

"ANNUAL REPORT of the ALASKA ROAD COMMISSION, 1954"

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES

ANNUAL REPORT

OF THE

ALASKA ROAD COMMISSION

FOR THE FISCAL YEAR ENDED JUNE 30

1954

ALASKA ROAD COMMISSION
ANNUAL REPORT
FISCAL YEAR 1954

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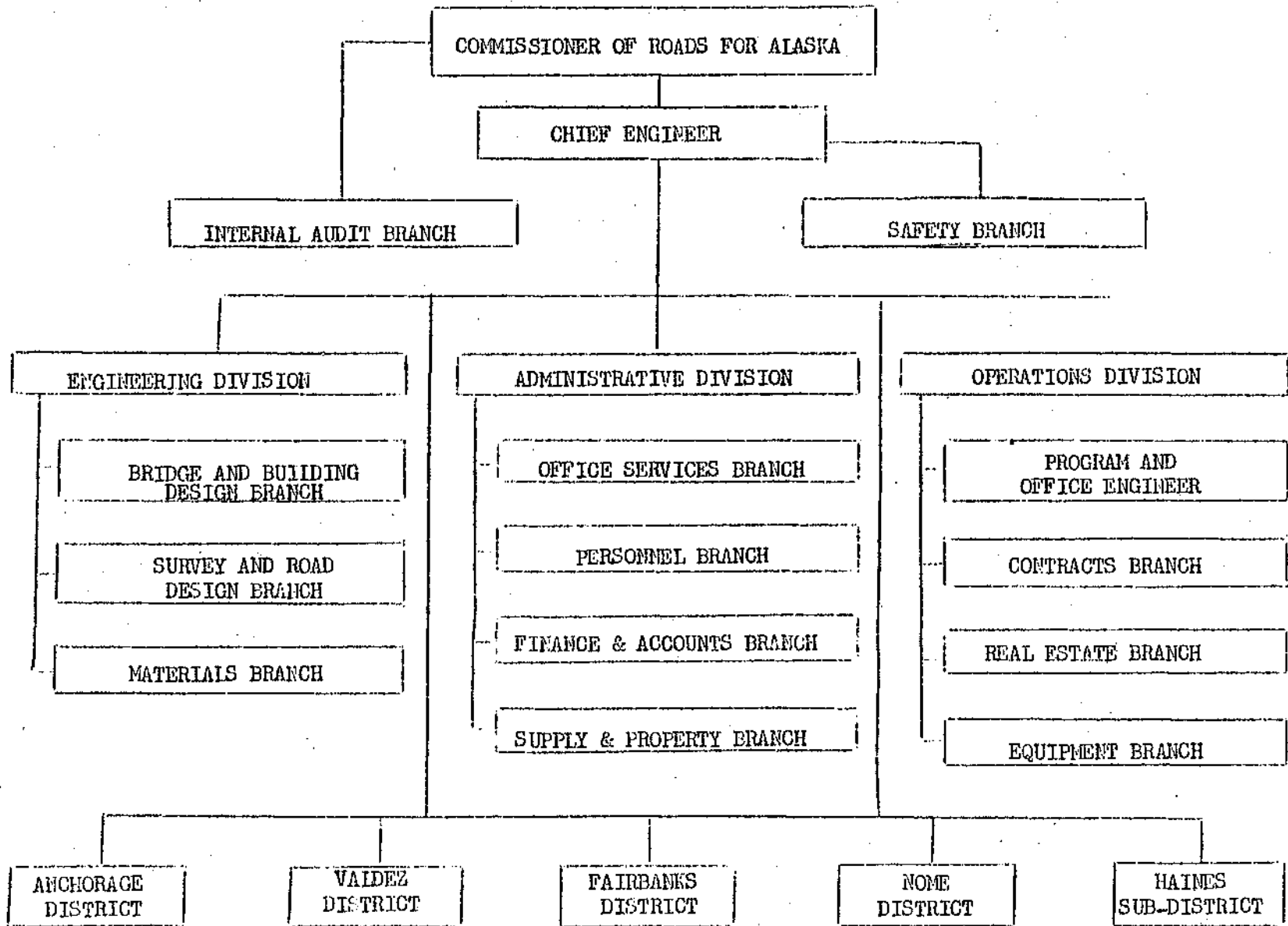
The Alaska Road Commission's widespread organization is utilized by numerous Federal and Territorial agencies in construction work of various kinds, especially in isolated areas. Likewise, the service facilities of the Commission are made available to such agencies, wherever practicable. The total of such reimbursable activities approximates one million dollars annually, and results in substantial savings of public funds.

ORGANIZATION

The Headquarters of the Alaska Road Commission is located at Juneau, the capitol of the Territory. District offices are maintained at Anchorage, Valdez, Fairbanks and Nome and a sub-district office at Haines. Construction and maintenance camps and permanent depots are maintained at approximately one hundred locations throughout the Territory.

The organization is directed by the Commissioner of Roads for Alaska through the Headquarters staff. District organizations are directed by a District Engineer, responsible to the Headquarters.

The following chart depicts the outline organization of the Alaska Road Commission.



SOURCE OF FUNDS

Funds for prosecution of the activities of the Alaska Road Commission for fiscal year 1954 were provided from the following sources:

1. Funds appropriated by the Congress to the Department of the Interior for the construction and maintenance of roads, trails, bridges, ferries and buildings in accordance with the Act of Congress of January 27, 1905, 33 Stat. 616, as amended.
2. Funds appropriated by the Alaska Territorial Legislature and deposited with the Treasurer of the United States for expenditure by the Alaska Road Commission upon highway construction and maintenance projects designated by appropriate Territorial officials.
3. Funds appropriated by the Congress to the National Park Service for construction and maintenance within National Parks and Monuments, and expended by the Alaska Road Commission in accordance with agreements between the two agencies.
4. Reimbursements from funds appropriated to other Federal and Territorial agencies for services performed by the Alaska Road Commission under formal agreements.
5. Funds received as contributions from individuals, companies and groups for services performed by the Alaska Road Commission.

The following tabulation comprises the amounts reported under "Other Funds" in the preceding tabulation except that National Park Service expenditures for fiscal years 1953 and 1954 are included under "Congressional Appropriations". See notes (b) and (c) preceding.

| <u>Fiscal Year</u> | <u>Increase of Compensation Acts</u> | <u>Quartermaster General U.S. Army</u> | <u>Funds Contributed</u> | <u>National Park Service</u> |
|--------------------|--------------------------------------|--|--------------------------|------------------------------|
| 1918-1930 | \$95,076.45 | \$ 4,694.80 | \$1,453,212.53 | \$ 431,842.25 |
| 1931-1940 | — | 3,262.30 | 1,016,827.26 | 884,833.78 |
| 1934-1936 (NIRA) | — | — | — | 150,000.00 |
| 1941 | — | — | 222,205.86 | 50,907.04 |
| 1942 | — | — | 116,664.22 | 31,590.85 |
| 1943 | — | — | 41,362.13 | 6,019.21 |
| 1944 | — | — | 73,662.54 | 9,989.00 |
| 1945 | — | — | 199,544.82 | 15,441.69 |
| 1946 | — | — | 154,112.31 | 25,279.78 |
| 1947 | — | — | 167,900.50 | 85,902.09 |
| 1948 | — | — | 47,697.43 | 63,439.44 |
| 1949 | — | — | 255,723.28 | 48,520.00 |
| 1950 | — | — | 347,835.00 | 115,330.28 |
| 1951 | — | — | 538,350.00 | 113,310.13 |
| 1952 | — | — | 440,002.00 | 418,290.26 |
| 1953 | — | — | 260,883.38 | 126,945.12 |
| 1954 | — | — | 274,257.62 | 355,615.81 |
| Total | \$95,076.45(a) | \$ 7,957.10(b) | \$5,610,257.62 | \$2,933,256.73(c) |

- (a) Includes refunds of \$16.95.
 (b) Includes refunds of \$10,571.43 but is exclusive of reversions to Treasury (Economy Legislation) of \$302.39.
 (c) Includes refunds of \$20.94 but is exclusive of reversions to Treasury of \$48.74 and Economy Legislation \$3,506.39.

ADMINISTRATION

Personnel

A special field audit of wageboard classifications was completed and recommendations adopted. Classification procedures have been established which provide for an annual audit of all classified positions, and a semi-annual audit of wageboard classifications. Audits of this nature fully meet the needs of the agency, assist in the detection and correction of misclassification, and are particularly adaptable due to seasonality of the work.

A planned program of recruitment and placement has been initiated to strengthen personnel management, particularly in the field of Classification and Employment. Major factors contributing to the success of this program have been careful advance planning for staffing requirements, well-planned recruiting itineraries, and the assistance rendered by State Employment Service Offices and the United States Civil Service Commission. The adoption of qualification standards established by the Civil Service Commission has appreciably increased the quality of classified personnel.

Accounting

A scheduled On-Site Audit was performed during a four-month period by representatives of the General Accounting Office, which covered all operations of the Alaska Road Commission for the fiscal year ended June 30, 1953. Extensive research and assistance was rendered to the auditors in their review of policies and procedures.

Separate Allotment Accounts and General Ledger Controls were established to segregate funds for construction from those for operation and maintenance, to assist in the preparation of periodic reports, and as an initial step in the development of refinements to the system.

Field Manual No. 10, Accounting, Supply, and Property Procedures, was revised to incorporate additional instructions based upon recommendations of operating personnel at the District level. Corrections, and improvements, were periodically distributed to reflect current practices and to obtain uniformity of application by all employees.

Property and Procurement

The decentralization of certain property records was initiated during the year, placing responsibility on the District Accountable Officer for controlling property within his jurisdiction, and achieving more economical and efficient operations. An itemized annual inventory will be prepared and priced, but only the total value of each classification will be submitted to the Headquarters Office for reconciliation with the appropriate General Ledger Accounts.

A saving of approximately \$23,000 in reduced transportation costs was achieved through utilizing a "Mass Driveaway" plan developed in cooperation with the General Services Administration. In lieu of securing shipment of 25 dump trucks by rail from factory to Seattle, thence by steamship to Alaskan ports, these trucks were driven, by commercial contract carriers, directly from the factory to a central

distribution point on the Alaska Highway where delivery was accepted by Government drivers from various field offices. Half of the machines had completed a "breaking-in" period upon date of arrival, which coincided with the scheduled start of seasonal construction, and they were placed in immediate operation. The same procedure was applied on a second delivery of construction trucks, with equally successful results.

Leased office space at Juneau has been substantially reduced during the year, as facilities were made available for occupancy in the Federal Building. A smaller area has proved adequate through more effective and economical assignment of space. Realized savings of approximately \$5,000 from space released, and reduction of janitorial services, represents \$14,000 savings on an annual basis.

Incentive Awards Program

The Incentive Awards Committee was reactivated, and initiated a program of increased publicity to widen employee acquaintance with the plan, and to stimulate the submission of practical suggestions. Eighteen proposals, for improved methods and increased efficiency, were considered and acted upon by the Committee. Awards were approved for eight suggestions, and action was completed on all submittals.

OPERATIONAL METHODS

Two methods of road and bridge construction are employed by the Commission, (a) by contract and (b) by Government forces. Prior to the greatly accelerated construction program inaugurated in 1948, construction was accomplished almost entirely by Government forces. To meet the critical deadlines established by the program for reconstruction and paving the principal existing roads, and constructing new connecting links, it was necessary to utilize the equipment, personnel and technical know-how of experienced highway contractors.

CONTRACT

All reconstruction work preparatory to paving, all asphaltic paving, and the construction of major bridges and buildings is accomplished by the contract method.

The extensive reconstruction and paving program has attracted a substantial number of competent stateside highway contractors to the Territory. These, together with a group of Alaska firms, provide excellent competition and resultant bids are generally favorable. The trend of Alaska Road Commission contract construction costs during the past several years has been steadily downward despite increased costs of labor, equipment, supplies and materials. It is believed that at least a measure of the savings may be attributed to the Commission's realistic construction standards, which eliminate many of the refinements incorporated into highway construction contracts in the States, and result in soundly-engineered highways completely adequate for a pioneer country.

Fifteen contracts for reconstruction, paving and/or bridge construction, totaling approximately nineteen millions of dollars, were active at the beginning of the fiscal year. At the close of the year there were fourteen active contracts, valued at approximately fourteen millions of dollars. Prosecution of the contract construction program required one hundred fifty field engineers. In addition, the headquarters staff provides continuous advisory and consultant assistance. During the year, 143 miles of bituminous surfaced highway were added to the primary highway network, and a like mileage was reconstructed preliminary to paving.

FORCE ACCOUNT.

This system requires a minimum of detailed engineering plans and specifications. The innumerable operations inherent in the contract construction method, estimated to be 15% of the contract cost, particularly the accurate measurement of quantities of work performed, is unnecessary in pioneer work by day labor. Limitations imposed by appropriation acts sharply curtail the amount of construction work which can be accomplished by force account. The fiscal year 1954 construction appropriation included a limitation of 17 $\frac{1}{2}$ % for work performed by Government day labor.

PIONEER CONSTRUCTION

Pioneer road construction has, to date, been accomplished almost entirely by force account. At the end of the current fiscal year four bridges on the pioneer Denali Highway were placed under contract construction and this policy will be continued on major

structures in the future. Permanently frozen ground, termed "Permafrost", underlies approximately 80% of the Territory, including most of Interior Alaska where the bulk of road construction activity is concentrated. Icing, the formation of surface ice during the winter months by the successive freezing of sheets of ground water, and "tundra", swamp-covered permafrost insulated by a heavy growth of moss, are other phenomena of frozen ground which seriously affect road and bridge construction in Alaska.

Experience gained by the Commission in half a century of pioneering roads into all parts of the Territory has resulted in the development of location and construction techniques which permit the economical construction of high-standard roads under conditions and over terrain not normally encountered on highway construction in more temperate zones.

These highly-specialized techniques are applied to the selection of routes, and to detailed location on the ground, as substantial savings in time, effort and money can be realized by application of established location criteria.

Methods of thawing and working ground in permafrost areas to obtain the required road section, and conversely, of preventing permafrost from degenerating in areas where the road section is built on a frozen base, have led to the development of "stage" construction techniques whereby maximum stability is obtained through natural thawing and drainage processes. Road sections must be repeatedly reshaped, until new equilibrium between the several factors inherent

in the permafrost province has been established. Only this methodical and deliberate re-working of pioneer road subgrades over a period of several years by Government forces, supervised by personnel thoroughly familiar with arctic problems, made possible the present highway network. The long period of time required for construction, and the fact that the larger modern earth-moving equipment cannot be utilized for working unstable thawing ground, preclude economical construction of pioneer roads by contract.

MAINTENANCE

To date, all maintenance work has been accomplished by force account, although it is planned that some heavy maintenance will be contracted during fiscal year 1955.

The Commission is organized and equipped to cope with all routine and emergency maintenance problems. Methods developed in the continental United States have been utilized in their most modern concept, for routine summer maintenance, and modified to meet the problems imposed by arctic conditions for winter maintenance. To maintain roads over an area of continental size where winter conditions range from the moderate temperatures and heavy snowfall in the south coastal areas to the sub-zero temperatures of 70° below zero and light snowfall of the Interior, requires special methods and equipment. Every type of modern snow-fighting equipment, truck plows, rotary plows, V- and one-way plows, blades and dozers, are utilized; supplemented by specially-designed heavy rotary plows believed to be the world's largest, for combatting up to 80-foot annual snowfalls and 100-mile-per-hour winds of Thompson Pass.

Drainage problems during the winter have led to development of unusual expedients such as ice fence to force land ice to build up vertically - frequently many feet high - instead of spreading over the roadway, and the use of specially built heaters to keep water flowing through culverts and bridges instead of freezing solidly and forming impassable ice formations over the road.

The removal of snow from road shoulders early in the spring when water begins to run, and the proper functioning of all drainage structures, is necessary to prevent softening of roadbed and subsequent damage during the sudden runoff of the spring thaw.

During the year, some progress was made toward providing adequate warm storage for winter maintenance equipment. Much remains to be done to assure proper starting of equipment when required, and to prevent the undue wear and breakage which results when equipment is started cold in extremely low temperatures.

Of the system's 3482 miles, 1860 miles are maintained open the year round.

OPERATIONS DURING THE FISCAL YEAR

PREPARATION OF PLANS

This important phase of ARC activities, consisting of advance surveys and investigations of proposed projects, was vigorously prosecuted during the past year.

Principal projects included the following:

Denali Highway. Continuing the work inaugurated last year, a ground party covered the 35-mile section between the Susitna and MacLaren Rivers. This location survey was completed during the fiscal year, and provides all the necessary data for final construction staking. A most important phase of the survey was the investigation and test drilling for foundation data at the Susitna River Bridge site. This work was accomplished during the winter months when crews and equipment could operate on the river ice.

Livengood-Rampart. This project, initiated in 1952, was completed during the year just ended. A total of 73 miles of location survey was pushed through virgin country from Livengood to the Yukon River at Rampart. Work has been started on design of this route, but will be prosecuted only during winter months when field crews are not on construction projects.

Fairbanks-Menana. Design work continued on this project, as personnel were available during the winter months.

Chitina-McCarthy. Surveys and investigations were inaugurated on this proposed route from the terminus of the Edgerton Cutoff at

Chitina to McCarthy. Here too, foundation data for the proposed crossing of the Copper River in the vicinity of Chitina was secured by drilling during the winter months on the frozen river surface.

Copper River Highway. Design work by the Bureau of Public Roads and Alaska Road Commission for the second section out of Cordova, Miles 26 to 39, was completed during the year and the project advertised for bid. Investigations continued on extending this route on up the Copper River to Chitina, with consideration being given to alternate locations in the event large-scale hydroelectric power development should materialize in this area.

Snag Point-Aleknagik Lake Road. A compass survey 19.3 miles in length was completed over this proposed route and sufficient information obtained to permit final location staking at the time construction is authorized.

Seldovia-Jackalof Bay. A complete location survey was made of this route during the year, with total length reported as 9.3 miles. This route will connect the village and part of Seldovia with a road leading to mining properties presently producing chrome ore in the vicinity of Jackalof Bay.

Farm and Industrial Roads. Surveys and investigations were concluded on as many of the numerous projects which have been requested by petition as funds would permit. During the year, these surveys totaled about 40 miles in length.

Southeast Alaska Surveys. Work was inaugurated on a survey from Juneau extending up the Taku Valley to the Canadian Border, the most

feasible route to provide outside access by road to the Capitol area. At the end of the year, a total of 23.4 miles of line had been located, comprising approximately 50% of the total distance to be covered.

Skagway-Carcross. This survey covering a proposed access route from Skagway to the Canadian Border in the vicinity of White Pass, was begun in fiscal year 1953 and completed during the past year. Its total length is 14.9 miles.

CONSTRUCTION IN PROGRESS BY CONTRACT

RICHARDSON HIGHWAY

Moose and Jarvis Creek Bridges

This contract, for replacement of the obsolete structures, at Miles 347 and 266.8 respectively, was effective July 1, 1953, and was 100 percent complete by November 15, 1953, though some final clean-up work was concluded by the contractor at the end of the fiscal year. Length of Moose Creek Bridge is 50 feet and Jarvis Creek 180 feet.

Section C-1. Mile 247 to Rapids (Mile 230)

This 17.2 mile section was placed under contract for bituminous preservative surface treatment during the third quarter of the fiscal year and was 22 percent complete at the end of the year.

Section D. Rapids (Mile 230) to Paxson (Mile 188)

This section was placed under contract for regrading preparatory to paving early in the fiscal year and by the end of the period was 15 percent complete. This contract, in the Isabel Pass area, is the final link in rehabilitating this historic highway

throughout its entire length. In addition to the roadwork, replacement of twelve bridges ranging in length from 18 feet to 80 feet is included in this project, which is scheduled for completion in the fall of 1955.

Section G. Mile 82 to Mile 36

This contract for regrading prior to paving was advanced from 16 percent to 85 percent during the fiscal year and is scheduled for completion by November 15, 1954. Work performed during the first half of the fiscal year resulted in materially reducing maintenance requirements during the winter months, and the elimination of several steep grades implemented the increasing flow of truck traffic moving material to the Interior, as well as for the military pipeline being constructed between Haines and Fairbanks.

Bridges on Richardson Highway, Section G

Seven of the eight bridges being replaced in this contract were completed during the fiscal year and the eighth, the Tsaina Bridge at Mile 37.8, was 80 percent complete at the end of the period. These bridges range in length from 17 feet to 120 feet.

Section H. Mile 36 to Valdez (Mile 0)

Paving under this contract was advanced from 92 percent to 100 percent completion during the year just ended. Winter maintenance of the Thompson Pass section has been greatly facilitated since regrading and paving has been completed, providing better service to highway users at less cost.

ALASKA HIGHWAY

Section C-1, Tok Junction (Mile 1318) to Northway Junction (Mile 1265)

The contract on this section, which includes reconstruction of the entire length and paving of 22 miles on the west end of the project, was advanced from 7 percent to 62 percent during the fiscal year. Completion is set for November 1, 1954, and no difficulty is anticipated in meeting this deadline.

Bridges on Alaska Highway, Section C-2

A contract was placed in effect June 16, 1954, for the replacement of three bridges on this section, as follows: Gardiner Creek (Mile 1247.8) 131 feet, Desper Creek (Mile 1224.5) 50 feet, Scottie Creek (Mile 1223.5) 111 feet, and the replacement of Banner Creek Bridge, Mile 297.4 on the Richardson Highway, 35 feet.

GLENN HIGHWAY

Section A-3, Fort Richardson Arterial and Anchorage-Elmendorf Alternate

This contract, effective May 7, 1954, includes paving of these two sections, 3 miles of contiguous secondary roads, and maintenance resealing of six miles of the Glenn Highway branches in the vicinity of Anchorage. By the end of the period the project was 23 percent complete, with all work to be completed by September 8, 1954.

Knik Bridge, Mile 38.7, Section A

This contract, dated March 23, 1954, provides for the replacement of 500 feet of pile-trestle approach and re-decking of the

1500 linear feet of steel truss spans. By the end of the fiscal year work was 20 percent complete, with all work scheduled to be complete by September 1, 1954.

Caribou Creek and Little Nelchina Bridges

These important structures, at Miles 106.9 and 137.5 respectively, were replaced by a contract dated June 23, 1952, and work was 100 percent complete by November 1, 1953. Caribou Creek Bridge is 230 feet long and Little Nelchina Bridge 180 feet.

Section C. Big Timber Junction (Mile 0) to Indian River (Mile 47)-Tok Cutoff

Work on this portion of the Tok Cutoff of the Glenn Highway was advanced from 55 percent to 100 percent completion during the period. The contract provided for reconstruction of this section prior to paving.

Chistochina River Bridge, Mile 35.4 (Tok Cutoff)

A contract for replacement of this structure became effective June 4, 1954, but no work had been started by the end of the fiscal year. Completion is scheduled for the fall of 1955. Length is 660 feet.

Section D-3, Indian River (Mile 47) to Porcupine (Mile 64) - Tok Cutoff

A contract for reconstruction of this section was awarded July 6, 1953, and all work was completed by the established date of November 15, 1953.

Section C-1, D-1, Big Timber (Mile 0) to Porcupine (Mile 64) - Tok Cutoff

The contract for paving of this section was effective April 5, 1954, and by the end of the period was 10 percent complete. All work is scheduled for completion in the fall of 1955.

Section D-2. E. Porcupine (Mile 64) to Tok Junction (Mile 125) -
Tok Cutoff

This project includes minor regrading and asphalt surfacing over the entire length of the section. The contract, dated July 6, 1954, was 51 percent complete at the end of the fiscal year, with all work due to be finished by December 1, 1954.

SEWARD-ANCHORAGE HIGHWAY

Section A-5. B-4. Paving. Seward (Mile 0) to Mile 58

Paving of this section was advanced from 15 percent to 100 percent during the fiscal year, completing the paving from Seward to Anchorage. Administration of this contract was performed by the Bureau of Public Roads for the Alaska Road Commission, since it is entirely within the Chugach National Forest.

CHENA RIVER BRIDGE AND APPROACHES

Work under this contract included the construction of a major bridge across the Chena River, 398 feet long, and a bridge across the adjacent Noyes Slough, 132 feet long, together with approach roads, in the vicinity of Fairbanks. This combined project was advanced from 66 percent to 100 percent completion.

PAVING OF APPROACHES TO CHENA RIVER AND
NOYES SLOUGH BRIDGES

This contract became effective April 29, 1954, and is scheduled for completion October 1, 1954. By the end of the period work was 40 percent complete.

STERLING HIGHWAY

Moose River Bridge, Mile 29.3

A contract was awarded March 23, 1954, for the replacement of this temporary structure with a steel bridge, 160 feet long, salvaged from another highway during paving. All work is to be completed by September 1, 1954, and at the end of the fiscal year the project was 65 percent complete.

DENALI HIGHWAY

Cantwell Area Bridges

A contract was awarded April 14, 1954, for the construction of permanent bridges at four locations on this new highway, ranging in length from 80 to 305 feet. Three of the structures are scheduled for completion in the fall of 1954 and the fourth in the fall of 1955. By the end of the period work had been advanced to 25 percent of completion.

COPPER RIVER HIGHWAY

Section B, Mile 14 to Mile 22

Work on this project, which is under Bureau of Public Roads supervision, was advanced from 57 percent to completion during the fiscal year.

CONSTRUCTION IN PROGRESS BY GOVERNMENT FORCES

Taylor Highway

Work on this project, which begins at Tetlin Junction, Mile 1306 on the Alaska Highway, and extends northerly a distance of 160 miles to Eagle on the Yukon River, was pushed vigorously during the

past year. The route was open to all traffic in the fall of 1953 when construction crews connected with an existing narrow road extending south from Eagle a distance of 29 miles to Liberty. Work on improving this low standard section, and on stage construction through permafrost areas, continued throughout the year, with completion scheduled for the fall of 1955. Spring floods during the 1954 breakup resulted in extreme high water and indicated the necessity of raising the 300-foot steel span crossing the Fortymile River to place it safely above any possible flood crest.

Denali Highway

Construction of this new access road from the Richardson Highway to Mt. McKinley National Park was continued during the year with good progress. Concentrated efforts by crews working toward each other from Paxson, Mile 188 on the Richardson Highway, and Cantwell, on the Alaska Railroad, resulted in advancing from Mile 12.5 to Mile 29 on the Paxson end and from Mile 20 east of Cantwell to Mile 37 on the west end of the project.

Progress continues good during the present construction season and it is planned to push construction to the MacLaren River from the Paxson end and to the Susitna River from the McKinley Park end. It is also contemplated that construction of the major bridge at the Susitna crossing will be placed under contract during the next few months.

Farm Roads

Petitions for access roads to homesite and homestead areas, and to small tracts offered for sale by the Bureau of Land Management,

continue to come in daily. Such requests exceeded funds available during the fiscal year just ended in the ratio of five to one. Principal areas involved are the Anchorage area, Matanuska Valley, Kenai Peninsula, Fairbanks area and the Tanana Valley. In order to provide as much access as possible, stage construction has necessarily been employed, with improvement to all-weather standards to follow as funds are made available and the use and traffic warrant. Approximately 40 miles of new road in this category were completed during the year.

RECONSTRUCTION

Fiscal 1954 funds permitted reconstruction and improvement work to be performed by Government forces on the following projects:

Sterling Highway. Work consisting principally of reinforcing weak sub-grade with additional gravel. A soils survey was run over the section from the Kenai Branch junction to Homer to determine the depth of gravel necessary to reinforce this section for all-weather traffic, and to prevent break-up of surface during the spring thaw.

Mountain Roads. Work was continued on regrading, brush removal and graveling of soft spots on this system.

Matanuska Valley. The Palmer-Wasilla road was improved by regrading and surfacing a three-mile section. A line change of approximately 3/4 mile in length was constructed to correct poor alignment. Minor improvements, such as re-shaping and graveling, were made to other heavily traveled roads in this area.

Homer Area. The previously-established policy of improving and surfacing all existing roads prior to any new construction in this area was continued during the past year. The roads on the hills north of Homer, particularly those leading to the west and to the Sterling Highway were surfaced with gravel to provide all-weather use.

Anchorage Local Roads. Extensive improvements were necessary in this system due to the rapidly increasing volume of traffic in the Anchorage area. The items of major importance that were completed are as follows:

Completed bituminous surface treatment of KFQD road.

Completed crushed surface and bituminous treatment of Government Hill road.

Placed crushed gravel surface with oil treatment on Airport Heights, Lake Otis and East Fireweed Lane roads.

Placed crushed gravel surface on one mile of DeBarr Road.

Replaced the Chester Creek bridge on Lake Otis Road with a large metal culvert and widened approach fills.

Steese Highway. Regrading of the most hazardous sections of this sub-standard road continued as funds permitted. It is hoped that the rate of this improvement can be increased in future years to meet the demand of growing traffic.

Mile 0.8 Bridge (Richardson Highway). Construction of this bridge was completed by Government forces during the fiscal year. It is steel and concrete construction and replaces a wood structure subject to washouts each year during high-water periods.

Alaska Highway Bridges. One timber trestle bridge, Sears Creek at Mile 1380.2, was replaced with a structure 50 feet long, and three major steel spans, those at Johnson River (Mile 1386.1), Yerrick Creek (1339.5) and Tanana River (Mile 1307.9), totaling 2130 feet, were redecked with prefabricated panels of treated timber and later surfaced with an asphaltic mat.

Haines. Minor improvements were made to the Lutak Road and Mud Bay Road, consisting principally of blasting rock points at narrow places and easing sharp curves.

Skagway. Decking, handrail and curbs were replaced on the Skagway River Bridge, a structure 480 feet long. Dyea River Bridge was jacked up to repair abutments and rocker shoes. Some blasting of rock was performed on the Skagway-Dyea Road to widen narrow sections.

MAINTENANCE

All through routes, which include the Richardson, Glenn, Alaska, Seward-Anchorage and Haines Highways, were kept open for travel throughout the year. With the inception of winter maintenance on the Isabel Pass section through the Alaska Range, the Richardson Highway was kept open over its entire length during the winter months for the first time in its history. This was made possible by the cooperation of the Territory, trucking concerns, and interested private individuals and businessmen, who contributed approximately fifty percent of the funds required for the Isabel Pass section. This saved 100 miles in travel distance to

Big Delta and Fairbanks over the circuitous route via the Tek Cutoff. The Alaska Road Commission will continue to keep this short route open to winter traffic now that rehabilitation for paving has progressed sufficiently to reduce the costs of such maintenance to a reasonable figure. In addition, numerous local and branch roads and several feeder roads, including the Sterling Highway to Homer and the Steese Highway between Fairbanks and Chatanika, Mile 30, were maintained in service throughout the year.

Repair of asphalt pavement where frost action has caused damage was a continuing project during the summer months. Chemical control of brush and weeds and repainting of centerline striping were other important features of highway maintenance.

During the fiscal year, the following items of major equipment were obtained by purchase through the General Services Administration or by transfer from other agencies:

| <u>Number</u> | <u>Description</u> |
|---------------|---|
| 3 | Portable steam generators |
| 5 | Coupes, 3-passenger |
| 5 | Carry-alls, 8-passenger suburbans |
| 33 | Trucks, 1/2-ton pickup |
| 10 | Trucks, 3/4-ton pickup |
| 1 | Truck, stake body |
| 1 | Truck, tank, 2040 gal. capacity |
| 8 | Trucks, 3 yd. dump |
| 17 | Trucks, 5 yd. dump |
| 3 | Trucks, 8 yd. dump |
| 1 | Truck-tractor, fuel servicing |
| 7 | Trucks, dump body with under-body blade |
| 1 | Trailer, 30-ton lowboy |
| 1 | Semi-trailer, fuel servicing, 2,000 gal. capacity |
| 1 | Semi-trailer, fuel servicing, 4,000 gal. capacity |
| 1 | Tractor, crawler type, D-4 |
| 1 | Material loader, 1 cu. yd., track mounted |
| 4 | Material loaders, 1 cu yd., wheel mounted |
| 4 | Motor Graders, Caterpillar #12 |
| 1 | Speeder, Fairmount, gas |

Following is a tabulation showing a comparison of mileages maintained during fiscal years 1953 and 1954:

| <u>Highway Type</u> | <u>Total Length</u> | | <u>Winter Maintained</u> | |
|------------------------|---------------------|---------------|--------------------------|--------------|
| | <u>1953</u> | <u>1954</u> | <u>1953</u> | <u>1954</u> |
| Through Roads - Paved | 577.2 | 720.2 | 577.2 | 720.2 |
| Through Roads - Gravel | 400.9 | 268.9 | 281.5 | 268.9 |
| Feeder Roads | 1156.5 | 1213.9 | 298.8 | 306.3 |
| Local Roads | <u>1287.3</u> | <u>1279.4</u> | <u>553.5</u> | <u>564.4</u> |
| Total | 3421.9 | 3482.4 | 1711.0 | 1859.8 |

ROAD SYSTEM

Following are summaries of the road system by type of road and location by District, followed by complete tabulations of Through and Feeder Roads and a grouping of Local Roads by system.

ALASKA ROAD COMMISSION
HIGHWAY SYSTEM MILEAGE

SUMMARY - BY TYPE

| <u>Type</u> | <u>Length</u> | | <u>Winter Maintenance</u> | |
|-----------------------------|---------------|---------------|---------------------------|--------------|
| | <u>1953</u> | <u>1954</u> | <u>1953</u> | <u>1954</u> |
| Through Roads | 978.1 | 989.1 | 858.7 | 929.1 |
| Feeder Roads | 1156.5 | 1213.9 | 298.8 | 306.3 |
| Local Roads: | | | | |
| From Main Feeders | 726.9 | 709.4 | 426.8 | 437.7 |
| From Isolated Feeders | 236.5 | 237.1 | 50.4 | 50.4 |
| Isolated | <u>323.9</u> | <u>332.9</u> | <u>76.3</u> | <u>76.3</u> |
| Total Local Roads | <u>1287.3</u> | <u>1279.4</u> | <u>553.5</u> | <u>564.4</u> |
| TOTAL ALL ROADS | 3421.9 | 3482.4 | 1711.0 | 1859.8 |

SUMMARY - BY DISTRICT

| <u>District</u> | <u>Through</u> | <u>Feeder</u> | <u>Local</u> | | <u>Isolated</u> | <u>Total</u> |
|-----------------|----------------|---------------|-------------------------|-----------------------------|-----------------|--------------|
| | | | <u>From Main Feeder</u> | <u>From Isolated Feeder</u> | | |
| Anchorage | 176.1 | 436.1 | 357.7 | 93.6 | 139.6 | 1203.7 |
| Valdez | 389.6 | 111.1 | 32.5 | 0 | 30.5 | 563.7 |
| Fairbanks | 382.1 | 495.4 | 279.8 | 0 | 56.0 | 1213.3 |
| Nome | 0 | 171.3 | 0 | 143.5 | 63.1 | 377.9 |
| Haines | <u>40.7</u> | <u>0</u> | <u>39.4</u> | <u>0</u> | <u>43.7</u> | <u>123.8</u> |
| | 989.1 | 1213.9 | 709.4 | 237.1 | 332.9 | 3482.4 |

THROUGH ROADS

| <u>Route No.</u> | <u>Name</u> | <u>Length</u> | <u>Winter Maintenance</u> |
|------------------|---------------------------------------|---------------|---------------------------|
| 120 | Richardson Highway (Valdez District) | 227.4 | 227.4 |
| 130 | Richardson Highway (Fairbanks Dist.) | 136.7 | 136.7 |
| 131 | Ladd Field Spur | 0.4 | 0.4 |
| 132 | Fairbanks-International Airport | 1.4 | 1.4 |
| 133 | Noble Street Extension | 0.1 | 0.1 |
| 230 | Alaska Highway | 204.9 | 204.9 |
| 310 | Glenn Highway (Anchorage Dist.) | 131.2 | 131.2 |
| 311 | Anchorage 4th Avenue Post Road | 1.8 | 1.8 |
| 320 | Glenn Highway (Valdez Dist.) | 162.2 | 162.2 |
| 330 | Glenn Highway (Fairbanks Dist.) | 33.4 | 33.4 |
| 410 | Seward-Anchorage Highway | 37.2 | 37.2 |
| 411 | Anchorage-Spenard | 3.5 | 3.5 |
| 412 | Anchorage-International Airport | 3.0 | 3.0 |
| 630 | Steese Highway (Fairbanks-North Camp) | 1.4 | 1.4 |
| 632 | Steese Highway-University | 3.8 | 3.8 |
| 950 | Haines-Boundary and Spur to Haines | <u>40.7</u> | <u>40.7</u> |
| | | 989.1 | 989.1 |

FEEDER ROADS

| <u>Route No.</u> | <u>Name</u> | <u>Length</u> | <u>Winter Maintenance</u> |
|------------------|---|---------------|---------------------------|
| 121 | Edgerton Cutoff, Willow-Chitina | 39.0 | 39.0 |
| 122 | Copper River Highway | - | - |
| 231 | Northway Junction - Airfield | 6.8 | 6.8 |
| 312 | Glenn Highway, Community Center-Palmer-Matanuska-Wasilla Junction | 13.9 | 13.9 |
| 313 | Glenn North-Palmer-Finger Lake-Wasilla | 12.0 | 12.0 |
| 314 | Glenn Hwy-Fishhook Jct.-Wasilla-Knik | 33.6 | 33.6 |
| 321 | Slana-Nabesna | 45.6 | - |
| 331 | Taylor Highway | 161.0 | - |
| 413 | Anchorage-Elmendorf Alternate | 7.5 | 7.5 |
| 511 | Sterling Highway-Forest Boundary to Homer | 119.3 | 119.3 |
| 512 | Kenai Junction-Kenai | 10.6 | 10.6 |
| 631 | Steese Highway-North Camp-Circle | 162.0 | 31.0 |
| 633 | University-Ester | 6.7 | 6.7 |
| 634 | Central-Circle Hot Springs | 8.3 | - |
| 731 | Elliott Highway-Fox to Livengood | 68.4 | 9.0 |
| 732 | Manley Hot Springs Landing-Eureka | 25.7 | - |
| 811 | Denali Highway (Anchorage Dist.) | 69.5 | - |
| 812 * | McKinley Park Primary Roads | 93.6 | - |
| 813 | North Park Boundary-Kantishna | 4.5 | - |
| 821 | Denali Highway (Valdez Dist.) | 26.5 | - |

* Constructed and maintained by National Park Service funds.
Included in totals.

| <u>Route No.</u> | <u>Name</u> | <u>Length</u> | <u>Winter Maintenance</u> |
|----------------------|------------------------|---------------|-------------------------------|
| 011 | Sterling Landing-Ophir | 47.0 | - |
| 012 | Iditarod-Flat | 8.7 | - |
| 013 | Dillingham-Wood River | 14.7 | 14.7 |
| 014 | Abbert Road | 1.2 | 1.2 |
| 031 | Ruby-Long-Poorman | 56.5 | - |
| 041 | Nome-Council | 77.1 | - |
| 042 | Nome-Kougarok | 14.0 | 1.0 |
| 043 | Seward Peninsula R.R. | <u>80.2</u> | <u>-</u> |
| | | 1213.9 | 306.3 |

LOCAL SYSTEMS

| <u>Name</u> | <u>Length</u> | <u>Winter Maintenance</u> |
|--|---------------|-------------------------------|
| Anchorage Locals | 57.2 | 57.2 |
| Glenn Highway Locals | 67.5 | 57.5 |
| Valley Locals | 145.9 | 82.1 |
| Kenai Peninsula | 112.9 | 100.9 |
| Kuskokwim Locals | 64.2 | - |
| Kodiak Locals | 47.7 | 47.7 |
| Feeders to Alaska Railroad | 85.2 | 19.0 |
| Bristol Bay Locals | 23.1 | 14.3 |
| Iliamna Locals | 28.5 | - |
| McCarthy Locals | 30.5 | - |
| Feeder System, Richardson Highway | 82.9 | 58.0 |
| Fairbanks Locals | 37.2 | 34.2 |
| Feeder System, Steese Highway | 124.6 | 23.8 |
| Feeder System, Taylor Highway | 23.1 | 1.9 |
| Feeder System, Elliott Highway | 9.5 | - |
| Manley Hot Springs System | 18.0 | - |
| Yukon River Isolated Locals and Wiseman System | 31.7 | - |
| Nome System | 206.6 | 9.0 |
| Haines and Skagway Locals | 52.0 | 27.7 |
| Southeast Roads | <u>31.1</u> | <u>31.1</u> |
| | 1279.4 | 564.4 |

FISCAL 1955 APPROPRIATION

The Alaska Road Commission construction appropriation for fiscal 1955 totals \$8,000,000 and authorizes preliminary surveys and preparation of plans for projects proposed for future construction, continuation of construction in progress, and the reconstruction of existing roads and bridges. The following tabulation itemizes the projects funded by the appropriation:

PRELIMINARY SURVEYS

| | | | |
|-----------------------------------|----|---------------|------------|
| Copper River Highway | \$ | 80,000 | |
| Southeastern Alaska Surveys | | 60,000 | |
| Cadastral Surveys - Rights-of-way | | 90,000 | |
| Farm Road Surveys | | 40,000 | |
| Pittman-Willow | | <u>30,000</u> | |
| | | | \$ 300,000 |

CONSTRUCTION IN PROGRESS

| | | | |
|-------------------------------|----|----------------|--------------|
| Taylor Highway | \$ | 300,000 | |
| Richardson Highway | | 2,000,000 | |
| Alaska Highway | | 1,750,000 | |
| Denali Highway | | 1,500,000 | |
| Local Farm Roads | | 400,000 | |
| Copper River Highway | | 700,000 | |
| Anchorage-Elmendorf Alternate | | <u>250,000</u> | |
| | | | \$ 6,900,000 |

RECONSTRUCTION

| | | | |
|------------------------------|----|---------------|----------------|
| <u>Bridge Reconstruction</u> | | | |
| Mendeltna River Bridge | \$ | 50,000 | |
| Berry Creek Bridge | | 55,000 | |
| Knik River Bridge | | 300,000 | |
| Moose River Bridge (Kenai) | | <u>50,000</u> | |
| Total Bridge Reconstruction | | 455,000 | |
| <u>Road Reconstruction</u> | | | |
| Sterling Highway | | 100,000 | |
| Steese Highway | | 45,000 | |
| Matanuska Valley area | | 50,000 | |
| Homer Area | | 40,000 | |
| Fairbanks Area | | 40,000 | |
| Anchorage Area | | <u>70,000</u> | |
| Total Road Reconstruction | | 345,000 | |
| Total Reconstruction | | | <u>800,000</u> |
| | | | \$ 8,000,000 |

MAINTENANCE

The fiscal 1955 maintenance appropriation totaled \$3,500,000. These funds, augmented by an estimated \$300,000 to be realized from contributions, are programmed for expenditure as follows:

| | |
|------------------------|---------------|
| Through Roads | \$ 2,150,000 |
| Feeder and Local Roads | 1,600,000 |
| Shop Facilities | <u>50,000</u> |
| | \$ 3,800,000 |

FISCAL 1955 PROGRAM

PRELIMINARY SURVEYS

Copper River Highway. Surveys will be extended from Mile 39 for a distance of approximately 40 miles, utilizing existing bridges and roadbed of the abandoned Copper River and Northwestern Railroad as much as practicable.

Southeastern Alaska Surveys. Field survey of the Juneau-Taku route will be carried forward to the Canadian boundary, design prepared, and estimates of cost calculated.

Cadastral Surveys. Accurate Centerline and right-of-way surveys of through and feeder roads will be continued, especially in the vicinity of populated areas such as Fairbanks, Anchorage, Matanuska Valley and areas in the Kenai Peninsula.

Farm Road Surveys. Petitions are continuously being received in District and Headquarters offices. Surveys and estimates of cost are made as rapidly as funds and personnel will permit.

Pittman-Willow. A field survey will be made from the end of present construction at Pittman to an existing road at Willow. Office work will include design and final estimate of cost.

CONSTRUCTION IN PROGRESS

Taylor Highway. Widening of the existing narrow road will be continued from South Fork of the Fortymile River to Eagle, a distance of approximately 90 miles. This stage construction procedure will include widening permafrost and rock sections, graveling, and reshaping thawed deformations as necessary to advance this section to completion.

Richardson Highway. Paving of Section G, Mile 36 to Mile 82, will be accomplished to connect with existing paving from Mile 82 to Big Timber Junction, Mile 131.

Alaska Highway. Plans include the grading of the remaining low standard section of the Alaska Highway between Northway and the Canadian border, a distance of 42.5 miles. Paving will follow in future years when the roadbed has stabilized.

Denali Highway (Richardson Highway - Mt. McKinley Park). This is a new highway which requires stage construction as the ground thaws and stabilizes. Proposed work will extend the road to the MacLaren River, Mile 41 on the east end, and to the Susitna River, Mile 86 on the west end, including the construction of a bridge 1000 feet long across the Susitna River.

Local Farm Roads. Further construction is planned in areas on the Kenai Peninsula, Matanuska, Anchorage and Fairbanks. It is expected that an additional 40 miles can be completed. Outstanding petitions still total approximately \$2,000,000.

Copper River Highway. Funds provided in fiscal year 1955, added to those previously appropriated, will permit extension of this highway across the delta of the Copper River to Mile 39, which is the Chugach National Forest boundary. This is also a junction point for a future road to the Katalla oil fields as well as the northward extension of the Copper River Highway along the route of the abandoned Copper River and Northwestern Railroad.

Anchorage-Elmendorf Alternate. Paving will be accomplished on this 7.5 mile by-pass route, which will enable traffic from the south of Anchorage to reach Elmendorf Air Force Base and Fort Richardson without the necessity of passing through the congested area within the city limits of Anchorage.

RECONSTRUCTION

Mendeltna River Bridge. It is proposed to replace the existing timber bridge over the Mendeltna River at Mile 152.7 on the Glenn Highway with a 60' x 24' steel I-Beam bridge with a concrete deck. The existing bridge is inadequate structurally for through road traffic.

Berry Creek Bridge. The timber structure over this creek at Mile 1377.3, Alaska Highway, is planned for replacement on a minor revision in alignment with an 80' x 24' steel and concrete structure. The new bridge will be on a curve located upstream and will improve the highway alignment at this site as well as replace a structure supported on piling with inadequate penetration.

Knik River Bridge. It is planned to replace the 500 feet of critically deteriorated timber trestle approach spans to the 1500 feet of truss spans crossing the Knik River on the Glenn Highway at Mile 38.7. These are to be replaced with continuous I-Beam construction with creosoted timber floor. The substructure is to be sheathed bent type using creosoted timber piles. The decayed timber floor of the truss spans is to be replaced with creosoted timber as a part of this project. The entire floor will then be given a bituminous wearing surface.

Moose River Bridge - Kenai. The structurally inadequate multiple span timber trestle structure over Moose River at Mile 30, on the Sterling Highway, is planned for replacement by a 160' x 22' steel high truss span with a creosoted timber deck. The trusses for this bridge were originally used in a bridge across Resurrection River on the Forest Highway near Seward. During construction of the Seward-Anchorage Highway these trusses became available as a result of the construction of a new bridge at the Resurrection site.

Sterling Highway. Improvement of the Sterling Highway between the Kenai and Anchor Rivers will be continued in order to eliminate weak sections which are subject to break-up during the spring season.

Steese Highway. Widening and improvement will be accomplished in the most critical areas.

Matanuska Valley Area. The principal feeder roads which carry the greatest traffic will be improved under current plans.

Homer Area. Local roads in the vicinity of Homer will be improved to meet the needs of increased visitor traffic as well as that which can be attributed to the growth of the community.

Fairbanks Area. Areas adjacent to Fairbanks are being rapidly settled, requiring improvement of the existing local road system to meet the needs of increasing traffic. Principal work will be on the Badger Road to the south and east.

Anchorage Area. Several principal feeder roads, including portions of Otis, Fireweed and DeBarr Roads will be improved and covered with asphaltic surfacing.

OPERATION AND MAINTENANCE

Operation and Maintenance funds in the amount of \$3,500,000 are included in fiscal year 1955 appropriations. These are supplemented by an estimated \$275,000 by the Territory of Alaska and \$81,000 by the National Park Service, and will provide maintenance for 3547 miles in the Alaska Road Commission system of highways. Winter maintenance will be performed on 1915 miles; the remaining roads, mostly in isolated areas, will be allowed to close during the winter.

Isabel Pass, through the Alaska Range on the Richardson Highway, will be kept open to traffic for the second winter, thereby cutting the distance from Valdez to Big Delta and Fairbanks by 100 miles. During the past winter the Pass was kept open for the first time through cooperation of interested trucking firms, the citizens of Valdez, the Territory of Alaska, and the Alaska Road Commission, and now becomes a regularly maintained part of the Alaska Road Commission system for winter operations.

A start will be made on a new field depot at Soldotna on the Sterling Highway, which will replace the temporary one at Kenai. First construction will consist of a combination repair shop, office and warehouse; power facilities; water system and several dwellings. Additional facilities will be added as required and when funds are available.

Regular maintenance of the highway system will include surface blading of gravel surfaced roads, upkeep of bituminous surfaces,

centerline striping, improvement of signing, brush and weed control, ditch cleaning and drainage, and such other related functions to keep the highways in a good state of repair.

RECOMMENDATIONS

PROPOSED

FISCAL 1956 APPROPRIATION

For the fiscal year 1956, a construction appropriation of \$14,000,000 and a maintenance appropriation of \$3,500,000 have been recommended. The above figures are limitations imposed by the Departmental ceiling and over-ceiling allowances. A much larger construction program is justified if minimum overland transportation facilities, essential to the continued development of the Territory, are to be extended into the vast areas in Alaska presently completely lacking in surface transportation.

The funds recommended are tabulated below:

| <u>Project</u> | <u>Proposed 1956</u> |
|---------------------------------|---------------------------------|
| <u>Preparation of Plans</u> | |
| Copper River Highway | \$ 100,000 |
| Cadastral Surveys | 90,000 |
| Farm Road Surveys | 40,000 |
| Nenana-McKinley Park | 40,000 |
| Cordova-Bering River | <u>30,000</u> |
| | \$ 300,000 |
| | |
| <u>Construction in Progress</u> | |
| Taylor Highway | \$ 400,000 |
| Richardson Highway | 2,400,000 |
| Alaska Highway | 2,400,000 ✓ |
| Denali Highway | 1,700,000 |
| Local Farm Roads | 400,000 |
| Sterling Highway | <u>1,500,000</u> 1/2 |
| | \$ 8,800,000 |
| | |
| 1/ Over-ceiling item | |

Reconstruction

| | | | |
|----------------------------|----|---------|---------|
| Steese Highway | \$ | 90,000 | |
| Fairbanks Local Roads | | 80,000 | |
| Anchorage Local Roads | | 80,000 | |
| Homer Roads | | 30,000 | |
| Matanuska Valley Roads | | 90,000 | |
| Slana-Nabesna | | 50,000 | |
| Dillingham-Wood River Road | | 30,000 | |
| Berry Creek Bridge | | 65,000 | |
| Chickaloon Bridge | | 220,000 | |
| Mendeltna Bridge | | 50,000 | |
| Glenn Highway Culverts | | 15,000 | |
| | | <hr/> | |
| | \$ | | 800,000 |

New Construction

| | | | |
|------------------------------------|----|-----------|------------------|
| Fairbanks-Wenana | \$ | 500,000 | |
| Annette Island Road $\frac{1}{1}$ | | 3,000,000 | |
| Ladd Field Alternate $\frac{1}{1}$ | | 100,000 | |
| Susitna-Willow $\frac{1}{1}$ | | 500,000 | |
| | | <hr/> | |
| | \$ | | <u>4,100,000</u> |

Total Construction \$ 14,000,000

1/ Over-ceiling items

Maintenance

| | | | |
|------------------------|----|-----------|-----------|
| Through Roads | \$ | 2,200,000 | |
| Feeder and Local Roads | | 1,300,000 | |
| | | <hr/> | |
| | \$ | | 3,500,000 |

FISCAL 1956 PROGRAM

PREPARATION OF PLANS

Copper River Highway. Funds programmed for engineering on this project include approximately 35 miles of field surveys and office design.

Cadastral Surveys. Accurate centerline and right-of-way surveys will be extended outward on through and feeder roads from populated areas, such as Anchorage, Fairbanks and Palmer. This is a continuing program which will eventually tie down the entire highway system of the Territory.

Farm Road Surveys. Funds proposed under this item will provide for the survey of approximately 75 miles of petitioned farm and industrial roads.

Menana-McKinley Survey. It is proposed to extend the Menana-McKinley Survey from its present end near Eva to a connection with the Denali Highway now extending into Mt. McKinley National Park.

Cordova-Bering River. Location and design of approximately 15 miles can be accomplished with the funds included under this project. This is a new road into the potential oil and coal area in the Bering River area on the Gulf of Alaska.

CONSTRUCTION IN PROGRESS

Taylor Highway. The amount of \$400,000 proposed for the Taylor Highway will permit the continuation of orderly and economical stage construction of this 161-mile route connecting Eagle, Alaska, and Dawson, Yukon Territory, with the Through Road system, and providing

a military by-pass for 381 miles of the Alaska Highway. This project is approximately 90% complete and is passable over its entire length. Continued widening of permafrost and rock sections, reshaping of thawed deformation and graveling will be necessary for several years to complete the route.

Richardson Highway. Funds totaling \$2,400,000 recommended for continued surfacing of the Richardson Highway will permit the paving of Section "G", Miles 36 to 82, and a portion of Section "E", Miles 130 to 188, a total of 75 miles.

Alaska Highway. The \$2,400,000 recommended for the Alaska Highway is an over-ceiling item, and will provide funds for paving the 71-mile section adjacent to the Yukon border, and for improvement of drainage structures on this route.

Denali Highway. The amount of \$1,700,000 recommended for the Denali Highway will permit the continuation of stage construction from both termini of this 160-mile route connecting Mt. McKinley National Park, the nation's second largest, with the primary highway network. This will advance the project to 75% completion.

Local Farm Roads. The amount recommended, \$400,000, will permit the orderly extension of access roads to new areas opened for homesteading and industrial purposes. Petitions for construction of this type road continue to be received in far greater numbers than the routes can be constructed within funds available.

Sterling Highway. The \$1,500,000 recommended will permit the initiation of paving of the Sterling Highway in the vicinity of

Kenai. The rapid development of the Kenai area, and the adjacent important military installation, has greatly over-taxed the present route. Daily traffic counts exceed 1000 vehicles daily.

RECONSTRUCTION

Steese Highway. Traffic over the low standard Steese Highway between Fairbanks and Circle is steadily increasing. Gradual improvement of the worst sections of this highway is being carried forward each year. Approximately 10 miles can be improved to a higher standard.

Fairbanks Locals. A better alignment and surface must be provided for a number of local roads in the vicinity of Fairbanks. Fifteen miles can be so improved with the contemplated funds.

Anchorage Locals. Bituminous treatment of suburban roads in the vicinity of Anchorage is necessary due to heavy traffic. An additional 10 to 12 miles are contemplated for such improvement during this fiscal year.

Homer Roads. A continuing program to improve local farm roads in the Homer area is included under this program.

Matanuska Valley Roads. Completion of bituminous surfacing of the Palmer-Wasilla Road and improvement of other feeder and local roads in the area is contemplated.

Slana-Nabesna Road. This highway, which branches from the Tok Cutoff at Mile 62, leads into a potential mining and recreational area. The road has had no work other than minor maintenance on it since 1945 and is in need of rehabilitation for a distance of approximately 40 miles.

Dillingham-Wood River Road. Continued improvement of the road between Dillingham and the Native Service Hospital, as well as to Wood River, is required to meet rapid settlement along both roads.

Chickaloon Bridge. The present structure across the Chickaloon River at Mile 78 on the Glenn Highway, is a sub-standard one-lane structure at the foot of a steep hill. A modern two-lane steel and concrete bridge is contemplated.

Glenn Highway Drainage. A number of small timber drainage structures, which have deteriorated, will be replaced with metal culverts.

NEW CONSTRUCTION

Fairbanks-Nenana. The \$500,000 requested for this project will permit initiation of construction of a highway to connect Nenana with the Territory's highway network. Nenana, located on the Tanana River, is an important river navigation outlet to the lower Tanana River and the Yukon River and its tributaries, the principal waterway system for Interior Alaska. Nenana is presently accessible only by railroad and air. This route will traverse excellent agricultural land and constitute the first link of a route ultimately to extend through the Healy River area coal developments to McKinley National Park.

Arnette Island Road. The recommendation for \$3,000,000 for this route is an over-ceiling item. This road will connect the important civil and military airport of Arnette - the only airport in this area - and the town of Metlakatla, with Ketchikan, Alaska's

fourth largest city. This route will require a short car ferry connection to Ketchikan, which ferry will be financed by that city. This project can be economically accomplished only as a single operation, since equipment move-in expense will constitute a substantial part of the total cost.

Ladd Field Alternate Route. The recommendation for \$100,000 for paving this heavily traveled access road to one of the largest military establishments in the Territory is an over-ceiling item. The existing road is completely inadequate for present traffic.

Susitna-Willow. \$500,000 is recommended for completion of a low-level route into the Willow Creek mining and timber area. The present low-standard mountain road can be maintained open only four months of each year. The proposed road will complete a highway loop through the Matanuska Valley.

MAINTENANCE

The total estimated cost of the Operations and Maintenance of the highway system for fiscal year 1956 is \$3,800,000. Contributions in aid of maintenance are estimated at \$300,000. Congressional appropriations of \$3,500,000 are therefore recommended. This figure is identical to the fiscal 1955 appropriation, but will maintain an increased mileage.

BALANCE SHEET

January 27, 1905 through June 27, 1954

COSTS DISTRIBUTION

| | <u>Construction Costs</u> | <u>Maintenance Expense</u> | <u>Total</u> |
|-------------------------------------|-------------------------------|--------------------------------|-------------------|
| Active Routes..... | \$120,242,993.08 | \$38,263,000.65 | \$158,505,993.73 |
| Inactive Routes | 3,136,356.60 | 1,887,072.19 | 5,023,328.79 |
| Buildings and Improvements | 5,170,922.19 | 437,900.20 | 5,608,822.39 |
| Surveys- Active | 406,474.54 | — | 406,474.54 |
| Surveys- Inactive .. | <u>150,408.63</u> | <u>—</u> | <u>150,408.63</u> |
| TOTALS | \$129,107,055.04 | \$40,587,973.04 | \$169,695,028.08 |

COSTS INCURRED (exclusive of refunds
and reimbursements, except McWinley Park):

| | |
|--------------------------------------|---------------------|
| Total Costs 1/27/05 - 11/30/50 | \$103,736,808.47 |
| Cost Report 12/4/50 - 2/25/51 | 2,266,910.11 |
| Cost Report 2/26/51 - 2/24/52 | 21,893,770.15 |
| Cost Report 2/25/52 - 3/8/53 | 21,603,113.00 |
| Cost Report 3/9/53 - 3/7/54 | 17,241,721.73 |
| Cost Report 3/8/54 - 6/27/54 | <u>2,952,704.62</u> |
| TOTAL | \$169,695,028.08 |

CONSTRUCTION COSTS - ACTIVE ROUTES

June 27, 1954

| <u>Description</u> | <u>Route Number</u> | <u>Amount</u> |
|--|-------------------------|---------------|
| Talkeetna-Cache Creek-Peters Creek | 010.1 | \$255,351.03 |
| Colorado-Bull River Road | 010.2 | 90,649.94 |
| Medfra-Nixon | 010.3 | 23,957.16 |
| Bethel Airfield-Fethel National Guard Seaplane Base | 010.4 | 85,916.41 |
| Nalnek Lake Road-Nalnek Airbase | 010.5 | 548,221.77 |
| Kanatak-Becharof Lake | 010.6 | 24,217.34 |
| Iliamna Bay-Iliamna Lake-Newhalen River | 010.7 | 131,161.04 |
| Seldovia-McDonald Spit, Red Mountain Road .. | 010.8 | 113,021.62 |
| Sterling Landing-Ophir | 011 | 390,957.99 |
| Takotna Locals | 011.1 | 3,451.60 |
| Iditarod-Flat | 012 | 88,744.99 |
| Flat Locals | 012.1 | — |
| Dillingham-Wood River | 013 | 67,017.24 |
| Abbert Road | 014 | 193,940.47 |
| Kodiak Locals | 014.1 | 17,867.69 |
| McCarthy-Kemecott Locals | 020.1 | 165,571.28 |
| Coal Creek Road | 030.1,030.2 | 29,522.79 |
| Wiseman Locals | 030.3 | 40,144.57 |
| Ruby Airfield Road | 030.4 | — |
| Nulato Airfield Road | 030.5 | 32,297.29 |
| Railroad Locals | 030.6 | 23,227.20 |

| <u>Description</u> | <u>Route Number</u> | <u>Amount</u> |
|--|---|---------------|
| Ruby-Long-Poorman | 031 | \$305,112.11 |
| Candle Creek Road | 040.1 | 40,576.13 |
| Deering-Inmachuk | 040.2 | 31,325.26 |
| Teller-Bluestone, Lost River Road | 040.3 | 62,689.48 |
| Nome Trails | 040.5 | ----- |
| Nome-Council | 041 | 448,263.52 |
| Council-Ophir Creek | 041.1 | 21,104.21 |
| Nome-Kougarok | 042 | 72,985.25 |
| Nome Locals | 042.1,042.2 | 175,017.19 |
| Seward Peninsula Railroad | 043 | 183,095.28 |
| Bunker Hill-Kougarok | 043.1 | 273,932.89 |
| Skagway Locals | 050.1 | 266,913.19 |
| Southeast Alaska Roads | 050.2 | 3,638.27 |
| Richardson Highway (Valdez District) | 120 | 22,178,273.11 |
| Richardson Highway Locals | 120.1,120.2, 120.3,121.1 | 75,160.29 |
| Edgerton Cutoff, Willow-Chitina | 121 | 262,712.04 |
| Copper River Highway | 122 | 1,376,324.37 |
| Richardson Highway (Fairbanks District).. | 130,131, 132,133 | 11,580,436.81 |
| Fairbanks Locals | 130.1,130.2,130.3, 130.4,130.5,132.1 | 203,239.90 |
| Alaska Highway | 230 | 6,094,625.50 |
| Tanacross Locals | 230.1 | 10,111.37 |
| Northway Junction-Airfield | 231 | ----- |
| Northway Airport Road | 231.1 | 1,577.93 |

| <u>Description</u> | <u>Route Number</u> | <u>Amount</u> |
|--|--|-----------------|
| Glenn Highway (Anchorage District) | 310,311 | \$10,423,871.43 |
| Anchorage Locals and Farm Roads .. | 310.1,410.1,411.1 | 461,993.28 |
| Matamska Valley Locals | 310.2,310.3,312,312.1 313,313.1,314,314.1,314.3 | 776,039.84 |
| Mountain Locals | 314.2 | 289,057.20 |
| Glenn Highway (Valdez District) | 320 | 12,227,687.21 |
| Slana-Mabesna | 321 | 148,236.50 |
| Glenn Highway (Fairbanks District) | 330 | 2,071,575.23 |
| Taylor Highway | 331 | 5,145,276.16 |
| Taylor Highway-Boundary | 331.1,331.2 | 13,765.02 |
| Seward-Anchorage | 410 | 24,325,782.52 |
| Anchorage-Spenard | 411 | 438,006.05 |
| Anchorage-Elmendorf Alternate | 413 | 269,914.78 |
| Sterling Highway, Kenai Junction-Kenai .. | 511,512 | 4,361,563.82 |
| Sterling Highway Locals | 511.1,512.1 | 339,150.32 |
| Homer Locals | 511.2 | 323,495.83 |
| Steese Highway (Fairbanks-North Camp) ... | 630,632 | 770,542.75 |
| Steese Highway Locals | 630.1,631.1,631.2 631.3,633.1,634.1 | 230,319.18 |
| Steese Highway and Feeders (North Camp- Circle) | 631,633,634 | 2,158,498.35 |
| Elliott Highway, Fox-Livengood | 731 | 1,706,094.17 |
| Livengood Locals | 731.1 | — |
| Manley Hot Springs Landing-Eureka | 732 | 90,375.25 |
| Manley Hot Springs-Tofty .. | 732.1 | — |
| Denali Highway (Anchorage District) | 811 | 2,559,750.03 |

| <u>Description</u> | <u>Route Number</u> | <u>Amount</u> |
|--|-------------------------|------------------|
| McKinley Park * | 812 | \$1,886,876.32 |
| North Park Boundary-Kantishna | 813 | 47,202.20 |
| Denali Highway (Valdez District) | 821 | 591,269.45 |
| Haines-Boundary and Spur to Haines | 950 | 2,464,955.08 |
| Haines Locals | 950.1 | 109,337.73 |
| Haines-Boundary Locals | 950.2 | <u>20,003.86</u> |
| TOTALS | | \$120,242,993.08 |

*Funds provided by National Park Service

INACTIVE, ABANDONED OR TRANSFERRED PROJECTS

| <u>Description</u> | <u>Route Number</u> | <u>Construction</u> | <u>Maintenance</u> | <u>Total</u> |
|--------------------------------------|-------------------------|---------------------|--------------------|--------------|
| Prince of Wales Island | 1 | \$ 42,811.86 | \$ 21,038.40 | \$ 63,850.26 |
| Auke Bay Extension | 2A | 48,104.13 | 12,300.30 | 60,404.43 |
| Mendenhall Glacier Extension | 2B | 7,505.64 | 7,644.57 | 15,150.21 |
| Eagle River Extension | 2C | 15,002.32 | 3,360.00 | 18,362.32 |
| Juneau-Duck Creek | 2D | 78,407.72 | 31,250.55 | 109,658.27 |
| Gastineau Channel Bar | 2E | 28,621.83 | 1,386.00 | 30,007.83 |
| Gold Creek Bridge-Juneau | 2F | 2,156.75 | --- | 2,156.75 |
| Alaska Juneau Mine Trail | 2G | 831.66 | --- | 831.66 |
| Juneau Wharf and Float | 2H | 30,216.31 | 42,447.41 | 72,663.72 |
| Juneau Float | 2J | 5,134.42 | 337.25 | 5,471.67 |
| Willoughby Avenue | 2K | 52,000.00 | --- | 52,000.00 |
| Juneau-Douglas Bridge | 2L | 252,907.95 | 48,035.33 | 300,943.28 |
| Haines Airfield | 3DA | 18,593.74 | 6,364.85 | 24,958.59 |
| Chilkoot Barracks Water Supply | 3G | 28,344.60 | --- | 28,344.60 |
| Chilkoot Barracks Road | 3H | --- | 1,252.50 | 1,252.50 |
| Chilkoot Post Float | 3J | 3,259.86 | --- | 3,259.86 |
| Donnelly-Washburn | 4A | 18,865.40 | 14,594.66 | 33,460.06 |

| Description | Route Number | Construction | Maintenance | Total |
|----------------------------------|--------------|--------------|-------------|------------|
| Donnelly Aviation Field | 4AB | \$ 123.31 | \$ 14.11 | 137.42 |
| Big Delta Airfield | 4AC | 1,978.36 | 311.23 | 2,289.59 |
| Rapids Airfield | 4AD | 229.10 | 145.16 | 374.26 |
| Thompson Pass Airfield | 4BC | 669.96 | 4,388.60 | 5,058.56 |
| Gulkana Airfield | 4DA | 65.80 | --- | 65.80 |
| Paxson Airfield | 4HA | --- | 390.06 | 390.06 |
| Ester-Dunbar | 5 | 12,624.18 | 6,781.00 | 19,405.18 |
| Nenana-Tanana | 5A | 52,188.70 | 50,284.91 | 102,473.61 |
| Fish Lake-American Creek | 5C | 5,766.53 | 5,191.65 | 10,958.18 |
| American Creek Airfield | 5D | 940.00 | --- | 940.00 |
| Tanana Airfield | 5E | 5,899.96 | 374.96 | 6,274.92 |
| Illinois Creek-Moran Creek | 5F | 1,178.89 | --- | 1,178.89 |
| Chitina Depot | 6D | 11,938.66 | 6,896.77 | 18,835.43 |
| Lower Tonsina Airfield | 6F | 1,587.15 | --- | 1,587.15 |
| Copper Center Airfield | 6G | 200.59 | 241.91 | 442.50 |
| Chitina Airfield | 6H | 5,469.24 | 2,945.30 | 8,414.54 |
| Fox-Steel Creek | 7BB | 855.75 | --- | 855.75 |
| Vault Creek | 7E | 4,702.83 | 172.37 | 4,875.20 |

| Description | Route Number | Construction | Maintenance | Total |
|--------------------------------------|--------------|--------------|-------------|-------------|
| Vault Creek-Treasure Creek | 7F | \$ 1,350.00 | \$ 29.09 | \$ 1,379.09 |
| Chena River System | 7J | 111,230.37 | 34,153.35 | 145,383.72 |
| Palmer Creek Airfield | 7JB | 575.00 | 264.11 | 839.11 |
| Chena Hot Springs Airfield | 7X | 1,689.58 | 50.00 | 1,739.58 |
| Fairbanks Airfield | 7Y | 19,471.22 | 1,673.23 | 21,144.45 |
| Fairbanks Airfield Road | 7Z | 766.66 | --- | 766.66 |
| Shovel Creek | 8J | 58.50 | 110.50 | 169.00 |
| Council Airfield | 8K | 1,399.24 | 847.74 | 2,246.98 |
| Port Safety Aids | 8L | --- | 616.50 | 616.50 |
| Rampart Airfield | 9A | 3,709.23 | 5,303.24 | 9,012.47 |
| Stevens Village Airfield | 9B | 729.48 | 172.16 | 901.64 |
| Seward-Kenai Lake | 10 | 46,260.83 | 34,523.10 | 80,783.93 |
| Seward Radio Road | 10A | 6,470.04 | 124.00 | 6,594.04 |
| Seward-Nash | 10B | 13,242.30 | 8,753.70 | 21,996.00 |
| Lowell Creek Flood Control | 10C | 113,238.62 | 11,424.92 | 124,663.54 |
| Seward Airfield | 10D | 13,297.86 | 245.75 | 13,543.61 |
| American Summit-Fortymile | 11B | 20,251.19 | 10,971.37 | 31,222.56 |
| Steel Creek-Mouth of Walker's Fork . | 11C | 4,632.50 | 6,335.64 | 10,968.14 |

| Description | Route Number | Construction | Maintenance | Total |
|----------------------------------|--------------|--------------|-------------|-------------|
| Steel Creek-Canyon Creek | 11G | \$ --- | \$ 1,227.75 | \$ 1,227.75 |
| Steel Creek Airfield | 11GA | 64.00 | --- | 64.00 |
| Fortymile-Chicken | 11J | --- | 116.01 | 116.01 |
| Fortymile-Steel Creek | 11K | --- | 80.00 | 80.00 |
| Franklin-Chicken | 11L | --- | 3,272.19 | 3,272.19 |
| Franklin Airfield and Road | 11LA | 114.43 | 86.34 | 200.77 |
| Walker's Fork Airfield | 11MA | 213.00 | --- | 213.00 |
| Lower Wade Airfield | 11MB | --- | 37.00 | 37.00 |
| Lillywig Creek | 11N | 909.50 | --- | 909.50 |
| Chicken Airfield | 11P | 2,700.14 | 167.92 | 2,868.06 |
| Eagle Airfield | 11Q | 5,812.07 | 1,963.46 | 7,775.53 |
| Mile 34-Lynx Creek | 12A | 13,953.63 | 8,239.03 | 22,192.66 |
| Bessie-Dry Creek | 13D | 1,582.47 | 1,706.73 | 3,289.20 |
| Dry Creek-Newton | 13E | 399.88 | 223.86 | 623.74 |
| Grass Gulch | 13G | 786.79 | 338.94 | 1,125.73 |
| Center Creek | 13H | 83.65 | 1,455.15 | 1,538.80 |
| Wonder-Flat Creek | 13J | 170.50 | 2,633.22 | 2,803.72 |
| Nome Buoys | 13L | --- | 585.00 | 585.00 |

| Description | Route Number | Construction | Maintenance | Total |
|-------------------------------------|--------------|--------------|--------------|--------------|
| Sitka-Indian River | 14 | \$ 9,837.72 | \$ 11,213.39 | \$ 21,051.11 |
| Sitka National Monument | 14A | 1,550.00 | 15,581.49 | 17,131.49 |
| Sitka National Cemetery | 14B | 3,500.00 | 5,733.02 | 9,233.02 |
| Sitka-Pioneer Cemetery Road | 14C | 3,341.02 | 2,834.09 | 6,175.11 |
| National Cemetery Road | 14D | 697.47 | 3,010.45 | 3,707.92 |
| Circle Springs Airfield | 15C | 2,990.64 | 4,374.66 | 7,365.30 |
| Boulder Creek Trail | 15F | 321.90 | --- | 321.90 |
| Miller House Airfield | 15H | 500.00 | --- | 500.00 |
| Central Airfield | 15J | 1,128.22 | 861.17 | 1,989.39 |
| Circle City Airfield | 15K | 2,232.78 | 1,240.33 | 3,473.11 |
| Eagle Creek Airfield | 16BA | --- | 68.43 | 68.43 |
| Chatanika-Miller House (Winter) ... | 16C | 14,614.74 | 9,376.92 | 23,991.66 |
| Tanana-Kaltag | 17 | 23,737.80 | 10,907.15 | 34,644.95 |
| Lewis Landing-Dishkaket | 17A | 483.37 | --- | 483.37 |
| Mulato-Dishkaket | 17B | 485.88 | 250.00 | 735.88 |
| Tanana-Kaltag Telephone Line | 17D | --- | 6,704.29 | 6,704.29 |
| Kaltag-Nome | 18 | 28,137.39 | 53,437.17 | 81,574.56 |
| Bonanza-Kotzebue | 18A | 1,230.00 | 10,913.72 | 12,143.72 |

| Description | Route Number | Construction | Maintenance | Total |
|------------------------------------|--------------|--------------|-------------|-----------|
| Golovin-Council | 18B | \$ --- | \$ 779.65 | \$ 779.65 |
| Unalakleet Airfield | 18D | 1,441.67 | 199.50 | 1,641.17 |
| Solomon Airfield | 18E | 95.00 | 624.83 | 719.83 |
| Golovin Airfield | 18F | 1,625.82 | 207.90 | 1,833.72 |
| Moses Airfield | 18G | 225.00 | 29.20 | 254.20 |
| Kaltag-Unalakleet Telephone Line . | 18H | --- | 2,533.50 | 2,533.50 |
| Kern Creek-Knik | 19 | 10,276.22 | 3,615.73 | 13,891.95 |
| Kenai Lake-Kern Creek | 19A | 6,833.20 | --- | 6,833.20 |
| Mile 27-Mile 29, A.N.R.R..... | 19B | 741.66 | --- | 741.66 |
| Kenai Lake-Mile 27, A.N.R.R..... | 19C | 1,595.81 | --- | 1,595.81 |
| Kern Creek-Indian Creek | 19D | 3,758.26 | --- | 3,758.26 |
| Girdwood-Crow Creek | 19E | 891.65 | 2,542.50 | 3,434.15 |
| Knik-Susitna | 20A | 7,807.85 | 629.59 | 8,437.44 |
| Susitna-Rainy Pass | 20B | 26,278.29 | 6,598.69 | 32,876.98 |
| Rainy Pass-Big River | 20C | 14,509.07 | 1,927.39 | 16,436.46 |
| Dishkaket-Kaltag | 20D | 4,251.40 | 38.60 | 4,290.00 |
| Takotna-Ophir (Winter) | 20DA | 3,800.00 | 1,226.87 | 5,026.87 |
| Ophir-Dishkaket | 20DB | 3,575.00 | 760.00 | 4,335.00 |

| Description | Route Number | Construction | Maintenance | Total |
|----------------------------------|--------------|--------------|-------------|-------------|
| Susitna-McDougal | 20E | \$ 8,640.21 | \$ --- | \$ 8,640.21 |
| McDougal-Cache Creek | 20F | 7,002.90 | 347.10 | 7,350.00 |
| Lakeview-McDougal | 20G | 3,675.00 | --- | 3,675.00 |
| Nancy-Susitna | 20H | --- | 2,808.09 | 2,808.09 |
| Susitna-Tyonek | 20J | 2,643.93 | 1,478.52 | 4,122.45 |
| Susitna Airfield | 20K | 931.10 | --- | 931.10 |
| Unalakleet-St. Michael | 21 | 2,602.63 | 7,129.65 | 9,732.28 |
| St. Michael Airfield | 21A | 110.00 | --- | 110.00 |
| Hot Springs-Sullivan Creek | 22 | 27,823.84 | 33,672.62 | 61,496.46 |
| Snowshoe-Beaver | 23A | 10,935.45 | 3,227.58 | 14,163.03 |
| Beaver-Caro and Branches | 23B | 48,143.94 | 61,258.37 | 109,402.31 |
| Chandalar Airfield | 23F | 8,215.74 | 120.00 | 8,335.74 |
| Beaver Airfield | 23G | 698.85 | --- | 698.85 |
| Mile 29 A.N.R.R.-Sunrise | 24 | 30,727.85 | 27,123.09 | 57,850.94 |
| Lynx Creek-Six Mile | 24A | 7,082.40 | 3,800.00 | 10,882.40 |
| Sunrise-Hope | 24B | 885.00 | 200.00 | 1,085.00 |
| Cripple River | 25A | 5,057.97 | 3,743.82 | 8,801.79 |
| Penny River | 25B | 1,276.03 | 691.05 | 1,967.08 |

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| Description | Route Number | Construction | Maintenance | Total |
|-------------------------------------|--------------|--------------|-------------|-------------|
| Otter Creek | 25H | \$ 1,149.54 | \$ 652.98 | \$ 1,802.52 |
| Nome City Dock | 25K | 2,966.65 | 84.82 | 3,051.47 |
| Nome Airfield | 25L | 28,440.75 | 16,169.20 | 44,609.95 |
| Telephone Lines-Seward Peninsula .. | 25M | 1,700.00 | 11,602.36 | 13,302.36 |
| Nome City Streets | 25N | 2,348.67 | 7,078.70 | 9,427.37 |
| Nome Harbor Lights | 25P | --- | 815.29 | 815.29 |
| Radio Telephones | 25R | 6,477.34 | --- | 6,477.34 |
| Kugruk River Approach | 26A | --- | 488.00 | 488.00 |
| Bear Creek Trail | 26B | 340.00 | 935.89 | 1,275.89 |
| Candle-Kiwalik | 26C | 1,027.91 | 421.96 | 1,449.87 |
| Kiwalik Airfield | 26D | 300.00 | 608.50 | 908.50 |
| Candle Airfield | 26E | 1,355.00 | 345.40 | 1,700.40 |
| Telephone Line Reconnaissance | 26F | --- | 148.00 | 148.00 |
| Candle Radio Road | 26G | 575.00 | --- | 575.00 |
| Deering Airfield | 27A | 1,022.00 | 137.65 | 1,159.65 |
| Shelton-Candle..... | 28 | 8,207.02 | 4,432.95 | 12,639.97 |
| Nome-Serpentine Hot Springs | 28A | 5,239.00 | 13,694.11 | 18,933.11 |
| Lower Kougarok Airfield | 28C | 362.84 | --- | 362.84 |

| Description | Route Number | Construction | Maintenance | Total |
|--|--------------|--------------|--------------|--------------|
| Tanana-Coldfoot and Branches | 29 | \$ 16,544.22 | \$ 31,898.65 | \$ 48,442.87 |
| Bettles River Airfield | 29E | 500.00 | --- | 500.00 |
| Eight Mile Creek Airfield | 29F | 3,193.10 | 49.09 | 3,242.19 |
| Miller Creek Airfield | 30AB | 1,078.84 | --- | 1,078.84 |
| Manley Hot Springs Airfield | 30B | 1,410.65 | 138.78 | 1,549.43 |
| Eureka Airfield | 30C | --- | 680.48 | 680.48 |
| Caribou Creek | 31 | 8,580.92 | 14,574.53 | 23,155.45 |
| Takotna-Flat (Summer) | 32A | 5,437.29 | 3,867.85 | 9,305.14 |
| ③ Takotna-Flat (Winter, via Moore Cr.) | 32AA | 800.00 | 744.62 | 1,544.62 |
| Flat-Moore Creek | 32AB | --- | 15.00 | 15.00 |
| Candle Creek-Takotna | 32AC | --- | 1,216.09 | 1,216.09 |
| Iditarod River Improvement | 32BA | 100.00 | --- | 100.00 |
| Ophir-Iditarod | 32C | 5,000.00 | 3,158.27 | 8,158.27 |
| Flat-Crooked Creek | 32D | 1,480.00 | 8,354.77 | 9,834.77 |
| Flat-Georgetown | 32DD | --- | 150.00 | 150.00 |
| Takotna Airfield | 32E | 8,418.72 | 446.68 | 8,865.40 |
| Otter Creek Towpath | 33A | 448.23 | --- | 448.23 |
| Summit-Otter Creek | 33B | --- | 5,047.66 | 5,047.66 |

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| Description | Route Number | Construction | Maintenance | Total |
|------------------------------------|--------------|--------------|--|-------------|
| Candle Landing-Candle Creek | 33G | \$ 5,597.00 | \$ 908.16 ^{980.16} | \$ 6,577.16 |
| Flat Airfield | 33H | 6,101.45 | 13,866.18 | 19,967.63 |
| Iditarod-Dishkaket | 34 | 4,730.98 | 100.00 | 4,830.98 |
| Flat-Holy Cross-Anvik | 34A | --- | 4,039.26 | 4,039.26 |
| Iditarod-Shageluk-Anvik | 34B | 500.00 | 865.66 | 1,365.66 |
| Fairangel Extension | 35AB | 104.20 | --- | 104.20 |
| Willow Creek Mines Airfield | 35DC | 305.95 | --- | 305.95 |
| Willow Station Airfield | 35DE | 296.16 | --- | 296.16 |
| Palmer-Matanuska Roads | 35G | 71,600.15 | 142,143.72 | 213,743.87 |
| Matanuska Dike | 35IB | 1,306.40 | 6.67 | 1,313.07 |
| Houston-Willow Creek | 35N | 940.32 | 272.00 | 1,212.32 |
| Moose Creek-Baxter | 35P | 2,218.62 | --- | 2,218.62 |
| Moose Creek Airfield | 35U | 461.50 | 20.25 | 481.75 |
| Fishhook Airfield | 35V | 848.74 | 68.75 | 917.49 |
| Wasilla Airfield | 35W | 459.50 | 826.75 | 1,286.25 |
| Granby Road | 36A | 3,081.91 | 349.44 | 3,431.35 |
| South Second Street, Cordova | 36B | 3,373.15 | 64.80 | 3,437.95 |
| Eyak Lake Road | 36C | 7,735.85 | --- | 7,735.85 |

| Description | Route Number | Construction | Maintenance | Total |
|------------------------------|--------------|--------------|-------------|-----------|
| Cordova Airfield | 36CA | \$ 926.15 | \$ 15.75 | \$ 941.90 |
| Cordova Airfield | 36CB | 55,000.00 | --- | 55,000.00 |
| Valdez-Quartz Creek | 36D | 524.75 | --- | 524.75 |
| Valdez-Glacier | 36E | 616.91 | --- | 616.91 |
| Shoups Bay | 36F | 3,457.25 | --- | 3,457.25 |
| Valdez Streets | 36H | --- | 4,518.29 | 4,518.29 |
| Cliff Mine Airfield | 36J | 441.29 | --- | 441.29 |
| Topkok-Candle | 37 | 816.56 | 210.00 | 1,026.56 |
| Bluff-White Mountain | 37A | 3,273.23 | 14.24 | 3,287.47 |
| Bluff Airfield | 37B | 80.00 | 274.54 | 354.54 |
| Golovin-White Mountain | 37C | 11,536.25 | --- | 11,536.25 |
| Poorman-Cripple | 38B | 1,502.96 | 6,093.84 | 7,596.80 |
| Ophir-Cripple..... | 38C | 1,899.00 | 2,879.05 | 4,778.05 |
| Poorman Airfield | 38DA | 1,793.87 | 1,903.33 | 3,697.20 |
| Long-Poorman (Winter) | 38EE | 5,268.00 | 614.71 | 5,882.71 |
| Tamarack-Poorman | 38EEE | 22,322.69 | --- | 22,322.69 |
| Poorman-Ophir | 38F | --- | 3,075.84 | 3,075.84 |
| Ruby Airfield | 38K | 11,935.75 | 6,055.21 | 17,990.96 |

| Description | Route Number | Construction | Maintenance | Total |
|----------------------------------|--------------|--------------|-------------|--------------|
| Ophir Airfield | 38M | \$ 9,160.40 | \$ 3,840.39 | \$ 13,000.79 |
| Juneau-Sheep Creek | 39 | 25,390.13 | 20,539.27 | 45,929.40 |
| Douglas-Gastineau Channel | 40 | 12,019.88 | 6,596.68 | 18,616.56 |
| Kiana-Klery Creek | 41 | 7,550.77 | 1,047.61 | 8,598.38 |
| Kotzebue-Shungnak | 41A | --- | 4,665.61 | 4,665.61 |
| Liana-Selawik-Shungnak | 41AA | 1,591.40 | 958.18 | 2,549.58 |
| Kotzebue-Point Barrow | 41B | 4,400.02 | 2,220.30 | 6,620.32 |
| Kiwalik-Noorvik | 41C | --- | 563.31 | 563.31 |
| Kotzebue Airfield | 41D | 1,417.55 | 537.90 | 1,955.45 |
| Kobuk Airfield | 41E | 2,299.00 | 10.50 | 2,309.50 |
| Kotzebue-Noatak | 41F | 77.58 | 314.19 | 391.77 |
| St. Michael-Kotlik | 42 | --- | 3,329.58 | 3,329.58 |
| Ungalik River Tractor Road | 42A | 133.16 | --- | 133.16 |
| Petersburg-Scow Bay | 43 | 13,497.67 | 9,968.56 | 23,466.23 |
| Skagway Valley | 44 | 8,803.95 | 2,320.88 | 11,124.83 |
| Skagway Roads | 44A | 11,158.71 | 18,027.69 | 29,186.40 |
| Skagway Airfield | 44B | 6,785.53 | 5,206.01 | 11,991.54 |
| Skagway-Glacier | 44C | 25,182.70 | --- | 25,182.70 |

| Description | Route Number | Construction | Maintenance | Total |
|---------------------------------|--------------|--------------|-------------|-------------|
| Skagway Float | 44E | \$ 2,794.52 | \$ --- | \$ 2,794.52 |
| Silver Bow Basin | 45 | 5,938.62 | 17,527.59 | 23,466.21 |
| Nenana-Kantishna System | 46 | 75,739.30 | 43,696.27 | 119,435.57 |
| Savage River Airfield | 46DB | 160.93 | --- | 160.93 |
| Diamond-Telida | 46E | 6,811.56 | 3,967.81 | 10,779.37 |
| Kobi-Bonnifield | 46G | 5,706.61 | 911.28 | 6,617.89 |
| Lake Minchumina Airfield | 46H | 750.00 | 164.11 | 914.11 |
| Kantishna Airfield | 46J | 800.02 | 607.17 | 1,407.19 |
| Telida Airfield | 46K | 600.00 | 250.00 | 850.00 |
| Nenana Airfield | 46M | 720.00 | 439.78 | 1,159.78 |
| Wiseman Airfield | 47A | 21,608.18 | 9,574.38 | 31,182.56 |
| Bettles River Airfield | 47G | --- | 3.77 | 3.77 |
| Myrtle Creek Airfield | 47H | --- | 22.25 | 22.25 |
| Emma Creek Airfield | 47I | --- | 111.77 | 111.77 |
| Davidson's Landing-Taylor | 49 | 7,713.17 | 18,366.28 | 26,079.45 |
| Stikine River | 50 | 2,256.75 | --- | 2,256.75 |
| Yentna-Mills Creek | 51C | 5,130.44 | 310.76 | 5,441.20 |
| Mile 32-Spruce Creek | 51D | --- | 106.98 | 106.98 |

| Description | Route Number | Construction | Maintenance | Total |
|--------------------------------|--------------|--------------|-------------|-------------|
| Mills Creek-Cache Creek | 51E | \$ 1,307.45 | \$ 1,924.19 | \$ 3,231.64 |
| Cache Creek Airfield | 51F | 1,324.20 | 2,598.35 | 3,922.55 |
| Talkeetna Airfield | 51G | 1,354.95 | 150.76 | 1,505.71 |
| Peters Creek Airfield | 51H | --- | 362.86 | 362.86 |
| Ketchikan-Ward's Cove | 52 | 21,120.42 | 5,000.00 | 26,120.42 |
| Ketchikan-Charcoal Point | 52A | 12,500.48 | 3,000.00 | 15,500.48 |
| Annette Island | 52B | 18,894.97 | 16,250.00 | 35,144.97 |
| Eagle-Circle | 53 | 1,684.72 | 5,797.17 | 7,481.89 |
| Circle-Fort Yukon | 53A | 4,166.57 | 5,034.97 | 9,201.54 |
| Fort Yukon Airfield | 53B | 4,233.03 | 2,319.90 | 6,552.93 |
| Chitina-Nizina | 54 | 7,327.30 | 3,154.83 | 10,482.13 |
| Chisana Airfield | 54A | 1,494.63 | 283.12 | 1,777.75 |
| Nabesna Airfield | 54B | 1,812.57 | 1,452.53 | 3,265.10 |
| Glacier Trail | 54D | 394.67 | --- | 394.67 |
| Kenai-Russian River | 55 | 6,559.26 | 9,447.96 | 16,007.22 |
| Kenai Airfield | 55A | 901.51 | 999.60 | 1,901.11 |
| Kenai Dock Approach | 55B | 1,768.97 | --- | 1,768.97 |
| Tasnuma | 56 | 1,058.14 | --- | 1,058.14 |

| Description | Route Number | Construction | Maintenance | Total |
|------------------------------|--------------|--------------|-------------|-------------|
| Katalla-Chilkat | 56B | \$ 7,752.56 | \$ --- | \$ 7,752.56 |
| Nizina River Bridge | 57A | 125,941.80 | 109,717.58 | 235,659.38 |
| Hizina-Chitina River | 57B | 6,838.58 | 1,792.21 | 8,630.79 |
| McCarthy-Green Butte | 57E | --- | 2,319.68 | 2,319.68 |
| McCarthy Airfield | 57F | 5,019.88 | 1,379.05 | 6,398.93 |
| Copper River Trail | 57G | 301.98 | 91.61 | 393.59 |
| Chitina River Airfield | 57H | 735.00 | --- | 735.00 |
| May Creek Airfield | 57I | 7,862.50 | 572.25 | 8,434.75 |
| Chitina-McCarthy | 57K | --- | 54,308.67 | 54,308.67 |
| Hyder-Salmon River | 58 | 63.50 | --- | 63.50 |
| Fairbanks Bridge | 59 | 61,699.30 | 55,946.79 | 117,646.09 |
| Valdez Airfield | 60A | 6,809.65 | 6,317.38 | 13,127.03 |
| Upper Tonsina Airfield | 60B | 1,699.97 | 47.50 | 1,747.47 |
| Strelna-Kuskulana | 61 | 12,536.55 | 4,569.73 | 17,106.28 |
| Kotsina Trail | 61A | 14,571.55 | 1,523.74 | 16,095.29 |
| Nugget Creek Extension | 61B | --- | 1,630.00 | 1,630.00 |
| Elliot-Kotsina | 61C | 6,858.42 | --- | 6,858.42 |
| Farnan Trail | 61E | 926.16 | 15.80 | 941.96 |

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| Description | Route Number | Construction | Maintenance | Total |
|--------------------------------------|--------------|--------------|-------------|--------------|
| Nizina-Bremner Sled Load | 61F | \$ 25,778.52 | \$ 6,448.70 | \$ 32,227.22 |
| Bremner Airfield | 61G | 2,500.00 | --- | 2,500.00 |
| Dime Creek | 62 | 43,702.96 | 42,435.76 | 86,138.72 |
| Haycock-Bear Creek | 62A | 216.00 | 573.24 | 789.24 |
| Haycock Airfield | 62B | 2,921.40 | 681.35 | 3,602.75 |
| Koyuk Airfield | 62C | 27.08 | 285.90 | 312.98 |
| Dunbar-Brooks | 63 | 19,229.59 | 13,582.64 | 32,812.23 |
| Brooks Tram | 63C | 18,311.30 | 45,144.09 | 63,455.39 |
| Brooks Airfield Road | 63D | 713.00 | --- | 713.00 |
| Livengood Airfield | 63E | 4,864.52 | 764.12 | 5,628.64 |
| Cripple-Lewis Landing | 64 | --- | 100.00 | 100.00 |
| Cripple-Cripple Mountain | 64A | 292.00 | 838.45 | 1,130.45 |
| Cripple-Cripple Mountain (Winter) .. | 64AA | 3,368.92 | 2,262.06 | 5,630.98 |
| Gakona Airfield | 65AB | 158.77 | 75.29 | 234.06 |
| Chistochina-Slate Creek | 65B | 11,971.32 | 1,395.40 | 13,366.72 |
| Slana-Tanana Crossing | 65CA | 2,000.00 | --- | 2,000.00 |
| Big Delta-Tanacross-Chicken | 65D | 9,372.71 | 7,005.90 | 16,378.61 |

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| Description | Route Number | Construction | Maintenance | Total |
|-----------------------------------|--------------|--------------|-------------|-----------|
| Slana-Ahtell Creek | 65GA | \$ 183.09 | \$ ---- | \$ 183.09 |
| Tanana Crossing Airfield | 65H | 12,682.99 | 237.68 | 12,920.67 |
| Chistochina Airfield | 65K | 2,634.97 | 431.80 | 3,066.77 |
| Katanuska-Chickaloon | 66 | 1,268.30 | ---- | 1,268.30 |
| Nome-Teller | 67 | 300.00 | 16,658.45 | 16,958.45 |
| Teller-Cape Prince of Wales | 67A | ---- | 5,199.27 | 5,199.27 |
| Teller-Pilgrim Hot Springs | 67C | 1,800.00 | 1,860.42 | 3,660.42 |
| Teller-American River | 67D | 849.67 | 222.39 | 1,072.06 |
| Teller Airfield | 67E | 752.80 | 1,068.87 | 1,821.67 |
| Lost River Airfield | 67G | 121.40 | 137.54 | 258.94 |
| Wales Airfield | 67H | 121.40 | ---- | 121.40 |
| Woolley-Gold Run | 67J | ---- | 45.15 | 45.15 |
| Wrangell Oil Dock | 72 | 4,964.97 | ---- | 4,964.97 |
| Wrangell Cemetery Road | 72A | 6,289.22 | 2,350.00 | 8,639.22 |
| Marshall Road | 73 | 23,819.05 | 23,336.50 | 47,155.55 |
| Kotlik-Marshall | 73A | 850.00 | 4,151.12 | 5,001.12 |
| Stuyahok | 73B | 4,941.93 | ---- | 4,941.93 |
| Old Hamilton-Scammon Bay | 73C | 1,853.45 | 1,637.80 | 3,491.25 |

| Description | Route Number | Construction | Maintenance | Total |
|------------------------------------|--------------|--------------|-------------|-------------|
| Marshall Airfield | 73D | \$ 2,000.00 | \$ 320.00 | \$ 2,320.00 |
| Paimute-Marshall | 73E | 143.10 | 322.18 | 465.28 |
| Mountain Village-Hooper Bay | 73F | --- | 1,343.75 | 1,343.75 |
| Hooper Bay-Scammon Bay | 73G | --- | 300.00 | 300.00 |
| Chester Creek Boat Landing | 75C | --- | 87.77 | 87.77 |
| East First Street, Anchorage | 75G | 1,023.46 | --- | 1,023.46 |
| Lake Spenard Airfield | 75H | 1,780.03 | --- | 1,780.03 |
| Anchorage Airfield | 75J | 4,614.00 | 693.70 | 5,307.70 |
| Spenard-Hood Canal | 75N | 20,720.36 | 3,008.67 | 23,729.03 |
| Valdez Creek Airfield | 76A | 2,337.10 | 316.90 | 2,654.00 |
| Cantwell Airfield | 76B | --- | 659.53 | 659.53 |
| Seward Depot | 79 | --- | 4,222.55 | 4,222.55 |
| McGrath-Takotna | 80A | --- | 428.05 | 428.05 |
| McGrath-Takotna (Winter) | 80AA | 2,182.00 | 5,287.34 | 7,469.34 |
| McGrath-Telida | 80B | 7,178.21 | 5,301.19 | 12,479.40 |
| McGrath-Candle Creek | 80C | --- | 305.29 | 305.29 |
| Nixon Fork-Nixon Mine | 80D | 2,348.00 | 36.78 | 2,384.78 |
| Takotna-Twin Peaks | 80E | 113.16 | 100.00 | 213.16 |

| Description | Route Number | Construction | Maintenance | Total |
|---------------------------------------|--------------|--------------|-------------|--------------|
| Takotna-Nixon Fork | 80G | \$ 29,992.47 | \$ 610.56 | \$ 30,603.03 |
| Takotna-Nixon Fork (Winter) | 80GG | --- | 183.16 | 183.16 |
| McGrath Airfield | 80H | 26,705.93 | 789.75 | 27,495.68 |
| Medfra Airfield | 80J | 2,829.00 | 8,787.94 | 11,616.94 |
| Point Gustavus Roads | 81 | 26,090.14 | 18,954.99 | 45,045.13 |
| Rink River | 81A | 1,550.00 | --- | 1,550.00 |
| Taku River | 82 | 20,208.95 | --- | 20,208.95 |
| Fairbanks-Council Survey | 84 | 41,528.75 | --- | 41,528.75 |
| Fourth of July Creek | 86 | 1,161.23 | 4,488.37 | 5,649.60 |
| Nation Airfield | 86A | 1,055.52 | --- | 1,055.52 |
| Woodchopper-Coal Creek | 87 | 10,192.11 | 3,763.35 | 13,955.46 |
| Pilgrim Airfield | 89B | 716.00 | 532.90 | 1,248.90 |
| Iron Creek-American Creek | 89C | 2,154.92 | 6,005.55 | 8,160.47 |
| Iron Creek Road | 89D | 3,976.52 | 758.38 | 4,734.90 |
| Shelter Cabins, First Division | 90A | 340.35 | --- | 340.35 |
| Shelter Cabins, Second Division | 90B | 33,511.30 | 16,960.71 | 50,472.01 |
| Shelter Cabins, Third Division | 90C | 22,884.99 | 3,605.42 | 26,490.41 |
| Shelter Cabins, Fourth Division | 90D | 39,959.17 | 12,770.27 | 52,729.44 |

| Description | Route Number | Construction | Maintenance | Total |
|-----------------------------------|--------------|--------------|-------------|-----------|
| Yakutat | 91 | \$ 50.55 | \$ --- | \$ 50.55 |
| Bethel-Quinhagak | 92A | 1,797.50 | 8,319.33 | 10,116.83 |
| Bethel-Tuluksak | 92B | 1,478.48 | 3,397.45 | 4,875.93 |
| Akiakchak-Ohogamute | 92C | 1,584.00 | 2,469.42 | 4,053.42 |
| Bennett's Cutoff | 92D | 396.00 | --- | 396.00 |
| Yukon-Kuskokwim Portage | 92E | 26,515.98 | 6,687.67 | 33,203.65 |
| Quinhagak-Goodnews Bay | 92F | 2,417.77 | 6,795.76 | 9,213.53 |
| Goodnews Bay-Platinum Creek | 92FA | 4,906.43 | 3,682.46 | 8,588.89 |
| Goodnews Bay-Togiak | 92G | 2,203.33 | 1,831.22 | 4,034.55 |
| Togiak-Nushagak | 92H | 4,192.16 | 4,300.82 | 8,492.98 |
| Lewis Point-Naknek | 92I | 2,632.34 | 1,539.32 | 4,171.66 |
| Naknek-Egegik | 92J | 2,105.00 | 877.84 | 2,982.84 |
| Egegik-Kanatak | 92K | 350.00 | 877.50 | 1,227.50 |
| Crooked Creek-Aniak | 92L | 820.00 | 1,380.08 | 2,200.08 |
| Aniak-Tuluksak | 92M | 2,514.96 | 3,398.70 | 5,913.66 |
| Marvel Creek Trail | 92MA | --- | 592.53 | 592.53 |
| Akiak-Canyon Creek | 92N | --- | 306.00 | 306.00 |
| Tuluksak-Foothills | 92O | 1,185.12 | 743.32 | 1,928.44 |

| Description | Route Number | Construction | Maintenance | Total |
|---------------------------------|--------------|--------------|-------------|-------------|
| Holy Cross-Kaltshak | 92P | \$ 500.00 | \$ 1,180.97 | \$ 1,680.97 |
| Upper Landing-Bear Creek | 92Q | 17,100.00 | 6,057.57 | 23,157.57 |
| Dillingham Airfield | 92RA | --- | 359.36 | 359.36 |
| Bethel-Munichak | 92S | 3,206.36 | 86.28 | 3,292.64 |
| Johnson River-Kinak Trail | 92T | 960.00 | 658.94 | 1,618.94 |
| Kinak-Kipnuk | 92U | 3,751.78 | 63.14 | 3,814.92 |
| Chulitna Trail | 93 | 6,956.44 | 2,580.06 | 9,536.50 |
| Colorado Airfield | 93AB | 1,277.63 | 18.00 | 1,295.63 |
| Indian River | 93B | 6,566.23 | 2,547.16 | 9,113.39 |
| Curry Airfield | 93C | 3,376.60 | 1,640.83 | 5,017.43 |
| Chulitna Tram | 93D | 520.37 | 3.34 | 523.71 |
| Hidden River Tram | 93E | 135.92 | 9.28 | 145.20 |
| Larsen Bay-Karluk River | 95B | 962.05 | --- | 962.05 |
| Karluk Bridge | 95C | 4,993.53 | 1,983.00 | 6,976.53 |
| Chickaloon-King River | 96 | 800.00 | 1,106.68 | 1,906.68 |
| Chickaloon Cable | 96A | 272.29 | 454.85 | 727.14 |
| Suntrana Footbridge | 97 | 413.80 | --- | 413.80 |
| Healy Airfield | 97A | 491.79 | 167.16 | 658.95 |

| Description | Route Number | Construction | Maintenance | Total |
|------------------------------------|--------------|----------------|----------------|----------------|
| Nuka Bay | 98A | \$ 3,650.98 | \$ 2,106.77 | \$ 5,757.75 |
| Minilchik Airfield | 98B | 384.18 | 652.27 | 1,036.45 |
| Kasilof Airfield | 98C | 1,988.04 | 2,114.89 | 4,102.93 |
| Homer Dock | 98E | 25,781.27 | 3,340.53 | 29,121.80 |
| Homer Airfield | 98F | 6,349.63 | 209.08 | 6,558.71 |
| Territorial General Overhead | 101 | 39,936.42 | 31,584.89 | 71,521.31 |
| TOTAL | | \$3,136,256.60 | \$1,887,072.19 | \$5,023,328.79 |

BUILDINGS AND IMPROVEMENTS

| Building or Depot Number | Description | Construction | Maintenance | Total |
|-----------------------------|--------------------------------------|--------------|-------------|--------------|
| 101 | Anchorage Depot | \$ 51,719.97 | \$ 3,251.21 | \$ 54,971.18 |
| 102 | Anchorage Tank Farm | 965,017.60 | --- | 965,017.60 |
| 104 | Kenai Depot | 21.56 | --- | 21.56 |
| 105 | Homer Depot | 6,694.09 | --- | 6,694.09 |
| 106 | Cantwell Depot | 2,405.32 | --- | 2,405.32 |
| 1011 | Takotna Depot | 7,609.27 | 26,208.56 | 33,817.83 |
| 11-12 | Anchorage Garage and Warehouse | 444,893.39 | 44,588.45 | 489,481.84 |
| 112-113 | Anchorage Apartments | 89,859.70 | --- | 89,859.70 |
| 139 | Wasilla Warehouse | --- | 4,828.41 | 4,828.41 |
| 141 | Alcatraz Warm Storage | 1,461.59 | --- | 1,461.59 |
| 156 | Cantwell Garage | 22,085.96 | --- | 22,085.96 |
| 181 | Kodiak Repair Shop | 1,371.81 | --- | 1,371.81 |
| 186 | Bethel Reprir Shop | 381.20 | --- | 381.20 |
| 1146-1147 | 94-Mile Garage and Quarters | 112,797.93 | 2,469.46 | 115,267.39 |
| 1185 | Soldotna Garage (Design) | 7,993.17 | --- | 7,993.17 |
| 170 | Cantwell Foreman's Quarters | 16,890.36 | --- | 16,890.36 |
| 201 | Valdez Tank Farm | 1,125,162.63 | --- | 1,125,162.63 |

| Building or Depot Number | Description | Construction | Maintenance | Total |
|-----------------------------|--------------------------------------|--------------|--------------|--------------|
| 201 | Valdez Depot | \$ 36,953.63 | \$ 56,414.77 | \$ 93,368.40 |
| 202 | Valdez Trailer Camp | 12,492.73 | --- | 12,492.73 |
| 207 | Glennallen Depot | 722,244.93 | 120,537.71 | 842,782.64 |
| 2012 | Faxson Depot | 29,492.41 | --- | 29,492.41 |
| 255 | Glennallen Garage | 58,961.99 | --- | 58,961.99 |
| 220-221 | Thompson Pass Garage and Bunkhouse . | 122,855.46 | --- | 122,855.46 |
| 237 | Glennallen Warehouse | 10,016.72 | --- | 10,016.72 |
| 246 | Glennallen Office | 3,274.51 | --- | 3,274.51 |
| 248 | Glennallen Apartments | 12,190.15 | --- | 12,190.15 |
| 254 | Glennallen Boiler House | 173.36 | --- | 173.36 |
| 283 | Haggard Dormitory | 45,120.88 | --- | 45,120.88 |
| 291 | Faxson Garage | 17.31 | --- | 17.31 |
| 294 | Mile 221 Messhall | 7,329.40 | --- | 7,329.40 |
| 2106 | Glennallen Service Shop | 157,228.03 | --- | 157,228.03 |
| 2107 | Glennallen Warm Storage | 64,066.60 | --- | 64,066.60 |
| 2118 | Glennallen Carpenter Shop | 20.49 | --- | 20.49 |
| 301 | Fairbanks Depot | 513,734.07 | 93,580.58 | 607,314.65 |
| 302 | Tok Depot | 13,954.16 | 19,242.37 | 33,196.53 |

| Building or Depot Number | Description | Construction | Maintenance | Total |
|-----------------------------|---------------------------|----------------|--------------|----------------|
| 31 | Fairbanks Office | \$ 10,757.69 | \$ --- | \$ 10,757.69 |
| 310 | Fairbanks Shop | 870.00 | --- | 870.00 |
| 311 | Fairbanks Apartment | 52,960.62 | --- | 52,960.62 |
| 3127 | Fairbanks Warehouse | 98,548.19 | --- | 98,548.19 |
| 3159 | Tok Garage | 294,640.65 | 1,383.00 | 296,023.65 |
| 401 | Nome Depot | 46,462.94 | 64,202.10 | 110,665.04 |
| 501 | Haines Depot | --- | 1,193.58 | 1,193.58 |
| 502 | Skagway Depot | 189.72 | --- | 189.72 |
| | TOTAL | \$5,170,922.19 | \$437,900.20 | \$5,608,822.39 |

UNDISTRIBUTED SURVEYS

ACTIVE 1/

| | |
|--------------------------------------|---------------|
| Livengood-Wiseman | \$ 57,087.21 |
| Fairbanks-Nenana-McKinley Park | 74,135.64 |
| Livengood-Rampart | 179,824.10 |
| Seldovia-Jackalof Bay | 10,321.92 |
| Skagway-Carcross | 33,696.45 |
| Juneau-Canadian Boundary | 51,325.33 |
| Umuk Reconnaissance | <u>83.89</u> |
| TOTAL | \$ 406,474.54 |

INACTIVE 2/

| | |
|--|------------------|
| Miscellaneous Surveys and Reconnaissance | 28,322.09 |
| Proposed Farm Road Surveys - Anchorage | 67,614.76 |
| Anchorage Railroad Yard Survey | 1,292.00 |
| Proposed Farm Road Surveys - Fairbanks | 36,547.78 |
| Right-of-way Surveys and Investigations | <u>16,632.00</u> |
| TOTAL | \$ 150,408.63 |

1/ Active survey costs will be carried forward until construction is initiated, at which time they will become the first cost of the route; or expensed when it has been determined that there is no possibility of constructing the route.

2/ Surveys listed as inactive consist of surveys for projects which will not be constructed in the foreseeable future, and surveys which cannot be identified to active routes. Costs of all surveys in this category will be expensed.

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