

ANNUAL REPORT OF THE ALASKA ROAD COMMISSION
FISCAL YEAR 1931

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

TWENTY-SEVENTH ANNUAL
REPORT
1931

PART II
OPERATIONS

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

JUNEAU, ALASKA
1931

ALASKA ROAD COMMISSION.

.....	\$ 1,777.66
Headquarters	3,777.16
.....	7,531.22
.....	732.60
.....	10,059.63
.....	1,253.01
.....	600.40
.....	\$30,187.44
.....	\$1,451.33
.....	\$685,332.09
.....	500.00
.....	2,528.30
.....	3,561.74
.....	62,388.17
.....	52,539.30
.....	17,043.02
.....	61,650.39
.....	71,881.39
.....	100,881.31
.....	161,617.27
.....	\$686,932.05
.....	\$519,668.52
.....	732.50
.....	\$5,338.62
.....	700.25
.....	\$626,439.89

(fiscal year 1932) \$60,000 of Park Road

on the boat landing was constructed. The amount of 1420 cu. yds. of earth, 4666 cu. yds. solid rock,

acing material were placed.

n leveled and seeded to grass. Contract, as to carry light and telephone lines from was completed.

urvey was completed over 21½ miles. were cleared 40 ft. wide.

ed and graded, 334 cu. yds. surfacing material culvert installed.

red, stripped, plowed and partially leveled. x was accomplished:

Work Done	Cost
Repairs	10.00
New roof and repairs	300.00
13 ft. x 14 ft. log cabin built	264.48
12 ft. x 14 ft. frame cabin built	600.00
Total	\$1,064.48

ANNUAL REPORT ALASKA ROAD COMMISSION.

36B—5 miles of trail were cleared through timber, 8 ft. wide.

38D—This road was cleared, grubbed and graded to 24-ft. standard. 172 cu. yds. surfacing material were placed. One 18-ft. bridge was constructed and 7 metal culverts installed.

SURVEYS.

A survey was made for a trail to connect Kodiak with Kalsin Bay where an experiment station for the Department of Agriculture was located. Due to the station having been discontinued, construction of this trail has been indefinitely postponed.

KUSKOKWIM DISTRICT.

Carl Lottsfeldt, Superintendent, Takotna.

This district embraces the valley of the Kuskokwim River, extending eastward along the coast to Bristol Bay and west as far as the Yukon River, thus including the valleys of the Iditarod and Innoko Rivers. The chief mailing operations are centered about Iditarod, Takotna, and Ophir.

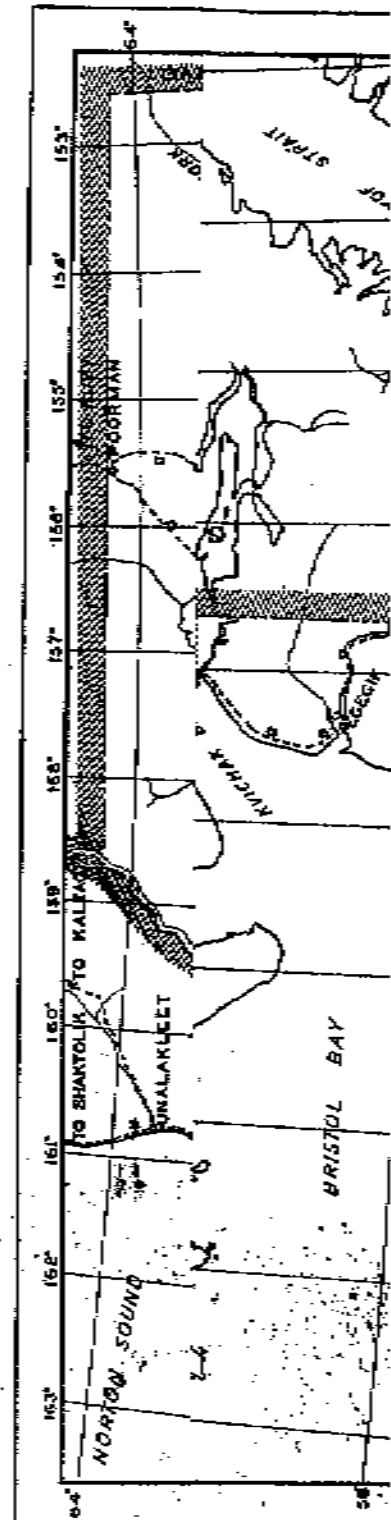
This district comprises one of the most inaccessible parts of Alaska. Freight for Takotna and vicinity is sent by ship from Seattle to Bethel and thence by river boat up the Kuskokwim River. Freight for Iditarod and vicinity is sent by ship from Seattle to Seward, thence by rail to Nenana and by river boats, owned and operated by The Alaska Railroad, to Holy Cross. There it is transferred to smaller boats and sent up the Innoko and Iditarod Rivers. Summer mail is sent by this route. During the summer people go in by the last described route, or leave the government boat at Ruby and walk overland via Long and Poorman. During the winter mail and people enter and leave this district over the winter trail via McGrath, Telkwa, Diamond, Knights, and Kohl or Nenana. The limited activities within the district together with its remoteness and the great expense of road construction have prevented the construction of any through wagon or automobile routes. An important winter trail route extends from McGrath in the upper Kuskokwim Valley via Aniak, Bethel, Goodnews Bay, Togiak, Dillingham, and Naknek to Kanatak.

Shelter cabins, aviation fields, the Ganes Creek and Little Creek roads are supported exclusively by the Territory, the Iditarod-Flat and Ophir-Takotna Roads and the Yukon-Kuskokwim Portage by the Territory and Alaska Road Commission jointly, and the remaining projects exclusively by the Alaska Road Commission.

SUMMARY OF SUB-PROJECTS.

Sub-Project No.	Name of Sub-Project	Road	Sled Road	Trail	Total Miles
20C	Rainy Pass-Big River	---	---	110	110
20DA	Takotna-Ophir	---	24	---	20
20DB	Ophir-Dishkaklet	---	---	56	56
32A	Takotna-Flat	---	---	56	56
32AA	Takotna-Flat (via Moore Creek)	---	---	53	53
32AB	Moore Creek	---	---	7	7
32AC	Candle Creek-Takotna	---	---	12	12
32B*	Iditarod-Flat	6	---	---	8
32BA**	Iditarod River Reconnaissance	---	---	---	---
32C	Ophir-Iditarod	---	---	70	76
32D	Flat-Crooked Creek (Winter)	---	---	44	44
32DD	Flat-Georgetown (Summer)	---	---	1	65
32E**	Takotna Aviation Field	---	---	---	---
32F	Takotna Depot	---	---	---	5
32G	Flat City-Flat Creek	---	---	---	4 1/2
32D	Head Flat Creek-Willow Creek	4 1/2	---	---	---
32E	Willow Creek-Children Creek	3 3/4	---	---	---
32F	Flat City-Otter Discovery	3 3/4	---	---	---
32G	Candle Landing-Candle Creek	4	---	---	9
32H**	Flat Aviation Field	---	---	---	---
32A	Flat-Holy Cross-Arvik	---	---	203	103
32B	Iditarod-Shageluk-Arvik	---	---	35	35
32C	Peorran-Cripple	---	---	47	47
32C	Ophir-Cripple (Winter)	---	---	47	22
32D*	Ophir-Takotna	32	---	---	3
32DA**	Little Creek Road	---	---	---	3
32F	Peorran-Cripple	---	---	126	125
32G	Takotna-Takotna Landing	1 1/2	---	---	1 1/2
32H**	Gance Creek Road	15 1/2	---	---	15 1/2
32M**	Ophir Aviation Field	---	---	---	---
44A	Cripple-Cripple Mt. (Summer)	---	---	13	13
44AA	Cripple-Cripple Mt. (Winter)	---	23	---	30
80A	McGrath-Takotna (Summer)	---	---	6	6
80AA	McGrath-Takotna (Winter)	---	---	17	23
80B	McGrath-Telda	---	---	92	92
80C	McGrath-Candle Creek	---	---	11	11
80D	Nixon Fork-Nixon Mine	---	---	37	37
80E	Takotna-Twin Peaks	---	---	12	12
80F	Medfra-Nixon Mine	---	---	---	12
80G	Nixon Fork-Takotna (Summer)	---	---	16 1/2	16 1/2
80GG	Nixon Fork-Takotna (Winter)	---	14 1/2	---	14 1/2
80H**	McGrath Aviation Field	---	---	---	---
80I**	Medfra Aviation Field	---	---	---	---
90C**	Shelter Cabins-3rd Division	---	---	---	---
90D**	Shelter Cabins-4th Division	---	---	---	---
92A	Bethel-Quinhagak	---	---	64	60
92B	Bethel-Tuluksak	---	---	44	44
92C	Aziak-Russian Mission	---	---	75	75
92D	Bennett's Cutoff	---	---	18	13
92E	Yukon-Kuskokwim Portage	---	---	120	120
92F	Quinhagak-Goodnews Bay	---	---	51	50
92G	Goodnews Bay-Toplak	---	---	53	53
92H	Toplak-Nushagak	---	---	125	125
92I	Lewis Point-Naknek	---	---	86	86
92J	Naknek-Beglik	---	---	50	60
92L	Crooked Creek-Aziak	---	---	74	74
92M	Aziak-Tuluksak	---	---	60	60
92N	Aziak-Canyon Creek	---	---	45	45
92O	Tuluksak-Boothills	---	---	53	32
92P	Holy Cross-Katlatuk	---	---	52	63
92Q*	Upper Landing-Bear Creek	---	24	---	24
Totals		36%	308%	2112 1/2	2397%

(*) Cooperation with Territory of Alaska.
 (**) Entirely supported by Territorial Funds.



DESCRIPTION.

For detailed description see Part II Annual Report for 1929 under Kuskokwim District and Bethel Sub-District. The following changes and additions should be noted:

38H—This road was extended up Ganes Creek to total length of 15½ miles.

38M—A new location was selected for this landing field southwest of the village of Ophir.

32E—This summer portage is passable for polling boats and small power boats between the Yukon and Kuskokwim Rivers. Two portages are crossed by steel rail trams aggregating 5934 ft. Derricks and winches are provided for handling boats on and off cars and over dams.

OPERATIONS DURING THE YEAR.

The important operations other than routine maintenance are summarized as follows:

32B—2155 cu. yds. of surfacing material were placed on 2½ miles. 1 metal culvert was placed.

32BA—A survey was made and maps and estimates prepared of a plan to restore the Iditarod River to its former channel at the town of Iditarod. The survey was made for the Territory of Alaska.

32F—A frame building 24 by 30 ft. for headquarters office was constructed.

33E—½ mile was surfaced.

38C—1576 cu. yds. of surfacing material were placed on 1½ miles of road.

38DA—2 miles were regraded and 334 cu. yds. of surfacing material placed.

38H—This field was completed to provide a length of 1500 ft. and an average width of 200 ft. This season an extension of 400 ft. was added to the north end and one of 100 ft. to the south end.

40C—The following work was accomplished:

Route No.	Location	Work Done	Cost
32I	Lewis Point, 20 miles from Dillingham	Repairs	\$ 40.00
32I	Patch of woods, 50 miles from Dillingham	Repairs and roof	78.00
32J	Halfway, 24 miles from Naknek	12 ft. by 14 ft. frame cabin	725.00
Total			\$ 843.00

90D—The following work was accomplished:

Route No.	Location	Work Done	Cost
92C	Fritz's, 32 miles from Ophir	12 ft. by 14 ft. cabin built	250.00
92D	Suvarait, 31 miles from Flat	New roof and repairs	53.31
92D	Bonanza, 14 miles from Flat	New stove pipe	2.50
92A	Reindeer River, 25 miles from Flat	New stove	25.00
92B	Hogana, 28 miles from Pooc-man	12 ft. by 14 ft. cabin built	465.00
92A	Blackfish Lake, 28 miles from Bethel	New roof and stove	85.71
92A	Dahls, 23 miles from Bek	New roof and stove	88.75
92F	Jack Smith Bay, 10 miles from Quinhagak	New stove and pipe	14.00
92F	Indian River, 30 miles from Quinhagak	New stove and pipe	14.25
92L	Old Island Village, 23 miles from Crooked Creek	Repairs and new stove	137.60
Total			\$1,659.49

92E—The tram over the portage on Kuskokwim end was completed. 1634 lin. ft. of steel rail tram were placed. Ramps were constructed for loading boats on cars at end of trams, two controlling dams were constructed and derricks and winches installed for handling boats. Entrances to lakes and sloughs were marked with direction signs.

NOME DISTRICT.

Ross J. Kinney, Superintendent.

E. F. Bauer, Assistant Superintendent.

This district embraces that portion of Alaska lying west of the 158th Meridian and north of the Yukon River.

On account of the length and severity of the winter, the isolated location, and the lack of timber for protection and fuel, a considerable portion of the personnel of this vicinity spend the winter outside, leaving on the last boat sailing from Nome the latter part of October and returning on the first boat in the spring, which arrives at Nome from the middle to the latter part of June. The bulk of the freight is landed at the nearest port during the open season of navigation and moved to its destination either over available wagon roads in summer or over sled roads in winter.

The most important projects are the system of local roads serving the extensive mining activities about Nome, the Nome-Shelton Tram and the connecting trail extending on through Dahl to Deering and Candle, the road from Nome to Council and Casa de Paga, and the system of winter trails extending throughout the entire District.

Shelter cabins, aviation fields and telephone lines are supported exclusively by the Territory—the Seward Peninsula Railroad exclusively

by the Alaska Road Commission. are supported jointly by the Territory.

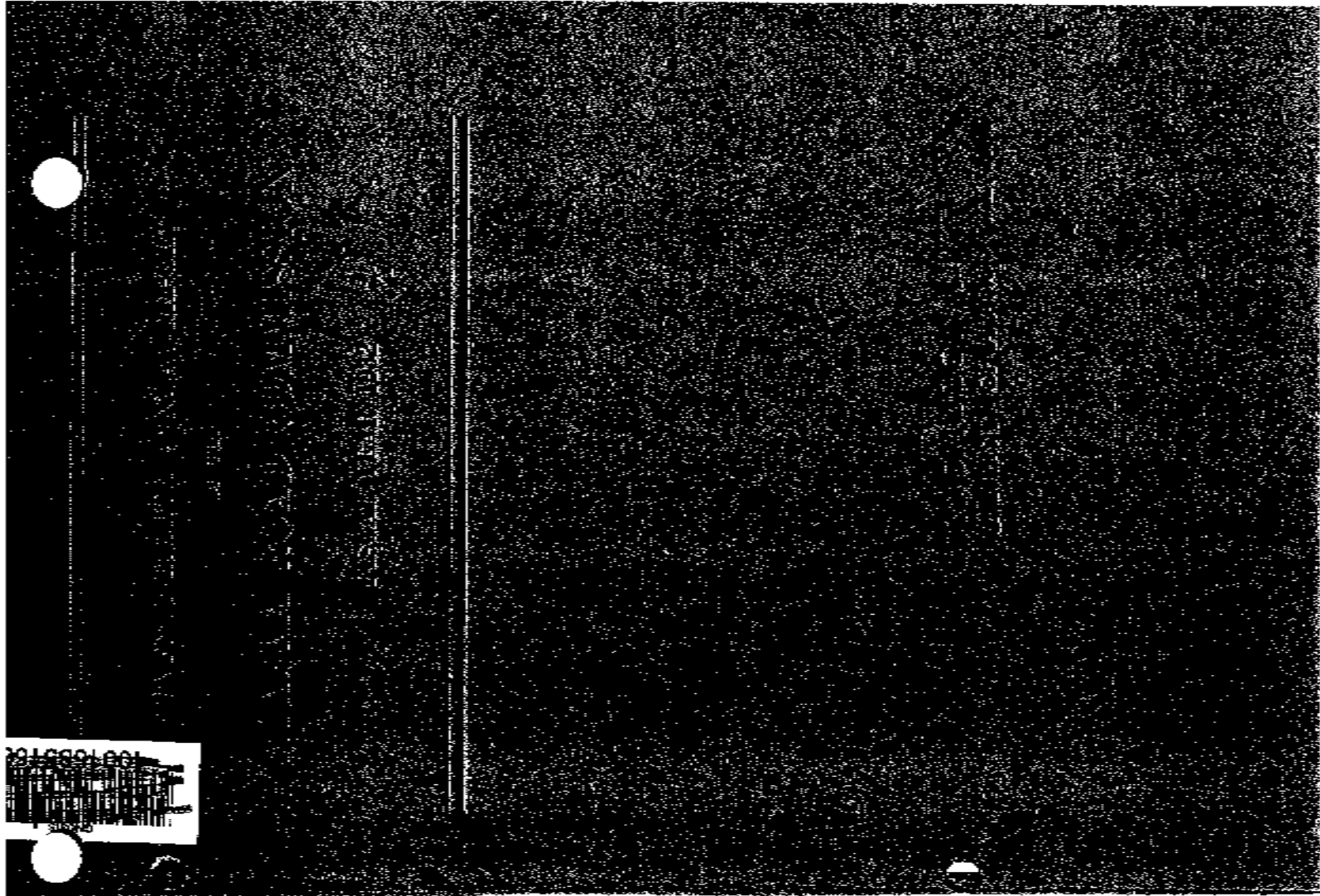
SUMMARY OF

Sub-Project No.	Name of Sub-Project
8*	Nome-Council
8D*	Council-Ophir Creek
8E*	Casa de Paga Road
8J*	Shovel Creek
8K*	Council Aviation Field
8L	Port Safety Aids
12A*	Nome-Bessie
12B*	Bessie-Snake River
12BA*	Snake River-Monument Creek
12C*	Bessie-Little Creek
12CA*	Little Creek-Suvarait Creek
12E*	Nome-Oshorne
12K*	Bessie-Buster
13L	Nome Buys
13N	Nome Depot
14*	Kaitag-Nome
14A*	Bonanza-Kotzebue
14B*	Colovin-Council
18D**	Unalakleet Aviation Field
18E**	Solomon Aviation Field
18F**	Colovin Aviation Field
18G**	Moses Aviation Field
18H**	Koyukuk Station-Unalakleet Phone Line
18J*	Spruce Creek
21*	Unalakleet-St. Michael
21A**	St. Michael Aviation Field
21C*	Nome-Wireless
21D*	Center Creek Road
21E*	Submarine Paystreak
21K	Nome City Wharf
25L**	Nome Aviation Field
25M**	Telephone Lines Seward Pen.
25N	Nome City Street
26P	Nome Harbor Lights
26*	Candle-Candle Creek
26B*	Bear Creek Trail
26C*	Candle-Kiwalik
26D**	Kiwalik Aviation Field
26E**	Candle Aviation Field
26F**	Telephone Line Reconnaissance
26G*	Candle-Radio Station
27*	Deering-Inuachuk
27A**	Deering Aviation Field
28*	Shelton-Candle
28A*	Nome-Serpentine Hot Springs
27*	Topkok-Candle
27A*	Bluff-White Mountain
27B**	Bluff Aviation Field
41*	Kiana-Klery Creek
41A*	Kotzebue-Shungnak
41B*	Kotzebue-Point Barrow
41C*	Kiwalik-Noorvik
41D**	Kotzebue Aviation Field
41E**	Kobuk Aviation Field
42*	St. Michael-Kotlik
43*	Davidson's Landing-Taylor
52*	Elme Creek
52A*	Haycock-Bear Creek
52B*	Haycock Aviation Field
52C*	Koyuk Aviation Field
57*	Nome-Teller
57A*	Teller-Cape Prince of Wales

No.	Sub-project Name	Cost 1931	Total cost to June 30, 1931	Cost Maintenance and Improvement 1931	Total cost Maintenance and Improvement to June 30, 1931	Cost Construction 1931	Total cost Construction to June 30, 1931
					100.00		111.16
80J	Takotna-Twin Forks		219.16		1,653.60		1,880.00
80K	Medfra-Nixon Misc		3,450.00		610.50		
80L	Takotna-Nixon Fork		610.50				
80M	Takotna-Nixon Fork (Widening)		183.10		183.10		14,744.42
80N	McGrath Aviation Field	2,400.00	14,246.43		50.00		285.00
80O	Medfra Aviation Field		348.00		4,528.72		8,200.14
81	Good Creek-Balmain River	228.21	13,728.83	328.31			1,550.00
81A	Black River		1,550.00				20,200.86
82	Taku River		20,200.86				41,329.75
82A	Taku River		41,526.76				1,161.23
82B	Palibank-Council Survey		4,124.80		3,022.42		88.00
82C	South of July Creek		872.89		810.00		
82D	Woodchopper Creek	321.20	21,108.88	321.20	3,806.29		18,288.89
82E	Ferry-Bay Creek		4,112.11				4,212.11
82F	Kougarok-Bronnaisausher		165,329.13	11,571.40	120,798.20		64,529.92
82G	Eward Peninsula Railroad	11,571.40	1,110.00	490.00	490.00		716.00
82H	Ilipish Aviation Field		3,130.17	431.25	431.25		1,781.82
82I	Iron Creek-Angoon River		349.36				240.26
82J	Shelter Cabins, 1st Division		25,771.33	2,397.90	2,246.26	3,648.58	31,527.37
82K	Shelter Cabins, 2nd Division	5,740.42	24,499.47	423.00	3,307.35	1,468.42	22,300.12
82L	Shelter Cabins, 3rd Division	1,521.42	47,705.03	645.26	4,290.85	2,339.00	36,204.25
82M	Shelter Cabins, 4th Division	2,726.24	60.55				50.00
82N	Yakutat		2,711.31	381.00	313.71		1,727.89
82O	Rehob-Quinhagak		321.00		1,209.54		1,426.45
82P	Tulituk-Tulituk	319.00	2,728.24	319.00			1,684.00
82Q	Akish-Rudman Mission		1,824.00				396.00
82R	Bonnalt Cutoff		299.00			4,429.10	26,018.35
82S	Yukon-Kuskokwim Portage	4,349.50	27,429.33		332.85		2,417.71
82T	Quinhagak-Good News Bay	274.00	2,728.41	274.00	284.44		3,308.32
82U	Good News Bay-Topiak	152.70	152.70	152.70	228.24	2,250.00	5,026.47
82V	Topiak-Nushagak	3,269.34	10,329.23	1,798.34	1,506.82		2,632.14
82W	Lavin Point-Sakok	321.40	3,789.10	321.40	511.00		1,100.00
82X	Sakok-Egavik	845.00	1,462.20	246.50	818.00		350.00
82Y	Egavik-Kanatak	248.00	1,758.18	243.00	283.18		850.00
82Z	Crooked Creek-Ahik	240.00	3,722.31	371.00	1,207.15		1,234.98
82AA	Ahik-Tulituk	371.00	306.00		206.00		1,128.12
82AB	Ahik-Canyon Creek		1,444.14		282.02		800.00
82AC	Tulituk-Fairbairn		1,120.10	104.30	524.10		
82AD	Holy Cross-Kulchak	108.30					

82AJ	Upper Landing-Rear Creek		5,827.06		1,427.22		4,100.00
82AK	Chulitna Trail		2,227.44	64.22	1,871.00		3,286.44
82AL	Hull River Trail	64.22	4,518.50		922.22		3,522.22
82AM	Indian River		8,079.61		18.49		6,566.22
82AN	Cherry Aviation Field	73.20	4,817.81	73.20	240.01		2,378.60
82AO	Chulitna Trail	221.62	529.27			231.62	620.27
82AP	Kodlak-Abbotts	3,318.98	60,417.22	2,378.20	127.00		45,808.51
82AQ	Kanatak-Beach of Lakes	141.00	30,276.74	141.00	6,324.43		23,825.31
82AR	Larsen Bay-Kurtak River		522.05				843.05
82AS	Chickaloon-King River	110.82	1,839.08	110.82			300.00
82AT	Chickaloon Cable		1,839.08		1,022.68		272.20
82AU	Chickaloon-Nelchina	228.27	7,217.17	228.27	416.80		7,490.27
82AV	Gumrahon-Kostbridge		413.80				412.50
82AW	Heavy Aviation Field		421.72				491.70
82AX	Homar Spit		27,224.30		4,274.55		32,869.76
82AY	Nuka Bay	3.00	5,787.76	0.00	3,108.77		3,650.98
82AZ	Kestel Aviation Field		24.18				34.12
82BA	Kestel Road	10,074.13	17,146.25				874.52
82BB	Office and General Over-					30,074.12	17,146.25
82BC	head	25,363.52	549,838.81	23,140.02	228,241.66	13,273.20	261,697.25
82BD	Total		71,821.31		37,884.82		30,236.42
82BE	Total Costs	207,600.67	\$17,525,378.24(a)	\$ 923,660.18	\$ 7,990,572.84	\$ 242,216.44	\$ 2,824,606.40
82BF	Book Value of Plant	129,847.81	129,847.81				
82BG	Surplus and Materials on Hand	250,848.03	250,848.03				

Total Expenditures ... \$ 1,208,711.46 (b) \$18,206,972.02
 *Transferred to Department of Agriculture.
 **Abandoned.
 (a) Includes \$222,280.46 of Supervised Funds.
 (b) Includes 528.55 General Accounting Office Settlements. Does not include \$7,721.24 miscellaneous reimbursements, refunds and receipts from sales.



101 650 1001

KUSKOKWIM DISTRICT

(Hawley W. Sterling, assistant superintendent, Takotna)

This district embraces the valley of the Kuskokwim River, extending eastward along the coast to Bristol Bay and west as far as the Yukon River, thus including the valleys of the Iditarod and Innoko Rivers. The chief mining operations are centered about Iditarod, Takotna, and Ophir.

This district comprises one of the most inaccessible parts of Alaska. Freight for Takotna and vicinity is sent by ship from Seattle to Bethel and thence by river boat up the Kuskokwim River. Freight for Iditarod and vicinity is sent by ship from Seattle to Seward, thence by rail to Nenana and by river boats, owned and operated by the Alaska Railroad, to Holy Cross. There it is transferred to smaller boats and sent up the Innoko and Iditarod Rivers. Summer mail is sent by this route. During the summer people go in by the water route, or leave the Government boat at Ruby and walk overland via Long and Poorman. During the winter mail and people enter and leave this district over the winter trail via McGrath, Telida, Diamond, Knights, and Kohl or Nenana. The limited activities within the district together with its remoteness and the great expense of road construction have prevented the construction of any through wagon or automobile routes. An important winter trail route extends from McGrath in the upper Kuskokwim Valley via Aniak, Bethel, Goodnews Bay, Togiak, Dillingham, and Naknek to Kauntak.

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Summary of subprojects

Sub-project No.	Name of subproject	Road		Trail		Total
		Miles	Slod road	Miles	Miles	
20C	Ruby Pass-Rig River			110	110	
210A	Takotna-Ophir		20			20
200B	Ophir-Dishkaket			55	55	
32A	Takotna-Flat			95	95	
32A.A	Takotna-Flat (via Moore Creek)			62	62	
32A.B	Moore Creek			7	7	
32A.C	Candle Creek-Takotna			12	12	
32B	Iditarod-Flat	8				8
32D.A	Iditarod River reconnaissance					
32C	Ophir-Iditarod			78	78	
32D	Flat-Crooked Creek (winter)			54	54	
3211D	Flat-Georgetown (summer)			66	66	
32K	Takotna Aviation Field					
32F	Takotna Depot					
32C	Flat City-Flat Creek	5				5
32D	Head Flat Creek-Willow Creek	44				44
32M	Willow Creek-Chickam Creek	3				3
32F	Flat City-Older Discovery	3				3
32G	Candle Landing-Candle Creek	9				9
32H	Flat Aviation Field					
31A	Flat-Holy Cross-Anvik			103	103	
34B	Iditarod-Shageluk-Anvik			85	85	
38D	Poorman-Cripple			47	47	
38C	Ophir-Cripple (winter)			47	47	
38D	Ophir-Takotna	23				23
38D.A	Telida Creek Road	3				3
38F	Poorman-Ophir			126	126	
38G	Takotna-Takotna Aviation Field	34				34
38E	Ganes Creek Road	1294				1294
38M	Ophir Aviation Field					
34A	Cripple-Cripple Mountain (summer)			12	12	
31A.A	Cripple-Cripple Mountain (winter)			20	20	
30A	McGrath-Takotna (summer)			6	6	

¹ Cooperation with Territory of Alaska.

² Entirely supported by Territorial funds.

Summary of subprojects Continued

Sub-Project No.	Name of subproject	Kind	Filed road	Wreth	Total
		Miles	Miles	Miles	Miles
80A A	McGrath-Takotna (winter)		17	17	17
80B	McGrath-Telida			92	92
80C	McGrath-Candle Creek		11	11	11
80D	Nixon Fork-Nixon Mine			37	37
80E	Takotna-Twin Peaks			12	12
80V	Medfra-Nixon Mine	12		12	12
80G	Nixon Fork-Takotna (summer)			18 1/2	18 1/2
80G G	Nixon Fork-Takotna (winter)		14 1/2		14 1/2
80H	McGrath Aviation Field ¹				
80I	Medfra Aviation Field ¹				
80C	Shelter cabins, third division ²				
80I I	Shelter cabins, fourth division ²				
82A	Bethel-Quinnagak			60	60
82B	Bethel-Tulitkak			44	44
82C	Akiak-Iroscan Mission			76	76
82D	Bonnett's out-let			136	136
82E	Yukon-Kuskokwim portage			120	120
82F	Quinnagak-Quinnawak Bay			60	60
82G	Goodnews Bay-Torlak ¹			83	83
82H	Togiak-Nushagak			126	126
82I	Lewis Polar-Naknek			80	80
82J	Naknek-Pigwigik			74	74
82L	Crooked Creek-Aniak			60	60
82M	Aniak-Tulitkak			74	74
82N	Akiak-Canyon Creek			65	65
82O	Tulitkak-Foothills			53	53
82P	Holy Cross-Kalsinak			20	20
82Q	Upper Landing-Bear Creek ¹			2	2
82R	Dillingham-Snag Point ¹	5			5
	Total	68	108 1/2	2,132 1/2	2,329

¹ Cooperation with Territory of Alaska.² Entirely supported by Territorial funds.

DESCRIPTION

For detailed description see part 2 annual report for 1929 under Kuskokwim district and Bethel subdistrict. The following changes and additions should be noted:

82E: This landing field is now 400 by 1,400 feet.

82G: This road formerly extended to a point on the Takotna River 1.5 miles below the town of Takotna. The lower end of the road has been abandoned and a branch was built to the Takotna aviation field. The length is now 0.75 mile.

82H: This road was extended up Ganes Creek to total length of 15.75 miles.

82M: A new location was selected for this landing field southwest of the village of Ophir.

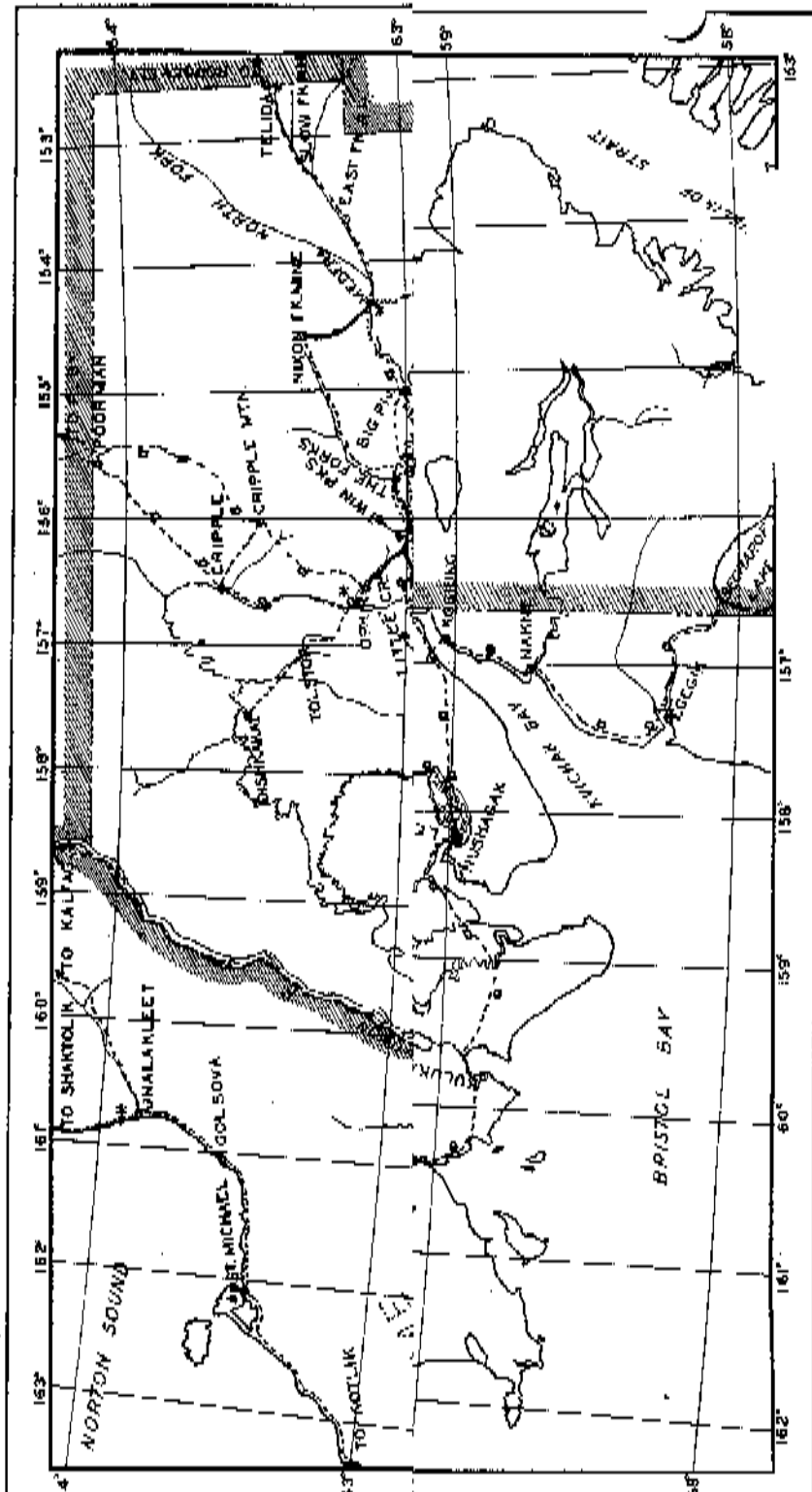
82E: This summer portage is passable for poling boats and small power boats between the Yukon and Kuskokwim Rivers. Two portages are crossed by steel rail trams aggregating 5,934 feet. Derricks and winches are provided for handling boats on and off cars and over dams.

82R: This route was formerly included as a part of route 92H and is that part of the latter route between Dillingham and the cannery at Snag Point, a distance of 5 miles. Over this section a road is being constructed. Two miles were improved to a low standard road during the past season.

OPERATIONS DURING THE YEAR

The important operations other than routine maintenance are summarized as follows:

82B: A bridge of 34-foot span with 28 linear feet of approaches was built over the new channel of Otter Creek. Five hundred and fifty-two cubic yards of gravel were placed as surfacing on 0.5 mile of road.



32D: Six miles of new trail (relocation) were constructed. Ten of trail through open country were marked with tripods.

32E: The field was lengthened 100 feet.

33E: Seven hundred and twenty-three cubic yards of material were placed as surfacing on 0.8 mile of road.

33F: One and seventy-five one hundredths miles of road (relocation) were constructed. The work included grading 1.4 miles, corduroy 1,036 linear feet, placing 1,814 cubic yards of surfacing material on 1.75 miles, 24 linear feet of bridge and installation of four culverts.

38D: One thousand nine hundred and thirty-five cubic yards of gravel were placed as surfacing over 1.9 miles of road; 2.25 miles were regraded.

38G: A new road, 0.5 mile in length, was constructed to the Takotna aviation field.

38H: Nine hundred and twenty-one cubic yards of gravel were placed as surfacing on 0.9 mile of road.

80B: A bridge 60 feet in length was erected over East Fork Creek.

90D: The following work was accomplished:

Route No.	Location	Work done	Cost
32C	Writ's, 33 miles from Ophir	Additional bills for new cabin	\$107.80
32D	Bonanza, 14 miles from Flat	Windows	4.00
32D	Crevasse, 68 miles from Flat	Repairs	100.00
33F	Shelter tent, 18 miles from Pogman	New stove pipe	3.00
32A	Blackfish Lake, 28 miles from Bethel	Repairs	30.00
32A	Dubis, 68 miles from Bethel	Repairs	30.00
	Total		\$304.80

92I: Fifteen miles of this route through open tundra were permanently marked by placing tripods built of 2 by 2-inch by 10-foot lumber.

92J: Eight miles were permanently staked with lumber tripods.

92Q: Three bridges of pole-driven trestle totaling 315 linear feet and 1 frame-bent trestle, 30 feet long, were constructed. Local interests cooperated on this work.

92R: Two miles of road were constructed. Sidehill sections were made 12 feet wide and flat sections 24 feet wide between ditches; 6,050 linear feet of brush corduroy, 12 feet wide, were placed; 3 bridges, totaling 64 linear feet, constructed; and 23 timber culverts installed. This work was supervised by the southwestern district from the Anchorage office.

NOME DISTRICT

(Ross J. Kinney, superintendent; E. F. Bauer, assistant superintendent)

This district embraces that portion of Alaska lying west of the 158th Meridian and north of the Yukon River.

On account of the length and severity of the winter, the isolated location, and the lack of timber for protection and fuel, a considerable portion of the personnel of this vicinity spend the winter outside, leaving on the last boat sailing from Nome the latter part of October and returning on the first boat in the spring, which arrives at Nome from the middle to the latter part of June. The bulk of the freight is landed at the nearest port during the open season of navigation and moved to its destination either over available wagon roads in summer or over sled roads in winter.

The most important projects are the system of local roads serving the extensive mining activities about Nome, the Nome-Shelton Tram and the connecting

Costs in detail, Territorial and cooperative projects
(Included in preceding table)

FIRST DIVISION

Account No.	Name of subproject	Federal	Territorial	Total
2E	Gastineau Channel Bar		\$240.00	\$240.00
2H	Junoon Wharf		275.01	275.01
2I	Junoon Flot		45.38	45.38
3A	Haines-Wells	\$524.72	5,020.15	5,544.87
3B	Pleasant Camp extension	400.00	5,225.94	5,625.94
3D	Haines-Main Bay	15.00	100.75	115.75
3E	Haines-Chilkoot		116.14	116.14
3F	Haines-Tomas Point		34.75	34.75
3G	Chilkoot Barracks water supply		28,345.90	28,345.90
3H	Chilkoot Barracks roads	\$1,352.00		1,352.00
14	Stika-Indian River	15.00	114.15	129.15
14A	Stika National Monument	170.04	4,112.98	4,283.02
14B	Stika National Cemetery			
14C	Pioneer Cemetery Road	\$1,072.33		1,072.33
14D	Natural Cemetery Road		45.00	45.00
44A	Skagway trails	20.00	120.41	140.41
44B	Skagway Aviation Field	170.00	1,729.51	1,899.51
81	Wood Creek-Salmon River		253.24	253.24
			230.15	230.15
	Total	\$,732.00	48,577.87	47,310.68

SECOND DIVISION

Account No.	Name of subproject	Federal	Territorial	Total
8	Nome-Council	\$8,457.30	\$4,180.50	\$12,637.80
8A	Council-Opbir	545.98	550.00	1,095.98
8B	Casa de Pagan Road	55.20	50.50	105.70
8C	Council Aviation Field		845.03	845.03
8D	Port safety aids		120.00	120.00
8E	Nome-Buena	456.43	420.00	876.43
8F	Buena-Cranks River	2,777.54	2,350.00	5,127.54
8G	Cranks River-Monument Creek	201.88	170.00	371.88
8H	Buena-Sunser Creek	2,540.65	14,734.00	17,274.65
8I	Nome-Oakton	101.21	50.00	151.21
8J	Dease-Buena	304.39	252.50	556.89
8K	Kalbar-Nome	482.50	504.30	986.80
8L	Ellman-Kotzebue	257.04	330.00	587.04
8M	Golovin-Council	7.00	0.00	7.00
8N	Ungvik-Aviation Field		571.00	571.00
8O	Solomon Aviation Field		287.53	287.53
8P	Golovin Aviation Field		147.80	147.80
8Q	Nome wireless	107.03	95.00	202.03
8R	Center Creek Road	154.86	132.00	286.86
8S	Little Creek Branch		728.10	728.10
8T	Stikine-Coyne	204.00	437.00	641.00
8U	Nome Aviation Field		2,062.27	2,062.27
8V	Nome Harbor Light		173.81	173.81
8W	Radio telephones		5,477.34	5,477.34
8X	Chilkat-Council Creek	1,432.88	1,211.00	2,643.88
8Y	Chilkat Aviation Field		422.40	422.40
8Z	Dearing Aviation Field	2,820.70	2,134.00	4,954.70
9	Sturgeon-Gardle		10.40	10.40
9A	Nome-Serpentine Hot Springs	54.54	15.00	69.54
9B	Klana-Klery Creek	1,378.36	1,170.00	2,548.36
9C	Kotzebue-Buena	78.87	87.00	165.87
9D	Elina-Selawik-Thomson	130.18	115.00	245.18
9E	Kotzebue Point Narrows	428.40	308.00	736.40
9F	Chilkat-Neorvik	79.57	68.00	147.57
9G	Kotzebue Aviation Field	244.25	210.00	454.25
9H	Kobuk Aviation Field		110.40	110.40
9I	Davidson's Landing-Taylor	518.15	300.00	818.15
9J	Dime Creek		700.00	700.00
9K	Haycock Aviation Field	512.34	840.00	1,352.34
9L	Koryak Aviation Field		2,010.40	2,010.40
9M	Nome Teller	225.50	204.00	429.50
9N	Teller-Cape Prince of Wales	420.89	440.00	860.89
9O	Teller-Rhustone	14.80	13.00	27.80
		914.12	790.00	1,604.12

- 1 Contributed by the Bureau of Fisheries, U. S. Forest Service, and the Alaska Game Commission.
- 2 Funds provided by quartermaster, Chilkoot Barracks.
- 3 Allotted by quartermaster, Ninth Corps Area.
- 4 Contributed by National Park Service.
- 5 Allotted by Quartermaster General of the Army.
- 6 Contributed by the U. S. Lighthouse Service.
- 7 Contributed by Hammon Goldfields Consolidated.
- 8 Includes \$27.08 contributed by Northern Air Transport.

Costs in detail, Territorial and cooperative projects continued
SECOND DIVISION—Continued

Account No.	Name of subproject	Federal	Territorial	Total
67C	Teller-Pilgrim Hot Springs			
67E	Teller Aviation Field	\$11.55	\$70.00	\$81.55
67F	Tin City-Goodwin		170.40	170.40
67J	Woolley-Gold Run	180.30	132.20	312.50
68	Woolley-Gold Run	2.50	1.78	4.28
69	Woolley trails	1,025.94	660.00	1,685.94
70	Marshall Road		482.45	482.45
70A	Kotik Marshall		38.00	38.00
70C	Scammon Bay Trail	44.15	28.00	72.15
70D	Marshall Aviation Field		100.00	100.00
88A	Bowling Peninsula Railroad	12,200.04		12,200.04
88B	Pilgrim Aviation Field		10.40	10.40
88C	Iron Creek-American Creek	150.20	183.20	333.40
88H	Shelter cabins		1,424.03	1,424.03
	Total	\$9,028.75	49,071.66	\$58,100.41

THIRD DIVISION

Account No.	Name of subproject	Federal	Territorial	Total
41A	Valdez-Parmian drop, dyke	\$12,723.68	\$15,000.00	\$27,723.68
8C	Copper Center Aviation Field		9.09	9.09
10D	Seward Aviation Field		290.77	290.77
35B	Palmer-Mohawk	68.40	11.00	79.40
35D	Palmer-Matanuska River	27.17	4.00	31.17
35DA	Gold Chord Branch		90.00	90.00
35DB	Lucky Shot-Willow Station	21,810.25	6,833.64	28,643.89
36A	Palmer-Springer		97.22	97.22
36B	Wadulla-Fabner	1,875.85	294.01	2,169.86
36C	Moose Creek Road		133.85	133.85
36D	Wadulla-Matanuska		548.22	548.22
36E	Matanuska Trunk Road	6,338.23	1,026.00	7,364.23
36F	Palmer-Matanuska		345.96	345.96
36G	Fishhook-Goldmint		270.00	270.00
36H	Edlund Road	2,157.70	37.73	2,195.43
36I	Dogard Road		84.50	84.50
36J	Wadulla Aviation Field Road		22.45	22.45
36K	Valdez-Mineral Creek	228.67	28.00	256.67
36L	Peters Creek Trail	2,031.07	19,250.00	21,281.07
36M	McCarthy-Dan Creek	11,617.81	2,026.18	13,643.99
36N	Nizina Bridge		774.63	774.63
36O	Chitina River Trail	1,274.01	160.00	1,434.01
36P	Chitina Branch		25.00	25.00
36Q	Bromner Trail	1,545.48	150.00	1,695.48
36R	Bromner Aviation Field		500.00	500.00
36S	Surveys and reconnoissances	152.10	150.00	302.10
36T	Anchorage Loop	8,886.55	11,070.00	19,956.55
36U	Anchorage Lake Spigot		1,568.20	1,568.20
36V	Chocoma Creek boat landing		122.90	122.90
36W	McDonald Branch		70.00	70.00
36X	Oilwell Road	145.18	902.59	1,047.77
36Y	Anchorage Aviation Field		164.20	164.20
36Z	Anchorage Loop-Melatno		192.28	192.28
36AA	Shelter cabins		21.55	21.55
36AB	Dillingham-Sag Point	12,841.27	2,150.00	14,991.27
36AC	Homor Spit	220.45	50.00	270.45
36AD	Kanliet Road		1,012.10	1,012.10
	Total	\$2,155.72	\$5,628.55	\$11,784.27

FOURTH DIVISION

Account No.	Name of subproject	Federal	Territorial	Total
1AB	Dumally Aviation Field		\$14.11	\$14.11
5E	Tavara Aviation Field		139.76	139.76
7A	Cleary Creek Road		136.81	136.81
7D	Fox-Olson	3859.27	350.00	4,209.27
7C	Summit-Fairbanks Creek		2,103.27	2,103.27
7CA	Summit Fish Creek		150.78	150.78
7D	Fairbanks-Ester	1,445.58	14,682.81	16,128.39
7DA	College Spur		28.25	28.25
7DB	Ester Dome		8.50	8.50
7DC	St. Patrick's-Happy		281.71	281.71

- 1 Includes \$5,000 contributed by Willow Creek Mining Co.
- 2 Contributed by Peters Creek Placer Co.
- 3 Contributed by Whitney & Lass.
- 4 Includes \$15 contributed by C. W. Smith.
- 5 Includes \$32 contributed by Cleary Hill Alaska Mines Co.
- 6 Includes \$952.91 miscellaneous contributions.

Consolidated cost summary—Continued

No.	Subproject	Cost, 1932	Total cost to June 30, 1932	Cost maintenance and improvement, 1932	Total cost maintenance and improvement to June 30, 1932	Cost construction, 1932	Total cost construction to June 30, 1932
76A	Anchorage-Lake Spenard	\$1,968.30	\$21,942.81	\$1,968.20	\$11,832.88		\$10,010.23
76C	Clester Creek boat landing	123.90	1,341.16	123.90	558.76		787.42
76D	Anchorage Depot	181.27	7,382.83	181.27	3,417.59		3,968.85
76E	McDonald Road	188.18	3,820.62	188.18	1,716.90		1,705.18
76F	East First Street, Anchorage		1,023.46				1,023.46
76H	Lake Spenard Aviation Field		277.46				277.45
76I	Chilwell Road		7,297.77		2,707.78		4,589.99
76J	Anchorage Aviation Field	902.89	4,788.20	754.20	184.20		4,614.00
76L	Anchorage Lump-Eklutna	184.20	2,717.76	184.20	194.20		2,523.46
76M	Anchorage Ruyto Road	184.20	494.06		2,083.75		448.06
76N	Chitwell-Valdez Creek		10,793.05				7,840.89
76O	Valdez Creek Aviation Field		1,337.10				1,337.10
76P	Valdez Depot	57.50	5,296.58	57.50	4,171.55		
76Q	Forward Depot		368.05				2,182.00
80A	McGrath-Takotna	137.80	8,076.16	137.80	2,938.16		7,178.21
80A.A	McGrath-Takotna (winter)	253.74	12,376.50	253.74	5,198.38		
80B	McGrath-Talida		303.29		303.29		2,848.00
80C	McGrath-Chudika Creek	36.78	2,384.78	26.78	36.78		113.10
80D	Nixon Fork-Nixon Mine		212.10		100.00		1,600.00
80E	Takotna-Twin Peaks	93.80	5,552.20	93.80	1,768.20		
80F	Medfra-Nixon Mine		611.58		611.58		
80G	Takotna-Nixon Fork		183.16		183.16		14,840.43
80G.G	Takotna-Nixon Fork (winter)	43.50	14,400.03	43.50	82.50		283.00
80H	McGrath Aviation Field		346.00		60.00		9,991.14
80I	Medfra Aviation Field	750.10	13,994.03	235.10	3,993.60		1,551.00
81	Good Creek-Salmon River		1,551.00				20,208.95
81A	Rink River		20,208.95				41,628.75
82	Taku River		41,628.75				1,181.23
84	Fairbanks-Council survey	850.00	4,761.20	650.00	2,990.03		82.00
86	Fourth of July Creek		872.00		810.00		18,358.89
87	Woodchopper Creek	7,658.68	28,175.38	7,083.65	0,815.64		4,312.11
88	Ferry-Rva Creek		4,312.11				64,453.52
89	Kougarok reconnaissance		12,890.64		12,200.04		750.00
89A	Eward Peninsula Railroad		1,128.40		110.40		1,734.95
89B	Filigran Aviation Field		292.60		292.60		340.35
89C	Iron Creek-American Creek		240.35				31,911.30
90A	Shelter cabins, first division	1,424.08	39,197.00	1,040.70	7,280.66	334.33	27,391.18
90B	Shelter cabins, second division	31.81	24,780.03	21.85	2,325.00		30,494.13
90C	Shelter cabins, third division	1,251.30	12,449.33	504.30	5,495.15	760.00	30.25
90D	Shelter cabins, fourth division		50.55				1,707.50
91	Yakutat		2,070.21		268.00		
92A	Bothel-Quinhagak		966.68		2,276.63		1,478.48

92B	Bothel-Talukzak	150.75	1,734.75	150.75	160.76		1,584.00
92C	Akiak-Russian Mission		1,990.00				396.00
92D	Bainett's cut-off	89.83	27,541.66	89.83	1,025.08		28,615.98
92E	Yukon-Kukukwim portage	50.00	2,583.47	50.00	415.60		2,417.77
92F	Quinhagak-Goodnews Bay		2,428.57		225.24		2,203.58
92G	Goodnews Bay-Togalak		3,463.92		4,300.82		4,192.18
92H	Togalak-Nushagak	392.66	4,171.64	392.66	1,539.32		2,632.34
92I	Lower Point-Nakmak	166.34	2,038.84	100.34	877.84		2,105.00
92J	Nakmak-Ngakik		1,168.50		118.50		850.00
92K	Egegik-Kanatak	198.56	1,949.74	198.56	1,129.74		820.00
92L	Crooked Creek-Antik	285.04	3,927.38	285.04	1,412.36		2,514.95
92M	Antik-Talukzak		205.00		306.00		1,185.12
92N	Akiak-Canyon Creek	27.80	1,471.84	27.80	286.52		600.00
92O	Talukzak-Foothills	243.67	1,802.77	243.67	902.77		4,100.00
92P	Holy Cross Kaitshak	2,601.04	8,219.02	2,601.04	4,119.02		10,417.58
92Q	Upper Landing-Near Creek	72.00	6,886.44	72.00	1,048.00		3,958.23
92R	Dillingham-Snag Point		4,815.00		935.28		3,506.68
93	Chulitna Trail		6,378.83		13.40		3,370.00
93A	Bull River Trail		4,231.05	3.84	844.45		821.57
93B	Iedfan River	3.84	523.71	3.84	2.24		175.85
93C	Curry Aviation Field		135.92			135.92	40,608.21
93D	Chulitna tram	135.92	3,818.07	3,171.85	1,580.56		

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Medra-Nixon Mine	213.16		100.00	113.16
Vakona-Nixon Fork	2,568.20	98.80	1,758.20	1,800.00
Talotna-Nixon Fork (winter)	610.80		610.80	
McCrath Aviation Field	182.16		182.16	
Medra Aviation Field	14,400.93	63.50	63.50	14,337.43
Good Creek-Salmon River	343.00		60.00	283.00
Rick River	13,894.03	295.10	3,893.80	9,990.23
Take River	1,000.00			1,000.00
Fairbanks-Council survey	20,308.06			20,308.06
Fourth of July Creek	41,828.75			41,828.75
Woodchopper Creek	4,571.25	555.00	3,500.00	1,161.25
Ferry-Riva Creek	572.80		810.00	237.20
Kavgorok reconnaissance	7,008.05	28,175.63	7,008.05	35,191.68
Seward Peninsula Railroad	4,312.11			4,312.11
Pilgrim Aviation Field	12,300.94	197,640.00	13,800.94	151,941.94
Iron Creek-American Creek	10.40	1,125.40	10.40	1,115.00
Shelter cabins, first division	262.00	7,478.07	292.50	7,217.57
Shelter cabins, second division		340.35		340.35
Shelter cabins, third division	1,424.03	39,197.90	1,040.70	38,153.23
Shelter cabins, fourth division	21.55	24,720.02	21.55	24,698.47
Vakona	1,254.30	44,448.33	204.30	44,244.03
Bethel-Quinhagak	288.00	3,979.21	288.00	3,691.21

ROAD COMMISSION

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Bethel-Tulokak	665.80	3,755.13	900.59	2,876.65	1,478.48
Akiak-Russian Mission	150.75	1,734.73	150.75	150.75	1,584.00
Bennett's cut-off	39.83	300.00			300.00
Yukon-Kuskokwim passage	50.85	27,341.86	89.83	1,023.88	26,518.01
Quinhagak-Goodnow Bay		2,800.57	50.80	415.30	2,415.27
Goodnow Bay-Togiak		2,428.77		226.24	2,202.53
Togiak-Nunagak		6,483.58		4,300.82	2,182.76
Lewis Point-Naknek	382.56	4,171.66	382.56	1,530.32	2,641.34
Naknek-Egegik	160.34	2,982.84	160.34	877.81	2,105.00
Egegik-Kanatak		1,168.50		818.50	350.00
Crumbley Creek-Akiak	150.30	1,042.74	186.56	1,129.71	820.00
Akiak-Tulokak	205.04	3,927.25	205.04	1,412.80	2,514.45
Akiak-Canyon Creek	27.80	306.00		306.00	
Tulokak-Foothills		1,471.84	27.80	280.82	1,191.02
Holy Cross-Kalishak	942.67	1,363.77	244.67	862.77	500.00
Upper Landing-Hear Creek	2,691.04	4,219.02	2,691.04	4,192.02	4,100.00
Dillingham-Song Point	14,611.27	16,417.88			16,417.88
Chulitna Trail	73.00	8,896.44	72.00	1,042.00	8,824.44
Bell River Trail		4,615.00		932.28	3,682.72
Indian River	3.84	4,792.63		18.40	4,774.23
Curry Aviation Field	3.84	4,231.04	3.84	944.45	3,286.59
Chulitna tram		583.71	3.84	3.34	579.87
Huiliua River tram	132.93	135.82			135.82
Kodiak-Alberta	7,171.45	62,019.07	2,171.85	14,810.65	47,208.41
Kanatak-Decharof Lake		30,278.74		6,384.48	23,894.26
Larsen Bay-Karluk River	37.00	862.05			825.05
Chickaloon-King River	30.22	1,870.88	37.00	1,070.88	800.00
Chickaloon adobe	360.65	404.44	30.22	132.15	272.29
Chickaloon Melchior		9,283.82	366.65	783.48	7,500.37
Sunrana footbridge		413.80			413.80
Nealy Aviation Field		491.79			491.79
Liamer Spit	260.48	27,475.73	260.48	1,008.00	26,207.23
Nuka Bay		6,767.74		2,108.77	4,658.97
Nulachik Aviation Field		384.16			384.16
Kosulof Aviation Field		674.82			674.82
Kosulof Road	1,012.10	18,158.45	1,012.10	1,012.10	17,146.35
Office and general overhead	30,483.83	530,323.20	16,242.31	307,482.87	273,839.28
Territorial general overhead		71,621.31		21,684.80	49,936.51
Total costs	1,122,760.79	15,848,128.03	678,803.87	8,669,370.71	10,478,757.32
Book value of plant	30,500.25	99,347.50			
Supplies and materials on hand	44,318.78	206,829.27			
Total expenditures	1,030,480.78	16,245,104.80			

ANNUAL REPORT ALASKA ROAD COMMISSION

1 Transferred to Department of Agriculture.
 2 Absorbed.
 3 Includes \$322,296.48 of supervised funds.
 4 Includes \$1,312.40 General Accounting Office settlements. Does not include \$3,858.18 reimbursements and receipts from other.

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A N N U A L R E P O R T

of the

U. S. ALASKA ROAD COMMISSION
Juneau, Alaska

Fiscal Year, 1933.

*Department of the Interior
Bureau of Public Roads*

*Approved by
Department of Alaska, 1933*

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No.	Sub-project Name	Cost 1933	Total Cost to 6-30-33	Cost M & I 1933	Total Cost M & I to 6-30-33	Cost Con. 1933	Total cost Construction to 6-30-33
92Q	Tuluksak-Foothills	---	\$1,471.94	---	\$286.82	---	\$1,185.12
92P	Holy Cross-Kaltshak	\$70.00	1,432.77	\$70.00	932.77	---	500.00
92Q	Upper Landing-Bear Creek	1,100.00	9,319.02	1,100.00	5,219.02	---	4,100.00
92R	Dillingham-Snag Point	35.75	16,453.33	35.75	35.75	---	16,417.58
93	Ghulitna Trail	77.12	8,976.56	77.12	2,020.12	---	6,956.44
93A	Bull River Trail	153.88	4,669.48	153.88	1,087.16	---	3,582.32
93B	Indian River	1,984.64	8,564.27	1,984.64	1,998.04	---	6,566.23
93C	Curry Aviation Field	---	4,221.05	---	844.45	---	3,376.60
93D	Ghulitna Tram	---	523.71	---	3.34	---	520.37
93E	Hidden River Tram	9.28	145.20	9.28	9.28	---	135.92
94	Kodiak-Abberts	1,598.08	64,217.15	1,598.08	17,408.64	---	46,808.51
95	Kanatak-Bucharof Lake	---	30,276.74	---	6,394.43	---	23,882.31
95B	Larsen Bay-Karluk River	---	962.05	---	---	---	962.05
96	Chickaloon-King River	36.00	1,906.68	36.00	1,106.68	---	800.00
96A	Chickaloon-Cable	82.00	486.44	82.00	214.15	---	272.29
96B	Chickaloon-Welchiana	224.57	8,508.40	224.57	1,008.03	---	7,500.37
97	Suntrana Footbridge	---	413.80	---	---	---	413.80



UNITED STATES
DEPARTMENT OF THE INTERIOR

ANNUAL REPORT
OF
ALASKA ROAD COMMISSION
FOR
YEAR ENDING JUNE 30, 1934

Printed by the
Government of Alaska

ALASKA ROAD COMMISSION

52198

The cost during the year was \$1,269,497.76, of which \$805,643.11 was for new work and \$463,854.66 was for maintenance and improvement. Total expenditures during the fiscal year were \$1,432,881.46.

The more important roads upon which new construction was performed were the McCarthy-Nixina, Mount McKinley National Park, Gulkana-Nabesna, Oines-Livengood, Dillingham-Snag Point, Nome-Sunset Creek, Iliamna, Lucky Shot Mine-Willow Station, Anchorage-Matanuska, Kodiak-Mill Bay, Cantwell-Valdez Creek, Kedra-Nixon Mine, Flat-Slate Creek, and Seward Peninsula Tramroad extension. New airfields were constructed at Cordova, Nome and Bremner.

The Richardson Highway was maintained open during the entire season. Improvement to new standard was continued and this road is now in excellent condition for auto traffic.

Surfacing the Steese Highway was continued. As a result of the improvement traffic over this route continued to increase. Work was continued on the major project of constructing a road from Gulkana, on the Richardson Highway, to Nabesna, through the mineralized belt north of the Wrangell Mountains. The work was started early in 1933 and, except for destructive floods in a few localities, weather conditions were favorable and the work progressed satisfactorily.

The work of maintenance and rehabilitation has been pushed, and the roads and trails under the jurisdiction of the commission are in better shape than ever before. The total mileage of roads and trails constructed and maintained by the commission since its inception aggregate 11,484 $\frac{3}{4}$ miles, consisting of 1,799 miles of wagon road, 74 miles of tramway, 1,576 $\frac{1}{2}$ miles of sled road, 7,324 $\frac{1}{4}$ miles of permanent trail, and 712 miles of temporary flagged trail.

The road and trails constructed by the commission have not only opened up to development nearly all sections of the Territory but have effected large savings in freight charges. The major portion of this freight would not have been transported without the roads, and the indirect loss which would have been occasioned by the restriction on output and development, if the roads did not exist, can not be estimated.

Under a cooperative agreement with the National Park Service, the Alaska Road Commission has undertaken the construction and maintenance of roads and trails in Mt. McKinley National Park and the maintenance of Sitka National Monument with funds allotted by the Park Service. At the close of the fiscal year 66 miles of road were suitable for traffic and 21 miles were under construction in Mt. McKinley Park. The route selected is one of great scenic grandeur. The Sitka National Monument has been placed in excellent condition and maintained.

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ORGANIZATION

Labor, both common and skilled, is secured entirely from local residents. Labor has been plentiful the past year. It is encouraging to note the exceptional loyalty to the organization which is manifested generally even by the lowest paid laborers. This may be attributed in part to the fact that, though the work is only seasonal, many of these men have worked for the Commission continuously for 5 to 10 seasons and in part to the fact that as a whole Alaska labor is probably superior to that found elsewhere.

At the Juneau headquarters, located in the Federal and Territorial Building, is the general office staff consisting of a chief engineer and an assistant chief engineer with necessary clerical assistants. Disbursing is performed by the disbursing officer for the Department of the Interior at Juneau.

Five district offices and two district suboffices are located at strategic points in the field. The suboffices are closed during the winter months. Due to increased air travel, which caused a marked decrease in the use of winter trails, the Kuskokwim district office was discontinued during the winter of 1932. The summer season's operations in this district are now handled by the Southwest district office. The work in the vicinity of Bethel, where no office is maintained and which was formerly a part of the Kuskokwim District, is handled direct from the Juneau office. The work near or adjacent to Juneau, and known as the "Southeastern District", is supervised from the headquarters office.

The organization, with its widespread activities throughout the Territory, is equipped to handle many phases of construction work, and in many instances has lent itself to the supervision of construction of various kinds for other branches of the Federal Government, the Territorial Government. This consolidation of work has saved considerable public expenditure, particularly on small projects in isolated sections. Especially is this true of small road projects undertaken by the Territorial Government and which were not included in the general road program of the Commission.

CONSTRUCTION METHODS

Although standard construction and maintenance methods are employed in Alaska so far as practicable, it is necessary to vary therefrom in some instances because of special physical and climatic conditions.

The frozen condition of the subsoil and the constant thawing during summer require special precautions for drainage. Intercepting ditches on the up-hill side of the road are frequently necessary and after the

vegetation has to thaw, settlements, the grading operations are required to maintain traffic due to thawing cover and block

Special withstand the washcuts that of impounded revetment for in bundles with

Gravel for hauling districts which are used roads are not Territory.

Bridges on their material for the reduction now Alaska hemlock used to repair

The work of the Alaska Public Works construction and thirty-three important by Juneau and in the end of maintenance available by under the Government Works for the Commission increased accuracy has experience

The Report
June 8 to 9

91*	Yakutat	-----	50.55	-----	-----	-----	0.55
92A	Bethel-Quinhagak	1,079.99	4,211.87	1,079.99	2,411.57	-----	1,197.50
92B	Bethel-Tuluksak	400.35	4,870.70	400.35	3,392.22	-----	1,478.48

No.	Sub-project Name	Cost	Cost	Cost	Cost	Cost	Cost
92D	Bennett's Cutoff	-----	6396.00	-----	-----	-----	-----
92E	Yukon-Kushokwim Portage	4,228.89	31,815.25	4,228.89	5,299.27	-----	26,515.98
92F	Quinhagak-Goodnews Bay	1,819.46	4,682.73	1,819.46	2,264.96	-----	2,417.77
92G	Goodnews-Togiak	913.71	3,342.28	913.71	1,138.95	-----	2,203.33
92H	Togiak-Nushagak	-----	8,492.98	-----	4,300.82	-----	4,192.16
92I	Lewis Point-Naknek	-----	4,171.66	-----	1,539.32	-----	2,632.34
92J	Naknek-Egegik	-----	2,982.84	-----	877.84	-----	2,105.00
92K	Egegik-Kanatak	-----	1,168.50	-----	818.50	-----	350.00
92L	Crooked Creek-Aniak	95.46	2,117.20	95.46	1,297.20	-----	820.00
92M	Aniak-Tuluksak	701.08	5,518.08	701.08	3,003.12	-----	2,514.96
92N	Akiak-Canyon Creek	-----	306.00	-----	306.00	-----	-----
92Q	Tuluksak-Foothills	258.40	1,730.34	258.40	545.22	-----	1,185.12
92P	Holy Cross-Kaltshak	167.62	1,600.39	167.62	1,100.39	-----	500.00
92Q	Upper Landing-Bear Creek	2,656.72	11,975.74	-----	5,219.02	2,656.72	6,756.72
92R	Dillingham-Snag Point	9,152.63	25,605.96	-----	35.75	9,152.63	25,570.21
92S	Bethel-Nunichak	968.62	968.62	-----	-----	968.62	968.62
93	Chulitna Trail	57.80	9,034.36	57.80	2,077.92	-----	6,956.44
93A	Bull River Trail	-----	4,669.48	-----	1,087.16	-----	3,582.32

ANNUAL REPORT

U.S. ALASKA ROAD COMMISSION

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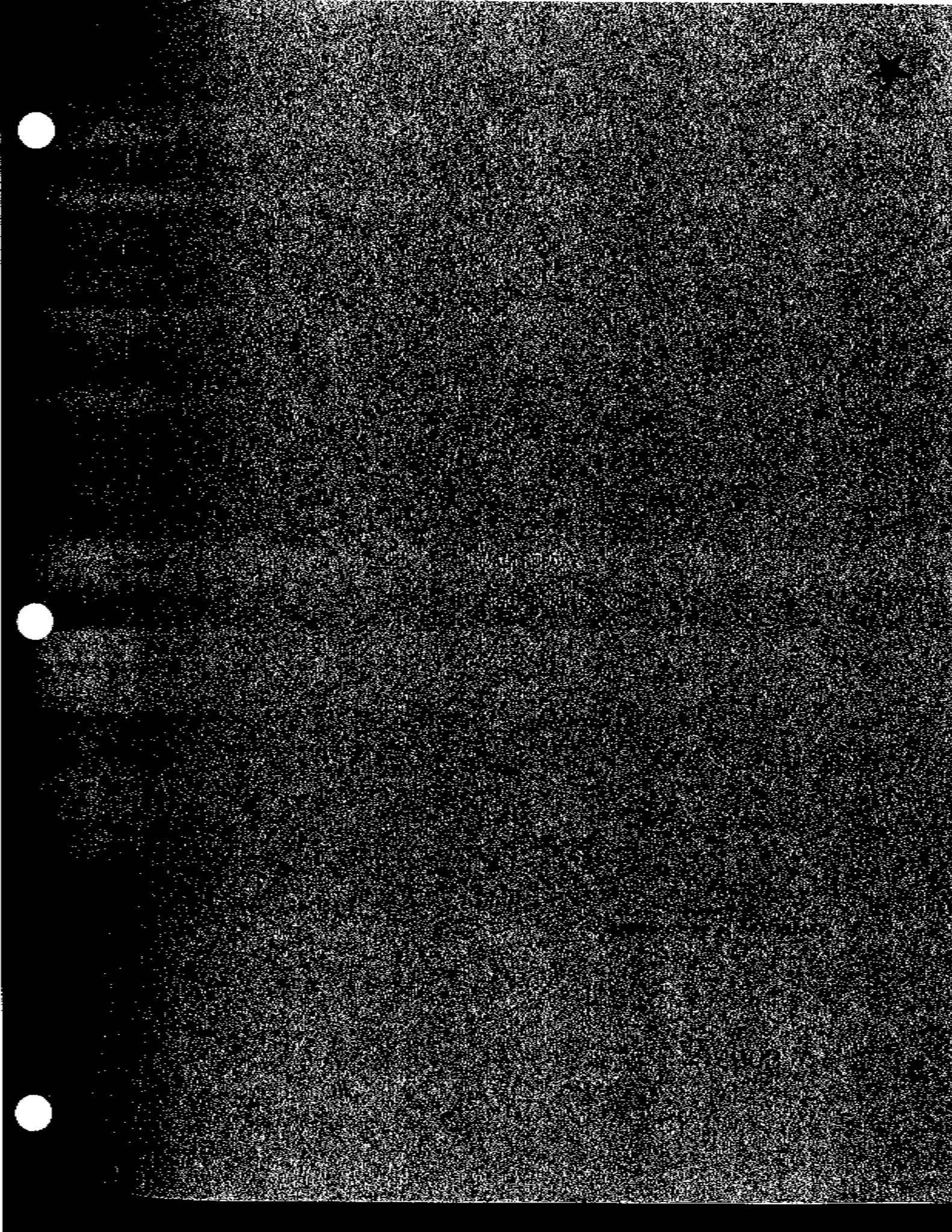
Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Co Construction to 6-30-35
ross-Kaltshak	\$76.10	\$1,676.49	\$76.10	\$1,176.49	\$-----	\$500.00
Landing-Bear Creek	10,937.20	22,912.94	593.92	5,812.94	10,343.28	17,100.00
gham-Snag Point	16,857.52	42,463.48	-----	55.75	16,857.52	42,427.73
Nunichak	1,117.74	2,086.36	-----	-----	1,117.74	2,086.36
na Trail	170.41	9,204.77	170.41	2,248.33	-----	6,956.44
iver Trail	62.73	4,732.21	62.73	1,149.89	-----	3,582.32
River	-----	8,755.54	-----	2,189.31	-----	6,566.23
Aviation Field	-----	4,221.05	-----	804.45	-----	3,376.60
na Tram	-----	523.71	-----	3.34	-----	520.37
River Tram	-----	145.20	-----	9.28	-----	135.92
Roads	12,854.94	101,503.34	2,075.94	21,915.83	10,779.00	79,587.51
Bay Trail	-----	55.00	-----	55.00	-----	-----
ak-Becharof Lake	1,037.12	31,313.86	1,037.12	7,431.55	-----	23,882.31
Bay-Karluk River	-----	962.05	-----	-----	-----	962.05
aloon-King River	-----	1,906.68	-----	1,106.63	-----	800.00
aloon Cable	-----	486.44	-----	214.15	-----	272.29
a-Nelchina	2,275.71	11,046.86	-----	1,270.78	2,275.71	9,776.08
ana Footbridge	-----	413.80	-----	-----	-----	413.80
Aviation Field	-----	641.79	-----	150.00	-----	491.79

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ANNUAL REPORT
ALASKA BOARD OF COMMISSIONERS

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No.	Subproject Name	Cost 1938	Total Cost to 6-30-38	Cost M & I 1938	Total Cost M & I to 6-30-38	Cost Con. 1938	Total Cost Construction to 6-30-38
92FA	Goodnews Bay-Platinum Creek Trail.....	-----	\$4,972.70	-----	\$66.27	-----	\$4,906.43
92G	Goodnews Bay-Togiak.....	-----	4,034.55	-----	1,831.22	-----	2,203.33
92H	Togiak-Mushagak.....	-----	8,192.98	-----	1,300.82	-----	4,192.16
92I	Lewis Point-Naknek.....	-----	4,173.66	-----	1,539.32	-----	2,632.34
92J	Naknek-Egegik.....	-----	2,982.84	-----	877.84	-----	2,105.00
92K	Egegik-Kanatak.....	-----	1,168.50	-----	818.50	-----	350.00
92L	Crooked Creek-Aniak.....	-----	2,200.08	-----	1,380.08	-----	820.00
92M	Aniak-Tuluksak.....	\$71.27	5,908.85	\$71.27	3,393.89	-----	2,514.96
92MA	Marvel Creek Trail.....	-----	571.67	-----	571.67	-----	-----
92N**	Akiak-Canyon Creek.....	-----	306.00	-----	306.00	-----	-----
92Q	Tuluksak-Foothills.....	-----	1,928.44	-----	743.32	-----	1,185.12
92P	Holy Cross-Kaltshak.....	-----	1,680.97	-----	1,180.97	-----	500.00
92Q	Upper Landing-Bear Creek	-----	23,157.57	-----	6,057.57	-----	17,100.00
92R	Dillingham-Snag Point....	1,185.80	16,259.98	1,185.80	3,832.25	-----	42,427.73
92S	Bethel-Munichak.....	1,120.00	3,206.36	-----	-----	\$1,120.00	3,206.36
92T	Johnson River-Kinak Trail	960.00	960.00	-----	-----	960.00	960.00
93	Chulitna Trail.....	159.05	9,530.20	159.05	2,573.76	-----	6,956.44
93A	Bull River Trail.....	60,182.23	68,212.79	-----	2,702.93	60,182.23	65,509.86



The road from Mile 292 on The Alaska Railroad was extended 4.5 miles to reach lode mines on the west fork of the Chulitna River.

The Dillingham-Snag Point road was extended 2.5 miles toward the settlement on Wood River.

The Teller-Bluestone road was extended 4.75 miles toward the dredging operations on Gold Run.

The local road system at Anchorage was extended 7.25 miles to serve new settlers in the vicinity.

In addition to the above, 16.75 miles of new road were constructed consisting entirely of short extensions or branches to existing roads. These projects varied from $\frac{1}{2}$ mile to 2 miles in length.

The work accomplished during the fiscal year is summarized as follows:

New Construction: $42\frac{3}{4}$ miles of road of which $14\frac{3}{4}$ were surfaced, $28\frac{3}{4}$ miles of sled road, $176\frac{3}{4}$ miles of trail, 80 linear feet of steel bridges of 80-foot span or over, 120 linear feet of steel trestle span bridges and 624 linear feet of timber trestle span bridges.

Improvement: $62\frac{1}{2}$ miles of road regraded and widened, 91 miles of road surfaced, 410 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: $1,625\frac{1}{2}$ miles of road, $80\frac{1}{2}$ miles of tramway, 645 miles of sled road, $1,736\frac{3}{4}$ miles of permanent trail and 304 miles of temporary flagged trail.

The total mileage of all routes as of June 30, 1939, is as follows:

	<u>Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Flagged Trail</u>	<u>Grand Total</u>
June 30, 1938	2,036 $\frac{1}{4}$	1,590 $\frac{3}{4}$	6,923	304	10,906
Fiscal Year 1939:					
New Mileage	$42\frac{3}{4}$	$28\frac{3}{4}$	$176\frac{3}{4}$	---	248
Reclassified, abandoned and transferred	-18	$-30\frac{3}{4}$	$-19\frac{1}{2}$	---	-58
Total	2,113 (a)	1,588 $\frac{3}{4}$	7,030 $\frac{1}{2}$	304	11,086
No work of either maintenance or improvement during fiscal year 1938	$73\frac{1}{2}$	$914\frac{1}{2}$	5,175	---	6,162 $\frac{3}{4}$

(a) Includes $80\frac{1}{2}$ miles tram road.

PROPOSED OPERATIONS

In addition to \$560,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation \$340,000 for the fiscal year ending June 30, 1940.

With these funds normal maintenance of the existing system will be performed and improvement of certain sections, including surfacing, will be provided where possible. New construction will be accomplished only to the extent possible with funds provided by the Territory and on projects designated by the Territorial Road Board.

RECOMMENDATIONS

For the fiscal year ending June 30, 1941 an appropriation of \$2,516,000 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and for the continuance of construction on projects now under way and on needed new projects as authorized in the six-year program.

The projects on which new work would be performed under this program are as follows:

Fairbanks Local Roads	Georgetown-Flat Road
Palmer Local Roads	Snag Point-Wood River Road
Shelton-Kougarok Road	Kenai Lake-Homer Road
Rampart-Eureka Road	McCarthy-Canadian Boundary Road
Chistochina-Slate Creek Road	Emergency Fields--Juneau-Fairbanks (8)
Kuskokwim-Landing-Takotna Road	Fairbanks Airfield
Point Gustavus Roads	Tolovana and American Creek Airfields
Eagle-Fortymile Road System	Tanana Airfield
Kanatak-Bednarof Lake Road	Cordova Airfield
Steese Highway Branches	Nome Airfield
Bessie-Snake River Road	Anchorage Airfield
Wizina-Brenner Road	Southeastern Landing Floats (14)
Chitina-McCarthy Road	Airfields between Tanana-Nome (10)
Talkeetna-Cache Creek Road	" " Anchorage-Nome (10)
Teller-Nome Road	" " Boundary-Anchorage (6)
Homer Roads	" " Fairbanks-Bethel (9)
Cantwell-Valdez Creek Road	Airfields at Brenner, Chisana, Chitina, May Creek, McCarthy
Candle Creek Road	Airfields, locals--Juneau-Fairbanks-- Nome (33)
Hot Springs Road System	Valdez Airfield
Anchorage Local Roads	Airfields between Cordova-Fairbanks (5)
Ruby-Poorzan Road	Seward Airfield
Eliamna Bay-Iltamna Lake Road	Airfields between Seward-Fairbanks (5)
Newhalen-Lake Clark Road	Airfields served from Seward-Fairbanks Routes (8)
Gulkana-Chisana Road	
Ferry-Eva Creek Road	
Nome-Council Road	
Goodnews Bay-Arolic River Road	
Fairbanks-Chena Hot Springs Road	

No.	Subproject Name	Cost 1939	Total Cost to 6-30-39	Cost M & I 1939	Total Cost M & I to 6-30-39	Cost Con. 1939	Total Cost Construction to 6-30-39
92N**	Akiak-Canyon Creek.....	----	\$306.00	----	\$306.00	----	----
92Q	Tuluksak-Foothills.....	----	1,928.44	----	713.32	----	\$1,185.12
92P	Holy Cross-Kaltahak.....	----	1,680.97	----	1,180.97	----	500.00
92Q	Upper Landing-Bear Creek.	----	23,157.57	----	6,057.57	----	17,100.00
92R	Dillingham-Snag Point....	\$13,586.16	59,846.14	\$1,586.16	5,418.41	\$12,000.00	54,427.73
92S	Bethel-Nunichak.....	86.28	3,292.64	86.28	86.28	----	3,206.36
92T	Johnson River-Kinak Trail	73.96	1,033.96	73.96	73.96	----	960.00
93	Chulitna Trail.....	6.30	9,536.50	6.30	2,580.06	----	6,956.44
93A	Bull River Trail.....	6,961.78	15,114.57	1,711.78	4,414.71	5,250.00	70,759.86
93AB	Colorado Aviation Field..	----	1,295.63	----	18.00	----	1,277.63
93B	Indian River.....	8.49	8,985.89	8.49	2,419.66	----	6,566.23
93C	Curry Aviation Field.....	----	4,221.05	----	844.45	----	3,376.60
93D	Chulitna Tram.....	----	523.71	----	3.34	----	520.37
93E	Hidden River Tram.....	----	145.20	----	9.28	----	135.92
94	Kodiak Roads (11).....	7,521.74	121,634.52	7,521.74	41,769.12	----	82,865.40
95	Kanatak-Becharof Lake....	87.41	31,403.49	87.41	7,521.18	----	23,882.31

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U. S. Alaska Road Commission.
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No.	Subproject Name	Cost 1940	Total Cost to 6-30-40	Cost M & I 1940	Total Cost M & I to 6-30-40	Cost Con. 1940	Total Cost Construction to 6-30-40
92MA	Marvel Creek Trail	----	\$571.67	----	\$571.67	----	----
92O	Tuluksak-Foothills	----	1,928.44	----	743.32	----	\$1,185.12
92P	Koly Cross-Kaltshak	----	1,680.97	----	1,180.97	----	500.00
92Q	Upper Landing-Bear Creek ..	----	23,157.57	----	6,057.57	----	17,100.00
92R	Dillingham-Snag Point	\$5,098.48	64,944.62	\$1,578.48	6,996.89	\$3,520.00	57,947.73
92S	Bethel-Nunichak	----	3,292.64	----	86.28	----	3,206.36
92T	Johnson River-Kinak Trail .	----	1,033.96	----	73.96	----	960.00
93	Chulitna Trail	----	9,536.50	----	2,580.06	----	6,956.44
93A	Bull River Trail	6,635.85	81,810.42	2,405.85	6,820.56	4,230.00	74,989.86
93AB	Colorado Aviation Field ...	----	1,295.63	----	18.00	----	1,277.63
93B	Indian River	78.03	9,063.92	78.03	2,497.69	----	6,566.23
93C	Curry Aviation Field	----	4,221.05	----	844.45	----	3,376.60
93D	Chulitna Tram	----	523.71	----	3.34	----	520.37
93E	Hidden River Tram	----	145.20	----	9.28	----	135.92
94.	Kodiak Roads	11,871.46	136,505.98	11,871.46	53,640.58	----	82,865.40
95	Kanatak-Becharof Lake	624.22	32,027.71	624.22	8,145.40	----	23,882.31
95B	Larsen Bay-Karluk River ...	----	962.05	----	----	----	962.05

OF

ANNUAL REPORT
ALASKA ROAD COMMISSION
1971

No.	Subproject Name	Cost 1941	Total Cost to 6-30-41	Cost M & I 1941	Total Cost M & I to 6-30-41	Cost Con. 1941	Total Cost Construction to 6-30-41
92R	Dillingham-Snag Point	\$3,065.33	\$68,009.95	\$3,065.33	\$10,062.22	----	\$57,947.73
92S	Bethel-Nunichak	----	3,292.64	----	86.28	----	3,206.36
92T	Johnson River-Kinak Trail	584.98	1,618.94	584.98	658.94	----	960.00
92U	Kinak-Kipnuk	2,367.01	2,367.01	----	----	\$2,367.01	2,367.01
93	Chulitna Trail	----	9,536.50	----	2,580.06	----	6,956.44
93A	Bull River Trail	431.71	82,242.13	431.71	7,252.27	----	74,989.86
93AB	Colorado Aviation Field	----	1,295.63	----	18.00	----	1,277.63
93B	Indian River	49.47	9,113.39	49.47	2,547.16	----	6,566.23
93C	Curry Aviation Field	----	4,221.05	----	844.45	----	3,376.60
93D	Chulitna Tram	----	523.71	----	4.34	----	520.37
93E	Hidden River Tram	----	145.20	----	9.28	----	133.92
94	Kodiak Roads	33,527.32	170,033.30	8,157.32	61,797.90	25,370.00	108,235.40
95	Kanatak-Becharof Lake	----	32,027.71	----	8,145.40	----	23,882.31
95B	Larsen Bay-Karluk River	----	962.05	----	----	----	962.05
95C	Larsen Bay-Karluk Lake	4,993.53	4,993.53	----	----	4,993.53	4,993.53
96	Chickaloon-King River	----	1,906.68	----	1,106.68	----	800.00

ANNUAL REPORT

ALASKA ROAD COMMISSION

1942

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PROPERTY OF
UNITED STATES GOVERNMENT

SECOND DIVISION

Account Number	Name of Subproject	Federal	Territorial	Total
8	Nome-Council and Branches	\$11,631.35	\$3,000.00.	\$14,631.35
8D	Council-Ophir Creek	178.85	100.00	278.85
13A	Nome-Bessie	177.39	871.93(a)	1,049.32
13B	Bessie-Snake River	183.14	400.00	583.14
13C	Bessie-Sunset Creek	75.39	100.00	175.39
13F	Nome-Caborne	122.50	300.00	422.50
13K	Bessie-Buster	138.52	100.00	238.32
25I	Mouth of Canter Creek	14.95	20.00	34.95
25E	Submarine Paystreak	40.35	100.00	140.35
25L	Nome Airfields	- --	110.95(b)	110.95
25H	Nome City Streets	- --	141.95(c)	141.95
26	Carule Creek Road	51.11	60.00	111.11
27	Deering-Inmachuk	1,215.31	1,000.00	2,215.31
67B	Teller-Bluestone	2,367.76	1,500.00	2,867.76
89A	Seward Peninsula Railroad..	41,436.63	200.77(d)	41,637.40
89AB	Bunker Hill-Kougarok	41,191.12	18,552.21	59,743.33
89C	Iron Creek-American Creek.	- --	248.53	248.53
89D	Iron Creek Roads	- --	57.69	57.69
	TOTALS	\$97,824.17	\$26,864.03	\$124,688.20

(a) Includes \$572.93 contributed by U. S. Smelting, Refining & Mining Co.

(b) Includes \$88.00 contributed by Madeline Moore.

(c) Contributed by the City of Nome.

(d) Includes \$175.77 contributed by Lomen Commercial Company and \$25.00 miscellaneous contributions.

THIRD DIVISION

Account Number	Name of Subproject	Federal	Territorial	Total
6E	Chitina-Native School Road ..	---	\$16.12	\$16.12
35A	Wasilla Mountain Roads	17,058.78	698.35	17,757.13
35B	Wasilla-Fishhook-Palmer Roads	50,025.62	7,500.00	57,525.62
35DB	Lucky Spot-Willow Station and Branches	283.86	4,500.00 (c)	4,783.86
35DE	Willow Station Airfield	---	296.16	296.16
35F	Wasilla-Knik Roads	724.77	24.50 (d)	749.27
35G	Palmer-Matanuska Roads	2,236.73	1,500.00	3,736.73
	Wasilla-Finger Lake-Palmer Roads	1,866.26	1,500.00	3,366.26
35W	Wasilla Airfield	---	286.75	286.75
36	Valdez-Mineral Creek	---	347.90	347.90
36H	Valdez Streets	---	36.90 (e)	36.90
51	Talkeetna Roads	24,113.54	62.40 (f)	24,175.94
57	McCarthy-Jan Creek	1,538.12	2,000.00	3,538.12
57E	McCarthy Airfield	---	163.40	163.40
65G	Slana-Nabesna	5,874.41	114.00 (g)	5,988.41
75	Anchorage Loop Roads	30,075.97	8.00 (h)	30,083.97
75A	Anchorage-Lake Spenard Roads	1,188.24	5,872.63	7,060.87
75L	Anchorage Loop-Palmer and Branches	22,395.10	3,550.00	25,945.10
75N	Lake Spenard-Lake Hood Canal	---	39.08	39.08
92A	Hunger Lake Dam	---	161.27	161.27
92R	Dillingham-Wood River	2,156.59	3,000.00	5,156.59

THIRD DIVISION
(Continued)

Account Number	Name of Subproject	Federal	Territorial	Total
93C	Curry Airfield	-- --	\$431.02	\$431.02
94	Kodiak Roads	\$23,446.32	157.50(i)	23,603.82
95C	Karluk Suspension Bridge...	-- --	168.21	168.21
98	Homer Roads	6,380.26	5,036.42(j)	11,416.68
98C	Kasilof Airfield	-- --	1,313.52	1,313.52
98D	Kasilof Road	-- --	6,144.86	6,144.86
98F	Homer Airfield	-- --	209.08	209.08
99A	Red Mountain Road	-- --	217.20(k)	217.20
12	Territorial Highway Patrol.	-- --	1,216.91	1,216.91
	TOTALS	\$189,364.57	\$46,572.18	\$235,936.75

- (a) Includes \$662.35 contributed by the Alaska Pacific Consolidated Mining Company and \$36.00 by A. L. Renshaw.
- (b) Includes \$500.00 contributed by the Buffalo Mining Company.
- (c) Includes \$1,500.00 contributed by the Grubstake Mining Company.
- (d) Contributed by the Alaska Consolidated Mining Company.
- (e) Contributed by the City of Valdez.
- (f) Contributed by T. W. Ranta.
- (g) Contributed by the Nabesna Mining Company.
- (h) Contributed by Norman Lange.
- (i) Contributed by the City of Kodiak.
- (j) Includes \$253.33 contributed by Red Mountain Chromite, Inc.
- (k) Contributed by Red Mountain Chromite, Inc.

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ANNUAL REPORT
ALASKA ROAD COMMISSION

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SECOND DIVISION

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Account Number	Name of Subproject	Federal	Territorial	Total
8	:Nome-Council and Branches:	\$4,743.94:	\$5,682.74	\$10,426.68
13A	:Nome-Bessie	148.79:	330.80(a):	479.59
13B	:Bessie-Snake River	64.82:	600.00	664.82
13C	:Bessie-Sunset Creek	30.48:	200.00	130.48
13F	:Nome-Osborne	45.66:	60.00	105.66
13K	:Bessie-Buster	313.98:	1,500.00	1,813.98
25D	:Mouth of Center Creek ..	23.96:	40.00	63.96
25L	:Nome Airfields	-----:	332.24(b):	332.24
26	:Candle Creek Road	46.45:	150.00	196.45
27	:Deering-Inmachuk	1,000.10:	1,500.00	2,500.10
67B	:Teller-Bluestone	1,230.10:	1,500.00	2,730.10
73	:Marshall Roads	-----:	84.40	84.40
89A	:Seward Peninsula Railroad:	11,302.94:	-----	11,302.94
89AB	:Bunker Hill-Kougakok ...	2,067.98:	15,000.00	17,067.98
89C	:Iron Creek-American Creek:	-----:	642.50	642.50
	TOTALS	\$21,019.20:	\$27,522.68	\$48,541.88

(a) Includes \$30.80 contributed by the Dream Theatre
 (b) Includes \$16.88 contributed by Pan American Airways.

THIRD DIVISION

Account Number	Name of Subproject	Federal	Territorial	Total
35A	Willow Mountain Roads	\$2,989.83	\$2,000.00	\$4,989.83
35B	Wasilla-Fishhook-Palmer Roads	20,839.35	3,448.75(a)	24,288.10
35DB	Lucky Shot-Willow Station and Branches	142.15	400.00	542.15
35G	Palmer-Katarnuska Roads ...	367.12	1,000.00	1,367.12
35H	Wasilla-Finger Lake-Palmer Roads	523.85	3,000.00	3,523.85
35J	Wasilla-Katarnuska Roads ..	264.73	1,000.00	1,264.73
36	Valdez-Mineral Creek	---	86.50	86.50
48	Iliamna Bay-Iliamna Lake .	5,811.55	76.00(b)	5,887.55
51	Talkeetna Roads	11,103.65	111.40(c)	11,215.05
57	McCarthy-Dan Creek	1,907.32	1,000.00	2,907.32
65G	Siana-Nabesna	15,566.96	135.12(d)	15,702.08
75	Anchorage Loop Roads	9,421.27	1,000.00	10,421.27
75A	Anchorage-Lake Spenzard ... Roads	5,218.53	5,481.99(e)	10,700.52
92R	Billingham-Wood River	2,211.93	2,000.00	4,211.93
93A	Bull River Road	4,190.97	10,000.00	14,190.97
94	Kodiak Roads	8,976.91	3,420.80(f)	12,397.71
95C	Karluk Suspension Bridge .	---	63.06	63.06
98	Homer Roads	4,921.81	4,065.00(g)	8,986.81
98C	Kasilof Airfield	---	8.45	8.45
102	Territorial Highway Patrol	---	2,265.88	2,265.88
TOTALS		\$94,457.93	\$40,562.95	\$135,020.88

THIRD DIVISION
(Continued)

<u>Total</u>	
\$4,989.83	(a) Includes \$420.00 contributed by the Morrison-Knudsen Co. and \$28.75 by the Anchorage Coal Co.
	(b) Contributed by Lytle & Green Construction Co.
24,288.10	(c) Contributed by Norman C. Stines.
	(d) Includes \$130.62 contributed by the Lytle & Green Construction Co. and \$450.00 by the Morrison-Knudsen Co.
542.15	(e) Includes \$20.00 contributed by Marvin Ward and \$20.00 by R. L. Sheely.
1,367.12	(f) Includes \$2,626.05 contributed by the Siems-Drake Puget Sound Co. and \$794.75 by the City of Kodiak.
	(g) Includes \$65.00 contributed by Anderson and Pratt.
3,523.85	
1,264.73	
86.50	
5,887.55	
11,215.05	
2,907.32	
15,702.08	
20,421.27	
10,700.52	
4,211.93	
24,190.97	
12,397.71	
63.06	
8,986.81	
8.45	
<u>2,265.88</u>	
<u>3,201.88</u>	

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

ANNUAL REPORT

United States ALASKA ROAD COMMISSION

1944

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No.	Subproject Name	Cost 1944	Total Cost to 6-30-44	Cost M & I 1944	Total Cost M & I to 6-30-44	Cost Con. 1944	Total Cost Construction to 6-30-44
92F	Quinhagak-Goodnews Bay	-----	9,213.53	-----	6,795.76	-----	2,417.77
92FA	Goodnews Bay-Platinum Creek	3,616.19	8,588.69	3,616.19	3,682.46	-----	4,906.43
92IA	Naknek Lake Road	-----	1,373.92	-----	238.17	-----	1,140.75
92MA	Marvel Creek Trail	-----	592.53	-----	592.53	-----	-----
92O	Tuluksak-Foothills	-----	1,928.44	-----	713.32	-----	1,185.12
92P	Holy Cross-Kaltshak	-----	1,680.97	-----	1,180.97	-----	500.00
92Q	Upper Landing-Bear Creek	-----	23,157.57	-----	6,057.57	-----	17,100.00
92R	Dillingham-Snag Point	2,161.33	79,539.80	2,161.33	21,592.07	-----	57,947.73
92S	Bethel-Munichak	-----	3,292.64	-----	86.28	-----	3,206.36
92T	Johnson River-Kinak Trail	-----	1,618.94	-----	658.94	-----	960.00
92U	Kinak-Kipnek	-----	3,814.92	-----	63.14	-----	3,751.78
93	Chulitna Trail	-----	9,536.50	-----	2,580.06	-----	6,956.44
93A	Bull River Trail	7,125.59	105,267.52	2,882.59	16,034.66	4,243.00	89,232.86
93AB	Colorado Airfield	-----	1,295.63	-----	18.00	-----	1,277.63
93B	Indian River	-----	9,113.39	-----	2,547.16	-----	6,566.23
93C	Curry Airfield	-----	4,652.07	-----	1,275.47	-----	3,376.60
93D	Chulitna Tram	-----	523.71	-----	3.34	-----	520.37
93E	Hidden River Tram	-----	145.20	-----	9.28	-----	135.92

No.	Subproject Name	Cost 1944	Total Cost to 6-30-44	Cost M & I 1944	Total Cost M & I to 6-30-44	Cost Con. 1944	Total Cost Construction to 6-30-44
94	Kodiak Roads	852.08	206,886.91	852.08	88,271.51	-----	118,615.40

SUMMARY OF ACTIVITIES
ALASKA ROAD COMMISSION
1945

PREPARED FOR
ADMINISTRATIVE USE

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THIRD DIVISION

Name of Subproject	Federal	Territorial	Total
Tonsina-Chitina	\$13,532.41	\$64.60(a)	\$13,597.01
Willow Mountain Roads	363.76	1,197.16(b)	1,560.92
Wasilla-Fishhook-Palmer Roads	67,383.15	1,742.40(c)	69,125.55
Palmer-Matanuska Roads	6,292.53	1,840.60	8,133.13
Wasilla-Finger Lake-Palmer Roads	4,122.21	1,500.00	5,622.21
Wasilla-Matanuska Roads	3,781.50	1,000.00	4,781.50
Valdez Streets	-----	3,438.34(d)	3,438.34
Cache Creek Airfield	-----	211.48	211.48
Carthy-Dan Creek	588.53	500.00	1,088.53
Valdez Airfield	-----	878.91(e)	878.91
Anchorage Loop Roads	3,813.46	1,116.44(f)	4,929.90
Anchorage-Lake Spenard Roads	15,335.50	7,125.00(g)	22,460.50
Dillingham-Wood River	2,646.56	1,000.00	3,646.56
Bull River Road	4,406.07	1,000.00	5,406.07
Homer Roads	4,837.18	9,083.73(h)	13,920.91
Kasilof Airfield	-----	202.00	202.00
Kasilof Road	-----	303.36	303.36
Territorial Highway Patrol ..	-----	1,754.46	1,754.46
TOTALS	\$127,102.86	\$33,958.48	\$161,061.34

Contributed by Ralph Lancaster and Fred Neely.
 Includes \$1,000 contributed by the Snowbird Mining Company, Inc., and
 \$1,754.46 contributed by the Alaska Pacific Mines.

THIRD DIVISION
(continued)

- (c) Includes \$116.40 contributed by Lynch Brothers and \$126.00 contributed by the Matanuska Valley Farmers' Association.
- (d) Includes \$3,420.50 contributed by the City of Valdez and \$17.84 contributed by Over Meals.
- (e) Includes \$130.81 contributed by the City of Valdez.
- (f) Includes \$116.44 miscellaneous contributions.
- (g) Includes \$125.00 miscellaneous contributions.
- (h) Includes \$83.73 miscellaneous contributions.



U.S. Alaska Road Commission.
Report, 1945/46.

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THIRD DIVISION

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Account Number	Name of Subproject	Federal	Territorial	Total
6B	Tonsina-Chitina.....	\$16,596.10	\$838.25(a)	\$17,434.35
35A	Willow Mountain Roads.....	7,212.30	1,262.80(b)	8,475.10
35B	Wasilla-Fishhook-Palmer Roads	69,981.64	4,510.50(c)	74,492.14
35C	Palmer-Matamiska Roads.....	4,603.04	1,000.00	5,603.04
35H	Wasilla-Finger Lake-Palmer Roads.....	6,100.31	4,000.00	10,100.31
35J	Wasilla-Matamiska Roads.....	10,262.15	8,276.19	18,538.34
36H	Valdez Streets.....	—	317.72(d)	317.72
57	McCarthy-Dan Creek.....	992.14	1,000.00	1,992.14
60A	Valdez Airfield.....	—	3,418.71	3,418.71
65CB	Slana-Tok Junction.....	26,186.57	176.62(e)	26,363.19
75	Anchorage Loop Roads.....	4,723.56	2,055.00(f)	6,778.56
75A	Anchorage-Lake Spenard Roads.	13,117.52	18,120.00(g)	31,237.52
92R	Dillingham-Wood River.....	4,528.46	5,000.00	9,528.46
93A	Bull River Road.....	7,245.98	2,000.00	9,245.98
98	Bomer Roads.....	32,497.30	25,892.32(h)	58,389.62
98C	Kasilof Airfield.....	—	519.83	519.83
98D	Kasilof Road.....	—	535.27	535.27
102	Territorial Highway Patrol...	—	1,809.08	1,809.08
TOTALS.....		\$204,039.07	\$80,732.29	\$284,771.36

- (a) Miscellaneous Contributions.
- (b) Includes \$262.80 Miscellaneous Contributions.
- (c) Includes \$1,000.00 contributed by Ivan Jones Coal Co., \$462.50 by the Alpin Inn and \$48.00 by Larsh & McKechnie.
- (d) Contributed by the City of Valdez.
- (e) Contributed by Anchorage Sand & Gravel Co.
- (f) Includes \$55.00 miscellaneous contributions.



ALASKA ROAD COMMISSION
ANNUAL REPORT
FISCAL YEAR ENDING JUNE 30, 1947

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No.	Name	1947	8-30-47	1947	to 8-30-47	1947	to 8-30-47
92Q	Upper Landing Bear Creek.	-----	23,157.57	-----	6,057.57	-----	17,100.00
92R	Dillingham-Snag Point....	26,596.55	119,303.37	26,596.55	61,355.61	-----	57,917.73
92RA	Dillingham Airfield.....	359.36	359.36	359.36	359.36	-----	-----
92S	Bethel-Kunichak.....	-----	3,292.64	-----	86.28	-----	3,206.36
92T	Johnson River-Kinak Trail	-----	1,618.94	-----	658.91	-----	960.03
92U	Kinak-Kipmuk.....	-----	3,814.92	-----	63.14	-----	3,751.78
93	Chulitna Trail.....	-----	9,536.50	-----	2,580.05	-----	6,956.44
93A	Bull River Trail.....	12,789.71	132,718.28	12,789.71	13,485.42	-----	89,232.86
93AB	Colorado Airfield.....	-----	1,295.63	-----	18.00	-----	1,277.63
93B	Indian River.....	-----	9,113.39	-----	2,547.16	-----	6,566.23
93C	Curry Airfield.....	365.36	5,017.43	365.36	1,640.83	-----	3,376.60
93D	Chulitna Tram.....	-----	523.71	-----	3.34	-----	520.37
93E	Hidden River Tram.....	-----	145.20	-----	9.28	-----	135.92
94	Kodiak Roads.....	2,142.96	213,135.94	2,142.96	94,520.54	-----	118,615.40
95	Kanatak-Becharof Lake....	-----	32,027.71	-----	8,145.40	-----	23,882.31
95B	Larsen Bay-Karluk River..	-----	962.05	-----	-----	-----	962.05
95C	Karluk Bridge.....	-----	5,224.80	-----	231.27	-----	4,993.53
96A	Chickaloon Cable.....	-----	727.14	-----	454.85	-----	272.29
96B	Keove Creek-Laila Lake...	96,839.17	1,974,720.16	96,839.17	441,825.08	-----	1,532,895.08



ALASKA ROAD COMMISSION

ANNUAL REPORT

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THIRD DIVISION

Name of Subproject	Federal	Territorial	Total
Ernestine-Willow Creek	\$ 83,226.81	\$ 113.95 (a)	\$ 83,340.76
File 168 - Delta River	69,182.39	1,324.94	70,507.33
Tazlina-Leila Lake	25,828.25	170.00 (b)	25,998.25
Copper Center Airfield	---	177.70	177.70
Chitina Airfield	---	259.77	259.77
Willow Mountain Roads	4,964.09	564.65 (c)	5,528.74
Nasilla-Fishhook-Palmer Roads	15,342.65	6,951.36	22,294.01
Palmer-Matanuska Roads	4,197.47	1,225.00 (d)	5,422.47
Nasilla-Matanuska Roads	13,574.17	7,000.00	20,574.17
Valdez-Mineral Creek	141.05	36.65 (e)	177.70
Kantishna-Park Boundary	220.35	27.00 (f)	247.35
Kantishna Airfield	---	166.07	166.07
Sache Creek Airfield	---	262.04	262.04
Peters Creek Airfield	---	42.79	42.79
Chisana Airfield	---	33.12	33.12
Kabusna Airfield	---	61.71	61.71
Homer-Russian River	559,618.98	399.85 (g)	560,018.83
McCarthy-Dan Creek	9,438.12	2,965.34	12,403.46
May Creek Airfield	---	34.66	34.66
Valdez Airfield	---	56.82	56.82
Anchorage Loop Roads	16,225.70	2,984.20 (h)	19,209.90
Anchorage-Lake Spenard Roads	11,577.43	4,775.60 (i)	16,353.03
Billingsham-Wood River	20,789.04	5,000.00	25,789.04

THIRD DIVISION (cont.)

Name of Subproject	Federal	Territorial	Total
Bull River Road	\$ 1,554.20	\$ 1,000.00	\$ 2,554.20
Honor Roads	25,943.27	6,025.00 (1)	31,968.27
Kasilof Airfield	---	465.58	465.58
Kasilof Road	---	857.80	857.80
Red Mountain Road	210.40	750.00 (2)	960.40
Terr. Highway Patrol	---	1,291.30	1,291.30
TOTALS	\$367,034.37	\$45,024.90	\$912,059.27

- Contributed by Wm. E. Ogden.
- Includes \$20.00 contributed by E. W. Miller and \$150.00 by Oscar Sylvester.
- Includes \$190.85 contributed by Cold Cord Mine; \$167.65 by Snowbird Mining Company; \$58.20 by Palmer-Mabelle Gold Mines, Inc.; \$74.55 by Fern Mining Company and \$73.40 by Kelly Willow Mining Company.
- Includes \$225.00 contributed by Alaska Rural Rehabilitation Corporation.
- Includes \$21.00 contributed by Town of Valdez and \$15.65 contributed by Donald J. Williams.
- Contributed by Caribou Mines.
- Includes \$150.00 contributed by Kogard and Jordet; \$192.35 by Heinie Berger, \$7.50 by Stanley L. Dishon and \$50.00 by Emil Dolchok.
- Includes \$349.20 contributed by City of Anchorage; \$250.00 by Warren O'Valley, and \$385.00 miscellaneous contributions.
- Includes \$315.00 contributed by the Anchorage Sand and Gravel Co. and \$160.00 miscellaneous contributions.
- Includes \$25.00 contributed by Meredith J. Steels
- Includes \$750.00 contributed by Vanadium Corporation.

U. S. ALASKA ROAD COMMISSION

ANNUAL REPORT

FOR FISCAL YEAR

1952

Condensed Report of Funds, Expenditures,

Mileages and Work Status as of

June 30, 1952

ALASKA

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REPRODUCED FROM ORIGINAL
DRAWN FROM CATALOG

Mileage

At the close of the year, the highway system totaled 3262.9 miles, consisting of 985.6 miles of Through Roads, 1057.1 miles of Feeder Roads, and 1240.2 miles of Local Roads.

THROUGH ROADS

<u>Route No.</u>	<u>Name</u>	<u>Length</u>
120	Richardson Highway (Valdez District)	230.3
130	Richardson Highway (Fairbanks District)	136.7
131	Ladd Field Spur	0.4
132	Fairbanks-International Airport	5.5
230	Alaska Highway	204.9
310	Glenn Highway (Anchorage District)	123.9
311	Anchorage 4th Avenue Extension	0.8
320	Glenn Highway (Valdez District)	158.2
330	Glenn Highway (Fairbanks District)	33.3
410	Seward-Anchorage	39.0
411	Anchorage - Spenard	3.6
412	Anchorage - International Airport	3.0
630	Steese (Fairbanks - North Camp)	1.5
632	Steese Highway - University	3.8
950	Haines - Boundary and Spur to Haines	40.7

FEEDER ROADS

121	Edgerton Cutoff, Willow-Chitina	39.0
122*	Cordova-Richardson Highway	0.0
231	Korthisway Junction-Airfield	6.8
312	Glenn Highway-Community Center-Palmer-Matanuska-Wasilla Junction	13.9
313	Glenn North-Palmer-Finger Lake-Wasilla	12.0
314	Glenn Highway-Fishhook Junction-Wasilla-Knik	33.6
321	Slana-Wabesna	45.6
331	Taylor Highway	158.0
511	Sterling Highway-Forest Boundary to Homer	129.3
512	Kenai Junction-Kenai	10.6
631	Steese Highway-North Camp-Circle	162.0
633	University-Ester	6.7
634	Central-Circle Hot Springs-Portage Creek	18.0
731	Elliott Highway-Fox to Eureka	68.4
732	Kanley Hot Springs Landing-Eureka	25.7
811	Mekinley Park Station-Cantwell-Paxson's (Anchorage District)	15.6

*To be Constructed.

FEEDER ROADS (Continued)

<u>Route No.</u>	<u>Name</u>	<u>Length</u>
812**	McKinley Park Station-North Park Boundary	66.3
813	North Park Boundary-Kantishna	4.5
821	Paxson's-Cantwell (Valdez District)	15.9
011	Sterling Landing-Ophir	47.0
012	Iditarod-Flat	8.7
013	Dillingham-Wood River	14.1
014	Abbert Road	1.2
031	Ruby-Long-Poorman	56.5
041	Nome-Council	78.0
042	Nome-Bessie	3.2
043	Seward Peninsula R. R.	80.2

LOCAL ROADS

120.1	Valdez-Mineral Creek	10.7
120.2	Robe Lake Branch	0.5
121.1	Chitina-Native School	1.0
121.2	Chitina-Chitina River	1.0
130.1	Cushman Street Extension West Fairbanks	1.9 3.4
130.2	Badger Farm Road Loop Brock Road Peede Road Thirty Mile Slough Road	12.1 2.0 3.6 2.2
130.3	Old Richardson Highway	14.5
130.4	Lake Harding Branch Birch Lake Branch	2.6 1.7
130.5	Richardson Highway-Democrat Creek	4.0
130.6	Big Delta Firing Range Road	17.1
132.1	Alston Road Becker-Dale-Corn Road Davis Road Peger Road Van Horn Road	0.5 2.1 1.0 2.6 0.5
310.1	Mountain View Loop Lake Otis Road Abbott Road Muldoon Road Tudor Road DeBarr Road Portal Road Baxter Road Bowling Road Boniface Road Spruce Road Lore Road Alder Road	2.0 6.7 0.3 4.2 3.0 3.0 1.0 0.8 0.3 1.5 1.3 0.3 0.3

** Constructed and Maintained by National Park Service Funds.

Designation of the primary road system

- Route 1 - Richardson Highway and Branches
- Route 2 - Alaska Highway and Branches
- Route 3 - Glenn Highway (including Tok Cutoff), its extension to Eagle and Branches
- Route 4 - Seward-Anchorage Highway and Branches
- Route 5 - Sterling Highway and Branches
- Route 6 - Steese Highway and Branches
- Route 7 - Elliott Highway, its extension to Manley Hot Springs and Branches
- Route 8 - Paxson-Cantwell-McKinley Park Road, its extension to Kantishna and Branches
- Route 9 - Juneau, Tee Harbor, Haines, Haines Junction, and Branches

Numerical Designation of Districts

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

This Bridge List is intended to reflect all bridges under Alaska Road Commission jurisdiction. Route Numbers of roads, as set forth in A.R.C. Order No. 40, Supplement No. 1, dated August 11, 1952 are given, as well as the mileage of bridges determined from information available to this office.

The first Section of this list, Pages 5 through 15, gives the bridges located on through roads and identifies the Route No. and District through which the road passes. It should be noted that the mileages of bridges on the section of the Glenn Highway formerly called the Tok Road are based on Mile 0.00 being located at Anchorage. This mileage includes the section of roadway on the Richardson Highway from the intersection of the Glenn with the Richardson to the intersection of the old Tok Road with the Richardson Highway.

The second Section of this list gives all bridges on local and feeder roads by DISTRICTS. The mileages of these bridges are based on Mile 0.00 being located at the intersection of the local roads with the through highways and the intersection of the feeder roads with the local roads.

An index of the roads and a map of the main road system are given on Pages 3 and 4 of the Bridge List.

INDEX OF ROADS

SECTION I

Thru Roads

Richardson Highway	- Valdez District	Page 5- 8
Richardson Highway	- Fairbanks District	" 8- 9
Alaska Highway	- Fairbanks District	" 10-11
Glenn Highway	- Anchorage District	" 11-13
Glenn Highway	- Valdez District	" 13-14
Glenn Highway	- Fairbanks District	" 14
Seward-Anchorage Highway	- Anchorage District	" 15
Steese Highway	- Fairbanks District	" 15
Haines Highway	- Haines Sub-district	" 15

SECTION II

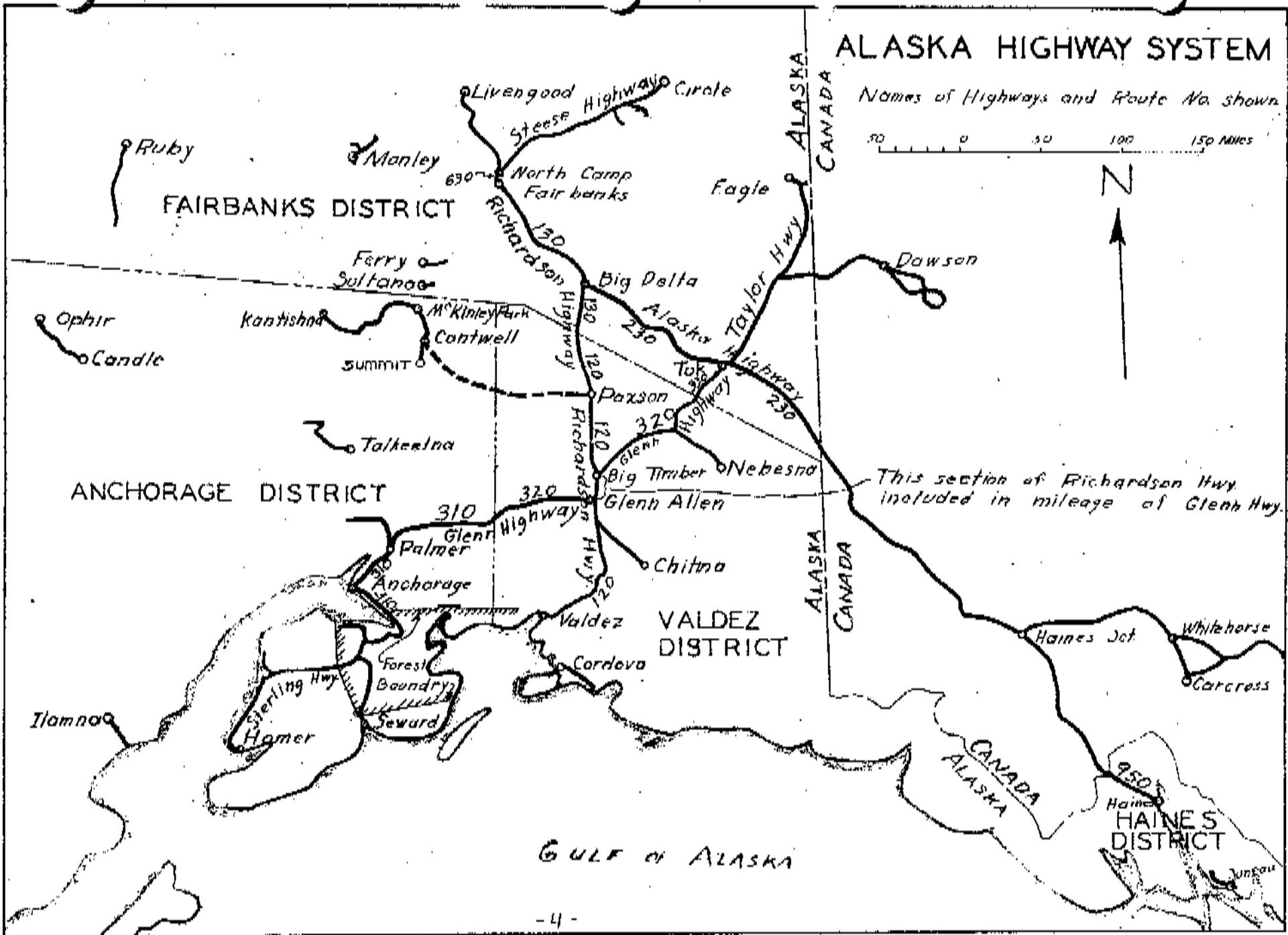
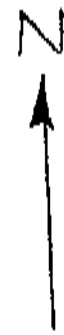
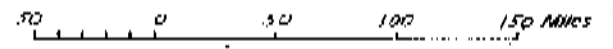
Local and Feeder Roads

(by Districts)

Anchorage District	-	Page 16-31
Valdez District	-	" 32-34
Fairbanks District	-	" 35-40
Nome District	-	" 41-52
Haines Sub-district	-	" 53

ALASKA HIGHWAY SYSTEM

Names of Highways and Route No shown



BRIDGE LIST

NOVEMBER 1952

RICHARDSON HIGHWAY

VALDEZ & FAIRBANKS DISTRICTS

NAME (Creek or River)	Mile Post	Description	Total Length	Roadway Width	Overhead Clearance	Year Const.	Remarks
<u>RICHARDSON HIGHWAY, VALDEZ DISTRICT - Route 120</u>							
✓ Valdez Glacier Stream	0.0	Wood Trestle	552'	18'-10"	Open	1945-46	
" " "	0.30	" "	134'	18'-10"	"	1945	
" " "	0.50	" "	216'	18'-10"	"	1945	
" " "	0.80	" "	140'	18'-10"	"	1945-46	To be replaced 1953 by new bridge
" " "	0.90	" "	94'	18'-10"	"	1947	
" " "	1.0	" "	434'	18'-10"	"	1945-46	
Robe Lake	2.55	" " <i>not there</i>	140'	18'-10"	"	1944	
✓ Lowe River, Lower Crossing	15.0	Steel H.P.	250'	18'-10"	14'	1946	
Lowe River, Upper Crossing	16.0	300' Cont. I-Bm.	300'	24'-0"	Open	1951	
✓ Sheep Creek	19.0	190' I-Bm. Bridge	190'	24'-0"	"	1952	
No. 1 Worthington	29.2	Wood Trestle <i>not there</i>	41'	22'-8"	"	1949	
No. 2 <i>not there</i>	30.1	" "	61'	22'-8"	"	1949	
✓ Ptarmigan Creek	31.2	" " - Framed Bents	117'	18'-10"	"	1943-44	On early replacement program
Small Creek	32.7	" " <i>not there</i>	58'	18'-10"	"	1945	Will be replaced with culvert
63 Cascade Creek	35.1	" "	57'	18'-10"	"	1944	

ANCHORAGE DISTRICT

<u>NAME (River or Creek)</u>	<u>Mile Post</u>	<u>Description</u>	<u>Total Length</u>	<u>Roadway Width</u>	<u>Overhead Clearance</u>	<u>Year Const.</u>	<u>Remarks</u>
<u>Kuskokwim Landing-Opbir, Route 011 (continued)</u>							
Independence Creek	35.3	Wood Trestle	30'	12'	Open	1938	
Yankee Creek	37.3	Steel Girder	44'	12'	"	1937	
Draw	37.6	Wood Trestle	20'	12'	"	1934	
California Creek	39.3	Steel Girder	44'	12'	"	1937	
Ganes Creek	42.0	100' Steel Pony 18' Steel Girder	118'	12'	"	1937	
Little Creek	42.3	Wood Trestle	22'	11'	"	1942	
Glacier Creek	44.8	" "	16'	12'	"		
Anvil Creek	45.8	" "	31'	12'	"	1950	
<u>IDITAROD-FLAT, Route 012</u>							
Otter Creek	0.1	Steel Girder	56'	12'	Open	1947	
Old Channel, Otter Cr.	0.5	Wood Trestle	16'	12'	"	1941	
Cottonwood Creek	0.9	" "	16'	12'	"	1941	
" "	1.7	" "	12'	12'	"	1935	
<u>DILLINGHAM-WOOD RIVER, Route 013</u>							
Bradford Creek	0.2	Wood Trestle	24'	11'	Open	1931	
Swamp Creek	0.6	" "	22'	11'	"	1938	

ANCHORAGE DISTRICT

NAME (River or Creek)	Mile Post	Description	Total Length	Roadway Width	Overhead Clearance	Year Const.	Remarks
<u>Dillingham-Wood River, Route 013 (continued)</u>							
Scandinavian Creek	1.4	Wood Trestle	32'	11'	Open	1938	
Klondike Creek	2.0	" "	32'	11'	"	1933	
Andrews Creek	3.0	" "	75'	11'	"	1933	
Scandinavian Creek	5.1	" "	149'	11'	"	1933	
<u>ABBERT ROAD, Route 014</u>							
Abbert Road	1.6	Wood Trestle	88'	11'	Open	1925	
" "	1.75	" "	32'	11'	"	1939	
" "	2.0	" "	35'	11'	"	1939	
Buskin River	4.8	" "	161'	11'	"	1926	
Devil's Creek	5.0	" "	35'	11'	"	1939	
<u>AIRPORT HEIGHTS, Route 310.1</u>							
Chester Creek	1.8	Wood Trestle	20'	20'	Open	1949	
<u>JONESVILLE ROAD, Route 310.3</u>							
Eska Creek	1.3	Wood Trestle	20'	20'	Open	1949	

UNITED STATES DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

ANNUAL REPORT

FOR THE FISCAL YEAR 1953

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1953

PART I - ACTIVE ROUTES

Description	Route No.	Construction	Maintenance	Total
Talkeetna - Cache Creek - Peters Creek Road	010.1	\$ 251,818.42	\$ 400,384.63	\$ 652,203.05
Colorado - Bull River Road	010.2	89,395.86	69,141.23	158,537.09
Medfra - Nixon	010.3	23,625.73	34,106.04	57,731.77
Bethel Airfield, Bethel - NG Seaplane Base	010.4	81,727.82	42,899.47	124,627.29
Haknek Lake Road - Airbase	010.5	548,221.77	7,821.36	556,043.13
Kanatak - Becharof Lake	010.6	23,882.31	8,145.40	32,027.71
Iliamna Bay - Iliamna Lake - Newhalen River	010.7	129,346.52	92,449.90	221,796.50
Seldovia - McDonald Spit, Med Mountain Road	010.8	111,458.04	2,589.45	114,047.49
Sterling Landing - Ophir	011	385,549.35	417,197.27	802,746.62
Takotna Locals	011.1	3,403.85	48,649.95	52,053.80
Iditarod - Flat	012	87,517.26	289,461.09	376,978.35
Dillingham - Wood River	013	57,947.73	200,023.16	257,970.89
Abbert Road	014	184,101.06	178,253.41	362,354.47
Kodiak Locals	014.1	52,322.55	62,830.14	115,152.69
McCarthy - Kennecott Locals	020.1	152,892.23	215,667.99	368,560.22

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES

ANNUAL REPORT

OF THE

ALASKA ROAD COMMISSION

FOR THE FISCAL YEAR ENDED JUNE 30

1954

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

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

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

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

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

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

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

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

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

NEW CONSTRUCTION

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

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

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES



ANNUAL REPORT
FOR THE FISCAL YEAR ENDED JUNE 30

1955



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
P. O. BOX 1961
JUNEAU, ALASKA

September 9, 1955

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

My dear Mr. Lausi:

There is transmitted for your approval the Annual Report of the Alaska Road Commission for the fiscal year ended June 30, 1955.

Sincerely yours,

A. F. Ghigione
Commissioner of Roads
for Alaska

Attachment

M. W. Bales, Chief
Administrative Division
Alaska Road Commission

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-Nabesna	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-Kanekansk	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.

an estimated \$800,000 Territorial contribution, will permit the construction of approximately 100 miles of new local roads. Projects are for the most part located in the Anchorage, Matanuska Valley, Kenai Peninsula and Fairbanks areas. Petitions for construction of this type road greatly exceed available funds. The current back-log of 98 projects is estimated to cost \$2,500,000.

Sterling Highway. It is estimated that the \$1,500,000 appropriated for this project will permit the initiation of paving in the vicinity of Kenai and the important military base north of Kenai. These areas have developed so rapidly that the present highway is greatly overtaxed. Traffic counts record in excess of 1,000 vehicles daily.

Reconstruction

Eight hundred thousand dollars was appropriated for continuation of regrading and relocating sections of major secondary highways to eliminate excessive grade and curvature, and to replace or widen hazardous and inadequate bridges.

The following projects have been programmed:

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

Total 800,000

New Construction

Fairbanks-Menana. Five hundred thousand dollars was appropriated for initiation of construction of a highway to connect Menana with the highway network. Menana, accessible only by railroad or air, is the principal river navigation outlet to the lower Tanana River, and the Yukon River and its tributaries, the principal waterway system for Interior Alaska. This route will ultimately extend through the important Realy River area coal developments to Mt. McKinley National Park.

B. MAINTENANCE

The total cost of the operation and maintenance activity for the fiscal year is estimated at \$3,800,000. The Congressional appropriation is \$3,500,000; the balance will be realized from Territorial contributions and cooperative agreements with other Federal and Territorial agencies.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF TERRITORIES



ANNUAL REPORT
FOR THE FISCAL YEAR ENDED JUNE 30
1956



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
P. O. BOX 1861
JUNEAU, ALASKA

August 31, 1956

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

My dear Mr. Lausi:

There is transmitted for your approval the Annual Report of the Alaska Road Commission for the fiscal year ended June 30, 1956.

The Alaska Road Commission is scheduled to be transferred to the Department of Commerce on September 16, 1956, under terms of the Federal-Aid Highway Act, Public Law 672. This, then, is the final Annual Report of the Alaska Road Commission to the Department of the Interior, and it seems appropriate to preface the Report with a brief history of the Commission and its half century of accomplishments.

Although we are all saddened by the passing of a dedicated organization, the entire staff looks forward to the long-range highway development program and the consequent development of the Territory, which may be accomplished under terms of the Federal-Aid Highway Act.

Sincerely yours,

A. F. Ghiglione
Director

Enclosure

M. W. Balas, Chief
Administrative Division
Alaska Road Commission

IV - THE HIGHWAY SYSTEM

During the fiscal year the highway system was increased by 50.9 miles; 16.1 miles of Feeder roads and 34.8 miles of local roads; 26.2 miles of principal Feeder roads were improved to Through road standards and reclassified.

Following is a tabulation of the road system as of 1954, 1955, and 1956:

	<u>1954</u>	<u>1955</u>	<u>1956</u>
Through Roads	989.1	972.3	998.5
Feeder Roads	1,213.9	1,244.7	1,234.6
Local Roads:			
From Main Feeders	709.4	939.7	761.3
From Isolated Feeders	237.1	237.2	246.6
Isolated Feeders	<u>332.9</u>	<u>349.6</u>	<u>353.4</u>
Total Local Roads	1,279.4	1,326.5	1,361.3
Total - All Roads	3,482.4	3,543.5	3,594.4
Trails	248.0	248.0	445.0
Total Roads & Trails	3,730.4	3,791.5	4,039.4

Following is a current tabulation of highway system:

<u>THROUGH ROADS</u>			
Route No.	Name	Length	Winter Maintenance
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
510	Sterling Highway	10.9	10.9
514	Kenai Spur	14.3	14.3
630	Steese Highway (Fairbanks-Farmers Loop)	2.8	2.8
632	Steese Highway-University	3.8	3.8
950	Haines-Boundary and Spur to Haines	40.7	40.7

FEEDER ROADS

<u>Route No.</u>	<u>Name</u>	<u>Length</u>	<u>Winter Maintenance</u>
121	Edgerton Cutoff, Willow-Chitina	39.0	39.0
122	Copper River Highway	-	-
231	Northway Junction - Airfield	6.8	6.8
232	Gerstle River Test Site Road (Army)	3.6	3.6
312	Palmer-Matanuska-Wasilla	13.9	13.9
313	Palmer-Wasilla-Willow	30.7	30.7
314	Glenn-Fishhook-Knik	33.6	33.6
321	Slana-Kabesna	45.6	-
331	Taylor Highway	161.0	-
511	Sterling Highway	108.4	108.4
513	North Kenai Roads	16.3	16.3
631	Steese Highway-Farmers Loop-Circle	161.0	30.0
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-Bureka	25.7	-
811	Denali Highway (Anchorage District)	82.0	-
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-Poomian	56.5	-
041	Nome-Council	77.1	-
042	Nome-Kougarok	20.8	5.2
043	Seward Peninsula R.R.	58.0	-
044	Nome-Teller	-	-

Local Road Systems

	<u>Total Miles</u>	<u>Winter Maintenance</u>
Anchorage Locals	62.8	62.8
Glenn Highway Locals	91.7	60.7
Matanuska Valley Locals	139.1	80.3
Kenai Peninsula Locals	115.2	101.3
Kuskokwim Locals	68.2	3.0
Kodiak Locals	59.5	59.5
Alaska Railroad Feeder	94.2	19.0
Bristol Bay Locals	25.3	16.5
Iliamna Locals	28.5	---
McCarthy Locals	30.5	---
Richardson Highway Feeder System	84.8	62.9
Fairbanks Locals	37.5	35.5
Steese Highway Feeder System	136.4	35.6
Taylor Highway Feeder System	19.1	1.9
Elliott Highway Feeder System	9.5	---

	<u>Total Miles</u>	<u>Winter Maintenance</u>
Manley Hot Springs System	18.0	---
Yukon River Isolated System	31.7	---
Nome System	211.5	9.5
Haines & Skagway Locals	61.8	37.4
Southeast Alaska Roads	36.0	36.0
Totals	1,361.3	621.9

Route No.	<u>TRAILS</u>		Winter Maintenance
	Name	Length	
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-Porcupine	18.0	-
040.5	1 Kotzebue-Skesholik	9.0	9.0
	2 Kotzebue-Noatak	60.0	13.0
	3 Kotzebue-Noorvik-Seiawik	95.0	12.0
	4 Golovin-White Mountain	12.0	12.0
	5 Golovin-Moses Point	45.0	6.0
	6 Deering-Candle-Kivalik	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	43.0	43.0

Traffic Statistics

Traffic density studies play an important part in the Commission's planning and programming. Data obtained at 47 permanent traffic count stations for identical periods each year are particularly useful in allocating maintenance funds, and for detecting changes in traffic patterns and characteristics.

A tabulation of traffic counts for the years 1953-1956 follows.

Road

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

OPERATIONS ORDERS - ANCHORAGE DISTRICT - SEASON 1956
Effective March 5, 1956

GENERAL

The following instructions and discussion outline the program for the ~~Alaska~~ District during the 1956 construction year. This program is generally based on District recommendations as reviewed at the District Engineers' Conference. Since Congressional action has not yet been concluded on Alaska Road Commission appropriations, some later modifications of the Operations Orders or individual Work Orders may be necessary.

It is again desired to stress the importance of close financial control on all projects. Work Orders will be issued in total amount only, and it will be the Districts' responsibility to provide field forces with amounts of direct labor to be used for control purposes, if that method of control is utilized. Cost Reports, published at Headquarters, will be issued as soon as possible after each accounting period. These should be carefully scrutinized and compared with District records to assure that they are in substantial agreement. The Allotment Statement, submitted on ARC Form 18, will no longer be required.

Completion and/or Suspension Notices are to be prepared and submitted to Headquarters as provided in Field Manual No. 10. Similarly, costs should be recorded on field documents in accordance with the coding specified on the Work Order and in conformance with instructions contained in Field Manual No. 10.

These Operations Orders cover the full year's work ending March 3, 1957, except for the necessary modifications that may be occasioned by appropriation adjustments, or new work for other agencies not presently scheduled.

PLANS AND SURVEYS

Cadastral

As discussed at the District Engineers' Conference, surveys will continue to be made on the Local and Feeder Road systems to record as-built location. The ELM will survey any of the Through Road sections not yet on record, if (and when) they may require such surveys.

District recommendations on priority of surveys are approved, completing work on the Matanuska Valley system first, then moving to the area south of Anchorage. No attempt will be made to work in the Spenard area until closer land monuments are available. This should be coordinated with local survey office of ELM.

Farm Road Surveys

Programmed funds are to cover survey and investigation of petitioned roads of this type.

Kasilof-Kenai-Starling Highway

Funds programmed are to cover preliminary survey of this proposed road. The general location is to provide access to ELM tracts across the Kenai River from Kenai, thence down the coastline to Kasilof. U.S. Geological Survey data is to be utilized in making this location survey, as ground conditions have been investigated and land classification plotted by that agency. The District is to requisition two chain saws for use on this project.

Town Surveys

An agreement has been reached with the City of Anchorage on the location of a proposed Through Route through the townsite, and the City has completed a preliminary survey and obtained right-of-way commitments. With the programmed funds, the District is to complete the survey and sufficient design work to provide a cost estimate. This work is to be completed and the estimate submitted to Headquarters prior to June 30, 1956, for use in the next budget.

Funds are also programmed for a survey through the town of Seward, from the docks to the beginning of the paved highway north to Anchorage. Correspondence has been initiated by Headquarters with the City of Seward. Details of location and design data will be sent to the District within the near future when outlined by the City.

Seldovia-Jackalof Bay

Programmed funds are to cover completion of this survey. Full cross-sections are not necessary. The principal objective is to locate a good preliminary line between MacDonald Spit and Jackalof Bay for possible pioneer-type construction by Government forces.

CONSTRUCTION IN PROGRESS

BY GOVERNMENT FORCES

Route 811 - Denali Highway

District recommendations for continuing construction of this route are approved, subject to the results of bids received for constructing the Susitna-MacLaren River section.

If bids received for Section B are excessive, government forces and equipment are to be moved onto the project and a passable all-weather road constructed this season. In order to accomplish this, it may be necessary to reduce the crew and equipment planned to complete the grading between Miles 44 and 49 and use them across the Susitna River. Should the decision on the contract be delayed until too late to put equipment and supplies across the ice, the grading between Miles 44 and 49 can be scheduled for early completion and crews and equipment moved across the river on the Susitna Bridge, which should be ready for use in mid-summer.

The graveling program is to be carried out as planned, surfacing the road between Miles 31 and 57 and performing minor grading to correct deficiencies in the sub-grade.

Rock riprap is to be hauled and placed along the embankment at approximately Mile 10.5 on the Cantwell-McKinley Park section of the highway to prevent erosion by the Menana River.

The Bailey bridge, presently stockpiled at Menana crossing No. 2, should be moved to the Cantwell depot and stored in a safe place where it will not be damaged. At the time of moving, all sections and pieces of this bridge should be inspected, missing or damaged members noted and a complete material list prepared. A copy of this list should be submitted to Headquarters, with recommendations concerning repair or replacement of damaged or missing members.

Route 410 - Seward-Anchorage Highway, Avalanche Control

Programmed funds are to cover the construction of additional avalanche barriers and diversion dikes.

Route 310 - Glenn Highway, Replacement of Bridges

Funds programmed are to cover the costs of replacing the timber trestle bridges at Pinochle Creek and Churchill Creek with metal culverts, as recommended by the District.

Route 313 - Palmer-Wasilla-Willow Road

Territorial funds will be made available in the amount recommended by the District for the construction of the road to Willow Station.

Route 019 - Dillingham-Aleknagik

Funds for continued construction of this route will be made available by the Territory, the exact amount to be determined at a later date.

Farm and Industrial Roads

A detailed breakdown of this program will be provided at a later date when firm details have been received from the Territorial Highway Engineer.

BY CONTRACT

Route 811 - Denali Highway, Susitna Bridge

Contract construction of this bridge is to be completed during this construction year and funds are programmed in the estimated amount required to cover all remaining costs.

Route 310 - Glenn Highway, Chickaloon Bridge

Funds are being programmed in the amount estimated as that necessary to cover all costs of completing this structure.

Route 310 - Glenn Highway, Moose, Eska and Granite Creek Bridges

Funds are programmed in the estimated total amount required to cover all costs of replacing these three sub-standard bridges.

The contract will be awarded early in the summer and construction will extend over two seasons.

Route 310 - Glenn Highway Improvements

Programmed funds are to cover the estimated total cost for improving this route by raising the grade at Mile 31.3 to prevent flooding during high water in the Knik River; to correct poor alignment at Miles 39, 39.6 and 43, and to install approximately 5500 feet of Government-furnished guard rail.

Included in the same contract, but under a separate schedule, will be the paving with an asphalt mat of that section adjacent to Anchorage originally surfaced by the penetration method.

Route 410 - Seward-Anchorage Highway, Campbell Creek Bridge

Funds programmed are in the amount estimated as the total cost of constructing a bridge to replace the culverts at this creek crossing.

The bridge is being designed to provide full clearance for present traffic and for future widening to four lanes when necessary.

Route 410 - Seward-Anchorage Highway

Sections of this route between the Anchorage City limits and Potter that have become deformed due to settlement and frost action are to be repaired. This work will be included as a separate schedule in the Glenn Highway Improvement Contract.

Route 411 - Anchorage-Spenard Road

As discussed at the District Engineers' Conference, funds will be programmed to cover paving of shoulders for a width of 2 feet on either side of the paved surface on this route.

This work will be under a separate schedule in the contract covering Glenn Highway improvements, patching on the Seward-Anchorage Highway and reconstruction and paving of the Boniface Road.

Routes 510, 514 - Sterling Highway and Kenai Spur

Funds are being programmed to complete the grading and paving of Section B-1, E and, by separate Work Order, in the estimated amount of the total cost for regrading and paving Section B-2. The Jean Lake line change has been approved and its construction will be included in the B-2 contract. No work is contemplated this season on Section D-1.

SURVEYS

Route 310 - Glenn Highway

Programmed funds are to cover investigation, field survey and preliminary design of those sections of the highway having poor sight distance and dangerous curves. Several of these locations include those now marked with zebra signs, and curves at Miles 92.5 and 94.

Route 510 - Sterling Highway, Section D-2, C

Funds are being programmed to cover the cost of field survey, material investigation and preliminary design of these sections.

RECONSTRUCTION

BY CONTRACT

Route 310.1 - Boniface Road

As discussed at the Conference, this connection between Tudor Road and the Glenn Highway is to be placed under contract for regrading and paving as soon as the District can make the necessary surveys and prepare the drawings. This work will be included as a separate schedule in the contract covering the Glenn Highway improvements. The District is to contact military authorities and urge that the short section between the Glenn Highway and the Davis Highway be paved simultaneously.

Route 312 - Palmer-Matanuska Road

The subgrade on this route is to be reconstructed to Feeder Road standards. The profile grade is to be established from a thorough soils survey which the District should make as soon as conditions permit. Consideration is also to be given to snow removal problems in establishing the new grade line.

BY GOVERNMENT FORCES

Route 013 - Dillingham-Wood River-Kanakanak

District recommendations for reconstructing a section of this route between Dillingham and Kakanak are approved and funds programmed as requested.

This work is to consist of regrading, ditch cleaning and graveling. Particular emphasis is to be placed on the graveling feature of this work in order to provide an all-weather surface.

Route 014.1 - Mill Bay Road, Kodiak

Programmed funds are to cover reconstruction of this route between Mill Bay and Miller Point.

The right-of-way is to be cleared on improved alignment, adequate drainage installed and the grade line improved by hauling in select embankment material.

Route 310.3 - Scott Road

Programmed funds are to cover reconstruction of this 1.7-mile road in the Matanuska Valley.

High berms on either side of the road are to be removed and the subgrade reconstructed and surfaced with select material.

Route 310.2 - Butte Road

District recommendations for improvement of this route are approved and funds programmed accordingly.

The subgrade is to be regraded on improved alignment and sufficient surfacing placed to assure all-weather travel.

Route 314 - Fishhook Road

Funds are being programmed in accordance with District recommendations and are to cover reconstruction of a two-mile section to eliminate severe snow drifts.

SURVEYS

Programmed funds are to provide for the survey of the most important routes to be reconstructed by contract in the near future.

NEW CONSTRUCTION

None.

MAINTENANCE - THROUGH ROADS

Routes 310, 310A, 311 - Glenn Highway, Glenn Highway Alternate and 4th Avenue Extension

Funds will be programmed as recommended for the summer and winter maintenance of these routes.

Normal maintenance activities are to be performed, including snow removal, sanding, and ice control during the winter months and asphalt pavement repair, shoulder blading, drainage maintenance, brush control, pavement striping and sign repair during the summer months.

Snow removal and sanding crews are to be scheduled in such a manner that traffic peaks are benefitted and school bus schedules met.

The District should again obtain plant mixed asphalt for pavement patching by contracting with one of the local plants.

Alaska route marker signs are to be placed as previously instructed and all warning and information signs should be checked for compliance with the manual, and repaired or replaced as found necessary.

The District should coordinate use of the portable asphalt plant and crew with the Valdez District. The crew will be occupied in the Valdez District during the early part of the summer, but should be able to move to the Mile 115 pit early in July to assist in major patching required east of Chickaloon River. A seal coat is to be applied to the Knik River bridge to help preserve previous treatments.

Route 410 - Seward-Anchorage Highway

Programmed funds are to provide summer and winter maintenance of this route as recommended by the District.

Normal winter maintenance activities are to consist of snow removal, sanding and ice control. Summer features include pavement repair, centerline striping, shoulder blading, drainage clearance, brush control and sign repair and maintenance.

Alaska route marker signs are to be placed as previously instructed and all warning and information signs are to be checked for compliance with the manual and repaired or replaced as required.

Route 411 - Anchorage-Spenard Road

Programmed funds are to cover summer and winter maintenance of this route.

Principal features of work are to include snow removal, sanding, ice control, shoulder blading, pavement repair, centerline striping, drainage maintenance and brush control.

Route 412 - International Airport Road

Normal summer and winter maintenance features will be performed with funds programmed for this route.

Winter maintenance is to consist of snow removal and sanding, and summer maintenance of surface blading, drainage maintenance and bridge repair. The decking on the Alaska Railroad overpass is to be protected by full-width running plank.

MAINTENANCE - FEEDER ROADS

Routes 312, 313, 314 - Matanuska Valley Feeders

Programmed funds are to cover summer and winter maintenance of these three routes.

Principal features of work are to include snow removal, sanding, ice control, surface blading, asphalt pavement repair, centerline striping of Palmer-Wasilla Road, drainage maintenance, brush control and sign repair and replacement.

Routes 511, 512, 513 - Sterling Highway, Kenai Spur and North Kenai Road

Funds will be programmed as recommended by the District for the summer and winter maintenance of these routes.

Winter maintenance features include snow removal, sanding and ice control. Summer activities will include surface blading, spot graveling, drainage maintenance and sign repair and replacement.

A large portion of the Sterling Highway and the Kenai Spur, from Soldotna to Wildwood Station, will be under contractor maintenance during most of the summer season. If the Jean Lake line change should be completed to standards acceptable for traffic by next fall, winter maintenance is to be performed on this route rather than on the existing road.

The Moose River Bridge is to be painted during the summer, and the Anchor River Bridge is also in need of paint. The District should investigate the possibility of contracting this painting.

Maintenance of the North Kenai Road is to be performed from the North Kenai camp.

Route 011 - Sterling Landing-Oohir

Programmed funds are to cover summer maintenance only of this route.

Major efforts are to be concentrated on the Tatalina Flats, raising the grade and eliminating distortions caused by frost action.

Surface blading, drainage maintenance and brush control are to be performed over the entire route.

Route 012 - Editarod-Flat

Funds programmed are for summer maintenance only on this route.

In addition to surface blading, drainage maintenance and brush control, low sections over swamps are to be raised with material blasted from the pit at Mile 4.

Route 013 - Dillingham-Kanakarak-Wood River

Summer and winter maintenance is to be performed on these roads with programmed funds.

Summer activities are to include an intensive graveling program as well as surface blading, drainage maintenance and brush control.

Winter work will consist of snow removal, erection of snow fence, and ice control.

Route 014 - Abbott Road

Funds are programmed tentatively to provide summer and winter maintenance on this short section of road. A Departmental decision is expected shortly on the legality of this work.

MAINTENANCE - LOCAL ROADS

Routes 310.2, 310.3 - Glenn Highway Locals

Requested funds will be programmed for the normal summer and winter maintenance of these routes.

Summer maintenance will consist of surface blading, spot graveling, drainage maintenance and brush control. Winter maintenance activities are to include snow removal, sanding and ice control as required.

Routes 312.1, 313.1, 314.1, 314.3 - Matanuska Valley Locals

Programmed funds are to provide summer and winter maintenance of the roads in these systems.

Summer maintenance features will include surface blading, spot graveling, drainage maintenance, and brush control. Snow removal and sanding are the principal winter maintenance activities to be performed.

In addition to the above, the timber trestle bridge crossing Wasilla Creek on the Bogard Road is to be replaced with a 72" culvert,