

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION
FISCAL YEAR 1923

REPORT UPON THE CONSTRUCTION AND
MAINTENANCE OF MILITARY AND POST
ROADS, BRIDGES AND TRAILS; AND OF
OTHER ROADS, TRAMWAYS, FERRIES,
BRIDGES, TRAILS, AND RELATED WORKS
IN THE TERRITORY OF ALASKA

NINETEENTH ANNUAL
REPORT

1923
PART II

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

JUNEAU, ALASKA
1923

YUKON DISTRICT.

H. W. Sterling, Superintendent (July 1, 1922, to November 30, 1922).

Ike P. Taylor, Superintendent, (December 1, 1922, to June 30, 1923).

Abe McKinnon; Assistant Superintendent, Chatanika.

There are 53 sub-projects in this district, of which 5 have been abandoned; 32 of the remaining 48 are road or trail feeders directly tributary to the Government Railroad, and the balance are extensions of these feeders into the more remote sections of the Territory. The system of roads and trails devised by this Board lies into the Railroad in this district as follows:

Main Line Mile	Route
320 Carlson's Roadhouse	76 U. S. R. R.-Valdez Creek
348—McKinley Park	46D McKinley Park Trail
363 Lignite	46B Lignite-Kantishna
371 Moose Creek	88 Moose Creek Road
387 Kobi	46 Kobi-Diamond-McGrath
411 Nenana	46C Nenana-Knight's Roadhouse
432 Dunbar	5A Dunbar-Fort Gibbon
	63 Dunbar-Brooks
463 Happy	7D Ester Creek
	7R Goldstream-O'Connor Creek
470 Fairbanks	4K Fairbanks-Salchaket
	4J Salchaket-Richardson
	4I Richardson-Grundler
	4H2 Grundler-Rapids
	7G Fairbanks-Gilmore
	7J Fairbanks-Chena Hot Springs
	7N Farmers Birch Hill
	7T Farmers Chena Slough
	31 Caribou Creek
Chatanika Branch:	Route
Mile	
11 Fox	7B Fox-Olnes
13 Gilmore	7G Fairbanks-Gilmore
	7I Gilmore-Summit
26 Olnes	7B Olnes-Fox
	7K Olnes-Livengood
29 Eldorado	7H Little Eldorado Creek
32 Chatanika	7A Summit-Chatanika
	7C Summit-Fairbanks Creek
	16 Chatanika-Miller House
	15 Circle-Miller House
	23A Chatanika-Beaver

The following former sub-projects of this Board have been abandoned:

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
5*	Ester-Fort Gibbon		27		27
7E	Vault Creek	2			2
7F	Vault Creek-Treasure Creek	1½			1½
7L	Chena-Ester	4			4
7M	Fairbanks-Tanana Landing	3			3
Totals		10½	27		37½

(*)—Ester-Dunbar section, 27 miles only, of Fairbanks-Fort Gibbon Route. Original route was 148 miles long.

All winter mail to the westward was formerly distributed from Fairbanks and followed the Ester-Fort Gibbon sled road. Since the completion of the Government Railroad, this mail now leaves the railroad at Dunbar and follows the Dunbar-Fort Gibbon section of this same sled road.

The Vault Creek and Vault-Creek-Treasure Creek Roads connect the old town of Vault with claims on Treasure Creek and with the Happy-Chatanika Railroad. No work has been done on these routes for a number of years and there is at present no occasion for doing any work. Present condition poor.

The Chena-Ester Road connects the abandoned town of Chena on the Tanana River with Ester City on Ester Creek. The road has not been used for several years. The Fairbanks-Tanana Landing Road connects Fairbanks with the Tanana River, being a part of the old original Fairbanks-Valdez Road. No money has been spent on this road for many years nor are present expenditures warranted. Present condition fair.

The following sub-projects, upon which work is being done by the Board, are arranged in two groups; First, those supported during the fiscal year from funds of this Board or of the Territory of Alaska, disbursed through the U. S. Treasury; and, second, those supported by Territorial funds disbursed by the Territorial Road Commission for the Fourth Division. All work on the second group was performed by an assistant superintendent of this Board who also served as chairman and secretary of the Territorial Commission, under the direction of the President of this Board, who also served as the Consulting Engineer for the Territory.

FEDERAL PROJECTS.

Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
4A	Donnelly-Washburn		55		55
4H2	Rapids-Grundler	48			48
4I	Grundler-Richardson	20½			20½
4J	Richardson-Salchaket	30			30
4K	Salchaket-Fairbanks	40			40
5A	Dunbar-Fort Gibbon		121		121
7B	Fox-Oines	13			13
7C	Summit-Fairbanks Creek	13			13

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Sub-Project No.	Name of Route	Wagon Road	Sled Road	Trail	Total Miles
7D	Ester Creek	13			13
7G	Fairbanks-Gilmore	13			13
7H	Little Eldorado	1½			1½
7I	Gilmore-Summit	6			6
7J	Fairbanks-Chena Hot Springs	2½	61½		64
7K	Olres-Livengood		54		54
7R	Goldstream-O'Connor Creek		6		6
9	Rampart-Eureka	6½	21		27½
15	Circle-Miller House	49			49
16	Chatanika-Miller House	9	72		81
17	Fort Gibbon-Kaltag			257	257
22	Hot Springs-Sullivan Creek	9			9
23A	Chatanika-Beaver			120	120
23B	Beaver-Caro		75		75
23C	Caro-Big Creek			45	45
23D	Caro-Flat Creek		45		45
23E	Caro-Coldfoot			85	85
29	Fort Gibbon-Koyukuk			198	198
29A	Betties-Coldfoot		52½		52½
30	Hot Springs Landing-Eureka	24			24
31	Caribou Creek		46		46
46	Kobi-Eureka		60	35	95
46A	Roosevelt-Kantishna	34			34
46E	Lignite-Kantishna			85	85
46C	Nenana-Knight's Roadhouse			42	42
46D	McKinley Park Trail			85	85
46E	Diamond-McGrath			190	190
47	Coldfoot-Wiseman	1	11		12
59	Fairbanks Bridge				65
63	Dunbar-Brooks		63		63
63A	Brooks-Terminal	13			13
76	Gov't R.R.-Valdez Creek		55		55
88	Gov't R.R.-Moose Creek	6			6
90D	Shelter Cabins				
Totals		352	798	1143	2293

EXPENDITURES.

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
4A					4,018.40
4H2	\$ 4,018.40			\$ 4,018.40	\$ 4,018.40
4I	5,903.39			5,903.39	5,903.39
4J	27,223.63		\$14,000.00	13,223.63	27,223.63
4K	49,033.47		33,000.00	16,033.47	49,033.47
5A	3,357.85			3,357.85	3,357.85
7B	394.65			394.65	394.65
7C	500.00			500.00	500.00
7D	200.00			200.00	200.00
7G	181.10			181.10	181.10
7H					1,776.75
7I	1,776.75			1,776.75	1,776.75
7J	179.49			179.49	179.49
7K	315.82			315.82	315.82
7R					1,759.63
9	1,759.63			1,759.63	1,759.63
15	5,514.69			5,514.69	5,514.69
16	29,714.39		18,000.00	11,714.39	29,714.39
17	300.00			300.00	300.00
22	3,353.30			3,353.30	3,353.30
23A					1,689.96
23B	1,689.96			1,689.96	1,689.96
23C	324.00			324.00	324.00
23D					252.42
23E	252.42			252.42	252.42
29	260.75			260.75	260.75
29A	2,594.58			2,594.58	2,594.58
30	6,514.47			6,514.47	6,514.47
31	1,855.83			1,855.83	1,855.83
46	9,011.84		8,000.00	1,011.84	9,011.84
46A	13,424.77	\$ 6,220.99	12,000.00	7,645.69	19,645.69
46B	769.02			769.02	769.02

Sub-Project No.	Federal	Territorial	Construction	Maintenance	TOTAL
46C	612.80	.....	.....	612.80	612.80
46D	1,998.90	.....	1,998.90	.....	1,998.90
46E	5,979.81	.....	5,979.81	.....	5,979.81
47	40.00	.....	.....	40.00	40.00
59	425.69	.....	.....	425.69	425.69
63	1,557.33	2,000.00	1,000.00	2,557.33	3,557.33
63A	.....	.....	.....	.....	.....
76	4,657.39	.....	4,000.00	657.39	4,657.39
88	.....	.....	.....	.....	.....
90D	.....	1,400.00	1,400.00	.....	1,400.00
Totals	\$185,696.05	\$ 9,620.99	\$99,378.71	\$95,938.33	\$195,317.04

ROUTE 4A—DONNELLY-WASHBURN..... (55 MILES SLED ROAD)

This is a winter cut-off for sled traffic between Donnelly, Mile 245, and Washburn, Mile 314, Richardson Highway. The saving in distance is thus about fourteen miles. Prior to the completion of the Government Railway, all winter mails to the entire interior of Alaska passed over this route, first from Valdez and in later years from Cordova, via Chitina, to Fairbanks. From Fairbanks, sled trails radiate to all inhabited parts of interior Alaska. The route was last used during the winter of 1920-1921.

Expenditure: None.

ROUTE 4H2—RAPIDS-GRUNDLER..... (48 MILES WAGON ROAD)

This road is the division of the Richardson Highway between the upper Delta River and Grundler, where the road crosses the Tanana River by ferry just above the mouth of the Delta River.

Four miles of road near Pillsbury Dome were graveled and a dike built at Jarvis Creek to protect the bridge. Twenty-five culverts were rebuilt. A bridge was built over Gunnysack Creek.

Expenditures: \$4,018.40.

ROUTE 4I—GRUNDLER-RICHARDSON..... (20½ MILES WAGON ROAD)

This is a part of the Richardson Highway which practically parallels the Tanana River between the ferry crossing and the old mining town of Richardson.

Early work consisted of repairing scow ferry at Tanana River, at Grundler.

General repairs were given with work concentrated on the first seven miles south of Richardson. Here all brush was cut, gravel surface renewed, and ten metal culverts placed for drainage.

Expenditure: \$5,903.39.

ROUTE 4J—RICHARDSON-SALCHAKET..... (30 MILES WAGON ROAD)

This is the portion of the Richardson Highway between the old mining camp of Richardson and Salchaket Trading Post on the Salchaket River, a tributary of the Tanana.

The repairs started in the season of 1921 on the very soft roadway along and to the south of Birch Lake were completed. Using decomposed granite for surfacing, five and one-half miles were thoroughly metaled and this stretch of roadway, formerly a quagmire in any but the very driest weather, is now of the highest quality. Five thousand cubic yards of graveling were placed and fifty-one culverts built.

Expenditure: \$27,223.63.

ROUTE 4K—SALCHAKET-FAIRBANKS..(40 MILES WAGON ROAD)

This is the most northerly section of the Richardson Highway, to which has been given a great deal of attention for years, and, owing to the swampy nature of the country passed through will need continued work put upon it.

Effort has continued to gravel all of this road as the making of an excellent roadway chiefly rests on placing a substantial surface throughout. Loading gravel with a Marion Steam Shovel and transporting the same with tractors and dump trucks, ten thousand cubic yards of gravel were placed, completing the graveling to the eighteen mile roadhouse.

This portion of the Richardson Road was also brushed out throughout the entire length and a few culverts renewed.

The Pile Driver Bridge, an important structure built of local spruce timber, was replaced during the last season. Two 90-foot spans were erected, Douglas Fir timber being used throughout. New abutments and river piers were driven, using native spruce piling.

The cost of erecting this bridge, including building abutments and pier is as follows:

a	Freighting 70 tons Fairbanks to Piledriver.....	\$ 840.00
b	Local purchases	415.63
c	Rental of plant.....	106.50
d	Wages and salaries.....	4,887.78

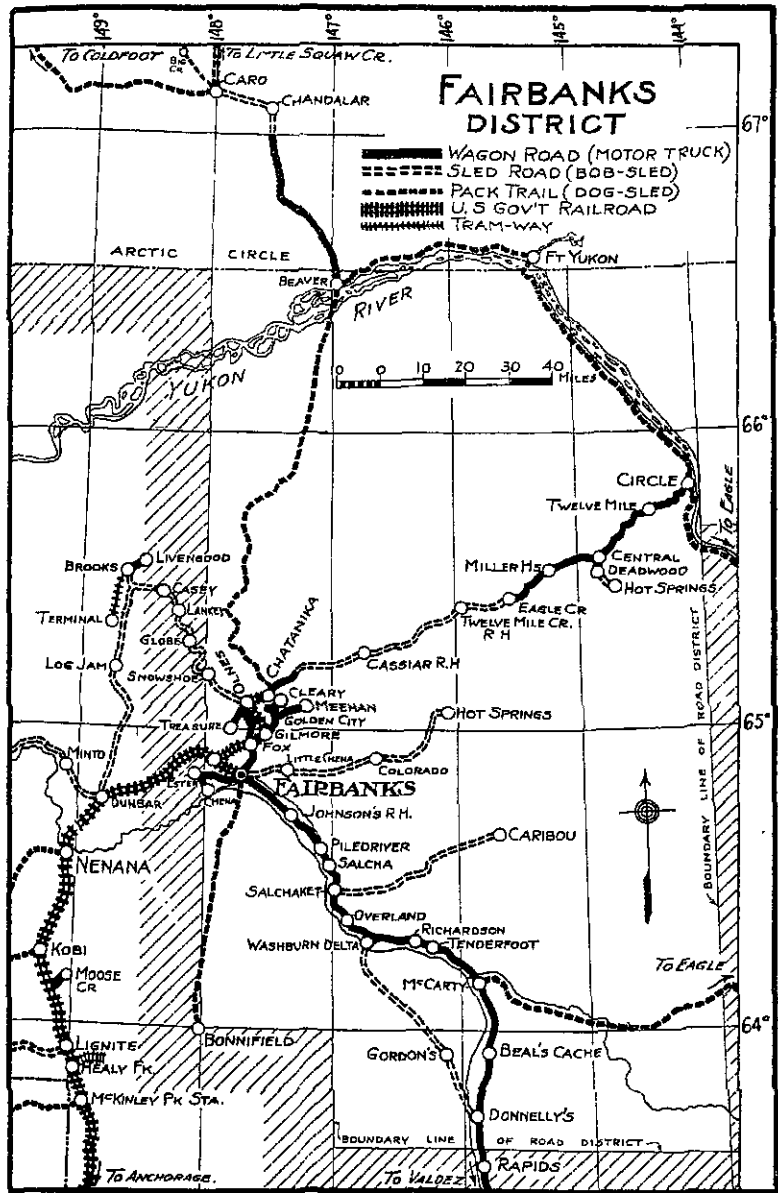
Totals\$ 6,249.91

Expenditure: \$49,033.47.

ROUTE 5A—DUNBAR-FORT GIBBON.....(121 MILES SLED ROAD)

This is the winter mail trail between Dunbar, Mile 432, on Government Railroad and the army post of Fort Gibbon at the confluence of the Tanana and Yukon Rivers. This route was formerly known as the Ester-Fort Gibbon Road with distance of 148 miles. Since the completion of the Government Railroad the section of 27 miles from Ester to Dunbar is no longer used.

The road was brushed out between Fort Gibbon and American Creek and a number of small bridges repaired. New bridges,



thirty foot span each, were built over Woodchopper and Rock Creeks.

One thousand feet of side hill grading was done at Baker Creek Bluff.

Expenditure: \$3,357.85.

ROUTE 7B—FOX-OLNES.....(13 MILES WAGON ROAD)

This is a cooperative project, partly supported by Territorial divisional funds, as described below:

Federal expenditure: \$394.65.

ROUTE 7C—SUMMIT-FAIRBANKS CREEK....(13 MILES WAGON ROAD)

This road is a branch from the Fairbanks-Gilmore-Summit-Chatanika Road at Summit (Mile 19) to the placer camp on Fairbanks Creek. This road has considerable traffic during both winter and summer months owing to placer mining operations being carried on by the Fairbanks Dredging Company. The summit on this route, known as Bear Creek Summit, has almost prohibitive grades.

Renewed activity, both in dredging and in prospecting, has added importance to this road. With the use of Territorial divisional funds, sixty-six hundred feet of new road, keeping to a maximum of five per cent, was constructed at Bear Creek Summit. In addition, with Federal funds, four bridges were rebuilt and minor repairs made on lower Fairbanks Creek.

Federal expenditure: \$500.00.

ROUTE 7D—ESTER CREEK.....(13 MILES WAGON ROAD)

This is a cooperative project, partly supported by Territorial divisional funds, as described below:

Federal expenditure: \$200.00.

ROUTE 7G—FAIRBANKS-GILMORE.....(13 MILES WAGON ROAD)

This is a cooperative project, partly supported by Territorial divisional funds, as described below:

Federal expenditure: \$181.10.

ROUTE 7H—LITTLE ELDORADO.....(1½ MILES WAGON ROAD)

This is a cooperative project, partly supported by Territorial divisional funds, as described below:

Federal expenditure: None.

ROUTE 7I—GILMORE-SUMMIT.....(6 MILES WAGON ROAD)

This is a cooperative project, partly supported by Territorial divisional funds, as described below:

Federal expenditure: \$1,776.75.