

June 5, 1924

Peter Boline et al,
Cantwell, Alaska.

Gentlemen:

Receipt is acknowledged of your petition of April 30th, 1924, concerning the lack of roads, trails, bridges and ferries in the Cantwell section. This petition fails to make any specific recommendations as to relief desired, nor does it give any information as to mining prospects existing or prospective traffic, nor of people to be served or any other information upon which a project could be based.

The only mining district in your vicinity whose claims have heretofore been brought to the attention of this Commission, is the Valdez Creek Placer District. As you should know, the Alaska Road Commission opened up a winter bob sled road from Cantwell to Valdez Creek two years ago. Over this winter sled road several hundred tons of freight have passed each season. In spite of this assistance rendered more than two years ago, there is only one operating Company in this district.

So far as Cantwell being the logical entrance to Mt. McKinley National Park is concerned, you know that McKinley Station, Mile 348, The Alaska Railroad, was selected by the National Park Service and The Alaska Railroad as the official entrance to the Park. This decision was made after examinations and reports covering several years, during which time everybody in the Territory interested had ample opportunity to make representations. An excellent winter and summer trail from McKinley Station through Mt. McKinley National Park to the Kantishna Mining District has been in service now for two years. Last year the improvement of this trail to road standard was begun at the railroad end and this construction is being aggressively pushed at the present time by the Alaska Road Commission. No other entrance to Mt. McKinley National Park will be considered for many years,

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2. Peter Boline et al.

and no consideration will be given at this time to any such proposition.

This Commission will be glad to receive definite recommendations from you gentlemen as to what further work is desired or is justified in the vicinity of Cantwell at this time.

Very truly yours,

JGS-LB

Jas. G. Steese,
President

W. H. Jones

Cantwell, Alaska,
April 30, 1924.

Superintendent,
Alaska Road Commission,
Juneau, Alaska.

SIR:

We, the undersigned, do hereby petition for relief from the lack of roads, trails, bridges and ferries in the Cantwell section.

Realizing that Cantwell is already one of the chief points of interest to tourists, and further realizing that the future will bring many more to this district, and moreover, feeling our helplessness in the present plight of prospector, miner, trapper, hunter, government reindeer employee and tourist, we do hereby pray for relief.

Cantwell is one of the logical entrances for Mount McKinley National Park. Roads should lead there from Cantwell. The mining section to the east has nothing but mire and bog to confront. Cantwell is one of the promising points for tourist attraction. Expenditures on roads would afford the Commonwealth many financial returns and would serve not only those who tour northward, ready to leave money in the territory, but would be a boon to those men who are the real developers of a new territory:

NAME	OCCUPATION
<i>Peter Bolone</i>	<i>Trapper</i>
<i>L. Norton</i>	<i>Dog musher</i>
<i>J. M. Olsen</i>	<i>Dog musher</i>
<i>H. Ohman</i>	<i>Miner</i>
<i>Sidney Black</i>	<i>Miner</i>
<i>Wm. Watson</i>	<i>Electrician</i>
<i>John Simpson</i>	<i>Reindeer herder</i>
<i>B. Obie E. Finn</i>	<i>Reindeer herder</i>

ALASKA ROAD COMMISSION
JUNEAU ALASKA
MAY 31 1924
FILE

Signatures
For Roads and Bridges
from ~~the~~ ~~the~~ ~~the~~ ~~the~~
in ~~the~~ ~~the~~ ~~the~~ ~~the~~ ~~the~~ ~~the~~ ~~the~~
Country

E. J. Beck
Peter Monahan
John W. Taves.
L. S. Wickersham
J. E. Way
Wallace Fairfield.
Phil Beach
John Lark
~~John Lark~~
Tom Shaw
John & Carlson
H. Vail
Olia Sadorovich.
Frank W. Redwood
L. S. Thomason.
F. E. Parrish
W. Backstrom.
John. Nickle

J. C. Painter
R. Murphy

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

MOUNT MCKINLEY NATIONAL PARK

MCKINLEY PARK, ALASKA

December 5, 1938

Webster Comm. Use

[Handwritten signatures and initials, including "H.A. ...", "W.H. ...", and "J.H. ..."]

Mr. Knop

Memorandum for the Director:

A thorough search of our files has been made, but we fail to find anything relative to the use of the park highway for commercial purposes as referred to in your memorandum of November 8.

On my last visit to Washington in March of 1936 this matter was discussed with Mr. Demaray and Mr. Tolson and the consensus of opinion was that the matter would be allowed to rest until such time as freighting became necessary or desirable by commercial enterprise and that then the traffic could be regulated in much the same manner as on other highways. Mr. Demaray thought that permits might be issued and charged for on the basis of tonnage carried.

The commercial road referred to in Mr. Tripp's memorandum has not been constructed and I doubt if it will be before there is much more need for it than there is at present. In talking with mine owners and operators in the Kantishna area it is my impression that they have been led to believe by the Alaska Road Commission that the park highway was being built to be used commercially as well as for tourist and scenic purposes and to develop the Kantishna mining area.

Although it is apparent that commercial traffic of heavy vehicles will make it necessary to spend more money on the park road for maintenance than is now required for the light tourist travel, I believe that under the circumstances such use of the road should be allowed under reasonable restrictions and regulations. I would recommend that the same procedure be used here as on the Richardson Highway, charging so much for each ton hauled.

Harry J. Lick
Harry J. Lick,
Superintendent

*1934-44
Files Entry 7. (630) Roads
Control Chart*

**Memorandum of July 3, 1941 from A.E. Demaray, Acting Director
for the Superintendent, Mount McKinley National Park.**

Jm McK
630

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

JUL 11 1941	
ROUTING	Date
<i>Woodby</i>	<i>8/11/41</i>
<i>Crowley</i>	<i>7/11</i>
<i>Davidson</i>	<i>7/12</i>
<i>Johnson</i>	<i>7/12</i>
FILE	<i>8/11/41</i>

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

July 3, 1941.

**MEMORANDUM for the Superintendent,
Mt. McKinley National Park**

Reference is made to your memorandum of June 4, relating to the proposal to require permits for commercial hauling by trucks over the roads in Mt. McKinley National Park and to charge fees for such permits. You have specially requested clarification of the intent of the regulation which provides for such permits and fees.

The regulation was intended to minimize the use of the park roads by commercial trucks not connected with the operation of the areas. However, in those areas where the park roads provide the only practicable routes, it was intended to require an equitable contribution toward the maintenance of the roads by those using them for the purpose of commercial hauling. The principle has long been recognized by all the states of the United States, which require special licenses, usually charging higher fees for domestic trucks used in commercial hauling than for other domestic vehicles, and further requiring commercial vehicles from outside the state to take out licenses and pay the same or higher fees, notwithstanding the fact that the out-of-state trucks may be licensed in their own jurisdictions. It was not intended to use the regulations for the purpose of raising the maximum revenue. Neither is there an attempt to estimate the amount of damage done by the trucks engaged in the hauling for which special fees are charged. Excessive damage is prevented by limitations on size and weight of vehicles and loads.

A study of the licensing provisions in the various states for out-of-state trucks shows that the fees charged in Yellowstone National Park are probably somewhat less than the average fees charged by the states in similar situations.

The relation between the trucking regulation and the licensing laws and regulations of the several states relating to trucks is similar to that between the regulation and the highway law relating to Alaska. We have no information relating to the licensing of trucks in Alaska, but by the Act of June 30, 1932 (47 Stat. 446, 48 U. S. Code 321b), the Secretary of the Interior has authority to charge a toll over any of the Alaska highways. As you stated in your memorandum, this authority has been exercised by the establishment of a relatively high toll for the use of the Richardson Highway between

Valdez and Fairbanks.

We think the permit fees charged in Yellowstone National Park are equitable in that situation, where the trucks use about 38 miles of road. Whether the fees for Mount McKinley National Park should be greater, or less, or even nominal, depends upon several factors regarding which we are not fully informed. The fact that the mining operations have so far been unprofitable is one factor, but need not be a controlling one. If the final amount determined upon is protested by the mining companies on that ground, they will be given an opportunity to submit copies of their financial statements, which will be given due weight in determining whether the fees should be reduced.



(SGD) A. E. Demaray
Acting Director.

cc- Region IV
Mr. Tolson
Mr. Moskey
Mr. C. G. Taylor



**UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
ALASKA FIELD STAFF
JUNEAU, ALASKA**



October 13, 1948

Mr. James P. Davis, Director
Division of Territories & Island Possessions
Department of the Interior
Washington 25, D. C.

Dear Jim:

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Prior to the first meeting of the Alaska Field Committee, the Bureau of Land Management requested that Mr. Kuehl and Mr. Puckett get together on recommendations for road right-of-ways. The indication in the letter to Mr. Puckett was that the Bureau of Land Management, after proper consultation with other Bureaus in Washington, favored a 400 foot right-of-way for all roads in Alaska.

The matter of road classification, right-of-ways, signs and other problems was discussed at the first meeting of the Alaska Field Committee at which time I appointed a committee composed of Messrs. Puckett, Kuehl and Noyes to study the matter in detail and to make recommendations. It is my understanding that Mr. Puckett, acting upon the instructions he received from the Bureau of Land Management, had a meeting with Mr. Kuehl and others soon after the first meeting of the Alaska Field Committee. As a result of this meeting, recommendations for a 400 foot right-of-way for Class 1, 200 foot for Class 2, and 100 foot for Class 3 highways was made. Mr. Puckett notified Washington of the results, and told them that as soon as he could he would ascertain the views of Colonel Noyes. Mr. Puckett also advised Washington to take no action on the 400 foot right-of-way withdrawals proposed in their letter to him. On October 7 a meeting of the Alaska Field Committee's Subcommittee on Roads took place in Juneau. Mr. Kuehl and Mr. Puckett were of the same opinions expressed in their earlier recommendation. However, Colonel Noyes did not agree with 400 feet for Class 1 highways; he favored 300 feet or less. Prior to the Subcommittee's meeting, Colonel Noyes had already classified highways in Alaska as through, feeder, or local highways and the Subcommittee adopted this classification.

On October 8 the Subcommittee on Roads made a verbal report to the Alaska Field Committee with Mr. Kuehl and Mr. Puckett in favor of the right-of-ways suggested by them above. Colonel Noyes indicated his

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views, as stated above, in a minority report. After considerable discussion, the Alaska Field Committee rejected the Subcommittee's report in favor of a 200 foot right-of-way for through and feeder roads, and a 100 foot right-of-way for local roads. The people voting for these right-of-ways were as follows:

Colonel J. P. Johnson, Governor Ernest Gruening
Mr. Clarence Rhode, Mr. Joseph M. Morgan
Mr. Don Foster, Mr. John C. Reed
Mr. G. M. Jernin, Mr. Kenneth J. Kady

All other recommendations of the Subcommittee were accepted as submitted and as listed in the attached Subcommittee report.

Mr. Hugh S. Stoddart, Division Engineer and Mr. Chris Nyller, District Engineer of the Public Roads Administration were present at the meeting and expressed their views as being similar to the minority report of Colonel Moyes for 300 feet for through roads, 200 feet for feeder, and 100 feet for local which is the same as the Subcommittee report of October 9.

On the morning of October 9 the Subcommittee met again and submitted the enclosed unanimous report for right-of-ways of 300, 200, and 100 feet for through, feeder, and local roads respectively.

It is possible that had the Subcommittee report been presented to the Alaska Field Committee in the same form as the one herein enclosed, the Alaska Field Committee would not have been so violently opposed to the right-of-way recommendations presented to them. However, the Alaska Field Committee emphatically endorsed a maximum right-of-way of 200 feet which was to apply to through and feeder roads and 100 feet for local roads. The justification for the same right-of-way for through and feeder roads was based on the concept that a feeder road, if it becomes important enough and proper development takes place along it, could easily become a through road. I think it would be worthwhile as a matter of record to indicate the points which caused the Field Committee as a whole to turn down the right-of-way recommendations of the Subcommittee for through roads. The points stressed by them were as follows:

The mechanics of special use permits is regarded as completely unsound for normal development and gives additional grounds for public resentment of bureaucratic controls. It defeats the very purpose desired in all development planning; namely, it discourages high quality and permanent investment.

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FORWARDED
TO
1947
J. H. HAYES
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ALASKA

Any regulations which cause people to settle more than 100 feet from the center point of the road create financial hardship upon the type of people who would be settling Alaskan highways. This hardship is manifested in the additional cost of building roads to one's property, the labor and cost incidental to maintaining these roads, particularly in keeping them free of snow in wintertime, and the high cost of clearing scrub trees from in front of one's property in order that a good view of the property could be had from the highway.

The complete conviction that a right-of-way of 200 feet will meet all the basic requirements of Alaskan development for several generations and that if development exceeds this expectation, relocation of the highways would undoubtedly be indicated to avoid population concentration, as we are now doing in the United States.

This pretty much sums up the whole matter regarding the suggestion of road right-of-ways and other special problems related to it. Mr. Kuehl has agreed to make the necessary recommendations for the Governor to meet the requirements of Point 6 of the Subcommittee recommendations.

It is also the unanimous recommendation of the Alaska Field Committee that whatever right-of-ways are eventually adopted for Alaska, all highways of Alaska should have their right-of-ways modified to the standards prescribed. This would mean that the Seward Road should be reduced from 600 feet to 300 or 350 feet, whichever is finally adopted. I would like to point out in appraising this whole problem that the Alaska Highway through Canada has a right-of-way of 300 feet.

Sincerely yours

Kenneth J. Kadow
Director

- cc: William H. Burns
- Robert A. Coote
- John H. Hayes
- Lowell Suckett
- Ernest Gruening
- Alfred C. Kuehl



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Anchorage, Alaska



September 22, 1948

MEMORANDUM

To: Director, Bureau of Land Management, Washington, D. C.
From: Lowell M. Puckett, Regional Administrator, Region VII

Subject: Road Rights-of-Way in Alaska

As you have advised me by memorandum dated September 7 that the Bureau of Land Management is proceeding with preparation of a withdrawal order which would provide for a right-of-way of 400 feet on both primary and secondary roads in Alaska, it is felt that a report must be submitted immediately. This report is in compliance with your instructions to me dated August 6, 1948, and which were referred by the National Park Service to Mr. A. C. Kuehl as instructions to him to cooperate with my office in the preparation of recommendations and reports.

The conclusions set forth herein were made after representatives of the Alaska Road Commission and Public Roads Administration were included in conference on the subject. However, in accordance with oral instructions which Mr. Kuehl, Colonel John Noyes, head of the Alaska Road Commission and I received from Assistant Secretary of the Interior William E. Warne, no report is to be considered final without the concurrence of Colonel John Noyes in its contents.

We do not consider it advisable to establish a uniform width of right-of-way for all roads, but the widths of rights-of-way should vary with the degree of importance and classification of the road itself. In other words, the road system of Alaska should be designated as promptly as possible into various classifications, such as primary, secondary, and farm roads and certain others which may fall within a lower classification. This appears to be common practice among states.

We are agreed that a variable width system for each classification would be difficult to administer, therefore different widths for the various classes of roads is considered preferable. It is likely that certain modifications will be necessary on occasion to meet unforeseen conditions, as, for instance, the mile-long section on both sides of the Alaska Road Commission development at Glenallen on the Glenn Highway. Here existing developments have encroached closer to the road than would normally be desirable, therefore dictating a narrower section. This matter is made the subject of a separate memorandum.

The following recommendations are made for your consideration:



1. It is recommended that the agencies responsible for construction of roads in Alaska, the Alaska Road Commission, Territorial Highway Commission, and Public Roads Administration, assume the responsibility of designating a Territorial Highway System, this system to be broken down into roads of primary, secondary and roads of lower classification based upon probable traffic flow, importance of route and population trends.

2. Recommend retention of the 600-foot right-of-way now established for the Alaska Highway section from the Yukon Alaska boundary to Delta Junction.

3. Recommend reduction of the 600-foot right-of-way on the Tok-Slana (Mentasta) road to 400 feet (200 feet each side of center line).

4. Recommend a 400-foot right-of-way (200 feet each side of center line) for all roads classified as primary, such as:

- (a) Richardson Highway from Fairbanks to Valdez.
- (b) Glenn Highway from Richardson intersection to Anchorage.
- (c) Tok Junction to Gakona intersection.
- (d) Anchorage to Seward.

5. Recommend 200-foot right-of-way (100 feet each side of center line) for all secondary roads, such as:

- (a) Steese Highway - Fairbanks to Circle City.
- (b) Livengood road.
- (c) Edgerton cut-off.
- (d) Palmer-Wasilla.

6. Recommend 100-foot right-of-way (50 feet each side of center line) for farm roads of importance.

7. Recommend that no special use permits be issued for use of the 200-foot secondary road right-of-way and for those of lower classification.

8. We concur in the issuance of Special Use Permits in certain cases for use of portions of the primary roads 400-foot rights-of-way, those permits to approach no closer than 100 feet either side of the road center line, these permits to be issued for desirable uses only to persons having valid claims to contiguous lands.

Lowell M. Puckett
LOWELL M. PUCKETT

cc - Col. John Noyes
Kenneth Kadow
A. F. Chiglione
A. C. Kuehl

Concurred in by:

A. C. Kuehl
A. C. KUEHL, Special Representative,
National Park Service

LMP/fp

TELEGRAM

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ALASKA COMMUNICATION SYSTEM

FEDERAL OFFICE, UNITED STATES DEPARTMENT OF THE INTERIOR

FEDERAL BLDG., JUNEAU, ALASKA

TEL. 591

1948 JUL 23 PM 8:40

R R UWKHC



FROM UWE100A/ LOVELL M PUCKETT REGIONAL ADMINISTRATOR BUREAU OF LAND
MANAGEMENT ANCHORAGE ALASKA300313Z

TO UWKHC/ MR IKE TAYLOR ALASKA ROAD COMMISSION JUNEAU ALASKA

4563

INT GR24

WOULD APPRECIATE RADIO REACTION TO SUGGESTION OF NATIONAL PARK SERVICE
FOR ESTABLISHING MINIMUM RIGHT OF WAY ALONG ALASKA HIGHWAYS AT
FOUR HUNDRED FEET END

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**Letter of August 3, 1948 from Lowell M. Puckett, Regional
Administrator, Bureau of Land Management to Ike Taylor,
Chief Engineer, Alaska Road Commission.**



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Anchorage, Alaska

August 3, 1948

Mr. Ike Taylor
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Taylor:

I appreciate your prompt response to my radiogram inquiry concerning the proposal of the National Park Service to set the minimum rights-of-way along highways in Alaska at 400 feet. Later I received a copy of a memorandum which was prepared by the National Park Service. This memorandum suggested a plan of shifting widths of each highway dependent upon the type of terrain through which it was passing. The accompanying diagrams indicated that the National Park Service would consider in extreme situations a width of 200 feet which might along the same highway be extended to 400 feet, back to 200 feet, jump to 600 feet, etc.

It has been indicated to me that Secretary Warne will want to discuss this matter when our Alaska Field Committee meets here in Anchorage August 10. For your information Colonel Johnson, General Manager of the Alaska Railroad, has indicated his opposition to the 400-foot minimum.

Frank Heintzleman has also expressed his opposition, and advised me that he would be willing to show Warne some of the Forest Service right-of-way problems in Southeastern Alaska.

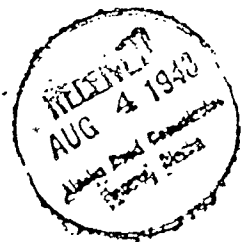
The Alaska Development Board has indicated that it favors a maximum of 200 feet. We feel that 200 feet is sufficient.

I would appreciate your sending to me the usual type of letter authorizing the Alaska Road Commission camps to sell materials to one of our temporary employees, whose name is Kirk H. Stone, Geographer.

Very truly yours,

Lowell M. Puckett

Lowell M. Puckett
Regional Administrator





UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Anchorage, Alaska



Col. N
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September 22, 1948

Mr. John Noyes
Alaska Road Commission
Juneau, Alaska

Dear Mr. Noyes:

On August 6 I received a letter from the Director, Bureau of Land Management, instructing me to cooperate with Mr. A. C. Kuehl of the National Park Service in recommending rights-of-way along highways in Alaska. You will recall that at our conferences in Fairbanks with Assistant Secretary Warne he indicated that you were to collaborate with us in a final recommendation to the Department.

I was advised by memorandum of September 7 that the Bureau of Land Management was proceeding to prepare a withdrawal order which would provide for rights-of-way of four hundred feet along both primary and secondary roads.

As we felt that secondary roads should not carry such a wide right-of-way, we concluded that an immediate recommendation should be made to that effect. We believed that if a wide right-of-way were set, and some settlement took place outside of this right-of-way, adverse public opinion would result if later the width was reduced so that subsequent settlers would be able to occupy lands closer to the center of the road. We believe that a right-of-way should be established and retained, except in very exceptional circumstances.

It appears that the Department of the Interior has decided that primary roads, at least, should have a right-of-way of four hundred feet in width. It also appears that the Department is committed to the issuance of special use permits to holders of valid claims adjoining the right-of-way.

In view of this policy which apparently has been adopted by the Department, we are including recommendations to coincide with this position.

During the study of these matters Mr. Ghiglione of the Alaska Road Commission, Mr. Simpson and Mr. Davis of the Public Roads Administration, and others were consulted. We regret that you were not immediately available, and it is only because we hope to postpone the promulgation of a withdrawal order establishing four hundred foot rights-of-way on both primary and secondary roads that we have hastened to submit a report without your personal consideration. However, a copy of this report is submitted for your consideration. I am certain that you will feel free to make any recommendations which you consider to be pertinent.

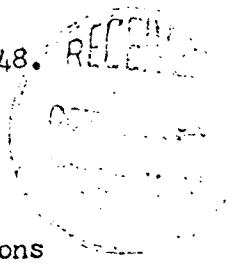
Encl. Ltr. to Director, 9-22-48
cc: Mr. Kuehl
LMP/fp

Very truly yours,
Lowell M. Puckett
Lowell M. Puckett
Regional Administrator

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D.C.

October 6, 1948.



Memorandum

To: Chief, Alaska Branch,
Division of Territories & Island Possessions

From: Acting Chief, Division of Land Planning.

Subject: Road rights-of-way in Alaska.

The recommendations of Regional Administrator Puckett on the subject of road rights-of-way in Alaska have been reviewed and steps taken to initiate the necessary action. We expect, of course, to follow the Assistant Secretary's directive and secure the approval of Colonel Noyes before any action is final. However, I take it that Colonel Noyes gives his approval to Pickett's recommendations except he believes that the Alaska Road Commission should designate the classes of roads. This objective has been noted.

/s/ Robert Coote,

Acting Chief

Division of Land Planning.



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

October 9, 1948

Alaska Field Committee
Department of the Interior
Juneau, Alaska

Gentlemen:

On August 14 a committee was appointed by Secretary Warne to make a joint recommendation as to the widths of the rights-of-way on roads in Alaska. The committee consisted of Colonel John R. Noyes, Commissioner of Roads for Alaska, A. C. Kuehl, Special Representative, National Park Service, and Lowell M. Puckett, Regional Administrator, Bureau of Land Management.

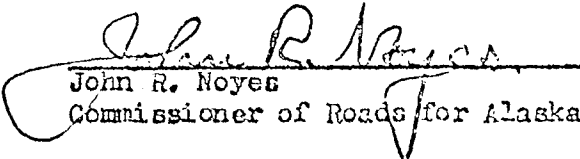
Roads have been classified as Through Roads, Feeder Roads, and Local Roads by the Alaska Road Commission.

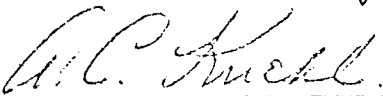
Herewith are submitted our recommendations:

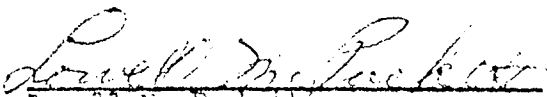
1. Through roads should have rights-of-way extending 150 feet on each side of the center line of each road;
2. Feeder roads should have rights-of-way extending 100 feet on each side of the center line of each road;
3. Rights-of-way along important Local roads should extend 50 feet on each side of the center line of each road;
4. It is the opinion of the committee that the widths recommended above will not require the use of special use permits and it is recommended that none be issued.
5. It is recommended that an exploration be made of the feasibility of taking the following action in lieu of creating withdrawals: File a map of definite location of each new road prior to actual start of construction. On each of these maps the width of right-of-way would be shown.

October 9, 1918

6. It is recommended that the Governor of the Territory of Alaska be requested to include in his legislative program, which he will present to the legislature, a suitable law for the control and regulation of signboards and billboards along the highways of Alaska.


John R. Noyes
Commissioner of Roads for Alaska


A. C. Kuehl
Special Representative, National
Park Service


Lowell M. Puckett
Regional Administrator
Bureau of Land Management



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

October 9, 1948

MEMORANDUM FOR FILE

SUBJECT: Reasons for Opposing Wide Rights-of-Way in Alaska

The following reasons are the basis of my opposition to excessive width rights-of-way along Alaska roads:

1. In general, these widths are not needed for the construction of the roads or for any structures connected therewith.
2. Excessive widths require special use permits and are therefore difficult to administer.
3. Excessive widths impede settlement by increasing costs (requiring construction of access roads) and diminishing ease of access (houses have to be set way back in the woods).

In addition to the above consideration, it is considered unnecessary to have a wide right-of-way to take over re-location because any re-location of a major nature will probably follow a new route anyway.

John R. Noyes.
John R. Noyes
Commissioner of Roads for Alaska

[Handwritten initials]

JFN/lcs



C-O-P-Y

BUREAU OF LAND MANAGEMENT

December 6, 1948

Col. N
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(To) Mr. Coote, Acting Chief,
Division of Land Planning.

(From) Associate Director

(Subject) Alaska right-of-way withdrawals

This morning in Assistant Secretary Warne's office it was decided that the Alaska right-of-way- withdrawals will be as follows:

- 600 feet for the Alaska Highway *Thru Toklat #386*
- 300 feet for other roads
- 200 feet for feeder roads
- 100 feet for local roads

Please cooperate with Mr. Kephart by providing him with the information necessary to make the withdrawals in accordance with this decision.

In the event there are roads which now have wider withdrawals than which is indicated herein, they shall be reduced to make them consistent.

(sgd) Roscoe E. Bell
Associate Director

- cc: Asst. Secy Warne
- Mr. Puckett
- Mr. Kadow
- Mr. Kephart

C-O-P-Y

Handwritten notes and signatures:
 Mr. Kephart
 Mr. Puckett
 Mr. Kadow
 Mr. Kephart
 Mr. ...
 Mr. ...
 Mr. ...

**Minutes of the Alaska Field Committee Meeting, February 15, 16,
17, 1949.**

877.38

MINUTES OF THE ALASKA FIELD COMMITTEE MEETING

The third meeting of the Alaska Field Committee was held in the office of Kenneth J. Kadow on February 15, 16, and 17, 1949.

February 15 - Morning Session

The following were present at this session:

Governor Ernest Gruening
Clarence J. Rhode, Fish and Wildlife Service
Lowell Puckett, Bureau of Land Management
G. D. Jermain, Bureau of Mines
John C. Reed, Geological Survey
Larry A. Moore, Alaska Railroad
Alfred C. Kuehl, National Park Service
George Sundborg, Governor's Office
Reinholt Brust, Alaska Native Service
Ike P. Taylor, Alaska Road Commission
Richmond C. Johnson, Bureau of Reclamation
Kenneth J. Kadow, Alaska Field Staff

Kadow opened the meeting by stating that he was pleased with the progress that had been made on the items discussed at the previous meeting. A resume followed of the action taken on several matters.

1. Road rights-of-way. Washington adopted the recommendations of the Sub-Committee on Roads - 300 feet for main roads, 200 for secondary, and 100 for feeder. Before a Secretarial Order is issued, the matter will have to clear through various channels; however, it should be forthcoming shortly. A discussion ensued on roads and rights-of-way problems.

Taylor wondered what had happened to other recommendations of the Committee concerning special use permits and withdrawals. Kadow said that as far as he knew, no action had been taken, but he'd find out soon.

Gruening emphatically expressed disappointment over the Washington Office's not following the recommendations of the Field Committee on the width of rights-of-way. He recognized the Washington Office's complete jurisdiction over expenditures and national policy, but felt that the Committee's recommendations concerning purely Alaskan matters should not be taken so lightly. He said that so long as officials continue to make arbitrary decisions, the Department's public relations would continue to be bad. He felt the road rights-of-way decision was bad; that it would create much criticism when publically announced. He wanted it understood that he was against the compromise and expected to write to Washington about it.

Kadow said that the Committee wasn't created for rubber stamping Washington's actions and that Washington did not expect that. It was a creative body fighting for Alaska's good and would, as it proved its worth, have more and more influence on Washington's policy decisions; that the Committee's batting average so far had been good; that it had precipitated positive action on many important issues; that there would be times when it would be overruled and that we should not expect otherwise. He expressed dissatisfaction on the road right-of-way decision but thought it much better than the 400 feet proposed for all roads in the first place.

2. Power rates. Kadow next reported on the previous Alaska Field Committee recommendation that the Federal Power Commission assist the Governor's Office on rate problems in the Territory. The Federal Power Commission agreed to do so, but their assistance would have to be limited to desk studies in Washington because of the lack of funds to travel. To get their help, the Governor's Office must officially request it. No comments followed.
3. Pay differential. Kadow reported on pay differential action giving a great deal of credit to Foster, Brust, and Gruening for their presentations in Washington to the Civil Service Commission. Gruening stressed that the difficulties encountered in getting the differential were not due to the lack of a case, but to difficulty in getting to the right people. Reed felt that the differential should be either post or cost of living dependent upon the circumstances. The question had been raised with the Civil Service Commission, who felt that there might be justification for such a procedure, but who hadn't had time to review the case. He said that with a cost of living differential, headquarters of seasonal workers in Alaska must be transferred to Alaska. Conditions in Alaska were frequently bad environmentally. The effectiveness of the Alaska Railroad in obtaining a differential was brought out by Moore. He said that the Railroad had extensive studies comparing costs here and in the States which would be useful to the Committee in preparing a case. It was pointed out that the Civil Service Commission might review Alaskan cost of living at any time through the Bureau of Labor Statistics; consequently facts concerning this problem should be kept current. Appointed to a committee to study the matter of a differential, gather material (taking into account special operating conditions of some of the agencies), etc., in order that a proper picture for the whole Territory might be presented were Moore (Chairman), Sundborg, Brust and Reed. The Chairman of the committee was to represent the Department with other government agencies and to keep the facts on this subject current. The Pay Differential Committee, if possible, was to have a report ready for the next meeting of the Field Committee.

Graphite*- Graphite deposits are not widespread in Alaska. The only significant deposits are on the Seward Peninsula and in southeastern Alaska. There appears to be an opportunity for the development of a large amount of graphite from the deposits on Seward Peninsula.

Gypsum

Pyrite

Coal

Limestone

Sand

Gravel

Clay

Shale

The Committee recessed for lunch.

February 16 - Afternoon Session

The same people who were present for the morning session of the Committee meeting were present at the afternoon session.

ALASKA ROAD COMMISSION

20. Taylor discussed the six-year development plans and budget requirements, including the effect of the 1950 budget outlook on the program. He said they'd asked for \$33,520,200 cash of which \$17,904,000 was to cover previous contract authorizations. There was a \$6,828,200 cut in cash and the effect of this would be to extend the completion time of the program. The program for the Fairbanks-Chena-Hot Springs Road was cut out. Other projects were left in with some reductions, including a cut in the farm roads appropriation leaving only \$200,000 where \$500,000 had been requested.

Taylor brought up the question of the maintenance of roads by the people living outside towns. At this point a lengthy and controversial discussion took place about building, maintaining and snow removal from streets in communities outside of incorporated towns. Taylor felt that it was strictly a problem of the residents of these areas

involving special taxes, etc while others thought it was a problem that should be studied jointly by the Alaska Road Commission and the Territorial Highway Department, especially since all development is so closely related to roads. Kadow expressed the view that if the problem wasn't being solved satisfactorily now surely someone should bring the problem into focus in order that some satisfactory solution could be found as soon as possible. He suggested that the Alaska Road Commission take the initiative, but Taylor felt that the Road Commission should not advise the Territorial Highway Department where it should spend its road funds. After more discussion, the matter was dropped.

Taylor continued with his budget discussion by indicating they had received funds for thirty miles of the Paxson-McKinley Park Road and would start the program as soon as possible. Johnson indicated that as yet they could not be sure where the lake limits of the Susitna project would come, but he was sure it would not go above the proposed Alaska Road Commission crossing of this river, and Reclamation will have definite information by 1950 so that the Road Commission can adjust the crossing, if necessary. Another discussion of mapping took place which pointed up the urgency of this work. Taylor continued by saying that there had been a cut on the Tok Highway regarding construction and that the paving budget had been reduced \$3,854,000 which would have the effect of reducing the mileage paved by about 100 miles. There would be no cash for paving in 1950. The appropriation would pay for paving done in 1949. Kadow stated that cuts in paving, while serious, would probably not affect the development program. Taylor suggested that the budget might shift funds to provide that farm roads get \$300,000 instead of \$200,000 and that \$300,000 for shops and \$200,000 for residential housing all of which was taken out be replaced. Kadow asked Taylor whether he was interested in temporary housing. Taylor replied that it would depend upon what happened to their appropriations; however they would do some temporary housing work, including several units at Tok and Glen Allen which are mostly C.C.C.-type buildings; that these would be made into apartments. Kadow pointed out that the Road Commission could use the Alaska Housing Authority to help solve their problem if the housing bill passed. Kuehl asked Taylor if the Road Commission got the appropriation it asked for in its entirety. Taylor replied they were cut \$6,828,000 in cash and \$400,000 contract authority; that the one item of real consequence was the \$200,000 cut in maintenance funds which they would try to get reinstated. Johnson said that when the Eklutna project is constructed, there would have to be a change in the Anchorage-Palmer road at mile 34. Taylor said that this would require a change of contract operations. Johnson agreed to supply information as soon as he knew Reclamation was going ahead with the project.

There was a discussion of the Haines Cutoff maintenance outlook. Taylor stated that there was no possible way to get equipment to turn over to the people in Haines to keep the road open in Canada. He said the only answer would be a treaty with Canada; that the chances for such a treaty were slim. The Canadian Army feels that it is infeasible to keep the Haines Cutoff open in winter. Kadow said the outlook for keeping the road open is very bad. However, he was sure that if any way to do so could be found, Colonel Noyes would find it; that the Colonel had worked very hard on this problem.

At this time Kuehl brought up the matter of billboards and other signs on the highways of Alaska. A lengthy discussion of this subject took place, including many ramifications of the right-of-way problem. As a result of the discussion, the following decisions were reached:

To wire Washington immediately the unanimous recommendation of the Alaska Field Committee "Re highway rights-of-way in Alaska, it is unanimous recommendation of Alaska Field Committee that new orders being drafted amend PLO 386 so width of Slana Tok right-of-way may be reduced to 300 feet and PLO 226 Haines Highway be revoked so right-of-way may be reduced from one mile to 300 feet. Both of these roads have been designated by the Alaska Road Commission as through roads."

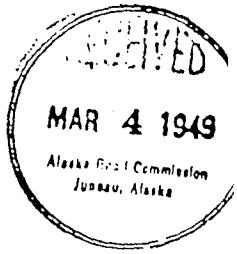
The Committee again recommended that no special use permits be issued on roads under 300 feet and approval of this as departmental policy be given.

The Committee recommended that the Alaska Road Commission be given complete jurisdiction over all Alaska highways controlled by the Interior Department up to 150 feet on each side of the center line, the additional 300 feet on the Alaska Highway being subject to lease, should be controlled by the Bureau of Land Management and all leases made by them.

It was agreed that the Bureau of Land Management should draw up regulations and make them available in printed form setting forth the terms of lease on the Alaska Highway and including in these regulations information concerning the number of billboards, signs, etc., that the Alaska Road Commission would permit on the Alaska Highway. This should be settled as soon as possible since any policy followed must of necessity be uniform. Kadow urged that territorial views of billboards, etc., be determined before the Road Commission determines its policy since statehood would place all such matters under territorial control. All agreed that this was a good idea.

**Letter of February 22, 1949 from E. L. Bartlett to Julius A. Krug,
Secretary of the Interior.**

Supposed to be handled this way



February 22, 1949

Hon. Julius A. Krug,
Secretary of the Interior,
Washington, D. C.

Col. P
IPT
AFG
GMT
WHD
GHS

My dear Mr. Secretary:

I appreciate the opportunity afforded by your invitation of February 10 to comment on the department's proposal that the width of right-of-way for roads in Alaska should be as follows:

Alaska Highway	600 feet
Other primary Roads	300 feet
Secondary Roads	200 feet
Feeder and Branch Roads	100 feet

The proposal is simply fantastic. If adopted it would push the would-be settler back as if he were not wanted in Alaska. It would in many cases push him up a mountain, over a cliff, or into a stream or lake. It would multiply the difficulties which for him are very considerable already. It would present problems in driveway construction, maintenance, snow clearance and in the obtaining of driveway permits through your right-of-way in the first place. (Don't try to tell any Alaskan who has had dealings with the department that there would not be red tape and delay in connection with that.) It would be an open invitation to trespass.

And for what? I confess I am unable to think of a single good reason for tying up all this territory right where we want people, accommodations for travelers, service facilities, etc. I drove to Alaska over the Alaska Highway last summer and am willing to testify that, even from the standpoint of appearance and interest to the traveler, developments along the road itself are exactly what is needed.

My idea of a reasonable right-of-way reservation, which would amply protect all the interests of the federal government, is as follows:

Alaska Highway, Other Primary Roads, and Secondary Roads	200 feet
Feeder and Branch Roads	100 feet

No reply will be made other than simple acknowledgment JAS

You mention that the proposal of the department represents a compromise between a recommendation of the Alaska Field Committee and some other unnamed interests. I find it impossible to believe that anyone acquainted with actual conditions in Alaska would recommend a 600-foot right-of-way or anything approaching that dimension. Accordingly, I am sending a copy of this letter to the head of each of the Interior Department agencies in Alaska for comment. When such comments have been received, I will communicate further with you.

Sincerely yours,

E. L. Bartlett

cc: Governor Gruening
Kenneth Kadow
Lowell Puckett
Col. John Noyes
Clarence Rhode
Don C. Foster
Col. J. P. Johnson
G. D. Jermain
Jos. H. Morgan (Recl.)
Grant Pearson
John Reed
Alfred Kuehl

PLO 601 File
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AK DOT&PF
Northern Region ROW
(File copy Commissioner's Office)

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

Cross Reference Sheet

610.821. Naming
(Code Number and Title)

Feb. 13, 1957
(Date of Correspondence)

To..... District Engineers, Anchorage, Valdez, & Fairbanks
From..... W. J. Niemi
Subject..... McKinley Park Road

Synopsis: Re name McKinley Park Road to be dropped and the title Denali Highway be adopted.

Original filed..... 610.812. Wonder Lake Road

**Alaska Road Commission Order Number 40, Revised January 31,
1957.**

1-31-57

UNITED STATES
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION TEN

January 31, 1957

ARC ORDER NO. 40, REVISED

SUBJECT: Highway System, Routes and Mileages

The attached tabulation of the highway system reflects route numbers, route names, total mileage, and winter maintenance mileage for all routes under the jurisdiction of the Bureau as of November 1, 1956.

Your attention is invited to the fact that Forest Highways and Forest Service Roads, administered by the Alaska District, Region 8, prior to establishment of Region 10; roads administered by the former Alaska Road Commission; and roads administered by the Territory of Alaska have been incorporated into this tabulation. In addition, certain routes which are an integral part of the Territory's road system, such as McKinley National Park roads, are included.

This tabulation is intended to reflect the Territory's entire highway network, and will be used as the basis for establishing Federal-Aid Primary, Secondary, and Urban systems.

It is, therefore, requested that this Order be carefully reviewed by District officials, and a corrected copy (or a negative report) be submitted to this office not later than February 12, 1957.

Parts II and IV of ARC Order No. 40, Revised, dated January 12, 1956, are hereby revoked in their entirety, and should be replaced in all reference books by the attached revision.


A. F. Chiglione
Acting Regional Engineer

BUREAU OF PUBLIC ROADS
 REGION TEN
 HIGHWAY SYSTEM MILEAGE

PART II

	Total Mileage		Winter Maintenance	
	<u>1956</u>	<u>1957</u>	<u>1956</u>	<u>1957</u>
Through Roads	998.5	1296.0	998.5	1158.0
Feeder Roads	1234.6	1228.0	318.7	510.3
Local Roads:				
Connected	761.3	862.4	467.3	539.0
From Isolated Through and Feeders	246.6	297.6	62.7	101.9
Isolated	<u>353.4</u>	<u>355.5</u>	<u>91.9</u>	<u>68.5</u>
Total Local Roads	1361.3	1515.5	621.9	709.4
TOTAL ALL ROADS	3594.4	4039.5	1939.1	2377.7
TRAILS	<u>445.0</u>	<u>445.0</u>	<u>220.0</u>	<u>220.0</u>
TOTAL ROADS AND TRAILS	4039.4	4484.5	2159.1	2597.7

BUREAU OF PUBLIC ROADS
REGION TEN
HIGHWAY SYSTEM MILEAGE
BY DISTRICT

District	Through	Feeder	Connected	Local		Total Roads	Trails	Total Roads and Trails
				From Isolated Feeder	Isolated			
Anchorage	386.8	402.1	428.1	112.4	150.8	1480.2	81.0	1561.2
Valdez	445.5	123.6	70.1	-	30.5	669.7	-	669.7
Fairbanks	383.2	504.1	316.2	-	56.0	1259.5	18.0	1277.5
Nome	-	130.1	-	142.2	70.3	342.6	346.0	688.6
Juneau	<u>80.5</u>	<u>68.1</u>	<u>48.0</u>	<u>43.0</u>	<u>47.9</u>	<u>287.5</u>	<u>-</u>	<u>287.5</u>
TOTAL	1296.0	1228.0	862.4	297.6	355.5	4039.5	445.0	4484.5

WINTER MAINTENANCE MILEAGE
BY DISTRICT

District	Through	Feeder	Connected	Local		Roads	Trails	Total Roads and Trails
				From Isolated Feeder	Isolated			
Anchorage	304.8	248.3	334.5	66.5	19.5	973.6	81.0	1054.6
Valdez	389.5	52.2	20.7	-	-	462.4	-	462.4
Fairbanks	383.2	138.7	159.5	-	-	681.4	-	681.4
Nome	-	3.0	-	1.0	6.3	10.3	139.0	149.3
Juneau	<u>80.5</u>	<u>68.1</u>	<u>24.3</u>	<u>34.4</u>	<u>42.7</u>	<u>250.0</u>	<u>-</u>	<u>250.0</u>
TOTAL	1158.0	510.3	539.0	101.9	68.5	2377.7	220.0	2597.7

THROUGH ROADS

1957

Route No.	Name	Length	Winter Maintenance
120	Richardson Highway (Valdez Dist.)	227.3	227.3
130	Richardson Highway (Fairbanks Dist.)	134.9	134.9
132	Fairbanks - International Airport	1.0	1.0
230	Alaska Highway	200.6	200.6
310	Glenn Highway (Anchorage Dist.)	114.7	114.7
310A	Glenn Highway Alternate	7.5	7.5
311	Anchorage 4th Avenue Post Road	1.0	1.0
315	Boniface Road	3.0	3.0
320	Glenn Highway (Valdez Dist.)	162.2	162.2
330	Glenn Highway (Fairbanks Dist.)	33.4	33.4
410	Seward-Anchorage Highway	126.4	126.4
411	Anchorage-Spenard	3.5	3.5
412	Anchorage - International Airport	3.0	3.0
413	Fireweed Lane	2.3	2.3
510	Sterling Highway	29.1	29.1
514	Kenai Spur	14.3	14.3
630	Steese Highway (Fairbanks-Farmers Loop)	2.8	2.8
632	Fairbanks-Nenana (Fairbanks-Ester)	10.5	10.5
810	Denali Highway (Anchorage Dist.)	82.0	-
820	Denali Highway (Valdez Dist.)	56.0	-
950	Haines Highway	40.7	40.7
050	Glacier Highway	17.3	17.3
051	Douglas Highway	1.9	1.9
052	Tongass Highway	20.6	20.6
		<u>1296.0</u>	<u>1158.0</u>

FEEDER ROADS

Route No.	Name	Length	Winter Maintenance
121	Edgerton Cutoff	39.0	39.0
122	Copper River Highway	39.0	13.2
231	Northway Junction - Airfield	6.8	6.8
232*	Gerstle River Test Site Road	3.6	3.6
312	Palmer-Matanuska-Wasilla	13.9	13.9
313	Palmer-Wasilla-Willow	31.3	31.3
314	Glenn-Fishhook-Knik	33.6	33.6
321	Slana-Nabesna	45.6	-
331	Taylor Highway	161.0	-
414	Hope Highway	17.3	17.3
415	Crow Creek Highway	8.0	8.0
416	Seward Airport Road	1.4	1.4
417	Resurrection Bay Road	2.6	2.6
511	Sterling Highway	108.4	108.4
513	North Kenai Roads	16.3	16.3
631	Steese Highway (Farmers Loop-Circle)	161.0	63.0
633	Fairbanks-Nenana	5.0	48.0
634	Central-Circle Hot Springs	8.3	8.3
731	Elliott Highway (Fox-Livengood)	76.2	9.0
732	Manley Hot Springs Landing-Eureka	25.7	-
812*	McKinley Park Primary Roads	93.6	-
813	North Park Boundary-Kantishna	4.5	-
011	Sterling Landing-Ophir	47.0	-
012	Iditarod-Flat	8.7	-
013	Dillingham-Wood River-Kanakanak	14.7	14.7
014	Abbert Road	0.8	0.8
031	Ruby-Long-Poorman	56.5	-
041	Nome-Council	77.1	-
042	Nome-Kougarok	36.0	3.0
043	Seward Peninsula R.R.	17.0	-
053	Glacier Highway	18.1	18.1
054	Mendenhall Loop Road	8.2	8.2
055	North Douglas Highway	9.2	9.2
056	Wards Lake Road	3.5	3.5
057	Sitka Highway	2.6	2.6
058	Mitkof Highway	16.0	16.0
059	Wrangell Highway	10.5	10.5
		<u>1228.0</u>	<u>510.3</u>

* Constructed and maintained for other agencies.

LOCAL ROADS - CONNECTED

Route No.	Name	Length	Winter Maintenance
120.1	1 Valdez-Mineral Creek	10.7	-
	2 Valdez Airport Road	1.1	1.1
	3 Valdez Glacier Road	3.4	-
120.2	Robe Lake Branch	0.5	-
120.3	Tazlina Road	1.2	1.2
120.4	Worthington Glacier Road	0.5	-
121.1	Chitina-Native School	1.0	1.0
121.2	Chitina-Chitina River	1.0	-
122.1	1 Eyak Lake Highway	10.4	10.4
	2 Eccles Ramp Road	0.1	-
122.2	Eyak River Landing	0.1	-
122.3	Sheridan Road	3.1	-
130.1	Cushman Street Extension	1.0	1.0
130.2	1 Badger Farm Loop Road	12.1	12.1
	2 Dennis Road	0.6	0.6
	3 Greiman Road (Woll Road)	1.4	1.4
	4 Peede Road	4.0	4.0
	5 Nordale-Tonseth-Freeman Road	3.6	3.6
	6 Thirty Mile Slough Road	2.2	2.2
	7 Keeling Road	0.4	0.4
	8 Bradway-Badger	2.2	2.2
	9 Rozak Road	0.4	0.4
130.3	1 Old Richardson Highway	14.5	7.0
	2 Little Salcha Loop	1.4	1.4
	4 Laurance-Moose Dike	4.9	4.9
130.4	1 Lake Harding Branch	4.6	4.6
	2 Birch Lake Branch	1.7	-
130.5	Shaw Creek Road	2.0	2.0
130.6	Big Delta Firing Range (Meadows Road)	17.1*	17.1*
132.1	1 Alston Road	0.5	0.5
	2 Bjeermark Road	0.7	0.7
	3 Becker-Dale-Conn Road	2.7	2.7
	4 Davis Road	1.7	1.7
	5 Peger Road	2.6	2.6
	6 Van Horn Road	2.1	2.1
	7 Moore-Cartwright Road	2.0	2.0
	9 Pikes Landing Road	1.0	1.0
	230.1	1 Tanacross Road	1.9
2 Tanacross Village Road		3.0	3.0
230.2	1 Remington Road	8.1	8.1
	2 Buffalo Center Road	1.0	1.0
310.1	2 Lake Otis Road	4.2	4.2
	3 Abbott Road	3.8	3.8
	4 DeBarr Road	2.0	2.0
	6 Baxter Road	0.8	0.8
	7 Dowling Road	1.0	1.0
	9 Spruce Road	1.3	1.3

* Maintained for other agencies. Included in total mileage

LOCAL ROADS - CONNECTED

Route No	Name	Length	Winter Maintenance
310.1	10 Lore Road	0.3	0.3
	11 Alder Road	0.3	0.3
	12 South Boundary Road	1.5	1.5
	13 Winchester Road	0.5	0.5
310.2	1 Eagle River Road	5.3	5.3
	2 Birchwood Road	5.8	5.8
	3 Eklutna Lake Road	10.0	10.0
	4 Plumly Road	1.5	1.5
	5 Eklutna School Road	1.8	1.8
	6 C.A.A. Road	0.3	0.3
	7 Bodenbug Loop	6.2	6.2
	8 Clark Road	3.0	3.0
	9 Huntley Road	1.5	1.5
	10 Wolverine Road	1.5	1.5
310.3	12 Fire Lake Fish Hatchery Road	0.3	0.3
	13 Peters Creek Road	1.1	1.1
	14 Eagle River Loop Road	0.7	0.7
	1 Farm Loop Road	2.8	2.8
	2 Lossing Road	0.5	0.5
	3 Scott Road	1.7	1.7
	4 Marsh Road	0.3	0.3
	5 Archie Road	0.2	0.2
	6 Rue Road	0.3	0.3
	7 Buffalo Mine Road	5.4	5.4
312.1	8 Buffalo R.R. Spur	0.3	0.3
	9 Chickaloon Branch Road	2.0	2.0
	10 Jonesville Branch Road	2.4	2.4
	11 Mile 58 Road	1.2	1.2
	12 Hitchcock Road	0.5	0.5
	13 Collier Road	0.2	0.2
	1 Springer System	10.4	10.4
	2 McLeod Road	2.5	2.5
	3 Schible Road	0.1	0.1
	4 Herman Road	0.2	0.2
313.1	5 Moore Road	0.3	0.3
	6 Lynn Road	0.7	0.7
	7 Matanuska Trunk (Finger Lake-Palmer Road)	2.5	2.5
	8 Jensen Road	0.2	0.2
	9 Church Road	0.2	0.2
	11 Walton Road	0.5	0.5
	12 Edlund Road (Fairview Loop Road)	7.6	7.6
	13 Davis Road	0.7	0.7
	15 Anderson Road	0.4	0.4
	1 Hammer Road	0.3	0.3
313.1	2 Arnt Road	0.2	0.2
	3 Matanuska Trunk (To Bogard)	1.1	1.1
	4 Griffith Road	0.6	0.6
	5 Hyer Road	2.0	2.0

LOCAL ROADS - CONNECTED

Route No.	Name	Length	Winter Maintenance
314.1	1 Werner Road	0.5	0.5
	2 Moffat Road	0.5	0.5
	3 Campbell Road	0.6	0.6
	4 Matanuska Trunk (Fishhook to Bogard)	2.2	2.2
	5 Cunningham Road	0.3	0.3
	6 Falk Road	1.0	1.0
314.2	1 Fishhook Junction-Willow	44.6	5.0
	2 Gold Mint Road	4.2	-
	3 Archangel Road	5.5	-
	4 Reed Creek Road	1.3	-
	5 Gold Chord Creek Road	3.0	-
	6 Upper Willow Road	1.3	-
	7 Craigie Creek Road	2.2	-
	8 Grubstake Road	1.7	-
314.3	1 Lakeview Road and Branches	3.1	3.1
	2 Schrock Road	7.1	7.1
	3 Bogard Road	7.2	7.2
	4 Engstrom Road	1.6	1.6
	5 Wasilla-Aviation Field	0.2	0.2
	7 Hayfield Road	5.0	5.0
	8 Knik-Fish Creek-Goose Bay	6.9	6.9
	9 Cottonwood Road	3.4	3.4
	10 Philo Spees Road	0.5	0.5
	11 Big Lake Road	5.5	5.5
	12 North Shore Drive	1.6	1.6
	13 Lucille Lake Spur	0.7	0.7
	320.1	1 Mentasta Loop	17.0
2 Lake Louise Road		20.0	-
331.1	Taylor Highway-Boundary	13.9	-
331.2	Eagle-Mission on Yukon River	3.3	-
410.1	1 Fireweed Lane	2.3	2.3
	2 Blueberry Road	0.4	0.4
	3 Campbell Creek Road	2.3	2.3
	4 Campbell Station Branch	1.4	1.4
	5 Sand Lake Road	8.2	8.2
	6 Kincaid Road	1.5	1.5
	7 Raspberry Road	0.8	0.8
	8 Strawberry Road	1.1	1.1
	9 Klatts Road	3.0	3.0
	10 Johns Road	0.9	0.9
	11 O'Malley Road	4.0	4.0
	12 Huffman Road	3.0	3.0
	13 Birch Road	2.0	2.0
	14 Jewel Lake Road	1.5	1.5
	15 DeArmoun Road	3.3	3.3
	16 Rabbit Creek Road	2.7	2.7
	18 Hillside Road	2.0	2.0
	19 "C" Street Extension	0.3	0.3
	20 Anchorage Sportsman Road	0.4	0.4

LOCAL ROADS - CONNECTED

Route No.	Name	Length	Winter Maintenance
410.2	1 Primrose Spur (Kenai Lake)	0.7	0.7
	2 Ptarmigan Creek Campground	0.2	-
	3 Lawing Ranger Station	0.1	0.1
	4 Moose Pass Station	0.2	0.2
	5 Gabe's Road	0.6	0.6
	6 Seward Airport Road	0.6	0.6
	7 Jesse Lee Home Area	1.2	1.2
	8 Sanitorium Roads	3.2	3.2
	9 Old Cemetery Road	0.6	0.6
410.3	1 Granite Creek Spur	1.5	-
	2 Portage Glacier Road	7.8	-
	3 BaraBara Bar Road	0.3	0.3
	4 Bear Lake Road	1.1	1.1
411.1	1 KENI Road	0.9	0.9
	2 Sylvan Way	0.5	0.5
	3 KFQD Road	1.8	1.8
	4 Lois-Utah	0.7	0.7
	5 McCrae Road	0.8	0.8
	6 Spenard-Hood Lake Extension	1.0	1.0
	7 KENI-KFQD Road	0.3	0.3
414.1	1 Palmer Creek Road	11.9	-
	2 Resurrection Creek Road	3.0	3.0
	3 Hope Town Road	0.8	0.8
510.1	1 Cooper Creek Campground	0.7	-
	2 Russian River Road	0.3	-
	3 Kenai River Road	0.1	-
	4 Crescent Creek Campground	0.4	-
	5 Bear Creek Spur	1.1	1.1
	6 Snug Harbor Road	1.3	1.3
	7 West Quartz Creek	1.1	1.1
	8 East Quartz Creek	1.2	1.2
	9 Quartz Creek Road	2.8	1.1
511.1	1 Skilak Lake Road	1.0	1.0
	2 Kasilof Road	7.0	7.0
	3 Cohoe Road	10.2	10.2
	4 Webb Road	1.6	1.6
	5 Ninilchik Road	0.3	0.3
	6 Anchor Point Road	1.4	1.4
	7 North Anchor River Road	2.7	2.7
	8 Deep Creek Road	1.3	1.3
	9 Ninilchik Airport Road	0.4	0.4
	10 Robinson Loop Road	5.6	5.6
	11 Alcatraz Lake Road	1.9	1.9
	12 Hidden Lake Road	0.8	0.8
	13 Scout Lake Road	4.6	4.6
	14 Ninilchik Small Tracts Road	0.5	0.5
	15 Clam Gulch Road	0.9	0.9
511.2	Homer Locals	51.0	51.0

LOCAL ROADS - CONNECTED

Route No.	Name	Length	Winter Maintenance
512.1	3 Beaver Loop Road	4.9	4.9
	4 Home Site Loop Road	2.2	2.2
	6 Miller's Loop Road	5.6	5.6
	7 Wick Spur Road	0.6	0.6
	8 Bernice Lake Road	1.3	1.3
	9 Island Lake Road	3.5	3.5
	10 Kenai Village Road	2.0	2.0
630.1	1 Minnie Street-Third Street Branch	1.8	1.8
	3 Trainer Gate Road	0.8	0.8
	4 Phillips Field Road	2.7	2.7
631.1	1 Farmers Loop Road	9.0	9.0
	2 Isabella Creek Road (McGrath Road)	3.3	3.3
	3 Crossman-Fideler	1.5	1.5
	4 Ballaine-Rickert	2.5	0.5
	5 Yankovich Road	2.8	2.8
	6 Grenac Road	1.2	1.2
	8 Lawlor Road	0.6	0.6
631.2	1 Steele Creek Branch	3.9	3.9
	2 Chena Hot Springs Road	15.2	15.2
631.3	1 Gilmore-Pearl Creek	8.8	-
	2 Fish Creek Road	8.7	-
	3 Fairbanks Creek Road	10.2	-
	4 Pedro Dome Road	2.8	-
	5 Little Eldorado Road	2.1	-
	6 Old Chatanika Road	2.0	2.0
631.4	1 United States Creek Road	11.0	-
	2 Sourdough Creek Road	4.8	-
	3 Faith Creek Road	1.5	-
	4 Eagle Creek Road	1.2	-
	5 Miller House-Harrison Cr.,-Mastodon Cr.,- Miller Creek	15.2	-
	6 Porcupine Creek	11.0	-
632.1	1 University Way	1.3	1.3
	2 Geist Road	1.7	1.7
	3 University of Alaska Campus	2.1	0.5
633.1	1 Chena Pump Station	4.8	4.8
	2 Ester Dome Road	4.0	-
	3 St. Patrick's-Goldstream	3.8	-
	4 Ester-Beegler	3.2	-
	5 Ready Bullion Creek Road	2.5	-
	6 Sheep Creek Road	5.2	5.2
	7 Chena Ridge Road	8.5	8.5
634.1	1 Deadwood Creek Road	3.4	-
	2 Portage Creek Road	2.2	-
	3 Ketchum Creek	2.8	-
731.1	1 Livengood-Brooks	7.4	-
	2 Wilbur Creek Road	1.5	-
	3 Amy Creek Road	0.6	-

LOCAL ROADS - CONNECTED

Route No.	Name	Length	Winter Maintenance
732.1	Manley Hot Springs-Tofty	18.0	-
811.1	1 Cantwell Depot-Cantwell Siding	2.0	2.0
	2 Cantwell-Summit	8.5	-
812.1*	McKinley Park Secondary Roads	1.7	-
950.1	1 Allen-Comstock Road	0.7	0.7
	2 Haines-Lutak Road	12.0	6.0
	3 Young Road	0.5	0.5
	4 Haines-Mud Bay	10.0	10.0
	5 Port Chilkoot Small Tracts Road	2.6	2.6
	6 CAA Road	1.0	1.0
950.2	1 Klukwan Road	2.6	1.0
	2 Porcupine Extension	11.0	-
	3 Porcupine Crossing	0.8	-
	4 Mosquito Lake Road	4.7	1.0
	6 Mackenzie Road	0.5	0.5
	7 Haines-Jones Point	1.0	1.0
	8 Piedad Road	<u>0.6</u>	<u>-</u>
		861.4	539.2

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

LOCAL ROADS - FROM ISOLATED THROUGH AND FEEDER ROADS

Route No.	Name	Length	Winter Maintenance	
011.1	1 Little Creek Road	3.0	-	
	2 Takotna-Airfield Road	1.5	-	
	3 Ganes Creek Road	14.4	-	
012.1	1 Flat City-Flat Creek Road	5.7	-	
	2 Flat Creek-Willow Creek Road	9.0	-	
	3 Willow Creek-Chicken Creek Road	3.0	-	
	4 Happy Creek Road	1.0	-	
	5 Flat-Slate Creek Road	7.3	-	
	6 Gold Horn Road	1.0	-	
013.1	Dillingham-Aleknagik	13.0	13.0	
014.1	1 Mill Bay Road	4.0	4.0	
	5 Alaska Communications System Road	0.2	0.2	
	7 Womens Bay-Chiniak Cape	27.0	27.0	
	8 Kalsin Bay-Pasagshak Point	13.0	13.0	
	9 Mission Road	3.1	3.1	
	10 Island Lake Spur	0.5	0.5	
	12 Monashka Cemetery Road	0.2	0.2	
	13 Saltery Cove Road	5.5	5.5	
	041.1	1 Council-Ophir Creek	12.0	-
		2 Casadepaga Road	20.0	-
		3 Shovel Creek Road	5.0	-
		4 Big Hurrah Road	3.0	-
	042.1	1 Nome-Wireless	0.2	-
2 Bessie-Snake River		20.8	-	
3 Snake River-Monument Creek		3.0	-	
4 Sunset Creek Road		9.7	-	
5 Osborne Road		10.2	-	
6 Buster Road		8.3	-	
7 Depot Spur		1.0	1.0	
042.2	1 Spruce Creek Road	1.5	-	
	2 Center Creek Road	3.2	-	
	3 Little Creek Road	0.8	-	
	4 Submarine-Paystreak	3.0	-	
043.1	Bunker Hill-Kougarok	40.5	-	
051.1	Cedar Park Spur	0.3	0.3	
052.1	1 Totem Road (Saxman Loop)	0.3	0.3	
	2 Cemetery Road	0.2	0.2	
	3 Roosevelt Drive	1.4	1.4	
	4 Wood Road	0.5	0.5	
	5 Power House Spur	0.3	0.3	
052.2	1 Carlanna Lake Road	1.5	0.5	
	2 Shoreline Drive	0.9	0.9	
	3 Erickson Way	0.1	0.1	
052.3	1 Brusick Spur	0.3	0.3	
	2 Mud Bay Loop	0.9	0.9	
	3 Meyer's Spur	0.2	0.2	
	4 D-1 and D-2 Road	1.5	1.5	
	5 Totem Bight Road	0.2	0.2	

LOCAL ROADS - FROM ISOLATED THROUGH AND FEEDER ROADS

<u>Route No.</u>	<u>Name</u>	<u>Length</u>	<u>Winter Maintenance</u>
052.3	6 Pond Reef Road	1.2	1.2
	7 South Point Higgins Road	2.4	2.4
	8 North Point Higgins Road	1.3	1.3
	9 Knudson Cove	0.2	0.2
053.1	1 Basin Road	0.5	0.5
	2 Sunny Point Road	0.4	0.4
053.2	1 Mendenhall Peninsula Road	2.6	2.6
	2 Parson's Spur	0.2	0.2
	3 Auk Lake Road	0.7	0.7
	4 Auk Bay Float	0.2	0.2
	5 Simpson Spur	0.2	0.2
	6 Indian Point Road	0.4	0.4
053.3	1 Leiver's Point Road	0.3	0.3
	2 Pt. Louisa Road	0.1	0.1
	3 Refuse Dump Road	0.1	0.1
	4 Pt. Lena Loop	2.0	2.0
	5 Lena Cove Road	0.2	0.2
	6 Pt. Stevens Road	0.6	0.6
	7 Tee Harbor Road	0.3	0.3
	8 Tee Harbor Ferry	0.1	0.1
053.4	1 Shrine Spur	0.1	0.1
	2 Herbert River Road	0.8	-
054.1	1 Nugget Creek Road	0.8	-
	2 Dredge Lake Road	0.7	-
	3 Mendenhall Glacier Road	1.0	-
	4 Montana Creek Road	2.8	1.5
	5 Spruce Road	0.2	-
057.1	1 Sitka Highway	8.0	8.0
	2 National Monument Road	0.2	-
	3 Harbor Point Road	2.6	-
058.1	1 Sandy Beach	2.2	2.2
	2 Twin Creek Spur	0.2	0.2
	3 Falls Creek Spur	0.1	0.1
	4 Papke's Landing Road	0.7	0.7
		<u>297.6</u>	<u>101.9</u>

LOCAL ROADS - ISOLATED

Route No.	Name	Length	Winter Maintenance
010.1	Talkeetna-Cache Creek Road	40.7	-
010.2	1 Colorado-Bull River Road	17.0	-
	2 Suntrana-Nenana R.R. Crossing	4.0	-
010.3	Medfra-Nixon	12.0	-
010.4	1 Bethel-Airfield-ANS	3.0	3.0
	2 Hangar Lake (Nat. Guard Seaplane Base)	1.3	-
	3 Bethel City Road	2.5	-
010.5	1 Naknek Lake Road	1.0	1.0
	2 Naknek-Airbase	15.5	15.5
010.6	Kanatak-Becharof Lake	8.8	-
010.7	1 Iliamna Bay-Iliamna Lake	15.5	-
	2 Iliamna Lake-NewHalen River	13.0	-
010.8	1 Seldovia-McDonald Spit	1.8	-
	2 Red Mountain Road	10.2	-
010.9	Afognak Lake Road	4.5	-
020.1	1 McCarthy-Dan Creek	20.0	-
	2 McCarthy-Kennecott River	0.5	-
	3 Chititu Branch	6.5	-
	4 McCarthy-Kennecott	3.5	-
030.1	Coal Creek Road	7.0	-
030.2	Rampart-Little Minook Creek	4.5	-
030.3	1 Nolan Branch	5.5	-
	2 Wiseman-Hammond River	12.5	-
030.4	Ruby Airfield Road	1.2	-
030.5	Nulato Airfield Road	1.0	-
030.6	1 Nenana-Cemetery	2.5	-
	2 Ferry-Eva-Moose Creek	21.8	-
040.1	Candle Creek Road	14.0	-
040.2	Deering-Inmachuk	25.0	-
040.3	1 Teller-Bluestone	16.0	-
	2 Tin City-Goodwin	5.0	-
	3 Lost River-U.S. Tin	6.3	6.3
040.4	Marshall Road	4.0	-
050.1	1 Skagway-Dyca	7.6	7.6
	2 Skagway-Carcross	2.2	-
	3 Sawmill Extension	4.5	4.5
	4 Sanitarium Road	1.0	1.0
050.2	Annette Island Road	14.0	14.0
050.3	1 Salmon River Highway	12.1	12.1
	2 Texas Creek Highway	3.5	3.5
050.4	Point Agassiz	3.0	-
		355.5	68.5

TRAILS

<u>Route No.</u>	<u>Name</u>	<u>Length</u>	<u>Winter Maintenance</u>
010.9	1 Goodnews Bay-Togiak	53.0	53.0
	2 Goodnews Bay-Platinum	9.5	9.5
	3 Takotna-Flat	18.5	18.5
030.7	Wiseman-Coldfoot-Porcupine	18.0	-
040.5	1 Kotzebue-Shesholik	9.0	9.0
	2 Kotzebue-Noatak	60.0	13.0
	3 Kotzebue-Noorvik-Selawik	95.0	12.0
	4 Golovin-White Mountain	12.0	12.0
	5 Golovin-Moses Point	45.0	6.0
	6 Deering-Candle-Kiwalik	25.0	12.0
	7 St. Michael	5.0	5.0
	8 Teller-Cape Douglas	21.0	12.0
	9 Teller-Igloo Creek	22.0	6.0
	10 Teller-Mission	6.0	6.0
	11 Teller-Lagoon Channel	3.0	3.0
	12 Teller-Mary's Igloo	<u>43.0</u>	<u>43.0</u>
		445.0	220.0

BUREAU OF PUBLIC ROADS
 REGION TEN
 HIGHWAY SYSTEM MILEAGE

PART IV - RECONCILIATION

	<u>1956 Mileage</u>	<u>Additions, Deletions, Corrections</u>	<u>1957 Mileage</u>
Through Roads	998.5	+ 297.5	1296.0
Feeder Roads	1234.6	- 6.6	1228.0
Local Roads:			
Connected	761.3	+ 101.1	862.4
From Isolated Through and Feeders	246.6	+ 51.0	297.6
Isolated	<u>353.4</u>	+ <u>2.1</u>	<u>355.5</u>
Total Local Roads	1361.3	+ 154.2	1515.5
TOTAL ROADS	3594.4	445.1	4039.5
TRAILS	<u>445.0</u>	<u>-</u>	<u>445.0</u>
TOTAL ROADS AND TRAILS	4039.4	445.1	4484.5

ADDITIONS, DELETIONS, AND CORRECTIONS

THROUGH ROADS

<u>No.</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
315	Boniface Road	3.0		Reclassified from Local, 310.18
410	Seward-Anchorage Highway	89.5		BPR mileage
413	Fireweed Lane	2.3		Reclass. from Local, 410.11
510	Sterling Highway	18.2		BPR mileage
632	Fairbanks-Nenana	6.7		Renamed, includes former Steese-University, 3.8 and University-Ester, No. 633,
810	Denali Highway (Anchorage)	82.0		Reclass. from Feeder, 811
820	Denali Highway (Valdez)	56.0		Reclass. from Feeder, 821
050	Glacier Highway	17.3		BPR mileage
051	Douglas Highway	1.9		BPR mileage
052	Tongass Highway	<u>20.6</u>		BPR mileage
		297.5		

FEEDER ROADS

<u>No.</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
122	Copper River Highway	39.0		BPR mileage
313	Palmer-Wasilla-Willow	0.6		New construction
414	Hope Highway	17.3		BPR mileage
415	Crow Creek Highway	8.0		BPR mileage
416	Seward Airport Road	1.4		BPR mileage
417	Resurrection Bay Road	2.6		BPR mileage
633	University-Ester		6.7	Renamed Fairbanks-Nenana, reclass. to Through, 632
633	Fairbanks-Nenana	5.0		New construction
731	Elliott Highway	7.8		New construction
811	Denali Highway (Anchorage)		82.0	Reclass. to Through, 810

<u>No.</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
821	Denali Highway (Valdez)	14.1		New construction
821	Denali Highway (Valdez)		56.0	Reclass. to Through; 820
042	Nome-Kougarok	15.2		New construction
043	Seward Peninsula R.R.		41.0	Reclass. to Inactive
053	Glacier Highway	18.1		BPR mileage
054	Mendenhall Loop Road	8.2		BPR mileage
055	North Douglas Road	9.2		BPR mileage
056	Wards Lake Road	3.5		BPR mileage
057	Sitka Highway	2.6		BPR mileage
058	Mitkof Highway	16.0		BPR mileage
059	Wrangell Highway	<u>10.5</u>	<u> </u>	BPR mileage
		179.1	185.7	

LOCAL ROADS - CONNECTED

<u>No.</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
120.13	Valdez Glacier Road	3.4		
122.11	Eyak Lake Highway	10.4		BPR mileage
122.12	Eccles Ramp Road	0.1		BPR mileage
122.2	Eyak River Landing	0.1		BPR mileage
122.3	Sheridan Road	3.1		BPR mileage
130.23	Greiman Road	0.4		New construction
130.28	Bradway-Badger	1.0		New construction
130.29	Rozak Road	0.4		New construction
130.32	Johnson Road		0.9	Combined with 130.33 and re-named Little Salcha Road
130.32	Little Salcha Road	1.4		Rts. 130.32, 0.9 and 130.33, 0.5, combined and renamed
130.33	Canaday Road		0.5	Combined with 130.32 and re-named Little Salcha Road

No.	Name	Plus	Minus	Remarks
130.34	Laurance-Moose Dike	1.6		New construction
130.41	Lake Harding Road	0.7		New construction
130.52	Shaw Creek Road	0.2		New construction
132.14	Davis Road	0.7		New construction
132.16	Van Horn Road	1.6		Richardson-Peger, 132.18 included in 132.16
132.18	Richardson-Peger	0.1		New construction
132.18	Richardson-Peger		1.6	Incorporated into 132.16
132.19	Pikes Landing Road	1.0		New construction
230.12	Tanacross Village Road	3.0		New construction
230.21	Remington Road	8.1		New construction
230.22	Buffalo Center Road	1.0		New construction
310.18	Boniface Road		3.0	Reclass. to Through, 315
310.21	Eagle River Road	1.0		New construction
310.22	Birchwood Road	1.0		New construction
310.211	Sherrod Road		0.6	Incorp. in Palmer City Limit
310.214	Eagle River Loop	0.7		New construction
312.14	Fosdick Road		1.2	Deleted - Location unknown
314.13	Campbell Road	0.3		Adjusted mileage
314.32	Schrock Road	2.3		New construction
134.35	Wasilla-Aviation Field		0.6	Adjusted mileage-Relocation
314.312	North Shore Drive	1.6		New construction
314.313	Lucille Lake Spur	0.7		Relocation of Rt. 134.35
410.115	DeArmoun Road	2.0		New construction
410.118	Hillside Road	1.0		New construction
410.21	Primrose Spur	0.7		BPR mileage
410.22	Ptarmigan Creek Campground	0.2		BPR mileage

No.	Name	Plus	Minus	Remarks
410.23	Lawing Ranger Station	0.1		BPR mileage
410.24	Moose Pass Station	0.2		BPR mileage
410.25	Gabe's Road	0.6		BPR mileage
410.26	Seward Airport Road	0.6		BPR mileage
410.27	Jesse Lee Home Area	1.2		BPR mileage
410.28	Sanitorium Roads	3.2		BPR mileage
410.29	Old Cemetery Road	0.6		BPR mileage
410.31	Granite Creek Spur	1.5		BPR mileage
410.32	Portage Glacier Road	7.8		BPR mileage
410.33	BaraBara Bar Road	0.3		BPR mileage
410.34	Bear Lake Road	1.1		BPR mileage
414.11	Palmer Creek Road	11.9		BPR mileage
414.12	Resurrection Creek Road	3.0		BPR mileage
414.13	Hope Town Road	0.8		BPR mileage
510.11	Cooper Creek Campground	0.7		BPR mileage
510.12	Russian River Road	0.3		BPR mileage
510.13	Kenai River Road	0.1		BPR mileage
510.14	Crescent Creek Campground	0.4		BPR mileage
510.15	Bear Creek Spur	1.1		BPR mileage
510.16	Snug Harbor Road	1.3		BPR mileage
510.17	West Quartz Creek Road	1.1		BPR mileage
510.18	East Quartz Creek Road	1.2		BPR mileage
510.19	Quartz Creek Road	2.8		BPR mileage
511.11	Skilak Lake Road		1.9	Adjusted mileage
511.13	South Kasilof Road		7.0	Renamed Cohoe Rd., 511.13
511.13	Cohoe Road	7.0		Old South Kasilof Road

No.	Name	Plus	Minus	Remarks
511.13	Cohoe Road	3.2		New construction
511.17	North Anchor River Road		0.4	Adjusted mileage - "North" added to name
511.110	Robinson Loop Road			Name changed from Moose River Road
511.113	Scout Lake Road	1.7		New construction
511.115	Clam Gulch Road	0.9		New construction
511.2	Homer Locals	1.9		0.9 new construction on Homer Airport By-Pass - 1.0 adjusted mileage
- 512.12	East Kenai Roads		0.6	Consolidated into Rt. 512.13 Beaver Loop Road
512.13	Beaver Loop Road	0.6		Trans. from Rt. 512.12
512.14	Home Site Loop Road			Name changed from Army Tract Road
512.15	Beach Road		0.3	Reclass. to Inactive
512.18	Bernice Lake Road	0.9		Adjusted mileage
512.19	Island Lake Road	0.1		Adjusted mileage, 2.2 - new construction 1.3
512.110	Kenai Village Road	2.0		New construction
631.12	Isabella Creek Road	0.2		New construction
631.13	Crossman-Fideler Road	0.8		Adjusted mileage
631.15	Yankovich Road	0.7		631.17, 0.7 miles, incorp. into 631.15
631.17	Country Club Extension		0.7	Incorp. into 631.15
631.18	Lawlor Road	0.2		New construction
631.21	Steele Creek Branch	0.4		New construction-Marantha Road
631.22	Chena Hot Springs Road	3.1		New construction
633.16	Sheep Creek Road	1.0		New construction
633.17	Chena Ridge Road	3.0		New construction
950.12	Haines-Lutak Road	<u>1.0</u>	<u> </u>	New construction
		120.4	19.3	

LOCAL ROADS - FROM ISOLATED THROUGH AND FEEDER ROADS

<u>No.</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
013.1	Dillingham-Aleknagik	7.0		New construction
042.1	Depot Spur	1.0		New construction
051.1	Cedar Park Spur	0.3		BPR mileage
052.1	Totem Road (Saxman Loop)	0.3		BPR mileage
052.12	Cemetery Road	0.2		BPR mileage
052.13	Roosevelt Drive	1.4		Reclass. from Isolated Loca.
052.14	Wood Road	0.5		Reclass. from Isolated Loca.
052.15	Power House Spur	0.3		Reclass. from Isolated Loca.
052.21	Carlanna Lake Road	1.5		BPR mileage
052.22	Shoreline Drive	0.9		Reclass. from Isolated Local
052.23	Erickson Way	0.1		BPR mileage
052.31	Brusick Spur	0.3		Reclass. from Isolated Local
052.32	Mud Bay Loop	0.9		" " " "
052.33	Meyer's Spur	0.2		" " " "
052.34	D-1 and D-2 Road	1.5		" " " "
052.35	Totem Bight Road	0.2		" " " "
052.36	Pond Reef Road	1.2		" " " "
052.37	South Point Higgins Road	2.4		" " " "
052.38	North Point Higgins Road	1.3		" " " "
052.39	Knudson Cove Road	0.2		" " " "
053.11	Basin Road	0.5		" " " "
053.12	Sunny Point Road	0.4		BPR mileage
053.21	Mendenhall Peninsula Road	2.6		Reclass. from Isolated Local
053.22	Parson's Spur	0.2		BPR mileage
053.23	Auk Lake Road	0.7		Reclass. from Isolated Local

No.	Name	Plus	Minus	Remarks	$\frac{1}{2}$
053.24	Auk Bay Float Road	0.2		BPR mileage	
053.25	Simpson Spur	0.2		Reclass. from Isolated Local	
053.26	Indian Point Road	0.4		" " " "	
053.31	Leiver's Point Road	0.3		" " " "	
053.32	Pt. Louisa Road	0.1		" " " "	
053.33	Refuse Dump Road	0.1		" " " "	
053.34	Pt. Lena Loop	2.0		" " " "	
053.35	Lena Cove Road	0.2		" " " "	
053.36	Pt. Stevens Road	0.6		" " " "	
053.37	Tee Harbor Road	0.3		" " " "	
053.38	Tee Harbor Ferry Road	0.1		BPR mileage	
053.41	Shrine Spur	0.1		" "	
053.42	Herbert River Road	0.8		" "	
054.11	Nugget Creek Road	0.8		" "	
054.12	Dredge Lake Road	0.7		" "	
054.13	Mendenhall Glacier Road	1.0		" "	
054.14	Montana Creek Road	2.8		" "	
054.15	Spruce Road	0.2		" ""	
057.11	Sitka Highway	8.0		" "	
057.12	National Monument Road	0.2		" "	
057.13	Harbor Point Road	2.6		" "	
058.11	Sandy Beach Road	2.2		Reclass. from Isolated Local	
058.12	Twin Creek Spur	0.2		" " " "	
058.13	Falls Creek Road	0.1		" " " "	
058.13	Papke's Landing Road	0.2		" " " "	
058.13	Papke's Landing Road	0.5		BPR mileage	

51.0

Revised 1-1-57

LOCAL ROADS - ISOLATED

<u>No.</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
010.43	Bethel City Roads	0.5		New construction
110.9	Afognak Road	4.5		BPR mileage
050.12	Skagway-Carcross	0.5		New construction
050.31	Salmon River Highway	12.1		BPR mileage
050.32	Texas Creek Highway	3.5		BPR mileage
050.4	Point Agassiz Road	3.0		BPR mileage
050.31	Basin		0.5	Reclass. to Local from isolated through or feeder
050.32	Auk Lake Road		0.7	" " "
050.33	Mendenhall Peninsula Road		2.6	" " "
050.34	Simpson Spur		0.2	" " "
050.35	Indian Point Road		0.4	" " "
050.36	Leiver's Point Road		0.3	" " "
050.37	Pt. Louisa Road		0.1	" " "
050.38	Refuse Dump Road		0.1	" " "
050.39	Pt. Lena Loop		2.0	" " "
050.310	Lena Cove Road		0.2	" " "
050.311	Pt. Stevens Road		0.6	" " "
050.312	Tee Harbor Road		0.3	" " "
050.41	Roosevelt Drive		1.4	" " "
050.42	Wood Road		0.5	" " "
050.43	Power House Spur		0.3	" " "
050.44	Shoreline Drive		0.9	" " "
050.45	Brusick Spur		0.3	" " "
050.46	Mud Bay Loop		0.9	" " "
050.47	Meyer's Spur		0.2	" " "

LOCAL ROADS - ISOLATED

No.	Name	Plus	Minus	Remarks
050.48	D-1 - D-2 Road		1.5	Reclass. to Local from isolated through or feeder
050.49	Pond Reef Road		1.2	" " "
050.410	South Pt. Higgins Road		2.4	" " "
050.411	North Pt. Higgins Road		1.3	" " "
050.412	Knudson Cove Road		0.2	" " "
050.413	Totem Bight Spur		0.2	" " "
050.51	Sandy Beach Road		2.2	" " "
050.52	Falls Creek Spur		0.2	" " "
050.53	Papke's Landing Road.		0.2	" " "
050.54	Twin Creek Spur		<u>0.1</u>	" " "
		24.1	22.0	



UNITED STATES
 DEPARTMENT OF THE INTERIOR
 BUREAU OF LAND MANAGEMENT
 Office of the Secretary
 Washington 25, D.C.

Mr. Eng. WSN
 R.D.S.
 A. D. [Signature]

March 24, 1949

MEMORANDUM

To: Director, Bureau of Land Management
 Director, National Park Service
 Director, Territories and Island Possessions
 Acting Commissioner, Bureau of Indian Affairs
 Director, Alaska Field Staff

From: Assistant Secretary Warne

Subject: Alaska Road Right-of-way Problems.

Pursuant to a discussion in my office Monday afternoon, March 7, on the above subject, attended by Messrs. Clawson, Coote, Flame, Provinse, Brown, Hirth, Demaray, Price, Kadow and myself, the following conclusions were reached.

1. The Alaska Road Commission will be responsible for the administration and care of all roads, up to 150-feet from center line.
2. Road right-of-ways in excess of 150-feet from the center line will be administered by the Bureau of Land Management on the basis of special use permits.
3. There are to be no special use permits granted on any highway that does not have a right-of-way in excess of 300 feet.
4. It is agreed that the Tok and Haines Highways will be reduced from their present width to 300 feet.
5. The Alaska Highway will be maintained at 600-feet through the Tetland (sic) Indian Reservation. Mr. Kadow will work with the proper officials in the Indian Service and the Bureau of Land Management to effect a complete title transfer of right-of-way to the Alaska Road Commission. It is understood that Indians of the Tetland (sic) Reservation will be given prior consideration regarding special use permits along the Alaska Highway in the Reservation.
6. The Bureau of Land Management shall draw up immediately and make available in printed form the detailed regulations governing special permits along the highway.

24/226- [unclear]



2

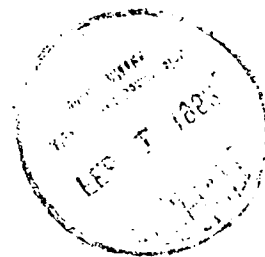
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7. Alaska Road Commission in cooperation with the Bureau of Land Management, Park Service, and Territorial Highway officials will draw up immediately and make available in printed form the rules and regulations concerning billboards and other road right-of-way use considerations.

8. The boundaries of the Tetland (sic) Indian Reservation will be reviewed by the Bureau of Land Management, Indian Service, and Mr. Price, Mr. Flakne, and Mr. Kadow as soon as possible. Recommendations for further consideration will be made by them.

The above conclusions should be regarded as departmental policy and, consequently, the agencies involved should notify their field organizations and take any other steps that are necessary to bring about proper and immediate action.

(sgd) William E. Larne



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

January 3, 1955

A.R.C. ORDER NO. 40, REVISED

SUBJECT: Highway Numbering System and Mileages

Attached is a revised tabulation of the Highway System, compiled from data submitted by the District offices showing route numbers and names, total mileages and winter maintenance mileages as of November 1, 1954.

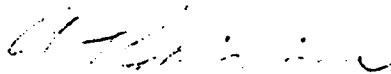
It is requested that this revision be reviewed by the Districts, and any errors or omissions reported to the Headquarters office on a marked copy of the revision not later than February 15, 1955.

Your attention is invited to the fact that this revision reflects the status of the Highway System as of November 1, 1954. Any changes occurring between November 1, 1954, and November 30, 1955, shall be reported to Headquarters on a marked copy of this revision not later than December 31, 1955.

This revision is compiled in four parts:

- Part I - An Outline of the Numbering System
- Part II - Active Routes - Total and Winter Mileage
- Part III - Reconciliation of prior and current Route Numbers
- Part IV - Reconciliation of 1954 and 1955 ARC Order 40

ARC Order 40, Revised, dated March 30, 1954, is hereby revoked in its entirety and should be replaced in all reference books by this revision.


A. F. Ghiglione
Commissioner of Roads
for Alaska

Distribution: E
Anchorage 50
Valdez 50
Fairbanks 50
Haines 15
Nome 10
Division and Branch Chiefs - 1 each

Interior - ARC - Juneau

PART I - PURPOSE

The purposes of this Order are:

A. To set forth the system of numbering individual roads, groups of roads and primary systems.

B. To provide a complete tabulation of all roads under the jurisdiction of the Alaska Road Commission by number, name, total mileage and winter mileage.

A. Numbering System

Each Through and Feeder road number will consist of three digits; each local road will consist of three digits, a decimal point and one or more digits to the right of the decimal. The numbering system is designed to:

1. Identify each road to a primary highway system.
2. Indicate the District in which each road is located.
3. Identify each road as to type; i.e., Through Road, Connected Feeder Road, Isolated Feeder Road, Local Road from Connected Feeder, Local Road from Isolated Feeder or Isolated Local Road.

1. Following are the primary highway systems:

- Route 1 - Richardson Highway System
- Route 2 - Alaska Highway System
- Route 3 - Glenn Highway System (including the Tok Cutoff and Taylor Highway Systems)
- Route 4 - Seward-Anchorage Highway System
- Route 5 - Sterling Highway System
- Route 6 - Steese Highway System
- Route 7 - Elliott Highway System (including extension to Manley Hot Springs)
- Route 8 - Denali Highway System (including extension to Kantishna)
- Route 9 - Haines Highway System (including S.E. Alaska roads)
- Route 0 - Isolated Roads

All roads under the jurisdiction of the Alaska Road Commission are classified to one of the above primary highway systems; the system number being the first digit in the route number.

2. Numerical Designation of Districts:

The following numerical designation of Districts is prescribed:

Anchorage District - No. 1
Valdez District - No. 2
Fairbanks District - No. 3
Nome District - No. 4
Haines Sub-District - No. 5

The above District number is the second digit of the route number.

3. Numerical Classification of Roads:

a. Through and Feeder Roads

All Through and Feeder route numbers consist of three digits. The third digit classifies the road as to construction standard. A zero identifies the road as the primary highway of the system, constructed to Through Road standards. A numeral identifies the road as a Feeder Road from the primary highway, or as the primary highway constructed to Feeder Road standards.

b. Local Roads

All local road numbers consist of the three primary digits detailed above, a decimal point and one or more digits to the right of the decimal to identify the individual road.

EXAMPLE:

Route number 120 indicates:

1 - Richardson Highway System
2 - Valdez District
0 - Primary highway of the Richardson Highway system (the Richardson Highway proper) constructed to Through Road standards.

Route number 121 indicates:

1 - Richardson Highway System
2 - Valdez District
1 - The first numbered feeder road to the Richardson Highway (Edgerton Cutoff)

Route number 121.1 indicates:

- 1 - Richardson Highway System
- 2 - Valdez District
- 1 - Edgerton Cutoff
- .1 - A Local Road (or group of local roads) connected to the Richardson Highway via the Edgerton Cutoff

Should there be more than one local road in a local system, an additional digit to the right of the decimal identifies the individual road.

ALASKA ROAD COMMISSION
HIGHWAY SYSTEM MILEAGE

	<u>Length</u>		<u>Winter Maintenance</u>	
	<u>1954</u>	<u>1955</u>	<u>1954</u>	<u>1955</u>
Through Roads	969.1	972.3	969.1	972.3
Feeder Roads	1213.9	1244.7	306.3	307.4
Local Roads:				
From Main Feeders	709.4	739.7	437.7	513.4
From Isolated Feeders	237.1	237.2	50.4	51.0
Isolated	<u>332.9</u>	<u>349.6</u>	<u>76.3</u>	<u>81.9</u>
Total Local Roads	1279.4	1326.5	564.4	646.3
TOTAL ALL ROADS	3482.4	3543.5	1859.8	1926.0
TRAILS	<u>248.0</u>	<u>248.0</u>	<u>248.0</u>	<u>248.0</u>
TOTAL ROADS AND TRAILS	3730.4	3791.5	2107.8	2174.0

HIGHWAY SYSTEM MILEAGE
BY DISTRICT

District	Through	Feeder	Local			Total Roads	Trails	Total Roads and Trails
			From Main Feeder	From Isolated Feeder	Isolated			
Anchorage	166.6	449.9	377.3	93.7	145.8	1233.3	81.0	1314.3
Valdez	389.5	126.5	33.0		30.5	579.5		579.5
Fairbanks	375.5	495.4	285.3		56.0	1212.2	40.0	1252.2
Nome		172.9		143.5	69.8	386.2	127.0	513.2
Haines	<u>40.7</u>	<u> </u>	<u>44.1</u>	<u> </u>	<u>47.5</u>	<u>132.3</u>	<u> </u>	<u>132.3</u>
TOTAL	972.3	1244.7	739.7	237.2	349.6	3543.5	248.0	3791.5

WINTER MAINTENANCE MILEAGE
BY DISTRICT

District	Through	Feeder	Local			Total Roads	Trails	Total Roads and Trails
			From Main Feeder	From Isolated Feeder	Isolated			
Anchorage	166.6	205.6	356.9	47.8	33.5	810.4	81.0	891.4
Valdez	389.5	39.0	10.8			439.3		439.3
Fairbanks	375.5	61.8	120.6			557.9	40.0	597.9
Nome		1.0		3.2	6.3	10.5	127.0	137.5
Haines	<u>40.7</u>	<u> </u>	<u>25.1</u>	<u> </u>	<u>42.1</u>	<u>107.9</u>	<u> </u>	<u>107.9</u>
TOTAL	972.3	307.4	513.4	51.0	81.9	1926.0	248.0	2174.0

PART II - ACTIVE ROUTES
THROUGH ROADS

<u>Route No.</u>	<u>Name</u>	<u>Length</u>	<u>Winter Maintenance</u>
120	Richardson Highway (Valdez District)	227.3	227.3
130	Richardson Highway (Fairbanks District)	134.9	134.9
132	Fairbanks-International Airport	1.0	1.0
230	Alaska Highway	200.6	200.6
310	Glenn Highway (Anchorage District)	114.7	114.7
310A	Glenn Highway Alternate	7.5	7.5
311	Anchorage 4th Avenue Post Road	1.0	1.0
320	Glenn Highway (Valdez District)	162.2	162.2
330	Glenn Highway (Fairbanks District)	33.4	33.4
410	Seward-Anchorage Highway	36.9	36.9
411	Anchorage-Spenard	3.5	3.5
412	Anchorage-International Airport	3.0	3.0
630	Steese Highway (Fairbanks-North Camp)	1.8	1.8
632	Steese Highway-University	3.8	3.8
950	Haines-Boundary and Spur to Haines	40.7	40.7

FEEDER ROADS

Route No.	Name	Length	Winter Maintenance
121	Edgerton Cutoff, Willow-Chitina	39.0	39.0
122	Copper River Highway	-	-
231	Northway Junction - Airfield	6.8	6.8
312	Palmer-Matanuska-Wasilla	13.9	13.9
313	Palmer-Wasilla	12.0	12.0
314	Glenn-Fishhook-Knik	33.6	33.6
315	Government Hill Road	0.7	0.7
321	Slana-Mebesna	45.6	-
331	Taylor Highway	161.0	-
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 District)	90.5	-
812 *	McKinley Park Primary Roads	93.6	-
813	North Park Boundary-Kantishna	4.5	-
821	Denali Highway (Valdez District)	41.9	-
011	Sterling Landing-Ophir	47.0	-
012	Iditarod-Flat	8.7	-
013	Dillingham-Wood River-Kanakanak	14.7	14.7
014	Abbert Road	0.8	0.8
031	Ruby-Long-Poorman	56.5	-
041	Nome-Council	77.1	-
042	Nome-Kougarok	15.6	1.0
043	Seward Peninsula R.R.	80.2	-

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

LOCAL ROADS - FROM MAIN FEEDERS

Route No.	Name	Length	Winter Maintenance
120.1	1 Valdez-Mineral Creek	10.7	-
	2 Valdez Airport Road	1.1	1.1
120.2	Robe Lake Branch	0.5	0.5
120.3	Tazlina Road	1.2	1.2
120.4	Worthington Glacier Road	0.5	-
121.1	Chitina-Native School	1.0	1.0
121.2	Chitina-Chitina River	1.0	-
130.1	Cushman Street Extension	1.9	1.9
130.2	1 Badger Farm Loop Road	12.1	12.1
	2 Dennis Road	0.6	0.6
	3 Greiman Road (Woll Road)	1.0	1.0
	4 Peede Road	4.0	4.0
	5 Nordale-Tonseth-Freeman Road	3.6	3.6
	6 Thirty Mile Slough Road	2.2	2.2
	7 Keeling Road	0.4	0.4
	8 Bradway-Eadger	1.2	1.2
130.3	1 Old Richardson Highway	14.5	7.0
	2 Johnson Road	0.9	0.9
	3 Canaday Road	0.4	0.4
130.4	1 Lake Harding Branch	3.9	3.9
	2 Birch Lake Branch	1.7	-
130.5	1 Richardson Highway-Democrat Cr.	4.0	-
	2 Shaw Creek Road	1.8	1.8
130.6	Big Delta Firing Range (Meadows Rd.)	17.1 *	17.1 *
132.1	1 Alston Road	0.5	0.5
	2 Bjeermark Road	0.7	0.7
	3 Becker-Dale-Conn Road	2.7	2.7
	4 Devis Road	1.0	1.0
	5 Peger Road	2.6	2.6
	6 Van Horn Road	0.5	0.5
	7 Moore-Cartwright Road	2.0	2.0
230.1	Tanacross Road	1.9	1.9
310.1	2 Lake Otis Road	4.2	4.2
	3 Abbott Road	3.8	3.8
	4 DeBarr Road	2.0	2.0
	6 Baxter Road	0.8	0.8
	7 Dowling Road	1.0	1.0
	8 Boniface Road	2.0	2.0
	9 Spruce Road	1.3	1.3
	10 Lore Road	0.3	0.3
	11 Alder Road	0.3	0.3
	12 South Boundary Road	1.5	1.5
310.2	1 Fagle River Road	3.3	3.3
	2 Birchwood Road	4.8	4.8
	3 Eklutna Lake Road	10.0	10.0

* Maintained for other agencies. Included in ARC total mileage

LOCAL ROADS - FROM MAIN FEEDERS (CONT.)

Route No.	Name	Length	Winter Maintenance	
310.2	4 Plumly Road	1.5	1.5	
	5 Ekiutna School Road	1.8	1.8	
	6 C.A.A. Road	0.3	0.3	
	7 Bodenbug Loop	6.2	6.2	
	8 Clark Road	3.0	3.0	
	9 Huntley Road	1.5	1.5	
	10 Wolverine Road	1.5	1.5	
	11 Sherrod Road	0.6	0.6	
	12 Fire Lake Fish Hatchery Road	-	-	
	310.3	1 Farm Loop Road	2.8	2.8
		2 Lossing Road	0.5	0.5
		3 Scott Road	1.7	1.7
4 Marsh Road		0.3	0.3	
5 Archie Road		0.2	0.2	
6 Rue Road		0.3	0.3	
7 Buffalo Mine Road		5.4	5.4	
8 Buffalo R.R. Spur		0.3	0.3	
9 Chickaloon Branch Road		2.0	2.0	
10 Jonesville Branch Road		2.4	2.4	
11 Mile 58 Road		1.2	1.2	
12 Hitchcock Road		0.5	0.5	
13 Collier Road		0.2	0.2	
312.1	1 Springer System	10.4	10.4	
	2 McLeod Road	2.5	2.5	
	3 Schible Road	0.1	0.1	
	4 Herman Road	0.2	0.2	
	5 Moore Road	0.3	0.3	
	6 Lynn Road	0.7	0.7	
	7 Matuska Trunk (to Finger Lake-Palmer Rd)	2.5	2.5	
	8 Jensen Road	0.2	0.2	
	9 Church Road	0.2	0.2	
	10 Grant's Road	1.0	1.0	
	11 Walton Road	0.5	0.5	
	12 Edlund Road	7.6	7.6	
	13 Davis Road	0.7	0.7	
	14 Fosdick Road	1.2	1.2	
	15 Anderson Road	0.4	0.4	
313.1	1 Hammer Road	0.3	0.3	
	2 Arns Road	0.2	0.2	
	3 Matuska Trunk (to Bogard)	1.1	1.1	
	4 Griffith Road	0.6	0.6	
	5 Hyer Road	1.0	1.0	
314.1	1 Werner Road	0.5	0.5	
	2 Moffat Road	0.5	0.5	
	3 Campbell Road	0.3	0.3	
	4 Matuska Trunk (Fishhook to Bogard)	2.2	2.2	
	5 Cunningham Road	0.3	0.3	
	6 Falk Road	1.0	1.0	

LOCAL ROADS - FROM MAIN FEEDERS (CONT.)

Route No.	Name	Length	Winter Maintenance
314.2	1 Fishhook Junction-Willow	44.6	-
	2 Gold Mint Road	4.2	-
	3 Archangel Road	5.5	-
	4 Reed Creek Road	1.3	-
	5 Gold Chord Creek Road	3.0	-
	6 Upper Willow Road	1.3	-
	7 Craigie Creek Road	2.2	-
	8 Grubstake Road	1.7	-
314.3	1 Lakeview Road and Branches	3.1	3.1
	2 Schreck Road	3.0	3.0
	3 Bogard Road	7.2	7.2
	4 Engstrom Road	1.6	1.6
	5 Wasilla-Aviation Field	0.8	0.8
	6 Pittman Road	16.7	16.7
	7 Hayfield Road	5.0	5.0
	8 Knik-Fish Creek-Goose Bay	6.9	6.9
	9 Cottonwood Road	3.4	3.4
	10 Philo Spees Road	0.5	0.5
	11 Big Lake Road	5.5	5.5
320.1	Mentasta Loop	17.0	7.0
331.1	Taylor Highway-Boundary	13.9	-
331.2	1 Eagle-Mission on Yukon River	3.3	-
	2 Eagle-7Q Mile	4.0	-
410.1	1 Fireweed Lane	2.3	2.3
	2 Blueberry Road	0.4	0.4
	3 Campbell Creek Road	2.3	2.3
	4 Campbell Station Branch	1.4	1.4
	5 Sand Lake Road	7.2	7.2
	6 Kincaid Road	1.5	1.5
	7 Raspberry Road	0.8	0.8
	8 Strawberry Road	1.1	1.1
	9 Klatts Road	3.0	3.0
	10 Johns Road	0.9	0.9
	11 O'Malley Road	4.0	4.0
	12 Huffman Road	3.0	3.0
	13 Birch Road	1.0	1.0
	14 Jewel Lake Road	1.5	1.5
	15 DeArmoun Road	1.3	1.3
	16 Rabbit Creek Road	1.7	1.7
	18 Hillside Road	1.0	1.0
	411.1	1 KENI Road	0.9	0.9
2 Sylvan Way		0.5	0.5
3 KFQD Road		1.8	1.8
4 Lois-Utah		0.7	0.7
5 McCrae Road		0.8	0.8
6 Spenard-Hood Lake Extension		1.0	1.0
7 KENI-KFQD Road		0.3	0.3

LOCAL ROADS - FROM MAIN FEEDERS (CONT.)

Route No.	Name	Length	Winter Maintenance
511.1	1 Skilak Lake Road	1.0	1.0
	2 Kasilof Road	7.0	7.0
	3 South Kasilof Road	7.0	7.0
	4 Webb Road	1.6	1.6
	5 Minilchik Road	0.3	0.3
	6 Anchor Point Road	1.4	1.4
	7 Anchor River Road	3.1	3.1
	8 Deep Creek Road	1.3	1.3
	9 Minilchik Airport Road	0.4	0.4
	10 Moose River Road	5.6	5.6
	11 Alcatraz Lake Road	1.9	1.9
	12 Hidden Lake Road	0.8	0.8
	13 Scout Lake Road	1.1	1.1
511.2	Homer Locals	47.1	47.1
512.1	1 North Kenai Roads	17.0	17.0
	2 East Kenai Roads	0.6	0.6
	3 Beaver Loop Road	4.3	4.3
	4 Army Tract Road	2.2	2.2
	5 Beach Road	0.3	0.3
	6 Miller's Loop Road	5.6	5.6
	7 Wick Spur Road	0.6	0.6
	8 Bernice Lake Road	1.3	1.3
630.1	1 Minnie Street-Third Street Branch	1.8	1.8
	3 Trainer Gate Road	0.8	0.8
	4 Phillips Field Road	2.7	2.7
631.1	1 Farmers Loop	9.0	9.0
	2 Isabelle Creek Road (McGrath Road)	3.1	3.1
	3 Crossman-Fideler	0.7	0.7
	4 Ballaine-Rickert	2.5	0.5
	5 Yankovich Road	2.1	2.1
	6 Grenac Road	1.2	1.2
	7 Country Club Extension	0.7	0.7
631.2	1 Steele Creek Branch	9.7	9.7
	2 Chena Hot Springs Road	3.8	3.8
631.3	1 Gilmore-Pearl Creek	8.8	-
	2 Fish Creek Road	8.7	-
	3 Fairbanks Creek Road	10.2	-
	4 Pedro Doma Road	2.8	-
	5 Little Eldorado Road	2.1	-
	6 Old Chatanika Road	2.0	2.0
631.4	1 United States Creek Road	11.0	-
	2 Sourdough Creek Road	4.8	-
	3 Faith Creek Road	1.5	-
	4 Eagle Creek Road	1.2	-
	5 Miller House-Harrison Cr.-Mastodon Cr.- Miller Creek	15.2	-
	6 Porcupine Creek	11.0	-

LOCAL ROADS - FROM MAIN FEEDERS (CONT.)

Route No.	Name	Length	Winter Maintenance
632.1	1 University Way	1.3	1.3
	2 Ceist Road	1.7	1.7
	3 University of Alaska Campus	2.1	0.5
633.1	1 Chena Pump Station	4.8	4.8
	2 Ester Dome Road	4.0	-
	3 St. Patrick's-Goldstream	3.8	-
	4 Ester-Beegler	3.2	-
	5 Ready Bullion Creek Road	2.5	-
	6 O'Connor Creek Road	0.9	0.9
	7 Chena Ridge Road	2.0	2.0
634.1	1 Deadwood Creek Road	3.4	-
	2 Portage Creek Road	2.2	-
	3 Ketchum Creek	2.8	-
731.1	1 Livengood-Brooks	7.4	-
	2 Wilbur Creek Road	1.5	-
	3 Amy Creek Road	0.6	-
732.1	Manley Hot Springs-Tofty	18.0	-
811.1	Cantwell Depot-Cantwell Siding	2.00	2.0
812.1 **	McKinley Park Secondary Roads	1.2	-
950.1	1 Allen-Comstock Road	0.7	0.7
	2 Haines-Lutak Road	9.3	9.3
	3 Young Road	0.5	0.5
	4 Haines-Mud Bay	10.0	10.0
	5 Port Chilkoot Small Tracts Road	1.9	-
950.2	1 Klukwan Road	2.6	1.0
	2 Porcupine Extension	11.0	-
	3 Porcupine Crossing	0.8	-
	4 Mosquito Lake Road	4.7	1.0
	5 Muncaster Road	0.5	0.5
	6 Mackenzie Road	0.5	0.5
	7 Haines-Jones Point	1.0	1.0
	8 Piedad Road	0.6	-

** Constructed and maintained by National Park Service funds.
Included in ARC total mileage.

LOCAL ROADS - FROM ISOLATED FEEDERS

Route No.	Name	Length	Winter Maintenance
011.1	1 Little Creek Road	3.0	-
	2 Takotna-Airfield Road	1.5	-
	3 Ganes Creek Road	14.4	-
012.1	1 Flat City-Flat Creek Road	5.7	-
	2 Flat Creek-Willow Creek Road	9.0	-
	3 Willow Creek-Chicken Creek Road	3.0	-
	4 Happy Creek Road	1.0	-
	5 Flat-Slate Creek Road	7.3	-
	6 Gold Horn Road	1.0	-
013.1	Dillingham-Aleknagik	-	-
014.1	1 Mill Bay Road	4.0	4.0
	5 Alaska Communication System Road	0.2	0.2
	7 Womens Bay-Chiniak Cape	27.0	27.0
	8 Kalsin Bay-Pasagshak Point	13.0	13.0
	9 Mission Road	3.1	3.1
	10 Island Lake Spur	0.5	0.5
	11 Kauluk Bridge	-	-
041.1	1 Council-Ophir Creek	12.0	-
	2 Casadapaga Road	20.0	-
	3 Shovel Creek Road	5.0	-
	4 Bug Hurray Road	3.0	-
042.1	1 Nome-Wireless	0.2	-
	2 Bessie-Snake River	20.8	-
	3 Snake River-Monument Creek	3.0	-
	4 Sunset Creek Road	12.0	-
	5 Osborne Road	10.2	-
	6 Buster Road	8.3	-
042.2	1 Spruce Creek Road	1.5	-
	2 Center Creek Road	3.2	3.2
	3 Little Creek Road	0.8	-
043.1	4 Submarine-Paystreak	3.0	-
	Bunker Hill-Kougarok	40.5	-

ISOLATED LOCAL ROAD SYSTEMS

Route No.	Name	Length	Winter Maintenance
010.1	1 Talkeetna-Cache Creek Road	23.5	-
	2 Peters Creek Road	17.2	-
010.2	1 Colorado-Bull River Road	17.0	17.0
	2 Suntrana-Nenana R.R. Crossing	4.0	-
010.3	Medfra-Nixon	12.0	-
010.4	1 Bethel-Airfield-ANS	3.0	-
	2 Hanger Lake (Nat. Guard Seaplane Base)	1.3	-
	3 Bethel City Road	2.0	-
010.5	1 Naknek Lake Road	1.0	1.0
	2 Naknek-Airbase	15.5	15.5
010.6	Kanatak-Becharof Lake	8.8	-
010.7	1 Iliamna Bay-Iliamna Lake	15.5	-
	2 Iliamna Lake-Newhalen River	13.0	-
010.8	1 Seldovia-McDonald Spit	1.8	-
	2 Red Mountain Road	10.2	-
	3 Seldovia-Jackalof Bay	-	-
020.1	1 McCarthy-Dan Creek	20.0	-
	2 McCarthy-Kennecott River	0.5	-
	3 Chititu Branch	6.5	-
	4 McCarthy-Kennecott	3.5	-
030.1	Coal Creek Road	7.0	-
030.2	Rampart-Little Minook Creek	4.5	-
030.3	Wiseman Locals:		
	1 Nolan Branch	5.5	-
	2 Wiseman-Hammond River	12.5	-
030.4	Ruby Airfield Road	1.2	-
030.5	Nulato Airfield Road	1.0	-
030.6	1 Nenana-Cemetery	2.5	-
	2 Ferry-Eva-Moose Creek	21.8	-
040.1	Candle Creek Road	14.0	-
040.2	Deering-Inrachuk	25.0	-
040.3	1 Teller-Eluestone	15.5	-
	2 Tin City-Goodwin	5.0	-
	3 Lost River-U.S. Tin	6.3	6.3
040.4	Marshall Road	4.0	-
040.5	Trails		248.0
050.1	1 Skagway-Dyca	7.6	7.6
	2 Skagway-Carcross	0.9	-
	3 Sawmill Extension	4.5	-
050.2	1 Annette Island Road	14.0	14.0
	2 S.E. Alaska Roads	20.5	20.5

PART III - RECONCILIATION

For purposes of maintaining adequate historical data on the transition from the route numbering system in effect prior to adoption of the current system on February 6, 1951, the following reconciliation is set forth:

<u>Current</u> <u>Route</u> <u>Number</u>	<u>Previous</u> <u>Route</u> <u>Number</u>	<u>Description</u>
<u>THROUGH ROADS</u>		
120	4BA, 4C, 4G	Richardson Highway (Valdez District)
130	4K	Richardson Highway (Fairbanks District)
131	(7V)	Ladd Field Spur
230	65L	Alaska Highway
310	75, 75L, 35.I, 96B	Glenn Highway (Anchorage District)
311	75M	Anchorage 4th Avenue Extension
320	4DB, 65A	Glenn Highway (including old Tok) (Valdez District)
330	65A	Glenn Highway (Little Tok-Tok Junction) (Fairbanks District)
410	75P, 75Q	Anchorage-Seward (Anchorage-Girdwood)
411	75A	Anchorage-Spenard
630	7G	Steese (Fairbanks-North Camp)
632	7D	Steese Highway-University
950	3AB	Haines-Boundary
<u>FEEDER ROADS</u>		
121	6A	Edgerton Cutoff, Willow-Chitina
231	65L	Northway Junction - Airfield
312	35LA, 35L, 35J	Glenn Highway-Community Center-Palmer- Matamuska-Wasilla Junction
313	35LA, 35H	Glenn North to Palmer-Finger Lake-Wasilla
314	35B, 35E, 35F	Glenn Highway-Fishhook Junction-Wasilla- Knik
321	65G	Slana-Nabesna
331	65M, 11A	Tetlin Junction-Eagle
511	55C	Sterling Highway, Forest Boundary-Homer
512	55C	Kenai Junction-Kenai
631	7G, 7I, 7A, 16, 15	Steese Highway-North Camp-Circle
633	7D	University-Ester
634	15A	Central-Circle Hot Springs-Portage Creek
731	7B, 7K	Elliott Highway, Fox-Manley Hot Springs
732	30	Manley Hot Springs Landing-Eureka (When Elliott Highway is extended to connect up this route can be made a spur from Eureka to the junction)

<u>Current Route Number</u>	<u>Previous Route Number</u>	<u>Description</u>
<u>FEEDER ROADS (CONT.)</u>		
811	76C	McKinley Park Station-Cantwell-Paxson's (Anchorage District)
812	46D	McKinley Park Station-North Park Boundary
813	46DA	North Park Boundary-Kantishna
821	76	Paxson's-Cantwell (Valdez District)
011	32G, 38D	Kuskokwim Landing-Ophir
012	32B	Iditarod-Flat
013	92R	Dillingham-Wood River
014	94	Abbott Road
031	38A, 38E	Ruby-Long-Poorman
041	8	Nome-Council
042	13A	Nome-Bessie
043	89A	Seward Peninsula R.R.

LOCAL ROADS

120.1	36	Valdez-Mineral Creek
120.2	4BA	Robe Lake Branch
121.1	6E	Chitina-Native School
121.2	57K	Chitina-Chitina River
130.1	7V	Cushman Street Extension
130.1	7V	West Fairbanks
130.2	7T	Badger Farm Roads
130.3	4K	Old Richardson Highway
130.4	4JA	Lake Harding Branch
130.5	4AA	Richardson Highway-Democrat
310.1	75M	Mountain View Loop
	75	Airport Heights
	75A	Lake Otis Road
	New	Muldoon Road
	New	Tudor Road
	New	DeBarr Road
	New	Portal Road
	New	Baxter Road
	New	Dowling Road
	New	Boniface Road
310.2	75LA	Eagle River Road
	75L	Birchwood Road
	75L	Elkutna Lake Road
	75LA	Plumly Road
	75LA	Elkutna School Road
	75LA	C.A.A. Road
	75LA	Bodenburg Loop

<u>Current Route Number</u>	<u>Previous Route Number</u>	<u>Description</u>
<u>LOCAL ROADS (CONT.)</u>		
310.2	75IA	Clark Road
	New	Hurtley Road
	New	Wolverine Road
	35IA	Sherrod Road
310.3	35B	Farm Loop Road
	35B	Lossing Road
	35I	Scott Road
	35I	Marsh Road
	35I	Archie Road
	35I	Rue Road
	35I	Collier Road
	35I	Buffalo Line Road
	35I	Buffalo R.R. Spur
	96B	Chickaloon Branch Road
	96B	Jonesville Branch Road
	96B	Mile 5G Road
	96B	Hitchcock Road
312.1	35IA	Community Center
	35C	Springer System
	35IA	McLeod Road
	35IA	Schible Road
	35IA	Herman Road
	35IA	Moore Road
	35K	Lynn Road
	35K	Matanuska Trunk (to Finger Lake-Palmer Rd)
	New	Jensen Road
	New	Church Road
	35Q	Grantran Road
	New	Walton Road
	35Q	Edlund Road
	New	Anderson Road
	35Q	Davis Road
	35H	Fosdick Road
313.1	35H	Hammer Road
	35H	Arnt Road
	35K	Matanuska Trunk (To Bogard)
	35K	Griffith Road
	35Q	Hyer Road
314.1	35T	Werner Road
	35B	Moffat Road
	35B	Campbell Road
	35K	Matanuska Trunk (To Bogard)
	35B	Cunningham Road
	35BA	Falk Road

<u>Current Route Number</u>	<u>Previous Route Number</u>	<u>Description</u>
<u>LOCAL ROADS (CONT.)</u>		
314.2	35B	Fishhook Junction-Fishhook
	35A	Archangel Road
	35D	Willow Creek Extension
	35DA	Gold Chord Road
	35DD	Upper Willow Road
	35Q	Gold Mint Road
	35Q	Reed Creek Road
	35DB	Lucky Shot-Willow Station (ARR)
	35DB	Grubstake Road
314.3	35EA	Lakeview Road and Branches
	35T	Schrock Road
	35R	Bogard Road
	35RA	Engstrom Road
	35X	Wasilla-Aviation Field
	35X	Pittman Road
	35X	Hayfield Road
	35F	Knik-Fish Creek
331.1	11M	Jack Wade-Boundary
331.2	11A	Eagle-Mission on Y.R.
	11E	Eagle-70 Mile
410.1	75	Fireweed Lane
	75	Blueberry Road
	75F	Campbell Creek Road
	75F	Campbell Station Branch
	75F	Sand Lake Road
	75F	Kincaid Road
	75	Raspberry Road
	75A	Strawberry Road
	75P	Wells Road
	75P	Klatts Road
	75P	Johns Road
	New	O'Malley Road
	New	Huffman Road
	New	Birch Road
411.1	75F	KENT Road
	75F	Sylvan Way
	75F	KFQD Road
	75A	Lois-Utah
	75A	McCrae Road
	75	Spenard-Hood Lake Extension
511.1	New	Skilak Lake Road
	98D	Kasilof Road
	55C	South Kasilof Road
	New	Webb Road

<u>Current Route Number</u>	<u>Previous Route Number</u>	<u>Description</u>
511.1	98BA	Ninilchik Road
	55C	Anchor Point Road
	New	Anchor River Road
511.2	98	Homer Locals
512.1	55C	North Kenai Roads
	New	East Kenai Road
630.1	7S	Graehl Branch
631.1	7N	Farmers Loop
	7NA	Isabelle Creek Road
	7NB	Ballaine-Rickert
	7NC	Crossman-Fideler
	7NC	Yankovich Road
	7NC	Grenac Road
631.2	7G	Steele Creek Branch
631.3	7IA	Gilmore-Pearl Creek
	7IA	Pedro Dome Road
	7C	Fairbanks Creek Road
	7CA	Fish Creek Road
	7H	Little Eldorado Road
	15E	Miller House-Harrison Creek-Mastodon Creek- Miller Creek
	15G	Porcupine Creek Road
631.4	16A	United States Creek Road
	16B	Eagle Creek
	16D	Sourdough Creek
	16E	Faith Creek
632.1	7DA	University of Alaska Campus
633.1	7DE	Chena Pump Station
	7DB	Ester Dome Road
	7DC	St. Patrick's-Goldstream
	7DD	Ester-Beegler
	7DE	Ready Bullion Creek Road
634.1	15B	Deadwood Creek
	15BA	Ketchum Creek
731.1	63B	Brooks-Livengood
	63BA	Amy Creek Road
	63BA	Wilbur Creek Road
732.1	30A	Manley Hot Springs-Tofty
811.1	76C	Cantwell Depot-Cantwell Siding
812.1	46D	Wonder Lake Branch
812.1	46D	Station and Hotel Roads
950.1	3C	Porcupine Extension
	3D	Haines-Mud Bay
	3E	Haines-Chillfoot
	3F	Haines-Jones Point
950.2	3AB	Young Road
	3AB	Flukwan Road

<u>Current Route Number</u>	<u>Previous Route Number</u>	<u>Description</u>
<u>LOCAL ROADS (CONT.)</u>		
011.1	38DA	Little Creek Road
	38G	Takotna-Airfield Road
	38H	Ganes Creek Road
012.1	33C	Flat City-Flat Creek Road
	33D	Flat Creek - Willow Creek Road
	33DA	Happy Creek Road
	33E	Willow Creek-Chicken Creek Road
	33F	Flat-Slate Creek Road
	33FA	Gold Horn Road
014.1	94	Mill Bay Road
	94	Community Garden Road
	94	Upper Cannery Road
	94	Mattson Road
	94	Alaska Communications System Road
041.1	8D	Council-Ophir Creek
	8H	Casa De Paga Road
	8J	Shovel Creek Road
042.1	25C	Nome-Wireless
	13B	Bessie-Snake River
	13BA	Snake River-Monument Creek
042.1	13C	Bessie-Sunset Creek
	13F	Nome-Osborne
	13K	Bessie-Buster
042.2	18J	Spruce Creek Road
	25D	Center Creek Road
	25DA	Little Creek Road
	25E	Submarine-Paystreak
043.1	89AB	Bunker Hill-Tougarok (includes Coffee Creek)
010.1	51	Talkeetna-Cache Creek Road
	51B	Peters Creek Road
010.2	93A	Colorado-Bull River Road
010.3	80F	Medfra-Nixon
010.4	92AA	Bethel-Airfield
	92AB	Bethel-National Guard Seaplane Base
010.5	92IA	Naknek Lake Road
010.6	95	Kanatak-Becharof Lake
010.7	48	Iliamna Bay-Iliamna Lake
	48A	Iliamna Lake-Newhalen River
010.8	99	Seldovia-McDonald Spit
	99A	Red Mountain Road
020.1	57	McCarthy-Dan Creek
	57C	McCarthy-Kennecott River
	57D	Chititu Branch
	57J	McCarthy-Kennecott

<u>Current Route Number</u>	<u>Previous Route Number</u>	<u>Description</u>
<u>LOCAL ROADS (CONT.)</u>		
030.1	87	Coal Creek Road
030.2	9	Rampart-Little Minook Creek
030.3	47	Wiseman Locals
	47B	Nolan Branch
	47C	Wiseman-Hammond River
030.4	36L	Ruby Airfield Road
030.5	17C	Nulato Airfield Road
030.6	46F	Nenana-Cemetery
	88	Ferry-Eva-Moose Creek
040.1	26	Candle Creek Road
040.2	27	Deering-Inmachuk
040.3	67B	Teller Bluestone Road
	67F	Tin City-Goodwin
040.4	73	Marshall Road
050.1	44D	Skagway-Dyea

PART IV - RECONCILIATION
OF 1954 and 1955 ARC ORDER 40

<u>No.</u>	<u>Route</u>	<u>Increase</u>	<u>Decrease</u>	<u>Explanation</u>
<u>THROUGH ROADS</u>				
120	Richardson Highway - Valdez		0.1	Corrected Mileage
130	Richardson Highway - Fairbanks		1.0	" "
130	Richardson Highway - Fairbanks		0.8	Incorporated into City of Fairbanks
131	Ladd Field Spur		0.4	" " "
132	Fairbanks International Airport		0.4	" " "
133	Noble Street Extension		0.1	" " "
230	Alaska Highway		4.3	Corrected Mileage
310	Glenn Highway - Anchorage		16.5	Incorporated into Fort Richardson reservation
310A	Glenn Highway Alternate	7.5		413 - Anch-Elmendorf Alt., reclassified from Feeder
311	Anchorage Post Road		0.8	Corrected Mileage
410	Seward-Anchorage Highway		0.3	" "
630	Steese Highway	0.4		630.12, Reclassified from Local
	Subtotal - Through Roads	7.9	24.7	
	Net Decrease		16.8	
<u>FEEDER ROADS</u>				
315	Government Hill Road	0.7		Transferred from A.R.R.
413	Anchorage-Elmendorf Alt.		7.5	Reclassified to 310A
811	Denali Highway (Anchorage)	21.0		New Mileage
821	Denali Highway (Valdez)	15.4		" "
014	Abbert Road		0.4	Corrected Mileage
042	Nome-Kougarok	1.6		New Mileage
	Subtotal - Feeder Roads	38.7	7.9	
	Net Increase	30.8		
<u>LOCAL ROADS FROM MAIN FEEDERS</u>				
120.4	Worthington Glacier Road	0.5		New Mileage
130.23	Greiman Road	0.3		" "
130.28	Bradway-Badger	1.2		" "
130.41	Lake Harding Branch	0.5		" "
130.12	Bjeermark Road		0.3	Incorporated into City of Fairbanks
310.11	Mountain View Loop		1.5	Incorporated into City of Anchorage

<u>No.</u>	<u>Route</u>	<u>Increase</u>	<u>Decrease</u>	<u>Explanation</u>
<u>LOCAL ROADS FROM MAIN FEEDERS (Cont.)</u>				
310.13	Abbott Road	0.9		New Mileage
310.15	Bragaw Road		1.3	Incorporated into City of Anchorage
310.112	South Boundary Road	1.5		New Mileage
310.21	Eagle River Road	1.0		" "
310.22	Birchwood Road	0.8		" "
310.212	Fire Lake Fish Hatchery Road			Route Number assigned - no mileage constructed
312.11	Springer System	0.6		Palmer Airport Road - New Mileage
314.36	Pittman Road	2.0		" "
314.511	Big Lake Road	5.5		" "
410.117	"C" Street Extension		0.5	Incorporated into City of Anchorage
410.118	Hillside Road	1.0		New Mileage
411.17	KENAI-KFQD Road	0.3		" "
511.17	Anchor River Road	1.1		New Mileage
511.112	Hudson Lake Road	0.8		" "
511.21	Homer Local Roads	4.7		Includes 511.22 - Olson Mountain Road - 4.7
511.22	Olson Mountain Road		4.7	Included in 511.21 - Homer Locals
511.113	Scout Lake Road	1.1		New Mileage
512.11	North Kenai Roads	2.1		" "
512.16	Miller's Loop Road	3.6		" "
512.17	Wick Spur Road	0.6		" "
512.18	Bernice Lake Road	1.3		" "
630.12	Graehl Branch		0.4	Reclassified to 630 - Steese Highway
633.16	O'Connor Creek Road	0.9		New Mileage
633.17	Chena Ridge Road	2.0		" "
950.12	Lutak Road	<u>4.7</u>		" "
	Subtotal Locals from Main Feeders	39.0	8.7	
	Net Increase	30.3		

LOCAL ROADS FROM ISOLATED FEEDERS

013.11	Dillingham-Alelmagik			Route Number assigned - no mileage constructed
014.12	Community Garden Road		2.0	Included in 014.19 - Mission Road
014.13	Upper Cannery Road		0.2	Incorporated into City of Kodiak
014.14	Mattson Road		0.2	" " "

<u>No.</u>	<u>Route</u>	<u>Increase</u>	<u>Decrease</u>	<u>Explanation</u>
<u>LOCAL ROADS FROM ISOLATED FEEDERS (Cont.)</u>				
014.14	Mattson Road		0.1	Included in 014.19 - Mission Road
014.16	Spruce Cape Road		1.0	Included in 014.19 - Mission Road
014.19	Mission Road	3.1		Regrouping of 014.12, 014.14 and 014.16
014.110	Island Lake Spur	0.5		New Mileage
042.17	Bourbon Creek Road		0.5	Reclassified to 042.2
042.22	Center Creek	0.5		042.17 added to this route
	Subtotal Locals from Isolated Feeders	4.1	4.0	
	Net Increase	0.1		

ISOLATED LOCAL ROADS

010.22	Suntrana-Menana Railroad	4.0		New Mileage
010.32	Nalnek-Airbase	2.2		Transferred from C.A.A.
010.33	Seldovia-Jackalof Bay			Not constructed
040.1	Candle Creek Road	6.7		Corrected Mileage
050.12	Skagway-Carcross	0.4		New Mileage
050.22	S.E. Alaska Roads	3.4		Transferred from BPR
	Subtotal Isolated Locals	16.7		
	Net Increase	16.7		
TOTAL ALL CHANGES		106.4	45.3	
NET INCREASE		61.1		

120.601
Aug. 10, 1949

[Public Land Order 8011]

ALASKA.

RESERVING PUBLIC LANDS FOR HIGHWAY PURPOSES

By virtue of the authority vested in the President and pursuant to Executive Order No. 9337 of April 24, 1943, it is ordered as follows:

Executive Order No. 9143 of April 23, 1942, reserving public lands for the use of the Alaska Road Commission in connection with the construction, operation, and maintenance of the Palmer-Richardson Highway (now known as the Glenn Highway), is hereby revoked.

Public Land Order No. 386 of July 31, 1947, is hereby revoked so far as it relates to the withdrawal, for highway purposes, of the following-described lands:

(a) A strip of land 600 feet wide, 300 feet on each side of the center line of the Alaska Highway (formerly the Canadian Alaskan Military Highway) as constructed from the Alaska-Yukon Territory boundary to its junction with the Richardson Highway near Big Delta, Alaska.

(b) A strip of land 600 feet wide, 300 feet on each side of the center line of the Gulikana-Sianna-Tok Road as constructed from Tok Junction at about Mile 1310 on the Alaska Highway to the junction with the Richardson Highway near Gulikana, Alaska.

Subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes, the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway, 150 feet on each side of the center line of all other through roads, 100 feet on each side of the center line of all feeder roads, and 50 feet on each side of the center line of all local roads, in accordance with the following classifications, are hereby withdrawn from all forms of appropriation under the public-land laws, including the mining and mineral-leasing laws, and reserved for highway purposes:

THROUGH ROADS

Alaska Highway, Richardson Highway, Glenn Highway, Haines Highway, Tok Cut-Off.

FEEDER ROADS

Keese Highway, Elliott Highway, McKinley Park Road, Anchorage-Potter-Indian Road, Edgerton Cut-Off, Tok Eagle Road, Ruby-Lang-Poorman Road, Nome-Solomon Road, Kenai Lake-Homer Road, Fairbanks-College Road, Anchorage-Lake Spenard Road, Circle Hot Springs Road.

LOCAL ROADS

All roads not classified above as Through Roads or Feeder Roads, established or maintained under the jurisdiction of the Secretary of the Interior.

With respect to the lands released by the revocations made by this order and not rewithdrawn by it, this order shall become effective at 10:00 a. m. on the 35th day after the date hereof. At that time, such released lands, all of which are unsurveyed, shall, subject to valid existing rights, be opened to settlement under the homestead laws and the homestead act of May 26, 1934, 43 Stat. 809 (43 U. S. C. 461), only, and to that form of appropriation only by qualified veterans of World War II and other qualified persons entitled to preference under the act of September 27, 1944, 58 Stat. 747, as amended (43 U. S. C. 279-284). Commencing at 10:00 a. m. on the 126th day after the date of this order, any of such lands not settled upon by veterans shall become subject to settlement and other forms of appropriation by the public generally in accordance with the appropriate laws and regulations.

OSCAR L. CHAPMAN,

Under Secretary of the Interior.

AUGUST 10, 1949.

[P. R. Doc. 49-6642; Filed, Aug. 16, 1949; 8:46 a. m.]

Public Land Order No. 757

11-2-51

TITLE 43 PUBLIC LANDS: INTERIOR

CHAPTER I - Bureau of Land Management, Department of the Interior

Appendix - - Public Land Orders

PUBLIC LAND ORDER 757

ALASKA

AMENDMENT OF PUBLIC LAND ORDER No. 601 OF AUGUST 10, 1949, RESERVING PUBLIC LANDS FOR HIGHWAY PURPOSES.

By virtue of the authority vested in the President and pursuant to Executive Order 9337 of April 24, 1943, it is ordered as follows:

The sixth paragraph of Public Land Order No. 601 of August 10, 1949 reserving public lands for highway purposes, commencing with the words "Subject to valid existing rights" is hereby amended to read as follows:

Subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes, the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway and within 150 feet on each side of the center line of the Richardson Highway, Glenn Highway, Haines Highway, the Seward-Anchorage Highway (exclusive of that part thereof within the boundaries of the Chugach National Forest) The Anchorage-Lake Spenard Highway and the Fairbanks-College Highway are hereby withdrawn from all forms of appropriation under the public land laws, including the mining and mineral-leasing laws, and reserved for highway purposes.

Easements having been established on the lands released by this order, such lands are not open to appropriation under the public-land laws except as a part of a legal subdivision, if surveyed, or an adjacent area, if unsurveyed, and subject to the pertinent easement.

Oscar L. Chapman
Secretary of the Interior

October 16, 1951

(F.R. Doc. 51-12674: Filed Oct. 10, 1951, 9:02 a.m.)

Secretary Order No. 2665

UNITED STATES
DEPARTMENT OF THE INTERIOR
Washington, D.C.

ORDER NO. 2665

October 16, 1951

SUBJECT: RIGHTS-OF-WAY FOR HIGHWAYS IN ALASKA

(Sec. 1. Purpose. (a) The purpose of this order is to (1) fix the width of all public highways in Alaska established or maintained under the jurisdiction of the Secretary of the Interior and (2) prescribe a uniform procedure for the establishment of rights-of-way or easements over or across the public lands of such highways. Authority for these actions is contained in Section 2 of the Act of June 30, 1932 (47 Stat. 446, 48 U.S.C. 321a).

Sec. 2. Width of Public Highways. (a) The width of the public highways in Alaska shall be as follows:

(1) For through roads:

The Alaska Highways shall extend 300 feet on each side of the center line thereof.

The Richardson Highway, Glenn Highway, Haines Highway, Seward-Anchorage Highway, Anchorage-Lake Spenard Highway and Fairbanks-College Highway shall extend 150 feet on each side of the center line thereof.

(2) For feeder roads.

Abbott Road (Kodiak Island), Edgerton Cutoff, Elliott Highway, Seward Peninsula Tram road, Steese Highway, Sterling Highway, Taylor Highway, Northway Junction to Airport Road, Palmer to Matanuska to Wasilla Junction Road, Palmer to Finger Lake to Wasilla Road, Glenn Highway Junction to Fishhook Junction to Wasilla to Knik Road, Slana to Nabesna Road, Kenai Junction to Kenai Road, University to Ester Road, Central to Circle Hot Springs to Portage Creek Road, Manley Hot Springs to Eureka Road, North Park Boundary to Kantishna Road, Paxson to McKinley Park Road, Sterling Landing to Ophir Road, Iditarod to Flat Road, Dillingham to Wood River Road, Ruby to Long to Poorman

(over)

Road, Nome to Council Road and Nome to Bessie Road shall each extend 100 feet on each side of the center line thereof.

(3) For local roads:

All public roads not classified as through roads or feeder roads shall extend 50 feet on each side of the center line thereof.

Sec. 3. Establishment of rights-of-way or easements.

(a) A reservation for highway purposes covering the lands embraced in the through roads mentioned in section 2 of this order was made by Public Land Order 601 of August 10, 1940, as amended by Public Land Order No. 757 of October 16, 1951. That order operated as a complete segregation of the land from all forms of appropriation under the public-land laws, including the mining and mineral leasing laws.

(b) A right-of-way or easement for highway purposes covering the lands embraced in the feeder roads and the local roads equal in extent to the width of such roads as established in section 2 of this order, is hereby established for such roads over and across the public lands.

(c) The reservation mentioned in paragraph (a) and the rights-of-way or easements mentioned in paragraph (b) will attach as to all new construction involving public roads in Alaska when the survey stakes have been set on the ground and notices have been posted at appropriate points along the route of the new construction specifying the type and width of the roads.

Sec. 4. Road maps to be filed in proper Land Office. Maps of all public roads in Alaska heretofore or hereafter constructed showing the location of the roads, together with appropriate plans and specifications, will be filed by the Alaska Road Commission in the proper Land Office at the earliest possible date for the information of the public.

/s/ Oscar L. Chapman
Secretary of the Interior

Amendment No. 1 to Secretary Order No. 2665

UNITED STATES
DEPARTMENT OF THE INTERIOR
Washington 25, D. C.

ORDER NO. 2665 (October 16, 1951) Amendment No. 1
SUBJECT: Rights-of-way for Highways in Alaska

The right-of-way or easement for highway purposes covering the lands embraced in local roads established over the public lands in Alaska by section 2 (a) (3) and section (b) of Order No. 2665 of October 16, 1951 (16 F.R. 10752), is hereby reduced, so far as it affects the Otis Lake Road, to 30 feet on each side of the center line thereof over the following-described lands only:

Seward Meridian
T. 13N., R. 3 W.,
Sec. 21, N $\frac{1}{2}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ S $\frac{1}{4}$

/s/ Oscar L. Chapman
Secretary of the Interior

July 17, 1952

Amendment No. 2 to Secretary Order No. 2665

UNITED STATES
DEPARTMENT OF THE INTERIOR
Washington 25, D. C.

ORDER NO. 2665 (October 16, 1951), Amendment No. 2

SUBJECT: Rights-of-Way for Highways in Alaska

1. Section 2 (a) (1) is amended by adding to the list of public highways designated as through roads, the Fairbanks-International Airport Road, the Anchorage-Fourth Avenue-Post Road, the Anchorage International Airport Road, the Copper River Highway, the Fairbanks-Nenana Highway, the Denali Highway, the Sterling Highway, the Kenai Spur from Mile 0 to Mile 14, the Palmer-Wasilla-Willow Road, and the Steese Highway from Mile 0 to Fox Junction; by re-designating the Anchorage-Lake Spenard Highway as the Anchorage-Spenard Highway, and by deleting the Fairbanks-College Highway.

2. Section 2(a) (2) is amended by deleting from the list of feeder roads the Sterling Highway, the University to Ester Road, the Kenai Junction to Kenai Road, the Palmer to Finger Lake to Wasilla Road, the Paxson to McKinley Park Road, and the Steese Highway, from Mile 0 to Fox Junction, and by adding the Kenai Spur from Mile 14 to Mile 31, the Nome-Kougarok Road, and the Nome-Teller Road.

/s/ Fred A. Seaton
Secretary of the Interior

September 15, 1956

Public Land Order No. 1613

**TITLE 43—PUBLIC LANDS:
INTERIOR**

**Chapter 1—Bureau of Land Management,
Department of the Interior**

**Appendix—Public Land Orders
(Public Land Order 1613)**

[22606]

ALASKA

**REVOKING PUBLIC LAND ORDER NO. 601 OF
AUGUST 10, 1949, WHICH RESERVED PUBLIC
LANDS FOR HIGHWAY PURPOSES, AND PARTIALLY
REVOKING PUBLIC LAND ORDER NO.
386 OF JULY 31, 1947**

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 28, 1952, and the act of August 1, 1956 (70 Stat. 898) it is ordered as follows:

1. Public Land Order No. 601 of August 10, 1949, as modified by Public Land Order No. 757 of October 18, 1951, reserving for highway purposes the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway and within 150 feet on each side of the center line of the Richardson Highway, Glenn Highway, Haines Highway, the Seward-Anchorage Highway (exclusive of that part thereof, within the boundaries of the Chugach National Forest), the Anchorage-Lake Spenard Highway, and the Fairbanks-College Highway, is hereby revoked.

2. Public Land Order No. 386 of July 31, 1947, so far as it withdrew the following-described lands, identified as items (a) and (b) in said order, under the jurisdiction of the Secretary of War for right-of-way purposes for a telephone line and an oil pipeline with appurtenances, is hereby revoked:

(a) A strip of land 60 feet wide, 25 feet on each side of a telephone line as located and constructed generally parallel to the Alaska Highway from the Alaska-Tukon Territory boundary to the junction of the Alaska Highway with the Richardson Highway near Big Delta, Alaska.

(b) A strip of land 30 feet wide, 10 feet on each side of a pipeline as located and constructed generally parallel to the Alaska Highway from the Alaska-Tukon Territory boundary to the junction of the Alaska Highway with the Richardson Highway near Big Delta, Alaska.

3. An easement for highway purposes, including appurtenant protective, scenic, and service areas, over and across the lands described in paragraph 1 of this order, extending 150 feet on each side of the center line of the highways mentioned therein, is hereby established.

4. An easement for telephone line purposes in, over, and across the lands described in paragraph 2 (a) of this order, extending 25 feet on each side of the telephone line referred to in that paragraph, and an easement for pipeline purposes, in, under, over, and across the lands described in paragraph 2 (b) of this order, extending 10 feet on each side of the pipeline referred to in that paragraph, are hereby established, together with the right of ingress and egress to all sections of the above easements on and across the lands hereby released from withdrawal.

5. The easements established under paragraphs 3 and 4 of this order shall extend across both surveyed and unsurveyed public lands described in paragraphs 1 and 2 of this order for the specified distance on each side of the centerline of the highways, telephone line and pipeline, as those center lines are definitely located as of the date of this order.

6. The lands within the easements established by paragraphs 3 and 4 of this order shall not be occupied or used for other than the highways, telegraph line and pipeline referred to in paragraphs 1 and 2 of this order except with the permission of the Secretary of the Interior or his delegate as provided by section 3 of the act of August 1, 1956 (70 Stat. 898), provided that if the lands crossed by such easements are under the jurisdiction of a Federal department or agency, other than the Department of the Interior, or of a Territory, State, or other Government subdivision or agency, such permission may be granted only with the consent of such department, agency, or other governmental unit.

7. The lands released from withdrawal by paragraphs 1 and 2 of this order, which, at the date of this order, adjoin lands in private ownership, shall be offered for sale at not less than their appraised value, as determined by the authorized officer of the Bureau of Land Management, and pursuant to section 2 of the act of August 1, 1956, supra. Owners of such private lands shall have a preference right to purchase at the appraised value so much of the released lands adjoining their private property as the authorized officer of the Bureau of Land Management deems equitable, provided that ordinarily, owners of private lands adjoining the lands described in paragraph 1 of this order will have a preference right to purchase released lands adjoining their property, only up to the centerline of the highways located therein. Preference right claimants may make application for purchase of released lands at any time after the date of this order by giving notice to the appropriate land office of the Bureau of Land Management. Lands described in this paragraph not claimed by and sold to preference claimants may be sold at public auction at not less than their appraised value by an authorized officer of the Bureau of Land Management, provided that preference claimants are first given notice of their privilege to exercise their preference rights by a notice addressed to their last address of record in the office in the Territory in which their title to their private lands is recorded. Such notice shall give the preference claimant at least 60 days in which to make application to exercise his preference right; and if the application is not filed within the time specified, the preference right will be lost. Preference right claimants will also lose their preference rights if they fail to pay for the lands within the time period specified by the authorized officer of the Bureau of Land Management, which time period shall not be less than 60 days.

8. The lands released from withdrawal by paragraphs 1 and 2 of this order, which at the date of this order, adjoin lands in valid unperfected entries, locations, or settlement claims, shall be subject to inclusion in such entries, locations and claims, notwithstanding any statutory limitations upon the area which may be included therein. For the purposes of this paragraph entries, locations, and claims include, but are not limited to, certificates of purchase under the Alaska Public Sale Act (63 Stat. 679; 49 U. S. C. 364a-e) and leases with option to purchase under the Small Tract Act (52 Stat. 609; 43 U. S. C. 682a) as amended. Holders of such entries, locations, and claims to the lands, if they have not gone to patent, shall have a preference right to amend them to include so much of the released lands adjoining their property as the authorized officer deems equitable, provided, that ordinarily such holders of property adjoining the lands described in paragraph 1 of this order will have the right to include released lands adjoining such property only up to the centerline of the highways located therein. Allowances of such amendments will be conditional upon the payment of such fees and commissions as may be provided for in the regulations governing such entries, locations, and claims together with the payment of any purchase price and cost of survey of the land which may be established by the law or regulations governing such entries, locations and claims, or which may be consistent with the terms of the sale under which the adjoining land is held. Preference right claimants may make application to amend their entries, locations, and claims at any

time after the date of this order by giving notice to the appropriate land office of the Bureau of Land Management. Lands described in this paragraph, not claimed by and awarded to preference claimants, may be sold at public auction at not less than their appraised value by the authorized officer of the Bureau of Land Management, provided that preference claimants are first given notice of their privilege to exercise their preference rights by a notice addressed to their last address of record in the appropriate land office, or if the land is patented, in the Territory in which title to their private land is recorded. Such notice shall give the claimant at least 60 days in which to make application to exercise his preference right, and if the application is not filed within the time specified the preference right will be lost. Preference right claimants will also lose their preference rights if they fail to make any required payments within the time period specified by the authorized officer of the Bureau of Land Management, which time period shall not be less than 60 days.

9. (a) Any tract released by Paragraph 1 or 2 of this order from the withdrawals made by Public Land Orders Nos. 601, as modified, and 388, which remains unsold after being offered for sale under Paragraph 7 or 8 of this order, shall remain open to offers to purchase under Section 2 of the act of August 1, 1956, supra, at the appraised value, but it shall be within the discretion of the Secretary of the Interior or his delegate as to whether such an offer shall be accepted.

(b) Any tract released by Paragraph 1 or 2 of this order from the withdrawals made by Public Land Orders Nos. 601, as modified, and 388, which on the date hereof does not adjoin privately-owned land or land covered by an unpatented claim or entry, is hereby opened, subject to the provisions of Paragraph 8 hereof, if the tract is not otherwise withdrawn, to settlement claim, application, selection or location under any applicable public land law. Such a tract shall not be disposed of as a tract or unit separate and distinct from adjoining public lands outside of the area released by this order, but for disposal purposes, and without losing its identity, if it is already surveyed, it shall be treated as having merged into the mass of adjoining public lands, subject, however, to the easement so far as it applies to such lands.

(c) Because the act of August 1, 1956 (70 Stat. 898; 48 U. S. C. 420-420c) is an act of special application, which authorizes the Secretary of the Interior to make disposals of lands included in revocations such as made by this order, under such laws as may be specified by him, the preference-right provisions of the Veterans Preference Act of 1944 (58 Stat. 747; 43 U. S. C. 279-284) as amended, and of the Alaska Mental Health Enabling Act of July 28, 1956 (70 Stat. 709; 48 U. S. C. 45-3b) will not apply to this order.

10. All disposals of lands included in the revocation made by this order, which are under the jurisdiction of a Federal department or agency other than the Department of the Interior may be made only with the consent of such department or agency. All lands disposed of under the provisions of this order shall be subject to the easements established by this order.

11. The boundaries of all withdrawals and restorations which on the date of this order adjoin the highway easements created by this order are hereby extended to the centerline of the highway easements which they adjoin. The withdrawal made by this paragraph shall include, but not be limited to the withdrawals made for Air Navigation Site No. 7 of July 13, 1954, and by Public Land Orders No. 388 of July 31, 1947, No. 622 of December 15, 1949, No. 808 of February 27, 1952, No. 975 of June 18, 1954, No. 1037 of December 18, 1954, No. 1059 of January 21, 1955, No. 1129 of April 15, 1955, No. 1179 of June 29, 1955, and No. 1181 of June 28, 1956.

ROGER EWERT,
Assistant Secretary of the Interior.
APRIL 7, 1958.
[P. L. Doc. 84-2680; Filed, Apr. 10, 1958;
8:48 a.m.]

January 5, 1946

Mr. M. C. Edmunds,
Superintendent, A. R. C.,
Anchorage, Alaska.

Mr. B. D. Stewart, Jr.,
Superintendent, A. R. C.,
Valdez, Alaska.

Gentlemen:

Attached is a tentative outline of the proposed work to be done in 1946 on the Richardson Highway-McKinley Park road. There is no assurance of funds for construction being available but there are fair possibilities. The outline is sent to you at this time for your consideration and criticism. Although under the circumstances no definite plans can be made toward construction, it is requested that exclusive requisitions be made up for the job. These requisitions should be in Juneau not later than the superintendents' conference.

Though we must take what we can get, in equipment planning every effort should be made to confine types of equipment to one make in order to have less variety of parts to handle and better repair work as a result of working on one make.

Regardless of construction funds being available surveys will be initiated and funds will be available for same to start as early as ground and weather conditions permit. Any required survey materials or equipment should be ordered now.

In connection with surveys, though you will probably do your working map on manila paper on scale of 100,200 or 400 feet to the inch as desired, final map will be made on scale of 400 feet to the inch on cloth, using 24" profile-plan cloth with Plate A 4 x 20 profile. For uniformity use profile at top of roll rather than bottom.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

Enc. *And (2):*
Valley (1)

Mr. Edmunds: Since the Kenai-Homer survey will also be initiated, if you agree your end of the Richardson Highway-Park road survey need not be started until the survey from the Forest Boundary to Kenai River Crossing is completed, as planned in outline. Tentatively we had planned on Grammer for this broken season job.

H5:

See file 26/3

DISCUSSION AND DETAILED ESTIMATE OF COSTS 1946 OF PROPOSED
RICHARDSON HIGHWAY - MCKINLEY PARK ROAD

Purpose of the Road

First, to provide access to Mt. McKinley National Park by automobile from other parts of Alaska; second, to provide cheaper transportation for mining activities at Valdez Creek and third to open new lands which have mineral bearing possibilities.

People Served by the Road

About five permanent residents at Valdez Creek and twenty five at Cantwell, plus all the people of Alaska who are interested in automobile travel as recreation.

Route of the Road

Briefly the road would connect the Richardson Highway at a point between miles 175 and 206 with Cantwell on the Alaska Railroad at Mile 320. From the Highway west, the route would be across the drainage for approximately 55 miles; the balance of the distance to Cantwell roughly 70 miles, would parallel the drainage except for the crossing of the Susitna River. From Cantwell north to the Park entrance, 30 miles, the route parallels the drainage of Windy Creek and Riley Creek.

This proposed route has always been referred to as Paxons-McKinley Park. There is no particular reason for tying in at Paxons; contrarily there are good reasons for not tying in at Paxons. It has been remarked that the Park road should tie in near Paxons because of the proposed tourist road east from that point to Mentasta Pass and the Alaska Highway. However, this proposed road from Paxons east either for a tourist road or for the purpose of serving the Slate Creek mining district would have to swing several miles north of the general direction desired to avoid high hills east of the Sakona River which would be crossed at more than 4,000 feet elevation.

Valdez is the natural outfitting point for the Slate Creek district and the shortest way to get there is via the Nabesna road with a branch north up the Chistochina. The proposed tourist road would probably go right through the Slate Creek district but its natural outlet west of there to the Highway would come out north of Paxons.

Likewise, the natural outlet of the Park road east to the Highway comes out, (to avoid a second crossing) at the south end of the Delta River Bridge or at a point one mile north of Summit Lake. It is believed that for many years to come, the bulk of the travel to the Park by automobile will originate at Fairbanks. The route of the proposed Park road as selected by the Park service representative coincides with the furthest north route in preference to the Tangle Lakes Route but veers south toward Paxons after leaving the shore of the Long Lake. This puts the location on the north slope of a string of hills which would not be followed if the location is tied in at any point north of Summit Lake.

Common points on the two alternate routes of the through road from the Park to Slate Creek are located just east of Delta River (see Bulletin 498, Plate 2 and 3), and at the foot of Sakona Glacier. Scaled distances are as follows:

Northern Route - 22 3/8 miles (18 3/8 miles to build)
Southern Route - 27 3/8 miles

Building of the southern route results in 9 miles of additional road. The distance from Valdez to the mouth of Slate Creek via a branch taking off the Richardson Highway one mile south of Parsons is $210 \frac{5}{8}$ miles while from Valdez to the same point via the Nabesna road it is $208 \frac{1}{2}$ miles. From Valdez to Slate Creek via the proposed northern route would be $214 \frac{3}{8}$ miles.

This estimate deals with the route proposing the junction one mile north of Summit Lake.

Table of Scaled Distances -

Richardson Highway		
East End Long Lake	.....	20 $\frac{1}{2}$
McLaren River Crossing	.....	13
Main Clearwater Crossing	.....	14
	.....	<u>13</u> 65 $\frac{1}{2}$
Center Susitna River Crossing		
Brushkana Creek	.....	20
	.....	<u>29</u> 49
R. R. at Cantwell		
Windy Summit	.....	10
	.....	<u>13$\frac{1}{2}$</u> 83 $\frac{1}{2}$
Mt. McKinley Park entrance		
Total		142 $\frac{3}{4}$

The route as it would be located would probably exceed 150 miles. The entire route is through high mountainous country, elevations below 2000 feet not being reached until within 5 miles of the Park entrance. 5 miles lie between 2000 and 2,350, 59 miles between 2,350 and 3,000, 13 miles close to 3000, 57 miles between 3,000 and 4,000, 6 miles close to 4,000 and 5 miles above 4,000, three of which are about 4,300 feet in elevation. From this one may expect a short working season and a considerable amount of permanent frost.

Generally speaking the route is entirely devoid of timber but profusely covered with buck brush, or black birch brush. Though little is known of soil conditions between the Highway and Susitna River, aeroplane reconnaissance indicates principally glacier gravel formation, spots of frozen "weepee" ground high up and some swampy ground at creek and river crossings.

Little is known of the type or length of all stream crossings. The two principal crossings are McLaren River and Susitna River. The former originates as a wide spread glacier stream but would be crossed in one channel near the first place where all waters are concentrated. Viewed from the air, a two span bridge is required because of ice conditions, - the overall length is estimated at 400 to 500 feet. Old reports estimate the length of the proposed Susitna Bridge to be 2,400 feet. This stream is crossed before it gathers into one channel and any attempt to cross it elsewhere would result in many miles of additional and unnecessary road. The banks of

the stream are low and swampy and the streambed is spotted with quick sand. However, an unlimited amount of good fill material is available at least on the east side of the stream and it is believed the width can be cut down to at least 1,200 feet. A trestle will do for this crossing, but openings should be generous and some protection should be provided for steel pile bents to take care of small icebergs coming down from the glacier during an unusual combination of conditions. All other bridges are of little consequence compared to these two.

Streams from and including Brushkana Creek to Cantwell are already bridged and although these bridges are in adequate for the finally completed road, undoubtedly they would be used during all of the construction period.

Work Plan 1946

The suggestion is that one survey party work from the railroad east and the other from the Highway west, that the section from Cantwell to the Park be done afterward.

Likewise one large construction crew would work from each end, between the railroad and the Highway and nothing attempted between Cantwell and the Park.

It is believed that the survey crews could move ahead with a D4 MG tractor and godevil much more satisfactorily and at less cost than with pack horses. The tractor could also be used in places to flatten brush on preliminary lines. Some difficulty would be experienced in crossing McLaren River with a tractor while the Susitna could probably not be crossed in any event by tractor. Crossing the McLaren may require bringing a boat with outboard motor either up the Susitna from the Railroad and thence to the McLaren or possibly overland from the Highway. If latter route, the boat could be used to great advantage in the long lake until the survey was carried west of the lake. A 24' boat at the McLaren would be useful in towing a tractor across on a raft. A boat will also be necessary at the Susitna River Crossing in order to get men back and forth.

Each survey party would be similar to those suggested for Kenai Lake-Homer, i.e., a party chief, a transitman, a cook, chainman, rodman, two axemen and a tractor operator. The latter would be used on survey when not required on the tractor.

Beginning of Work

Because of the high altitude no great amount of construction can be done before June 1st, this is particularly true of the eastern end. Also because 20 miles of the road is partially constructed on the western end and about 15 miles more located there would seem to be no hurry to get a survey party into the field on that end. The construction crew could quite easily occupy itself in working between the railroad and 35 Mile up to July 15th or August first. The western end is therefore left to be surveyed by the proposed party which would come from Kenai Lake after they had done that work.

Construction on the western end should be begun on a small scale at an early date as possible in order to get a passable road out to the end of the old construction work. When this is accomplished, a part of the equipment should be used in widening to full width and in surfacing the first 20 miles. This will result in two crews in the latter part of June, one camped at 16 mile, the other at or beyond the end of truck travel. No final surfacing would be attempted in 1946. Disregarding avail-

ability of funds, construction starting date is set at May 20th and survey crew at July 6th.

For the reason that a very short construction season can be anticipated on the eastern end, both survey and construction should get under way as early as possible. Little work of consequence can be accomplished in this area after October first. The survey crew should get set up as soon as the Richardson Highway is open at Summit Lake and begin work as soon as the ground begins to get bare of snow. This date is estimated as May 25th. The construction crew should move into a camp at Phelan Lake and get work started as soon as soil conditions warrant it. This date is estimated to be June 10th and should give the survey party a chance to have a few miles definitely located. A car can be driven to Phelan Lake now in summer leaving the Highway south of Delta River Bridge, although probably it would not be practicable so early in the season. In this event they should move by godvil to Phelan Lake, before ground is thawed taking a large quantity of fuels with them.

Crews Required and Labor Costs-West End (82 days)

Survey party as defined, July 6th - Oct. 15th) for field work -
 Oct. 15th - Dec. 31st. (77 days) for map work -

1 Chief Party 82 days	@ 14.58	1196	
1 Chief Party 77 days	@ 12.47	960	
1 Transitman 82 days	@ 10.33	847	
1 Transitman 77 days	@ 7.95	612	
1 Cook	@ 9.43)	
4 Chain, Rod, Axeman	@ 9.43 ea.)	82	4903
1 Tractor Driver	@ 12.64	)days	\$ 8,518.00
8 X 82 = 656 Man days board @ 2.00			1,312.00

Construction Crews - West End

May 20th - June 30th

1 Foreman	@ 14.00)		
1 Cook	@ 10.56)		
1 Carpenter	@ 11.71)		
1 Carpenters Halper	@ 8.28)		
1 Motor Grader Opr.	@ 12.64)	18 Men	
6 Truck Driver	@ 9.43)	42 days	3,056.00
2 Tractor Drivers	@ 12.64)	@ \$191.80	
2 Axeman	@ 9.43)		
1 Graderman	@ 12.64)		
1 Shovel Opr.	@ 12.64)		
1 Spreader	@ 8.61)		

July 1st - Oct. 15th - 107 days

2 Foremen	@ 14.00 ea.)	
2 Cooks	@ 10.56 ea.)	
2 Asst. Cooks	@ 9.43 ea.)	
2 Flunkies	@ 7.29 ea.)	
2 Bull Cooks	@ 7.29 ea.)	

Construction Crews - East End - Continued

July 1st - Oct. 15th - 107 days

6 Culvertmen	@ 9.43 ea.)		
2 Grease Monkeys	@ 9.43 ea.)		
2 Mechanics	@ 12.64 ea.)		
1 Asst. Mechanic	@ 9.43 ea.)		
1 Carpenter	@ 11.71)		
4 Axemen	@ 9.43 ea.)		
2 Motor Grader Operators	@ 12.64 ea.)	66 Men	
1 Grader Operator	@ 12.64 ea.)	107 days	\$71,466.00
8 D8 Operators	)	@ \$667.91	
1 D4 Operator)		
2 D6 Operators	@ 12.64 ea.)		
2 Shovel Operators)		
20 Truck Drivers	@ 9.43 ea.)		
1 Timekeeper	@ 9.43)		
1 Carpenters Helper	@ 8.28)		
2 Spreaders	@ 8.51 ea.)		
7818 Man days board @ 2.00			15,636.00

Oct. 16th - Dec. 31st - Bridge Crew - 77 days
(66 work days, 48 hr. week)

Construct Steel File Trestle over Susitna River from ice, no false work required.

1 Bridge Foreman	@ 12.89)		
1 Cook	@ 10.56)		
1 Flunky	@ 7.29)		
2 Frt. Truck Drivers	@ 9.81 ea.)		
1 Tractor Driver	@ 11.54)		
1 Motor Grader Opr.)	)	21 Men	
1 Crane Operator)	@ 11.54 ea.)	66 days	13,429.00
4 Steel Erectors	@ 11.67 ea.)	@ \$293.47	
4 Axemen	@ 8.50 ea.)		
2 Carpenters	@ 10.67 ea.)		
2 Piledriverman	@ 10.37 ea.)		
1 Bull Cook	@ 7.29)		
77 X 21 = 1,617 Man days board @ 2.00			3,234.00

Crews Required and Labor Cost-East End

Survey crew, identical with west end - May 25th - Oct. 10th
(139 days) for field work and Oct. 11th - Dec. 31st (52 days)
for map work

139 days	@ 84.70 day	11,773.00	
52 days	@ 20.43 day	1,674.00	13,447.00
8 X 139 = 1,112 Man days board @ 2.00			2,224.00

Construction Crews - East End

June 10th - Oct. 15th (128 days)

Construction Crew - East End - Continued

1 Foremen	@ 14.00	}	30 Men 128 Days @ \$318.81	}	\$40,808.00
1 Cook	@ 10.56				
1 Second Cook	@ 9.43				
1 Flunky	@ 7.29				
1 Bull Cook	@ 7.29				
1 Mechanic	@ 12.64				
1 Mechanics Helper	@ 9.43				
3 Culvertmen)	@ 9.43 ea				
3 Axemen)					
1 Grease Monkey	@ 9.43				
1 Motorgraderman)					
1 Graderman)					
6 D 8 Operators)	@ 12.64 ea.				
1 D6 Operator)					
1 Shovel Operator)					
1 Spreader	@ 8.61				
5 Truck Drivers	@ 9.43				
30 X 128 = 3,840 Man days board @ 2.00					7,680.00

Equipment Required

	<u>West End</u>	<u>East End</u>	<u>Total</u>	<u>Est. Man Days Total Cost</u>	<u>Daily Cost Fuel Required</u>	<u>One Machine Rental</u>
30 D4 Tractors, w/dozers	1	1	2	500	2.50	10.00
D6 Tractors w/dozers	2	1	3	12000	3.25	28.00
D8 Tractors w/dozers	8	6	14	112000	4.50	40.00
24' Boats w/outboard (60 days only)	1	1	2	800	3.00	
Shovels, 1/2 Cu. Yd.	2	1	3	8000	2.00	28.00
Pickups, Standard	3	2	5	3000	2.00	7.00
Trucks, Camp	2	1	3	1800	2.50	4.50
Trucks, Grease	2	1	3	1800	2.50	4.50
Trucks, Freight	1	0	1	900	3.50	8.00
Trucks, Dump	24	7	31	31500	3.50	9.00
Graders, 12' P.C., Full	2	1	3	6000	.75	8.00
Graders, 12' #511, Motor	1	1	2	10000	4.00	16.00
Graders, 10', Motor	2	1	3	5000	3.00	12.00
Carryalls - 12 - 15 Cu. Yd.	4	3	7	17500	.50	10.00
Hoists - DD - Skid	1			1800	2.50	8.50
Total Cost				225600		

Summary of Estimated Expenditures - Up to December 31, 1946.

Labor

Survey - West Crew	-	8518	
Survey - East Crew	-	<u>13447</u>	21,965

Grade Construction West End	-79502
Grade Consturaction East End	<u>40808</u> 120,310

Summary of Estimated Expenditures - Up to December 31, 1946. - Continued

Labor

Bridge Crew - West End	<u>13,429</u>	
Total for labor -(174 Men)		155,704

<u>Food Supplies</u> - 15,043 Man Days Board @ \$2.00 (cost plus frt.)		30,086
--	--	--------

Equipment Rental

Surveys - 2 Boats (cost)	800	
2 M - (total 221 days) -	<u>2210</u>	3010
Grade Construction	156466	
Bridge Construction	<u>1319</u>	160,695

Materials

a - 15 Carloads Bridge Lumber - West End (212180 FBM)			
b - 5 Carloads Bridge Lumber - East End (72730 FBM)		@ 45.00 M. Seattle -	13,091.00
c - 600 Tons steel (Susitna River) @ 130.00 T - Seattle			78,000.00
d - Housing Materials, Misc. - at Cantwell			2,000.00
e - Metal Culverts for 45 Miles @ 227.20 Mile (Seattle)			10,224.00
f - Small Tools and Misc.			5,950.00
g - Freight on (a) Seattle - Cantwell	7,680.00		
(a) Cantwell to site	2,250.00		
(b) Seattle - Valdez	2,500.00		
(b) Valdez - Mile 200	3,000.00		
(c) Seattle - Cantwell	36,000.00		
(c) Cantwell - Site	4,950.00		
(d) Knockdown Barracks to Cant.	1,500.00		
(e) Metal Culverts -60 tons @65	3,900.00		
Seattle - Cantwell			
(f) Valdez - Mile 200	2,000.00		
230 tons Misc. Equip. Fairbanks -Mile 200	5,750.00		
370 tons Misc. Equip. Anch. - Cantwell	<u>11,720.00</u>		
		\$ 81,250.00	
		537,000.00	
Overhead and Miscellaneous		<u>53,750.00</u>	
		\$590,700.00	

It is estimated that the above expenditure will complete a definite survey location from the Railroad to the Highway, a preliminary survey from Cantwell to the Pa rehabilitate, widen and complete the 20 miles of road on the west end from Cantwell, except for final surfacing build ten miles of entirely new road on each end except for final surfacing, do all bridge work for 55 miles including the Susitna River bridge and construct a semi permanent camp at the railroad at Cantwell.

Note: To the above should be added \$27,300.00 for fuel costs, erroneously omitted which brings the total estimated expenditures to \$618,000.00

**Alaska Road Commission Memorandum Number 102-1, March 27,
1953.**

W. S. P.

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

March 27, 1953

A. R. C. MEMORANDUM NO. 102-1

SUBJECT: Paxson-McKinley Park Station Road, Routes 811 and 821,
designated "Denali Highway"

The Paxson-McKinley Park Road has been formally named the
"Denali Highway".

This road traverses an area previously designated as the
Denali Mining District. According to Mr. Hudson Stuck in the preface
to his book, "The Ascent of Denali (Mt. McKinley)", the term "Denali"
means "the great one" and was used to identify Mt. McKinley by the
relatively large Indian population of those extensive regions of the
Interior of Alaska from which the mountain is visible. The natives
of the middle Yukon, the lower 300 miles of the Tanana and its tribu-
taries, and of the upper Kuskokwim have always referred to the mountain
as "Denali".

This action was approved by Assistant Secretary of the
Interior Orme Lewis, March 17, 1953.

A. F. Ghiglione
A. F. Ghiglione
Commissioner of Roads
for Alaska

Distribution: A

Interior - ARC - Juneau

**Letter of November 19, 1953 from A.F. Ghiglione,
Commissioner of Roads, ARC to William C. Strand,
Director office of Territories**

P.O. Box 1961

November 19, 1953

Mr. William C. Strand
Director, Office of Territories
Department of the Interior
Washington 25, D. C.

My dear Mr. Strand:

The Denali Highway was officially named by action of Assistant Secretary Orme Lewis on March 17, 1953, in his approval of a request of the Director, Office of Territories, covering both the naming of the "Denali" and "Copper River" Highways.

As defined by this action, the name "Denali" applies only to the new highway under construction between Passon, Mile 108 on the Richardson Highway, and Mt. McKinley Park Station, the entrance to Mt. McKinley National Park.

It has become apparent to all interested parties that the name "Denali" should apply not only to the approach highway as defined in the original request, but also the existing Mt. McKinley Park highway which continues westward from the entrance of the Park to the very foot of the mountain. The justification for the name "Denali" was principally that of using the name of the great mountain originally applied by the natives of Alaska, and therefore, the naming of the entire highway toward the mountain should reasonably be one and the same.

The extension of the name "Denali" to this entire highway has the endorsement of Director Conrad Wirth and Regional Director Lawrence C. Herriman of the National Park Service, as evidenced by copy of the latter from Mr. Herriman dated October 9, attached herewith. This subject has also been discussed with the members of the Advisory Board of Geographic Names for Alaska, of which I am a member, and has their approval.

10/19/53
W.C. Strand

In accordance with the above, it is therefore requested that formal action be taken to include the Mt. McKinley Park highway in the official description of the "Denali" Highway.

Sincerely yours,

A. F. Chiglics
Commissioner of Roads
for Alaska

Attachment

AFChiglics/bn

cc: Governor Heintzelman

Mr. Lawrence C. Merriam
Regional Director, NPS

Mr. E. L. Keithahn
Chairman, Advisory Board of
Geographic Names

**Letter of October 9, 1953 from Lawrence C. Merriam, Regional
Director, NPS to A.F. Ghiglione, Commissioner of Roads,
ARC.**

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

In reply refer to:
L50

Hold for

October 9, 1953

Comm. of Rds.	.....
Chf. Engr.	.....
Admin.	.....
Op'ns.	.....
Engrg.	.....
Acc't.	.....
Pers.	.....
Supply	.....

Mr. A. F. Ghiglione
Commissioner of Roads for Alaska
Alaska Road Commission
P. O. Box 1961
Juneau, Alaska

Dear Mr. Ghiglione:

This is in further reply to yours of September 17 suggesting that action be initiated by which the road traversing the Mount McKinley National Park be officially designated the Denali Highway. This office, as mentioned in our letter of September 23, wrote our Washington Office in this regard and we are now informed under date of October 2 that this suggestion has the endorsement of Director Wirth.

It is suggested, as proposed in your letter of September 17, that you "initiate the request for this action." However, we believe that there should be included with your request copy of this letter showing that both this office and our director are in complete accord with your proposed designation of the Mount McKinley National Park highway.

Sincerely yours,

Laurence C. Merriam
Laurence C. Merriam
Regional Director

In duplicate

ans 11-19-53

Copy to: Superintendent, Mount McKinley

13/1953-1





UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES

NOV 27 1953

Memorandum

To: Secretary McKay
From: The Acting Director
Subject: Designation of the "Denali" Highway in Alaska

On March 17, 1953, Secretarial approval was granted for the official designation of "Denali Highway" for the highway from Paxson on the Richardson Highway to Mt. McKinley Park Station.

The official designation of the name "Denali" applies only to the new highway under construction between Paxson, Mile 188 on the Richardson Highway, and Mt. McKinley Park Station, the entrance to Mt. McKinley National Park. However, it has become apparent that the name should apply not only to the approach highway as defined in the original request, but also to the existing Mt. McKinley Park highway which continues westward from the entrance of the Park to the foot of the mountain. The name "Denali" was originally applied by the natives of Alaska to the mountain and it is believed the entire route should be so designated.

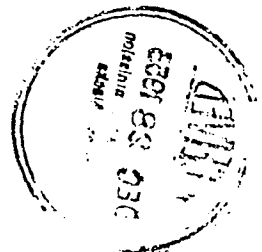
The extension of the name "Denali" to the entire highway has the endorsement of the National Park Service, as well as members of the Advisory Board of Geographic Names for Alaska. It is therefore requested that the present Mt. McKinley Park highway be included in the official designation of the "Denali Highway."

(Sgd.) Anthony T. Lausi

Anthony T. Lausi
Acting Director

Approved: DEC 16 1953

Asst (Sgd.) Orme Lewis
Secretary of the Interior



**Letter of December 21, 1953 from Anthony T. Lausi,
Acting Director, Office of the Territories to A.F. Ghiglione,
Commissioner of Roads, ARC.**



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES

Washington 25, D. C.
Air Mail

DEC 21 1953

Comm. of Eng.	<i>sh</i>
Chf. Engr.	.....
Admin.	.....
Op'ns.	<i>655</i>
Engrg.	.....
Acc't.	.....
Pers.	.....
Supply	.....
	<i>Mc</i>

Mr. A. P. Chiglione
Commissioner of Roads for Alaska
Alaska Road Commission
Juneau, Alaska

My dear Mr. Chiglione: *sh*

Enclosed is a copy of a memorandum approved December 16, 1953, by the Assistant Secretary of the Interior, relating to the designation of the Denali Highway in Alaska. Pursuant to the order, the name Denali will also include the present Mt. McKinley Highway.

Sincerely yours,

Anthony T. Lausi
Anthony T. Lausi
Acting Director

Enclosure

In reply refer to:

UNITED STATES
DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

Region Four ①
180 New Montgomery Street
San Francisco 5, California

Air Mail

Comm. of Rd.	_____
Chf. Engr.	WJM
Admin.	_____
Op'ns.	WJM
Engrg.	_____
Acc't.	_____
Pers.	_____
Supply	_____
③	WJM
④	me.R

December 7, 1953

Mr. A. F. Ghiglione
Commissioner of Roads
Juneau
Alaska

Dear Ghig:

We note that the Denali Highway, between Paxson and the park, still is classed as a feeder road, meaning that the right of way extends 100 feet on each side of the center line.

There has been discussion from time to time of the fact that this highly scenic route will become the main access to Mount McKinley National Park, and should have a greater roadside protection than we will realize with the present right-of-way. We are wondering whether this would be as good a time as any to try to have the strip extended to a width of one hundred fifty feet on each side of the center line, thus giving the route status comparable to the Richardson, Glenn, and other through highways, as per Order No. 2665 of October 16, 1951.

With kind regards and all good wishes for the Holidays.

Sincerely yours,

George

George L. Collins, Chief
State and Territorial
Recreation Division

*Concur in this
Also Copper River Highway*

*WBA - OK to request
re-classification
WJM*

**Letter of December 15, 1953 from A.F. Ghiglione,
Commissioner of Roads, ARC to Anthony T. Lausi, Acting
Director, Office of the Territories.**

EE
X 2665
X 570
X 270
RFLU
40

P. O. Box 1961

December 15, 1953

Mr. Anthony T. Lausi
Acting Director
Office of Territories
Department of the Interior
Washington 25, D. C.

Dear Mr. Lausi:

Secretarial Order No. 2665, dated October 16, 1951, fixed the width of all public highways in Alaska established or maintained under the jurisdiction of the Secretary of the Interior and, in addition, proscribed a uniform procedure for the establishment of rights-of-way or easements over and across the public lands for such highways.

WGA

Under the list of Feeder Roads in Secretarial Order No. 2665 of October 16, 1951, appears the Paxson-McKinley Park Road which was designated as the "Denali Highway" by Assistant Secretary of the Interior Orme Lewis on March 17, 1953.

BOS
BDS

In the interest of greater roadside protection and for other related right-of-way reasons, it is requested that the Denali Highway be reclassified by the Department as a Through Road and notice to that effect be published in the Federal Register, which action will serve to amend Secretarial Order No. 2665 to include the Denali Highway in the list of Through Roads.

RFG

Sincerely yours,

A. F. Chigliano
Commissioner of Roads
for Alaska

12/15/53 - 1961/5

cc: National Park Service
San Francisco, Calif.

WBAdams:vr

TERRITORY OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

March 1, 1957

Mr. Irving Reed
Highway Engineer
P. O. Box 2073
Juneau, Alaska

Dear Mr. Reed:

Enclosed for your files are the approved Federal-Aid primary and secondary highway system for the Territory of Alaska. It is gratifying to know that the proposed systems were adopted in their entirety and with promptness.

Sincerely yours,

Waino E. Hendrickson

Waino E. Hendrickson
Acting Governor

Attachment

MAR 1 1957

HIGHWAY ENGINEER

**Letter of February 26, 1957 from F. C. Turner, Acting Federal
Highway Administrator, to Waino E. Hendrickson, Acting
Governor of Alaska**

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

IN YOUR REPLY PLEASE

REFER TO FILE NO. 22-50

February 26, 1957

Hon. Waino E. Hendrickson
Acting Governor of Alaska
Juneau, Alaska

Through Mr. A. F. Chiglione
Acting Regional Engineer

Dear Governor Hendrickson:

We approve, effective this date, Routes 11, 21, 31, 35, 37, 42, 46, 52, 61, 62, 71, 95, 97 comprising the Federal-aid primary highway system for the Territory of Alaska, designated in accordance with the provisions of Section 107 of the Federal-Aid Highway Act of 1956.

The routes are approved as described in the enclosed tabulation forwarded with your letter of February 21, 1957. This approval establishes a Federal-aid primary highway system for the Territory of Alaska of total length 1,959.1 miles.

Sincerely yours,

F. C. TURNER
Acting Federal Highway Administrator

Enclosure

**Letter of February 26, 1957 from F. C. Turner, Acting Federal
Highway Administrator, to Waino E. Hendrickson, Acting
Governor of Alaska**

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

IN YOUR REPLY PLEASE
REFER TO FILE NO. 22-50

February 26, 1957

Hon. Waino E. Hendrickson
Acting Governor of Alaska
Juneau, Alaska

Through Mr. A. F. Ghiglione
Acting Regional Engineer

Dear Governor Hendricksen:

We approve, effective this date, 93 Class A routes and 244 Class B routes, a total of 337 routes, comprising the Federal-aid secondary highway system for the Territory of Alaska, designated in accordance with the provisions of Section 107 of the Federal-Aid Highway Act of 1956. The routes are approved as described in the enclosed tabulation and shown on the maps forwarded with your letter of February 21.

This approval establishes the Federal-aid secondary highway system for the Territory of Alaska, including 2,062.7 miles of Class A and 1,014.9 miles of Class B routes, a total of 3,077.6 miles.

Sincerely yours,

F. C. TURNER
Acting Federal Highway Administrator

Enclosure

STATE ALASKA

FEDERAL-AID PRIMARY HIGHWAY SYSTEM

Approved February 26 1957

FAP Route Number	Description
11	From Kodiak Naval Air Station through Kodiak to the Coast Guard Loran Station.
21	From the port of Homer via Ninilchik, Soldotna and Coopers Landing to FAP Route 31, and a spur from Soldotna through Kenai to Wildwood Station.
31	From the port of Seward via Moose Pass, Portage, Girdwood and Anchorage to Elmendorf Air Force Base, with a spur to Anchorage International Airport.
35	From FAP Route 42 at Palmer to Wasilla.
37	From the junction of FAP Routes 61 and 62 at Fairbanks via Ester to Nenana, with a spur to FAP Route 62, International Airport Spur.
42	From FAP Route 31 Spur at Anchorage International Airport via Spenard and Palmer to FAP Route 71 at Glennallen.
46	From FAP Route 71 at Gulkana Junction to FAP Route 62 at Tok Junction.

FAP Route Number	Description
52	From FAP Route 71 at Paxson via Cantwell through Mt. McKinley National Park to North Park Boundary.
61	From the junction of FAP Routes 37 and 62 at Fairbanks to Fox.
62	From the Alaska-Canada Border via Tok Junction and Big Delta to the junction of FAP Routes 37 and 61 at Fairbanks, with a spur to Fairbanks International Airport.
71	From the port of Valdez to FAP Route 62 at Big Delta Junction.
95	From Ketchikan via land and ferry routes through Wrangell, Petersburg, Juneau and Haines to the Alaska-Canada Border, with a spur from Haines to Lutak Inlet and a spur from Juneau to Douglas.
97	From Haines to Skagway.

ALASKA FEDERAL-AID NUMBERING SYSTEM

Primary System

Federal-Aid Primary Route numbers have been established as follows:

1. The primary system established consists of the principal highways, either existing or scheduled for early contract construction, and a projected ferry and highway system through the southeastern section.
2. Projected expansions of the system generally will be constructed and maintained as secondary roads until traffic volume dictates reclassification to a Primary Route.
3. Beginning in the southwest portion of the Territory, south-north routes were given odd numbers and west-east routes were given even numbers.

Secondary System

The Secondary System established consists of two classifications identified as follows:

Class "A" - Principal secondary roads serving as main arteries and requiring improvements within the foreseeable future.

Class "B" - Secondary roads of the type normally constructed and maintained by states or counties.

For ease in geographical location and assignment of secondary route numbers, the Territory has been divided into 9 zones, identified on a marked Alaska map E.

Class "A" routes were assigned 3-digit numbers, the first digit indicating the zone location. Odd numbers were assigned to south-north routes and even numbers to west-east routes.

Class "B" routes were assigned 4-digit numbers, the first digit indicating the zone location. South-north routes were assigned odd numbers; west-east routes assigned even numbers. A zero as the last digit indicates an isolated route not connected to any principal system.

As in the primary system, low numbers were assigned to the southern and western areas of each zone, progressing to the higher numbers in the northern and eastern areas.

ALASKA HIGHWAY SYSTEM

SUMMARY

February 21, 1957

Classification	Constructed		System	
	Mileage	Percent	Mileage	Percent
Primary System	1633.8	39.53	1959.1	38.90
Secondary "A"	1515.3	36.66	^{2274.1} 2062.7	40.95
Secondary "B"	984.1	23.81	^{1015.4} 1014.9	20.15
	<hr/>	<hr/>	<hr/>	<hr/>
	4133.2	100	^{5248.2} 5036.7	100

STATE ALASKAFEDERAL-AID PRIMARY HIGHWAY SYSTEM
AS APPROVED FEBRUARY 26, 1957

FAP Route Number	Description
11	From Kodiak Naval Air Station through Kodiak to the Coast Guard Loran Station.
21	From the port of Homer via Ninilchik, Soldotna and Coopers Landing to FAP Route 31, and a spur from Soldotna through Kenai to Wildwood Station.
31	From the port of Seward via Moose Pass, Portage, Girdwood and Anchorage to Elmendorf Air Force Base, with a spur to Anchorage International Airport.
35	From FAP Route 42 at Palmer to Wasilla.
37	From the junction of FAP Routes 61 and 62 at Fairbanks via Ester to Menana, with a spur to FAP Route 62, International Airport Spur.
42	From FAP Route 31 Spur at Anchorage International Airport via Spenard and Palmer to FAP Route 71 at Glennallen.
46	From FAP Route 71 at Culkana Junction to FAP Route 62 at Tok Junction.

FAP Route Number	Description
52	From FAP Route 71 at Paxson via Cantwell through Mt. McKinley National Park to North Park Boundary.
61	From the junction of FAP Routes 37 and 62 at Fairbanks to Fox.
62	From the Alaska-Canada Border via Tok Junction and Big Delta to the junction of FAP Routes 37 and 61 at Fairbanks, with a spur to Fairbanks International Airport.
71	From the port of Valdez to FAP Route 62 at Big Delta Junction.
95	From Ketchikan via land and ferry routes through Wrangell, Petersburg, Juneau and Haines to the Alaska-Canada Border, with a spur from Haines to Lutak Inlet and a spur from Juneau to Douglas.
97	From Haines to Skagway.

STATE ALASKAFEDERAL-AID PRIMARY HIGHWAY SYSTEM
(Sections)

FAP Route Number	Description	Constructed Mileage	System Mileage
11-1	From Kodiak Naval Air Station through Kodiak to the Coast Guard Loran Station	3.9	3.9
21-1	Homer to Soldotna Junction	87.3	87.3
-2	Soldotna Junction to Junction with FAP 31 and spur from Soldotna Junction to Wildwood Station via Kenai	71.6	71.6
31-1	Seward to Hope Junction, Mile 56.8	56.8	56.8
-2	Hope Junction to Anchorage	75.3	75.3
35-1	From FAP Route 42 at Palmer to Wasilla	11.0	11.0
37-1	From the junction of FAP Route 61 and 62 at Fairbanks via Nenana, with a spur to FAP Route 62, International Airport Spur	15.0	60.0
42-1	Anchorage International Airport Palmer via Spenard	45.5	52.0
-2	Palmer to Sheep Mountain ACS Station	57.8	57.8
-3	Sheep Mountain ACS Station to Intersection with FAP 71	83.3	83.3
46-1	From junction with FAP 71 at Gulkana Junction to Slana River, including north approach	75.6	75.6
-2	Slana Bridge to junction with FAP 62 at Tok	49.0	49.0

FAP Route Number	Description	Constructed Mileage	System Mileage
52-1	From junction with FAP 71 at Paxson to end of west approach to Susitna River	79.5	79.5
-2	From Susitna River to end of north approach to Nenana River at East Boundary of Mr. McKinley National Park	76.5	76.5
-3	From East Park Boundary to end of west approach, west bridge, Toklat River	67.8	67.8
-4	From Toklat River to North Boundary, Mt. McKinley National Park	30.3	30.3
61-1	From the junction of FAP Route 37 and 62 at Fairbanks to Fox	11.0	11.0
62-1	From Canadian Border at Mile 1221 to junction with Taylor Highway FAS 785 at Tetlin Junction	80.0	80.0
-2	From junction of FAS 785 to end of west approach of Johnson River	79.0	79.0
-3	From Johnson River to Shaw Creek (end of west approach)	64.3	64.3
-4	From Shaw Creek to junction with FAP 37 and FAP 61 via Fairbanks with spur to Fairbanks International Airport	77.1	78.9
71-1	From port of Valdez to end of north approach Tonsina River at Mile 79.1	79.1	79.1
-2	From Tonsina River to junction with FAP 46 at Gulkana Junction	49.9	49.9
-3	From junction with FAP 46 to junction with FAP 52 at Paxson	56.8	56.8
-4	From junction with FAP 52 to junction with FAP 62 at Big Delta Junction	82.1	82.1
75	<i>Yuma Airport - 2 p.m.</i>	13.5	(12.1)
95-1	At Ketchikan with ferry connection to Wrangell	13.9	113.9
-2	At Wrangell with ferry connection to Petersburg	-0-	46.0

FAP Route Number	Description	Constructed Mileage	System Mileage
95-3	At Petersburg with ferry connection to Juneau	-0-	126.0
-4	At Juneau with ferry connection to Haines	93.4	93.4
-5	Haines to Canadian B order with spur to Army Dock at Lutak Inlet	45.0	45.0
95-7	<i>Kaichan -</i>		
97-1	From FAP 97 at H aines to Slagway	16.0	16.0

ALASKA

SECONDARY SYSTEM - "A"
As Approved February 26, 1957

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
130	041	Nome-Council	77.1	77.1
131	040.31 042.14	Nome-Teller	25.7	25.7
141	042	Nome-Kougarok	36.0	34.0
231	012) 012.12) 012.13)	Kuskokwim-Iditarod	20.7	20.7
261	011	Sterling Landing-Ophir	47.0	47.0
271	031	Ruby-Long-Poorman	56.5	56.5
380	010.52	Naknek Airbase	15.5	15.5
389	014.11	Mill Bay Road	4.0	4.0
391	014.17	Womens Bay-Chiniak-Cape <i>Cape Chiniak-Kimberly Bay</i>	27.0 54.0	27.0 32.0
411	013.1	Dillingham-Aleknagik	13.0	22.0
414		East End Road to Fox River	10.0	25.0
424	010.71	Iliamna Bay-Iliamna Lake	15.5	15.5
430		Diamond Ridge-Olson Mountain	16.0	16.0
463	511.12	Kasilof Road	7.0	23.0
474	416	Seward Airport Road	1.4	1.4
480		<i>via Kotzeb - Uakutat</i>	8.3	(18.3)
490	513	North Kenai Road	16.3	26.3
495	417	Resurrection Bay Road	2.6	2.6
496	410.32	Portage Glacier Road	7.8	7.8
498	414	Hope Highway	17.3	17.3

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
504	510.116	Rabbit Creek Road <i>Constructed 5/20/57</i>	2.7 13.4	2.7 13.4
506	410.115	DeArmoun Road	3.3	3.3
508	410.19	Klatts Road	3.0	3.0
510	313	Wasilla-Willow-Talkeetna	20.3	63.3 <i>(Deleted 6/13/59)</i>
511	314.311	Big Lake Road	5.5	5.5
512	410.111) 410.112) 410.113)	O'Malley Loop (incl. Huffman & Birch) <i>Constructed 5/20/57</i>	-8.0	-8.0
520	410.15	Sand Lake Road	8.2	8.2
525	314	Fishhook-Knik	27.0	27.0
528	411.16	Spenard-Hood Lake Extension	1.0	1.0
529	410.114	Jewel Lake Road	1.5	1.5
530	310A	Glenn Alternate	7.5	7.5
535	411.17	Keni-KFQD Road	0.3	0.3
536	411.12) 411.13) PUD)	Northern Lights Blvd.	3.0	3.0
538	410.11	Fireweed Lane	2.3	2.3
539	410.13	Campbell Creek Road	2.3	2.3
542	411.11	KEMI Road	0.9	0.9
544	310.14	DeBarr Road	2.0	2.0
546	310	Glenn Highway	4.3	4.3
547	310.12) 310.17)	Lake Otis Road & Dowling Road	7.2	7.2
549	310.13	Abbott Road <i>Constructed</i>	4.5 3.8	4.5 3.8

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
550	310.21	Eagle River Road	5.3	5.3
555	315	Boniface Road	3.0	3.0
559	310.22	Birchwood Road	5.8	5.8
560	314.39	Cottonwood Road	5.4	5.4
561	313.15	Hyer Road	2.0	2.0
562	312.112	Edlund Road (fairview Loop Road	7.6	7.6
565	313.13	Matanuska Trunk (to Bogard)	1.1	1.1
566	312.11	Springer Loop (Inner)	2.5	2.5
568	312.11	Springer Loop (Outer)	6.4	6.4
570	312	Palmer-Matanuska-Wasilla	13.9	13.9
577	310.27	Bodenburg Loop	6.2	6.2
579	310.28) 310.210)	Clark-Wolverine Road	3.5	3.5
580	314.21	Fishhook Junction-Willow	51.2	51.2
584	010.1	Talkeetna-Cache Creek	40.7	40.7
585	310.310	Jonesville Road	2.4	2.4
620	130.2	Badger Farm Loop Road	12.1	12.1
624	630.11) 630.13)	Minnie, 3rd Street, Trainer Gate Loop, & Dawson Spur	2.8	2.8
639	632	Nenana-McKinley Park	-0-	75.0
640	632.13	University of Alaska Campus	2.1	2.1
644	631.11	Farmers Loop Road	9.0	9.0
645	633. 11) 633. 17)	Chena Pump Station and Chena Ridge Road	13.3	13.3

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
650	631.22	Chena Hot Springs Road	15.2	62.2
651	633.16	Sheep Creek Road	5.2	5.2
661	132.11) 132.14)	Alston Davis Loop	1.5	1.5
665	130.1) 132.6) 132.8) 132.15) 132.16) 132.18)	Rich-Peger Road & Van Horn Road	4.5	4.5
668	634	Central-Circle Hot Springs	8.3	8.3
670	631	Steese Hwy.-Fox to Circle	152.8	152.8
671		Cushman Alternate	2.5	2.5
680	713	Elliott Highway (Fox-Livengood- Eureka) - Tanana	76.2	136.2
735	331	Taylor Highway	161.0	161.0
736	331.1	Taylor Highway-Boundary	13.9	13.9
809	320.12	Lake Louise Road	20.0	20.0
810		Copper River-Bering River	40.0	40.0
837		Pt. Whitshed	12.9	12.9
839	122.1	Eyak Lake Highway	10.4	20.1
850	121.2	Chitina-McCarthy	1.0	59.0
851	121) 122)	Copper River Highway	78.0	170.0
880	321	Slana-Nabesna	45.6	45.6
902	052	South Tongass Highway	2.0	6.4
919	050.2	Annette Island Road and Metla- katla Walden Point extension	14.0	28.6
920	052	North Tongass Highway	6.7	22.0

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
933	057	Sitka Highway	12.7	13.9
937	058	Mitkof Highway & ext., Sandy Beach Road & ext., Papke Road & ext. <i>to International Boundary</i>	26.2	26.2
943	059	Wrangell Highway & extensions	19.0	19.0
959	055	North Douglas Highway & exten- sion to Pt. Hilda	8.3	32.2
960		Proposed Channel Bridge & Road	-0-	2.0
966	054	Mendenhall Loop Road	8.2	8.2
968		Mendenhall Glacier to Power House Road	2.3	2.3
970	053.21	Mendenhall Peninsula Road, Parson Spur, Mendenhall Loop, & Fritz Cove	7.5	7.5
975	053	Glacier Highway South of Thane	0.7	4.0
987	950.14) 950.15)	Haines-Mud Bay via Small Tracts Road & Port Chilkoot Small Tracts Road	12.6	12.6
990		Haines main street from BFR Depot to Front Street & Ferry Slip	1.5	1.5
991	950.12	Haines-Lutak Road	6.0	6.0
997	050.11	Skagway-Dyea (incl. Sawmill extension)	12.1	12.1
999	050.12	Skagway-Carcross	2.2	2.2

ALASKA

SECONDARY SYSTEM - "B"
As Approved February 26, 1957

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
1050	040.32	Tin City-Goodwin	5.0	5.0
1210	040.33	Lost River - U.S. Tin	6.3	6.3
1301	041.13	Shovel Creek Road	5.0	5.0
1302	041.14	Big Hurrah Road	3.0	3.0
1303	041.12	Casadepaga Road	20.0	20.0
1304	041.1	Council-Ophir Creek	12.0	12.0
1311	042.12 042.13	Snake River Road and Spur	23.8	23.8
1312	042.23	Little Creek Road	0.8	0.8
1321	042.24	Submarine-Paystreak	3.0	3.0
1411	042.22 042.17	Center Creek Road & Depot Spur	4.2	4.2
1412	042.15	Osborne Road	10.2	10.2
1413	042.16	Buster Road	8.3	8.3
1451	043.1	Bunker Hill-Kougarak	40.5	40.5
1510	040.2	Deering-Inmachuk	25.0	25.0
1550		Kotzebue Road	3.0	3.0
1590	040.1	Candle Creek Road	14.0	14.0
1690	040.4	Marshall Road	4.0	4.0
2030	010.4	Bethel Roads	6.8	6.8
2100		Aniak Road	0.5	0.5
2311	012.1-4 -5 -6	Flat Branches	9.3	9.3
2350	030.5	Nulato Airfield Road	1.0	1.0

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
2611	011.1-2	Takotna-Airfield Road	1.5	1.5
2612	011.1-3	Ganes Creek Road	14.4	14.4
2613	011.1-1	Little Creek Road	3.0	3.0
2680		McGrath Airfield-Dock Road	0.8	0.8
2711	030.4	Ruby Airfield Road	1.2	1.2
2790	010.3	Medfra-Nixon	12.0	12.0
3801	010.5-1	Naknek Lake Road	1.0	1.0
3810	010.9	Afognak Lake Road	4.5	4.5
3891	014.1-5	Alaska Communication System Road	0.2	0.2
3892	-10	Island Lake Spur	0.5	0.5
3893	-12	Monashka Cemetery Road	0.2	0.2
3894	-	<i>Muscinikaki Rd. (Kadlak) added 5/20/57</i>	0.8	0.8
3911	-8	Kalsin Bay-Pasagshak Point	13.0	13.0
3912	-13	Saltery Cove Road	10.0	10.0
3913	014.1-4	Anton Larson Bay Road	10.0 2.5	10.0 -7.5
4040	010.8-1	Seldovia-Red Mountain	12.0	18.0
4101		Homer Town Roads	1.2	1.2
4111	013	Kanakanak Spur	9.0	9.0
4112	013	Wood River Spur	3.0	3.0
4111		Airport By-Pass	3.2	3.2
4112		East Hill Road	2.3	2.3
4210	010.7-2	Iliamna Lake-Newhalen River	13.0	13.0
4301		Diamond Ridge Spur	0.3	0.3
4302		Crossman Ridge Road	1.5	1.5
4303		East Hill Extension	1.7	1.7

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
4401	511.1-6	Anchor Point Road	1.4	1.4
4441	-7	North Anchor River Road	2.7	2.7
4511		West Hill Road	2.0	2.0
4521	511.1-8	Deep Creek Road	1.3	1.3
4551		Hospital Road	1.0	1.0
4561	511.1-5	Ninilchik Road	0.3	0.3
4581	-14	Ninilchik Small Tracts Road	0.5	0.5
4601	511.1-9	Ninilchik Airport Road	0.4	0.4
4611	511.1-3	Cohoe Road	10.2	10.2
4701	-15	Clam Gulch Road	0.9	0.9
4711	512.1-10	Kenni Village Road	2.0	2.0
4741	410.2-5 -6	North Seward Airport Road	1.2	1.2
4742	-0-	Crawford Road (Seward Airport Spur)	0.3	0.3
4761	410.2-7	Jesse Lee Home Area	1.2	1.2
4762	-8	Sanitorium Roads	3.2	3.2
4781	410.3-3	Barabara Bar Road	0.3	0.3
4791	511.1-10	Robinson Loop Road	5.6	5.6
4792	-13	Scout Lake Road	4.6	4.6
4801	410.3-4	Bear Lake Road	1.1	1.1
4811	511.1-11	Alcatraz Lake Road	1.9	1.9
4812	-12	Hidden Lake Road	0.8	0.8
4813	-1	Skilak Lake Road	1.0	1.0
4812	410.2-4	Moose Pass Station	0.2	0.2
4834		<i>Spur to Lake Road connected 1/5/2017</i>	1.5	1.5
4841	512.1-3	Beaver Loop Road	4.9	4.9
4842	-4	Home Site Loop Road	2.2	2.2

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
4851	510.1-9 -8 -7 -4	Quartz Creek Roads	5.5	5.5
4852	510.1-6	Snug Harbor Road	1.3	1.3
4853	510.1-5	Bean Creek Spur	1.1	1.1
4901	512.1-6 -7 -8 -9	North Kenai Branches	11.0	11.0
4931	410.2-1	Primrose Spur (Kenai Lake)	0.7	0.7
4951	410.2-9	Old Cemetery Road	0.6	0.6
4983	414.1-3	Hope Town Road	0.8	0.8
5021	415	Crow Creek Highway	8.0	8.0
5029		<i>Indian, Smith Street Road Constructed 5/20/37</i>	0.9	0.9
5081	410.1-10	Johns Road	0.9	0.9
5101	314.3-5	Wasilla Aviation Field Spur	0.2	0.2
5111	314.3-12	North Shore Drive	1.6	1.6
5121	410.1-18	Hillside Road <i>constructed - c.</i>	- 2.2	- 2.2
5201	410.1-5	Sand Lake Spur	0.3	0.3
5202	410.1-6	Kincaid Road	1.5	1.5
5255	314.3-10	Philo Spees Road	0.5	0.5
5256	314.3-13	Lucille Lake Spur	0.7	0.7
5257	314.3-2	Schrock Road	7.1	7.1
5291	410.1-8	Strawberry Road-Sportsman Road	1.5	1.5
5292	410.1-7	Raspberry Road	0.8	0.8
5301	310.1-6	Baxter Road	0.8	0.8
5341	411.1-5	McCrae Road	0.8	0.8
5361	-2	Sylvan Way-Blueberry Roads	0.9	0.9

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
5362	411.1-4	Lois-Utah	0.7	0.7
5381	410.1-20	C Street Extension	0.4	0.4
5391	-4	Campbell Station Branch	1.4	1.4
5471	310.1-10 -11 -9	Lore Road-Alder Road-Spruce Road	1.9	1.9
5491	-12	South Boundary Road <i>connected</i>	-1.5	-1.5
5501	310.2-14	Eagle River Loop Road	0.7	0.7
5541	-12	Fire Lake Fish Hatchery Road	0.3	0.3
5561	310.2-3	Eklutna Lake Road	10.0	10.0
5562	-5	Eklutna School Road	1.8	1.8
5591		Birchwood Spur	3.0	3.0
5601	314.3-7	Hayfield Road (spur only)	3.0	3.0
5611		Hyer Spur	0.2	0.2
5612	313.1-2	Arnt Road	0.2	0.2
5621	-13	Davis Road	0.7	0.7
5631	310.2-13	Peters Creek Road	1.1	1.1
5641	310.2-4	Plumby Road	1.5	1.5
5651	313.1-4	Griffith Road	0.6	0.6
-5661	312.1-1	Springer Branches (Central)	0.7	0.7
5681	312.1-3	McLeod Road	1.5	1.5
5682	312.1-1	Springer Branch (East)	0.8	0.8
5691	313.1-1	Hammer Road	0.3	0.3
5701	312.1-3 -4 -5	Schible-Herman-Moore Road	0.6	0.6
5702	312.1-6	Matanuska Spur	0.7	0.7

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
5703	312.1-8 -9 -11	Jensen-Church-Walton Roads	0.9	0.9
5704	312.1-15	Anderson Road	0.4	0.4
5741	314.3-3	Bogard Road	7.2	7.2
5742	314.3-4	Engstrom Road	1.6	1.6
5743	314.3-1	Lakeview Road and Branch	3.1	3.1
5771	310.2-7	BoDENburg Spur	0.5	0.5
5781	310.3-3 04	Scott-Marsh Roads	2.0	2.0
5791	310.2-9	Huntley Road	1.5	1.5
5792	310.2-8	Clark Road	1.5	1.5
5801	310.3-1 -2 314.1-1 -2 -3	Farm Loop-Lossing-Werner-Moffat- Campbell Roads	4.9	4.9
5802	314.1-5 -6	Cunningham-Falk Roads	1.3	1.3
5803	314.2-2 -3 -4 -5 -6	Gold Mint Road) Archangel Road) Reed Creek Road) Gold Chord Creek Road) Upper Willow Road)	15.3	15.3
5804	314.2-7	Craigie Creek Road	2.2	2.2
5805	314.2-8	Grubstake Road	1.7	1.7
5811	310.3-6 -7	Rue-Buffalo Mine Road	5.7	5.7
5812	310.3-8	Buffalo R.R. Spur	0.3	0.3
5813	310.3-11	Mile 58 Road	1.2	1.2
5821	310.3-5	Archie Road	0.5	0.5
5851		Eska Branch and Mrak Mine Road	2.5	2.5

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
5911	310.3-9	Chickaloon Branch Road	2.0	2.0
5940	010.2-1	Colorado-Bull River Road	17.0	17.0
5961	811-1-1 -2	Cantwell Depot ^{ed} -Cantwell Siding- Cantwell-Summit-Cantwell Town- site	3.5 10.9	3.5 10.9 6/3/57
6021	813	Kantishna Road	4.5	4.5
6041	130.4-1	Lake Harding Branch	4.6	4.6
6061	130.3-2	Little Salcha Loop	2.9	2.9
6121	130.3-4	Laurance-Moose Dike	4.9	4.9
6181	130.2-8	Bradway-Badger	2.2	2.2
6201	130.2-2	Dennis Road	0.6	0.6
6202	130.2-6 -7	Thirty Mile Slough-Keeling Roads	2.6	2.6
6203	130.2-4	Peede Road	4.0	4.0
6204	130.2-5	Nordale-Tonseth-Freeman Road	3.6	3.6
6205	130.2-3	Greiman Road (Woll Road)	1.4	1.4
6250	030.2	Rampart-Little Minook Creek	4.5	4.5
6270	030.3-1 -2	Nolan-Wiseman-Hammond River	18.0	18.0
6321	630.1-4	Phillips Field Road	2.7	2.7
6361	632.1-2	Geist Road	1.7	1.7
6391	010.2-2	Suntrana-Nenana River	4.0	4.0
6392	030.6-2	Ferry-Nva-Moose Creek	21.8	21.8
6421	633.1-5	Ready Bullion Creek Road	2.5	2.5
6441	631.1-4 -5 -8	Ballaine-Rickert-Yankovich-Lawlor Roads	3.9	3.9
6442	631.1-6	Grenac Road	1.2	1.2
6443	631.1-3	Crossman-Fideler	1.5	1.5

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
6444	631.1-2	Isabella Creek Road (McGrath Road)	3.3	3.3
4451		China Pump Small Tract Rd. Corrected 18/2:157	1.0	1.0
6491	633.1-2 -3	Ester Dome Road-St. Patrick's- Goldstream	7.8	7.8
6501		Bennett Road	1.5	1.5
6502	631.2-1	Steele Creek Branch	3.9	3.9
6570	132.1-3	Becker-Dale-Conn Road	2.7	2.7
6571	132.1-9	Pikes Landing Road	1.0	1.0
6611	132.1-1 -4	Alston-Davis Spurs	0.5	0.5
6651	132.1-7	Moore-Cartwright Road	2.0	2.0
6652	132.1-5	Peger Road	1.0	1.0
6653	130.1	Cushman Street Extension	0.2	0.2
6670	132.1-2	Bjeermark Road	0.7	0.7
6681	634.1-1	Deadwood Creek Road	3.4	3.4
6682	634.1-2	Portage Creek Road	2.2	2.2
6683	634.1-3	Ketchum Creek	2.8	2.8
6701	631.4-1	United States Creek Road	11.0	11.0
6702	631.4-2	Sourdough Creek Road	4.8	4.8
6703	631.4-3	Faith Creek Road	1.5	1.5
6704	631.4-4	Eagle Creek Road	1.2	1.2
6705	631.4-5	Miller House-Harrison Creek- Mastodon Creek-Miller Creek	15.2	15.2
6706	631.4-6	Porcupine Creek	11.0	11.0
6721	631.3-1	Gilmore-Pearl Creek	8.8	8.8
6722	631.3-2 -3	Fish Creek Road-Fairbanks Creek Road	18.9	18.9

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
6723	631.3-4	Pedro Dome Road	2.8	2.8
6724	631.3-5	Little Eldorado Road	2.1	2.1
6725	631.3-6	Old Chatanika Road	2.0	2.0
6751	130.2-9	Rozak Road	0.4	0.4
6801	731.1-2	Wilbur Creek Road	1.5	1.5
6802	731.1-1 -3	Livengood-Brooks Amy Creek Road	8.0	8.0
6803		Eureka Spur	3.0	3.0
6804	732.1 732	Manley Hot Springs-Tofty Manley Hot Springs Landing- Eureka	43.7	43.7
6851	130.3-1	Old Richardson Highway	14.5	14.5
6911	130.4-2	Birch Lake Branch	1.7	1.7
7071	230.2-2	Buffalo Center Road	1.0	1.0
7111	230.2-1	Remington Road	8.1	8.1
7551	230.1-1 -2	Tanacross Road Tanacross Village Road	4.9	4.9
7601	130 .5	Shaw Creek Road	2.0	2.0
7851	331.2	Eagle-Mission on Yukon River	3.3	3.3
7900	030.1	Coal Creek Road	7.0	7.0
7911	231	Northway Junction-Airfield	6.8	6.8
8151	120.1-1	Valdez-Mineral Creek	10.7	10.7
8152	120.1-2 -3	Valdez Airport Road Valdez Glacier Road	4.5	4.5
8154		<i>Bluesong Lake Rd. Constructed 5/30/57</i>	0.5	0.5
8153	120.2	Robe Lake Branch	0.5	0.5
8161	120.4	Worthington Glacier Road	0.5	0.5
8251		Fielding Lake Road	1.5	1.5
8371		<i>Chase Avenue</i>	0.5	0.5

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
8501	020.1-1 -2,-3	McCarthy Roads	27.0	27.0
8511	122.3	Sheridan Road	3.1	3.1
8601	120.3	Tazlina Road	1.2	1.2
8921	320.1-1	Mentasta Spur	7.0	7.0
9021	052.1-5	Power House Spur	0.3	0.3
9022	052.1-4	Wood Road	0.5	0.5
9023	052.1-3	Roosevelt Drive	1.4	1.4
9041	052.1-1 -2	Totem Road (Saxman Loop) Cemetery Road	0.5	0.5
9061	052.2-1	Carlanna Lake Road	1.5	1.5
9062	052.2-2	Shoreline Drive	0.9	0.9
9101		Ward's Lake Road	3.5	3.5
9201	052.3-1	Brusick Spur	0.3	0.3
9202	052.3-2 -3 -4 -5	Mud Bay Loop) Meyer's Spur) D-1 and D-2 Road) Totem Bight Road)	2.8	2.8
9203	052.3-6	Pond Reef Road	1.2	1.2
9204	052.3-7 -8 -9	South Point Higgins Road) North Point Higgins Road) Knudson Cove)	3.9	3.9
9240		Craig-Klawock	1.2	26.0
9290	050.3-1	Salmon River Highway	12.1	12.1
9291	050.4	Texas Creek Road	3.5	3.5
9333	057.1-2	National Monument Road	0.2	0.2
9350		Kake Road	1.4	1.4
9371		<i>Sandy Beach Quarry constructed 5/20/57</i>	1.5	1.5
9541	051.1	Cedar Park Spur	0.3	0.3

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
9561	053.1-1	Basin Road	0.5	0.5
9581	053.1-2	Sunny Point Road	0.4	0.4
9665	054.1-3	Montana Creek Road and Skaters Cabin Road	3.8	3.8
9712	153.2-3	Auk Lake Road	0.7	0.7
9721	053.2-4 -5	Auk Bay Float Simpson Spur	0.4	0.4
9722	053.2-6	Indian Point Road	0.4	0.4
9724	053.3-1 -2 -3 -4 -5	Leiver's Point Road) Pt. Louisa Road) Refuse Dump Road) Pt. Lena Loop) Lena Cove Road)	2.7	2.7
9725	053.3-6 -7 -8	Pt. Stevens Road) Tee Harbor Road and So. Pt. Stevens) Tee Harbor Ferry)	1.0	1.0
9742	053.4-1	Shrine Spur	0.1	0.1
9744		Eagle River Landing Road	0.7	0.7
9831	950.2-4	Mosquito Lake Road	4.7	4.7
9851	950.2-1	Klulwan Road	2.6	2.6
9871	950.1-6	CAA Road	1.0	1.0
9872		Mud Bay Loop	2.7	2.7
9891		Farm Road, ferry slip south	0.5	0.5
9901	950.1-3	Young Road	0.5	0.5
9902	950.1-1	Allen-Comstock Road	0.7	0.7
9921	950.2-7	Haines-Jones Point	1.0	1.0
9922	950.2-8	Piedad Road	0.6	0.6
9961	950.2-2 -3	Porcupine Extension Porcupine Crossing	11.8	11.8
9981	950.2-6	Mackenzie Road	0.5	0.5
9991	050.1-4	Sanitarium Road	1.0	1.0

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SECONDARY SYSTEM - "A"

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
130	041	Nome-Council	77.1	77.1
131	040.31) 042.14)	Nome-Teller	25.7	25.7
141	042	Nome-Kougarok	36.0	84.0
231	012) 012.12) 012.13)	Kuskokwim-Iditarod	20.7	20.7
261	011	Sterling Landing-Ophir	47.0	47.0
271	031	Ruby-Long-Poorman	56.5	56.5
380	010.52	Naknek Airbase	15.5	15.5
389	014.11	Mill Bay Road	4.0	4.0
391	014.17	Womens Bay-Chiniak Cape	27.0	27.0
411	013.1	Dillingham-Aleknagik	13.0	22.0
414		East End Road to Fox River	10.0	25.0
424	010.71	Iliamna Bay-Iliamna Lake	15.5	15.5
430		Diamond Ridge-Olson Mountain	16.0	16.0
463	511.12	Kasilof Road	7.0	23.0
474	416	Seward Airport Road	1.4	1.4
490	513	North Kenai Road	16.3	26.3
495	417	Resurrection Bay Road	2.6	2.6
496	410.32	Portage Glacier Road	7.8	7.8
498	414	Hope Highway	17.3	17.3

FAS RRoute No.	Old Route No.	Name	Constructed Mileage	System Mileage
504	510.116	Rabbit Creek Road	2.7	2.7
506	410.115	DeArmoun Road	3.3	3.3
508	410.19	Klatts Road	3.0	3.0
510	313	Wasilla-Willow-Talkeetna	20.3	63.3
511	314.311	Big Lake Road	5.5	5.5
512	410.111) 410.112) 410.113)	O'Malley Loop (incl. Huffman & Birch)	8.0	8.0
520	410.15	Sand Lake Road	8.2	8.2
525	314	Fishhook-Knik	27.0	27.0
528	411.16	Spenard-Hood Lake Extension	1.0	1.0
529	410.114	Jewel Lake Road	1.5	1.5
530	310A	Glenn Alternate	7.5	7.5
535	411.17	KENI-KFQD Road	0.3	0.3
536	411.12) 411.13) PUD)	Northern Lights Blvd.	3.0	3.0
538	410.11	Fireweed Lane	2.3	2.3
539	410.13	Campbell Creek Road	2.3	2.3
542	411.11	KENI Road	0.9	0.9
544	310.14	DeBarr Road	2.0	2.0
546	310	Glenn Highway	4.3	4.3
547	310.12) 310.17)	Lake Otis Road & Dowling Road	7.2	7.2
549	310.13	Abbott Road	3.8	3.8

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
550	310.21	Eagle River Road	5.3	5.3
555	315	Boniface Road	3.0	3.0
559	310.22	Birchwood Road	5.8	5.8
560	314.39	Cottonwood Road	5.4	5.4
561	313.15	Hyer Road	2.0	2.0
562	312.112	Edlund Road (fairview Loop Road)	7.6	7.6
565	313.13	Matanuska Trunk (to Bogard)	1.1	1.1
566	312.11	Springer Loop (Inner)	2.5	2.5
568	312.11	Springer Loop (Outer)	6.4	6.4
570	312	Palmer-Matanuska-Wasilla	13.9	13.9
577	310.27	Bodenburg Loop	6.2	6.2
579	310.28) 310.210)	Clark-Wolverine Road	3.5	3.5
580	314.21	Fishhook Junction-Willow	51.2	51.2
584	010.1	Talkeetna-Cache Creek	40.7	40.7
585	310.310	Jonesville Road	2.4	2.4
620	130.2	Badger Farm Loop Road	12.1	12.1
624	630.11) 630.13)	Minnie, 3rd Street, Trainer Gate Loop, & Dawson Spur	2.8	2.8
639	632	Nenana-McKinley Park	-0-	75.0
640	632.13	University of Alaska Campus	2.1	2.1
644	631.11	Farmers Loop Road	9.0	9.0
645	633.11) 633.17)	Chena Pump Station and Chena Ridge Road	13.3	13.3

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
650	631.22	Chena Hot Springs Road	15.2	62.2
651	633.16	Sheep Creek Road	5.2	5.2
661	132.11) 132.14)	Alston Davis Loop	1.5	1.5
665	130.1) 132.6) 132.8) 132.15) 132.16) 132.18)	Rich-Peger Road & Van Horn Road	4.5	4.5
668	634	Central-Circle Hot Springs	8.3	8.3
670	631	Steese Hwy.-Fox to Circle	152.8	152.8
680	731	Elliott Highway (Fox-Livengood- Eureka)	76.2	136.2
785	331	Taylor Highway	161.0	161.0
786	331.1	Taylor Highway-Boundary	13.9	13.9
809	320.12	Lake Louise Road	20.0	20.0
810		Copper River-Bering River	40.0	40.0
837		Pt. Whitshed	12.9	12.9
839	122.1	Eyak Lake Highway	10.4	20.1
850	121.2	Chitina-McCarthy	1.0	59.0
851	121) 122)	Copper River Highway	78.0	170.0
880	321	Slana-Nabesna	45.6	45.6
902	052	South Tongass Highway	2.0	6.4
919	050.2	Annette Island Road and Metla- katla-Walden Point extension	14.0	28.6
920	052	North Tongass Highway	6.7	22.0

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
933	057	Sitka Highway	12.7	13.9
937	058	Mitkof Highway & ext., Sandy Beach Road & ext., Papke Road & ext.	26.2	26.2
943	059	Wrangell Highway & extensions	19.0	19.0
959	055	North Douglas Highway & exten- sion to Pt. Hilda	8.3	32.2
960		Proposed Channel Bridge & Road	-0-	2.0
966	054	Mendenhall Loop Road	3.2	8.2
968		Mendenhall Glacier to Power House Road	2.3	2.3
970	053.21	Mendenhall Peninsula Road, Parson Spur, Mendenhall Loop, & Fritz Cove	7.5	7.5
975	053	Glacier Highway South of Thane	0.7	4.0
987	950.14) 950.15)	Haines-Mud Bay via Small Tracts Road & Port Chilkoot Small Tracts Road	12.6	12.6
990		Haines main street from BPr Depot to Front Street & Ferry Slip	1.5	1.5
991	950.12	Haines-Lutak Road	6.0	6.0
997	050.11	Skagway-Dyea (incl. Sawmill extension)	12.1	12.1
999	050.12	Skagway-Carcross	2.2	2.2

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SECONDARY SYSTEM - "B"

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
1050	040.32	Tin City-Goodwin	5.0	5.0
1210	040.33	Lost River - U.S. Tin	6.3	6.3
1301	041.13	Shovel Creek Road	5.0	5.0
1302	041.14	Big Hurrah Road	3.0	3.0
1303	041.12	Casadepaga Road	20.0	20.0
1304	041.1	Council-Ophir Creek	12.0	12.0
1311	042.12 042.13	Snake River Road and Spur	23.8	23.8
1312	042.23	Little Creek Road	0.8	0.8
1321	042.24	Submarine-Paystreak	3.0	3.0
1411	042.22 042.17	Center Creek Road & Depot Spur	4.2	4.2
1412	042.15	Osborne Road	10.2	10.2
1413	042.16	Buster Road	8.3	8.3
1451	043.1	Bunker Hill-Kougarok	40.5	40.5
1510	040.2	Deering-Inmachuk	25.0	25.0
1550		Kotzebue Road	3.0	3.0
1590	040.1	Candle Creek Road	14.0	14.0
1690	040.4	Marshall Road	4.0	4.0
2080	010.4	Bethel Roads	6.8	6.8
2100		Aniak Road	0.5	0.5
2311	012.1-4 -5 -6	Flat Branches	9.3	9.3
2350	030.5	Nulato Airfield Road	1.0	1.0

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
2611	011.1-2	Takotna-Airfield road	1.5	1.5
2612	011.1-3	Ganes Creek Road	14.4	14.4
2613	011.1-1	Little Creek Road	3.0	3.0
2680		McGrath Airfield-Dock Road	0.8	0.8
2711	030.4	Ruby Airfield Road	1.2	1.2
2790	010.3	Medfra-Nixon	12.0	12.0
3801	010.5-1	Naknek Lake Road	1.0	1.0
3810	010.9	Afognak Lake Road	4.5	4.5
3891	014.1-5	Alaska Communication System Road	0.2	0.2
3892	-10	Island Lake Spur	0.5	0.5
3893	-12	Monashka Cemetery Road	0.2	0.2
3911	-8	Kalsin Bay-Pasagshak Point	13.0	13.0
3912	-13	Saltery Cove Road	10.0	10.0
3913	014.1-4	Anton Larson Bay Road	10.0	10.0
4040	010.8-1	Seldovia-Red Mountain	12.0	18.0
4101		Homer Town Roads	1.2	1.2
4111	013	Kanakanak Spur	9.0	9.0
4112	013	Wood River Spur	3.0	3.0
4141		Airport By-Pass	3.2	3.2
4142		East Hill Road	2.3	2.3
4210	010.7-2	Iliamna Lake-Newhalen River	13.0	13.0
4301		Diamond Ridge Spur	0.3	0.3
4302		Crossman Ridge Road	1.5	1.5
4303		East Hill Extension	1.7	1.7

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
4401	511.1-6	Anchor Point Road	1.4	1.4
4441	-7	North Anchor River Road	2.7	2.7
4511		West Hill Road	2.0	2.0
4521	511.1-8	Deep Creek Road	1.3	1.3
4551		Hospital Road	1.0	1.0
4561	511.1-5	Ninilchik Road	0.3	0.3
4581	-14	Ninilchik Small Tracts Road	0.5	0.5
4601	511.1-9	Ninilchik Airport Road	0.4	0.4
4611	511.1-3	Cohoe Road	10.2	10.2
4701	-15	Clam Gulch Road	0.9	0.9
4711	512.1-10	Kenai Village Road	2.0	2.0
4741	410.2-5 -6	North Seward Airport Road	1.2	1.2
4742	-0-	Crawford Road (Seward Airport Spur)	0.3	0.3
4761	410.2-7	Jesse Lee Home Area	1.2	1.2
4762	-8	Sanitorium Roads	3.2	3.2
4781	410.3-3	BaraBara Bar Road	0.3	0.3
4791	511.1-10	Robinson Loop Road	5.6	5.6
4792	-13	Scout Lake Road	4.6	4.6
4801	410.3-4	Bear Lake Road	1.1	1.1
4811	511.1-11	Alcatraz Lake Road	1.9	1.9
4812	-12	Hidden Lake Road	0.8	0.8
4813	-1	Skilak Lake Road	1.0	1.0
4821	410.2-4	Moose Pass Station	0.2	0.2
4841	512.1-3	Beaver Loop Road	4.9	4.9
4842	-4	Home Site Loop Road	2.2	2.2

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
4851	510.1-9 -8 -7 -4	Quartz Creek Roads	5.5	5.5
4852	510.1-6	Snug Harbor Road	1.3	1.3
4853	510.1-5	Bean Creek Spur	1.1	1.1
4901	512.1-6 -7 -8 -9	North Kenai Branches	11.0	11.0
4931	410.2-1	Primrose Spur (Kenai Lake)	0.7	0.7
4951	410.2-9	Old Cemetery Road	0.6	0.6
4983	414.1-3	Hope Town Road	0.8	0.8
5021	415	Crow Creek Highway	8.0	8.0
5081	410.1-10	Johns Road	0.9	0.9
5101	314.3-5	Wasilla Aviation Field Spur	0.2	0.2
5111	314.3-12	North Shore Drive	1.6	1.6
5121	410.1-18	Hillside Road	2.2	2.2
5201	410.1-5	Sand Lake Spur	0.3	0.3
5202	410.1-6	Kincaid Road	1.5	1.5
5255	314.3-10	Philo Spees Road	0.5	0.5
5256	314.3-13	Lucille Lake Spur	0.7	0.7
5257	314.3-2	Schrock Road	7.1	7.1
5291	410.1-8	Strawberry Road-Sportsman Road	1.5	1.5
5292	410.1-7	Raspberry Road	0.8	0.8
5301	310.1-6	Baxter Road	0.8	0.8
5341	411.1-5	McCrae Road	0.8	0.8
5361	-2	Sylvan Way-Blueberry Roads	0.9	0.9

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
5362	411.1-4	Lois-Utah	0.7	0.7
5381	410.1-20	C Street Extension	0.4	0.4
5391	-4	Campbell Station Branch	1.4	1.4
5471	310.1-10 -11 -9	Lore Road-Alder Road-Spruce Road	1.9	1.9
5491	-12	South Boundary Road	1.5	1.5
5501	310.2-14	Eagle River Loop Road	0.7	0.7
5541	-12	Fire Lake Fish Hatchery Road	0.3	0.3
5561	310.2-3	Eklutna Lake Road	10.0	10.0
5562	-5	Eklutna School Road	1.8	1.8
5591		Birchwood Spur	3.0	3.0
5601	314.3-7	Hayfield Road (spur only)	3.0	3.0
5611		Hyer Spur	0.2	0.2
5612	313.1-2	Arnt Road	0.2	0.2
5621	-13	Davis Road	0.7	0.7
5631	310.2-13	Peters Creek Road	1.1	1.1
5641	310.2-4	Plumly Road	1.5	1.5
5651	313.1-4	Griffith Road	0.6	0.6
5661	312.1-1	Springer Branches (Central)	0.7	0.7
5681	312.1-3	McLeod Road	1.5	1.5
5682	312.1-1	Springer Branch (East)	0.8	0.8
5691	313.1-1	Hammer Road	0.3	0.3
5701	312.1-3 -4 -5	Schible-Herman-Moore Road	0.6	0.6
5702	312.1-6	Matanuska Spur	0.7	0.7

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
5703	312.1-8 -9 -11	Jensen-Church-Walton Roads	0.9	0.9
5704	312.1-15	Anderson Road	0.4	0.4
5741	314.3-3	Bogard Road	7.2	7.2
5742	314.3-4	Engstrom Road	1.6	1.6
5743	314.3-1	Lakeview Road and Branch	3.1	3.1
5771	310.2-7	Bodenburg Spur	0.5	0.5
5781	310.3-3 -4	Scott-Marsh Roads	2.0	2.0
5791	310.2-9	Huntley Road	1.5	1.5
5792	310.2-8	Clark Road	1.5	1.5
5801	310.3-1 -2 314.1-1 -2 -3	Farm Loop-Lossing-Werner-Moffat- Campbell Roads	4.9	4.9
5802	314.1-5 -6	Cunningham-Falk Roads	1.3	1.3
5803	314.2-2 -3 -4 -5 -6	Gold Mint Road) Archangel Road) Reed Creek Road) Gold Chord Creek Road) Upper Willow Road)	15.3	15.3
5804	314.2-7	Craigie Creek Road	2.2	2.2
5805	314.2-8	Grubstake Road	1.7	1.7
5811	310.3-6 -7	Rue-Buffalo Mine Road	5.7	5.7
5812	310.3-8	Buffalo R.R. Spur	0.3	0.3
5813	310.3-11	Mile 58 Road	1.2	1.2
5821	310.3-5	Archie Road	0.5	0.5
5851		Eska Branch and Mirak Mine Road	2.5	2.5

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
5911	310.3-9	Chickaloon Branch Road	2.0	2.0
5940	010.2-1	Colorado-Bull River Road	17.0	17.0
5961	811-1-1 -2	Cantwell Depot-Cantwell Siding- Cantwell-Summit-Cantwell Townsite	10.9	10.9
6021	813	Kantishna Road	4.5	4.5
6041	130.4-1	Lake Harding Branch	4.6	4.6
6061	130.3-2	Little Salcha Loop	2.9	2.9
6121	130.3-4	Laurance-Moose Dike	4.9	4.9
6181	130.2-8	Bradway-Badger	2.2	2.2
6201	130.2-2	Dennis Road	0.6	0.6
6202	130.2-6 -7	Thirty Mile Slough-Keeling Roads	2.6	2.6
6203	130.2-4	Peede Road	4.0	4.0
6204	130.2-5	Nordale-Tonseth-Freeman Road	3.6	3.6
6205	130.2-3	Greiman Road (Woll Road)	1.4	1.4
6250	030.2	Rampart-Little Minook Creek	4.5	4.5
6270	030.3-1 -2	Nolan-Wiseman-Hammond River	18.0	18.0
6321	630.1-4	Phillips Field Road	2.7	2.7
6361	632.1-2	Geist Road	1.7	1.7
6391	010.2-2	Suntrana-Menana River	4.0	4.0
6392	030.6-2	Ferry-Eva-Moose Creek	21.8	21.8
6421	633.1-5	Ready Bullion Creek Road	2.5	2.5
6441	631.1-4 -5 -8	Ballaine-Rickert-Yankovich-Lawlor Roads	3.9	3.9
6442	631.1-6	Grenac Road	1.2	1.2
6443	631.1-3	Crossman-Fideler	1.5	1.5

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
6444	631.1-2	Isabella Creek Road (McGrath Road)	3.3	3.3
6491	633.1-2 -3	Ester Dome Road-St. Patrick's- Goldstream	7.8	7.8
6501		Bennett Road	1.5	1.5
6502	631.2-1	Steele Creek Branch	3.9	3.9
6570	132.1-3	Becker-Dale-Conn Road	2.7	2.7
6571	132.1-9	Pikes Landing Road	1.0	1.0
6611	132.1-1 -4	Alston-Davis Spurs	0.5	0.5
6651	132.1-7	Moore-Cartwright Road	2.0	2.0
6652	132.1-5	Peger Road	1.0	1.0
6653	130.1	Cushman Street Extension	0.2	0.2
6670	132.1-2	Bjeermark Road	0.7	0.7
6681	634.1-1	Deadwood Creek Road	3.4	3.4
6682	634.1-2	Portage Creek Road	2.2	2.2
6683	634.1-3	Ketchum Creek	2.8	2.8
6701	631.4-1	United States Creek Road	11.0	11.0
6702	631.4-2	Sourdough Creek Road	4.8	4.8
6703	631.4-3	Faith Creek Road	1.5	1.5
6704	631.4-4	Eagle Creek Road	1.2	1.2
6705	631.4-5	Miller House-Harrison Creek-Mastodon Creek-Miller Creek	15.2	15.2
6706	631.4-6	Porcupine Creek	11.0	11.0
6721	631.3-1	Gilmore-Pearl Creek	8.8	8.8
6722	631.3-2 -3	Fish Creek Road-Fairbanks Creek Road	18.9	18.9
6723	631.3-4	Pedro Dome Road	2.8	2.8
6724	631.3-5	Little Eldorado Road	2.1	2.1

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
6725	631.3-6	Old Chatanika Road	2.0	2.0
6751	130.2-9	Rozak Road	0.4	0.4
6801	731.1-2	Wilbur Creek Road	1.5	1.5
6802	731.1-1 -3	Livengood-Brooks Amy Creek Road	8.0	8.0
6803		Eureka Spur	3.0	3.0
6804	732.1 732	Manley Hot Springs-Tofty Manley Hot Springs Landing-Eureka	43.7	43.7
6851	130.3-1	Old Richardson Highway	14.5	14.5
6911	130.4-2	Birch Lake Branch	1.7	1.7
7071	230.2-2	Buffalo Center Road	1.0	1.0
7111	230.2-1	Remington Road	8.1	8.1
7551	230.1-1 -2	Tanacross Road Tanacross Village Road	4.9	4.9
7601	130.5	Shaw Creek Road	2.0	2.0
7851	331.2	Eagle-Mission on Yukon River	3.3	3.3
7900	030.1	Coal Creek Road	7.0	7.0
7911	231	Northway Junction-Airfield	6.8	6.8
8151	120.1-1	Valdez-Mineral Creek	10.7	10.7
8152	120.1-2 -3	Valdez Airport Road Valdez Glacier Road	4.5	4.5
8153	120.2	Robe Lake Branch	0.5	0.5
8161	120.4	Worthington Glacier Road	0.5	0.5
8251		Fielding Lake Road	1.5	1.5
8501	020.1-1 -2,-3	McCarthy Roads	27.0	27.0
8511	122.3	Sheridan Road	3.1	3.1
8601	120.3	Tazlina Road	1.2	1.2
8921	320.1-1	Mentasta Spur	7.0	7.0

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
9021	052.1-5	Power House Spur	0.3	0.3
9022	052.1-4	Wood Road	0.5	0.5
9023	052.1-3	Roosevelt Drive	1.4	1.4
9041	052.1-1 -2	Totem Road (Saxman Loop) Cemetery Road	0.5	0.5
9061	052.2-1	Carlanna Lake Road	1.5	1.5
9062	052.2-2	Shoreline Drive	0.9	0.9
9101		Ward's Lake Road	3.5	3.5
9201	052.3-1	Brusick Spur	0.3	0.3
9202	052.3-2 -3 -4 -5	Mud Bay Loop) Meyer's Spur) D-1 and D-2 Road) Totem Bight Road)	2.8	2.8
9203	052.3-6	Pond Reef Road	1.2	1.2
9204	052.3-7 -8 -9	South Point Higgins Road) North Point Higgins Road) Knudson Cove)	3.9	3.9
9240		Craig-Klawock	1.2	26.0
9290	050.3-1	Salmon River Highway	12.1	12.1
9291	050.4	Texas Creek Road	3.5	3.5
9333	057.1-2	National Monument Road	0.2	0.2
9350		Kake Road	1.4	1.4
9541	051.1	Cedar Park Spur	0.3	0.3
9561	053.1-1	Basin Road	0.5	0.5
9581	053.1-2	Sunny Point Road	0.4	0.4
9665	054.1-3 -4	Montana Creek Road and Skaters Cabin Road	3.8	3.8
9712	053.2-3	Auk Lake Road	0.7	0.7
9721	053.2-4 -5	Auk Bay Float Simpson Spur	0.4	0.4

FAS Route No.	Old Route No.	Name	Constructed Mileage	System Mileage
9722	053.2-6	Indian Point Road	0.4	0.4
9724	053.3-1	Leiver's Point Road)		
	-2	Pt. Louisa Road)		
	-3	Refuse Dump Road)	2.7	2.7
	-4	Pt. Lena Loop)		
	-5	Lena Cove Road)		
9725	053.3-6	Pt. Stevens Road)		
	-7	Tee Harbor Road and So. Pt. Stevens)	1.0	1.0
	-8	Tee Harbor Ferry)		
9742	053.4-1	Shrine Spur	0.1	0.1
9744		Eagle River Landing Road	0.7	0.7
9831	950.2-4	Mosquito Lake Road	4.7	4.7
9851	950.2-1	Klukwan Road	2.6	2.6
9871	950.1-6	CAA Road	1.0	1.0
9872		Mud Bay Loop	2.7	2.7
9891		Farm Road, ferry slip south	0.5	0.5
9901	950.1-3	Young Road	0.5	0.5
9902	950.1-1	Allen-Comstock Road	0.7	0.7
9921	950.2-7	Haines-Jones Point	1.0	1.0
9922	950.2-8	Piedad Road	0.6	0.6
9961	950.2-2	Porcupine Extension	11.8	11.8
	-3	Porcupine Crossing		
9981	950.2-6	Mackenzie Road	0.5	0.5
9991	050.1-4	Sanitarium Road	1.0	1.0



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

D 30

Mount McKinley National Park
McKinley Park, Alaska

September 15, 1959

RECEIVED	
NPS REGION FOUR OFFICE	
SEP 17 '59	
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REG. DIR.	
ASST. D.D.	
OPERATIONS	
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Memorandum (AIR MAIL)

To: Regional Director, Region Four
From: Superintendent, Mount McKinley
Subject: Maintenance of Park Roads, Mount McKinley

X *Whitecourt*

A copy of your memorandum of August 26 to the Director, with reference to the third paragraph, page 2, of Mr. Person's Management Inspection Report on Mount McKinley dated August 5, 1959, has been received. Needless to say, we are extremely pleased with the prospect of being able to take over Park road maintenance in the not-too-distant future.

This summer has been a very trying one road maintenance-wise, and future prospects under the present system are equally dismal. I have pressed for more adequate maintenance almost to the point of straining our relations. BPR operations are simply not geared to give us our money's worth and the way we want it done. I am told that this year's allotment has already been largely expended, with about "enough remaining" for opening the road next spring.

If it becomes possible to take over the maintenance next year we would prefer to start that operation at the beginning of the fiscal year on July 1. This would give us a better chance for the initial start and also provide additional time to secure the equipment needed for opening the road the spring of 1961. The month of May is normally devoted to snow removal, steaming open culverts etc., depending upon an early or late spring.

We have contacted the local GSA representative in Anchorage with a list of needed equipment. He believes they will be able to secure a large share of the heavier and more costly equipment for us through surplus channels.

His reaction to various items of equipment needed is summed up as follows:

- 1 D-8 Caterpillar with angle dozer and rear cable unit - should be easy to acquire.
- 2 Model 12 Graders (Caterpillar) - should be easy to acquire.
- 3 5-yard dump trucks, - may be difficult to get good ones.
- 1 Low Boy or Tilt Trailer - very little chance of acquiring.
- 1 Front-end Loader with backhoe attachment - practically no chance. However, truck-mounted Quickway shovel as a substitute is quite possible.
- 2 pickups, -fairly hard to acquire good pickups, but possible.
- 1 portable steamer - should be fairly easy to acquire.

Since receiving the above information, he called us about a D-8 Cat with an angle dozer and Low Boy complete with power unit now available at Elmendorf Air Force Base and has temporarily frozen these items for our inspection, hence our wire to you of yesterday. One excellent D-7 Cat has already been grabbed by another agency because we could not make a commitment on it. By sending the supply clerk and a mechanic to check these two major items of equipment ahead of your reply to our wire we will be able to act immediately if approval is gained and the equipment proves worthwhile. Even though these particular items do not prove satisfactory, if our proposal meets with your approval, we will be in a favorable position for positive action whenever certain items of equipment become available.

Using Anchorage as the expected availability point from which shipment to the Park would be made by rail, freight cost estimates are as follows:

No.	Item	Weight	Rate per 100#	Unit Cost
1	D-8 Caterpillar	40,000 lb.	1.16	464.00
2	Model 12 Graders	43,000 @ 24,000	1.45	696.00
1	Portable steamer	5,000 (estimate)	2.83	141.50
*1	Truck-mounted shovel	40,000 (estimate)	1.45	580.00
**3	Trucks, 5 yd.	36,000 @ 12,000	2.83	<u>1,019.00</u>

Total \$ 2,900.50

*provided one is found that could be used in lieu of front-end loaders and backhoe.

**provided suitable trucks can be located. Our thought on trucks is that we would acquire them if fairly usable ones can be found and replace as soon as amortization credits were available.

It will be readily seen that if we can secure through surplus channels the D-8 Cat, a low boy and the graders we will have the most expensive items needed to initiate the changeover. Once under way we can be more selective in making needed replacements both through future surplus opportunities and use of amortization credits.

W. D. Jacobs
W. D. Jacobs
Superintendent

**Letter of December 10, 1959 from William J. Niemi,
Regional Engineer, Bureau of Public Roads to Lawrence C.
Merriam, Regional Director, Region Four, National Park
Service.**

ALASKA

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REGION TEN

P. O. Box 1961
Juneau, Alaska



Handwritten signatures and initials
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12/10/59
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10-00.2

December 10, 1959

Mr. Lawrence C. Merriam
Regional Director
National Park Service
Department of the Interior
180 New Montgomery Street
San Francisco, California

Dear Mr. Merriam:

Since July 1, 1959, the Bureau has been performing highway maintenance in McKinley Park on a reimbursable basis utilizing equipment items owned by the State of Alaska, the equipment having been transferred to the State in accordance with the provisions of the Alaska Omnibus Act.

On July 9, 1959, Mr. C. E. Persons and Mr. Leroy Marcroft of your office visited here to discuss the effects of statehood on the Park maintenance program. A copy of a memorandum to our files reporting on this discussion is attached for your information.

The State Department of Public Works has now officially advised us that the State will assume full responsibility for the highway construction and maintenance program on July 1, 1960. Accordingly, Public Roads on that date will reduce the scope of its activities in Alaska to provide for the normal functions of administering the Federal-aid program and performing the survey, design, construction engineering and contract administration of direct Federal work in the National Forests and Parks.

You may wish to negotiate with the State to continue the present reimbursable maintenance of the Park roads from their Cantwell Depot; if so, we shall be pleased to assist in concluding the necessary agreement. We anticipate that the Bureau employees who have been performing the work in the Park will transfer to the State and their experienced services will still be available. As a matter of fact, the State desires to continue this work if possible in order to help sustain the operation of the Cantwell Depot.

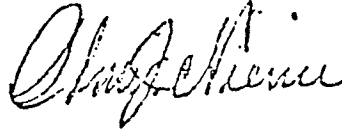
Mr. Merriam

-2-

December 10, 1959

If you wish further information, or if we can be of assistance,
please do not hesitate to contact us.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Wm. J. Niemi".

Wm. J. Niemi
Regional Engineer

Attachment: cy Memo 7/9/59

**Letter of December 15, 1959 from Lawrence C. Merriam,
Regional Director, Region Four, National Park Service to
William J. Niemi, Regional Engineer, Bureau of Public
Roads.**

Below is retyped text of letter from Regional Director Lawrence C. Merriam, NPS, to William J. Niemi, Regional Engineer, BPR, of December 15, 1959. (Photo copy of nearly illegible letter attached for comparison.)

Dear Mr. Niemi:

Thank you for your letter of December 10 informing us that the State Department of Public Works will assume full responsibility for the highway construction and maintenance program in Alaska on July 1, 1960.

As you know from conversations with the Superintendent and representatives of this office, we have been giving the question of the maintenance of roads in Mount McKinley National Park a great deal of study. We have come to the conclusion that it is advisable for the Park Service to perform this maintenance as it does on the park roads in other Parks and Monuments. It appears to us that with the change in responsibility for the maintenance program from the Bureau of Public Roads to the State Department of Public Works it would be appropriate for the Service to undertake the road maintenance in the Park. Our Washington Office has concurred and has allotted funds for the acquisition of equipment.

At the present time the Service has ordered some equipment for delivery prior to July 1, 1960. Hence, though we appreciate your offer of assistance in negotiating with the State for reimbursable maintenance of the Park roads by them for their Cantwell Depot, we feel we should proceed in accordance with our program.

We wish at this time to express our sincere appreciation of the cooperation we have received from the Bureau of Public Roads in the maintenance program for Mount McKinley. The assumption of responsibility by the Bureau for this maintenance has been most valuable.

Sincerely yours,

Lawrence C. Merriam
Regional Director

Region Four
100 New Montgomery Street
San Francisco 5, California

December 19, 1959

Mr. W. J. Miami
Regional Engineer
Bureau of Public Roads
P. O. Box 1311
Juneau, Alaska

Waitworth
Carpenter
Persons
Mason

100
100
100
100



Dear Mr. Miami:

Thank you for your letter of December 10 informing us that the State Department of Public Works will assume full responsibility for the highway construction and maintenance program in Alaska on July 1, 1960.

As you know from conversations with the Superintendent and representatives of this office, we have been giving the question of the maintenance of roads in Mount McKinley National Park a great deal of study. We have come to the conclusion that it is advisable for the Park Service to perform this maintenance as it does on the park roads in other parks and monuments. It appears to us that with the change in responsibility for the maintenance program from the Bureau of Public Roads to the State Department of Public Works it would be appropriate for the Service to undertake the road maintenance in the Park. Our Washington Office has concurred and has allotted funds for the acquisition of equipment.

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We wish at this time to express our sincere appreciation of the cooperation we have received from the Bureau of Public Roads in the maintenance program for Mount McKinley. The assumption of responsibility by the Bureau for this maintenance has been most valuable.

Sincerely yours,

(SGN) LAWRENCE C. MERRIAM

Lawrence C. Merriam
Regional Director

Copy to: Director (w/cy of incoming)
Supt., Mount McKinley "

**Memorandum of January 31, 1961 from T.D. Sherard, Director of
Highways and Chief Engineer, Department of Public
Works, Division of Highways to Richard A. Downing,
Commissioner.**

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
JUNEAU, ALASKA

MEMORANDUM

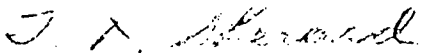
SUBJECT: Report on Alaska Highways
TO: Richard A. Downing, Commissioner
FROM: T. D. Sherard, Director of Highways and Chief Engineer

January 31, 1961
File: 2-01-84

The attached report is not intended to be a firm and final proposal but rather a statement of existing problems, and suggestions for basic guidelines upon which to develop a final highway plan. Recent data and further investigations may require some revision of the roads proposed for inclusion in the various systems but, as in all initial stages of a major revision such as this, we must set down proposals upon which to base further adjustments.

I don't believe I stressed the fact that the state-local system would help to hasten the creation of boroughs. However, whether or not local governments are created, I strongly recommend the establishment of local road planning committees composed of representative groups within a large area affected by any road constructed therein. These committees, with the help of our Secondary Road Engineer, would establish an area network of local roads based upon land use and other economic factors. Priorities would be placed upon the roads by the local road planning committees to guide the State in the allocation of funds and with its state highway program. This plan gives the local citizen a much greater voice in local road needs and assures everyone in an area of more equitable consideration by reducing the effect of special-interest pressure groups. It is of considerable assistance to state officials in determining the actual needs and wishes of any local area, besides acting as a medium to keep the people better informed of the problems, financial and otherwise, of the state's road program. It further creates a team effort which cannot help but be beneficial to all concerned.

There should be little concern in anyone's mind as a result of a decrease in the state highway system. Unless and until the present financial picture improves considerably, it will not be possible to handle the construction needs of more than a basic network anyway, so the mere existence of a large highway system does not insure its construction. The Federal Aid funds should be spent on a basic network which will attract tourists and do the most to develop the State's economy. This way, additional income can be generated to enlarge the State Highway System as well as the other road systems. It would seem better to start small and grow than to start too big and risk losing everything.


T. D. Sherard, P. E.
Director of Highways and
Chief Engineer

Attachment

410.9

DEPARTMENT OF PUBLIC WORKS
P. O. Box 1361
Juneau, Alaska

February 7, 1961

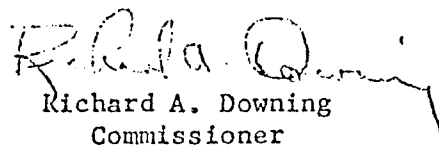
The Honorable William A. Egan
Governor of Alaska
P. O. Box 1571
Juneau, Alaska

Dear Governor Egan:

In accordance with HJR No. 27, SLA 1960, the Division of Highways has devoted considerable thought and effort to establishment of a revised State Highway System. Attached is a report which is composed of a main "Proposed Plan of Action", and other relative material prepared over the last several months.

I am delivering sufficient copies directly to the Legislature for distribution to all members.

Sincerely yours,


Richard A. Downing
Commissioner

ROAD AND ROAD SYSTEMS IN ALASKA,
A Proposed Plan of Action

by

T. D. Sherard, P. E.
Director of Highways and
Chief Engineer

On December 21, 1959, over one year ago, I wrote the following in a memorandum to Mr. R. A. Downing, Commissioner of Public Works:

"The time is fast approaching when we must decide what roads shall constitute the official State Highway System. We must either select a system of roads with true state highway characteristics which can be constructed to adequate standards and properly maintained with available funds or gamble on eventual bankruptcy with a sprawling system of odds and ends, some of which serve only local or special interests. It is my hope that the forthcoming State Legislature (1960 session) will help solve this problem by the creation of boroughs which will take over the responsibility of purely local roads with possible financial aid under special appropriations. I also hope that the responsibility of roads to areas being developed by private or special interests can be placed primarily on their shoulders. State aid may be justified in some instances, but since many private industries are able to write off much of the costs of roadbuilding which is in connection with their activities as income tax deductions, I hate to see public funds spent for the benefit of a few. Sometimes, public-built roads are written off by private industry anyway. If the development of an area is in the statewide public interest then I agree that the use of public (State) funds may be justified . . ."

Mr. Downing replied that he agreed 100 per cent.

More than one year later the situation outlined in my memorandum has not changed except that it is even more critical and the "day of reckoning" is one year closer.

The 1960 Legislature, by a large majority vote, passed House Joint Resolution No. 27 which was signed by Governor Egan. This resolution states in part as follows:

"WHEREAS, although the State currently has both State and Federal funds available for an expanded road program, a severe shortage of available State funds for maintenance, for matching Federal Aid appropriations and for administration could result at the end of the transitional period if proper planning and policy are not followed"

At this time it appears that the transitional period will end with the 1962 fiscal year with a deteriorating financial situation before that time, if present trends continue.

Further direction contained in the bi-partisan sponsored House Joint Resolution 27 reveals the legislators had a good understanding of the problem and the need for remedial action, as indicated by the following resolutions:

- "1. That a State Highway System consisting of primary state highways and secondary state highways be established;
2. That primary state highways shall be roads of true statewide importance, interest and benefit ;
3. That in establishing the primary state highway system, the department shall first proceed to repair, reconstruct or relocate the existing roads of the system so as to produce a minimum of future maintenance costs, and ;
5. That secondary state highways shall be important roads of high economic importance which are not eligible as primary state highways and that in the establishment of such secondary state highways the principles of maximum highway use and local economic needs be given due consideration; and
6. That an additional system of secondary highways be established which will not be included in the state highway system and shall consist of roads of true local importance and need. These roads will be selected wherever possible by local road officials in cooperation with the Department of Public Works; and
7. That the responsibility for constructing and maintaining that part of both secondary systems located within their boundaries be assumed in whole or in part by the local political subdivisions whenever possible, thereby reducing the cost to the State"

Considerable wisdom and farsightedness is evident in this legislative action. Part of it is already implemented but there are some portions which obviously could not be effected until legislation is passed to create a local form of government and provisions made to construct and maintain those secondary and local roads which, as a result of HJR 27, necessarily would have to be removed from the State Highway System. It was anticipated that such provision might be the result of legislation to create boroughs or to provide funds for the intermediate type local and secondary roads or both.

The purpose of this report is to review the overall road problem and to suggest a possible solution. Any solution to the financial dilemma posed by Alaska's great need for roads, unless it is through the Congressional grant now being pursued by Senator Gruening and Alaska's Congressional delegates, is bound to be painful and will be unpopular in many areas. However, the time has arrived when we can no longer evade or put off the problem. Reality must be faced regardless of how unpleasant it may be.

During the past year, the Division of Highways proceeded with a program based on HJR 27. Some of the more elaborate and expensive projects programmed were shelved as directed. Others were redesigned and adjusted accordingly.

The first attempt by the Division of Highways to consolidate facilities and to remove some strictly local low traffic roads from the State Highway System were met with considerable opposition. The local legislators, although they voted for HJR 27, apparently felt it was not yet the time to take such actions. It soon became quite evident that, until provisions were made for continued road services in areas now receiving those services, it was neither practical nor feasible to effect a change in the "status quo". In fact, public pressure and demand for more maintenance, more sanding, more snow removal and more roadside and allied services worsened the financial picture during the past year and added to our future difficulties.

As an agency of the State government, the Division of Highways is a public agency created to provide certain highway facilities and services to the people of Alaska. However, during 1960, the Division continually found itself under tremendous pressures from the public to extend its financial and physical resources beyond the limits clearly shown in its budget and far beyond the limits imposed by the future financial outlook as it appears at this time. The Division resisted no request because of a desire to do so but only because it had no alternative, if sound policy were followed. The Division of Highways would like nothing better than to build and maintain all the roads needed by anyone--anywhere in Alaska and to provide around-the-clock traffic services to everyone. But that would require many times the finances available and considerable more taxes than anyone would be willing to pay. The 1960 Legislature, however, must have believed that the consolidation of facilities and the elimination of strictly local road service would be done in 1960 because the maintenance budget submitted for Highways was cut considerably over one million dollars below the figure submitted by it to the Legislature.

The necessity to effectuate the direction contained in HJR 27 is further shown in the wording of Policy and Procedure Memorandum 10-1, issued by the U. S. Department of Commerce, Bureau of Public Roads, to govern Federal Aid highway systems. Following are excerpts from P.P.M. 10-1:

"2. Objective. The objective of designating Federal-aid highway systems is the establishment of integrated networks of highways to serve as the basis for long range improvements.

3b. The Federal-aid primary highway system consists of routes of the National System of Interstate Highways and other important routes.

3c. The Federal-aid secondary highway system consists of the principal secondary and feeder routes

4a(3). The extent of the Federal-aid secondary system in each state is governed by Federal-aid regulations which provide that available funds from all sources for maintenance, construction and reconstruction shall be adequate to permit completion of initial improvement

4a(3)--continued

within a reasonable period of years. When additional routes are needed, the system generally should be expanded on a Statewide basis rather than by addition of a few routes at a time

4b. . . . routes should be designated in descending order of importance. . . . no route deserves acceptance until all routes of higher importance have already been designated

4c. System mileage should be distributed equitably within the area the system is designed to serve.

4d(3). Secondary routes entirely within urban boundaries are permissive only in those states having a population density of more than 200 per square mile."

Another very pertinent regulation governing the use of Federal Aid funds is the requirement that all Federal Aid system roads must be adequately maintained to protect the expenditure of Federal funds therein. Failure to comply by the State may cause the withholding of all Federal Aid highway funds by the Bureau of Public Roads. This prevents the states from concentrating funds on other roads and neglecting, even for a time, the upkeep of the Federal Aid system.

At this time, the State is maintaining approximately 4,250 miles of State highways included in a Primary system, a Secondary "A" system and a Secondary "B" system. The Primary system contains routes of both primary and secondary nature and needs to be reclassified. The Secondary "A" system includes most routes which normally fall into a Federal Aid secondary system but contains some routes with primary characteristics and a few with strictly local characteristics. The Secondary "B" system was so designated originally to make it possible to construct these roads with Federal Aid funds since some funds were available and the needs were great. There was no special intent that these roads would be maintained and it was anticipated that maintenance could be discontinued after the roads were built. However, the Bureau of Public Roads found itself in a position very similar to the one experienced by the State last year in that public and political opposition was so great that maintenance was continued. Another parallel can be seen in the Pioneer Access program which clearly was set up for construction only but pressures from local areas have developed to force State maintenance of these roads. The Secondary "B" system is comprised mostly of roads with purely local characteristics and they would normally be the intermediate-type roads supervised by a local government or included in a State Aid or State Cooperative system. Under a State Aid or State-Local cooperative plan, the local people are given the primary authority in selecting the routes, establishing improvement priorities and determining the amount and extent of construction and maintenance activities. The State is involved only to the extent of financial assistance, engineering cooperation and determining that State funds are not being wasted. There are many instances in Alaska, especially in the more isolated areas, where secondary roads can be maintained more easily, more cheaply and more satisfactorily.

by local people under a local government, a State-aid plan or a State-Local cooperative system. The supervision alone of these isolated roads is expensive due to the distances which must be traveled and it is not possible for a State official, regardless of how conscientiously he tries, to anticipate or to realize the needs and desires of the people in any one particular area, as those needs and desires are constantly changing to various degrees. In effect, many of the isolated roads are being handled locally. However, the rules, regulations, the costs of payrolls, equipment and property data and other administrative functions are handled on a long-range basis which somewhat reduces the amount of money which otherwise could be spent on direct road service. It is not the basic function of the State to become too deeply involved in local affairs just as the Federal government should not regulate and participate too greatly in State matters. The Division of Highways is anxious to work for the overall best interests of the State but would welcome greater participation and voice by the local people in local road matters.

I feel that these things can be accomplished if the people, the Legislature and the Governor feel them to be desirable. Certainly it will require a general acceptance of the changes, sacrifices, contributions and adjustments which must be made by all of us.

To supplement this report, there are pertinent data and maps attached that will help explain the following outline of a plan for a road program which will fall within the intent of the 1960 Legislature and which will help place the State in a position where it can meet the financial obligations of its road program. It should always be remembered that failure to provide State funds for matching Federal Aid highway appropriations will lose Alaska one hundred dollars in construction for every five dollars it fails to provide. Furthermore, failure to provide sufficient State funds for maintenance of Federal Aid highways as will be required by the end of the 1962 fiscal year may cost Alaska all Federal Aid highway funds. Meanwhile, transitional grants should be made to last as long as possible to help reduce the severity of the adjustment which may be necessary when the grants are spent.

OUTLINE

1. Establish a State Highway System of approximately 3,125 miles which will be classified into:
 - a. Primary State Highways--an integrated system of connecting highways of true statewide importance, interest and benefit.
 - b. Secondary State Highways--highways of great and varied local importance selected by recognized engineering and economic criteria such as traffic density, road use, land development and economic value and potential.

(It is contemplated that primary and secondary state highways will coincide with the Federal Aid primary and secondary systems except that the Federal Aid secondary system generally will be larger than the State secondary system in order to provide for future construction of State secondaries.)

2. Establish a State-Local cooperative system to include those roads now primarily classified as Secondary "B" roads. This will be a transitional system, with the State turning it over to the local people as rapidly as it becomes possible for them to assume the responsibility, financially and physically. The State will cooperate and contribute to the extent required during the progress of such transition and may continue to aid to the extent of its financial limitations after the transition is complete. It may be found expedient for the State to provide or transfer certain facilities and equipment for use by the local people or local government and to render financial assistance by grant or appropriation. Additional revenues to be used for this purpose may be supplied by legislative action. The possibility of transferring the one cent Federal gas tax, which is due to expire soon, to the State and, in turn, to local roads, should be explored. This system will be the reservoir from which future additions to the State highway secondary system will generally be made. The selection of the routes to be advanced should be made by the local government or people to the greatest extent possible, under Federal Aid regulations and consistent with recognized rating criteria.
3. Continue the Natural Resources Development Road Program (commonly referred to as Pioneer Access roads). As rapidly as these roads develop and meet the criteria for State Aid roads, they may be added to that system.
4. All road systems should be kept within the economic and financial capabilities of the State and local governments to support them and any expansion should be commensurate with the ability of the Federal, State or local governments to finance and supervise the systems.

In conclusion, let me repeat and again emphasize the great need for the highway "house" to be put on a sound financial basis now so that the future of Federal Aid to highways in Alaska will not be jeopardized and so the planning, programming, constructing and maintaining of roads in Alaska can proceed without delay or interruption.

DIVISION OF HIGHWAYS
5 YEAR MAINTENANCE PROGRAM

		On-System Mileage Maintained	Off-System Mileage Maintained REIMBURSED*	Off-System Mileage Maintained NOT-REIMBURSED**	Total Estimated Maintenance Cost
Present		4,249	138	5	6,980,244
1961	A	3,127	140		5,361,964
	B	4,349			7,367,596
1962	A	3,227	150		5,542,501
	B	4,449			7,548,109
1963	A	3,327	160		5,887,164
	B	4,549			7,728,646
1964	A	3,427	170		5,903,576
	B	4,649			7,909,183
1965	A	3,527	180		6,084,113
	B	4,749			8,089,721

NOTES: * Reimbursed by Federal or other State agencies
** Maintained primarily for school bus route

A - Recommended revised State Highway System with anticipated increased mileage.
B - Present System with anticipated increased mileage.

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
Juneau, Alaska

MEMORANDUM

Date: October 27, 1960

SUBJECT: Additional Road Maintenance Requests

FROM: T. D. Sherard, Director of Highways
and Chief Engineer

TO: L. D. Wilson, Deputy Commissioner

The maintenance of roads in Alaska under the existing governmental structure is quite a complex problem. From a financial standpoint under existing revenues, we cannot afford to maintain more than a truly qualified State highway system. However, we are involved in maintenance of local roads placed in a so-called Secondary "B" system which were so designated in order that Federal funds could be used to construct them. These roads were not intended to be retained for State maintenance and such maintenance must be discontinued. We have a "reimbursable" system for Air Force, Army, Coast Guard, Forest Service, F.A.A. and other roads under the jurisdiction of various other agencies which we are more or less obligated to maintain. These roads take considerable equipment time and manpower. The money for maintenance of these roads is taken from our Highway budget but the reimbursement does not come back to us. We are confronted with requests to perform winter maintenance on many miles of State highways which are closed during the winter season. An entire annual budget could be easily spent just keeping these roads open all winter. In addition, we have requests to maintain city streets, subdivision roads, local roads and even some roads which can be classified as private.

A rough check of our files reveals requests for maintenance of 35 such roads. Total mileage involved is approximately 300 miles and the average daily traffic per mile is approximately 15 cars. Revenue from gasoline tax on the 300 miles would be around one to two per cent of the estimated cost of maintenance. Maintenance of this type road is more expensive than maintenance of a State highway and requires a different type of equipment. Unless these roads were constructed to suitable standards, normal state highway maintenance equipment could not be used economically and, in many cases, could not be used at all. Whereas snow removal on State highways will be done mainly by truck plows and rotary plows, the local-type road requires a motor grader or bulldozer. This means two separate types of equipment would have to be maintained and actually two distinct types of operation should be established. It often would be impossible to use the equipment plowing snow on the highway to open up these local roads. Not only would it be impractical from an operational standpoint but it would be damaging to State highway equipment resulting in higher maintenance costs and more down time for equipment.

I would estimate the 35 roads in question would require a \$600,000 outlay. The Pioneer Access roads, which would immediately come into the picture, would more than double this figure. If we were to get into the local road maintenance business, we should consider setting up a subsection for

local road maintenance involving different operational techniques, different equipment, different budget and additional sources of revenue. Of course, if we ever did start maintaining some local roads, I fear the demand would soon involve hundreds of other local roads and the State alone would be unable to finance the program.

REQUESTS FOR ADDITIONAL HIGHWAY MAINTENANCE

1. Mt. Alyeska Ski Area
2. Lawrence Road (North Pole Area)
3. Delta Junction (641-1454-1)
4. Campbell Station Road (Spenard)
5. Summer Lake Road (Valdez)
6. Lake Monkeman Road
7. Mile 7 Knik Road
8. Alpine Subdivision Road
9. Morgan Way (Fairbanks)
10. Tasagshak Road (Kodiak)
11. Newhalen Village Road (Nondalton Area)
12. Old Campbell Airstrip Road
13. Carlo Creek Road
14. Timberland Drive (Fairbanks)
15. Port Moller Road
16. Saltery Cove Road
17. Hyder Mine Road
18. Barrow Airport Road
19. Brock Road
20. Daniels Lake Road
21. Murphy Dome Road
22. Fishlake Road
23. Piedad Road (Haines)
24. Holt Road
25. Long Lake Road
26. Mackey Road
27. Massey Road
28. Tonsina River Road
29. Parks Edgerton Trail
30. Porcupine Road
31. McDonald Spit Road
32. Railroad Loop Road
33. Totem Park Subdivision Road
34. Lazy Mountain Road
35. Vine-Hollywood Loop Road

STATE OF ALASKA
DEPARTMENT OF PUBLIC WORKS
Division of Highways
Juneau, Alaska

MEMORANDUM

July 20, 1960

SUBJECT: Supplementary Data in Tentative Highway Classification

TO: Mr. Donald R. Roser, Asst. State Highway Engineer,
Juneau, Alaska

FROM: H. M. Pentecost, Planning Director
Juneau, Alaska

Pursuant to our conversation of July 18, the following changes should be made in my memorandum of July 6, titled "Tentative Highway Classification for Division of Highways Use":

A. Under Section I-A (Primary Highways - Interregional or Inter-city) add item 16 to read: Route 52 - From the junction with Route 35 near Cantwell to the junction with Route 37 near McKinley Park Station.

B. Under Section II-A (Secondary - Interregional) change item 1 to read: Route 52 - From Route 71 at Paxson to the junction with Route 35 near Cantwell.

C. Under Section II-B (Secondary - Regional) Item 21 refers to Route 977. The correct route number is 997.

D. Under Section II-D (Secondary - Recreational) delete Item 1 in its entirety.

E. Under Section III (Local Use Roads) add Item 65 to read: Route 52 - From the junction with Route 37 near McKinley Park Station to the North Boundary of Mt. McKinley National Park.

H. M. Pentecost
Planning Director

S T A T E O F A L A S K A
D E P A R T M E N T O F P U B L I C W O R K S
D I V I S I O N O F H I G H W A Y S
J u n e a u , A l a s k a

MEMORANDUM

Date: July 6, 1960

SUBJECT: Tentative Highway Classification for
Division of Highways Use.

TO: Mr. Donald R. Roser, Ass't State Highway
Engineer, Juneau, Alaska

FROM: H. M. Pentecost, Planning Director
Juneau, Alaska

After consideration of the above subject the following assumptions seem logical:

1. Any classification done at this time should be considered highly tentative because of lack of data. The assignment of mileage to one system or another will be almost entirely subjective.
2. The use of such classification should be limited to the necessary functions within the Highway Division. Any wider distribution would probably cause controversy and unfavorable reaction.
3. Since the basic purpose of this preliminary selection is to furnish a guide to the programming of surveys, only the Federal-aid System mileage should be considered. Preliminary engineering on any other routes would be entirely at State expense.
4. The fundamental criterion for inclusion of a route should be the concept of State-wide interest, as developed by the Washington State Council for Highway Research.
5. Because of the State's financial position, State-wide interest should be interpreted conservatively. That is, the system should be kept at a minimum size. It can be argued that any road or street exhibits State interest because it represents part of the activity of the State, but this is obviously not a practical interpretation for the purposes of this memorandum.

The idea of State interest makes no distinction between primary and secondary routes. Whether a desirable road is to be placed on one system or the other will depend on the traffic volume; the required geometric standards. The relative total size of the two systems is a function of the fund apportionment.

I suggest that all routes now on the Federal-aid System be assigned to one of three categories: Primary Highways, Secondary Highways, and

Local Use Roads. These would be further subdivided as shown below, and in each of the subdivisions I have given a discussion of what is intended by the particular classification.

I. Primary Highways

A. Interregional and Intercity

Routes or portions of routes on which most of the traffic (or potential traffic) is through travel, which we might arbitrarily define as being more than 50 miles in trip length, and traffic which further has origins and destinations in various regions of the State. These routes would presumably cross borough boundaries and require the wider jurisdiction of State Government for administration. In general, these highways will connect the large geographic and economic regions of Alaska, and furnish communication between the major cities, for example those of more than 2,500 official population in 1960.

B. Urban

The urban extensions of the interregional and intercity routes together with the bypasses, circumferential routes and connections required where the traffic volumes are greater than those that could be carried by a normal surface street system at maximum development.

..

II. Secondary Highways

A. Interregional

Routes of long distance, non-local traffic on which the volumes do not require primary standards.

B. Regional

Routes within a single geographic or economic region, but which exhibit State interest by one or both of these qualities.

1. Most of the traffic has origins and destinations in various parts of the State.
2. In rural areas, the route serves as an arterial collector for an extensive system of subsidiary local roads which provide mine, farm, or similar access.

C. Urban

Urban extensions of the primary or secondary routes, as defined above.

D. Recreational

Highway routes on which much of the traffic has origins and destinations in various parts of the State, but is recreational traffic rather than interregional or intercity travel. Roads to recreational areas and features of State-wide familiarity.

III. Local Use Roads

A. All roads which do not have a clearly recognizable State-wide interest, for example:

1. All roads on which the traffic is primarily local (except for the urban extensions of the primary and secondary routes as previously defined.)
2. Any road or street which serves primarily for residential access or for access to a single commercial development or a very few private holdings.
3. Any pioneer road, until constructed and maintained to standards safe and adequate for use by the general public.
4. Any route which serves primarily for local use and on which administration by a local agency (borough or community) would result in better service to the residents and better conformity with their desires.

Using these descriptions as a guide, I would classify the present Federal-aid Highway System in Alaska as follows:

I. Primary Highways

A. Interregional or Intercity

1. Route 11 - From Kodiak Naval Air Station through Kodiak to the Coast Guard LORAN Station.
2. Route 21 - From Homer (Homer Spit) to a junction with Route 31 (Seward-Anchorage Highway), with a spur from Soldotna junction to Wildwood Station via Kenai.
3. Route 31 - From Seward to Northern Lights Blvd. (S-536) in Anchorage.
4. Route 35 - From Route 42 at Palmer through Wasilla, Willow, and Talkeetna to Route 52 at Cantwell with spurs to Talkeetna and Summit Airfields.
5. Route 37 - Junction of Routes 61 and 62 at Fairbanks via Ester and Nenana to Route 52 at McKinley Park Station with a spur to Route 62, International Airport Spur.

6. Route 42 - From east city limits of Anchorage to Route 71 at Glennallen.
7. Route 46 - From Route 71 at Gulkana Junction to Route 62 at Tok Junction.
8. Route 61 - From the junction of Routes 37 and 62 at Fairbanks to Fox.
9. Route 62 - From the Alaska-Canada Border via Tok Junction and Big Delta to the south city limits of Fairbanks.
10. Route 71 - From the Port of Valdez to Route 62 at Delta Junction.
11. Route 95 - From the south junction with Route 9023 to the south city limits of Ketchikan.
12. Route 95 - From the north city limits of Ketchikan to the west boundary of Wacker City.
13. Route 95 - From Thane to the east city limits of Juneau.
14. Route 95 - From the west city limits of Juneau to Eagle River including spurs to Douglas and to the Juneau Municipal Airport.
15. Route 95 - Haines-Canadian Border with a spur to Army Dock at Lutak Inlet.

B. Urban

1. Route 31 - From Northern Lights Boulevard (S-536) in Anchorage to Elmendorf A.F.B. gate on Post Road.
2. Route 42 - From Route 31 spur at Anchorage International Airport via Spenard and Anchorage to the east city limits of Anchorage.
3. Route 62 - From the south city limits of Fairbanks to the junction of routes 37 and 61, with a spur to the Fairbanks International Airport.
4. Route 95 - From the south city limits of Ketchikan to the north city limits of Ketchikan.
5. Route 95 - From the east city limits of Juneau to the west city limits of Juneau including the Douglas spur, to the south city limits of Juneau.

II. Secondary

A. Interregional

1. Route 52 - From Route 71 at Paxson to the east boundary of Mt. McKinley National Park.

A. Interregional (Cont.)

- | | |
|--------------|--------------|
| 2. Route 141 | 5. Route 786 |
| 3. Route 670 | 6. Route 851 |
| 4. Route 785 | 7. Route 937 |

B. Regional

- | | |
|--|--|
| 1. Route 130 | 18. Route 920 |
| 2. Route 261 | 19. Route 933 |
| 3. Route 380 | 20. Route 943 |
| 4. Route 414 - From Route 21 to Route 4141 | 21. Route 997 - From Route 97 Ferry Slip through Skagway to junction with Route 999. |
| 5. Route 424 | 22. Route 4611 - From Route 21 to Cook Inlet (excluding branches.) |
| 6. Route 430 - From Rt. 21 to jct. with Rt. 4303 | 23. Route 6804 |
| 7. Route 463 | 24. Route 7111 |
| 8. Route 490 | 25. Route 9725 - From Route 95 to the Tee Harbor Ferry Landing (excluding other branches.) |
| 9. Route 520 | |
| 10. Route 525 | |
| 11. Route 530 | |
| 12. Route 570 | |
| 13. Route 580 | |
| 14. Route 620 | |
| 15. Route 644 | |
| 16. Route 650 | |
| 17. Route 680 | |

C. Urban

1. Route 546
2. Route 671

II.Secondary (Cont.)

D. Recreational

1. Route 52 - From the east boundary of Mt. McKinley National Park to the north boundary
2. Route 480
3. Route 496
4. Route 511
5. Route 809
6. Route 966
7. Route 968
8. Route 4813
9. Route 5111
10. Route 8161

III.Local Use Roads

1. Route 131
2. Route 231
3. Route 271
4. Route 389
5. Route 391
6. Route 411
7. Route 414 - From the junction of Route 4141 to Fox River
8. Route 430 - From junction with Route 4303 to Ohlson Mt. AC&W Site.
9. Route 474
10. Route 495
11. Route 498
12. Route 504
13. Route 506

III Local Use Roads (Cont.)

- | | |
|---------------|--|
| 14. Route 508 | 39. Route 624 |
| 15. Route 512 | 40. Route 640 |
| 16. Route 528 | 41. Route 645 |
| 17. Route 529 | 42. Route 651 |
| 18. Route 535 | 43. Route 661 |
| 19. Route 536 | 44. Route 665 |
| 20. Route 538 | 45. Route 668 |
| 21. Route 539 | 46. Route 810 |
| 22. Route 542 | 47. Route 837 |
| 23. Route 544 | 48. Route 839 |
| 24. Route 547 | 49. Route 850 |
| 25. Route 549 | 50. Route 880 |
| 26. Route 550 | 51. Route 902 |
| 27. Route 555 | 52. Route 919 |
| 28. Route 559 | 53. Route 924 |
| 29. Route 560 | 54. Route 940 |
| 30. Route 561 | 55. Route 959 |
| 31. Route 562 | 56. Route 960 |
| 32. Route 565 | 57. Route 970 |
| 33. Route 566 | 58. Route 975 |
| 34. Route 568 | 59. Route 987 |
| 35. Route 577 | 60. Route 990 |
| 36. Route 579 | 61. Route 991 |
| 37. Route 584 | 62. Route 997 - From Route 999 to A
Taiya River |
| 38. Route 585 | 63. Route 999 |

III Local Roads (Cont.)

64. All Secondary "B" Routes except those routes and portions of routes shown as Secondary Regional (4611, 6804, 7111, & 9725) or Secondary Recreational (4813, 5111, and 8161).

In making use of the foregoing suggested designations these facts should be remembered:

1. I have not personally been over all the roads listed, particularly those of the lower Yukon, Kuskokwim and Bristol Bay drainages. A more direct knowledge of the use and characteristics of these routes might possibly alter the classifications.

2. The fact that a route may exhibit State-wide interest does not necessarily mean that it should be constructed or improved. Some such routes may be economically unfeasible, or very difficult in terms of engineering problems. Furthermore, the total mileage of the "State system" should be fixed by its financial capability, or by some other criterion which has more weight than simple State-wide transportation desirability.

3. Except for some of the primary routes, I have not made a really clear distinction between rural or semi-rural mileage and the urban extensions or mileage of urban characteristics. This separation can be made for individual cases without too much difficulty. There are only four "urban places" in Alaska; Anchorage, Fairbanks, Ketchikan and Juneau. (See PPM 10-5)

4. Some routes of the Forest Highway System have been classified here as local use roads. It may or may not be desirable to adjust this. The extent of the Alaska Federal-aid System may have influenced the designation of some Forest Highway routes.

5. This recommended classification is based on present day use and traffic except for a few cases where future development is reasonably certain.

6. A more detailed study would probably result in a recombination of routes and sections. For example, some "B" routes together with a part of an "A" route might give a better farm access regional secondary than a single "A" route now designated.

H. M. Pentecost
Planning Director

Section 2***"The said board shall have the power, and it shall be their duty, upon their own motion or upon petition, to locate, lay out, construct, and maintain wagon roads and pack trails from any point on the navigable waters of said district to any town, mining or other industrial camp or settlement, or between any such town, camps, or settlements therein, if in their judgment such roads or trails are needed and will be of permanent value for the development of the district; but no such roads or trail shall be constructed to any town, camp, or settlement which is wholly transitory or of no substantial value or importance for mining, trade, agricultural, or manufacturing purposes. The said board shall prepare maps, plans, and specifications of every road or trail they may locate and lay out, and whenever more than twenty thousand dollars, in the aggregate, shall have to be expended upon the actual construction of any road or section of road designed to be permanent, contract for the work shall be let by them to the lowest responsible bidder, upon sealed bids, after due notice, under rules and regulations to be prescribed by the Secretary of War. The board may reject any bid if they deem the same unreasonably high or if they find that there is a combination among bidders. In case no responsible and reasonable bid can be secured, then the work may be carried on with material and men procured and hired by the board. The engineer officer of the board shall in all cases supervise the work of construction and see that the same is properly performed. As soon as any road or trail laid out by the board has been constructed and completed they shall examine the same and make a full and detailed report of the work done on the same to the Secretary of War, and in such report they shall state whether the road or trail has been completed conformably to the maps, plans, and specifications of the same. It shall be the duty of said board, as far as practicable, to keep in proper repair all roads and trails constructed under their supervision, and the same rules as to the manner in which the work of repair shall be done, whether by contract or otherwise, shall govern as in the case of the original construction of the road or trail. The cost and expenses of laying out, constructing, and repairing such roads and trails shall be paid by the Secretary of the Treasury, through the authorized disbursing officer of the board designated by the Secretary of War, out of the road and trail portion of said 'Alaska fund' upon vouchers approved and certified by said board. The Secretary of the Treasury shall, at the end of each month, send by mail to each of the members of said board a statement of the amount available of said 'Alaska fund' for the construction and repair of roads and trails, and no greater liability for construction or repair shall at any time be incurred by said board than the money available therefor at that time in said fund. The members of said board shall, in addition to their salaries, be reimbursed in the sums actually paid or incurred by them in traveling expenses in the performance of their duties, and shall be entitled to receive their actual expenses of living while serving as members of said board within the limits of the district and not stationed at a military post."

**47 Stat. 446 - Transferring the Board of Road
Commissioners to the Department of the Interior.**

Expired permits.

SEC. 2. Upon application to the Secretary of the Interior, and subject to valid intervening rights and to the provisions of section 1 of this Act, any permit which has already expired because of lack of authority under existing law to make further extensions may be extended for a period of three years from the date of the passage of this Act.

Approved June 30, 1932.

[CHAPTER 320.]

AN ACT

June 30, 1932
[S. 4525]
[Public, No. 318.]

Providing for the transfer of the duties authorized and authority conferred by law upon the board of road commissioners in the Territory of Alaska to the Department of the Interior, and for other purposes.

Alaska.
Duties and authority
of road commissioners
to, transferred to In-
terior Department.

Vol. 33, p. 616; Vol.
34, p. 182.
Part, p. 854.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this Act the duties authorized and authority conferred by law upon the board of road commissioners in the Territory of Alaska, and upon the Secretary of War, as provided for in the Act of January 27, 1905 (ch. 277, sec. 2, 33 Stat. 616), as amended by the Act of May 14, 1906 (ch. 2458, sec. 2, 34 Stat. 192), and Acts supplemental thereto, and amendatory thereof, are hereby transferred to the Department of the Interior, and shall hereafter be administered by the Secretary of the Interior, or under his direction, by such officer, or officers, as may be designated by him.

Execution of laws.

SEC. 2. The Secretary of the Interior shall execute or cause to be executed all laws pertaining to the construction and maintenance of roads and trails and other works in Alaska, heretofore administered by said board of road commissioners under the direction of the Secretary of War; and all appropriations heretofore made, and now available, or that hereafter may be made, for expenditure by said board for meeting the cost of such work in the Territory of Alaska, are hereby transferred to the Secretary of the Interior, to be thereafter administered in accordance with the provisions of this Act; and the said board is directed to turn over to the Secretary of the Interior all equipment, materials, supplies, papers, maps, and documents, or other property utilized in the exercise of such powers, for the use of the said Secretary in the administration of the construction and maintenance of roads, tramways, ferries, bridges, and trails, and other works in the Territory of Alaska, heretofore administered by said board.

Transfer of appro-
priations.

Equipment, mate-
rials, etc.

Administration.

SEC. 3. That with the approval of the President, the Secretary of the Interior shall have power, by order or regulation, to distribute the duties and authority hereby transferred, and appropriations pertaining thereto, as he may deem proper to accomplish a more economical and effective organization thereof, and to make rules and regulations governing the use of roads, trails, and other works, including the fixing and collection of tolls where deemed necessary and advisable in the public interest.

Estimates of appro-
priations.

SEC. 4. That all estimates of appropriations for the construction and maintenance of roads and trails and other works, as heretofore submitted by the Secretary of War, shall hereafter be submitted by the Secretary of the Interior.

Approved, June 30, 1932.

**70 Stat. 374 - Transferring the Alaska Road Commission
to the Department of Commerce.**

SEC. 101. SHORT TITLE FOR TITLE I.

This title may be cited as the "Federal-Aid Highway Act of 1956".

SEC. 102. FEDERAL-AID HIGHWAYS.

(a) (1) AUTHORIZATION OF APPROPRIATIONS.—For the purpose of carrying out the provisions of the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), and all Acts amendatory thereof and supplementary thereto, there is hereby authorized to be appropriated for the fiscal year ending June 30, 1957, \$125,000,000 in addition to any sums heretofore authorized for such fiscal year; and the sum of \$850,000,000 for the fiscal year ending June 30, 1958; and the sum of \$875,000,000 for the fiscal year ending June 30, 1959. The sums herein authorized for each fiscal year shall be available for expenditure as follows:

(A) 45 per centum for projects on the Federal-aid primary highway system.

(B) 30 per centum for projects on the Federal-aid secondary highway system.

(C) 25 per centum for projects on extensions of these systems within urban areas.

(2) APPORTIONMENTS.—The sums authorized by this section shall be apportioned among the several States in the manner now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838): Provided, That the additional amount herein authorized for the fiscal year ending June 30, 1957, shall be apportioned immediately upon enactment of this Act.

(b) AVAILABILITY FOR EXPENDITURE.—Any sums apportioned to any State under this section shall be available for expenditure in that State for two years after the close of the fiscal year for which such sums are authorized, and any amounts so apportioned remaining unexpended at the end of such period shall lapse: Provided, That such funds shall be deemed to have been expended if a sum equal to the total of the sums herein and heretofore apportioned to the State is covered by formal agreements with the Secretary of Commerce for construction, reconstruction, or improvement of specific projects as provided in this title and prior Acts: Provided further, That in the case of those sums heretofore, herein, or hereafter apportioned to any State for projects on the Federal-aid secondary highway system, the Secretary of Commerce may, upon the request of any State, charge his responsibility relative to the plans, specifications, estimates, surveys, contract awards, design, inspection, and construction of such secondary road projects by his receiving and approving a certified statement by the State highway department setting forth that the plans, design, and construction for such projects are in accord with the standards and procedures of such State applicable to have been expended if a sum equal to the total of the sums authorized for such fiscal year and previous fiscal years since and including the fiscal year ending June 30, 1955, shall have been obligated. Any of such funds released by payment of final voucher or modification of project authorizations shall be credited to the balance of unobligated authorizations and be immediately available for expenditure.

SEC. 107. HIGHWAYS FOR ALASKA.

(a) APPORTIONMENT; MATCHING; SELECTION OF SYSTEMS.—The Territory of Alaska shall be entitled to share in funds herein or hereafter authorized for expenditure for projects on the Federal-aid primary and secondary highway systems, and extensions thereof within urban areas, under the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), and Acts amendatory thereof or supplementary thereto, upon the same terms and conditions as the several States and Hawaii and Puerto Rico, and the Territory of Alaska shall be included in the calculations to determine the basis of apportionment of such funds, except that one-third only of the area of Alaska shall be used in the calculations to determine the area factor in the apportionment of such funds: Provided, That the Territory of Alaska shall contribute funds each fiscal year in an amount that shall be not less than 10 per centum of the Federal funds apportioned to it for such fiscal year, such contribution to be deposited in a special account in the Federal Treasury for use in conjunction with the Federal funds apportioned to the Territory. The system or systems of roads on which Federal-aid apportionments to the Territory of Alaska are to be expended shall be determined and agreed upon by the Governor of Alaska, the Territorial Highway Engineer of Alaska, and the Secretary of Commerce, without regard to the limitations contained in section 6 of the Federal Highway Act (42 Stat. 212), as amended and supplemented. The Federal funds apportioned to the Territory of Alaska and the funds contributed by such Territory in accordance herewith may be expended by the Secretary of Commerce either directly or in cooperation with the Territorial Board of Road Commissioners of Alaska, and may be so expended separately or in combination and without regard to the matching provisions of the Federal Highway Act (42 Stat. 212); and both such funds may be expended for the maintenance of roads within the system or systems of roads agreed upon under the same terms and conditions as for the construction of such roads.

(b) TRANSFER OF FUNCTIONS.—Effective not more than ninety days after the approval of this Act, the functions, duties, and authority pertaining to the construction, repair, and maintenance of roadways, ferries, bridges, trails, and other works in Alaska, conferred upon the Department of the Interior and heretofore administered by the Secretary of the Interior under the Act of June 30, 1934 (47 Stat. 446: 48 U. S. C., sec. 321a and following), are hereby transferred to the Department of Commerce, and thereafter shall be administered by the Secretary of Commerce, or under his direction, by such officer, or officers, as may be designated by him.

(c) TRANSFER OF PERSONNEL, ETC.—There are hereby transferred to the Department of Commerce, to be employed and expended in connection with the functions, duties, and authority transferred to said Department by subsection (b) hereof, all personnel employed in connection with any such functions, duties, or authority, and the unexpended balances of appropriations, allocations, or other funds not available, or that hereafter may be made available, for use in connection with such functions, duties, or authority; and the Department of the Interior is directed to turn over to the Secretary of Commerce all equipment, materials, supplies, papers, maps, and documents, or other property (real or personal, and including office equipment and records) used or held in connection with such functions, duties, or authority.

(d) EFFECTUATION OF TRANSFER.—The Secretary of the Interior and the Secretary of Commerce shall take such steps as may be necessary or appropriate to effect the transfer from the Department of the Interior to the Department of Commerce of the functions, duties, authority, and the funds and property, as herein provided for.

(e) DISTRIBUTION OF FUNCTIONS.—The Secretary of Commerce shall have power, by order or regulations, to distribute the functions, duties and authority hereby transferred, and appropriations pertaining thereto, as he may deem proper to accomplish the economical and effective organization and administration thereof.

SEC. 108. NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS.

(a) INTERSTATE SYSTEM.—It is hereby declared to be essential to the national interest to provide for the early completion of the "National System of Interstate Highways", as authorized and designated in accordance with section 7 of the Federal-Aid Highway Act of 1944 (58 Stat. 838). It is the intent of the Congress that the Interstate System be completed as nearly as practicable over a thirteen-year period and that the entire System in all the States be brought to simultaneous completion. Because of its primary importance to the national defense, the name of such system is hereby changed to the "National System of Interstate and Defense Highways". Such National System of Interstate and Defense Highways is hereinafter in this Act referred to as the "Interstate System".

(b) AUTHORIZATION OF APPROPRIATIONS.—For the purpose of expediting the construction, reconstruction, or improvement, including of necessary bridges and tunnels, of the Interstate System, including extensions thereof through urban areas, designated in accordance with the provisions of section 7 of the Federal-Aid Highway Act of 1944 (58 Stat. 838), there is hereby authorized to be appropriated the additional sum of \$1,000,000,000 for the fiscal year ending June 30, 1957, which sum shall be in addition to the authorization heretofore made for that year, the additional sum of \$1,700,000,000 for the fiscal year ending June 30, 1958, the additional sum of \$2,000,000,000 for the fiscal year ending June 30, 1959, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1960, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1961, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1962, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1963, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1964, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1965, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1966, the additional sum of \$2,200,000,000 for the fiscal year ending June 30, 1967, the additional sum of \$1,500,000,000 for the fiscal year ending June 30, 1968, and the additional sum of \$1,025,000,000 for the fiscal year ending June 30, 1969.

(c) APPORTIONMENTS FOR 1957, 1958, AND 1959.—The additional sums herein authorized for the fiscal years ending June 30, 1957, June 30, 1958, and June 30, 1959, shall be apportioned among the several States in the following manner: one-half in the ratio which the population of each State bears to the total population of all the States, as shown by the latest available Federal census: Provided, That no State shall receive less than three-fourths of 1 per centum of the money so apportioned; and one-half in the manner now provided by law for the apportionment of funds for the Federal-aid primary system. The additional sum herein authorized for the fiscal year ending June 30, 1957, shall be apportioned among the several States in the following manner: one-half in the ratio which the population of each State bears to the total population of all the States, as shown by the latest available Federal census: Provided, That no State shall receive less than three-fourths of 1 per centum of the money so apportioned; and one-half in the manner now provided by law for the apportionment of funds for the Federal-aid primary system. The additional sum herein authorized for the fiscal year ending June 30, 1958, shall be apportioned among the several States in the following manner: one-half in the ratio which the population of each State bears to the total population of all the States, as shown by the latest available Federal census: Provided, That no State shall receive less than three-fourths of 1 per centum of the money so apportioned; and one-half in the manner now provided by law for the apportionment of funds for the Federal-aid primary system. The additional sum herein authorized for the fiscal year ending June 30, 1959, shall be apportioned among the several States in the following manner: one-half in the ratio which the population of each State bears to the total population of all the States, as shown by the latest available Federal census: Provided, That no State shall receive less than three-fourths of 1 per centum of the money so apportioned; and one-half in the manner now provided by law for the apportionment of funds for the Federal-aid primary system.

**Memorandum of Agreement between the Department of
Commerce and the Department of Interior, August 24,
1956.**

DEPARTMENT OF COMMERCE

Office of the Secretary

MEMORANDUM OF AGREEMENT BETWEEN DEPARTMENT OF COMMERCE AND DEPARTMENT OF THE INTERIOR WITH RESPECT TO TRANSFER OF THE ALASKA ROAD COMMISSION FROM THE DEPARTMENT OF THE INTERIOR TO THE DEPARTMENT OF COMMERCE

21 Fed. Reg 6395-96
(Aug 24, 1956)

By virtue of the authority vested in each of us under section 107 of the Federal-Aid Highway Act of 1956 (Public

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Law 627, 84th Congress, 2d Session), and in the interests of the internal management of the Government, the following areas of agreement are set forth:

1. All records, property, personnel, funds and activities of the Alaska Road Commission shall be transferred from the Department of the Interior to the Department of Commerce, effective on September 16, 1956.

2. All records in the headquarters office of the Office of Territories, Department of the Interior, pertaining exclusively to the Alaska Road Commission, shall be transferred from the Department of the Interior to the Department of Commerce, effective on September 16, 1956.

3. Any claims pending before the Interior Board for Contract Appeals will be determined by that board and such determination will be binding upon the Department of Commerce.

4. Any existing contract, lease, easement, license, permit, or agreement heretofore entered into by or granted by or to the Department of the Interior by and through the Alaska Road Commission shall remain in full force and effect and shall be transferred to the Department of Commerce and shall be binding upon that Department.

5. All actions pursuant to this agreement will be consonant with applicable procedures approved by other appropriate Government agencies, including, but not limited to, the General Services Administration, Civil Service Commission, General Accounting Office, and Bureau of the Budget.

6. Such further measures as may be determined to be necessary to effectuate the purposes and provisions of this agreement shall be carried out in such manner as is mutually agreed upon by our representatives.

SINCLAIR WEEKS,
Secretary of Commerce.

AUGUST 14, 1956.

FRED A. SEATON,
Secretary of the Interior.

AUGUST 15, 1956.

[F. R. Doc. 36-6526; Filed, Aug. 23, 1956;
8:43 a. m.]