

BIENNIAL REPORT

of the

TERRITORIAL HIGHWAY ENGINEER

April 1, 1951 to March 31, 1953

Juneau, Alaska

Juneau, Alaska

March 1, 1955

Hon. George A. Parks
Governor of Alaska
Juneau, Alaska

Dear Sirs:

Herewith I beg to transmit through your office to the Eleventh Session of the Legislature of Alaska my report for the biennium ending March 31, 1955.

Respectfully yours,

Wm. A. Hesse
Highway Engineer

FOREWORD

This report shows the expenditures for work on all roads and related matters under the jurisdiction of the Territorial Road Board.

All funds allotted for forest roads were expended by the U. S. Bureau of Public Roads, as shown in this report. All funds allotted to cooperative projects with the Alaska Road Commission were expended by that Board, as is also shown in this report.

The shelter cabin fund was expended by the Alaska Road Commission under the cooperative agreement with that Board.

Cooperative agreements entered into by the Territorial Road Board during the biennium were in accordance with Section 2, Chapter 92, of the 1923 Session Laws of the Territory of Alaska.

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AVAILABLE ROAD FUNDS

For the biennium April 1, 1931 to March 31, 1933

Territorial appropriation for roads		\$300,000.00
Forest revenue		17,577.52
Holdover from the previous biennium		
First Division	\$18,372.51 (a)	
Second Division	1,040.14	
Third Division	(-192.68)	
Fourth Division	1,545.59	20,565.56
Total		\$338,145.08

(a) Includes \$15,000 obligated for West Petersburg road in previous biennium

EXPENDITURES FOR BIENNIUM

Cooperation with Alaska Road Commission	\$ 95,950.00
Cooperation with Bureau of Public Roads	26,117.60 (a)
Expended by Territorial Road Board	8,649.85 (b)
Total expenditures for biennium	129,717.25
Cash balance unexpended	\$208,425.85

(a) Includes \$15,000 obligated for West Petersburg road in previous biennium
 (b) Includes Tanana-Unalakleet telephone line upkeep, \$805.75 in Second Division and \$2,429.12 in Fourth Division, Cordova airport \$2,598.50, Eyak Lake Loop road \$1,318.46 and Anchorage airport \$1,500.00

ALLOTMENT OF TERRITORIAL ROAD FUNDS

Fiscal Year April 1, 1931 to March 31, 1932

Holdover	1st Div.	2nd Div.	3rd Div.	4th Div.
4/1/31	\$18,372.51	1,040.14	(-192.68)	1,545.59
Appropriation	37,500.00	37,500.00	37,500.00	37,500.00
Forest funds	<u>2,424.65</u>	<u>2,424.65</u>	<u>2,424.65</u>	<u>2,424.65</u>
Total	58,297.14	40,964.77	39,731.95	41,270.22

DISTRIBUTION

	<u>1st Div.</u>	<u>2nd Div.</u>	<u>3rd Div.</u>	<u>4th Div.</u>
Coop. A.R.C.	\$13,800.00	\$1,000.00(a)	20,150.00(b)	28,500.00
Coop. B.P.R.	21,020.00(d)		4,000.00	
Territory		800.00	5,416.78	2,583.52
Holdover	25,477.14	9,164.77	10,165.19	10,588.70

- (a) Includes \$4,500 for aviation fields
- (b) Includes \$1,600 for aviation fields
- (c) Includes \$2,500 for aviation fields
- (d) Includes \$15,000 for West Petersburg road

ALLOTMENT OF TERRITORIAL FUNDS

Fiscal Year April 1, 1932 to March 31, 1933

	<u>1st Div.</u>	<u>2nd Div.</u>	<u>3rd Div.</u>	<u>4th Div.</u>
Holdover 4/1/32	25,477.14	9,164.77	10,165.19	10,588.70
Appropriation	37,500.00	37,500.00	37,500.00	37,500.00
Forest funds	<u>1,969.75</u>	<u>1,969.75</u>	<u>1,969.75</u>	<u>1,969.75</u>
	62,946.89	48,634.52	49,634.94	49,858.45

DISTRIBUTION

	<u>1st Div.</u>	<u>2nd Div.</u>	<u>3rd Div.</u>	<u>4th Div.</u>
Coop. A.R.C.	0.00	2,500.00(a)	0.00	0.00
Coop. B.P.R.	97.60(b)	0.00	0.00	0.00
Territory	0.00	5.75(c)	0.00	45.80
Holdover	62,849.29	48,130.77	49,634.94	49,810.85

- (a) Home harbor improvement
- (b) Recording right of way deeds
- (c) Tanana-Unalakleet telephone line
- (d) Tanana-Unalakleet telephone line

RECAPITULATION

Holdover from previous biennium	\$ 20,565.58
Funds appropriated	500,000.00
Forest revenue	<u>17,577.52</u>
	\$338,143.08

Expenditures
Unexpended balance

\$129,717.23
208,425.85
\$338,143.08

SPECIAL APPROPRIATIONS

Session Laws 1931

Walden dyke Chapter 10 \$10,000.00
Fairbanks waterfront
Chapter 75 7,500.00
Shelter cabins Chapter 102 10,000.00
\$27,500.00

Expenditures:

Walden dyke
Fairbanks waterfront
Shelter cabins
Unexpended balance

10,000.00
7,500.00
2,899.88
7,500.12
\$27,500.00

F I R S T D I V I S I O N

SUMMARY OF SUBPROJECTS

Allotments and Expenditures, April 1, 1931 to March 31, 1933

<u>Name of Project</u>	<u>Wagon Road</u>	<u>Trail</u>	<u>Total</u>	<u>A.R.C. Coop. with Territory</u>	<u>Territory Coop. with A.R.C.</u>	<u>Total</u>
Gastineau Channel Bar	—	—	—	\$ —	\$ 240.00	\$ 240.00
Haines-Wells	24½	—	24½	3,377.63	5,520.15	8,897.78
Pleasant Camp Extension	17½	—	17½	3,261.71	5,225.68	8,487.39
Haines-Mud Bay	10	—	10	36.18	100.75	136.93
Haines-Chilkoot	3	—	3	651.01	116.14	767.15
Haines-Jones Point	1½	—	1½	—	34.75	34.75
Sitka-Indian River	¾	—	¾	286.73	114.15	400.88
Pioneer Cemetery Road	½	—	½	89.82	45.00	134.82
National Cemetery Road	½	—	½	290.05	180.41	470.46
Skagway Trails	—	6	6	568.28	1,729.53	2,297.81
Skagway Aviation Field	—	—	—	—	263.34	263.34
Good Creek-Salmon River	1½	—	1½	136.00	230.10	366.10
Totals	59-¾	6	65-¾	\$8,697.41 (a)	\$13,800.00 (b)	\$22,497.41

(a) All Alaska Road Commission expenditures are to December 31, 1932.

(b) This amount expended in fiscal year ended 1932. No funds provided for 1933.

OPERATIONS DURING THE BIENNIUM

- Gastineau Channel Bars

This project comprises the shoal portion at the end of Gastineau Channel through which a shallow channel was dredged by the Territory several years ago. Marking this channel for use by small boats was authorized by act of April 27, 1929.

Markers of spruce poles, spaced at intervals from 100 to 200 feet, were maintained during the biennium.

Expenditures:

1931 - Territory of Alaska . \$240.00

Haines-Pleasant Camp Road (42 miles):

This road leaves Haines and follows up the left bank on the Chilkat River to Walls, above the confluence of the Klehini and Chilkat Rivers. The route then crosses the Chilkat River and follows up the left bank of the Klehini River, connecting with the location of the old Dalton Trail at Mile 39 $\frac{1}{2}$, thence along the general location of the Dalton Trail to the boundary of Pleasant Camp, Mile 42. At Little Boulder Creek a road crosses the Klehini River to the Porcupine mining camp, distance about 5 miles.

General maintenance was taken care of. This work consisted of regrading, widening narrow points, repairs to washouts, cutting 21 miles brush, and repairing 5 bridges. In addition, 4 new culverts were put in and 10 miles of road were gravel surfaced.

Expenditures:

1931 - Alaska Road Commission	\$ 984.12	
Territory of Alaska	10,745.85	\$11,729.95
1932 - Alaska Road Commission	.....	5,655.22
Total	.....	\$17,385.17

Haines-Mud Bay (10 miles road):

This road extends southward from Haines along west side of the Chilkat Peninsula to the wharf on Letnikof Cove and then across the Peninsula to Mud Bay on the east side of the Peninsula.

In addition to general maintenance, one culvert was installed and 0.3 mile of road was gravel surfaced.

Expenditures:

1951 - Alaska Road Commission \$ 15.00	
Territory of Alaska	100.75
	115.75
1952 - Alaska Road Commission	21.18
Total	\$136.93

Haines-Chilkoot (5 miles road):

This road runs up the southern shore of Chilkoot Inlet, serving several homesteaders and fur farmers. Since being relocated and improved it is suitable for light motor traffic.

The route was maintained, one new culvert was installed and 0.1 mile of road surfaced with gravel.

Expenditures:

1951 - Territory of Alaska	\$116.14
1952 - Alaska Road Commission	651.01
Total	\$767.15

Haines-Jones Point (1 1/2 miles road):

This road branches from the Haines-Wells road at Mile 1 and extends to the shore of Chilkat Inlet at Jones Point. It is gravel surfaced and suitable for motor traffic.

A small amount of maintenance was done.

Expenditures:

1931 - Territory of Alaska \$ 34.75

1 - Sitka-Indian River ($\frac{3}{4}$ mile road):

This road extends from the city limits of Sitka through the National Monument, connecting with the Great Service road to the power station. The road is gravel surfaced and suitable for motor traffic.

Necessary maintenance was performed, consisting of widening bridge approach, creosoting bridge and placing a small amount of surfacing material.

Expenditures:

1931 - Alaska Road Commission	\$ 15.00	
Territory of Alaska	<u>114.15</u>	\$129.15
1932 - Alaska Road Commission	.....	<u>271.73</u>
Total	.....	\$400.88

2 - Pioneer Cemetery Road ($\frac{1}{4}$ mile road):

This road extends from the city limits of Sitka to the Pioneer Cemetery. It is a gravel surfaced road suitable for motor traffic.

Necessary maintenance was performed. A small amount of gravel surfacing was placed.

Expenditures:

1931 - Territory of Alaska	\$ 45.00	
1932 - Alaska Road Commission	<u>89.82</u>	
Total	.....	\$134.82

3 - National Cemetery Road ($\frac{1}{4}$ mile road):

This road leads from the city limits of Sitka to the National Cemetery. It is gravel surfaced and suitable for motor traffic.

Necessary maintenance was performed. In addition, one short stretch was widened and a fill increased to grade.

Expenditures:

1951 - Alaska Road Commission	\$ 20.00	
Territory of Alaska	<u>180.41</u>	200.41
1952 - Alaska Road Commission		<u>270.05</u>
Total		\$470.46

0 - Douglas-Gastineau Channel:

This road was included in the forest road system February 7, 1950, and has accordingly been dropped in this report.

1 - Skagway Trails (6 miles trail):

This project comprises the trail extending north of Skagway, crossing the Skagway River on a suspension bridge, and trails branching to Smuggler's Cove, Lookout Mountain and to Dyea.

Extensive repairs were made to the rockfilled crib supporting the south abutment of the suspension bridge. The wind cables were adjusted. The trail system was maintained and considerable improvement made to the trail leading to Dyea.

Expenditures:

1951 - Alaska Road Commission	\$ 170.00	
Territory of Alaska	<u>1,729.55</u>	1,899.55
1952 - Alaska Road Commission		<u>598.26</u>
Total		\$2,297.81

2 - Skagway Aviation Field:

This landing field, 510 by 1,960 feet, is located on the north end of the Skagway townsite along the Skagway River. Land was acquired by the city and the field constructed in 1950. It is maintained by the

territory and is now in good condition.

The work on the field consisted of placing brush rolls and mats on the bank of the Skagway River, which threatened to cut into the field area.

Expenditures:

1951 - Territory of Alaska \$265.54
1952 - No expenditures

1 - Good Creek-Salmon River (1½ miles road):

This road extends from Parker's ranch on Good Creek, Strawberry Point, eastward to and across Salmon River, connecting up several homesteads. Included in the project is a 30 by 42 dock with small warehouse and derrick.

Necessary maintenance was performed on the road and repairs made to the dock.

Expenditures:

1951 - Alaska Road Commission \$ 25.00		
Territory of Alaska 250.10	255.10	
1952 - Alaska Road Commission	111.00	
Total		\$366.10

<u>Name of Subproject</u>	<u>Wagon Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>	<u>A.R.C. Coop. with Territory</u>	<u>Territory Coop. with A.R.C.</u>	<u>Total</u>
Deering Aviation Field	---	---	---	---	\$ ---	\$ 10.40	\$ 10.40
Shelton-Candle	---	---	152	152	104.84	46.00	150.84
Nome-Serpentine Hot Springs	---	---	148	148	2,542.29	1,170.00	3,712.29
Kiana-Klery Creek	---	---	12	12	79.87	67.00	146.87
Kotzebue-Shungnak	---	---	200	200	230.13	115.00	345.13
Kiana-Selawik-Shungnak	---	---	131	131	828.40	363.00	1,191.40
Kotzebue-Point Barrow	---	---	517	517	154.57	68.00	222.57
Kivalik-Noorvik	---	---	100	100	294.25	210.00	504.25
Kotzebue Aviation Field	---	---	---	---	---	110.40	110.40
Kobuk Aviation Field	---	---	---	---	---	300.00	300.00
Davidsons Landing-Taylor	24	16	---	40	2,501.29	700.00	3,201.29
Dine Creek	9	---	---	9	1,388.33	540.00	1,928.33
Haycock Aviation Field	---	---	---	---	---	2,010.40	2,010.40
Koyuk Aviation Field	---	---	---	---	---	285.90	285.90
Nome-Teller	---	---	83	83	1,090.27	440.00	1,530.27
Teller-Cape Prince of Wales	---	---	67	67	242.30	13.00	255.30
Teller-Bluestone	6	12	---	18	2,717.72	780.00	3,497.72
Teller-Pilgrim Hot Springs	---	---	48	48	36.55	10.00	46.55
Teller Aviation Field	---	---	---	---	---	110.40	110.40
Tin City-Goodwin	3	---	---	3	160.30	132.20	292.50
Wooley-Gold Run	---	---	30	30	2.50	1.75	4.25
Flagging Trails	---	---	712	712	1,662.16	869.00	2,531.16
Marshall Road	7	---	---	7	1,376.00	486.48	1,862.48
Kotlik-Marshall	---	---	148	148	682.14	38.00	720.14
Scammon Bay Trail	---	---	89	89	276.00	28.00	304.00
Marshall Aviation Field	---	---	---	---	---	100.00	100.00
Seward Peninsula Railroad	74	---	---	74 (c)	20,540.43	---	20,540.43
Pilgrim Aviation Field	---	---	---	---	---	10.40	10.40
Iron Creek-American Creek	---	---	12	12	452.80	132.20	585.00
Totals ..	2954	31	3,029	3,3554	\$89,208.90 (a)	\$46,977.34 (e)	\$136,186.24

(a) Of this amount \$251.50 contributed by Hammon Goldfields Consolidated.

(b) Contributed by Northern Air Transport.

(c) Tramroad.

(d) All Alaska Road Commission expenditures as to December 31, 1932.

(e) Expended 1931; no funds available for 1932.

SECOND DIVISION

SUMMARY OF SUBPROJECTS

Allotments and Expenditures April 1, 1931 to March, 1933

<u>Name of Subproject</u>	<u>Wagon Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>	<u>A.R.C. Coop. with Territory</u>	<u>Territory Coop. with A.R.C.</u>	<u>Total</u>
Nome-Council	57	—	25	82	\$13,107.94	\$ 4,136.50	\$ 17,244.44
Council-Ophir	12	—	—	12	1,379.45	550.00	1,929.45
Casa de Paga Road	20	—	—	20	438.20	80.30	518.50
Council Aviation Field	—	—	—	—	—	845.03	845.03
Nome-Bessie	3-1/4	—	—	3-1/4	2,527.94	420.00	2,947.94
Bessie-Snake River	16-3/4	—	—	16-3/4	3,779.06	2,350.00	6,129.06
Snake River-Monument Creek	—	3	—	3	201.38	170.00	371.38
Bessie-Sunset Creek	6 1/2	—	—	6 1/2	13,408.10	14,134.00	27,542.10
Nome-Osborne	10 1/2	—	—	10 1/2	1,234.49	86.00	1,320.49
Bessie-Duster	7 1/2	—	—	7 1/2	2,211.93	258.50	2,470.43
Kaltag-None	—	—	280	280	1,315.53	805.20	2,120.73
Bonanza-Kotzebue	—	—	240	240	663.34	330.00	993.34
Golovin-Council	—	—	35	35	77.29	6.00	83.29
Unalakleet Aviation Field	—	—	—	—	—	571.90	571.90
Solomon Aviation Field	—	—	—	—	—	267.55	267.55
Golovin Aviation Field	—	—	—	—	—	167.80	167.80
Nome Wireless	1/2	—	—	1/2	307.02	95.00	402.02
Center Creek Road	2-3/4	—	—	2-3/4	1,348.38	132.00	1,480.38
Little Creek Branch	2 1/2	—	—	2 1/2	370.85 (a)	—	370.85
Submarine-Paystreak	3	—	—	3	1,710.42	205.00	1,915.42
Nome Aviation Field	—	—	—	—	97.98 (b)	1,964.29	2,062.27
Radio Telephones	—	—	—	—	—	6,477.34	6,477.34
Candle-Candle Creek	6	—	—	6	3,255.43	1,211.00	4,466.43
Kivalik Aviation Field	—	—	—	—	—	432.40	432.40
Deering-Imachuk	25	—	—	25	4,411.03	2,134.00	6,545.03

OPERATIONS DURING BIENNIUM

<u>Locals:</u>	<u>Miles</u>
Route 15A- Nome Bessie	3.25
15B- Bessie-Snake River ...	16.75
15C- Bessie-Sunset	6.50
15F- Nome-Osborne	10.25
15K- Bessie-Buster	7.25
25C- Nome-Wireless /	0.25
25E- Submarine-Paystreak ..	3.00

Descriptions of the above named roads adjacent Nome can be found in the 1929 Annual Report of the Board of Road Commissioners. Customary necessary maintenance was performed on all of them. In addition to 15C, Bessie-Sunset (formerly known as Bessie-Creek) was extended westward 4.5 miles to Sunset Creek, total length now 6.5 miles.

Details of work done on this road in 1931 consist of placing 11,903 cubic yards of gravel surfacing, laying 1,100 cords brush corduroy, constructing one 26-foot bridge, installation of 4 timber culverts and 16 hydraulic pipe culverts and the construction of a pile trestle over Snake River. In 1932 the Snake River Bridge 100 feet long, was completed; 3 other structures totaling 100 feet were built; 44 culverts were placed; 650 loads of brush corduroy were used and 9,546 cubic yards of gravel placed.

Improvement to Route 15B in 1931 consisted of placing 1,632 cubic yards of gravel surfacing on 5 miles of road and installing 18 metal culverts. In 1932, this road was extended to Goldbottom Creek, making total length 16.75 miles.

Route 15K was improved in 1931 by placing 995 cubic yards of gravel surfacing and installing 1 metal culvert and 2 timber culverts. An 18-foot bridge was renewed.

Principal items of work other than maintenance in

1952 not mentioned above, were as follows: Placed 2,524 cubic yards of gravel surfacing, installed 3 metal culverts and redrove 3 bents of the Snake River Bridge on Route 25E.

Expenditures:

1951 - Alaska Road Commission	\$ 6,562.42	
Territory of Alaska	<u>17,548.50</u>	24,110.92
1952 - Alaska Road Commission	.....	<u>18,616.54</u>
Total		\$42,727.48

Nome-Council (57 miles road, 25 miles trail):

From Nome this road follows the coast to Bonanza, Mile 53, then along the Solomon River to East Fork, Mile 49. It then follows the bed of the East Fork, a distance of about 10 miles and crosses over the Snake Divide, passing the head of Skookum Creek to the head waters of Fox River, a distance of 6 miles. Thence down Fox River, a distance of 12 miles, it follows the creek bed to end of the Council corduroy where it follows to Council, a distance of 5 miles. Ferries and one trolley are operated and maintain part of this route. From Nome to Mile 49 the route is passable for motor traffic. From Mile 49 to Council light wagons may be used.

In 1951, the principal items of work accomplished were as follows. Installed 10 culverts, placed 206 cubic yards of gravel surfacing, repaired 5 bridges. Ferries at Safety and Bonanza were maintained.

In 1952, in addition to maintenance and ferry operation, 5,140 cubic yards of gravel were placed and a metal culvert was installed.

Expenditures:

1951 - Alaska Road Commission	\$8,457.50	
Territory of Alaska	<u>4,156.50</u>	10,593.80
1952 - Alaska Road Commission	.....	<u>6,650.64</u>
Totals		\$17,244.44

- Council-Ophir (12 miles road):

This road extends from Council up Ophir Creek Crooked Creek, serving mining operations. It is suitable for wagon traffic.

The necessary maintenance work was done by local men.

Expenditures:

1951:- Alaska Road Commission	\$645.68	
Territory of Alaska	<u>550.00</u>	1,195.68
1952 - Alaska Road Commission	<u>755.77</u>	
Total		\$1,929.45

- Casa de Paga Road (20 miles road):

From its junction with Route 8 at the East Fork, the road follows the Solomon River bed for about 1 mile to the mouth of Montana Creek, then crosses the Ruby Divide into Ruby Creek, a distance of 5.4 miles. From Ruby the road follows down to the various camps and work on the Casa de Paga.

Light maintenance was performed over entire route during the biennium.

Expenditures:

1951 - Alaska Road Commission \$	95.20	
Territory of Alaska	<u>80.50</u>	175.50
1952 - Alaska Road Commission	<u>343.00</u>	
Total		\$518.50

- Council Aviation Field:

This field is located on a hill one mile east of the village of Council. In 1951 it was made 10 feet wider and 550 feet longer; present dimensions are 1,350 feet by 1,350 feet. Markers and a standard wind gauge were installed.

Work was done in 1952.

Expenditures:

1951 - Territory of Alaska \$845.03

RA - Snake River-Monument Creek (5 miles sled road):

This road branches from route 13B, 9 miles from
me. It extends down Glacier Creek, and across Snake
river to Monument and Sunset Creeks. The route is
suitable for use by tractors in summer.

Light maintenance work was done over the biennium.

Expenditures:

1951 - Alaska Road Commission \$201.38
Territory of Alaska 170.00 \$371.38

Kaltag-Nome (280 miles trail):

Commencing at Kaltag this trail crosses the divide
Portage to the Unalakleet River, which it follows
Unalakleet. From Unalakleet it follows the coast
Kasaan on the east shore of Horton Bay; crossing
Kasaan Point on the west shore it follows the coast
Killa Walla, where it crosses the divide to Quinahock.
It then follows the Quinahock to its head, crossing
the divide into McKinley Creek, which it follows to
Golovin Bay and thence to Golovin. From Golovin it
crosses to Portage Creek, which it follows to its head,
crossing the divide into Cheruk Creek, which it follows
to the coast, thence along the coast to Nome.

This trail was maintained.

In 1951 2 bridges were renewed and 6 footbridges
repaired. A 478-foot aerial tram was put in at Old
Nome to replace the suspension footbridge which was
washed out by high water.

In 1952 missing stakes were replaced and one small
bridge repaired.

Expenditures:

1951 - Alaska Road Commission \$952.89
Territory of Alaska 805.20 \$1,758.09
1952 - Alaska Road Commission 562.64
Total \$2,120.73

1A - Bonanza-Kotzebue (240 miles trail):

This winter mail trail leaves the Kaltag-Nome mail trail, Route 18, at Bonanza, 155 miles east of Nome on the east shore of Norton Bay, and follows up Norton Bay to the mouth of Koyuk River. Crossing over Star Mountain it reaches the Koyuk River again at Dine Landing and follows Route 62 to Haycock. Crossing successively the Peace River Divide, the Peace River Valley and the Sweepstakes Divide, it follows up Sweepstakes Creek to its head. Crossing into the Kivalik Valley, it follows the right limit to Carter's Roadhouse, crosses to the left limit as far as the mouth of Lava Creek and follows the River to Candle. From Candle it follows the Kivalik River for 15 miles, cuts across the tundra for 16 miles to Willow and follows the coast to Deering. From Deering it crosses Kotzebue Sound on the ice to Choris Peninsula and follows the coast to Cape Blossom. After a portage of five miles behind Cape Blossom, the coast is followed to Kotzebue.

The work of maintaining stakes over this open country has continued during the biennium. Repairs were made to the Eldorado Creek Bridge.

Expenditures:

1951 - Alaska Road Commission	\$387.94	
Territory of Alaska	<u>330.00</u>	717.94
1952 - Alaska Road Commission	.....	<u>275.40</u>
Total	.....	\$993.34

1B - Golovin-Council (55 miles trail):

This route leaves the Kaltag-Nome trail, Route 18, at Golovin, 78 miles east of Nome on the east shore of Golovin Bay. It follows up Golovin Bay to White Mountain and thence up the Fish and Niukluk Rivers to Council.

Necessary repairs to the permanent staking were

Expenditures:

1951 - Alaska Road Commission	\$ 7.09	
Territory of Alaska	<u>6.00</u>	\$ 15.09
1952 - Alaska Road Commission	.....	<u>70.20</u>
Total	.....	\$ 85.29

10 - Unalakleet Aviation Fields:

This landing field is located on the beach, one-half mile north of the village of Unalakleet. It consists of two runways, one 250 by 1,500 feet, and one 200 by 1,200 feet.

In 1951 the north and south runway was extended 300 feet on the north end, making it 250 by 1,800 feet. A standard cone was installed.

No work was done in 1952.

Expenditures:

1951 - Territory of Alaska	\$571.90
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11 - Solomon Aviation Fields:

This is an emergency landing field, 300 by 1,500 feet, located on the spit south of the lagoon and 2 1/2 miles east of Solomon.

In 1951 the high grass was burned and the entire field leveled. No work was done in 1952.

Expenditures:

1951 - Territory of Alaska	\$267.55
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12 - Golovin Aviation Fields:

Two fields are available at this place, both located near the village of Golovin. The upper field used during bad weather is 200 by 1,500 feet. The lower field for use during mild weather is 150 by 1,700 feet. An additional landing is available for small planes directly back of the stores. A bridge

was constructed over a small slough, connecting the latter field with the village.

In 1951 the spit field was lengthened 700 feet and a standard wind cone was erected. No work was done in 1952.

Expenditures:

1951 - Territory of Alaska \$167.80

Center Creek Road (2 $\frac{3}{4}$ miles road):

This road as relocated branches from Route 13A at Mile 0.75 and extends across the tundra back of the village to the left limit of Snake River, thence up Snake River across the mouth of Center Creek to Little Creek, extending up this creek one-half mile to mining operations.

Necessary maintenance was performed during the summer and 1,262 cubic yards of gravel surfacing was placed in 1952.

Expenditures:

1951 - Alaska Road Commission \$154.66

Territory of Alaska 132.00 286.66

1952 - Alaska Road Commission 1,195.72

Total \$1,480.58

Little Creek Branch (2 $\frac{1}{4}$ miles road):

This road branches from Route 25D at Mile 1.7 and extends to the Little Creek headquarters of the Hammon Company. It parallels the train for one mile.

In 1951 a small amount of maintenance was done, the funds being contributed by the Hammon Goldfields Consolidated.

In 1952 494 cubic yards of gravel were placed.

Expenditures:

1951 - Contributed	\$281.50	
1952 - Territory of Alaska	<u>89.35</u>	\$370.85

11 - Nome Aviation Field:

This landing field is located 2 miles north of Nome along the Nome-Bessie Road. It has two runways, one 225 by 1,400 feet and the other 200 by 1,400 feet.

In 1951 work of widening the runways was commenced but was not completed, due to frost conditions. 10,000 cubic yards of gravel were hauled to fill in low spots. A new cone was installed. The Northern Air Transport Corporation contributed \$97.98 toward the work. No work was done in 1952.

Expenditures:

1951 - Territory of Alaska	\$1,964.29	
Contributed	<u>97.98</u>	\$2,062.27

12 - Radio Telephones:

This new project consists of installation of sending and receiving sets at Marshall and St. Michael. Installation at St. Michael was made in the Signal Corps radio station. The phones have been working satisfactorily. The work was done in 1951.

Expenditures:

1951 - Territory of Alaska	\$8,477.54
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13 - Candle-Candle Creek (6 miles road):

This road connects the village of Candle with placer mining operations on Candle Creek as far as Anderson Creek.

The road has been suitably maintained during the season. In 1951 repairs were made to the Jump Creek and Anderson Creek bridges and gravel hauled where

In 1952 582 cubic yards of gravel were placed as surfacing.

Expenditures:

1951 - Alaska Road Commission	\$1,431.88	
Territory of Alaska	<u>1,211.00</u>	\$2,642.88
1952 - Alaska Road Commission	.....	<u>1,823.55</u>
Total	.....	\$4,466.43

250 - Kivalik Aviation Field:

This landing field, 200 by 1,600 feet, is located on the spit at Kivalik.

Work in 1951 consisted of lengthening field from 1,400 to 1,600 feet, leveling the entire area and installing of markers and a standard wind cone. No work was done in 1952.

Expenditures:

1951 - Territory of Alaska	\$ 432.40
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27 - Deering-Inmachuk (25 miles road):

This road extends from Deering up the Inmachuk River to mining operations along the river. The road is suitable for motor traffic to Mile 22 and for tractors and wagons to Mile 25.

In 1951 2,051 cubic yards of gravel were hauled and corduroy, 147 linear feet of corduroy were placed. Culverts were installed and 2 bridges repaired. The grader otherwise maintained the road.

In 1952, due to washouts, 750 feet of road were changed. 1,085 cubic yards of gravel were placed and 2 culverts installed. Other general repairs were made.

Expenditures:

1951 - Alaska Road Commission	\$2,520.79	
Territory of Alaska	<u>2,134.00</u>	\$4,654.79
1952 - Alaska Road Commission	.....	<u>1,890.24</u>
Total	.....	\$6,545.03

NA - Deering Aviation Field:

This landing field is located on the beach of Deering. It is 2,000 feet long and varies in width from 125 to 200 feet.

In 1931 a standard wind cone was installed.

Nothing was done in 1932.

Expenditures:

1931 - Territory of Alaska \$ 10.40

NA - Shelton-Candle (152 miles trail):

This route extends from Shelton in a northeasterly direction via Dahl Creek to the Kougarok River, then down the east slope of the divide to the head of the river, where it crosses into Aurora Creek. It follows to the mouth of Aurora Creek, crosses the Noxa-... and goes up Berry Creek, crossing the divide south of the right fork of Good Hope, thence down to Willowood to Divide Creek, thence up Divide Creek, crossing the Divide and following the ridge to the Kougarok River, thence down the Inmachuk to Arizona Creek, thence easterly over the Divide to Wade Creek, then crossing Wade Creek in an easterly direction over Kugruk Flats to the Kugruk River, thence easterly over the divide to the mouth of Patterson, thence down the Shelton-Candle Creek Road to Candle.

Maintenance, consisting of replacing missing stakes and putting 8 miles new stakes, was performed in 1931.

In 1932 missing stakes were replaced.

Expenditures:

1931 - Alaska Road Commission	\$ 54.84	
Territory of Alaska	46.00	100.84
1932 - Alaska Road Commission	.....	<u>50.00</u>

Total \$150.84

Nome-Serpentine Hot Springs (148 miles trail):

This winter mail trail leaves Nome over Routes 14K and 15K to the mouth of Dexter Creek. Crossing Kook River it follows the left limit to the mouth of Willow Creek, then recrosses and follows the right limit to the U. S. Roadhouse at Dorothy Creek, then the left limit again and over the divide to Nugget Creek. From the Nugget Roadhouse it crosses Salmon Lake, follows the Pilgrim River to Iron Cross, and across the flats to the Hot Springs. It then cuts across to Mary's Lake and up the Kusitrin River to Shelton, the northern terminus of the Seward Peninsula Railway. From Shelton the trail crosses the divide to the Kougarok River and follows up this river to Taylor and Serpentine Hot Springs.

The trail is suitable for dog teams. The portion from Shelton to Taylor is used by tractors and wagons in summer.

The following work was performed in 1931:

New stakes placed between Pilgrim Hot Springs and Shelton. New stakes placed between Pilgrim Hot Springs and Iron Creek. Four culverts installed between Pilgrim Hot Springs and Pilgrim Station cabin on railroad, and trail made passable for tractor operation during summer. Tractors and grader operated between Shelton and Coarse Gold Creek, ditching and filling holes and wet spots. Replaced 50-foot bridge over Little Creek. Placed new tripods and operated Shelton

In 1932 28 miles of trail were staked permanently and general repairs made to tractor road.

Expenditures:

1931 - Alaska Road Commission	\$1,376.38	
Territory of Alaska	<u>1,170.00</u>	\$2,546.38
1932 - Alaska Road Commission	.....	<u>1,165.93</u>
Total	.....	\$5,712.29

Kiana-Klery Creek (12 miles trail):

This winter trail connects Kiana on the Kobuk River with the mining camp on Klery Creek.

In 1931 the route was inspected but no work done.

Expenditures:

1931 - Alaska Road Commission	\$ 79.87	
Territory of Alaska	<u>67.00</u>	146.87

Kotzebue-Shungnak (200 miles trail):

This winter trail extends from the village of Kotzebue across to the mainland and up the Kobuk River to Shungnak.

In 1931 an inspection was made and tripods placed at portages.

In 1932 missing stakes and tripods between Kotzebue and Kiana were replaced.

Expenditures:

1931 - Alaska Road Commission	\$150.15	
Territory of Alaska	<u>115.00</u>	245.15
1932 - Alaska Road Commission	.....	<u>100.00</u>
Total	.....	\$345.15

Kiana-Selawik-Shungnak (151 miles trail):

This is a new route developed by Postal officials in locating Selawik as a post office and routing mail from Kotzebue via Kiana and Selawik to Shungnak.

In 1931 the new part of the trail Kiana to Selawik, 15 miles, was located, brushed out and staked.

In 1932 additional trail was brushed out, tripods were placed where timber is scattering and permanent stakes planted in open country.

Expenditures:

1951 - Alaska Road Commission	\$428.40	
Territory of Alaska	<u>363.00</u>	791.40
1952 - Alaska Road Commission	.....	<u>400.00</u>
Total	.....	\$1,191.40

B - Kotzebue-Point Barrow (517 miles trail):

This winter dog trail extends northward from tseebue to the mainland and follows the coast to int Barrow.

In 1951 tripods were placed where necessary between tseebue and Aniyak.

In 1952 temporary trail staking was performed.

Expenditures:

1951 - Alaska Road Commission	\$ 79.57	
Territory of Alaska	<u>68.00</u>	147.57
1952 - Alaska Road Commission	.....	<u>75.00</u>
Total	.....	\$22.57

C - Kivalik-Noorvik (100 miles trail):

This winter trail follows the beach from Kivalik to Elephants Point and Selawik Lake to Noorvik on the Aniak River.

During winter season of 1951 permanent stakes which had been distributed the previous season were placed between Kivalik and Elephants Point, a distance of 25 miles.

In 1952 temporary trail staking was performed.

Expenditures:

1951-Alaska Road Commission	\$244.25	
Territory of Alaska	<u>210.00</u>	454.25
1952-Alaska Road Commission	.....	<u>50.00</u>
Total	.....	\$504.25

110 - Kotzebue Aviation Field:

This landing field is located directly behind the radio station at Kotzebue. It has one runway 180 by 1,200 feet and one 195 by 720 feet.

Markers on both runways and a standard wind cone were installed in 1931.

No work was done in 1932.

Expenditures:

1931 - Territory of Alaska \$110.40

111 - Kobuk Aviation Field:

This landing field, 240 by 1,300 feet, is located on the Kobuk River at Kobuk Post Office, 175 miles by river above the mouth.

In 1931 400 feet on the north end were improved, 100 feet of this distance being an increase in length from 1,200 to 1,300 feet. Markers were placed.

No work was done in 1932.

Expenditures:

1931 - Territory of Alaska \$300.00

112 - Davidsons Landing-Taylor (24 miles road, 16 miles afloat):

This road connects the head of navigation on the Kouruk River from Teller with Taylor Creek. From Davidsons Landing it follows the Mary's River to its head, a distance of 24 miles, thence over Coco Hill to the head of Coarse Gold Creek to Henry Creek, thence down Henry Creek to the Kougarok; it follows the Kougarok to Taylor Creek.

The first 24 miles are a low type road suitable for motor-drawn wagons. The last 16 miles are passable for light wagons, but until lately have been used only

for bobsleds in winter.

In 1951, due to the fact that the Henry Creek Hedging Company routed their freight via Teller rather than through Nome, a considerable amount of work was done on this route, the expense of which was borne largely by the Company. The manager of the Company claims that a saving of approximately 200 per cent was realized as against hauling from Nome. The work has consisted of improving the route for caterpillars.

In 1952 general improvements and repairs were made from the landing to Mile 22. The trail was marked with empty oil drums from Mile 24 to 40.

Expenditures:

1951 - Alaska Road Commission	\$818.16	
Territory of Alaska	<u>700.00</u>	\$1,518.16
1952 - Alaska Road Commission		<u>1,683.15</u>
Total		\$3,201.29

Dine Creek (2 miles road):

This road connects Dine Landing, which is situated on the Koyuk River about 35 miles from the confluence of Dine Creek and the Koyuk, with the workings on Dine Creek at the post office of Haycock, extending up Dine Creek to No. 7 above Discovery.

In 1951 general maintenance was done consisting of placing new corduroy and gravel, repairs to two bridges and installation of one new culvert.

In 1952 the road was maintained, 3 bridges and 3 culverts were rebuilt and 175 cubic yards of gravel placed.

Expenditures:

1951 - Alaska Road Commission	\$652.54	
Territory of Alaska	<u>540.00</u>	\$1,172.54
1952 - Alaska Road Commission		<u>755.99</u>
Total		\$1,928.53

11 - Haycock Aviation Field:

This landing field located near the village of Haycock has been completed and is now 150 by 1,400 feet.

In 1951 it was made 50 feet wider and 475 feet longer. Markers and a standard wind cone were installed.

No work was done in 1952.

Expenditures:

1951 - Territory of Alaska \$2,010.40

12 - Koyuk Aviation Field:

This important landing field is located across the Koyuk River from Koyuk Village, near the outlet of the River into Norton Bay.

In 1951 it was made 400 feet longer and 80 feet wider, the area now including a rectangle 280 by 1,600 feet. New markers and a standard wind cone were installed.

Nothing was done in 1952.

Expenditures:

1951 - Territory of Alaska \$ 285.90

13 - Nome-Teller (85 miles trail):

This winter mail trail follows the coast from Nome to Cape Douglas, where it cuts across to Cape Riley, and then into Teller.

Annual maintenance has been done during the biennium consisting of replacing missing stakes. The ferries at Cape River and Sinrok were operated during the summer.

Expenditures:

1951 - Alaska Road Commission \$520.89
Territory of Alaska 440.00 960.89
1952 - Alaska Road Commission 589.38

Total\$1,550.27

67A - Teller-Cape Prince of Wales (67 miles trail):

This is the extension of Route 67 to Cape Prince of Wales. It crosses the bay from Teller to the Reindeer Station and follows the beach to the mission settlement at Cape Prince of Wales. Travel from Nome to Shishmaref sometimes follows this route.

Work done consisted only of maintenance of row boat ferry between Teller Mission, on the spit, and the mainland and replacing of missing trail stakes and necessary temporary staking.

Expenditures:

1931 - Alaska Road Commission	\$ 14.90	
Territory of Alaska	<u>13.00</u>	27.90
1932 - Alaska Road Commission		<u>227.40</u>
Total		\$255.30

67B - Teller-Bluestone (6 miles road, 12 miles sled road):

This route extends across the tundra from Teller to Gold Run Creek and the Bluestone mining district. The first six miles are suitable for trucks, the balance for tractor-drawn wagons in summer or bobsleds in winter.

In 1931 the first five miles were made passable for trucks, the work being done by the local miners with Alaska Road Commission equipment. 150 linear feet of corduroy were placed, 1,625 linear feet of ditches constructed, 472 cubic yards of gravel placed and 9 wooden culverts installed.

In 1932 an additional mile was made suitable for trucks and other improvements made in Miles 7 and 8, the work consisting of the following: hand ditching 450 linear feet, brush corduroy 300 linear feet, 227 cubic yards of gravel placed, 7 culverts installed and 12 days grading performed.

Expenditures:

1931 - Alaska Road Commission	\$914.15	
Territory of Alaska	<u>780.00</u>	1,694.15
1932 - Alaska Road Commission		<u>1,803.59</u>
Total		\$3,497.72

670 - Teller-Pilgrim Hot Springs (48 miles trail):

This winter trail extends from Teller across Grantley Harbor, Imuruk Bay and up the Kuzitrin River via Mary's Igloo to Pilgrim Hot Springs.

Minor maintenance was performed.

Expenditures:

1931 - Alaska Road Commission	\$ 11.55	
Territory of Alaska	<u>10.00</u>	21.55
1932 - Alaska Road Commission	\$	<u>25.00</u>
Total	\$	46.55

671 - Teller Aviation Field:

This project covers two landing fields near Teller. The main field is $\frac{1}{2}$ mile northeast and is 250 by 1,400 feet. The spit field, built for use in case of cross winds, is 200 by 1,250 feet.

In 1931 the spit field was graded with caterpillar and grader and enlarged 50 feet on the north end. Markers and a standard wind cone were placed.

No work was done in 1932.

Expenditures:

1931 - Territory of Alaska	\$ 110.40
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672 - Tin City-Goodwin (3 miles road):

This route extends from Tin City on the coast of Bering Sea to inland mining operations.

In 1931 500 feet of hillside road were constructed and the balance of the route maintained. Local miners contributed labor equal to the amount of cash spent toward the work.

Expenditures:

1931 - Alaska Road Commission \$160.50
 Territory of Alaska 132.20 \$ 292.50

577 - Wooley-Gold Run (30 miles trail):

This winter trail extends from Cape Wooley on the West-Teller trail, to mining operations on Gold Run Creek.

In 1931 a few additional permanent stakes were placed on the stormy summit section.

Expenditures:

1931 - Alaska Road Commission \$ 2.50
 Territory of Alaska 1.75 4.25

58 - Flagging Trails (712 miles temporary trails):

This sub-project includes the seasonal staking of temporary trails on the ice of rivers, lagoons and bays.

The following sections are staked annually:

	<u>Miles</u>
Wainwright Point to mouth of Reilly Channel of Kobuk River	12
Kotzebue to Shesholik	9
South Angak to Island on the Noatak	8
Kivalik to Candle	5
Kivalik to Choris Peninsula Neck	24
Dearing to Hunter Creek	12
Five Mile Point to Choris Peninsula Head	21
Teller to Douglas	18
Teller across Lagoon	9
Teller to head of Grantley Harbor	10
Teller to mouth of Igloo Creek	6
Grantley Harbor to New Igloo - open spots	5
Wilson Lake to Nugget	8
Wilson Lake	10

ape Nome	5
safety	2
blomon	5
est Topkok Hill to Bluff	10
luff to Nine Mile Point	9
alla Walla to Elim	9
blovin to White Mountain	12
blovin to McKinley Creek and west side of Golovin Bay	15
Isaac's Point to mouth of Koyuk River	18
Bonanza to mouth of Koyuk River	28
Isaac's Point to Caches and Bonanza	54
St. Michael's Bay	5
Point Romanoff to mouth of Pastolik River	18
Elephants Point to Callahans	<u>12</u>
Total	329

Expenditures:

1951 - Alaska Road Commission	\$1,028.94	
Territory of Alaska	<u>869.00</u>	\$1,895.94
1952 - Alaska Road Commission	<u>655.22</u>	
		\$2,551.16

12. Marshall Road (7 miles road):

This route extends from the landing on the Yukon River, 10 miles above Marshall, to the mining operations on Willow Creek. It is passable for trucks except in very wet weather.

In 1951 the last half mile was made passable for trucks and the balance maintained and improved.

In 1952 general maintenance and improvement were performed, consisting of 5,340 linear feet of ditching, laying of 9 culverts and the widening of 5,955 linear feet of road.

Expenditures:

1951 - Alaska Road Commission	878.00	
Territory of Alaska	<u>486.48</u>	\$1,362.48
1952 - Alaska Road Commission	<u>700.00</u>	
Total		\$1,862.48

714 - Kotlik-Marshall (148 miles trail):

This winter trail is an extension of the St. Michael-Kotlik Trail from Kotlik up the Yukon River to Marshall. The route follows the general course of the river, cutting across large bends.

In 1931 general repairs were made, consisting of replacing missing stakes, placing tripods at portages and grading down banks at stream crossings.

In 1932 missing stakes were replaced.

Expenditures:

1931 - Alaska Road Commission \$ 44.15	
Territory of Alaska	<u>38.00</u>
1932 - Alaska Road Commission	<u>637.98</u>
Total	\$720.14

715 - Scammon Bay Trail (89 miles trail):

This route leaves the Kotlik-Marshall Trail at Old Fort Hamilton and extends across the delta of the Yukon River via Akularok Mission and Black River to Scammon Bay.

Minor repairs were made.

Expenditures:

1931 - Alaska Road Commission \$ 34.00	
Territory of Alaska	<u>28.00</u>
1932 - Alaska Road Commission	<u>242.00</u>
Total	\$304.00

716 - Marshall Aviation Field:

This landing field located near the village of Marshall on the Yukon River is 200 by 1,500 feet.

In 1931 low spots were filled in, the field was marked by additional side ditches, markers were placed and wind vane erected.

Nothing was done in 1932.

Expenditures:

1931 - Territory of Alaska \$ 100.00

SA - Seward Peninsula Railroad (74 miles tram):

This is a narrow gage railroad formerly operated as a steam road, extending from Nome up the Nome River Valley and over the divide to the Kuzitrin River at Shelton. The road was purchased by the Territory of Alaska in 1921 and has since been rehabilitated and maintained by this Commission.

The route is used by narrow-gage gasoline locomotives drawing flat cars of not over 10 tons total weight, and by light speeders and passenger cars.

In 1931 the following work was done in addition to spring maintenance:

Placed 2,250 ties.

Raised track where necessary and repaired bridges and culverts.

Moved Shelton warehouse 80 feet to prevent being washed out by river.

Fit in a temporary bridge over slough at Shelton and removed same in the fall.

Made a half mile line change in Mile 2 in order to give access to ground for dredging, the expense being borne by the Hammon Goldfields Consolidated.

In 1932, in addition to general maintenance, 600 linear feet of line change was made in Mile 4, 1,500 ties were replaced, 1,236 cubic yards of gravel were hauled by trucks for ballast, 5 culverts were placed, 3 sets of railroad trucks were overhauled, 1 new flat car was built and 1 new outfit car was built with a second one 75% completed.

Expenditures:

1931 - Alaska Road Commission \$12,200.94

1932 - Alaska Road Commission 8,539.48 \$20,540.48

Pilgrim Aviation Field:

This landing field, 200 by 1,200 feet, is located 1/2 mile south on the Pilgrim Hot Springs Mission.

In 1931 markers were placed and a standard wind gauge was installed. The Catholic Mission forces also made several improvements to the field.

No work was done in 1932.

Expenditures:

1932 - Territory of Alaska \$ 10.40

Iron Creek-American Creek (12 miles sled road):

This route extends from Iron Creek on the Seward Peninsula Railroad to operations on American Creek.

It is passable for tractor-drawn wagons in summer and tobaleds in winter.

In 1931 minor improvements were made, the work being completed by local miners who contributed with labor.

In 1932 the same program was carried on.

Expenditures:

1931 - Alaska Road Commission	\$160.30	
Territory of Alaska	<u>132.20</u>	\$ 292.50
1932 - Alaska Road Commission	.....	<u>292.50</u>
Total	.....	\$ 585.00

THIRD DIVISION

SUMMARY OF SUBPROJECTS

Allotments and Expenditures April 1, 1931 to March 31, 1933

<u>Name of Subproject</u>	<u>Wagon Road</u>	<u>Sled Road</u>	<u>Trail</u>	<u>Total</u>	<u>A.R.G. Coop. with Territory</u>	<u>Territory Coop. with A.R.G.</u>	<u>Total</u>
Valdez-Ptarmigan Drop, dike	—	—	—	—	\$17,892.68	\$15,000.00 (a)	\$32,892.68
Chitina-Native School	1	—	—	1	316.00	—	316.00
Copper Center Aviation Field	—	—	—	—	—	9.09	9.09
Seward Aviation Field	—	—	—	—	—	286.77	286.77
Palmer-Fishhook	9 $\frac{1}{2}$	—	—	9 $\frac{1}{2}$	1,318.54	11.00	1,329.54
Palmer-Matanuska River	1 $\frac{1}{2}$	—	—	1 $\frac{1}{2}$	255.08	4.00	259.08
Gold Chord Branch	2	—	—	2	831.86	20.00	851.86
Lucky Shot-Willow Station	6	20	—	26	40,101.11 (b)	1,933.64	42,034.75
Palmer-Springer	3	—	—	3	51.68	97.82	149.50
Wasilla-Palmer	12	—	—	12	2,620.69	235.00	2,855.69
Moose Creek Road	5 $\frac{1}{2}$	—	—	5 $\frac{1}{2}$	—	133.95	133.95
Wasilla-Matanuska	7-3/4	—	—	7-3/4	2,228.05	70.00	2,298.05
Matanuska Trunk Road	8	—	—	8	8,764.39	1,025.00	9,789.39
Palmer-Matanuska	6 $\frac{1}{2}$	—	—	6 $\frac{1}{2}$	883.31	538.27	1,421.58
Fishhook-Goldmint	4 $\frac{1}{2}$	—	—	4 $\frac{1}{2}$	2,940.67	270.00	3,210.67
Etlund Road	3/4	—	—	3/4	29.45	63.73	93.18
Bogard Road	7 $\frac{1}{2}$	—	—	7 $\frac{1}{2}$	433.50	84.89	518.39
Werner Branch	1	—	—	1	30.00	—	30.00
Wasilla Aviation Field Road	3/4	—	—	3/4	107.10	22.45	129.55
Valdez-Mineral Creek	8	—	—	8	228.67	29.00	257.67
McCarthy-Dan Creek	20	—	—	20	19,400.67	2,025.00	21,425.67