

A **Farm to Market Road** or **Ranch to Market Road** (sometimes **Farm Road** for short) is a state road or county road which serves to connect rural and agricultural areas to market towns. These routes serve as a better quality road, usually a highway, which allows farmers and ranchers to transport their products to market towns and/or distribution centers.

In some states, F-t-M routes are marked with a blue pentagon and designated with a letter, number or letter-number combination; see county road.

In Texas, Farm to Market and Ranch to Market are official classes of state highways and make up over half of the state's highway system.

Iowa also has a farm-to-market road system. Those roads are under county jurisdiction ^[1], but are eligible for state aid from a dedicated fund. ^[2]



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

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

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

Page 2 -- SUMMARY, FARM ROAD PROGRAM, 1951

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

FARM ROADS - Anchorage District



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Anchorage, Alaska

December 11, 1950

✓	Col. Noyes.....
✓	Chf. Engr. <i>JTB</i>
	Admin. <i>JTB</i>
✓	Op'ns. <i>WJM</i>
	Engrg.
	Acc't.
	Pers.
	Supply

Alaska Road Commission
Juneau, Alaska

Gentlemen:

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

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

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

Very truly yours,

Lowell M. Puckett
Regional Administrator

IMP:f

Lib is attached

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



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~UNIFORM ALASKA~~
Anchorage, Alaska

November 22, 1950

Bureau of Land Management
Federal Building
Anchorage, Alaska

Attention: Mr. Jorgensen

Dear Sirs:

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

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

Very truly yours,

For the District Engineer

Charles E. Abbott

Charles E. Abbott
Construction Engineer

CEA/g
Atts. as above



UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

~~XXXXXXXXXXXX~~
Anchorage, Alaska

November 21, 1950

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Parks Hwy
& Lucile* → 20. Road from Pitman Road, along west and south side of Lake Lucile. (Pet. #51)

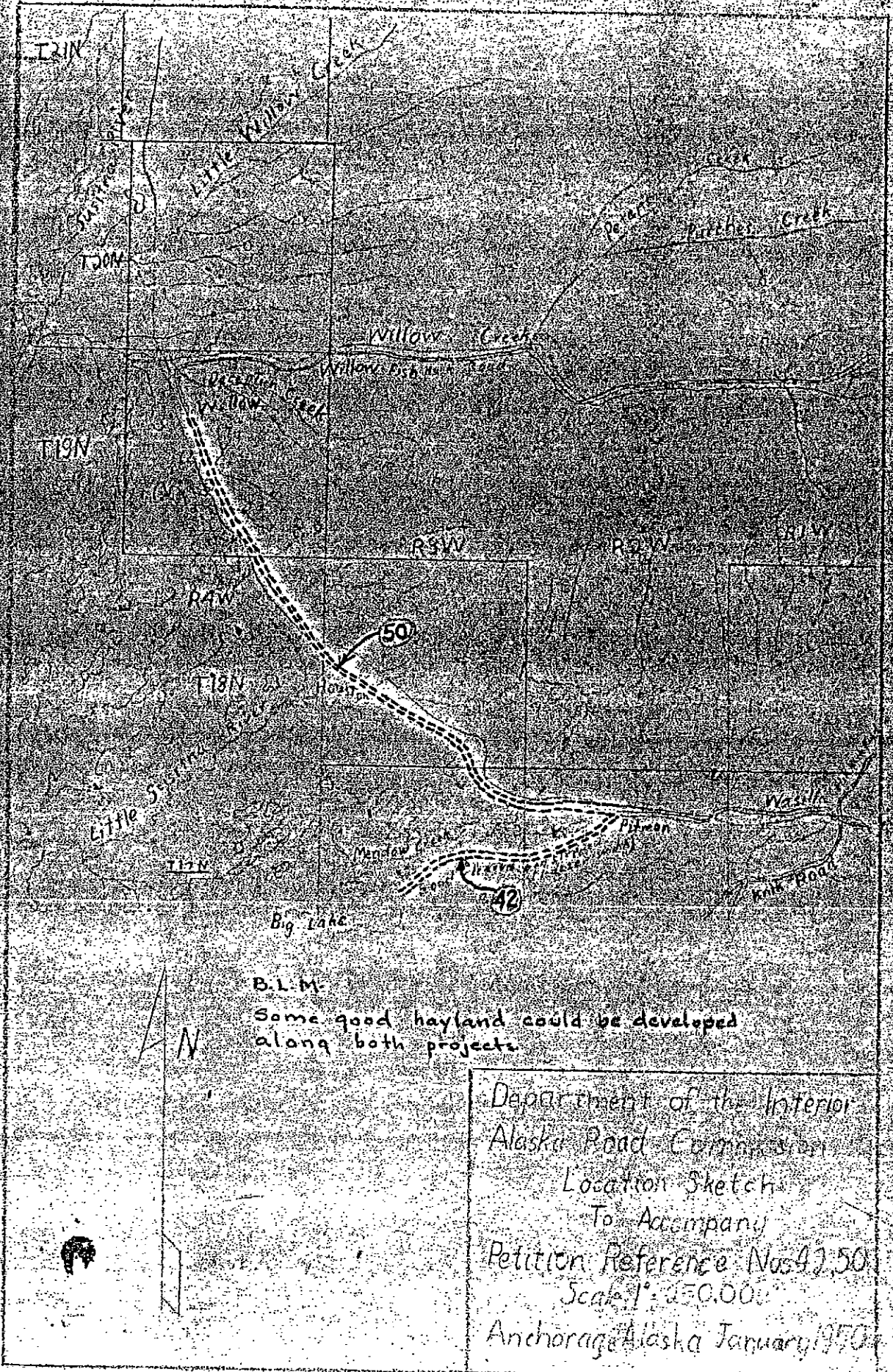
Approximately two miles southwest of Wasilla, in Sections 8, 17 and 16, T17N, R1W, SB & M, there are three homesteads without access by road. Construction of approximately one mile of spur road, branching from Pitman Road near the center of Section 8, crossing the Alaska Railroad tracks and continuing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

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

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

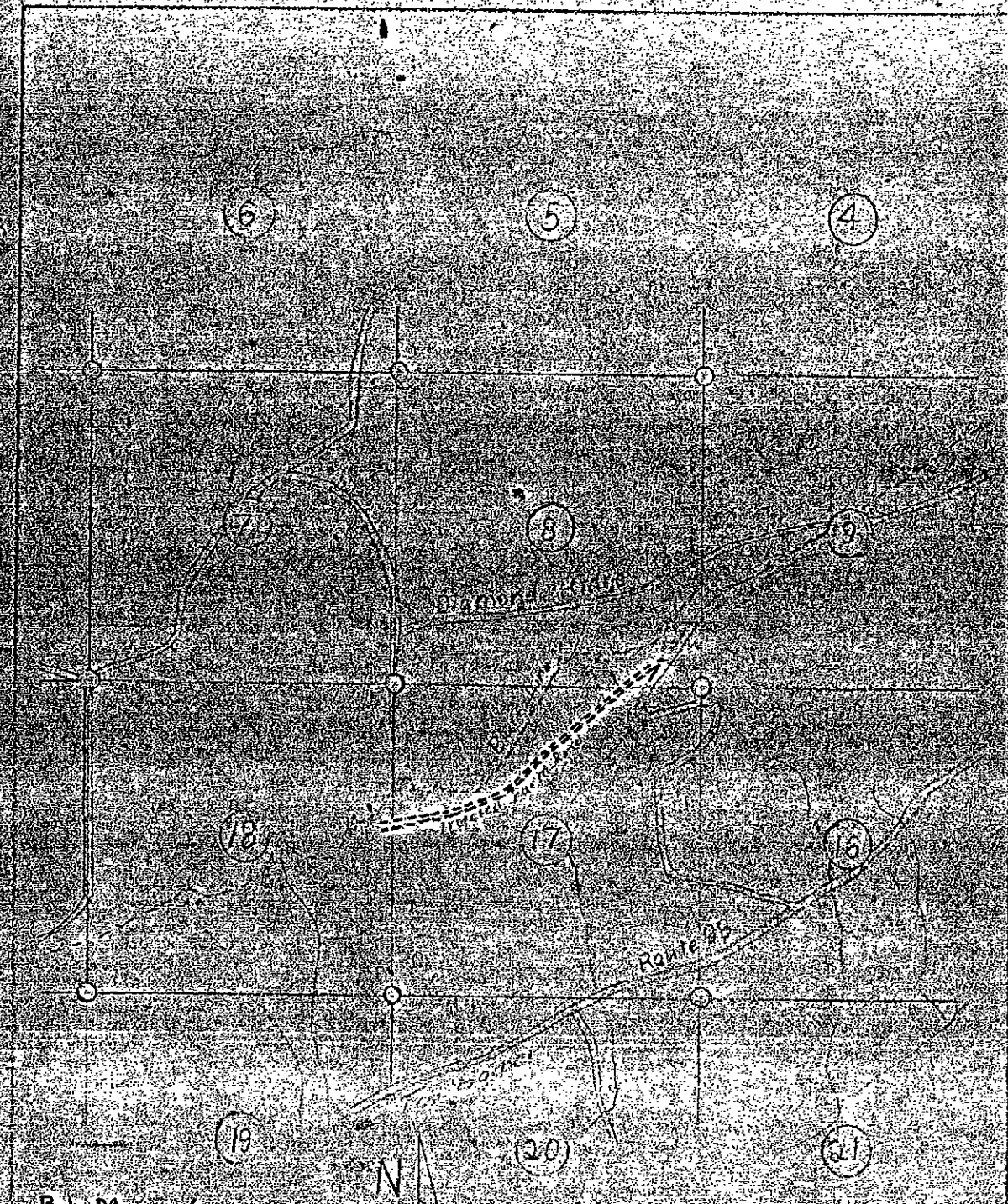
22. Road from terminus of present Sand Lake Road at the $\frac{1}{4}$ section corner common to Sections 10 and 11, T12N, R4W, SB & M, southerly along the section line $\frac{1}{2}$ mile to the Southwest corner of Section 11. (Pet. #82)

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



... by GF
 sked by 17

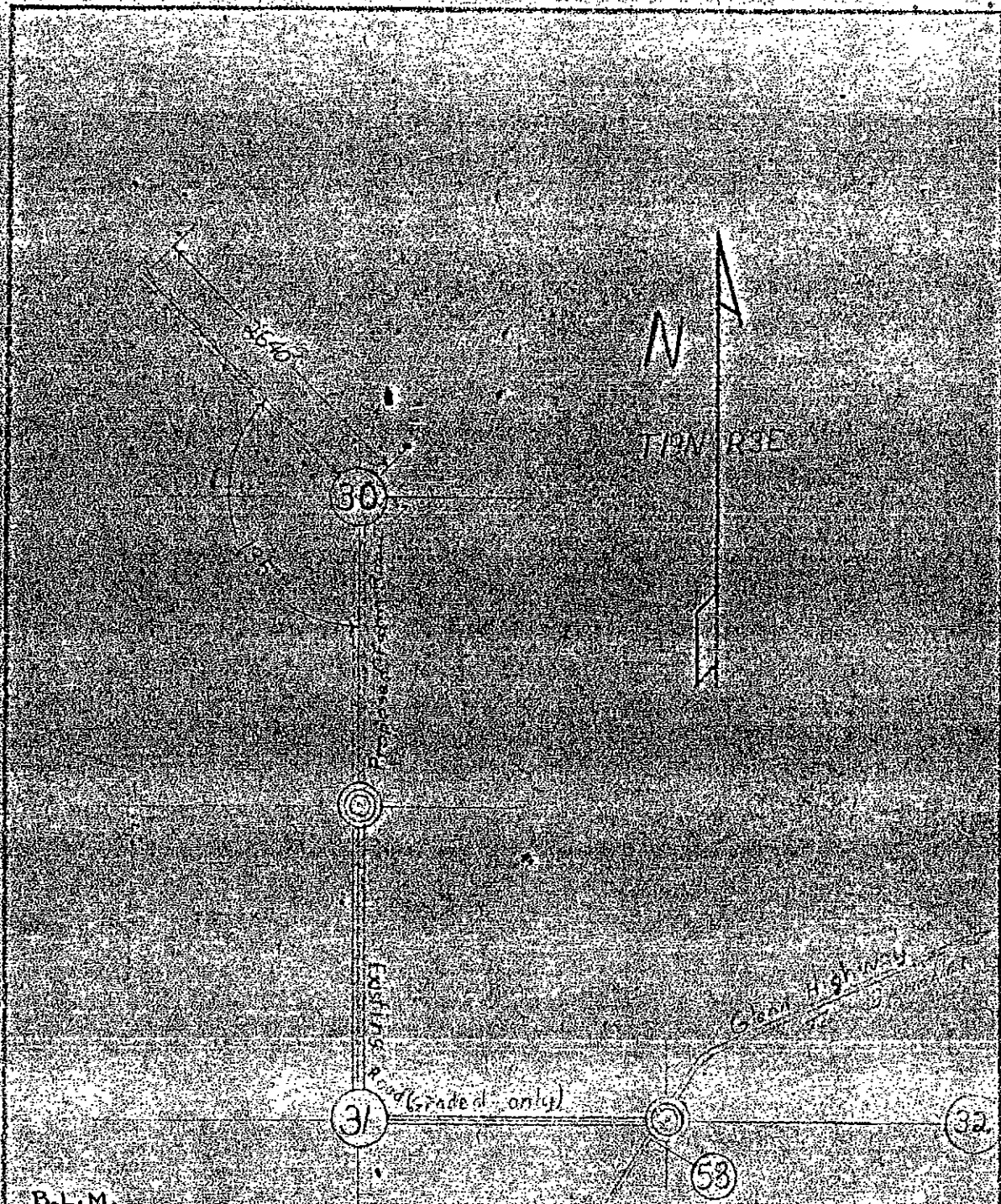
Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference Nos 47,50
 Scale 1"=250,000
 Anchorage Alaska January 1970



B.L.M.
 Justified for development
 of Homer area.

Department of the Interior
 Alaska Road Commission
 Location sketch
 To accompany
 Petition Reference No. 43
 Scale 2" = 1 mile
 Anchorage Alaska, January 1950

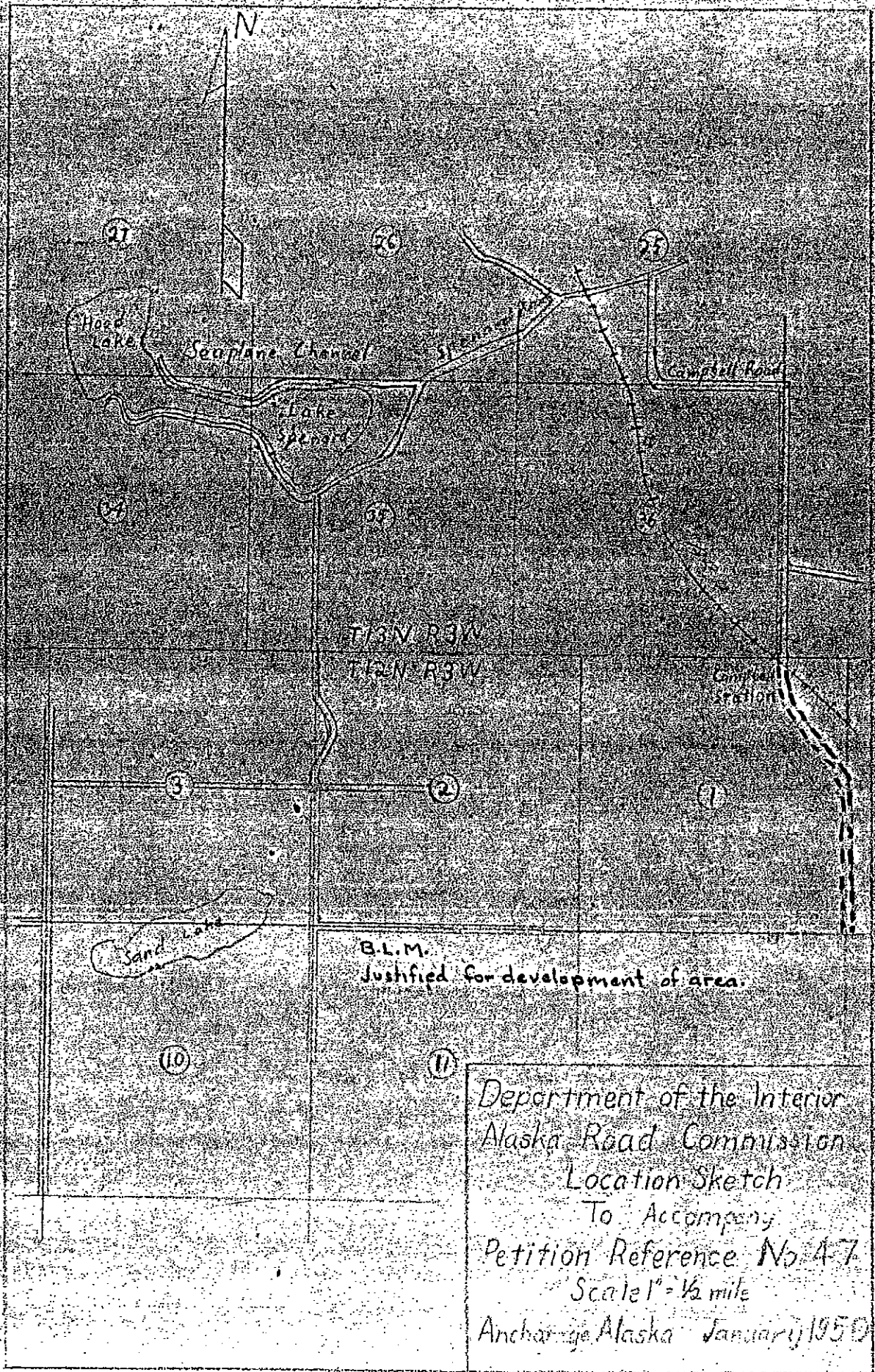
made by LF
 checked by AV



B.L.M.
 Fair soil - and may assist in
 opening good recreational area
 at 17 Mile Lake, later.

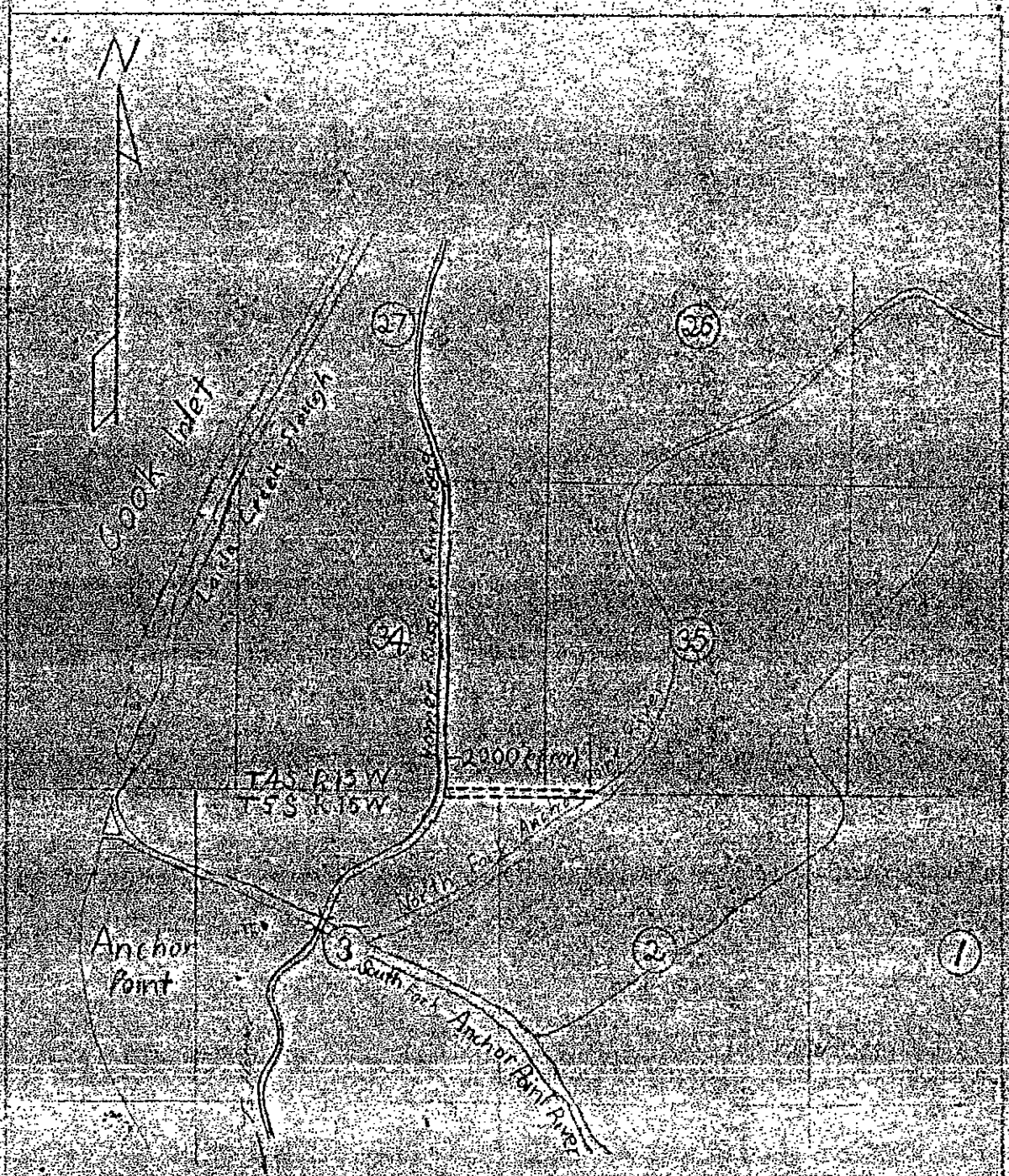
Department of the Interior
 Alaska Road Commission
 Location sketch
 To accompany
 Petition Reference No. 44
 Scale 4" = 1 mile
 Anchorage Alaska January 1950

de. by RF
 checked by am



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

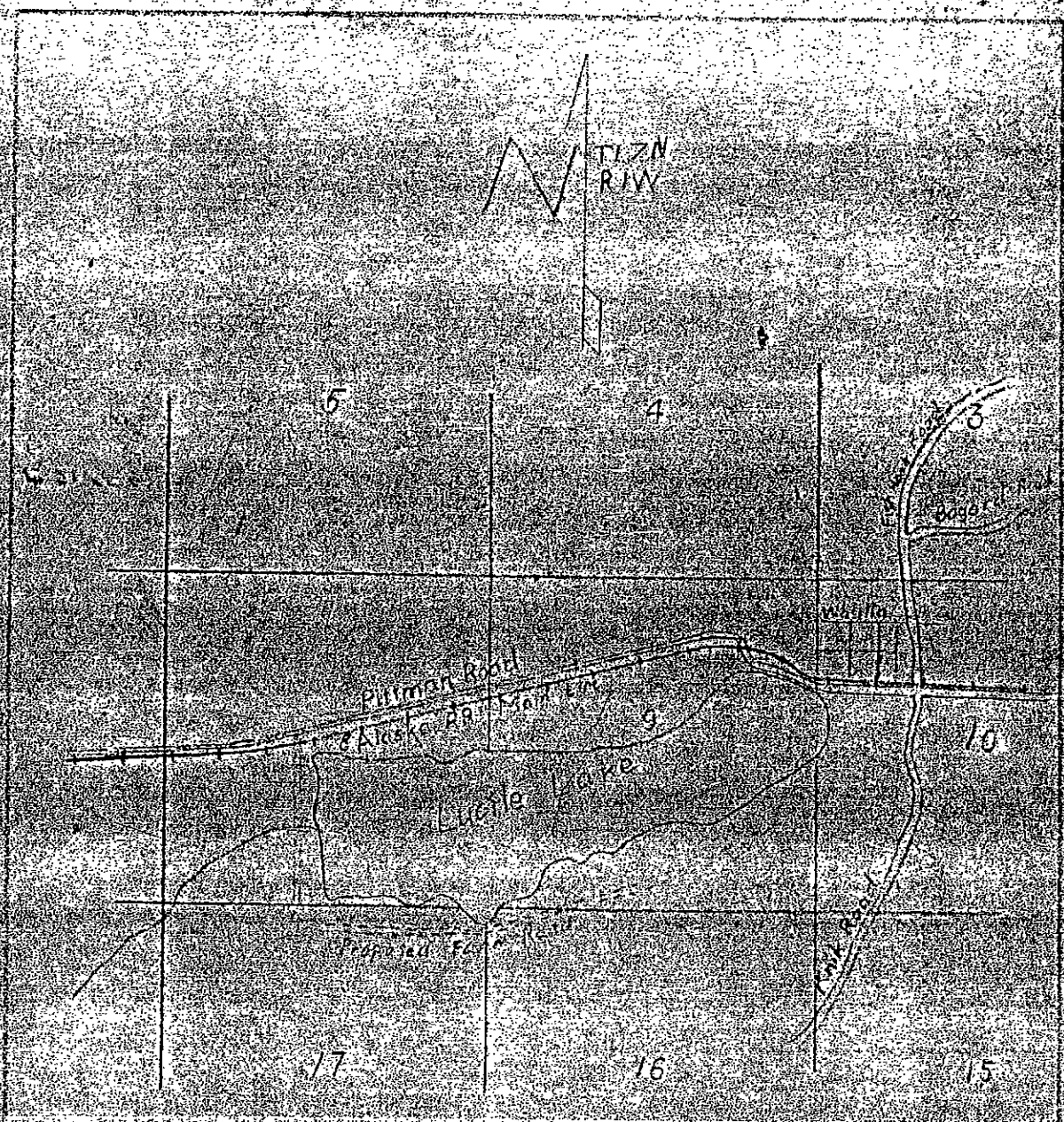
Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. A-7
 Scale 1" = 1/2 mile
 Anchorage, Alaska January 1950



B.L.M.
 Very good land available. Believe
 construction of bridge across
 Anchor River to open up land
 on east side of river is justified

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 48
 Scale 2" = 1 mile
 Anchorage Alaska January 1950

Checked by GF



B.L.M.
 Good agricultural land, road justified.

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

Drawn by GF
 Checked by AV

Parks Hwy & Lucille Lake

Agricultural Research
Laboratory

Palmer, Alaska

AP

Lab

AP

2000 sq ft

1000 sq ft

1000 sq ft

Future
House

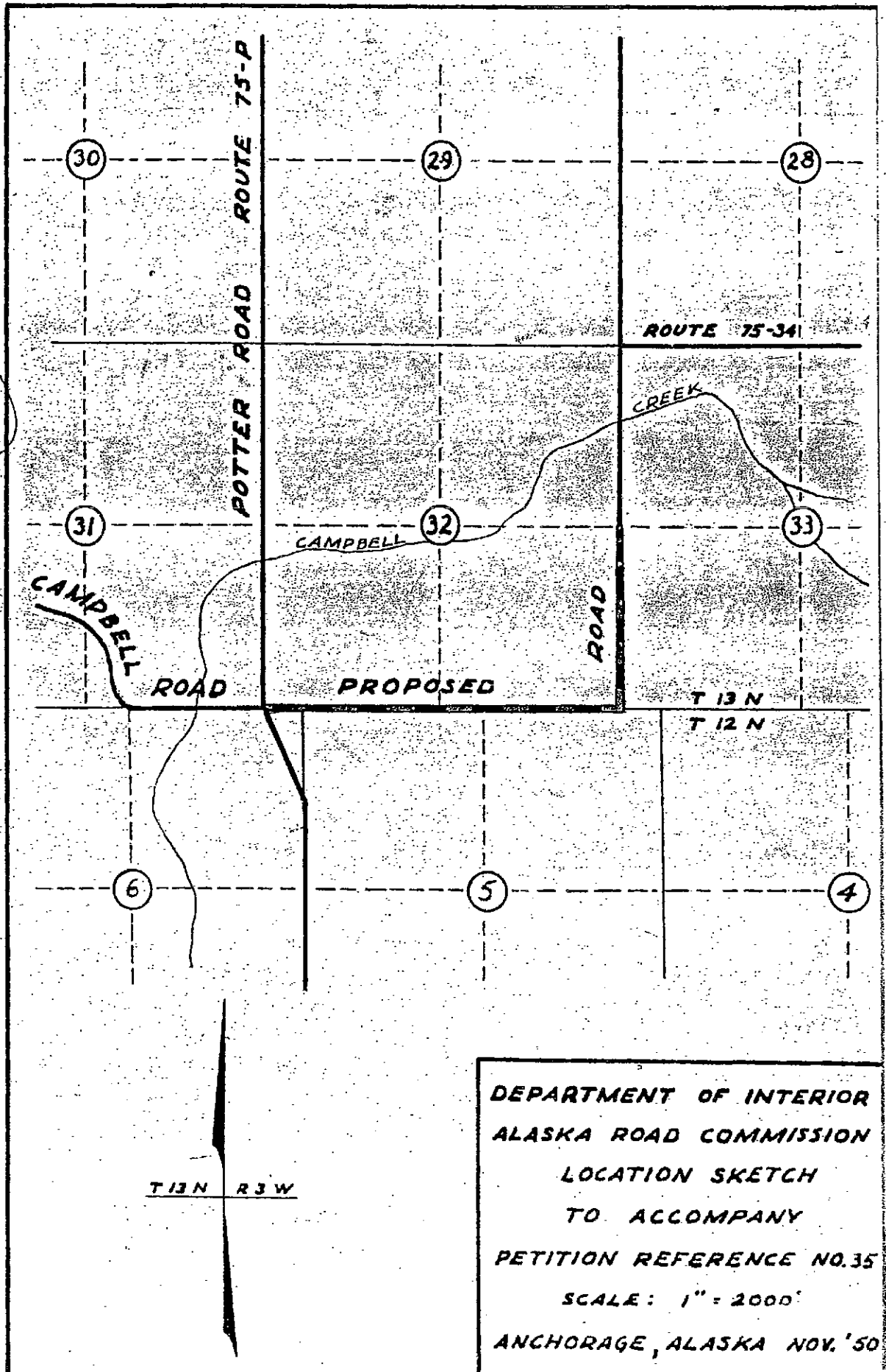


Cross hatched area is
to be gravelled.

 - Gravelled 1949

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

Department of the Interior
Alaska Road Commission
Location Sketch
To Accompany
Petition Reference No. 12000
Scale 1" = 100'
Anchorage Alaska January 1950



DEPARTMENT OF INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE NO.35
 SCALE: 1" = 2000'
 ANCHORAGE, ALASKA NOV. '50

Alaska Road Commission, Juneau, Alaska

February 24, 1950

Frank Nash, District Engineer, Alaska Road Commission, Fairbanks, Alaska.

Farm Road Projects

Enclosed herewith you will find a list of Farm Road Projects under consideration for attention during the 1950 season.

At present this is all the applications we have, however, it is expected that others will be received in the very near future.

As they are received, details will be forwarded so that they can be added to the list.

Encl.

Petition Reference Number	Petition Date	Date Received	Location	Description	Number People Served	Length Comp. or Constr.	Assigned Priority	Estimated Cost	Remarks
1			Steel Creek	See Sketch	5	1/4 Mile	1	8,000.00	Complete work started last year. Consists of some grading and graveling.
2			East Fairbanks	Badger Road	10	2 1/4 "	2	18,000.00	Complete work started last year. Consists of some grading and graveling.
3			" "	Sec. 16-17-19 20-21	12	3-3/4 "	3		Complete grading and some surfacing on 2-3/4 mile. Construct 1 mile new road to Sections 20-19.
4			West "	Section 23	4	2 Miles	4	10,000.00	Construct 2 miles road to Dale and Conn Homesteads. Location to be determined after CAA determines re/location of their Beam Sta. now in Section 24.
5			Route 4K	Old Richardson Highway	20		5	50,000.00	Rehabilitate Old Richardson Highway, Mile 33 back towards Fairbanks.
6		1/25/50	" 7A	Steese Highway	1	1/5 "	6	2,500.00	New Road
7		10/1/49	" 7D	Crosses Part of Section 6-7	1	3/4 "	7	2,000.00	New Road
8		10/1/49	Shaw Creek	West of Shaw Creek Section 25	4	2 1/2 "	8	12,000.00	New Road

July 27, 1950

Memorandum

To: Headquarters, Alaska Road Commission, Juneau, Alaska
From: Frank Nash, District Engineer, ARC, Fairbanks, Alaska
Subject: Farm Roads

Reference my letter of April 3, also letter of February 24 and table showing various Farm Road Projects.

For your information the first five projects as listed will be completed this season. However, it is believed advisable to at this time consider some additional work for this season with the thought in mind that if they cannot be undertaken this Fall, they can be given a high priority for next year's work season. In view of this, there is submitted for your consideration the following:

- (1) Plat and description of Fowler and other homesteads on Richardson Highway near Shaw Creek. This project was assigned Priority No. 8 on the list forwarded last Spring and should still retain that number.
- (2) Enclosed herewith you will find a letter received this Spring from a number of owners of small tracts of land in Section 17, T1S R1W. As noted from the attached sketch they request several roads. However, to give them some help and to distribute our work, it is believed that for the time being they would be pacified with a road extending from the center of the section to the $\frac{1}{2}$ Section corner on the section line between Sections 17 and 18. This $\frac{1}{2}$ mile of road could possibly be included in Priority No. 3 on list forwarded this Spring. If found impossible to construct this Fall, it should be given Priority No. 9 and the work done as early as possible next Spring. Estimated cost \$ 6,000.00.

There is also enclosed a letter recently from Mr. George Sturgis requesting a roadway into the same area.

- (3) There is also enclosed a plat and some notes made by Mr. Quenboe in regard to a request from a Lieut. Philip R. Johnson for the construction of a road from Mile 33 (from Fairbanks) on the Richardson Highway, to his homestead in Section 20 T4S R4E Fairbanks Meridian. In addition to homesteads owned by Farnsworth, Mendes and Lieut. Johnson, part sections as designated by check and cross marks on the plat have been filed on and are being taken up as homesteads. As the Alaska Road Commission has no funds available for work on this project this year, Lieut. Johnson is raising some money to perform some work on this proposed road this summer, securing equipment from private operators if no Alaska Road Commission is available.

If additional homesteads as stated above, are taken up, this roadway will serve about 7 or 8 people. Estimated cost \$18,000.00.

- (4) Requests have also been received to extend the road that is on the section line between Sections 8 and 9, Sections 17 and 16, and Sections 20 and 21. As stated this road is on the section line between the above mentioned sections. It takes off of the CAA Road west of Fairbanks and extends in a southerly direction to the middle of Sections 20 and 21, thence east to center of Section 21. Requests recently received, have asked that this roadway be extended easterly to the center of the Section 22, Also requests have been received to extend this road in a westerly direction from the center of Section 20 to the center of Section 19. Also requests have been received to extend this road on south to the Tanana River, a distance of approximately one mile. A total of $3\frac{1}{2}$ miles is involved. It is estimated that to construct a fair weather dirt road over these $3\frac{1}{2}$ miles, the cost will approximate \$24,500.00.

- (5) A request has also been received for the construction of a road to small tracts located in Section 35, T1N, R2W. If constructed, this road would be an extension of the Jankovich Road, which branches from Route 7N near the Country Club. See enclosed sketch. No one from this office has been over this particular country. However, it is believed that the $\frac{3}{4}$ or 1 mile of road required would cost about \$6,000.00.

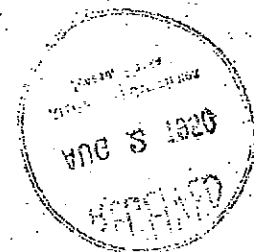
- (6) Reference your letter of May 26, in regard to a request from Mr. Warren Taylor for the construction of a road from University Way to McKinley Sub-Division. Enclosed herewith you will find a sketch showing the location of the above mentioned sub-division and present means of reaching it. The land over which the present road traverses is owned by the University of Alaska and has been sub-divided, etc., and in view of this, Mr. Warren Taylor is requesting the construction of a road from University Way to serve McKinley Sub-Division.

Owners of small tracts of land in the west $\frac{1}{2}$ of Section 7 are requesting the construction of a roadway to their tracts as shown on the attached sketch. A road to serve Mr. Taylor's sub-division and the owners of the small tracts would be about 1-1/8 miles in length and would cost approximately \$12,000.00.

Present means of reaching McKinley Sub-Division is via a meandering road across the N.E. $\frac{1}{4}$ of Section 6, which is owned and has been sub-divided by the University of Alaska and which may be closed to public use in the near future, in view of which they urge that a different means of reaching the sections mentioned above be provided.

FN/a
Encl.

Frank Nash,
District Engineer.



Petition Reference Number	Petition Date	Date Received	Location	Description	Number People Served	Length Compr. Const.	Assigned Priority	Estimated Cost	Remarks
9	5/3/50	5/6/50	Sec. 17, 18, 19	See Sketch	10	1/4 Miles	9	6,000.00	New Road, Small Tract
10	5/3/50	5/6/50	Sec. 20, 21, 22	See Sketch	8	1-3/4 Miles	10	18,000.00	" " It. Johnson
11	6/10/50	6/12/50	Sec. 8, 9, 17, 16 20 and 21 T1N, R1E	See Sketch	18	3/4 Miles	11	24,500.00	Extension of Road started 1940
120	5/17/50	7/15/50	Sec. 35, 21N, R2W	See Sketch	7	1 Mile	12	6,000.00	New Road
13	May 1950	May 1950	Sec. 7, 18, 19	See Sketch	10	1-1/8 Miles	13	12,000.00	New Road



ALASKA ROAD COMMISSION - ANCHORAGE DISTRICT

PETITION LIST - FARM ROADS - 1949

Petition Ref. No.	Date of Petition	Date Received	Location	Description	Number People Served	Length of Improv't.	Assigned Priority
1	No date	3-1-49	Glenn Hwy. Mi. 63.7	Improve existing trail	2 families	0.6 mi.	
7	No date	3-21-49	Kenai	Salamato Creek to Nikiska No.1	42	6.0 "	
8	No date	2-17-49	Valley	Sec.13,T16N, R3W, from Knik Road	2 families	0.5 "	
10 (See #40)		3-11-49	Naknek	Naknek to airbase & Naknek Road	500-5000	13.5 "	
16			Kasilof	Footbridge across Kasilof Rivver (Benefit # doubtful)	50	300 ft.	
17	3-14-49	3-14-49	Dillingham	Clark's Point to Ekuk		2 mi.	
19	4-2-49	4-13-49	Karluk	New Footbridge (Existing Bridge in good condition)	60		
22,23			Valley	Complete Clark Road begun in 1949	3 families 1 Sawmill (future)	1 1/2 mi.	
27			Kenai (Moose Riv.)	Road from 55-C at 6 mi. culvert to Skilak Lake			
28		8-6-48	Valley	Sec.30-31,T18N,R1E, to Seward Meridian, th Sly to Bogard Road	16	1 1/2 mi.	
29		5-18-49	Valley	Sec.22,23,T18N,R 2E (0.5 mi. completed 1948)	20	0.5 mi.	
30	4-24-49	4-24-49	Anchorage	Extend "C" St. to Firwood Lane	29	0.75 mi.	
31	5-5-49	5-9-49	Mt. View	Gravel Peterkin St., Mt. View (Work since performed by residents) (No action necessary)	9	0.5 mi.	
33		5-29-49	Iliamna	Footbridge across small Creek (Mrs. Rhoda Fleming - do details)			

Petition List, Fm. Rds. 1,

Petition Ref. No.	Date of Petition	Date Received	Location	Description	Number People Served	Length of Improv't.	Assigned Priority
34	6-1-49	7-1-49	Gilswill Road	Roads in Sec. 23-24-25-26, T13N, R3W	18		
35		7-11-49	Potter Hd.	From Campbell Rd. Int., Ely 1 mi. Nly 2 mi.	22	1.5 mi.	
36	10-21-49	10-31-49	Palmer	Sec. 22, T18N, R2W	9	1 mi. grade 1 1/2 " gravel	
37	10-24-49	10-31-49	Kasilof	Improve Old Kasilof Local Road	36	7 mi.	
38	10-24-49	11-17-49	Palmer	Sec. 24-25, T17N, R2E Stripped 1948 to be graded & gravel.		1.5 mi.	
39	11-24-49	11-23-49	Kasilof	Road to Polar Sea Foods Cannery	14	4000 ± L.F.	
(See 40)	10-21-49	11-25-49	Naknek	Naknek Roads	500-5000	13.5 mi.	
41	5- -49		Homer	Repair & maintain Miller's Landing Rd.	24	0.5 mi.	
42		8-20-49	Nasilla	Road from Pittman to Big Lake	20	8.5 "	
43	8-29-49	9-12-49	Homer	Sec. 17-18, T6S, R1W	3 families	1.25 "	
44	5-31-49 12-7-49	6-2-49 12-7-49	M. 58 Glenn Hwy.	Road to Pankrat's Homestead	4 families	Grade 1 mi. Gravel 2 "	
45	11-20-49	11-25-49	Dillingham	Raise grade existing road to form dam & create lake for float planes	Town of Dillingham	0.4 mi.	
46	11-22-49	12-12-49	Kasilof	From new West Kasilof Road along Sec. line between Webb & Ramsall Homesteads, E 2 mi. th N 2 mi.	4 families	1.0 mi.	
47	10-25-49	12-14-49	Campbell Sta.	From Campbell R.R. Sta. to Sand Lake - Potter Farm Road	6 families	1.5 mi.	
48	12-12-49	12-19-49	Anchor Point	From Rte. 55C to Anchor River along Twp. line between T4-5 & T5S, R15W	4 families	2300 ft.	

Petition List, Fm.Rds. 1949 P.3

Petition Ref. No.	Date of Petition	Date Received	Location	Description	Number People Served	Length of Improv't.	Assigned Priority
49	12-15-49	12-20-49	Dillingham	Road Survey, Dillingham to Aleknagik Lake	94	23.0 mi.	
50	not dated	12-30-49	Pittman	Road to Willow Station via Houston Coal Mine	36 families	18 mi.	
51	not dated	1-3-50	Nasilla	From Pittman Road Westerly along No. side Lake Lucile	3 families	2.5 mi.	
52		8-25-49	Palmer	Gravel roads around Agricultural Research Laboratory, Palmer (U.S. Dept. of Agri.) - (Work started in 1949)		0.5 mi.	

Farm Roads

FBA 30,000 ✓
Harris 15,000 ✓
165,000

Reserve - March 1, 1951 18,500

Appropriation - 1952 F.Y. 200,000
218,500

Hold for Spring Reserve 50,000 ✓
Available 1951 Sum = 168,500

Authorized - Roadwork - West Grand - Spruce Lake 15,000

Proposed - Name - Lost River Trm 6 1/2 mi ✓ 10,000 ✓

Fairbanks - Tok Townsite ✓ already in

Fairbanks Housing bridge ✓ X no gas

Fairbanks farm roads ✓ already in

Anchorage - Valley River Cul. ✓ 15,000

Seldovia - Red Mt. ✓ X no gas

Anchorage - farm ✓ already in

Valley - McLeod Creek - Union Ch. ✓ 15,000 ✓

Harris - Chilkat bridge ✓ Project

Skagway - Jim Esterson ✓ already in

(FARM ROADS PROGRAM - Continued)

Fairbanks District

<u>Area</u>	<u>Priority</u>		<u>C o s t s</u>	
			<u>1st. Year</u>	<u>Total</u>
Tok	1 -	Tok Townsite	7,500	\$ 7,800
Fbks	2 ✓	Peede Road Extension (Branch of Badger Road)	10,000	16,000
"	3 ✓	Geist Road	2,500	2,500
"	4 ✓	Becker, Dale, Conn. Road	10,000	20,000
R.Hwy	5 ✓	Shaw Creek Farm Road	<u>30,000</u>	20,000
Fbks	6 -	63 Small tracts development road		12,000
34 mi Road by	7 ✓	P. R. Johnson Road		18,000
"	8 ✓	Pegen Road		20,000
"	9 - ?	Jankovich Road Extension, near Happy		2,000
"	10 ✓	Country Club Extension to serve settlers - near Jankovich.		9,000 3,000
Time in month 3	11 - ?	McKinley Sub-division Road (from pump station road)		25,000
"	12 ✓	International Airport Loop		45,000
R.Hwy	13 ✓	Little Salcha Farm Road		6,000
R.Hwy	14 ✓	Harding Lake Extension, 2 Mi.		20,000
Yukon	15 ✓	Road at Eagle		25,000
Fbks	16 ✓	Bentley Island Bridge		30,000
A.Hwy	17	Northway Native Village		2,000
"	18	Tetlin Village		10,000
Total - Fairbanks District				\$ 290,000

Haines Sub-District

Haines	1	Young Road	5,000	
	2	West Creek Extension, Dyea	5,000	15,000
			<u>10,000</u>	

Nome District

Nome	1	Lost River Tin Development, 6-1/2 Mi. and Bridge	10,000	100,000
			\$ 50,000	

Valdez District

Valdez	1	Mineral Creek Improvement	15,000	<u>20,000</u>
--------	---	---------------------------	--------	---------------

TOTAL - ALL DISTRICTS

\$1,581,300.

And more coming each year

Farm and Industrial Roads
1951 Season

<u>Dist.</u>	<u>Priority</u>	<u>Project</u>	<u>Amount</u>
<u>Anchorage</u>	1	Anch. Cemetery Road	3,000
	2	Kodiak - Spruce Lake Road	15,000
	3	Extend. East Hill Road	10,000
	4	Deep Creek Road (from Sterling Hwy)	7,000
	5	Loop from Potter Rd. to Lake Otis Rd. (via Lake Rd)	12,000
	6 a	Kingsaid Road to Turnagain Arm.	12,000
	6 b	Gravel Homers Hill Road	10,000
	7	Healy River Road	15,000
	8	Extension of Strawberry Rd.	1,000
	9	East Bodeburg Butte Farm Road.	4,500
	Palmer 9	Lazy Mountain Extension	4,500
	Palmer 10 a	Schnock Road Extension.	14,000
			<u>100,000</u>
			95,000

<u>Fairbanks</u>	1	Tok Townsite.	7,500
	2	Peede Road (Extension of Badger Rd)	10,000
	3	Geist Road	2,500
	4	Becker, Dale, Conn. Rd.	10,000
			<u>30,000</u>

<u>Faines</u>	1	Young Road	5,000
	2	West Creek Extension, Dyea.	5,000
			<u>10,000</u>

<u>Gallego</u>	1	Mineral Creek Road, Improvement.	15,000
----------------	---	----------------------------------	--------

<u>Nome</u>	1	Last River Road (Bridge + Improvement)	10,000
		Total	<u>165,000</u>

Approved
Subject to concurrence
of State engineers
JRS
17 Jan 51

FARM AND INDUSTRIAL ROADS
1951 SEASON

<u>District</u>	<u>Area</u>	<u>Pri- ority</u>	<u>Project</u>	<u>Amount</u>
Anchorage	Anch.	1	Anchorage Cemetery Road	\$ 3,000
	Kodiak	1a	Kodiak-Spruce Cape Road	15,000
	Homer	2	Extend East Hill Road	10,000
	Kenai	3	Deep Creek Road (from Sterling Highway)	7,000
	Anch.	4	Loop from Potter Road to Lake Otis Road (via Wells Road)	12,000
	Anch.	5	Kinoaid Road to Turnagain Arm	12,000
	Homer	6a	Gravel Homer Hill Road	10,000
	Healy	6b	Healy River Road	15,000
	Anch.	7	Extension of Strawberry Road	1,000
	Palmer	8	East Bodenbury Datto Farm Road	6,500
Palmer	9	Leay Mountain Extension	4,500	
Palmer	10a	Schrock Road Extension	4,000	
				<u>100,000</u>
Fairbanks		1	Tok Townsite	7,500
		2	Peade Road (Extension of Badger Road)	10,000
		3	Geist Road	2,500
		4	Hecker, Dale, Gunn Road	10,000
				<u>30,000</u>
Haines		1	Young Road	5,000
		2	West Creek Extension, Dyes	5,000
				<u>10,000</u>
Valdez		1	Mineral Creek Road, Improvement	15,000
Hona		1	Lost River Road (Bridge and Improvement)	10,000
				<u>10,000</u>
			TOTAL	\$165,000

Approved subject to
concurrence of District Engineers:

John H. Hayes, Commissioner of Roads

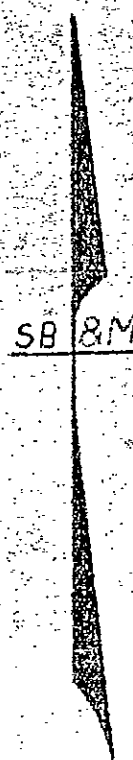
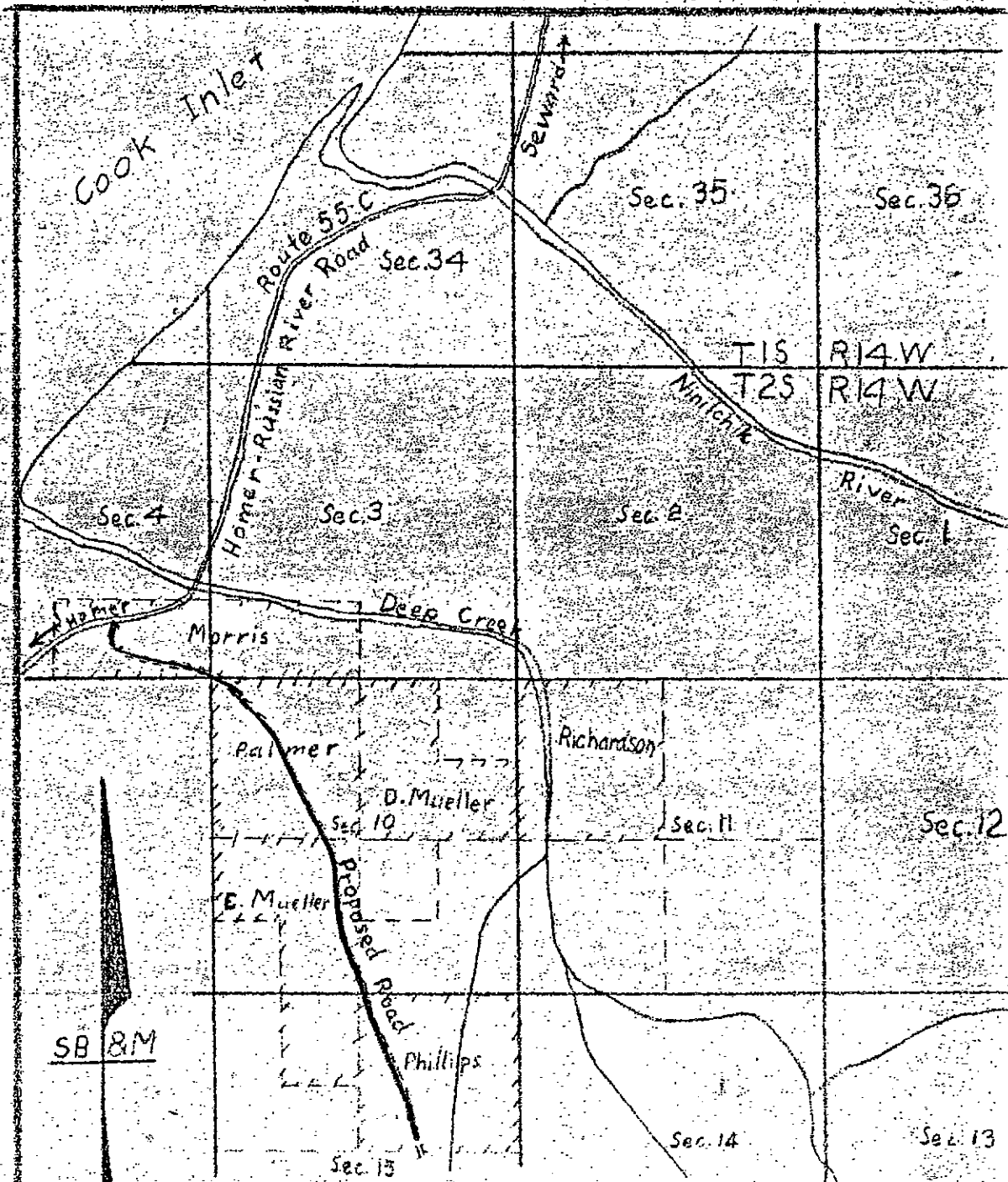
April 17, 1951

Instructions

1. Fill in the appropriate spaces with the date received, number of signers and petition number.
2. In this space fill in the local names of the area, such as Kenai Peninsula, Fairbanks area, Copper River area, etc.
3. Describe the location by section, township, and range as completely as possible. If area is not surveyed, give approximate latitude and longitude.
4. The description of the proposed work should indicate type of terrain, ground conditions, type and growth, availability of surfacing, bridges, and other factors that will clarify the proposed work.
5. In this space note whether the land will require R/W easement, or whether reserved R/W under Public Law 601.
6. Under estimates, fill in the spaces provided.
7. Include any recommendations and remarks which are pertinent and not previously covered.

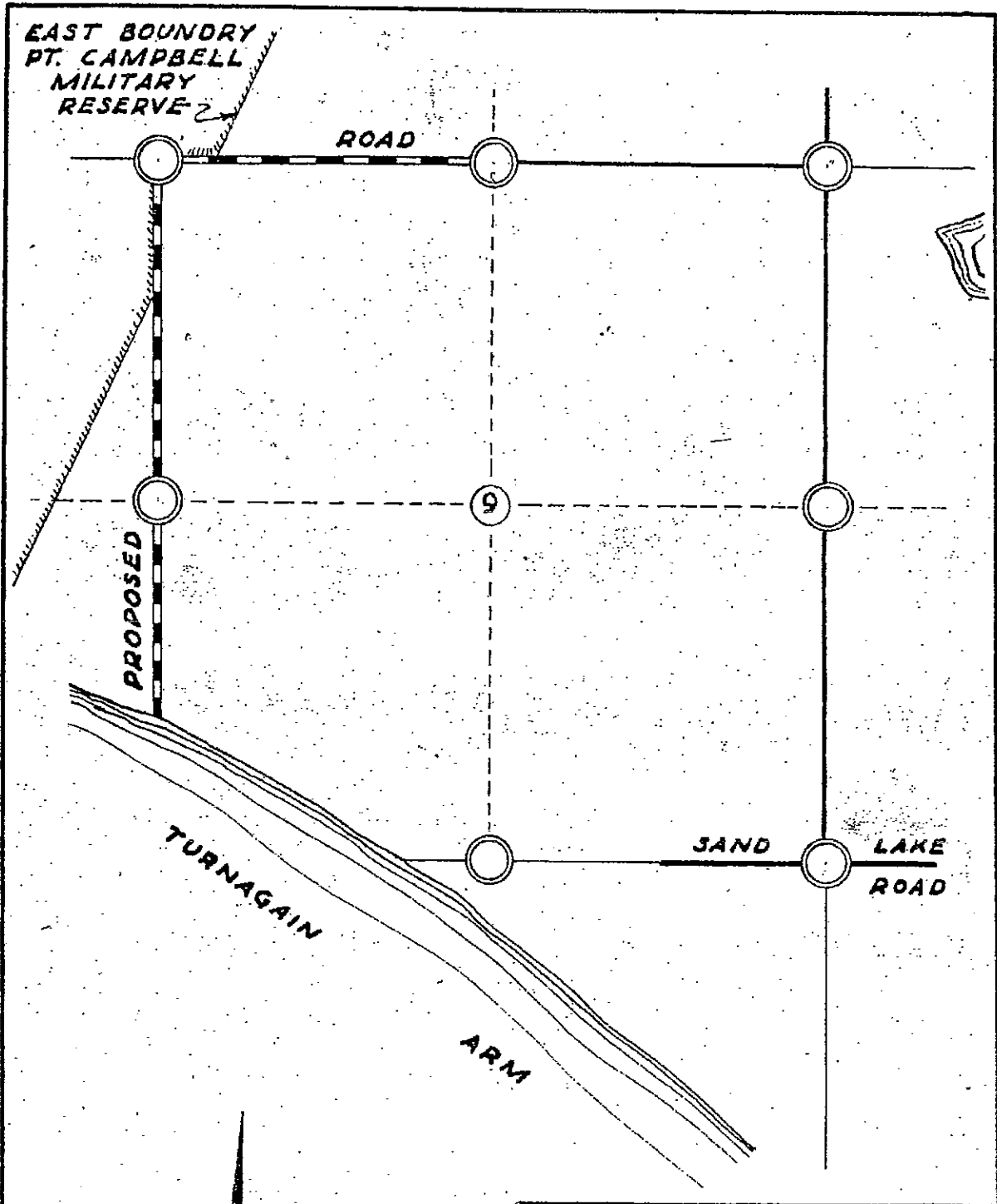
Distribution:

- 2 - Hqtr. ARC
- 1 - B.L.M. for review
- 1 - District file



Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 58
 Scale 1" = 1/2 mi.
 Anchorage District April 1950

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



EAST BOUNDARY
PT. CAMPBELL
MILITARY
RESERVE

ROAD

PROPOSED

TURNAGAIN

ARM

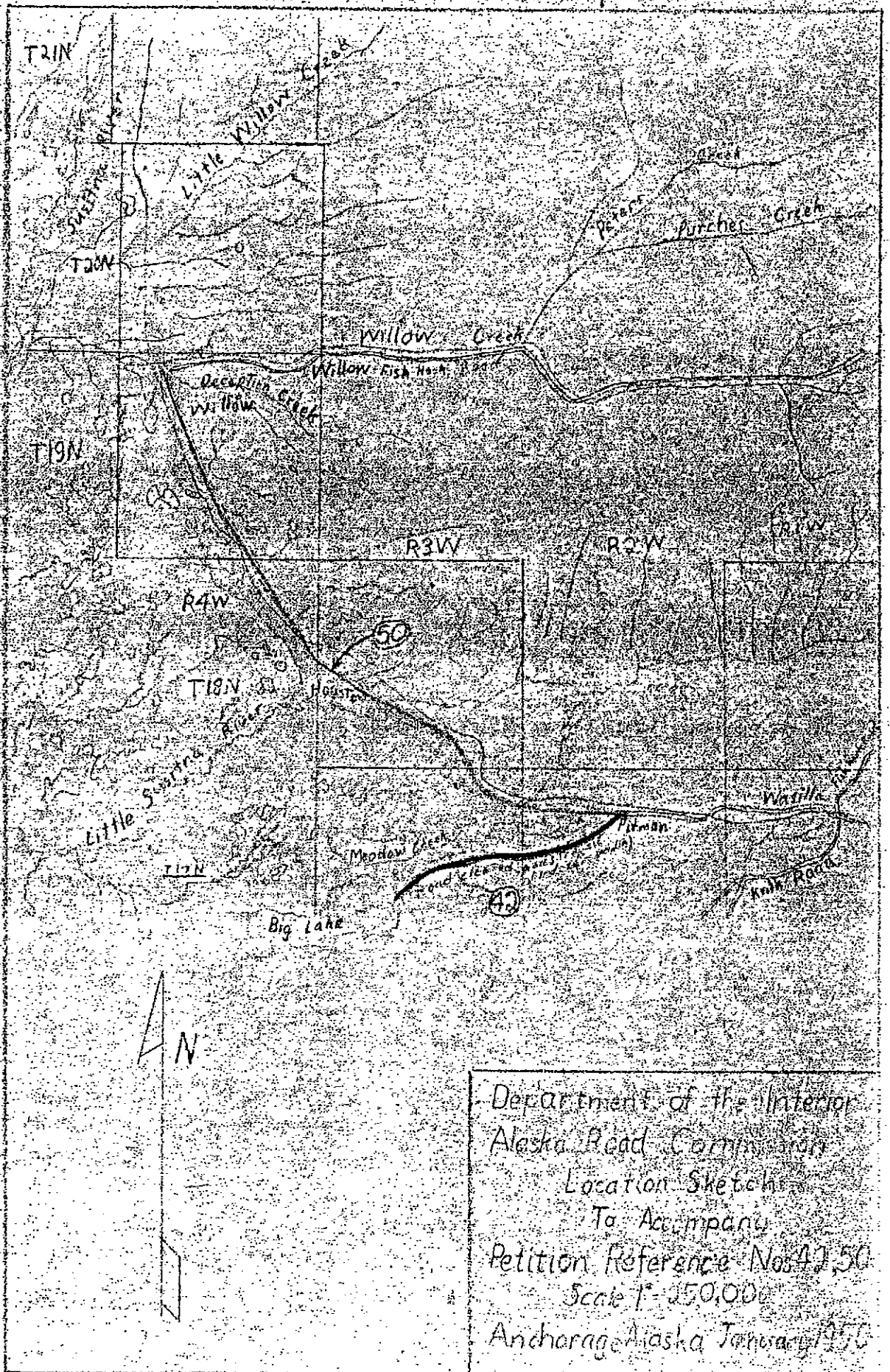
SAND

LAKE
ROAD

9

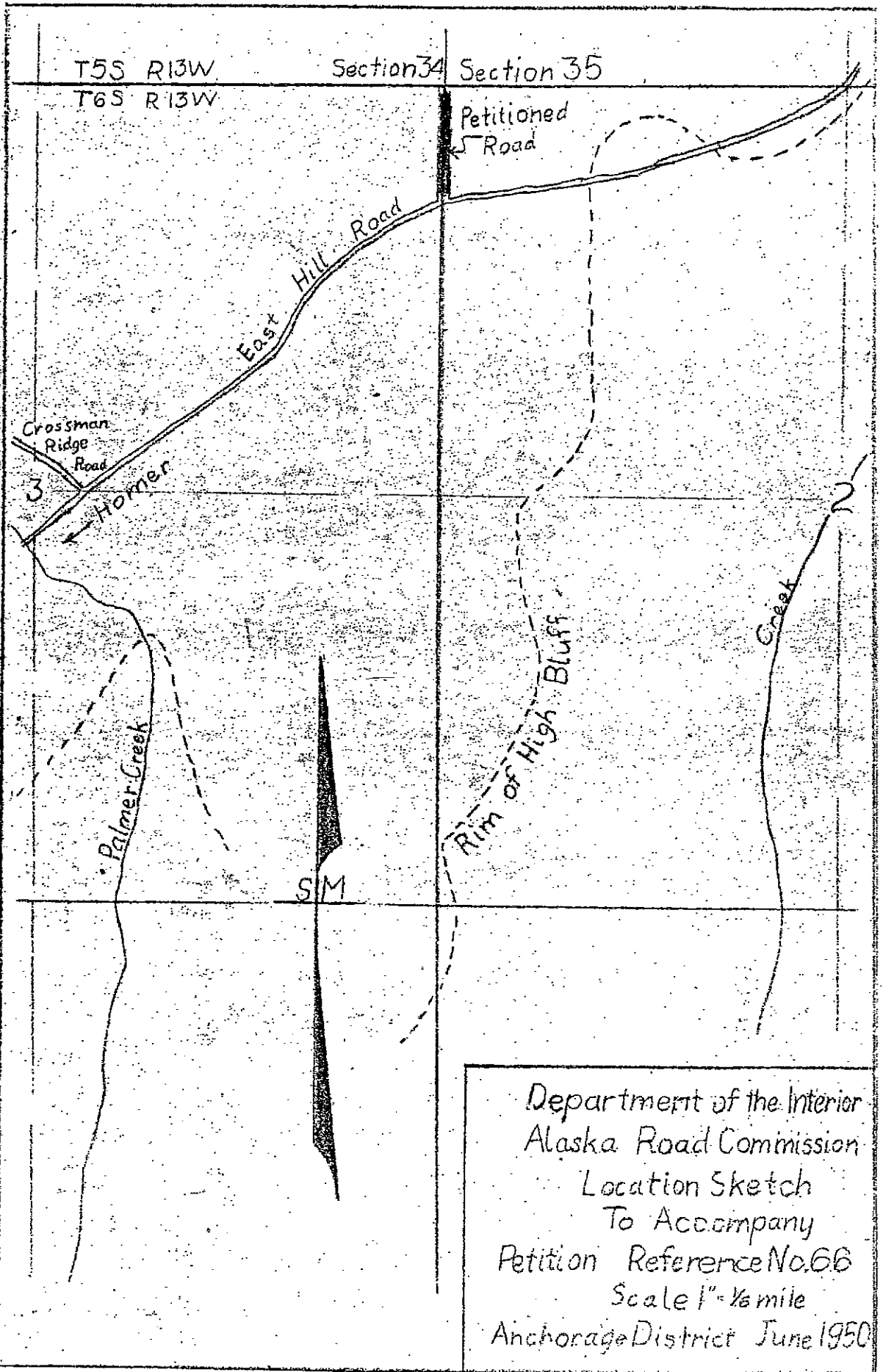
T12N R4W

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

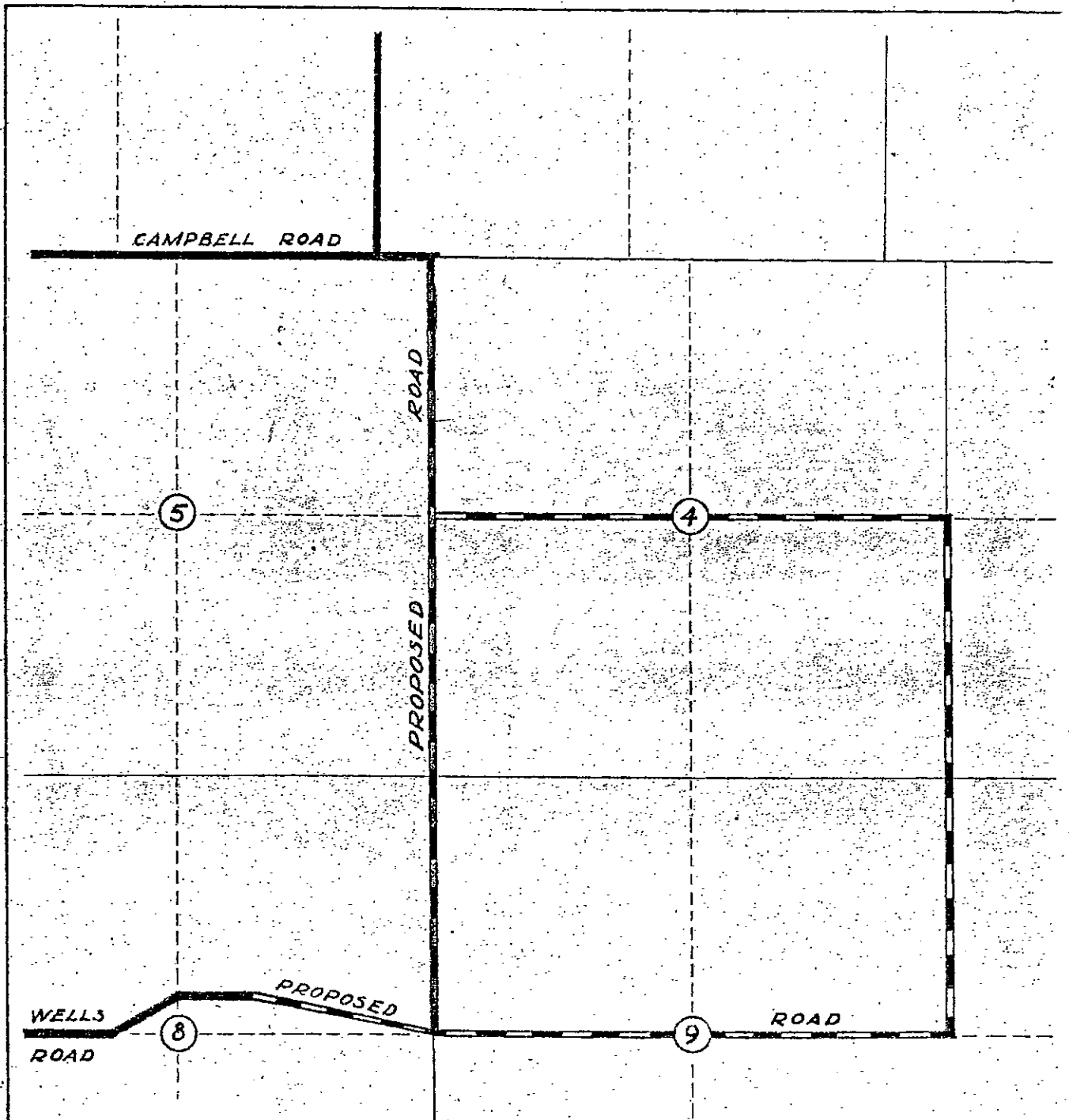


Made by GF
 Checked by EF

Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference Nos 42, 50
 Scale 1" = 250,000'
 Anchorage, Alaska January 1950



Made by GE
Checked by ATF



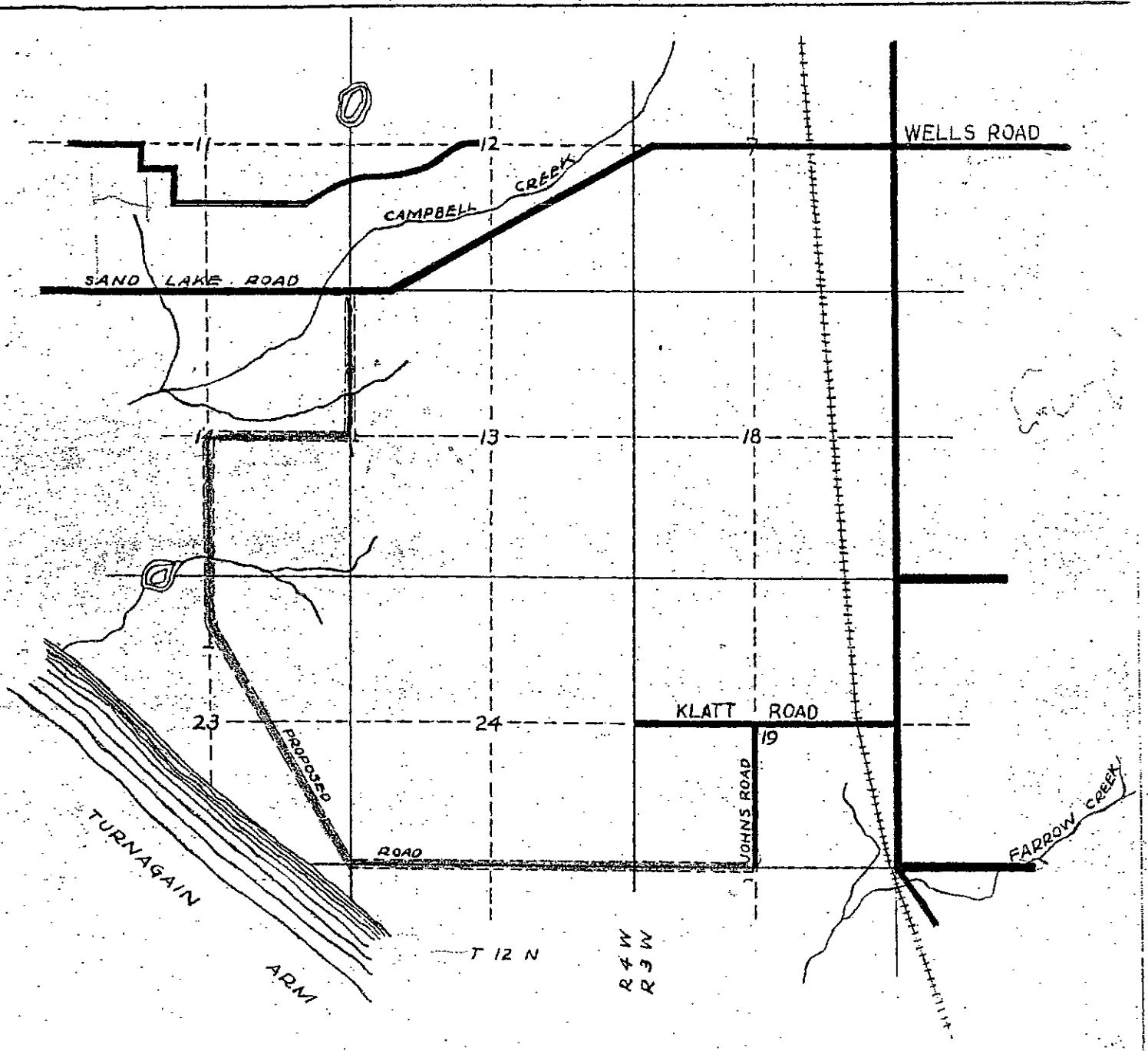
DEPARTMENT OF INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE NO. 73
 SCALE 1" = 7500'
 ANCHORAGE ALASKA DISTRICT
 NOV. 30
 Date

Cook Inlet

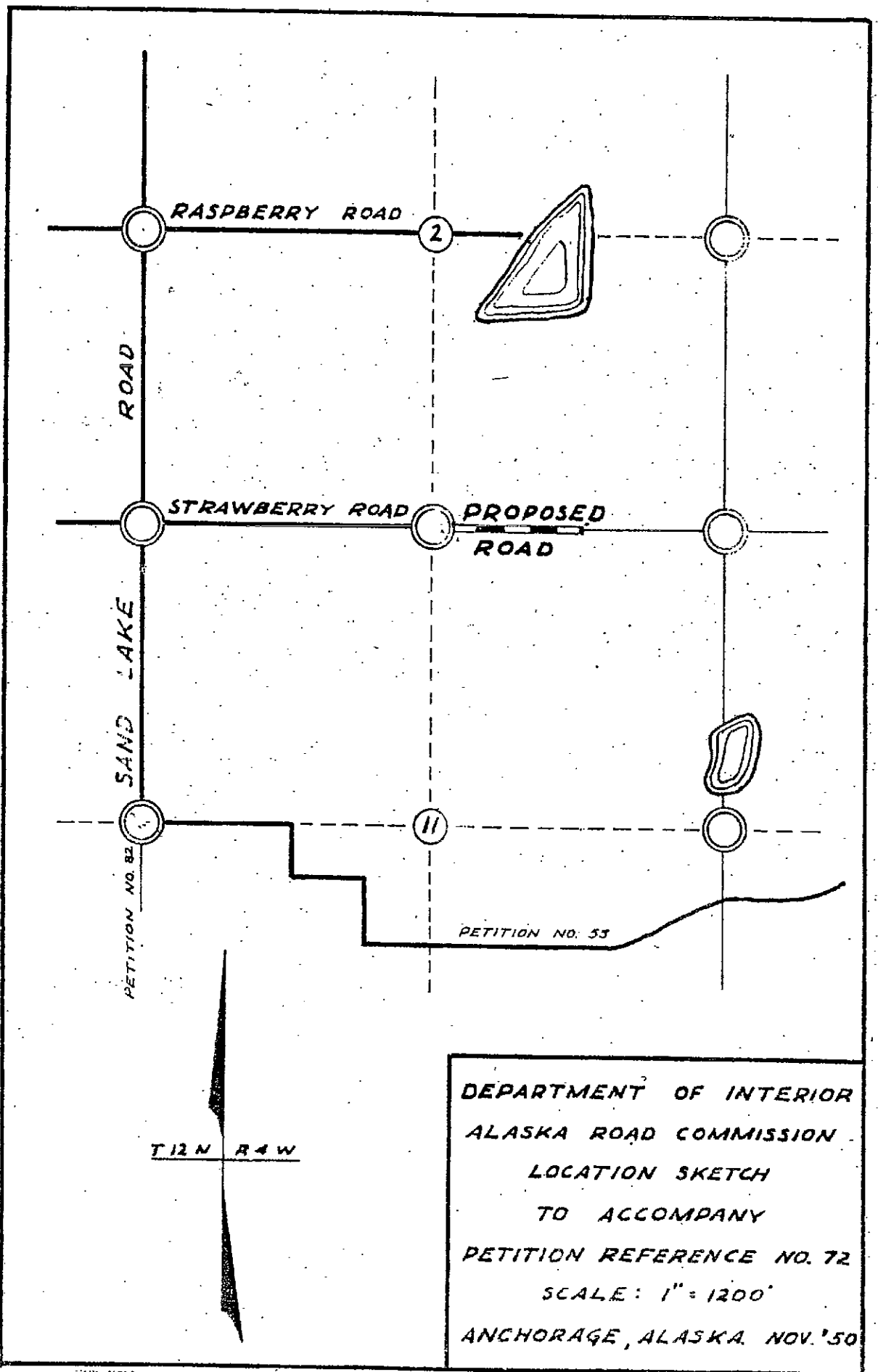


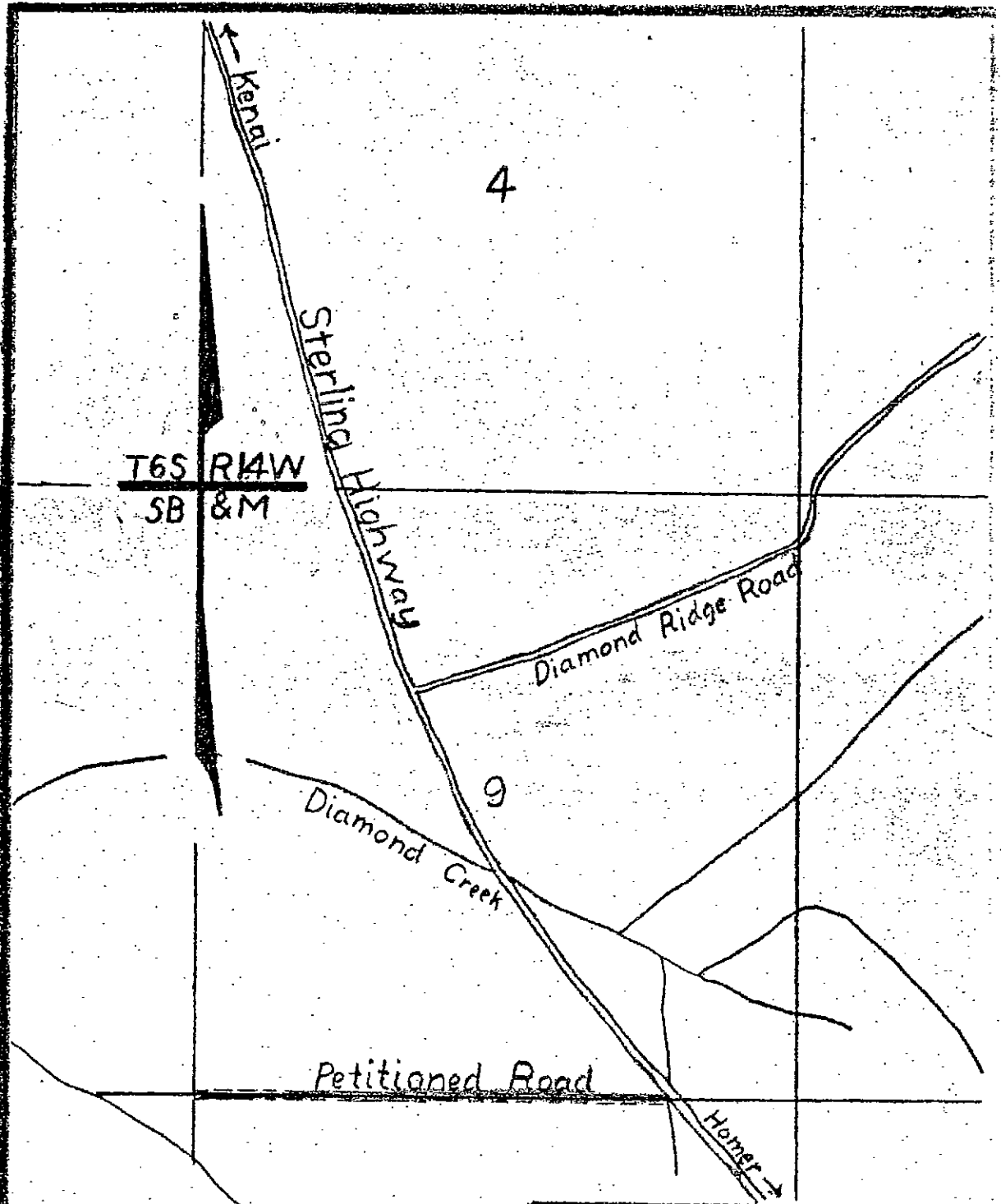
Department of the Interior
 Alaska Road Commission
 Location Sketch
 To accompany
 Petition Reference No. ~~39~~ 39
 Scale 1" = 1 mile
 Anchorage, Alaska, January 1950

made by G.E.
 checked by



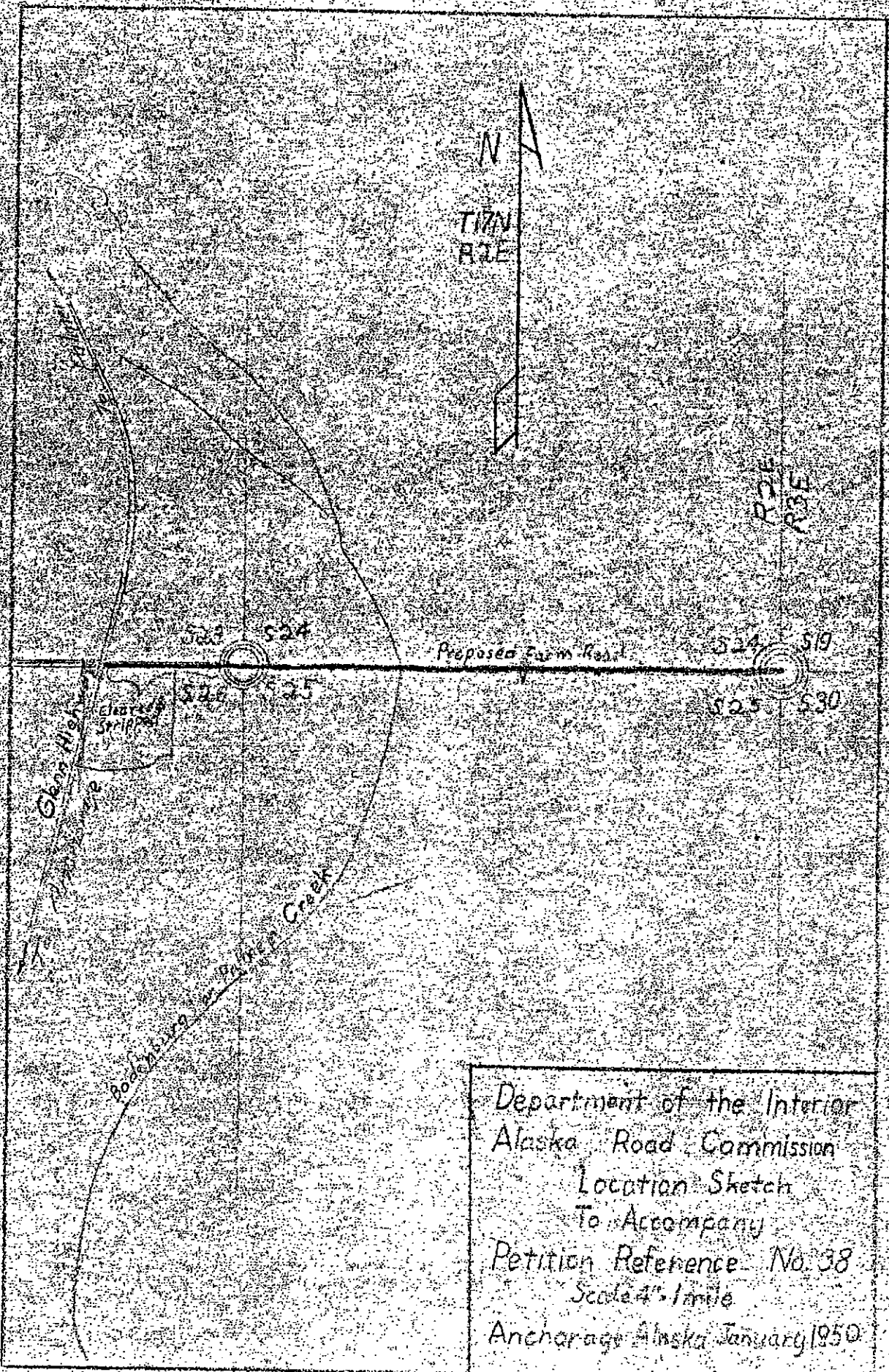
DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 LOCATION SKETCH
 TO ACCOMPANY
 PETITION REFERENCE NO. 70
 SCALE 2" = 1 MILE
 ANCHORAGE ALASKA NOV. '50





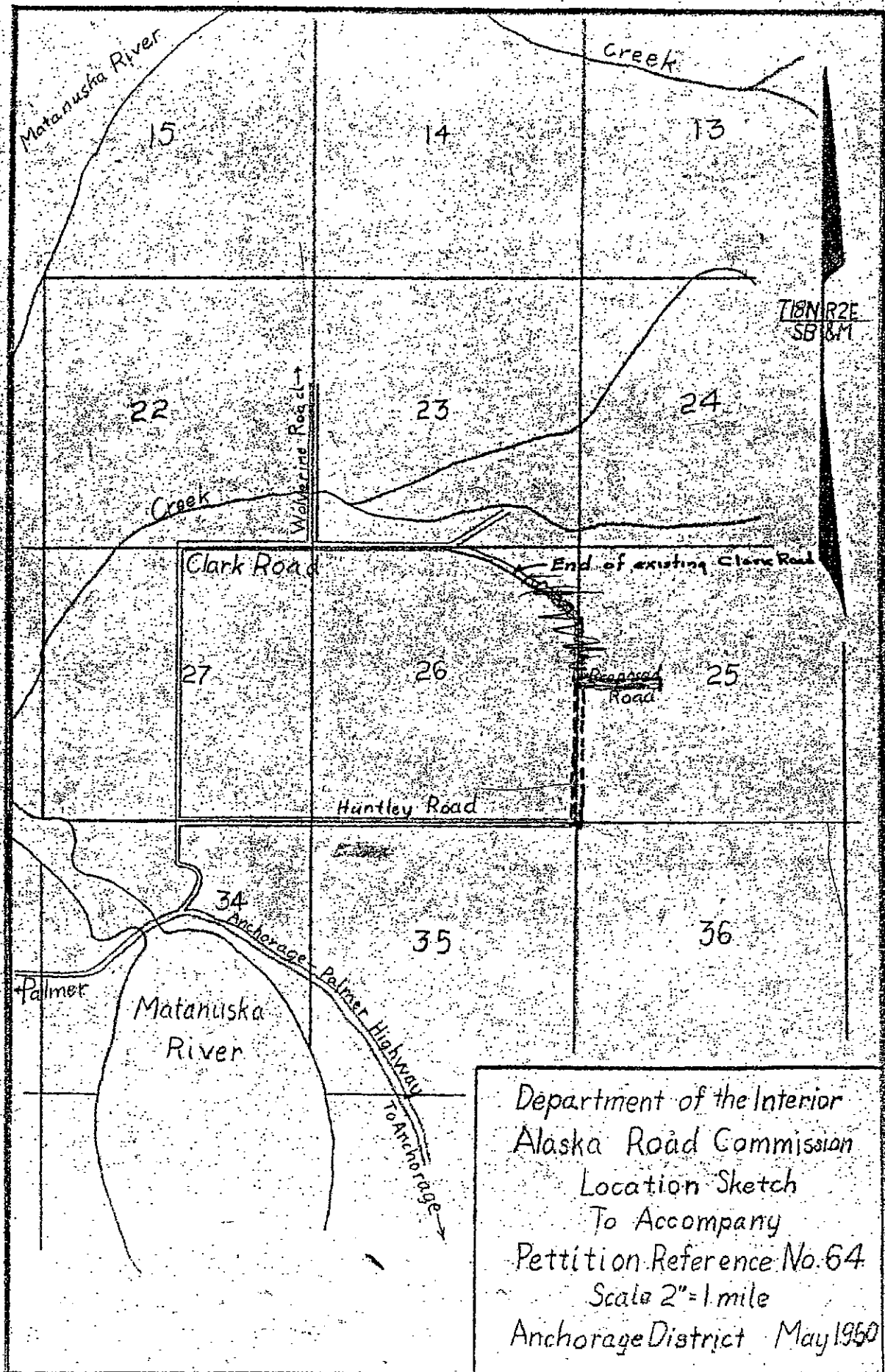
Made by G.F.
 Checked by [Signature]

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



Made by S.F.
 Checked by T.E.

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



21

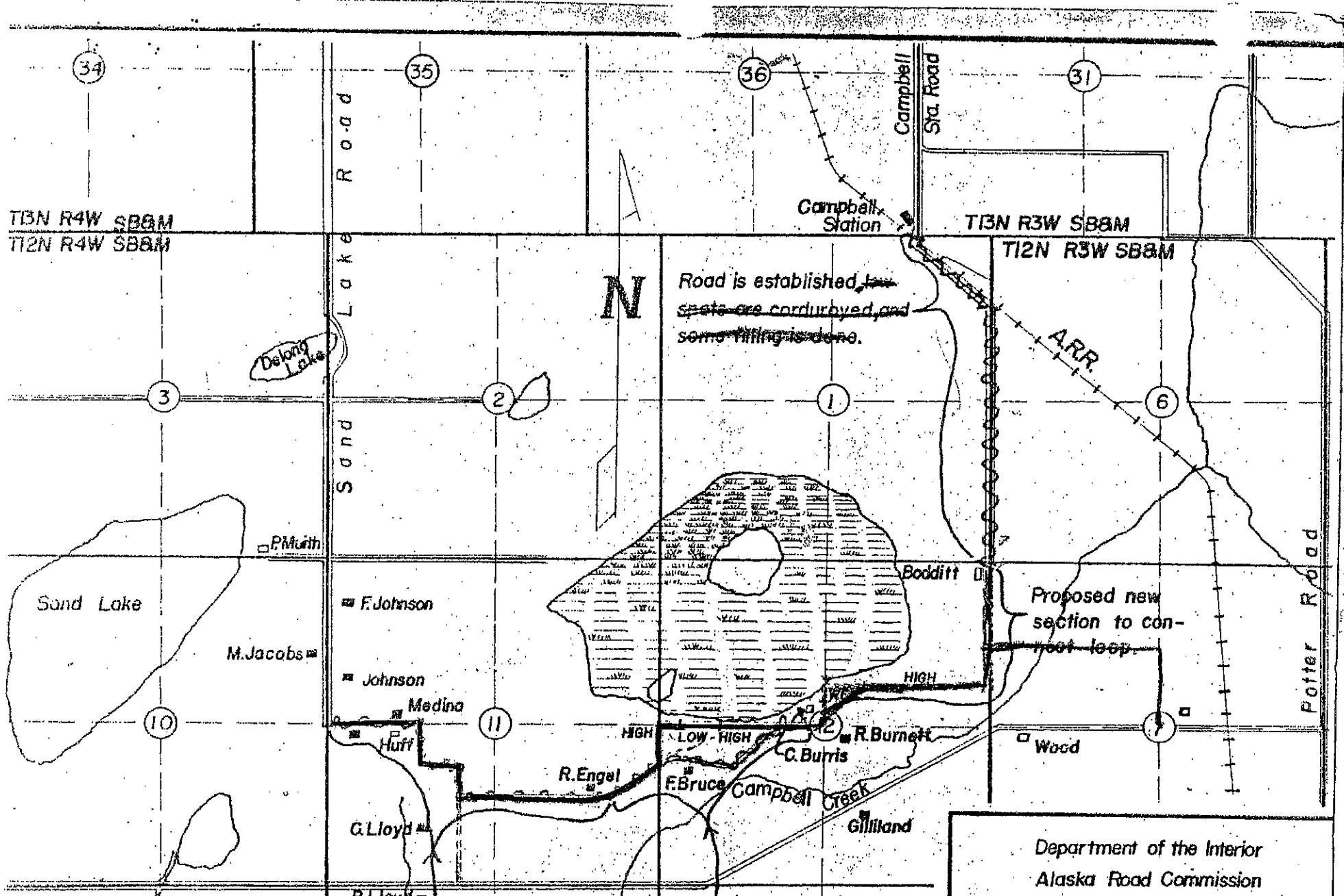
28

Proposed Road Schrok Road
To Wasilla →

T18N RIW
SB & M

Department of the Interior
Alaska Road Commission
Location Sketch
To Accompany
Petition Reference No. 71
Scale: 4" = 1 mile
Anchorage District July 1957

Drawn by _____
Checked by _____



Road is established, low spots are corduroyed, and some filling is done.

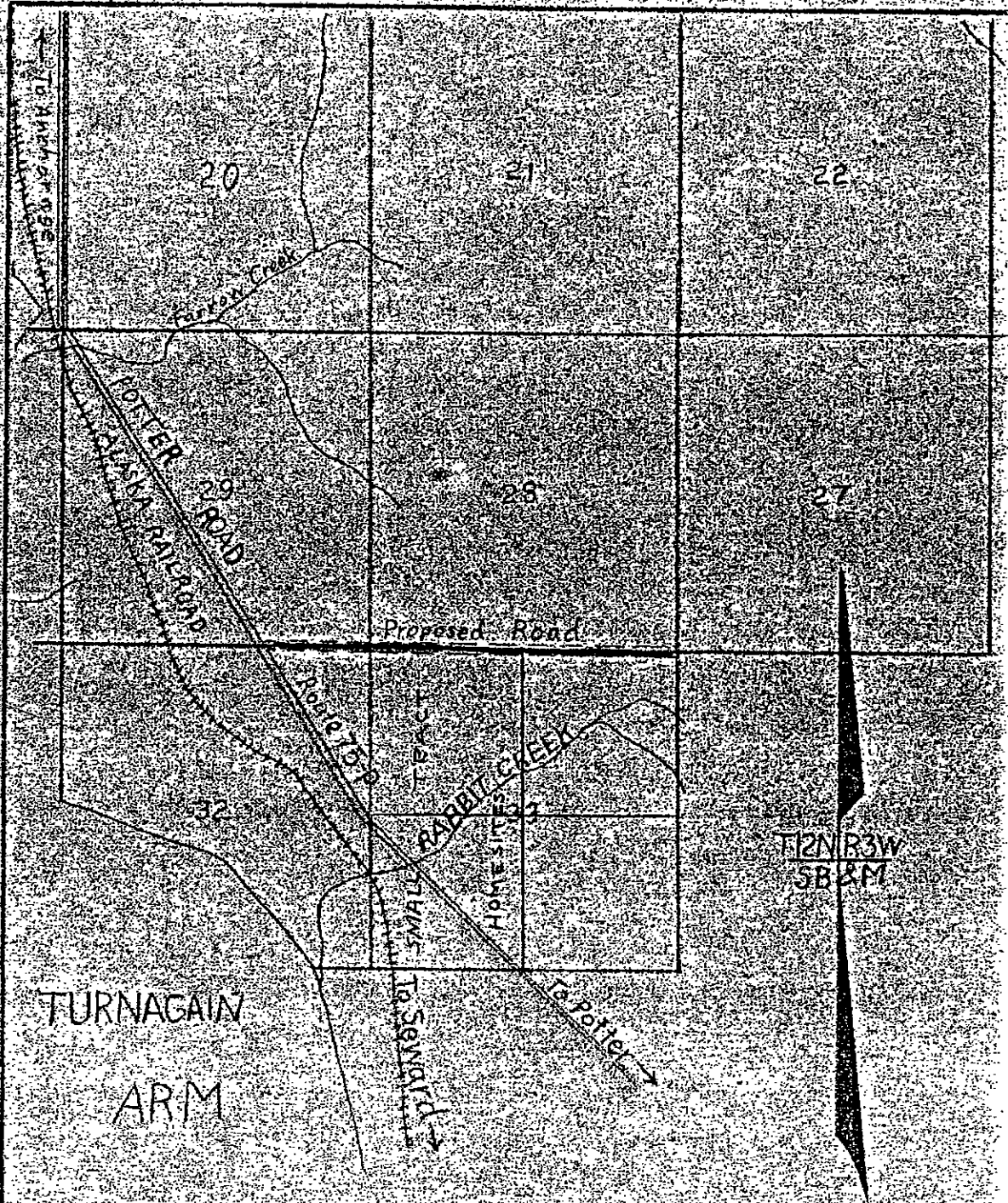
Proposed new section to connect loop.

- ==== Road is established.
- Road is established but needs improvement.
- - - Proposed road.

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

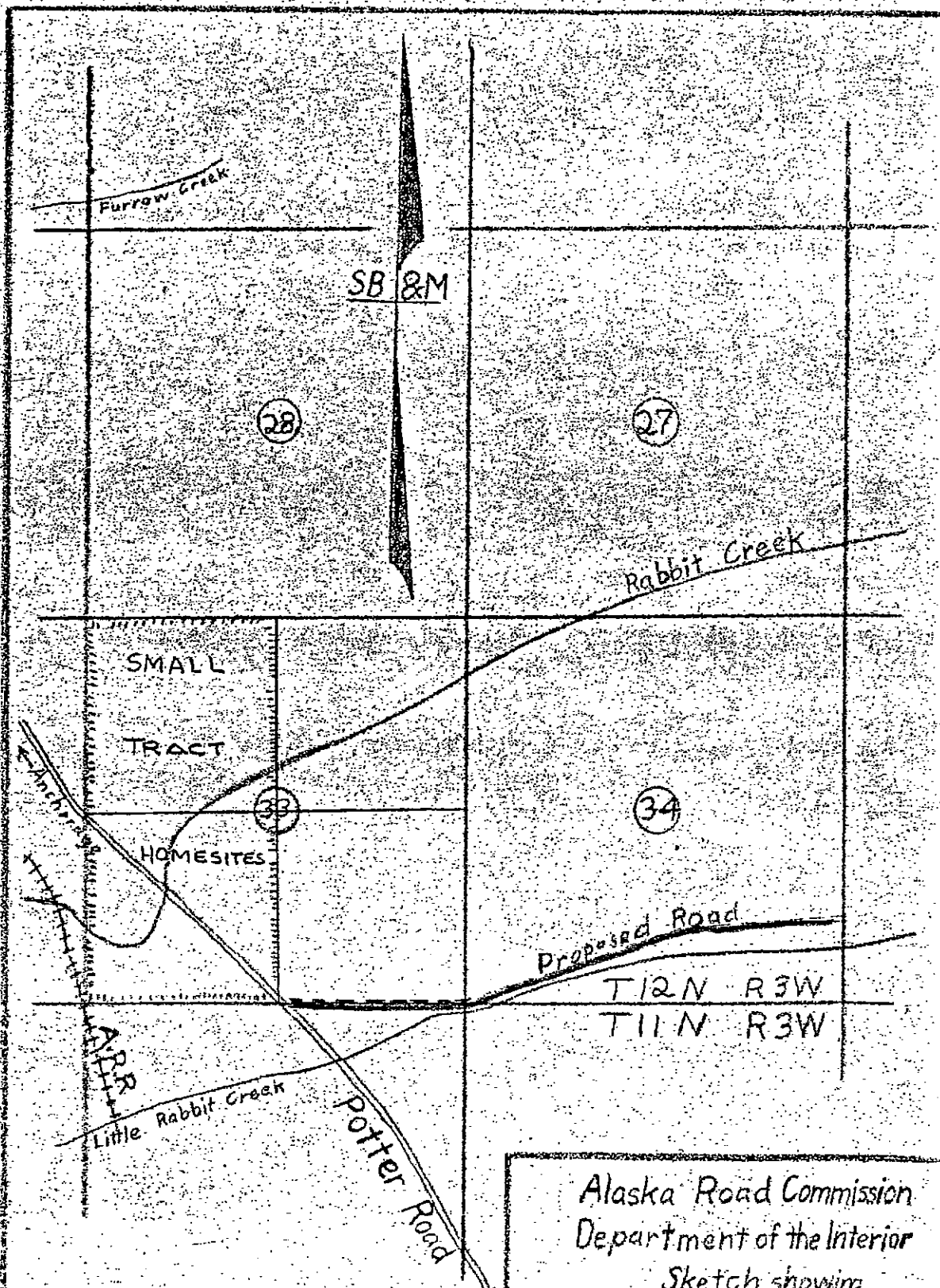
Road is cleared but it is not graded or graveled. It has objects across the proposed line.

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



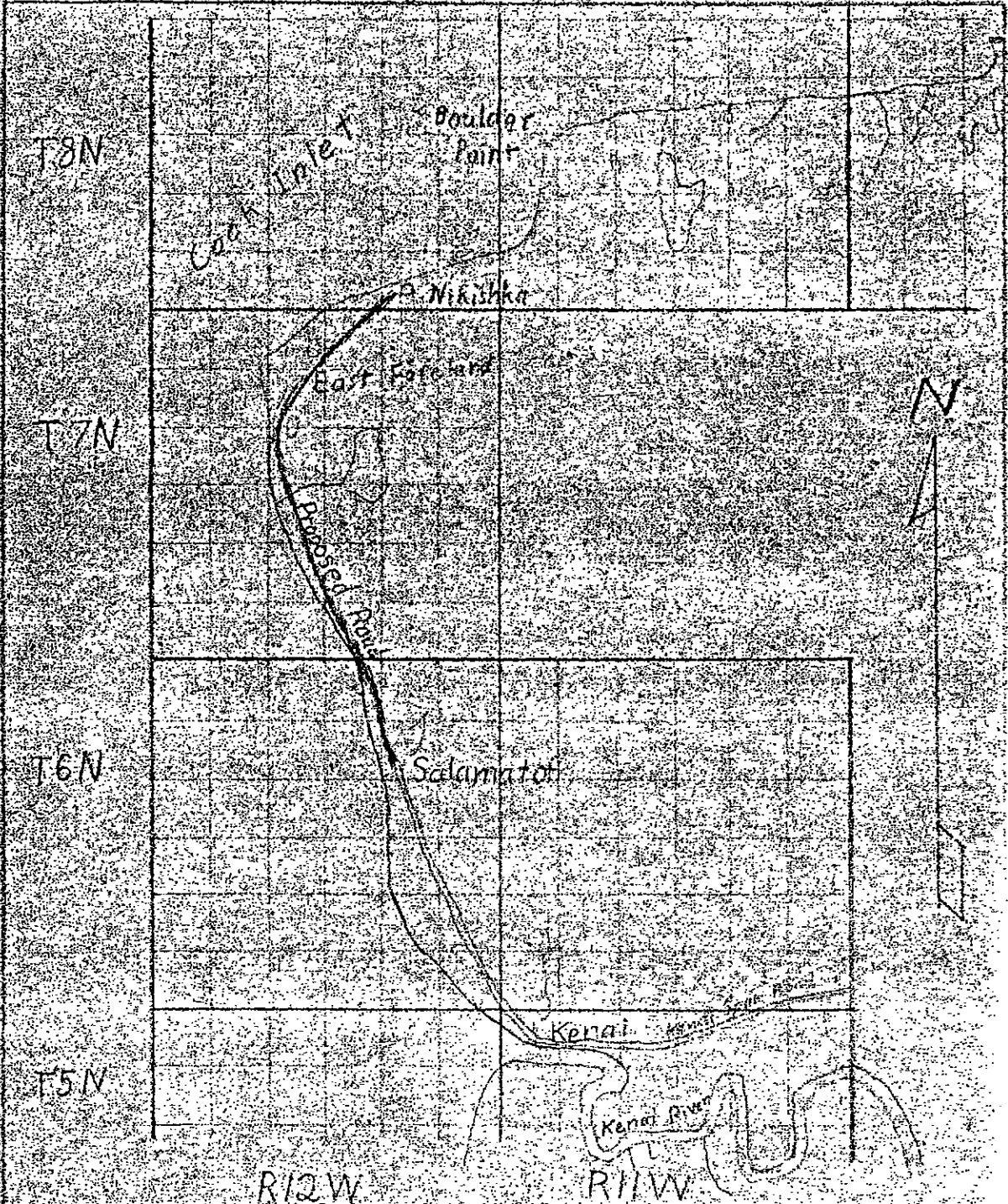
Made by G.F.
 Checked by M.F.

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



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

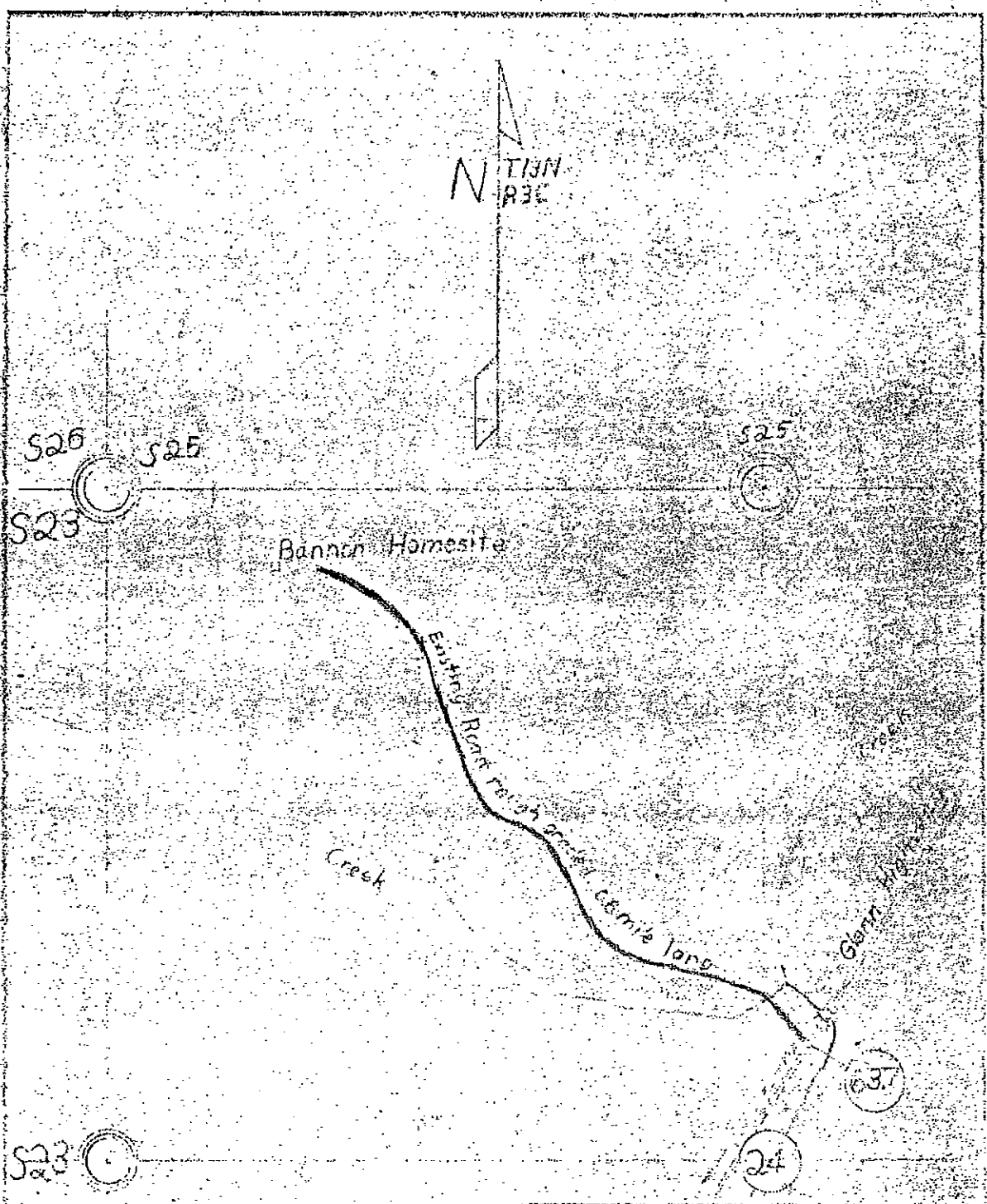
Made by GE
 Checked by AMF



Department of the Interior
 Alaska Road Commission
 Location Sketch
 To Accompany
 Petition Reference No. 7
 Scale 1" = 66,666 2/3'
 Anchorage, Alaska, February 1951

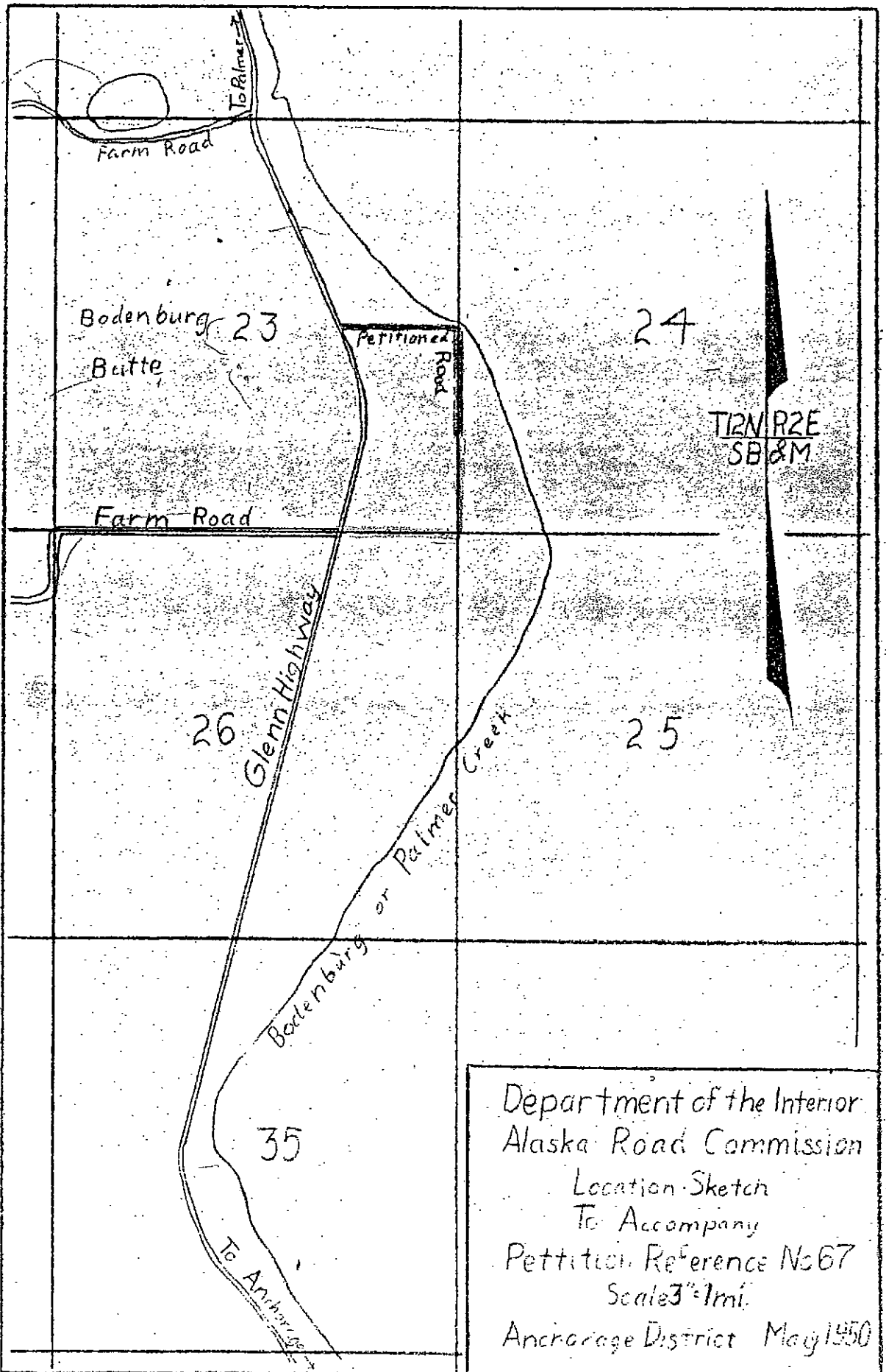
Made by [signature]
 Checked by [signature]

N
T13N
R3E



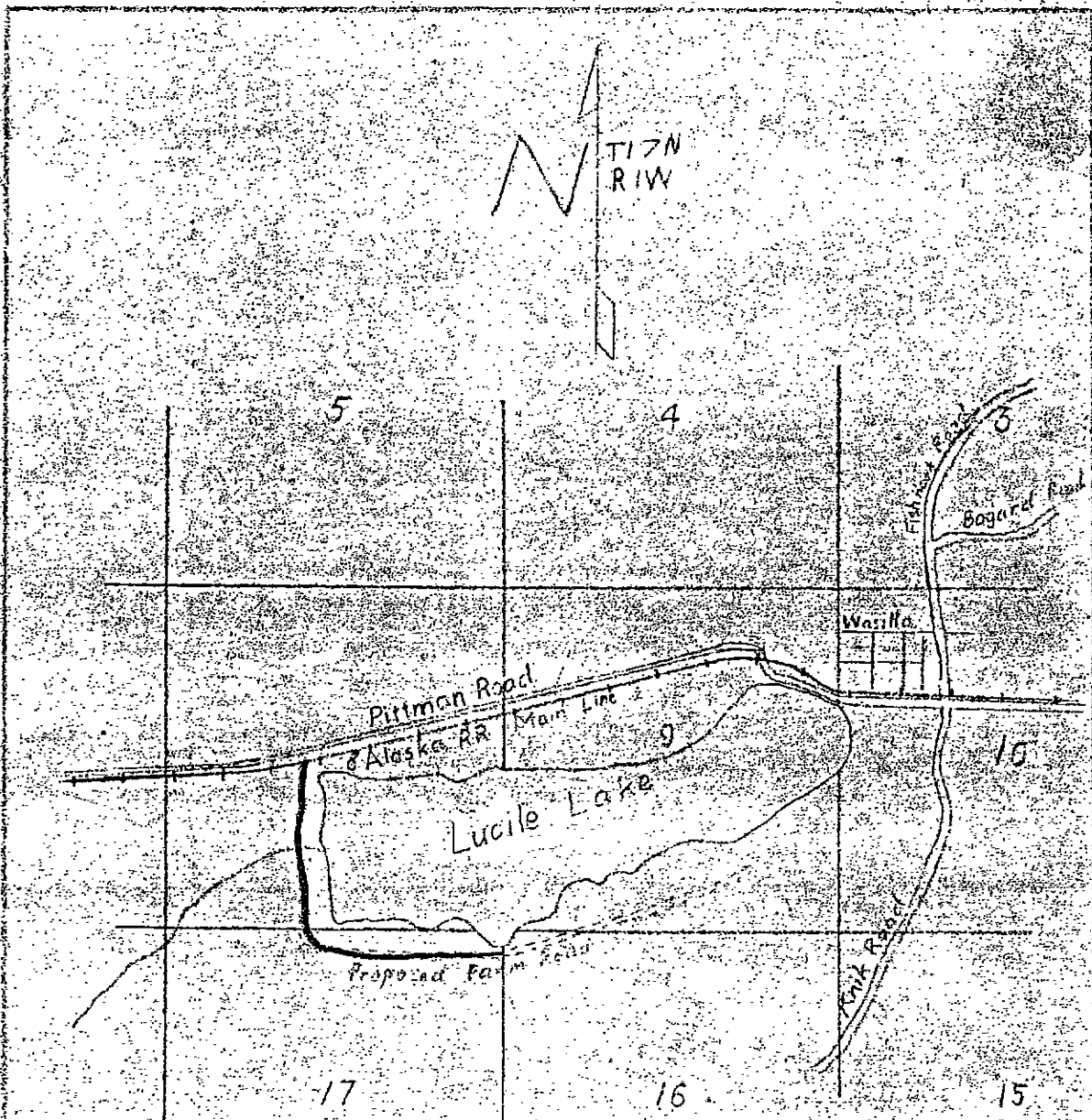
Department of the Interior
Alaska Road Commission
Location sketch
To accompany
Petition Reference No. 1
Scale 1" = 600'
Fairbanks Alaska January 1950

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



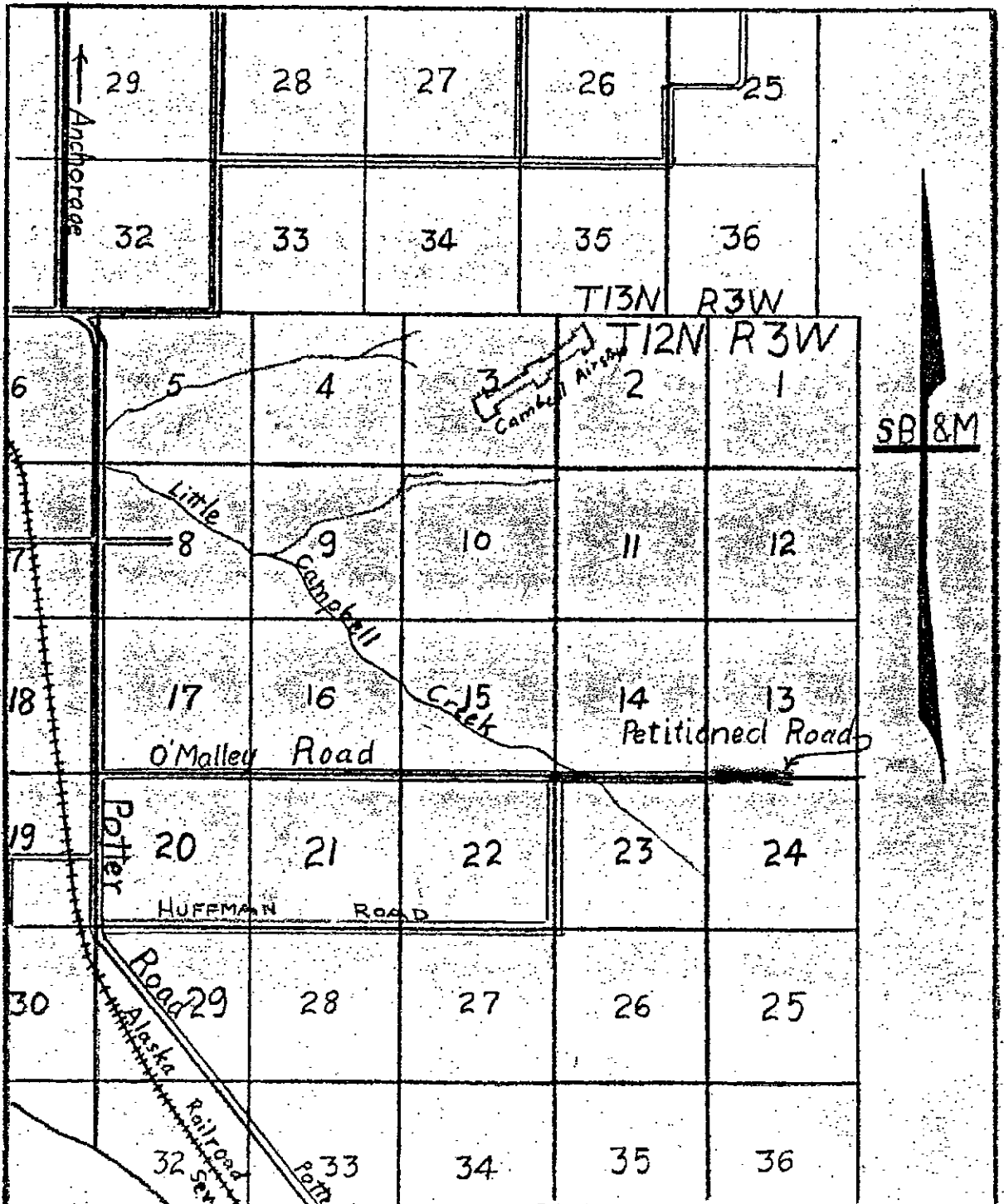
Made by EF
 Checked by _____

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



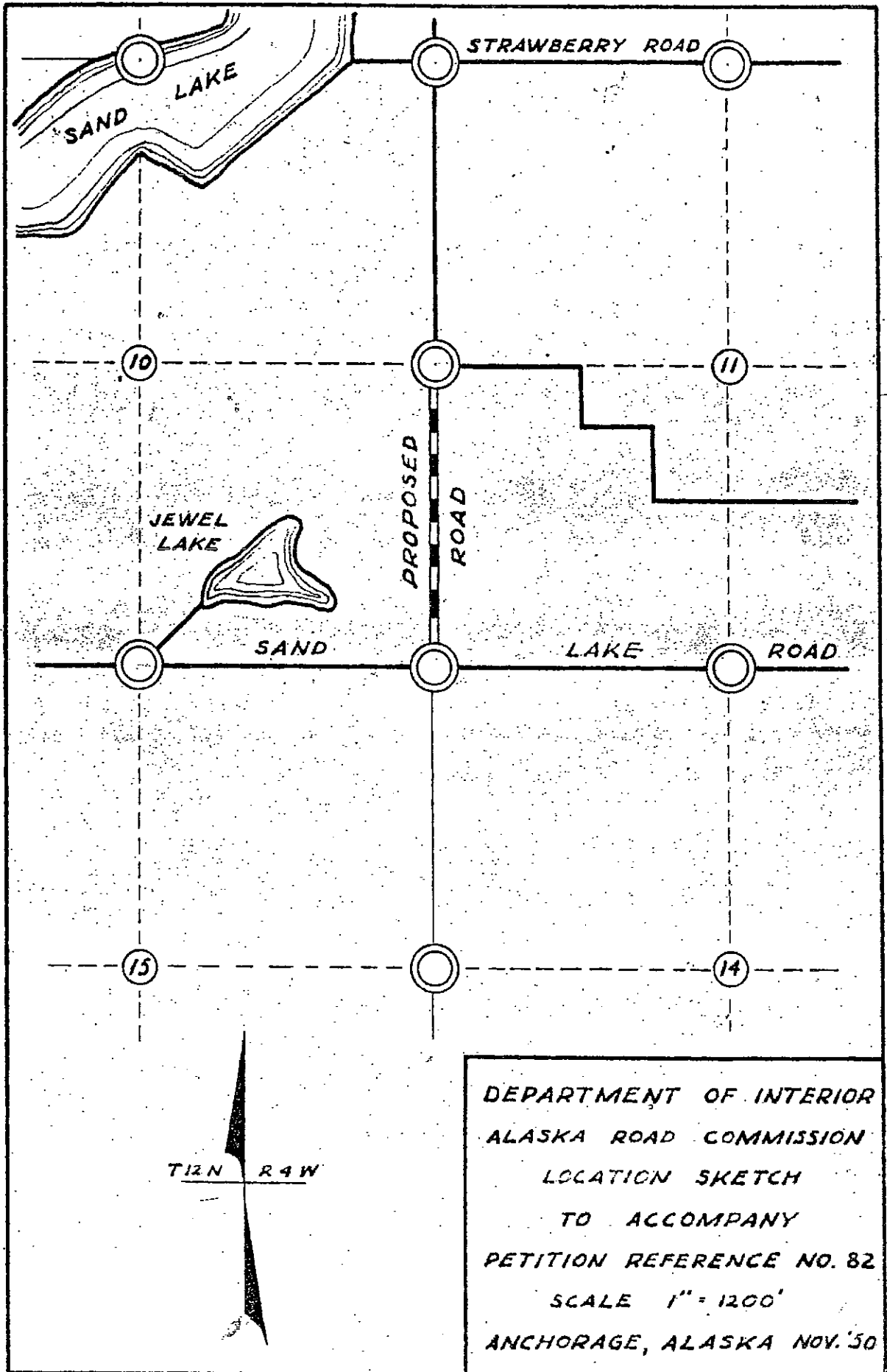
Department of the Interior
 Alaska Road Commission
 Location sketch
 To accompany
 Petition Reference no. 51
 Scale 2" = 1 mile
 Anchorage Alaska January 1950

Made by GF
 Checked by ATP



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

Made by G.F.
 Checked by _____



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