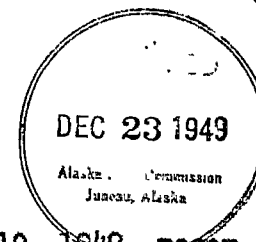


NWA

December 20, 1949

Alaska Road Commission
Juneau, Alaska



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.

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.

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 21½ 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.

Comp/ the maintenance crew?

Estimate

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

the following funds will be required:

Summer Maintenance	\$23,000.00
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	\$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.
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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.

As the Berry Dredging Company has not completed operations in the

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

Summer Maintenance \$88,000.00.

Improvement?

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 bunch 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. ✓

Improvement?

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:

*Flair
is
definite
improvement
Should
provide
for 2
mud
from
Crew*

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 Menana-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.

Winter Maintenance (Trail) \$1,000.00.

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.

2 Apr 5/9 Summer
7/9 Winter

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.

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

**** Summary ****

Routes 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

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- Miscellaneous	5,000.00 10,000.00
		Total	\$660,000.00.
			20,000.-

+ *Total Camp* →
 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.

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.

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.

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 $\frac{1}{2}$ 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

used 2 Tournapulls which were borrowed from the Army. We used them for a period of approximately 2½ 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 allotted 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.

**** Summary ****

Recommendations for Reconstruction and Improvement of Existing Roads.

Route 7B	Fox-Livengood and Branches	\$1100,000.00
"	7D Fairbanks-Ester and Branches	100,000.00
"	16 Chatanika-Miller House	130,000.00
"	65M TananaRiver-Chicken	<u>170,000.00</u>
	Total	\$ 590,000.00

Farm Roads

First complete work on projects started during 1950

- (1) Complete 1 short soft section on the Steel Creek Road. However, if Ghena Hot Springs project is started this could be handled under that project.
- (2) Further leveling and surfacing soft sections on extension of Badger road, 1 week for about 6 men and 4 trucks, tractors and dozers.

- (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

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 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 7E. 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 Full Graders, 6-12-15 yard Carryalls, 1 Shovel 3/4 yard, 12 Dump Trucks 3 yard, 2 Fournapulls 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.

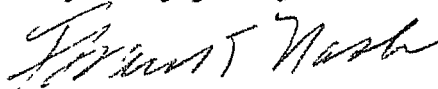
One of the first requirements will be a bridge across the Little

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 7DE Fairbanks-Wenana 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



UNITED STATES
DEPARTMENT OF THE INTERIOR

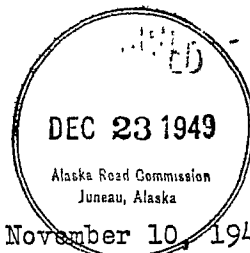
ALASKA ROAD COMMISSION

Fairbanks District,
JUNEAU, ALASKA,
Fairbanks, Alaska.

Copy to file

December 20, 1949

Alaska Road Commission
Juneau, Alaska



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*Yes it does
9/10/49*

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Handwritten notes in a box:
✓ Col
✓ IP
AFG
GMT
✓
✓

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;

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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 ^{IMPR.} 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.

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

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How can we finish the road?



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

Fairbanks District,
JUNEAU, ALASKA,
Fairbanks, Alaska.

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	\$30,000.00 .

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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.
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*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



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

Fairbanks District,
JUNEAU, ALASKA,
Fairbanks, Alaska,

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

Summer Maintenance \$88,000.00. *Amount 154 171*

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.

Reserve to summer & winter

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.
Crews
Should
Be*

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 2½ 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 further 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

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

Maint. crew should slope up.

*No bridge work recommended.
no work on Tok.*

Farm Roads

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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Engineering District
JUNEAU, ALASKA
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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.

FN/cd

Very truly yours,

Frank Nash,
District Engineer.

November 14, 1949

Mr. M. C. Zimmerman, Acting District Engineer
Alaska Road Commission
Fairbanks, Alaska

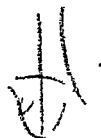
Dear Mr. Zimmerman:

Reference our letter of November 10 requesting recommendations for the 1950 season's operations, no mention was made of Farm Roads. However, your recommendations should cover this item of work and should be based on a total program of \$150,000. The recommendations need not indicate all routes to be included in the program since allotments will be made as in the past for individual projects as their need is justified. Your recommendations should include a plan of operations with equipment assignment for the Farm Road work.

Very truly yours,

A. F. Ghiglione, Chief
Operations Division

AFG:yk



November 10, 1949

Mr. H. C. Zimmerman, Acting District Engineer
Alaska Road Commission
Fairbanks, Alaska

Dear Mr. Zimmerman:

Recommendation for next season's operations must be submitted to reach this Office not later than December 26 in order to permit review prior to the District Engineers' Conference. As a basis for preparing your plan of operations and recommendations, you may use the following:

Maintenance:

Total \$660,000. This amount will be for normal summer and winter maintenance only and should not be considered for any improvement or reconstruction work. Recommendations should separate funds required for winter maintenance from those required for normal summer maintenance for each route.

Reconstruction and Improvement of Existing Roads:

No specific amount of funds can be set up at this time, however, your recommendations should include your estimates for any such work considered essential and should detail proposed method of handling with planned assignment of equipment.

New Work:

Forty Mile - \$900,000

The plan should cover continuation of the grading, graveling and bridge construction. Work on reshaping of road previously reported complete should be planned under the above classification of reconstruction of existing road and not included under this estimate.

The plan of operation submitted by Mr. Shepard dated November 1 appears workable and winter freighting of supplies for caches at Lassen Field and South Fork should be planned. Equipment needs outlined by Mr. Shepard should be reviewed and will be discussed at the Conference. Overhaul of the 1942 Chevrolet trucks mentioned by Mr. Shepard should be undertaken on all that are considered still serviceable. It is possible that a few should be scrapped, however, this must be recommended by the field. Purchase of new trucks will be considered if recommended by you.

Chena Hot Springs - \$1,200,000

The possibility of receiving these funds is very slight, however, the project has been submitted in our Budget and therefore should be covered by a plan of operation. New equipment purchases required for this work would have to be planned out of the above figure.

General:

Any new equipment recommended for your District should be listed with justifying discussion of type and proposed assignment.

An estimate of the cost of engineering and inspection on the College Road job will be submitted.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

AFG:yk