

U.S. ALASKA ROAD COMMISSION

ANNUAL REPORT

FOR FISCAL YEAR

1952

Condensed Report of Funds, Expenditures,

Mileages and Work Status as of

June 30, 1952

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FISCAL INFORMATION FOR 1952 ANNUAL REPORT

SOURCE OF FUNDS

Funds for the prosecution of the activities of the Alaska Road Commission for the fiscal years 1950 through 1952 were provided from five sources as follows:

1. Funds appropriated by the Congress to the Department of the Interior for the construction and maintenance of roads, ferries, bridges, buildings, and trails in accordance with the Act of Congress approved January 27, 1905 as amended.
2. Funds appropriated from the "Alaska Fund" representing the amount of receipts from taxes imposed by the Federal Government upon various industries in the Territory, and covered into the Federal Treasury.
3. Funds appropriated by the Alaska Territorial Legislature and deposited with the Treasurer of the United States for expenditure on construction, repair and maintenance of roads, bridges, ferries, trails, and related works in the Territory as provided by the Act of Congress approved June 30, 1921. These funds are expended by the Alaska Road Commission upon projects designated by the Territorial Board of Road Commissioners.
4. Funds appropriated for use by the National Park Service expended in accordance with agreements with the National Park Service entirely within the boundaries of National Parks and Monuments, and reimbursements from funds appropriated to other Federal agencies for services performed under agreements.
5. Funds received as contributions from individuals, companies, and groups for various services which were performed by the Alaska Road Commission.

For the fiscal years 1950, 1951, and 1952 from the various sources of funds described above, the amounts made available to the Alaska Road Commission were as follows:

	<u>1950</u>	<u>1951</u>	<u>1952</u>	<u>Total</u>
1.	\$26,762,000	\$30,500,000	\$22,940,000	\$80,202,000
2.	100,000	--0--	--0--	100,000
3.	250,000	250,000	250,000	750,000
4.	353,022	446,200	119,800	919,022
5.	<u>35,565</u>	<u>604,207</u>	<u>62,290</u>	<u>702,062</u>
	\$27,500,587	\$31,800,407	\$23,372,090	\$82,673,084

For the fiscal year 1953, appropriations for the Department of the Interior provide the total amount of \$20,318,000, for the construction of roads and operation and maintenance purposes of the Alaska Road Commission. This amount consists of two basic appropriations: Operation and Maintenance, \$3,318,000 and Construction of Roads, \$17,000,000, the latter comprising several categories of activities as follows:

Preparation of Plans	\$ 300,000
Construction in Progress	13,790,000
Reconstruction	1,250,000
New Construction	1,660,000

In addition to these amounts there is a total of anticipated appropriation reimbursements and contributed funds in the amount of \$1,000,000.

SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1952

The Commission has expended the following funds since the beginning of road and trail development in the Territory:

<u>Fiscal Year</u>	<u>Congressional Appropriations</u>	<u>Alaska Fund</u>	<u>Other Funds</u>	<u>Total</u>
1905-1930	\$ 10,433,824.29	\$3,566,870.84(a)	\$1,984,826.03	\$ 15,985,521.16
1931-1940	5,538,899.87	1,489,222.72	1,904,923.34	8,933,045.93
1934-1939(NIRA)	1,595,545.09	-0-	150,000.00	1,745,545.09
1935-1939(ERA)	1,119,447.60	-0-	-0-	1,119,447.60
1941	794,909.55	144,973.15	273,112.90	1,212,995.60
1942	1,892,925.33	153,421.65	148,255.07	2,194,602.05
1943	2,795,743.82	112,938.41	47,381.34	2,956,063.57
1944	2,366,075.32	181,748.24	83,651.54	2,631,475.10
1945	2,188,304.06	116,503.16	214,986.51	2,519,793.73
1946	2,257,909.74	119,615.18	179,392.09	2,556,917.01
1947	3,776,113.24	179,677.52	253,802.59	4,209,593.35
1948	3,936,842.28	29,462.08	111,136.87	4,077,441.23
1949	15,352,935.21	77,235.34	304,243.28	15,734,413.83
1950	23,683,873.44	216,620.12	463,215.30	24,363,708.86
1951	29,945,819.09	-0-	651,660.13	30,597,479.22
1952	19,680,135.17	-0-	858,292.26	20,538,427.43
<b>Total</b>	<b>\$127,359,303.10</b>	<b>\$6,388,288.41</b>	<b>\$7,628,879.25</b>	<b>\$141,376,470.76</b>

(a) Includes \$17,052.23 U. S. Treasury Adjustment in 1912.

The following tabulation comprises the amounts reported under "Other Funds" in the preceding tabulation:

<u>Fiscal Year</u>	<u>Increase of Compensation Acts</u>	<u>Quartermaster General U. S. Army</u>	<u>Funds Contributed</u>	<u>National Park Service</u>
1918-1930	\$95,076.45	\$4,694.80	\$1,453,212.53	\$ 431,842.25
31-1940	-0-	3,262.30	1,016,827.26	884,833.78
1934-1936(NIRA)	-0-	-0-	-0-	150,000.00
1941	-0-	-0-	222,205.86	50,907.04
1942	-0-	-0-	116,664.22	31,590.85
1943	-0-	-0-	41,362.13	6,019.21
1944	-0-	-0-	73,662.54	9,989.00
1945	-0-	-0-	199,544.82	15,441.69
1946	-0-	-0-	154,112.31	25,279.78
1947	-0-	-0-	167,900.50	85,902.09
1948	-0-	-0-	47,697.43	63,439.44
1949	-0-	-0-	255,723.28	48,520.00
1950	-0-	-0-	347,835.00	115,330.28
1951	-0-	-0-	538,350.00	113,310.13
1952	-0-	-0-	440,002.00	418,290.26
<b>Total</b>	<b>\$95,076.45(a)</b>	<b>\$7,957.10(b)</b>	<b>\$5,075,149.90</b>	<b>\$2,450,695.80(c)</b>

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

SUMMARY

ALASKA ROAD COMMISSION  
 HIGHWAY SYSTEM EXPENDITURES  
 FISCAL YEARS 1905 THROUGH 1952

	<u>Construction Cost</u>	<u>Maintenance Cost</u>	<u>Total Cost</u>
I. Active Routes	\$ 71,446,629.99	\$ 28,668,994.24	\$ 100,115,624.23
II. Inactive Routes	3,087,149.16	1,567,720.59	4,654,869.75
III. Undistributed Surveys and Reconnaissance	214,162.05	--0--	214,162.05
IV. Abandoned and Transferred Routes	<u>3,186,197.84</u>	<u>1,412,035.74</u>	<u>4,598,233.58</u>
	\$ 77,934,139.04	\$ 31,648,740.57	\$ 109,582,889.61

ALASKA ROAD COMMISSION

RECONCILIATION

TOTAL EXPENDITURES FISCAL 1905-1952

Route Costs	\$109,582,889.61
Buildings and Improvements	5,449,859.44
Machinery and Equipment	3,019,383.29
Materials and Supplies	2,130,111.94
Office Furnishings and Fixtures	24,152.49
Prepayments and Advances	6,302,465.97
Unexpended Appropriations	11,304,797.06
Unexpended Funds Contributed	59,209.83
NPS Expenditures	2,450,695.80
Deposit Funds	926,906.19
Construction in Progress - Maintenance	<u>125,999.14</u>
	\$141,376,470.76

FISCAL YEAR 1952

PREPARATION OF PLANS

Principal surveys and investigations in progress during this period included the following projects:

Healey River Coal Fields. Foot reconnaissance trips were made to Lignite Creek and the upper Healy River in a study of transportation routes to provide for additional coal production for this territory.

Denali Highway. A contract for an aerial survey and subsequent preparation of a topographic map of the section between the Susitna and MacLaren Rivers, a distance of approximately 35 miles was entered into with the Ryall Engineering Company of Des Moines, Iowa, due to the inaccessibility of this section.

Copper River. A ground control line for use in aerial survey was run between Chitina and the Forest Boundary, and a survey was made of the existing road between Chitina and the Richardson Highway. Investigations were made at the proposed crossing of the Copper River at Chitina for extension of this route toward McCarthy.

Fairbanks-Nenana. A preliminary survey was run for a distance of 25.2 miles on this route, between the town of Ester, end of an existing road, and Berg, Section House on the Alaska Railroad near Nenana.

Farm Roads. Surveys and investigations of proposed new roads were made as funds permitted.

FISCAL YEAR 1952

CONSTRUCTION IN PROGRESS BY GOVERNMENT FORCES

Taylor Highway. By the end of the fiscal year construction had been completed on the initial "tote" road as far as the crossing of the Fortymile River and a major camp set up at that location. A 300-foot steel bridge, reclaimed from the Matanuska River on the Glenn Highway, was freighted to the site and erected during the winter months while advantage could be taken of the frozen river surface as a working area, and a 125-foot span, salvaged from Shaw Creek on the Richardson Highway, was re-erected at the Walkers Fork Crossing. During the year, 15.41 miles of new roadway was cleared and grubbed, 6.2 miles graded and 2.0 miles gravel surfaced.

Denali Highway. Efforts were concentrated on the west end of this route during the year. Crews were dispersed on both the McKinley Park-Cantwell section and the extension eastward toward Paxson. Temporary structures were erected at both crossings of the Nenana River resulting in a passable road during dry weather between McKinley Park and Cantwell, however, ice took out #2 Nenana Bridge in the spring of 1952. Approximately 13.5 miles of road were graded to final standard toward the east with another four miles opened beyond that point.

On the east, or Paxson end of the project, a small crew concentrated efforts at placing gravel fill on a permafrost slope approximately 12 miles west of Paxson.

Farm Roads. Construction of new farm and industrial roads was undertaken to the limit of funds available, with requests for new projects far in advance of funds provided. One of the most important projects was



Tok Cutoff, Glenn Highway. Heavy regrading and, in some cases, relocating of this route was in progress between Slana and Tok Junction. A major change in alignment was made when 9 miles of new road were constructed to the west of Mentasta Lake. This change resulted in shortening the overall distance by almost 9 miles. By the end of the year this route was substantially ready for surfacing and paving by contract.

Steese Highway. Major rehabilitation of this route was inaugurated this year and 15.3 miles were completed. The work was performed in those locations considered most hazardous to traffic and consisted of 1 mile near Engineer Creek, 3.3 miles in the vicinity of Chatanika, 7 miles in the vicinity of the Chatanika River crossing, and 4 miles north of Central.

Miscellaneous. Minor work in this category was performed in all Districts on feeder and local roads having large volumes of traffic and/or which were in need of repair to prevent complete deterioration. This was particularly true in the Anchorage and Matanuska Valley area.

development of a gravel pit at Olson Mountain near Homer, which will provide much needed surfacing for the hill roads in that area.

49.0 miles of new farm, industrial and military access road was completed:

<u>Route No.</u>	<u>Name</u>	<u>Mileage</u>
130.2	Dennis Road	0.6
"	Greiman Road	0.7
"	Peede Road	0.4
"	Nordale-Tonseth-Freeman	1.2
"	Keeling Road	0.4
132.1	Bjeermark Road	1.3
"	Moore-Cartwright Road	1.0
310.1	Lake Otis Road	0.6
"	Abbott Road	2.8
310.2	Eagle River Road	0.8
311.3	✓ Pittman Road	4.8
"	Knik-Fish Creek-Goose Bay	4.3
410.1	Raspberry Road	0.3
"	Jewel Lake Road	1.5
"	Gilley Road	2.0
"	DeArmoun Road	1.3
"	Rabbit Creek Road	1.7
511.1	Ninilchik Road	0.4
"	Moose River Road	5.6
"	Alcatraz Lake Road	1.9
512.1	North Kenai Road	5.5
"	Beaver Road	4.3
"	Army Tract Road	2.2
"	Beach Road	0.3
630.1	Minnie Street	1.8
"	Trainer Gate Road	0.8
050.1	Skagway-Carcross	0.5

Reconstruction

Sterling Highway. Work was continued on placing pit run gravel over weak sections, principally between Soldotna and Homer, and crushed surfacing was manufactured and placed on the section between the Forest Boundary and Soldotna.

Section E. This project is located between Paxson and Big Timber, 57.77 miles south. Bids were opened April 19, 1951, and a contract was awarded the A. J. Hopper Corporation, Seattle, Washington. The project consists of 57.77 miles of grading and drainage. It was one percent complete as of June 30, 1951, and 46 percent complete as of June 30, 1952.

Section F. This project is located between Mile Posts 82 and 130. Bids were opened March 20, 1950, and a contract was awarded to Lytle and Green, Des Moines, Iowa. The project is 48.21 miles in length and consists of grading, drainage, and bituminous paving. The work was 47 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Section H. This project is located between Valdez and Mile Post 35. Bids were opened September 21, 1950, and a contract was awarded to McLaughlin, Incorporated, of Great Falls, Montana. The project is 34.69 miles in length and consists of grading and drainage, and bituminous paving. It was 24 percent complete as of June 30, 1951, and 63 percent complete as of June 30, 1952.

#### GLENN HIGHWAY

Section B-2. This project is located between Mile Posts 102 and 146. Bids were opened on December 5, 1949, and a contract was awarded to Rogers Construction Company and Babler Brothers, Portland, Oregon. The project is 44.4 miles in length and consists of grading, drainage, and bituminous paving. The project was 28 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Section B-3. This project is located between Mile Post 146 and Mile Post 189, the junction of the Glenn Highway and the Richardson Highway. Bids were opened December 6, 1949, and a contract was awarded to Rogers

Construction Company and Babler Brothers, Portland, Oregon. The project is 42.8 miles in length and consists of grading, drainage, and bituminous paving. It was 80 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

SEWARD-ANCHORAGE HIGHWAY

Section A-1. This project is located between Mile Post 5.7 and Mile Post 12, and between Mile Post 14 and Mile Post 17.2. Bids were opened November 29, 1950, and a contract was awarded to Manson and Osberg, Seattle, Washington. The project is 9.5 miles in length and consists of grading and drainage. It was 19 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Section A-2, B-3. This project is located between Mile Posts 12 and 18, Mile Posts 17 and 30, and Mile Posts 30 and 33. Bids were opened March 6, 1951, and a contract was awarded to Manson, Osberg and Halverson, Seattle, Washington. The project is 16.54 miles in length and consists of grading and drainage. It was 13 percent complete as of June 30, 1951, and was 75 percent complete as of June 30, 1952.

Section A-3. This project is located between Seward City limits and Mile Post 2. Bids were opened May 24, 1951, and a contract awarded to Stock and Grove, Anchorage, Alaska. The project is 1.5 miles in length and consists of grading and drainage. The work was not started as of June 1, 1951, but was 98 percent complete as of June 30, 1952.

Section B-1. This project is located between Mile Post 50 and 58. Bids were opened December 4, 1950, and a contract was awarded Max J. Kuney Company, Spokane, Washington. The project is 7.54 miles in length and consists of grading and drainage. The work was 10 percent complete as of June 30, 1951, and was 87 percent complete as of June 30, 1952.

Section B-2. This project is located between Mile Post 33 and 50. Bids were opened February 8, 1951, and a contract was awarded to Lytle and Green, Des Moines, Iowa. The project is 17.05 miles in length and consists of grading and drainage. The work was 22 percent complete as of June 30, 1951, and 94 percent complete as of June 30, 1952.

Sections C, D, E, F-1. This project is located between Mile Post 58 and Girdwood. Bids were opened June 29, 1948, and the contract was awarded Lytle and Green, Des Moines, Iowa. The project is 28.11 miles in length and consists of grading, drainage, and bridges. It was 59 percent complete as of June 30, 1952.

Section F-2. This project is located between Girdwood and Indian. Bids were opened December 8, 1948, and the contract was awarded to Max J. Kuney Company, Spokane, Washington. The project is 19.37 miles in length and consists of grading and drainage. It was 94 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Section G. This project is located between Indian and Potter. Bids were opened June 5, 1949, and the contract was awarded to Morrison-Knudsen Company, Inc., Peter Kiewit Sons' Company, and S. Birch and Sons Construction Company, joint venturers. The project is 11.9 miles in length and consists of grading and drainage as well as some railroad construction. The project was 81 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Sections Cl, Dl, El, and F-4. This project is located between Mile Post 58 and Girdwood. Bids were opened September 18, 1951, and a contract was awarded to Max J. Kuney Company, Spokane, Washington. The project is 32.95 miles in length and consists of reconstruction and bituminous paving. It was 59 percent complete as of June 30, 1952.

Section D. This project is located between Girdwood and Anchorage. Bids were opened September 18, 1951, and a contract was awarded to S. Birch and Sons Construction Company, C. F. Lytle Company, and Green Construction Company, joint venturers. The project is 38.6 miles in length and the work consists of reconstruction and bituminous paving. The project was 43 percent complete as of June 30, 1952.

#### BRIDGES

Seward-Anchorage Highway, Section A-4. This project consists of a bridge over Victory Creek at Mile 20. A contract was awarded to Manson and Osberg of Seattle for the construction, and the contract was executed June 12, 1951. The work was 56 percent complete as of June 30, 1952.

Seward-Anchorage Highway, Section F-3. This project is located between Peterson Creek and Indian. Bids were opened December 18, 1949, and the contract was awarded to J. J. Badraun Company, Seattle, Washington. The project consists of the construction of five concrete and steel bridges as follows: Peterson Creek Bridge, Glacier Creek Bridge, Bird Creek Bridge, Kern Creek Bridge, and Indian Creek Bridge. The total length of these bridges is 0.153 miles. The work was 99 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Four I-Beam Bridges, Valdez District. This project consists of four bridges as follows: Sheep Creek Bridge, Mile 19, Richardson Highway; Sourdough Creek Bridge, Mile 149, Richardson Highway; Ahtel Creek Bridge, Mile 264, Glenn Highway; and Slana River Bridge, Mile 279, Glenn Highway. A contract was awarded to J. J. Badraun Company for the construction of these bridges and the contract was executed November 29, 1951. The work was 34 percent complete as of June 30, 1952.

Four I-Beam Bridges, Richardson Highway, Section C. This project consists of four bridges located on the Richardson Highway as follows: Darling Creek Bridge, Mile 233; Bear Creek Bridge, Mile 235.3; I-Beam Bridge, Mile 230.4; and I-Beam Bridge, Mile 236.8. A contract was executed with the Munter Construction Company, Seattle, Washington, March 12, 1951, for the construction of these bridges. The work was 98 percent complete as of June 30, 1952.

One Steel Arch and Four I-Beam Bridges. This project consists of five bridges as follows: Eklutna River Bridge, Mile 25.9, Glenn Highway; Noyes Slough Bridge at Illinois Street on the outskirts of Fairbanks; Sinona River Bridge, Mile 36, Glenn Highway (Tok Cutoff); Tulsona River Bridge, Mile 19, Glenn Highway (Tok Cutoff); and Gulkana River Bridge, approximately one-fourth mile from Paxson on the Denali Highway. A contract was executed with the Munter Construction Company, Seattle, Washington, on November 3, 1950, for the construction of these bridges. The work was 50 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952, with the exception of the Eklutna River Bridge, which was 95 percent complete.

Savage River Bridge. This project consists of a multiple span bridge over the Savage River, 15 miles west of McKinley Station on the McKinley Park-Kantishna Road. A contract was executed with Breeden and Smith, Anchorage, Alaska, on July 26, 1950, for the construction of this bridge. The work was 55 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Upper Lowe and Indian River Bridges. This project consists of two bridges; one over the Indian River, Mile 45.6, Glenn Highway (Tok Cutoff); and one at the Upper Lowe River Crossing, Mile 16.8, Richardson Highway. A contract was executed with J. J. Badraun Company, Seattle, Washington, January 4, 1951, for the construction of these bridges. The work was 15 percent complete as of June 30, 1951, and 100 percent complete as of June 30, 1952.

Little Nelchina and Caribou Creek Bridges. A contract was executed with J. J. Badraun Company, Seattle, Washington, June 23, 1952, for the construction of these two bridges. The Little Nelchina Bridge is located on the Glenn Highway at Mile 137.5 and the Caribou Creek Bridge is located on the Glenn Highway at Mile 106.9. No work was accomplished on this contract during the fiscal year 1952.

China River and Noyes Slough Bridges. This project consists of two bridges located on the outskirts of Fairbanks. A contract was executed with Boen-Sealand Constructors of Seattle, Washington, for the construction of these two bridges on May 6, 1952. Work was 10 percent complete as of June 30, 1952.

#### MISCELLANEOUS

Fairbanks Warehouse. This project consists of a 40'x120' one story building with a structural steel frame and corrugated metal siding. A contract was executed with A. E. Waxberg Construction Company, Fairbanks, Alaska, on May 28, 1951, for the construction of this building. The work was 18 percent complete as of June 30, 1951, and 99 percent complete as of June 30, 1952.



## MAINTENANCE

All Through Roads, including the Richardson, Glenn, Alaska, Seward-Anchorage and Haines Highways were kept open for travel throughout the year with the exception of that portion of the Richardson Highway between Miles 130, Big Timber Junction, and Mile 268, Big Delta Junction. This latter section was closed for the winter from October 15, 1951 to April 28, 1952. In addition, the Sterling Highway and that portion of the Steese Highway between Fairbanks and Chatanika were maintained throughout the winter, as were numerous local and branch roads near population centers. All routes were maintained open for traffic through the summer months, with operations consisting of the normal activities such as blading, spot graveling, and drainage control and improvement.

Thompson Pass, on the lower Richardson Highway, was maintained for traffic during the winter for the third consecutive year, utilizing funds provided by military organizations. The season was not severe, with relatively light snow fall and infrequent high winds.

The permanent maintenance establishment at Thompson Pass was improved by construction of a concrete floor in the 40'x100' garage and service shop and installation of two 25 kw. light plants.

Other maintenance facilities improvements included the beginning of construction of a permanent maintenance camp at Mile 94 on the Glenn Highway, award of contract for construction of a permanent garage and service shop building at the Tok Depot, construction of a service building and warm storage building at the Glennallen Depot, and installation of utilidors and central heating for the several apartments maintained

at the Glennallen installation. A new diesel generator was installed in the power house at Glennallen. The Fairbanks warehouse was completed.

Weighing stations were constructed at strategic locations on the primary system to control highway over-loads. Centerline striping was begun just prior to the close of the period. Experimental chemical control of roadside growth was undertaken with promise of extensive use in following seasons.

Mileage

At the close of the year, the highway system totaled 3282.9 miles, consisting of 985.6 miles of Through Roads, 1057.1 miles of Feeder Roads, and 1240.2 miles of Local Roads.

THROUGH ROADS

<u>Route No.</u>	<u>Name</u>	<u>Length</u>
120	Richardson Highway (Valdez District)	230.3
130	Richardson Highway (Fairbanks District)	136.7
131	Ladd Field Spur	0.4
132	Fairbanks-International Airport	5.5
230	Alaska Highway	204.9
310	Glenn Highway (Anchorage District)	123.9
311	Anchorage 4th Avenue Extension	0.8
320	Glenn Highway (Valdez District)	158.2
330	Glenn Highway (Fairbanks District)	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

121	Edgerton Cutoff, Willow-Chitina	39.0
122*	Cordova-Richardson Highway	0.0
231	Northway Junction-Airfield	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 Junction-Wasilla-Knik	33.6
321	Slana-Nabesna	45.6
331	Taylor Highway	158.0
511	Sterling Highway-Forest Boundary to Homer	119.3
512	Kenai Junction-Kenai	10.6
631	Steese Highway-North Camp-Circle	162.0
633	University-Ester	6.7
634	Central-Circle Hot Springs-Portage Creek	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

\*To be Constructed.

FEEDER ROADS (Continued)

<u>Route No.</u>	<u>Name</u>	<u>Length</u>
812**	McKinley Park Station-North Park Boundary	88.3
813	North Park Boundary-Kantishna	4.5
821	Faxson's-Cantwell (Valdez District)	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

LOCAL ROADS

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 Street 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 Creek	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

\*\* Constructed and Maintained by National Park Service Funds.

LOCAL ROADS (Continued)

<u>Route No.</u>	<u>Name</u>	<u>Length</u>	
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	
	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	9.8
	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	
	Cambell Road	0.3	
	Matanuska Trunk (to Bogard)	2.2	
	Cunningham Road	0.3	
Falk Road	1.0		

LOCAL ROADS (Continued)

<u>Route No.</u>	<u>Name</u>	<u>Length</u>	
314.2	Fishhook Junction - Willow	44.6	
	Gold Mint Road	4.2	
	Archangle 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
		Schrock Road	3.0
Bogard 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 Road	0.9
		Sylvan Way	0.5
		K F Q D Road	1.6
Lois - Utah		0.7	
McCrae Road		0.8	
Spensard-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	
	Ninilchik 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	
630.1	Graehl Branch	0.2	

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LOCAL ROADS (Continued)

<u>Route No.</u>	<u>Name</u>	<u>Length</u>
631.1	Farmers Loop	9.0
	Isabelle Dr. Road	3.7
	Crossman-Fideler	0.7
	Ballaine-Rickert	2.5
	Yankovich Road	2.1
	Grenac Road	1.2
	Country Club Extension	0.2
631.2	McGrath Road	3.1
	Steele Creek Branch	9.7
631.3	Chena Hot Springs Road	3.8
	Gilmore-Pearl Creek	8.8
	Fish Creek Road	8.7
	Fairbanks Creek Road	10.2
	Cleary Summit Creek Road	5.7
	Pedro Dome Road	2.8
	Little Eldorado Road	2.1
	Dome Creek Road	6.3
	Old Chatanika Road	2.0
	631.4	United States Creek Road
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
632.1	Porcupine Creek	11.0
	University Way	1.3
	Geist Road	1.7
633.1	University of Alaska Campus	2.1
	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
Palmgren Spur		3.8
Ketchum Creek		2.8
731.1		Elliott Highway-Murphy Dome
	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
811.1	Cantwell Depot-Cantwell Siding	2.0
812.1*	Wonder Lake Branch	2.7
812.1*	Station and Hotel Roads	0.3

\*Constructed and Maintained by National Park Service Funds.

LOCAL ROADS (Continued)

<u>Route No.</u>	<u>Name</u>	<u>Length</u>
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	Klukwan 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-Airfield 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
014.1	Gold Horn Road	1.0
	Mill Bay Road	4.0
	Community Garden Road	2.0
	Upper Cannery Road	0.2
	Mattson Road	0.3
	Alaska Communications 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
	Casedepaga 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
042.2	Bessie-Buster	8.3
	Spruce Creek Road	1.5
	Center Creek Road	2.8
	Little Creek Road	2.2
043.1	Submarine-Paystreak	3.0
	Bunker Hill - Kougarok	40.5



"ISOLATED" LOCAL ROAD SYSTEMS--NO FEEDERS

<u>Route No.</u>	<u>Name</u>	<u>Length</u>
010.1	Talkeetna-Cache Creek Road	23.5
	Peters Creek Road	17.2
010.2	Colorado-Bull River Road	17.0
010.3	Medfra-Mixon	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 Minock 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-Cemetary	2.5
	Ferry-Eva-Moose Creek	21.8
040.1	Candle Creek Road	7.3
040.2	Deering-Inmachuk	25.0
040.3	Teller-Cluestone	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