

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

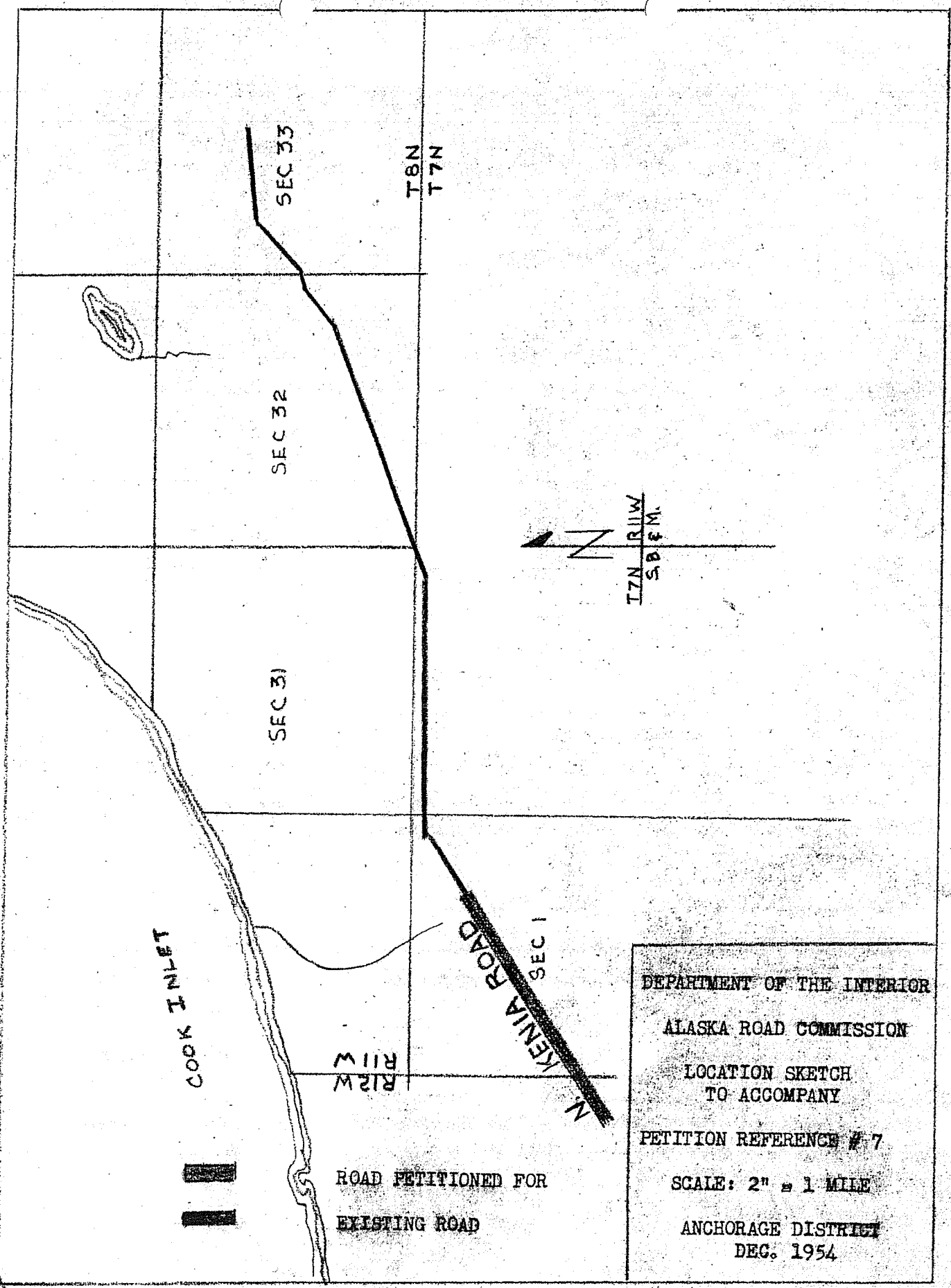
Date November 1954

DISTRICT Anchorage

TYPE Farm Road

1. Date of Petition	<u>1954</u>	No. Signers <u>79</u>	District Petition No. <u>7</u>
2. General Area	<u>North Kenai - North Kenai Farm Road</u>		
3. Location (Accurate Description)	<u>Beginning at Sta. 81 1/2 North Kenai Road continuing N57°E 1200'; thence due east 1800'; thence N69°E 561' to Sec. Cor. 5, 6, 31, 32, T8N, 71W, R11W, continuing N69°E, 4500'; thence N50° 1/2' E 650'; thence N64° 1/2' E 460'; thence N46° 1/2' E 1194'; thence N63° 1/2' E 1919' end of location.</u>		
4. Proposed Work	<u>Clearing, stripping and gravelling with an overhaul negligible due to possibilities for side borrow. Top soil 10" to 24" deep, then gravel. Spruce, Birch and Cottonwood from 3 to 24" in diameter. Approximately 210 feet of 18" full circle culvert required.</u>		
5. Land Status	<u>100% P.L.O. #601</u>		
6. Estimates	Engineering _____	\$ <u>1,200</u>	
	Construction _____	\$ <u>22,200</u>	
	Contingencies _____	\$ _____	
	TOTAL _____	\$ <u>23,400</u>	
	COST PER MILE _____	\$ <u>8,000</u>	
7. Recommendations and Remarks	<u>Recommend this be constructed during the 1955 construction season as it will open new and undeveloped farm lands and possible recreational site at a lake.</u>		
Priority Assigned _____	Year _____	(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 7
 SCALE: 2" = 1 MILE
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

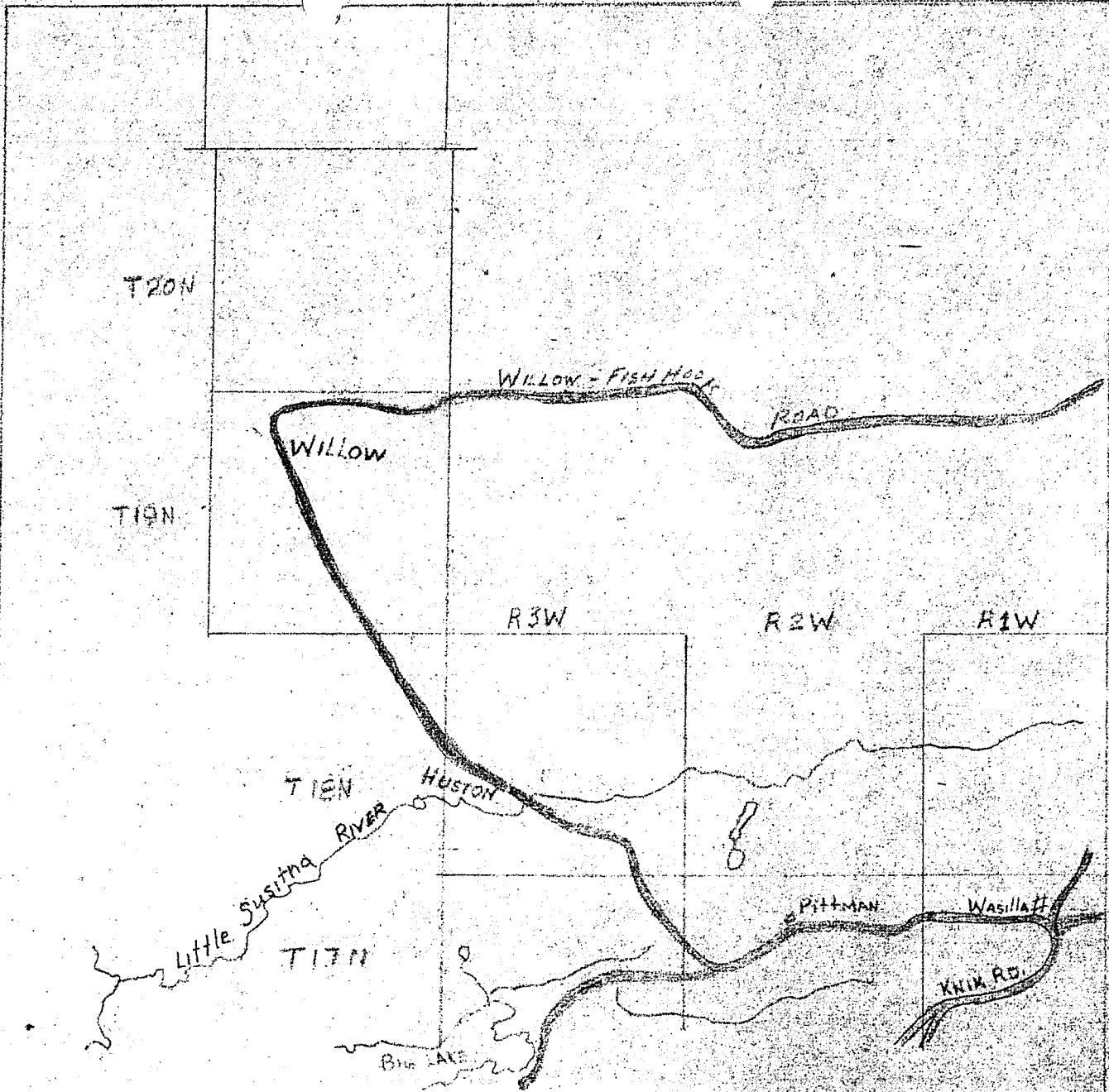
PETITION FOR ROAD



Date November 1954

DISTRICT Anchorage TYPE Farm Road

1. Date of Retition	<u>12/30/52</u>	No. Signers	<u>45</u>	District Petition No.	<u>50</u>
2. General Area	<u>Matanuska Valley</u>				
3. Location (Accurate Description)	<u>Closely paralleling the Alaska Railroad the proposed road would join the existing road one mile south of the Little Susitna River. The road would then join Willow and Houston to the Valley network. 12 Miles</u>				
4. Proposed Work	<u>Area varies from a good gravel sub-surface material with little overburden to heavy swamp covered with scrub spruce.</u>				
5. Land Status	<u>Public Lands</u>				
6. Estimates	Engineering	_____	\$	<u>13,000</u>	
	Construction	_____	\$	<u>180,000</u>	
	Contingencies	_____	\$	<u>10,000</u>	
	TOTAL	_____	\$	<u>203,000</u>	
	COST PER MILE	_____	\$	<u>17,000</u>	
7. Recommendations and Remarks	<u>Two miles of construction toward Willow will constitute the recommendation for 1955 construction season.</u>				
Priority Assigned	_____	Year	_____	(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



-  ROAD PETITIONED FOR
-  EXISTING ROADS

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 50
 SCALE: NO SCALE
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

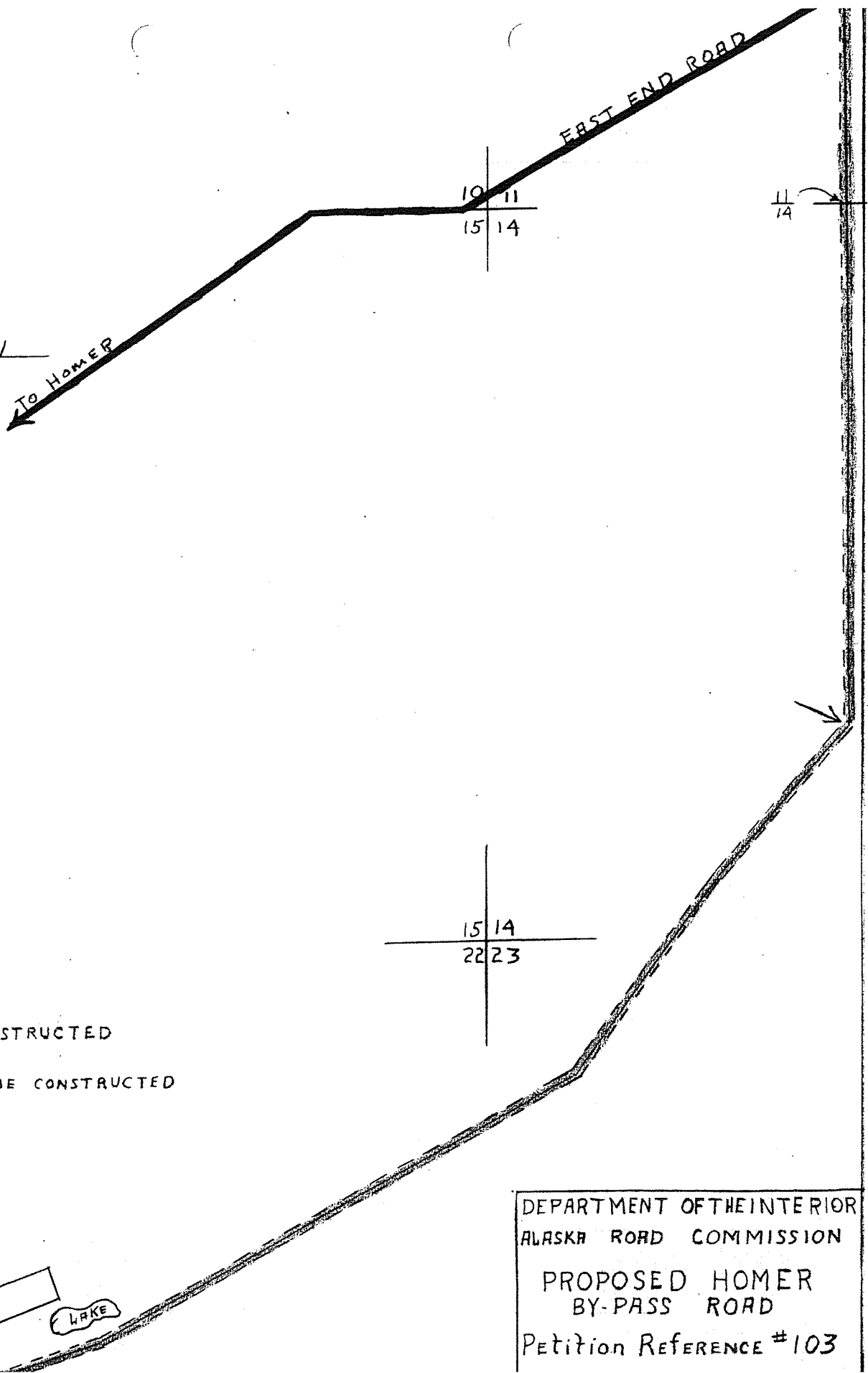
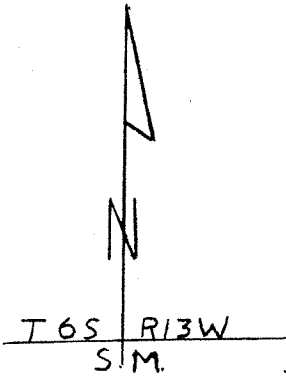
PETITION FOR ROAD



Date November 1954

DISTRICT Anchorage INSTRUMENT TYPE Farm Road

1. Date of Petition	<u>May 6, 1952</u>	No. Signers	<u>22</u>	District Petition No.	<u>103</u>
2. General Area	<u>Kenai Peninsula (Homer)</u>				
3. Location (Accurate Description)	<u>Beginning at the end of the Homer By-Pass Road thence in a northeasterly direction through sections 22, 23, 11 & 14, T6S, R13W, S.M.; connecting with the East End Road near Millers Landing; proposed roadway is 2.61 miles in length.</u>				
4. Proposed Work	<u>Clearing involves 3500' of scrub spruce (2" to 4" diameter) and 1500' of spruce up to 18" diameter. Very little stripping is necessary and will require a 2 to 3 foot fill over the undisturbed muskeg. Terrain is flat, mostly swamp, a little drier in the heavy timber. Soil is muskeg over peat. Fill material to be obtained from the beach with a dragline. Overall is approximately 5000' to the center of the project.</u>				
5. Land Status	<u>8% privately owned. 92% Public Law 229 80% under P.L.O. #601</u> (Five acre plot not established for R.O.W. clearance yet.)				
6. Estimates	Engineering	_____	\$	<u>700</u>	
	Construction	_____	\$	<u>41,000</u>	
	Contingencies	_____	\$		
	TOTAL	_____	\$	<u>41,200</u>	
	COST PER MILE	_____	\$	<u>15,500</u>	
7. Recommendations and Remarks	<u>Construction of this road will open a new area which will serve 79 small tract areas. Ground is not the best for building, but people are settling in this area.</u>				
Priority Assigned	_____	Year	_____	(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



 CONSTRUCTED
 TO BE CONSTRUCTED

BELUGA LAKE

AIRFIELD

LAKE

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
PROPOSED HOMER
BY-PASS ROAD
Petition Reference #103

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

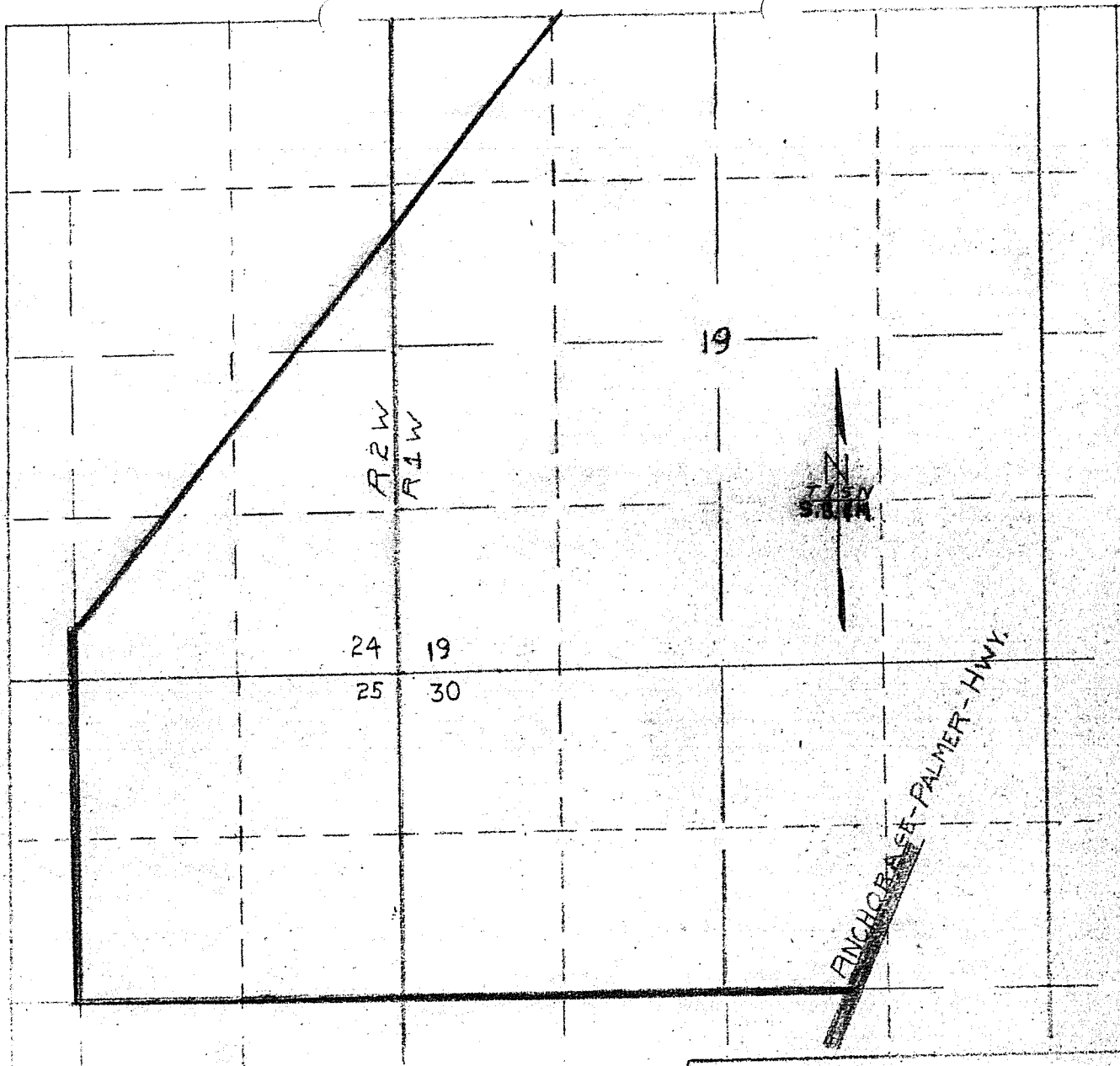
PETITION FOR ROAD

Date November 1954

DISTRICT Anchorage TYPE Farm

1. Date of Petition	<u>None</u>	No. Signers	<u>75</u>	District Petition No.	<u>127</u>
2. General Area	<u>Anchorage-Birchwood</u>				
3. Location (Accurate Description)	<u>Beginning at the Anchorage-Palmer Highway 200' West of CE 1/16 Cor. Sec. 30 T15N R2W, SB&M; Thence West 540' to C 1/4 Cor. Sec. 25 T15N R2W, SB&M; Thence North 3198' to a point 558' North of 1/4 Cor. Sec. 24 & 25 T15N R2W, SB&M; Thence N 38°42' E 6164' Total distance equals approx. 15,762'.</u>				
4. Proposed Work	<u>Clearing and stripping through the following growth of Spruce & Birch. 10"-18"= 4985'; 6"-10"= 330'; 6"-Max.=660'; 3"-Max.= 9747'. Soil consists of sand and silt but dry and will need gravel for all-weather road; there are gravel benches in the area. Possible wet ground 2000', definitely wet 200'. There is 1000' of rock outcropping in route but no rock work is anticipated. Culvert: 300' for possible spring drainages.</u>				
5. Land Status	<u>100% reserved for P.L.O. #601</u>				
6. Estimates	Engineering			\$	<u>1,200</u>
	Construction			\$	<u>33,300</u>
	Contingencies			\$	
	TOTAL			\$	<u>34,500</u>
	COST PER MILE			\$	<u>11,500</u>
7. Recommendations and Remarks	<p><u>6722' of proposed route goes through Forest Reserve.</u></p> <p><u>5280' of proposed route goes through proposed Small Tracts.</u></p> <p><u>Open new small tract area and a step in completing loop back to Glenn Highway through Birchwood Small Tracts area.</u></p>				
Priority Assigned _____	Year _____	(DISTRICT ENGINEER)			



(SEE INSTRUCTIONS ON REVERSE SIDE)



A2W
A1W



FINCH CRASSA-PALMER-HWY.

 ROAD PETITIONED FOR
 EXISTING ROAD

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 127
 SCALE: 4" = 1 MILE
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

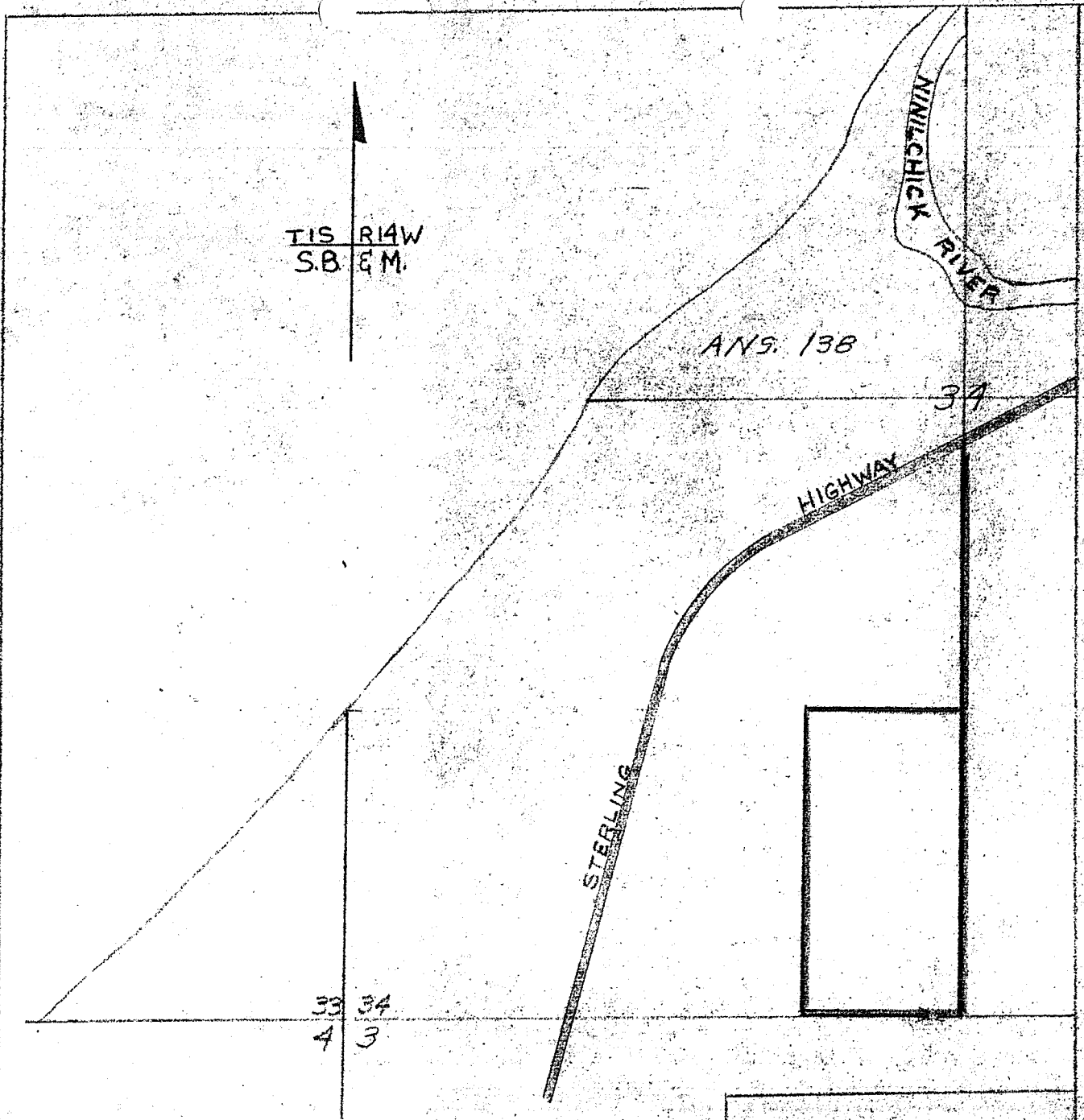
PETITION FOR ROAD



Date December 7, 1954

DISTRICT Anchorage TYPE Farm Road

1. Date of Petition	<u>5/12/53</u>	No. Signers	<u>12</u>	District Petition No.	<u>131</u>
2. General Area	<u>Kenai Peninsula (Ninilchik area)</u>				
3. Location (Accurate Description)	<u>Beginning at a point on the Sterling Highway, 187.4' due south of the center of Sec. 34, thence south 2155.3' to 1/4 Cor. Secs. 34 & 3; thence West 660.6'; thence north 1321.4'; thence East 660.6' to the 1/16 Cor. same being a P.O.T. on the So. leg of proposed road. Total construction 6000'. E1S, R1W, S1M.</u>				
4. Proposed Work	<u>Clearing heavy spruce timber and brush and disposing of same. Light stripping and grading. Gravel complete project. Due to this being mostly a small tract area cleared material should be disposed of to eliminate all burns.</u>				
5. Land Status	<u>Easement provision made covering all proposed road by Bureau of Land Management small tracts.</u>				
6. Estimates	Engineering	_____	\$	<u>600</u>	
	Construction	_____	\$	<u>9,400</u>	
	Contingencies	_____	\$		
	TOTAL	_____	\$	<u>10,000</u>	
	COST PER MILE	_____	\$	<u>9,000</u>	
7. Recommendations and Remarks	<u>Road as outlined recommended as serving the most people with shortest line. An extension on the east-west section line from the 1/64 corner to the intersection with Sterling of 1011.2' would be a valuable road.</u>				
Priority Assigned	_____	Year	_____	(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



 ROAD PETITIONED FOR
 EXISTING ROAD

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 134
 SCALE: 1" = 660'
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

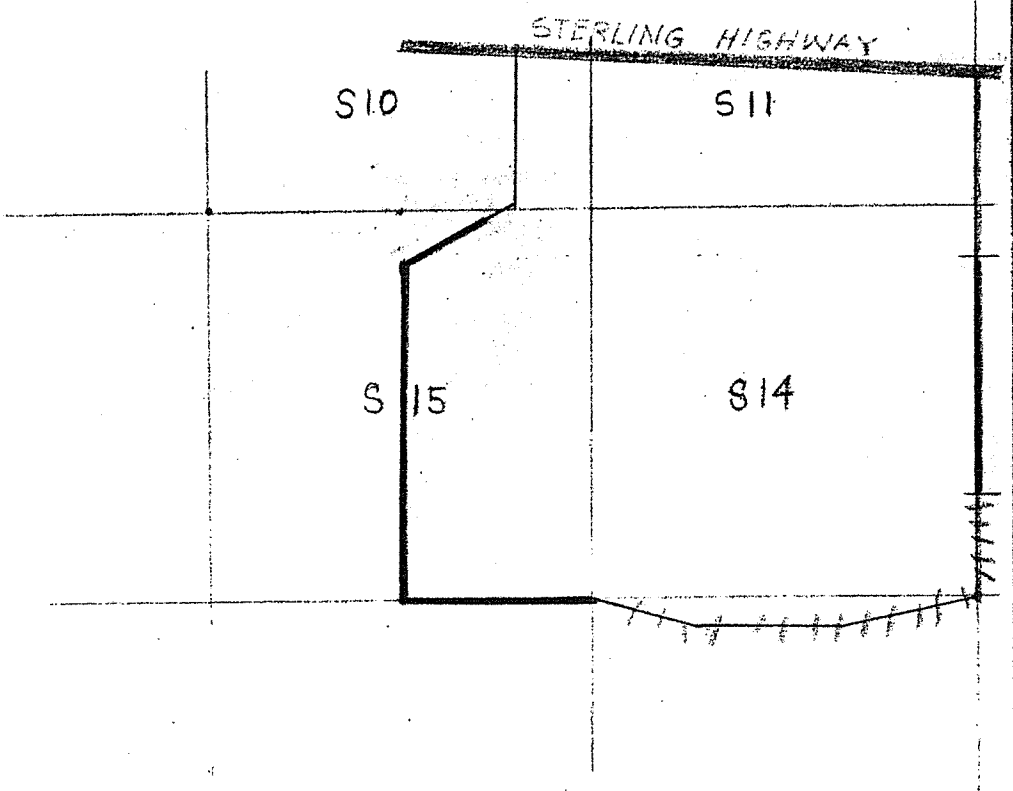
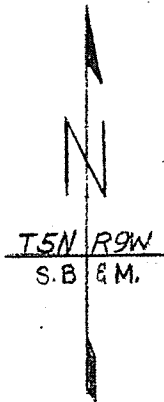
PETITION FOR ROAD


Date December 1954


DISTRICT Anchorage TYPE Farm Road

1. Date of Petition	<u>Nov. 5, 1953</u>	No. Signers	<u>Alaska Soils Conservation</u>	District	<u>139</u>	Petition No.	
2. General Area	<u>Kenai Peninsula Moose River Area, Scout Lake Road</u>						
3. Location (Accurate Description)	<u>Beginning where Sterling Highway crosses sec. line between Sec. 11 & 12, T5N, R9W, thence due south 7,135' along sec. line to Sec. Cor. S11, S13, S24, S23, T5N, R9W, S11, thence S78°41' W 1,932'; thence due west 1,883'; thence N75°48' W 1,550' to Sec. Cor. S11, S15, S22, S23, thence due west 2,640' to 1/2 Cor. between Sec. 15, 22, thence due north 1,620' thence N63°26'E 1,707'; thence due north 2,100 feet to Sterling Highway. Total length 23,437'.</u>						
4. Proposed Work	<u>Clearing and stripping with gravel overhaul. Soil - 18" silt then sand. Spruce, birch, aspen up to 6" in diameter.</u> <u>300' of 18" full circle culvert.</u> <u>30' of 30" full circle culvert.</u>						
5. Land Status	<u>100% under P.L.O. #601.</u>						
6. Estimates	Engineering	_____	\$	<u>1,700</u>			
	Construction	_____	\$	<u>27,000</u>			
	Contingencies	_____	\$				
	TOTAL	_____	\$	<u>28,700</u>			
	COST PER MILE	_____	\$	<u>9,000</u>			
7. Recommendations and Remarks	<u>Construction completed 6,437' approximately 1954 season. Balance to be constructed 1955 season is 17,000' to complete proposed road.</u>						
Priority Assigned	_____	Year	_____	(DISTRICT ENGINEER)			

(SEE INSTRUCTIONS ON REVERSE SIDE)



 ROAD PETITIONED FOR

 EXISTING ROAD

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 139

SCALE: 2" = 1 MILE

ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

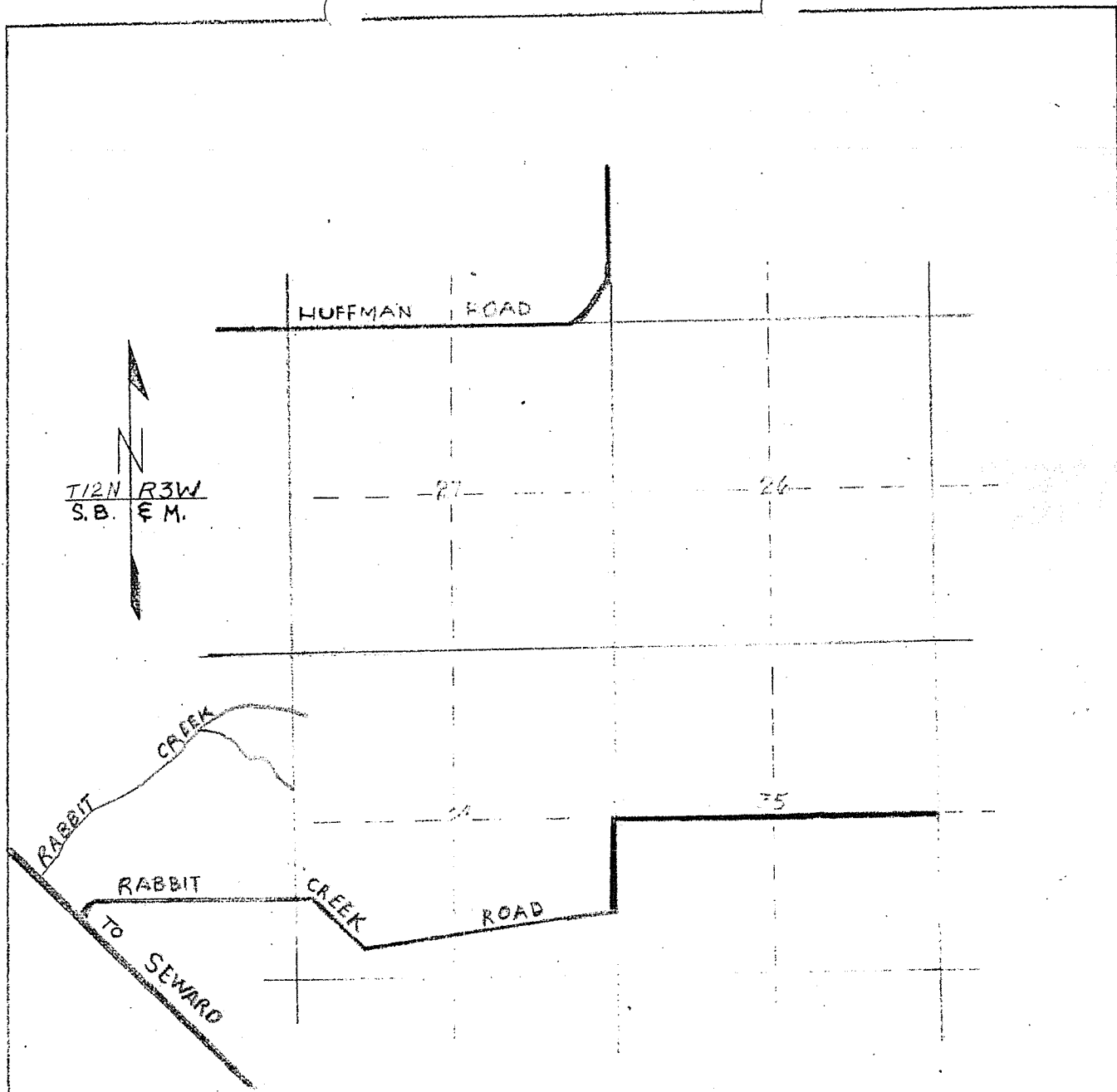
PETITION FOR ROAD



Date November 1954

DISTRICT Anchorage TYPE INDEPENDENT Farm Road

1. Date of Petition	<u>12/10/53</u>	No. Signers	<u>9</u>	District	<u>110</u>
2. General Area	<u>Anchorage</u>				
3. Location (Accurate Description)	<u>Beginning at end of existing Rabbit Creek Road the S 1/16 Corner, Sec. 35, T12N, R3W, S.M.; thence due north 1,520 feet to 1/4 Corner; thence due east 5,280 feet. Total length 1 1/2 miles.</u>				
4. Proposed Work	<u>Clearing and stripping. Good material below top soil with an overhaul distance of 2 miles.</u> <u>Terrain is very rolling and has heavy stand of timber with diameters up to 10".</u>				
5. Land Status	<u>100% subject to P.L. #601</u>				
6. Estimates	Engineering		\$	<u>1,660</u>	
	Construction		\$	<u>19,090</u>	
	Contingencies		\$		
	TOTAL		\$	<u>20,750</u>	
	COST PER MILE		\$	<u>16,600</u>	
7. Recommendations and Remarks	<p><u>This location as requested is poor.</u></p> <p style="text-align: right;">Distribution: 2 - Hdqtr. ARC 1 - B.L.M. for review 1 - District file</p>				
Priority Assigned		Year		(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



-  ROAD PETITIONED FOR
-  EXISTING ROADS

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 140
 SCALE: 2" = 1 MILE
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

Date November 1954

DISTRICT Anchorage TYPE 2ND CLASS Farm Road

1. Date of Petition	<u>11/11/53</u>	No. Signers	<u>59</u>	District	<u>111</u>																				
<p>2. General Area <u>Spruce Island near Kodiak</u></p>																									
<p>3. Location (Accurate Description) <u>Will require a location survey. General location is (1) Ouzinkie, Alaska to Monks Lagoon on eastern end of Spruce Island--12 miles in length (2) Ouzinkie, Alaska to Pineapple Cove on northwestern section of Spruce Island--3 miles in length.</u></p>																									
<p>4. Proposed Work <u>Clearing of heavy timber and stripping top soil. Longest overhaul 3 miles. The sub-soil is good with sand and gravel but timber is in heavy dense stands with 8" to 31 diameters. Terrain is hills and beaches.</u> <u>(1) Ouzinkie to Monks Lagoon will require 15 culverts 30" dia., average length of 36', and a bridge with 20' spans</u> <u>(2) Ouzinkie to Pineapple Cove will require 8 culverts 24" dia., average length of 30'.</u></p>																									
<p>5. Land Status <u>Depends on location survey.</u></p>																									
<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">6. Estimates</td> <td style="width:45%;">Engineering</td> <td style="width:15%; text-align: right;">\$</td> <td style="width:25%;"><u>26,250</u></td> </tr> <tr> <td></td> <td>Construction</td> <td style="text-align: right;">\$</td> <td><u>236,250</u></td> </tr> <tr> <td></td> <td>Contingencies</td> <td style="text-align: right;">\$</td> <td></td> </tr> <tr> <td></td> <td>TOTAL</td> <td style="text-align: right;">\$</td> <td><u>262,500</u></td> </tr> <tr> <td></td> <td>COST PER MILE</td> <td style="text-align: right;">\$</td> <td><u>17,500</u></td> </tr> </table>						6. Estimates	Engineering	\$	<u>26,250</u>		Construction	\$	<u>236,250</u>		Contingencies	\$			TOTAL	\$	<u>262,500</u>		COST PER MILE	\$	<u>17,500</u>
6. Estimates	Engineering	\$	<u>26,250</u>																						
	Construction	\$	<u>236,250</u>																						
	Contingencies	\$																							
	TOTAL	\$	<u>262,500</u>																						
	COST PER MILE	\$	<u>17,500</u>																						
<p>7. Recommendations and Remarks <u>This will require barging equipment from Kodiak but under a contract with local barge owner would be approximately \$500.00.</u> <u>Paul Stover, Foreman at Kodiak, made a physical reconnaissance which is the basis for the above estimate.</u></p>																									
<p>Priority Assigned _____ Year _____ (DISTRICT ENGINEER)</p>																									

(SEE INSTRUCTIONS ON REVERSE SIDE)

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

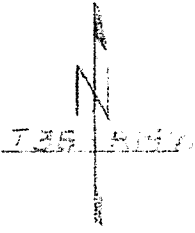
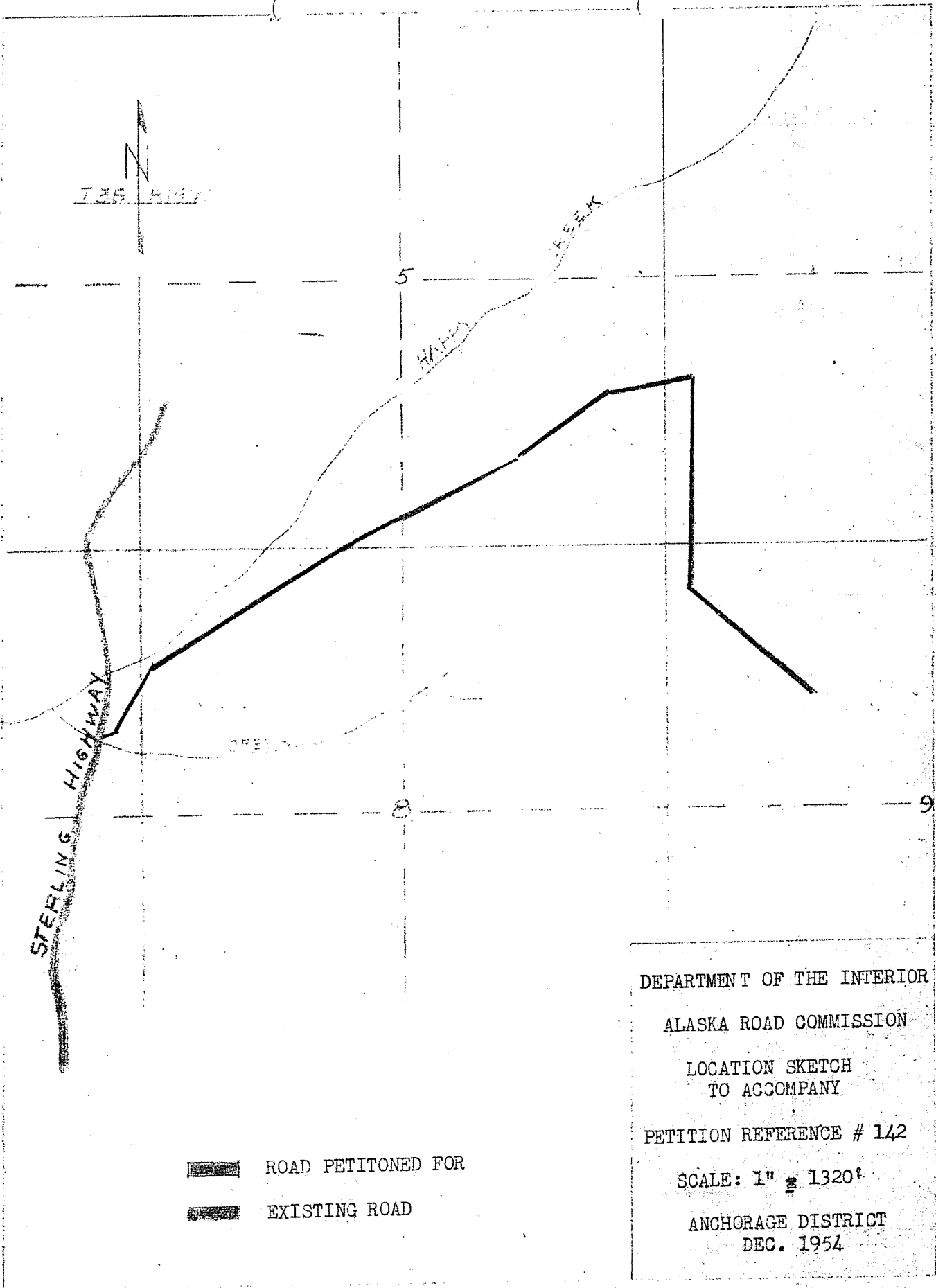
PETITION FOR ROAD

Date November 1954

DISTRICT Anchorage INSTRUCTIONS TYPE Farm Road

1. Date of Petition	<u>11/7/54</u>	No. Signers	<u>9</u>	District	<u>112</u>
2. General Area					
<u>Kenai Peninsula (Minilehik area)</u>					
3. Location (Accurate Description)					
<u>Beginning approximately 660' south of Happy Creek, along the Sterling Highway, thence N30 E 700', thence N60 E 6,000 + ; thence N80 E 700' +; thence due south 1,600' +; thence 1,600' - 545' E. Total length 10,600 feet.</u>					
4. Proposed Work					
<u>Clearing, stripping and gravelling with a 700' cut, side hill section 40% + side hill slope. Terrain rolling hills with 3" to 24" spruce and scattered birch.</u>					
5. Land Status					
<u>40% P.L.O. #601 60% privately owned.</u>					
6. Estimates					
Engineering				\$	<u>850</u>
Construction				\$	<u>24,000</u>
Contingencies				\$	
TOTAL				\$	<u>24,850</u>
COST PER MILE				\$	<u>12,400</u>
7. Recommendations and Remarks					
Distribution: 2 - Hdqtr. ARC 1 - B.L.M. for review 1 - District file					
Priority Assigned		Year		(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



STERLING HIGHWAY

HAPPY CREEK

- ROAD PETITIONED FOR
- EXISTING ROAD

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 142
 SCALE: 1" = 1320'
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

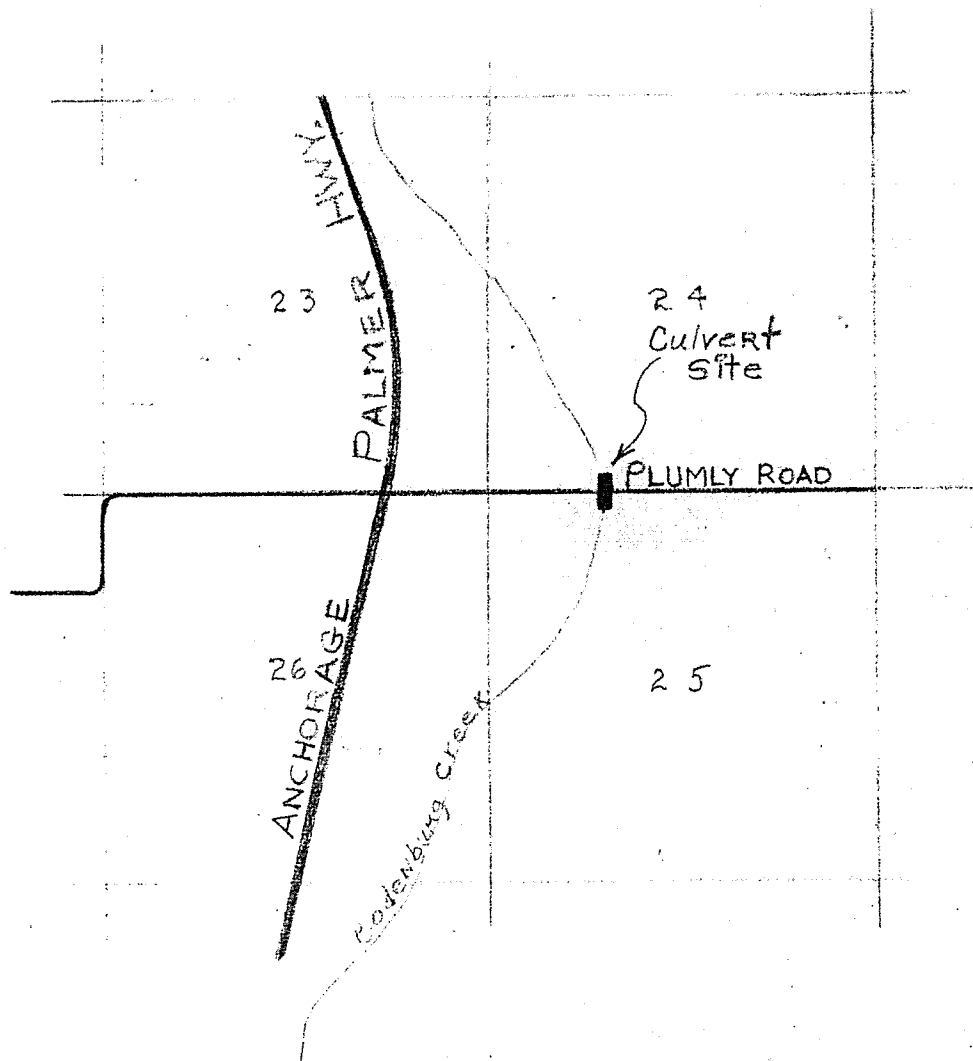
Date November 1954

DISTRICT Anchorage INSTRUCTIONS TYPE Farm Road Bridge

1. Date of Petition	<u>11/15/54</u>	No. Signers	<u>16</u>	District Petition No.	<u>143</u>
2. General Area					
<u>Anchorage</u>					
3. Location (Accurate Description)					
<u>This bridge lies 3/4 of a mile from Glenn Highway on Plumly Road Section 24, T17N, R2E, S.M.</u>					
4. Proposed Work					
<u>Construction of bridge 25 feet long -- timber construction.</u>					
<u>Multi-Plate Pipe Arch, 30 feet long. This would require a fill. This material can be side borrow as it is all good material.</u>					
5. Land Status					
<u>Right-of-Way clear for construction.</u>					
6. Estimates					
	Engineering	_____	\$	<u>500</u>	
	Construction	_____	\$	<u>5,000</u>	
	Contingencies	_____	\$		
	TOTAL	_____	\$	<u>5,500</u>	
	COST PER MILE	_____	\$		
7. Recommendations and Remarks					
<u>Two 30" culverts installed summer 1954 construction season and have proven adequate.</u>					
Priority Assigned _____ Year _____					
(DISTRICT ENGINEER)					

(SEE INSTRUCTIONS ON REVERSE SIDE)

T17 N R2E
S. B. & M.



DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

LOCATION SKETCH
TO ACCOMPANY

PETITION REFERENCE # 143

SCALE: 2" = 1 MILE

ANCHORAGE DISTRICT
DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

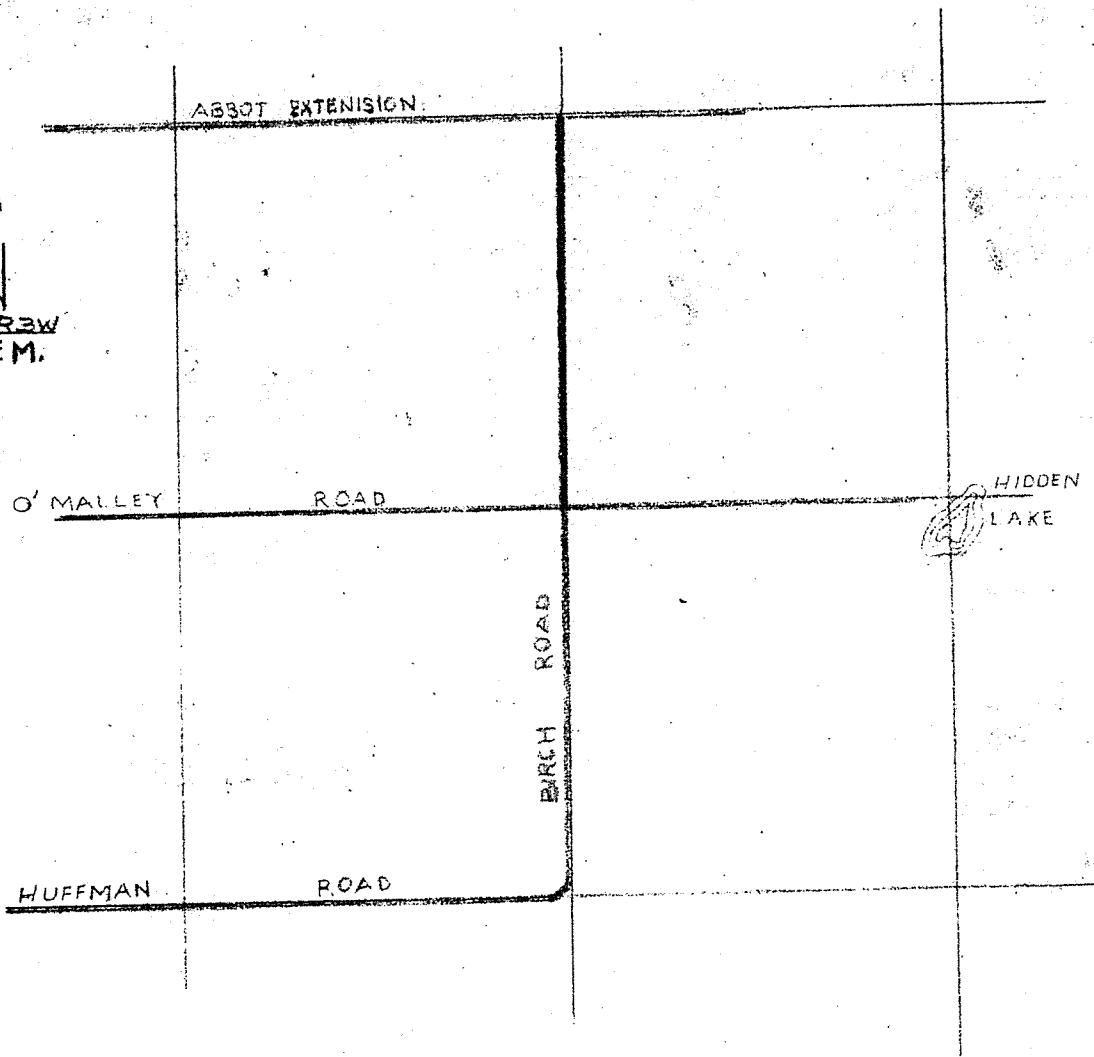
Date November 1954



Farm Road TYPE

Anchorage DISTRICT

1. Date of Petition	<u>1/20/54</u>	No. Signers	<u>16</u>	District	<u>1114</u>
2. General Area	<u>Anchorage</u>				
3. Location (Accurate Description)	Beginning sec. for common to sections 15, 22 & 23 T12N, R2W, S.M. 1. thence due north 5,280 feet or 1 mile.				
4. Proposed Work	Striping and clearing with material supplied from a 2.5 mile overhauled terrain is gentle rolling with .25 mile of swamp. Timber stands of cotton-wood, birch, and spruce varying from 2" to 10" through.				
5. Land Status	70% under P.L. #601 30% under P.L. #229				
6. Estimates	Engineering	\$	500	Construction	\$
	Contingencies	\$	14,000		
	TOTAL	\$	14,500		
	COST PER MILE	\$	14,500		
7. Recommendations and Remarks	This road would close a loop for school bus service and consolidate the Abbott Loop Road system with O'Malley, Birch and Hurtman Roads.				
Priority Assigned	Year _____ (DISTRICT ENGINEER)				

T1/2N R3W
S.B. & M.



-  ROAD PETITIONED FOR
-  EXISTING ROADS

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

LOCATION SKETCH
TO ACCOMPANY

PETITION REFERENCE # 144

SCALE: 2" = 1 MILE

ANCHORAGE DISTRICT
DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

Date November 1954

DISTRICT Anchorage TYPE Farm Road

1. Date of Petition 6/12/54 District 145
No. Signers 25
Petition No. 145

2. General Area Matanuska Valley

3. Location (Accurate Description) Beginning at the end of the Schrock Road, which is 1320' due East, 1320' due North of Sec. Cor. 21, 22, 27 & 28; thence due North 590' to C-Section line, 1320' due East of 1/4 Cor. Sec. 15 & 16; thence due West 1320' to 1/4 Cor. Sec. 15 & 16; thence meandering 2.2 miles in a southwesterly direction, paralleling the Little Susitna River to the N 1/6th Cor. Sec. 19 & 20; thence due North 3300' to 1/4 Cor. Sec. 17 & 18; At 1/4 Cor. Sec. 17 & 18 a spur due West 1 mile to 1/4 Cor. Sec. 18 & Sec. 13, T18N, R2W; also at 1/4 Cor. Sec. 17 & 18 a spur due East 1 mile to 1/4 Cor. Sec. 16 & 17. A spur beginning 1320' due East of 1/4 Cor. Sec. 15 & 16, 2640' due East ending 1320' West of 1/4 Cor. Sec. 14 & 15. All area is in T18N, R1W. (6.7 Miles long).

4. Proposed Work: Stripping and clearing. Build or move in a bridge approx. 150' to span the Little Susitna River. Side borrow possible in many areas. Gravel pits can be prospect.

5. Land Status
70% P.L.O. #601
30% Privately Owned

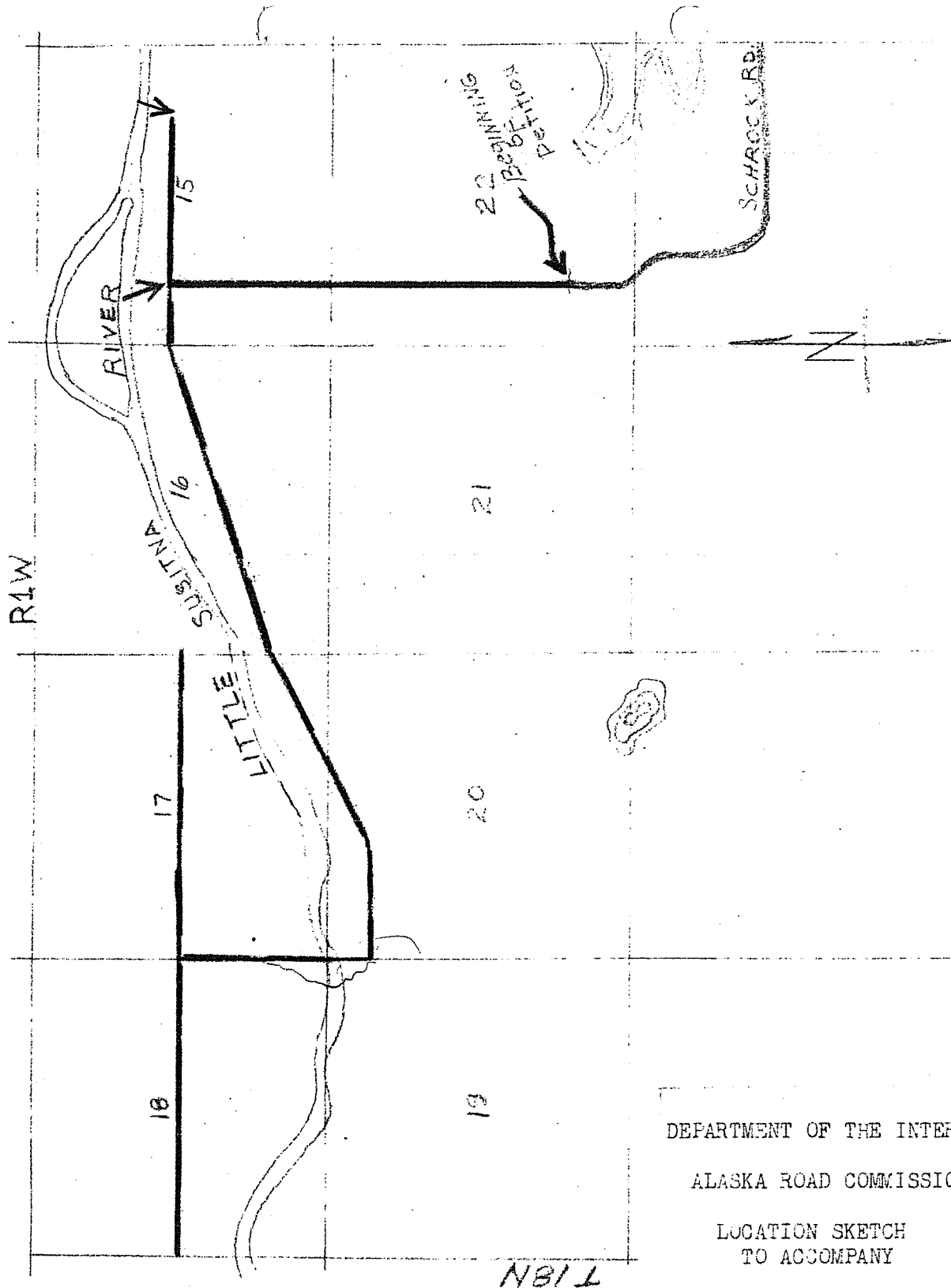
6. Estimates	Engineering	\$ 4,000
	Construction	\$ 90,000
	Contingencies	Bridge 150' \$ 32,000
	TOTAL	\$ 126,000
	COST PER MILE	\$ 14,000

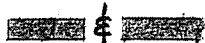


7. Recommendations and Remarks

To build the whole project would be costly but the first 6000' North off of Schrock Road and the 2640' spur at the end in Sec. 15 would directly aid 10 homesteaders and open up good dry land for development. The cost would be \$23,000 for this division.

Priority Assigned _____ Year _____ (DISTRICT ENGINEER)

(SEE INSTRUCTIONS ON REVERSE SIDE)



-  ROAD PETITIONED FOR
-  ROAD FOR 1955 CONSTRUCTION
-  EXISTING ROAD

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 145

SCALE: 2" = 1 MILE

ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

Date November 1954

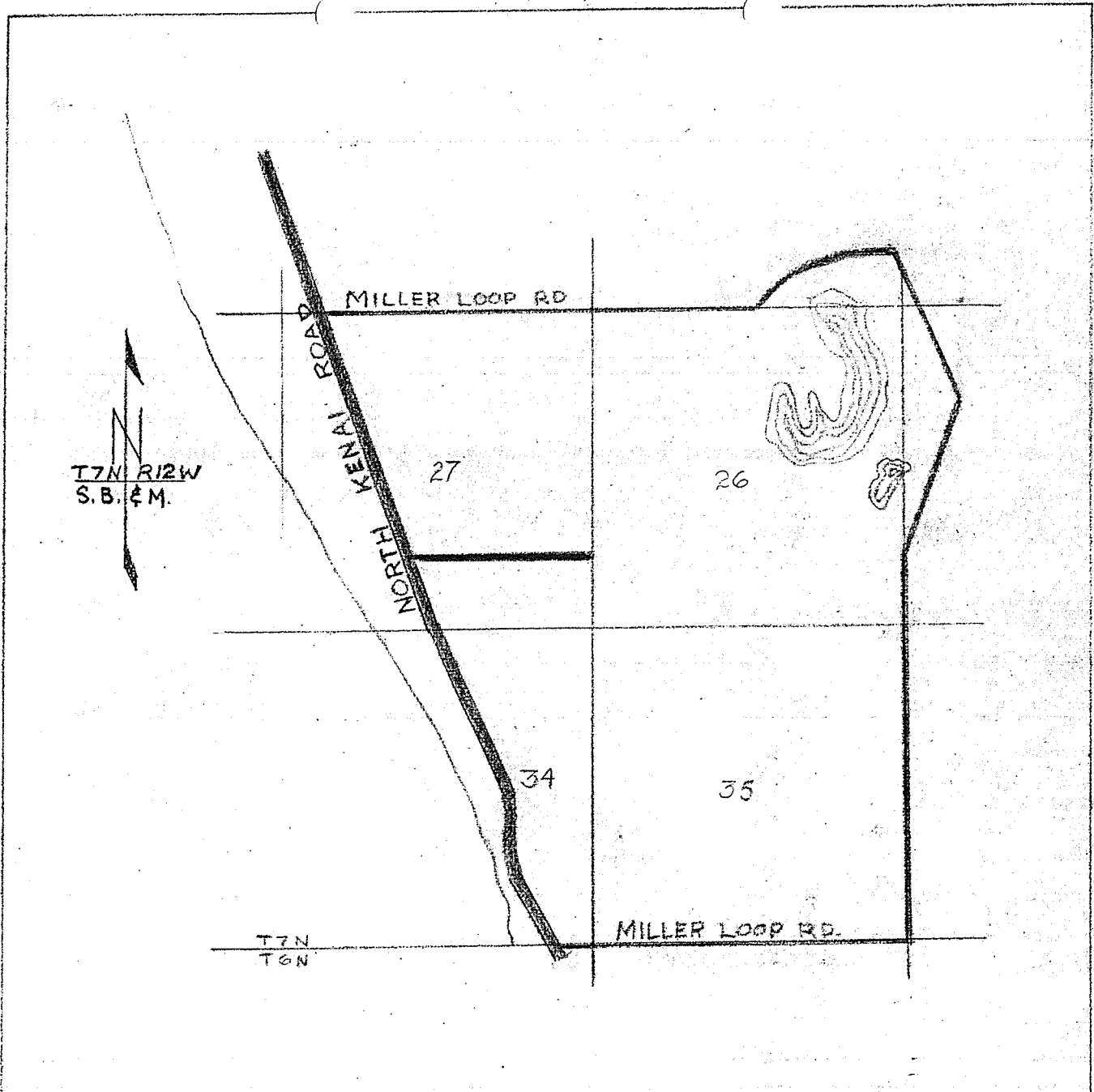
DISTRICT Anchorage



INSTRUCTIONS
TYPE

Farm Road

1. Date of Petition	<u>6/29/54</u>	No. Signers	<u>3</u>	District	<u>146</u>
2. General Area	<u>Kenai Peninsula</u>				
3. Location (Accurate Description)	<u>Beginning at a point on North Kenai Farm Road 1,320 feet north of section line common to Sections 34 and 27, T7N, R12W, S.M.; thence due east approximately 0.6 of a mile to intersection with section line common to Sections 26 and 27.</u>				
4. Proposed Work	<u>Clearing and stripping. Sources of gravel about 2 miles overhaul. Terrain is rolling with some timber stands of Spruce and Birch with diameters of 4" to 10" at the butt. Approximately 1/4 is swamp but the balance has good sand or gravel under 8" to 20" of top soil.</u>				
5. Land Status	<u>100% Reserved under P.L. 601</u>				
6. Estimates	Engineering		\$	<u>780</u>	
	Construction		\$	<u>7,800</u>	
	Contingencies		\$		
	TOTAL		\$	<u>8,580</u>	
	COST PER MILE		\$	<u>14,300</u>	
7. Recommendations and Remarks	<p style="text-align: right;">Distribution: 3 - Hdqtr. ARC 1 - B.L.M. for review 1 - District file</p>				
Priority Assigned	Year	(DISTRICT ENGINEER)			

(SEE INSTRUCTIONS ON REVERSE SIDE)



-  ROAD PETITIONED FOR
-  EXISTING ROADS

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 146
 SCALE: 2" = 1 MILE
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

Date November 1954

DISTRICT

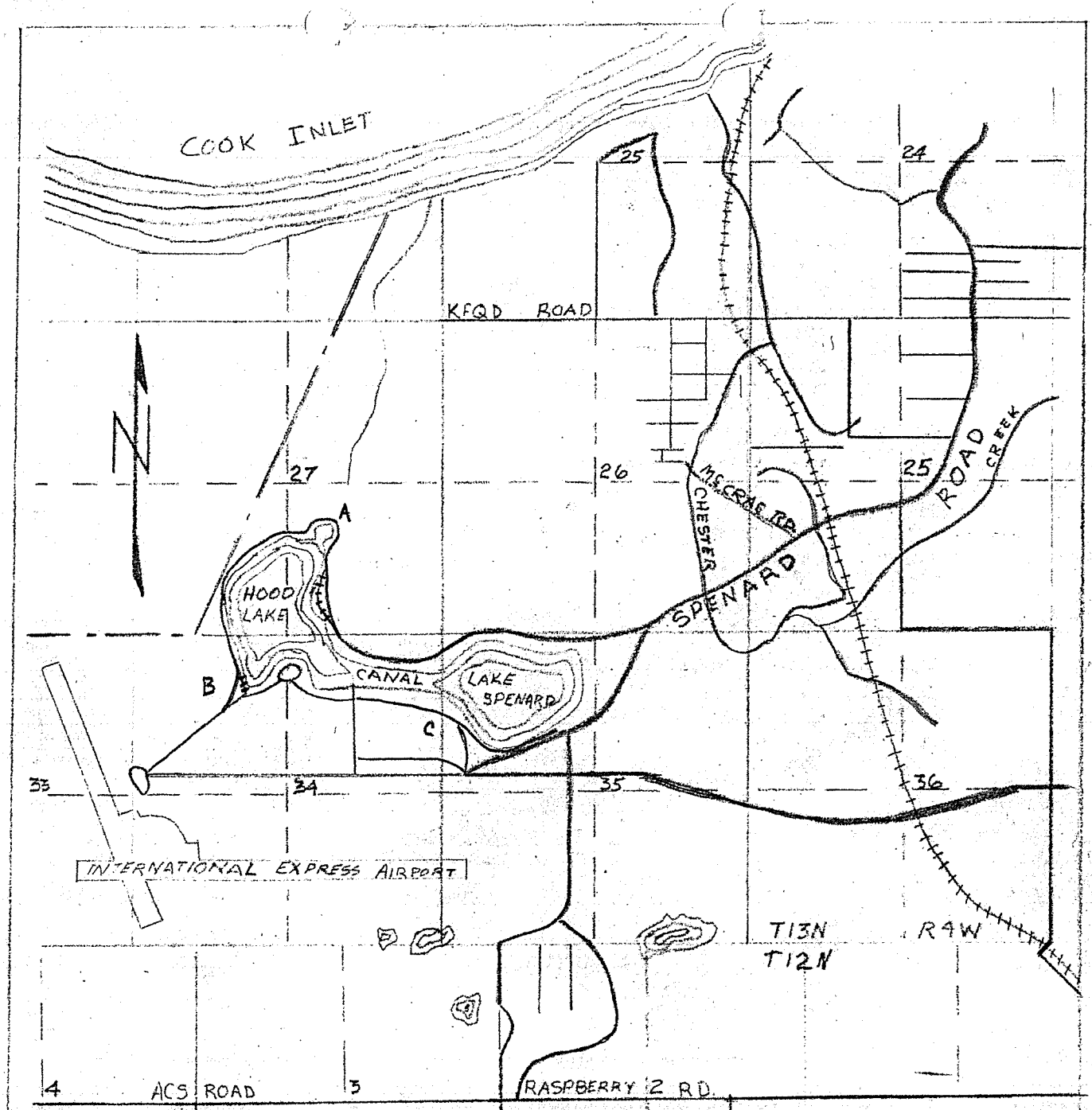
Anchorage




INSTRUCTIONS
TYPE

Recreational

1. Date of Petition	<u>6/20/54</u>	No. Signers	<u>100</u>	District	<u>147</u>
2. General Area					
<u>Anchorage</u>					
3. Location (Accurate Description)					
<u>Beginning at a point 1503' W of Sec. Cor. 27, 26, 34, 35, T13N, R1W, S24E; thence N19°15'W 812' to P.I.; thence N20°00'E 681' to P.I.; thence N8°10'E 813' to P.C.; Curve 703.7', radius 224', to the left; thence S8°10'W 147' to P.I.; thence S89°10'W 630' to P.I.; thence S58°10'W 705' to P.I.; thence S34°10'W 681' to P.I.</u>					
4. Proposed Work					
<u>Clearing and stripping. Source of material about 0.5 mile haul. There is no good fill material in the area. The swamp areas consist of about two feet of swamp moss with peat to a depth of about six feet, at this level blue clay exists. The CAA is desirous to have this area filled with fines to seal off drainages out of the lake. There is a large deposit of dry sand available. There are few trees in the area; those existing are Birch and Spruce to six inches.</u>					
5. Land Status					
<u>Land is in the jurisdiction of the City of Anchorage and the Civil Aeronautics Administration.</u>					
6. Estimates					
Engineering				\$	<u>600</u>
Construction				\$	<u>18,000</u>
Contingencies				\$	<u>2,400</u>
TOTAL				\$	<u>21,000</u>
COST PER MILE				\$	<u>21,000</u>
7. Recommendations and Remarks					
<u>Total distance 5153' of which only approximately 600' is dry ground, the remaining being over very wet swamp.</u>					
<u>There are existing access roads into this area, but they are of poor quality.</u>					
<u>Referring to sketch attached, Section B is supplied with a sufficient access. Section C is also deleted as undesirable as the Airport Manager and Fish and Wildlife cannot see justification as area has been closed to use with the exception of about 1000' which is too close to the Spenard and International Airport Roads to allow building between the Lake Spenard and said roads, the average distance between lake and roads being 150'.</u>					
Priority Assigned		Year		(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



-  ROADS PETITIONED FOR
-  EXISTING ROADS
-  ROADS TO BE DISCONTINUED

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 147
 SCALE: 2" = 1 MILE
 ANCHORAGE DISTRICT
 DEG. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

Date November 1954

DISTRICT Anchorage

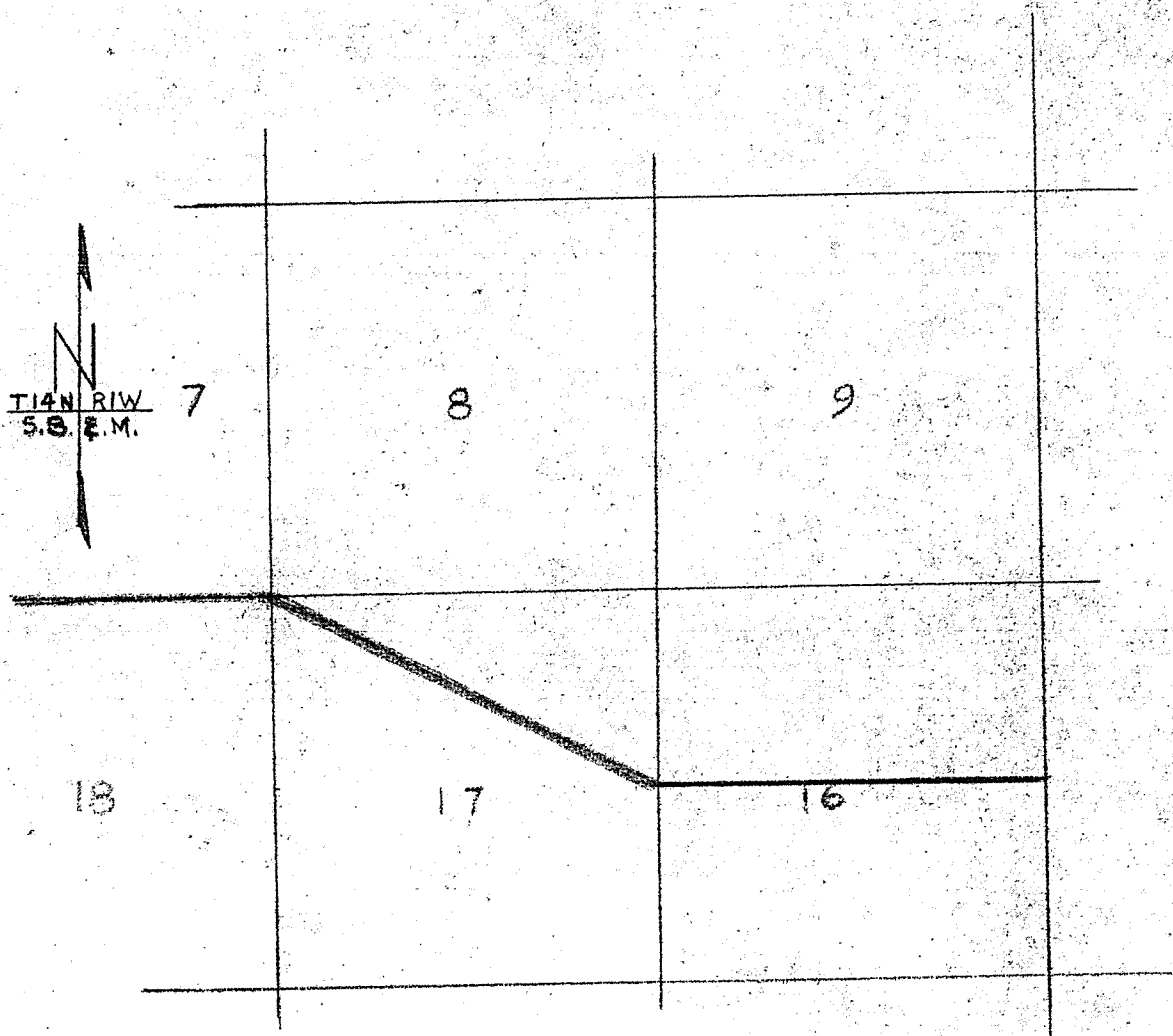
INSTITUTION

TYPE

Farm Road

1. Date of Petition	<u>8/1/54</u>	No. Signers	<u>23</u>	District	<u>148</u>
2. General Area	<u>Anchorage</u>				
3. Location (Accurate Description)	<u>Beginning cor. common to Secs. 7, 8, 18 & 17, T14N, R1W, S26M; thence S63°E 6000' to 1/4 Cor. Sec. 16, 17 to end of 1954 construction; thence due east 5280' to 1/4 Cor. Sec. 15 & 16. Total distance to be constructed 1 mile.</u>				
4. Proposed Work	<u>Stripping and clearing with a possible 2.5 mile overhaul for material. General terrain is rolling hills with sand, silt, and gravel under top soil of 8" to 12" deep. Timber stands are of Spruce, Birch, and Cottonwood with diameters of 4" to 10".</u>				
5. Land Status	<u>100% Reserved under P.L. 601</u>				
6. Estimates	Engineering				\$ <u>1,000</u>
	Construction				\$ <u>11,000</u>
	Contingencies				\$ _____
	TOTAL				\$ <u>12,000</u>
	COST PER MILE				\$ <u>9,000</u>
7. Recommendations and Remarks	<p><u>One mile of this petition was built in fall of 1954 construction season, therefore, the request is for only one more mile.</u></p>				
Priority Assigned	_____	Year	_____	(DISTRICT ENGINEER)	

(SEE INSTRUCTIONS ON REVERSE SIDE)



ROAD PETITIONED FOR



EXISTING ROAD

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

LOCATION SKETCH
TO ACCOMPANY

PETITION REFERENCE #148

SCALE: 2" = 1 MILE

ANCHORAGE DISTRICT
DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

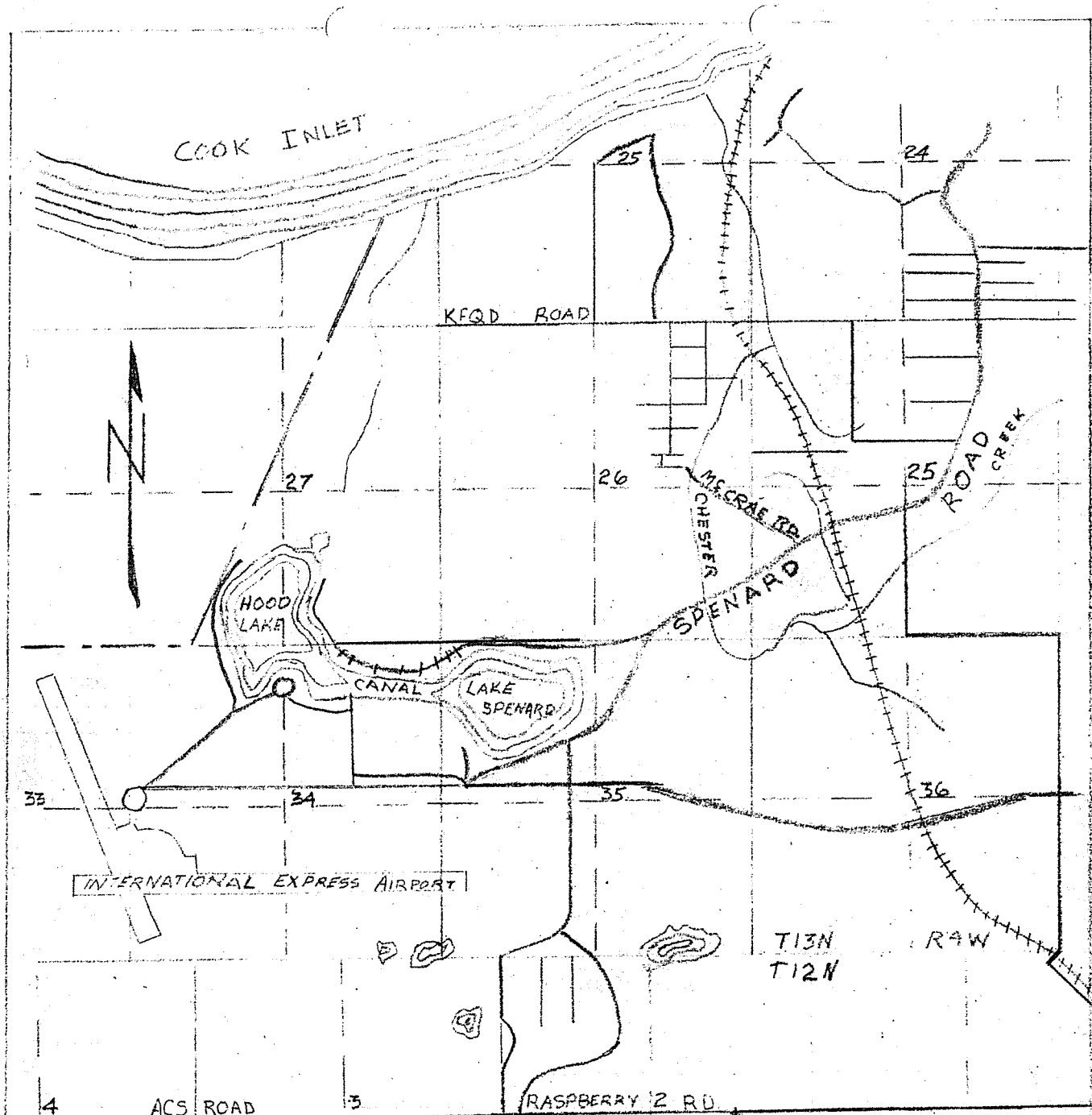
PETITION FOR ROAD




Date November 1954

DISTRICT Anchorage TYPE Farm Road

1. Date of Petition	<u>8/6/54</u>	No. Signers	<u>57</u>	District Petition No.	<u>149</u>
2. General Area					
<u>Anchorage</u>					
3. Location (Accurate Description)					
<u>Beginning at a point on the Section Line 350' west of 1/4 Cor. 26, 35, T13N, R14W, SB&M; thence due west 3794'.</u>					
4. Proposed Work					
<u>Clearing and stripping with long overhaul for gravel at 6.5 miles. The soil is sand and silt mixed with blue clay which would require a gravel lift of 3 feet. There is 1690 feet of swamp, two feet of swamp moss, four feet of peat and a deposit of blue clay at six feet or depth. There, growth of trees is nil in the swamps; on the dry ground there are small Birch up to 4 inches.</u>					
5. Land Status					
<u>60 feet of right-of-way allowed.</u>					
6. Estimates					
	Engineering			\$	<u>500</u>
	Construction			\$	<u>13,000</u>
	Contingencies			\$	<u>5,000</u>
	TOTAL			\$	<u>18,500</u>
	COST PER MILE			\$	<u>25,700</u>
7. Recommendations and Remarks					
<u>There are two homes near the line. On the north side there is one house 15' from the section line; another home is just 32' north of the line; on the south side there is a log cabin 100' of the line.</u>					
<u>Two feet south of the section line there is a City of Anchorage power line extending the total length of proposed route.</u>					
Priority Assigned _____ Year _____					
(DISTRICT ENGINEER)					

(SEE INSTRUCTIONS ON REVERSE SIDE)



-  ROAD PETITIONED FOR
-  EXISTING ROADS
-  ROAD TO BE DISCONTINUED

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 149
 SCALE: 2" = 1 MILE
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

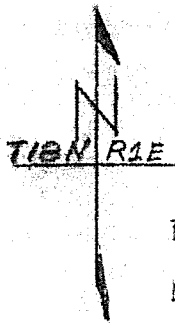
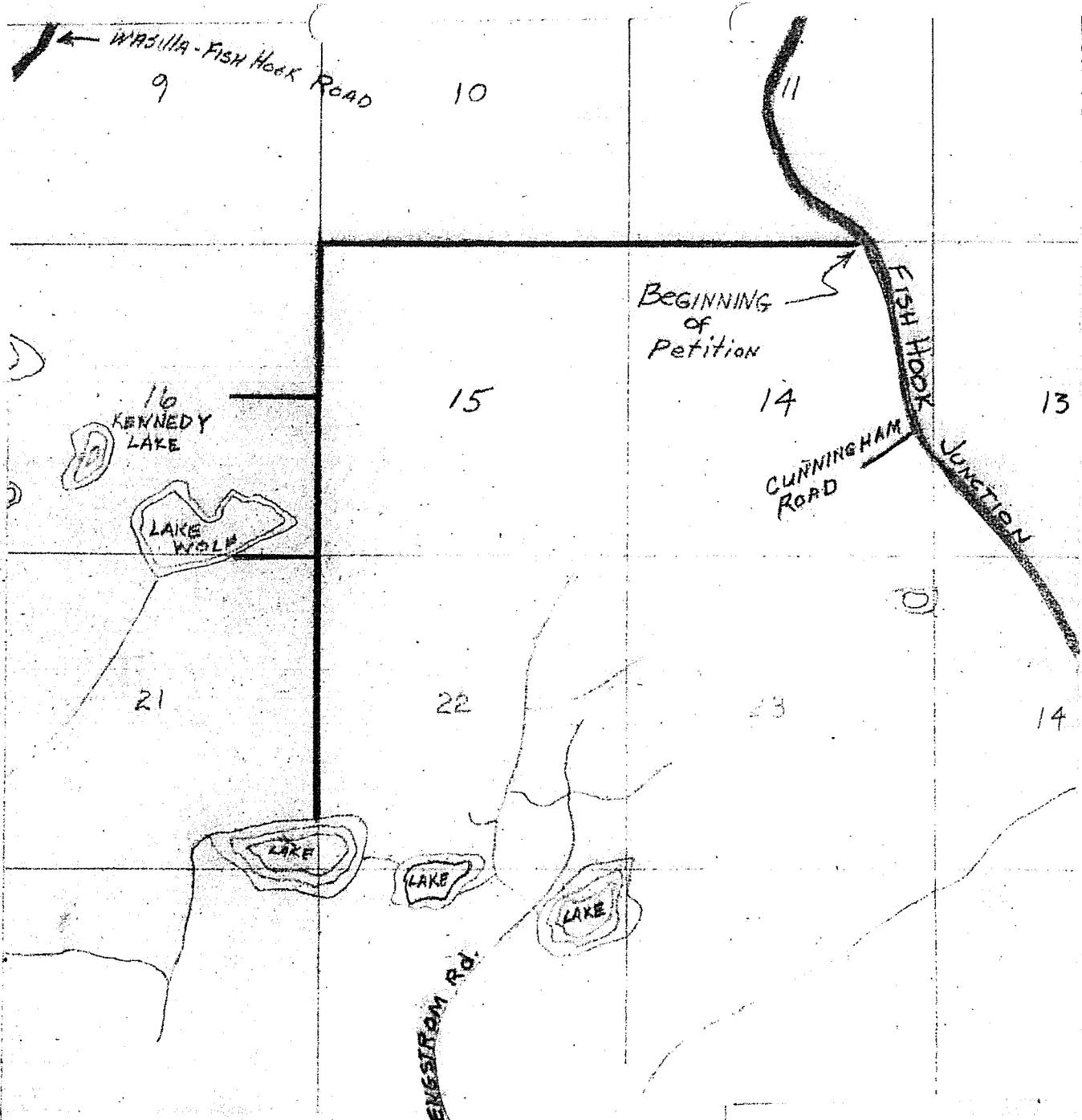
PETITION FOR ROAD



Date November 1954

DISTRICT Anchorage TYPE Farm Road

1. Date of Petition	<u>4/12/54</u>	No. Signers	<u>4</u>	District Petition No.	<u>150</u>
2. General Area <u>Matanuska Valley</u>					
3. Location (Accurate Description) <u>Beginning at intersection Falk Road & Fishhook Jct. on section line common to Sec. 14 & 15, T18N, R11E, S11, thence due west to common Sec. Cor. 9, 10, 15 & 16; thence due south to intersection with Nikolson Lake. Two spurs are also included beginning at 1/4 cor. common to Sec. 15 & 16; thence due west 1/4 mile and beginning sec. cor. 15, 16, 21 & 22, thence due west 1/4 mile.</u>					
4. Proposed Work <u>Clearing and stripping with a long overhaul unless prospecting for gravel would turn up something really. Terrain is very wet and will require a heavy fill. Timber varies from 3 to 6 inches in diameter.</u>					
5. Land Status <u>60% privately controlled. 40% under P.L.O. #601.</u>					
6. Estimates					
	Engineering	_____	\$	<u>2,200</u>	
	Construction	_____	\$	<u>72,000</u>	
	Contingencies	_____	\$		
	TOTAL	_____	\$	<u>74,200</u>	
	COST PER MILE	_____	\$	<u>17,500</u>	
7. Recommendations and Remarks <u>The location is poor and another route would be more feasible.</u>					
Priority Assigned _____ Year _____ (DISTRICT ENGINEER)					

(SEE INSTRUCTIONS ON REVERSE SIDE)



-  ROAD PETITIONED FOR
-  EXISTING ROAD

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

LOCATION SKETCH
TO ACCOMPANY

PETITION REFERENCE # 150

SCALE: 2" = 1 MILE

ANCHORAGE DISTRICT
DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

Date December 6, 1954

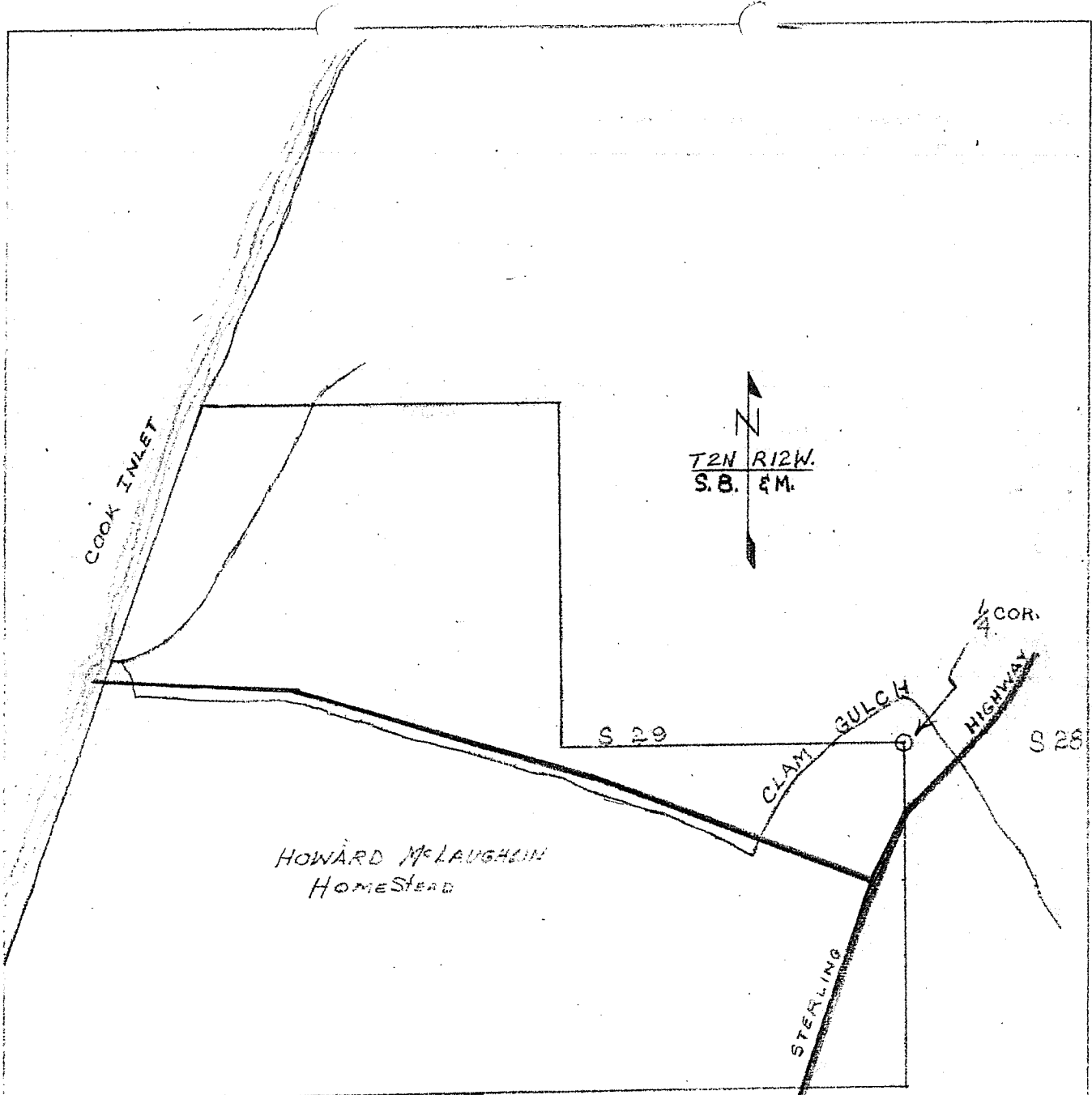
DISTRICT Anchorage

TYPE Farm and Industrial Road

Farm and Industrial Road

1. Date of Petition	8/1/54	No. Signers	41	District Petition No.	151
2. General Area					
Kenai Area Clam Gulch Between Soldotna and Ninilechik					
3. Location (Accurate Description)					
Sec. 29, T2N, R12W, S. 1/4, 0+00 on Sterling Highway would be 500' SW of 1/4 Cor. S29/S28. Line runs West on N. side of Clam Gulch for 3400' to beach at mouth of creek.					
4. Proposed Work					
Clearing and stripping. 3000' medium spruce, 2400' light const. 3% to 6% grade on upper section, 1000' heavy const. on 12% grade lower section. Lower section 6-8' ditch required to relieve glaciering. Gravel required for both sections. 200' 24 to 30" culvert to be installed.					
5. Land Status					
Howard McLaughlin owner. Will give easement. Gravel pit on S. side of Gulch 1/2 mile W of Sterling Highway.					
6. Estimates					
	Engineering			\$	500
	Construction			\$	10,000
	Contingencies			\$	
	TOTAL			\$	10,500
	COST PER MILE			\$	14,000
7. Recommendations and Remarks					
This road would have two-way purpose:					
(1) Ideal location for commercial fishing					
(2) Recreational for general public to dig clams and private fishing facilities.					
DRA - 2 I.B.L.M. for review - 1 District file - 1					
Priority Assigned _____ Year _____					
(DISTRICT ENGINEER)					

(SEE INSTRUCTIONS ON REVERSE SIDE)



- ROAD PETITIONED FOR
- EXISTING ROAD

DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE # 151
 SCALE: 1" = 1320'
 ANCHORAGE DISTRICT
 DEC. 1954

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

PETITION FOR ROAD

Date November 1954

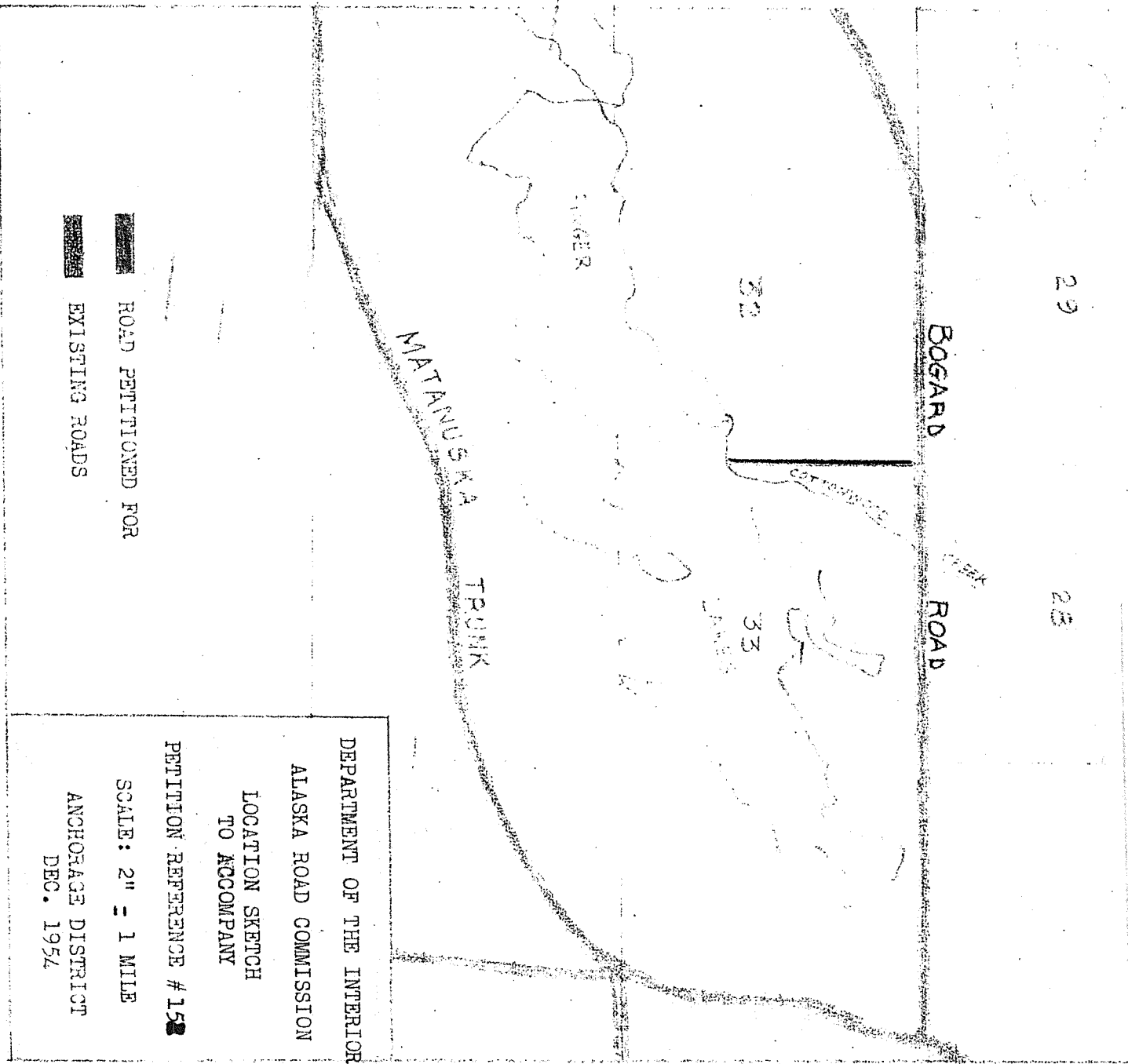
DISTRICT Anchorage INSTRUCTIONS TYPE Farm Road

1. Date of Petition	<u>11/15/54</u>	No. Signers	<u>7</u>	District Petition No.	<u>152</u>
2. General Area	<u>Matanuska Valley</u>				
3. Location (Accurate Description)	<u>Beginning Sec Cor 28, 29, 32, 33 T13N, R1E, S24M, thence due south approximately 2800' to Cottonwood Creek.</u>				
4. Proposed Work	<u>Clearing and stripping with most gravel to be taken from side borrow. Terrain is rolling with spruce and birch trees up to 20" in diameter.</u>				
5. Land Status	<u>Will require easements.</u>				
6. Estimates	Engineering		\$	<u>600</u>	
	Construction		\$	<u>7,000</u>	
	Contingencies		\$		
	TOTAL		\$	<u>7,600</u>	
	COST PER MILE		\$	<u>15,000</u>	
7. Recommendations and Remarks	<u>Has very little possibilities for developing the area other than summer homes.</u>				
Priority Assigned _____ Year _____	(DISTRICT ENGINEER)				

(SEE INSTRUCTIONS ON REVERSE SIDE)

T15N E4E
S. 8. 5M.
N

SECTION 28, T15N E4E, S. 8. 5M.
SECTION 29, T15N E4E, S. 8. 5M.
SECTION 32, T15N E4E, S. 8. 5M.
SECTION 33, T15N E4E, S. 8. 5M.



ROAD PETITIONED FOR
EXISTING ROADS

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
LOCATION SKETCH
TO ACCOMPANY
PETITION REFERENCE # 152
SCALE: 2" = 1 MILE
ANCHORAGE DISTRICT
DEC. 1954

(37)

COPY

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Pacific Alaska Region
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Anchorage, Alaska 99501-2145

Record Group No. 30 Alaska Road Commission
Box No. / Location 10/05709 (S)

Additional Information:

Project by Pioneer Research

Project sponsored 1994?

File # 874 Arch. USDOI. AK Road Comm.

Petition for Roads Stepplungut to Fler
for petition roads of The Lench. District
1953