discussion and development. Rather than submit any recommended priority list of construction at this time, a summary of all requests will be brought to the District Engineers Conference for decision.

Completion of previous projects and new construction - - - - - \$150,000.00

Route 75 E - Anchorage Apartments.

Funds recommended are for completion of gravel fill around the buildings, replacing topsoil, installing clothes lines, building garbage racks to City specifications, completion of exterior painting which was eliminated from the contract and construction of entry sidewalks. At the time funds for these extras were set up last season, it was merely a sum set up by Juneau to take care of immediate needs such as stripping and backfilling the area, water and sewer lines, and fuel tanks.

Total required - - - - - \$6,000.00

Anchorage Asphalt Plant.

The amount recommended is for operation and maintenance of the plant for a period of approximately six months from April 15 to October 15. The estimate includes cost of fuel.

Operation and maintenance - - - - - \$50,000.00

Contract Engineering and Inspection.

No cost figures are available from the past on which to base estimates for engineering and inspection on contracts on Alaska Highways. Using a figure of eight percent, and assuming that Glenn B-1 and B-2 will overrun 25% of bid price, the answer is approximately \$275,000. A further problem of breakdown of this figure arises when it is not definitely known how many of survey and inspection personnel will be classified employees. The District recommendation is for 100% classification, which would place a large percentage of the funds in Juneau Purchase. Field funds are for mess operation, camps, etc.

Total required - - - - - \$275,000.00

KUSKOKWIM SUB-DISTRICT

Routes 32B, 33C, Flat Roads: (35.7 miles road)

The crew on these roads consists of a foreman and one other man with excellent results being obtained. This situation could easily deteriorate unless a longer season is provided, especially for the foreman. Funds are set up to provide at least seven months of work. Gravel surfacing is the major effort each season. A small loader is needed to utilize numerous tailing piles along all roads. This will increase production and reduce haul distance over the trap loading with dozer as practiced in the past. Other maintenance will include bridge repairs, re-ditching and surface blading. Winter dragging of the airfield required periodically, not included in maintenance funds.

Summer Maintenance- - - - - \$15,000.00

Routes 32G, 38D,H, Takotna Roads. (61.5 miles road)

Mining activity continues in this area despite setbacks in other parts of the Territory. One dredge operated during the season on Lower Gaines Creek and a number of mechanized outfits worked on other creeks. Inokko Dredging Company is rebuilding the dredge on upper Gaines Creek and brought in considerable new machinery during the summer. Surveys are also being made for possible military installations.

Funds recommended are for re-ditching, brush removal and continuation of gravel surfacing toward Sterling Landing from Candle Creek, and on the upper Gaines Creek road. Bridge at Anvil Creek, near Ophir, must be replaced. Additional work is needed to complete the interior of the new garage and for maintenance of the Foreman's residence.

Summer Maintenance- - - - - \$38,000.00
Winter Maintenance- - - - - 1,000.00

Route 80 F, Medfra-Nixon Mine. (12 miles road)

For minimum maintenance to protect the road from excessive erosion and deterioration. To be charged to Takotna allotment.

The following is a breakdown of funds for the various routes and projects. Where no actual figures were set up by the Juneau office, District estimates are submitted:

M A I N T E N A N C E

Route	Program		Total Program	J.P	L & M	Field
	Summer	Winter				
35A, DB	\$18,000	\$ 7,000	\$ 25,000	\$ 6,500	\$ 5,500	\$ 13,000
35B, F, G, H, J	52,000	20,000	72,000	18,000	16,000	38,000
32B, 33C	15,000	- - -	15,000	3,300	2,700	9,000
32G, 38D, H	38,000	1,000	39,000	9,000	8,000	22,000
48, 48A	5,000	- - -	5,000	1,200	800	3,000
51	15,000	- - -	15,000	4,000	3,000	8,000
75, 75A, L	95,000	35,000	130,000	34,000	29,000	67,000
75D	15,000	- - -	15,000	3,800	3,200	8,000
75F	6,000	2,000	8,000	2,000	1,500	4,500
92AA	13,000	- - -	13,000	3,300	2,700	7,000
92R	13,000	7,000	20,000	5,000	4,000	11,000
93A	3,000	- - -	3,000	600	400	2,000
94	20,000	5,000	25,000	6,500	5,000	13,500
96B	5,000	25,000	30,000	8,000	6,000	16,000
98	29,000	6,000	35,000	9,000	7,000	19,000
TOTALS- - -	\$342,000	\$108,000	\$450,000	\$114,200 25%	\$94,800 21	\$241,000 54%

N E W W O R K

Route	Program	J.P.	L & M	Field
55C	\$ 610,000	\$160,000	\$130,000	\$320,000
76C	1,000,000	490,000	160,000	350,000
Farm Roads	150,000	39,000	33,000	78,000
TOTALS- - -	\$1,760,000	\$689,000 39%	\$323,000 18	\$748,000 43

MCKINLEY PARK

Route	Program	J.P.	L & M	Field
46D, DA	\$20,300	\$ 5,300	\$4,000	\$11,000
TOTALS- - -	\$20,300	\$ 5,300	\$4,000	\$11,000

O T H E R

Route	Program	J.P.	L & M	Field
75E (Apartments)	\$ 6,000	\$ 1,400	\$ 1,100	\$ 3,500
103 (Asphalt Plant)	50,000	14,000	10,000	26,000
* Contract Engr. & Inspection- - -	-275,000	200,000	35,000	40,000
TOTALS- - - -	\$331,000	\$215,400	\$46,100	\$69,500

*Note: Breakdown based on all employees on actual engineering and inspection being classified employees paid from Juneau office.

SECTION II

(Rehabilitation and Improvement)

Route 35A, DB - Mountain Roads.

A minimum of work has been done on these roads since 1941. The road from Willow Station to Lucky Shot is in poor condition and needs heavy rehabilitation in the way of drainage, re-ditching and gravel. On the Matanuska Valley side, the roads are narrow, crooked and overgrowing with brush. The first 1 1/2 miles of the Fern and Snowbird branch road is subject to snowslides, and should have a mile of relocation starting near Little Susitna Lodge and joining the old road near the old Mabel Mine. Construction by-pass was started in 1948 down Archangel Creek but was abandoned due to wet, sliding hillside on the route and erosion by the Creek.

Rehabilitation, and 1 mile relocation - - - - - \$30,000.00

Routes 35 B, F, G, H, J. Valley Roads.

As discussed under Section I, the entire system of roads is in need of heavy maintenance and regravelling which cannot be caught up with normal maintenance funds. The funds requested are to bolster up maintenance funds which are insufficient to cope with a deteriorating situation.

Improvement - - - - - \$40,000.00

Routes 75, 75A, L - Anchorage Roads.

The same situation exists as has been mentioned under Valley Roads. Ditches need to be opened up and brush pushed back from shoulders. Additional culverts are needed as well as lateral drainage. Extensive gravelling is in order to bring the roads back to where normal maintenance can keep them in shape. This surfacing should be crushed rock. Round gravel will not stay in place under the heavy traffic around Anchorage.

Improvement - - - - - \$30,000.00

Route 75 P - Anchorage-Potter Road.

Funds recommended are actually for completion of crushed rock surfacing on the project. Some reshaping must be done this first year after completion of the road.

Completion of project - - - - - \$70,000.00

Route 92 AA - Bethel Airfield and Road.

No appreciable progress has been made in past years to extend the road up the ridge to the new village area, and to the new cemetery which has been established due to River erosion of the old one. Three to four miles of new road are needed to serve the Bethel area. Maintenance funds cannot be made

to stretch very far in that type of country. This is actually new construction, and will help to purchase the new equipment needed at Bethel.

Extension and improvement - - - - - \$20,000.00

Route 92 R - Dillingham-Snag Point.

The plank road just out of Dillingham has needed replacement for years. The final solution is a fill across the swamp to Windmill Hill. The Dillingham Town Meeting has petitioned a fill sufficiently high to form a lake for float planes, similar to the Homer setup. A more detailed survey is needed but the plank road must be replaced and any fill placed now would serve later for the dam.

Improvement - - - - - \$15,000.00

Route 94 - Kodiak Roads.

The Kodiak depot has always been a makeshift affair, built from any materials that could be obtained locally or through Army Salvage. Now that we must move our installations to the new site on the Mill Bay road most of the lean-to and tacked-on sheds are not worth the cost of tearing down and re-assembling.

We are attempting to obtain a 20'x120' warehouse from the Army installations at Fort Abercrombie at Miller Point near Mill Bay, and perhaps a Quonset hut. The Army Engineer, Fort Richardson will give us an answer on this early next Spring. Concrete foundations and floor should be installed under the warehouse, which would be used as a repair shop and equipment storage building, and would also contain parts rooms and office. The Quonset would be used as a warehouse.

For Depot - - - - - \$20,000.00

Route 98 - Homer Roads.

Homer is experiencing the most rapid growth of any community on Kenai Peninsula. A business section is taking shape and people are building homes along the main roads, and especially toward the East. The section of the East End road, between the Road Commission depot and Miller's Landing, is crooked, rolling and narrow. Sight distance is poor, and cars must slow down almost to a stop to pass. Local traffic has increased rapidly, and when gravelling is completed on the Sterling Highway next season the number of cars travelling these roads will be multiplied many times. Opening of the road to Anchorage will find the roads jammed with cars.

A start should be made in 1950 to improve the roads adjacent to the beach at Homer.

Rehabilitation and improvement - - - - - \$20,000.00

Most rehabilitation and improvement work can be accomplished with maintenance equipment augmented by heavier equipment for short periods which would move from job to job. A maximum amount of the funds would go into field work.

The following is breakdown of the recommended funds for this program:

Route	Program	J. P.	L & M	Field
35A, DB	\$ 30,000	\$ 7,000	\$ 6,000	\$17,000
35 B,F,G,H,J	40,000	10,000	8,000	22,000
75, 75 A,L	30,000	7,000	6,000	17,000
75P	70,000	18,500	15,500	36,000
92 AA	20,000	6,000	3,000	11,000
92 R	20,000	7,000	3,000	10,000
94	20,000	5,500	3,500	11,000
98	20,000	4,500	3,500	12,000
TOTALS - - -	\$250,000	\$65,500	\$48,500	\$136,000

Route 46 D - Mt. McKinley Park Roads.

Rehabilitation of roads in McKinley Park is outlined in a letter dated August 9, 1949 from Chief, Construction Division to Commissioner of Roads for Alaska, which also establishes amount of funds.

The 1950 program includes replacement of one large bridge (Savage River), five small bridges, and elimination of two bridges by substituting culverts, all between the Station and Mile 20.4. The program also includes one minor line improvement, and resurfacing Miles 47 to 55.3.

Rehabilitation and Improvement - - - - - \$200,000.00

Route	Program	L. P.	L & M	Field
46D	\$200,000	\$100,000	\$30,000	\$70,000

SECTION III

(Equipment)

Anchorage Local, Valley Roads, Mountain Roads, Glenn Highway,
and Contract Construction.

This system of connected roads can be considered as one group, from an equipment standpoint, because of flexibility in shifting equipment rapidly.

Major construction equipment on hand includes the following:

- 14 Tractors. (2-D6, 2-D7, 2-HD14, 4-TD18, 4-HD19.)
- 5 Carryall Scrapers (3-12 yd, 2-9 yd.)
- 10 Motor patrols (9-12 ft, 1-10 ft.)
- 3 Power shovels (1-3/8 yd, 1-1/2 yd, 1-3/4 yd.)
- 12 Ford Dump trucks, 3 yd.
- 9 Reo Dump trucks, 5 yd.
- 2 Pull Graders (1-10 ft, 1-12 ft.)

The above construction and maintenance equipment can be expected to perform the work recommended for this area, including rehabilitation and improvement. The old crusher at Palmer will be overhauled for surfacing Potter and other roads if recommendations are approved.

Winter maintenance equipment is a different story. The present plows, while capable of handling light snowfall by continuous operation during snowstorms, are not heavy enough to cope with drifts of any size. Motor graders must be used almost continuously to cut down the packed snow and to wing back the berms. Bulldozers are called out as a last resort on unpaved roads. The answer is heavier truck-plow equipment. A start has been made in that direction with the Walters truck for which a blade and wing has been ordered. Two additional heavy truck-plows are needed, which would place one at Anchorage and two at Palmer. One of the Palmer plows would work Glenn Highway to Eureka if the lighter plows are unable to handle.

A rotary plow is frequently required to handle through cuts and mountain roads. Our 15 year old Snogo at Palmer should be replaced by a newer model with three screws. A Motor-grader type would not be as effective on the crooked, narrow roads on which this type of equipment would be mostly employed.

Sanding of roads must be more rapid and effective, especially on pavement. At least 6 mechanical sanders are required with two at Anchorage, two at Palmer and two in the mountains on the Glenn Highway. We are now testing out a Hall sander through courtesy of Northern Commercial Company and expect to have a Flink type through Yukon Equipment in the near future.

The following additional equipment is recommended for 1950:

- ✓ 1 - Freight truck, long wheel base, with stake rack and hydraulically operated tail gate.
- ✓ 1 - Snogo, 3-screw.
- ✓ 2 - Light Plants, 2½ KW. for Glenn Highway mountain camps.
- 2 - Survey vehicles, suburban, for survey crews on contracts.
- 8 - Pickup trucks, ½ ton, for inspectors on contracts and for maintenance replacements.
- 6 - Mechanical Sanders. (To be specified later).
- 1 - Coupe for District Engineer.
- 1 - Water pump, portable, 1½", air cooled gas engine driven, with intake hose and screen.

2 - *Truck Plows*

Mount McKinley Park Roads.

For a purely maintenance program, on the same scale as in recent years, no new equipment will be required.

On the proposed improvement and bridge replacement program, the major items would include a boom, dragline bucket, piledriver leads and a hammer for the 20B shovel, and a pickup truck for the foreman. No design data is available on the bridges as a guide for ordering piledriver equipment or such items as a concrete mixer if concrete abutments or other concrete work is involved.

Sufficient time would be available to prepare equipment and tool lists when the program is known, and before bridge materials could be delivered on the ground.

Iliamna Roads.

No new equipment is contemplated. It may be necessary to transport a D-4 tractor and compressor from Homer to facilitate rock work and gravel loading. The 3-0 gas Cat. should be replaced with a more dependable machine until the road is in shape to where the 35 gas Cat. can handle. This is a local problem which requires additional field investigation.

Sterling Highway.

Advantage should be taken of the favorable weather in the early summer to complete all grading work on the section between Mile 66 and 93, including initial gravelling. To prevent any delay to the gravel program, which would thereby run in the costly rainy season, there should be a minimum of disturbance to the present equipment set-up on the Kenai Peninsula.

On hand are the following major items of usable equipment:

- 22 Tractors (3-D7, 6-HDL4, 13-D8.)
- 6 Carryall Scrapers (5-12 to 14 yd. and 1-8 yd.)
- 5 Motor Graders, 12 ft.
- 6 DW-10 Tractors & wagons
- 3 Euclids & wagons
- 3 Pull graders
- 3 Power Shovels (3/4 yd. NW, 15-B, and 1/2 yd. Link-Belt.)
- 1 Dragline (1 1/2 yd. NW)
- 3 Ford Dump Trucks, 3 yd.
- 6 International Dump Trucks, 5 yd.

Any other earthmoving or gravelling equipment cannot be considered except for light maintenance work and camp use. The Link-Belt shovel also falls into this category.

It will be necessary to set up two large grading crews and three gravel crews to attain the maximum speed and efficiency toward early completion of an all-weather road. In addition, there will be the re-grading and crushing crews which will be built up as rapidly as the crusher operation warrants.

Two D-8 tractors must be shipped to Cantwell for spring freighting, and possibly one D-6 and one D-4 if required. As the work clears up on the Sterling Highway, and the Farm Road program clarifies, it may be possible to move a few more of the best D-8's and perhaps a carryall or two to Cantwell.

Gravel hauling equipment must be increased to meet the program. It is recommended that future Cantwell trucks be purchased for work on the Sterling Highway and shipped north when the initial gravelling is under control.

The following additional equipment is recommended for 1950:

- add to J.P.*
- 1 Freight truck, 3-4 ton, long wheelbase with stake body and hydraulically operated loading tail gate. ————— 5,000
 - 1 Truck Tractor, 4-5 ton, cab over engine, short wheelbase with double oscillating 5th wheel, air connections and control valve for trailer brakes. (Similar to Auto Car Model U7144T) ————— 12,000
 - 10-12 Dump trucks, 5 cu.yd. (to be transferred to Cantwell.) ————— 50,000
 - 1 Coupe pickup
 - 1 Light Plant, 5 KW - AC
 - 1 " " , 3 KW-AC

Cantwell-Richardson Highway.

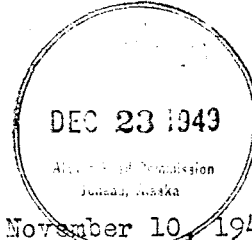
Caution should be exercised in the selection and balancing of equipment for this operation. The first season, with its heavy expenditures for camp materials, and start of permanent depot, coupled with purchase of considerable service equipment, lends itself somewhat to this plan.



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

December 20, 1949

Alaska Road Commission
Juneau, Alaska

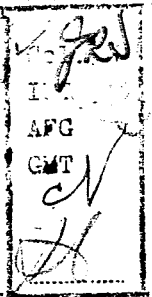


32/108

Gentlemen:

In compliance with your request of November 10, 1949, recommendations for maintenance work in the Fairbanks District for the coming year are being limited to \$660,000.00. It is being assumed that the third paragraph of your letter "Reconstruction and Improvements of Existing Roads" refers to such work as performed on Route 7B during the past few years and does not refer to such work as has been previously performed on Routes 15-16-30 and 38. In view of this assumption recommendations are being based on similar work as performed during the past few years.

Route 4K Rapids-Fairbanks and Branches. Last year's recommendations of \$125,000.00 for work on this route proved inadequate. This figure was based on the employment of minimum crews at Canyon Creek, Donnelly and Fairbanks. In view of emergencies that arise from time to time during the year it is believed that the same will occur again this year as it has in years past, in view of which it is believed advisable to increase the recommended sum from \$125,000.00 to \$150,000.00 which should take care of any work required on this route unless something unforeseen occurs between Donnelly and Rapids.



32/108

At first thought the \$150,000.00 may appear to be an excessive amount due to the fact that maintenance on some sections may be less than heretofore due to their having been paved during the past year. However, it must be remembered that additional mileage has been added due to construction of farm roads east, west and south of Fairbanks. Crews for work on this route are to be held down to a minimum throughout the year. During the summer and winter months the maintenance crew located in Fairbanks can work out south as far as necessary when needed. The crew at Canyon Creek not to exceed 5 men, including the cook during the summer months and 3 men during the winter months; the Donnelly-Big Delta crew not to exceed 6 men during the summer and 3 men during the winter. The crews out of Fairbanks and 66 Mile to perform such surface maintenance as may be required on the Richardson Highway under their supervision and branch roads that come under their sections. The Donnelly-Big Delta crew to perform such surface maintenance as required during the winter and summer months, and during summer months to perform protection work that can be performed with the limited crew and funds, on the section between Darling Creek and Donnelly which was damaged last season due to overflow from the Delta River.



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION
Fairbanks District,
JUNEAU, ALASKA
Fairbanks, Alaska.

The recommended sum of \$150,000.00, to be divided;

Summer Maintenance	\$80,000.00
Winter Maintenance	<u>70,000.00</u>
	\$150,000.00.

Route 7A Fairbanks-Chatanika and Branches.

Route 7C Summit-Fairbanks Creek and Branches. Necessary summer and winter maintenance work is recommended for these routes. Summer maintenance only to be performed on Route 7C. Summer work to consist of all necessary surface maintenance etc. and the continuation of work started last year which consisted of widening considerable of Route 7A between Cleary Summit Mile 21 $\frac{1}{2}$ and Mile 25. Due to frozen condition of the ground encountered this work could not be completed last season. A little widening remains to be completed on the south side of Cleary Summit in the vicinity of Gilmore.

Work on these routes will be performed partially by the maintenance crew located at Fairbanks, by the small crew (4 men) located at Cleary Summit and an additional 3 or 4 men as required to carry on with the work as started last year. Who upon completion of work already undertaken, could if time and funds permit, and if authorized, start work on a line change near Chatanika. We have had this in mind for some time and believe that the F.E. Company is now far enough advanced to allow the undertaking of this improvement. The change we have in mind is the continuation of the present road on down Cleary Creek tailing piles beyond the F.E. Camp and the village of Chatanika, connecting with the present road again, in the flat where it starts up the Chatanika Valley. This would allow through traffic to avoid going through Chatanika and the F. E. Camp, both of which present various traffic hazards that should if possible be avoided. It is recommended that if time and funds permit this work be authorized and performed when convenient. A survey showing the proposed improvement will be made and forwarded at as early a date as possible.

Summer Maintenance	\$42,000.00
Winter Maintenance	<u>8,000.00</u>
	\$50,000.00

Route 7B Fox-Livengood and Branches. Maintenance work on this route during the coming summer should be handled by a small maintenance crew of 5 men including the cook, located at Tatalina River and some part time work on the part of the Maintenance Crew located at Fairbanks. During the winter months, snow removal and winter maintenance, to be handled by the Maintenance crew located at Fairbanks. For this work it is estimated that

How can we finish the road?



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

Fairbanks District,
JUNEAU, ALASKA
Fairbanks, Alaska.

the following funds will be required:

Summer Maintenance	\$23,000.00
Winter Maintenance	<u>7,000.00</u>
	\$30,000.00 .

Route 7D Fairbanks-Ester and Branches.

Route 7N Farmers-Birch Hill and Branches.

Heretofore maintenance work on all roads adjacent to Fairbanks has been handled by a small crew of 3 or 4 men. However, due to increased mileage on various routes (mostly farm roads) it is believed that next summer an additional small crew will be required to perform all necessary maintenance work out of Fairbanks. It is estimated that with probable necessary work in the spring and summer and winter maintenance, costs on these routes for the coming year will increase and that the following sums will be required:

Summer Maintenance	\$14,000.00
Winter Maintenance	<u>6,000.00</u>
	\$20,000.00 .

Route 11A Eagle-Liberty-Chicken.

Route 11E Eagle-70 Mile.

Maintenance work on this route to be sufficient only to meet the requirements of residents of Eagle which should be limited. The necessary work to be performed as in years past by 2 men, local residents of Eagle, who have been performing the work satisfactorily. Estimated funds required are:

Summer Maintenance	\$ 8,000.00.
--------------------	--------------

*Work on Eagle-Liberty to meet
need road?*

Route 15 Miller House-Circle.

Route 15A Circle Springs System.

Route 15E Miller House-Harrison Creek.

Route 16 Chatanika-Miller House and Branches.

Maintenance work on these routes to be performed by minimum crews as heretofore, these crews to be located at Cleary Summit on 7A, Montana Creek on Route 16 and Central on Route 15. The crew at Cleary Summit consisting of 4 men to work on the south end of the route Mile 28 to Mile 41, the crew at Montana Creek consisting of 5 men and a cook working between Mile 41 and Mile 108, and the crew at Central also consisting of 5 men and a cook from Mile 108 to Circle and Branches. Work on all these routes to consist of all necessary surface maintenance etc., replacing broken down bridges on routes 15 and 16 with metal culverts and any other maintenance work that may arise. The estimated funds should be sufficient to permit the early opening of Twelve Mile and Eagle Summits.

Clearing brush on Circle? Improvement?

As the Berry Dredging Company has not completed operations in the



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ALASKA ROAD COMMISSION
Fairbanks District,
JUNEAU, ALASKA,
Fairbanks, Alaska,

vicinity of the crossing of Mammouth Creek, it is doubtful if the proposed new crossing can be constructed during the coming summer.

Summer Maintenance \$88,000.00. *about 154 000*

Route 30 Hot Springs System. Last year \$50,000.00 was requested for work in this route. This amount was reduced to \$35,000.00 which was not sufficient to allow the crew a full season's work. It is not entirely a question of giving the crew a full season's work, it is a question of getting as much work as possible done during each season, in view of which it is believed the allotment for this route should be increased to at least \$50,000.00 for the coming year. This will permit the employment of about 8 men and necessary equipment for the entire summer. Prior to last year work on this route had been rather dilatory and not much accomplished. Last season foreman Alan R. Smith, with a buch of old broken down equipment really did some good work down there. And it is expected that if sufficient funds are available and that 3 new trucks can be secured for Hot Springs that this road system can be placed in good condition during the coming summer.

Summer Maintenance \$50,000.00.

Route 38A Ruby System. Last Season the sum of \$95,000.00 was requested for work on this route. This was to permit the employment of 2 crews on this route. However, due to labor difficulties 2 crews could not be secured, in view of which only 1 crew was employed. Also the foreman sent to Ruby did not prove to be as represented. It was therefore necessary to dispense with his services after which the crew was turned over to Mr. Lester Sweetsir who handled the crew for the balance of the year and who actually accomplished some good work. However, considerable work remains to be performed on this route to have it passable to Poorman. It is recommended that during the coming summer 2 crews be employed in this route. One working between Ruby and Long Creek and the other between Long Creek and Poorman with the intention of trying to secure a passable fair weather road through to Poorman by fall. For this work it is estimated that the following will be required:

Summer Maintenance \$90,000.00.

Route 47 Wiseman System. As travel on the Nolan and Hammond roads and various trails in the Wiseman area is very little, requirements should be light.

Summer Maintenance \$ 8,000.00.

Route 46 Nenana-Kantishma System. Although no funds were expended on this route during the past year it is known that requests will be received for some work during the coming year.



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Winter Maintenance (Trail) \$1,000.00.

To do what?

Route 59 Fairbanks Bridge.

Route 59A Fairbanks Depot.

Route 59B Fairbanks Apartments. An undetermined amount of maintenance work will be required on the bridge, buildings and grounds. For which it is estimated the sum of \$10,000.00 will be required.

Route 65A Slana-Tok Junction.

Route 65L Alaska ~~Military~~ Highway and Branches. Last season the sum of \$140,000.00 was requested and allotted for work on this route. However, it proved to be inadequate. The reasons for this were various, spring floods, additional expenditures at Tok Junction in buildings etc. which were charged to this and other routes. Figuring on a basis of minimum crews at Johnson River, Tok and Gardner Creek, that is 5 men crews during the summer months and 3 men during the winter, the \$140,000.00 should be sufficient for the year's maintenance.

Does money to summer winter for

Route 88 Ferry-Eva Creek-Moose Creek.

Summer Maintenance \$ 5,000.00.

Miscellaneous.

Summer Maintenance \$ 6,000.00
Winter Maintenance 4,000.00
\$10,000.00.

← ? For what?

This amount to be used for necessary winter and summer maintenance not covered in projects itemized above.

**** Summary ****

Route 4 K	Rapids-Fairbanks and Branches	\$150,000.00
" 7 A	Fairbanks-Chatanika and Branches)	
" 7 C	Summit-Fairbanks Creek and Branches)	50,000.00
" 7 B	Fox-Livengood and Branches	30,000.00
" 7 D	Fairbanks-Ester and Branches)	
" 7 N	Farmers-Birch Hill and Branches)	20,000.00
" 11A	Eagle-Liberty-Chicken)	
" 11E	Eagle-70 Mil)	8,000.00
" 15	Miller House-Circle)	
" 15A	Circle Springs System)	
" 15E	Miller House-Harrison Cr. and Branches)	88,000.00
" 16	Chatanika-Miller House and Branches)	
" 30	Hot Springs System	50,000.00
" 38	Ruby System	90,000.00
" 46	Nenana-Kantishna System	1,000.00



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Route 47	Wiseman System		\$ 8,000.00
" 59	Fairbanks Bridge)	
" 59A	Fairbanks Depot)	
" 59B	Fairbanks Apartments)	10,000.00
" 65A	Slana-Tok Junction)	
" 65L	Alaska Military Highway and Branches)	140,000.00
" 88	Ferry-Eva Creek-Moose Creek-		5,000.00
	Miscellaneous		10,000.00
		Total	<u>\$660,000.00.</u>

For assignment of equipment for proposed work please refer to proposed assignment of equipment sheet 1950 which is being forwarded. This applies to the above listed and following work.

Reconstruction and Improvement of Existing Roads

Under this heading there are several projects that are worthy of consideration. They are continuation of work as started on Route 7B a few years ago; regrading, widening, resurfacing, etc. Route 7D, Fairbanks-Ester from the University of Alaska to Ester; regrading, widening, straightening, resurfacing, etc. Route 16 from Chatanika North; and reshaping, widening, maintenance etc. that section of Route 65M that is not up to the standards recently adopted.

Bridges?

Route 7B Fox-Livengood. To date major improvements and rehabilitation has been performed on this route to within a few miles of Livengood. In view of the poor condition of the last few miles of this route, it is recommended that improvements etc. such as has been performed on this route during the past 2 years be completed to the town of Livengood; also those places that have settled etc. and that were not previously completed, be leveled and brought up to grade.

Maint. crew should do

To complete this work it is estimated that 2 D-8 Tractor/Dozers, 2 D-8 Tractors and scrapers, 1 D-8 Tractor and 1 Pull Grader will be required for about four weeks and 1 Shovel, 10-12 Dump Trucks, 1 D-8 Tractor/Dozer, 1 Motor Grader and other minor equipment will be required for about 6 or 7 weeks. Crews to consist of sufficient personell to man the above equipment, perform necessary labor and operate mess house for about 26 men. It is estimated that this work can be completed for a total cost of not to exceed \$100,000.00.



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note
Route 7D Fairbanks-Ester. As it is contemplated to Black Top the section of this route from Fairbanks to the University of Alaska and as the section from the University to Ester is rather narrow and in poor condition, it is recommended that during the coming summer the section of this route between the University and Ester (or where roadway will not be dredged out by F. E. Company) be regraded, widened, straightend and resurfaced.

To supplement "in poor condition" as stated above. During the past 2 or 3 years sections of this route have given us considerable trouble during the spring breakup and during the summer after continued heavy rains, in that the roadway becomes soft causing rutting etc, and causing hold ups etc. to traffic. It is estimated that this work can be performed with the equipment and personell as outlined above for work on Route 7B, in about 4 or 5 weeks at a cost of not to exceed \$70,000.00.

After further consideration it is believed that the Branch extending from Mile 9 + on this route to the Bartholemus Mine, St. Patricks Creek and Happy Creek should be regraded, straightened, levelled, widened, and resurfaced. During the past several years nothing has been done on this roadway. It has deteriorated in several respects, it is terribly overgrown with brush and several soft spots have developed that at times are impassable. Due to the poor condition of this roadway and the increase in mining activities in this section it is recommended that this branch road be rebuilt during the coming summer. This can be performed in conjunction with the work on the roadway from the University to Ester. This work should consume 2 or 3 weeks time and probably cost an additional \$30,000.00 bringing the total required for Route 7D up to \$100,000.00.

Route 16 Chatanika-Miller House. As is well known this entire route from its junction with route 7A at Chatanika, is narrow, crooked, containing several dangerous curves, has several poor bridges on it, and in several respects is not up to standards recently adopted. In view of these circumstances it is recommended that as soon as the crews outlined above for work on Routes 7B and 7D complete work on those routes they start similar work on Route 16, starting at Chatanika, working north, completing work in all phases as far north as possible as time and available funds will permit.

Assuming that it takes 6-7 weeks to complete work on Route 7B and a like time to complete work on 7D, and that we get started on Route 7B about June 1, work on 7B and 7D should be completed about August 15, leaving about 8 weeks in which that crew could work on this route. For this work it is estimated that the sum of \$130,000.00 would be required.

In connection with proposed work on Route 16, last fall we did some graveling on this route between Miles 28 and 40. For this work we



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used 2 Tournapulls which were borrowed from the Army. We used them for a period of approximately $2\frac{1}{2}$ weeks during which time they moved approximately 20,000 yards. By using these pieces of equipment we eliminated the use of a shovel, fleet of dump trucks and considerable personell, thereby reducing costs considerably. It is believed that if 2 or 3 Tournapulls or similar equipment were secured for use of the above 3 jobs, costs could be reduced considerably.

Route 65M Tanana River-Chicken. The section from the Alaska Military Highway to West Fork of the Dennison River, which has been recently constructed was never built up to standards recently adopted. Also sections of this route, due to frost conditions are out of shape and should be regraded. It is therefore recommended that if possible funds be alloted to work over the above mentioned section of this route. For this purpose a small grading and small gravel crew should be engaged. Work to start at the Alaska Highway and continue northward as far as possible with available funds, completing all phases of work as it progresses. For this work it is estimated that the following equipment will be required: 3 Tractor/Dozers, Large, 1 Pull Grader, 1 Tractor Large, 1 Scraper, 1 Shovel 1/2 yard for loading trucks, 1 Shovel 1/2 yard for overcasting part time only, and 1 Motor Grader, and 12 Dump Trucks. Personell would have to be sufficient to handle above equipment, extend culverts, etc., perform such other hand work as may be necessary and operate mess house sufficient to handle about 20 men. Estimated funds to perform this work \$170,000.00.

*No widening until typical warrants
The effort should be placed on Tok-Tok River.*

**** Summary ****

Recommendations for Reconstruction and Improvement of Existing Roads.

*1/2 of all we have available
No bridge work recommended
no work on Tok.
Farm Roads*

Route 7B	Fox-Livengood and Branches	X	\$ 100,000.00
"	7D Fairbanks-Ester and Branches	X	100,000.00
"	16 Chatanika-Miller House	✓	130,000.00
"	65M TananaRiver-Chicken	X	170,000.00
Total			\$ 500,000.00

X maint. crew should shape up.

First complete work on projects started during 1950

- (1) Complete 1 short soft section on the Steel Creek Road. However, if Chena Hot Springs project is started this could be handled under that project. *No*
- (2) Further leveling and surfacing soft sections on extension of Badger road, 1 week for about 6 men and 4 trucks, tractors and dozers.



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- (3) Complete leveling etc. Coleman Road which branches from the C.A.A. Road, on the section line between sections 8 and 9 about 1,000 feet north of the Section Corner of section 8-9-17-16, T 1 South Range 1 W Fairbanks Meridian, and extends South to the 1/4 Section Corner between Sections 20 and 21, thence East to the center of Section 21.

It is recommended that during the coming summer this road be extended to the center of Section 22, this to serve M. F. Thomas, Sloback, and Heavener all of whom have requested this work. It is also recommended that this project be extended from the 1/4 Section Corner between Sections 20 and 21, West to the center of Section 19 to serve homesteaders Gubschinsky, Caldwell and Bill Smith all of whom have requested the work as recommended.

It is also recommended that as soon as the C.A.A. determine the status of their present road along the new Airfield, leading to their Beam Station west of Fairbanks, that a suitable road be constructed to the homesteads of Dale and Conn in the eastern portion of Section 23. For location of the above mentioned homesteads please refer to tracing forwarded with Annual Report.

It is believed that the rehabilitation of the abandoned section of Route 4K, from Mile 33 back towards Fairbanks to Mile 23 Slough, could be handled under this project. If so it is recommended that during the coming summer this section of roadway be regraded etc. and the bridges across the Piledriver and Little Piledriver Sloughs be repaired to allow homesteaders between the 2 above mentioned points access to their properties. This work has been requested by several interested homesteaders.

Other requests for Farm Roads have been received that are worthy of consideration. One from the new owners of the Hagaman homestead, this homestead is located in Sections 29 and 30, T 1 N range 1 E Fairbanks Meridian and is crossed by the "L" Line of the proposed Chena Hot Springs road. It is about 1 mile from the Steese Highway to the center of this homestead. This work could be done with Farm Road money and later would become a part of the Chena Hot Springs Road.

Other requests have been received for short roads in the Birch Hill area. More information will be secured on them at a later date. However, it is believed that the projects mentioned above are about all that could be completed during the coming year.

New Work

40 Mile Project Route 65M. It was noted today that this project carries the name of Tanana River-Chicken, at which time it was also realized that we are at present working considerably beyond Chicken. It is therefore



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suggested that the name of this route be changed. This will be taken up in the Annual Report under Subject of Summary Sub-Projects.

As requested in your letter of November 10, the matter of re-shaping etc. of road previously reported as completed was taken up under the heading of Reconstruction and Improvement of Existing Roads.

Under Work. Construction work should be carried on from where discontinued last fall. There still remains some work to be done between Lost Chicken and the Crossing of the South Fork of the Forty Mile River. Work up to the bridge should be completed at as early a date as possible. During the winter months February to May, sufficient heavy supplies should be freighted into the Bridge Crossing and Lassen Field to supply necessary crews throughout the season. Such supplies can be freighted in up Jack Wade Creek at most any time during the summer. It is proposed to establish camps at the Crossing of the South Fork and at Lassen Field working both ways from each camp. South from the South Fork until connection is made with the through road from Chicken and east from the South Fork until tying in with construction as completed west by the crew from Lassen Field. The crew at Lassen to also work up Jack Wade Creek as far as possible and at as early a date as possible a crew move on up Jack Wade Creek and establish camp at or near Upper Wade Field. The other crew then moving on ahead at as early a date as possible. The camp at South Fork will not only house or contain a construction crew but will also shelter a gravel crew. In reality there will be 3 crews working out of this camp, one construction crew working in each direction, and one gravel crew. From the Lassen Camp there will be a crew working in each direction. Equipment required for this project will be shown on assignment of equipment sheet and discussed in letter attached.

Chena Hot Springs. Route 7J. If funds are made available for work on this route, it is proposed to start one crew at Steel Creek on the present Steel Creek Road working back to the Steese Highway, constructing new road not yet built and rebuilding that part of road that is already constructed but is not up to the standards adopted for this type of road. Another crew to be established at the Little Chena River to perform work in both directions from that point. The crew located on Steel Creek to be both a grading and gravel crew.

For this work it is estimated that the following equipment will be required, 12 Tractor/Dozers D-8 D-7, 3 Tractors D-8-D-7 for pulling Scrapers and Graders, 3-12' Power Control Pull Graders, 6-12-15 yard Carryalls, 1 Shovel 3/4 yard, 12 Dump Trucks 3 yard, 2 Tournapulls or similar, 1 Motor Patrol, 3 Flat Bed Trucks, 2 Pickups, 1 Suburban Carryall Truck, 2 Welders, 2 Light Plants and other small equipment at an estimated cost of \$630,000.00 leaving 630,000.00 for other purposes.

One of the first requirements will be a bridge across the Little



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Chena, which according to Mr. Grammer's map should be 180' span, the material for which should cost approximately \$25,000.00, leaving \$630,000.00 which should be sufficient for a summer season of construction, erection of the Little Chena Bridge and leave a balance for winter freighting and preparation work for the next season.

Route 7D Fairbanks-Ester. Estimated cost engineering and inspection Fairbanks-University of Alaska job. \$15,000.00.

Route 7DF Fairbanks-Nenana Survey. It is assumed that funds are available for the completion of this survey, in view of which it is recommended that the necessary personell be secured and the job be completed at as early a date as possible.

Very truly yours,

Frank Nash,
District Engineer.

FN/cd



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JUNEAU, ALASKA

Program as of March 1, 1950

NOME DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>L&M</u>	<u>Field</u>
8	Nome-Council & Branches, Maintenance	33,750 ✓			16,000
8	Nome-Council & Branches, Reconstruction	70,000 ✓			33,000
13M	Nome Depot	15,000 ✓			7,000
13, 25	Nome Local Roads	31,000 ✓			15,000
27	Deering-Inmachuk	20,000 ✓			8,000
67B	Teller-Bluestone	10,250 ✓			5,500
68	Trails	2,000 ✓			1,200
89A	Seward Peninsula Tram	36,000			19,000
89 AB	Bunker Hill - Kougarok	32,000 ✓			17,000
Total		\$250,000	\$93,300	\$35,000	\$121,700



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JUNEAU, ALASKA

March 8, 1950

OPERATIONS ORDERS

Nome District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance and construction projects authorized and discussed during the conference. No reconstruction other than the Nome Council road is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

§ Nome-Council, Maintenance:

Funds are programmed in accordance with the recommendations revised by you during the conference and provide for minimum maintenance only. Early snow removal should not be undertaken unless financed by the contractor as previously authorized by wire. Snow removal as in the past in cooperation with the Civil Aeronautics Administration and Alaska Communications System may be undertaken. The Hastings Creek fill cannot be undertaken within these funds. However, this work will be considered at a later date if our increased appropriations are received.

§ Nome-Council, Construction:

Funds are being programmed as discussed during the conference but no allotments will be made until our appropriations are more definite. However, as agreed, you may plan that the work will go ahead and organize your crews and equipment accordingly. All effort on this work should be exerted toward pushing the fill to Council and work on the line changes should not be undertaken until it is assured that you may reach Council with the funds provided. Further investigation of the possible move of the equipment across the swamp in order to permit a backhaul of the fill material should be made. However, an early start should not be planned if it is necessary to again fight snow as during last season. It is realized that these funds are limited and your plans must be accordingly to exert every effort on the most economical completion of this job. One additional 4 x 4 pickup is being purchased.

13 M Nome Depot:

Funds are programmed as recommended for maintenance of the depot, completion and minor improvement of the yard area. No additional construction or installation of buildings should be undertaken without approval since the funds provided will allow only the absolutely essential work to be undertaken.

13 and 25 Nome Local Roads:

Funds are provided as recommended for minimum maintenance and repairs as outlined by you.

26 Candle - Candle Creek:

No funds are programmed for this work, however, it is presumed that the maintenance will be handled by the miners with Territorial funds as in the past. Use of our new grader and minor equipment for this work is again authorized.

27 Deering:

Increased funds are programmed as recommended for placing this road in fair condition to Mile 21. It is agreed that you may move one D6 tractor from Nome and one good 3-yard truck. A new replacement truck is being ordered and will be held in Seattle until word is received from you as to whether shipment should be made direct to Deering or Nome. It appears that the combined shipment of the D6 and dump truck from Nome to Deering may be most economical. However, thorough investigation of comparative costs should be made by you.

67B Teller:

Funds are programmed as recommended and the work as outlined by you is approved.

68 Trails:

Funds are programmed as recommended for staking of approximately 200 miles of trail.

89A Seward Peninsula Tram:

Funds are programmed as recommended for general maintenance of the entire line. Snow removal in cooperation with the USSR & M Company may be undertaken; however, this work should be delayed as long as possible in order to conserve funds.

89 AB Bunker Hill - Kougarok:

Funds programmed as recommended provide for continuation of this work. Every effort should be made to concentrate on continuation of the advanced graveling in preference to improvement of the Bunker Hill end. Snow removal and camp improvement on this route should also be kept to a minimum in order to conserve funds for advancing the construction.

Very truly yours,

A. F. Ghiglione
Chief Engineer



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Program as of March 1, 1950

VALDEZ DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>L&M</u>	<u>Field</u>
4BA	Valdez-Ernestine, Maintenance	66,600			35,000
4BA	Valdez-Ernestine, Reconstruction	135,000			62,500
4C	Ernestine-Paxsons	90,100			46,000
4C	Ernestine-Paxsons, Surveys and Contract Engineering	90,000			35,000
4G	Paxsons-Rapids, Maintenance	38,000			20,000
4DB	Glenn Highway, Maintenance	43,200			22,000
4DB	Glenn Highway, Contract Engineering	120,000			35,000
6A	Chitina-Willow Creek	5,700			3,000
36	Mineral Creek	1,900			1,000
57	McCarthy Roads	13,300			7,000
65A	Tok Cutoff, Maintenance	122,300			60,000
65A	Tok Cutoff, Reconstruction	600,000			300,000
65G	Slana-Chisana	3,800			2,000
76C	Paxsons Lake - McKinley Park	700,000			370,000
78	Valdez Depot, Maintenance	15,400			8,000
78A	Glennallen Depot, Maintenance	60,000			30,000
78A	Glennallen Depot, Construction and Engineering	45,000			20,000
103	Asphalt Tank Farm	23,500			15,000
Total		\$2,173,800	\$789,300	\$313,000	\$1,071,500



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Program as of March 1, 1950

Haines Subdistrict

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>L&M</u>	<u>Field</u>
3 AB	Maintenance and Construction	\$59,000			\$30,000
3 AB	Paving	100,000			35,000
3 E	Maintenance	6,000			3,000
3 D	Maintenance	5,000			2,500
44 D	Skagway	17,000			9,000
52 B	Surveys	<u>10,000</u>	<u> </u>	<u> </u>	<u>5,000</u>
	TOTAL	\$197,000	\$84,000	\$28,500	\$84,500



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JUNEAU, ALASKA

March 1, 1950

OPERATIONS ORDERS
HAINES SUBDISTRICT

Season 1950

The funds programmed on the attached statement provide for the maintenance and construction projects authorized and discussed during the conference. No construction in excess of authorized work may be undertaken and rigid control of your crews must be exercised in order that no overrun of these funds occurs. Any overruns must be explained and justified by unpredictable emergencies and therefore a detailed plan of operations must be worked out and followed if a logical year-round operation can result.

3 AB. Construction and Maintenance:

These funds are programmed as recommended by your letter of February 27 for accomplishing necessary maintenance both summer and winter until March 1, 1951, and for the construction of the Big Boulder Bridge and the 26 Mile dike. Equipment for the concrete work in connection with the Big Boulder Bridge has been ordered, a copy of the requisition having been sent you. Included under the maintenance portion of this project is sufficient for the repairs to the Wells Bridge.

3 AB. Paving:

These funds are for the work of engineering and inspection in connection with the contract operations. Since all classified personnel is paid out of the Juneau Office, the field portion of these funds is somewhat limited.

3E, 3D. Maintenance:

The funds programmed are for bare maintenance only and will not permit any reconstruction or improvement.

44 D. Skagway:

Funds provided will allow bare maintenance only with minor improvement on the most dangerous points of the Dyea Road and reconstruction of the Dyea Dike. As discussed during the conference, a light type maintainer may be purchased for Skagway at a later date if additional funds are appropriated.

52 B. Survey:

These funds provide for the Annette Island Survey costs only. Additional funds required for maintenance of the Annette Island roads may be required through the cooperative agreement with the Civil Aeronautics Administration; however, such allotment will be handled later.

General:

Since this is the first time that a detailed program has been set up for the Haines and Skagway subdistricts, your attention is invited to the following general functions permissible under our method of programming. The field and L&M portion of the funds constitute the total expenditures which you may undertake. The JP or Juneau Purchase portion is set up for accomplishing payment of all materials and equipment purchases handled through the Juneau Office and payment of all classified personnel including yourself. This Juneau Purchase also pays for all fuel oil and lubricants used from Standard Oil.

As a result, the programming of your work to accomplish necessary operations within your available funds must be planned solely out of the Field and L&M. The Field and L&M funds cover the payment of all wage board employees, and the payment of all local purchases such as your miscellaneous supplies and lumber. The L&M portion of these funds is used for the payment of mechanics on overhaul and for work unidentified to any particular route. The Field portion should always be identified as upon one of your routes. Equipment rentals do not appear as an obligation against any of these funds in your programming setup since in the overall accounting the expenditures out of your Juneau Purchase and L&M for equipment purchase and overhaul are credited to the plant account to offset such rentals.

It is therefore essential that you immediately work out a program to stay within the tabulated Field funds for each route, recognizing that the major charge against these Field funds consists of your wage board labor only. Recent payrolls paid your district personnel appear to be excessive for this time of the year and a complete review of your operations therefore appears in order. The payroll for February 27 to March 12 listed 11 wage board employees in the classes of truck driver, grader operator, tractor operator, foreman, etc. and is obviously too large an expenditure under the attached program unless you are accomplishing some of the work on Route 3 AB such as the dike construction.

A. F. Ghiglione
Chief Engineer



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ALASKA ROAD COMMISSION
JUNEAU, ALASKA

Program as of March 1, 1950

ANCHORAGE DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>I&M</u>	<u>Field</u>
35A, DB	Mountain Roads	25,000			12,000
35B, F, G, H, J	Valley Roads	72,000			34,000
32B, 33C	Flat Roads	25,000			8,000
32G, 38 DH	Takotna Roads	39,000			20,000
46D, DA	McKinley Park Roads	220,300			75,000
48, 48A	Iliamna Roads	5,000			3,000
51	Talkeetna Roads	15,000			8,000
55C	Sterling Highway, Maintenance	30,000			15,000
55C	Sterling Highway, Construction	610,000			300,000
75A, L	Anchorage Roads, Maintenance	130,000			60,000
75A	Spenard Road, Engineering	14,000			5,000
75D	Anchorage Depot	15,000			8,000
75E	Anchorage Apartments	6,000			3,500
75P	Potter Road	8,000			4,500
76C	McKinley Park-Faxsons Survey	40,000			20,000
76C	McKinley Park-Faxsons, Const.	1,000,000			300,000
92AA	Bethel Road	28,000			6,500
92R	Dillingham Roads	22,000			10,000
93A	Bull River Roads	3,000			2,000

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>L&M</u>	<u>Field</u>
94	Kodiak Roads	27,000			12,500
96B	Glenn Highway, Maintenance	30,000			15,000
96B	Glenn Highway, Engineering	200,000			70,000
98	Homer Roads	35,000			18,000
103	Asphalt Tank Farm	50,000			26,000
	Farm Roads	25,000			15,000
	Total	<u>\$2,674,300</u>	<u>\$1,220,100</u>	<u>\$403,200</u>	<u>\$1,051,000</u>



671-7

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA
Program as of March 1, 1950

FAIRBANKS DISTRICT

Season 1950

<u>Subproject Number</u>	<u>Name</u>	<u>Program</u>	<u>J.P.</u>	<u>L&M</u>	<u>Field</u>
4 K	Fairbanks-Rapids & Branches	155,000			68,000
7A, C, 15, 16	Steese Highway & Branches	138,000			58,000
7B	Fox-Livengood & Branches, Maintenance	30,000			14,000
7B	Fox-Livengood, Construction	75,000			37,000
7DN	Fairbanks Local Roads	20,000			8,000
7D	Contract Engineering	15,000			5,000
7DF	Fairbanks-Nenana Survey	40,000			20,000
11A, E	Eagle-Chicken Roads & Trails	8,000			4,000
30	Manley Hot Springs System	50,000			20,000
30 <i>RD</i>	Livengood - Manley System Survey	50,000			25,000
38A	Ruby System	90,000			40,000
46	Nenana-Kantishna Trail	1,000			500
47	Wiseman	8,000			4,000
59A, B	Fairbanks Bridge, Depot, Apartments	20,000			9,000
65A	Tok Reconstruction	386,000			175,000
65A, L	Alaska Highway-Tok, Maintenance	140,000			63,000
65C <i>P</i>	Tok Depot	20,000			9,000
65M	Alaska Highway-Eagle	810,000			360,000
88	Ferry-Eva-Moose Creek	5,000			3,000
Total		\$2,061,000	\$828,750	\$309,750	\$922,500

811. Program



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

March 8, 1950

OPERATIONS ORDERS

Anchorage District

Season 1950

General:

The funds programmed on the attached statement provide for maintenance and construction projects with no reconstruction authorized. These funds must be programmed by the Districts to cover the year's work outlined as no additional funds are contemplated. It will therefore be necessary that crews be kept to a minimum with definite control of monthly expenditures in line with the total funds available for the year. Any overruns of these programmed funds will have to be explained and justified by unpredictable emergencies and it is the responsibility of the District Engineer to ascertain that the field work is kept in line with this program.

Equipment purchases recommended and agreed to during the District Engineers' Conference have been covered by proportionate increases in the Juneau Purchase funds with a corresponding reduction in the available funds for field expenditure.

Mountain Roads:

The funds programmed are as recommended for bare maintenance only. Winter maintenance is to be accomplished only to the junction above the Fork near the Little Susitna Lodge as in the past seasons.

Valley Roads:

Funds are programmed as recommended and provide for regular maintenance with brush cutting, regravelling and ditching to the extent possible within the available funds and with the available equipment. This type of work should be preferably accomplished on the Wasilla-Palmer road since this is the most heavily travelled portion in the valley. The short line changes recommended to improve alignment and grade should be undertaken if possible within the programmed funds.

Flat Roads:

Funds are programmed as recommended to provide for approximately seven months of work for the foreman and one man. A new rubber-tired loader, one 3-yard dump truck, one light plant and a shop compressor have been purchased and should provide for accomplishing a general resurfacing program. In addition to the surfacing, which should be given preference, any necessary ditching, brush cutting and bridge repair must be undertaken within the available funds. These funds do not provide for any work on the Flat Airfield and any requests for such work should be referred to Mr. George S. Schwamm, Director, Division of Aeronautics, Department of Aviation, Anchorage.

Takotna:

Funds are programmed as recommended to cover necessary maintenance and continuation of the graveling toward the Sterling Landing and also on the Ganes Creek Road insofar as the funds will permit. Replacement of the bridge at Anvil Creek near Ophir should also be accomplished within the funds. Any work on the new garage and foreman's residence should be kept to the bare minimum necessary for operation.

McKinley Park:

The funds programmed include only \$20,300 total for opening of the road and essential maintenance to June 30th. The remaining funds are set up for the major bridge replacement and graveling program outlined by the National Park Service. The maintenance funds will not permit advanced snow removal except that which may be required to properly protect the road from the runoff. All other maintenance work must be restricted to the bare minimum necessary to protect the road as during the past season. It is anticipated that additional funds will be received from the Park Service for maintenance after July 1st and such funds will be covered by supplemental program.

The \$200,000 programmed for bridge replacement and surfacing covers the replacement of the Savage River Bridge and the small trestle bridges at miles 3.5, 12.8, 19.5, and 20.4. It also provides for installation of elephant hut type arch culverts at miles 15.7, and 19.1 as bridge replacements. Material for all bridges will be ordered by the Juneau Office. Material for the elephant hut arches should be planned by the District to be provided from stock at Valdez. Trestle bridge replacement material is now being requisitioned. However, the steel and concrete bridge for the Savage River has not yet been completely designed by the Park Service and it is very probable that the materials will not be received in the Park before late fall. Construction of this bridge will probably have to be deferred until the 1952 summer season.

The item of crushing for surfacing beyond East Fork, as provided also within the \$200,000 program, has been referred to the Park Service with the recommendation that the work either be deferred until the major reconstruction program begins in 1952 or at least be altered to provide for placing crush on the Station end of the highway only. It is anticipated that the crusher from the Fairbanks District will be shipped to the Park for this work and an early decision is being sought in order to allow the moving of this plant before the spring thaw in the Fairbanks District. You will be advised further in this respect.

Nianna:

Funds are provided as recommended to cover summer maintenance only.

Talkeetna:

Funds are provided as recommended to cover summer maintenance only and should include the necessary repairs to the Upper Peters Creek bridge.

Sterling Highway:

The funds programmed constitute all funds available for both necessary maintenance until March 1951 and the completion of the grading together with application of as much crushed surfacing as possible. The priority of the work should be planned to provide for completion of the grading and completion of the bridges, including painting of the bridges, before application of crushed gravel.

New equipment requested has been purchased with the exception of the tractor truck which is being provided by transfer from Fairbanks. The ten 5-yard dump trucks purchased for Cantwell are being diverted to this project for use in graveling with the understanding that they will be shipped to Cantwell later in the season.

Your recommendations to initially stock pile the crushed material are approved, however, it is believed that the crush should be hauled onto the highway as soon as the dependability of the plant is ascertained. While stockpiling simplifies the operation, it definitely results in increased cost per yard of gravel in place on the road. Minor regrading in advance of the application of the crush should be undertaken but should be limited to reshaping only.

No work is authorized in connection with the permanent camp at the Y.

Since these funds are very limited it is necessary that no work be opened up in the spring until fair weather prevails. Any attempt at an early start may involve a waste of funds, and since a full season's work cannot be accomplished within the available money, this matter should be given serious consideration.

Anchorage Roads:

The funds are programmed as recommended and must provide for year round maintenance. Your recommendations indicate that the funds do not appear sufficient. However, as stated under "General" at the beginning of this program, no other funds are available and the work must therefore be planned within this program. Minor new equipment has been purchased, however, no equipment for winter maintenance has yet been ordered and any further action will be withheld until actual appropriations have been established. Maintenance must therefore be restricted to the minimum necessary for protection of our present investment.

Included in this maintenance work should be the painting of the Eagle and Knik Bridges, which work may be done by contract as recommended. Painting should not be undertaken on the Matanuska or Eklutna Bridges since both of these spans will be replaced or reconstructed in the near future. Steel for the Matanuska and Peters Creek Bridges is on order and all work of erection will be handled by contract. Additional funds for the engineering inspection of the contracts will be programmed at a later date. The only work to be accomplished by force account on these bridges will be the placing of the approach fills for both the temporary bridges and final approach to the completed bridge, and the maintenance of the necessary detours. It is anticipated that the dismantling of the old Matanuska Bridge will be accomplished by force account sometime during

the winter of 1950-51. However, additional funds will be provided for this work.

Contract will be let for the paving of the Spenard Highway and funds provided for engineering. Maintenance will therefore be minor. No improvement work will be undertaken on the spur from the junction near Lake Spenard to the New International Airport. This work has been requested by the Civil Aeronautics Administration, however, no funds are available for programming it at this time.

Anchorage Depot:

The funds are programmed as recommended but must cover the entire year's operation and maintenance of the depot. The concrete floor of the mezzanine in the garage should be completed and only such other improvements as may be accomplished within the funds should be started. It does not appear that the suggested rebuilding and improvement of the present bunk and mess houses can be undertaken.

The new office space requirements are being designed in the Juneau Office and will be constructed by contract, presently planned as an addition to your warehouse. Additional funds will be programmed at a later date for the supervision of this contract.

Anchorage-Potter:

Funds programmed as recommended cover maintenance only. No crushing will be undertaken until the appropriations are more definite. If and when crushing is authorized, it is proposed to use the plant from the Valdez District now stored near Glennallen.

McKinley Park - Richardson, Route 76C:

As recommended, funds have been provided for the starting of a permanent depot to be located near the junction of the McKinley Park - Richardson Highway and the Cantwall Spur. As agreed during the conference, the garage building and warehouse building have been ordered by the Juneau Office and the combination mess and bunk house will be designed and material ordered from this office. The District office was to design and order materials for the Railroad unloading platform and facilities and wainegan camps. The equipment recommended has been ordered as agreed during the conference, with the 10 dump trucks diverted to the Sterling Highway for the season's work. Garage equipment is to be largely supplied by transfer from the Palmer shop which is to be eliminated as soon as possible.

While considerable work will be required in connection with the depot installation, it is still necessary that as much construction be undertaken as possible within available funds. This work will consist principally of opening up, draining, and grading as far ahead as possible with particular care being taken to see that swampy and frozen ground is not stripped.

McKinley Park - Richardson Survey, 76C:

Funds provide continuing location on this project. The advance location

parties should work the section between Cantwell and McKinley Park prior to undertaking continuation of the line toward the Richardson Highway. It has been decided that this line will continue on the east side of Jack Creek toward the Park with the possibility of crossing to the Railroad near Windy or further north near Carlo. Definite recommendations should be submitted in this respect as early as possible. It has also been agreed that the north end of the line will enter the McKinley Park Station by way of Riley Creek leaving the Railroad near Carlo and crossing the low divide into the Riley Creek Valley. Upon completing the location of this line, the location party should be moved to the east end of the present survey and work toward the Richardson Highway Crew.

Bethel:

Funds provided are sufficiently in excess of your recommendation to permit purchase of one truck and one D4 type loader. Work however, must be limited to the maintenance of the existing road and the extension, as far as funds will permit, of the road to the new village site back from the river and the road from the new village site to the airfield, along the ridge. No work should be undertaken on the field itself until funds are authorized by Mr. Schwamm, Director, Division of Aeronautics.

Dillingham:

Funds are provided as recommended for necessary maintenance and bridge repair only. The funds have been increased to provide for the purchase of a welder, a light plant and shop compressor. No improvement can be undertaken within these funds although recommended by you.

The recommended filling and raising of the plank portion of the present road out of Dillingham for the purpose of providing a seaplane lake similar to that in Homer is under consideration, but will only be undertaken if funds are provided by the Territory and if the contract for the airport construction is let. If such action is taken, it is considered desirable to negotiate with the contractor for handling this portion of the work with his hauling equipment. It is recognized that raising of this portion of the road would materially improve winter snow removal maintenance and therefore the work could very well be undertaken as a cooperative arrangement between the Territory and the Alaska Road Commission.

Bull River Road:

Funds are provided as recommended. However, the work should be held to the absolute minimum necessary to protect the present road and bridge. No improvement, ditching or brushing should be undertaken. Recent correspondence concerning recommendations of Mr. Greene has been forwarded you for your consideration in this project.

Kodiak:

Funds are programmed as recommended. However, it appears that smaller crews than recommended would have to be used if an overrun of the allotments is to be avoided. The funds programmed will permit a foreman and one man during the summer and a foreman with periodic hired help during emergencies in the winter. The work should be limited to minimum maintenance only. Improvement and reconstruction as recommended is not yet authorized.

Glenn Highway:

Funds are programmed as recommended. However, it appears possible that summer maintenance can be reduced below your estimate since practically all of this section will be the responsibility of the contractor throughout the summer. A separate allotment will be set up for the engineering control of the contract.

As discussed during the conference, it is planned that the necessary riprap above King River will be accomplished by day labor and you were to advise the estimated cost. Upon receipt of your recommendations, a supplemental program will be considered.

Homer:

Funds as recommended are programmed for maintenance of the local road system and for such additional surfacing as may be accomplished with available equipment and within available funds. No extensions are authorized. However, they may be set up at a later date when the farm road funds are available.

An effort should be made to prospect the Olson Mountain gravel deposit with a dozer before any extensive gravel hauling up the hill is undertaken. If sufficient gravel can be located at Olson Mountain, it is very probable that additional funds will be programmed for the construction of an access road.

Apartments:

Funds are programmed as recommended to allow completion of the grading around the apartments and the painting which was eliminated from the contract. Necessary minor maintenance throughout the season must be planned within these funds.

Farm Roads:

The amount programmed is specifically set up for undertaking the construction of the Oil Well Loop farm road recommended during the conference. It is understood that this work will be undertaken before the breakup in order to permit hauling of gravel onto the swamp sections.

All other farm projects must be deferred until more definite action on the appropriation has been taken. However, if the funds now in the Budget are approved, it is anticipated that approximately \$100,000 will be set up for your district.

Asphalt Plant:

Funds are programmed as recommended to cover the operation, maintenance and furnishing of fuel oil for the asphalt tank farm.

Contract Engineering:

Funds are programmed individually for the three contracts scheduled for your District with the major portion retained under Juneau Purchase since the crews are largely paid by the Juneau Office. If actual payments indicate that too much has been

reserved for Juneau Purchase, an adjustment to increase the field will be made at a later date. The total funds programmed for contract engineering have been based on approximately 8% of the anticipated contract expenditures.

Very truly yours,

A. F. Ghiglione
Chief Engineer



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

March 8, 1950

OPERATIONS ORDERS

Fairbanks District

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance, construction and reconstruction projects authorized and discussed during the conference. No reconstruction other than the Tok Cutoff is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed to cover the Year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and justified by unpredictable emergencies and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditures.

4 K Fairbanks - Rapids and Branches:

The funds programmed have been increased over last year's by the amount recommended but should be held to a minimum. The contracts now in process of paving Richardson A and B should reduce the general maintenance costs appreciably.

These funds include sufficient for improving and surfacing that portion of the Harding Lake Road from the landing to the Boy Scout Camp, which work is on a cooperative basis with the Territorial Highway Engineer. Funds should also cover continuation of the repairs to the old highway north of Salcha Station on the Richardson and repairs to the bridge over Piledriver Slough.

7A, 15, 16 Steese Highway and Branches:

Funds are programmed as recommended for minimum maintenance only and will not permit an early opening of the road as was attempted last season. Funds do not cover work on the Chatanika line change, however, the survey of this line should be undertaken and recommendations submitted as proposed during the conference. No reconstruction or improvement is included under these funds but may be programmed at a later date if the increased appropriations are received. All heavy equipment used on this work last season must be transferred to the Tok Cutoff reconstruction and will be replaced with new equipment if additional work is programmed.

7B Fox - Livengood and Branches, Maintenance:

Funds are programmed as recommended for minimum maintenance only.

7B Fox - Livengood and Branches, Reconstruction:

As agreed during the conference, the funds are programmed to provide for completion of the reconstruction to Livengood. However, the work is to be undertaken on a maintenance program basis and carried on throughout the season. The funds programmed are less than originally recommended. However, they should be sufficient to generally standardize the remaining portion of this highway. Equipment assignment to this route should be kept to a minimum in order to permit transfer to the Tok reconstruction job of as many units as possible.

7D. N Fairbanks Local:

Funds are programmed as recommended for minimum maintenance only. No work of reconstruction on the Ester Road may be undertaken until additional appropriations are received, at which time, an additional program will be issued and new equipment purchased.

The contract will be let for the Fairbanks - College road, which work should reduce the amount of necessary maintenance by our forces. Funds for engineering control of this contract will be handled separately.

7 DF Nenana Survey:

Funds provide for completion of the Nenana Survey to the Nenana River to feeder highway standards. Upon reaching the Nenana, a detailed survey of the possible crossing of the Nenana must be made to permit planning for a bridge.

11 AE Eagle - Chicken:

Funds are programmed as recommended for minimum summer maintenance only.

30 Manley Hot Springs System:

Funds have been increased over last year's program as recommended to provide for placing the entire system in good condition. Two new trucks are being purchased for this work.

30 B Manley - Livengood Survey:

Funds provide for the location to feeder road standards of the road from Livengood to the Manley Hot Springs System to tie in near Eureka.

38 A Ruby System:

Funds are programmed as recommended to provide a passable fair-weather road through from Ruby to Poorman. Two new trucks are also being purchased for this job. It is essential that both the Ruby and the Manley Hot Springs projects

be given closer supervision than during last season since a large expenditure is involved and satisfactory progress must be assured by periodic control check-ups. We cannot repeat last Year's experience on the Ruby Job.

46 Nenana - Cantishna:

Funds are programmed as recommended, however, this trail maintenance should only be undertaken as justified by local requests.

47 Wiseman System:

Funds are programmed as recommended for minimum summer maintenance only.

59 Fairbanks Depot, Bridge, Apartments:

These funds have been increased to twice your recommendations since it appears that you have planned insufficiently for the necessary maintenance and move into the new garage at your depot. However, expenditures should be kept to a minimum with no additional construction undertaken.

65 A Tok Cutoff, Construction and Maintenance:

Funds are programmed as recommended during the conference to cover initiation of reconstruction from Tok south. No work should be undertaken on the tangent immediately south of Tok since every effort should be made to improve the tortuous alignment south of the tangent. Funds are sufficient for one good-sized construction crew and it is presumed that the work will be handled both from Tok and from your old camp site south of Tok. Equipment for this work as discussed during the conference must be pulled from the Steese, Livengood and Ester jobs. However, certain items are being purchased as agreed.

Work cannot be started on this reconstruction until a definite survey for the relocation has been made. A survey party from the Valdez District is to be transferred to Tok for this work and you should arrange with Mr. Stewart accordingly. However, it is very essential that close supervision of this location party be made in order to ascertain that the best line is established. A complete study of the old Bureau of Public Roads line and a complete investigation of all possible routes must be made before establishing a new line. The standard for this work will be the same as our through highway contract reconstruction jobs with a 28-foot width at top of base gravel. Work by our forces will constitute only grading to the top of base gravel. However, such grading must be to slope and grade stakes with sufficient fineness of control to permit completion by contract for crushed gravel placing and paving only.

65 C Tok Depot:

Funds are programmed for the maintenance and operation of the entire depot and apartments. This is a new route and all appropriate charges should be shown rather than to be buried as in previous years.

65 L Alaska Highway:

Funds are programmed as recommended for minimum summer and winter

maintenance only. It is believed that your recommendations do not provide adequate funds for this work. However, no additional can be programmed unless the increased appropriations are received. Maintenance of the paved section should be reduced over last year's and also the work on the remaining portions of the highway should be kept at the bare minimum necessary to protect the road since these sections will be reconstructed by contract in the near future. It is presently planned to contract for paving Section A late this summer. However, it is probable that no work will be undertaken until 1951.

65 M Alaska Highway - Eagle:

Funds provide for construction and summer maintenance only with no reconstruction of previously constructed mileage to be undertaken. The general plan of construction is approved, however, the work should not be started as early as was done last year since it was obvious that considerable cost in fighting the breakup resulted.

When the construction reaches Jack Wade, construction and realignment of the old portion of road from Jack Wade over to Walkers Fork should be undertaken using feeder road alignment standards but holding the work to a minimum necessary to provide a passable road.

A bridge for the Walkers Fork Crossing will either be the 80-foot span from the Tulsona crossing on the Glenn Highway or the 120-foot span from Shaw Creek. A decision as to which span will be used will be withheld until more details concerning the foundations for the bridge at Walkers crossing are received. This matter was discussed with Mr. Shepard and a report should be submitted at the earliest possible date.

It is planned to use the 300-foot span from the Matanuska River crossing in Anchorage for the Forty Mile Crossing. The replacement bridge for the Matanuska has been ordered, however, the old span will not be available until the coming winter and it is probable that hauling and winter freighting for spring construction will be possible. Details of this work will have to be planned at a later date.

88 Ferry - Eva Creek:

Funds are programmed as recommended for summer maintenance only.

7 DF - College:

Funds are programmed for engineering and inspection in connection with the contract, on the basis of approximately 8% of the contract cost. A large portion has been retained for Juneau Purchase since most of the crews will be classified personnel.

Very truly yours,

A. F. Ghiglione
Chief Engineer



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

March 8, 1950

OPERATIONS ORDERS

VALDEZ DISTRICT

Season 1950

General:

The funds programmed on the attached statement provide for the maintenance, construction and reconstruction projects authorized and discussed during the conference. No reconstruction other than Richardson G and the Tok Cutoff is authorized and maintenance must be kept to a bare minimum throughout all the routes. These funds must be programmed by the Districts to cover the year's work outlined as no additional funds are contemplated. Any overruns of these funds will have to be explained and justified by unpredictable emergencies and it is therefore necessary that the crews be kept to a minimum and definite control of monthly expenditures be exercised with full consideration of the entire year's work requirement by the District Engineer.

The equipment recommended for purchase has been ordered and the cost has been covered by a proportionate decrease in the available funds for field expenditure.

4 BA Valdez-Ernestine, Maintenance:

Funds are programmed as recommended and provide for summer maintenance only, with a minimum of work anticipated since reconstruction of this section by contract will be undertaken in the near future. It is very probable that the spring runoff control costs will be reduced as a result of the winter maintenance over the section of Thompson Pass.

Additional funds will be programmed at a later date if the winter maintenance of the Thompson Pass Summit is again to be undertaken.

4 BA Valdez-Ernestine, Reconstruction:

The funds are programmed as recommended to cover the continuation of the force account construction on the Richardson G section with the work to be done back from Mile 40 toward Mile 36 through the rock section and also to continue the grading north of Mile 47. This work should continue as during the past year to our new standards with every effort made to bring the grading to the grade stakes with fine grading sufficient to allow placing of crushed gravel at a later date by contract. As agreed during the conference, operation of the major equipment on a two shift basis must be planned in order to accomplish the desired work with the limited available equipment.

4 C Ernestine-Paxsons:

Funds are programmed as recommended for minimum summer maintenance and winter maintenance of that portion normally kept open. As on route 4 BA, maintenance should be kept to an absolute minimum since reconstruction will be undertaken in the near future. The Richardson F section will be under contract and will therefore eliminate considerable of the usual maintenance on this route. Engineering and supervising the contract will be handled separately.

Funds provided under Richardson F Engineering include sufficient for wage board construction of the Bear Creek Bridge on the new line. This bridge is to be approximately 60 feet long and must be built to the new standard trestle design with creosoted piling and abutment material. Lumber should be requisitioned right away for this bridge.

It is very probable that gravel hauling will be required on that section north of Big Timber, especially between Miles 133 and 170. However, this should be held to the minimum necessary to maintain traffic since the realignment by contract will be undertaken as soon as possible after July 1.

4 G Paxsons-Rapids:

Funds are programmed as recommended and provide for summer maintenance only including such necessary snow and ice removal as may be required for the protection of the road from spring runoff. No reconstruction or bridge replacement should be undertaken until final line for reconstruction work has been established.

4 DB Glenn Highway:

Funds are programmed as recommended for necessary winter and summer maintenance. However, it is recognized that expenditures for summer maintenance will be considerably reduced in view of the fact that all of this section is under contract. Production schedule of the contractor has indicated that he intends entire completion of Glenn B-3 during this season.

The Tolsona replacement bridge has been ordered and it is planned that erection will be accomplished by contract. However, the stream change, old bridge removal and completion of approaches to the new structure will have to be undertaken by force account. Funds will be provided at a later date for this work and for the engineering control of the contract.

No action shall be taken on the construction and improvement of the Eureka camp.

6 A Chitina - Willow Creek:

Funds are programmed as recommended for minimum summer and winter maintenance.

36 Mineral Creek:

Funds are programmed for minimum summer maintenance as recommended.

57 McCarthy Roads:

Funds are programmed as recommended for minimum summer maintenance only with such work confined to the roads between the May Creek Field and Dan Creek and Chititu.

65 A Tok Cutoff:

The funds for summer and winter maintenance are programmed as recommended. However, it is believed that the summer maintenance may be reduced below your estimates and every effort should be made to keep this at an absolute minimum.

Reconstruction will be continued with funds reduced from your recommended estimate. This reduction was made as discussed during the conference to permit the initiation of work on the Fairbanks end of the Tok Cutoff. The funds provided, however, are sufficient to operate all available equipment on a double shift basis during the construction season. As discussed, it has been agreed that the completion of the fine grading on this work will be handled by contract in conjunction with paving. Since funds for the fine grading and paving contract will be available this July, it is absolutely essential that every effort be made to complete the line change from Mile 23 to 26 and to also complete the grading along the wet clay side hill from Miles 26 to 29. This work should be started as soon as possible in order to take advantage of the receding frost through the poorer sections.

The Gakona bridge has been ordered and will be entirely erected by contract with only the approach fills to be placed by force account. The dismantling and shifting of the old span will be handled by force account. Bridges for the Tulsona, Sinona and Indian Creeks will be ordered too late for installation this season. In general, the outline of work as recommended by you is satisfactory. However, it is not agreed that you should string out the work and it is preferred that every effort be made to complete the work from the Richardson end in succession rather than leaving unfinished portions. It is not agreed that the Mentasta line change should be deferred. Every effort should be made to open up this new road in order that it may be allowed to set as long as possible before final paving by contract.

65 G Slana - Chisana:

Funds are programmed as recommended for minimum maintenance and also cover the replacement of the old span to the Slana Crossing. Replacement of this bridge with the old Gakona span will be considered and funds programmed later if authorized.

76 C Paxsons - Cantwell:

Funds are programmed as recommended for continuation of the work on the upper line. The outline of work proposed by you is satisfactory, and the advanced camp should be established as early as possible. As discussed with you, it is necessary that all equipment be double shifted in order to push this work to the greatest extent possible.

78 Valdez Depot:

Funds are programmed as recommended and provide for necessary maintenance and repairs of buildings only. It is not possible to consider a new shop building or additional warm storage out of these funds. It is agreed that all heavy repair work should be transferred to Glennallen and such a move will probably result in available warm storage space within your present shop for necessary winter maintenance equipment. Transfer of the major overhauling to Glennallen will also reduce the present troubles of yard storage and shifting of dead equipment. The funds provided include necessary cost of rearranging your warehouse space in order to conform with the new property handling requirement.

78 A Depot:

Funds are programmed as recommended for necessary maintenance only and do not provide for expansion or construction of dormitory space or apartment facilities as recommended. Any necessary summer expansion of forces for this season's operation will have to be accommodated in temporary structures or tents. The funds may be used for the conversion of Cameron's old house into office space.

78A Garage:

Funds are programmed as recommended for the necessary engineering and force account construction in connection with the garage contract.

Asphalt Plant:

Funds are programmed as recommended to cover operation and maintenance of the asphalt tank farm.

Contract Engineering:

Funds are programmed individually for the Glenn B-3 and Richardson F contracts scheduled for your District. The major portion of these funds have been retained under Juneau Purchase since the crews are largely paid by the Juneau Office. If actual payments indicate that too much has been reserved for Juneau Purchase, an adjustment to increase the field will be made at a later date. The total funds programmed for contract engineering have been based on approximately 8% of the anticipated season's expenditures.

Very truly yours,

A. F. Ghiglione
Chief Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

Fairbanks District, Alaska
Fairbanks, Alaska.

April 3, 1950

Col. No.	
Inf. Eng.	
Asst. Dir.	
Chief	
Eng.	

MEMORANDUM TO: Alaska Road Commission, Juneau, Alaska.
FROM: Frank Nash, District Engineer, ARC, Fairbanks, Alaska.
SUBJECT: Farm Roads

Enclosed herewith you will find a number of sketches pertaining to Farm Roads in the Fairbanks District.

These roads have all been requested by the various homesteaders, and are itemized as follows:

- (1) To homestead of Norman Veach, this road would branch from the Steese Highway at about Mile 5, extending in a Northerly direction for about 1000 ft. Estimated Cost for a fair weather road \$25,000.00. Priority No. 6 on list Feb. 24, 1950.
- (2) Homesteads of Becker, Dale and Conn west of Fairbanks. The location for a road as shown on the sketch is tentative only. Definite location cannot be determined until the CAA advises as to use of their road paralleling the new airfield. Location in this area is not serious as ground is practically the same in the entire area. Estimated cost for fair weather road \$10,000.00. Priority No. 4 on list of Feb. 24, 1950.
- (3) To homestead of Otto Geist. This requested road would branch from the Ester Road at about Mile 4 1/2 and extends in a Southerly direction about 3/4 of a mile to the section corner of the following sections: 1,6,12 and 7, TISR2W and TISR1W. Mr. Geist lives on his homestead. At present he has one building erected and intends building another one this summer. Estimated cost \$2,000.00. Priority No. 7 on list of Feb. 24, 1950.
- (4) Complete extension Badger Road to Richardson Highway. Estimated cost \$18,000.00. Priority No. 2 on list of Feb. 24, 1950.
- (5) Complete grading and some surfacing on 2-3/4 miles graded last year and construct 1 mile road. Estimated cost included in \$10,000.00 for Item 2. Priority No. 3 on list of Feb. 24, 1950.
- (6) Steel Creek Road which is on surveyed line of proposed road to Chena Hot Springs. Estimated cost \$8,000.00. Priority No. 1 on list of Feb. 24, 1950.

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Page No. Two

(7) Rehabilitate Old Richardson Highway Mile 16 to Mile 33. As shown on the sketch, the location of the Old Highway is approximate only. The entire route will require some clearing, graveling, grading and bridge repairs. Some sections between Mile 18 and Mile 23 have been washed out by the Tanana River and the length of these sections is unknown. Due to the Dyke situation at Mile 16, it is necessary that travel on this section of Old Highway be from the Mile 33 end. The old bridge across Piledriver Slough will require some repair. A part of the bridge across Little Piledriver Slough was taken out a year or more ago. This will require replacement. Estimated cost \$50,000.00 or more. Priority No. 5 on list of Feb. 24, 1950.

Reference list forwarded on Feb. 24, 1950. Proposed road at Shaw Creek as soon as weather conditions permit will be investigated and a location map furnished. Since forwarding our list of Feb. 24, 1950, another request for Farm Roads has been received. This request is from Mr. Clyde G. Sherman for the construction of about 1/8 mile of road from the end of the present Cox Road which is a Branch of Route 7N. Estimated cost \$2,000.00. Priority No. 9.

A revised list of all Projects and a sketch showing the location of this requested road will be forwarded at an early date.

FN/d
Encl.

Frank Nash,
District Engineer.



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

April 12, 1950

Engineering Analyses of Projects to be added to the 1952 Program in Accordance with letter from Mr. James P. Davis, Director, Division of Territories and Island Possessions, dated March 31, 1950:

The above referenced letter directed that the 1952 road program be increased in scope by the addition of the following three projects:

1. Construction of a two-lane gravel surfaced road from Cordova through Chitina to the Richardson Highway with a lower standard branch road from Chitina to McCarthy, plus sufficient survey funds if not available in 1951.
2. Survey and construction of a road from Mt. McKinley Park to Fairbanks via the Kantishna.
3. Survey and construction of a road from Seward to Mile 58 of the standard of the Turnagain Arm road.

A complete review of the cost and operations in connection with these three projects has indicated that it will be feasible for the Alaska Road Commission to undertake the work in addition to our previously planned program for the 1952 fiscal year. Sufficient funds can be allotted from our 1951 fiscal year survey program to allow advancing the surveys for these projects sufficiently to permit the actual construction to start during the 1952 fiscal year. The personnel for these surveys will be assigned by adjustments within our organization and with minor additional recruiting.

Estimates for these projects have been made from all available information which includes a survey reconnaissance made on project No. 1, no actual field reconnaissance on project No. 2, and actual partial survey and full reconnaissance by the Bureau of Public Roads on project No. 3. The reconnaissance and knowledge of the terrain involved in projects 1 and 2 indicates that routes other than those specifically listed in Mr. Davis's letter should be given serious consideration. The following detailed analysis of each project presents an evaluation of these alternate routes:

Project No. 1: Cordova to Richardson Highway and low standard branch to McCarthy.

Route A : Cordova to the Richardson Highway via the Copper River Railroad to Tielkel and thence via Tielkel Canyon to Mile 47 on the Richardson Highway.

Approved.
A very good study.
Jed
18 Apr. 1950.

Project No. 1: cont.

Route B : Cordova to the Richardson Highway via the Copper River Railroad to Chitina, thence via the Edgerton Cutoff to Mile 92 on the Richardson Highway.

The low standard road to McCarthy would in both cases start from the present end of the Edgerton Cutoff at Chitina.

<u>Detailed Mileages:</u>	<u>Route A</u>	<u>Route B</u>
Cordova to Forest Boundary	39 mi.	39 mi.
Forest Boundary to Tiekel	63 "	63 "
Tiekel to Richardson Highway	16 "	
Tiekel to Chitina		29 "
Chitina to Richardson Highway		39 "
	<hr/>	<hr/>
Total Mileage	118 miles	170 miles

<u>Detailed Estimates:</u>	<u>Route A</u>	<u>Route B</u>
Cordova to Forest Boundary, 39 miles @ \$40,000	\$1,560,000	\$1,560,000
Bridges	440,000	440,000
Forest Boundary to Tiekel, 63 miles @ \$50,000	3,150,000	3,150,000
Tiekel to Richardson Highway, 16 miles @ \$100,000	1,600,000	
Tiekel to Chitina, 29 miles @ \$100,000		2,900,000
Chitina to Richardson ^{Highway} reconstruction, 39 miles @ \$40,000		1,560,000
	<hr/>	<hr/>
Totals:	\$6,750,000	\$9,610,000

*See Sturlings estimate Nov. 1945
on file 13/190-4
tot cost \$2,200,000*

The estimated cost of the branch road to McCarthy from Chitina will be the same for both routes and totals \$2,800,000 including the major bridge across the Copper River.

Discussion:

The above estimates indicate that Route A is the most economical for the through route and in Addition, the following justification exists for selecting Route A in preference to Route B:

1. The low standard highway to McCarthy will not be affected by omitting the construction along the Copper River Railroad between Tiekel and Chitina since access by the way of the Edgerton Cutoff will be maintained at the same

standard as is proposed for this branch. Connection with the Richardson Highway via the Edgerton Cutoff will provide a direct route to McCarthy from all of Alaska and the States.

2. Construction of Route A provides a shorter through route from Cordova to all other points in Alaska and the States than would be provided by Route B detouring through Chitina.

3. Chitina is at present a ghost town with no appreciable economical development and with no local resources that would justify building a through highway via this more expensive route.

4. The reconnaissance along the Copper River indicated that the heaviest and most difficult construction existed between Chitina and Tiekel and that subsequent maintenance costs in this section would be unusually high. This has been borne out by the records of the Copper River Railroad which indicated the operation of this stretch of the road to have been their most costly. The alternate route through Tiekel Canyon will eliminate this costly construction and maintenance and while also of relatively costly construction, is considered feasible since actual tote roads have existed through the Canyon which were used during the railroad survey and construction.

Plan of Operations:

On the assumption that Route A is selected for the through road, the following plan of operations can be established:

Surveys:

1951 fiscal year:

A.R.C. Richardson Highway to Tiekel, 16 miles
A.R.C. Tiekel to Mile 70 on the Copper River Railroad
B.P.R. Cordova to 35 Mile

1952 fiscal year:

A.R.C. Mile 70 to Mile 35
A.R.C. Chitina to McCarthy

Note: The surveys are broken at Mile 35 instead of Mile 39 at the Forest Boundary since crossing of the Copper River at Mile 35 would be difficult to accomplish until a bridge is constructed.

Construction:

1952 fiscal year:

A.R.C. Richardson Highway to Tiekel
B.P.R. Cordova to 35 Mile

1953 fiscal year:

A.R.C. Tiekel to 35 Mile

A.R.C. Bridge construction over Copper River at Chitina

1954 fiscal year:

A.R.C. Chitina to McCarthy

Project No. 2: McKinley Park to Fairbanks

Any route between McKinley Park and Fairbanks must cross the Tanana River at or east of Nenana since the extensive frozen swamps, lakes and tundra flats west of Nenana on both sides of the Tanana, the Nenana and the Kantishna Rivers practically prohibit construction of a route in this area. The Tanana River crossing would therefore be a control point for any routes considered between the Park and Fairbanks and the line from Nenana to Fairbanks would be common to all routes. This portion of the road has been previously programmed by the Alaska Road Commission and surveys were initiated during the 1950 fiscal year and are planned for completion to Nenana during the coming season. The estimate cost of this route has been set at \$2,600,000 and an additional cost of \$500,000 would have to be included for the bridge across the Tanana River.

The route between the Park and Nenana has previously been considered as paralleling the Railroad and entering the Park via the Savage River in order to avoid the expensive construction along the Nenana River Canyon. Since Mr. Davis's letter suggests the alternate route connecting with the end of the present McKinley Park Highway at Kantishna, both routes are being analyzed below:

Route A: McKinley Park to Nenana via Savage River

Route B: McKinley Park to Nenana via Kantishna.

This route would skirt the northern slope of the Alaska Range, crossing numerous large rivers and connecting with Route A at Kobe on the Alaska Railroad, thence being common with Route A to Nenana.

Detailed Mileages:

	<u>Route A</u>	<u>Route B</u>
McKinley Park to Kobe	40 mi.	80 mi.
Kobe to Nenana	25 "	25 "
Bridges:		
Nenana River	300 ft.	400 ft.
Teklanika River		2000 ft.

	<u>Route A</u>	<u>Route B</u>
Shushana River		200 ft.
Toklat River		5000 "
Chitsia River		100 "
Flume Creek		100 "
Otter Creek		100 "
Bear Paw River		200 "
Seven unnamed Creeks		400 "
 <u>Detailed Estimates:</u>		
	<u>Route A</u>	<u>Route B</u>
McKinley Park to Nenana,		
65 miles @ \$50,000	\$3,250,000	
105 miles @ \$50,000		\$5,250,000
 Bridges:		
300 feet at \$400	120,000	
8500 feet at \$400		3,400,000
Total, Nenana to Park.....	<u>\$3,370,000</u>	<u>\$8,650,000</u>
Tanana Bridge	500,000	500,000
Nenana to Fairbanks,		
52 miles @ \$50,000	<u>2,600,000</u>	<u>2,600,000</u>
Total, Park to Fairbanks.....	<u>\$6,470,000</u>	<u>\$11,750,000</u>

Discussion:

The above estimates indicate that Route A is the most economical through route between Nenana and the McKinley Park, and in addition Route A is recommended for the following advantages:

1. The major advantage is the elimination of the numerous major bridge crossings which would be a continual source of expensive maintenance on Route B. The only major River crossing on Route A is the Nenana River which would be crossed between Lignite and Ferry where it is still confined within definite banks. The crossing of the Nenana on Route B is in the flats where much more expensive construction would prevail.

2. Route A would provide an outlet for the numerous small communities along and near the Alaska Railroad, would provide access to the extensive coal fields in the Healy region with a short spur, and would also provide an outlet for the extensive gold mining developments in the Eva Creek - Liberty area.

3. Route A would connect with the present McKinley Park Highway at Mile 12 before the McKinley Park Highway reaches any of the passes within the Park, thus the route would be easily maintained in the winter to the Park Headquarters and the hotel at McKinley Park Station. Winter maintenance of Route A would be

easier than on the Paxsons - Cantwell approach route to the Park which is now under construction and would be much easier than on Route B which would necessitate maintenance of the present McKinley Park Highway over the difficult passes of Sable, Polychrome, Highway and Thoroughfare, all around 4,000 feet.

4. The present Kantishna mining area is inactive; however, any developments that might occur could be serviced via the McKinley Park Highway from the through Highway entering McKinley Park at Savage and should not justify routing the through highway all the way to Kantishna. The distance from Kantishna to Fairbanks would be increased by 40 miles by Route A; however, the distance from the major developed areas in the Park at the Headquarters to Fairbanks would be increased in distance by 132 miles by Route B as compared with Route A.

5. The ground conditions down the Savage River and Nenana River to the common point of both routes at Kobe are known to be favorable to road construction, while all available information indicates that ground conditions between Kantishna and Kobe are exceptionally bad, consisting of frozen tundra, swampy flats and shifting river channels. Since there has been no reconnaissance over Route B, the unit construction costs have been assumed equal to Route A although it is very probable that higher costs would prevail.

Plan of Operations:

Assuming that the more economical Route A is selected for this highway, the following plan of operations can be undertaken:

Surveys:

1951 fiscal year:

Fairbanks to Nenana. Will be completed as discussed above.
Nenana to Kobe.
McKinley Park to Kobe.

Construction:

1952 fiscal year:

Fairbanks to Nenana.
McKinley Park to Alaska Railroad near Ferry.

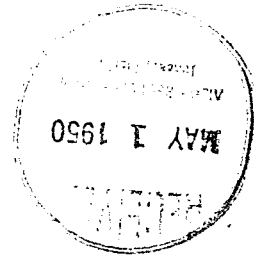
1953 fiscal year:

Nenana to Ferry.

ALASKA ROAD COMMISSION
ANCHORAGE DISTRICT

- SUMMARY -

FARM ROAD PROJECTS
1950



Priority	Petition No.	Description	Mile Length	Proposed	Est. Cost	
1.	37,39	Old Kasilof Local Roads	7.8	40,000	\$ 55,000.00	*
2.	22,23	Clark Road, Palmer	1.5	4,500	4,500.00	✓
3.	47	Campbell RR Sta. to Sand Lake Road	1.5	20,000	22,000.00	*
4.	52	Gravel roads, Agri.Res.Lab., Palmer			3,000.00	-?
5.	34	Road System south of Oilwell Road	9.75	40,000	100,000.00	*
6.	53,54	Roads along NE N. & S. Sec. lines, Sec. 20, 21, 22	5.6	40,000	55,000.00	*
7.	46	South Kasilof Road to 4 homesteads	1.5	10,000	12,000.00	not this year
8.	48	Rte. 55-C to Anchor River	0.5	3,500	3,000.00	✓
9.	35	Potter-Campbell Sta. Rd. E. 1 mi. & N. 1/2 mi.	1.5		12,000.00	
10.	36	Clark Road, Palmer (Extension of 2)	1.5		7,000.00	✓
11.	8	Knik Road to two homesteads	0.6		3,000.00	
12.	38	Plumley Road from Glenn Highway	1.25		6,500.00	
13.	44	Extension farm road, Mile 58, Glenn Highway	1.00		4,000.00	
14.	28	King Lake Rd. to Bogard Rd. via Seward Mer.	1.50		15,000.00	
15.	42	Pittman to Big Lake	8.50		85,000.00	
16.	50	Pittman to Willow Station	18.00		270,000.00	
17.	51	Pittman Road to Lake Lucile	1.50		12,000.00	
18.	1	From Mi. 63.7 on Glenn Highway	1.25		8,000.00	
19.	27	Sterling Hwy. to Skilak Lake	1.50		9,000.00	
20.	7	Salamato to Nikiska	6.00		72,000.00	
Total Estimated Cost			72.75		\$ 758,000.00	

* Not more than \$20,000 to be spent on any one route. FW

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TENTATIVE PRIORITIES
 PROPOSED FARM ROAD CONSTRUCTION PROGRAM
 ANCHORAGE DISTRICT
 ALASKA ROAD COMMISSION
1950 SEASON

1. Improve Old Kasilof Local Roads and construct approximately 4000' new spur road to Polar Sea Foods Cannery. (Petitions Nos. 37, 39)
 Estimated Cost - - - - - \$55,000.00

The existing Kasilof road, seven miles in length, was built more than twenty years ago to "horse and buggy" standards; has received a minimum of maintenance since construction and has now become impassable to traffic for considerable periods of each year. The trend of development in this area makes imperative the immediate reconstruction of this road to present standards.

Construction of 4000' of spur road to the Polar Sea Foods Cannery, located at Kasilof, may be undertaken as a continuation of the Kasilof Road work, and will make accessible by road the only resident Alaskan cannery in this area. *O.K. See notes*

2. Complete construction of Clark Road, begun in 1949. (Petitions Nos. 22, 23).
 Estimated Cost - - - - - \$4,500.00

Situated about 3 miles northeast of Palmer, on what is locally known as Lazy Mountain, there are several homesteads (three with families living upon them the year around) to which there is no access by road. Completion of the construction of 1½ miles of road, begun in 1949, will provide these homesteads with access; and will also open up extensive timber holdings on which interested parties are planning to erect a sawmill. This road will begin on the existing Clark Road at the northeast corner of Section 26, T.12N, R.2E; thence run southerly one mile to the southeast corner of Sec. 26; thence westerly, approximately one-half mile, along the section line between Sections 26 and 34. *O.K.*

3. From Campbell Railroad Station to Sand Lake-Potter Road. (Petition No. 47)
 Estimated cost - - - - - \$22,000.00

There are at present seven families living in the isolated area between Campbell Railroad Station and the Sand Lake-Potter Road, approximately three miles south of Anchorage, for which the construction of 1½ miles of road will provide access. *O.K. See note 1.*

The proposed road will extend from the present road terminus at Campbell Station, across the railroad tracks over the existing crossing in Sec. 1, T. 12N, R. 4W, 3B & M; thence southeasterly, adjacent to the railroad right-of-way, approximately one-quarter mile to the Range line between Range 3 West and Range 4 West; thence southerly along the Range line approximately one and one-quarter miles, to intersect the Sand Lake-Potter road near the one-quarter section corner common to Sec. 7, T. 12N, R. 3W, and Sec. 12, T. 12N, R. 4W, 3B & M.

4. Gravel roads around the Agricultural Research Laboratory at Palmer. (Petition No. 52) Estimated Cost - - - - - \$3,000.00 ?

Work on this project has been obligated by the Alaska Road Commission for completion during the 1950 season, and no comment is necessary.

5. Road System south of Oilwell Road, (Petition No. 34), Estimated Cost - \$100,000.
O.K. See notes 1 and 2. Or contract.

Approximately four miles south and east of Anchorage, the area south of Oilwell Road and east of Potter Road now has only one means of access, the Campbell Airfield Road. Constructed to low standards by the Army during the war, for access to the practice landing strip, this road reverted to the Territory when released by the military, with no provision being made for its future maintenance by any agency.

Since being thrown open for settlement in the Spring of 1949, extensive development has taken place in this area. Twenty-five homesteads and one hundred and twenty-eight small tracts have been filed upon; homes have been completed and families are living on most of the homesteads, and home construction has been started on several of the small tracts. Lack of funds by the Territory has prevented adequate maintenance and snow removal being performed on the one existing road, resulting in severe hardships being imposed upon some of these people.

To provide adequate access into the area, a survey was made from which a system of roads totalling nine and three-quarter miles in length has been projected.

It is planned to extend the existing Lake Otis Road, Route 75-A, from its present terminus at the one quarter section corner common to Sections 28 and 29, T.13N, R.3W, a distance of one mile southerly, along the section line between sections 28, 29, 32 and 33, to the one-quarter section corner common to Sections 32 and 33. Branching from this at the southwest corner of Section 28, a road is projected east along the section line, three miles, to the southeast corner of Section 26; thence north along the line between Sections 25 and 26, one-half mile; thence east, one-half mile, to the center of Section 25; thence north, two and one-half miles, to the one-quarter section corner common to Sections 13 and 12; at which point the road will junction with the proposed rerouting of the Glenn Highway, ultimately to form a loop road.

Two spur roads are proposed from this main road. One will run north along the line between Sections 26 and 27 to terminate near the one-quarter section corner common to Sections 22 and 23, a distance of one and one-half miles. The other will run north through the center of Section 26, and terminate near Chester Creek, a distance of approximately three-quarters of a mile.

6. Road from Potter Road easterly between Sections 20-29, 21-28 and 22-27, and between Sections 17-20, 16-21 and 15-22, T.12N, R.3W. (Petitions Nos. 53 and 54.) Estimated Cost - - - - - \$55,000.00
O.K. See notes 1 and 2

Six and five miles, respectively, south of the southerly limits of the project described in Priority No. 5 above, approximately the same conditions prevail.

Twenty homesteads and one hundred and twelve small tracts have been filed in the area, and a number of homes have been erected.

Construction of 2.6 miles of road from Potter Road east along the line between Sections 20-29, 21-28 and 22-27; and three miles of road from Potter Road east along the line between Sections 17-20, 16-21 and 15-22, will provide access to these tracts and permit further development in the area.

- 7. Road from New South Kasilof Road to four homesteads. (Petition No. 46)
 Estimated Cost - - - - - \$12,000.00

Four homesteads lying in Sections 23,24,25 and 26, T.3N, R.12W, SB & M., may be served by the construction of approximately one and one-half mile of spur from the new South Kasilof Road. The location of the road will be determined by survey prior to construction.

- 8. Road from Route 55-C to Anchor River, along township line between Township 5 South and Township 5 South, Range 15 West. (Petition No.48)
 Estimated Cost - - - - - \$3,000.00

Approximately one mile east of Anchor Point, between the new Sterling Highway and North Fork of Anchor River, four homesteads can be provided access to the highway by the construction of a short feeder. Branching from the highway where this crosses the township line between Township 4 South and Township 5 South, Range 15 West, this road will be constructed easterly along the township line approximately 2300 feet, to terminate near the North Fork of Anchor River.

- 9. Road from Potter-Campbell Station Road intersection easterly one mile and Northerly one-half mile. (Petition No. 35). Estimated Cost- - \$12,000.00

Construction of approximately one and one-half mile of road is proposed, beginning at Potter Road near the southwest corner of Sections 32, T.13N, R.3W, and running east along the township line one mile to the southeast corner of Section 32; thence north one-half mile to the quarter section corner common to Sections 32 and 33. The northerly terminus of this road is the southerly terminus of the Lake Otis Road extension described in Priority No. 5, above; and its construction will serve the dual purpose of giving access to several homes otherwise isolated, and will also provide an alternate or emergency outlet for the settlers living east of the Lake Otis Road extension.

- 10. Road from Clark Road between sections 22-23 and 14-15. (Petition No. 36.)
 Estimated Cost - - - - - \$7,000.00

Located in the Lazy Mountain area previously mentioned in Priority No. 2, nine homesteaders will be provided access to their properties by the construction of one mile of new road and improvement of an additional one-half mile of existing road.

Branching from Clark Road at the corner common to Sections 22,23,25 and 27, T.18N, R.2E, SB & M., a road has previously been graded one-half mile to the north, along the line between Sections 22 and 23.

It is proposed to extend this road northerly along the section line a distance of one mile, to the one-quarter section corner common to Sections 14 and 15, and provide gravel surface on the entire one and one-half miles.

- 11. Spur road from Knik Road to two homesteads in Sections 13 and 24. T.16N, R.2W, SB & M., (Petition No. 8). Estimated Cost- - - - \$3,000.00

Between Wasilla and Knik, the owners of the two developed farms have provided a narrow dirt road to their properties. This road is impassable during wet weather, which results in the loss of considerable perishable produce during these seasons.

To provide assured access for these farmers, it is proposed to construct approximately 3000 feet of spur road. This will branch from the Knik Road where it crosses the line common to Sections 18 and 19, T.16N, R.2W, and run west along the section line, to the one-quarter corner common to Sections 13 and 24.

- 12. Extend Plumley Road from Glenn Highway, easterly 1 1/4 miles. (Petition No. 38).
Estimated Cost - - - - - \$6,500.00

Near Bodenbug Butte, about 6 miles southeast of Palmer, there are several families living in the area just east of the Glenn Highway, who have no access road from the highway, to their properties.

To provide such access, it is contemplated to construct a spur road from the Glenn Highway easterly, along the line between Sections 23-26 and 24-25, T.17N, R.2E, approximately one and one-quarter miles, to terminate at the range line between Range 2 East and Range 3 East.

- 13. FARM ROAD extension at Mile 58, Glenn Highway. (Petition No. 44)
Estimated Cost - - - - - \$4,000.00

Approximately ten miles northeast of Palmer, from Mile 58 on the Glenn Highway, a branch road has previously been rough graded a distance of 1.2 miles westerly and northerly to provide access for several settlers in the area. This road now terminates near the one-quarter corner common to Sections 30 and 31, T.19N, R.3E.

Four additional settlers have constructed homes and reside the year around on properties to the north and west of the present road terminus, with packboard the only means of transporting supplies.

It is proposed to extend the road approximately one mile to the north and west to provide access for these settlers. The precise location of this road will be determined by engineering survey prior to construction.

- 14. Road along Seward Meridian between King Lake Road and Bogard Road. (Petition No. 28). Estimated Cost - - - - - \$15,000.00

Approximately eight miles west of Palmer, construction of approximately one and one-half miles of road is contemplated to provide market access for several farms. This road will branch from the present Kings Lake Road where it crosses the line between Sections 30 and 31, T.18N, R.1E, approximately one-quarter mile east of the Seward Meridian; follow the section line west to the meridian; thence south along the meridian approximately one and one-quarter miles to intersect with Bogard Road.

- 15. Road from Pittman to Big Lake. (Petition No. 42)
Estimated Cost - - - - - \$75,000.00

Between Pittman Station and Big Lake, in Township 17 North, Ranges 3 and 4 West, settlement is rapidly taking place. No roads have been constructed in the area, although a trail was bulldozed through by the settlers during the summer of 1949, which permits access during dry weather. The construction of approximately 8 1/2 miles of road between these points will make year around access possible to the twenty people now living in the area, and encourage further development.

The location of the road will be determined by survey to be made before construction is attempted.

16. Road from Pittman to Willow Station via Houston Coal Mine. (Petition No. 50)

Estimated cost - - - - - \$270,000.00

There are at present some 36 homesteads in the area between Pittman and Willow Station, to which the only means of access is the Alaska Railroad. Construction of approximately 18 miles of road between these points will make this country accessible to automobile and motor truck traffic, and encourage further development of the area. (This road also could ultimately become incorporated in a direct through route from Anchorage to Mt. McKinley Park and Fairbanks.)

A project as extensive as this one, will require considerable engineering study before definite location can be made.

17. Road from Pittman Road, along West and South side of Lake Lucile.

(Petition No. 51.) Estimated Cost - - - - - \$12,000.00

Approximately two miles southwest of Wasilla, in Sections 8, 17 and 16, T.17N, R.1W, SB & M., there are three homesteads without access by road. Construction of approximately one and one-half miles of spur road, branching from Pittman Road near the center of Section 8, to cross the Alaska Railroad tracks, and continue south and east near the west and south edge of Lake Lucile, will provide these settlers access to their properties.

Construction of the road will be preceded by a location survey to determine the most feasible and economical route.

18. Improve 0.6 miles trail from Mile 63.7 on Glenn Highway. (Petition No. 1)

Estimated Cost - - - - - \$8,000.00

Fifteen miles northeast of Palmer, at mile 63.7 on the Glenn Highway, two local homesteaders have constructed narrow truck trails from the highway to their properties in Sections 23 and 24, T.13N, R.3E, SB & M. These trails are narrow, with steep grades; and are impassable during periods of wet weather or deep snows.

The construction of approximately one and one-quarter miles of road to our Farm Road standard will provide both homesteads with year around access.

19. Road from 6 mile culvert on Sterling Highway, Route 55-C, To Skilak Lake.

(Petition No. 27) Estimated Cost - - - - - \$9,000.00

Although Skilak Lake is in the Kenai Moose Reserve, which has been withdrawn from further settlement, there are several old patented homesteads in the area to which the only present access is by aeroplane.

Construction of approximately one and one-half miles of farm road from the Sterling Highway will provide direct access to some of these homesteads, and make possible a combination of road and boat access to the others.

20. Road from Salamato to Nikiska, Kenai Peninsula. (Petition No.7)

Estimated Cost - - - - - \$72,000.00

Near the northwestern tip of the Kenai Peninsula the fishing village of Nikiska, with approximately 40 inhabitants, is at present accessible only by boat. Extension of the existing road, approximately six miles northerly, from its present terminus near Salamato, will make the village also accessible to vehicular traffic.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

September 15, 1950

A.R.C. ORDER NO. 34

SUBJECT: Classification of Roads and Highways

Effective September 1, 1950, the roads and highways under the jurisdiction of the Alaska Road Commission have been officially classified as listed below:

THROUGH ROADS

<u>Title</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
Alaska Highway	65 L	Boundary to Delta Junction Road	203.0
Richardson Highway	4 BA	Valdez-Ernestine Road	63.5
	4 C	Ernestine-Paxson's Road	125.0
	4 G	Paxson's-Rapids Road	42.3
	4 K	Rapids-Fairbanks Road and Untitled Connections	135.6
Glenn Highway	75 L	Anchorage-Palmer Road	40.7
	75	Anchorage-Monument Road	7.0
	35 I	Palmer-Moose Creek Road	7.0
	96 B	Moose Creek-Leila Lake Road	68.8
	4 DB	Leila Lake-Tazlina Road <i>Glenn Junct.</i>	65.5
Tok Cut-Off	65 A	Tok Junction-Gulkana Road	134.0
Haines Highway	3 AB	Haines-Boundary Road	40.3
Seward-Anchorage Highway	75 P	Anchorage-Potter Road	10.7
	75 Q	Potter-Girdwood Road	25.6
Other Through Roads	75 M	Anchorage-Fourth Avenue Road	0.8
	75 A	Anchorage-Spenard Road	3.0
	7 D	Fairbanks-College Road	4.0

FEEDER ROADS

<u>Title</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
Edgerton Cut-Off	6 A	Willow Creek-Chitina Road	39.0
Steese Highway	7 A	Summit-Chatanika Road	9.3
	7 G	Fairbanks-Gilmore Road	11.5
	7 I	Gilmore-Summit Road	7.2
	15	Circle-Miller House Road	47.0
	15 A	Central-Circle Hot Springs Road	18.0
	16	Chatanika-Miller House Road	87.0

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FEEDER ROADS (CONTINUED)

<u>Title</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
Elliott Highway	7 B	Fox-Olnes Road	10.0
	7 K	Olnes-Livengood Road	61.0
Sterling Highway	55 C	Main Road and Kenai Branch Roads	119.0
College-Ester Road	7 D	College to Ester	5.5
Nome-Council Road	8	Nome to Council	78.0
Eagle-Forty Mile Road	11 A	Eagle-Liberty Road	28.3
	11 M	Boundary-Jack Wade Road	18.0
	65 M	Forty Mile Road	102.0
Nome Road System	13 A	Nome-Bessie Road	3.2
	25 C	Nome-Wireless Road	0.2
Manley Hot Springs Road System	30	Hot Springs Landing-Eureka Road	25.7
Takotna-Ophir Road System	32 G	Kuskokwim Landing-Takotna Road	25.0
	38 D	Ophir-Takotna Road	22.0
Matanuska Valley Road System	35 B	Glenn Junction-Fishhook Road	13.3
	35 E	Wasilla-Fishhook Road	11.3
	35 L	Palmer-Matanuska Road	7.1
	35 LA	Glenn Hgwy. Junction-Community Center Rd.	1.7
	35 LA	Palmer-Glenn Hgwy. North Road	0.3
	35 H	Wasilla-Finger Lake-Palmer Road	11.9
	35 K	Matanuska Trunk Roads	7.5
Ruby Road System	38 A	Ruby-Long Road	28.5
	38 E	Long-Poorman Road	28.0
Kantishna Road	46 DA	Kantishna-Park Boundary Road	4.5
Mountain View Road	75 M	Anchorage-Mountain View Road	2.0
Paxson's-McKinley Park Road	76	Cantwell-Valdez Creek Road	63.3
Seward Peninsula Tram	89 A	Seward Peninsula Railroad	80.2
Northway Road	65 L	Northway Junction to Airfield Road	6.0
Dillingham Roads	92 R	Dillingham-Wood River Road	9.5
Kodiak Roads	94	Albert Road	1.2
Slana-Chisana Road	65 G	Slana to Chisana	44.0

LOCAL ROADS (CONTINUED)

<u>Miles</u>	<u>e</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
1.1	Local Roads	7 DA	College Spur Road	2.1
1.2		7 DB	Ester Dome Road	5.3
1.0		7 DC	St. Patricks-Goldstream Road	9.5
6.5		7 DD	Ester-Beegler Road	3.2
10.0		7 DE	Ready Bullion Road	2.5
4.6		7 DE	Chena Pump Station Road	4.8
		7 N	Farmers-Birch Hill Road	8.7
4.0		7 NA	Isabelle Creek Road	3.7
1.7		7 NB	Ballaine-Rickert Road	2.5
20.1		7 NC	Crossman-Fideler Road	0.7
0.2		7 NC	Yankovich Road	2.0
0.5		7 NC	Grenac Road	1.1
7.8				
1.8	Insula Mine	8 D	Council-Ophir Creek Road	12.0
		8 H	Casa de Paga Road	20.0
2.0		8 J	Shovel Creek Road	5.0
4.8		26	Candle Creek Road	7.3
2.5		27	Deering-Inmachuk Road	25.0
23.5		67 B	Teller-Bluestone Road	15.5
17.2		67 F	Tin City-Goodwin Road	5.0
21.8		73	Marshall Road	4.0
17.0				
	Roads	13 B	Bessie-Snake River Road	20.8
5.7		13 BA	Snake River-Monument Creek Road	3.0
6.0		13 C	Bessie-Sunset Creek Road	12.0
10.0		13 F	Nome-Osborne Road	10.2
4.0		13 K	Bessie-Buster Road	8.3
0.5		89 AB	Bunker Hill-Kougarok Road (Includes Coffee Creek)	40.5
8.8		18 J	Spruce Creek Road	1.5
3.7		25 D	Center Creek Road	2.8
15.0		25 DA	Little Creek Road	2.2
8.3		25 E	Submarine-Paystreak Road	3.0
9.5				
5.0				
10.2		32 B	Iditarod-Flat Road	8.7
3.0		33 C	Flat City-Flat Creek Road	5.7
2.0		33 D	Flat Creek-Willow Creek Road	9.0
11.0		33 DA	Happy Creek Road	1.0
1.0		33 E	Willow Creek-Chicken Creek Road	3.0
4.8		33 F	Flat City-Slate Creek Road	7.3
1.5		33 FA	Gold Horn Road	1.0
2.5	alley	35 A	Archangel Road	5.5
7.0	ds	35 D	Willow Creek Extension	15.0
1.0		35 DA	Gold Chord Branch Road	3.0
1.2		35 DD	Upper Willow Branch Road	1.3
4.0		35 Q	Gold Mint Road	4.2
		35 Q	Reed Road	1.3
		35 B	Campbell Road	0.3
		35 B	Farm Loop Road	2.3
		35 B	Lossing Road	0.5
		35 B	Moffat Road	0.5
		35 B	Cunningham Road	0.3

LOCAL ROADS (CONTINUED)

<u>Title</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
Matanuska Valley Local Roads (Cont.)	35 BA	Falk Road	1.0
	35 EA	Lakeview Road	3.1
	35 I	Scott Road	1.7
	35 I	Marsh Road	0.3
	35 I	Archie Road	0.2
	35 I	Rue Road	0.3
	35 I	Collier Road	0.2
	35 I	Buffalo Mine Road	5.4
	35 I	Buffalo R.R. Spur Road	0.3
	35 T	Werner Branch Road	0.5
	35 T	Shrock Road	1.9
	35 DB	Grubstake Road	1.7
	35 DB	Luck Shot-Willow Road	26.0
	35 F	Wasilla-Knik Road	14.8
	35 X	Wasilla-Airfield Road	0.8
	35 X	Hayfield Road	5.0
	35 X	Pittman Road	5.0
	35 C	Palmer-Springer Road	9.8
	35 LA	McLeod Road	2.5
	35 LA	Sherood Road	0.6
	35 LA	Moore Road	0.3
	35 LA	Gravel Pit Road	0.1
	35 LA	Schible Road	0.1
	35 LA	Herman Road	0.2
	35 H	Hammer Road	0.3
	35 H	Arnt Road	0.2
	35 H	Fosdick Road	1.2
	35 K	Griffith Road	0.6
	35 K	Lynn Road	0.7
	35 R	Bogard Road	7.2
	35 RA	Engstrom Road	1.6
	35 J	Wasilla-Matanuska Road	6.3
35 Q	Edlund Road	7.6	
35 Q	Branch Road	1.8	
35 Q	Davis Road	0.7	
96 B	Chickaloon Branch Road	2.0	
96 B	Jonesville Branch Road	2.4	
96 B	Mile 58 Road	1.2	
96 B	Hitchcock Road	0.5	
Ruby Local Roads	38 AB	Long-Birch Creek Road	7.0
	38 EB	Greenstone Creek Road	1.8
	38 L	Ruby Airfield Road	1.2
Takotna Local Roads	38 DA	Little Creek Road	3.0
	38 G	Takotna Airfield Road	1.5
	38 H	Ganes Creek Road	20.0
Wiseman Local Roads	47 B	Nolan Branch Road	5.5
	47 C	Wiseman Hammond Road	7.5

LOCAL ROADS (CONTINUED)

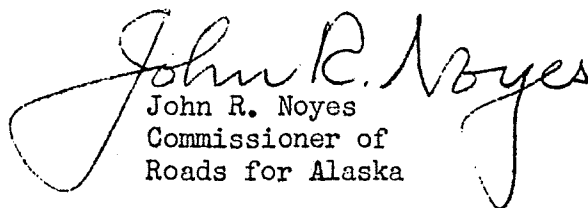
<u>Title</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
Iliamna Local Roads	48	Iliamna Bay-Iliamna Lake Road	15.5
	48 A	Iliamna Lake-Newhalen River Road (Includes School Branch)	13.0
McCarthy Local Roads	57	McCarthy-Dan Creek Road	20.0
	57 C	McCarthy-Kennecott River Road	0.5
	57 D	Chitina Branch Road	6.5
	57 J	McCarthy-Kennecott Road	3.5
	57 K	Chitina-Chitina River Road	1.0
Anchorage Local Roads	75	Anchorage Loop Road	9.0
	75 E	McDonald Road	1.3
	75 I	Oil Well Road	8.0
	75 M	Anchorage Radio Road	0.2
	75 M	Urban Road	0.5.
	75 M	Government Hill Road	0.3
	75 M	Airport Heights Road	1.5
	75 A	Anchorage-Spenard Road	10.3
	75 C	Chester Creek Boat Landing Road	1.0
	75 F	Spenard-Campbell Creek Road	2.0
	75 F	Otis Lake Road	3.5
	75 F	KFQD Road	1.6
	75 F	Sylvan Way Road	0.5
	75 F	KENI Road	0.9
	75 F	Sand Lake Road	3.5
	75 F	Kincaid Road	0.1
	75 L	Eklutna Lake Road	10.0
	75 L	Birchwood Road	2.0
	75 LA	Bodenburg Butte Loop Road	6.2
	75 LA	Clark Road	3.0
	75 LA	Plumley Road	0.5
	75 LA	Eagle River Road	1.5
	75 LA	C.A.A. Road	2.1
	75 P	Wells Road	1.0
	75 P	Klatts Road	1.5
	75 P	Johns Road	0.9
Kenai Peninsula Local Roads	55 C	Anchor Point Road	1.4
	55 C	South Kasilof Road	7.0
	55 C	North Kenai Road	6.1
	98 BA	Ninilchik Road	1.0
	98 D	Kasilof Road	7.0
	98	Homer Spit Road	42.4
Manley Hot Springs Local Roads	30 A	Hot Springs-Tofty Road	18.0
	30 A	Omega Creek Road	5.0
Miscellaneous Local Roads	6 E	Chitina-Native School Road	1.0
	9	Rampart-Eureka Road	4.5
	11 E	Eagle-Seventy Mile Road	4.0
	15 G	Porcupine Creek Road	11.0

LOCAL ROADS (CONTINUED)

<u>Title</u>	<u>Route</u>	<u>Description</u>	<u>Miles</u>
Miscellaneous Local Roads (Cont.)	44 D	Skagway-Dyea Road	7.6
	80 F	Medfra-Nixon Road	12.0
	87	Coal Creek Road	7.0
	92 AA	Bethel Airfield Road	1.3
	17 C	Nulate Airfield Road	1.0
	92 IA	Naknek Lake Road	1.0
	94	Kodiak-Mill Bay Road	4.0
	94	Kodiak-Community Garden Road	2.0
	94	Kodiak-Upper Cannery Road	0.2
	94	Kodiak-Mattson Road	0.3
	94	Kodiak-A.C.S. Road	0.2
	95	Kanatak-Becharof Lake Road	8.8
	99	Seldovia Road	1.8
	99 A	Red Mountain Road	10.2
	36	Valdez-Mineral Creek Road	10.7
86	Fourth of July Creek Road	5.0	
	Untitled Farm Roads	59.8	

It will be noted in the above classifications that roads with several route numbers are included in the same grouping. Also, it is well known that roads of different standards for maintenance are sometimes included under the same route number.

It is desired that each District Engineer review the above classifications of routes and submit recommendations for correcting the faults noted in the preceding paragraph. A revised route numbering system will soon be issued, based in part on the recommendations of the District Engineers, so as to group roads of the same standard, maintained in the same manner, i.e., Year round, or summer only. The purpose is to simplify the numbering system for cost and accounting purposes.


John R. Noyes
Commissioner of
Roads for Alaska