UNITED STATES

DEPARTMENT OF THE INTERIOR

OFFICE OF TERRITORIES

ANNUAL REPORT

OF THE

ALASKA ROAD COMMISSION

FOR THE FISCAL YEAR ENDED JUNE 30

1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
United States ALASKA ROAD COMMISSION
JUNEAU, ALASKA
P.O. Box 1961

October 4, 1954

"Report"

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

My dear Mr. Strand:

There is transmitted herewith the Annual Report of the Alaska Road Commission for the fiscal year ended June 30, 1954.

Sincerely yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

Attachment

ALASKA ROAD COMMISSION
ANNUAL REPORT
FISCAL YEAR 1954

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INTRODUCTION

On May 15, 1954, the Alaska Road Commission completed 49 years of service to Alaska. Created by the Act of Congress of January 27, 1905 (33 Stat. 616, as amended) as an agency of the War Department, the Commission has administered Alaska's highway development program since its inception. By Act of Congress of June 30, 1932 (47 Stat. 446) the Alaska Road Commission was transferred from the War Department to the Department of the Interior. The Commissioner of Roads for Alaska, under delegation of authority dated June 19, 1948, and approved by the President July 20, 1948, exercises the authority conferred upon the Secretary of the Interior by the Act of June 30, 1932.

The Alaska Road Commission is charged with the location, design, construction and maintenance of roads, trails and related works in Alaska. In the course of developing overland transportation facilities, the Commission has built numerous isolated airfields, an 80-mile section of narrow gauge railroad tram, several ferries and a seaplane canal. Early in the program when Alaska's population was predominantly fishermen and gold miners, only temporarily domiciled in the Territory, the Commission developed in excess of ten thousand miles of trails and sled roads usable only during the winter months by dog sleds and horse-drawn sleighs. In 1932, when the Alaska Road Commission was transferred to the Department of the Interior, the road system consisted of 9300 miles of trails and sled roads and 512 miles of improved roadway. Today, less than 500 miles of trails are maintained, all in the Bering Straits, and the highway network totals 3482 miles.

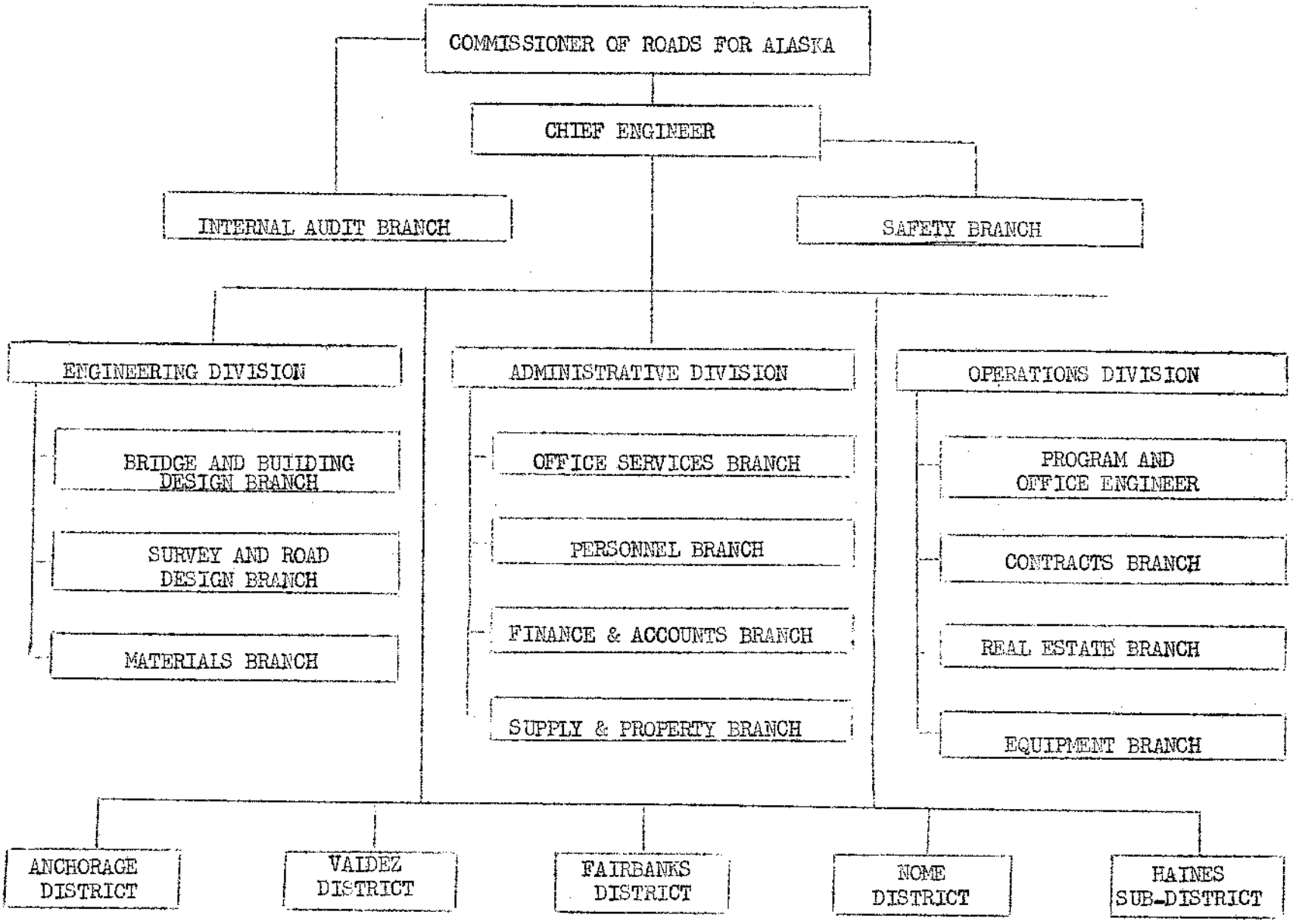
The Alaska Road Commission's widespread organization is utilized by numerous Federal and Territorial agencies in construction work of various kinds, especially in isolated areas. Likewise, the service facilities of the Commission are made available to such agencies, wherever practicable. The total of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

ORGANIZATION

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

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

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


COMMISSIONER OF ROADS FOR ALASKA
CHIEF ENGINEER
INTERNAL AUDIT BRANCH
SAFETY BRANCH
ENGINEERING DIVISION
BRIDGE AND BUILDING DESIGN BRANCH
SURVEY AND ROAD DESIGN BRANCH
MATERIALS BRANCH
ADMINISTRATIVE DIVISION
OFFICE SERVICES BRANCH
PERSONNEL BRANCH
FINANCE & ACCOUNTS BRANCH
SUPPLY & PROPERTY BRANCH
OPERATIONS DIVISION
PROGRAM AND OFFICE ENGINEER
CONTRACTS BRANCH
REAL ESTATE BRANCH
EQUIPMENT BRANCH
ANCHORAGE DISTRICT
VALDEZ DISTRICT
FAIRBANKS DISTRICT
NOME DISTRICT
HAINES SUB-DISTRICT

SOURCE OF FUNDS

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

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

Funds made available to the Alaska Road Commission for fiscal 1954 from the above sources were as follows:

1.	ARC Congressional Appropriations	$ 17,600,000.00
2.	Territorial Road Appropriations	211,500.00
3.	NPS Congressional Appropriations	301,623.26
4.	Other Reimbursements	409,460.71
5.	Contributions	55,729.17
		$ 18,578,313.14

Funds anticipated for fiscal 1955 are as follows:

1.	Alaska Road Commission Appropriation	$ 11,500,000.00
2.	Territorial Road Appropriation	250,000.00
3.	National Park Service Appropriation	400,000.00
4.	Other Reimbursements	300,000.00
5.	Contributions	50,000.00
		$ 12,500,000.00

SUMMARY OF EXPENDITURES

The Alaska Road Commission has expended the following funds since its inception in 1905, through June 27, 1954:

Fiscal Year	Congressional Appropriation	Alaska Fund	Other Funds	Total
1905-1930	$ 10,433,824.29	$3,566,870.84(a)	$1,984,826.03	$ 15,985,521.16
1931-1940	5,538,899.87	1,489,222.72	1,904,923.34	8,933,045.93
1934-1939(NIRA)	1,595,545.09	---	150,000.00	1,745,545.09
1935-1939(ERA)	1,119,447.60	---	---	1,119,447.60
1941	794,909.55	144,973.15	273,112.90	1,212,995.60
1942	1,892,925.33	153,421.65	148,255.07	2,194,602.05
1943	2,795,743.82	112,938.41	47,381.34	2,956,063.57
1944	2,366,075.32	181,748.24	83,651.54	2,631,475.10
1945	2,188,304.06	116,503.16	214,986.51	2,519,793.73
1946	2,257,909.74	119,615.18	179,392.09	2,556,917.01
1947	3,776,113.24	179,677.52	253,902.59	4,209,593.35
1948	3,936,842.28	29,462.08	111,136.87	4,077,441.23
1949	15,352,935.21	77,235.34	304,243.28	15,734,413.83
1950	23,683,873.44	216,620.12	463,215.30	24,363,708.86
1951	29,945,819.09	---	651,660.13	30,597,479.22
1952	19,680,135.17	---	858,292.26	20,538.427.43
1953	21,091,169.85 (b)	---	260,883.38	21,352,053.23
1954	15,798,408.41 (c)	---	274,274.36	16,072,682.77
Total	$164,248,881.36	$6,388,288.41	$8,164,036.99	$178,801,206.76

(a) Includes $17,052.23 U.S. Treasury Adjustment in 1912.
(b) Includes $126,945.12 reimbursement received from National Park Service.
(c) Includes $335,615.81 reimbursement received from National Park Service.

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

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

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

ADMINISTRATION

Personnel

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

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

Accounting

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

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

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

Property and Procurement

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

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

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

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

Incentive Awards Program

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

OPERATIONAL METHODS

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

CONTRACT

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

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

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

FORCE ACCOUNT

This system requires a minimum of detailed engineering plans and specifications. The innumerable operations inherent in the contract construction method, estimated to be 15% of the contract cost, particularly the accurate measurement of quantities of work performed, is unnecessary in pioneer work by day labor. Limitations imposed by appropriation acts sharply curtail the amount of construction work which can be accomplished by force account. The fiscal year 1954 construction appropriation included a limitation of 17½% for work performed by Government day labor.

PIONEER CONSTRUCTION

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

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

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

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

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

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

MAINTENANCE

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

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

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

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

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

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

OPERATIONS DURING THE FISCAL YEAR

PREPARATION OF PLANS

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

Principal projects included the following:

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

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

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION IN PROGRESS BY CONTRACT

RICHARDSON HIGHWAY

Moose and Jarvis Creek Bridges

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

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

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

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

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

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

Section G, Mile 82 to Mile 36

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

Bridges on Richardson Highway, Section G

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

Section H, Mile 36 to Valdez (Mile 0)

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

ALASKA HIGHWAY

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

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

Bridges on Alaska Highway, Section C-2

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

GLENN HIGHWAY

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

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

Knik Bridge, Mile 38.7, Section A

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

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

Caribou Creek and Little Nelchina Bridges

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

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

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

Chistochina River Bridge, Mile 35.4 (Tok Cutoff)

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

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

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

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

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

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

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

SEWARD-ANCHORAGE HIGHWAY

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

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

CHENA RIVER BRIDGE AND APPROACHES

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

PAVING OF APPROACHES TO CHENA RIVER AND NOYES SLOUGH BRIDGES

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

STERLING HIGHWAY

Moose River Bridge, Mile 29.3

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

DENALI HIGHWAY

Cantwell Area Bridges

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

COPPER RIVER HIGHWAY

Section B, Mile 14 to Mile 22

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

CONSTRUCTION IN PROGRESS BY GOVERNMENT FORCES

Taylor Highway

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

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

Denali Highway

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

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

Farm Roads

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

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

RECONSTRUCTION

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

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

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

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

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

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

Completed bituminous surface treatment of KFQD road.

Completed crushed surface and bituminous treatment of Government Hill road.

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

Placed crushed gravel surface on one mile of DeBarr Road.

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

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

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

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

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

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

MAINTENANCE

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

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

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

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

Number	Description
3	Portable steam generators
5	Coupes, 3-passenger
5	Carry-alls, 8-passenger suburbans
33	Trucks, ½-ton pickup
10	Trucks, 3/4-ton pickup
1	Truck, stake body
1	Truck, tank, 2040 gal. capacity
8	Trucks, 3 yd. dump
17	Trucks, 5 yd. dump
3	Trucks, 8 yd. dump
1	Truck-tractor, fuel servicing
7	Trucks, dump body with under-body blade
1	Trailer, 30-ton lowboy
1	Semi-trailer, fuel servicing, 2,000 gal. capacity
1	Semi-trailer, fuel servicing, 4,000 gal. capacity
1	Tractor, crawler type, D-4
1	Material loader, 1 cu. yd., track mounted
4	Material loaders, 1 cu yd., wheel mounted
4	Motor Graders, Caterpillar #12
1	Speeder, Fairmount, gas

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

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

ROAD SYSTEM

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

ALASKA ROAD COMMISSION
HIGHWAY SYSTEM MILEAGE

SUMMARY - BY TYPE

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

SUMMARY - BY DISTRICT

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

THROUGH ROADS

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

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	Glenn Highway, Community Center-Palmer-Matanuska-Wasilla Junction	13.9	13.9
313	Glenn North-Palmer-Finger Lake-Wasilla	12.0	12.0
314	Glenn Hwy-Fishhook Jct.-Wasilla-Knik	33.6	33.6
321	Slana-Nabesna	45.6	-
331	Taylor Highway	161.0	-
413	Anchorage-Elmendorf Alternate	7.5	7.5
511	Sterling Highway-Forest Boundary to Homer	119.3	119.3
512	Kenai Junction-Kenai	10.6	10.6
631	Steese Highway-North Camp-Circle	162.0	31.0
633	University-Ester	6.7	6.7
634	Central-Circle Hot Springs	8.3	-
731	Elliott Highway-Fox to Livengood	68.4	9.0
732	Manley Hot Springs Landing-Eureka	25.7	-
811	Denali Highway (Anchorage Dist.)	69.5	-
812 *	McKinley Park Primary Roads	93.6	-
813	North Park Boundary-Kantishna	4.5	-
821	Denali Highway (Valdez Dist.)	26.5	-

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

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

LOCAL SYSTEMS

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

FISCAL 1955 APPROPRIATION

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

PRELIMINARY SURVEYS		
Copper River Highway	$ 80,000	
Southeastern Alaska Surveys	60,000	
Cadastral Surveys - Rights-of-way	90,000	
Farm Road Surveys	40,000	
Pittman-Willow	30,000	
		$ 300,000
CONSTRUCTION IN PROGRESS		
Taylor Highway	$ 300,000	
Richardson Highway	2,000,000	
Alaska Highway	1,750,000	
Denali Highway	1,500,000	
Local Farm Roads	400,000	
Copper River Highway	700,000	
Anchorage-Elmendorf Alternate	250,000	
		$ 6,900,000
RECONSTRUCTION		
Bridge Reconstruction		
Mendeltna River Bridge	$ 50,000	
Berry Creek Bridge	55,000	
Knik River Bridge	300,000	
Moose River Bridge (Kenai)	50,000	
Total Bridge Reconstruction	455,000	
Road Reconstruction		
Sterling Highway	100,000	
Steese Highway	45,000	
Matanuska Valley area	50,000	
Homer Area	40,000	
Fairbanks Area	40,000	
Anchorage Area	70,000	
Total Road Reconstruction	345,000	
Total Reconstruction		800,000
		$ 8,000,000

MAINTENANCE

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

Through Roads	$ 2,150,000
Feeder and Local Roads	1,600,000
Shop Facilities	50,000
	$ 3,800,000

FISCAL 1955 PROGRAM

PRELIMINARY SURVEYS

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

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

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

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

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

CONSTRUCTION IN PROGRESS

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

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

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

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

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

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

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

RECONSTRUCTION

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

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

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

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

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

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

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

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

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

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

OPERATION AND MAINTENANCE

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

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

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

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

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

RECOMMENDATIONS

PROPOSED

FISCAL 1956 APPROPRIATION

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

The funds recommended are tabulated below:

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

1/ Over-ceiling item

Reconstruction		
Steese Highway	$ 90,000	
Fairbanks Local Roads	80,000	
Anchorage Local Roads	80,000	
Homer Roads	30,000	
Matanuska Valley Roads	90,000	
Slana-Nabesna	50,000	
Dillingham-Wood River Road	30,000	
Berry Creek Bridge	65,000	
Chickaloon Bridge	220,000	
Mendeltna Bridge	50,000	
Glenn Highway Culverts	15,000	
		$ 800,000
New Construction		
Fairbanks-Nenana	$ 500,000	
Annette Island Road 1/	3,000,000	
Ladd Field Alternate 1/	100,000	
Susitna-Willow 1/	500,000	
		$ 4,100,000
Total Construction		$ 14,000,000

1/ Over-ceiling items

Maintenance		
Through Roads	$ 2,200,000	
Feeder and Local Roads	1,300,000	
		$ 3,500,000

FISCAL 1956 PROGRAM

PREPARATION OF PLANS

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

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

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

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

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

CONSTRUCTION IN PROGRESS

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

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

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

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

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

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

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

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

RECONSTRUCTION

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

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

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

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

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

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

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

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

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

NEW CONSTRUCTION

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

Annette 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 Annette - the only airport in this area - and the town of Metlakatla, with Ketchikan, Alaska's

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

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

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

MAINTENANCE

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

BALANCE SHEET

January 27, 1905 through June 27, 1954

COSTS DISTRIBUTION

	Construction Costs	Maintenance Expense	Total
Active Routes.....	$120,242,993.08	$38,263,000.65	$158,505,993.73
Inactive Routes	3,136,256.60	1,887,072.19	5,023,328.79
Buildings and Improvements	5,170,922.19	437,900.20	5,608,822.39
Surveys- Active	406,474.54	---	406,474.54
Surveys- Inactive ..	150,408.63	---	150,408.63
TOTAIS	$129,107,055.04	$40,587,973.04	$169,695,028.08

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

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

CONSTRUCTION COSTS - ACTIVE ROUTES

June 27, 1954

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

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

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

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

*Funds provided by National Park Service

INACTIVE, ABANDONED OR TRANSFERRED PROJECTS

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

Description	Route Number	Construction	Maintenance	Total
Donnelly Aviation Field	4AB	$ 123.31	$ 14.11	$ 137.42
Big Delta Airfield	4AC	1,978.36	311.23	2,289.59
Rapids Airfield	4AD	229.10	145.16	374.26
Thompson Pass Airfield	4BC	669.96	4,388.60	5,058.56
Gulkana Airfield	4DA	65.80	---	65.80
Paxson Airfield	4HA	---	390.06	390.06
Ester-Dunbar	5	12,624.18	6,781.00	19,405.18
Nenana-Tanana	5A	52,188.70	50,284.91	102,473.61
Fish Lake-American Creek	5C	5,766.53	5,191.65	10,958.18
American Creek Airfield	5D	940.00	---	940.00
Tanana Airfield	5E	5,899.96	374.96	6,274.92
Illinois Creek-Moran Creek	5F	1,178.89	---	1,178.89
Chitina Depot	6D	11,938.66	6,836.77	18,775.43
Lower Tonsina Airfield	6F	1,587.15	---	1,587.15
Copper Center Airfield	6G	200.59	241.91	442.50
Chitina Airfield	6H	5,469.24	2,945.30	8,414.54
Fox-Steel Creek	7BB	855.75	---	855.75
Vault Creek	7E	4,702.83	172.37	4,875.20

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

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

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

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

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

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

Description	Route Number	Construction	Maintenance	Total
Tanana-Coldfoot and Branches	29	$ 16,544.22	$ 31,898.65	$ 48,442.87
Bettles River Airfield	29E	500.00	---	500 00
Eight Mile Creek Airfield	29F	3,193.10	49.09	3,242.19
Miller Creek Airfield	30AB	1,078.84	---	1,078.84
Manley Hot Springs Airfield	30B	1,410.65	138.78	1,549.43
Eureka Airfield	30C	---	680.48	680.48
Caribou Creek	31	8,580.92	14,574.53	23,155.45
Takotna-Flat (Summer)	32A	5,437.29	3,867.85	9,305.14
Takotna-Flat (Winter,via Moore Cr.)	32AA	800.00	744.62	1,544.62
Flat-Moore Creek	32AB	---	15.00	15.00
Candle Creek-Takotna	32AC	---	1,216.09	1,216.09
Iditarod River Improvement	32BA	100.00	---	100.00
Ophir-Iditarod	32C	5,000.00	3,158.27	8,158.27
Flat-Crooked Creek	32D	1,480.00	8,354.77	9,834.77
Flat-Georgetown	32DD	---	150.00	150.00
Takotna Airfield	32E	8,418.72	446.68	8,865.40
Otter Creek Towpath	33A	448.23	---	448.23
Summit-Otter Creek	33B	---	5,047.66	5,047.66

Description	Route Number	Construction	Maintenance	Total
Candle Landing-Candle Creek	33G	$ 5,597.00	$ ~~998.16~~ 980.16	$ 6,577.16
Flat Airfield	33H	6,101.45	13,866.18	19,967.63
Iditarod-Dishkaket	34	4,730.98	100.00	4,830.98
Flat-Holy Cross-Anvik	34A	---	4,039.26	4,039.26
Iditarod-Shageluk-Anvik	34B	500.00	865.66	1,365.66
Fairangel Extension	35AB	104.20	---	104.20
Willow Creek Mines Airfield	35DC	305.95	---	305.95
Willow Station Airfield	35DE	296.16	---	296.16
Palmer-Matanuska Roads	35G	71,600.15	142,143.72	213,743.87
Matanuska Dike	35IB	1,306.40	6.67	1,313.07
Houston-Willow Creek	35N	940.32	272.00	1,212.32
Moose Creek-Baxter	35P	2,218.62	---	2,218.62
Moose Creek Airfield	35U	461.50	20.25	481.75
Fishhook Airfield	35V	848.74	68.75	917.49
Wasilla Airfield	35W	459.50	826.75	1,286.25
Granby Road	36A	3,081.91	349.44	3,431.35
South Second Street, Cordova	36B	3,373.15	64.80	3,437.95
Eyak Lake Road	36C	7,735.85	---	7,735.85

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

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

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

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

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

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

Description	Route Number	Construction	Maintenance	Total
Marshall Airfield	73D	$ 2,000.00	$ 320.00	$ 2,320.00
Paimute-Marshall	73E	143.10	322.18	465.28
Mountain Village-Hooper Bay	73F	---	1,343.75	1.343.75
Hooper Bay-Scammon Bay	73G	---	300.00	300.00
Chester Creek Boat Landing	75C	---	87.77	87.77
East First Street, Anchorage	75G	1,023.46	---	1,023.46
Lake Spenard Airfield	75H	1,780.03	---	1,780.03
Anchorage Airfield	75J	4,614.00	693.70	5,307.70
Spenard-Hood Canal	75N	20,720.36	3,008.67	23,729.03
Valdez Creek Airfield	76A	2,337.10	316.90	2,654.00
Cantwell Airfield	76B	---	659.53	659.53
Seward Depot	79	---	4,222.55	4,222.55
McGrath-Takotna	80A	---	428.05	428.05
McGrath-Takotna (Winter)	80AA	2,182.00	5,287.34	7,469.34
McGrath-Telida	80B	7,178.21	5,301.19	12,479.40
McGrath-Candle Creek	80C	---	305.29	305.29
Nixon Fork-Nixon Mine	80D	2,348.00	36.78	2,384.78
Takotna-Twin Peaks	80E	113.16	100.00	213.16

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

Description	Route Number	Construction	Maintenance	Total
Yakutat	91	$ 50.55	$ ---	$ 50.55
Bethel-Quinhagak	92A	1,797.50	8,319.33	10,116.83
Bethel-Tuluksak	92B	1,478.48	3,397.45	4,875.93
Akiakchak-Ohogamute	92C	1,584.00	2,469.42	4,053.42
Bennett's Cutoff	92D	396.00	---	396.00
Yukon-Kuskokwim Portage	92E	26,515.98	6,687.67	33,203.65
Quinhagak-Goodnews Bay	92F	2,417.77	6,795.76	9,213.53
Goodnews Bay-Platinum Creek	92FA	4,906.43	3,682.46	8,588.89
Goodnews Bay-Togiak	92G	2,203.33	1,831.22	4,034.55
Togiak-Mushagak	92H	4,192.16	4,300.82	8,492.98
Lewis Point-Naknek	92I	2,632.34	1,539.32	4,171.66
Naknek-Egegik	92J	2,105.00	877.84	2,982.84
Egegik-Kanatak	92K	350.00	877.50	1,227.50
Crooked Creek-Aniak	92L	820.00	1,380.08	2,200.08
Aniak-Tuluksak	92M	2,514.96	3,398.70	5,913.66
Marvel Creek Trail	92MA	---	592.53	592.53
Akiak-Canyon Creek	92N	---	306.00	306.00
Tuluksak-Foothills	920	1,185.12	743.32	1,928.44

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

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

BUILDINGS AND IMPROVEMENTS

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

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

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

UNDISTRIBUTED SURVEYS

ACTIVE 1/

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

INACTIVE 2/

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

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

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

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