



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

JUNEAU, ALASKA

Anchorage,

Mr. Keyes
Chief Engr.
Admin.
Asst. Copy
Supv.
Acc't.
Gen.
Supply
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December 11, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Ghiglione:

Recommendations for the 1951 operations in the Anchorage District, based upon the figures in your letter of October 27, 1950, are submitted as follows:

SECTION I - Maintenance

This section includes summer and winter maintenance of existing roads, continuation of projects and farm roads, asphalt plant operation, and the engineering and inspection of contracts. The actual figures, as furnished in the above referenced letter, were used for Maintenance, Cantwell-Richardson-Park Highway, Sterling Highway, McKinley Park Roads, and farm roads. All others are the best available estimates.

SECTION II - Reconstruction and Improvement of Existing Roads

This covers recommendations for the regrading, widening and graveling of roads which are of low standard and require the work to meet the needs of increased traffic. This section also covers the estimated cost of the crushed gravel program for the Sterling Highway.

SECTION III - Equipment

This section covers recommendations for new equipment required to successfully complete the work outlined in the above sections. It is realized that the cost of such equipment must be secured from funds from the various projects, thereby reducing the work program accordingly. (However, in the breakdown of moneys in the above sections this has not been reflected for each project due, first, to the amount of equipment required for McKinley Park, the purchase of which cannot be made from National Park Service funds, and second, to the grouping of projects on which equipment can be used. Therefore, this requires discussion at the District Engineers' Conference, with possible program readjustment necessary.)

SECTION I

Route 35A, 35DB - Mountain Roads (58 miles of road; 1 mile sled road)

Again in 1950, as in the past several years, only barest maintenance was done on the mountain roads, and the savings diverted to the Matanuska

35/84

Valley. More work on these roads must be done in a planned program covering several years, including replacement of bridges at Gold Chord Creek, and Upper Willow Creek on the Willow Creek extension. Maintenance work, including spot gravelling of inherently weak areas in the road, must be done. Washouts occur each spring on the Willow Creek road between Lucky Shot and Willow Station which of necessity must be corrected by spring maintenance operations. Brush is closing in on this road and extensive removal for sight distance for safety and to alleviate snow drifting must be accomplished. Winter snow removal, as in the past, will be only to the forks above the Little Susitna Lodge. Cooperative snow removal with operating miners is the practice at present beyond the forks, with the miners paying for the cost of fuel and operators' wages.

Summer Maintenance \$18,000
Winter Maintenance 7,000

Route 35B, F, G, H, J - Valley Roads (148.7 miles of road)

Rehabilitation and improvement should be continued on the Valley roads to reduce summer maintenance costs and also the previous heavy cost for winter maintenance and snow removal.

A great deal of brush removal was accomplished along the roads in the season of 1950, but must be continued to completion in 1951. Work to be done is listed as follows in approximate order of importance.

1. Replace Cottonwood Creek Bridge on the Wasilla-Finger Lake-Palmer Road.
2. Reditch and gravel Springer system south of the Community Center.
3. Gravel 1 mile Bodenbergl Butte Road to complete the work started in 1950.
4. Gravel two-tenths mile of Benti Road which was constructed in 1950.
5. Spot gravel Fairview Road as required.
6. Continue gravelling on the Palmer-Fishhook Road.
7. Continue spot gravelling of Bogard Road.
8. Gravel Thompson Road.
9. Regrade and widen Hayfield Road, with necessary spot gravelling.
10. Regrade and ditch the Palmer-Matanuska Road to improve the drainage.

- 11. Widen the narrow and sharp points on the Buffalo Mine Road.
- 12. Repair or replace the bridge at Wasilla Creek on the Wasilla-Matanuska Road.
- 13. Install culverts where necessary to improve drainage on all valley roads.

Winter maintenance funds must necessarily be kept proportionately high until the brush removal, ditching, and regrading outlined above can be accomplished and the roads thus improved for the faster truck plows.

Summer Maintenance \$52,000
 Winter Maintenance 20,000

Routes 46D, DA - Mt. McKinley Park Roads (95.8 miles road; 14 miles trail)

As outlined in your letter dated October 12, 1950, there is available for spring snow removal and maintenance until June 30, 1951, the sum of \$47,400. Opening of the roads should be delayed as long as possible and still reach critical points in time to prevent major damage by spring run-off. The spring maintenance will include snow removal, repair of washouts, filling of subsided areas, and spot regravelling. Also included will be minor bridge repair and possible redecking and replacement of running plank on the bridge at 1.8 mile. Also, in accordance with Juneau recommendations, a test run of the crusher will be made. Bearings in the Pitman shaft will have to be replaced prior to this test run and possible stockpiling of any crush material. In accordance with the wishes of the National Park Service, stain or paint for hand rails and untreated timber on Park bridges will be completed.

The Savage River bridge is to be completed by the contractor under the programmed funds of last year. However, the necessary concrete aggregates, still undelivered at the site, must be furnished by our forces. Also the bridge steel must be hauled to the site at Mile 13.5 from the Railroad station.

There will be a carry-over of field funds from the 1950 construction season to initiate the widening program and crushed rock surfacing from the Railroad to Mile 10. Allotment statements as of December 1 indicate this amount to be approximately \$44,000, but the final amount will apparently be furnished from headquarters when determined.

Spring Maintenance to July 1, 1950 . . \$47,400

Route 48, 48A - Iliamna Roads (28.5 miles road)

This portage road is in fair shape for the amount of freight that goes over it. Approximately 1200 tons were hauled over the road in 1950, the bulk of which was for the Civil Aeronautics Administration, Bureau of Indian Affairs, and Anchorage Builders. Widening of rocky points between

Iliamna Bay and the summit at Mile 2 should be continued. Additional steel and dynamite must be sent in. A bridge is needed at Mile 4 where traffic fords the stream and which sometimes becomes impassable during rains which cause erosion of the road. The steel bridge across Iliamna River should be painted. Spot gravelling and filling of subsided areas is necessary to maintain a road surface. No winter maintenance is needed on this route.

Summer Maintenance \$5,000

Route 51 - Talkeetna Roads (40.7 miles of road; 18 miles sled road; 16 miles trail)

Mining continues fairly active in the Peters Creek and Cache Creek areas. Surface maintenance, gravelling and brush removal is required along the entire system. Lower Peters Creek Canyon is narrow and crooked. Glaciers early in the summer make this a dangerous section. Widening should be done to eliminate the worst points and continued each season. Summer maintenance is required only.

Summer Maintenance \$15,000

Route 55C - Sterling Highway (148.4 miles of road)

Maintenance on this highway will consist of regravelling soft spots on the newly constructed grade, widening narrow fills, an extensive program of ditching plus culvert replacement where required for drainage, and regular surface maintenance. A considerable amount of all types of work was completed during the 1950 construction season and the road in its entirety is suitable for all types of traffic during winter when the grade is frozen and during the dry summer months. It is pointed out that a great deal of the work during the past season was carried under two accounts with the greater portion of the moneys coming from 55C, Sterling Highway Construction Allotment. This coming season the maintenance on this highway will be handled entirely by the increased funds allocated to maintenance. It will be noted that the recommendation for the Sterling Highway consumes the greater portion of the increased maintenance funds, over and above last year's allotment. The recommendations include one complete maintenance camp of 12 to 15 men for a period of five months, plus a spring culvert-thaw crew of three men for a period of two months. These crews would be engaged mainly in the above mentioned ditching, fill widening, and regravelling. The recommended funds also include summer maintenance requiring four grader operators and a mechanic, plus the funds required for the depot mechanics, office personnel, and mess hall operations. Winter maintenance and overhaul includes a full crew of four men on a full time basis on winter snow removal, and the mechanics and office personnel required for overhaul of equipment and closing out of accounts. Although this seems like a rather large program for maintenance on this highway, it is believed necessary to bring the entire roadway to a firm, stable condition preparatory to crush gravel surfacing. This work is also deemed necessary due to the fact that vehicular travel will be increased tremendously over the highway, from its junction with the Seward-Mile 58 Road, which is to be contracted for construction during the coming season, and which will connect the entire system with Anchorage. Mileposting of the entire route will

have to be done from these funds also.

The recommended funds covering the crushed gravel program will be discussed in Section II.

Summer Maintenance	\$150,000
Winter Maintenance	50,000

Route 75, 75A, L - Anchorage Roads (141.1 miles of road)

The Anchorage local roads have greatly increased in total mileage during the past several years. Traffic over these roads has also increased from several hundred cars per day to thousands, as indicated by the traffic counts recently submitted to Headquarters. Maintenance of gravel surfaced roads becomes a major item under this heavy traffic. Crushed rock offers some relief in costs, and the most heavily travelled roads such as Fireweed Lane should have crushed rock surfacing. Dust control must also be considered. Traffic on the main routes becomes clogged during peak hours, and dusty conditions create a hazard due to lack of visibility during such periods. Sprinkling of the main routes is a necessity, both from a maintenance standpoint as well as safety. In densely populated suburban areas winter snow removal and maintenance assume a roll of first importance. Roads must be open at all times to the city of Anchorage and adjacent military establishments, and to the Alaska Railroad offices to prevent serious disruption to these installations. The funds recommended for 1951 cover the following maintenance operations:

*Check JRN
about ABR & City
roads.*

1. Summer and winter surface maintenance of existing roads.
2. Widen and repair settlements in weak areas on the Sand Lake Loop Road.
3. Spot gravelling and construction of drainage ditches on the Campbell Road.
4. Improve drainage by the installation of necessary culverts on the entire road system.
5. Spot gravelling on the Klatt Road.
6. Regravelling Fireweed Lane and surfacing with crushed material.
7. Spot gravelling on McRae Road.
8. Spot gravelling on the farm road system where necessary.

The recommended amount of funds for these roads, as in the case of most of the systems that were included in last year's maintenance allotments, is the same as that recommended for last year's operations. It is therefore believed that these funds are sufficient for the proposed work program, basing that assumption upon the moneys used during the past year, which was a very favorable one for construction and extensive maintenance work.

Summer Maintenance	\$95,000
Winter Maintenance	35,000

75D - Anchorage Depot

Funds recommended are for the continuation of a program to provide a depot at Anchorage where all major supplies are stored and issued, and where most of the major overhaul of equipment can be accomplished for the areas joined to Anchorage by road. A new and fully equipped paint shop to serve all of the Districts in the Territory must be provided. More warm storage space for equipment used on winter maintenance must be made available. The regrading of the yard area between the shop area and the warehouse must be done, raising the ground level to the warehouse freight door level. In connection with this work, relocation of the ground floor entrance door will be necessary. The yard area in general requires grading, leveling and spot gravelling.

Maintenance and Improvement	\$15,000
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75E - Anchorage Apartments

Funds recommended are for the regrading, re-topsoiling, and re-seeding the grounds surrounding the apartments. The funds also will care for miscellaneous and incidental upkeep which is always necessary for an installation of this type.

Total Required	\$6,000 <i>reduced</i>
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75P - Anchorage-Potter Road (With probable extension to Girdwood - 46 miles of road)

Maintenance will include the protection of high fills from erosion, the correction of settlements in swampy areas with select borrow gravel, and general surface maintenance of the crushed gravel placed during the 1950 construction season. It is anticipated that a base course and paving contract for this section of roadway will be let for construction during 1951. If such is the case, no further maintenance other than that occasioned by spring breakup will be required during the summer. There is a definite possibility that, with the change of the forest boundary, the extension of the road from Potter to Girdwood will be added to our maintenance operations. With this possibility in mind, the winter maintenance funds below are correspondingly high.

Summer Maintenance	\$4,000 ✓
Winter Maintenance	10,000 ✓

Route 92AA - Bethel Roads (2.3 miles of road)

The funds recommended for this route will cover the costs of regular ditching, correction of low spots in weak areas, and regular surface maintenance of the road. Also, it will be necessary to do work on the Hill road and correct a condition in the present road occasioned by river washouts. It is also necessary to construct an access road from the Hill

road to the Alaska Road Commission area. It is also recommended that the carryover from 1950 funds amounting to approximately \$2,000 be made available in addition to that recommended, in order that we may regrade an area for a shop. The total amount of money would be sufficiently above regular maintenance to move a recently acquired Quonset hut, set it on foundations, and build bins, etc. for use as a shop and storage hut.

Summer Maintenance	\$13,000
Carryover	2,000
Total	<u>\$15,000</u>

Route 92R - Dillingham-Snag Point (9.5 miles of road)

Summer maintenance funds are required for regular patrol maintenance, spot gravelling and improved drainage. Winter maintenance covers snow removal and overhaul of equipment by the foreman. Recommended work in addition to regular maintenance is the quarter mile line change from Knaknak Hospital to the old village of Dillingham, the construction of which will be discussed in Section II. The road to the Scandinavian Cannery should be regraded and regravelled, and the road across the slough from Windmill Hill to Dillingham should be raised and gravelling should be done on the new road around the airfield. Also, corrugated metal pipe culverts should replace several old wooden culverts now in place. In Section III it is recommended that a D-4 tractor with loader and blade combination be purchased to handle the loading of trucks from the badly worked pits.

Summer Maintenance	\$13,000
Winter Maintenance	7,000

93A - Bull River Road (17.0 miles of road)

The Bureau of Mines has been drilling at the old Golden Zone mine and maintenance of the road to that area is required. Regular maintenance to assure that the road does not deteriorate too badly is required. It may be necessary to replace some of the culverts to assure better drainage conditions. Some additional cribbing and filling will be required at the far end of the Chulitna Bridge.

Summer Maintenance	\$3,000 ✓
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94 - Kodiak Roads (7.9 miles of road)

Funds recommended are for surface maintenance, widening, slide removal, re-ditching and spot gravelling. Traffic is increasing through steady growth and suburban home construction. This section of main highway to the Naval Base requires constant attention on removal of sloughing rock and surface maintenance. A crew will consist of about three men in the summer and one to two men as required during the winter months on snow removal and overhaul.

Summer Maintenance	\$20,000
Winter Maintenance	5,000

96B - Glenn Highway (74.9 miles of road)

This is the first season in which we will be subjected to the new maintenance of the paved highway. Previously, at least during the past two seasons, very little summer maintenance money was required due to the fact that the greater portion of the highway in this district was under construction by contractors. The condition of the paved sections of road extending from Anchorage through the completed portion of the Glenn B2 projects shows several areas of severe frost heave at the present time. Whether these will correct themselves sufficiently enough to provide a smooth riding surface is questionable, and it is believed that considerable maintenance will be required. The Eklutna Power House tail race on the Eklutna flats has already washed out approximately a 200 foot long area which will have to be repaired by the construction of a new bridge or a large multi-plate arch culvert and, of course, surface patched with bituminous mix material. The exact cost of these operations is rather difficult to estimate at this time; but it is hoped that our available equipment, consisting mainly of No. 12 motor patrols, and with a crew trained for such operations, can road mix patching material in sufficient quantity to care for the 1951 maintenance. Under such operations the only piece of equipment absolutely necessary would be a flat wheel roller which will be discussed and recommended in Section III. The money for winter maintenance is recommended in the same amount as last year and will consist primarily of snow removal and glacier control.

Summer Maintenance	\$25,000
Winter Maintenance	25,000

98 - Homer Roads (42.4 miles of road)

The completion of the Sterling Highway to a well surfaced standard, connecting with the new highway between Seward and Anchorage, will greatly increase the ever-growing volume of traffic to the local Homer Road system. The light gravel surface on most of the mileage of this road system will suffer accordingly and maintenance will be greatly increased. It is desirable and considered necessary that eventually the roads in this area should be of a standard comparable to the Matanuska Valley and planning is in that direction. Normal summer and winter maintenance funds are included in the recommended figures. An investigation made during November, 1950, together with a discussion with the foreman involved in the maintenance at Homer, indicated clearly the need for considerable spot regraveling of most of the route and more particularly on the East End Road and the East Hill Roads. The lack of gravel in the immediate vicinity hampers greatly the construction to a stable, firm road foundation and, of course, added haul from available gravel pits has increased the maintenance costs of all the roads involved. The Olson Mountain pits which have been investigated show signs of being able to produce a satisfactory select borrow material; however, would involve the necessary construction of at least a three-mile haul road across unfavorable ground with an approximate total cost of \$30,000. During the summer of 1950 the East Hill Road was cleared to the edge of Mr. Hoedel's property and he states that there are good indications of gravel approximately a half mile beyond our clearing and on his property. This possibility will be thoroughly investigated in the early spring of 1951, and, if gravel deposits are found in that locality, the problems of maintenance

and possible reconstruction will be greatly simplified and costs will be reduced accordingly. In any event, the recommended funds are a minimum required to keep the systems in a satisfactory condition to handle the traffic to which they are subjected. No further extension of these roads is recommended until the present roads are improved.

*Set up forms
to handle for
the Board pit
now on Alton mt.*

The improvement which will include widening, re-ditching, and re-gravelling of the East End Road near the beach and continued gravelling of the East Hill Road is covered under Section II. The total recommended amounts under both sections will be sufficient to keep a fully organized crew working throughout the summer months.

Summer Maintenance \$29,000
Winter Maintenance 6,000

98D - Kasilof (7 miles of road)

This road connects with the Sterling Highway and requires both summer and winter maintenance to serve the community of Kasilof. The road was shaped, ditched and drained, and some gravelling was done during the past construction season. Summer maintenance will include spot gravelling and regular surface maintenance. Winter maintenance will include primarily snow removal, with the possibility of some culvert cleaning and glacier control.

Summer Maintenance \$6,000
Winter Maintenance 4,000

cut

98BA - Ninilchik (1 mile of road)

The same comments apply to this section of road as that of the Kasilof Road above, and the recommended funds are as follows:

Summer Maintenance \$3,000
Winter Maintenance 1,000

cut

Farm Roads

Petitions for farm and industrial roads are being received regularly in the District office. In accordance with Headquarters' instructions, preparation of a file of petitions, considered by this office to have sufficient merit, has been compiled; together with descriptions and sketches for submission to the Bureau of Land Management for their comments and approval. These are attached to this report as Appendix A. Information and knowledge gained since the preparation of this report have changed slightly some of the lesser routes recommended for construction. However, in the main, this listing represents the order of importance for early construction on the basis of their respective priorities. It is realized that the total cost of all the roads recommended in this report considerably exceeds the moneys allotted for the farm road program for this year. Therefore, the separate listing denotes the absolutely necessary roads to be constructed, together with a more rational estimate of cost, based upon the past construction season, noted in the tabulation. It can be seen that most of these requests

are in the Anchorage area, which is natural considering that the vicinity south and east of the city is the most rapidly developing area in the Territory.

A recent request from the City of Anchorage for a half mile access road to a proposed cemetery site is an added project; is believed necessary; and is highly recommended for early construction. Copies of correspondence relative to this request are in the Headquarters files.

Since the bulk of projects are centered in the Anchorage area, the regular crews and equipment from the Anchorage depot will be used during the coming season in the construction of most of the farm roads. The construction and maintenance of these routes will be under the direct supervision of foremen Bert Bruhn and McDade, with overall supervision by General Foreman Bagoy.

Completion of previous projects and new
Construction \$150,000

(See Page 10-A)
Anchorage Asphalt Plant

The amount recommended is for the operation and maintenance of the asphalt plant for a period of approximately six months, from April 15 to October 15. The estimate includes cost of fuel.

Operation and Maintenance \$50,000

Contract Engineering and Inspection

The Anchorage District will have under its direction the supervision of the construction of two highway projects and one bridge project, and are listed as follows:

Glenn B1

A study of the necessary personnel on this particular project has indicated that a minimum of 12 men, including field parties and office force, are necessary to handle the final construction on the job, keep necessary field data for finaling out the job, and in the preparation of final documents and "as-constructed" plans. The percentage of completion on the job does not seem to warrant such a force; however, difficulties in computations, tie-ins of the alignment, and closures on the line definitely show that in order to satisfactorily compile the necessary data it will take two field parties and three office men a minimum of five months to complete the contract.

Engineering Cost \$50,000

Glenn B2

The estimate for required engineering and supervision on this job is based on a full engineering and inspection

Route 76C - Park-Cantwell-Paxsons (Continued Construction) ✓

The new depot, located approximately two miles east of Cantwell, was started during the past season of 1950. The buildings, including a 31' x 56' dormitory, a 40' x 100' shop and garage, a 20' x 60' warehouse, a generator house, and two Quonset hut storage units were constructed on the new site. Near Cantwell station a Railroad spur to our new loading dock, fuel storage tanks and pumphouse were constructed to service operations from the depot.

Construction was started east from Cantwell, and clearing and grubbing were completed to the Brushkana river, 32 miles out on the line between Cantwell and the Susitna river. Of this 32 miles, approximately 18 miles were graded and shaped to a good roadway section; although it was possible to drive the entire distance in an ordinary pickup. The advance location party has completed line to the Susitna River, and operations will continue on to there this coming season.

On the north line to the Park, three miles have been cleared and grubbed. Lines have been run, both on the west and east sides, and engineering data is now being compiled to definitely determine the final location of the route from Cantwell to McKinley Park.

Accelerated construction operations are planned for routes north and east of Cantwell, with double shift operations on stripping crews, grading crews, rock crews, and gravel crews. Pioneer roads should be cut through to the Park, and to the Susitna by the close of the 1951 season, barring too inclement weather.

Although grading and gravelling is considerably slower than stripping, it is hoped that considerable mileage on both routes will be graded, shaped and gravel surfaced before the end of the 1951 construction season.

*Please Single shift & re-assign eqpt in
time with reduced funds.*
DJG

crew of 30 men for seven months. This will include three field parties, three office men, and 12 inspectors. It is definitely known that the contractor, Babler Bros. & Rogers Construction Company, will be high-balling this job in order to complete their contract within the time limit. This will entail double shift operations, and it is believed that the recommended field personnel is at a minimum in order to satisfactorily supervise and control all of the contractor's operations. The engineering cost on this project appears unduly high, especially since preliminary work has utilized engineering personnel during the last two seasons; however, the recommended figure below is based on 8.6 percent for this year, based on the bid prices. It is believed, however, that overruns in two of the major items will increase the cost of the total project and consequently the engineering percentage will be more in line with the final figures.

Engineering Cost \$156,000

Eklutna Bridge

One resident engineer and one inspector can handle this job based on a three-month construction period. The recommended amount of money is eight percent of the contract.

Engineering Cost \$9,000

TOTAL CONTRACT ENGINEERING COST . . \$215,000

Kuskokwim Sub-District

Routes 32B, 33C - Flat Roads (27.0 miles of road)

Maintenance should be continued with a crew consisting of a working foreman and one man. Excellent results have been obtained where funds are set up to provide seven months work. This provides for spring overhaul of equipment and protection during run off. Gravel surfacing is the major effort each season. Other maintenance will include bridge repairs, re-ditching, and surface blading.

The winter dragging of the airfield can be anticipated, the funds for which will be secured from the Territorial Aeronautics Commission funds and should be requested by the Headquarters office.

Summer Maintenance \$15,000

Routes 32G, 38D, H - Takotna Roads (46.5 miles of road)

This continues to be one of the most active placer gold mining areas in the district. Considerable military construction is also taking place at Takotna on the main Sterling Landing-Ophir Road.

Funds recommended are for the continuation of drainage work and surfacing on the main road, and for improvement of connecting side roads. During 1950, the Inokko Dredging Company began construction of a road down Gaines Creek to connect with the Sterling Landing-Ophir Road near the mouth of Gaines Creek, a distance of six miles. Assistance should be provided on this road as it will eliminate some difficult and narrow roadway now being used between the head of Yankee Creek and the present workings on upper Gaines Creek. Ten miles of this old road requires widening and surfacing at the present time, and this new road, much of it on tailing piles, will eliminate that section of old road.

Maintenance should be taken over on the private Yankee Creek road if the owners are willing to dedicate it as a public highway.

Additional work is needed to complete the interior and the insulation of the new garage, and for maintenance of the foreman's residence.

Summer Maintenance \$38,000
Winter Maintenance 1,000 *all summer*

Route 80F - Medfra Nixon Mine (12.0 miles of road)

Minimum maintenance to protect the road from excessive erosion and deterioration is required, but funds for this work will be charged to the Takotna allotment.

Route 92IA, Naknek Road (14 miles of road)

The recommended funds are to take care of maintenance during the winter of 1951-1952 on the road now under construction by Gaasland Construction Company, and which will be completed by September 1, 1951.

Winter Maintenance \$10,000

51C - Yentna-Mills Creek Road

This particular allotment was allocated last year for the repair of the cable tram at Sunflower Creek. However, the person who was to complete the work did not arrive on the site this fall in time to do the work; but promised to complete it the first thing in the spring. It is therefore recommended that this \$500 be carried over and re-allotted for this purpose.

Re-allotment \$500

*See if can
arrange with
Army or C.A.A. for
equipment*

M A I N T E N A N C E

Wet
5/1

Route	Program		Total Program	J.P.	L & M	Field
	Summer	Winter				
35A, DB	\$ 18,000	\$ 7,000	\$ 25,000 ✓	\$ 6,500	\$ 5,500	\$ 13,000
35B, F, G, H, J	52,000	20,000	72,000 ✓	18,000	16,000	38,000
32B, 33C	15,000	---	15,000 ✓	3,300	2,700	9,000
32G, 38D, H	38,000	1,000	39,000 ✓	9,000	8,000	22,000
48, 48A	5,000	---	5,000 ✓	1,200	800	3,000
51	15,000	---	15,000 ✓	4,000	3,000	8,000
55C	150,000	50,000	200,000 ✓	53,000	52,000	95,000 ✓
75A, L	95,000	35,000	130,000 ✓	34,000	29,000	67,000
75D	15,000	---	15,000 ✓	3,800	3,200	8,000
75P	4,000	10,000	14,000 ✓	3,500	3,500	7,000
92AA	13,000	---	13,000 ✓	3,300	2,700	7,000
92R	13,000	7,000	20,000 ✓	5,000	4,000	11,000
93A	3,000	---	3,000 ✓	600	400	2,000
94	20,000	5,000	25,000 ✓	6,500	5,000	13,500
96B	25,000	25,000	50,000 ✓	12,000	12,000	26,000
98	29,000	6,000	35,000 ✓	9,000	7,000	19,000
98D	6,000	4,000	10,000 ✓ <i>Part</i>	3,000	2,000	5,000 <i>2,5</i>
98BA	3,000	1,000	4,000 ✓ <i>Part</i>	1,000	1,000	2,000 <i>500</i>
92IA	---	10,000	10,000 ✓	3,000	2,000	5,000 ✓
TOTALS	\$519,000	\$181,000	\$700,000 ✓	\$179,700	\$159,800	\$360,500

51C Re-allotment of 1950 funds. ✓

C O N S T R U C T I O N

Route	Program	J. P.	L & M	Field
* 76C	\$1,000,000 ^{750,000}	\$350,000	\$100,000	\$450,000
** Farm Roads	150,000 ✓	39,000	33,000	78,000
TOTALS	\$1,150,000	\$389,000	\$133,000	\$528,000

* It will be noted that the program total of J.P., L & M, and Field is only \$900,000. The remaining \$100,000 was purposely set aside for construction of the upper Nenana crossing, should the east side route to the Park be finally selected.

** See Appendix A for Farm Road program, complete with sketches, priorities, and Bureau of Land Management concurrence of proposed road construction.

MCKINLEY PARK

Route	Program	J. P.	L & M	Field
46D, DA	\$47,400	\$12,400	\$10,000	\$25,000
TOTALS	\$47,400	\$12,400	\$10,000	\$25,000

O T H E R

Route	Program	J. P.	L & M	Field
75E (Apartments)	\$ 6,000 ^{7,000}	\$ 1,400	\$ 1,100	\$ 5,500 ^{1,000} - Maint
103 (Asphalt Plant)	50,000	14,000	10,000	26,000
* Contract Engineering and Inspection	215,000	170,000	20,000	25,000
TOTALS	\$271,000	\$185,400	\$ 31,100	\$ 54,500

*Note: Breakdown based on all employees on actual engineering and inspection being classified employees paid from Juneau office. L & M and Field will cover miscellaneous and mess costs.

SECTION II

Reconstruction and Improvement of Existing Roads

Route 35A, DB - Mountain Roads.

A minimum of work has been done on these roads during the past few years. Maintenance has been merely sufficient to keep the roads in a travelling condition. Extensive brush cutting, ditching for drainage, and gravelling is necessary to bring the standards up to the roads in the valley. Recommended funds below will allow for the initiation of the necessary work which must be continued in future years.

Improvement \$10,000

Routes 35B, F. G. H. J - Valley Roads.

A great deal of work was accomplished during the 1950 construction season, especially in brush cutting, re-ditching and shaping up of the road beds in the valley. However, some realignment, especially on the Palmer-Wasilla Road, and the regrading of Cannon Hill out of Wasilla must be done this coming season. Any moneys available after this necessary work is accomplished will be used to continue the ditching and brush cutting program started last year.

Improvement \$20,000 *raise*

Route 92R - Dillingham-Snag Point.

It is necessary that a line change be made to the Native Service Hospital at Knaknak, which will involve regrading, ditching, and regravelling, and the road to the Scandinavian cannery must be raised and surfaced. This program is required in addition to the regular maintenance funds set up for this route.

Improvement \$10,000 *put*

Route 98 - Homer Roads

The same comments as reflected in last year's recommendation report holds true as of this date. Homer is expanding greatly and the business section is being built up very sizably. Construction of all types, including residences, cabin camps, etc., is being rapidly completed. The section of the East End Road between the Road Commission depot and Miller's Landing is in very bad sub-standard condition and requires considerable work in widening, straightening, and regravelling. The same holds true for the East Hill Road which must be gravel surfaced in order to provide an all weather road for the travelling public.

Rehabilitation and Improvement \$30,000

Route 55C - Sterling Highway

*6,000 net
12 months*

The funds recommended in the reconstruction and improvement allotment for the Sterling Highway covers a crushed gravel surface program on the entire route. The difficulties experienced during the past three seasons with the Gruendler crusher slowed this particular surfacing project to the point where only nine and one-half miles have been completed to date. It is hoped that a satisfactory settlement can be made in such a manner that the entire cost of a new crusher will not necessarily be taken out of the recommended funds for this project. The recommended figures are based upon a full crusher crew of 20 men for a period of six months and is believed a minimum in order to accomplish the work.

Most rehabilitation and improvement work can be accomplished with maintenance equipment augmented by heavier equipment for short periods which would move from job to job. A maximum amount of the funds would go into field work.

The following is a breakdown of the recommended funds for this program:

<u>Reconstruction and Improvement</u>					45
Route	Program	J. P.	L & M	Field	
35A, DB	\$ 10,000	\$ 3,000	\$ 2,000	\$ 5,000	
35B, F, G, H, J	20,000 <i>40</i>	6,000	4,000	10,000	
92R	10,000 <i>out</i>	3,000	2,000	5,000	
98	30,000 ✓ <i>30,000</i>	8,000	7,000	15,000	
55C	<i>120</i> 150,000 <i>100,000</i>	27,000	25,000	48,000	<i>55,000</i>
TOTALS	\$200,000 ✓	\$ 47,000 <i>70,000</i>	\$ 40,000	\$118,000 <i>90,000</i>	

Route 46D - Mt. McKinley Park Roads

Instructions received in your letter of October 12 state that the data included in the National Park Service brochure as submitted on October 10, 1950, should be considered in preparing recommendations for the construction program during the 1951 season. The National Park Service program for 1951 includes the construction of one large bridge over the East Fork River,

construction of multi-plate arch culverts at two locations, and the construction of a bridge in conjunction with a line change in the vicinity of Milepost 5.7. In addition to the funds to cover the above construction program is an allotment to cover cost of plans, surveys, and engineering supervision.

Construction Program \$241,800

Program	J. P.	L & M	Field
\$210,000	\$180,000	\$10,000	\$20,000
* 31,800	22,000	4,000	5,000
<u>\$241,800</u>	<u>\$202,800</u>	<u>\$14,000</u>	<u>\$25,000</u>

+ *43,200 Grade Temp*

* This fund for cost of plans, surveys and supervision will be predominantly J. P. allotment for classified personnel. Breakdown cares for salaries, miscellaneous purchases and mess costs.

It will be noted in the above breakdown that the J.P. funds are abnormally high, but this is due to the fact that the main portion of the moneys will be utilized in contract construction of the East Fork Bridge and the utilization of J.P. funds for classified personnel on surveys and contract supervision.

Miscellaneous Surveys

In accordance with your instructions in letter of October 27, 1950, the following location or survey parties are recommended for work in this District during the coming season.

1. Cantwell-Paxsons Location Party.

This party will be engaged in punching line on this route between the Susitna River and the McLaren River. The party will consist of the locator, party chief, seven survey personnel, a dozer operator, and a cook. Recommended funds are based on a six months working period for the eleven men, with nine of them on wage-board salaries and two classified survey men.

Recommended funds \$40,000

2. Valley Roads

This party will continue the surveys started during the summer of 1950, principally in tying in the road system in such a manner that accurate maps can be made of the area. A considerable portion of this work was intended to be accomplished by the Bureau of Land Management survey party last summer, but was not completed by them. The survey costs are based on a six months season, utilizing a full party of five men. The recom-

mended funds will cover classified salaries, miscellaneous expenditures and mess costs.

Recommended funds \$20,000

3. Kenai Peninsula

It is recommended that a survey party consisting of four men be engaged to handle engineering on the road system on the Kenai Peninsula, with the thought that they would be primarily engaged in securing final data on the road system, tying in gravel pits for descriptions necessary for securing withdrawals, right-of-way surveys, etc. The survey cost is based upon a six months period for the party.

Recommended funds \$15,000

Survey	Program	J. P.	L & M	Field
Cantwell-Paxsons	\$40,000	\$10,000	\$2,000	\$28,000
Valley Roads	20,000	12,000	2,000	6,000
Kenai Peninsula	15,000	10,000	1,000	4,000
Totals	\$75,000	\$32,000	\$5,000	\$38,000

It is realized that of the above recommended survey parties Number One is the only absolutely necessary one, if this District is to continue on the line between Cantwell and Paxsons beyond the Susitna River. The work that the other recommended parties would accomplish will be necessary to complete the data required for the compilation of "as-constructed" plans for the roads involved.



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION
Fairbanks District,
JUNEAU, ALASKA
Fairbanks, Alaska.

*Rec'd by
R. Noyes*

Col. Noyes.....
Chf. Engr.....
Admin.....
Op'ns.....
Engrg.....
Acc't.....
Pers.....
Supply.....
.....
.....

December 18, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Chiglione:

Your letter of October 27, 1950 outlining the general program and anticipated allotment of funds for the Fairbanks District has been the basis of the following Recommendations. The distribution of funds for the maintenance of individual routes has been accomplished with the cooperation of my predecessor, Mr. Frank Nash. The other features of these recommendations and the outline of the plan of operations are a result of general discussions with members of the engineering, supervisory and administrative staffs of this District.

Delta route maintenance under construction

MAINTENANCE

THROUGH ROADS

ROUTE 65L - CANADIAN BOUNDARY - DELTA JUNCTION

Winter Maintenance	\$ 70,000.00
Summer Maintenance	90,000.00

Summer maintenance on this route will include additional shoulder stabilization and widening; repairs to the asphaltic paving east of Sears Creek - particularly at Miles 1354, 1355, 1357 and 1369 on Alaska "B" Section. The widening of shoulder and resurfacing of short sections of Alaska "C" Section, and the easement of the steep hazardous curve at the east approach to the Tanana River Bridge. Section "A" of this route will be under contract for reconstruction and paving, but will require considerable normal maintenance prior to the commencement of contract work, and during construction.

2-1 to 2-2

32 / 1084 - 51

MAINTENANCE

THROUGH ROADS (continued)

✓ ROUTE 4K - RAPIDS - FAIRBANKS

Winter Maintenance	\$ 70,000.00	}
Summer Maintenance	85,000.00	

Summer maintenance on this route will include the rehabilitation and painting of the Salchaket and Tanana River Bridges, and the painting of the Shaw Creek Bridge. Section "C" of this route is under contract for reconstruction and paving but will require normal spring breakup maintenance and considerable maintenance during the contract construction. The maintenance of the Donnelly Dome Firing Range Road is included in the recommended required funds. The several short sections of the recently placed paving on both Sections A & B that have settled and become very rough will be repaired. Force account labor and equipment will accomplish the placement of the necessary imported borrow, select material, and crushed base course. The furnishing and placement of the bituminous paving mix and seal coat will be done by one of the nearby contractors engaged in construction of Alaska "A" and Richardson "C".

*Local road -
must separate
allot from through*

ARC

✓ ROUTE 65A - TOK JUNCTION - GULKANA

Winter Maintenance	\$ 7,000.00
Summer Maintenance	8,000.00

The increment in the maintenance of this route is occasioned by the increased width and the standard of roadway. Planned work exclusive of normal maintenance that is recommended to be accomplished within these funds is the reshaping of recently constructed roadway where the roadway has settled or heaved due to surface water, frost action, and/or inadequate compaction.

✓ ROUTE 7D - FAIRBANKS - UNIVERSITY OF ALASKA

Winter Maintenance	\$ 2,000.00	}
Summer Maintenance	3,000.00	

Normal winter maintenance and snow removal, and a minimum of summer maintenance is anticipated on this route.

MAINTENANCETHROUGH ROADS (continued)✓ ROUTE - FAIRBANKS - LADD FIELD

Winter Maintenance	\$ 400.00
Summer Maintenance	600.00

It is noted that there is no number designating this route. The Ladd Field traffic volume is considerable and some summer maintenance to the asphaltic pavement will be required for this reason. ✓

✓ ROUTE 7C - FAIRBANKS - NORTH CAMP ✓

Winter Maintenance	\$ 500.00
Summer Maintenance	800.00

Normally required winter and summer maintenance only is anticipated on this route.

FEEDER ROADS✓ ROUTE 7A - ^{Fbx.} SUMMIT - CHATANIKA

Winter Maintenance	\$ 7,000.00
Summer Maintenance	8,000.00

This route is maintained throughout the year. There are many glaciers along this route, and heavy snowfall with drifts on Cleary Summit. Summer maintenance will include the reshaping of this roadway. ✓

✓ ROUTE - NORTH CAMP - GILMORE

Winter Maintenance	\$ 8,000.00
Summer Maintenance	9,000.00

It is noted there is no number designating this route. Recommended funds will be sufficient for normal maintenance of this route throughout the year to the standard of Feeder Roads.

MAINTENANCEFEEDER ROADS (continued)✓ ROUTE 7I - GILMORE - SUMMIT

Winter Maintenance	\$ 7,000.00
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Summer Maintenance	8,000.00
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Recommended funds will be sufficient for the normal maintenance of this route throughout the year and will provide funds to accomplish certain required repairs and reshaping during the summer.

✓ ROUTE 15 - ^{Circle}~~CENTRAL~~ - MILLER HOUSE

Summer Maintenance	\$ 30,000.00 ✓
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Summer Maintenance will include the replacement of several small log bridges with corrugated metal culverts. in addition to normal surface planing, culvert maintenance and brush cutting.

✓ ROUTE 16 - CHATANIKA - MILLER HOUSE

Summer Maintenance	\$ 50,000.00 ✓
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Sufficient funds to provide normal summer maintenance, the additional planned rehabilitating and painting of the Chatanika River Bridge and the replacement of several small log bridges with corrugated metal culverts are recommended.

✓ ROUTE 7B - FOX--OLNES

Winter Maintenance	\$ 3,000.00
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Summer Maintenance	3,000.00
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Recommended funds will provide normal year around maintenance on this route.

✓ ROUTE 7K - OLNES - LIVENGOOD

Summer Maintenance	\$ 22,000.00
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This route will be maintained during the summer only with a minimum complement of personnel - 5 wage board employees - stationed at Tatalina. Normal summer maintenance with the additional requirement of cutting encroaching brush will be accomplished.

MAINTENANCEFEEDER ROADS (continued)✓ ROUTE - UNIVERSITY OF ALASKA - ESTER

Winter Maintenance	\$ 2,000.00
Summer Maintenance	3,000.00 ✓

It is noted there is no number designating this route. Recommended funds will provide normal maintenance throughout the year.

✓ ROUTE 11A - EAGLE - LIBERTY CREEK

Summer Maintenance	\$ 2,000.00
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This route will be under construction, but prior to and during construction, some maintenance will necessarily be accomplished. See recommendations for construction of Route 65M for a more detailed resumé of planned construction on this route.

✓ ROUTE 11M - CANADIAN BOUNDARY - JACK WADE

Summer Maintenance	\$ 1,500.00
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Reconstruction of this route during the past year will reduce the maintenance cost for the next few years. The installation of several small culverts is planned in addition to normal surface maintenance.

✓ ROUTE 30 - HOT SPRING LANDING - EUREKA - BOCKS

Summer Maintenance	\$ ^{50,000} 60,000 .00
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The recommendation of the above amount is predicated on the advice of my predecessor, Mr. Frank Nash. Unfortunately I have not seen this system of roads and therefore am relying upon the judgement of Mr. Nash. Normal summer maintenance will be accomplished with the rehabilitation and improvement program continuing. A force of 10 wage board employees and on hand equipment will be employed for approximately six months.

✓ ROUTE 38A - RUBY - POORMAN

Summer Maintenance	\$ 30,000.00 ✓
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Route 38A is also recommended for an expenditure of \$80,000.00 under the program of Reconstruction & Improvement of Existing Roads. Summer maintenance work would include only the normal surface, shoulder, and waterway maintenance between Ruby and Monument Creek.

MAINTENANCE

FEEDER ROADS (continued)

✓ ROUTE - NORTHWAY AIRFIELD ROAD

Winter Maintenance	\$ 1,500.00
Summer Maintenance	2,500.00

It is noted there is no number designating this route. Recommended funds will provide adequate year around maintenance with the addition of some resurfacing, repairs to the Nabesna River Bridge and its approaches. ✓

LOCAL ROADS

✓ ROUTE 4JA - LAKE HARDING ROAD

Winter Maintenance	\$ 1,000.00
Summer Maintenance	2,000.00

Recommended funds will provide normal year around maintenance.

✓ ROUTE 7T - BADGER - FARM ROADS

Winter Maintenance	\$ 2,000.00
Summer Maintenance	4,000.00

Normal winter and summer maintenance with the addition of more frequent surface planing and reshaping of the roadway will be provided within the recommended funds. ✓

✓ ROUTE - WEST FAIRBANKS

Winter Maintenance	\$ 2,000.00
Summer Maintenance	3,000.00

It is noted there is no number designating this route. Normal winter and summer maintenance will be provided within the recommended funds. ✓

Jan 4K

Jan 4K

Jan 4K

MAINTENANCE

LOCAL ROADS (continued)

Recommended funds will provide normal maintenance as indicated for the following Routes:

ROUTE 88 - FERRY - EVA CREEK - MOOSE CREEK

Summer Maintenance \$ 5,000.00 ✓

7J ROUTE - STEEL CREEK

Winter Maintenance \$ 2,000.00

Summer Maintenance 3,000.00

Prin Street Branch

It is noted there is no number designating this route.

ROUTE 7S - GRAEHL BRANCH

Winter Maintenance \$ 1,500.00

Summer Maintenance 2,500.00

Prin under Fbe loads

✓ ROUTE 7C - FAIRBANKS CREEK

Summer Maintenance \$ 3,000.00 *Steel*

✓ ROUTE 7CA - FISH CREEK

Summer Maintenance \$ 3,000.00 ✓ "

✓ ROUTE 15A - CENTRAL - CIRCLE HOT SPRINGS - PORTAGE CREEK

Summer Maintenance \$ 5,000.00 ✓ "

ROUTE 15B - DEADWOOD CREEK

Summer Maintenance \$ 1,000.00 ✓ "

ROUTE 15BA - KETCHUM CREEK

Summer Maintenance \$ 100.00 "

✓ ROUTE 15E - MILLER HOUSE - HARRISON CREEK - MASTADON CREEK

Summer Maintenance \$ 500.00 "

✓ ROUTE 16A - U. S. CREEK

Summer Maintenance \$ 500.00 "

MAINTENANCE

LOCAL ROADS (continued)

✓ ROUTE 16B - EAGLE CREEK

Summer Maintenance \$ 200.00 //

✓ ROUTE 16D - SOURDOUGH CREEK

Summer Maintenance \$ 300.00 //

✓ ROUTE 16E - FAITH CREEK

Summer Maintenance \$ 100.00

✓ ROUTE - ILLINOIS STREET - GRAEHL

Winter Maintenance \$ 200.00 ? *Local*

Summer Maintenance 300.00

It is noted there is no number designating this route. The maintenance of the Graehl footbridge is not included in the recommended funds. Funds for the maintenance of the footbridge is normally supplied from Territorial funds.

ROUTE 63B - BROOKS - LIVENGOOD

Summer Maintenance \$ 2,000.00 ✓

ROUTE 7DA - UNIVERSITY OF ALASKA CAMPUS

Winter Maintenance \$ 200.00 ✓ *out?*

Summer Maintenance 300.00

70

ROUTE - CHENA PUMP HOUSE ROAD

Winter Maintenance \$ 1,000.00 ✓ *Under Local*

Summer Maintenance *to high* 2,000.00

It is noted there is no number designating this route.

ROUTE 7N - FARMERS LOOP

Winter Maintenance \$ 4,000.00 //

Summer Maintenance 7,000.00 //

MAINTENANCE

LOCAL ROADS (continued)

ROUTE 7NA - ISABELLA CREEK

Winter Maintenance	\$	500.00
Summer Maintenance		3,000.00

ROUTE 7NB - BALLAINE - RICKERT

Winter Maintenance	\$	100.00
Summer Maintenance		100.00

ROUTE 7NC - CROSSMAN - FIDELER

Winter Maintenance	\$	100.00
Summer Maintenance		100.00

ROUTE - YANKOVICH ROAD

Winter Maintenance	\$	100.00
Summer Maintenance		100.00

It is noted there is no number designating this route.

ROUTE - GRENAC

Winter Maintenance	\$	50.00
Summer Maintenance		50.00

ROUTE 38L - RUBY AIRFIELD ROAD

Summer Maintenance	\$	500.00
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ROUTE 47B - NOLAN BRANCH

Summer Maintenance	\$	4,000.00
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ROUTE 47C - WISEMAN - HAMMOND RIVER

Summer Maintenance	\$	5,000.00
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ROUTE 47D - JIM PUP TRAIL

ROUTE 47E - MYRTLE CREEK TRAIL

ROUTE 47F - WISEMAN - PORCUPINE CREEK TRAIL

Recommended requirement for all trail maintenance.

\$ 1,000.00

Focus

Ruby

8,000 last yr

MAINTENANCE

LOCAL ROADS (continued)

ROUTE 59 - FAIRBANKS BRIDGE

Bridge Maintenance \$ 2,000.00

ROUTE 59A - FAIRBANKS DEPOT

Depot Maintenance

\$ 10,000

\$ 40,000.00

*and \$5,000
Maint and
repairs only
Too much.*

The Fairbanks Depot requires a building in which all foodstuffs, property, materials and supplies other than petroleum products and mechanical machine repair parts may be warehoused, and in which all functions of the Property Cost Accounting Controls may be performed. These functions would include preparation of requisitions, subsequently receipt of purchase order and bill of lading, receiving goods, distribution to either stock or ultimate point of use, billing, price extending, and accounting.

This warehouse should be a single story, prefabricated steel structure with floor raised above ground level at least 42 inches fully insulated and heated, and incorporating an office area not larger than 800 sq. feet divided into two parts of approximately 200 sq. feet and 600 sq. feet. The warehouse end should be at least 4800 sq. feet with loading docks on either side. At least two double doors on each side would provide ample access to the warehouse. The location of this building would be at right angles to the present office building along the spur track at the east side of the Depot. The present old shop and warm storage building west of the present office would be torn down and the whole area west of the office would become an equipment yard. The old buildings south of the office would ultimately be torn down, but only when their requirement no longer exists.

JRN

Warehouse

Estimated cost of the new warehouse is \$84,000.00. It is recommended that additional funds be made available for this estimated amount. Construction by contract is recommended. Construction should commence about May 1, 1951 with completion scheduled within 90 days.

The Fairbanks Depot definitely needs a new radio transmitter and receiver of maximum capacity - 100 Watts. The unit should be a single cabinet affair similar and equal to either the "Intervox" or "KAAR" sets purchased in 1950. Present facilities are both inadequate and unreliable.

*HT 9
making it?*

X

MAINTENANCE

LOCAL ROADS (continued)

ROUTE 59B - FAIRBANKS APARTMENT

Annual Maintenance \$ 2,000.00 ✓ ~~7,000.00~~

ROUTE 65P - TOK DEPOT

Depot Maintenance

37,880
\$ 67,800.00 ✓ ~~70,000.00~~
30,000.-

Included in the maintenance of the Tok Depot are funds recommended to procure generating plants, connect the water system in the shop area, reactivate the sewerage disposal system in the shop area, house and insulate the fuel oil storage tanks connected to all buildings; paint the interior of the main shop and place an additional three inches of concrete on this shop floor. Repair and insulate the present parts warehouse, and necessary repairs to the Office Building, Mess Hall, and Pump House. ✓

Continued use of Diesel powered generating plants and the heating of all buildings at Tok by individual furnaces and stoves is an extremely expensive utility. It is requested that consideration be given to the following alternate system.

Install within the present power house two 85 Horse Power High Pressure oil fired boilers complete with condensate pumps, condensers, water cooling facilities, and pumps; a 60 KW High Pressure Turbo Generator; with a low pressure exhaust; and, from the exhaust steam heat by means of finned tube radiation and unit heaters all portions of the Tok Depot. A standby power generating plant of the present Diesel units would be maintained and the presently installed furnaces would not be removed. The steam distribution should be handled by insulated pipe similar to "Ric-Wil" with return condensate lines provided.

ROUTE 65M - FORTY MILE ROAD

Summer Maintenance \$ 20,000.00 ✓

Sufficient funds are recommended to alleviate the several distorted roadway surfaces, install several small corrugated metal culverts and maintain the roadway surface in satisfactory condition.

MAINTENANCE EQUIPMENT REQUIRED

Bureau of Public Roads construction engineering forces

*Engineer
new system*
Est Cost
200,000

MAINTENANCE

LOCAL ROADS (continued)

MAINTENANCE EQUIPMENT REQUIRED (continued)

employed on the contract construction of Alaska "A" and Richardson "C" Sections will be quartered in the Alaska Road Commission Camps at Delta Junction and Johnson River.

The present power generating plants at these camps do not have sufficient capacity to handle this additional power load. It is recommended and funds have been programmed in the recommendations for two 10 KW - 110-220 Volt - Single phase power plants driven by Diesel engines. The cost of the units should be apportioned as follows:

One half of one unit to Route 4K

One and one half of one unit to Route 65L

Asphalt maintenance equipment in addition to the present units will be required. The type and quantity of these additional new units must be determined by Headquarters. It is our understanding equipment required for maintenance of asphaltic pavements will be purchased as one complete outfit for all Districts. Funds in the amount of \$7500.00 are programmed for this expenditure and are to be deducted in amounts as detailed from the following routes:

Route 7D	=	\$ 500.00
Route 4K	=	3500.00
Route 65L	=	3500.00

RECONSTRUCTION & IMPROVEMENT OF EXISTING ROADS

The reconstruction and improvement of the following existing roads is recommended and funds to accomplish the described work as detailed are estimated as shown:

ROUTE 7A - SUMMIT - CHATANIKA

ROUTE 16 - CHATANIKA - MILLER HOUSE

It is recommended that \$68,500.00 be allotted to continue the reconstruction and improvement of these routes begun this year. The reconstruction is concentrated on Route 7A beginning at the foot of the Cleary Hill, continuing through Clearing Creek, and thence to Chatanika. A line change eliminates several sharp hazardous horizontal curves, maintains a considerably better vertical alignment and reduces the frequency of glacier action by better drainage and higher embankments. Improvements are concentrated on

RECONSTRUCTION & IMPROVEMENT OF EXISTING ROADS

ROUTE 7A (continued)

Route 16. The existing roadbed will be widened, more drainage will be provided and hazardous vertical alignment will be eliminated. It is planned to quarter the necessary personnel at the Fairbanks Exploration Company bunkhouse at Chatanika. The equipment we propose to employ is on hand as follows:

- 1 - 3/4 C.Y. Crawler Mounted Shovel
- 4 to 10 - 3 C.Y. Dump Trucks
- 1 - Medium Crawler Mounted Tractor with Dozer
- 1 - Heavy Crawler Mounted Tractor with Dozer
- 1 - 8 C.Y. Carryall Scraper
- 1 - 12 C.Y. Carryall Scraper
- 1 - 12 ft. Motor Grader - part time
- 1 - 10 ft. Power Controlled Pull Blade

ROUTE - NORTH CAMP - GILMORE

Late in the season when the Fairbanks Exploration Company has completed dredging in Engineer Creek - Mile 6 to Mile 7 - it is recommended we reconstruct this section of the route with a portion of the equipment as listed above. This reconstruction would eliminate poor horizontal and vertical alignment, and reduce maintenance costs by raising the height of the embankments. Estimated and recommended funds to complete this feature are \$6,500.00.

ROUTE 7G - FAIRBANKS - NORTH CAMP

OK

The necessary detour bridge will be constructed over Noyes Slough to maintain traffic during construction of the new Noyes Slough Bridge. Should the contractor make a late start on this bridge - after spring breakup high water - it is planned to place two temporary 26" x 42" arch metal culverts covered by a gravel embankment across this waterway. However, funds in the amount of \$5,000.00 are recommended to construct a temporary bridge. Any saving effected by the above alternate plan will be reflected in the total expended funds.

ROUTE 38A - RUBY - POORMAN

Ruby cut

The reconstruction of this route continued this past season and it is recommended that the reconstruction work continue at an accelerated pace. The results of exploration for gravel will largely determine the rate of progress of this work. Should it become necessary to haul from the Salatna River in each direction it will require additional time and funds. However, it is believed we can transport to Ruby

RECONSTRUCTION & IMPROVEMENT OF EXISTING ROADS

ROUTE 38A (continued)

via river boat a small dragline to more effectively employ available equipment and man power. At the earliest opportunity it is planned to make an observation and inspection trip to this area and determine on the ground exactly what is required and how best to accomplish the necessary work. Funds recommended for this work are \$80,000.00. At the conclusion of the trip mentioned above a complete detailed report will be submitted to you.

CONSTRUCTION

ROUTE 65A - TOK JUNCTION - GULKANA RECONSTRUCTION

It is planned to set up a second camp at the crossing of the Little Tok River. From this camp we will work down the Little Tok toward the Tok River. From the present Clearwater Camp construction will continue toward the Tok River. Immediately after spring breakup construction will begin on the Tok River Bridge. When the two outfits join together they will consolidate into one camp - Little Tok River Camp - and proceed as far as possible toward Mentasta Lake. It is our present plan to double shift all tractor work during June, July, and August, if possible. It is this Office's plan to keep all I. H. tractor equipment on this project, and further to keep TD 24's pulling carryall scrapers. My experience with this equipment has indicated to me they are a fine carryall tractor, but their longevity is questionable when used as a dozer tractor. By keeping the I. H. Equipment here, and the Caterpillar equipment on the 40-Mile our parts problems are diminished.

EQUIPMENT REQUIRED

- 1 - 5 K.W. Diesel Power Generating Plant
- 2 - 50 Watt Radio Transmitter & Receivers - Similar to those purchased in 1950
- 1 - Heavy 3-Tooth Ripper - K30 LeTourneau or equal
- 1 - Truck Tractor - identical to the one requested under 65M.
- 1 - Motor Grader - Cat #12 or equal
- 4 - 13.1 C.Y. Carryall Scrapers - Cat #80 or equal

PERSONNEL

Wage Board personnel requirements will approximate 90 at the peak and will vary from 15 through 90 to about 40 at

CONSTRUCTION

ROUTE 65A (continued)

the close of the season. Engineering personnel - all classified will include the following:

- 1 - Resident Engineer
- 2 - Chief of Parties
- 3 - Instrumentmen
- 7 - Rodmen-Chainmen

FAIRBANKS - NENANA - PROPOSED CONSTRUCTION

Recent preliminary studies of the two alignments of this route has indicated the alternate line - i.e.: along the ridges with a tie to the original line at a point between Dunbar and Berg - is far easier to construct and offers a comparable vertical and horizontal alignment. Assuming this is the line we will construct the following is our plan of operations:

Establish base camps at Ester and Berg and work toward each other. As construction proceeds we would move temporary "fly camps" to logical locations - Ohio Creek from the Ester end and from the Berg end to top of ridge along Gold Creek. Supplies can be hauled to Ester via truck from Fairbanks, and to Berg via Alaska Railroad from Fairbanks.

Construction of this route should be comparatively easy. It is believed the route from Ester to Berg - approximately 36 miles - and some mileage from Berg toward Nenana will be completed.

EQUIPMENT REQUIRED

- 2 - 5 KW Diesel Power Generating Plants
- 2 - 50 Watt Radio Transmitters & Receivers similar and equal to those purchased in 1950 for Cantwell and Homer
- 1 - 16 foot Gasoline Engine Powered Pull Blade - Caterpillar #16 or equal
- 1 - Heavy 3-tooth Ripper - K-30 LeTourneau or equal
- 6 - 13.1 C.Y. Carryall Scrapers - Cat. #80 or equal
- 1 - Motor Grader - Cat. #12 or Equal
- 4 - Heavy Tractors without dozer but rear mounting double drum power control units
- 4 - Heavy Tractors with dozers and double drum power control units rear mounted.
- 2 - 3000 Gallon storage tanks. Wheel mounted similar to those purchased in 1950 for Valdez District

CONSTRUCTION

FAIRBANKS - NENANA (continued)

PERSONNEL

Supervision of this construction will be handled by the general foreman at Fairbanks, Wage board personnel required will vary from 12 through 50 and back to 20 near the end of the season. Double shifts are planned for all tractor work. Engineering personnel requirements are as follows - all classified: 1 - Resident Engineer, 2 - Chiefs of Parties, 2 - Instrumentmen, 5 - Chainmen-Rodmen.

ROUTE 65M - ALASKA HIGHWAY - EAGLE (40 MILE ROAD)

Construction on this route will commence about January 10, 1951 when hauling of the Matanuska River Bridge and the dismantling and hauling of the Shaw Creek Bridge will begin. As these bridges are to be erected at rather difficult locations to reach during early spring the hauling will be accomplished over the ice of the several rivers - South Fork, Walkers Fork, and Forty Mile - during winter. Wind and heavy snows are not the rule during mid-January and early February in the 40-Mile country. Foot reconnaissance over the terrain to be built and subsequent stripping operations indicate the larger portion of the remaining construction will be relatively difficult due to the numerous solid rock points and steep frozen sidehills. Some frozen side hills are immediately ahead of the pioneer construction at Polly Creek where the descent to the crossing of the 40-Mile River is begun. In O'Brien Creek from the 40-Mile River to almost the crossing of Columbia Creek numerous solid rock points and rock ravines together with very steep frozen side hills combine to make construction most difficult. Between these two points - the head of Polly Creek south of the 40-Mile River and three miles south of the crossing of Columbia Creek north of the 40-Mile River - a distance of approximately 14 miles - no preliminary stripping has been done.

In view of the foregoing and from experience gained last year it is my recommendation the construction work follow the outlined plan below.

A force of 5 D8's and 2 D7M tractors with 1 - 12 C.Y. Carrvall scraper, 1 - 112 Motor Patrol, 1 - 3/4 C. Y. Shovel and 4 trucks cross the ice of the 40-Mile River about March 1, 1951. Part

CONSTRUCTIONROUTE 65M (continued)

of this outfit - 2 D8's and 1 D7M with at least 2 -210 CFM air compressors; hammers, pipe, hoses, powder, fuses, etc., boilers steam points, and sufficient fuel and grocery staples to last 90 days - proceed up O'Brien Creek to the end of the Eagle - Liberty Road. Establish a base camp there. From this camp work the pioneer construction back toward the 40-Mile and the reconstruction toward Eagle. With the remainder of the heavy equipment and additional smaller equipment - including 2 - 210 CFM compressors, boilers, hammers, hose, pipe, powder, fuses, etc., start from the north bank of the 40-Mile River toward the outfit coming from Liberty Creek. With both outfits the first and immediate requirement will be to strip those sections predetermined to require stripping. This foregoing construction would commence about April 15, 1951. A third camp would later be established about April 20, a very temporary fly camp - at the head of Polly Creek. Stripping and pioneer construction would proceed until the south bank of the 40-Mile River is reached. Here a semi-permanent camp would be established and from this main base camp the 40-Mile River Bridge erection could be accomplished as well as the finish grading and draining from Upper Jack Wade to Liberty Creek. A fourth camp would also be required at Walker's Fork - Lassen Field. From this present camp the remaining construction south and north of Walker's Fork to the Upper Jack Wade and the South Fork Bridge respectively, as well as the bridge erection of the Walker's Fork bridge could be accomplished. For this construction work south of the 40-Mile River it is planned to use 7 - D8's and 3 - D7 tractors with 6 - 12 C.Y. carryall scrapers, 1 - 3/4 C.Y. shovel, 8 - 3 C. Y. Dump Trucks, 2 - 210 CFM air compressors, 2 - #12 Motor Graders, 2 - boilers, hose, pipe, hammers, etc., 1 - 3/4 C.Y. truck crane truck mounted complete with swinging leads, and steam hammer. It is planned this route from Eagle will be graded and drained before October 15, 1951.

There are ten bridges to be erected on this route next season. Three of these will be steel bridges - Walker's Fork, 40-Mile River, and O'Brien Creek. It is planned to use the structures that have been or are being replaced by new bridges at Shaw-Creek, Matanuska River, and Noyes Slough to make the crossings of the respective waterways as listed above. Timber bridges will be erected over the following waterways: Chicken Creek, Lost Chicken Creek, Jack Wade Creek, Alder Creek, Columbia Creek, King Solomon Creek, and North Fork of King Solomon Creek. The many structures to be erected on this route and other routes in this District has predicated the recommendation for the purchase of a truck mounted crane with swining leads and a steam driving hammer. This equipment will facilitate and speed the erection of these structures. In addition to the above mentioned bridges the Fairbanks District will erect the following structures:

CONSTRUCTION

ROUTE 65M (continued)

Clearwater Creek and Tok River Bridges on Route 65A; Sears Creek and small bridge at Mile 1422.5 on Route 65L; and a temporary crossing at Noyes Slough on Route 7G.

EQUIPMENT REQUIRED

- From Valley?* — 3 - 210 CFM Air Compressors
 1 - Heavy 3-Tooth Ripper - K30 LeTourneau or equal
 1 - 3/4 C.Y. Truck Mounted Crane
 1 - Swinging lead for attachment to above crane
 1 - 16 Ft. Gasoline Engine Driven Power Controlled Pull Blade *Johnson #4 Parallel Steady*
- Looks too heavy* — 1 - 5000# Double Acting Steam Hammer
 1 - Truck Tractor - at least 300 H.P. gasoline engine driven with auxiliary transmission, winch, tandem rear driving wheels, similar and equal to the units - Kenworths or Peterbilts - now pulling Alaska Freight Company vans
- Valley* — 12 - Jackhammers, approximately 50#, throwaway bits; hammer steel; air pipe, fittings, manifolds, etc.; and hose in quantities and sizes as detailed in a forthcoming requisition.
 4 - 5 KW Diesel Power Generating Plants
 2 - 50 Watt Radio-Transmitter and Receiver - Similar and equal to units purchased in 1950 for Cantwell and Homer
 1 - Motor Patrol - #12 Caterpillar or equal
 3 - 13.1 C.Y. Carryall Scrapers - Cat. #80 or equal
 1 - Electric Motor Drive 300 Amp Welding Machine ✓

PERSONNEL

The wage board personnel planned for this job will vary from a beginning of approximately 26 to a peak during the mid-summer of approximately 110. It is planned to double shift all drilling and thawing outfits, and at least the carryall tractor spreads. Engineering personnel requirements will be as follows. - all classified: 1 - Resident Engineer, 3 - Chiefs of Parties, 5 - Instrumentmen and 12 - Chainmen-Rodmen.

The two foregoing projects will be directly supervised by the Construction Superintendent at Tok. It is not our plan to employ general foreman on either of these two projects. Rather, foremen immediately responsible for designated work supervised by the Construction Superintendent.

CONSTRUCTION

FARM ROADS

The Farm Road construction program of the Fairbanks District for the 1951 season will complete the several individual detailed projects as described herewith. The importance and number of people served together with other factors, has determined the priority for construction as listed.

PRIORITY NUMBER ONE:

Grade and drain the streets of the Tok Townsite. The plan as presented by the Bureau of Land Management will require the construction of a total of 10,410 lineal feet of streets. 3830 feet of this total will be 40 feet wide; 5980 feet will be 80 feet wide; and 650 feet will be 150 feet wide. Construction of these streets will be done by the forces at Tok by the equipment scheduled to construct the Tok Junction - Gulkana Reconstruction. Total time estimated to complete this work is six days at an estimated total expenditure of \$7800.00 including engineering, supervision, wages, gasoline, equipment rentals, etc.

PRIORITY NUMBER TWO:

Complete the partially constructed road serving portions of Section 16, 17, 19, 20, and 21 T1S, R2E. Two and three quarters miles have been graded and a portion graveled. An additional mile of road must be built and a total of more than three miles surfaced. Sketch and petition are on file at Headquarters, Juneau. This new road will serve at least 12 persons. Estimated total costs - \$8000.00.

PRIORITY NUMBER THREE:

Construct road to homestead of one Otto Geist. The proposed road branches from the present Ester Road. A total of three fourths of one mile in a southerly direction from mile $4\frac{1}{2}$ of the Ester Road to the common corner of Sections 1, 6, 12, 7 T1S, R2W and T1S, R1W. Total estimated cost \$1800.00. Petition and sketch is at Headquarters, Juneau.

PRIORITY NUMBER FOUR:

Construct approximately 2 miles of road to Homesteaders Becker, Dale, and Conn. The route is not firm at present as the Civil Aeronautical Administration has not definitely given their approval of the proposed route. However, a road must be built somewhere here to serve these people and since the terrain is very much the same in the immediate area, one place is as easy to construct as another. Total estimated cost \$8500.00. Location of this road is to the Homesteads in Sections 14 and 23; T1S; R2W.

CONSTRUCTION

FARM ROADS (continued)

PRIORITY NUMBER FIVE:

Construct about two miles of road to serve homesteaders, at least four families, in the vicinity of Shaw Creek. The construction of this road will definitely aid the settlement of the immediate area. Location of this road is along the section line between Sections 34, 35 and 27, 26 T7S; R8E. Construction is relatively easy and should be accomplished at a total expenditure of an estimated \$9000.00. See petition and sketch attached.

PRIORITY NUMBER SIX:

Build roads in Section 17; T1S, R1W for the development of homesites for at least nine families. This proposed construction will tie in with other similar construction in the same area and will become an integral part of the local highway system. The only portion of this system it is recommended we construct is the two roads that divide the tract into four equal parts. It is recommended that interested parties construct the streets serving the individual homes. Estimated total expenditure will be \$4000.00.

PRIORITY NUMBER SEVEN:

Build one and three quarters miles of road in Sections 19 and 20; T4S, R4E to the home of Lt. P. R. Johnson and serving at least two other families. Development in this section will definitely be speeded by the construction of this short road. Additional land is available immediately adjacent to the proposed new road. Estimated total expenditures are \$12000.00. Petition and sketch is attached.

PRIORITY NUMBER EIGHT:

Extend road begun in 1940 to include service to present homesteaders in Section 20; T1S, R1W. Recommended road will include two miles of new construction. The extension of the present road will serve a minimum of four families and make additional adjacent land attractive to prospective homesteaders. Estimated total expenditures are \$8500.00. Petition and sketch are attached.

CONSTRUCTION

FARM ROADS (continued)

PRIORITY NUMBER NINE:

Extend by 1200 feet the presently constructed road in Section 17; T1S, R1W. This extension gives access to the group of small homesite owners who are being serviced with a road under Priority Number Six. Construction would be carried on in conjunction with the construction of Priority Six. Estimated total expenditures are \$1500.00. Letter requesting this road is enclosed. Sketch and petition is on file at Headquarters, Juneau.

PRIORITY NUMBER TEN:

Construct seven eighths of a mile of road near the Country Club. This road branches from Route 7N - Farmers Loop - near the Yankovich Road. This road will serve at least seven families living on small homesite tracks in Section 35; T1N, R2W. Total construction costs are estimated to be \$3500.00. Petition and sketch are enclosed.

PRIORITY NUMBER ELEVEN:

Construct about one mile of road and build two small bridges to serve both the McKinley Sub-Division and small homesites in Section 7; T1S, R1W. This construction is requested to serve at least six families and soon more than 25 families will be in these two areas. Estimated costs are \$3500.00 exclusive of bridges. The bridges required would cost approximately \$13,000.00 complete in place. The petition requesting this construction is on file at Headquarters, Juneau. The detailed sketch is attached.

PRIORITY NUMBER TWELVE:

Construct as a continuing program about four and one half miles of road east and west along the section lines between Sections 19 and 30 of T1S, R1W; and Sections 24, 25, 23 and 26 of T1S, R2W; and north and then east along southeast quarter section line of section 23, then further north along section line between Section 23 and 24 of T1S, R2W. This proposed road will serve at least 20 families, and will make accessible additional lands to prospective settlers. Estimated total construction cost \$16,000.00. Sketch and petition is enclosed.

PRIORITY NUMBER THIRTEEN:

Construct one and one half mile of road near the Little Salcha River Bridge. This proposed road connects to the Richardson

CONSTRUCTION

FARM ROADS (continued)

PRIORITY NUMBER THIRTEEN: (continued)

Highway one half mile south of the Little Salcha River Bridge and extends in an easterly direction. The proposed road will serve at least five families. Estimated total costs of this construction is \$2100.00. Petition and sketch is enclosed.

Equipment planned to be used on this work will include, as required, six D8 Caterpillar tractors, three carryall scrapers, 3/4 C.Y. crawler shovel, 10 - 3 C.Y. Dump Trucks, and other allied heavy construction equipment. This equipment will be available from time to time during the next season as other work in the Fairbanks area progresses. It is planned to work all the recommended construction in the Fairbanks area as one large project and shift equipment and men from job to job as each job is completed.

The attached plat of the "Fairbanks Vicinity" indicates the proposed Farm Road program in the immediate vicinity of Fairbanks. The proposed road construction is shown as a green line. The shaded brown areas are homesites of petitioners.

SURVEYS

LIVENGOOD - MANLEY HOT SPRINGS

This past season field work was completed from Livengood to a point one mile south of Eureka. From Eureka to Manley Hot Springs there is an existing road. The survey of this line could be accomplished with a small crew consisting of the following personnel and equipment:

PERSONNEL

- 1 - Locating Engineer - Classified
- 1 - Party Chief - Classified
- 2 - Instrumentmen - Classified
- 4 - Rodmen-Chainmen - Classified
- 1 - Cook - Wage Board
- 1 - Tractor Operator - Wage Board

EQUIPMENT

- 1 - TD14 I.H. Tractor with dozer and winch
- 1 - D4 Caterpillar Tractor with winch
- 1 - Sled Mounted Cook Trailer
- 2 - Sled Mounted Bunk Trailers

SURVEYS

LIVENGOOD - MANLEY HOT SPRINGS (continued)

At a later date upon completion of the 25 miles of line between Eureka and Manley Hot Springs, the crew would begin the line from Eureka to Rampart. It is planned this second portion of the survey would begin about July 20, 1951. The following additional personnel and equipment would be required:

PERSONNEL

- 2 - Axemen - Classified
- 1 - Tractor Operator - Wage Board

EQUIPMENT

- 1 - TD 18 I.H. Tractor with dozer

Total costs of this survey, including classified personnel salary, fuel, food, wage board employee wages, and other necessary supporting expense, is estimated to be \$48,200.00. Recommended funds for this survey are \$50,000.00.

FAIRBANKS - NENANA SURVEY

The survey completed all but approximately 12 miles on the alternate line along the ridges. This alternate line ties into the lower line at a point between Dunbar and Berg. The completion of this portion of the survey will require approximately 45 days. The additional survey from Nenana to McKinley Park will require approximately 100 days. Basing our estimate on all known contingencies the required personnel and equipment will include the following:

PERSONNEL

- 1 - Locating Engineer - Classified
- 1 - Party Chief - Classified
- 2 - Instrumentmen - Classified
- 4 - Rodmen-Chainmen - Classified
- 1 - Cook - Wage Board
- 1 - Tractor Operator - Wage Board

EQUIPMENT

- 1 - D6 Caterpillar Tractor with dozer and winch
- 1 - Sled Mounted Cook Trailer
- 2 - Sled Mounted Bunk Trailers

Total costs of this survey including the same items as detailed above, is estimated to be \$40,000.00. Recommended funds are \$40,000.00.

? looks high

SURVEYS

ALASKA HIGHWAY - EAGLE (40-MILE ROAD)

Survey of this route is about complete - approximately 10 miles remaining. It is believed that a very small crew could complete this survey in about 30 days. Estimated costs would total \$12,000.00. Recommended funds are \$12,000.00. Personnel and equipment required as follows:

PERSONNEL

- 1 - Party Chief - Classified
- 1 - Instrumentmen - Classified
- 3 - Rodmen-Chainmen - Classified
- 1 - Tractor Operator - Wage Board
- 1 - Cook - Wage Board

EQUIPMENT

- 1 - D6 Caterpillar Tractor with dozer and winch
 - 1 - Pickup Truck
- Tents and other paraphernalia now on hand at Eagle

CONTRACTS

The estimated cost of engineering and inspection of contract work under the supervision of this District will be \$11,000.00, for salaries and equipment expenses, but does not include testing of materials. The recommended funds for this feature are \$12,500.00.

PERSONNEL

Engineering personnel will be limited. The Construction Engineer stationed at Fairbanks will supervise these Contracts with a staff of 2 - Inspectors, 1 - Instrumentmen and 2 - Chainmen-Rodmen, all classified.

GENERAL

The request for the purchase of two large truck tractors as listed in equipment discussions on Routes 65M and 65A is considered most important by this Office. The slow, unreliable truck tractors now in service in this District are expensive to operate and since they are so very slow and unreliable the shifting of heavy equipment from location to location is held to a costly minimum. Very often equipment - one or two pieces - can be shifted from project to project with very little lost time and benefit both jobs. Equipment standing idle on a job or working in locations never

GENERAL

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intended for that equipment is indicative of improper supervision. Very often this same equipment is urgently required for varying lengths of time on another project. But, time lost in traveling with these older units preclude the economical movement of this temporarily surplus equipment. The three Federal Tractor Truck and the one FWD tractor truck will be converted to heavy snow plows during the next summer. Funds are included in Maintenance of Routes 4K and 65L to accomplish this conversion. The Sterling tractor truck will be converted to a truck mounted shovel - using the 1/2 C.Y. P & H Shovel - ARC #1255. This conversion - i.e. the Sterling - will necessarily eliminate it as a truck tractor, but the other four could and would be used as truck tractors in the event they are required. Funds for the conversion of the Sterling to a truck mounted shovel are included in Maintenance of Route 65L.

The request for two large power controlled pull blades needs some supporting discussion. The side hills where it is possible to pioneer a road with a heavy tractor and angle dozer can readily and cheaply be shaped and ditched with a very heavy pull blade. This blade is not intended to finish blade or in any other way substitute for a motor grader. But, where heavy work is involved - and certainly shaping a rough dozer pioneer road is heavy work - a large pull blade will more than pay for itself in one season. Sections of the 40-Mile Road and the proposed Fairbanks-Nenana Road are ideal places where this equipment will be invaluable.

The two heavy 3-tooth rippers also are justified in that when a ripper is required there is little or no use hooking onto a 7-ton ripper with a 20-ton tractor and have the ripper jump out of the ground when a pull is applied. For this reason very often scrapers and dozers are working in excavation where they haven't any change of economically moving the excavation. The alternate, of course, is to drill and shoot these cuts, but a heavy ripper will very often enable the tractor excavation to complete the cut without use of powder. Certainly, if the excavation has been predetermined to be tractor work it is consistent to have equipment designed to use with heavy tractors.

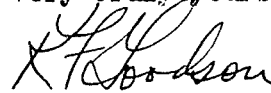
✓ In the matter of air compressors it is not our idea to buy these compressors. When my duties were such that I was acquainted with the equipment of all District it was noted that there are several air compressors seldom used. The amount of work ahead for these compressors after this season does not justify their purchase, therefore, it is believed there could be transfers from other District to supply these requirements on a loan basis.

Justification for the purchase of the recommended truck crane, swinging leads and hammer is included in the general discussion of Construction - Route 65M.

GENERAL

Enclosed herewith for your information and guidance is a "Tabulation of Estimated Costs". This tabulation records the estimate of the cost of each recommendation we have made and groups similar standards of roads, and features of, the work in respective classifications.

Very truly yours,



K. F. Goodson
District Engineer

Encls.



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

December 26, 1951

Hold
 C ✓ 12-27-51
 C ✓ C. Eng. *WJM*
 Admin. _____
 C ✓ C. Sec. *BOB*
 C ✓ C. Insp. *H.B.S.*
 Acc't. _____
 Pers. _____
 Sec'y _____

Mr. William J. Niemi
 Chief Engineer
 Alaska Road Commission
 Juneau, Alaska

Dear Sir:

Recommendations for 1952 operations in the Anchorage District, based upon the figures in your letter of November 8, 1951, are submitted as follows:

SECTION I - MAINTENANCE

This section includes summer and winter surface maintenance, brush removal and control, snow removal, re-ditching, depot maintenance and construction, asphalt plant operation and minor and major bridge repair. Figures as given were used for permanent maintenance camp and McKinley Park; all others are best available estimates.

SECTION II - RECONSTRUCTION

This section covers continuation of crush surfacing of Sterling Highway, improvement of Homer, Mountain and Valley Road systems, replacement of bridges on Mountain and Valley systems, preparing subgrade and asphalt surface treatment and experiments on Anchorage Local roads and replacement of bridges on the Glenn Highway.

SECTION III - CONSTRUCTION

This section covers continuation of Paxson - McKinley Park Highway, District Farm Road Construction Program, completion of 1951 work at McKinley Park, erection of the East Fork Toklat Bridge, Gold Creek road and completion of Anchorage Security Fence.

SECTION IV - SURVEYS

This section covers contract engineering, Paxson - McKinley Park location between Susitna and McLaren River, Farm Road Survey and preliminary reconnaissance between Wasilla and headwaters of the Kuskowin River.

SECTION V - EQUIPMENT

This section covers assignment and condition of present equipment and recommendations for new equipment required to successfully accomplish the work outlined in the above sections.

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SECTION I - MAINTENANCE

Route 310,311 - Glenn Highway, 4th Avenue Extension (125.7 miles of road)

Due to increasing high speed traffic loads on this main highway, shoulder maintenance has become a major maintenance feature and must be carried on continually during the summer season. Brush control must be practised on the Glenn Highway. Plans are to revamp our pumper to handle this work chemically, as experiments during 1951 disclosed this to be an effective and economical method. Surface maintenance consisting of patching cracks, repairing surface failures including approaches to the Eklutna Bridge and raising and resurfacing settled fill sections must be accomplished. Ditches must be cleaned out and slides at Miles 53 and 70 must be removed. Long Lake Hill between Miles 86 and 88 will require continuous patrol and removal of slide rock from the heavy cuts opened up in 1950.

Estimated - 1950
15,500
15,200
30,700

The Eagle River Bridge must be redecked and all running plank and decking must be replaced on the Knik River Bridge. Plans are to redeck both bridges with treated, laminated 2 x 4 and 1½-inch mat of bituminous material.

Center stripe must be laid down on the entire route and further work is necessary to divert the Matanuska River at Mile 66. Work in 1951 disclosed that any channel change effected in the River bottom can be considered only temporary. Some work was done on blasting the rock point at King River and forcing the Matanuska away from the road. Work must be continued on both this and a rock fill adjacent to the road at Mile 66.

Snow removal, sanding and land ice control must be accomplished in the winter.

A new maintenance station to house two permanent employees and a garage and warm storage must be constructed at Mile 94.

Funds recommended do not cover any ^{summer} major maintenance of the first nine miles of the Glenn Highway or that section from Anchorage through Fort Richardson. This section of road is beyond economical repair from a maintenance standpoint, and requires regrading and resurfacing to 4-lane standards.

Summer	\$100,000
Winter	50,000

Route 410 - Anchorage Seward Highway (39 miles of road)

This highway will be under contract for paving during the 1952 season. However, funds must be set up for surface maintenance of those sections not being worked by the contractor and for snow removal, land ice control and slide removal and cleanup. Sections of the road show a serious glacier problem and work must be done enlarging catch basins and ditching

above the roadway to intercept and control the water before it reaches the roadway. It is anticipated that the highway will carry even more and heavier traffic the year round than any other road in the District, and funds recommended are for providing a safe year round highway.

Summer	\$ 7,000
Winter	14,000

Route 411 - Anchorage Spenard Highway (3.6 miles of road)

Funds recommended are for shoulder maintenance, snow removal, crack sealing and patching, center line striping, shoulder widening and traffic control. The highway is through one of the most heavily populated areas in Alaska, and is lined with businesses. The 60-foot right-of-way does not allow width for perpendicular parking without automobiles backing into the traffic lane. The highway has been posted for parallel parking, but the Highway Patrol states that under Territorial laws they cannot enforce such parking. Guard fences must be erected to reduce the hazard of such practises. Shoulder widening to allow parking areas must be continued.

Summer	\$ 7,500
Winter	7,500

Route 312, 313, 314 - Matanuska Valley Feeders (59.8 miles of road)

Due to supply problems during 1951, lumber was not received in time to carry out bridge replacements planned on these routes and emergency repairs only, were effected. Bridges over Cottonwood Creek on the Wasilla - Palmer road and Wasilla Creek on the Wasilla - Matanuska Road must be replaced during 1952. Normal surface maintenance including brush removal and culvert replacement and cleanout must be continued. Snow removal, sanding and ice control must be effected during the winter season.

Summer	\$ 25,000
Winter	18,000

Route 511, 512 - Sterling Highway Feeders (148.4 miles of road)

Maintenance on this highway will consist of regrading and widening settled narrow fills, an extensive program of ditching plus culvert placement and regular surface maintenance. Considerable improvement was done in 1951 on the Anchorage to Kenai end, and crushed gravel was placed behind this improvement. A continuation of the surfacing will require that extensive repair and refinement of the present grade be accomplished. Recommendations include a complete maintenance camp of 12 to 15 men for a period of five months, plus a spring thaw crew. These men would be employed during the summer season in the ditching, regrading and fill widening. Recommendations

also include four grader men year round for surface maintenance and snow removal plus mechanics and boilermen as required.

With the completion of the Anchorage Seward Highway, vehicular traffic will greatly increase over these highways and we must attempt to finish a high standard road as soon as possible. Present planning is to complete the grading and widening in 1953.

Summer	\$ 97,000
Winter	47,600

Route 812, 812.1 - McKinley Park Roads (91.3 miles of road, 14 miles of trail)

As outlined, there is available for spring snow removal and maintenance until June 30, 1952, \$40,000. Opening of the roads should be delayed as long as possible and still reach critical areas in time to prevent serious damage. Spring maintenance will include snow removal, culvert thawing, washout repair and spot gravelling and minor bridge repair as required. Approach fills to the Savage River Bridge must also be made as soon as possible and before travelers start using the road.

There will be a carry over of 1951 funds in the amount of approximately \$5,500.

Spring Maintenance to June 30, 1952	\$40,000
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Route 813 - McKinley Park - Kantishna (4.5 miles of road)

This route should be opened up upon completion of McKinley Park system, and washout repairs and spot gravelling accomplished. Summer maintenance should consist of surface blading and reditching with motor patrols.

Summer maintenance	\$ 500
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Route 011 - Sterling Landing - Ophir Feeder (47 miles of road)

The Takotna Ophir country continues to be one of the most active gold mining areas in the District. Military construction has also continued at Candle on this road. All supplies of any nature must move over this road from Sterling Landing and during the 1951 season, heavy army traffic did extensive damage to the roadway.

Funds recommended are for continued improvement of surface, widening and elimination of blind spots by brush removal and minor line changes. Additional work is required to complete the insulation on the garage and maintenance of the foreman's residence.

Summer maintenance	\$38,000
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Route 012 Iditarod - Flat Feeder (8.7 miles of road)

The Flat area continues to be an active placer area with the main source of heavy supplies being up the Iditarod River to Iditarod and then overland to Flat City by way of this road. Funds recommended are for summer maintenance to include surface blading, re-ditching, widening and elimination of blind spots and spot gravelling.

Summer maintenance \$ 9,600

Route 013 - Dillingham Kanakanak - Wood River (14.1 miles of road)

Summer maintenance funds are required for surface maintenance, spot gravelling and improved drainage. Several small bridges must be replaced with culverts, one bridge must be re-decked and the bridge at the Native Hospital must be replaced. The road across the muskeg from Windmill Hill to Dillingham must be raised. Winter maintenance covers snow removal and winter overhaul and purchase of snow fence. Due to people moving to the hill around the old airport, we should take over the 1.1 miles of road to the field for maintenance and improvement funds as requested will handle this increased mileage.

Summer maintenance \$18,000

Winter maintenance 9,000

Route 014 - Abbert Road Feeder (1.2 miles of road)

Funds recommended are for summer patrol maintenance, slide cleanup and winter snow removal from Kodiak to the Naval Reserve.

Summer maintenance \$ 2,000

Winter maintenance 1,000

Route 310.2, 310.3 - Glenn Highway Locals (45.7 miles of road)

Funds recommended are for regular surface maintenance, spot graveling, brush control, drainage, snow removal and sanding.

Summer maintenance \$15,000

Winter maintenance 6,000

Routes 312.1, 313.1, 314.1, 314.3 - Valley Local (63.9 miles of road)

Improvement must be continued to keep these roads safe for increasing traffic. Funds recommended are for minor improvements such as new culverts, minor bridge repairs, re-ditching and brush control, plus normal surface maintenance,

spot gravelling, and snow removal, land ice control and sanding.

Summer maintenance \$30,000

Winter maintenance 17,000

Route 314.2 - Mountain Local (63.8 miles of road)

This system of roads is the only access to numerous mines and the village of Willow. Very little maintenance was provided during and after World War II due to shut-down of the mines. Increased activity in the area requires that extensive repairs be made on the entire system. Reritching, spot gravelling and widening of sluffed areas must be undertaken and, as in previous years, snow removal must be accomplished to the Little Susitna Lodge. More funds will be recommended under reconstruction.

Summer maintenance \$13,000

Winter maintenance 6,000

Route 310.1, 410.1, 411.1 - Anchorage Locals (51.6 miles of road)

Traffic over the Anchorage local roads has increased from several hundred cars daily to several thousand and maintenance of gravel surfacing has become a major item under this heavy loading. None of the roads have a crushed rock surface which would offer some relief. Placing of such surface will be discussed in reconstruction. Dust control is also a major item and must be carried out daily. Traffic during peak hours cloggs all main roads in this system and dusty conditions create a safety hazard due to visibility. Sprinkling is a necessity both from maintenance and safety standpoints. Winter snow removal also assumes a role of major importance as many of the residents in the densely populated suburban areas must use the roads daily. Funds recommended for 1952 cover the following maintenance operations: Winter and summer maintenance of existing roads; spot gravel Klatt road; reditch and spot gravel Mountain View Loop; raise the fill on Airport Heights Road and gravel Sylvan Way.

Summer maintenance \$40,000

Winter maintenance 14,000

Route 511.1, 512.1 - Sterling Highway Local (27.0 miles of road)

This group consists of all branch roads leading into the Sterling Highway between the National Forest Boundary and the Diamond Ridge Road near Homer. Funds recommended are for summer and winter maintenance.

Summer maintenance \$ 8,000

Winter maintenance 4,000

Route 511.2 - Homer Local (42.4 miles of road)

Completion of the Sterling Highway to a well-surfaced standard, connecting with the paved Anchorage - Seward Highway will greatly increase the traffic on the Homer road system. The light gravel surface on most of the system will not carry any such increased volume and maintenance will be greatly increased. It is considered necessary that the roads be improved by widening, re-ditching, and in many instances, rebuilt entirely before pit run surfacing is placed. Much of this work should be done with maintenance funds. Actual placing of the surfacing is a project of such magnitude as to place it in a reconstruction category, but subgrade refinement is included in maintenance together with winter and summer surface maintenance. No further extensions or farm road construction is recommended until the present roads are improved to minimum standards.

Summer maintenance \$21,000

Winter maintenance 6,000

Route 011.1 - Takotna Locals (24.5 miles of road)

Work must be continued on improving the Takotna - Airfield road which requires brushing and re-ditching. The private road down Yankee Creek eliminates about ten miles of the Ganes Creek Road, and this section should be taken over for improvement as the miners have exhibited willingness to relinquish it as a public road. The section of the Ganes Creek road should then be abandoned as it no longer serves any mines or individuals and is difficult to maintain. The Little Creek road must be re-ditched and graded and assistance should be extended to the Innoko Dredging Company, who are attempting to construct a six mile road from their workings on upper Gaines Creek to the main road near the mouth of the Creek.

Summer maintenance \$ 9,000

Route 012.1 - Flat Locals (27 miles of road)

The Flat area continues to be one of the most active placer areas in the District. Funds requested are for summer maintenance only, but are large enough to provide protection during the spring run-off. Brush has overgrown much of Chicken Creek road, and removal and re-ditching is required. Spot gravelling is necessary on the entire system. A minimum amount of work is required on the depot at Flat as the storage building and garage should be raised about two feet.

Summer maintenance \$15,000

Route 014.1 - Kodiak Local (7.7 miles of road)

Funds recommended are for surface maintenance, widening, and spot gravelling. With the improvement program planned by the City of Kodiak on city streets, it is imperative that improvement be started on our road network. Maintenance funds as recommended will carry a three-man crew during the summer months, and with the acquisition of a gravel pit on the Nactwieg property through condemnation, such improvement can be accomplished over a period of years with maintenance funds. Funds are also requested for maintenance and completion of the depot.

Summer maintenance	\$20,000
Winter maintenance	5,000

Route 010.1 - Talkeetna - Cache Creek Local (40.7 miles of road, 18 miles of sled road, 16 miles of trail)

Mining continues fairly active in the Peters Creek and Cache Creek areas. Surface maintenance, gravelling and brush removal is required along the entire system. Lower Peters Creek Canyon is crooked and narrow and widening should be continued to eliminate the worst points. Summer maintenance is required only.

Summer maintenance	\$10,000
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Route 010.2 - Colorado - Bull River Local (17 miles of road)

The Bureau of Mines continued exploration work around the Golden Zone mine during the summer of 1951, although little or no actual mining was done on the west side of the Chulitna River. The Chulitna Bridge was damaged in 1951 by late high water and two bents were lost. It is not deemed desirable to repair the bridge due to the lack of activities in the area. The road to the coal mine on the east side of the river should be maintained by removal of slides, re-ditching, culvert maintenance and surface maintenance. Indications are that some work will be done in 1952 on opening the mine.

Summer maintenance	\$ 3,000
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Route 013.3 - Medfra-Ninon Road (12 miles of road)

Inspection of this road in 1951 showed it to be badly in need of limited maintenance. Miners in the area are presently planning on opening the ground adjacent to the Nixon Mine, the ground being owned by Clint Winan, resident of Medfra. Mr. Winan is taking in equipment this winter as the A frame bridge over Medfra Creek is unsafe. Winan will take care of bridge and road maintenance in 1952. All timbers are available locally except A frame timbers. These four timbers will be requisitioned from the States.

Summer maintenance	\$ 2,100
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Route 010.4 - Bethel Local (2.3 miles of road)

Funds recommended are for improvement and maintenance of the hill road in order to take care of the majority of Village residents who are moving away from the river bank. Maintenance will also be rather heavy on the airport lake road as the only material in the area is sand which is rather vulnerable to heavy rains and the heavy spring run-off. A new sand pit must be located away from the river and an access road constructed to it. Plans are to build such a road to take care of the new cemetery, such work as possible to be carried on by our maintenance man in the area in conjunction with summer maintenance. Some work is also necessary on the depot installation started in 1951.

Summer maintenance \$10,000

Route 010.5 - Naknek Local (14 miles of road)

Although acceptance of the Naknek - Air Base road has not been made, it is assumed that the road will be accepted early in 1952 by the Road Commission. Funds requested are for a one-man maintenance crew with assistance as required during winter snow removal. Equipment will be discussed in that section.

Summer maintenance \$16,000

Winter maintenance 5,000

Route 010.7 - Iliamna Lake Locals (28.5 miles of road)

Spot gravelling and filling is necessary on the Iliamna Bay - Iliamna Lake Road. Work should be continued on rock points on this route between Iliamna Bay and Mile 2, as the road is very narrow and hazardous. Two 30-inch culverts which wash out every season due to lack of carrying capacity should be replaced with an elephant hut. Brush removal and ditch cleanout is also essential. The Newhalen road is in fair shape due to work done in 1951, and should require no work during the season as traffic over it is very light. No winter maintenance is required on either road.

Summer maintenance \$ 7,000

Karluk Suspension Bridge

High winds in the fall of 1951 again wrecked this foot bridge over the Karluk River. Some materials were sent in from Kodiak including new main cables. It is recommended that funds be made available, the Alaska Road Commission furnish materials and the District contact the Karluk Cannery and attempt to get them to effect permanent repairs during their 1952 construction season. If such an arrangement cannot be made, personnel from Kodiak should do the work.

Maintenance \$ 2,200

Miscellaneous

In addition to funds recommended for route maintenance, it is recommended that the following funds be allocated for depot maintenance, etc.

Construction of Maintenance, Camp Glenn Mile 9 1/4	\$120,000
Asphalt Plant Maintenance & Operation	50,000
Maintenance, Anchorage Depot	15,000
Maintenance & Construction, Kodiak Depot	2,000
Maintenance & Construction, Bethel Depot	1,000
Maintenance & Construction, Flat Depot	1,000
Maintenance, Kenai Depot	8,000
Maintenance & Construction, Takotna Depot	2,000

These items were discussed in appropriate route maintenance sub-headings.

SUMMARY

<u>Route No.</u>	<u>Name</u>	<u>Summer</u>	<u>Winter</u>	<u>Total</u>
310,311	Glenn - 4th Avenue	\$100,000	\$ 50,000	\$150,000
410	Anchorage - Seward	7,000	14,000	21,000
411	Anchorage - Spenard	7,500	7,500	15,000
312,313, 314	Matanuska Valley Feeders	25,000	18,000	43,000
511,512	Sterling Highway Feeders	97,000	47,600	144,600
812,812.1	McKinley Park Roads	40,000 *		40,000 *
813	Park Boundary - Kantishna	500		500
011	Sterling Landing - Ophir-Feeder	38,000		38,000
012	Iditarod-Flat-Feeder	9,600		9,600
013	Dillingham-Wood River-Feeder	18,000	9,000	27,000
014	Abbert Road (Kodiak) Feeder	2,000	1,000	3,000
310.2,310.3	Glenn Highway Locals	15,000	6,000	21,000
312.1,313.1, 314.1,314.3	Valley Local	30,000	17,000	47,000

<u>Route No.</u>	<u>Name</u>	<u>Summer</u>	<u>Winter</u>	<u>Total</u>
314.2	Mountain Local	\$ 13,000	\$ 6,000	\$ 19,000
310.1, 410.1, 411.1	Anchorage Local	40,000	14,000	54,000
511.1, 512.1	Sterling Highway Local	8,000	4,000	12,000
511.2	Homer Local	21,000	6,000	27,000
011.1	Takotna Local	9,000		9,000
012.1	Flat Local	15,000		15,000
014.1	Kodiak Local	20,000	5,000	25,000
010.1	Talkeetna - Cache Creek	10,000		10,000
010.2	Colorado - Bull River Local	3,000		3,000
010.4	Bethel - Local	10,000		10,000
010.5	Naknek Local	16,000	5,000	21,000
010.7	Iliamna Fife Bay Local	7,000		7,000
	Mile 94, Glenn Maint. Camp	120,000		120,000
	Maint. Anchorage Depot	15,000		15,000
	Kodiak Depot	2,000		2,000
	Bethel	1,000		1,000
	Flat Depot	10,000		10,000
	Anchorage Apartments	1,000		1,000
	Asphalt Plant, Maint. & Oper.	50,000		50,000
	Kenai Depot	8,000		8,000
	Takotna Depot	2,000		2,000
010.3	Medfra Nixon Mine Road	2,100		2,100
	Karluk Suspension Bridge	2,200		2,200
	TOTAL			\$945,000

* Not included in total

SECTION II - RECONSTRUCTION

Route 511, 512 - Sterling Highway Feeders

Funds recommended are for continued improvement on the Sterling Highway, and covers placing of crushed gravel surfacing from approximately one mile east of Soldotna Creek bridge toward Ninilchik. As paving of the Anchorage Seward Highway and reconstruction of the remaining link of the Forest Road is scheduled for 1952 and 1953, it is necessary that the entire highway be ready to handle heavy high speed traffic by the fall of 1953. Recommended funds are for a 14-man crew to operate 6 - 7 months and follow closely behind the maintenance crews in their reshaping of the roadbed.

Improvement \$120,000 ?

Route 314.2 - Mountain Local Roads

Previous to 1951, a minimum of work was done on these roads. Maintenance was merely sufficient to keep the road in a travelable condition. Recommended funds will allow for a continuation of necessary extensive brush cutting, ditching and gravelling necessary to continue the job of bringing the roads up to our minimum standard. Work must be continued in future years.

Improvement \$ 7,000

Route 314.1, 314.3, 312.1, 313.1 - Valley Local Roads

Funds recommended are for continued improvement of the Palmer - Wasilla Road, replacement of bridges on the Valley System and reconstruction and gravelling the Springer System. There remains two sections of the Palmer - Wasilla Road to be reconditioned. Plans are to effect one line change at Greenacres and replacement of the Cottonwood Creek bridge at this location and let the other change go until 1953. The Springer System of roads has never been gravelled, and every spring becomes impassable. Ditches must be cleaned up, brush moved back, subgrade and drainage improved and surfacing placed to bring it up to minimum farm road standard. A regravelling program must be started over the entire system. Equipment for this work has been discussed previously, and will be included in Section V.

Improvement \$ 40,000

Route 511.2 - Homer Local Roads

In 1951 an important source of mineral aggregates was opened up on Olson Mountain and a road started to connect the Homer road with this gravel deposit. Completion of the road early in 1952 with farm road funds will not only open the adjacent area for homesteading and farming, but will also make available material to gravel the hill roads and Diamond Ridge Road. Until the pit was discovered, the cost of gravel surfacing these roads was exorbitant and therefore only impassable areas were taken care of. Funds recommended are for a gravel crew to begin the work of regrading and gravelling all the

Hill system upon completion of the Olson Mountain road. No new construction should be contemplated in the Homer area until the present road system is improved to farm road standard and maintenance can again be performed on an economical scale.

Improvement \$ 40,000

Route 310.1, 410.1, 411.1 - Anchorage Local Roads

Funds recommended for Anchorage Local Roads are for placing low cost bituminous surfacing on heavily travelled suburban roads, crush gravel surfacing on less heavily loaded roads and regrading and pit run material on least travelled roads. Traffic around Anchorage has become so heavy that maintenance of the present type surface on all but a few of the existing roads in the system is extremely costly and of doubtful value. Improvements of the following roads are recommended for 1952:

1. Regrade, crush surface and low cost bituminous mat on KFQD road.
2. Regrade and crush surface on KENI road.
3. Regrade and crush surface McRae Road.
4. Regrade and pit run surface Huffman Road.
5. Slope, grade and pit run surface O'Malley Road.
6. Regrade Kinkaid Road.

Such improvement work must be continued on all other roads in the system in future years if the road system is to handle the increased traffic loading without excessive maintenance costs.

Improvement \$ 68,000

Route 310 - Glenn Highway

As instructed in Headquarters' letter of November 8, 1951, the amount of \$200,000 is set up for replacement of the Little Nelchina and Chickaleon Bridges. It is hoped that contract prices will allow funds to augment maintenance funds for work at King River and Moose Creek Hill.

Bridges \$200,000

Following is a breakdown of recommended funds:

<u>Route No.</u>	<u>Name</u>	<u>Total</u>
511, 512	Sterling Highway Feeders	\$120,000
314	Mountain Local Roads	7,000
314.1, 314.3, 312.1, 313.1	Valley Local Roads	40,000
511.2	Homer Local Roads	40,000
310.1, 410.1, 411.1	Anchorage Local Roads	68,000
310	Glenn Highway	200,000
	TOTAL	<u>\$475,000</u>

SECTION III - CONSTRUCTION

Route 811 - Paxson - McKinley Park Highway

When the new depot at Cantwell was built in 1950, no provision was made to adequately heat any of the buildings. Plans for 1952 must include heating units of adequate capacity to handle the buildings during -40 degree weather. It is recommended that oil-fired furnaces be used for all heating and individual units be installed in each main building. A hot water system large enough to handle the present floor plan plus two wings is recommended for the garage and forced warm air systems are recommended for the dormitory and butler hut. The temporary parts rooms and storage buildings should be heated by a third warm air unit.

Construction is planned on both the Cantwell Park end and Cantwell - Paxson end. We plan to drive the 2nd Nenana Crossing early in order to take advantage of working on the ice. A camp will be set up at the bridge site for the work, and this camp can later be used by the road crews in completion of the Cantwell - McKinley Park link of the road.

On the Cantwell - Paxson end a grading crew will set up camp at about Mile 20 and continue working towards the Brushkana River. Stripping crews will set up camp to begin work at the Brushkana and work toward the Susitna River. Upon completion of the Nenana No. 2, and necessary work on the Nenana No. 1, the bridge crew will move to the Brushkana and drive a temporary timber bridge. Gravel crews will follow as closely as possible behind the finish grading.

Construction	\$500,000
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Farm Roads

Petitions for farm and industrial roads are being regularly received by the District Office. These are being classified and evaluated as rapidly as possible, and are assigned a priority based upon actual merit. Preliminary field investigations have been initiated and an estimated cost of construction arrived at. List of meritorious projects together with location sketches and estimated costs are attached as Appendix A. Projects are listed in order of their importance for early construction. It is realized that the total listed cost greatly exceeds available funds allotted for this year's farm program.

Funds allotted for the Anchorage Cemetery Road in 1951 could not be used as the City of Anchorage came up with no concrete location for their proposed cemetery. We have their assurance that a field survey in 1952 will pinpoint the location and we recommend that these funds be reallocated to the District.

Farm Road Construction	\$130,000 (as Appendix A)
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Anchorage Cemetery Road (Reallotment)	3,000
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Route 812 - McKinley Park Road

As outlined, funds recommended are for completion of the line change at Mile 5.7, metal and arch culverts at Miles 5.6 and 10.9, and erection of the East Fork Toklat Bridge. Such force account work as necessary will be done by the Park maintenance crew.

Construction \$160,000

Anchorage Security Fence

Erection of the Anchorage Security Fence was started in 1951, and that area which provided vehicular access to the yard was completed. Due to the necessity of filling more of our area to keep the fence on the property lines and our hesitance in taking equipment from road work to accomplish this work, the completion of the fence was left for the spring of 1952, such work to be accomplished before actual field construction could begin.

Very little of 1951 funds were spent on this project, and it is recommended that funds be reallocated and increased.

Erection \$ 20,000

Gold Creek Road

Construction of this 14-mile piece of road will provide public access to the Bureau of Reclamation dam site survey on the Susitna River. The road is over and across some of the roughest country in the Territory, and will require a small crew for the summer to provide a road passable for 4 x 4 truck or jeep. It is assumed that location will be made by the Bureau of Reclamation.

Construction \$ 50,000

A recap of Construction is as follows:

<u>Route No.</u>	<u>Name</u>	<u>Total</u>
811	Paxson - McKinley Park	\$500,000
	Farm Roads (Separate Schedule)	130,000
	*Anchorage Cemetery Road (reallotment)	3,000 *
	**Gold Creek Road (Bureau of Reclamation)	50,000 **
	McKinley Park	160,000
	*Anchorage Security Fence	<u>20,000 *</u>
	TOTAL	\$813,000

*Not included in funds estimated by Juneau

**Not included in total

SECTION IV - SURVEYS

1. Susitna - McLaren location

Final location between the Susitna and McLaren Rivers on the Paxson - McKinley Park route is estimated to cost \$40,000. This party will consist of a locating engineer, one party chief, seven surveymen, one cook and one bulldozer operator. They will be engaged on field staking of a preliminary location line based on topographic maps and projected line resulting from aerial survey data obtained in 1951.

It is recommended that serious thought be given to deferring this survey until the 1953 work season. It is our understanding that Ryall Engineering Company did not complete their ground control in 1951 due to bad weather and that additional field work must be done in 1952. Lack of complete data would affect our ground work in 1952.

We do not now have a satisfactory summer trail beyond the Brushkana Creek crossing, and any work east of the Susitna will necessitate our moving tractors, sleds, camp equipment and operating supplies across the ice at the Susitna crossing prior to the 1952 spring breakup.

We question this added expense when we will have a travelable tote road to this crossing by the end of the 1952 construction season, thereby eliminating a costly supply line and air freighting of perishables to this crew. There is also the matter of installing a dependable river crossing at the Susitna Bridge site which will require the moving of ferry equipment from Cantwell. This work could be much more reasonably done at the beginning of the 1953 construction season.

2. Farm Road Surveys

We are recommending funds in the amount of \$25,000, which will be used to finance two 4-man parties to cover new location and construction within the District wherever needed, and to pick up final data and property ties in the Valley, Anchorage area and the Kenai Peninsula in order that accurate maps may be prepared of these areas. Work in compiling data in all three areas was started in 1951 but much field work and research into various records remains to be done before final mapping may be completed.

3. Field Reconnaissance - Pitman - Rainy Pass Route

Funds to the amount of \$15,000 are recommended for preliminary field studies and selection of the most feasible route from the end of our present road system north of Wasilla in a general northwesterly direction through Rainy Pass into the headwaters of the Kuskokwim River. The funds recommended will be used to finance a small crew of selected district personnel to undertake aerial reconnaissance of possible alternate routes as well as sufficient foot reconnaissance to identify secondary control points, areas of bad ground and to locate distinguishing features of aggregate deposits in order to better interpret aerial photographs of the general area prior to selection of the most feasible route.

Summary of Estimates

1. Susitna - McLaren Location	\$40,000
2. Farm Road Surveys	25,000
3. Field Reconnaissance	15,000
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TOTAL	\$80,000

The following funds will be required for construction and contract work. This money is over and above those funds set up in your letter of November 8, 1951.

Construction Surveys, Paxson - McKinley Park Route

Construction surveys on this route will require \$45,000. This will finance year long operation of the residency as well as 2 4-man field crews during the active construction season. Winter design work will be carried on by the Resident Engineer plus two engineering aides. Field work will consist of grade staking in advance of the grading crews as well as clearing lines and culvert locations for the stripping crews. This group will also provide the necessary staking of line changes and regrade work within Mt. McKinley Park.

Glenn Highway - Section B-2

It is our estimate that \$50,000 will be required for engineering and inspection to complete this contract. We contemplate using 2 6-man survey parties plus the necessary inspection and supervisory personnel as shown on our tentative Organization Chart submitted in early December. Upon completion of the bituminous surfacing on the remaining 21 miles, all personnel will be transferred to the Fort Richardson Arterial, while the survey personnel will be used to complete all final sections before being absorbed in other work within the District.

Fort Richardson Arterial

It is our estimate that \$60,000 will be required for the necessary engineering and inspection of this proposed contract construction. We contemplate the use of 2 6-man survey parties plus the necessary inspection personnel.

Office design is now underway in the District and plans will be submitted for your review at an early date, probably by February 1, 1952.

Seward - Anchorage Highway, Section D

It is estimated that \$75,000 will be required to provide the necessary engineering and inspection for this paving contract. It is our plan to use 2 6-man parties together with the necessary inspection and

supervisory personnel as shown on our tentative Organization Chart. Field headquarters for this residency will be established at Rainbow as the contractor, Birch-Lytle Green, has obtained the use of Morrison-Knudsen's camp at that location. Preparation of construction plans will be completed by District personnel just as soon as "as-built" plans can be secured from the Alaska Railroad for Section "G", and from the Bureau of Public Roads for Section F-2. The Alaska Railroad engineering staff has indicated that "as-built" plans will be available approximately January 7. Numerous line and grade changes have been made during construction and our present design plans are not suitable for field staking of this project.

Bridge Replacement, Glenn Highway

It is estimated that \$13,750 will be needed for this work. This will include the completion of the Eklutna River Bridge as well as contract supervision of other bridge replacement. These funds will finance the year long employment of a Resident Engineer plus 6 months work for one inspector, Grade GS-6.

Bridge Replacement, Mt. McKinley National Park

It is estimated that \$10,000 of National Park Service funds will be required for contract engineering and inspection of the East Fork Toklat River Bridge. This will provide 6 months employment for a Resident Engineer and one inspector.

Estimate Summary

Glenn B-2	\$ 50,000
Fort Richardson Arterial	60,000
Seward-Anchorage, Section D	75,000
Bridge Replacement, Glenn Highway	13,750
	<hr/>
	\$198,750
East Fork Toklat River Bridge	10,000 *

* National Park Service Funds

In addition to these funds we will need \$20,000 to finance the engineering office personnel, consisting of an Office Engineer, GS-9, one Draftsman, GS-6, and one General Clerk, GS-5.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

August 11, 1952

ARC ORDER NO. 40, Supplement No. 1

Subject: Numbering System for Alaska Roads

Sheets 4 to 12 inclusive, of ARC Order No. 40 dated February 6, 1951, are revoked in their entirety and the attached sheets are to be substituted therefor.

The revised sheets have been compiled from data received from the various districts and reflect the district changes and recommendations as well as such changes as deemed advisable by Headquarters.

As changes have occurred either in route numbers or mileage in all districts, it is requested that the revised sheets be reviewed carefully by District Personnel and any errors or omissions reported to Headquarters on a marked copy of the revised sheets, together with comments, not later than October 15, 1952. Negative reports are requested if no corrections are required.

Further, it is desired that revised mileages reflecting the changes due to construction during the current season together with names of new roads be submitted to Headquarters by December 1, 1952. This report may also be made on a marked copy of the revised sheets.

All route numbers will continue to be assigned by Headquarters although District recommendations as to the grouping of new roads in the system or changes in the present grouping should be noted in the two reports requested above.

A. F. Ghiglione
A. F. Ghiglione
Commissioner of Roads
for Alaska

Distribution E
Anchorage 50
Valdez 50
Fairbanks 50
Haines 15
Nome 10
Division and Branch Chiefs

(Interior - ARC - Juneau)

22/174

THROUGH ROADS

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

FEEDER ROADS

<u>ROUTE NO.</u>	<u>NAME</u>	<u>NEW LENGTH</u>
121	Edgerton Cutoff, Willow-Chitina	39.0
122 *	Cordova-Richardson Highway	68.0
231	Northway Junction-Air Field	6.8
312	Glenn Highway-Community Center-Palmer-Matanuska-Wasilla Junction	13.9
313	Glenn North-Palmer-Finger Lake-Wasilla	12.0
314	Glenn Highway-Fishhook Jct-Wasilla-Knik	33.6
321	Slana-Nabesna	45.6
331	Taylor Highway	153.0
511	Sterling Highway-Forest Bdry to Homer	119.3
512	Kenai Jct.-Kenai	10.6
631	Steese Highway-North Camp-Circle	162.0
633	University-Ester	6.7
634	Central-Circle Hot Springs-Portage Cr.	18.0
731	Elliott Highway-Fox to Eureka	68.4
732	Manley Hot Springs Landing-Eureka	25.7
811	McKinley Park Station-Cantwell-Paxson's (Anchorage District)	15.6
812 **	McKinley Park Station-North Park Bdry	88.3
813	North Park Bdry-Kantishna	4.5
821	Paxson's-Cantwell (Valdez Dist.)	15.9
011	Sterling Landing-Ophir	47.0
012	Iditarod-Flat	8.7
013	Dillingham-Wood River	14.1
014	Abbert Road	1.2
031	Ruby-Long-Poorman	56.5
041	Nome-Council	78.0
042	Nome-Bessie	3.2
043	Seward Peninsula R. R.	80.2

* To Be Constructed.

** Constructed and Maintained by National Park Service Funds.

LOCAL ROADS

<u>ROUTE NO.</u>	<u>NAME</u>	<u>NEW LENGTH</u>
120.1	Valdez-Mineral Creek	10.7
120.2	Robe Lake Branch	0.5
121.1	Chitina-Native School	1.0
121.2	Chitina-Chitina River	1.0
130.1	Cushman St. Extension	1.9
	West Fairbanks	3.4
130.2	Badger Farm Road Loop	12.1
	Brock Road	2.0
	Peede Road	3.6
	Thirty Mile Slough Road	2.2
130.3	Old Richardson Highway	14.5
130.4	Lake Harding Branch	2.8
	Birch Lake Branch	1.7
130.5	Richardson Highway-Democrat Cr.	4.0
130.6	Big Delta Firing Range Road	17.1
132.1	Alston Road	0.5
	Becker-Dale-Conn Road	2.1
	Davis Road	1.0
	Peger Road	2.6
	Van Horn Road	0.5
310.1	Mountain View Loop	2.0
	Lake Otis Road	6.7
	Abbott Road	0.3
	Muldoon Road	4.2
	Tudor Road	3.0
	Debarr Road	3.0
	Portal Road	1.0
	Baxter Road	0.8
	Dowling Road	0.3
	Boniface Road	1.5
	Spruce Road	1.3
	Lore Road	0.3
	Alder Road	0.3
310.2	Eagle River Road	1.5
	Birchwood Road	2.0
	Eklutna Lake Road	10.0
	Plumly Road	1.5
	Eklutna School Road	1.8
	C. A. A. Road	0.3
	Bodenburg Loop	6.2
	Clark Road	3.0
	Huntley Road	1.5
	Wolverine Road	1.5
	Sherrod Road	0.6

Local Roads (Continued)

<u>ROUTE NO.</u>	<u>NAME</u>	<u>NEW LENGTH</u>
310.3	Farm Loop Road	2.8
	Lossing Road	0.5
	Scott Road	1.7
	Marsh Road	0.3
	Archie Road	0.2
	Rue Road	0.3
	Buffalo Mine Road	5.4
	Buffalo R.R.Spur	0.3
	Chickaloon Branch Road	2.0
	Jonesville Branch Road	2.4
	Mile 58 Road	1.2
	Hitchcock Road	0.5
	Collier Road	0.2
	312.1	Springer System
McLeod Road		2.5
Schible Road		0.1
Herman Road		0.2
Moore Road		0.3
Lynn Road		0.7
Matanuska Trunk (to Finger Lake-Palmer Road)		2.5
Jensen Road		0.2
Church Road		0.2
Grantram Road		1.0
Walton Road		0.5
Edlund Road		7.6
Anderson Road		0.4
Davis Road		0.7
Fosdick Road	1.2	
313.1	Hammer Road	0.3
	Arnt Road	0.2
	Matanuska Trunk (To Bogard)	1.1
	Griffith Road	0.6
314.1	Hyer Road	1.0
	Werner Road	0.5
	Moffat Road	0.5
	Campbell Road	0.3
	Matanuska Trunk (To Bogard)	2.2
	Cunningham Road	0.3
314.2	Falk Road	1.0
	Fishhook Junction-Willow	44.6
	Gold Mint Road	4.2
	Archangel Road	5.5
	Reed Creek Road	1.3
	Gold Cord Creek Road	3.0
	Upper Willow Road	1.3
	Craigie Creek Road	2.2
Grubstake Road	1.7	

Local Roads (Continued)

<u>ROUTE NO.</u>	<u>NAME</u>	<u>NEW LENGTH</u>	
314.3	Lakeview Road & Branches	3.1	
	Schrock Road	3.0	
	Bograd. Road	7.2	
	Engstrom Road	1.6	
	Wasilla-Aviation Field	0.8	
	Pittman Road	7.0	
	Hayfield Road	5.0	
	Knik-Fish Creek	2.6	
	320.1	Mentasta Loop	8.0
	331.1	Taylor Highway-Boundary	13.9
331.2	Eagle-Mission on Y. R.	3.3	
	Eagle-70 Mile	4.0	
410.1	Fireweed Lane	2.6	
	Blueberry Road	0.4	
	Campbell. Creek Road	2.3	
	Campbell Station Branch	1.4	
	Sand Lake Road	8.2	
	Kincaid Road	1.5	
	Raspberry Road	0.5	
	Strawberry Road	1.1	
	Klatts Road	1.5	
	Johns Road	0.9	
	O'Malley Road	4.0	
	Huffman Road	3.0	
	Birch Road	0.5	
	411.1	K E N I	0.9
		Sylvan Way	0.5
K F Q D Road		1.6	
Lois-Utah		0.7	
M cCrae Road		0.8	
Spenard-Hood Lake Extension		1.0	
511.1		Skilak Lake Road	1.0
	Kasilof Road	7.0	
	South Kasilof Road	7.0	
	Webb Road	1.6	
	Ninilchick Road	0.3	
	Anchor Point Road	1.4	
	Anchor River Road	0.9	
	Deep Creek Road	1.3	
	511.2	Homer Locals	42.4
Olson Mt. Road		3.7	
512.1	North Kenai Roads	6.4	
	East Kenai Road	0.6	

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Local Roads (Continued)

<u>ROUTE NO.</u>	<u>NAME</u>	<u>NEW LENGTH</u>
630.1	Graehl Branch	0.2
631.1	Farmers Loop	9.0
	Isabelle Cr. Road	3.7
	Crossman-Fideler	0.7
	Ballaine-Pickert	2.5
	Yankovich Road	2.1
	Granc Road	1.2
	Country Club Extension	0.2
	McGrath Road	3.1
631.2	Steele Creek Branch	9.7
	Chena Hot Springs Road	3.8
631.3	Gilmore-Pearl Cr.	3.8
	Fish Creek Road	8.7
	Fairbanks Cr. Road	10.2
	Glrary Summit Cr. Road	5.7
	Pedro Dome Road	2.8
	Little Eldorado Road	2.1
	Dome Creek Road	6.3
	Old Chatinika Road	2.0
631.4	United States Cr. Road	11.0
	Sourdough Creek Road	4.8
	Faith Creek Road	1.5
	Eagle Creek Road	1.2
	Miller House-Harrison Cr.-Mastodon Cr.- Miller Creek	15.2
	Porcupine Creek	11.0
632.1	University Way	1.3
	Geist Road	1.7
	University of Alaska Campus	2.1
633.1	Chena Pump Station	4.8
	Ester Dome Road	4.0
	St. Patrick's-Goldstream	8.8
	Ester - Beegler	3.2
	Ready Bullion Creek Road	0.9
634.1	Deadwood Creek Road	3.4
	Palmgren Spur	3.8
	Ketchum Creek	2.8
731.1	Elliott Highway-Murphy Dome	28.6
	Brooks-Livengood	7.0
	Wilbur Creek Road	1.5
	Amy Creek Road	0.6
	Heinie Creek Road	7.4
	Gertrude Creek Road	0.9
732.1	Manley Hot Springs-Tofty	18.0

Local Roads (Continued)

<u>ROUTE NO.</u>	<u>NAME</u>	<u>NEW LENGTH</u>
811.1	Cantwell Depot-Cantwell Siding	2.0
812.1 *	Wonder Lake Branch	2.7
812.1 *	Station and Hotel Roads	0.3
950.1	Comstock Road	0.3
	Haines-Jones Point	1.0
	Haines-Lutak Road	4.6
	Young Road	0.5
	Haines - Mud Bay	10.0
950.2	Kluckwan Road	2.6
	Porcupine Extension	11.0
	Porcupine Crossing	0.8
	Mosquito Lake Road	2.6
	Muncaster Road	0.5
	MacKenzie Road	0.5

LOCAL ROADS "ISOLATED" FEEDERS

011.1	Little Creek Road	3.0
	Takotna-Air Field Road	1.5
	Ganes Creek Road	20.0
012.1	Flat City-Flat Creek Road	5.7
	Flat Creek-Willow Creek Road	9.0
	Happy Creek Road	1.0
	Willow Creek-Chicken Creek Road	3.0
	Flat-Slate Creek Road	7.3
	Gold Horn Road	1.0
014.1	Mill Bay Road	4.0
	Community Garden Road	2.0
	Upper Cannery Road	0.2
	Mattson Road	0.3
	Alaska Comm. System Road	0.2
	Spruce Cape Road	1.0
	Womens Bay-Chiniak Cape	27.0
	Kaslin Bay-Pasagshak Point	13.0
041.1	Council - Ophir Creek	12.0
	Casa De Pago Road	20.0
	Shovel Creek Road	5.0
042.1	Nome - Wireless	0.2
	Bessie-Snake River	20.8
	Snake River-Monument Creek	3.0
	Bessie-Sunset Creek	12.0
	Nome-Osborne	10.2
	Bessie-Buster	8.3

* Constructed and Maintained by National Park Service Funds.
Rev. 8-52

Local Roads - "Isolated" Feeders (continued)

<u>ROUTE NO.</u>	<u>NAME</u>	<u>NEW LENGTH</u>
042.2	Spruce Creek Road	1.5
	Center Creek Road	2.8
	Little Creek Road	2.2
	Submarine-Paystreak	3.0
043.1	Bunker Hill - Kougarok	40.5

"ISLATED" LOCAL ROAD SYSTEMS--NO FEEDERS

010.1	Talkeetna-Cache Creek Road	23.5
	Peters Creek Road	17.2
010.2	Colorado-Bull River Road	17.0
010.3	Medfra-Nixon	12.0
010.4	Bethel-Airfield	1.3
	Bethel-National Guard Seaplane Base	1.0
010.5	Naknek Lake Road	1.0
	Naknek - Airbase	13.3
010.6	Kanatak-Becharof Lake	8.8
010.7	Iliamna Bay- Iliamna Lake	15.5
	Iliamna Lake-Newhalen River	13.0
010.8	Seldovia-McDonald Spit	1.8
	Red Mountain Road	10.2
020.1	McCarthy-Dan Creek	20.0
	McCarthy-Kennecott River	0.5
	Chititu Branch	6.5
	McCarthy-Kennecott	3.5
030.1	Coal Creek Road	7.0
030.2	Rampart-Little Minook Creek	4.5
030.3	Wiseman Locals	---
	Nolan Branch	5.5
	Wiseman-Hammond River	7.5
030.4	Ruby Airfield Road	1.2
030.5	Mulato Airfield Road	1.0
030.6	Nenana-Cemetery	2.5
	Ferry Eva-Moose Cr.	21.8
040.1	Candle Creek Road	7.3
040.2	Deering-Inmachuk	25.0
040.3	Teller-Bluestone	15.5
	Tin City-Goodwin	5.0
040.4	Marshall Road	4.0
050.1	Skagway-Dyca	7.6
	Sawmill Extension	4.5
050.2	Annette Island Road	22.0



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~JUNEAU, ALASKA~~
ANCHORAGE, ALASKA

Comm. of Cds.
✓ Chf. Engr.
Admin.
✓ Insp.
Engrs.
Asst.
Pers.
Supply

December 31, 1952

Mr. William J. Niemi
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Mr. Niemi:

The Farm and Industrial Road construction recommendations for the 1953 season are enclosed. Because of the nature of this particular type of appropriation an effort was made to limit individual road construction projects to approximately \$20,000. Priority number 12 was recommended by the Alaska Soil Conservation Board, and was made an exception to this rule.

It is tentatively planned to construct priorities one through fourteen. In most cases the urgency of a farm-to-market road was based on the number of settlers, and the comparative costs were used to determine the selected priority.

In several cases the need for East-West laterals to carry the extremely heavy traffic aided in the determination.

The following projects recommended for 1953 construction are listed to further explain merits not listed on the ARC Form 190 pertaining to the proposed roadway.

Priority

- ✓ 1 ✓ The Eagle River construction was scheduled for the 1952 construction season, but due to heavy rains in the area in late September, the project was abandoned and proposed for construction this year. The Eagle River Road is 67 per cent complete. (The road location is based on two 1951 petitions, reference numbers 97 and 99.)

Estimated cost \$ 3,000
- ✓ 2 ✓ Construction of the Gilley Road was undertaken in 1952 with 50 per cent of the project being recommended for that year. The balance of the construction will tie Gilley Road to Sand Lake Road, creating a loop for road maintenance and serving an additional eight families.

Estimated cost \$24,000

811. Program - Bureau

Priority

3 ✓ It is recommended because of the magnitude of this project that 50 per cent of the proposed Miller's Loop be constructed. Total cost of this loop is \$42,000. It will serve about 20 homesteaders and 25 school age children.

Estimated cost \$21,000

4 ✓ Dowling Road Extension will connect the Seward - Anchorage Highway with Lake Otis Road. It will form an East-West lateral serving the International Airport and residents in the South Spenard area with a southerly route joining with the new Glenn Highway location. The existing portion of this road contains about 18 families and the proposed extension would serve approximately 12 additional settlers.

Estimated cost \$ 9,300

5 ✓ Petition No. 8, dated February 1949, will serve 7 homesteaders. The construction cost can be held to a minimum because of little to no overburden and light stripping.

Estimated cost \$ 4,000

6 ✓ The extension of Strawberry Road will serve 15 families.

Estimated cost \$10,100

7 ✓ Huffman Road Extension will serve approximately 12 families and open up additional unsettled lands.

Estimated cost \$15,400

X 8 The construction of this one mile of roadway will increase the length of the Lake Otis North-South Route to the Military. It will tend to divert traffic from the Seward - Anchorage Highway. The proposed route will connect the Southeast portion of the greater Anchorage area with the new Glenn Highway Construction.

?
Doesn't seem to make sense
WJH

Estimated cost \$15,500

9 ✓ Continuation of the North Kenai Road will connect the Nikishka fishing site area with Kenai. It will serve additional homesteaders already located in a fast developing locality.

Estimated cost \$15,000

10 ✓ The Birchwood area, developed by the Bureau of Land Management during 1951, consists in excess of 47 square miles. A large portion of this area was divided into homesite tracts. This area is presently served by 2.0 miles of road. It is planned to reconstruct the existing road and improve a portion of the old railroad tote road running southwesterly through the Birch-

Priority

10
(cont'd) wood area.

Estimated cost \$ 9,000

✓ 11. ✓ The Peters Creek Small Tract Area will be served by Priority No. 11. About 12 families will be served by the proposed road construction.

Estimated cost \$ 6,650

✓ 12. ✓ A connection between the Hayfield and Fairbiew roads was requested by the Alaska Soil Conservation Board in December of 1952. It is comprised of farming land with 10 settlers along the recommended route. The proposed location also reduces the school bus route in the area by two miles.

Estimated cost. \$35,600

✓ 13 ✓ Priority No. 13 is for the extension of the Pittman-Houston-Willow road. The requested funds will permit the construction of the road to the little Susitna crossing, provide for a bridge site survey and allow for the relocating of the old Little Nelchina River span to be moved to the Little Susitna Bridge site.

Estimated cost \$14,600

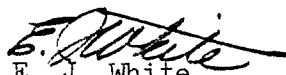
✓ 14 The proposed road will connect the Polar Sea Food cannery with the Kasilof area. This industrial road was requested by fishermen in the area during 1948, and each subsequent year. The petition forwarded to Juneau this year contained the signatures of 36 fishermen in the Kasilof area.

Estimated cost \$14,500

The above listed fourteen projects will require \$197,650. Two projects that held considerable merit were eliminated because of locations within or adjacent to the city of Anchorage. These projects were given priorities numbers 18 and 19.

It is hoped that the above recommendations are satisfactory and will aid in determining the Farm and Industrial Road Program for 1953.

Sincerely yours,


E. J. White
District Engineer

Office Memorandum • UNITED STATES GOVERNMENT

Alaska Road Commission

TO : B. D. Stewart, Jr., Chief Operations Division, DATE: 27 May 1955
Headquarters

FROM : Alaska Road Commission, Nome

SUBJECT: Revision of Route Numbers

Comm. R.	
Chf. Engr.	
Admin.	
Cpus.	BDS
D. & C.	
Road En.	
Brigs.	
Supp.	
Fin.	
Per.	
Supply.	
R/E Off.	SLC

In accordance with your verbal instructions to Mr. John M. Cooley, we have reviewed the present numbering system and recommend the following:

<u>No.</u>	<u>Route</u>
041 ✓	Nome-Council
042 ✓	Nome-Kougarok
043 ✓	Seward Peninsula Railroad
040.2 ✓	Deering-Inmachuk
040.31 ✓	Teller-Bluestone
040.33 ✓	Lost River Road
040.5 ✓	Trails
041.1	Spruce Creek Road 042.21
041.2	Shovel Creek Road 041.13
041.3	Big Hurrah Road 041.14
041.4	Casa de Paga Road 041.12
041.5	Council-Ophir Creek Road 041.11
042.11 ✓	Nome-Wireless Road
042.12	Osborne Road 042.15
042.13 ✓	Snake River Road 042.12
042.14 ✓	Sunset Road
042.15	Snake River-Monument Road 042.13
042.16	Anvil Mountain Road
042.17	Buster Road 042.16
042.21	Center Creek Road 042.22
042.22	Submarine-Paystreak Road 042.22 ✓
042.23 ✓	Little Creek Road
043.1 ✓	Bunker Hill-Kougarok

We believe the above system of route numbering to be realistic and are waiting for your early approval.



Frank Morris
District Engineer

Alaska Road Commission

B. D. Stewart, Jr., Chief Operations Division,
Headquarters

27 May 1955

Alaska Road Commission, Nome

Revision of Route Numbers

In accordance with your verbal instructions to Mr. John M. Cooley, we have reviewed the present numbering system and recommend the following:

<u>No.</u>	<u>Route</u>
041	Nome-Council
042	Nome-Kougarok
043	Seward Peninsula Railroad
040.2	Deering-Inmachuk
040.31	Teller-Bluestone
040.33	Lost River Road
040.5	Trails
041.1	Spruce Creek Road
041.2	Shovel Creek Road
041.3	Big Hurrah Road
041.4	Casa de Paga Road
041.5	Council-Ophir Creek Road
042.11	Nome-Wireless Road
042.12	Osborne Road
042.13	Snake River Road
042.14	Sunset Road
042.15	Snake River-Monument Road
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042.17	Buster Road
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042.23	Little Creek Road
043.1	Bunker Hill-Kougarok

We believe the above system of route numbering to be realistic and are waiting for your early approval.

Frank Morris
District Engineer

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

MAINT ROADS - ALASKA

Alphabetical Listing

(Route Numbers and Mileage from ARC 40)

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Abbert Road	014	0.8	
Abbot Extension	310.13	1.5	
Abbot Loop Road	310.13	3.75	
A.C.S. Road	014.15	0.2	Alaska Communications System Road
A.C.S. Road			
Airport Heights Road			
Airport Road	132	1.0	Fairbanks-International Airport Road
Alaska Communications System Road	014.15	0.2	A.C.S. Road
Alaska Highway	230	200.6	
Alcatraz Lake Road	511.111	1.9	
Alder Road	310.111		
Allen-Comstock Road	950.11	0.7	
Alston Road	132.110	0.5	
Amy Creek Road	731.13	0.6	
Anchor Point Road	511.16	1.4	
Anchor River Road	511.17	3.1	
Anchorage-Elmendorf Alternate Through Route			(Tudor Road, East Monroe Blvd., Muldoon Road)
Anchorage 4th Ave. Post Road	311	1.0	
Anchorage-International Airport	412	3.0	
Anchorage-Spenard	411	3.5	
Anderson Road	312.115	0.4	
Annette Island Road	050.21	14.0	
Archangel Road	314.23	5.5	Fern Mine Road
Archie Road	310.35	0.2	
Arctic Blvd.			Campbell Road
Army Tract Road	512.14	2.2	Homesite Loop
Arnt Road	313.12	0.2	
Badger Road	130.21	12.1	Badger Farm Loop Rd.
Ballaine-Rickert Road	631.14	2.5	
Baxter Road	310.16	0.3	

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Beach Road	512.15	0.3	
Beaver Loop Road	512.13	4.3	
Becker-Dale-Conn Road	132.13	2.7	
Bernice Lake Road	512.18	1.3	
Bessie-Snake River Road	042.12	20.8	
Bethel-Airfield-ANS	010.41	3.0	
Bethel City Road	010.43	2.0	
Big Delta Firing Range Rd.	130.6	17.1	Meadows Road
Big Hurrah Road	041.14	3.0	
Big Lake Road	314.311	5.5	
Birch Lake Branch Road	130.42	1.7	
Birch Road	410.113	1.0	
Birchwood Road	310.22	4.8	
Bjerremark Road	132.12	0.7	
Bodenburg Loop	310.27	6.2	
Bogard Road	314.33	7.2	
Boniface Road	310.18	2.0	
Blueberry Lane	410.12	0.4	Blueberry Road
Bradway-Badger Road	130.28	1.2	
Bragaw Road	410.12	0.4	
Buffalo Mine Road	310.37	5.4	
Buffalo R. R. Spur	310.38	0.3	
Bunker Hill-Fougarok Road	043.1	40.5	
Burns Road			(In Military Reservation)
Buster Road	042.16	8.3	
C.A.A. Road	310.26	0.3	
Campbell Creek Road	410.13	2.3	Campbell Road
Campbell Creek Road			
Campbell Road	314.13	0.3	
Campbell Road			(Campbell Creek Rd., Minnesota Drive, Monroe Blvd., Arctic Blvd.)
Campbell Point Road			
Campbell Station Road	410.14	1.4	
Canaday Road	130.33	0.4	
Candle Creek Road	040.1	14.0	
Cantwell Depot-Cantwell Siding Road	811.11	2.0	
Casadepaga Road	041.12	20.0	
Center Creek Road	042.22	3.2	
Central-Circle Hot Springs Rd.	634	8.3	
Chatanika Road, Old	631.36	2.0	
Chena Hot Springs Road	631.22	10.0	
Chena Ridge Road	633.17	2.0	
Chena Road	633.11	4.8	Chena Pump Sta. Road
Chickaloon Branch Road	310.39	2.0	
Chitina-Chitina River Road	121.2	1.0	

Alphabetical Listing - Roads

2

3/3/55

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Chitina-Native School Road	121.1	1.0	
Chititu Branch Road	020.13	6.5	
Church Road	312.19	0.2	
Clam Gulch Road	511.115		
Clark Road	310.28	3.0	Lazy Mountain Road
Coal Creek Road	030.1	7.0	
College Road	632	3.8	Steese Hwy-University
Collier Road	310.313	0.2	
Colorado-Bull River Road	010.21	17.0	
Copper River Highway	122		
Cordova-Bering River (Survey)	123		
Cottonwood Road	314.39	3.4	
Council-Ophir Creek Road	041.11	12.0	
Country Club Extension Road	631.17	0.7	
Craigie Creek Road	314.27	2.2	
Crossman-Fideler Road	631.13	0.7	
Cunningham Road	314.15	0.3	
Cushman Street Extension	130.1	1.9	
Davis Road	132.14	1.0	
Davis Road			(In Military Reservation)
Davis Road	312.113	0.7	
Deadwood Creek Road	634.11	3.4	
DeArmoun Road	410.115	1.3	
DeBarr Road	310.14	2.0	
Deep Creek Road	511.18	1.3	
Deering-Inmachuk Road	040.2	25.0	
Denali Highway (Anch. Dist)	811	82.0	
Denali Highway (Valdez Dist)	821	41.9	
Dennis Road	130.22	0.6	
Dillingham-Aleknagik Road	013.1	0	
Dillingham-Wood River- Kanakanak Road	013	14.7	
Dowling Road	310.17	1.0	
Drouin Road			
Eagle Creek Road	631.44	1.2	
Eagle-Mission Road	331.21	3.3	
Eagle River Road	310.21	3.3	
Eagle-70 Mile Road	331.22	4.0	
East Fireweed Lane			Hotzebue St., East Northern Lights Blvd.
East Kenai Roads	512.12	0.6	
East Monroe Blvd.			Tudor Road, Anchorage- Elmendorf Alternate East Fireweed Lane
East Northern Lights Blvd.			
Edgerton Cutoff, Willow- Chitina	121	39.0	
Edlund Road	312.112	7.6	Fairview Loop Road

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Eklutna Lake Road	310.23	10.0	
Eklutna School Road	310.25	1.8	
Elliott Highway-Fox to Livengood	731	68.4	
Engstrom Road	314.34	1.6	
Ester-Beegler Road	633.14	3.2	
Ester Dome Road	633.12	4.0	
Ester Road			
Fairbanks Creek Road	631.33	10.2	
Fairbanks-International Airport Road	132	1.0	Airport Road
Fairview Loop Road	312.112	7.6	Edlund Road
Faith Creek Road	631.43	1.5	
Falk Road	314.16	1.0	
Farm Loop Road	310.31	2.8	
Farmers Loop Road	631.11	9.0	
Farrell Road			(In Military Reservation)
Ferry-Eva-Moose Creek Road	030.62	21.8	
Fideller Road			Crossman-Fideler Road
Finger Lake-Palmer Road	313		
Fire Lake Fish Hatchery Rd.	310.212		
Fireweed Lane	410.11	2.3	
Fish Creek Road	631.32	8.7	
Fishhook Junction-Willow Rd.	314.21	44.6	Willow Road
Flat City-Flat Creek Road	012.11	5.7	
Flat Creek-Willow Creek Rd.	012.12	9.0	
Flat-Slate Creek Road	012.15	7.3	
Fosdick Road	312.114	1.2	
Gaffney Road			
Ganes Creek Road	011.13		
Geist Road	632.12	1.7	
Gilmore-Pearl Creek Road	631.31	8.8	
Glenn-Fishhook-Fnik Road	314	33.6	
Glenn Highway Alternate	310A	7.5	
Glenn Highway (Anch. Dist)	310	114.7	
Glenn Highway (Fbks. Dist)	330	33.4	
Glenn Highway (Valdez Dist)	320	162.2	
Gold Chord Creek Road	314.25	3.0	
Gold Horn Road	012.16	1.0	
Gold Mint Road	314.22	4.2	
Government Hill Road	315	0.7	
Grantram Road	312.110	1.0	
Greiman Road	130.23	1.0	Woll Road
Grenac Road	631.16	1.2	
Griffith Road	313.14	0.5	
Grubstake Road	314.28	1.7	

Alphabetical Listing - Roads
3/3/55

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Haines-Boundary and Spur to Haines	950	40.7	
Haines-Jones Point Road	950.27	1.0	
Haines-Lutak Road	950.12	9.3	
Haines-Mud Bay Road	950.14	10.0	Mud Bay Road
Hammer Road	313.11	0.3	
Hangar Lake (Nat.Guard Seaplane Base) Road	010.42	1.3	
Happy Creek Road	012.14	1.0	
Happy Road			
Hayfield Road	314.37	5.0	Hayfields Road
Herman Road	312.14	0.2	
Hidden Lake Road	511.112	0.8	
Hillcrest Drive			KNI Road
Hillside Road	410.118	1.0	
Hillstrand Blvd.			Lake Otis Road
Hitchcock Road	310.312	0.5	
Homer Local Roads	511.2	47.1	
Homesite Loop	512.14	2.2	Army Tract Road
Huffman Road	410.112	3.0	
Huntley Road	310.29	1.5	
Hyer Road	313.15	1.0	
Iditarod-Flat Road	012	8.7	
Iliamna Bay-Iliamna Lake Rd.	010.71	15.5	
Iliamna Lake-NewHalen River Road	010.72	13.0	
International Airport Road			
Isabelle Creek Road	631.12	3.1	McGrath Road
Island Lake Spur Road	014.110	0.5	
Jensen Road	312.18	0.2	
Jewel Lake Road	410.114	1.5	
Johns Road	410.110	0.9	
Johnson Road	130.31	0.9	
Jonesville Branch Road	310.310	2.4	
Kalsin Bay-Pasagshak Point Rd.	014.18	13.0	
Kanatak-Becharof Lake Road	010.6	8.8	
Karluk Bridge	014.111	0	
Kasilof Road	511.12	7.0	
Keeling Road	130.27	0.4	
Kenai Junction-Kenai Road	512	10.6	
KENI-KFOQ Road	411.17	0.3	
KENI Road	411.11	0.9	Hillcrest Drive
Ketchum Creek Road	634.13	2.8	
KFOQ Road	411.13	1.8	West Northern Lights Blvd., Northern Lights Blvd.
Kincaid Road	410.16	1.5	

Alphabetical Listing - Roads
3/3/55

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Klatt Road	410.19	3.0	Klatts Road
Klukwan Road	950.21	2.6	
Knik-Fish Creek-Goose Bay Road	314.38	6.9	
Fotzebue Street			East Fireweed Lane
Ladue Road			In Military Reservation
Lake Harding Branch Road	130.41	3.9	
Lake Otis Road	310.12	4.2	Hillstrand Blvd., Wells Rd.
Lakeview Road & Branches	314.31	3.1	
Lazy Mountain Road	310.28	3.0	Clark Road
Little Creek Road	011.11	3.0	
Little Creek Road	042.23	0.8	
Little Eldorado Road	631.35	2.1	
Livengood-Brooks Road	731.11	7.4	
Lois-Utah Road	411.14	0.7	
Loop Road			
Lore Road	310.10	0.3	
Lossing Road	310.32	0.5	
Lost River-U.S. Tin Road	040.33	6.3	
Lutak Road	950.12	9.3	Haines-Lutak Road
Lynn Road	312.16	0.7	
McCarthy-Dan Creek Road	020.11	20.0	
McCarthy-Fennecott Road	020.14	3.5	
McCarthy-Fennecott River Rd.	020.12	0.5	
McCrae Road	411.15	0.8	
McGrath Road	631.12	3.1	Isabelle Creek Road
McKinley Park Primary Roads	812	93.6	
McKinley Park Secondary Rds.	812.1	1.7	
McLeod Road	312.12	2.5	
Mackenzie Road	950.26	0.5	
Manley Hot Springs Landing- Eureka Road	732	25.7	
Manley Hot Springs-Tofty Rd.	732.1	18.0	
Marsh Road	310.34	0.3	
Marshall Road	040.4	4.0	
Matanuska Trunk Road	312.17	2.5	
Matanuska Trunk Road	313.13	1.1	
Matanuska Trunk Road	314.14	2.2	
Meadows Road	130.6	17.1	Big Delta Firing Range Rd.
Medfra-Nixon Road	010.3	12.0	
Mentasta Loop Road	320.1	17.0	
Mile 58 Road	310.311	1.2	
Mill Bay Road	014.11	4.0	
Miller House-Harrison Creek- Mastodon Creek-Miller Creek Road	631.45	15.2	

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Millers Loop Road	512.16	5.6	
Minnesota Drive			Campbell Road
Minnie Street-Third Street Branch	630.11	1.8	
Mission Road	014.19	3.1	
Moffat Road	314.12	0.5	
Monroe Blvd.			Campbell Road
Moore Road	312.15	0.3	
Moore-Cartwright Road	132.17	2.0	
Moose River Road	511.110	5.6	Robinson Loop & New Loop
Mosquito Lake Road	950.24	4.7	
Mud Bay Road	950.14	10.0	Haines-Mud Bay Road
Muldoon Road			Anchorage-Elmendorf Alter- nate
Muncaster Road	950.25	0.5	
Naknek-Airbase Road	010.52	15.5	
Naknek Lake Road	010.51	1.0	
Nenana-Cemetery Road	030.61	2.5	
New Loop Road			
Ninilchik Airport Road	511.19	0.4	
Ninilchik Road	511.15	0.3	
Ninilchik Small Tract Loop	511.114		
Nolan Branch Road	030.31	5.5	
Nome-Council Road	041	77.1	
Nome-Kougarok Road	042	15.6	
Nome-Wireless Road	042.11	0.2	
Nordale-Tonseth-Freeman Road	130.25	3.6	
North Kenai Roads	512.11	17.0	
North Park Boundary- Kantishna Road	813	4.5	
Northern Lights Blvd.			KFQD Road
Northway Junction-Airfield Rd.	231	6.8	
Nulato Airfield Road	030.5	1.0	
O'Connor Creek Road	633.16	0.9	
Oil Well Road			In Military Reservation
Old Chatanika Road	631.36	2.0	
Old Richardson Highway	130.31	14.5	
O'Malley Road	410.111	4.0	
Osborne Road	042.15	10.2	
Palmer-Matanuska-Wasilla Rd.	312	13.9	
Palmer-Wasilla Road	313	12.0	
Pedro Dome Road	631.34	2.8	
Feede Road	130.24	4.0	
Peger Road	132.14	1.0	
Peters Creek Road	010.12	17.2	(Combined with Talkeetna- Cache Creek Road)

Alphabetical Listing - Roads
3/3/55

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Phillips Field Road	630.14	2.7	
Phillips Road			
Philo Spees Road	314.310	0.5	
Piedad Road	950.28	0.6	
Pine Road			
Pittman Road	314.36	16.7	
Plumly Road	310.24	1.5	
Porcupine Creek Road	631.46	11.0	
Porcupine Crossing	950.23	0.8	
Porcupine Extension Road	950.22	11.0	
Port Chilkoot Small Tracts Rd.	950.15	1.9	
Portage Creek Road	634.12	2.2	
Post Road, Anchorage, 4th Avenue	311	1.0	
Powerline Road			In Military Reservation
Rabbit Creek Road	410.116	1.7	
Rampart-Little Minook Creek Road	030.2	4.5	
Raspberry Road	410.17	0.8	
Ready Bullion Creek Road	633.15	2.5	
Red Mountain Road	010.82	10.2	
Reed Creek Road	314.24	1.3	
Richardson Highway, Democrat Creek Road	130.51	4.0	
Richardson Highway, Fairbanks District	130	134.9	
Richardson Highway, Valdez District	120	227.3	
Robe Lake Branch Road	120.2	0.5	
Robinson Loop Road			
Ruby Airfield Road	030.4	1.2	
Ruby-Long-Poorman Road	031	56.5	
Rue Road	310.36	0.3	
Sand Lake Road	410.15	7.2	
Sawmill Extension Road	050.13	4.5	
Schible Road	312.13	0.1	
Schnock Road	314.32	3.0	
Scott Road	310.33	1.7	
Scout Lake Road	511.113	1.1	
S.E. Alaska Roads	050.22	20.5	
Seldovia-Jackalof Bay Road	010.83		
Seldovia-McDonald Spit Road	010.81	1.8	
Seward-Anchorage Highway	410	36.9	
Seward Peninsula R.R.	043	80.2	
Shaw Creek Road	130.52	1.8	

Alphabetical Listing - Roads
3/3/55

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Sherrod Road	310.211	0.6	
Shovel Creek Road	041.13	5.0	
Skagway-Carcross Road	050.12	0.9	
Skagway-Dyee Road	050.11	7.6	
Ski Bowl Road			In Military Reservation
Skilak Lake Road	511.11	1.0	
Slana-Nabesna Road	321	45.6	
Snake River-Monument Creek Road	042.13	3.0	
Sourdough Creek Road	631.42	4.8	
South Boundary Road	310.112	1.5	
South Kasilof Road	511.13	7.0	Cohoe Road
Spenard Hood Lake Exten- sion Road	411.16	1.0	
Spenard Road			
Springer Road System	312.11	10.4	
Spruce Creek Road	042.21	1.5	
Spruce Road	310.19	1.3	
Spur Road			Within Military Reservation
St. Patricks-Goldstream Rd.	633.13	3.8	
Steele Creek Road	631.21	3.5	Steel Creek Branch
Steese Highway, Fairbanks to North Camp	630	1.8	
Steese Highway, North Camp- Circle	631	162.0	
Steese Highway to University	632	3.8	College Road
Sterling Landing-Ophir	011	47.0	
Strawberry Road	410.18	1.1	
Submarine-Paystreak Road	042.24	3.0	
Sterling Highway-Forest Boundary to Homer Road	511	119.3	
Summit Spur Road	811.12	8.5	
Sunset Creek Road	042.14	12.0	
Suzana-Nenana River R.R. Crossing	010.22	4.0	
Svedja Road			In Military Reservation
Sylvan Way	411.12	0.5	
Takotna-Airfield Road	011.12	1.5	
Talkeetna-Cache Creek Road	010.1	40.7	
Taracross Road	230.1	1.9	
Taylor Highway	331	161.0	
Taylor Highway-Boundary Rd.	331.1	13.9	
Taylor Road			
Taslina Road	120.3	1.2	
Teller-Bluestone Road	040.31	15.5	
Thirty Mile Slough Road	130.26	2.2	
Tin City-Goodwin Road	040.32	5.0	
Tok Cutoff			

Alphabetical Listing - Roads
3/3/55

<u>Name</u>	<u>Route No.</u>	<u>Length (Mile)</u>	<u>Alternate Name</u>
Trails	040.5		
Trainer Gate Road	630.13	0.8	
Tudor Road			Anchorage-Elmendorf Alternate, East Monroe Blvd.
United States Creek Road	631.41	11.0	
University-Ester Road	633	6.7	
University of Alaska Campus Road	632.13	2.1	
University Way	632.11	1.3	
Upper Willow Road	314.26	1.3	
Valdez Airport Road	120.12	1.1	
Valdez-Mineral Creek Road	120.11	10.7	
Van Horn Road	132.16	0.5	
Wakeling Road			In Military Reservation
Walton Road	312.111	0.5	
Wasilla-Aviation Field Road	314.35	0.8	
Wasilla-Fishhook Road	314		
Wasilla-Matanuska Road			
Webb Road	511.14	1.6	
Wells Road			Lake Otis Road
Werner Road	314.11	0.5	
West Northern Lights Blvd.			KFQD Road
Wick Spur Road	512.17	0.6	
Wilbur Creek Road	731.12	1.5	
Willow Road	314.21		Fishhook Junction-Willow Road
Willow Creek-Chicken Creek Rd.	012.13	3.0	
Wiseman-Hammond River Road	030.32	12.5	
Wiseman Locals	030.3	18.0	
Woll Road	130.23	1.0	Greiman Road
Wolverine Road	310.210	1.5	
Womens Bay-Chiniak Cape Road	014.17	27	
Worthington Glacier Road	120.4	0.5	
Yankovich Road	631.15	2.1	
Young Road	950.13	0.5	

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Juneau, Alaska

ADDENDUM NO. 1

MAINT ROADS - ALASKA
Alphabetical Listing
(Route Numbers and Mileage from ARC 40)

<u>Name</u>	<u>Route No.</u>	<u>Length</u> (mile)	<u>Alternate Name</u>
Basin Road			(East of Juneau)
Burma Road			(Nodiak Naval Reservation)
Cohoe Road	511.13		South Kasilof Road
East Road			(East from Homer)
Fern Mine Road			Archangel Road
Fritz Cove Road			(Northwest of Juneau)
Girdwood Mine Road		7	(Northeast of Girdwood)
Glacier Highway			(Juneau Area)
Hope Highway			(Kenai Peninsula)
Lazelle Road			(Northeast of Fairbanks)
Mendenhall Loop Road			(Northwest of Juneau)
Montana Creek Road			(Northwest of Juneau)
Nash Road			(Seward Vicinity)
Old Richardson Highway			(Between Rapids and Big Delta)
Palmer Creek Road			(Kenai Penin., South from Hope)
Resurrection Creek Road			(South from Hope)
River Road			(Nodiak Naval Reservation)

Addendum No. 1
Alphabetical Listing - Roads
3/7/55
Interior - ARC - Juneau

File

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

January 20, 1954

A.R.C. ORDER NO. 40, REVISED

SUBJECT: Highway System - Route Numbers and Mileages

Attached is a revised tabulation of the Highway System compiled from data submitted by the District Offices showing route numbers and names, total mileages and winter maintenance mileages.

It is requested that this revision be reviewed by the Districts, and any errors or omissions reported to Headquarters on a marked copy of this revision, not later than March 15, 1954. Negative reports are requested if no errors or omissions are noted.

It is further requested that revised mileages occasioned by new construction, line changes, or other causes, between this date and November 1, 1954, be reported to Headquarters on a marked copy of this revision, not later than December 1, 1954.

Route numbers will continue to be assigned by Headquarters. Districts are requested to recommend the route classification of new routes and the re-grouping of existing routes wherever present numbering is inconsistent with the system.

A.R.C. Order No. 40, dated February 6, 1951, and all amendments and attachments thereto, are revoked in their entirety and should be removed from all reference books.

Wm. J. Niemi
Wm. J. Niemi
Chief Engineer

Distribution E:
Anchorage 50
Valdez 50
Fairbanks 50
Haines 15
Nome 10
Division and Branch Chiefs - 1 each

Interior - ARC - Juneau

SUMMARY

	<u>Length</u>		<u>Winter Maintenance</u>	
	<u>1952</u>	<u>1953</u>	<u>1952</u>	<u>1953</u>
Through Roads	978.1	975.9	858.7	975.9
Feeder Roads	1156.5	1197.2	298.8	305.4
Local Roads:				
From Main Feeders	726.9	718.2	426.8	442.3
From Isolated Feeders	236.5	237.1	50.4	50.4
Isolated	<u>323.9</u>	<u>332.9</u>	<u>76.3</u>	<u>76.3</u>
Total Local Roads	<u>1287.3</u>	<u>1288.2</u>	<u>553.5</u>	<u>569.0</u>
TOTAL ALL ROADS	3421.9	3461.3	1711.0	1850.3

THROUGH ROADS

Route No.	Name	Length	Winter Maintenance
120	Richardson Highway (Valdez District)	227.4	227.4
130	Richardson Highway (Fairbanks Dist.)	136.7	136.7
131	Iadd Field Spur	0.4	0.4
132	Fairbanks-International Airport	1.4	1.4
133	Noble St. Extension	0.1	0.1
230	Alaska Highway	204.9	204.9
310	Glenn Highway (Anchorage Dist.)	118.9	118.9
311	Anchorage 4th Avenue Extension	0.8	0.8
320	Glenn Highway (Valdez Dist.)	162.2	162.2
330	Glenn Highway (Fairbanks Dist.)	33.4	33.4
410	Seward-Anchorage	37.2	37.2
411	Anchorage-Spenard	3.6	3.6
412	Anchorage-International Airport	3.0	3.0
630	Steese Highway (Fairbanks-North Camp)	1.4	1.4
632	Steese Highway-University	3.8	3.8
950	Haines-Boundary and Spur to Haines	40.7	40.7

FEEDER ROADS

Route No.	Name	Length	Winter Maintenance
121	Edgerton Cutoff, Willow-Chitina	39.0	39.0
122	Cordova-Richardson Highway	-	-
231	Northway Junction - Air Field	6.8	6.8
312	Glenn Highway, Community Center-Palmer-Matanuska-Wasilla Junction	13.9	13.9
313	Glenn North-Palmer-Finger Lake-Wasilla	12.0	12.0
314	Glenn Highway-Fishhook Jct.-Wasilla-Knik	33.6	33.6
321	Slana-Mabesna	45.6	-
331	Taylor Highway	161.0	-
413	Anchorage-Elmendorf Alt. Through Route	6.6	6.6
511	Sterling Highway-Forest Boundary to Homer	119.3	119.3
512	Kenai Junction-Kenai	10.6	10.6
631	Steese Highway-North Camp-Circle	162.0	31.0
633	University-Ester	6.7	6.7
634	Central-Circle Hot Springs	8.3	-
731	Elliott Highway-Fox to Livengood	68.4	9.0
732	Manley Hot Springs Landing-Eureka	25.7	-
811	McKinley Park Station-Cantwell-Paxson (Anchorage District)	61.0	-
812 *	McKinley Park Station-North Park Bdry.	88.3	-
813	North Park Boundary-Nantishna	4.5	-
821	Paxson-Cantwell (Valdez District)	26.5	-
011	Sterling Landing-Ophir	45.0	-
012	Iditarod-Flat	8.7	-
013	Dillingham-Wood River	14.7	14.7
014	Abbert Road	1.2	1.2
031	Ruby-Long-Poorman	56.5	-
041	Nome-Council	77.1	-
042	Nome-Kougarok	14.0	1.0
043	Seward Peninsula R.R.	80.2	-

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

LOCAL ROADS - FROM MAIN FEEDERS

Route No.	Name	Length	Winter Maintenance
120.1	Valdez-Mineral Creek	10.7	-
	Valdez Airport Road	1.1	1.1
120.2	Robe Lake Branch	0.5	0.5
120.3	Tazlina Road	1.2	1.2
121.1	Chitina-Native School	1.0	-
121.2	Chitina-Chitina River	1.0	-
130.1	Cushman Street Extension	1.9	1.9
130.2	Badger Farm Loop Road	12.1	12.1
	Dennis Road	0.6	0.6
	Greiman Road	0.7	0.7
	Peede Road	4.0	4.0
	Nordale-Tonseth-Freeman Road	3.6	3.6
	Thirty Mile Slough Road	2.2	2.2
	Keeling Road	0.4	0.4
130.3	Old Richardson Highway	14.5	7.0
	Johnson Road	0.9	0.9
	Canaday Road	0.4	0.4
130.4	Lake Harding Branch	2.8	1.5
	Birch Lake Branch	1.7	-
130.5	Richardson Highway-Democrat Cr.	4.0	-
	Shaw Creek Road	1.8	1.8
130.6	Big Delta Firing Range Road (Meadows Rd.)	17.1 *	17.1 *
132.1	Alston Road	0.5	0.5
	Bjeermark Road	1.0	-
	Becker-Dale-Conn Road	2.7	2.7
	Davis Road	1.0	1.0
	Peger Road	2.6	2.6
	Van Horn Road	0.5	0.5
	Moore-Cartwright Road	2.0	2.0
230.1	Tanacross Road	1.9	1.9
310.1	Mountain View Loop	1.5	1.5
	Lake Otis Road	6.7	6.7
	Abbott Road	2.9	2.9
	DeBarr Road	3.0	3.0
	Bragaw Road	1.5	1.5
	Baxter Road	0.8	0.8
	Dowling Road	1.0	1.0
	Boniface Road	2.0	2.0
	Spruce Road	1.3	1.3
	Lore Road	0.3	0.3
	Alder Road	0.3	0.3
310.2	Eagle River Road	2.3	2.3
	Birchwood Road	2.0	2.0
	Eklutna Lake Road	10.0	10.0
	Plumly Road	1.5	1.5
	Eklutna School Road	1.8	1.8
	C.A.A. Road	0.3	0.3

* Maintained for other agencies. Included in ARC total mileage

LOCAL ROADS - FROM MAIN FEEDERS (CONT.)

<u>Route No.</u>	<u>Name</u>	<u>Length</u>	<u>Winter Maintenance</u>
310.2	Bodenburg Loop	6.2	6.2
	Clark Road	3.0	3.0
	Huntley Road	1.5	1.5
	Wolverine Road	1.5	1.5
	Sherrod Road	0.6	0.6
310.3	Farm Loop Road	2.8	2.8
	Lossing Road	0.5	0.5
	Scott Road	1.7	1.7
	Marsh Road	0.3	0.3
	Archie Road	0.2	0.2
	Rue Road	0.3	0.3
	Buffalo Mine Road	5.4	5.4
	Buffalo R.R. Spur	0.3	0.3
	Chickaloon Branch Road	2.0	2.0
	Jonesville Branch Road	2.4	2.4
	Mile 58 Road	1.2	1.2
	Hitchcock Road	0.5	0.5
	Collier Road	0.2	0.2
312.1	Springer System	9.8	9.8
	McLeod Road	2.5	2.5
	Schible Road	0.1	0.1
	Herman Road	0.2	0.2
	Moore Road	0.3	0.3
	Lynn Road	0.7	0.7
	Matanuska Trunk (to Finger Lake-Palmer Rd.)	2.5	2.5
	Jensen Road	0.2	0.2
	Church Road	0.2	0.2
	Grantram Road	1.0	1.0
	Walton Road	0.5	0.5
	Edlund Road	7.6	7.6
	Davis Road	0.7	0.7
	Fosdick Road	1.2	1.2
	313.1	Hammer Road	0.3
Arnt Road		0.2	0.2
Matanuska Trunk (to Bogard)		1.1	1.1
Griffith Road		0.6	0.6
Hyer Road		1.0	1.0
314.1	Werner Road	0.5	0.5
	Moffat Road	0.5	0.5
	Campbell Road	0.3	0.3
	Matanuska Trunk (to Bogard)	2.2	2.2
	Cunningham Road	0.3	0.3
	Falk Road	1.0	1.0

LOCAL ROADS - FROM MAIN FEEDERS (CON.)

Route No.	Name	Length	Winter Maintenance	
314.2	Fishhook Junction-Willow	44.6	-	
	Gold Mint Road	4.2	-	
	Archangel Road	5.5	-	
	Reed Creek Road	1.3	-	
	Gold Cord Creek Road	3.0	-	
	Upper Willow Road	1.3	-	
	Craigie Creek Road	2.2	-	
	Grubstake Road	1.7	-	
	314.3	Lakeview Road and Branches	3.1	3.1
		Schrock Road	3.0	3.0
Bogard Road		7.2	7.2	
Engstrom Road		1.6	1.6	
Wasilla-Aviation Field		0.8	0.8	
Pittman Road		14.7	14.7	
Hayfield Road		5.0	5.0	
Knik-Fish Creek-Goose Bay		6.9	6.9	
Cottonwood Road		3.4	3.4	
Philo Spees Road		0.5	0.5	
320.1	Mentasta Loop	17.0	7.0	
331.1	Taylor Highway-Boundary	13.9	-	
331.2	Eagle-Mission on Y.R.	3.3	-	
	Eagle-70 Mile	4.0	-	
410.1	Fireweed Lane	2.6	2.6	
	Blueberry Road	0.4	0.4	
	Campbell Creek Road	2.3	2.3	
	Campbell Station Branch	1.4	1.4	
	Sand Lake Road	7.2	7.2	
	Kincaid Road	1.5	1.5	
	Raspberry Road	0.8	0.8	
	Strawberry Road	1.1	1.1	
	Klatts Road	3.0	3.0	
	Johns Road	0.9	0.9	
	O'Malley Road	4.0	4.0	
	Huffman Road	3.0	3.0	
	Birch Road	1.0	1.0	
	Jewel Lake Road	1.5	1.5	
	DeArmoun Road	1.3	1.3	
	Rabbit Creek Road	1.7	1.7	
411.1	KENI Road	0.9	0.9	
	Sylvan Way	0.5	0.5	
	KFQD Road	1.8	1.8	
	Lois-Utah	0.7	0.7	
	McCrae Road	0.8	0.8	
	Spenard-Hood Lake Extension	1.0	1.0	

LOCAL ROADS - FROM MAIN FEELERS (CONT.)

Route No.	Name	Length	Winter Maintenance
632.1	University Way	1.3	1.3
	Geist Road	1.7	1.7
	University of Alaska Campus	2.1	0.5
633.1	Chena Pump Station	4.8	4.8
	Ester Dome Road	4.0	-
	St. Patrick's-Goldstream	3.8	-
	Ester-Beegler	3.2	-
	Ready Bullion Creek Road	2.5	-
634.1	Deadwood Creek Road	3.4	-
	Portage Creek Road	2.2	-
	Ketchum Creek	2.8	-
731.1	Livengood-Brooks	7.4	-
	Wilbur Creek Road	1.5	-
	Amy Creek Road	0.6	-
732.1	Manley Hot Springs-Tofty	18.0	-
811.1	Cantwell Depot-Cantwell Siding	2.0	2.0
	Cantwell-Summit Airfield	8.5	8.5
812.1 **	Wonder Lake Branch	2.7	-
812.1 **	Station and Hotel Roads	0.3	-
950.1	Allen-Constock Road	0.7	0.7
	Haines-Iutak Road	4.6	4.6
	Young Road	0.5	0.5
	Haines-Mud Bay	10.0	10.0
	Port Chilkoot Small Tracts Road	1.9	-
950.2	Klukwan Road	2.6	1.0
	Porcupine Extension	11.0	-
	Porcupine Crossing	0.8	-
	Mosquito Lake Road	4.7	1.0
	Muncaster Road	0.5	0.5
	Mackenzie Road	0.5	0.5
	Haines-Jones Point	1.0	1.0
	Piedad Road	0.6	0.3

** Constructed and maintained by National Park Service funds. Included in ARC total mileage.

LOCAL ROADS - FROM ISOLATED FEEDERS

Route No.	Name	Length	Winter Maintenance
011.1	Little Creek Road	3.0	-
	Tahotna-Air Field Road	1.5	-
	Ganes Creek Road	14.4	-
012.1	Flat City-Flat Creek Road	5.7	-
	Flat Creek-Willow Creek Road	9.0	-
	Willow Creek-Chicken Creek Road	3.0	-
	Happy Creek Road	1.0	-
	Flat-Slate Creek Road	7.3	-
	Gold Horn Road	1.0	-
014.1	Mill Bay Road	4.0	4.0
	Community Garden Road	2.0	2.0
	Upper Cannery Road	0.2	0.2
	Mattson Road	0.3	0.3
	Alaska Communication System Road	0.2	0.2
	Spruce Cape Road	1.0	1.0
	Womens Bay-Chiniak Cape	27.0	27.0
	Kalsin Bay-Pasagshak Point	13.0	13.0
041.1	Council-Ophir Creek	12.0	-
	Casadenaga Road	20.0	-
	Shovel Creek Road	5.0	-
	Big Hurrah Road	3.0	-
042.1	Nome-Wireless	0.2	-
	Bessie-Snake River	20.8	-
	Snake River-Monument Creek	3.0	-
	Sunset Creek Road	12.0	-
	Osborne Road	10.2	-
	Buster Road	8.3	-
	Bourbon Creek Road	0.5	-
	Spruce Creek Road	1.5	-
042.2	Center Creek Road	2.7	2.7
	Little Creek Road	0.8	-
	Submarine-Paystreak	3.0	-
043.1	Bunker Hill-Kougarok	40.5	-

ISOLATED LOCAL ROAD SYSTEMS

Route No.	Name	Length	Winter Maintenance
010.1	Talkeetna-Cache Creek Road	23.5	-
	Peters Creek Road	17.2	-
010.2 *	Colorado-Bull River Road	17.0	17.0
010.3	Medfra-Nixon	12.0	-
010.4	Bethel-Airfield-ANS	3.0	-
	Hanger Lake (National Guard Seaplane Base)	1.3	-
	Bethel City Road	2.0	-
010.5	Naknek Lake Road	1.0	1.0
	Naknek-Airbase	13.3	13.3
010.6	Kanatak-Becharof Lake	8.8	-
010.7	Iliamna Bay-Iliamna Lake	15.5	-
	Iliamna Lake-Newhalen River	13.0	-
010.8	Seldovia-McDonald Spit	1.8	-
	Red Mountain Road	10.2	-
020.1	McCarthy-Dan Creek	20.0	-
	McCarthy-Kennecott River	0.5	-
	Chititu Branch	6.5	-
	McCarthy-Kennecott	3.5	-
030.1	Coal Creek Road	7.0	-
030.2	Rampart-Little Minock Creek	4.5	-
030.3	Wiseman Locals:		
	Nolan Branch	5.5	-
	Wiseman-Hammond River	12.5	-
030.4	Ruby Airfield Road	1.2	-
030.5	Nulato Airfield Road	1.0	-
030.6	Nenana-Cemetery	2.5	-
	Ferry-Eva-Moose Creek	21.8	-
040.1	Candle Creek Road	7.3	-
040.2	Deering-Inmachuk	25.0	-
040.3	Teller-Bluestone	15.5	-
	Tin City-Goodwin	5.0	-
	Lost River-U. S. Tin	6.3	6.3
040.4	Marshall Road	4.0	-
050.1	Skagway-Dyea	7.6	7.6
	Skagway-Carcross	0.5	-
	Sawmill Extension	4.5	-
050.2	Annette Island Road	14.0	14.0
	S.E. Alaska Roads	17.1	17.1

* Open winter 1952 season for coal interests.

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

January 12, 1956

A.R.C. ORDER NO. 40, REVISED

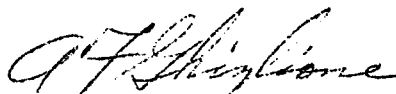
SUBJECT: Highway System, Routes and Mileages

The attached tabulation of the highway system reflects route numbers, route names, total mileages, and winter mileages as of November 1, 1955.

Your attention is invited to the fact that routes are classified by construction standard and that portions of a route may appear in two or more categories; for instance, a portion of the Sterling Highway is shown as "Through Road", the balance as "Feeder Road."

A marked copy of this revision reflecting the status of the system as of November 1, 1956, together with a detailed explanation of each change shall be submitted to the Headquarters not later than November 30, 1956.

Parts II and ^{IV}~~III~~ of the January 3, 1955, revision are hereby revoked in their entirety and should be replaced in all reference books by the attached revision.


A. F. Ghiglione
Commissioner of Roads
for Alaska

Distribution: E
Anchorage - 50
Valdez - 50
Fairbanks - 50
Haines - 15
Nome - 10
Division and Branch Chiefs - 1 each

Interior - ARC - Juneau

RG 30, FRC Seattle,

FRC BOX 65633

2/24/55

ALASKA ROAD COMMISSION
HIGHWAY SYSTEM MILEAGE

	<u>Total Mileage</u>		<u>Winter Maintenance</u>	
	<u>1955</u>	<u>1956</u>	<u>1955</u>	<u>1956</u>
Through Roads	972.3	998.5	972.3	998.5
Feeder Roads	1244.7	1234.6	307.4	318.7
Local Roads:				
From Main Feeders	739.7	761.3	513.4	467.3
From Isolated Feeders	237.2	246.6	51.0	62.7
Isolated	<u>349.6</u>	<u>353.4</u>	<u>81.9</u>	<u>91.9</u>
Total Local Roads	1326.5	1361.3	646.3	621.9
TOTAL ALL ROADS	3543.5	3594.4	1926.0	1939.1
TRAILS	<u>248.0</u>	<u>445.0</u>	<u>248.0</u>	<u>220.0</u>
TOTAL ROADS AND TRAILS	3791.5	4039.4	2174.0	2159.1

HIGHWAY SYSTEM MILEAGE
BY DISTRICT

District	Through	Feeder	Local			Total Roads	Trails	Total Roads and Trails
			From Main Feeder	From Isolated Feeder	Isolated			
Anchorage	191.8	454.2	372.0	105.4	145.8	1269.2	81.0	1350.2
Valdez	389.5	126.5	53.0		30.5	599.5		599.5
Fairbanks	376.5	498.0	289.3		56.0	1219.8	18.0	1237.8
Nome		155.9		141.2	70.3	367.4	346.0	713.4
Haines	<u>40.7</u>		<u>47.0</u>		<u>50.8</u>	<u>138.5</u>		<u>138.5</u>
TOTAL	998.5	1234.6	761.3	246.6	353.4	3594.4	445.0	4039.4

WINTER MAINTENANCE MILEAGE
BY DISTRICT

District	Through	Feeder	Local			Total Roads	Trails	Total Roads and Trails
			From Main Feeder	From Isolated Feeder	Isolated			
Anchorage	191.8	218.4	300.1	59.5	36.5	806.3	81.0	887.3
Valdez	389.5	39.0	10.3			438.8		438.8
Fairbanks	376.5	56.1	132.6			565.2		565.2
Nome		5.2		3.2	6.3	14.7	139.0	153.7
Haines	<u>40.7</u>		<u>24.3</u>		<u>49.1</u>	<u>114.1</u>		<u>114.1</u>
TOTAL	998.5	318.7	467.3	62.7	91.9	1939.1	220.0	2159.1

PART II - ACTIVE ROUTES

THROUGH ROADS

1956

<u>Route -No.</u>	<u>Name</u>	<u>Length</u>	<u>Winter Maintenance</u>
120	Richardson Highway (Valdez District)	227.3	227.3
130	Richardson Highway (Fairbanks District)	134.9	134.9
132	Fairbanks-International Airport	1.0	1.0
230	Alaska Highway	200.6	200.6
310	Glenn Highway (Anchorage District)	114.7	114.7
310A	Glenn Highway Alternate	7.5	7.5
311	Anchorage 4th Avenue Post Road	1.0	1.0
320	Glenn Highway (Valdez District)	162.2	162.2
330	Glenn Highway (Fairbanks District)	33.4	33.4
410	Seward-Anchorage Highway	36.9	36.9
411	Anchorage-Spenard	3.5	3.5
412	Anchorage-International Airport	3.0	3.0
510	Sterling Highway	10.9	10.9
514	Kenai Spur	14.3	14.3
630	Steese Highway (Fairbanks-Farmers Loop)	2.8	2.8
632	Steese Highway-University	3.8	3.8
950	Haines-Boundary and Spur to Haines	40.7	40.7

FEEDER ROADS

Route No.	Name	Length	Winter Maintenance
121	Edgerton Cutoff, Willow-Chitina	39.0	39.0
122	Copper River Highway	-	-
231	Northway Junction - Airfield	6.8	6.8
232 *	Gerstle River Test Site Road (Army)	3.6	3.6
312	Palmer-Matanuska-Wasilla	13.9	13.9
313	Palmer-Wasilla-Willow	30.7	30.7
314	Glenn-Fishhook-Knik	33.6	33.6
321	Slana-Nabesna	45.6	-
331	Taylor Highway	161.0	-
511	Sterling Highway	108.4	108.4
513	North Kenai Roads	16.3	16.3
631	Steese Highway-Farmers Loop-Circle	161.0	30.0
633	University-Ester	6.7	6.7
634	Central-Circle Hot Springs	8.3	-
731	Elliott Highway-Fox to Livengood	68.4	9.0
732	Manley Hot Springs Landing-Eureka	25.7	-
811	Denali Highway (Anchorage District)	82.0	-
812 *	McKinley Park Primary Roads	93.6	-
813	North Park Boundary-Kantishna	4.5	-
821	Denali Highway (Valdez District)	41.9	-
011	Sterling Landing-Ophir	47.0	-
012	Iditarod-Flat	8.7	-
013	Dillingham-Wood River-Kanakanak	14.7	14.7
014	Abbert Road	0.8	0.8
031	Ruby-Long-Poorman	56.5	-
041	Nome-Council	77.1	-
042	Nome-Kougarok	20.8	5.2
043	Seward Peninsula R.R.	58.0	-
044	Nome-Teller	-	-

* Constructed and maintained for other agencies.
Included in totals.

LOCAL ROADS - FROM MAIN FEEDERS

Route No.	Name	Length	Winter Maintenance
120.1	1 Valdez-Mineral Creek	10.7	
	2 Valdez Airport Road	1.1	1.1
120.2	Robe Lake Branch	0.5	-
120.3	Tazlina Road	1.2	1.2
120.4	Worthington Glacier Road	0.5	-
121.1	Chitina-Native School	1.0	1.0
121.2	Chitina-Chitina River	1.0	-
130.1	Cushman Street Extension	1.0	1.0
130.2	1 Badger Farm Loop Road	12.1	12.1
	2 Dennis Road	0.6	0.6
	3 Greiman Road (Woll Road)	1.0	1.0
	4 Peede Road	4.0	4.0
	5 Nordale-Tonseth-Freeman Road	3.6	3.6
	6 Thirty Mile Slough Road	2.2	2.2
	7 Keeling Road	0.4	0.4
	8 Bradway-Badger	1.2	1.2
130.3	1 Old Richardson Highway	14.5	7.0
	2 Johnson Road	0.9	0.9
	3 Canaday Road	0.5	0.5
	4 Laurance-Moose Dike	3.3	3.3
130.4	1 Lake Harding Branch	3.9	3.9
	2 Birch Lake Branch	1.7	-
130.5	2 Shaw Creek Road	1.8	1.8
130.6	Big Delta Firing Range (Meadows Road)	17.1 *	17.1 *
132.1	1 Alston Road	0.5	0.5
	2 Bjeermark Road	0.7	0.7
	3 Becker-Dale-Conn Road	2.7	2.7
	4 Davis Road	1.0	1.0
	5 Peger Road	2.6	2.6
	6 Van Horn Road	0.5	0.5
	7 Moore-Cartwright Road	2.0	2.0
	8 Richardson-Peger Road	1.5	1.5
230.1	Tanacross Road	1.9	1.9
310.1	2 Lake Otis Road	4.2	4.2
	3 Abbott Road	3.8	3.8
	4 DeBarr Road	2.0	2.0
	6 Baxter Road	0.8	0.8
	7 Dowling Road	1.0	1.0
	8 Boniface Road	3.0	3.0
	9 Spruce Road	1.3	1.3
	10 Lore Road	0.3	0.3
	11 Alder Road	0.3	0.3
	12 South Boundary Road	1.5	1.5
	13 Winchester Road	0.5	0.5

* Maintained for other agencies. Included in ARC total mileage

LOCAL ROADS - FROM MAIN FEEDERS

Route No.	Name	Length	Winter Maintenance
310.2	1 Eagle River Road	4.3	3.3
	2 Birchwood Road	4.8	4.8
	3 Eklutna Lake Road	10.0	10.0
	4 Plumly Road	1.5	1.5
	5 Eklutna School Road	1.8	1.8
	6 C.A.A. Road	0.3	0.3
	7 Bodenbug Loop	6.2	6.2
	8 Clark Road	3.0	3.0
	9 Huntley Road	1.5	1.5
	10 Wolverine Road	1.5	1.5
	11 Sherrod Road	0.6	0.6
	12 Fire Lake Fish Hatchery Road	0.3	0.3
	13 Peters Creek Road	1.1	1.1
310.3	1 Farm Loop Road	2.8	2.8
	2 Lossing Road	0.5	0.5
	3 Scott Road	1.7	1.7
	4 Marsh Road	0.3	0.3
	5 Archie Road	0.2	0.2
	6 Rue Road	0.3	0.3
	7 Buffalo Mine Road	5.4	5.4
	8 Buffalo R.R. Spur	0.3	0.3
	9 Chickaloon Branch Road	2.0	2.0
	10 Jonesville Branch Road	2.4	2.4
	11 Mile 58 Road	1.2	1.2
	12 Hitchcock Road	0.5	0.5
	13 Collier Road	0.2	0.2
312.1	1 Springer System	10.4	10.4
	2 McLeod Road	2.5	2.5
	3 Schible Road	0.1	0.1
	4 Herman Road	0.2	0.2
	5 Moore Road	0.3	0.3
	6 Lynn Road	0.7	0.7
	7 Matanuska Trunk (to Finger Lake-Palmer Road)	2.5	2.5
	8 Jensen Road	0.2	0.2
	9 Church Road	0.2	0.2
	11 Walton Road	0.5	0.5
	12 Edlund Road (Fairview Loop Road)	7.6	7.6
	13 Davis Road	0.7	0.7
	14 Fosdick Road	1.2	1.2
	15 Anderson Road	0.4	0.4
	313.1	1 Hammer Road	0.3
2 Arnt Road		0.2	0.2
3 Matanuska Trunk (to Bogard)		1.1	1.1
4 Griffith Road		0.6	0.6
5 Hyer Road		2.0	2.0

LOCAL ROADS - FROM MAIN FEEDERS (CONT.)

Route No.	Name	Length	Winter Maintenance
314.1	1 Werner Road	0.5	0.5
	2 Moffat Road	0.5	0.5
	3 Campbell Road	0.3	0.3
	4 Matanuska Trunk (Fishhook to Bogard)	2.2	2.2
	5 Cunningham Road	0.3	0.3
	6 Falk Road	1.0	1.0
314.2	1 Fishhook Junction-Willow	44.6	5.0
	2 Gold Mint Road	4.2	-
	3 Archangel Road	5.5	-
	4 Reed Creek Road	1.3	-
	5 Gold Chord Creek Road	3.0	-
	6 Upper Willow Road	1.3	-
	7 Craigie Creek Road	2.2	-
	8 Crubstake Road	1.7	-
314.3	1 Lakeview Road and Branches	3.1	3.1
	2 Schrock Road	4.8	4.8
	3 Bogard Road	7.2	7.2
	4 Engstrom Road	1.6	1.6
	5 Wasilla-Aviation Field	0.8	0.8
	7 Hayfield Road	5.0	5.0
	8 Knik-Fish Creek-Goose Bay	6.9	6.9
	9 Cottonwood Road	3.4	3.4
	10 Philo Spees Road	0.5	0.5
	11 Big Lake Road	5.5	5.5
	320.1	1 Mentasta Loop	17.0
2 Lake Louise Road		20.0	-
331.1	Taylor Highway-Boundary	13.9	-
331.2	Eagle-Mission on Yukon River	3.3	-
410.1	1 Fireweed Lane	2.3	2.3
	2 Blueberry Road	0.4	0.4
	3 Campbell Creek Road	2.3	2.3
	4 Campbell Station Branch	1.4	1.4
	5 Sand Lake Road	8.2	8.2
	6 Kincaid Road	1.5	1.5
	7 Raspberry Road	0.8	0.8
	8 Strawberry Road	1.1	1.1
	9 Klatts Road	3.0	3.0
	10 Johns Road	0.9	0.9
	11 O'Malley Road	4.0	4.0
	12 Huffman Road	3.0	3.0
	13 Birch Road	2.0	2.0
	14 Jewel Lake Road	1.5	1.5
	15 DeArmoun Road	1.3	1.3
	16 Rabbit Creek Road	2.7	2.7
	18 Hillside Road	1.0	1.0
	19 "C" Street Extension	0.3	0.3
	20 Anchorage Sportsman Road	0.4	0.4

LOCAL ROADS - FROM MAIN FEEDERS (CONT.)

Route No	Name	Length	Winter Maintenance
411.1	1 KENI Road	0.9	0.9
	2 Sylvan Way	0.5	0.5
	3 KFQD Road	1.8	1.8
	4 Lois-Utah	0.7	0.7
	5 McCrae Road	0.8	0.8
	6 Spenard-Hood Lake Extension	1.0	1.0
	7 KENI-KFQD Road	0.3	0.3
511.1	1 Skilak Lake Road	2.9	1.0
	2 Kasilof Road	7.0	7.0
	3 South Kasilof Road	7.0	7.0
	4 Webb Road	1.6	1.6
	5 Ninilchik Road	0.3	0.3
	6 Anchor Point Road	1.4	1.4
	7 Anchor River Road	3.1	3.1
	8 Deep Creek Road	1.3	1.3
	9 Ninilchik Airport Road	0.4	0.4
	10 Moose River Road	5.6	5.6
	11 Alcatraz Lake Road	1.9	1.9
	12 Hidden Lake Road	0.8	0.8
	13 Scout Lake Road	2.9	2.9
	14 Ninilchik Small Tracts Road	0.5	0.5
511.2	Homer Locals	49.1	49.1
512.1	2 East Kenai Roads	0.6	0.6
	3 Beaver Loop Road	4.3	4.3
	4 Army Tract Road	2.2	2.2
	5 Beach Road	0.3	0.3
	6 Miller's Loop Road	5.6	5.6
	7 Wick Spur Road	0.6	0.6
	8 Bernice Lake Road	0.4	0.4
	9 Island Lake Road	3.4	3.4
	630.1	1 Minnie Street-Third Street Branch	1.8
3 Trainer Gate Road		0.8	0.8
4 Phillips Field Road		2.7	2.7
631.1	1 Farmers Loop	9.0	9.0
	2 Isabelle Creek Road (McGrath Road)	3.1	3.1
	3 Crossman-Fideler	0.7	0.7
	4 Ballaine-Rickert	2.5	0.5
	5 Yankovich Road	2.1	2.1
	6 Grenac Road	1.2	1.2
	7 Country Club Extension	0.7	0.7
	8 Lawlor Road	0.4	0.4
631.2	1 Steele Creek Branch	3.5	3.5
	2 Chena Hot Springs Road	12.1	12.1
631.3	1 Gilmore-Pearl Creek	8.8	-
	2 Fish Creek Road	8.7	-
	3 Fairbanks Creek Road	10.2	-
	4 Pedro Dome Road	2.8	-
	5 Little Eldorado Road	2.1	-
	6 Old Chatanika Road	2.0	2.0

LOCAL ROADS - FROM MAIN FEEDERS (CON.)

Route No.	Name	Length	Winter Maintenance
631.4	1 United States Creek Road	11.0	-
	2 Sourdough Creek Road	4.8	-
	3 Faith Creek Road	1.5	-
	4 Eagle Creek Road	1.2	-
	5 Miller House-Harrison Cr.,-Mastodon Cr.- Miller Creek	15.2	-
	6 Porcupine Creek	11.0	-
632.1	1 University Way	1.3	1.3
	2 Geist Road	1.7	1.7
	3 University of Alaska Campus	2.1	0.5
633.1	1 Chena Pump Station	4.8	4.8
	2 Ester Dome Road	4.0	-
	3 St. Patrick's-Goldstream	3.8	-
	4 Ester-Beegler	3.2	-
	5 Ready Bullion Creek Road	2.5	-
	6 Sheep Creek Road	4.2	4.2
	7 Chena Ridge Road	5.5	5.5
634.1	1 Deadwood Creek Road	3.4	-
	2 Portage Creek Road	2.2	-
	3 Ketchum Creek	2.8	-
731.1	1 Livengood-Brooks	7.4	-
	2 Wilbur Creek Road	1.5	-
	3 Amy Creek Road	0.6	-
732.1	Manley Hot Springs-Tofty	18.0	-
811.1	1 Cantwell Depot-Cantwell Siding	2.0	2.0
	2 Cantwell-Summit	8.5	-
812.1*	1 McKinley Park Secondary Roads	1.7	-
	2 Stampede Creek Road (Survey)	-	-
950.1	1 Allen-Comstock Road	0.7	0.7
	2 Haines-Lutak Road	11.0	6.0
	3 Young Road	0.5	0.5
	4 Haines-Mud Bay	10.0	10.0
	5 Port Chilkoot Small Tracts Road	2.6	2.6
	6 CAA Road	1.0	1.0
950.2	1 Klukwan Road	2.6	1.0
	2 Porcupine Extension	11.0	-
	3 Porcupine Crossing	0.8	-
	4 Mosquito Lake Road	4.7	1.0
	6 Mackenzie Road	0.5	0.5
	7 Haines-Jones Point	1.0	1.0
	8 Piedad Road	0.6	-

* Constructed and maintained by National Park Service funds.
Included in ARC total mileage.

LOCAL ROADS - FROM ISOLATED FEEDERS

Route No.	Name	Length	Winter Maintenance	
011.1	1 Little Creek Road	3.0	-	
	2 Takotna-Airfield Road	1.5	-	
	3 Ganes Creek Road	14.4	-	
012.1	1 Flat City-Flat Creek Road	5.7	-	
	2 Flat Creek-Willow Creek Road	9.0	-	
	3 Willow Creek-Chicken Creek Road	3.0	-	
	4 Happy Creek Road	1.0	-	
	5 Flat-Slate Creek Road	7.3	-	
	6 Gold Horn Road	1.0	-	
013.1	Dillingham-Aleknagik	6.0	6.0	
014.1	1 Mill Bay Road	4.0	4.0	
	5 Alaska Communication System Road	0.2	0.2	
	7 Womens Bay-Chiniak Cape	27.0	27.0	
	8 Kalsin Bay-Pasagshak Point	13.0	13.0	
	9 Mission Road	3.1	3.1	
	10 Island Lake Spur	0.5	0.5	
	12 Monashka Cemetery Road	0.2	0.2	
	13 Saltery Cove Road	5.5	5.5	
	041.1	1 Council-Ophir Creek	12.0	-
		2 Casadepaga Road	20.9	-
3 Shovel Creek Road		5.0	-	
4 Big Hurrah Road		3.0	-	
042.1	1 Nome-Wireless	0.2	-	
	2 Bessie-Snake River	20.8	-	
	3 Snake River-Monument Creek	3.0	-	
	4 Sunset Creek Road	9.7	-	
	5 Osborne Road	10.2	-	
	6 Buster Road	8.3	-	
042.2	1 Spruce Creek Road	1.5	-	
	2 Center Creek Road	3.2	3.2	
	3 Little Creek Road	0.8	-	
	4 Submarine-Paystreak	3.0	-	
043.1	Bunker Hill-Kougarok	40.5	-	

ISOLATED LOCAL ROAD SYSTEMS

Route No.	Name	Length	Winter Maintenance
010.1	Talkeetna-Cache Creek Road	40.7	-
010.2	1 Colorado-Bull River Road	17.0	17.0
	2 Suntrana-Nenana R.R. Crossing	4.0	-
010.3	Medfra-Nixon	12.0	-
010.4	1 Bethel-Airfield-ANS	3.0	3.0
	2 Hanger Lake (Nat. Guard Seaplane Base)	1.3	-
	3 Bethel City Road	2.0	-
010.5	1 Naknek Lake Road	1.0	1.0
	2 Naknek-Airbase	15.5	15.5
010.6	Kanatak-Becharof Lake	8.8	-
010.7	1 Iliamna Bay-Iliamna Lake	15.5	-
	2 Iliamna Lake-NewHalen River	13.0	-
010.8	1 Seldovia-McDonald Spit	1.8	-
	2 Red Mountain Road	10.2	-
	3 Seldovia-Jackalof Bay	-	-
020.1	1 McCarthy-Dan Creek	20.0	-
	2 McCarthy-Kennecott River	0.5	-
	3 Chititu Branch	6.5	-
	4 McCarthy-Kennecott	3.5	-
030.1	Coal Creek Road	7.0	-
030.2	Rampart-Little Minook Creek	4.5	-
030.3	Wiseman Locals:		
	1 Nolan Branch	5.5	-
	2 Wiseman-Hammond River	12.5	-
030.4	Ruby Airfield Road	1.2	-
030.5	Nulato Airfield Road	1.0	-
030.6	1 Nenana-Cemetery	2.5	-
	2 Ferry-Eva-Moose Creek	21.8	-
040.1	Candle Creek Road	14.0	-
040.2	Deering-Inmachuk	25.0	-
040.3	1 Teller-Bluestone	16.0	-
	2 Tin City-Goodwin	5.0	-
	3 Lost River-U.S. Tin	6.3	6.3
040.4	Marshall Road	4.0	-
050.1	1 Skagway-Dyea	7.6	7.6
	2 Skagway-Carcross	1.7	-
	3 Sawmill Extension	4.5	4.5
	4 Sanitarium Road	1.0	1.0
050.2	Annette Island Road	14.0	14.0
050.3	1 Basin Road	0.5	0.5
	2 Auke Lake Road	0.7	0.7
	3 Mendenhall Peninsula	2.6	2.6
	4 Simpson Spur	0.2	0.2
	5 Indian Point	0.4	0.4
	6 Leivers Point	0.3	0.3
	7 Point Louisa	0.1	0.1
	8 Refuse Dump	0.1	0.1

ISOLATED LOCAL ROAD SYSTEMS

<u>Route</u> <u>No.</u>	<u>Name</u>	<u>Length</u>	<u>Winter</u> <u>Maintenance</u>
050.3	9 Point Lena Loop	2.0	2.0
	10 Lena Cove	0.2	0.2
	11 Pt. Stephen Road	0.6	0.6
	12 Tee Harbor Road	0.3	0.3
050.4	1 Roosevelt Drive	1.4	1.4
	2 Wood Road	0.5	0.5
	3 Power House Spur	0.3	0.3
	4 Shoreline Drive	0.9	0.9
	5 Brusick Spur	0.3	0.3
	6 Mud Bay Loop	0.9	0.9
	7 Meyers Spur	0.2	0.2
	8 D1 and D2 Road	1.5	1.5
	9 Pond Reef	1.2	1.2
	10 South Point Higgins	2.4	2.4
	11 North Point Higgins	1.3	1.3
	12 Knudson Cove	0.2	0.2
	13 Totem Bight Spur	0.2	0.2
050.5	1 Sandy Beach	2.2	2.2
	2 Falls Creek Spur	0.2	0.2
	3 Papke's Landing Extension	0.2	0.2
	4 Twin Creek Spur	0.1	0.1

TRAILS

<u>Route</u> <u>No.</u>		<u>Name</u>	<u>Length</u>	<u>Winter</u> <u>Maintenance</u>
010.9	1	Goodnews Bay-Togiak	53.0	53.0
	2	Goodnews Bay-Platinum	9.5	9.5
	3	Takotna-Flat	18.5	18.5
030.7		Wiseman-Porcupine	18.0	-
040.5	1	Kotzebue-Shesholik	9.0	9.0
	2	Kotzebue-Noatak	60.0	13.0
	3	Kotzebue-Noorvik-Selawik	95.0	12.0
	4	Golovin-White Mountain	12.0	12.0
	5	Golovin-Moses Point	45.0	6.0
	6	Deering-Candle-Kiwalik	25.0	12.0
	7	St. Michael	5.0	5.0
	8	Teller-Cape Douglas	21.0	12.0
	9	Teller-Igloo Creek	22.0	6.0
	10	Teller-Mission	6.0	6.0
	11	Teller-Lagoon Channel	3.0	3.0
	12	Teller-Mary's Igloo	43.0	43.0

PART IV

RECONCILIATION

	<u>1955</u>	<u>Changes</u>	<u>1956</u>
Through Roads	972.3	+ 26.2	998.5
Feeder Roads	1244.7	- 10.1	1234.6
Local Roads:			
From Main Feeder	739.7	+ 21.6	761.3
From Isolated Feeder	237.2	+ 9.4	246.6
Isolated	<u>349.6</u>	+ <u>3.8</u>	<u>353.4</u>
Total Local Roads	1326.5	+ 34.8	1361.3
TOTAL ROADS	3543.5	+ 52.9	3594.4
Trails:			
Anchorage		+ 81.0	81.0
Fairbanks		+ 18.0	18.0
Nome	<u>248.0</u>	+ <u>98.0</u>	<u>346.0</u>
	248.0	+197.0	445.0
TOTAL ROADS AND TRAILS	3791.5	+247.9	4039.4

THROUGH ROADS

510	Sterling Highway	+ 10.9	Rt. 511 Feeder reclassified to Through Road
514	Kenai Spur	+ 11.6	Rt. 512 Feeder reclassified to Through Road
514	Kenai Spur	+ 2.7	Portion of Rt. 513 Feeder reclassified to Through Road
630	Steese Highway	+ 1.0	Portion of Rt. 631 Feeder reclassified to Through Road
		<u> </u>	
		26.2	

FEEDER ROADS

<u>Route</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
232	Gerstle River Test Site Road	3.6		Picked up from Army
315	Government Hill Road		0.7	Transferred to ARR
313	Palmer-Wasilla-Willow	18.7		314.36, Pittman Road, incorporated into Feeder
513	North Kenai Road	19.0		Reclass. from Local
811	Denali Highway		8.5	Reclass. to Local 811.12
512	Kenai Junction-Kenai	1.0		Adjusted mileage
512	Kenai Junction-Kenai		11.6	Reclass. to 514 - Through Rd
513	North Kenai Roads		2.7	Reclass. to 514 - Through Rd
511	Sterling Highway		10.9	511 Feeder reclass. to Through Road 510
631	Steese Highway		1.0	Reclass. to Rt. 630, Through Road
042	Nome-Kougarok	5.2		New Construction
043	Seward Peninsula RR	<u> </u>	<u>22.2</u>	Abandoned mileage
		47.5	57.6	

LOCAL ROADS FROM MAIN FEEDERS

<u>Route</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
310.18	Boniface Road	1.0		New Construction
310.113	Winchester Road	0.5		" " 1954
310.21	Eagle River Road	1.0		" "
310.212	Fire Lake Fish Hatchery Rd	0.3		" "
310.213	Peters Creek Road	1.1		Picked up 1955
312.110	Grantram Road		1.0	Consolidated into 313.15
313.15	Hyer Road	1.0		" from 312.110
314.32	Schrock Road	1.8		New Construction
314.36	Pittman Road	2.0		" "
314.36	Pittman Road		18.7	Reclass. to Feeder, incorporated into 313
410.113	Birch Road	1.0		New Construction
410.119	"C" Street Extension	0.3		" "
410.116	Rabbit Creek Road	1.0		" "
410.15	Sand Lake Road	1.0		Nat. Guard Hangar Access Road added to this route
410.120	Anchorage Sportsman Road	0.4		Picked up 1955
511.11	Skilak Lake Road	1.9		Trans. from F & W Service
511.113	Scout Lake Road	1.8		New Construction
512.19	Island Lake Road	2.5		" "
512.19	Island Lake Road	0.9		Trans. from 512.18, Bernice Lake Road
512.18	Bernice Lake Road		0.9	Trans. to 512.19, Island Lake Road
511.2	Homer Locals	1.6		New Constr. - Homer Airport Bypass
511.2	Homer Locals	0.4		Trans. from CAA CT Site
512.11	North Kenai Roads	2.0		New Construction
512.11	North Kenai Roads		19.0	Reclass. to 513, Feeder
Revised 1-1-56		25		

<u>Route</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
511.114	Ninilchik Small Tracts Road	0.5		New Construction
811.12	Cantwell-Summit Road	8.5		Reclass. from 811, Feeder
812.1	McKinley Park Secondary	0.5		New Constr. - Wonder Lake
320.2	Lake Louise Road	20.0		Trans. from Army
130.1	Cushman Street Extension		0.9	Reclass. to Inactive
130.33	Canaday Road	0.1		New Construction
130.34	Laurance-Moose Dike	3.3		" "
130.51	Richardson Hwy-Democrat Cr.		4.0	Reclass. to Inactive
132.18	Richardson-Peger Road	1.5		New Construction
331.22	Eagle - 70 Mile		4.0	Reclass. to Inactive
631.18	Lawlor Road	0.4		New Construction
631.21	Steele Creek Branch		6.2	Incorp. into 631.22
631.22	Chena Hot Springs Road	6.2		Incorp. from 631.21
631.22	" " " "	2.1		New Construction
633.16	Sheep Creek Road	3.3		" "
633.17	Chena Ridge Road	3.5		" "
950.12	Haines-Lutak Road	1.7		" "
950.15	Port Chilkoot Small Tr. Rd.	0.7		" "
950.25	Muncaster Road		0.5	Reclass. to Inactive
950.16	CAA Road (Haines)	<u>1.0</u>		Trans. from CAA
		76.8	55.2	

LOCALS FROM ISOLATED FEEDERS

013.1	Dillingham-Aleknagik	6.0		New Construction
014.112	Monashka Cemetery Road	0.2		" "
014.113	Saltery Cove Road	5.5		Trans. from Navy
042.14	Sunset Creek Road		<u>2.3</u>	Corrected mileage
		11.7	2.3	

ISOLATED LOCAL ROADS

<u>Route</u>	<u>Name</u>	<u>Plus</u>	<u>Minus</u>	<u>Remarks</u>
010.12	Peters Creek Road		17.2	Combined with 010.11
010.11	Talkeetna-Cache Creek	17.2		010.12 incorp. into route
040.3	Teller-Bluestone	0.5		New Construction
050.2	S.E. Alaska Roads	1.5		Corrected mileage
050.12	Skagway-Carcross	0.8		New Construction
050.14	Sanatarium Road	<u>1.0</u>	<u> </u>	Picked up 1955
		21.0	17.2	