

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

*DIVISION OF MINING, LAND AND WATER
Northern Regional Office*

FRANK MURKOWSKI, GOVERNOR

3700 Airport Way
Fairbanks, AK 99709
phone: 907.451.2740
fax: 907.451.2751

INSPECTION REPORT POGO WINTER ROAD

Inspection Date: December 31, 2003
Weather: Overcast, calm, approximately 0 F
Time of Inspection: 1100 to 1630 hrs.
Operator Contact: None
Agency Personnel: Chris Milles (DMLW) and Al Edgren (DOF)
Inspection Objectives: Inspect condition of Winter Trail from Quartz Lake to Goodpaster River (GP 9)

I left Fairbanks at 0830 hrs. to meet Al Edgren at Quartz Lake. We met at approximately 1030 hrs. and drove across the lake to the staging area.

While driving across Quartz Lake I stopped and talked to Dave Cruz. They had just finished MSHA training and he was preparing to return to Palmer and get additional equipment staged to Delta. Their plan was to start next week with working on the road.

After changing a flat tire on the trailer, we left for the inspection.

We proceeded up Quartz Lake Hill where Al pointed out the many drainages on the west side that flow towards the road and could cause erosion problems. At the top, we stopped at the location where the proposed timber road crosses the existing winter trail. Going on down the hill, we passed thru the area that will be widened and graded.

Just before Thompson Lake, there is a short stretch of uphill "S" turns across some uneven ground that would need improvement by blading or filling with snow. This area will likely be filled with snow as Thompson Lake is nearby. This area is outside the COE application area. Thompson Lake is an approved water source.

Leaving Thompson Lake, you proceed across some flats that already generally smooth and wide enough for the winter road. Some brush grinding will make the area more passable. At

the far end of these flats, is the trail to the Lower Goodpaster. Approximately 2/3s of the cabin owners use this trail.

Just beyond the trail is the base of Progressive Hill and one end of the bypass trail around Progressive Hill. At Progressive Hill, there are some drainages that come down the road on both sides and cross the road near the bottom. Depending on whether snow or fill is used, these drainages will need to be opened up. Erosion control measures were employed during the previous use of this area. Going down the far side of Progressive Hill into Liscum Flats, there are steep drop-offs on both sides of the trail.

We rode the bypass trail both directions so I was familiar with the trail. We had no problem either way, but we were not pulling a sled. I can see where going up the trail would not be a problem, but that it might become a little tricky going downhill pulling a loaded sled.

Thru Liscum Flats, the trail was generally good and would need little work. There was overflow present in a few areas. Depending on the road thickness, the overflow would either flow across the road or be dammed up on the uphill side by the road. Towards the far end of Liscum Flats, you enter the burn from last summer and pass by the trail to Thom Nee's cabin.

We turned around at the first crossing (GP 9) of the Goodpaster River and headed for Quartz Lake at about 1430 hrs. The ice has been thickened here by pumping water and clearing snow.

On our return, we helped two locals by pulling their snow machine up and over Quartz Lake Hill to Quartz Lake. We arrived back at Quartz Lake about 1630 hrs. and loaded the machines.

Before leaving the area, Dean Seibold came by and talked about the ice thickness and what was in the planning stages for the coming week.

I arrived back at the office after 1900 hrs.

Pictures of the trail are attached.

cc: Stan Foo, ADNR, Anchorage
Chris Milles, ADNR, Fairbanks
Brent Martellaro, ADNR, Fairbanks
Chris Maisch, ADNR, Fairbanks
Victor Ross, ACOE, Anchorage

Ed Fogels, ADNR, Anchorage
Jim Vohden, ADNR, Fairbanks
Jack Winters, ADNR, Fairbanks
Luke Boles, ADEC, Fairbanks



Heading east up Quartz Lake Hill



Quartz Lake Hill area.



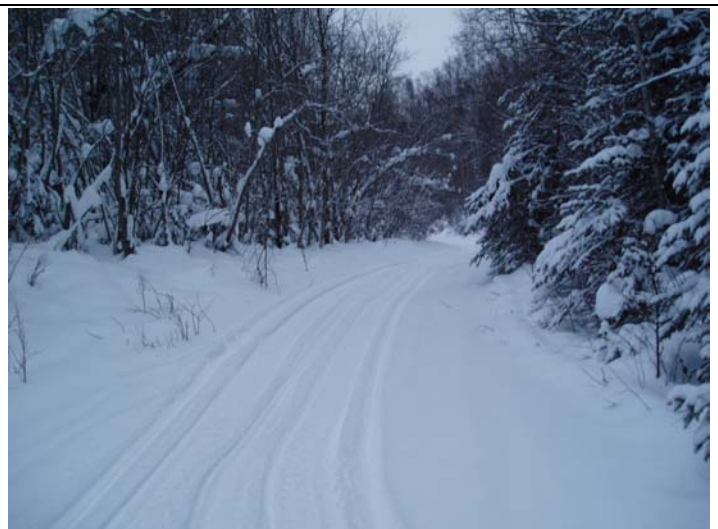
Looking down east side of Quartz Lake Hill.



Headed east down Quartz Lake Hill.



Area at top of Quartz Lake Hill



Quartz Lake Hill area.



West entrance area to Thompson Lake.



Entrance to base of Progressive Creek Hill at bypass trail.



On the trail.



Base of Progressive Creek Hill.



West end of bypass trail.



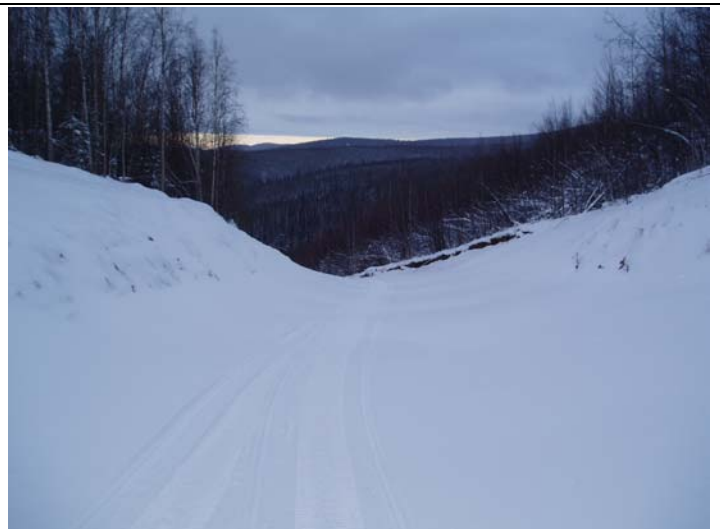
Looking up Progressive Creek Hill.



Looking up Progressive Creek Hill. Water flows from left to right.



Looking down the hill from same spot as picture above.



Looking west at top of Progressive Creek Hill.



Looking east at top of Progressive Creek Hill.



Heading east around the bypass. Near bottom of west end.



Going east down Progressive Creek Hill. Bigger drop offs around the corner.



Approaching the top of the bypass.



Looking up Progressive Creek Hill.



Bypass trail near top.



Overflow in Liscum Flats.



Looking back at Progressive Creek Hill from the east end of the bypass trail. Beginning of Liscum Flats.



Liscum Flats.



Liscum Flats.



Liscum Flats.



GP9 east side.



The day ended by towing a local's Polaris up over Quartz Lake Hill and down to Quartz Lake using two Tundras.



GP9 west side.



Course the day began with a flat tire on Quartz Lake.



Pogo staging area on left beyond the "public parking" on right.