

ANNUAL REPORT OF THE
ALASKA ROAD COMMISSION

1935

DEPARTMENT OF THE INTERIOR
ANNUAL REPORT OF ALASKA ROAD COMMISSION
FISCAL YEAR 1935

REPORT TO THE GOVERNOR OF ALASKA
UPON THE CONSTRUCTION AND MAINTENANCE OF
ROADS, TRAMWAYS, FERRIES, BRIDGES, TRAILS
AND RELATED WORKS WITHIN THE TERRITORY

BY THE CHIEF ENGINEER

Being the
THIRTY-FIRST ANNUAL REPORT
of the
ALASKA ROAD COMMISSION

Juneau, Alaska
July 1, 1935

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August 15, 1935

Hon. John W. Troy
Governor of Alaska
Juneau, Alaska

Sir:

There is transmitted herewith report of operations of the Alaska Road Commission for the fiscal year ending June 30, 1935.

Respectfully,

Ike P. Taylor,
Chief Engineer.

Enc. Annual Report, in trip.

THE ALASKA ROAD COMMISSION

The Alaska Road Commission was created by act of Congress approved January 7, 1905, as a bureau of the War Department. By act of Congress approved June 30, 1932, the activity was transferred to the Department of the Interior. Under orders issued by the Secretary of the Interior, administration of the activity was assigned to the Governor of Alaska in his capacity as ex-officio commissioner for Alaska, with a chief engineer in direct charge of the work under the direction of the Governor.

The Alaska Road Commission is charged with the construction and maintenance of roads, bridges, and trails in Alaska. Construction and maintenance of airfields, telephone lines, and shelter cabins is also undertaken for the Territory.

Funds are made available for the work by annual congressional appropriations, from the "Alaska fund", and from contributions by the Territory of Alaska and others. During the past year in addition to the above usual sources of funds a balance of \$912,124.22, allocated by the Public Works Administration under the National Industrial Recovery Act, was available for expenditure and on June 10, 1935, \$446,500 was allotted under the Emergency Relief Act for road construction.

The total costs to the end of the fiscal year are \$21,545,492.79, of which \$11,327,062.31 was for new work and \$10,216,430.48 was for maintenance and improvement.

The total expended to June 30, 1935, is \$22,107,952.97. Of this amount \$15,902,655.26 was appropriated by acts of Congress, \$4,330,686.79 was allotted from the Alaska fund, and \$1,874,610.92

from Territorial appropriations and contributions.

The work accomplished during the fiscal year is summarized as follows:

New construction: $121\frac{1}{4}$ miles of road, $7\frac{3}{4}$ miles of sled road, $6\frac{1}{4}$ miles of tram road, 126 miles of trail, 848 linear feet of timber bridges over 38-foot span, 1,120 linear feet of steel bridges of 300-foot span or over, 1,836 linear feet of timber trestle span bridges, 432 linear feet of concrete girder span, and 2 airplane landing fields.

Improvement: 77 miles of road reconstructed, $86\frac{3}{4}$ miles of road surfaced, 486 metal culverts replaced, and 18 airfields enlarged and improved.

Maintenance: 1,653 miles of road, 74 miles of tramway, 549 miles of sled road, $4,005\frac{1}{2}$ miles of permanent trail, and 304 miles of temporary flagged trail.

The cost during the year was \$1,565,311.14, of which \$977,778.15 was for new work and \$587,532.99 was for maintenance and improvement. Total expenditures during the fiscal year were \$1,667,209.93.

The more important projects upon which new construction was performed are the Juneau-Douglas Bridge and approach, and the following roads: McCarthy-Nizina, Mount McKinley National Park, Gulkana-Nabesna, Olnes-Livengood, Dillingham-Snag Point, Nome-Sunset Creek, Iliamna, Lucky Shot Mine-Willow Station, Anchorage-Matanuska, Cantwell-Valdez Creek, and Seward Peninsula Tramroad extension. New airfields were constructed at Cache Creek and May Creek.

The Richardson Highway was maintained open during the entire season. Improvement to new standard was continued and this road is now in excellent condition for auto traffic.

Surfacing the Steese Highway was completed. As a result of the improvement traffic over this route continued to increase. Work was continued on the major project of constructing a road from Gulkana, on the Richardson Highway, to Nabesna, through the mineralized belt north of the Wrangell Mountains, resulting in the completion of this road except surfacing, which is 60 percent complete. The road from Olnes to Livengood was partially graded for the entire distance of 61 miles so that truck freighting was possible after the freeze-up. Completion of grading and surfacing throughout is necessary to provide an all-season road.

The work of maintenance and rehabilitation has been pushed, and the roads and trails under the jurisdiction of the commission are in better shape than ever before. The total mileage of roads and trails constructed and maintained by the commission since its inception aggregate 11,043 $\frac{3}{4}$ miles, consisting of 1,897 $\frac{3}{4}$ miles of wagon road, 80 $\frac{1}{4}$ miles of tramway, 1,562 $\frac{1}{2}$ miles of sled road, 7,199 $\frac{1}{4}$ miles of permanent trail, and 304 miles of temporary flagged trail.

The roads and trails constructed by the Commission have not only opened up to development nearly all sections of the Territory but have effected large savings in freight charges. The major portion of this freight would not have been transported without the roads, and the indirect loss which would have been occasioned by the restriction on output and development cannot be estimated. As a result of the recent impetus to gold mining, demands for roads into new areas have greatly increased in the

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past year.

Under a cooperative agreement with the National Park Service, the Alaska Road Commission has undertaken the construction and maintenance of roads and trails in Mt. McKinley National Park and the maintenance of Sitka National Monument with funds allotted by the Park Service. At the close of the fiscal year 74 $\frac{1}{2}$ miles of road were suitable for traffic and 10 miles were under construction in Mt. McKinley Park. The route selected is one of great scenic grandeur. The Sitka National Monument has been placed in excellent condition and maintained.

FUNDS

Money for the prosecution of this work was provided from six sources as follows:

(1) Appropriation by the Federal Government to the Department of the Interior for expenditure in conformity with act of Congress approved January 27, 1905, and amendments thereto.

(2) From a portion of the Alaska Fund, a fund covered into the Federal Treasury but derived entirely from special taxes imposed by the Federal Government upon various industries in the Territory.

(3) Funds appropriated by the Territorial Legislature and turned over to 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 act of Congress approved June 30, 1921. These funds are expended upon projects designated by the Territorial Board of Road Commissioners.

(4) Money allotted by the National Park Service and expended under its direction entirely within the boundaries of national parks and monuments.

(5) Contributions by individuals, companies, corporations, et cetera.

(6) Funds allotted by the Public Works Administration as provided in the National Industrial Recovery Act and funds from the Emergency Relief Act.

Any balances remaining over at the end of a fiscal year from regular sources of revenue, Items 2 to 5 inclusive, are available for the succeeding fiscal year. Unused balances from the Public Works

allotment of 1933 are available until July 1, 1937.

Under the act approved May 9, 1935, \$500,000 was appropriated as Item 1 for the current year, or fiscal year 1936. Under the Public Works Administration a total of \$1,746,000 was allocated in 1933-34 including \$150,000 to be expended under the direction of the National Park Service, practically all of which had been expended at the close of this fiscal year. On June 10, 1935, \$446,500 was allocated from the Emergency Relief Act.

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SUMMARY OF ALL EXPENDITURES TO JUNE 30, 1935

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

Fiscal year	Congressional appropriations	Alaska fund	Other funds	Total
1905	\$ —————	\$ 28,000.00	\$ —————	\$ 28,000.00(1)
1906	118,172.09	57,420.77	—————	175,592.86(1)
1907	197,930.91	148,814.79	—————	346,745.70(2)
1908	244,857.18	120,772.72	—————	365,629.90(2)
1909	236,674.97	146,971.92	—————	383,646.89(2)
1910	237,498.50	102,898.29	—————	340,396.79(2)
1911	100,000.00	166,777.95	—————	266,777.95
1912	150,103.58	167,302.49	—————	317,406.07
1912	—————	17,052.23 (3)	—————	17,052.23
1913	125,010.91	228,117.56	—————	353,128.47
1914	153,174.43	170,688.37	—————	323,862.80
1915	126,852.28	157,915.84	—————	284,768.12
1916	165,011.73	135,708.89	—————	300,720.62
1917	500,031.75	76,716.15	—————	576,747.90
1918	325,000.00	272,020.18	145.20	597,165.38
1919	246,651.95	52,372.31	—————	299,024.26
1920	132,426.73	124,992.96	101,184.56	358,604.25

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1921	350,000.00	218,247.21	98,551.98	666,799.19
1922	426,807.34	173,029.19	83,411.15	683,247.68
1923	555,613.67	34,398.23	150,070.59	740,082.49
1924	730,423.17	67,683.67	138,000.81	936,107.65
1925	775,665.02	168,518.01	194,164.61	1,138,347.64
1926	1,013,577.53	115,035.11	182,705.05	1,311,317.69
1927	889,443.65	207,909.20	119,814.04	1,217,166.89
1928	860,192.90	134,593.11	258,882.17	1,253,668.18
1929	997,297.64	134,371.66	315,494.61	1,447,163.91
1930	775,406.36	138,542.03	342,401.26	1,256,349.65
1931	751,366.08	202,547.78	334,359.60	1,288,273.46
1932	710,738.05	68,270.32	260,022.41	1,039,030.78
1933	448,777.90	162,310.04	83,948.22	695,036.16
1934	467,737.60	88,433.89	42,834.21	599,005.70
1934 (N I R A)	780,396.23	-----	53,479.55	833,875.78
1935	522,914.86	242,253.92	72,107.68	837,276.46
1935 (N I R A)	734,751.86	-----	93,727.33	828,479.19
1935 (E R A) ..	1,454.28	-----	-----	1,454.28
Totals ..	\$14,851,961.15	\$4,330,686.79	\$2,925,305.03	\$22,107,952.97

- (1) To Oct. 31.
(2) To Sept. 30.
(3) U. S. Treasury adjustment.

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"Other funds" in the foregoing table include the following expenditures from other appropriations:

Fiscal year	Increase of Compensation Acts	Quartermaster General	Funds Contributed	National Park Service
1918	\$ 245.20	\$ _____	\$ _____	\$ _____
1920	_____	_____	101,184.56	_____
1921	940.00	_____	97,611.98	_____
1922	4,322.09	_____	79,089.06	_____
1923	28,857.72	_____	121,212.87	_____
1924	45,675.36	_____	92,325.45	_____
1925 /.....	15,136.08	300.00	98,708.53	80,020.00
1926	_____	290.17	132,414.88	50,000.00
1927	_____	812.00	103,001.10	16,000.94
1928	_____	792.83	198,089.34	60,000.00
1929	_____	1,000.00	249,494.61	65,000.00
1930	_____	1,499.80	180,080.15	160,821.31
1931	_____	937.47	165,604.86	167,817.27
1932	_____	2,324.83	161,459.79	96,237.79
1933	_____	_____	6,698.71	77,249.51
1934	_____	_____	36,027.35	6,806.86
1934 (N I R A)	_____	_____	_____	53,479.55
1935	_____	_____	51,607.68	20,500.00
1935 (N I R A)	_____	_____	_____	93,727.33
Total ...	\$95,076.45(1)	\$7,957.10	\$1,874,610.92(2)	\$947,660.56(3)

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These expenditures are summarized as follows:

Federal Appropriations

Congressional appropriations	\$14,851,961.15
Alaska fund, 1905-1935	4,313,634.56
U. S. Treasury adjustment, 1921	17,052.23
Increase of compensation acts, 1918-1925	95,076.45
Quartermaster General, 1925-1932	7,957.10
National Park Service, 1925-1935	<u>947,660.56</u>
Total	<u>\$20,235,342.05</u>

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Contributed Funds

Territory of Alaska, 1920-1935	\$ 1,708,017.07
Miscellaneous	<u>166,593.85</u>
Total	<u>1,874,610.92</u>
Grand total	<u>\$22,107,952.97</u>

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In addition to the above funds, disbursed through the United States Treasury, the Commission has supervised the expenditure of the following funds, disbursed by other agencies, for road and trail development:

Territorial funds and forest revenues prior to 1921	\$684,239.64
Territorial divisional commissioners, 1921-1929	194,939.60
Seward Peninsula tramway, 1923	24,014.00
Tolovana tramway, 1924	6,425.00
Kaltag portage survey, 1925	312.72
Miscellaneous, 1926-1930	<u>22,349.50</u>
Total	\$932,280.46

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TERRITORIAL FUNDS

The Territorial Legislature biennially appropriates funds for the construction and maintenance of roads and trails. These funds are allocated to projects by the Territorial Road Board and are expended under the direction of the Alaska Road Commission.

For the working season of 1935 (fiscal year 1936) the Territorial Board has allotted to the Alaska Road Commission the following amounts:

Cooperative road projects	\$38,100
Shelter cabins	5,500
Aviation fields	<u>2,000</u>
Total	\$43,600

MATERIALS, SUPPLIES AND EQUIPMENT

Alaska products are preferably used in the work when the price and quality compare favorably with the cost of the same items landed at warehouses in Alaska.

All supplies not procured in Alaska are purchased for the Commission by a governmental purchasing agency in Seattle, acting also for various other bureaus operating in the Territory. The cost of this service is shared by the individual bureaus on a pro rata basis. The share for the Alaska Road Commission is approximately 3 percent of the invoice price of items thus purchased.

Work is performed by mechanical equipment to every extent deemed advantageous. Small jobs in remote sections are necessarily done by hand. The Commission is now fully equipped to handle construction and maintenance work within the present

limits of appropriations except for replacement of unserviceable or obsolete equipment. During the fiscal year just closed the following pieces of mechanical equipment were purchased:

- 7 pickup trucks, $\frac{1}{2}$ -ton
- 34 dump trucks, $1\frac{1}{2}$ -yard
- 2 tractors, 75 h.p.
- 9 tractors, 44 h.p.
- 8 scrapers, automatic rotary fresno
- 1 pull grader, power controlled
- 3 motor graders
- 3 pull graders, hand controlled
- 1 scraper, 1-yard, drag
- 1 scraper, $\frac{3}{4}$ -yard, drag
- 2 tractor hoists, double drum
- 1 ripper
- 4 trailbuilders
- 1 hoist, with diesel engine
- 1 portable gravel plant
- 2 shovels, diesel, $\frac{3}{8}$ -yard
- 2 electric welding outfits, portable with gas engines
- 1 compressor, portable

ORGANIZATION

Labor, both common and skilled, is secured entirely from local residents. Labor has been plentiful the past year. It is encouraging to note the exceptional loyalty to the organization which is manifested generally even by the lowest paid laborers. This may be attributed in part to the fact that, though the work is only seasonal, many of these men have worked for the Commission continuously for 5 to 10 seasons and in part to the fact that as a whole Alaska labor is probably superior to that found elsewhere.

At the Juneau headquarters, located in the Federal and Territorial Building, is the general office staff consisting of a chief engineer and

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and an assistant chief engineer with necessary clerical assistants. Disbursing is performed by the disbursing officer for the Department of the Interior at Juneau.

Five district offices and two district sub-offices are located at strategic points in the fields. The suboffices are closed during the winter months. The work near or adjacent to Juneau, and known as the "Southeastern District", is supervised from the headquarters office.

The organization, with its widespread activities throughout the Territory, is equipped to handle many phases of construction work, and in many instances has lent itself to the supervision of construction work of various kinds for other branches of the Federal Government, and for the Territorial Government. This consolidation of work has doubtless saved considerable public expenditure, particularly on small projects in isolated sections. Especially is this true of small road projects undertaken by the Territorial Government and which were not included in the general road program of the Commission.

CONSTRUCTION METHODS

Although standard construction and maintenance methods are employed in Alaska so far as practicable, it is necessary to vary therefrom in some instances because of special physical and climatic conditions.

The frozen condition of the subsoil and the constant thawing during summer require special precautions for drainage. Intercepting ditches on the up-hill side of the road are frequently necessary and after the vegetation has been stripped from the roadway the ground must be allowed to thaw, settle, and consolidate for

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several months before completing the grading and applying the surfacing. Frequently one or more seasons are required for such drainage and consolidation and in order to maintain traffic during this period corduroy must be used. Sloughing banks, due to thawing of the subsurface ice, frequently cause slides which cover and block the roads.

Special methods of revetment and stream control must be used to withstand the destructive effects of sudden and frequent freshets and wash-outs that result from heavy rains in the mountains or the release of impounded waters by breaks in glaciers. The most suitable type of revetment for this purpose is built of brush weighted down with stone in bundles wrapped in wire mesh to prevent its washing away.

Gravel for road surfacing is generally available within reasonable hauling distance. Surfacing is necessary for practically all roads which are used by automobiles. Concrete or other forms of hard-surfaced roads are nowhere warranted in the present stage of development of the Territory.

Bridges are built of native or imported timber or steel, depending on their importance. Fir has been found to be the most suitable material for timber bridges but local timber is used for part of these structures. Metal culverts are being introduced to replace the culverts of native timber heretofore used.

OPERATIONS DURING THE FISCAL YEAR

The work in the past fiscal year was greater than usual as a result of the allocation of a substantial amount of emergency funds by the Public Works Administration late in the summer of 1933,

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balances of which were expended this year. These funds were available for new construction and reconstruction on much needed projects and included thirty-three road projects, sixteen airfields, one dyke project and one important bridge project, a bridge over Gastineau Channel connecting Juneau and Douglas. Work on these projects was 98 percent complete at the end of the fiscal year. Ordinary funds were sufficient only for maintenance and improvement of the existing system.

The Richardson Highway was open from Valdez to Fairbanks from June 15 to October 17.

Surfacing of the Steese Highway was completed.

The Gulkana-Nabesna road, leading from the Richardson Highway to the Nabesna mining region, was improved as an earth road and all of the worst sections were gravel surfaced. Its total length is 106 miles, 39 miles of which received a gravel surface during the season.

The highway through Mt. McKinley National Park was opened for an additional distance of 7.00 miles, the constructed portion of the route now totaling 74.50 miles in length and leaving 14 miles to be completed. When completed the route will extend to the north park boundary, only $5\frac{1}{2}$ miles from the Kantishna mining district, a district reported to contain quantities of very valuable ores. The work on this road was hampered by consistently wet weather.

Work on the Olnes-Livengood project was vigorously prosecuted during the season. All bridges were completed and grading sufficiently advanced over the entire 61 miles so that after the freeze-up freighting was done by trucks between Fairbanks and Livengood at a saving of \$60 per ton compared

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Work was continued on the Anchorage-Eklutna section of the Anchorage-Matanuska road project. Grading was completed to the Eklutna River, Mile 20.5 and short sections surfaced providing a passable road to this point. A 172-foot steel arch span with 50 feet of approach is now being erected over the Eklutna River.

The Lucky Shot-Willow Station sled road was improved and a 100-foot truss erected across Willow Creek. The road connecting Iliamna Bay and Iliamna Village was improved making it passable for trucks.

The Juneau-Douglas bridge, built from PWA funds and consisting of 1120 feet of cantilever type steel bridge, 432 feet of concrete girder approaches and over 1,000 feet of rock fill is 95% complete.

New aviation fields were constructed at Cache Creek and May Creek.

Several new short roads and extensions were built in farming and mining areas.

The work accomplished during the fiscal year is summarized as follows:

New construction: 121 $\frac{1}{4}$ miles of road, 7 $\frac{3}{4}$ miles of sled road, 6 $\frac{1}{4}$ miles of tram road, 126 miles of trail, 848 linear feet of timber bridges over 38-foot span, 1,120 linear feet of steel bridges of 300-foot span or over, 1,836 linear feet of timber trestle span bridges, 432 linear feet of concrete girder span, and 2 airplane landing fields.

Improvement: 77 miles of road reconstructed, 86 $\frac{3}{4}$ miles of road surfaced, 486 metal culverts

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replaced and 18 airfields enlarged and improved.

Maintenance: 1,653 miles of road, 74 miles of tramway, 549 miles of sled road, 4,005 $\frac{1}{2}$ miles of permanent trail and 304 miles of temporary flagged trail.

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PROPOSED OPERATIONS

In addition to \$500,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriations \$200,000 for the fiscal year ending June 30, 1936.

These funds will be required for normal maintenance of the existing system and for a limited improvement of certain sections. Surfacing will be provided where possible with available funds.

\$446,500 allotted from the Emergency Relief Act will be expended during the fiscal year on construction of the road connecting Anchorage with the farming development in the Matanuska-Palmer area, for the construction of new roads serving the farm units in this area and for improvement of existing farm roads.

RECOMMENDATIONS

For the fiscal year ending June 30, 1937, an appropriation of \$1,100,000 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and for the continuance of a reasonable program of construction on projects now under way and on needed new projects.

The principal projects on which new work would be performed are as follows:

Olnes-Livengood. This project should be surfaced throughout making it passable in any kind of summer weather.

Bunker Hill-Kougarok. Extension of road to

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serve mining area.

Kantishna-Park Boundary. Extension of Park road beyond boundary to serve mining area.

Nizina River Bridge. Installation of four 250-foot steel spans.

Hot Springs-Tofty. Improvement of a winter sled road to truck road standard.

Chistochina-Slate Creek. Improvement of a winter sled road to summer tractor road standard.

Talkeetna-Cache-Peters Creek. Completion of grading and gravel surfacing throughout.

Teller-Bluestone. Extension of road to serve mining activities.

Iliamna Bay-Iliamna Lake. Completion to deep water in bay and lake - 4 miles.

Cantwell-Valdez Creek. Improvement of trail to summer tractor road.

Newhalen-Lake Clark. New road construction, 8 miles.

Homer-Kachemak Bay. Extension of road to serve farming area.

Valdez-Mineral Creek. Three-mile road to connect Valdez with road from bay to mining operations.

Nizina-Bremner. Construction of 30 miles of tractor road.

- In addition to the above listed projects work

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will be required on a number of small projects to serve developments as they occur.

A well planned program requires definite assurance that funds will be provided at a uniform rate. This allows for a definite plan for procurement and economical use of equipment as well as the building up of a well balanced and competent supervisory force. Such a plan is impossible under wide fluctuation of available funds from year to year.

THIRTY-ONE YEARS' SERVICE

With the period covered by this report the Alaska Road Commission concludes its thirty-first year of service. The work accomplished consists of the construction and maintenance of 1,978 miles of road and tram road, most of which is suitable for automobiles, 1,562½ miles of winter sled road, 7,199¼ miles of trail and 304 miles of flagged trail. The total costs to the end of the fiscal year are \$21,543,492.79, of which \$11,327,062.31 was for new work and \$10,216,430.48 was for maintenance and improvement. The total expenditures to date are \$22,107,952.97 of which \$15,902,655.26 was derived from Federal appropriation acts. The balance, \$6,205,297.71, or 28 per cent of the total expenditures, was obtained from Alaskan sources.

The pioneer period of the Alaska Road Commission is largely over. All existing mileage has been opened and improved, so far as funds have permitted. The present system of roads serves as the basis for future development for overland routes throughout the Territory. This development calls only for additional funds for construction.

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COSTS

A standard cost system is maintained in all districts, from which, over a period of years, valuable information can be secured in the preparation of estimates. In the use of such data, however, consideration must be given to the large differences in freight rates, labor costs and climatic conditions in the various sections.

In the interior of Alaska the average cost for construction of a mile of gravel-surfaced road capable of continuous traffic in any kind of summer weather, and of such width as to enable cars to pass at any point is \$9,000.

Annual maintenance costs, including minor improvements, are roughly considered as \$300 per mile for roads, \$25 for sled roads, \$10 for trails and \$3 for flagged trails. For the working season of 1934 the cost of maintenance, per mile, including minor improvements, was \$306 for roads, \$19 for sled roads, \$7 for trails and \$4 for flagged trails. Roads were kept open for traffic, except in unusual circumstances but in certain instances maintenance was insufficient due to lack of funds.

Very little engineering is done on roads after the final survey is made. A resident engineering force is never maintained. To take the place of a permanent engineering force on a new job, foremen of long experience are employed and advised frequently by superintendents who are either engineers or men of wide experience on engineering work of this nature in Alaska.

Dispensing with relatively large engineering forces has reduced costs materially and, due to the low type of construction undertaken, has not adversely affected the work to any extent.

250
234
316
465
389
195
243
124
208
308
338
710
111
175
125
\$79
6-30-
M & I
Total

The Richardson Highway, which with the Edgerton Cutoff from Chitina totals 410 miles, is now in such condition that a 2-ton truck can ordinarily travel from Valdez to Fairbanks, 370 miles, in 18 hours. Actually the first automobile went over this route in 1913 but due to lack of funds improvement to a fair standard proceeded slowly. The average cost per mile to June 30, 1935 including all costs for construction and maintenance over the entire period of use for the 410 miles, is \$17,792.21.

The Steese Highway extending from Fairbanks to Circle, a distance of 162 miles, is suitable for traffic not exceeding 2-ton trucks. Including maintenance, the total cost per mile of this road to June 30, 1935 is \$11,372.65.

A consolidated cost statement of all projects follows:

052
 434
 316
 564
 385
 195
 243
 421
 208
 308
 83
 710.9
 1.1
 14,55
 1,25
 -
 \$79

6-30-
 M & I
 Total

CONSOLIDATED COST SUMMARY

No.	Sub-project Name	Cost 1935	Total Cost to June 30, 1935	Cost Main- tenance and Improvement 1935	Total Cost Maintenance and Improve- ment to June 30, 1935	Cost Con- struction 1935	Total Cost Construction to June 30, 1935
1*	Prince of Wales Island	\$-----	\$63,850.26	\$-----	\$21,038.40	\$-----	\$42,811.86
2A*	Auke Bay Extension	-----	60,404.43	-----	12,300.30	-----	48,104.13
2B*	Mendenhall Glacier Extension	-----	15,150.21	-----	7,644.57	-----	7,505.64
2C*	Eagle River Extension	-----	18,362.32	-----	3,360.00	-----	15,002.32
2D*	Juneau-Duck Creek	-----	109,658.27	-----	31,250.55	-----	78,407.72
2E	Gastineau Channel Bar	-----	30,007.83	-----	1,386.00	-----	28,621.83
2F	Gold Creek Bridge, Juneau ..	-----	2,156.75	-----	-----	-----	2,156.75
2G	Alaska Juneau Mine Trail ...	-----	831.66	-----	-----	-----	831.66
2H	Juneau Wharf and Float	337.06	34,532.65	337.06	4,316.34	-----	30,216.31
2J	Juneau Float	50.83	5,292.31	50.83	157.89	-----	5,134.42
2K	Willoughby Avenue	480.94	52,000.00	-----	-----	480.94	52,000.00
2L	Juneau-Douglas Bridge	201,630.97	209,176.89	-----	-----	201,630.97	209,176.89
3AB	Haines-Pleasant Camp	15,352.79	463,892.87	15,352.79	180,068.68	-----	283,824.19
3C	Porcupine Extension	-----	47,634.63	-----	9,279.73	-----	38,354.90
3D	Haines-Mud Bay	919.90	33,547.85	919.90	14,740.39	-----	18,807.46
3E	Haines-Chilkoot	947.83	22,911.04	947.83	4,674.48	-----	18,236.56

		Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
Summit	V1							
Chitina	H9	Haines-Jones Point	\$-----	\$2,353.20	\$-----	\$799.75	\$-----	\$1,553.45
Copper	G9	Chilkoot Barracks Water Supply	-----	28,344.60	-----	-----	-----	28,344.60
Lower	F9	Chilkoot Barracks Roads	-----	1,252.50	-----	1,252.50	-----	-----
Chitina	F9	** Donnelly-Washburn	-----	33,460.06	-----	14,594.66	-----	18,865.40
Chitina	D9	Richardson-Democrat Creek	2,929.11	5,249.70	1,119.11	1,119.11	1,810.00	4,130.59
Tonsina	B9	Donnelly Aviation Field	-----	137.42	-----	14.11	-----	123.31
Willow	V9	Valdez-Ptarmigan Drop	47,711.70	1,181,530.70	47,711.70	710,974.43	-----	470,556.55
Illino	F9	EA Dyke	6,623.08	139,436.14	6,623.08	83,370.16	-----	56,065.98
Tarana	F9	EB Ptarmigan Drop-Ernestine	13,394.78	479,753.59	13,394.78	308,526.03	-----	171,227.56
Americ	D9	Ernestine-Willow Creek	11,725.42	385,747.41	11,725.42	208,247.56	-----	177,499.85
Fish I	G9	Willow Creek-Gulkana	9,530.63	668,041.89	9,530.63	421,647.31	-----	246,394.58
Nenana	B9	Gulkana-Sourdough	2,182.21	387,928.35	2,182.21	243,754.65	-----	144,173.70
Dunbar	VA	Sourdough-Mile 168	2,009.07	331,512.10	2,009.07	195,253.81	-----	136,258.29
Estere	**G	Mile 168-Delta River	3,129.38	548,030.25	3,129.38	389,414.36	-----	158,615.89
Salcha	HKA	E1 Delta River-Rapids	23,605.86	824,752.12	23,605.86	564,786.52	-----	259,965.60
Salcha	HK	E2 Rapids-Grundler	10,265.76	436,605.01	10,265.76	316,218.89	-----	120,386.12
Lake	HJA	E1 Grundler-Richardson	3,516.00	356,250.34	3,516.00	234,956.34	-----	121,294.00
No.		E1 Richardson-Salchaket	3,439.51	465,910.45	3,439.51	250,392.44	-----	215,518.01

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
4JA	Lake Harding Road	\$358.18	\$5,427.14	\$358.18	\$2,326.39	\$-----	\$3,100.75
4K	Salchaket-Fairbanks	12,097.36	571,360.21	12,097.36	316,397.34	-----	254,962.87
4KA	Salcha Bridge	-----	95,482.06	-----	45,111.39	-----	50,370.67
5**	Ester-Dunbar	-----	19,405.18	-----	6,781.00	-----	12,624.18
5A	Dunbar-Tanana	1,159.84	92,855.92	1,159.84	42,586.23	-----	50,269.69
5B	Nenana-Campbells	-----	2,025.61	-----	106.60	-----	1,919.01
5C	Fish Lake-American Creek	2,181.15	10,347.62	2,181.15	4,581.09	-----	5,166.53
5D	American Creek Aviation Field.	-----	940.00	-----	-----	-----	940.00
5E	Tanana Aviation Field	621.78	6,274.92	-----	374.96	621.78	5,899.96
5F	Illinois Creek-Moran Creek ...	-----	1,178.89	-----	-----	-----	1,178.89
6A	Willow Creek-Tonsina	1,733.46	233,515.84	1,733.46	123,855.06	-----	109,660.78
6B	Tonsina-Chitina	8,045.02	374,563.58	8,045.02	229,200.89	-----	145,362.69
6D	Chitina Depot	2,880.10	17,859.33	2,880.10	5,920.67	-----	11,938.66
6E	Chitina-Native School	300.00	1,380.96	300.00	885.90	-----	495.06
6F	Lower Tonsina Aviation Field..	-----	1,587.15	-----	-----	-----	1,587.15
6G	Copper Center Aviation Field..	-----	276.92	-----	76.33	-----	200.59
6H	Chitina Aviation Field	-----	110.85	-----	-----	-----	110.85
7A	Summit-Chatanika	2,189.31	89,306.18	2,189.31	48,543.47	-----	40,762.71

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
7AA	Cleary Creek	\$327.00	\$9,669.04	\$327.00	\$5,351.23	\$-----	\$4,317.81
7B	Fox-Olnes	29,571.99	81,016.53	13,190.99	36,543.88	16,381.00	44,472.65
7BA	Dome-Spaulding Mine.....	-----	3,250.35	-----	410.98	-----	2,839.37
7BB**	Fox-Steel Creek	-----	855.75	-----	-----	-----	855.75
7C	Summit-Fairbanks Creek	2,095.59	58,982.78	2,095.59	34,080.17	-----	24,902.61
7CA	Summit-Fish Creek	399.67	17,879.06	399.67	5,098.24	-----	12,780.82
7D	Ester Creek	5,470.27	103,234.53	5,470.27	64,577.60	-----	38,656.93
7DA	College Spur	89.60	1,503.19	89.60	973.19	-----	530.00
7DB	Ester-Dome	1,852.20	6,837.19	1,852.20	2,644.46	-----	4,192.73
7DC	St. Patricks-Happy-Gold Stream	237.74	8,624.24	237.74	2,554.77	-----	6,069.47
7DD	Ester-Beegler	-----	1,010.28	-----	10.28	-----	1,000.00
7DE	Ready Bullion	99.16	464.46	99.16	99.16	-----	365.30
7E**	Vault Creek	-----	4,875.20	-----	172.37	-----	4,702.83
7F**	Vault Creek-Treasure Creek..	-----	1,379.09	-----	29.09	-----	1,350.00
7G	Fairbanks-Gilmore	10,167.09	209,452.97	10,167.09	139,050.22	-----	70,402.75
7GA	Lazelle Road	260.54	8,031.10	260.54	3,917.59	-----	4,113.51
7H	Little Eldorado Creek	310.37	22,977.19	310.37	14,398.88	-----	8,578.31
7I	Gilmore-Summit	2,594.18	65,204.06	2,594.18	46,040.74	-----	19,163.32

	No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
1L	7LA**	Gilmore Creek	\$-----	\$1,562.00	\$-----	\$-----	\$-----	\$1,562.00
HL	7J	Fairbanks-Chena Hot Springs.	2,932.90	21,206.83	2,932.90	13,174.24	-----	8,032.59
VOL	7JA	Chena River Branch	1,852.44	4,176.28	1,852.44	3,562.27	-----	614.01
DL	7JB	Palmer Creek Aviation Field.	-----	339.11	-----	264.11	-----	575.00
**DL	7JC	Colorado Creek-South Fork ..	-----	600.00	-----	-----	-----	600.00
**DL	7K	Olmes-Livengood	169,878.79	360,695.45	-----	2,170.39	169,878.79	358,525.06
EDL	7L	Farmers-Birch Hill	8,581.56	43,453.94	4,311.56	24,786.97	4,270.00	18,671.97
EDL	7MA	Isabelle Creek	152.79	3,006.56	152.79	1,331.56	-----	1,675.00
VDL	7NB	Ballaine-Rickert	32.67	1,968.35	32.67	168.35	-----	1,800.00
DL	7R	Goldstream-O'Connor Creek ..	-----	662.56	-----	507.92	-----	154.64
VOL	7S	Graehl Bridges and Road	360.34	6,935.59	360.34	3,935.23	-----	3,050.36
DL	7T	Farmers-Chena Slough	1,691.01	19,261.67	1,091.01	7,462.99	600.00	11,798.77
*BBL	7V	Fairbanks-Wireless Road	-----	495.46	-----	495.46	-----	-----
VBL	7X	Chena Hot Springs Avia. Field.	-----	1,739.58	-----	50.00	-----	1,689.58
BL	7Y	Fairbanks Aviation Field ...	-----	19,969.33	-----	498.11	-----	19,471.22
VVL	7Z	Fairbanks Aviation Field Road	-----	766.66	-----	-----	-----	766.66
*ON	8	Nome-Council	10,394.86	453,460.57	10,394.86	271,577.61	-----	181,882.96
	8D	Council-Ophir Creek	1,138.10	10,659.53	1,138.10	10,659.53	-----	-----

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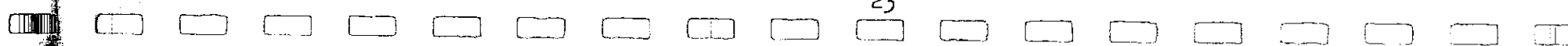
No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
8H	Casa de Paga	\$166.81	\$34,013.71	\$166.81	\$16,574.06	\$-----	\$17,439.65
8J	Shovel Creek	102.45	169.00	102.45	110.50	-----	58.50
8K	Council Aviation Field	-----	2,244.27	-----	845.83	-----	1,399.24
8L	Port Safety Aids	-----	616.50	-----	616.50	-----	-----
9	Rampart-Eureka	2,966.41	57,139.56	2,966.41	28,025.20	-----	29,114.36
10*	Seward-Kenai Lake	-----	80,783.93	-----	34,523.10	-----	46,260.83
10A*	Seward Radio	-----	6,594.04	-----	124.00	-----	6,470.04
10B*	Seward-Nash	-----	21,996.00	-----	8,753.70	-----	13,242.30
10C*	Lowell Creek Flood Control	-----	124,663.54	-----	11,424.92	-----	113,238.62
10D	Seward Aviation Field	551.92	13,543.61	-----	245.75	551.92	13,297.86
11A	Eagle-Liberty	16,187.12	144,301.09	16,187.12	90,878.54	-----	53,422.55
11B	American Summit-Fortymile	712.63	29,680.87	712.63	9,429.68	-----	20,251.19
11C	Steel Creek-Mouth of Walker's Fork	727.55	10,319.79	727.55	5,687.29	-----	4,632.50
11D	Steel Creek-Walker's Fork	-----	6,446.20	-----	2,336.20	-----	4,110.00
11E	Eagle-Seventy mile	749.91	23,502.18	749.91	18,537.59	-----	4,964.59
11F	Liberty-Chicken	3,078.31	22,885.90	3,078.31	18,871.63	-----	4,014.27
11G	Steel Creek-Canyon Creek	-----	986.04	-----	986.04	-----	-----
11J	Forty mile-Chicken	39.90	116.01	39.90	116.01	-----	-----

Sub-project	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
1K Fortymile-Steel Creek	\$-----	\$80.00	\$-----	\$80.00	\$-----	\$-----
1L Franklin-Chicken	486.60	2,923.48	486.60	2,923.48	-----	-----
1M Jack Wade-Walker's Fork-Boundary	569.73	920.20	569.73	920.20	-----	-----
1N Lillywig Creek	-----	909.50	-----	-----	-----	909.50
1P Chicken Aviation Field	-----	2,816.00	-----	115.86	-----	2,700.14
1Q Eagle Aviation Field	-----	2,829.84	-----	809.09	-----	2,020.75
12A**Mile 34-Lynx Creek	-----	22,192.66	-----	8,239.03	-----	13,953.63
13A Nome-Bessie	374.50	89,214.39	374.50	50,672.44	-----	38,541.95
13B Bessie-Snake River	14,459.90	114,214.80	3,149.90	63,871.68	11,310.00	50,343.12
13BA Snake River-Monument Creek	-----	1,788.65	-----	371.38	-----	1,417.27
13C Bessie-Sunset Creek	1,882.72	64,609.28	1,882.72	21,297.00	-----	43,312.28
13D**Bessie-Dry Creek	-----	3,289.20	-----	1,706.73	-----	1,582.47
13E**Dry Creek-Newton	-----	623.74	-----	223.86	-----	399.88
13F Nome-Osborne	213.83	58,839.16	213.83	43,445.37	-----	15,393.79
13G**Grass Gulch	-----	1,125.73	-----	338.94	-----	786.79
13H**Center Creek	-----	1,538.80	-----	1,455.15	-----	83.65
13J**Wonder-Flat Creek	-----	2,803.72	-----	2,633.22	-----	170.50
13K Bessie-Buster	442.83	57,068.74	442.83	39,564.76	-----	17,503.98

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
13L	Nome Buoys	\$-----	\$585.00	\$-----	\$585.00	\$-----	\$-----
13M	Nome Depot	4,449.17	9,315.69	1,449.17	6,315.69	3,000.00	3,000.00
14*	Sitka-Indian River	-----	9,610.88	-----	3,336.16	-----	6,274.72
14	Sitka-Indian River	557.84	8,131.16	557.84	4,568.16	-----	3,563.00
14A	Sitka National Monument	500.00	14,031.21	500.00	12,481.21	-----	1,550.00
14B*	Sitka National Cemetery	-----	9,233.02	-----	5,733.02	-----	3,500.00
14C	Sitka-Pioneer Cemetery Road ...	330.63	4,913.16	330.63	1,572.14	-----	3,341.02
14D	National Cemetery Road	79.25	2,572.85	79.25	1,875.38	-----	697.47
15	Circle-Miller House	12,175.02	608,570.70	12,175.02	175,882.67	-----	432,688.03
15A	Central House-Circle Hot Springs	1,710.22	35,851.49	1,710.22	13,350.79	-----	22,500.70
15B	Central House-Deadwood	100.47	12,606.56	100.47	554.68	-----	12,051.88
15BA	Ketchum Creek	571.58	571.58	-----	-----	571.58	571.58
15C	Circle Hot Springs Aviation Field	337.64	2,702.21	-----	385.71	337.64	2,316.50
15D	Leech Cutoff	-----	224.75	-----	-----	-----	224.75
15E	Miller House-Harrison Creek ...	5,719.63	11,848.46	-----	399.94	5,719.63	11,448.52
15F	Boulder Creek Trail	321.90	321.90	-----	-----	321.90	321.90
16	Chatanika-Miller House	22,602.05	878,377.78	22,602.05	342,769.27	-----	535,608.51
16A	U. S. Creek Branch	-----	12,362.79	-----	1,990.66	-----	10,372.13

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
16B	Eagle Creek Spur	\$265.68	\$571.71	\$265.68	\$490.54	\$-----	\$81.17
16C	Chatanika-Miller House (Winter)	559.27	23,864.78	559.27	9,250.04	-----	14,614.74
16D	Sourdough Creek Branch	5,208.72	9,191.48	1,488.72	2,707.36	3,720.00	6,484.12
16E	Faith Creek	1,106.99	1,106.99	-----	-----	1,106.99	1,106.99
17	Tanana-Kaltag	106.40	34,620.64	106.40	10,882.84	-----	23,737.80
17A**	Lewis Landing-Dishkaket	-----	483.37	-----	-----	-----	483.37
17B**	Nulato-Dishkaket	-----	735.88	-----	250.00	-----	485.88
17C	Nulato Aviation Field	-----	5,026.02	-----	14.13	-----	5,011.89
17D	Tanana-Kaltag Telephone Line ...	-----	6,683.59	-----	6,683.59	-----	-----
18	Kaltag-Nome	2,071.74	76,422.19	2,071.74	48,284.80	-----	28,137.39
18A	Bonanza-Kotzebue	288.55	10,945.80	288.55	9,715.80	-----	1,230.00
18B	Golovin-Council	48.00	618.65	48.00	618.65	-----	-----
18D	Unalakleet Aviation Field	-----	1,641.17	-----	199.50	-----	1,441.67
18E	Solomon Aviation Field	-----	719.83	-----	624.83	-----	95.00
18F	Golovin Aviation Field	-----	1,751.97	-----	172.90	-----	1,579.07
18G	Moses Aviation Field	-----	254.20	-----	29.20	-----	225.00
18H	Kaltag-Unalakleet Telephone Line	-----	2,454.00	-----	2,454.00	-----	-----
18J	Spruce Creek	264.06	1,030.45	264.06	742.95	-----	287.50

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Sub-project	Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
	** Kern Creek-Knik	\$-----	\$13,891.95	\$-----	\$3,615.73	\$-----	\$10,276.22
40 H52	**Kenai Lake-Kern Creek	-----	6,833.20	-----	-----	-----	6,833.20
NS E52	**Mile 27-Mile 29 A.N.R.R.	-----	741.66	-----	-----	-----	741.66
41 V62	**Kenai Lake-Mile 27 A.N.R.R. ..	-----	1,595.81	-----	-----	-----	1,595.81
5D Mon	**Kern Creek-Indian Creek	-----	3,758.26	-----	-----	-----	3,758.26
5C Non	**Girdwood-Crow Creek	-----	3,434.15	-----	2,542.50	-----	891.65
25B**Pen	**Knik-Susitna	-----	8,437.44	-----	629.59	-----	7,807.85
25A**Crt	Susitna-Rainy Pass	-----	32,876.98	-----	6,598.69	-----	26,278.29
4B Sum	Rainy Pass-Big River	-----	16,436.46	-----	1,927.39	-----	14,509.07
4A T	**Dishkaket-Kaltag	-----	4,290.00	-----	38.60	-----	4,251.40
4H	DA Takotna-Ophir (Winter)	-----	5,026.87	-----	1,226.87	-----	3,800.00
Char	OB Ophir-Dishkaket	-----	4,335.00	-----	760.00	-----	3,575.00
Caro	**Susitna-McDougal	-----	8,640.21	-----	-----	-----	8,640.21
Caro	**McDougal-Cache Creek	-----	7,350.00	-----	347.10	-----	7,002.90
Big	**Lakeview-McDougal	-----	3,675.00	-----	-----	-----	3,675.00
Beav	Nancy-Susitna	-----	2,773.36	-----	2,773.36	-----	-----
SNOWS	Susitna-Tyonek	-----	4,122.45	-----	1,478.52	-----	2,643.93
Hot S	Susitna Aviation Field	-----	931.10	-----	-----	-----	931.10
22							
21A							
21							
21							

NO.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
21	Unalakleet-St. Michael	\$51.67	\$8,968.00	\$51.67	\$6,365.37	\$-----	\$2,602.63
21A	St. Michael Aviation Field	-----	110.00	-----	-----	-----	110.00
22	Hot Springs-Sullivan Creek	582.15	61,496.46	582.15	33,672.62	-----	27,823.84
23A	Snowshoe-Beaver	-----	14,163.03	-----	3,227.58	-----	10,935.45
23B	Beaver-Caro	319.20	69,376.35	319.20	39,135.54	-----	30,240.81
23C	Big Creek	-----	9,614.77	-----	3,294.77	-----	6,320.00
23D	Caro-Flat Creek	-----	16,517.56	-----	12,494.30	-----	4,023.26
23E	Caro-Coldfoot	-----	13,167.46	-----	5,607.59	-----	7,559.87
23F	Chandalar Aviation Field	-----	8,335.74	-----	120.00	-----	8,215.74
24*	Mile 29 A.N.R.R.-Sunrise	-----	57,850.94	-----	27,123.99	-----	30,727.85
24A*	Lynx Creek-Six Mile	-----	10,832.40	-----	3,800.00	-----	7,032.40
24B*	Sunrise-Hope	-----	1,085.00	-----	200.00	-----	885.00
25A**	Cripple River	-----	8,801.79	-----	3,743.82	-----	5,057.97
25B**	Penny River	-----	1,967.98	-----	691.05	-----	1,276.03
25C	Nome-Wireless	16.47	3,831.90	16.47	2,066.99	-----	1,764.91
25D	Mouth of Center Creek	473.13	23,238.20	473.13	20,787.13	-----	7,501.07
25DA	Little Creek Branch	63.98	4,544.18	63.98	747.48	-----	3,796.70
25E	Submarine Paystreak	862.34	37,775.14	862.34	13,404.81	-----	24,370.33
25H	Otter Creek	-----	1,802.52	-----	652.98	-----	1,149.54

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
25K	Nome City Dock	\$-----	\$3,051.47	\$-----	\$34.82	\$-----	\$2,966.65
25L	Nome Aviation Field	14,154.52	31,920.08	-----	5,459.73	14,154.52	26,460.35
25M	Telephone Lines, Seward Peninsula	-----	13,149.20	-----	11,449.20	-----	1,700.00
25N	Nome City Streets	2,815.89	4,355.91	2,815.89	4,355.91	-----	-----
25P	Nome Harbor Lights	-----	815.29	-----	815.29	-----	-----
25R	Radio Telephones	-----	6,477.34	-----	-----	-----	6,477.34
26	Candle-Candle Creek	8,811.02	96,308.93	5,669.02	58,172.86	3,142.00	33,136.07
26A**	Kugruk River Approach	-----	488.00	-----	488.00	-----	-----
26B	Bear Creek Trail	-----	814.48	-----	474.48	-----	340.00
26C	Candle-Kiwalik	21.67	1,107.27	21.67	79.36	-----	1,027.91
26D	Kiwalik Aviation Field	-----	873.50	-----	573.50	-----	300.00
26E	Candle Aviation Field	-----	1,355.00	-----	-----	-----	1,355.00
26F	Telephone Line Reconnaissance	-----	148.00	-----	148.00	-----	-----
26G	Candle Radio Road	-----	575.00	-----	-----	-----	575.00
27	Deering-Inmachuk	4,838.39	110,713.57	4,838.39	79,821.67	-----	30,891.90
27A	Deering Aviation Field	-----	1,159.65	-----	137.65	-----	1,022.00
28	Shelton-Candle	-----	12,368.89	-----	4,161.87	-----	8,207.02
28A	Nome-Serpentine Hot Springs	581.05	18,545.57	581.05	13,306.57	-----	5,239.00

Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
Lower Kougarok Aviation Field ..	\$362.84	\$362.84	\$-----	\$-----	\$362.84	\$362.84
Tanana-Bettles	-----	12,878.41	-----	5,866.30	-----	7,012.11
Bettles-Coldfoot	647.79	20,665.53	647.79	15,535.53	-----	5,130.00
Mile 70-Hughes	-----	2,167.02	-----	458.45	-----	1,708.57
Wild River Trail	2,693.54	4,119.30	-----	1,425.76	2,693.54	2,693.54
Bettles River Aviation Field ...	-----	500.00	-----	-----	-----	500.00
Hot Springs Landing-Eureka	398.60	87,624.60	398.60	67,198.79	-----	20,425.81
Hot Springs-Tofty	6,332.16	17,279.71	-----	2,374.21	6,332.16	14,905.50
Manley Hot Springs Aviation Field	-----	1,139.98	-----	49.98	-----	1,140.00
Caribou Creek	9.33	15,063.82	9.33	6,482.90	-----	8,580.92
Takotna-Flat (Summer)	-----	9,305.14	-----	3,867.85	-----	5,437.29
Takotna-Flat (via Moore Creek) .	533.60	1,854.61	533.60	1,054.61	-----	800.00
Flat-Moore Creek	-----	15.00	-----	15.00	-----	-----
Candle Creek-Takotna	-----	1,216.09	-----	1,216.09	-----	-----
Iditarod-Flat	8,614.97	134,497.94	8,614.97	78,611.67	-----	55,886.27
Iditarod River Improvement	-----	100.00	-----	-----	-----	100.00
Sphir-Iditarod	-----	8,053.42	-----	3,053.42	-----	5,000.00
Flat-Crooked Creek	410.50	6,928.01	410.50	5,448.01	-----	1,480.00

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
32DD	Flat-Georgetown	\$-----	\$150.00	\$-----	\$150.00	\$-----	\$-----
32E	Takotna Aviation Field	-----	3,869.12	-----	446.68	-----	3,422.44
32F	Takotna Depot	323.98	14,592.16	323.98	6,982.89	-----	7,609.27
33A**	Otter Creek Towpath	-----	448.23	-----	-----	-----	448.23
33B**	Summit-Otter Creek	-----	5,047.66	-----	5,047.66	-----	-----
33C	Flat City-Flat Creek	24.46	5,893.11	24.46	5,893.11	-----	-----
33D	Heat Flat Creek-Willow Creek	779.95	10,780.52	779.95	9,537.52	-----	1,243.00
33DA	Happy Creek Road	-----	360.46	-----	-----	-----	360.46
33E	Willow Creek-Chicken Creek	-----	11,608.59	-----	10,108.59	-----	1,500.00
33F	Flat City-Slate Creek	7,221.54	38,638.82	2,021.54	13,124.12	5,200.00	25,514.70
33FA	Gold Horn Branch	3,012.83	3,012.83	-----	-----	3,012.83	3,012.83
33G	Candle Landing-Candle Creek	-----	6,577.16	-----	980.16	-----	5,597.00
33H	Flat Aviation Field	2,001.45	5,181.45	-----	280.00	2,001.45	4,901.45
34**	Iditarod-Dishkaket	-----	4,830.98	-----	100.00	-----	4,730.98
34A	Flat-Holy Cross-Anvik	80.11	2,600.06	80.11	2,600.06	-----	-----
34B	Iditarod-Shageluk-Anvik	-----	1,365.66	-----	865.66	-----	500.00
35A	Archangel Extension	544.76	32,264.95	544.76	15,067.03	-----	17,197.92
35AA	Sherry Branch	-----	1,768.49	-----	649.17	-----	1,119.32
35BB**	Fairangel Extension	-----	104.20	-----	-----	-----	104.20

Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
Palmer-Fishhook	\$349.95	\$40,709.96	\$349.95	\$16,022.04	\$-----	\$24,687.92
Falk Road	7.14	1,109.89	7.14	7.14	-----	1,102.75
Palmer-Matamuska River	5,509.98	40,693.47	-----	11,527.33	5,509.98	29,166.14
Willow Creek Extension	1,155.12	116,723.76	1,155.12	78,589.62	-----	38,134.14
Gold Chord Branch	1,805.36	14,362.02	-----	1,965.42	1,805.36	12,396.60
Lucky Shot-Willow	29,696.93	124,693.96	-----	6,255.75	29,696.93	118,438.21
Willow Creek Mines Aviation Field	305.95	305.95	-----	-----	305.95	305.95
Wasilla-Fishhook	2,076.35	134,481.12	2,076.35	101,068.49	-----	33,412.63
Lakeview Road	1,114.98	6,515.07	-----	-----	1,114.98	6,515.07
Wasilla-Knik	2,058.83	56,404.86	2,058.83	29,969.39	-----	26,435.47
Palmer-Springer	1,365.77	4,698.16	320.00	2,079.07	1,045.77	2,619.09
Wasilla-Finger Lake-Palmer	625.34	37,933.22	625.34	18,875.99	-----	19,057.23
Moose-Palmer	3,184.89	11,363.03	-----	627.53	3,184.89	10,735.50
Wasilla-Matamuska	1,244.53	30,003.63	1,244.53	20,727.40	-----	9,276.23
Matamuska Trunk Road	569.29	50,925.10	569.29	35,873.64	-----	15,051.46
Palmer-Matamuska	1,127.34	18,934.09	1,127.34	10,529.39	-----	8,404.70
McLeod Road	2,322.52	2,322.52	-----	-----	2,322.52	2,322.52
Houston-Willow Creek	-----	1,212.32	-----	272.00	-----	940.32

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
350	Fishhook-Goldmint	\$553.68	\$26,408.82	\$553.68	\$8,871.99	\$-----	\$17,536.83
35P**	Moose Creek-Baxter	-----	2,218.62	-----	-----	-----	2,218.62
35Q	Edlund Road	320.75	4,815.45	320.75	949.08	-----	3,866.37
35R	Bogard Road	756.90	14,877.41	756.90	2,648.83	-----	12,228.58
35RA	Engstrom Road	1,096.68	2,116.68	-----	-----	1,096.68	2,116.68
35S	Moose Creek Trail	-----	2,118.44	-----	77.43	-----	2,041.01
35T	Werner Connection	-----	502.94	-----	16.00	-----	486.94
35U	Moose Creek Aviation Field	-----	481.75	-----	20.25	-----	461.50
35V	Fishhook Aviation Field	-----	917.49	-----	68.75	-----	848.74
35W	Wasilla Aviation Field	-----	999.50	-----	540.00	-----	459.50
35X	Wasilla Aviation Field Road ...	39.83	1,457.04	39.83	321.10	-----	1,135.94
35Y	Wasilla Depot	706.29	860.29	706.29	860.29	-----	-----
36	Mineral Creek	12,281.32	72,914.69	4,281.32	29,599.68	8,000.00	43,315.01
36A	Granby Road	-----	3,431.35	-----	349.44	-----	3,081.91
36B	South 2nd Street, Cordova	-----	3,373.15	-----	-----	-----	3,373.15
36C*	Eyak Lake Road	-----	7,735.85	-----	-----	-----	7,735.85
36CA	Cordova Aviation Field	-----	941.90	-----	15.75	-----	926.15
36CB	Cordova Airport	13,061.39	55,000.00	-----	-----	13,061.39	55,000.00

Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
* Valdez-Quartz Creek	\$-----	\$524.75	\$-----	\$-----	\$-----	\$524.75
* Valdez-Glacier	-----	616.91	-----	-----	-----	616.91
* Shoups Bay	-----	3,457.25	-----	-----	-----	3,457.25
Topkok-Candle	-----	1,026.56	-----	210.00	-----	816.56
Bluff-White Mountain	-----	3,287.47	-----	14.24	-----	3,273.23
Bluff Aviation Field	-----	80.00	-----	-----	-----	80.00
Ruby-Long	14,474.34	264,484.29	14,474.34	132,463.94	-----	132,020.35
B Long-Birch Creek	426.90	426.90	-----	-----	426.90	426.90
Poorman-Cripple	564.30	6,354.86	564.30	4,851.90	-----	1,502.96
Ophir-Cripple	1.26	4,778.05	1.26	2,879.05	-----	1,899.00
Ophir-Takotna	6,409.79	280,688.04	6,409.79	106,180.54	-----	174,507.50
Little Creek Road	410.53	14,007.56	410.53	3,359.52	-----	10,648.04
Long Poorman	7,932.19	177,225.23	7,932.19	60,032.67	-----	117,192.56
Long-Poorman (Winter)	33.25	5,668.01	33.25	400.01	-----	5,268.00
Tamarack-Poorman	-----	22,322.69	-----	-----	-----	22,322.69
Poorman-Ophir	43.65	3,075.84	43.65	3,075.84	-----	-----
Takotna-Aviation Field Road..	66.10	9,362.06	66.10	1,427.82	-----	7,934.24
Ganes Creek Road	2,394.07	18,373.63	2,394.07	14,969.78	-----	3,403.85

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
38K	Ruby Aviation Field	\$-----	\$2,198.51	\$-----	\$998.51	\$-----	\$1,200.00
38L	Ruby Aviation Field Road	335.12	918.42	335.12	418.42	-----	500.00
38M	Ophir Aviation Field	-----	1,825.12	-----	-----	-----	1,825.12
39*	Juneau-Sheep Creek	-----	45,929.40	-----	20,539.27	-----	25,390.13
40*	Douglas-Gastineau Channel	-----	18,616.56	-----	6,596.68	-----	12,019.88
41	Kiana-Klery Creek	-----	3,915.08	-----	900.32	-----	3,014.76
41A	Kotzebue-Shungnak	51.65	4,408.22	51.65	4,408.22	-----	-----
41AA	Kiana-Selawik-Shungnak	-----	2,357.27	-----	765.87	-----	1,591.40
41B	Kotzebue-Point Barrow	91.79	6,189.43	91.79	1,789.41	-----	4,400.02
41C	Kiwalik-Noorvik	48.00	563.31	48.00	563.31	-----	-----
41D	Kotzebue Aviation Field	-----	1,955.45	-----	537.90	-----	1,417.55
41E	Kobuk Aviation Field	-----	2,299.00	-----	-----	-----	2,299.00
41F	Kotzebue-Noatak	34.43	112.01	34.43	34.43	-----	77.58
42	St. Michael-Kotlik	86.08	2,903.97	86.08	2,903.97	-----	-----
43*	Petersburg-Scow Bay	-----	23,466.23	-----	9,968.56	-----	13,497.67
44*	Skagway Valley	-----	11,124.83	-----	2,320.88	-----	8,803.95
44A	Skagway Trails	480.00	19,606.43	480.00	8,447.72	-----	11,158.71
44B	Skagway Aviation Field	992.35	8,226.84	992.35	1,441.31	-----	6,785.53

No.	Sub-project Name	Cost 1935	Total Cost to 6-30-35	Cost M & I 1935	Total Cost M & I to 6-30-35	Cost Con. 1935	Total Cost Construction to 6-30-35
44C	Skagway-Denver Glacier	\$838.84	\$25,182.70	\$-----	\$-----	\$838.84	\$25,182.70
45*	Silver Bow Basin	-----	23,466.21	-----	17,527.59	-----	5,938.62
46	Kobi-Eureka	-----	16,437.54	-----	3,865.91	-----	12,571.63
46A	Roosevelt-Kantishna	-----	61,686.53	-----	19,723.84	-----	41,962.69
46B	Lignite-Kantishna	-----	13,130.00	-----	1,163.09	-----	11,966.91
46C	Nenana-Knight's Roadhouse ...	242.89	4,601.19	242.89	3,008.61	-----	1,592.58
46D	McKinley Park Road	113,727.33	974,174.53	29,038.46	148,061.70	84,638.87	826,112.83
46DA	Kantishna-Park Boundary	916.57	1,175.47	-----	-----	916.57	1,175.47
46E	Diamond-Telida	155.85	10,753.54	155.85	3,941.98	-----	6,811.56
46F	Nenana Cemetery Road	240.06	8,316.12	240.06	4,497.49	-----	3,818.63
46G	Kobi-Bonnifield	-----	5,767.51	-----	60.90	-----	5,706.61
46H	Lake Minchumina Aviation Field	-----	914.11	-----	164.11	-----	750.00
46J	Kantishna Aviation Field	-----	775.00	-----	100.00	-----	675.00
46K	Telida Aviation Field	-----	850.00	-----	250.00	-----	600.00
46M	Nenana Aviation Field	-----	1,108.04	-----	388.04	-----	720.00
47	Coldfoot-Wiseman	558.68	17,641.62	558.68	8,699.01	-----	8,942.61
47A	Wiseman Aviation Field	530.58	8,934.02	-----	2,320.77	530.58	6,613.25
47B	Nolan Branch	3,579.52	33,592.40	3,579.52	14,957.66	-----	18,634.74