

APPROPRIATIONS.

| Act. | Construction and maintenance military and post roads, bridges, and trails, Alaska. |
|-------|--|
| ..... | \$150,000.00 |
| ..... | 250,000.00 |
| ..... | 250,000.00 |
| ..... | 350,000.00 |
| ..... | 100,000.00 |
| ..... | 150,000.00 |
| ..... | 125,000.00 |
| ..... | 155,000.00 |
| ..... | 125,000.00 |
| ..... | 165,000.00 |
| ..... | 500,000.00 |
| ..... | 500,000.00 |
| ..... | 2,820,000.00 |

Treasury, United States, account "Alaska fund."

| Act, 1905, as amended by an act approved May 14, 1906. | Wagon road, bridges, and trails, Alaska fund. |
|--|---|
| ..... | \$28,000.00 |
| ..... | 80,500.00 |
| ..... | 128,584.00 |
| ..... | 117,750.00 |
| ..... | 145,200.00 |
| ..... | 125,000.00 |
| ..... | 155,000.00 |
| ..... | 152,000.00 |
| ..... | 228,000.00 |
| ..... | 166,316.32 |
| ..... | 171,821.31 |
| ..... | 164,402.00 |
| ..... | 50,000.00 |
| ..... | 256,000.00 |
| ..... | 1,968,579.23 |

PREVIOUS PROJECTS.

Information relating to previous operations and in the Annual Reports of the board.

EXTRACT ✓

CONSTRUCTION AND MAINTENANCE OF
MILITARY AND POST ROADS, BRIDGES,
AND TRAILS, ALASKA

BOARD OF ROAD COMMISSIONERS
FOR ALASKA

IN CHARGE



WASHINGTON
GOVERNMENT PRINTING OFFICE
1920

cooperative basis July 1. Alaska Road Commission allotment \$5,000, Department of Agriculture \$10,000, with \$5,000 from Territorial funds.

Route 44. Skagway Valley Road (2.5 miles).—All expenditures on this route were in repairs to bridge over Skagway River. This bridge was seriously damaged by high water, and on account of shortage of funds the city of Skagway contributed one-half of the cost of repairs. Maintenance cost, \$242.

Route 45. Silver Bow Basin Road (4 miles).—This road, on account of its location along the mountain side, is very susceptible to damage, and was badly washed out during the fall. Damage amounted to approximately \$5,000. Slides and swift mountain streams completely destroyed several sections of the road, and on account of the very heavy cost of repairs, necessitating almost new construction of a part of the route, the road was only opened as far as the Ebner mine, about 1½ miles from Juneau. To do this it was necessary to construct about 200 feet of trestle work and remove several rock slides. Late in June of this year a crew was started in opening the remainder of the road. The entire road will be open for traffic about August 15. The repair work on this road is being done in cooperation with the Territory. Alaska Road Commission allotment \$1,000, Territorial allotment \$2,000.

Expenditure for maintenance during year, \$2,734.89.

Ketchikan-Wards Cove Lighthouse Station-Ketchikan Creek Road (7 miles).—This is a very worthy project and has not been built owing to limited funds. It is now under construction in cooperation with the Department of Agriculture, Territory of Alaska, and the Alaskan Road Commission, the allotments being, respectively, as follows: \$39,000, \$13,000, and \$5,000.

The Wards Cove section is 4 miles in length and connects Ketchikan with the rapidly developing manufacturing section between the town and Wards Cove. The lighthouse section connects Ketchikan with the lighthouse station, and the Ketchikan Creek section leads from the town to the city park, which is being improved by substantial voluntary popular subscriptions by the local people.

All of the work is fairly heavy construction. Work was started in June. Expenditures, all charged to construction, amounted to \$1,582.76.

All of the cooperative work is being done under the direction of Maj. W. H. Waugh, who, in addition to his duties with the Alaska Road Commission, acts as representative of the Department of Agriculture.

VALDEZ DISTRICT.

C. G. MORRISON, C. E., DISTRICT ENGINEER.

Route 4A. Donnelly-Washburn sled road (55 miles).—The channels of the Big Delta River at Donnelly were bridged with 359 feet of temporary structure, at a contract price of \$2.25 per linear foot. Total maintenance, \$807.75.

Route 4B. Valdez-Ernestine Road (63 miles).—Three crews were engaged on this route throughout the entire season. During July and August the stream from Valdez glacier destroyed one pile bridge in the vicinity of Valdez and threatened several others in addition

road on the alder flat, at the head of
ated and partially destroyed, necessitat-
llside. Bear Creek, in mile 18, filled in
owlders, gravel, and débris, washed out
nd destroyed both approaches, and at
nd inundated all of mile 42, including the
telegraph station. These destructive in-
ated new locations at a time when the
engaged in important maintenance and
great scarcity of labor, the commanding
ed some 20 men for work on the washout
ty on the pile driver at Valdez.
oad in mile 8 was destroyed and a detour
a short distance to the north. In all there
of new construction necessitated by wash-
f new road are all short and were built
f keeping the road open, the location was
st. In fact, only a small portion of the
sidered of permanent value.
ear the summary of the work accomplished

| | | |
|-----------------------|-------------------|--------|
| wide | ----- miles | 4.2 |
| all | ----- linear feet | 2,100 |
| | ----- do | 167 |
| | ----- do | 177 |
| | ----- do | 273 |
| | ----- do | 120 |
| | ----- do | 23,000 |
| | ----- cubic yards | 908 |
| | ----- linear feet | 8,270 |
| | ----- do | 1,975 |
| | ----- do | 3,300 |
| ment) | ----- do | 3,620 |
| ance, Keystone Canyon | ----- cubic yards | 3,620 |

ove the entire 63 miles was maintained in
ughout the year, and in spite of the torren-
route was kept open for the greater part of
nce, \$23,323.06; construction, \$8,722; total,

ult and expensive section of road the com-
n. For some years the average expenditure
ear. Of this amount probably 80 per cent
ez and mile 18. It is believed that about 10
uld be relocated as soon as funds will permit
years' maintenance expense would cover cost
ntenance of the new section should not exceed
00 per mile. Unfortunately much work of a
een necessary to open up roads for traffic as
nds have always been so limited that the best
ed. From miles 18 to 63 it is estimated \$350
llow maintenance with some slight improve-

-Willow Creek Road (29.3 miles).—In addi-
nance, consisting of rebuilding culverts, clean-
ellaneous road repairs, there was constructed

1½ miles of new road with the grader. Forest fires necessitated the
construction of 10 bridges having an aggregate length of 200 feet
in addition to the regular replacement of worn-out structures; 1,775
cubic yards of mud slides were removed. Maintenance, \$9,403.41;
construction, \$6,268; total, \$15,671.41.

Route 4D. Willow Creek-Gulkana Road (36 miles).—A road
grader was used in constructing 8½ miles of new grade and in regrad-
ing and raising 6½ miles of old road. A three-way drag with Case
tractor was used in dragging this route in the spring and summer of
1919. Maintenance, \$10,138.93; construction, \$10,000; total, \$20,-
138.93.

Route 4E. Gulkana-Sourdough Road (21.5 miles).—One-quarter
mile of road was graded by a grading machine. The usual mainte-
nance was carried on. On this route the maintenance is at all times
heavy on account of the very poor soil on which the road is located.
A number of old broken culverts were replaced.

The cost of culverts and bridge replacements and repairs during
the past year on this route has been unusually heavy, as the Govern-
ment, as well as individuals, have begun the use of heavy automo-
bile trucks, and the timber in the structures is old and must be re-
placed. Maintenance, \$5,032.49; construction, \$1,700; total, \$6,732.49.

Route 4F. Sourdough-168 Mile Road (18.2 miles).—A large num-
ber of culverts were constructed to replace those worn out or dam-
aged by heavy trucks, road was dragged by the use of teams, ditches
were cleaned and enlarged, and 14 miles of grade were repaired.

On June 1 the entire force of self-dumping automobile trucks
started surfacing at 152 mile, with the object of covering with
gravel the section between the 152 and 160 posts, which, heretofore
in the fall, became nearly impassable on account of mud. Due to
heavy rains during the month, about 20 per cent of time was lost.
(One mile of road was surfaced with 1,420 cubic yards of gravel.
Maintenance, \$5,000; construction, \$5,076.48; total, \$10,076.48.

Route 4G. 168 Mile-Delta River Road (38.8 miles).—Five miles
of road were graded by grading machine, one-half mile of old road
was surfaced with gravel, and four new culverts with an aggregate
length of 26 feet were placed. In addition, the entire section was
maintained throughout the year, the following work being done:

| | | |
|--|-------------------|-------|
| Glaciers removed (average depth, 3 feet) | ----- linear feet | 4,365 |
| Dragging throughout season over | ----- miles | 15 |
| Corduroy placed | ----- linear feet | 86 |
| Drainage ditches | ----- do | 200 |
| 41 culverts rebuilt | ----- do | 261 |
| 23 culverts repaired | ----- do | 147 |

Maintenance, \$8,922.52; construction, \$8,922.52; total, \$17,845.04.

Route 4H. Delta River-McCarty Road (73.4 miles).—Owing to the
unusually fine weather during the summer of 1918, considerable im-
provements were made on this route. Eight and three-quarters miles
of new grade were thrown up with the road grader. On this work
28 culverts, with an aggregate length of 288 feet, and 2 bridges hav-
ing a total length of 69 feet, were built. Gravel surfacing was placed
on 3½ miles of road.

In the control of the Delta River and the tributary glacier streams
2,293 linear feet of dike and 982 linear feet of bank revetment were
placed.

In addition to the above construction, 27 miles of road were dragged throughout the season; 1,000 cubic yards of snow, 1,000 cubic yards of ice, and 620 cubic yards of mud slides were removed. Five culverts were rebuilt, 13 culverts and 2 bridges repaired; a total aggregate length of 391 feet. The entire route was kept in excellent condition for traffic. Maintenance, \$15,956.61; construction, \$10,637.60; total, \$26,594.21.

Route 4I. McCarty-Richardson Road (20.6 miles).—There were no improvements on this route except what should be considered maintenance. Twelve culverts were constructed, 64 rebuilt, and 8 repaired; aggregate length, 440 feet. One bridge with a span of 26 feet was constructed and 2 with a total span of 76 feet were repaired. 355 linear feet of corduroy was placed.

A Case tractor with three-way drag was operated on this section throughout the season with most satisfactory results. Total for maintenance, \$7,261.57.

Route 4J. Richardson-Salchaket Road (30 miles).—Only general maintenance was attempted on this route during the spring and summer of 1919. During this period the following work was accomplished:

| | | |
|--|------------------|--------|
| Widening fills..... | cubic yards..... | 75 |
| 1 culvert repaired..... | linear feet..... | 4.5 |
| Side ditches enlarged..... | do..... | 2,785 |
| Side ditches cleaned..... | do..... | 14,070 |
| General repairs to 5 miles of road..... | do..... | 24,675 |
| Mud slides removed (88 cubic yards)..... | do..... | 2,285 |
| Corduroy placed..... | do..... | 1,231 |

Total for maintenance, \$14,836.44.

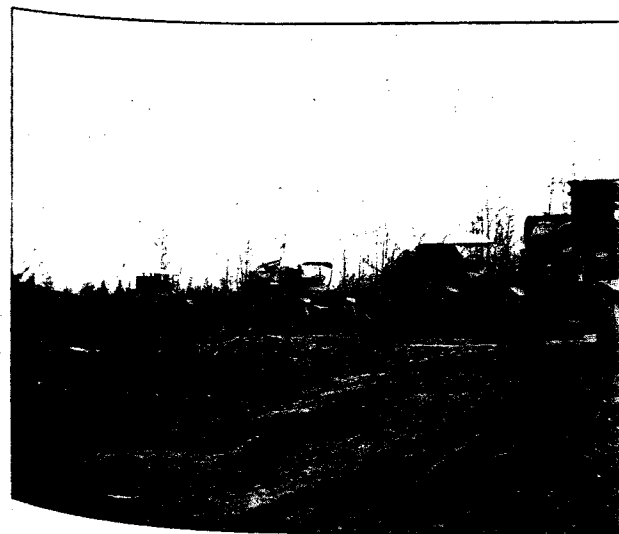
Route 4K. Salchaket-Fairbanks Road (40 miles).—The maintenance during the spring and summer of 1919 was taken care of solely by the use of a three-way drag drawn by a Case 12-25 tractor. This outfit proved even more successful than the one on the McCarty-Richardson Road. New bridge built during the fall over branch of Piledriver Creek. No construction was attempted during the latter half of the fiscal year. Maintenance, \$9,887.03; construction, \$1,124.70; total, \$11,011.73.

Route 6A. Willow Creek-Tonsina Road (24 miles).—The only construction, or rather improvement, was 1,600 linear feet of grading just above Tonsina and the placing of 500 linear feet of surfacing. Other than the maintenance through the use of the three-way drag and a Case tractor, there was little expense incurred. Maintenance, \$2,072.09; construction, \$1,700; total, \$3,772.09.

Route 6B. Tonsina-Chitina Road (15 miles).—At the beginning of the season of 1918 the dike controlling the Tonsina River was repaired, strengthened, and increased in length, but masses of drift brought down by the floods in July caused the water to back up, and the dike was again broken. This break was repaired, but it is feared that there will be much trouble at this point for some time to come. Three hundred feet of dike were constructed there. As a result of a portion of the road having been destroyed last summer in mile 15 by the flood, which broke through the dike, it became necessary to place 250 linear feet of bank revetment to prevent further encroachments.



PLACING SURFACING NEAR CHITINA, RICHARDSON ROAD.



TRUCK TRAIN, RICHARDSON ROAD.

YUKON DISTRICT.

C. G. MORRISON, C. E., DISTRICT ENGINEER.

Route 5, Fairbanks-Fort Gibbon Sled Road (148 miles).—General repairs were made in November and December, 1918. Several new bridges were built over the smaller creeks and gulches, approaches to stream crossings were graded, earth and rock slides removed, and the trail across the Yukon staked. Maintenance, \$1,200.26; construction, \$1,090; total, \$2,290.26.

Route 7D, Fairbanks-Ester Road (5½ miles road).—Work consisted of the completion of the bridge over Noyes Slough, commenced during the previous fiscal year and reported heretofore. The work was completed July 9, 1918. Total expenditures, maintenance, \$1,703.58.

Route 9, Rampart-Eureka Road (6½ miles road, 21½ miles sled road).—No work done during the year. Repairs were made to the main wagon road section extending 6½ miles out of Rampart in June, 1918, but not reported until after the close of the last fiscal year. Additional work was authorized June 9, 1919, but no report has yet been received. Expenditures for maintenance, \$499.25.

Route 11A, Eagle-O'Brien Creek Road (17 miles road, 30 miles sled road).—Work on this route covered maintenance of the 12-mile section between the town of Eagle and Gravel Gulch. This is the only portion of the Eagle-Fortymile Road, of which the Eagle-O'Brien Creek Road forms a section, available for summer traffic. The work done consisted of grading, ditching, clearing slides, and putting in new culverts. Operations were carried on between July 10 and September 15, 1918, but were not continuous. Additional work was authorized June 16, 1919, and is now in progress. Expenditures, for maintenance, \$998.

Route 15, Circle-Miller House Road (49 miles road).—General repairs were made during the month of July, 1918. A carrier for foot passengers was installed at the Birch Creek Ferry, 14 miles from Circle. The section from the 6-mile post to the 13-mile post was widened and regraded. A number of old culverts were repaired or replaced. A new bridge, aggregating, with its approaches, 65 feet in length, was constructed over a slough near Central House. In May, 1919, the ferry scow at Birch Creek was overhauled, repaired, and recalced, and in June, 1919, repairs were made to the bridge near the 15-mile post. Additional work was authorized June 9, 1919, and is now in progress. Maintenance, \$1,527.92; construction, \$1,500; total, \$3,027.92.

Route 16, Chatanika-Miller House Road (81 miles sled road).—General repairs were made covering the section from Chatanika to Faith Creek. Earth and rock slides were removed, three new bridges were constructed, and short sections of the road were relocated. Expenditures, for maintenance, \$589.41.

Route 17, Fort Gibbon-Kaltag Trail (257 miles trail).—This route, which follows the surface of the Yukon River, was staked in January, 1919. This is work that is necessary to mark the trail in order to follow the shortest and safest course. Work is done each year by the mail carriers on the route. Expenditures, for maintenance, \$300.

Fairbanks Bridge.—Work on this project consists of repairs and tightening sway braces. The south approach was reinforced and the approach lowered. Expenditures, \$303.02.

Route 30, Hot Springs Landing-Eureka Road.—Work was confined to repair of the road from Hot Springs to the town of Hot Springs, which had been badly damaged by flow from the Tanana River. This section is of great importance, as the chief traffic is between the town and the river. A new bridge was built over the Hot Springs Slough. The structure is placed at an elevation 3 feet above the water, one, and rests on pile bents 14 feet apart. It was built on one bridge was also built over the slough near I. The work was done between August 7 and September 15. Maintenance, \$2,427.73.

Route 38A, Ruby-Long Creek Road (28.25 miles road).—Work repaired and maintained throughout the summer. The road was of a general nature, consisting of grading, ditching, and surfacing soft spots with gravel. A new bridge was built over Bear Pup, a shallow tributary of the town of Long. This pup or creek had been badly damaged by a wide gulch, which, though almost dry in summer, flows in spring, owing to the accumulation of ice. This bridge is 48 feet in length and 14 feet wide. A new section of road, aggregating 1,500 feet, was built to connect the bridge with the town. The work was authorized June 9, 1919, and is now in progress. Expenditures, \$3,508.23; construction, \$3,000; total, \$6,508.23.

SOUTHWESTERN DISTRICT.

ANTON EIDE, SUPERINTENDENT.

Route 10, Seward-Kenai Lake Road (8.25 miles road).—Work on hill, mile 1, and put in a 20-foot bridge. Expenditures, \$405.

Widened road, straightened and cleaned dike at mile 3½, at a cost of \$391, and graded new road at mile 7½. Total cost, \$4,738.37.

Rebuilt 1 mile of road destroyed by flood. Replaced a 50-foot A truss near mile 5, a 70-foot truss near Martin Slough, and repaired bridge near mile 6. Graded river channel and general repairs. Cost, \$5,941.

Graded 450 feet to mile 8½, new work; cost, \$6,741; construction, \$6,049.47; total, \$12,790.47. Since June 13 this has been a cooperative project of the Road Commission allotting \$1,000, the Territorial Department of Agriculture \$10,000.

Route 10A, Kenai-Kenai Lake Trail.—Cut a new trail from Lower Landing, on Kenai River, to Skilak Landing. Cost, \$18.44 per mile. Total, \$313.58.

Route 12, Mile 34-Hope Road (31 miles wagon road).—General maintenance at a cost of \$443.

YUKON DISTRICT.

MORRISON, C. E., DISTRICT ENGINEER.

Fort Gibbon Sled Road (148 miles).—General repairs in November and December, 1918. Several new approaches over the smaller creeks and gulches, approaches were graded, earth and rock slides removed, and Yukon staked. Maintenance, \$1,200.26; total, \$2,290.26.

Yukon-Ester Road (5½ miles road).—Work on the bridge over Noyes Slough, commenced in fiscal year and reported heretofore. The work was completed on July 9, 1918. Total expenditures, maintenance,

Hot Springs-Eureka Road (6½ miles road, 21½ miles sled road) during the year. Repairs were made to the section extending 6½ miles out of Rampart in June, 1918, and reported until after the close of the last fiscal year. Work was authorized June 9, 1919, but no report has yet been received. Expenditures for maintenance, \$499.25.

O'Brien Creek Road (17 miles road, 30 miles sled road) on this route covered maintenance of the 12 miles between the town of Eagle and Gravel Gulch. This section of the Eagle-Fortymile Road, of which the Eagle-Fortymile Road forms a section, available for summer traffic. Work consisted of grading, ditching, clearing slides, and repairs to culverts. Operations were carried on between July 15, 1918, but were not continuous. Additional work was authorized June 16, 1919, and is now in progress. Expenditures for maintenance, \$998.

Miller House Road (49 miles road).—General repairs during the month of July, 1918. A carrier for mail was installed at the Birch Creek Ferry, 14 miles from the section from the 6-mile post to the 13-mile post. The section was repaired and regraded. A number of old culverts were repaired and a new bridge, aggregating, with its approaches, 68 feet, was constructed over a slough near Central House. The ferry scow at Birch Creek was overhauled, repaired, and in June, 1919, repairs were made to the 15-mile post. Additional work was authorized June 15, 1919, and is now in progress. Maintenance, \$1,527.92; construction, \$3,027.92.

Chatanika-Miller House Road (81 miles sled road).—Repairs were made covering the section from Chatanika to Birch Creek. Earth and rock slides were removed, three new bridges were constructed, and short sections of the road were relocated. Expenditures for maintenance, \$589.41.

Fort Gibbon-Kaltag Trail (257 miles trail).—This route is the surface of the Yukon River, was staked in January, 1918. This is work that is necessary to mark the trail in order to determine the shortest and safest course. Work is done each year by the carriers on the route. Expenditures, for maintenance,

Fairbanks Bridge.—Work on this project consisted of minor repairs and tightening sway braces. The south abutment was reinforced and the approach lowered. Expenditures, for maintenance, \$303.02.

Route 30. Hot Springs Landing-Eureka Road (32 miles).—Work was confined to repair of the road from Hot Springs Landing to the town of Hot Springs, which had been badly damaged by overflow from the Tanana River. This section of the road is the most important, as the chief traffic is between the landing and the town. A new bridge was built over the Hot Springs Slough. The superstructure is placed at an elevation 3 feet higher than the old one, and rests on pile bents 14 feet apart. It is 174 feet long. A bridge was also built over the slough near Hot Springs Landing. The work was done between August 7 and September 15, 1918. Maintenance, \$2,427.73.

Route 38A. Ruby-Long Creek Road (28.25 miles).—This road was repaired and maintained throughout the summer of 1918. The work was of a general nature, consisting of grading, clearing and widening ditches, and surfacing soft spots with gravel. A bridge was built over Bear Pup, a shallow tributary of Long Creek, near the town of Long. This pup or creek had been mined out, leaving a wide gulch, which, though almost dry in summer, became impassable in spring, owing to the accumulation of ice and consequent overflows. This bridge is 48 feet in length and 15 feet above the creek bed. A new section of road, aggregating 1,500 feet in length, was built to connect the bridge with the town. Additional work was authorized June 9, 1919, and is now in progress. Maintenance, \$3,508.23; construction, \$3,000; total, \$6,508.23.

SOUTHWESTERN DISTRICT.

ANTON EIDE, SUPERINTENDENT.

Route 10. Seward-Kenai Lake Road (8.25 miles).—Cut out heavy grade on hill, mile 1, and put in a 20-foot bridge over slough. Cost, \$405.

Widened road, straightened and cleaned ditches from mile 2 to mile 3½, at a cost of \$391, and graded new road from mile 7 to mile 7½. Cost, \$4,738.37.

Rebuilt 1 mile of road destroyed by flood last September; replaced a 50-foot A truss near mile 5, a 70-foot Howe truss over Ole Martin Slough, and repaired bridge near mile 6. Cleared and opened river channel and general repairs. Cost, \$5,945.

Graded 450 feet to mile 8½, new work; cost, \$1,311.10. Maintenance, \$6,741; construction, \$6,049.47; total, \$12,790.47.

Since June 13 this has been a cooperative project, the Alaska Road Commission allotting \$1,000, the Territory \$5,000, and the Department of Agriculture \$10,000.

Route 10A. Kenai-Kenai Lake Trail.—Cut a dog-sled trail from Lower Landing, on Kenai River, to Skilak Lake, 17 miles, at a cost of \$18.44 per mile. Total, \$313.58.

Route 12. Mile 34-Hope Road (31 miles wagon road, 9 miles sled road).—General maintenance at a cost of \$443.

Route 24. Moose Pass Road (29.5 miles).—Mainly removing earth slides and fallen timber, fixing mud holes, culverts, and general upkeep. Maintenance, \$754.71.

Route 35. Knik-Willow Creek Road (34 miles).—Work consisted of grading, ditching, and cutting down hills from Wasilla, mile 15 to mile 25. Repaired washouts, corduroy, and culverts from mile 25 to mile 34, 19 miles, at \$334.92 per mile. Maintenance, \$4,127.19; construction, \$2,236.40; total, \$6,363.59.

Route 35A. Archangel extension (3 miles).—Work performed consisted of general maintenance, as opening and fixing ditches, repairing culverts and washouts, also putting in a 35-foot bridge over Archangel Creek. Maintenance, \$641.54; construction, \$500; total, \$1,141.54.

Palmer-Mile 26½ Road (8 miles).—Work consisted as follows:

| | |
|---|------------|
| Laid 2,500 linear feet of corduroy, at 55 cents per foot..... | \$1,375.00 |
| Three 30-foot bridges, at \$150 each..... | 450.00 |
| Slashed 2¼ miles R/W, 6 acres, at \$42.98 per acre..... | 257.88 |

Total expended for construction..... 2,082.88

Matanuska Bridge (over Palmer Canyon).—The main pier of this bridge was damaged by flood during July, which undermined and carried away the rock filling. This was repaired at a cost of \$875. Later built new pier of larger dimensions, filling it with heavy rock and brush, also dumped a lot of heavy rock around the outside, at a cost of \$1,015.40. Total for maintenance, \$1,890.40.

Talkeetna-Cache Creek Road (42 miles sled road and summer trail).—From point on United States Government railroad location at Talkeetna to the Cache Creek mining district. A good winter road, which is also passable for pack animals in summer, was constructed during summer of 1917. The Cache Creek district is one of large area and promises to be very productive. The production justifies improving the route for wagon traffic, and it is hoped to start this improvement within the next two years.

A footbridge was constructed over Peters Creek at a cost of \$135.

Seward-Radio Road (1½ miles).—Four bridges, total length 474 feet, at \$6.20 per foot, cost as follows:

| | |
|--|----------|
| 3,891 linear feet piling, at 16 cents per foot..... | \$622.56 |
| Driving 3,941 feet piling (70 piles), at 28 cents..... | 1,103.48 |
| 25,095 feet b. m. native lumber, at \$30 per M..... | 752.85 |
| Bolts, spikes, etc..... | 67.61 |
| Putting on decking and handrails..... | 392.30 |

| | |
|---|----------|
| 50 feet bridging, at \$3 per foot..... | \$150.00 |
| 3 culverts, at \$24..... | 72.00 |
| 180 feet corduroy, at 72 cents..... | 129.60 |
| Clearing, grubbing, and stripping 3¼ acres, at \$360..... | 1,260.00 |
| Grading and ditching 1.1 miles..... | 1,321.34 |
| Graveling, 4,836 linear feet, at 12 cents..... | 580.32 |
| Freight..... | 19.00 |

Total cost..... 6,471.06

This road was constructed at the request of the Secretary of the Navy, to serve the radio station near Seward, and the entire cost was reimbursed by the Navy Department.



NOME DISTRICT.

DANIEL A. JONES, SUPERINTENDENT.

Route 8. Nome-Council Road (total length of route 82 miles)—Nome-Fort Davis section (3¼ miles).—Connects Nome with Fort Davis. Serves to supply Fort Davis and all mining operations east of Nome. Estimated tonnage is 500 tons during open season; cost per ton is \$6 in summer and \$2.50 in winter. Mail service over this route is weekly in summer and twice weekly in winter. Work consisted of general maintenance. Four hundred yards of gravel were hauled at a cost of \$1 per yard; 2 culverts 2 by 2 by 18 feet were constructed at a cost of \$25 each. The total cost of maintenance, which includes the protection of the road and bridges during the spring break-up, was \$212 per mile.

Fort Davis-Cape Nome section (9 miles).—Connects Fort Davis with Cape Nome. No work done on this section by the Alaska Road Commission between the dates of this report. This section was turned over to the Territorial Road Commission, who have constructed 4½ miles of new road. Approximately 300 tons of freight hauled over this route during year. The rate to Hastings Creek, which is approximately 10 miles from Nome, is \$15 per ton, and on completion of the road will be reduced to \$10 per ton. Mail over this route is weekly in summer.

Cape Nome Road section (2 miles).—Road is built around Cape Nome, and was constructed three years ago by moneys appropriated by the Territory from the forest reserve fund. The sum of \$113 was expended on it during the last year. Work consisted in opening up the culverts and ditches during the spring break-up and the removal of slide from the road. Approximately 100 tons of freight were hauled during year. Mail service is weekly in summer.

Safety Ferry.—Total expenditure \$419.75, which consisted of the purchase of a new ¼-inch plow steel cable, 1,300 feet long, the salary of the ferryman, and paint for painting scow. On account of the ice no boats were able to run, so that the cable had to be hauled from Nome to Safety by horse team. This cost \$50.

Bonanza Ferry.—Ferry service maintained during year and scow was repainted.

Solomon-East Fork section (15 miles).—Road connects the Bonanza Ferry, which is the landing place for all boats, with East Fork-Council Road. Serves to supply all of Solomon River and tributaries. Tonnage over this route is approximately 8 tons daily during the open season. Approximately 2,000 tons will be hauled over this road this season; freight rate is about \$1 per ton per mile. Work on this route consisted of general maintenance. One thousand one hundred and sixty yards of gravel were hauled and spread at a cost of 98 cents per yard, the work being done by contract. Total cost of maintenance, \$107.18 per mile. Mail is carried over this road weekly during open season.

East Fork-Fox River section (25 miles).—Road connects Solomon-East Fork with Council-Corduoy. Mail service is weekly, by stage, during the summer. Approximately 200 tons hauled over road during year. This is a combination road and trail. No expenditure.

Council-Corduroy section (5½ miles).—Road connects Fox River with Council City. Mail service is weekly, by stage, during summer season. The work on this route consisted of general maintenance, repairing culverts, replacing broken poles and stringers, cleaning out ditches, etc. Cost per mile for maintenance, \$113.19.

Total expenditures for maintenance by Alaska Road Commission, route 8, \$5,752.79.

Route 13A. Nome-Bessie Road (3.3 miles).—Road connects Nome with the Third Beach line. Serves to supply all business north of Nome. Estimated that 20 tons daily are hauled over this road throughout the year. Road is in excellent condition, and the only work done on it was the maintenance during the spring break-up, which cost \$140.

Route 13B. Bessie-Banner Road (3.46 miles).—Road connects the Third Beach line with Anvil Creek. It supplies Anvil and Glacier Creeks and all up Snake River points. Estimated that 10 tons daily hauled over this route during open season. Work consisted of general maintenance. Cost, \$231.55.

Route 13C. Bessie-Little Creek Road (1.25 miles).—Connects Nome-Bessie Road with Little Creek. Serves to supply the Third Beach line west of Bessie and Little Creek. Estimated that 7½ tons daily are hauled over this road. The rate is \$7.50 per ton. Work consisted of general maintenance, costing \$238.

Route 13D. Bessie-Dry Creek Road (1.25 miles).—This road connects the Nome-Dexter Road with the Nome-Osborne Road. Serves to supply all camps on the Third Beach line between the Bessie and Dry Creeks. Estimated that 100 tons of freight hauled during past year. Maintenance, \$40.

Route 13F. Nome-Osborne Road (4 miles).—Connects the Dry Creek-Newton Road with Osborne Creek. It supplies Osborne Creek and vicinity. Estimated 100 tons freight hauled during the open season. Work consisted of general maintenance, costing \$200.75.

Route 13G. Grass Gulch Road (1.75 miles).—This road connects the Nome-Bessie Road with King Mountain. Supplies mines on Grass and Deer Gulches and King Mountain. Three hundred tons of freight a year are hauled over this route. No expenditures during last fiscal year.

Route 13I. Nome River Extension (5 miles).—Connects Dexter Creek with upper Nome River camps. It supplies Nome River and tributaries. Estimated 10 tons per month hauled over this road. No work done last fiscal year. This road will be the main trunk line into the interior, and follows the bars of Nome River from the end of its construction to the head.

Route 13J. Wonder-Flat Creek Road (2 miles).—Connects the Bessie-Little Creek Road with Wonder and Flat Creeks. It supplies the camps on Wonder and Flat Creeks and lower Little Creek. Estimated that 5 tons daily are hauled during open season. Cost per ton is \$7.50. No expenditures during year.

Route 13K. Bessie-Buster Road (5 miles).—Connects the Bessie with Dexter and Buster Creeks. It supplies Buster, Dexter, and upper Nome River and vicinity. Forty tons per month are hauled during the open season. The cost per ton is \$15. Work consisted of general maintenance, the cost being \$1,008.09.

Route 25. Sinrock Ferry.—Cost of maintaining of the salary of the ferryman who was employed a salary of \$50 per month.

Route 25A. Cripple River Road (12 miles).—the coast with Cripple River. No expenditures A dredge has been constructed on Arctic Creek will be hauled over this route. Estimated to be hauled, the rate being \$18 per ton. Work should be in the near future.

Route 25D. Mouth of Center Creek Road (2.2 miles).—Connects Nome with the mouth of Center Creek. Serves Nome and Lower Center Creek camps. There are 10 tons a day hauled. A total of \$888.19 was spent on the road was lightly surfaced with gravel for its maintenance.

Route 25E. Snake River Bridge.—The work consisted of building rock revetment around the west abutment; the cost of the work was \$982.19. Hauled with an auto truck, 50 cubic feet being hauled on each trip in an hour were made, average haul being 1½ miles round trip. Contract was let for the filling of the bridge. Cost of placing of the rock at \$1.47 per load, and cost of hauling approximately 25 cents per cubic yard. Total cost \$1,170.85.

Route 25F. Anvil-Glacier Road (3 miles).—Connects Bessie-Banner Road with the Snake River Road. Serves Snake River and tributaries and all Snake River points. Estimated that 100 tons were hauled over this road during the year; the rate is \$13 per ton. Work consisted of general maintenance, costing \$162.91 per mile.

Route 25G. Snake River Extension (3 miles).—Connects Anvil-Glacier Road with Snake River and its tributaries. Estimated that 3 tons per day are hauled over this road during past year.

Route 26. Candle Creek Road (9 miles).—Connects the Candle Creek camps. It is estimated that 500 tons of freight were hauled over this road during the summer months and the winter. No expenditures by the Alaskan Road Commission. The Territorial road commission took over and maintained the route during the past year.

Route 27. Deering-Imnachuck River Road (2 miles).—Connects Deering with Imnachuck River points. It supplies Deering and its tributaries. Estimated 800 tons of freight were hauled over this road during the past year. Road was turned over to the Territorial road commission and no work done by the Alaska Road Commission. *Flagging trails.*—A total of \$3,056.63 was expended for flagging of trails with lath and the maintaining of permanent trails out the district. A summary of the staked trails follows:

ion (5½ miles).—Road connects Fox River
l service is weekly, by stage, during summer
his route consisted of general maintenance,
acing broken poles and stringers, cleaning
r mile for maintenance, \$113.19.
r maintenance by Alaska Road Commission,

ssie Road (3.3 miles).—Road connects Nome
line. Serves to supply all business north of
t 20 tons daily are hauled over this road
Road is in excellent condition, and the only
he maintenance during the spring break-up,

anner Road (3.46 miles).—Road connects the
Anvil Creek. It supplies Anvil and Glacier
ke River points. Estimated that 10 tons daily
during open season. Work consisted of gen-
st, \$231.55.

Little Creek Road (1.25 miles).—Connects
ith Little Creek. Serves to supply the Third
essie and Little Creek. Estimated that 7½ tons
this road. The rate is \$7.50 per ton. Work
aintenance, costing \$238.

Dry Creek Road (1.25 miles).—This road con-
er Road with the Nome-Osborne Road. Serves
on the Third Beach line between the Bessie and
ted that 100 tons of freight hauled during past
\$40.

-Osborne Road (4 miles).—Connects the Dry
with Osborne Creek. It supplies Osborne Creek
nated 100 tons freight hauled during the open
sted of general maintenance, costing \$200.75.

s Gulch Road (1.75 miles).—This road connects
oad with King Mountain. Supplies mines on
ches and King Mountain. Three hundred tons of
hauled over this route. No expenditures during

e River Extension (5 miles).—Connects Dexter
Nome River camps. It supplies Nome River and
ated 10 tons per month hauled over this road. No
al year. This road will be the main trunk line into
ollows the bars of Nome River from the end of its
e head.

nder-Flat Creek Road (2 miles).—Connects the
k Road with Wonder and Flat Creeks. It supplies
nder and Flat Creeks and lower Little Creek. Es-
ns daily are hauled during open season. Cost per
expenditures during year.

ssie-Buster Road (5 miles).—Connects the Bessie
Buster Creeks. It supplies Buster, Dexter, and
er and vicinity. Forty tons per month are hauled
season. The cost per ton is \$15. Work consisted of
nce, the cost being \$1,008.09.

Route 25. Sinrock Ferry.—Cost of maintaining this ferry consisted
of the salary of the ferryman who was employed for five months at
a salary of \$50 per month.

Route 25A. Cripple River Road (12 miles).—This road connects
the coast with Cripple River. No expenditures during the past year.
A dredge has been constructed on Arctic Creek, supplies for which
will be hauled over this route. Estimated that 100 tons will be
hauled, the rate being \$18 per ton. Work should be done on this road
in the near future.

Route 25D. Mouth of Center Creek Road (2.25 miles).—Road con-
nects Nome with the mouth of Center Creek. Supplies Lower Snake
River and Lower Center Creek camps. There was an average of 2
tons a day hauled. A total of \$888.19 was spent for maintenance and
the road was lightly surfaced with gravel for its entire length.

Route 25E. Snake River Bridge.—The work on this bridge con-
sisted of building rock revetment around the center pier and the
west abutment; the cost of the work was \$982.75. The rocks were
hauled with an auto truck, 50 cubic feet being hauled at a load, three
trips in an hour were made, average haul being 3 miles for the
round trip. Contract was let for the filling of the truck and the
placing of the rock at \$1.47 per load, and cost of hauling was ap-
proximately 25 cents per cubic yard. Total cost for maintenance,
\$1,170.85.

Route 25F. Anvil-Glacier Road (3 miles).—Road connects the Bes-
sie-Banner Road with the Snake River Road. Supplies Glacier Creek
and tributaries and all Snake River points. Estimated that 500 tons
were hauled over this road during the year; the rate to Glacier Creek
is \$13 per ton. Work consisted of general maintenance, the cost
being \$162.91 per mile.

Route 25G. Snake River Extension (3 miles).—This road connects
Anvil-Glacier Road with Snake River and its tributaries. Estimated
that 3 tons per day are hauled over this road. No work was done
during past year.

Route 26. Candle Creek Road (9 miles).—Connects Candle with
Candle Creek camps. It is estimated that 500 tons were hauled over
this road during the summer months and the same in the winter.
No expenditures by the Alaskan Road Commission during the year.
The Territorial road commission took over and has maintained the
route during the past year.

Route 27. Deering-Imnachuck River Road (25 miles).—Connects
Deering with Imnachuck River points. It supplies the Imnachuck
River and its tributaries. Estimated 800 tons of freight hauled dur-
ing the past year. Road was turned over to the Territorial road com-
mission and no work done by the Alaska Road Commission.

Flagging trails.—A total of \$3,056.63 was expended on the staking
of trails with lath and the maintaining of permanent trails through-
out the district. A summary of the staked trails, permanent and
seasonal, follows:

| Name. | Distance. | Permanent. | Seasonal. |
|---|-----------|------------|-----------|
| | Miles. | Miles. | Miles. |
| Nome to Unalakleet..... | 251 | 175 | 76 |
| Dahl Creek to Candle..... | 140 | 140 | |
| Unalakleet to Kaltag..... | 90 | 90 | |
| Unalakleet to St. Michael..... | 60 | 40 | 20 |
| St. Michael to Kotlik..... | 60 | 35 | 25 |
| Topkok to Candle..... | 154 | 154 | |
| Nome to Taylor..... | 140 | 115 | 25 |
| Taylor to Arctic Hot Springs..... | 17 | 10 | 7 |
| Nome to Teller..... | 90 | 90 | |
| Teller to Mary's Igloo..... | 52 | 20 | 32 |
| Candle to Deering..... | 40 | 40 | |
| Candle to Keewalik..... | 8 | | 8 |
| Keewalik to Nazurik Channel (mouth of Kobuk River)..... | 45 | | 45 |
| Kotzebue to Riley Channel..... | 17 | | 17 |
| Kiana to Klerly Creek..... | 18 | 18 | |
| Solomon to Casadepaga..... | 50 | 16 | 34 |
| Isaacs Point to Dime Creek..... | 50 | 34 | 16 |
| Keewalik to Mainland by Chamois Island..... | 35 | | 35 |
| Dime Creek to Snyder's Cabin on Keewalik River..... | 35 | 35 | |
| Total..... | 1,352 | 1,012 | 340 |

EXPENDITURES IN DETAIL

| | |
|----------------------------------|--|
| Offices..... | |
| Route 1..... | |
| Route 2..... | |
| Route 2A..... | |
| Route 3..... | |
| Route 4B, 1st section..... | |
| Route 4B, 2d section..... | |
| Route 4B, 3d section..... | |
| Route 4B, 4th section..... | |
| Route 4B, 5th section..... | |
| Route 4B, 6th section..... | |
| Route 4C..... | |
| Route 4D, 1st section..... | |
| Route 4D, 2d section..... | |
| Route 4E..... | |
| Route 4F..... | |
| Route 4G..... | |
| Route 4H, 1st section..... | |
| Route 4H, 2d section..... | |
| Route 4I..... | |
| Route 4J..... | |
| Route 4K..... | |
| Route 5..... | |
| Route 6A..... | |
| Route 6B..... | |
| Route 7D..... | |
| Route 8..... | |
| Route 9..... | |
| Route 10..... | |
| Route 10A..... | |
| Route 11A..... | |
| Route 12..... | |
| Route 13A..... | |
| Route 13B..... | |
| Route 13C..... | |
| Route 13D..... | |
| Route 13F..... | |
| Route 13G..... | |
| Route 13K..... | |
| Route 14..... | |
| Route 15..... | |
| Route 16..... | |
| Route 17..... | |
| Route 18..... | |
| Route 21..... | |
| Route 24..... | |
| Route 25D..... | |
| Route 25E..... | |
| Route 25F..... | |
| Route 25G..... | |
| Sinrock Ferry..... | |
| Route 30..... | |
| Route 35..... | |
| Route 35A..... | |
| Route 39..... | |
| Route 40..... | |
| Route 41..... | |
| Route 44..... | |
| Route 45..... | |
| Fairbanks Bridge..... | |
| Flagging trails..... | |
| Mill 261 Road..... | |
| Route 35A..... | |
| Marshall Road..... | |
| Niamna Road..... | |
| Matanuska Bridge..... | |
| Talkeetna-Cache Creek Trail..... | |
| Seward-Radio Road..... | |
| Total..... | |

In addition to these trails there are approximately 100 miles of trail staked from Nome to different camps and creeks in the district each year. These trails vary each year according to the work going on in the different localities. It has been customary for the freighters and parties interested to stake these trails themselves with flagged lath furnished by the Commission.

Fortuna Ledge, or Marshall City Road (4 1/2 miles).—Freight is landed from river steamers at Fortuna Ledge and transferred by boats of lighter draft a distance of 12 miles to the upper landing, and the road is constructed from the Landing to Willow Creek, the scene of mining operations in the district. It is estimated that 300 tons were hauled over this road during the past year. No work done by the Alaska Road Commission.

Route 49, Davidsons Landing-Taylor Creek Road (40 miles, 2 1/2 constructed).—This road runs from Davidsons Landing, the ending of water navigation, to Taylor Creek. It is estimated that 1,000 tons are hauled over this road yearly. No expenditures between the dates of this report. It is impossible to do any work upon this road without a very substantial allotment.

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

This report covers vouchers received and placed in the account including June 30, 1919:

| | |
|--|-------------|
| Balance on hand July 1, 1918..... | \$19,085.65 |
| Received from the Treasurer of the United States: | |
| Appropriation "Construction and maintenance of military and post roads, bridges and trails," Alaska fund, 1918-19..... | 178,976.19 |
| Appropriation "Construction and maintenance of military and post roads, bridges, and trails," Alaska, 1919..... | 75,000.00 |
| Alaska fund..... | 35,000.00 |
| Correction of vouchers: | |
| Alaska fund..... | 803.19 |
| Special appropriation..... | 4.74 |
| Sales of property, Alaska Fund..... | 2,420.65 |
| Total..... | 311,290.45 |
| Disbursed as per tabulated statement below..... | 299,024.26 |
| Balance on hand..... | 12,266.22 |

EXPENDITURES IN DETAIL.

| | Distance. | | Seasonal. |
|-----------------|-----------|--------|-----------|
| | Miles. | Miles. | |
| | 251 | 175 | 76 |
| | 140 | 140 | |
| | 90 | 90 | |
| | 60 | 40 | 20 |
| | 60 | 35 | 25 |
| | 154 | 154 | |
| | 140 | 115 | 25 |
| | 17 | 10 | 7 |
| | 90 | 90 | |
| | 52 | 20 | 32 |
| | 40 | 40 | |
| | 8 | | |
| of Kobuk River) | 45 | | 45 |
| | 17 | | 17 |
| | 18 | 18 | |
| | 50 | 16 | 34 |
| | 50 | 34 | 16 |
| and | 35 | | 35 |
| walik River | 35 | 35 | |
| | 1,352 | 1,012 | 340 |

rails there are approximately 100 miles of to different camps and creeks in the district, vary each year according to the work going on. It has been customary for the freightmen to stake these trails themselves with flagged posts.

Marshall City Road (4 1/4 miles).—Freight is transferred by mules at Fortuna Ledge and transferred by distance of 12 miles to the upper landing, and from the Landing to Willow Creek, the scene in the district. It is estimated that 300 tons of road during the past year. No work done by the Board.

Landing-Taylor Creek Road (40 miles, 24 miles). Road runs from Davidsons Landing, the end of the road, to Taylor Creek. It is estimated that 1,000 tons of freight are transported on this road yearly. No expenditures between the Board and the contractor. It is impossible to do any work upon this road without a special allotment.

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

| | |
|---|-------------|
| Vouchers received and placed in the account in 1918 | \$19,085.68 |
| Construction and maintenance of military and roads and trails, Alaska fund, 1918-19 | 178,976.19 |
| Construction and maintenance of military and roads and trails, Alaska, 1919 | 75,000.00 |
| | 35,000.00 |
| | 803.19 |
| | 4.74 |
| Alaska Fund | 2,420.68 |
| | 311,290.48 |
| Related statement below | 299,024.28 |
| | 12,266.20 |

| | Construction. | Maintenance. | Total. |
|-----------------------------|---------------|--------------|------------|
| Offices | \$3,481.98 | \$5,222.98 | \$8,704.96 |
| Route 1 | | 5,263.67 | 5,263.67 |
| Route 2 | | 8,470.06 | 8,470.06 |
| Route 2A | 18,323.63 | | 18,323.63 |
| Route 3 | 3,906.58 | | 3,906.58 |
| Route 4B, 1st section | | | 10,116.26 |
| Route 4B, 2d section | | | 9,144.44 |
| Route 4B, 3d section | | | 1,432.76 |
| Route 4B, 4th section | | | 1,426.16 |
| Route 4B, 5th section | | | 6,168.32 |
| Route 4B, 6th section | | | 3,557.12 |
| Route 4C | | | 15,671.41 |
| Route 4D, 1st section | 6,268.00 | 9,403.41 | 15,671.41 |
| Route 4D, 2d section | 4,000.00 | 6,138.93 | 10,138.93 |
| Route 4E | 6,000.00 | 4,000.00 | 10,000.00 |
| Route 4F | 1,700.00 | 5,032.49 | 6,732.49 |
| Route 4G | 5,076.48 | 5,000.00 | 10,076.48 |
| Route 4H | 8,922.52 | 8,922.52 | 17,845.04 |
| Route 4I | 5,637.60 | 8,000.00 | 13,637.60 |
| Route 4J, 1st section | 5,000.00 | 7,956.61 | 12,956.61 |
| Route 4J, 2d section | | 7,261.57 | 7,261.57 |
| Route 4K | | 14,836.44 | 14,836.44 |
| Route 5 | 1,124.70 | 9,887.03 | 11,011.73 |
| Route 6A | 1,090.00 | 2,290.26 | 3,380.26 |
| Route 6B | 1,700.00 | 2,072.09 | 3,772.09 |
| Route 7D | 5,888.01 | 1,703.58 | 7,591.59 |
| Route 8 | | 5,752.79 | 5,752.79 |
| Route 9 | | 499.25 | 499.25 |
| Route 10 | 3,731.84 | 6,741.00 | 10,472.84 |
| Route 10A | | 313.58 | 313.58 |
| Route 11A | | 998.00 | 998.00 |
| Route 12 | | 393.65 | 393.65 |
| Route 13A | | 880.05 | 880.05 |
| Route 13B | | 231.55 | 231.55 |
| Route 13C | | 238.00 | 238.00 |
| Route 13D | | 40.00 | 40.00 |
| Route 13E | | 74.43 | 74.43 |
| Route 13F | | 227.00 | 227.00 |
| Route 13G | | 1,008.09 | 1,008.09 |
| Route 13K | | 374.96 | 374.96 |
| Route 14 | 1,500.00 | 1,527.92 | 3,027.92 |
| Route 15 | | 589.41 | 589.41 |
| Route 16 | | 300.00 | 300.00 |
| Route 17 | | 354.00 | 354.00 |
| Route 18 | | 97.00 | 97.00 |
| Route 21 | | 751.21 | 751.21 |
| Route 24 | | 888.19 | 888.19 |
| Route 25D | | 1,170.85 | 1,170.85 |
| Route 25E | | 60.00 | 60.00 |
| Route 25F | | 50.00 | 50.00 |
| Route 25G | | 206.50 | 206.50 |
| Sinook Ferry | | 2,432.25 | 2,432.25 |
| Route 30 | | 4,127.19 | 4,127.19 |
| Route 35 | 2,346.59 | 3,508.23 | 5,854.82 |
| Route 35A | 3,000.00 | 2,200.42 | 5,200.42 |
| Route 39 | | 259.35 | 259.35 |
| Route 40 | | 266.50 | 266.50 |
| Route 41 | | 242.00 | 242.00 |
| Route 44 | | 2,734.89 | 2,734.89 |
| Route 45 | | 303.02 | 303.02 |
| Fairbanks Bridge | | 2,053.02 | 2,053.02 |
| Flagging trails | | 2,427.92 | 2,427.92 |
| Mile 26 1/2 Road | 500.00 | 627.74 | 1,127.74 |
| Route 35A | | 65.00 | 65.00 |
| Marshall Road | | 27.75 | 27.75 |
| Diamna Road | 2,170.43 | 1,890.40 | 4,060.83 |
| Matanuska Bridge | | 135.00 | 135.00 |
| Talkeetna-Cache Creek Trail | | | |
| Seward-Radio Road | 6,470.04 | | 6,470.04 |
| Total | 114,829.11 | 184,195.15 | 299,024.26 |