

#35.1



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~JUNEAU, ALASKA~~
Fairbanks District,
Fairbanks, Alaska

December 11, 1951

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

Dear Mr. Niemi:

During the preparation for and writing of the Annual Report, it is now noted that we inadvertently omitted reporting the completion of a small section of road near the Northway Village for the Indians at this location.

During the 1951 construction season, the Fairbanks District constructed approximately 1200 lin. ft. of very low standard road along the Nabesna River to give the natives access to their village south of the Northway airport.

Shovel loaded - 1300 yds.
Truck hauled - 2900 CYM

Please include this in the Annual Report as an addendum.

Very truly yours,

K. F. Goodson
District Engineer

1951

824 TAPPAINS PROGRAM REPORTS 1951

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PROGRAM SUMMARY AS OF MARCH 1, 1951
FAIRBANKS DISTRICT
SEASON - 1951

<u>Work Order Number</u>	<u>Route</u>	<u>Title</u>	<u>Work Description</u>	<u>Total</u>	<u>Field</u>	<u>L. & M.</u>
31	130, 131	Richardson Highway	Maintenance	\$155,000	\$ 62,000	\$ 30,000
32	230	Alaska Highway	"	170,000	68,000	35,000
33	330	Glen Highway (Tok Cutoff)	"	15,000	6,000	3,000
34	630, 632	Stesse Highway, Through Standard	"	10,000	4,000	2,000
35	231	Northway Feeder	"	4,000	1,500	1,000
36	331	Tetling-Eagle	"	25,000	10,000	6,000
37	631, 633, 634	Stesse Highway and Feeders	"	145,000	60,000	30,000
38	731	Elliott Highway	"	30,000	13,000	7,000
39	732	Manley-Hot Springs Feeders	"	40,000	18,000	10,000
310	031	Ruby-Long-Peorsan	"	50,000	13,000	7,000
311	130.1 Thru 130.5	Richardson - Locals	"	24,000	10,000	5,000
312	331.1, 331.2	Tetling-Eagle Locals	"	1,500	600	300
313	630.1, 631.1 Thru 631.4, 632.1, 633.1, 634.1	Stesse Highway - Locals	"	40,000	18,000	9,000

(Continued)

Fairbanks District (Continued)

<u>Work Order Number</u>	<u>Route</u>	<u>Title</u>	<u>Work Description</u>	<u>Total</u>	<u>Field</u>	<u>L. & M.</u>
314	731.1	Livengood - Locals	Maintenance	\$ 2,000	\$ 1,000	\$ 500
315	732.1	Manley - Locals	"	10,000	4,000	2,500
316	030.3	Wiseman - Locals	"	10,000	5,000	2,500
317	030.4	Ruby - Locals	"	500	250	200
318	030.6	Railroad - Locals	"	5,000	2,500	1,000
319	631	Stene Highway	Reconstruction	75,000	30,000	18,000
320	330	Glen Highway	"	600,000	240,000	150,000
321	331	Totling-Eagle	Construction	834,000	350,000	110,000
322	633	Fairbanks-Henana	Survey	40,000	15,000	7,000
323	331	Totling-Eagle	Construction Survey	15,000	5,000	2,000
324	330	Glen Highway (Tok Cutoff)	"	25,000	8,000	4,000
325	630	Boyer Slough Bridge	Contract	100,000	9,000	2,000
326	130	Richardson C Bridges	"	<u>150,000</u>	<u>5,000</u>	<u>3,000</u>
TOTAL				\$2,556,000	\$958,850	\$ 448,000

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

February 28, 1951

FAIRBANKS DISTRICT - OPERATIONS ORDERS - SEASON 1951

GENERAL

Attached herewith are the Work Orders covering the Fairbanks program as established for the season of 1951. Funds are set up to cover the entire year's operations, and since they are generally based on the District recommendations, no overruns are contemplated other than those that may arise from unpredictable emergencies. It will be necessary that crews be kept to the minimum size in line with the available funds and the planned operations for the entire year.

It will be noted that the Field portion of these Work Orders has been somewhat reduced in percentage over previous years' program breakdown. This has been necessary in order to permit the new cost distribution procedure, which requires that all mass charges, all depot maintenance costs, all mechanics' labor, and all other District clearing costs be charged into the one clearing account which was previously called L. & M.

While the District clearing account must include the items mentioned above and allotments will be issued only against the account in general, the following information is furnished regarding the portions of these clearing funds that were planned for certain features; and for which funds are available in the L. & M. fund for field expenditures:

Fairbanks - Depot Maintenance	\$10,000.00
Tok - Depot Maintenance	30,000.00
Fairbanks - Apartments Maintenance	2,000.00

MAINTENANCE - THROUGH ROADS

Route 130, 131 - Richardson Highway (Fairbanks to Rapids)

Funds are programmed as recommended to cover the work detailed by you. This work should include the painting of the bridges at Shaw Creek, Tanana River and Saltchaket River.

It will be necessary to level the seriously settled sections of paving on Richardson A and B, and it is presumed that bituminous paving mix may be purchased from the contractors for use in this work.

Route 230 - Alaska Highway

Funds are programmed as recommended to cover the necessary summer and winter maintenance, and to provide the minor shoulder widening and stabilization on the Alaska B Section. Any surfacing on the Alaska C Section should be held to a minimum necessary to maintain necessary traffic, since it is planned to contract construction of this section as soon as possible.

Route 130 - Glenn Highway (Tok Cutoff)

Funds are programmed as recommended for necessary summer and winter maintenance. This work is expected to be relatively minor, since practically the entire section will be under reconstruction.

**Route 630, 632 - Steese Highway and University Branch -
Through Standard - (also includes Fairbanks Bypass)**

Funds are programmed as recommended for normal maintenance summer and winter of these sections of Through road.

MAINTENANCE - FEEDER ROADS

Route 231 - Northway Branch of Alaska Highway

Funds are programmed as recommended for necessary summer and winter maintenance. The resurfacing in the vicinity of Nabesna River bridge may be undertaken as requested.

Route 331 - Telling-Eagle

Funds are provided as recommended for summer maintenance only, and must cover the entire route including the Eagle end. Work should be limited to general maintenance only and no reconstruction of sagged portions should be undertaken except as actual hazards to driving develop.

Routes 631, 633, 634 - Steese Highway and Branch Feeders

Funds are programmed as recommended for necessary summer and winter maintenance, with winter maintenance to be performed only on the Fairbanks end, as in previous years. Painting of the Chatanika River bridge should be undertaken and minor reshaping of the entire route should be planned as permissible within the available funds.

Separate funds are being set up to cover the reconstruction and improvement of this route, and such funds will permit the reduction of maintenance on those sections being reworked. The minor bridge replacement recommended should be undertaken within the programmed funds.

Route 731 - Elliott Highway

Funds are provided as recommended for the summer and winter maintenance, with winter maintenance to be performed only as far as Oines.

Route 732 - Manley Feeder Roads

Funds are provided for necessary summer maintenance and for continuation of the rehabilitation of this route. Effort should be made to provide an all-weather surface on the more heavily traveled sections of this highway.

Route 831 - Ruby-Long-Pooreen

Funds are provided as recommended for summer maintenance only. No reconstruction or improvement funds are being programmed for this route, and the maintenance funds must therefore be planned to provide the users of this highway with all-weather road within areas most traveled.

MAINTENANCE - LOCAL ROADS

Routes 130.1, 130.2, 130.3, 130.4 and 130.5 - Richardson Highway, Local Roads

Funds are programmed under one Work Order for all local roads leading from the Richardson Highway. This work includes maintenance of the Big Delta firing range access road, and the Badger Farm routes. Funds should cover the necessary summer maintenance and winter maintenance where undertaken in previous years.

Routes 331.1 and 331.2 - Tetlin-Sachs, Locals

Funds are programmed for summer maintenance as recommended for these branches, which include the section from Jack Wade to the Canadian boundary. Improvement of this latter branch to permit all-weather travel should be planned within these funds.

Routes 630.1, 631.1 through 631.4, 632.1, 633.1, 634.1 - Steese Highway, Locals

Funds are programmed as recommended for summer maintenance of all local roads branching from the Steese Highway, including the University of Alaska campus, the Farmer's Loop, and the miscellaneous farm roads north of Fairbanks. Winter maintenance should be planned within the available funds for only those roads previously maintained during winter.

Route 731.1 - Livengood, Locals

Funds are programmed for minimum summer maintenance only of the local branches to the Livengood Highway.

Route 732.1 - Manley-Hot Springs, Local Roads

Funds are programmed for summer maintenance only of the Teffy branch, and minor local roads to the Manley-Hot Springs system.

Route 030.3 - Wiseman, Local

Funds are programmed as recommended for necessary summer maintenance. It is noted that the program is 20 percent larger than for the previous season; therefore, it is anticipated that some improvement work is to be undertaken.

Route 030.4 - Ruby Airfield Road

Funds are programmed as recommended for normal summer maintenance only.

Route 030.6 - Local Branches from Alaska Railroad

Funds are provided for normal summer maintenance only.

DEPOT MAINTENANCE

The funds designated above for depot maintenance within the District clearing funds will provide for normal maintenance only, and the improvements recommended are not to be undertaken within these funds.

The improvement of the water and sewerage systems at the Fuel Depot, the installation of the fuel storage tanks, and the installation of a 3 inch concrete floor in the shop may be undertaken within these funds; also, normal maintenance and improved insulation of the warehouse, office building, mess hall and bunkhouse, if possible with the available funds. No work should be undertaken towards the central heating and generating plant recommended by you.

RECONSTRUCTION AND IMPROVEMENT

Route 631 - Steese Highway

Funds are programmed as recommended to cover the relocation and standardization of this highway. The line changes on the Steese Highway, as detailed in your recommendations, are approved, and priority should be given to the major line changes in the vicinity of Chatanika in order to place the highway on the dredge tailings.

Route 330 - Glenn Highway (Top Cutoff)

Funds are programmed as recommended for the completion of the reconstruction of this highway to join with the forces from the Valdez District. No division between the Districts is being established for this reconstruction, and it will therefore be necessary for you to maintain close liaison with the Valdez District in order that both Districts may plan their operations with a view to completing the entire road this year.

CONSTRUCTION

Route 331 - Tatlin-Eagle

Funds are programmed as recommended to permit the completion of the construction of this highway and the rehabilitation of the old highway from Liberty to Eagle. The general plan of operations detailed in your recommendations is approved.

Bridge materials have been ordered for most of the bridges on this route. However, it has been decided to defer the permanent bridge construction for the O'Brien Creek crossing. It will therefore be necessary to plan the installation of a temporary trestle crossing for this site this season. Since the Hoyer Slough will not be used for the O'Brien Creek crossing, no action should be taken towards moving the Hoyer Slough material into the 40 Mile.

SURVEYS

Route 633 - Fairbanks-Henana

Funds are programmed to permit the completion of the survey from Fairbanks to Henana. The survey should not be continued beyond Henana and if additional work is planned for McKinley Park, this will be covered by a separate authorization.

Route 331 - Tatlin-Eagle

Funds are programmed to cover the necessary construction survey in connection with this project.

Route 130 - Glenn Highway (Tek Outeff)

Funds are programmed to cover the necessary construction engineering on this project.

CONTRACTS

Route 630 - Noyes Slough Bridge

Funds are programmed to cover the cost of this bridge including contract payments. The field funds should permit the installation of the detour bridge, the dismantling of the old structure, and contract inspection. This old structure should be stored in the vicinity until the location for its reinstallation has been determined.

Route 130 - Richardson C Bridges

Funds are programmed to cover the cost of the bridges including contract payments and field inspection. No detours will be required for any of these bridges.

MISCELLANEOUS

Work Orders may be issued at a later date to cover the construction of a new warehouse at Fairbanks; the erection of the Ghena Slough and Minnie Street bridges together with connecting roads; the security fencing installations for the major depots, and the farm roads program.

A. P. Ghiglione
Chief Engineer

AFG:mh

Distribution

- 2- Fairbanks
- 1- Col. Noyes
- 1- Mr. Ghiglione
- 1- Mr. Niemi
- 1- Mr. Tapley



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

January 16, 1951

MEMORANDUM FOR: Colonel John R. Noyes, Commissioner of Roads
FROM: A. F. Ghiglione, Chief Engineer
SUBJECT: Tentative District Programs for 1951 Working Season

The following outline of programs for the various Districts has been based upon the present status of our 1952 budget and will be subject to change as changes may be made to the budget by the House Appropriations Committee. As in the past, our detailed program will not be submitted to the Districts for their operations until after the House Committee action has occurred. However, the Districts will be authorized to proceed with their ordering of basic supplies and materials and we will place orders for necessary equipment for accomplishing the program as listed herein. The only reservation will be that no major bridge orders will be placed for the Faxson-Park project until we know the final action by the House Appropriations Committee with respect to this project.

A brief resume of the funds as broken down to the Districts follows:

Maintenance

Available Spring Reserve	500,000
1952 FY budget	3,300,000
Less 1952 Spring Reserve	<u>800,000</u>
Subtotal	3,000,000
Less special maintenance Thompson Pass	<u>300,000</u>
Program	2,700,000

This program is set up for the Districts as follows:

Anchorage	700,000
Fairbanks	720,000
Valdez	470,000 plus 300,000 Thompson Pass
Nome	210,000
Haines and Skagway	75,000
Juneau and Annette Island	75,000
Buildings and Security Program	370,000
Equipment	<u>80,000</u>
Total	2,700,000

*See 20/208
Farm + Industrial
Road Program
1-17-51*

32/110

Improvement

Available Spring Reserve	80,000
1952 FY Budget	750,000
Less 1952 Spring Reserve	<u>- 100,000</u>
Program	730,000

This program is set up for the Districts as follows:

Roads

Anchorage	200,000
Fairbanks	120,000
Nome	30,000
Asphalt plant	30,000

<u>Bridges</u> (G M T to furnish)	<u>350,000</u>
Total	730,000

(plus \$600,000 for Chena R. Bridge, separately budgeted)
jru

Construction

Paxson-McKinley Park Reserve	0
1952 FY Budget	1,000,000
Less 1952 Spring Reserve	<u>- 200,000</u>
Program	800,000

These funds are set up for the Districts as follows:

Anchorage	750,000
Valdez	<u>50,000</u>
Total	800,000

Tok Highway

Unexpended allotments plus reserve	200,000
1952 FY Budget	1,431,000
Less 1952 Spring Reserve	<u>- 200,000</u>
Subtotal	1,431,000
Less purchase of bridges	<u>150,000</u>
Program	1,281,000

This program is set up for the Districts as follows:

Valdez	680,000
Fairbanks	600,000
Total	<u>1,281,000</u>

Alaska Highway-Eagle

Reserve	0
1952 FY Budget	914,000
Less Spring Reserve	<u>200,000</u>
Fairbanks Program	714,000

Farm Roads

Reserve plus unexpended allotments	15,000
1952 FY Budget	200,000
Less Spring Reserve	<u>- 50,000</u>
Program	165,000

This program is distributed to the Districts as follows:

Anchorage	120,000
Fairbanks	30,000
Haines	15,000

Alternate program set up if Chilkat River crossing is to be undertaken:

Anchorage	0
Fairbanks	0
Haines	165,000

*Never!
(Use maint. funds first.)
jru*

Surveys

Reserve	0
1952 FY Budget	300,000
Less Spring Reserve	<u>- 50,000</u>
Program	250,000

This program is distributed to the Districts as follows:

Anchorage	75,000
Valdez	120,000
Fairbanks	50,000
Haines	<u>5,000</u>
Total	250,000

*Savings should be possible.
jru*

The basic program as tentatively authorized under the funds above listed is briefly discussed by Districts as follows:

Valdez District

Maintenance: In general, the Valdez Program will be on the same level as during the 1950 season, however, work on the Richardson Highway will be reduced since Sections F and H are under contract and Section E will be placed under contract before the summer season. Stewart's principal work will be done between Mile 47 and 75, particularly the weak section between 63 and 75, and also on Section E from Big Timber to Meyers until such time as the contractor can take over. In addition, several bridges are to be widened in advance of the contract paving; however, no widening will be undertaken on the bridges in the flats near Valdez. A concrete floor will be placed in the garage at 27 Mile and if sufficient funds remain toward the end of the season, similar concrete floors will be placed in the warm storage garages at 19 Mile, 47 Mile and Tonsina.

The Glenn Highway will require very little maintenance although it will be necessary to widen three bridges in advance of paving. The Tok Highway maintenance will also be very light although several bridges will require widening and the Gakona Bridge will be dismantled and stock-piled. *moved to Haines. jru*

Maintenance on the other roads within the District, namely the Edgerton-Cutoff, Mineral Creek Road, the McCarthy System and the Slana-Nabesna Road will be on the same basis as last season.

Construction. Work on the Paxson end of the road to the Park will consist of completing the section through the difficult frozen mud side hill between Mile 10 and 13 and shaping up of the highway from Mile 10 to Tangle Lakes. This is a small program and will require a small crew throughout the season.

Work on the Tok Cutoff will be pushed to a connection with the crews from the Fairbanks end and should be completed within the available funds. This work also includes the completion of the protective dike at the Chistochina River.

Surveys. The funds set up for surveys are sufficient to complete the design of Richardson Highway Sections D and G and to undertake the surveys of Tok Highway Sections B and C in preparation for the paving contracts. These funds will also cover the construction engineering on the Tok Cutoff and the Paxson-Park Highway work. Also included are funds for the continuation of the studies for explosive handling facilities at Valdez.

No funds were set up for the Valdez District for either improvement work or farm road construction, however, it is possible that improvement funds for bridge construction may later be assigned.

Road to Dayville?
Anchorage District

Maintenance. Work in the Anchorage District will continue on approximately the same level as during 1950. Work on the Glenn Highway will be rather light since the entire section will be paved; however, it will be necessary to undertake the paving of the approaches to the Matanuska Bridge and the construction of a new bridge across the Eklutna power house tail race. *At*

We may have a bad break-up and heavy asphalt repairs.
Bu. of Reclamation Funds
jru

The Sterling Highway work will be somewhat heavier than normal in order to re-shape the newly graded sections and widen fills that have subsided. This work is planned to place the highway in final shape for crushed rock application which will be accomplished under improvement funds.

Work in the outlying areas such as Iliamna, Dillingham, the Kuskokwim Valley and Talkeetna will be similar to the 1950 year program.

Improvement. This work will include the application of crushed rock on the Sterling Highway, the continuation of the improvement of the Matanuska Valley roads with crushed rock to be applied to the main feeder between Palmer and Wasilla and the continuation of the improvement and gravelling of the roads in the Homer area.

Construction. The only large construction program in this District is the Paxson to McKinley Park Highway. Work on this project will be continued on a large scale with construction being concentrated on the east line between Cantwell and the Park with an aim to open a road through by fall. Work will continue eastward from Cantwell on a lesser scale though equipment will be moved from one heading to the other as weather and ground conditions dictate.

Farm Roads. Only a portion of the recommended farm program may be accomplished under the funds available, however, the top priority projects include the extension of roads in the Homer area, the extension of roads in the Kenai area, considerable extension of roads and completion of loops in the Anchorage area and similar work in the Matanuska Valley.

Surveys. Survey funds will permit the continuation of farm road surveys and as built maps for the Anchorage, Kenai and Matanuska Valley areas and the necessary construction surveying on the Cantwell project.

McKinley Park. Sufficient funds are available for the construction of the East Fork bridge and the completion of the Savage River bridge. In addition, funds are available for the regrading and surfacing with crushed gravel of approximately 8 miles of road. The maintenance throughout the Park will be carried on a much greater rate than during the past several years and will permit keeping the highway in better condition.

Fairbanks

Maintenance. This work will also be on the same level as during the 1950 season. Considerable shoulder widening will be necessary on the Alaska Highway Section B. Considerable gravelling will also have to be undertaken on Alaska Highway Section C near the Canadian border though this work will be kept to a minimum necessary for maintenance of satisfactory traffic until the contract can be let for the final improvement.

Work in the outlying areas will be approximately the same as last year though it is tentatively planned to reduce the program in the Ruby-Poorman area to only sufficient for maintenance of the road now already reconstructed.

Rather heavy work will be necessary on the 40 Mile Road in order to re-shape newly constructed portions and to improve the connection with the Canadian road at Boundary.

Improvement. This work will be concentrated on the Steese Highway with several line changes to be finished which will place the Highway on the tailing piles and minimize future maintenance. If it is decided to continue work in the Ruby-Poorman area, work will be concentrated on the extension of the road to Poorman.

Construction. The Tok Highway work will be undertaken at a larger scale than during the past year with sufficient funds to finish this work and connect with the Valdez District crews. This includes the completion of the bridges across Little Tok and Tok Rivers and work will be undertaken on the latest approved or Jillson line.

Work on the 40 Mile should be completed with heavy construction on this project and the road being open through to the old Eagle Highway and necessary improvement of the old road. This work includes the installation of bridges across the 40 Mile River, the O'Brien Creek and several smaller streams. ofg.

Farm Roads. Considerable more projects were listed by the Fairbanks District than the funds will permit handling. Practically all work under the farm program should be concentrated in and around the Fairbanks area to serve the farmers and newly settled areas. A small amount of work will be undertaken in the Tok Town site area in developing and grading the town site streets in accordance with our agreement with the Bureau of Land Management.

Surveys. Survey funds will permit the completion of the Fairbanks to Nenana line and the necessary construction engineering on the 40 Mile and Tok projects.

Nome.

Maintenance. This work will be approximately the same as last year with all roads being maintained throughout the summer and only the few principal roads in the Nome area being maintained in the winter. principal

Improvement. A smaller program is being set up for continuing the improvement of the Council road in order to eliminate the numerous Fox River fords. A smaller program is also being set up for the completion of the necessary improvement of the Bunker Hill to Kougarok. This work will be principally the placing of gravel over the sections newly graded last season.

No new construction, survey or farm road programs are set up for this District.

Haines

Maintenance. This work will be on the same level as last year, both in Haines and Skagway although additional work will be necessary in order to complete the Boulder Creek dike and it will be necessary to place new roofing on the depot buildings.

Farm Roads. Funds are tentatively programmed for the extension of the Skagway-Dyea Road up West Creek in order to reach several farmers in that area. As indicated under the breakdown of funds for farm road work, the project across the Chilkat River can only be accomplished if all farm road funds now anticipated are assigned to this one project. It will still be necessary to request approximately \$35,000 from the Territory in order to permit the completion of a crossing to the west side of the river. The lowest estimate yet advanced for this work is in the nature of \$200,000. *Source: 100,000 Farm Roads (from in-crease) 35,000 Territory 65,000 Maint. of Survey*

Surveys. Sufficient funds are programmed for the further studies on the Chilkat River crossing and the through highway standard location to the new Lutak Inlet dock site.

Buildings and Camps

As indicated under the breakdown of maintenance funds, approximately \$370,000 has been programmed for this work. Tentatively planned are the following projects:

Construction of a smaller permanent maintenance camp on the Glenn Highway to consist of a bunk and mess house, a warm storage garage, a foreman's house, and necessary power, water and sanitary services. \$ 80,000

The construction of a new warehouse at the Fairbanks depot and the necessary grading in the depot area. \$ 90,000

The construction of a single men's dormitory at Glennallen. This structure to be a 2-story building similar to our standard which has already been erected at Cantwell and Thompson Pass, ~~so~~ ^{through} the messing facilities will be replaced by individual rooms and a small recreation area. \$ 40,000

The Security Program which includes fencing of the main depots and additional fire protection at the isolated areas is estimated at \$160,000. While it is possible that these funds may be obtained from the military program, they are presently included under our maintenance funds.

Also included under this fund is the completion of the Nome Depot improvement and miscellaneous grading and maintenance in the depot areas of the other Districts including the painting of the asphalt tank farm at Valdez.

Equipment

The following listed equipment has been tentatively approved for purchase in connection with the above program. The funds for the purchase of this equipment must come out of the reserves shown in the above program. It is estimated that this equipment will cost in the nature of \$450,000. This investment will approximately offset the depreciation of our plant pool and is considered relatively conservative.

Tentative List Equipment
To Be Purchased 1951
(Priorities needed)

Includes:
a. To be purchased
b. Already purchased
(next page)
jin

<u>Number</u>	<u>Description</u>	<u>Distribution</u>
1	Semi-trailer - 35' Flat Rack	1 - Valdez
4	Tractor Trucks - Appx. 220 H.P., Diesel, 22" Hubber, winch except Fairbanks, 3 axle, drive on rear tandems only	2 - Fairbanks 1 - Cantwell 1 - Anchorage
2	Semi-trailers, 30 ton for above tractors	1 - Cantwell 1 - Anchorage
2	Power lubrication outfits - Skid	1 - Fairbanks 1 - Valdez
5	Motor Graders - Similar to Cat. 12, but with power steer and 14" tires all around	1 - Cantwell 2 - Anchorage 2 - Fairbanks
1	Snow Wing for above grader, 12'	1 - Anchorage
1	Snow Wing for Adams 610	1 - Valdez
10	Underbody blades for Reo 5-yd. trucks that are now equipped with front blades	6 - Valdez 4 - Anchorage
1	Underbody blade for new 5-yd. truck	1 - Haines
1	One-way front mounted blade similar to Bros	1 - Haines
1	3/4-Yd. Truck mounted shovel with crane boom	1 - Park
1	Crane Boom - 35' / 10' center extension (Fairbanks to send info. on basic machine)	1 - Fairbanks

<u>Number</u>	<u>Description</u>	<u>Distribution</u>
1	Swinging Leads for 3/4 shovel	1 - Fairbanks
1	Steam Hammer, double-acting, 5000# thrust for above leads	1 - Fairbanks
1	300-Amp. Welder, electric motor driven	1 - Tok
1	Fire Truck - 500 Gallon	1 - Glennallen
1	Fork Lift, small	1 - Glennallen
1	Rock Rake for new D-8 at Cantwell	1 - Cantwell
1	Rooter, heavy	1 - Fairbanks
3	Scrapers, 12 Cu. Yd., Same as last year, except not necessary to have open bowl	3 - Tok
2	10 KW Light Plants, Diesel	2 - Tok
3	5 KW Light Plants, Diesel	3 - Tok
1	Distributor, trailer mounted, similar Fairbanks purchase 1950	1 - Anchorage
2	Rollers, steel	1 - Fairbanks 1 - Anchorage
1	Asphalt Plant, 20-ton	ALL
2	Shoulder maintenance rigs for mounting on motor graders	1 - Anchorage 1 - Fairbanks
1	Asphalt Plant	1 - Anchorage

Equipment Already Ordered

- 16 - Trucks, dump, 5 cu. yd.
- 24 - Trucks, dump, 3 cu. yd.
- 7 - Suburban Garryalls
- 5 - Trucks, pickup, 3/4 ton
- 17 - Trucks, pickup, 1/2 ton
- 7 - Trucks, pickup, four-wheel drive

180 day delivery - July - Tools
need priority
 Look O.K,
 Jon

appendices: - 3 - Coupe pickups
 Bridge Program
 Farm Road Program
 Contract Program



UNITED STATES
DEPARTMENT OF THE INTERIOR

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

Rec'd by [unclear] 12/18/50

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

December 18, 1950

Mr. A. F. Chiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Chiglione:

Your letter of October 27, 1950 outlining the general program and anticipated allotment of funds for the Fairbanks District has been the basis of the following Recommendations. The distribution of funds for the maintenance of individual routes has been accomplished with the cooperation of my predecessor, Mr. Frank Nash. The other features of these recommendations and the outline of the plan of operations are a result of general discussions with members of the engineering, supervisory and administrative staffs of this District.

Dist. staff members under in jurisdiction

MAINTENANCE

THROUGH ROADS

ROUTE 65L - CANADIAN BOUNDARY - DELTA JUNCTION

Winter Maintenance	\$ 70,000.00
Summer Maintenance	90,000.00

Summer maintenance on this route will include additional shoulder stabilization and widening; repairs to the asphaltic paving east of Sears Creek - particularly at Miles 1354, 1355, 1357 and 1369 on Alaska "B" Section. The widening of shoulder and resurfacing of short sections of Alaska "C" Section, and the easement of the steep hazardous curve at the east approach to the Tanana River Bridge. Section "A" of this route will be under contract for reconstruction and paving, but will require considerable normal maintenance prior to the commencement of contract work, and during construction.

Dist. staff members under in jurisdiction

10-3-50

MAINTENANCE

THROUGH ROADS (continued)

✓ ROUTE 4K - RAPIDS - FAIRBANKS

Winter Maintenance	\$ 70,000.00	}
Summer Maintenance	85,000.00	

Summer maintenance on this route will include the rehabilitation and painting of the Salchaket and Tanana River Bridges, and the painting of the Shaw Creek Bridge. Section "C" of this route is under contract for reconstruction and paving but will require normal spring breakup maintenance and considerable maintenance during the contract construction. The maintenance of the Donnelly Dome Firing Range Road is included in the recommended required funds. The several short sections of the recently placed paving on both Sections A & B that have settled and become very rough will be repaired. Force account labor and equipment will accomplish the placement of the necessary imported borrow, select material, and crushed base course. The furnishing and placement of the bituminous paving mix and seal coat will be done by one of the nearby contractors engaged in construction of Alaska "A" and Richardson "C".

*Local road —
must separate
allot from through*

ARC

✓ ROUTE 65A - TOK JUNCTION - GULKANA

Winter Maintenance	\$ 7,000.00
Summer Maintenance	8,000.00

The increment in the maintenance of this route is occasioned by the increased width and the standard of roadway. Planned work exclusive of normal maintenance that is recommended to be accomplished within these funds is the reshaping of recently constructed roadway where the roadway has settled or heaved due to surface water, frost action, and/or inadequate compaction.

✓ ROUTE 7D - FAIRBANKS - UNIVERSITY OF ALASKA

Winter Maintenance	\$ 2,000.00	}
Summer Maintenance	3,000.00	

Normal winter maintenance and snow removal, and a minimum of summer maintenance is anticipated on this route.

MAINTENANCETHROUGH ROADS (continued)✓ ROUTE - FAIRBANKS - LADD FIELD

Winter Maintenance	\$ 400.00
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Summer Maintenance	600.00
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It is noted that there is no number designating this route. The Ladd Field traffic volume is considerable and some summer maintenance to the asphaltic pavement will be required for this reason. ✓

✓ ROUTE 7G - FAIRBANKS - NORTH CAMP ✓

Winter Maintenance	\$ 500.00
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Summer Maintenance	800.00
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Normally required winter and summer maintenance only is anticipated on this route.

FEEDER ROADS✓ ROUTE 7A - ^{Fbx.} SUMMIT - CHATANIKA

Winter Maintenance	\$ 7,000.00
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Summer Maintenance	8,000.00
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This route is maintained throughout the year. There are many glaciers along this route, and heavy snowfall with drifts on Cleary Summit. Summer maintenance will include the reshaping of this roadway. ✓

✓ ROUTE - NORTH CAMP - GILMORE

Winter Maintenance	\$ 8,000.00
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Summer Maintenance	9,000.00
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It is noted there is no number designating this route. Recommended funds will be sufficient for normal maintenance of this route throughout the year to the standard of Feeder Roads.

MAINTENANCEFEEDER ROADS (continued)✓ ROUTE 7I - GILMORE - SUMMIT

Winter Maintenance	\$ 7,000.00
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Summer Maintenance	8,000.00
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✓ Recommended funds will be sufficient for the normal maintenance of this route throughout the year and will provide funds to accomplish certain required repairs and reshaping during the summer.

✓ ROUTE 15 - ^{Circle}~~CENTRAL~~ - MILLER HOUSE

Summer Maintenance	\$ 30,000.00 ✓
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• Summer Maintenance will include the replacement of several small log bridges with corrugated metal culverts. in addition to normal surface planing, culvert maintenance and brush cutting.

✓ ROUTE 16 - CHATANIKA - MILLER HOUSE

Summer Maintenance	\$ 50,000.00 ✓
--------------------	----------------

Sufficient funds to provide normal summer maintenance, the additional planned rehabilitating and painting of the Chatanika River Bridge and the replacement of several small log bridges with corrugated metal culverts are recommended.

✓ ROUTE 7B - FOX--OLNES

Winter Maintenance	\$ 3,000.00
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Summer Maintenance	3,000.00 ✓
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Recommended funds will provide normal year around maintenance on this route.

✓ ROUTE 7K - OLNES - LIVINGOOD

Summer Maintenance	\$ 22,000.00
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This route will be maintained during the summer only with a minimum complement of personnel - 5 wage board employees - stationed at Tatalina. Normal summer maintenance with the additional requirement of cutting encroaching brush will be accomplished.

MAINTENANCE

FEEDER ROADS (continued)

✓ ROUTE - UNIVERSITY OF ALASKA - ESTER

Winter Maintenance \$ 2,000.00

Summer Maintenance 3,000.00 ✓

It is noted there is no number designating this route. Recommended funds will provide normal maintenance throughout the year.

✓ ROUTE 11A - EAGLE - LIBERTY CREEK

Summer Maintenance \$ 2,000.00

This route will be under construction, but prior to and during construction, some maintenance will necessarily be accomplished. See recommendations for construction of Route 65M for a more detailed resumé of planned construction on this route.

✓ ROUTE 11M - CANADIAN BOUNDARY - JACK WADE

Summer Maintenance \$ 1,500.00

Reconstruction of this route during the past year will reduce the maintenance cost for the next few years. The installation of several small culverts is planned in addition to normal surface maintenance.

✓ ROUTE 30 - HOT SPRING LANDING - EUREKA - BOCKS

Summer Maintenance \$ ~~60,000.00~~^{50,000}

Too high

The recommendation of the above amount is predicated on the advice of my predecessor, Mr. Frank Nash. Unfortunately I have not seen this system of roads and therefore am relying upon the judgement of Mr. Nash. Normal summer maintenance will be accomplished with the rehabilitation and improvement program continuing. A force of 10 wage board employees and on hand equipment will be employed for approximately six months.

✓ ROUTE 38A - RUBY - POORMAN

Summer Maintenance \$ 30,000.00 ✓

Route 38A is also recommended for an expenditure of \$80,000.00 under the program of Reconstruction & Improvement of Existing Roads. Summer maintenance work would include only the normal surface, shoulder, and waterway maintenance between Ruby and Monument Creek.

MAINTENANCE

FEEDER ROADS (continued)

ROUTE - NORTHWAY AIRFIELD ROAD

Winter Maintenance \$ 1,500.00

Summer Maintenance 2,500.00

It is noted there is no number designating this route. Recommended funds will provide adequate year around maintenance with the addition of some resurfacing, repairs to the Nabesna River Bridge and its approaches.

LOCAL ROADS

ROUTE 4JA - LAKE HARDING ROAD

Winter Maintenance \$ 1,000.00

Summer Maintenance 2,000.00

Recommended funds will provide normal year around maintenance.

ROUTE 7T - BADGER - FARM ROADS

Winter Maintenance \$ 2,000.00

Summer Maintenance 4,000.00

Normal winter and summer maintenance with the addition of more frequent surface planing and reshaping of the roadway will be provided within the recommended funds.

ROUTE - WEST FAIRBANKS

Winter Maintenance \$ 2,000.00

Summer Maintenance 3,000.00

It is noted there is no number designating this route. Normal winter and summer maintenance will be provided within the recommended funds.

Jan 4K

Jan 4K

Jan 4K

MAINTENANCE

LOCAL ROADS (continued)

Recommended funds will provide normal maintenance as indicated for the following Routes:

ROUTE 88 - FERRY - EVA CREEK - MOOSE CREEK

Summer Maintenance \$ 5,000.00 ✓

77 ROUTE - STEEL CREEK

Winter Maintenance \$ 2,000.00

Summer Maintenance 3,000.00

Prin Street Branch

It is noted there is no number designating this route.

ROUTE 7S - GRAEHL BRANCH

Winter Maintenance \$ 1,500.00

Summer Maintenance 2,500.00

Prin and Fish Creek

ROUTE 7C - FAIRBANKS CREEK

Summer Maintenance \$ 3,000.00 ✓ *Steel*

ROUTE 7CA - FISH CREEK

Summer Maintenance \$ 3,000.00 ✓ "

ROUTE 15A - CENTRAL - CIRCLE HOT SPRINGS - PORTAGE CREEK

Summer Maintenance \$ 5,000.00 ✓ "

ROUTE 15B - DEADWOOD CREEK

Summer Maintenance \$ 1,000.00 ✓ "

ROUTE 15BA - KETCHUM CREEK

Summer Maintenance \$ 100.00 "

ROUTE 15E - MILLER HOUSE - HARRISON CREEK - MASTADON CREEK

Summer Maintenance \$ 500.00 "

ROUTE 16A - U. S. CREEK

Summer Maintenance \$ 500.00 "

MAINTENANCE

LOCAL ROADS (continued)

<u>ROUTE 16B - EAGLE CREEK</u>			
Summer Maintenance	\$	200.00	11
<u>ROUTE 16D - SOURDOUGH CREEK</u>			
Summer Maintenance	\$	300.00	11
<u>ROUTE 16E - FAITH CREEK</u>			
Summer Maintenance	\$	100.00	
<u>ROUTE</u> - ILLINOIS STREET - GRAEHL			
Winter Maintenance	\$	200.00	? fund
Summer Maintenance		300.00	

It is noted there is no number designating this route. The maintenance of the Graehl footbridge is not included in the recommended funds. Funds for the maintenance of the footbridge is normally supplied from Territorial funds.

<u>ROUTE 63B - BROOKS - LIVENGOOD</u>			
Summer Maintenance	\$	2,000.00	✓
<u>ROUTE 7DA - UNIVERSITY OF ALASKA CAMPUS</u>			
Winter Maintenance	\$	200.00	✓ out?
Summer Maintenance		300.00	

7D <u>ROUTE</u> - CHEENA PUMP HOUSE ROAD			
Winter Maintenance	\$	1,000.00	Under local
Summer Maintenance		2,000.00	to high ✓

It is noted there is no number designating this route.

<u>ROUTE 7N - FARMERS LOOP</u>			
Winter Maintenance	\$	4,000.00	
Summer Maintenance		7,000.00	11

MAINTENANCE

LOCAL ROADS (continued)

✓ ROUTE 7NA - ISABELLA CREEK

Winter Maintenance	\$	500.00
Summer Maintenance		3,000.00

✓ ROUTE 7NB - BALLAINE - RICKERT

Winter Maintenance	\$	100.00
Summer Maintenance		100.00

✓ ROUTE 7NC - CROSSMAN - FIDELER

Winter Maintenance	\$	100.00
Summer Maintenance		100.00

✓ ROUTE - YANKOVICH ROAD

Winter Maintenance	\$	100.00
Summer Maintenance		100.00

It is noted there is no number designating this route.

✓ ROUTE - GRENAC

Winter Maintenance	\$	50.00
Summer Maintenance		50.00

ROUTE 38L - RUBY AIRFIELD ROAD

Summer Maintenance	\$	500.00
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ROUTE 47B - NOLAN BRANCH

Summer Maintenance	\$	4,000.00
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ROUTE 47C - WISEMAN - HAMMOND RIVER

Summer Maintenance	\$	5,000.00
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ROUTE 47D - JIM PUP TRAIL
ROUTE 47E - MYRTLE CREEK TRAIL
ROUTE 47F - WISEMAN - PORCUPINE CREEK TRAIL

Recommended requirement for all trail maintenance.

\$ 1,000.00

for sale

Ruby

8000 6-27

MAINTENANCE

LOCAL ROADS (continued)

ROUTE 59 - FAIRBANKS BRIDGE

Bridge Maintenance \$ 2,000.00

ROUTE 59A - FAIRBANKS DEPOT

Depot Maintenance

and \$15,000
Maint and repairs only
Two months
\$ 40,000.00
10,000

The Fairbanks Depot requires a building in which all foodstuffs, property, materials and supplies other than petroleum products and mechanical machine repair parts may be warehoused, and in which all functions of the Property Cost Accounting Controls may be performed. These functions would include preparation of requisitions, subsequently receipt of purchase order and bill of lading, receiving goods, distribution to either stock or ultimate point of use, billing, price extending, and accounting.

This warehouse should be a single story, prefabricated steel structure with floor raised above ground level at least 42 inches fully insulated and heated, and incorporating an office area not larger than 800 sq. feet divided into two parts of approximately 200 sq. feet and 600 sq. feet. The warehouse end should be at least 4800 sq. feet with loading docks on either side. At least two double doors on each side would provide ample access to the warehouse. The location of this building would be at right angles to the present office building along the spur track at the east side of the Depot. The present old shop and warm storage building west of the present office would be torn down and the whole area west of the office would become an equipment yard. The old buildings south of the office would ultimately be torn down, but only when their requirement no longer exists.

? Warehouse

Estimated cost of the new warehouse is \$84,000.00. It is recommended that additional funds be made available for this estimated amount. Construction by contract is recommended. Construction should commence about May 1, 1951 with completion scheduled within 90 days.

JAN

HT 9
working 22

The Fairbanks Depot definitely needs a new radio transmitter and receiver of maximum capacity - 100 Watts. The unit should be a single cabinet affair similar and equal to either the "Intervox" or "KAAR" sets purchased in 1950. Present facilities are both inadequate and unreliable.

X

MAINTENANCE

LOCAL ROADS (continued)

ROUTE 59B - FAIRBANKS APARTMENT

Annual Maintenance \$ 2,000.00 ✓ ~~7,000.00~~

ROUTE 65P - TOK DEPOT

Depot Maintenance

37,880

\$ 67,800.00 ✓

30,000.00

Too much

Included in the maintenance of the Tok Depot are funds recommended to procure generating plants, connect the water system in the shop area, reactivate the sewerage disposal system in the shop area, house and insulate the fuel oil storage tanks connected to all buildings; paint the interior of the main shop and place an additional three inches of concrete on this shop floor. OK
Repair and insulate the present parts warehouse, and necessary repairs to the Office Building, Mess Hall, and Pump House.

Continued use of Diesel powered generating plants and the heating of all buildings at Tok by individual furnaces and stoves is an extremely expensive utility. It is requested that consideration be given to the following alternate system.

Install within the present power house two 85 Horse Power High Pressure oil fired boilers complete with condensate pumps, condensers, water cooling facilities, and pumps; a 60 KW High Pressure Turbo Generator; with a low pressure exhaust; and, from the exhaust steam heat by means of finned tube radiation and unit heaters all portions of the Tok Depot. A standby power generating plant of the present Diesel units would be maintained and the presently installed furnaces would not be removed. The steam distribution should be handled by insulated pipe similar to "Ric-Wil" with return condensate lines provided.

*Engineer
new system*
*Est Cost
200,000*

ROUTE 65M - FORTY MILE ROAD

Summer Maintenance \$ 20,000.00 ✓

Sufficient funds are recommended to alleviate the several distorted roadway surfaces, install several small corrugated metal culverts and maintain the roadway surface in satisfactory condition.

MAINTENANCE EQUIPMENT REQUIRED

Bureau of Public Roads construction engineering forces

MAINTENANCELOCAL ROADS (continued)MAINTENANCE EQUIPMENT REQUIRED (continued)

employed on the contract construction of Alaska "A" and Richardson "C" Sections will be quartered in the Alaska Road Commission Camps at Delta Junction and Johnson River.

The present power generating plants at these camps do not have sufficient capacity to handle this additional power load. It is recommended and funds have been programmed in the recommendations for two 10 KW - 110-220 Volt - Single phase power plants driven by Diesel engines. The cost of the units should be apportioned as follows:

One half of one unit to Route 4K

One and one half of one unit to Route 65L

Asphalt maintenance equipment in addition to the present units will be required. The type and quantity of these additional new units must be determined by Headquarters. It is our understanding equipment required for maintenance of asphaltic pavements will be purchased as one complete outfit for all Districts. Funds in the amount of \$7500.00 are programmed for this expenditure and are to be deducted in amounts as detailed from the following routes:

Route 7D	=	\$ 500.00
Route 4K	=	3500.00
Route 65L	=	3500.00

RECONSTRUCTION & IMPROVEMENT OF EXISTING ROADS

The reconstruction and improvement of the following existing roads is recommended and funds to accomplish the described work as detailed: are estimated as shown. :

ROUTE 7A - SUMMIT - CHATANIKAROUTE 16 - CHATANIKA - MILLER HOUSE

It is recommended that \$68,500.00 be allotted to continue the reconstruction and improvement of these routes begun this year. The reconstruction is concentrated on Route 7A beginning at the foot of the Cleary Hill, continuing through Clearing Creek, and thence to Chatanika. A line change eliminates several sharp hazardous horizontal curves, maintains a considerably better vertical alignment and reduces the frequency of glacier action by better drainage and higher embankments. Improvements are concentrated on

RECONSTRUCTION & IMPROVEMENT OF EXISTING ROADS

ROUTE 7A (continued)

Route 16. The existing roadbed will be widened, more drainage will be provided and hazardous vertical alignment will be eliminated. It is planned to quarter the necessary personnel at the Fairbanks Exploration Company bunkhouse at Chatanika. The equipment we propose to employ is on hand as follows:

- 1 - 3/4 C.Y. Crawler Mounted Shovel
- 4 to 10 - 3 C.Y. Dump Trucks
- 1 - Medium Crawler Mounted Tractor with Dozer
- 1 - Heavy Crawler Mounted Tractor with Dozer
- 1 - 8 C.Y. Carryall Scraper
- 1 - 12 C.Y. Carryall Scraper
- 1 - 12 ft. Motor Grader - part time
- 1 - 10 ft. Power Controlled Pull Blade

• ROUTE - NORTE CAMP - GILMORE

Late in the season when the Fairbanks Exploration Company has completed dredging in Engineer Creek - Mile 6 to Mile 7 - it is recommended we reconstruct this section of the route with a portion of the equipment as listed above. This reconstruction would eliminate poor horizontal and vertical alignment, and reduce maintenance costs by raising the height of the embankments. Estimated and recommended funds to complete this feature are \$6,500.00.

ROUTE 7G - FAIRBANKS - NORTH CAMP

The necessary detour bridge will be constructed over Noyes Slough to maintain traffic during construction of the new Noyes Slough Bridge. Should the contractor make a late start on this bridge - after spring breakup high water - it is planned to place two temporary 26" x 42" arch metal culverts covered by a gravel embankment across this waterway. However, funds in the amount of \$5,000.00 are recommended to construct a temporary bridge. Any saving effected by the above alternate plan will be reflected in the total expended funds.

O/C

ROUTE 38A - RUBY - POORMAN

The reconstruction of this route continued this past season and it is recommended that the reconstruction work continue at an accelerated pace. The results of exploration for gravel will largely determine the rate of progress of this work. Should it become necessary to haul from the Salatna River in each direction it will require additional time and funds. However, it is believed we can transport to Ruby

*Probably must
have 5 or 6 ft*

RECONSTRUCTION & IMPROVEMENT OF EXISTING ROADS

ROUTE 38A (continued)

via river boat a small dragline to more effectively employ available equipment and man power. At the earliest opportunity it is planned to make an observation and inspection trip to this area and determine on the ground exactly what is required and how best to accomplish the necessary work. Funds recommended for this work are \$80,000.00. At the conclusion of the trip mentioned above a complete detailed report will be submitted to you.

CONSTRUCTION

ROUTE 65A - TOK JUNCTION - GULKANA RECONSTRUCTION

It is planned to set up a second camp at the crossing of the Little Tok River. From this camp we will work down the Little Tok toward the Tok River. From the present Clearwater Camp construction will continue toward the Tok River. Immediately after spring breakup construction will begin on the Tok River Bridge. When the two outfits join together they will consolidate into one camp - Little Tok River Camp - and proceed as far as possible toward Mentasta Lake. It is our present plan to double shift all tractor work during June, July, and August, if possible. It is this Office's plan to keep all I. H. tractor equipment on this project, and further to keep TD 24's pulling carryall scrapers. My experience with this equipment has indicated to me they are a fine carryall tractor, but their longevity is questionable when used as a dozer tractor. By keeping the I. H. Equipment here, and the Caterpillar equipment on the 40-Mile our parts problems are diminished.

EQUIPMENT REQUIRED

- 1 - 5 K.W. Diesel Power Generating Plant
- 2 - 50 Watt Radio Transmitter & Receivers - Similar to those purchased in 1950
- 1 - Heavy 3-Tooth Ripper - K30 LeTourneau or equal
- 1 - Truck Tractor - identical to the one requested under 65M.
- 1 - Motor Grader - Cat #12 or equal
- 4 - 13.1 C.Y. Carryall Scrapers - Cat #80 or equal

PERSONNEL

Wage Board personnel requirements will approximate 90 at the peak and will vary from 15 through 90 to about 40 at

CONSTRUCTION

ROUTE 65A (continued)

the close of the season. Engineering personnel - all classified will include the following:

- 1 - Resident Engineer
- 2 - Chief of Parties
- 3 - Instrumentmen
- 7 - Rodmen-Chainmen

FAIRBANKS - NENANA - PROPOSED CONSTRUCTION

Recent preliminary studies of the two alignments of this route has indicated the alternate line - i.e.: along the ridges with a tie to the original line at a point between Dunbar and Berg - is far easier to construct and offers a comparable vertical and horizontal alignment. Assuming this is the line we will construct the following is our plan of operations:

Establish base camps at Ester and Berg and work toward each other. As construction proceeds we would move temporary "fly camps" to logical locations - Ohio Creek from the Ester end and from the Berg end to top of ridge along Gold Creek. Supplies can be hauled to Ester via truck from Fairbanks, and to Berg via Alaska Railroad from Fairbanks.

Construction of this route should be comparatively easy. It is believed the route from Ester to Berg - approximately 36 miles - and some mileage from Berg toward Nenana will be completed.

EQUIPMENT REQUIRED

- 2 - 5 KW Diesel Power Generating Plants
- 2 - 50 Watt Radio Transmitters & Receivers similar and equal to those purchased in 1950 for Cantwell and Homer
- 1 - 16 foot Gasoline Engine Powered Pull Blade - Caterpillar #16 or equal
- 1 - Heavy 3-tooth Ripper - K-30 LeTourneau or equal
- 6 - 13.1 C.Y. Carryall Scrapers - Cat. #80 or equal
- 1 - Motor Grader - Cat. #12 or Equal
- 4 - Heavy Tractors without dozer but rear mounting double drum power control units
- 4 - Heavy Tractors with dozers and double drum power control units rear mounted.
- 2 - 8000 Gallon storage tanks. Wheel mounted similar to those purchased in 1950 for Valdez District

CONSTRUCTION

FAIRBANKS - NENANA (continued)

PERSONNEL

Supervision of this construction will be handled by the general foreman at Fairbanks. Wage board personnel required will vary from 12 through 50 and back to 20 near the end of the season. Double shifts are planned for all tractor work. Engineering personnel requirements are as follows - all classified: 1 - Resident Engineer, 2 - Chiefs of Parties, 2 - Instrumentmen, 5 - Chainmen-Rodmen.

ROUTE 65M - ALASKA HIGHWAY - EAGLE (40 MILE ROAD)

Construction on this route will commence about January 10, 1951 when hauling of the Matanuska River Bridge and the dismantling and hauling of the Shaw Creek Bridge will begin. As these bridges are to be erected at rather difficult locations to reach during early spring the hauling will be accomplished over the ice of the several rivers - South Fork, Walkers Fork, and Forty Mile - during winter. Wind and heavy snows are not the rule during mid-January and early February in the 40-Mile country. Foot reconnaissance over the terrain to be built and subsequent stripping operations indicate the larger portion of the remaining construction will be relatively difficult due to the numerous solid rock points and steep frozen sidehills. Some frozen side hills are immediately ahead of the pioneer construction at Polly Creek where the descent to the crossing of the 40-Mile River is begun. In O'Brien Creek from the 40-Mile River to almost the crossing of Columbia Creek numerous solid rock points and rock ravines together with very steep frozen side hills combine to make construction most difficult. Between these two points - the head of Polly Creek south of the 40-Mile River and three miles south of the crossing of Columbia Creek north of the 40-Mile River - a distance of approximately 14 miles - no preliminary stripping has been done.

In view of the foregoing and from experience gained last year it is my recommendation the construction work follow the outlined plan below.

A force of 5 D8's and 2 D7M tractors with 1 - 12 C.Y. Carrvall scraper, 1 - 112 Motor Patrol, 1 - 3/4 C. Y. Shovel and 4 trucks cross the ice of the 40-Mile River about March 1, 1951. Part

CONSTRUCTIONROUTE 65M (continued)

of this outfit - 2 D8's and 1 D7M with at least 2 -210 CFM air compressors; hammers, pipe, hoses, powder, fuses, etc., boilers steam points, and sufficient fuel and grocery staples to last 90 days - proceed up O'Brien Creek to the end of the Eagle - Liberty Road. Establish a base camp there. From this camp work the pioneer construction back toward the 40-Mile and the reconstruction toward Eagle. With the remainder of the heavy equipment and additional smaller equipment - including 2 - 210 CFM compressors, boilers, hammers, hose, pipe, powder, fuses, etc., start from the north bank of the 40-Mile River toward the outfit coming from Liberty Creek. With both outfits the first and immediate requirement will be to strip those sections predetermined to require stripping. This foregoing construction would commence about April 15, 1951. A third camp would later be established about April 20, a very temporary fly camp - at the head of Polly Creek. Stripping and pioneer construction would proceed until the south bank of the 40-Mile River is reached. Here a semi-permanent camp would be established and from this main base camp the 40-Mile River Bridge erection could be accomplished as well as the finish grading and draining from Upper Jack Wade to Liberty Creek. A fourth camp would also be required at Walker's Fork - Lassen Field. From this present camp the remaining construction south and north of Walker's Fork to the Upper Jack Wade and the South Fork Bridge respectively, as well as the bridge erection of the Walker's Fork bridge could be accomplished. For this construction work south of the 40-Mile River it is planned to use 7 - D8's and 3 - D7 tractors with 6 - 12 C.Y. carryall scrapers, 1 - 3/4 C.Y. shovel, 8 - 3 C. Y. Dump Trucks, 2 - 210 CFM air compressors, 2 - #12 Motor Graders, 2 - boilers, hose, pipe, hammers, etc., 1 - 3/4 C.Y. truck crane truck mounted complete with swinging leads, and steam hammer. It is planned this route from Eagle will be graded and drained before October 15, 1951.

There are ten bridges to be erected on this route next season. Three of these will be steel bridges - Walker's Fork, 40-Mile River, and O'Brien Creek. It is planned to use the structures that have been or are being replaced by new bridges at Shaw - Creek, Matanuska River, and Noyes Slough to make the crossings of the respective waterways as listed above. Timber bridges will be erected over the following waterways: Chicken Creek, Lost Chicken Creek, Jack Wade Creek, Alder Creek, Columbia Creek, King Solomon Creek, and North Fork of King Solomon Creek. The many structures to be erected on this route and other routes in this District has predicated the recommendation for the purchase of a truck mounted crane with swining leads and a steam driving hammer. This equipment will facilitate and speed the erection of these structures. In addition to the above mentioned bridges the Fairbanks District will erect the following structures:

CONSTRUCTION

ROUTE 65M (continued)

Clearwater Creek and Tok River Bridges on Route 65A; Sears Creek and small bridge at Mile 1422.5 on Route 65L; and a temporary crossing at Noyes Slough on Route 7G.

EQUIPMENT REQUIRED

- From Valley?* 3 - 210 CFM Air Compressors
- 1 - Heavy 3-Tooth Ripper - K30 LeTourneau or equal
- 1 - 3/4 C.Y. Truck Mounted Crane
- 1 - Swinging lead for attachment to above crane
- 1 - 16 Ft. Gasoline Engine Driven Power Controlled Pull Blade *Johnson #4 Paul's duty*
- Indicate to Army* 1 - 5000# Double Acting Steam Hammer
- 1 - Truck Tractor - at least 300 H.P. gasoline engine driven with auxiliary transmission, winch, tandem rear driving wheels, similar and equal to the units - Kenworths or Peterbilts - now pulling Alaska Freight Company vans
- Valley* 12 - Jackhammers, approximately 50#, throwaway bits; hammer steel; air pipe, fittings, manifolds, etc.; and hose in quantities and sizes as detailed in a forthcoming requisition.
- 4 - 5 KW Diesel Power Generating Plants
- 2 - 50 Watt Radio-Transmitter and Receiver - Similar and equal to units purchased in 1950 for Cantwell and Homer
- 1 - Motor Patrol - #12 Caterpillar or equal
- 3 - 13.1 C.Y. Carryall Scrapers - Cat. #80 or equal
- 1 - Electric Motor Drive 300 Amp Welding Machine ✓

PERSONNEL

The wage board personnel planned for this job will vary from a beginning of approximately 26 to a peak during the mid-summer of approximately 110. It is planned to double shift all drilling and thawing outfits, and at least the carryall tractor spreads. Engineering personnel requirements will be as follows. - all classified: 1 - Resident Engineer, 3 - Chiefs of Parties, 5 - Instrumentmen and 12 - Chainmen-Rodmen.

The two foregoing projects will be directly supervised by the Construction Superintendent at Tok. It is not our plan to employ general foreman on either of these two projects. Rather, foremen immediately responsible for designated work supervised by the Construction Superintendent.

CONSTRUCTION

FARM ROADS

The Farm Road construction program of the Fairbanks District for the 1951 season will complete the several individual detailed projects as described herewith. The importance and number of people served together with other factors, has determined the priority for construction as listed.

PRIORITY NUMBER ONE:

Grade and drain the streets of the Tok Townsite. The plan as presented by the Bureau of Land Management will require the construction of a total of 10,410 lineal feet of streets. 3830 feet of this total will be 40 feet wide; 5980 feet will be 80 feet wide; and 650 feet will be 150 feet wide. Construction of these streets will be done by the forces at Tok by the equipment scheduled to construct the Tok Junction - Gulkana Reconstruction. Total time estimated to complete this work is six days at an estimated total expenditure of \$7800.00 including engineering, supervision, wages, gasoline, equipment rentals, etc.

PRIORITY NUMBER TWO:

Complete the partially constructed road serving portions of Section 16, 17, 19, 20, and 21 T1S, R2E. Two and three quarters miles have been graded and a portion graveled. An additional mile of road must be built and a total of more than three miles surfaced. Sketch and petition are on file at Headquarters, Juneau. This new road will serve at least 12 persons. Estimated total costs - \$8000.00.

PRIORITY NUMBER THREE:

Construct road to homestead of one Otto Geist. The proposed road branches from the present Ester Road. A total of three fourths of one mile in a southerly direction from mile $4\frac{1}{4}$ of the Ester Road to the common corner of Sections 1, 6, 12, 7 T1S, R2W and T1S, R1W. Total estimated cost \$1800.00. Petition and sketch is at Headquarters, Juneau.

PRIORITY NUMBER FOUR:

Construct approximately 2 miles of road to Homesteaders Becker, Dale, and Conn. The route is not firm at present as the Civil Aeronautical Administration has not definitely given their approval of the proposed route. However, a road must be built somewhere here to serve these people and since the terrain is very much the same in the immediate area, one place is as easy to construct as another. Total estimated cost \$8500.00. Location of this road is to the Homesteads in Sections 14 and 23; T1S; R2W.

CONSTRUCTION

FARM ROADS (continued)

PRIORITY NUMBER FIVE:

Construct about two miles of road to serve homesteaders, at least four families, in the vicinity of Shaw Creek. The construction of this road will definitely aid the settlement of the immediate area. Location of this road is along the section line between Sections 34, 35 and 27, 26 T7S; R8E. Construction is relatively easy and should be accomplished at a total expenditure of an estimated \$9000.00. See petition and sketch attached.

PRIORITY NUMBER SIX:

Build roads in Section 17; T1S, R1W for the development of homesites for at least nine families. This proposed construction will tie in with other similar construction in the same area and will become an integral part of the local highway system. The only portion of this system it is recommended we construct is the two roads that divide the tract into four equal parts. It is recommended that interested parties construct the streets serving the individual homes. Estimated total expenditure will be \$4000.00.

PRIORITY NUMBER SEVEN:

Build one and three quarters miles of road in Sections 19 and 20; T4S, R4E to the home of Lt. P. R. Johnson and serving at least two other families. Development in this section will definitely be speeded by the construction of this short road. Additional land is available immediately adjacent to the proposed new road. Estimated total expenditures are \$12000.00. Petition and sketch is attached.

PRIORITY NUMBER EIGHT:

Extend road begun in 1940 to include service to present homesteaders in Section 20; T1S, R1W. Recommended road will include two miles of new construction. The extension of the present road will serve a minimum of four families and make additional adjacent land attractive to prospective homesteaders. Estimated total expenditures are \$8500.00. Petition and sketch are attached.

CONSTRUCTION

FARM ROADS (continued)

PRIORITY NUMBER NINE:

Extend~~ed~~ by 1200 feet the presently constructed road in Section 17; T1S, R1W. This extension gives access to the group of small homesite owners who are being serviced with a road under Priority Number Six. Construction would be carried on in conjunction with the construction of Priority Six. Estimated total expenditures are \$1500.00. Letter requesting this road is enclosed. Sketch and petition is on file at Headquarters, Juneau.

PRIORITY NUMBER TEN:

Construct seven eighths of a mile of road near the Country Club. This road branches from Route 7N - Farmers Loop - near the Yankovich Road. This road will serve at least seven families living on small homesite tracks in Section 35; T1N, R2W. Total construction costs are estimated to be \$3500.00. Petition and sketch are enclosed.

PRIORITY NUMBER ELEVEN:

Construct about one mile of road and build two small bridges to serve both the McKinley Sub-Division and small homesites in Section 7; T1S, R1W. This construction is requested to serve at least six families and soon more than 25 families will be in these two areas. Estimated costs are \$3500.00 exclusive of bridges. The bridges required would cost approximately \$18,000.00 complete in place. The petition requesting this construction is on file at Headquarters, Juneau. The detailed sketch is attached.

PRIORITY NUMBER TWELVE:

Construct as a continuing program about four and one half miles of road east and west along the section lines between Sections 19 and 30 of T1S, R1W; and Sections 24, 25, 27 and 26 of T1S, R2W; and north and then east along southeast quarter section line of section 23, then further north along section line between Section 23 and 24 of T1S, R2W. This proposed road will serve at least 20 families, and will make accessible additional lands to prospective settlers. Estimated total construction cost \$16,000.00. Sketch and petition is enclosed.

PRIORITY NUMBER THIRTEEN:

Construct one and one half mile of road near the Little Salcha River Bridge. This proposed road connects to the Richardson

CONSTRUCTION

FARM ROADS (continued)

PRIORITY NUMBER THIRTEEN: (continued)

Highway one half mile south of the Little Salcha River Bridge and extends in an easterly direction. The proposed road will serve at least five families. Estimated total costs of this construction is \$2100.00. Petition and sketch is enclosed.

Equipment planned to be used on this work will include, as required, six D8 Caterpillar tractors, three carryall scrapers, 3/4 C.Y. crawler shovel, 10 - 3 C.Y. Dump Trucks, and other allied heavy construction equipment. This equipment will be available from time to time during the next season as other work in the Fairbanks area progresses. It is planned to work all the recommended construction in the Fairbanks area as one large project and shift equipment and men from job to job as each job is completed.

The attached plat of the "Fairbanks Vicinity" indicates the proposed Farm Road program in the immediate vicinity of Fairbanks. The proposed road construction is shown as a green line. The shaded brown areas are homesites of petitioners.

SURVEYS

LIVENGOOD - MANLEY HOT SPRINGS

This past season field work was completed from Livengood to a point one mile south of Eureka. From Eureka to Manley Hot Springs there is an existing road. The survey of this line could be accomplished with a small crew consisting of the following personnel and equipment:

PERSONNEL

- 1 - Locating Engineer - Classified
- 1 - Party Chief - Classified
- 2 - Instrumentmen - Classified
- 4 - Rodmen-Chainmen - Classified
- 1 - Cook - Wage Board
- 1 - Tractor Operator - Wage Board

EQUIPMENT

- 1 - TD14 I.H. Tractor with dozer and winch
- 1 - D4 Caterpillar Tractor with winch
- 1 - Sled Mounted Cook Trailer
- 2 - Sled Mounted Bunk Trailers

SURVEYS

LIVENGOOD - MANLEY HOT SPRINGS (continued)

At a later date upon completion of the 25 miles of line between Eureka and Manley Hot Springs, the crew would begin the line from Eureka to Rampart. It is planned this second portion of the survey would begin about July 20, 1951. The following additional personnel and equipment would be required:

PERSONNEL

- 2 - Axemen - Classified
- 1 - Tractor Operator - Wage Board

EQUIPMENT

- 1 - TD 18 I.R. Tractor with dozer

Total costs of this survey, including classified personnel salary, fuel, food, wage board employee wages, and other necessary supporting expense, is estimated to be \$48,200.00. Recommended funds for this survey are \$50,000.00.

FAIRBANKS - NENANA SURVEY

The survey completed all but approximately 12 miles on the alternate line along the ridges. This alternate line ties into the lower line at a point between Dunbar and Berg. The completion of this portion of the survey will require approximately 45 days. The additional survey from Nenana to McKinley Park will require approximately 100 days. Basing our estimate on all known contingencies the required personnel and equipment will include the following:

PERSONNEL

- 1 - Locating Engineer - Classified
- 1 - Party Chief - Classified
- 2 - Instrumentmen - Classified
- 4 - Rodmen-Chainmen - Classified
- 1 - Cook - Wage Board
- 1 - Tractor Operator - Wage Board

EQUIPMENT

- 1 - D6 Caterpillar Tractor with dozer and winch
- 1 - Sled Mounted Cook Trailer
- 2 - Sled Mounted Bunk Trailers

Total costs of this survey including the same items as detailed above, is estimated to be \$40,000.00. Recommended funds are \$40,000.00.

? Looked high

SURVEYS

ALASKA HIGHWAY - EAGLE (40-MILE ROAD)

Survey of this route is about complete - approximately 10 miles remaining. It is believed that a very small crew could complete this survey in about 30 days. Estimated costs would total \$12,000.00. Recommended funds are \$12,000.00. Personnel and equipment required as follows:

PERSONNEL

- 1 - Party Chief - Classified
- 1 - Instrumentmen - Classified
- 3 - Rodmen-Chainmen - Classified
- 1 - Tractor Operator - Wage Board
- 1 - Cook - Wage Board

EQUIPMENT

- 1 - D6 Caterpillar Tractor with dozer and winch
 - 1 - Pickup Truck
- Tents and other paraphernalia now on hand at Eagle

CONTRACTS

The estimated cost of engineering and inspection of contract work under the supervision of this District will be \$11,000.00, for salaries and equipment expenses, but does not include testing of materials. The recommended funds for this feature are \$12,500.00.

PERSONNEL

Engineering personnel will be limited. The Construction Engineer stationed at Fairbanks will supervise these Contracts with a staff of 2 - Inspectors, 1 - Instrumentmen and 2 - Chainmen-Rodmen, all classified.

GENERAL

The request for the purchase of two large truck tractors as listed in equipment discussions on Routes 65M and 65A is considered most important by this Office. The slow, unreliable truck tractors now in service in this District are expensive to operate and since they are so very slow and unreliable the shifting of heavy equipment from location to location is held to a costly minimum. Very often equipment - one or two pieces - can be shifted from project to project with very little lost time and benefit both jobs. Equipment standing idle on a job or working in locations never

GENERAL

No —
intended for that equipment is indicative of improper supervision. Very often this same equipment is urgently required for varying lengths of time on another project. But, time lost in traveling with these older units preclude the economical movement of this temporarily surplus equipment. The three Federal Tractor Truck and the one FWD tractor truck will be converted to heavy snow plows during the next summer. Funds are included in Maintenance of Routes 4K and 65L to accomplish this conversion. The Sterling tractor truck will be converted to a truck mounted shovel - using the 1/2 C.Y. P & H Shovel - ARC #1255. This conversion - i.e. the Sterling - will necessarily eliminate it as a truck tractor, but the other four could and would be used as truck tractors in the event they are required. Funds for the conversion of the Sterling to a truck mounted shovel are included in Maintenance of Route 65L.

The request for two large power controlled pull blades needs some supporting discussion. The side hills where it is possible to pioneer a road with a heavy tractor and angle dozer can readily and cheaply be shaved and ditched with a very heavy pull blade. This blade is not intended to finish blade or in any other way substitute for a motor grader. But, where heavy work is involved - and certainly shaping a rough dozer pioneer road is heavy work - a large pull blade will more than pay for itself in one season. Sections of the 40-Mile Road and the proposed Fairbanks-Nenana Road are ideal places where this equipment will be invaluable.

The two heavy 3-tooth rippers also are justified in that when a ripper is required there is little or no use hooking onto a 7-ton ripper with a 20-ton tractor and have the ripper jump out of the ground when a pull is applied. For this reason very often scrapers and dozers are working in excavation where they haven't any change of economically moving the excavation. The alternate, of course, is to drill and shoot these cuts, but a heavy ripper will very often enable the tractor excavation to complete the cut without use of powder. Certainly, if the excavation has been predetermined to be tractor work it is consistent to have equipment designed to use with heavy tractors.

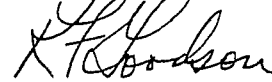
✓ In the matter of air compressors it is not our idea to buy these compressors. When my duties were such that I was acquainted with the equipment of all District it was noted that there are several air compressors seldom used. The amount of work ahead for these compressors after this season does not justify their purchase, therefore, it is believed there could be transfers from other District to supply these requirements on a loan basis.

Justification for the purchase of the recommended truck crane, swinging leads and hammer is included in the general discussion of Construction - Route 65M.

GENERAL

Enclosed herewith for your information and guidance is a "Tabulation of Estimated Costs". This tabulation records the estimate of the cost of each recommendation we have made and groups similar standards of roads, and features of, the work in respective classifications.

Very truly yours,



K. F. Goodson
District Engineer

Encls.

TABULATION OF

Route	Name Designation	MAINTENANCE				Working Fund
		Winter Maintenance	Summer Maintenance	Total Funds	Recommended Equipment Purchases*	
						<u>THROUGH:</u>
65L ✓	Canadian Boundary - Delta Junction	70,000.00	90,000.00	160,000.00	(1) 6,800.00	153,200.00
4K ✓	Rapids - Fairbanks	70,000.00	85,000.00	155,000.00	(2) 4,600.00	150,400.00
65A ✓	Tok Junction- Gulkana	7,000.00	8,000.00	15,000.00		15,000.00
7D ✓	Fairbanks - University of Alaska	2,000.00	3,000.00	5,000.00		5,000.00
	✓ Fairbanks - Ladd Field	400.00	600.00	1,000.00		1,000.00
7C ✓	Fairbanks - North Camp	500.00	800.00	1,300.00		1,300.00
	✓ Total Through Roads	149,900.00	187,400.00	337,300.00	11,400.00	325,900.00
						<u>FEEDER</u>
✓7A	Summit - Chatanika	7,000.00	8,000.00	15,000.00		15,000.00
✓7L	Gilmore - Summit	7,000.00	8,000.00	15,000.00		15,000.00
✓	North Camp - Gilmore	8,000.00	9,000.00	17,000.00		17,000.00
✓15	Central - Miller House		30,000.00	30,000.00		30,000.00
✓16	Chatanika - Miller House		50,000.00	50,000.00		50,000.00
✓7B	Fox - Olnes	3,000.00	3,000.00	6,000.00		6,000.00
✓ 7K	Olnes - Livengood		22,000.00	22,000.00		22,000.00
✓	University of Alaska - Ester	2,000.00	3,000.00	5,000.00		5,000.00
✓ 11A ✓	Eagle -Liberty Creek		2,000.00	2,000.00		2,000.00
✓ 11M	Canadian Boundary - Jack Wade		1,500.00	1,500.00		1,500.00
✓ 30	Hot Spring Landing - Eureka - Bocks		60,000.00	60,000.00		60,000.00
✓ 38A	Ruby- Poorman		30,000.00	30,000.00		30,000.00
✓	Northway Airfield Road	1,500.00	2,500.00	4,000.00		4,000.00
	Proposed Fairbanks - Nenana					
✓ 65N ✓	Forty Mile Road		20,000.00	20,000.00		20,000.00
	Livengood - Manley Hot Springs Survey					
	Total Feeder Roads	28,500.00	240,000.00	277,500.00		277,500.00

FAIRBANKS DISTRICT

TABULATION OF ESTIMATED COST

	<u>MAINTENANCE</u>			<u>RECONSTRUCTION AND IMPROVEMENT OR EXISTING ROADS</u>				<u>CONSTRUCTION</u>			<u>SURVEYS</u>	<u>CONTRACT</u>	<u>TOTAL FUNDS</u>
	<u>Winter Maintenance</u>	<u>Summer Maintenance</u>	<u>Total Funds</u>	<u>Recommended Equipment Purchases*</u>	<u>Working Fund</u>	<u>Recommended Equipment Purchases*</u>	<u>Working Fund</u>	<u>Total Funds</u>	<u>Recommended Equipment Purchases*</u>	<u>Working Funds</u>	<u>Total Funds</u>	<u>Total Funds</u>	<u>For Route</u>
	<u>THROUGH ROADS</u>												
tion	70,000.00	90,000.00	160,000.00	(1) 6,800.00	153,200.00								160,000.00
	70,000.00	85,000.00	155,000.00	(2) 4,600.00	150,400.00								155,000.00
	7,000.00	8,000.00	15,000.00		15,000.00			(5) 86,050.00	513,950.00	600,000.00			615,000.00
ska	2,000.00	3,000.00	5,000.00		5,000.00							12,000.00	17,000.00
	400.00	600.00	1,000.00		1,000.00								1,000.00
	500.00	800.00	1,300.00		1,300.00		5,000.00	5,000.00					6,300.00
	<u>149,900.00</u>	<u>187,400.00</u>	<u>337,300.00</u>	<u>11,400.00</u>	<u>325,900.00</u>		<u>5,000.00</u>	<u>5,000.00</u>	<u>86,050.00</u>	<u>513,950.00</u>	<u>600,000.00</u>	<u>12,000.00</u>	<u>954,300.00</u>
	<u>FEEDER ROADS</u>												
	7,000.00	8,000.00	15,000.00		15,000.00		68,500.00	68,500.00					83,500.00
	7,000.00	8,000.00	15,000.00		15,000.00								15,000.00
	8,000.00	9,000.00	17,000.00		17,000.00		6,500.00	6,500.00					23,500.00
		30,000.00	30,000.00		30,000.00								30,000.00
		50,000.00	50,000.00		50,000.00								50,000.00
	3,000.00	3,000.00	6,000.00		6,000.00								6,000.00
		22,000.00	22,000.00		22,000.00								22,000.00
	2,000.00	3,000.00	5,000.00		5,000.00								5,000.00
		2,000.00	2,000.00		2,000.00								2,000.00
		1,500.00	1,500.00		1,500.00								1,500.00
Bocks		60,000.00	60,000.00		60,000.00								60,000.00
		30,000.00	30,000.00		30,000.00		80,000.00	80,000.00					110,000.00
	1,500.00	2,500.00	4,000.00		4,000.00								4,000.00
		20,000.00	20,000.00		20,000.00				(6) 263,350.00	536,650.00	800,000.00	40,000.00	840,000.00
		20,000.00	20,000.00		20,000.00				(7) 116,850.00	683,150.00	800,000.00	12,000.00	832,000.00
Survey												50,000.00	50,000.00
	<u>28,500.00</u>	<u>249,000.00</u>	<u>277,500.00</u>		<u>277,500.00</u>		<u>155,000.00</u>	<u>155,000.00</u>	<u>380,200.00</u>	<u>1,219,800.00</u>	<u>1,600.00</u>	<u>102,000.00</u>	<u>2,134,500.00</u>

✓ 7B	Fox - Olnes	3,000.00	3,000.00	6,000.00	6,000.00				
✓ 7K	Olnes - Livengood		22,000.00	22,000.00	22,000.00				
✓	University of Alaska - Ester	2,000.00	3,000.00	5,000.00	5,000.00				
✓ 11A ✓	Eagle -Liberty Creek		2,000.00	2,000.00	2,000.00				
✓ 11M	Canadian Boundary - Jack Wade		1,500.00	1,500.00	1,500.00				
✓ 30	Hot Spring Landing - Eureka - Books		60,000.00	60,000.00	60,000.00				
✓ 38A	Ruby- Poorman .		30,000.00	30,000.00	30,000.00	80,000.00	80,000.00		
✓	Northway Airfield Road	1,500.00	2,500.00	4,000.00	4,000.00				
	Proposed Fairbanks - Nenana							(6) 263,350.00	536,650.00 800,0
✓ 65M ✓	Forty Mile Road		20,000.00	20,000.00	20,000.00			(7) 116,850.00	683,150.00 800,0
	Livengood - Manley Hot Springs Survey								
	Total Feeder Roads	28,500.00	249,000.00	277,500.00	277,500.00	155,000.00	155,000.00	380,200.00	1,219,800.00 1,600

LOCAL ROADS

✓ 4JA	Lake Harding Road	1,000.00	2,000.00	3,000.00	3,000.00				
✓ 7T	Badger - Farm Roads	2,000.00	4,000.00	6,000.00	6,000.00				
✓	West Fairbanks	2,000.00	3,000.00	5,000.00	5,000.00				
✓ 88	Ferry- Eva Creek - Moose Creek		5,000.00	5,000.00	5,000.00				
✓ 7G	Steel Creek	2,000.00	3,000.00	5,000.00	5,000.00				
✓ 7S	Graehl Branch	1,500.00	2,500.00	4,000.00	4,000.00				
✓ 7C	Fairbanks Creek		3,000.00	3,000.00	3,000.00				
✓ 7CA	Fish Creek		3,000.00	3,000.00	3,000.00				
✓ 15A	Central - Circle Hot Springs-Portage Creek		5,000.00	5,000.00	5,000.00				
✓ 15B	Deadwood Creek		1,000.00	1,000.00	1,000.00				
✓ 15BA	Ketchum Creek		100.00	100.00	100.00				
✓ 15E	Miller House - Harrison Creek		500.00	500.00	500.00				
✓ 16A	Mastadon Creek U. S. Creek		500.00	500.00	500.00				
✓ 16B	Eagle Creek		200.00	200.00	200.00				
✓ 16D	Sourdough Creek		300.00	300.00	300.00				
✓ 16E	Faith Creek		100.00	100.00	100.00				
✓	Illinois Street - Grehl	200.00	300.00	500.00	500.00				

6,000.00							6,000.00
22,000.00							22,000.00
5,000.00							5,000.00
2,000.00							2,000.00
1,500.00							1,500.00
60,000.00							60,000.00
30,000.00	80,000.00	80,000.00					110,000.00
4,000.00							4,000.00
		(6) 263,350.00	536,650.00	800,000.00	40,000.00		840,000.00
20,000.00		(7) 116,850.00	683,150.00	800,000.00	12,000.00		832,000.00
					50,000.00		50,000.00
277,500.00	155,000.00	155,000.00	380,200.00	1,219,800.00	1,600.00	102,000.00	2,134,500.00

LOCAL ROADS

3,000.00							3,000.00
6,000.00							6,000.00
5,000.00							5,000.00
5,000.00							5,000.00
5,000.00							5,000.00
4,000.00							4,000.00
3,000.00							3,000.00
3,000.00							3,000.00
5,000.00							5,000.00
1,000.00							1,000.00
100.00							100.00
500.00							500.00
500.00							500.00
200.00							200.00
300.00							300.00
100.00							100.00
500.00							500.00

	<u>MAINTENANCE</u>				Working Fund	<u>RICON OF EA Recommen Equipmen</u>
	Winter Maintenance	Summer Maintenance	Total Funds	Recommended Equipment Purchases*		
						<u>LOCAL ROADS - CC</u>
- Brooks - Livingood		2,000.00	2,000.00		2,000.00	
✓ 7DA University of Alaska Campus	,200.00	300.00	500.00		500.00	
✓ Chena Pump House Road	1,000.00	2,000.00	3,000.00		3,000.00	
✓ 7N Farmers Loop	4,000.00	7,000.00	11,000.00	(3) 500.00	10,500.00	
✓ 7NA Isabella Creek	500.00	3,000.00	3,500.00		3,500.00	
✓ 7NB Ballaine - Rickert	100.00	100.00	200.00		200.00	
✓ 7NC Crossman - Fidelel	100.00	100.00	200.00		200.00	
- Yankovich Road	100.00	100.00	200.00		200.00	
✓ Grenae	50.00	50.00	100.00		100.00	
✓ 38L Ruby Airfield Road		500.00	500.00		500.00	
✓ 47B Nolan Branch		4,000.00	4,000.00		4,000.00	
✓ 47C Wiseman- Hammond River		5,000.00	5,000.00		5,000.00	
✓ 47D Jim Pup Trail						
✓ 47E Myrtle Creek Trail			1,000.00		1,000.00	
✓ 47F Wiseman - Porcupine Creek Trail						
✓ 59 Fairbanks Bridge			2,000.00		2,000.00	
59A Fairbanks Depot			40,000.00	(4) 750.00	39,250.00	
59B Fairbanks Apartment			2,000.00		2,000.00	
65P Tok Depot			67,800.00		67,800.00	
Total Local Roads	14,750.00	57,650.00	125,200.00	1,250.00	123,950.00	
Farm Roads (100,000.00 Allotted)						

Priority # 1

Priority # 2

Priority # 3

Priority # 4

Priority # 5

Priority # 6

<u>MAINTENANCE</u>			<u>RECONSTRUCTION AND IMPROVEMENT OF EXISTING ROADS</u>			<u>CONSTRUCTION</u>		<u>SURVEYS</u>	<u>CONTRACT</u>	<u>TOTAL FUNDS</u>		
Winter Maintenance	Summer Maintenance	Total Funds	Recommended Equipment Purchases*	Working Fund	Recommended Equipment Purchases*	Working Fund	Total Funds	Recommended Equipment Purchases*	Working Funds	Total Funds	Total Funds	For Route
	2,000.00	2,000.00		2,000.00								2,000.00
,200.00	300.00	500.00		500.00								500.00
1,000.00	2,000.00	3,000.00		3,000.00								3,000.00
4,000.00	7,000.00	11,000.00	(3) 500.00	10,500.00								11,000.00
500.00	3,000.00	3,500.00		3,500.00								3,500.00
100.00	100.00	200.00		200.00								200.00
100.00	100.00	200.00		200.00								200.00
100.00	100.00	200.00		200.00								200.00
50.00	50.00	100.00		100.00								100.00
	500.00	500.00		500.00								500.00
	4,000.00	4,000.00		4,000.00								4,000.00
	5,000.00	5,000.00		5,000.00								5,000.00
		1,000.00		1,000.00								1,000.00
		2,000.00		2,000.00								2,000.00
		40,000.00	(4) 750.00	39,250.00								40,000.00
		2,000.00		2,000.00								2,000.00
		67,800.00		67,800.00								67,800.00
14,750.00	57,650.00	185,200.00	1,250.00	183,950.00								185,200.00

7,800.00	7,800.00
8,000.00	8,000.00
1,800.00	1,800.00
8,500.00	8,500.00
9,000.00	9,000.00
4,000.00	4,000.00
12,000.00	12,000.00
8,500.00	8,500.00

5 ^A	Fairbanks Depot	40,000.00	(4)	750.00	37,250.00
5 ^B	Fairbanks Apartment	2,000.00			2,000.00
65P	Tok lepot	67,800.00			67,800.00
Total Local Roads		<u>14,750.00</u>		<u>57,650.00</u>	<u>183,200.00</u>
Farm Roads (100,000.00 Allotted)				1,250.00	183,950.00

Priority # 1	7,800.00
Priority # 2	8,000.00
Priority # 3	1,800.00
Priority # 4	8,500.00
Priority # 5	9,000.00
Priority # 6	4,000.00
Priority # 7	12,000.00
Priority # 8	8,500.00
Priority # 9	1,500.00
Priority #10	3,500.00
Priority #11	(Does not include construction of 2 bridges) 3,500.00
Priority #12	16,000.00
Priority #13	2,100.00
	<u>86,200.00</u>

*Recommended Equipment Purchases include estimated purchase price and freight.

GRAND TOTAL

- (1) 5 KW Diesel Light Plant 2200 x 1½ 3,300.00
- Asphalt Maintenance Equipment 3,500.00
- 6,800.00
- (2) 1 5 KW Diesel Light Plant 2200.00 2 1,100.00
- Asphalt Maintenance Equipment 3,500.00
- 4,600.00
- (3) Asphalt Maintenance Equipment 500.00
- (4) 1 100 watt Radio Receiver and Transmitter 750.00

- (5) 1-5KW Diesel Power Generation Plant 1,400.00
- 2-50 Watt Radio Receiver and Transmitter 1,050.00 (7)
- 1-3 Tooth Ripper - 12 tons 6,500.00
- 1- Truck Tractor 14,500.00
- 1- Motor Patrol 15,000.00
- 4- 13-1 C. Y. 48,000.00
- (6) 2- 5KW Diesel Power Generating Plant 2,800.00
- 2- 50 Watt Radio Receiver and transmitter 1,050.00
- 1-16 foot pull blade 6,500.00
- 1-3 Tooth ripper - 12 ton 6,500.00
- 6-13.1 Carryall scraper 72,000.00
- 1- Motor Patrol 15,000.00
- 4-Tractors without dozers - heavy 70,000.00
- 4-Tractors with dozers - heavy 80,000.00
- 2-Storage Tanks 8,500.00
- 264,350.00

2,000.00
 40,000.00
 2,000.00
 67,800.00
185,200.00

7,800.00	7,800.00
8,000.00	8,000.00
1,800.00	1,800.00
8,500.00	8,500.00
9,000.00	9,000.00
4,000.00	4,000.00
12,000.00	12,000.00
8,500.00	8,500.00
1,500.00	1,500.00
3,500.00	3,500.00
Does not include construction of 2 bridges) 3,500.00	3,500.00
16,000.00	16,000.00
2,100.00	2,100.00
<u>86,200.00</u>	<u>86,200.00</u>

and purchase price and freight.

GRAND TOTAL Fairbanks District 3,360,200.00

(5) 1-5KW Diesel Power Generation Plant	1,400.00	(7) 1-3 Tooth ripper- 12 tons	6,500.00
2-50 Watt Radio Receiver and Transmitter	1,050.00	1-3/4 C.Y. truck crane	27,000.00
1-3 Tooth Ripper - 12 tons	6,500.00	1- Swinging leads	800.00
1- Truck Tractor	14,500.00	1-Double acting steam hammer	2,800.00
1- Motor Patrol	15,000.00	1-16' Pull Blade	6,500.00
4- 13-1 G. Y.	48,000.00	1-Truck Tractor	14,500.00
(6) 2- 5KW Diesel Power Generating Plant	2,800.00	4-5KW Diesel Light Plants	5,600.00
2- 50 Watt Radio Receiver and transmitter	1,050.00	2-50 Watt Radio transmitter and Receiver	1,050.00
1-16 foot pull blade	6,500.00	1-Motor Patrol	15,000.00
1-3 Tooth ripper - 12 ton	6,500.00	3-13.1 Carryall Scraper	36,000.00
6-13.1 Carryall scraper	72,000.00	1-Electric Motor Driven 300 Amp. Welder	1,100.00
1- Motor Patrol	15,000.00		<u>116,850.00</u>
4-Tractors without dozers - heavy	72,000.00		
4-Tractors with dozers - heavy	80,000.00		
2-Storage Tanks	8,500.00		
	<u>264,350.00</u>		

FAIRBANKS DISTRICT
TABULATION OF ESTIMATED COST

Route	Name Designation	<u>MAINTENANCE</u>			Recommended Equipment Purchases*	Working Fund	<u>RECONSTR</u>
		Winter Maintenance	Summer Maintenance	Total Funds			<u>OR AT</u> Recommended Equipment Purch
<u>THROUGH ROADS</u>							
65L	Canadian Boundary - Delta Junction	70,000.00	90,000.00	160,000.00	(1) 6,800.00	153,200.00	
4K	Rapids - Fairbanks	70,000.00	85,000.00	155,000.00	(2) 4,600.00	150,400.00	
65A	Tok Junction- Gulkana	7,000.00	8,000.00	15,000.00		15,000.00	
7D	Fairbanks - University of Alaska	2,000.00	3,000.00	5,000.00		5,000.00	
	Fairbanks - Ladd Field	400.00	600.00	1,000.00		1,000.00	
7C	Fairbanks - North Camp	500.00	800.00	1,300.00		1,300.00	
	Total Through Roads	149,900.00	187,400.00	337,300.00	11,400.00	325,900.00	
<u>FEEDER ROADS</u>							
7A	Summit - Chatanika	7,000.00	8,000.00	15,000.00		15,000.00	
7L	Gilmore - Summit	7,000.00	8,000.00	15,000.00		15,000.00	
	North Camp - Gilmore	8,000.00	9,000.00	17,000.00		17,000.00	
15	Central - Miller House		30,000.00	30,000.00		30,000.00	
16	Chatanika - Miller House		50,000.00	50,000.00		50,000.00	
7B	Fox - Olnes	3,000.00	3,000.00	6,000.00		6,000.00	
7K	Olnes - Livengood		22,000.00	22,000.00		22,000.00	
	University of Alaska - Ester	2,000.00	3,000.00	5,000.00		5,000.00	
11A	Eagle - Liberty Creek		2,000.00	2,000.00		2,000.00	
11M	Canadian Boundary - Jack Wade		1,500.00	1,500.00		1,500.00	
30	Hot Spring Landing - Fureka - Bocks		60,000.00	60,000.00		60,000.00	
38A	Ruby- Poorman		30,000.00	30,000.00		30,000.00	
	Northway Airfield Road	1,500.00	2,500.00	4,000.00		4,000.00	
	Proposed Fairbanks - Nenana						
65M	Forty Mile Road		20,000.00	20,000.00		20,000.00	
	Livengood - Manley Hot Springs Survey		20,				
	Total Feeder Roads	28,500.00	249,000.00	277,500.00		277,500.00	
<u>LOCAL ROADS</u>							
4JA	Lake Harding Road	1,000.00	2,000.00	3,000.00		3,000.00	
7T	Badger - Farm Roads	2,000.00	4,000.00	6,000.00		6,000.00	
	West Fairbanks	2,000.00	3,000.00	5,000.00		5,000.00	
88	Ferry- Eva Creek - Moose Creek		5,000.00	5,000.00		5,000.00	
	Steel Creek	2,000.00	3,000.00	5,000.00		5,000.00	
7S	Graehl Branch	1,500.00	2,500.00	4,000.00		4,000.00	
7C	Fairbanks Creek		3,000.00	3,000.00		3,000.00	
7CA	Fish Creek		3,000.00	3,000.00		3,000.00	
15A	Central - Circle Hot Springs-Portage Creek		5,000.00	5,000.00		5,000.00	
15B	Leadwood Creek		1,000.00	1,000.00		1,000.00	
15BA	Ketchum Creek		100.00	100.00		100.00	
15E	Miller House - Harrison Creek		500.00	500.00		500.00	
	Mastadon Creek						
16A	U. S. Creek		500.00	500.00		500.00	
16B	Eagle Creek		200.00	200.00		200.00	
16D	Sourdough Creek		300.00	300.00		300.00	
16E	Faith Creek		100.00	100.00		100.00	
	Illinois Street - Graehl	200.00	300.00	500.00		500.00	

MAINTENANCE

F. CONST
CF. EX. 13

	Winter Maintenance	Summer Maintenance	Total Funds	Recommended Equipment Purchases*	Working Fund	Recommended Equipment
63B Brooks - Livingood		2,000.00	2,000.00		2,000.00	
71A University of Alaska Campus	2,200.00	300.00	500.00		500.00	
Chena Pump House Road	1,000.00	2,000.00	3,000.00		3,000.00	
7N Farmers Loop	4,000.00	7,000.00	11,000.00	(3) 500.00	10,500.00	
7NA Isabella Creek	500.00	3,000.00	3,500.00		3,500.00	
7NB Ballaine - Rickert	100.00	100.00	200.00		200.00	
7NC Crossman - Fidler	100.00	100.00	200.00		200.00	
Yankovich Road	100.00	100.00	200.00		200.00	
Grenac	50.00	50.00	100.00		100.00	
38L Ruby Airfield Road		500.00	500.00		500.00	
47B Nolan Branch		4,000.00	4,000.00		4,000.00	
47C Wiseman- Hammond River		5,000.00	5,000.00		5,000.00	
47D Jim Pup Trail			1,000.00		1,000.00	
47E Myrtle Creek Trail			1,000.00		1,000.00	
47F Wiseman - Porcupine Creek Trail			1,000.00		1,000.00	
59 Fairbanks Bridge			2,000.00		2,000.00	
59A Fairbanks Depot			40,000.00	(4) 750.00	39,250.00	
59B Fairbanks Apartment			2,000.00		2,000.00	
65P Tok Depot			67,800.00		67,800.00	
Total Local Roads	14,750.00	57,650.00	185,200.00	1,250.00	183,950.00	
Farm Roads (100,000.00 Allotted)			<u>850,000.00</u>			

LOCAL ROADS - CONTI

- Priority # 1 — ~~7,800~~
- Priority # 2 — ~~80~~
- Priority # 3
- Priority # 4
- Priority # 5
- Priority # 6
- Priority # 7
- Priority # 8
- Priority # 9
- Priority #10
- Priority #11
- Priority #12
- Priority #13

(Does not include)

- (1) 5 KW Diesel Light Plant 2200 x 1 1/2 3,300.00
Asphalt Maintenance Equipment 3,500.00
6,800.00
- (2) 1 5 KW Diesel Light Plant 2200.00 x 2 1,100.00
Asphalt Maintenance Equipment 3,500.00
4,600.00
- (3) Asphalt Maintenance Equipment 500.00
- (4) 1 100 watt Radio Receiver and Transmitter 750.00

*Recommended Equipment Purchases include estimated purchase price

F. CONSTRUCTION AND IMPROVEMENT
OF EXISTING ROADS

CONSTRUCTION

SURVEYS

CONTRACT

TOTAL FUNDS

Working Fund	Recommended Equipment Purchases*	Working Fund	Total Funds	Recommended Equipment Purchases*	Working Funds	Total Funds	Total Funds	For Route
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LOCAL ROADS - CONTINUED

2,000.00								2,000.00
500.00								500.00
3,000.00								3,000.00
10,500.00								11,000.00
3,500.00								3,500.00
200.00								200.00
200.00								200.00
200.00								200.00
100.00								100.00
500.00								500.00
4,000.00								4,000.00
5,000.00								5,000.00
1,000.00								1,000.00
2,000.00								2,000.00
39,250.00								40,000.00
2,000.00								2,000.00
67,800.00								67,800.00
<u>183,950.00</u>								<u>185,200.00</u>

<u>7,000.00</u>	<u>7,000.00</u>
8,000.00	8,000.00
1,800.00	1,800.00
8,500.00	8,500.00
9,000.00	9,000.00
4,000.00	4,000.00
12,000.00	12,000.00
8,500.00	8,500.00
1,500.00	1,500.00
3,500.00	3,500.00
(Does not include construction of 2 bridges) 3,500.00	3,500.00
16,000.00	16,000.00
2,100.00	2,100.00
<u>86,200.00</u>	<u>86,200.00</u>

... estimated purchase price and freight. GRAND TOTAL Fairbanks District 3,360,200.00

(5) 1-5KW Diesel Power Generation Plant 1,400.00		(7) 1-3 Tooth ripper- 12 tons 6,500.00	
2-50 Watt Radio Receiver and Transmitter 1,050.00		1-3/4 C.I. truck crane 27,000.00	
1-3 Tooth Ripper - 12 tons 6,500.00		1- Swinging leads 800.00	
1- Truck Tractor 14,500.00		1-Double acting steam hammer 2,800.00	
1- Motor Patrol 15,000.00		1-16' Pull Blade 6,500.00	
4- 13-1 C. Y. 48,000.00		1-Truck Tractor 14,500.00	
(6) 2- 5KW Diesel Power Generating Plant 2,800.00		4-5KW Diesel Light Plants 5,600.00	
2- 50 watt Radio Receiver and transmitter 1,050.00		2-50 Watt Radio transmitter and Receiver 1,050.00	
1-16 foot pull blade 6,500.00		1-Motor Patrol 15,000.00	
1-3 Tooth ripper - 12 ton 6,500.00		3-13.1 Carryall/Scraper 36,000.00	
6-13.1 Carryall scraper 72,000.00		1-Electric Motor Driven 300 Amp. Welder 1,100.00	
1- Motor Patrol 15,000.00			
4-Tractors without dozers - heavy 72,000.00			
4-Tractors with dozers - heavy 80,000.00			
2-Storage Tanks 8,500.00			
<u>264,350.00</u>			<u>116,850.00</u>