

FARM ROADS - Anchorage District



UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT

Anchorage, Alaska

December 11, 1950

✓	Chf. Engr.	<i>[Signature]</i>
	Admin.	<i>[Signature]</i>
✓	Op'ns.	<i>WGN</i>
	Engrg.	
	Acc't.	
	Pers.	
	Supply	

Alaska Road Commission
Juneau, Alaska

Gentlemen:

I appreciate your referring to the Bureau of Land Management the plans of the Anchorage Division of the Alaska Road Commission for the coming year.

As indicated to you in our recent discussion, we feel that you are adopting a worthwhile program, and one concerning which we have no criticism.

Some of the personnel of the Bureau brought up the suggestion of the probable eventual need of a road from the Goose Bay area down to the Point MacKenzie vicinity, and another road out of Pitman. We are not pushing these roads as a project for construction next year, but merely have referred to them as food for thought for you and your staff.

Very truly yours,

Lowell M. Puckett
Lowell M. Puckett
Regional Administrator

LMP:f

Lib is attached

Anchorage has file copies and forwarded this original with 1951 recommendations for farm roads.



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~XXXXXXXXXXXX~~
Anchorage, Alaska

November 22, 1950

Bureau of Land Management
Federal Building
Anchorage, Alaska

Attention: Mr. Jorgensen

Dear Sirs:

In furtherance of the policy established last year, we are submitting herewith for your comments and recommendations, our tentative priority list of Farm Roads for Construction during the 1951 season in the Anchorage District of the Alaska Road Commission.

Since the District recommendations must be forwarded to the Alaska Road Commission Headquarters office at Juneau by December 26, for their review and action, we will appreciate your early consideration of the submitted program.

Very truly yours,

For the District Engineer

Charles E. Abbott

Charles E. Abbott
Construction Engineer

CEA/g
Atts. as above



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~YONKAWXAVASIK~~
ANCHORAGE DISTRICT
SUMMARY
FARM ROAD PROGRAM
1951

PRIORITY	PET. NO.	DESCRIPTION	LENGTH	EST. COST
1	✓ 58	From Sterling Highway to homesteads in Section 10 & 15, T2S, R14W, S.B. & M.	2.0 ¹	\$14,000
2	35	Loop from Potter Road to Lake Otis Road	1.2	18,000
3	✓ 6	From Kincaid Road to Turnagain Arm	1.5 ¹	12,000
4	66	Homer Local Road	0.3	1,800
5	✓ 73	Road system in Sections 4 & 9, T12N, R3W	5.0	50,000
6	39	Road to Polar Sea Foods Cannery, Kasilof	0.8	8,000
7	✓ 70	Road through Sections 24, 23 and 14, T12N, R4W, S.B. & M.	5.0 ¹	75,000
8	✓ 72	Extension of Strawberry Road	0.2	3,000
9	74	From Sterling Highway to 3 homesteads in Sections 9 & 16, T6S, R12W	0.8	6,400
10	✓ 38	From Glenn Highway easterly along line between Sections 23-26 and 24-25, T17N, R2E to range line between R2E and R3E, S.B. & M.	1.3	6,500
11	✓ 64	Continuation of Lazy Mountain Road System, Palmer	0.8	4,500
12	✓ 71	Extend Schrock Road, near Wasilla	0.5	7,500
13	✓ 55, 78	Sand Lake-Campbell Station - Potter Road Loop	4.3	43,000
14	63	From Potter Road East through Sections 28-29 T12N, R3W, S.B. & M.	1.3	7,800
15	61	From Potter Road East through Sections 33-34, T12N, R3W, S.B. & M.	2.0	12,000
16	7	Salamato Beach to Nikiska	6.0	90,000

PRIORITY	PET. NO.	DESCRIPTION	LENGTH	EST. COST
17	1	From Mile 63.7, Glenn Highway, to homesteads in Sections 23 and 24, T13N, R3E, S.B. & M.	1.3	\$ 8,000
18	42	Pitman to Big Lake	8.5	55,000
19	67	Road from Glenn Highway in Section 23, T17N, R2E, S. B. & M.	0.5	2,500
20	51	From Pitman Road to Lake Lucile	1.0	6,000
21	75	Extension of O'Malley Road	0.5	4,500
22	82	Sand Lake Road to Sand Lake Loop Road	0.5	6,000
TOTAL			45.3	\$441,500



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~KENAI PENINSULA~~
Anchorage, Alaska

November 21, 1950

TENTATIVE PRIORITIES
PROPOSED FARM ROAD CONSTRUCTION PROGRAM
ANCHORAGE DISTRICT
ALASKA ROAD COMMISSION
1951 SEASON

1. From Sterling Highway to four homesteads in Sections 10 and 15, T2S, R14W, SB&M (Pet. #58).

Four farms on the Kenai Peninsula, in Sections 10 and 15, T2S, R14W, SB&M have been developed to the point where a year around road is essential for the marketing of the considerable garden, dairy and poultry products grown and for hauling of feed to livestock. Construction of a road to these farms was considered by this office to be of sufficient importance that high priority was given the project and construction was started in the 1950 season, with completion scheduled early in 1951.

2. From Potter-Campbell Station Road intersection easterly one mile and northerly one-half mile. (Pet. #35)

Construction of this road was begun during the 1950 season, to provide a connection between Potter Road and the new Campbell Airstrip-Oilwell Road loop system also built in 1950. This project is scheduled for completion early in 1951.

3. From end of existing Kinkaid Road to west boundary of Section 9, T12N, R2W, SB & M; thence south along the west boundary of Section 9 to Turnagain Arm (Pet. #6)

Construction of this road was commenced in 1949 but discontinued because of lack of funds. The urgent need for the construction during the 1950 season of a network of roads in the Campbell Airstrip area, which was thrown open to settlement late in 1949 and heavily settled by the winter of 1949-50, required all available equipment and farm road construction funds for this purpose and prevented completion of the road during 1950.

4. From East Hill Road, Homer, north along the line between Sections 2 and 3, T6S, R13W, SB & M, to the Township line. (Pet. #66)

Settlement and development of homesteads on the Kenai Peninsula has become intensified with the construction of the Sterling Highway. The need for farm to market access roads is rapidly accelerating, with the economic stability of the area dependent upon their construction.

Two of the more highly developed farm projects located near Homer in Sections 34 and 35, T5S, R13W, SB & M, can be assured of year around access by the construction of 0.3 mile of road from the existing East Hill Road.

5. Road System in Sections 4 and 9, T12N, R3W, SB & M.

In the Campbell Airstrip area, approximately six miles southeast of Anchorage, portions of Sections 4 and 9, T12N, R3W, have been subdivided into more than 350 small tracts, all of which have been filed upon and on which many homes have been built. The only present access to these homesites is by the old Campbell Airstrip roads constructed during the war by the army, which have since the war received practically no maintenance.

To provide access to these homesites it is proposed to construct approximately five miles of roads, tentatively located as follows: From the end of the existing Wells Road near the center of Section 8, T12N, R3W, westerly one-half mile to the $\frac{1}{4}$ corner between Sections 8 and 9; thence northerly along the section line between Sections 8 - 9 and Sections 5 - 4 to a connection with the Lake Otis Road extension at the SW corner of Section 33, T13N, R3W. From this road, a loop road running east from the $\frac{1}{4}$ corner common to Sections 8 and 9 to the easterly line of Section 9; thence north along the line between Sections 9 - 10 and Sections 4 - 3, one mile to the $\frac{1}{4}$ corner common to Sections 3 and 4; thence westerly one mile to the $\frac{1}{4}$ corner common to Sections 4 and 5.

6. Road to Polar Sea Foods Cannery, Kasilof. (Pet. #39)

Construction of 4,000 feet of road from the present Kasilof Road, to provide access to the only resident Alaskan cannery in the Kasilof area, was scheduled for the 1950 season. However, as the cannery remained idle during this season, equipment and funds were diverted to projects of urgent necessity elsewhere.

The owner assures us the cannery will operate during 1951, and the high priority assigned this project is contingent upon the fulfillment of this assurance; should no activity at the cannery be evident during the coming season, no construction will be attempted on the road.

7. From Johns Road, west along the south boundary of Section 19, T12N, R3W, and Section 24, T12N, R4W, SB & M, to the S.W. Corner of Section 24; thence generally northwestwardly through Sections 23 and 14, to the center of Section 14; thence easterly and northerly to the Sand Lake Loop Road. Exact location to be determined by engineering survey. (Pet. #70)

Eight developed homesteads lying south of the Sand Lake Loop Road and west of Potter Road are at present without improved access roads to their properties. Construction of approximately five miles

of road as described will provide access to these places from either the Sand Lake Loop Road or Potter Road.

8. From the end of Strawberry Road at the $\frac{1}{4}$ corner common to Sections 2 and 11, T12N, R4W, SB & M, easterly 0.2 mile. (Pet. #72)

Running east from Sand Lake, approximately 5 miles southeast of Anchorage, the existing Strawberry Road terminates at the $\frac{1}{4}$ corner common to Sections 2 and 11, T12N, R4W, SB & M.

Several homes, with children of school age, have been constructed in the area east of the present terminus of Strawberry Road, and the home owners have cleared and stripped a jeep trail to provide access. This trail is impassable during any wet weather, and particularly during the spring breakup period; and it is proposed to extend and improve Strawberry Road for an additional 0.2 miles to provide year around access for these people.

9. From the Sterling Highway, west along the line between Sections 9 and 16, T6S, R14W, SB & M, 0.8 miles to the SW Corner of Section 9. (Pet. #74)

Three homesteads located in Sections 9 and 16 have been developed by the settlers, who have constructed a jeep trail for access. This trail is impassable for long periods of each year, and it is proposed to construct 0.8 miles of road to provide year around access to the homesteads.

10. From Glenn Highway easterly along line between Sections 23-26 and 24-25, T17N, R2E, 1.3 miles to the range line between R2E and R3E. (Pet. #38)

The heavily timbered area lying east of the Glenn Highway between the Knik River Bridge at Mile 38 and the Matanuska River Bridge at Mile 47, has become well settled by homesteaders, with several operating sawmills located in this area. To provide access to several of the homesteads and a producing sawmill, construction was begun in 1948 with clearing and stripping operations completed on 0.5 mile of the proposed road. Increased settlement since that time makes it desirable to extend the road 0.8 miles easterly, and complete the grading to modern standards of the 0.5 mile previously cleared.

11. From Huntley Road at the southeast corner of Section 26, T18N, R2E, SB & M, north one-half mile to the $\frac{1}{4}$ corner between Sections 25-26; thence east along the $\frac{1}{4}$ section line through Section 25, one-quarter mile. (Pet. #64)

During the 1950 season, the Huntley Road, one and one-half miles in length, was constructed from Clark Road to the Southeast corner of Section 26, T18N, R2E, SB & M, to open up several homesteads and make accessible timber holdings in the Lazy Mountain area. There are at present four other developed homesteads lying north and east from the end of this road, or south and east from the end of the present Clark

Road which parallels Huntley Road one mile to the north. Access to these homesteads could be provided from either Huntley or Clark Road, the length of road being approximately the same in either case. However, construction from Clark Road would entail crossing a low marshy area, with attendant poor drainage and expensive construction. Approximately one mile of driving distance is saved each homesteader, and well drained hillside construction secured, by providing access from Huntley Road as outlined; and this location will better fit into the ultimate road net required for the development of the entire Lazy Mountain area.

12. Extension of Schrock Road 0.5 miles to the center of Section 28, T18N, R1W, SB & M. (Pet. #71)

Situated $2\frac{1}{2}$ miles north of the village of Wasilla, Schrock Road was constructed in 1949 through Sections 26 and 27, T18N, R3W, SB & M, to the $\frac{1}{4}$ corner common to Sections 27 and 28, to provide access to developed homesteads in Sections 26 and 27. At that time, two homesteads in adjacent Section 28 were filed upon but not sufficiently developed to justify the cost of extending construction to serve them. Subsequently considerable development work has been done on these and two other homesteads, all of which can be made accessible by the construction of 0.5 mile of road to the center of Section 28.

13. Beginning at the end of the existing Sand Lake Road at the $\frac{1}{4}$ corner common to Sections 10 and 11, T12N, R4W, SB & M; thence generally easterly through Sections 11 and 12 to a connection with the Campbell Station Road at the northeast corner of Section 12; and from the Sand Lake Loop Road beginning at the center of Section 7, T12N, R3W; thence North $\frac{1}{4}$ mile; thence west $\frac{1}{2}$ mile, to a connection with above described road. (Pet. #'s 55, 78)

In the area north of Campbell Creek, between Sand Lake Road on the west and the Alaska Railroad on the east, more than 20 families with approximately twenty children of school age, have established permanent homes. These homesteaders have constructed approximately two miles of road providing fair weather access to several of their properties; and have petitioned the Alaska Road Commission to improve and maintain this road and construct an additional one and one-half mile of road to serve the remaining properties and provide a loop access road.

As much of the area traversed by the proposed road is low and swampy, engineering parties are at present engaged in making a location study. Ultimate construction of the project will be contingent upon granting of easements by the property owners involved favorable to the most economic construction.

14. From Potter Road, east along the south line of Sections 29 and 28, T12N, R3W, SB & M, to the east line of Section 28 (Pet. #63)

The entire area east of Potter Road between Anchorage and Potter is becoming heavily settled, with many small home tracts being recently thrown open by the Bureau of Land Management. These small tracts are filed upon as rapidly as thrown open, with home construction beginning almost immediately on each. A very large proportion of the work performed by the Anchorage District of the A.R.C. on Farm and Industrial Roads during the 1950 season was the construction of the beginning of a road system designed to make these homesteads and homesites accessible the year around.

Construction of the proposed road will provide access to seven homesteads with permanent homes established in Sections 29 and 28, and 75 small tract homesites in Section 33 adjacent to the south; will stimulate the further development of the Anchorage-Potter area; and will fit into the planning of the ultimate road system for the area.

15. From Potter Road, east along the south line of Sections 33 and 34, to the easterly line of Section 34, T12N, R3W, SB & M. (Pet. #61)

Construction of the proposed road will provide access to five established homesteads, with several children of school age residing thereon; and as in the case of the road in Priority No. 14, above, will also fit into the planned road system and promote further development of the Anchorage-Potter area.

16. Road from Salamato to Nikiska, Kenai Peninsula. (Pet. #7)

Near the northwestern tip of the Kenai Peninsula the fishing village of Nikiska, with approximately 40 inhabitants, is at present accessible only by boat. Construction of the proposed road will make the village accessible to vehicular traffic, and will promote the development of potential agricultural lands through this area.

17. From Mile 63.7, Glenn Highway to homesteads in Sections 23 and 24, T13N, R3E, SB & M. (Pet. #1)

Fifteen miles northeast of Palmer, at Mile 63.7 on the Glenn Highway, three local homesteaders have constructed narrow truck trails from the highway to their properties. These trails are narrow, with steep grades; and are impassable during periods of wet weather or deep snows.

The construction of the proposed road will provide these properties with year around access.

18. From Pitman to Big Lake. (Pet. #42)

Between Pitman Station and Big Lake, in Township 17 North, Range 3 and 4 West, Seward Base and Meridian, a rough jeep trail was bulldozed through during the summer of 1949 by the approximately twenty settlers living in the area at that time. The access to Big Lake provided the

motoring public by this crude trail has led to an unprecedented settlement taking place in this outlying region. Although primarily a recreation and resort area, there is considerable potential agricultural land, traversed by the road, which is rapidly being settled and developed.

Construction of the proposed road will assure year around access to the region and stimulate further development.

19. From the Glenn Highway east along the $\frac{1}{4}$ section line of Section 23 to the $\frac{1}{4}$ corner common to Sections 23 and 24, T12N, R2E, SB & M; thence south along the section line, a distance of $\frac{1}{4}$ mile. (Pet. #67)

Situated one-half mile north of the road proposed in Priority No. 10, conditions are similar to those described above.

Five homesteads with residence established for several years will be provided with adequate road access by construction of the proposed road.

20. Road from Pitman Road, along west and south side of Lake Lucile. (Pet. #51)

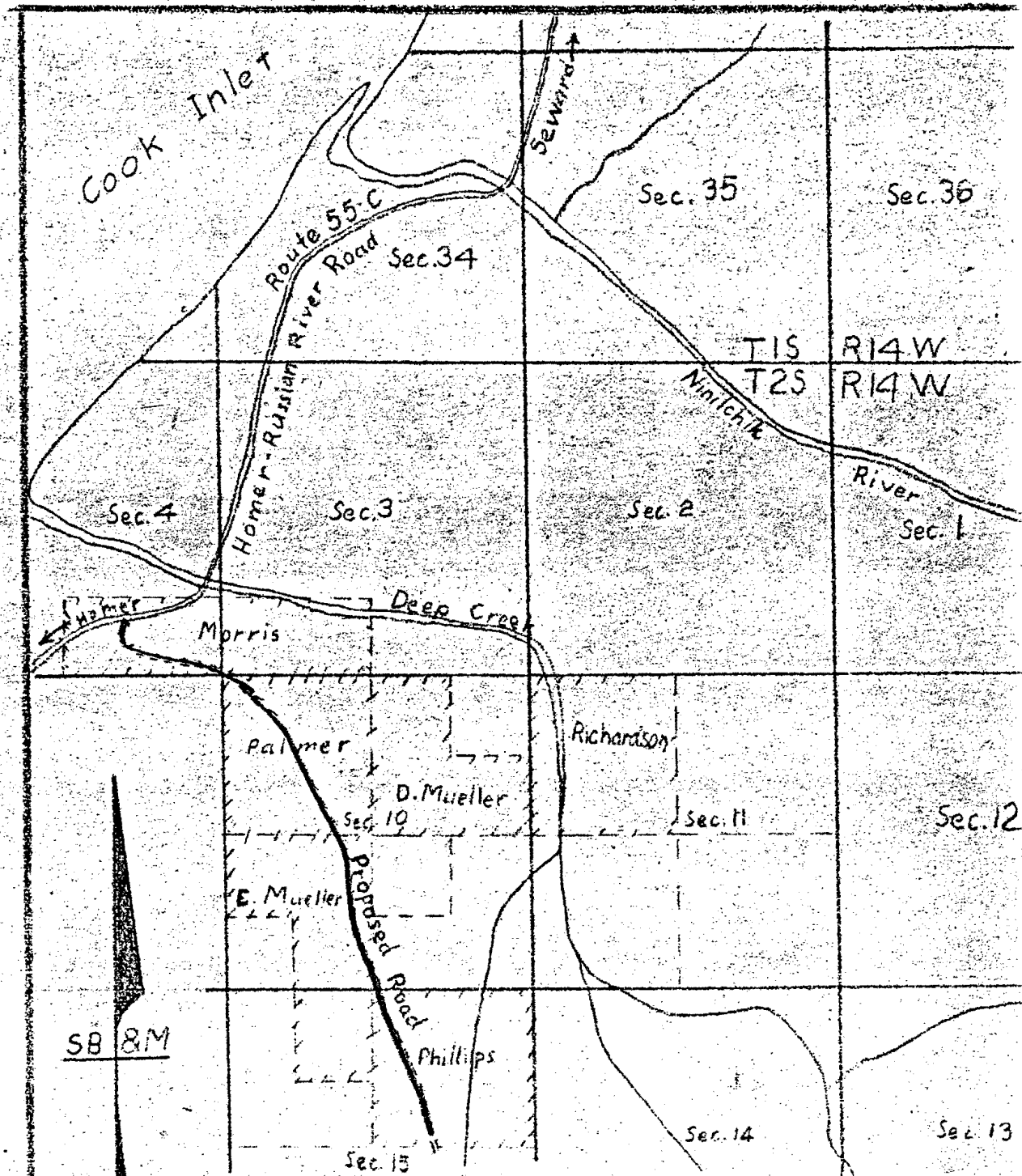
Approximately two miles southwest of Wasilla, in Sections 8, 17 and 16, T17N, R1W, SB & M, there are three homesteads without access by road. Construction of approximately one mile of spur road, branching from Pitman Road near the center of Section 8, crossing the Alaska Railroad tracks and continuing south and west into Section 17 near the west and south edge of Lake Lucile, will provide these settlers access to their properties.

21. Extend O'Malley Road easterly from the Section corner common to Sections 13, 14, 23, 24, T12N, R3W, SB & M to the $\frac{1}{4}$ corner common to Sections 13 and 24. (Pet. #75)

Two families with children of school age have taken up homesteads and established residence in Sections 13 and 24, east of the present easterly terminus of O'Malley Road constructed during 1950. Extension of this road $\frac{1}{2}$ mile easterly will provide access for these settlers, and will also fit into the planning for the ultimate road system in the Anchorage-Potter area.

22. Road from terminus of present Sand Lake Road at the $\frac{1}{4}$ section corner common to Sections 10 and 11, T12N, R4W, SB & M, southerly along the section line $\frac{1}{2}$ mile to the Southwest corner of Section 11. (Pet. #82)

Construction of the proposed road will give adequate access to thirteen settlers located in the southwest $\frac{1}{4}$ of Section 10 and the southeast $\frac{1}{4}$ of Section 11, and will provide a direct through connection between Spenard Road and the Sand Lake Loop Road, eliminating the two mile detour around Sand Lake.



Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 59
 Scale 1" = 1/2 mi.
 Anchorage District April 1950

Made by GF
 Checked by AF

EAST BOUNDARY
PT. CAMPBELL
MILITARY
RESERVE

ROAD

PROPOSED

9

TURNAGAIN

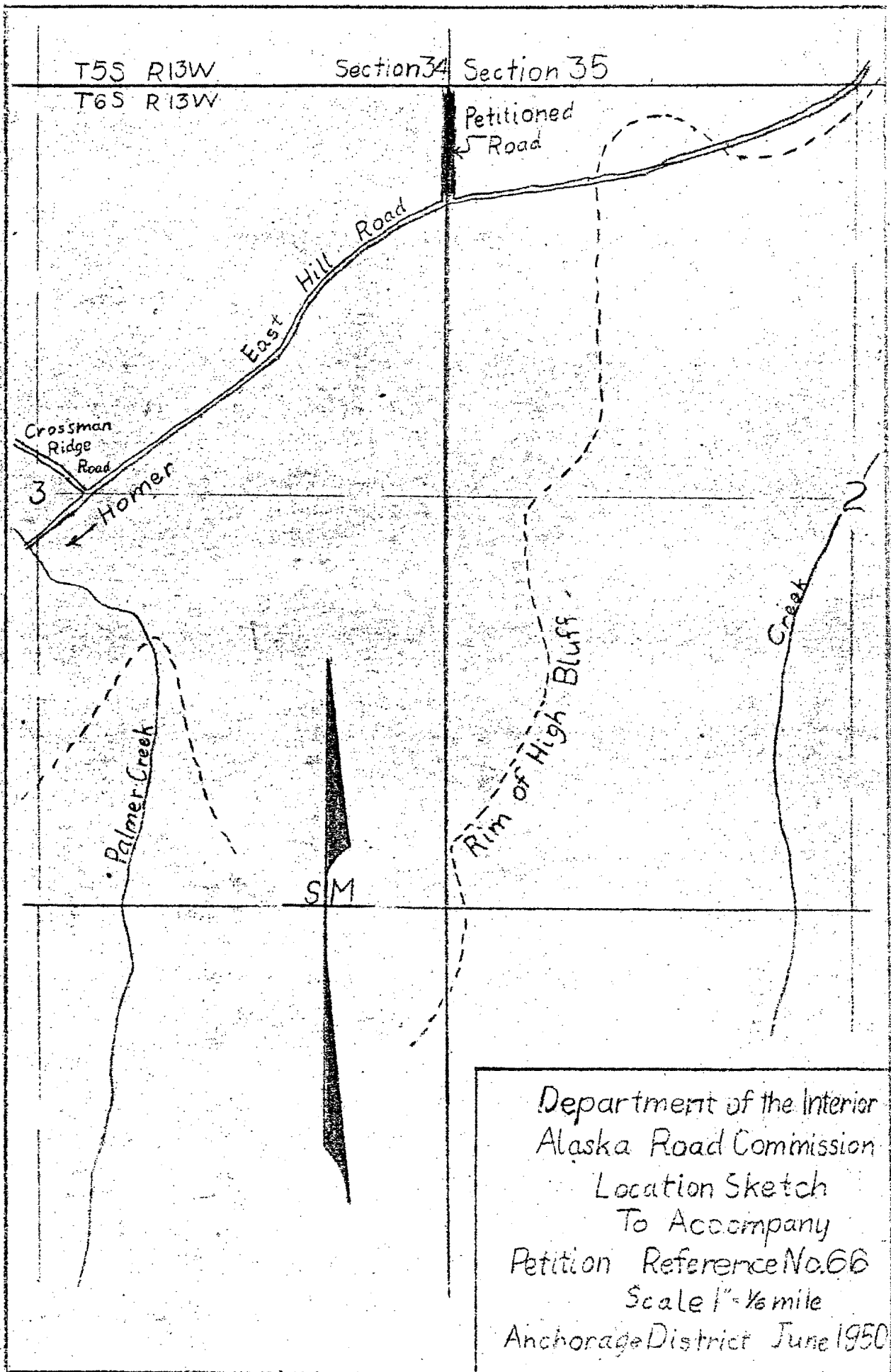
SAND

LAKE
ROAD

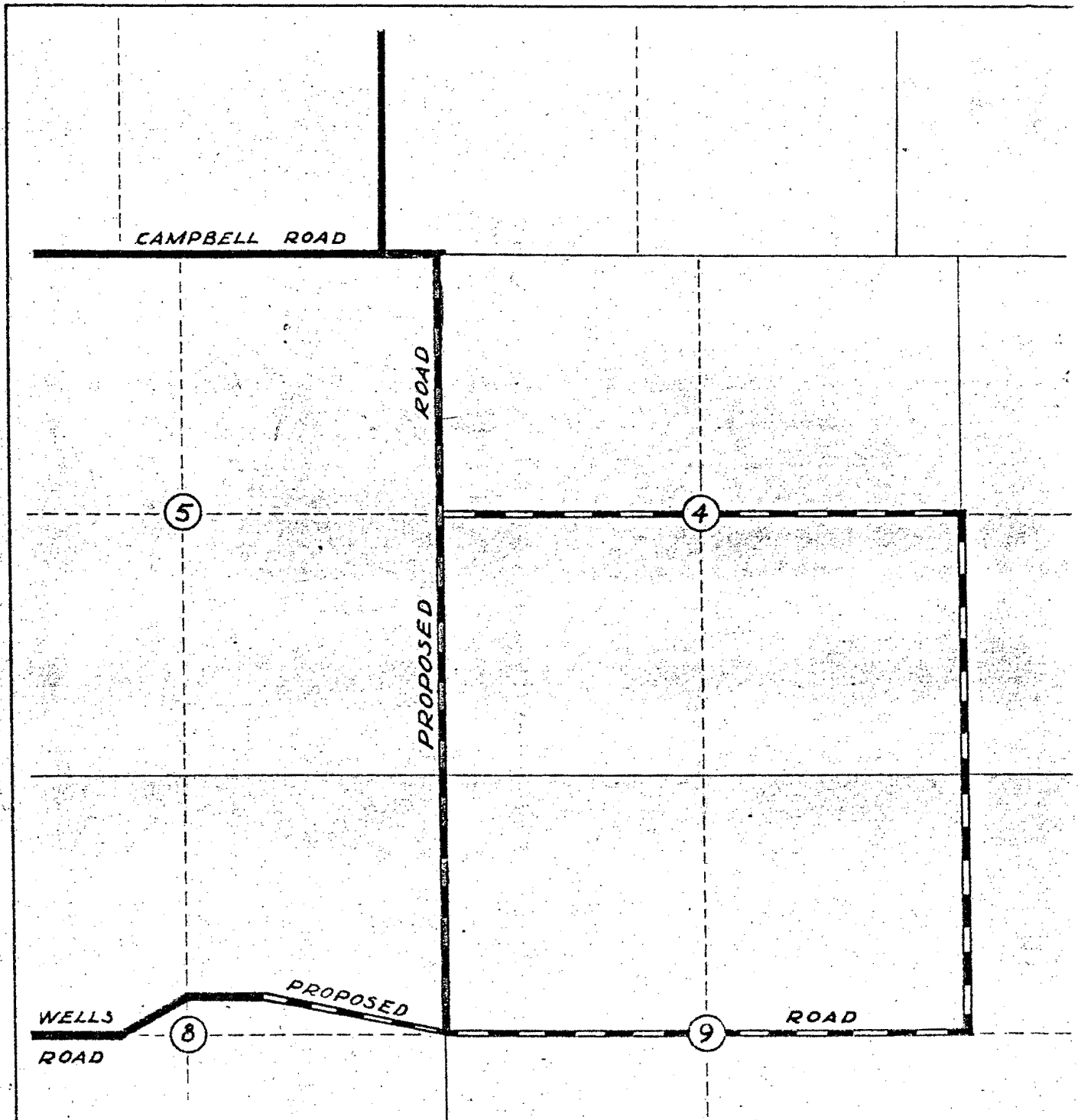
ARM

T12N R4W

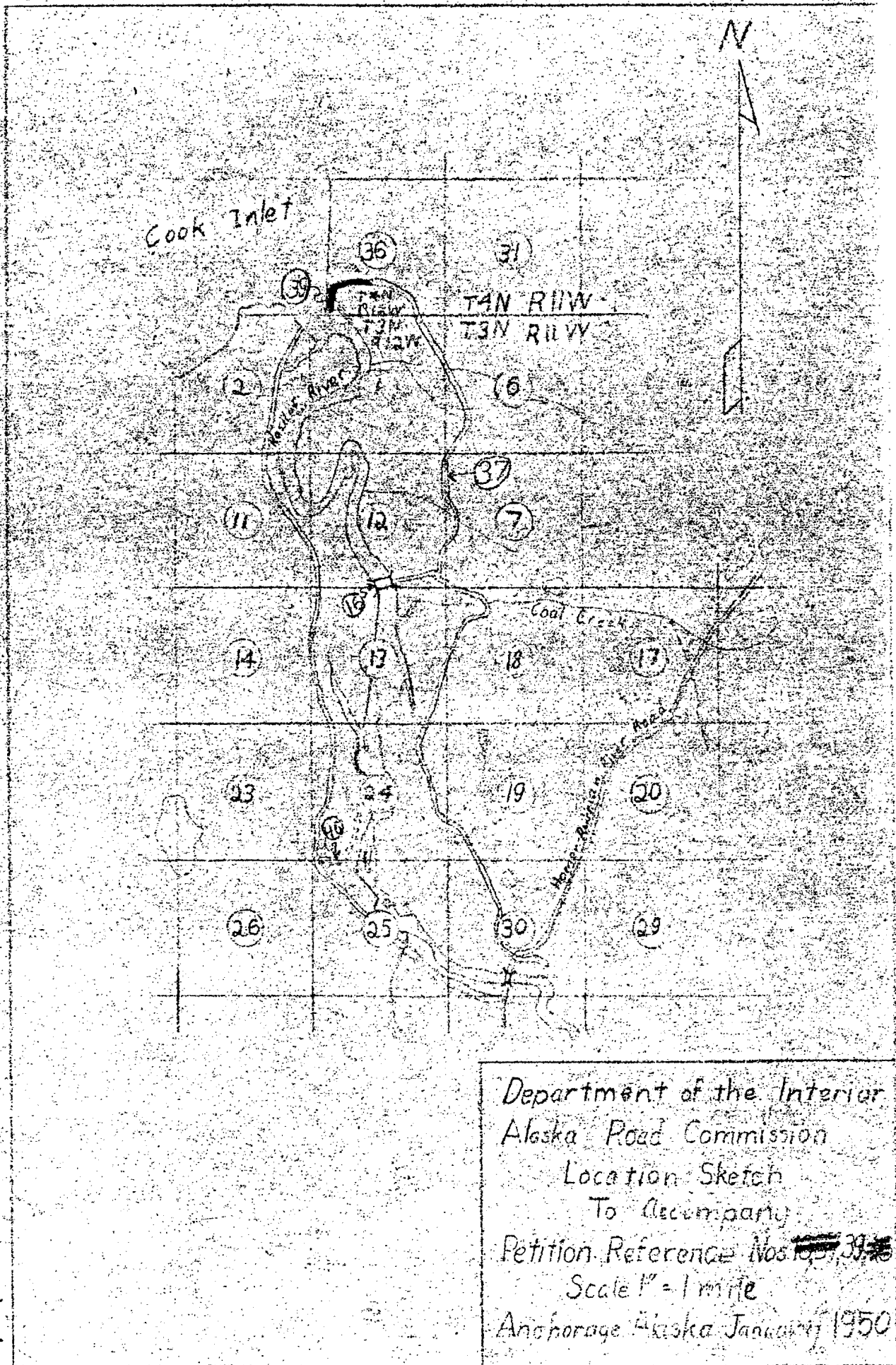
DEPARTMENT OF INTERIOR
ALASKA ROAD COMMISSION
LOCATION SKETCH
TO ACCOMPANY
PETITION REFERENCE NO. 6
SCALE 1" = 1200'
ANCHORAGE, ALASKA NOV. '50



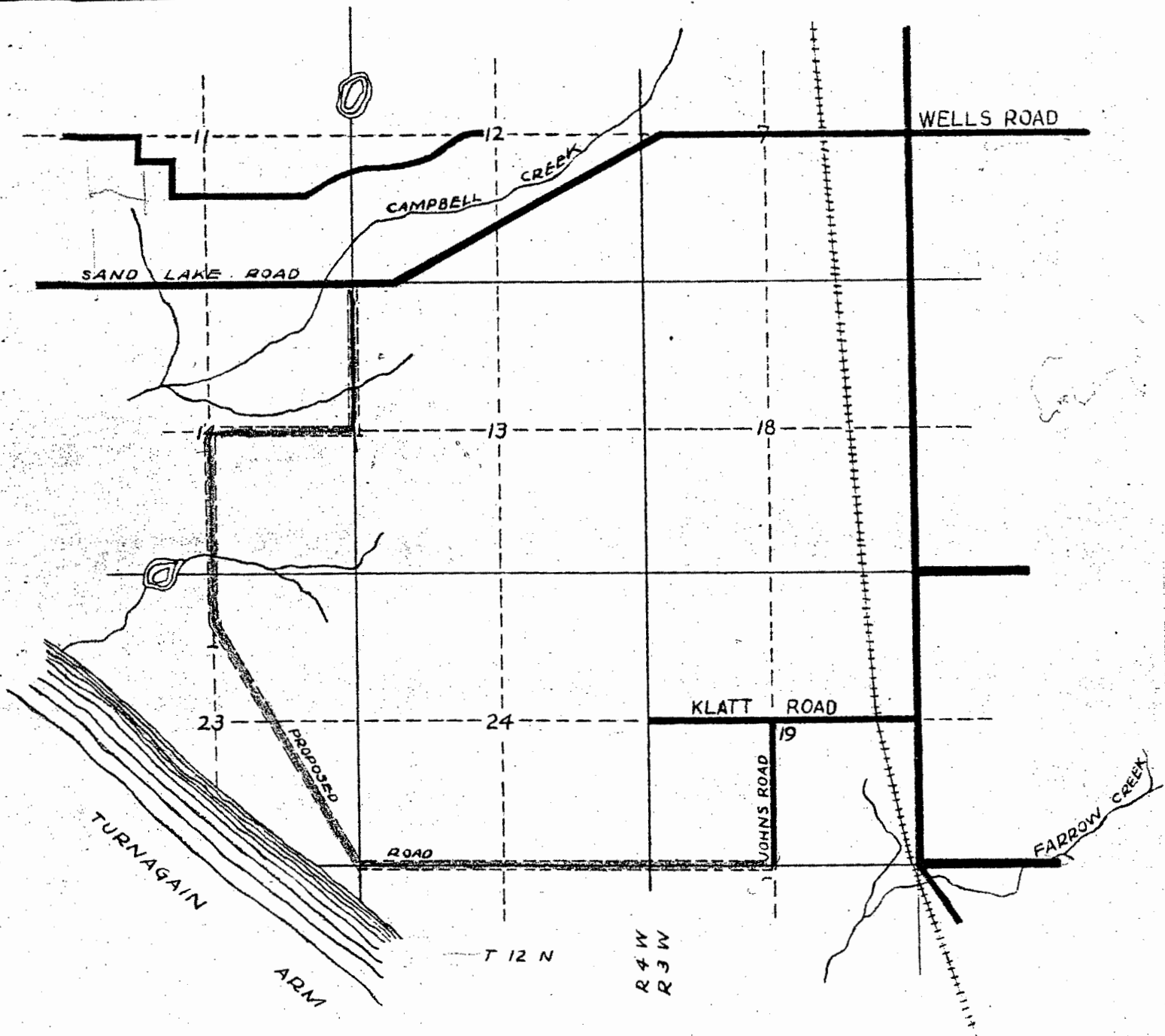
Made by GF
Checked by ATF



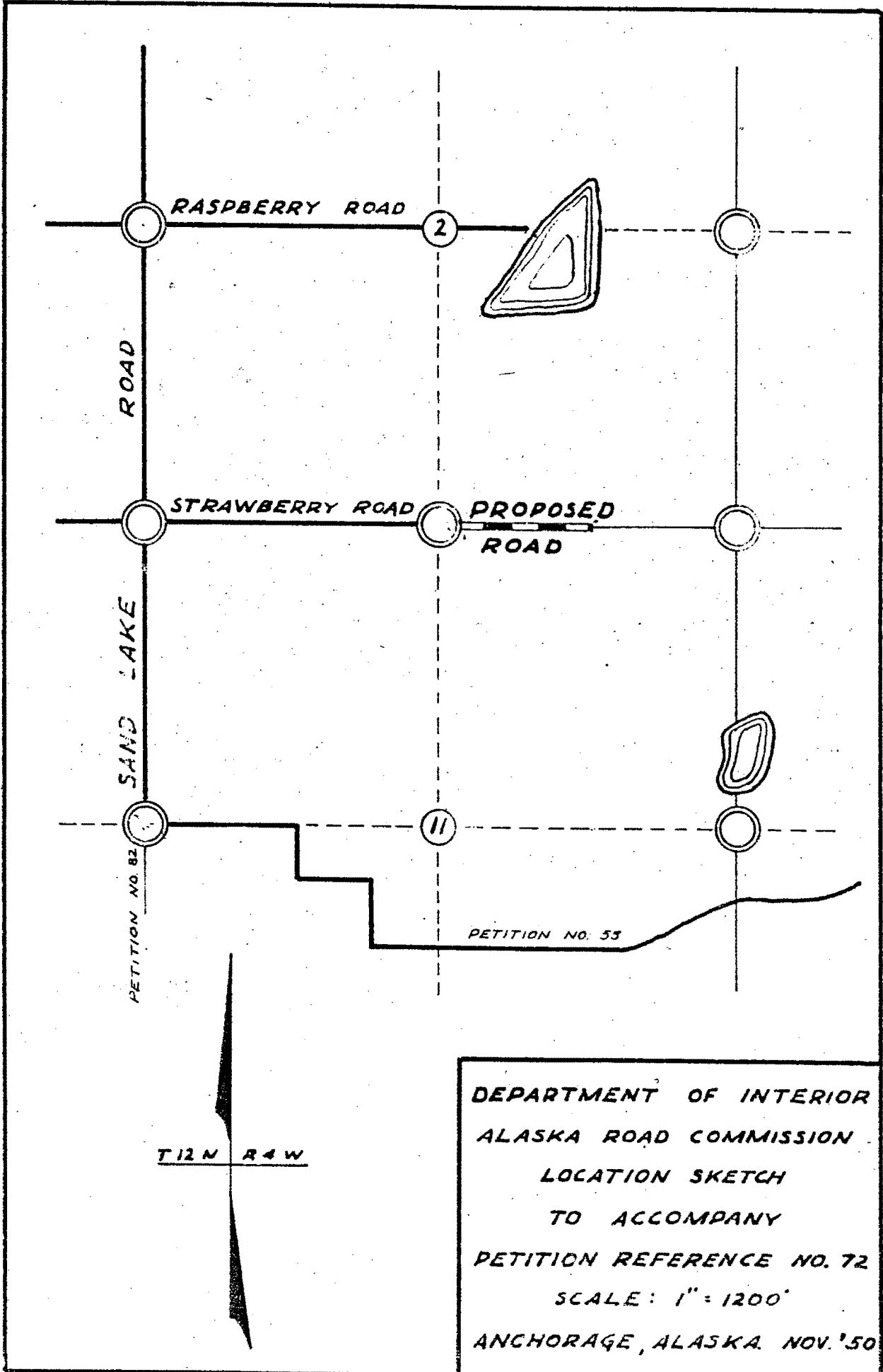
DEPARTMENT OF INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE NO. 73
 SCALE 1" = 1500'
 ANCHORAGE ALASKA DISTRICT
 NOV. 30
 Date



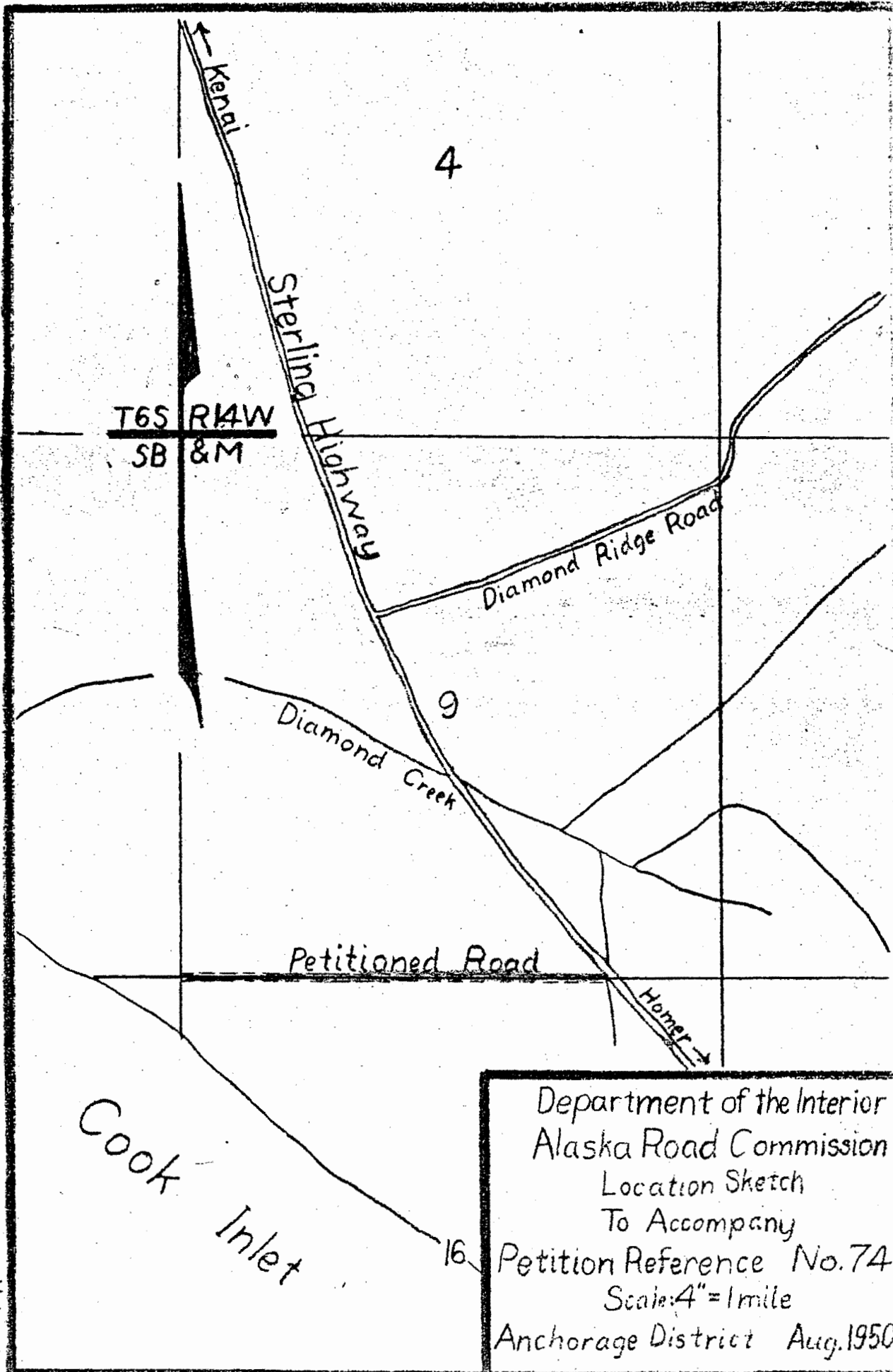
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 Checked by [Signature]



DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE NO. 70
 SCALE 2" = 1 MILE
 ANCHORAGE ALASKA NOV. '50



DEPARTMENT OF INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE NO. 72
 SCALE: 1" = 1200'
 ANCHORAGE, ALASKA. NOV. '50



4

T6S R14W
SB & M

Sterling Highway

Diamond Ridge Road

9

Diamond Creek

Petitioned Road

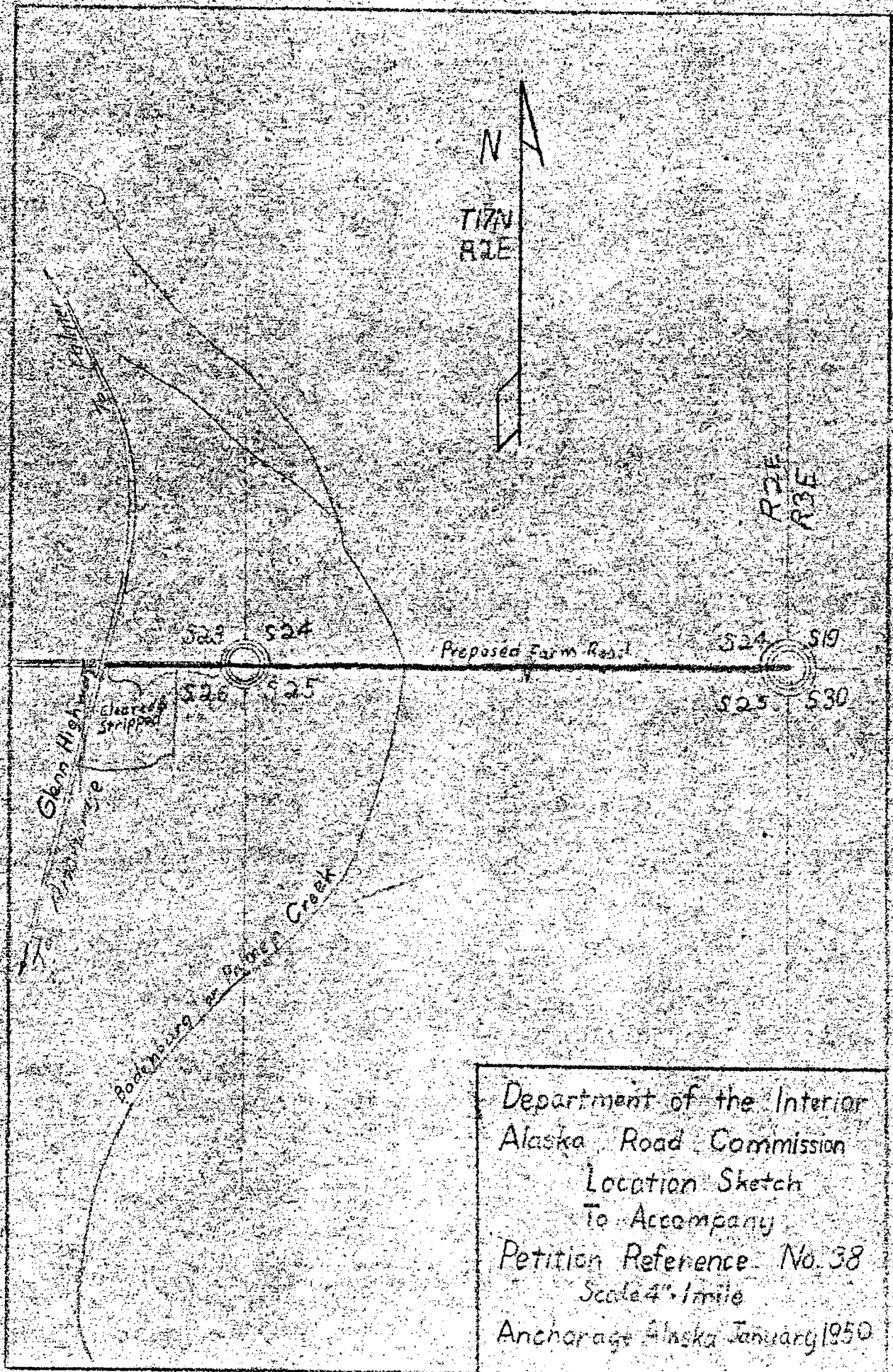
Homer →

Cook Inlet

16

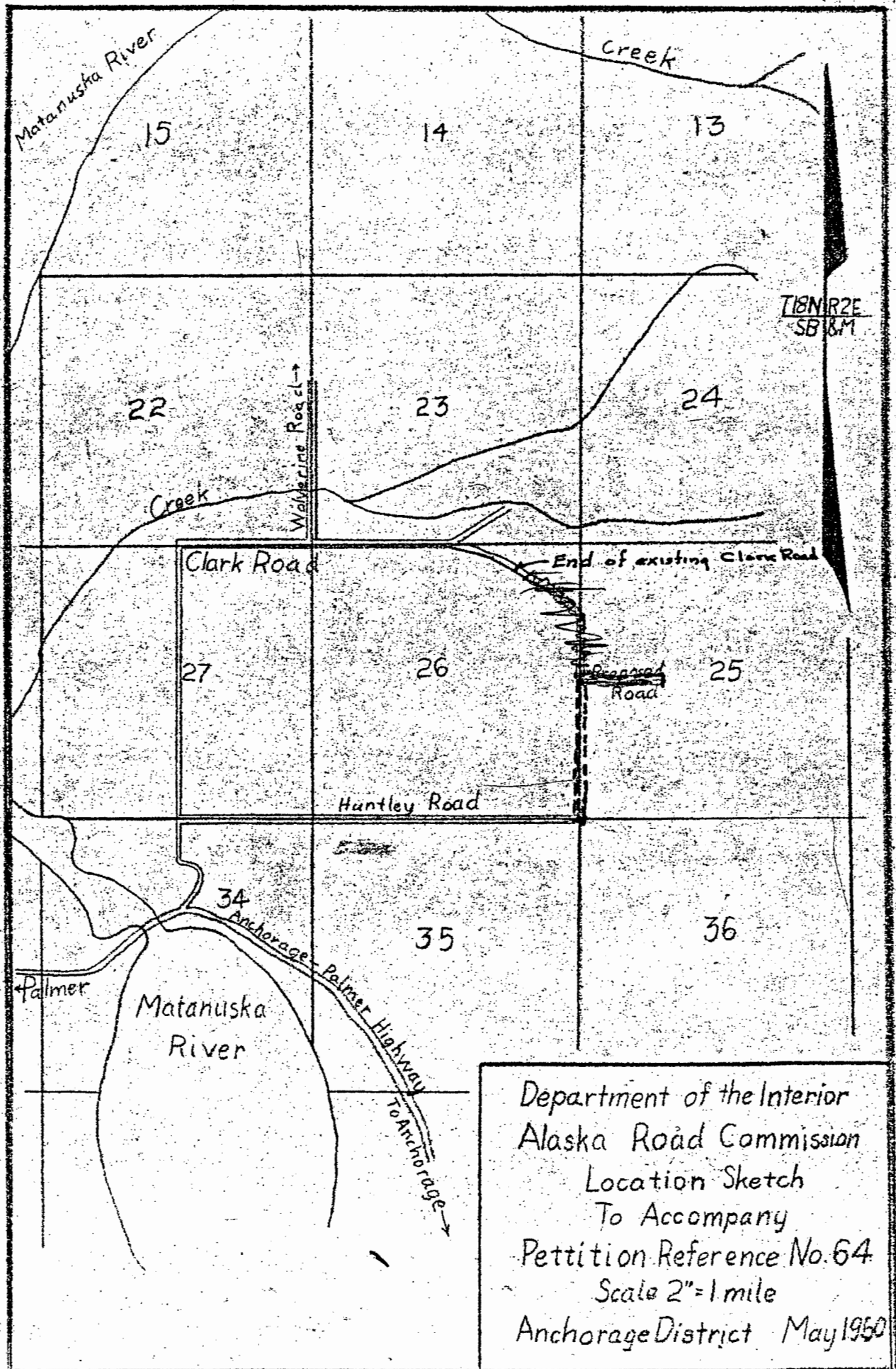
Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 74
 Scale: 4" = 1 mile
 Anchorage District Aug. 1950

Made by G.F.
 Checked by ---



Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 38
 Scale 4" = 1 mile
 Anchorage Alaska January 1950

Made by S.F.
 Checked by S.F.



made by G.F.
 checked by J.F.

21

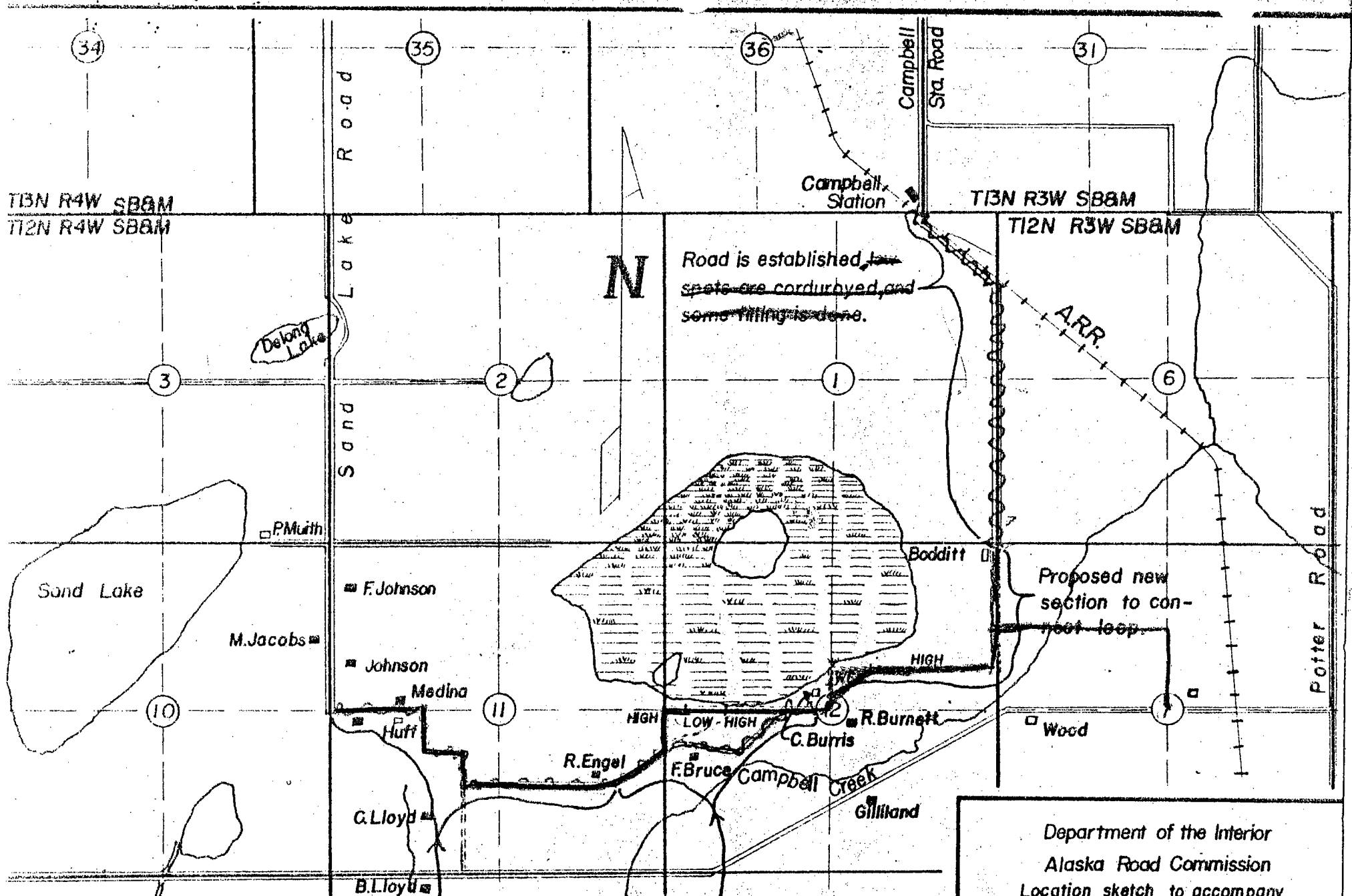
28

Proposed Road Schrok Road
To Wasilla →

T18N RIW
SB & M

Department of the Interior
Alaska Road Commission
Location Sketch
To Accompany
Petition Reference No. 71
Scale: 4" = 1 mile
Anchorage District July 1950

Drawn by _____
Checked by _____

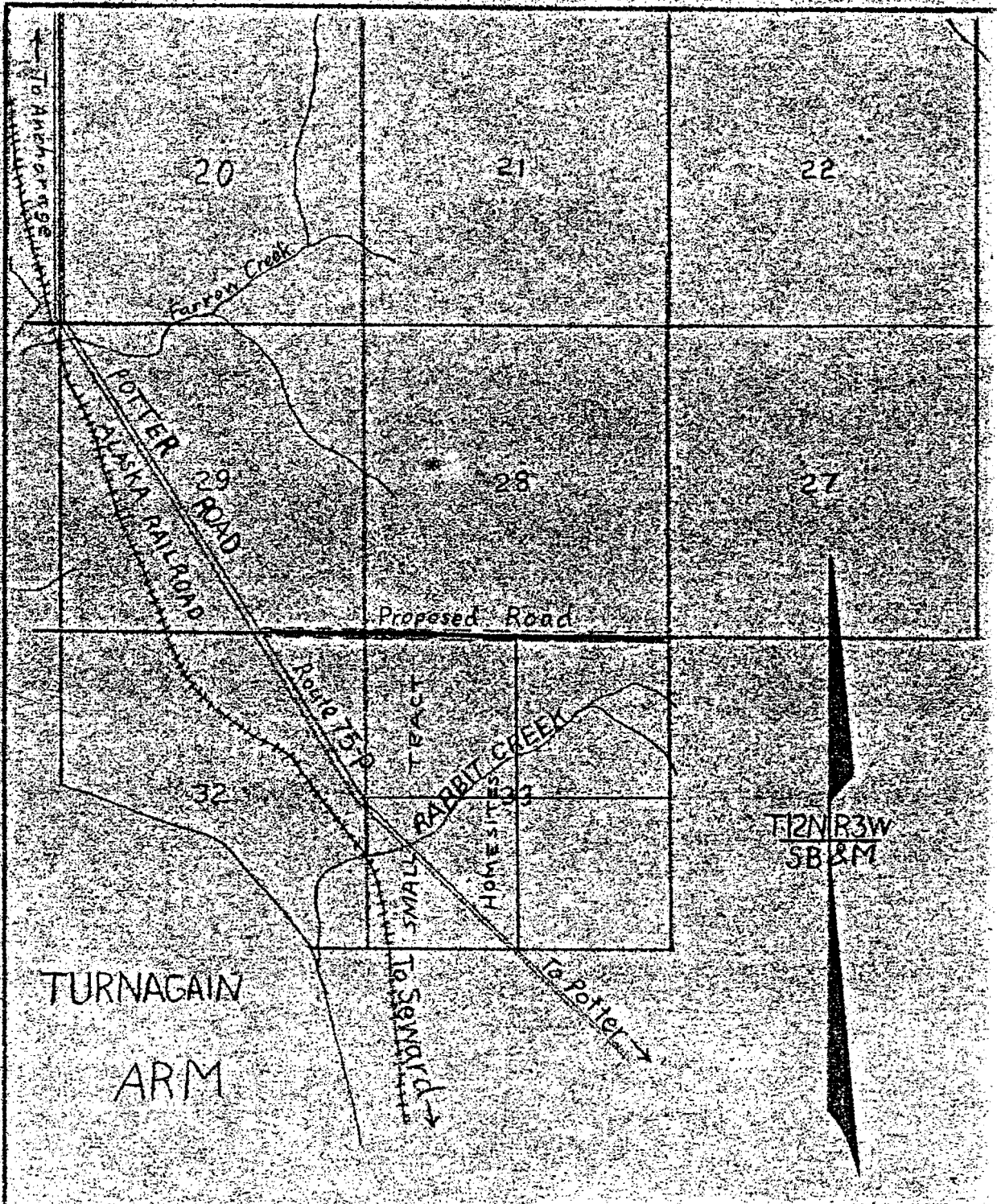


——— Road is established.
 - - - - Road is established but
 needs improvement.
 ····· Proposed road.

Road is established and most of
 the grading is done, but it needs
 final grading and gravelling. It has
 a good base and high ground.

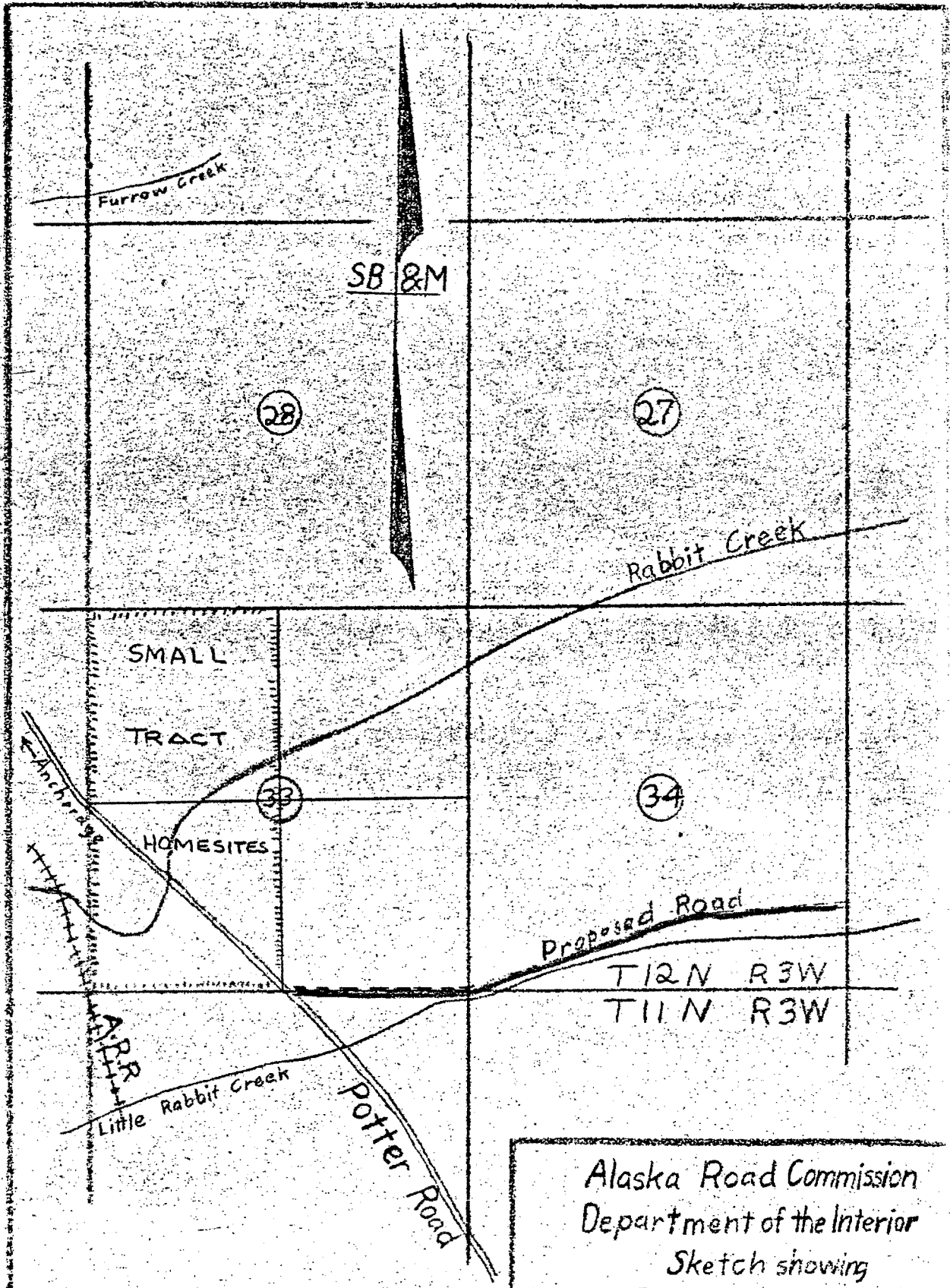
Road is cleared but it is not
 graded or graveled. It has
 objects across the prop-
 osed line.

Department of the Interior
 Alaska Road Commission
 Location sketch to accompany
 Petition Reference No. 55
 Scale 1" = 2000'
 Anchorage Alaska March 1950



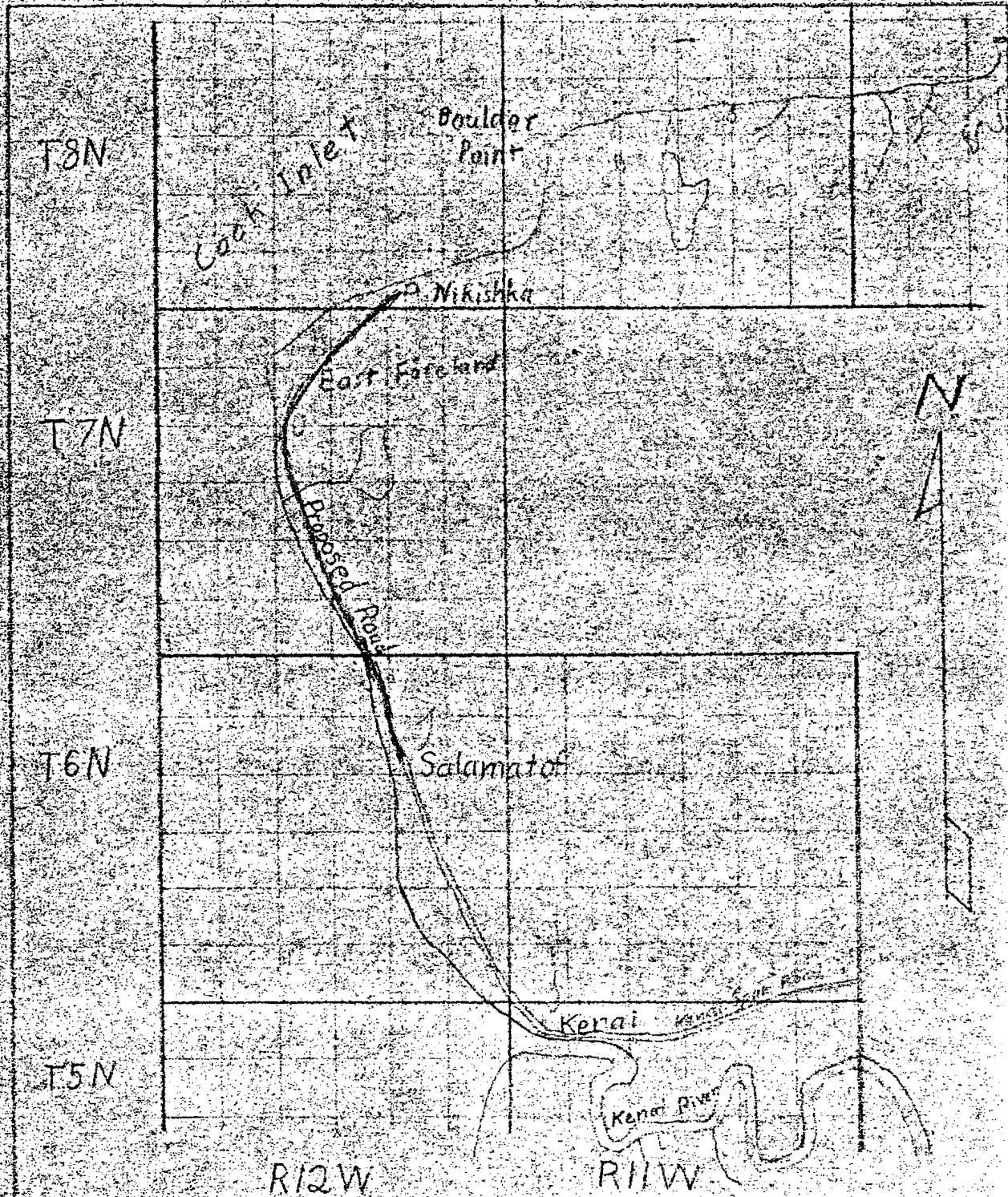
Made by G.F.
 Checked by M.F.

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 63
 Scale 2" = 1 mile
 Anchorage District May 1950



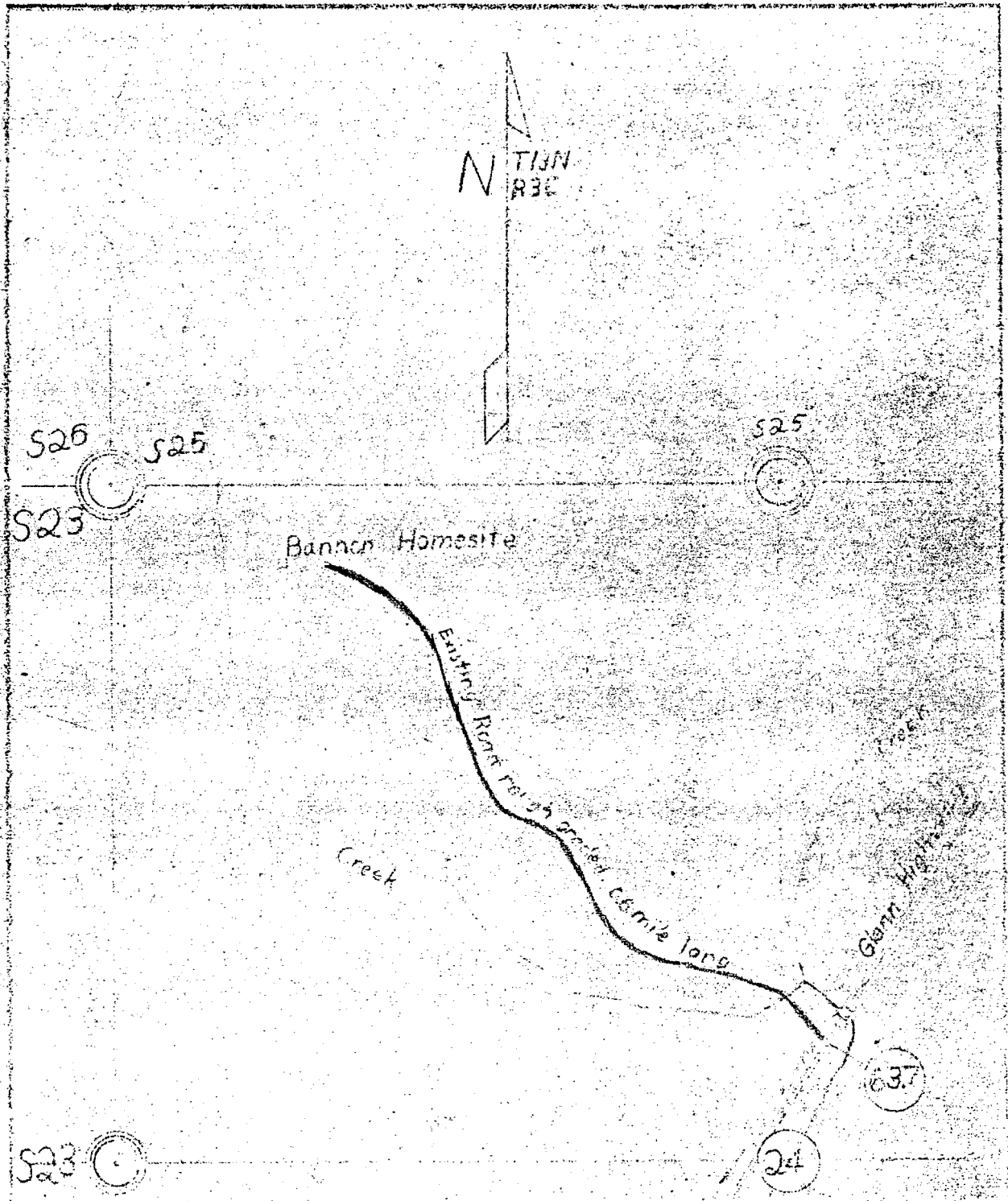
Alaska Road Commission
 Department of the Interior
 Sketch showing
 Petition Reference Number 61
 Scale 1" = 2000'
 April 1950
 Anchorage District

Made by GF
 Checked by GF



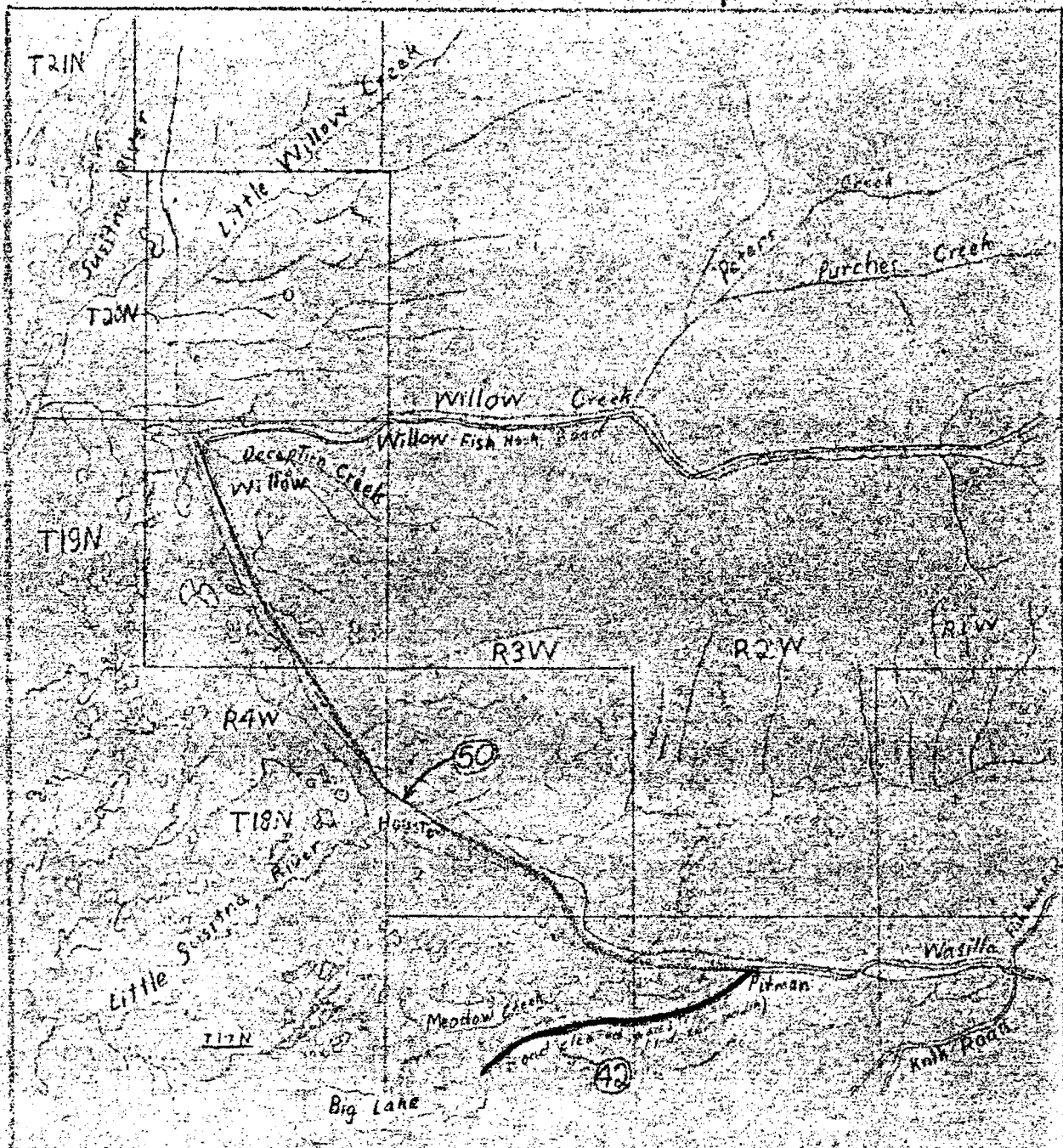
Made by G.E.
 Checked by J.F.

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 7
 Scale 1:66,667
 Anchorage, Alaska, January 1951



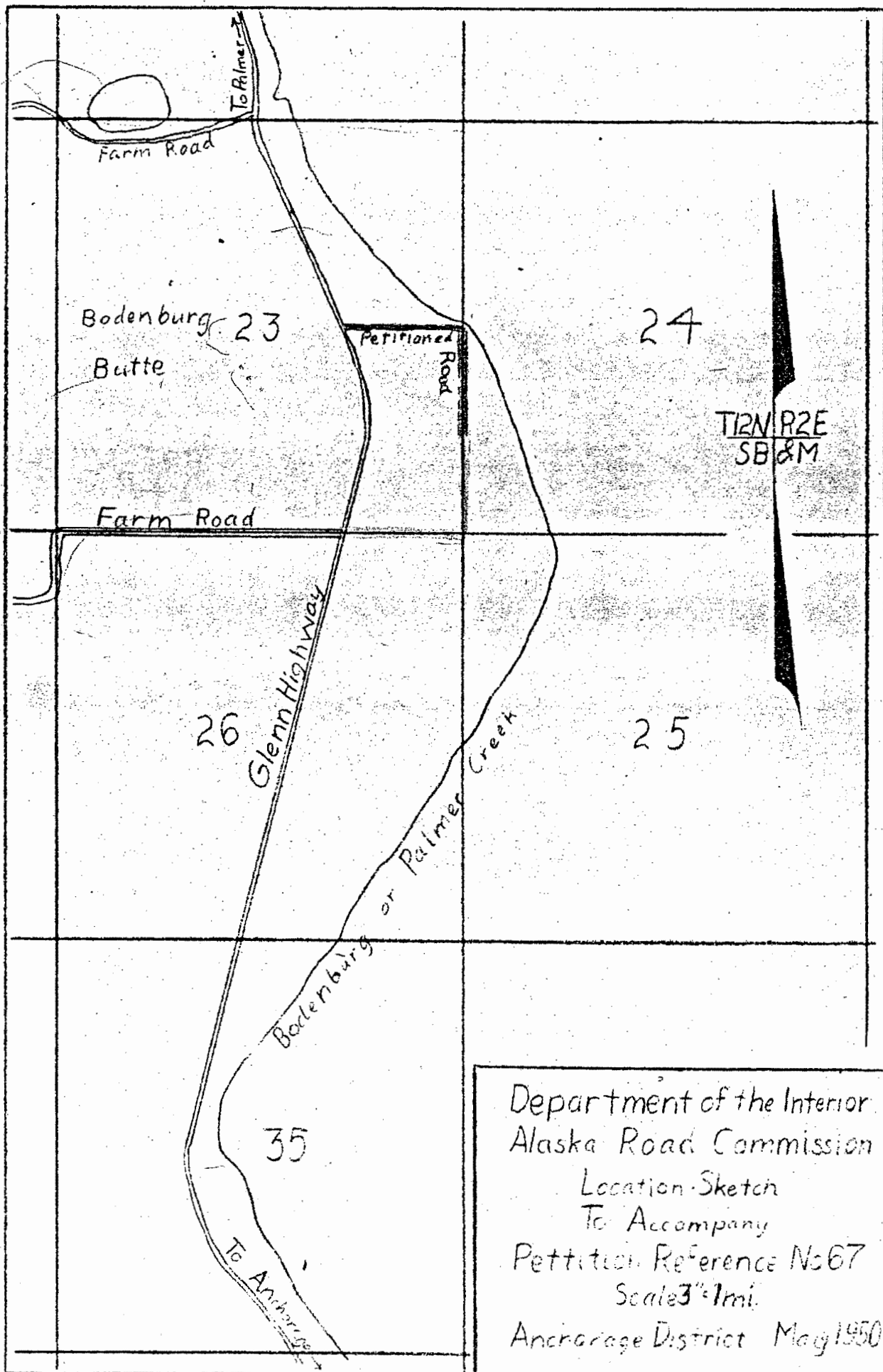
Department of the Interior
 Alaska Road Commission
 Location sketch
 To accompany
 Petition Reference No. 1
 Scale 1" = 600'
 Anchorage Alaska January 1950

Made by G.F.
 Checked by ME



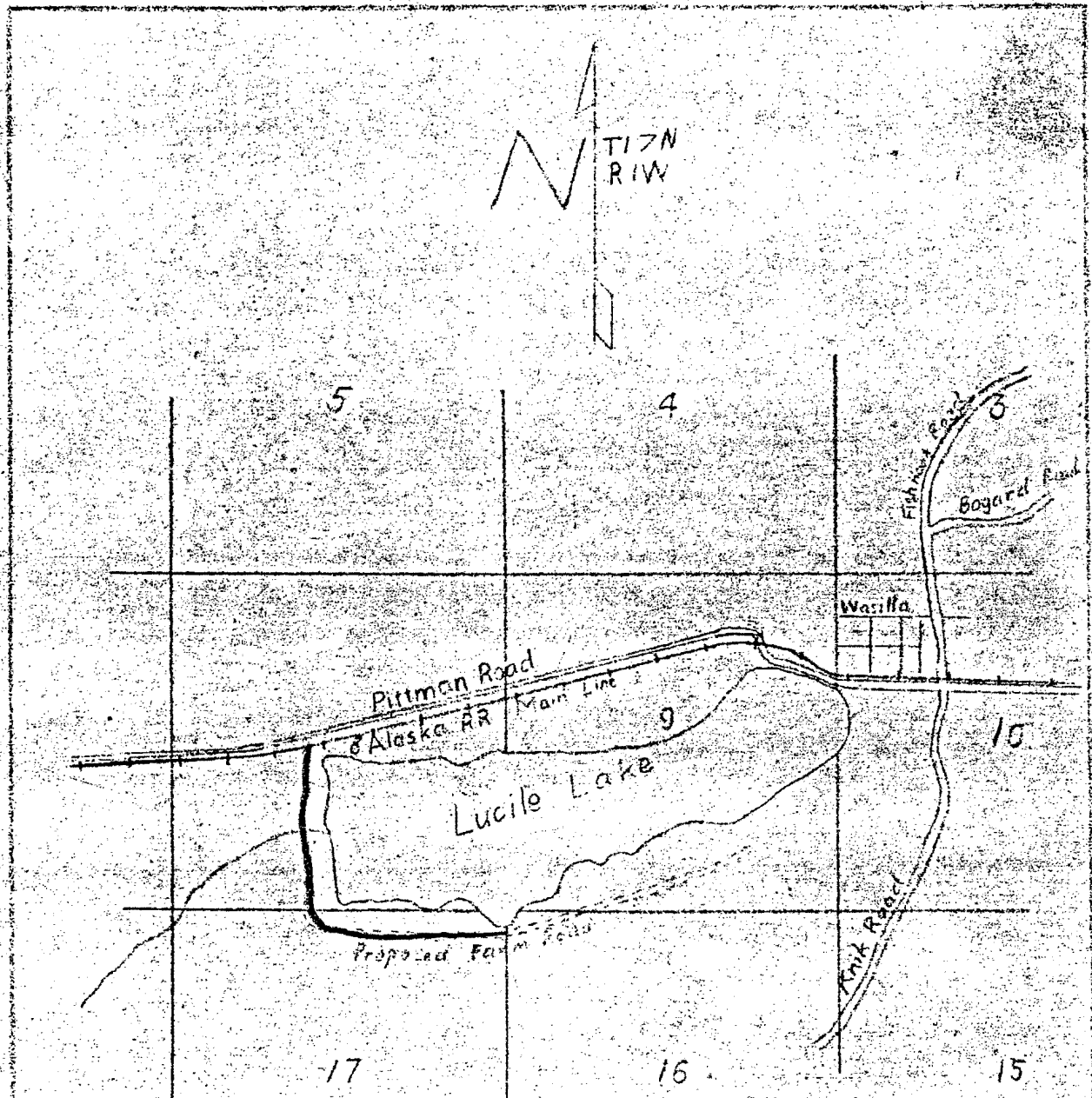
Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference Nos 4250
 Scale 1"=250,000'
 Anchorage Alaska January 1950

Made by GF
 Checked by [signature]



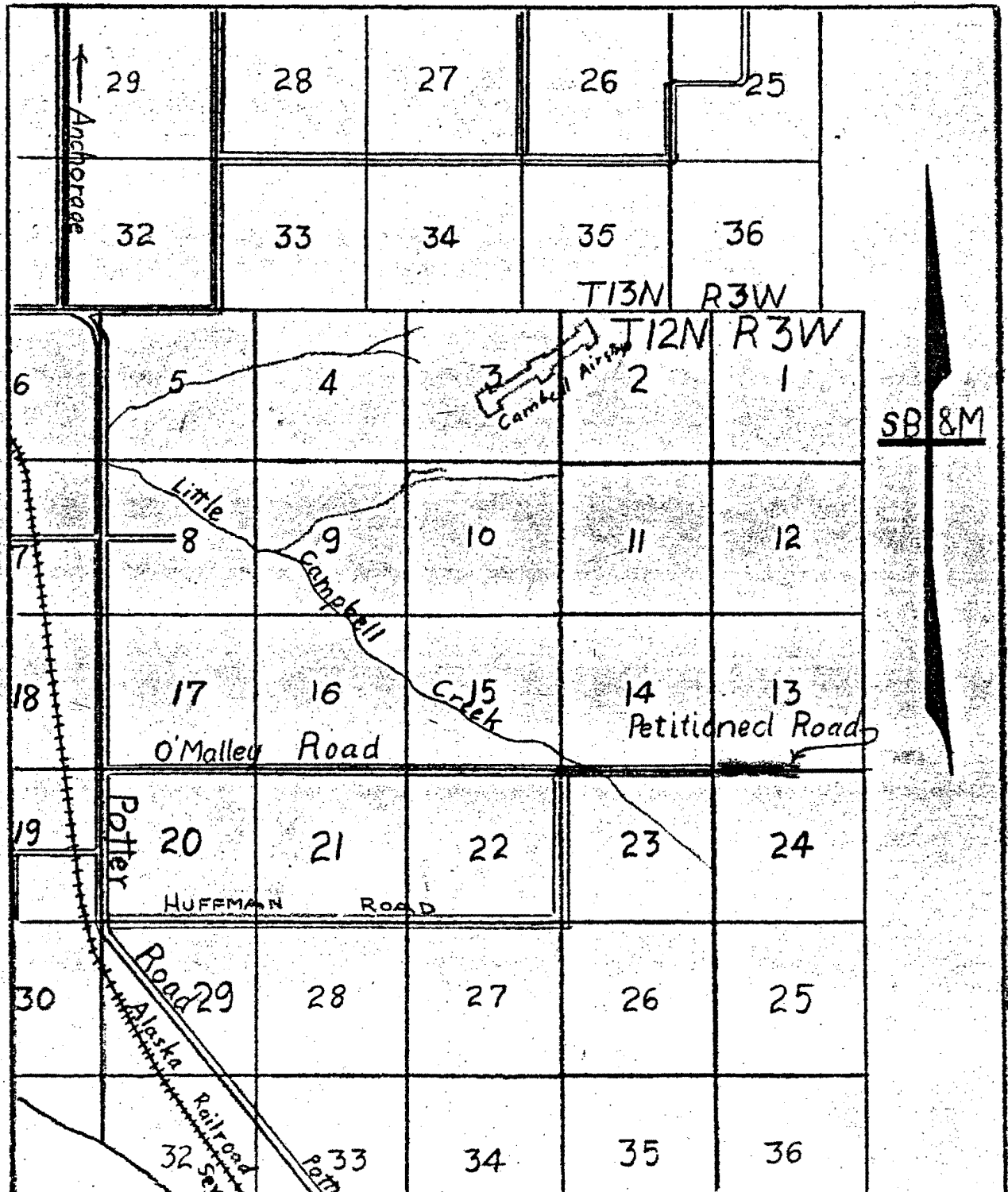
Made by CF
 Checked by _____

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No 67
 Scale 3"=1mi.
 Anchorage District May 1950



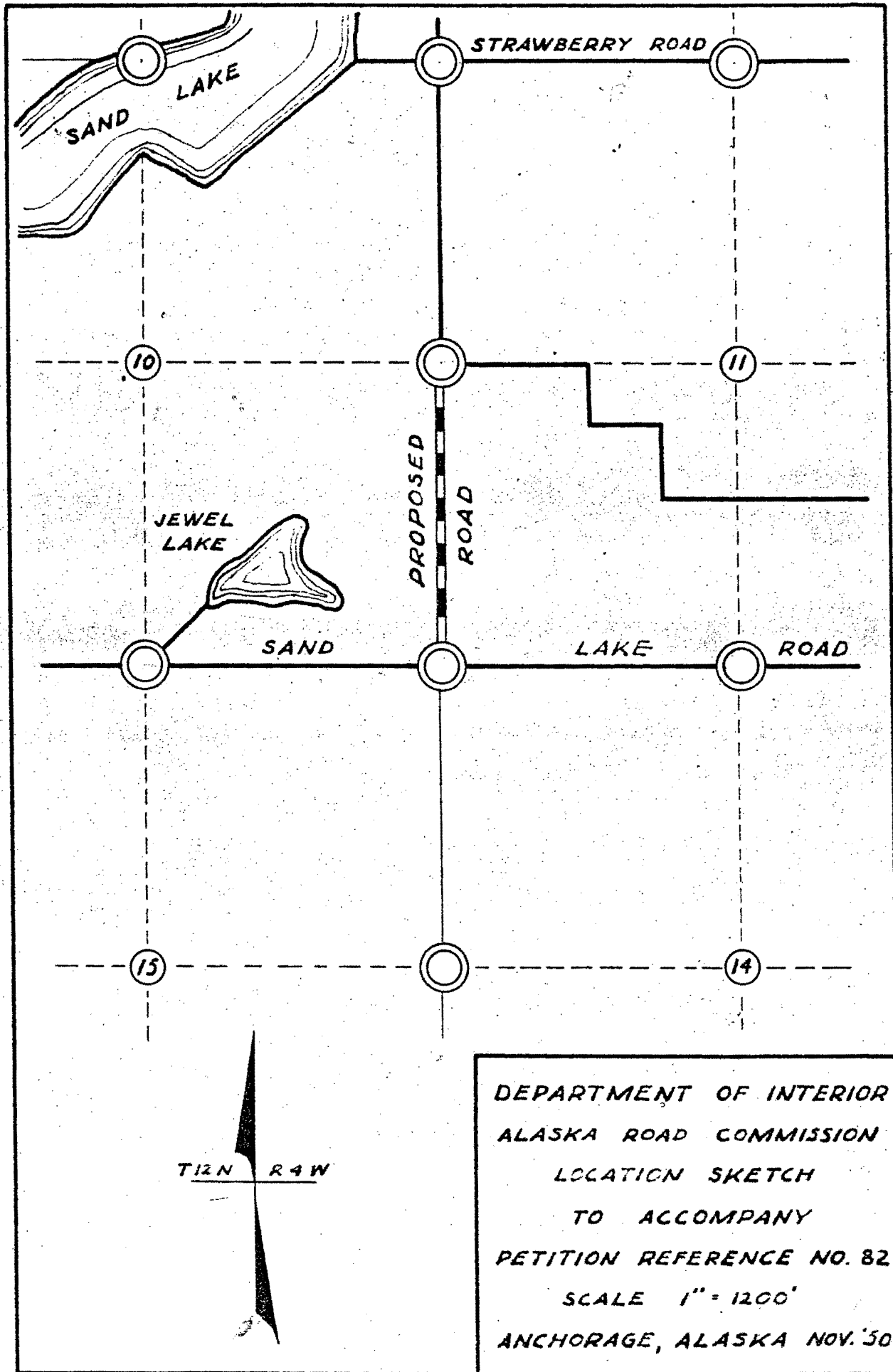
Department of the Interior
 Alaska Road Commission
 Location sketch
 To accompany
 Petition Reference no. 51
 Scale 2" = 1 mile
 Anchorage Alaska January 1950

Made by GF
 Checked by ATP

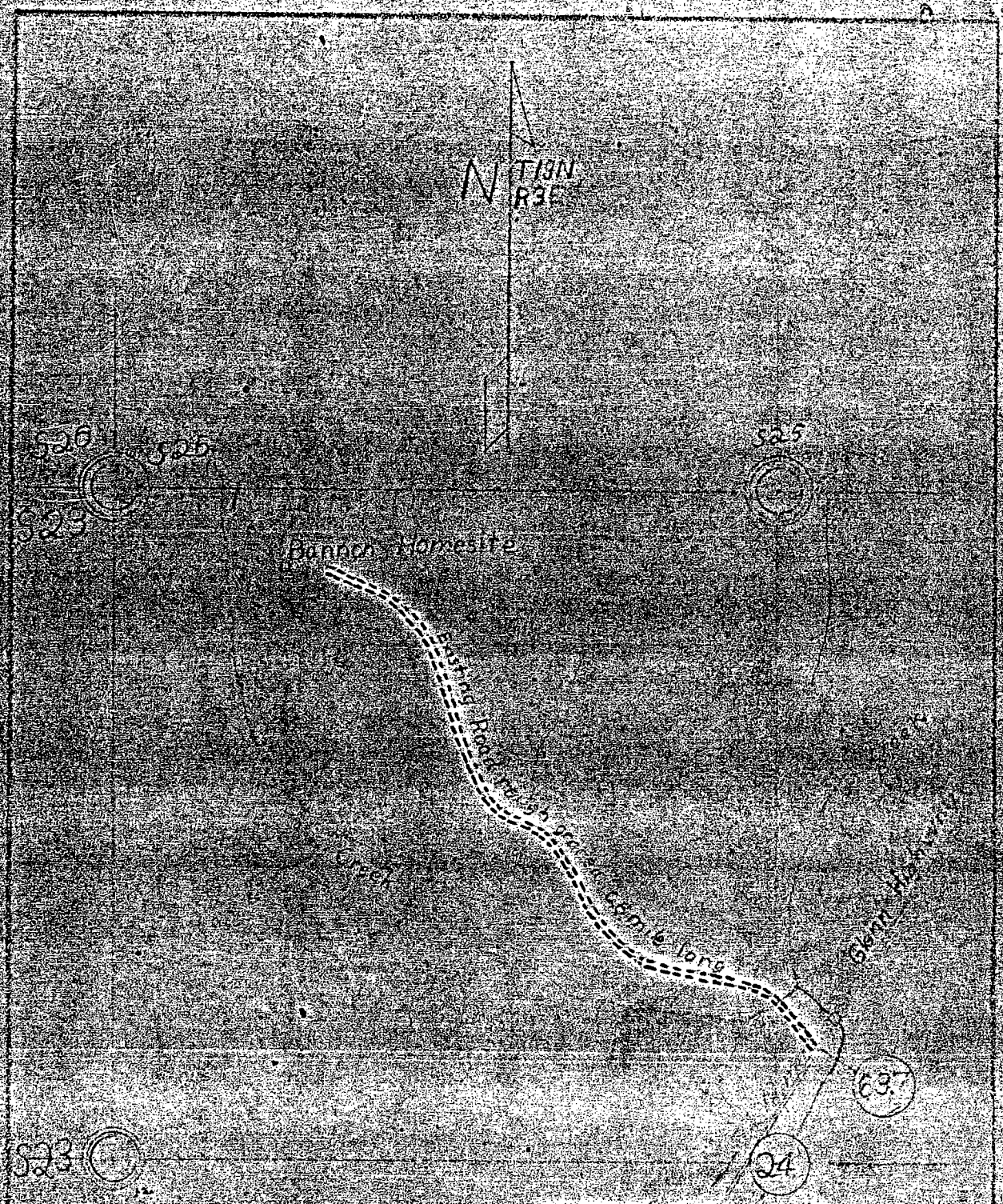


Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No 75
 Scale: 1"=1 mile
 Anchorage District Aug. 1950

Made by G.F.
 Checked by _____



DEPARTMENT OF INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE NO. 82
 SCALE 1" = 1200'
 ANCHORAGE, ALASKA NOV. '50



N
T13N
R3E

Banner Mine site

6.5 mile long

326
325
323

325

323

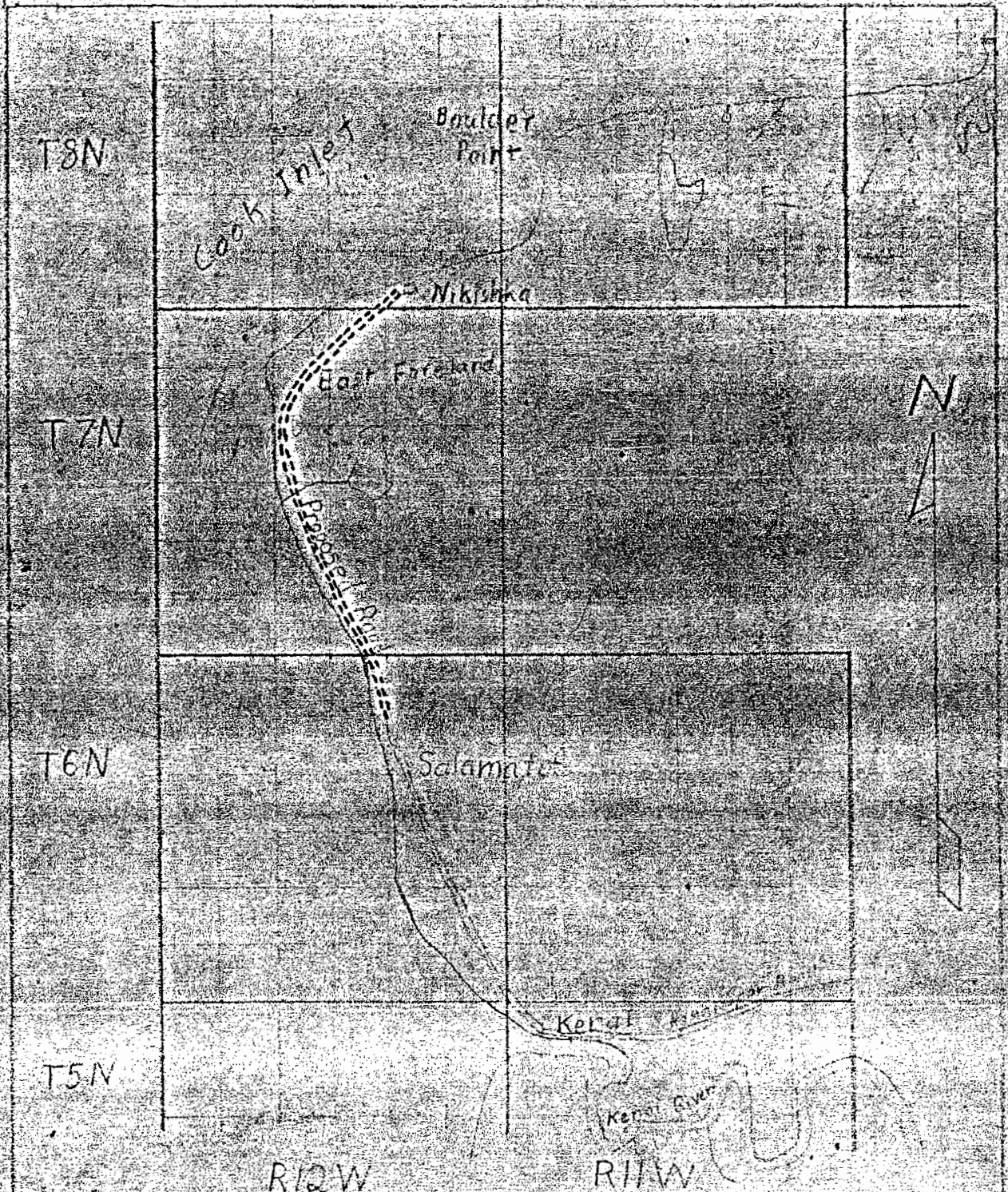
324

327

B.L.M.
Some fair agricultural & grazing
land available in this area. Also
suitable for poultry.

Department of the Interior
Alaska Road Commission
Location sketch
To accompany
Petition Reference No. 1
Scale 1" = 660'
Anchorage Alaska January 1950

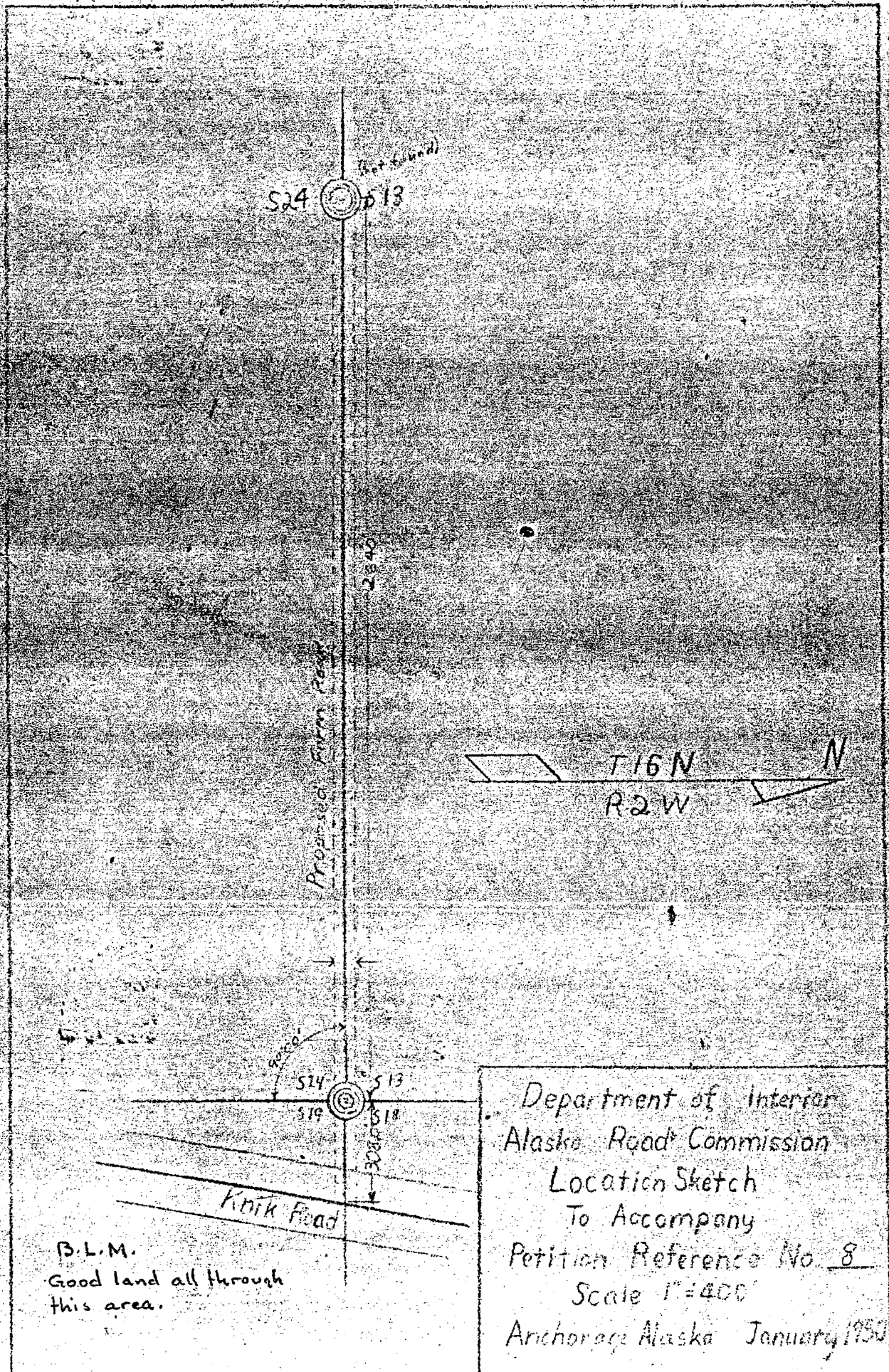
by G.F.
sketch by W.P.



BLM.
 A strip of good land, 2 to 5 miles wide, extends from Salamatof Beach to Nikiska. They believe this road justified.

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 7
 Scale 1" = 165,000'
 Anchorage, Alaska, June 1950

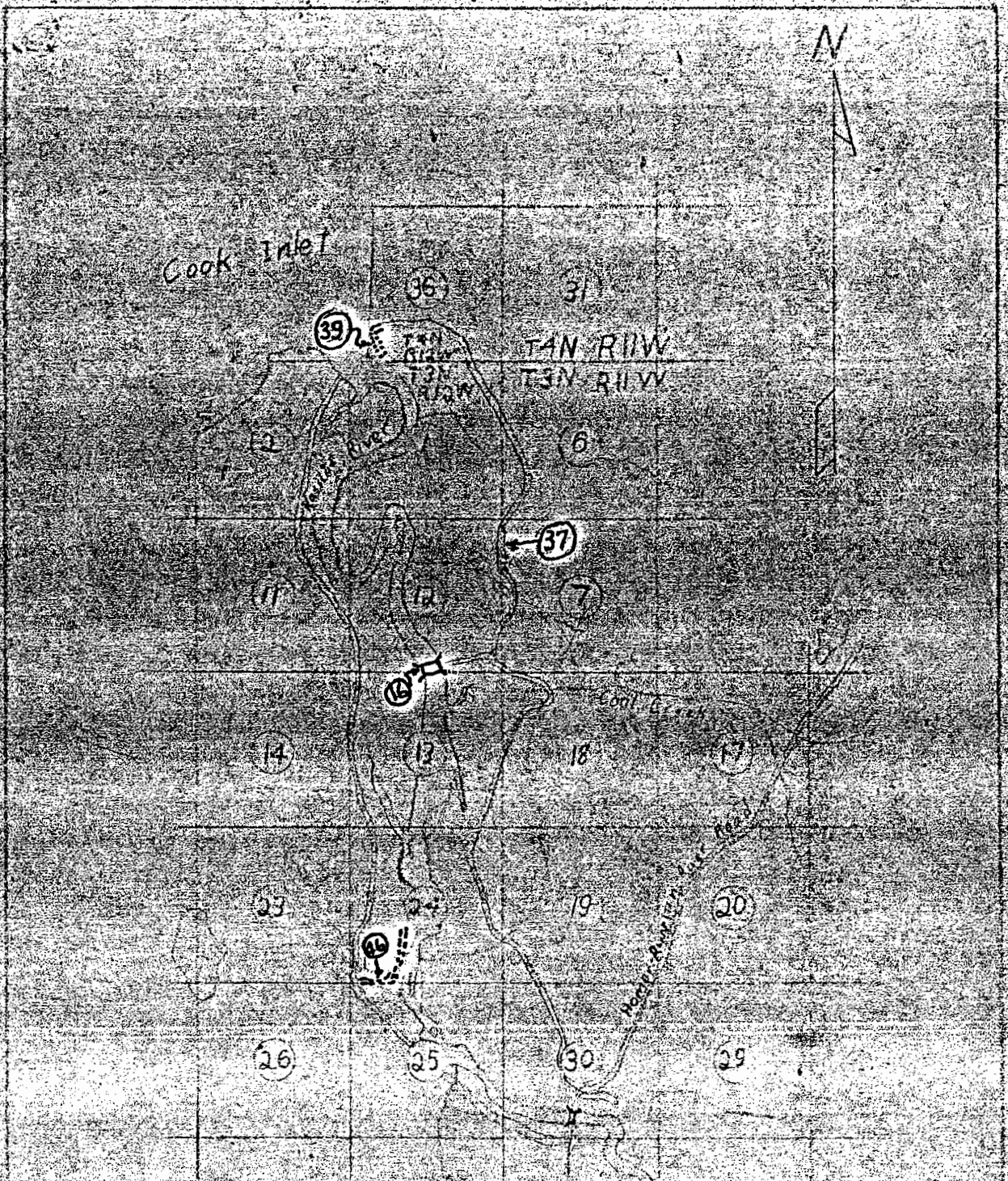
106 DWA
 checked by 225



checked by GF

B.L.M.
Good land all through
this area.

Department of Interior
Alaska Road Commission
Location Sketch
To Accompany
Petition Reference No. 8
Scale 1"=400'
Anchorage Alaska January 1950



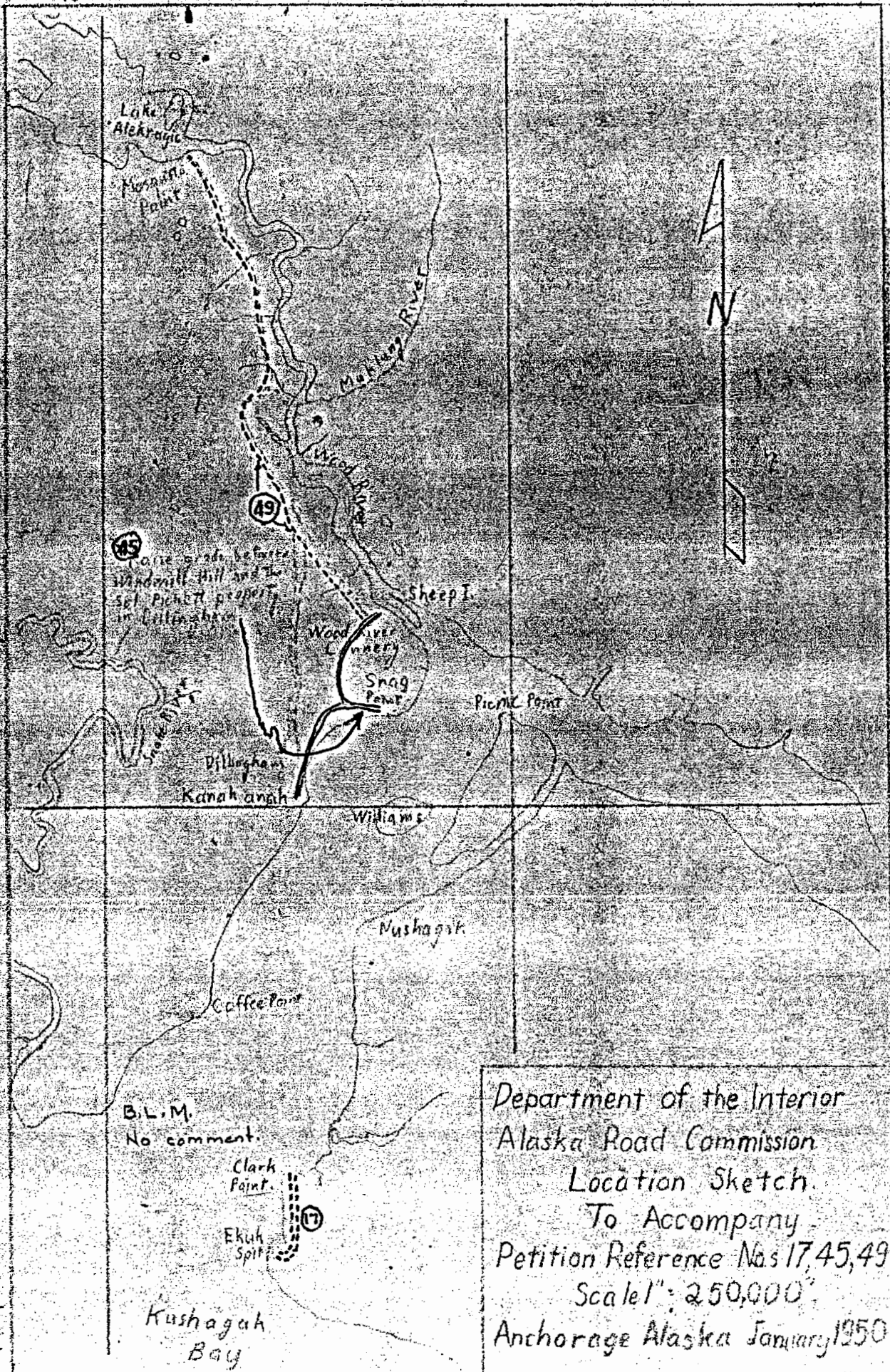
B.L.M.
Development in this area is justified

Department of the Interior
Alaska Road Commission
Location Sketch
To accompany
Petition Reference Nos 163/3916
Scale 1" = 1 mile
Anchorage Alaska January 1950

made by G.F.
checked by [signature]

158°40'

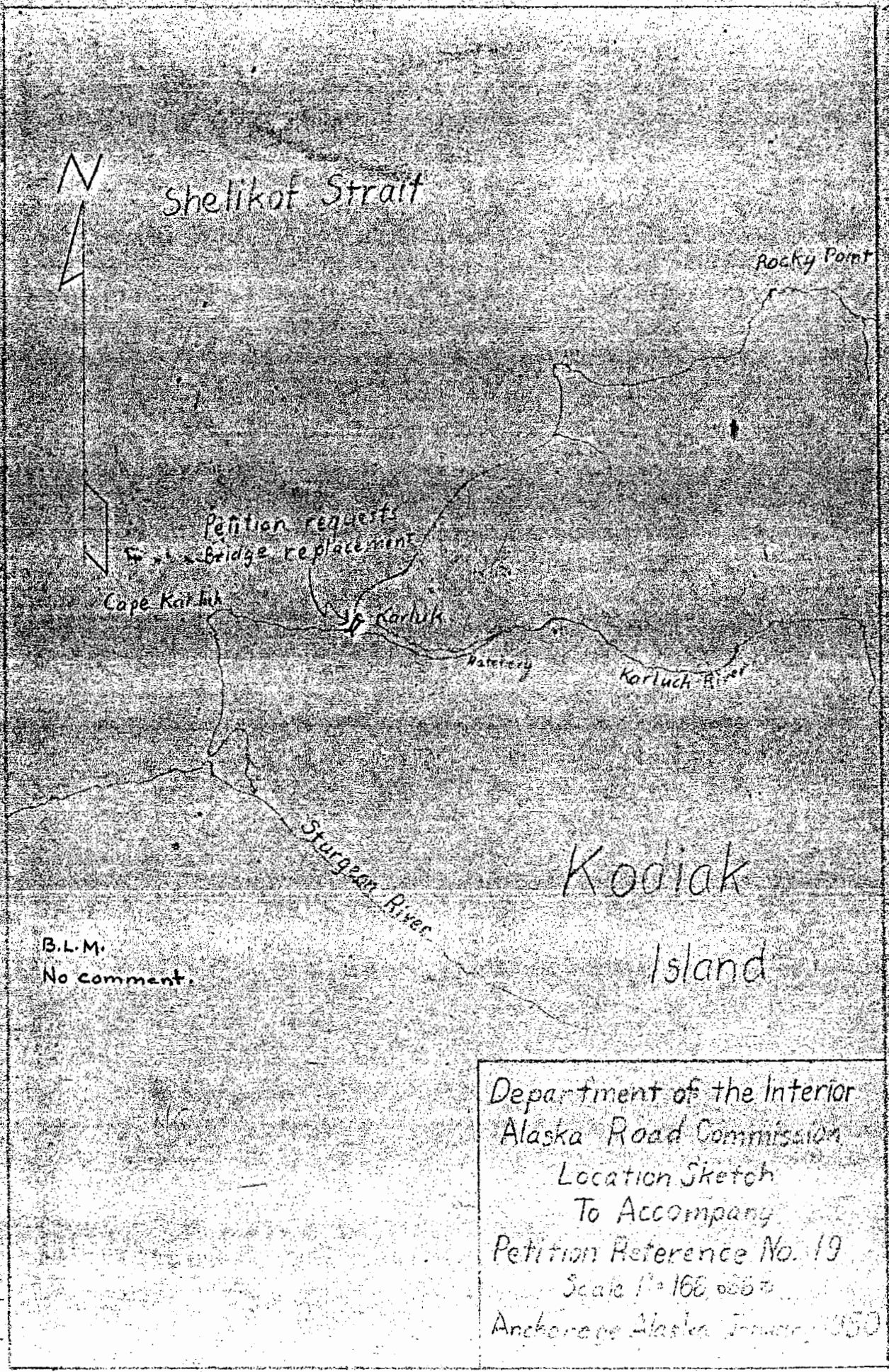
158°20'



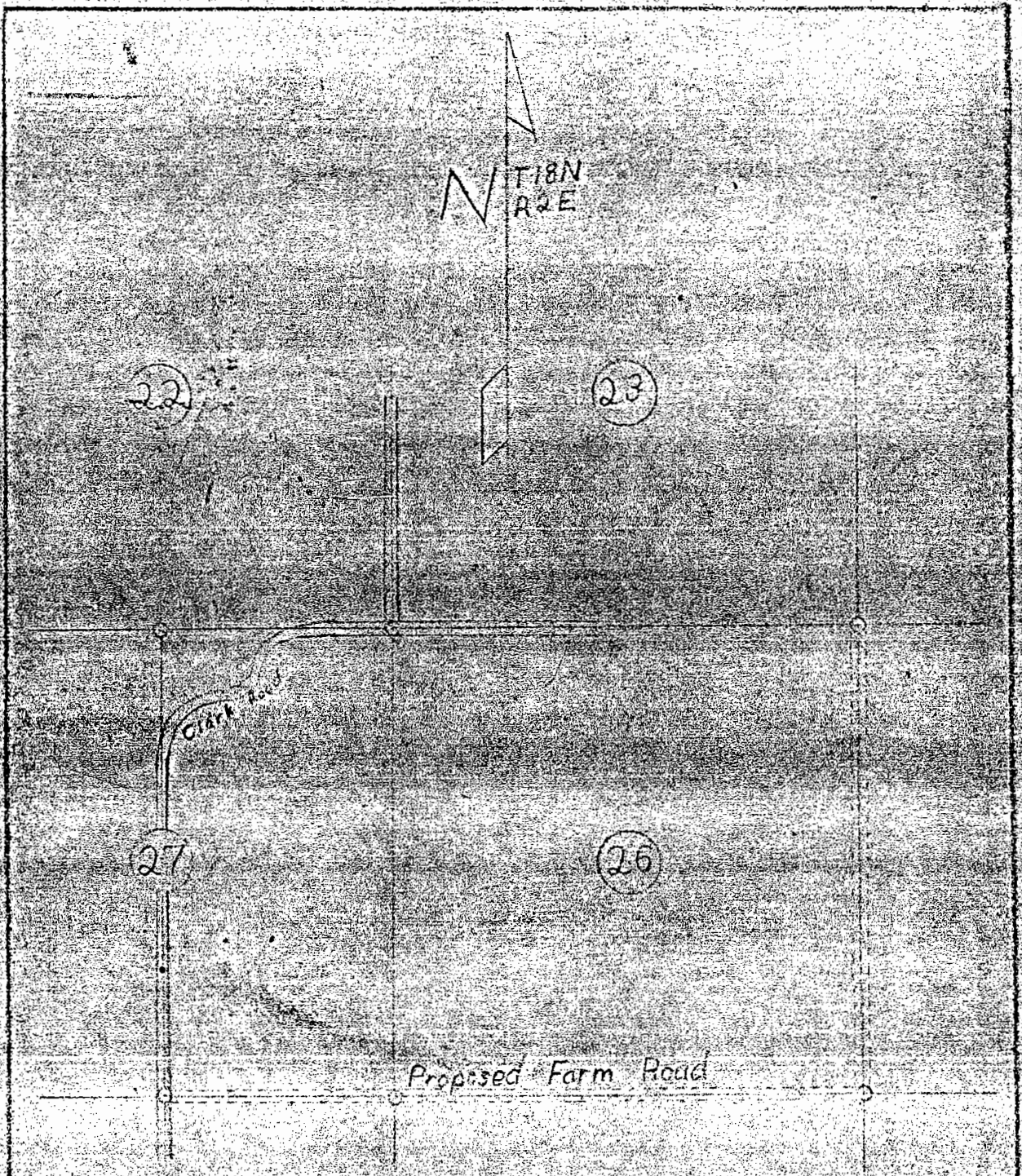
45 Close grade between Wendenell Hill and the Sgt. Pickett property in Dillingham

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference Nos 17,45,49
 Scale 1" = 250,000"
 Anchorage Alaska January 1950

Made by G.E.
 Checked by [signature]

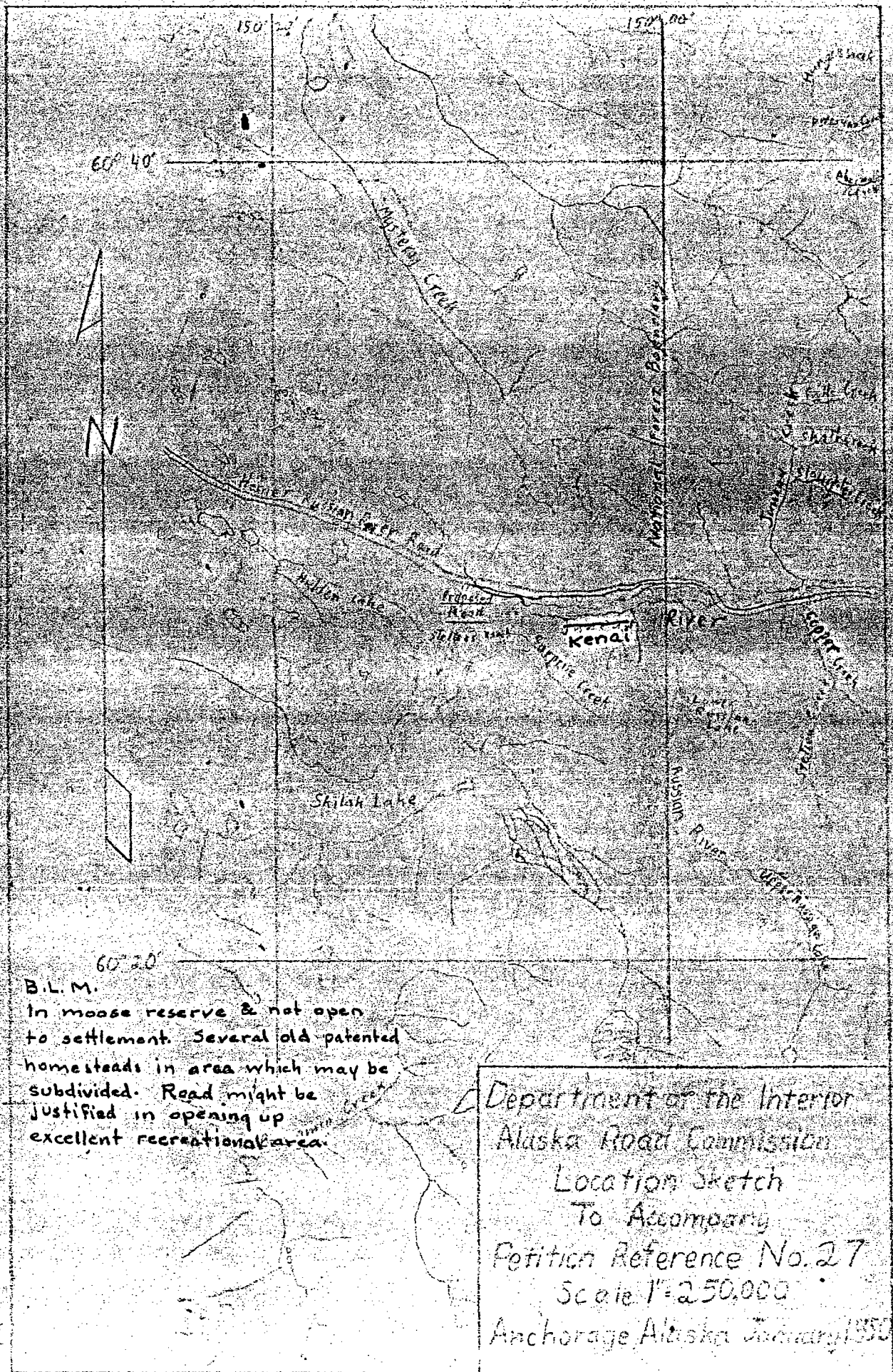


made by G.E.
checked by G.E.



Department of the Interior
Alaska Road Commission
Location sketch
To accompany
Petition Reference No 22-3
Scale 3" = 1 mile
Anchorage Alaska January 1950

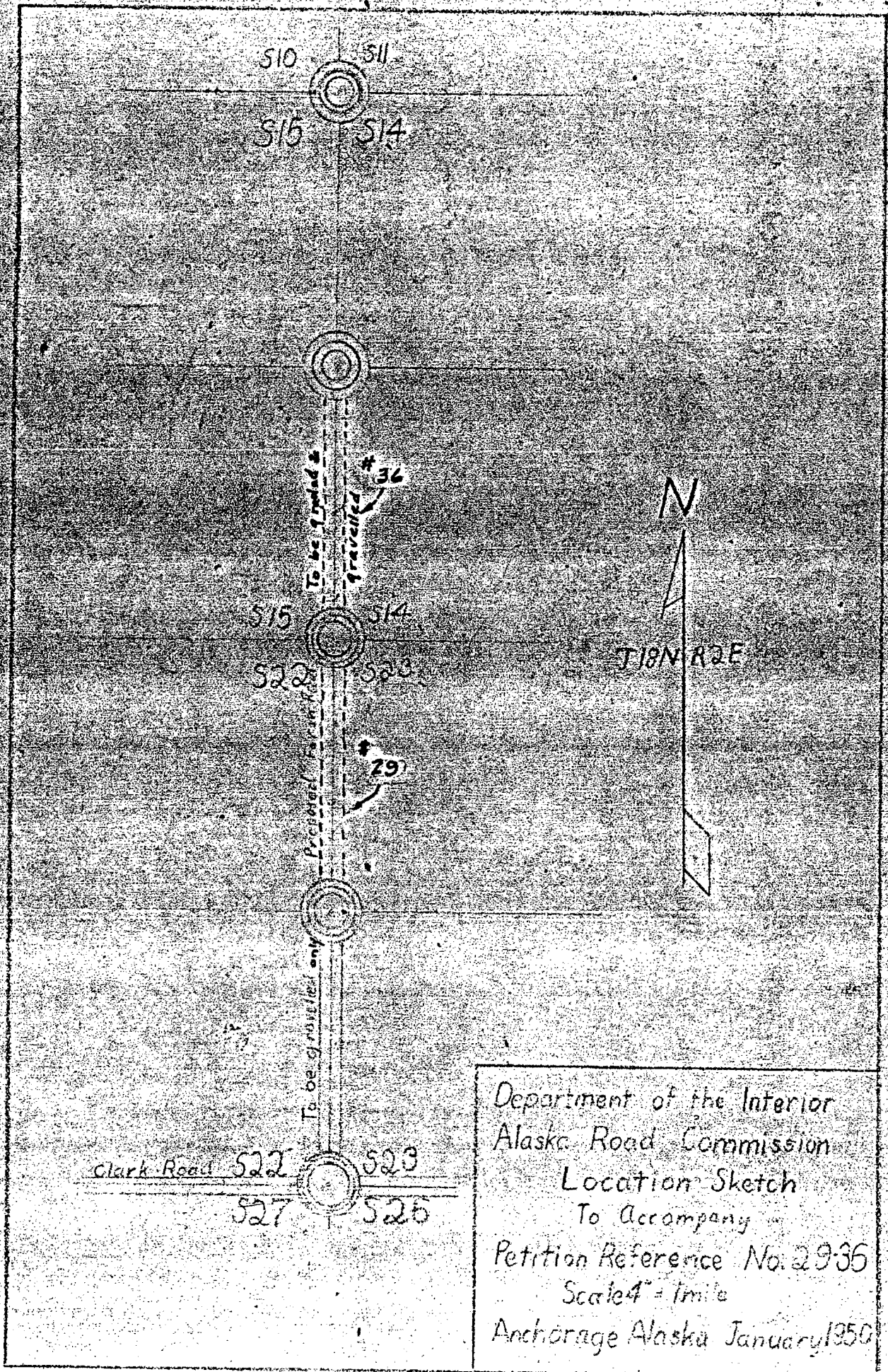
made by G.F.
Checked by *nm*



B.L.M.
 In moose reserve & not open
 to settlement. Several old patented
 homesteads in area which may be
 subdivided. Road might be
 justified in opening up
 excellent recreational area.

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 27
 Scale 1"=250,000
 Anchorage Alaska January 1950

Made by C.E.
 checked by C.E.



Department of the Interior
 Alaska Road Commission
 Location Sketch
 To accompany
 Petition Reference No. 2936
 Scale 4" = 1 mile
 Anchorage Alaska January 1950

by RF
 checked by RF