

SW District

75A. Anchorage-Spenard Lake Road

A Territorial project, this road (4 miles) led through a farming district (6 farms) to Lake Spenard, a summer resort and bathing place for hundreds of people. The road was used principally as a pleasure drive, summer and winter. Constructed in 1922, the road was to be extended around in a loop to connect with the Whitney Road. The plan was not fulfilled, however. (ARC 1922 II: 46) In 1924-25, the entire road was widened to an average width of 28 feet, and gravel surfaced. (ARC 1924 II: 122-23; ARC 1926 II: 79) In 1927 a short stretch of plank road across a swamp near Lake Spenard was filled with sand, and then covered with gravel. (ARC 1927 II: 69-70)

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75B. Anchorage-Whitney Road

This road was originally known as the "Whitney Road." The road was constructed as an Alaska Engineering Commission tote road. Used extensively by ranchers, woodhauslers and motorists in the early 1920's, the road (5 miles) was extended to the Anchorage-Eagle River Road in 1924. Plans to connect the Whitney ranch-Whitney Station section with an extension of the Anchorage-Lake Spenard Road were not fulfilled. (ARC 1922 II: 46; ARC 1924 II: 123)

From The Alaska Railroad yards at Anchorage, the road followed the railroad on its south side for three miles. Crossing the railroad at that point, the road then paralleled the north side of the railroad for two miles before again crossing the railroad. It then led due east for one mile where it connected with the Anchorage-Eagle River Road. (ARC 1924 II: 123) Apparently the road was relocated in part, for in 1925 it was reported that the road was five, rather than six, miles in distance. (ARC 1925 II: 91)

Search

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75. Anchorage-Eagle River Road

Constructed in cooperation with the Territory, the road (14 miles) was the beginning of a proposed road around Anchorage to serve farmers, dairymen, and "woodhaulers." Starting at a point near The Alaska Railroad yards the wagon road paralleled Knik Arm a mile back on the bench land for 5.5 miles, then turned east for 4.5 miles, crossing the railroad at its Mile 123 and Mile 10 on the wagon road. The road then turned south for 2.5 miles, thence west for one mile, and connected with the Whitney Road. (ARC 1924 II: 118) The road was 32 feet wide on the flats, and 18 feet wide on sidehill grades. (ARC 1926 II: 77)

In 1929 the project was renamed the "Anchorage Loop," a 19.5 mile road. From the terminus of the Anchorage-Eagle River road, this road crossed the railroad and followed the north side of the tracks 1.5 miles before again crossing the railroad. The road then followed the south side of the railroad to The Alaska Railroad yards. The road was graded to standard width, and most was surfaced with gravel. (ARC 1929 II: 108)

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75. Anchorage-Eagle River Road

In 1921 the ARC began construction of a five-mile wagon road and a five-mile trail extending from Anchorage to Eagle River. The route would permit farmers to bring their products to Anchorage. (ARC for 1921 II: 34; ARC 1922 II: 42) By 1923 the wagon road had been extended from Anchorage to The Alaska Railroad crossing. Plans were then adopted to extend the road to the Whitney Road, seven miles from Anchorage. (ARC 1923 II: 55) The extension to the Whitney Road was completed by 1924. (ARC 1924 II: 118)

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93B. Indian River Trail

Originally built by prospectors, this trail (9 miles) extended eastward from Chulitna Station on The Alaska Railroad to mining operations on Portage Creek, a tributary of Susitna River.

Indian River was crossed by means of a foot-bridge, which the ARC built in 1925. (ARC 1925 II: 88) In 1928, the ARC improved the trail to sled road standard. The trail was suitable for travel with dog teams, double-enders, and pack animals. (ARC 1928 II: 64, 68; ARC 1929 II: 110)

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93C. Curry Aviation Field

Located 0.25 mile east of Curry Station on The Alaska Railroad, this field (200x1,100) was cleared, grubbed and leveled by The Alaska Railroad under contract to the ARC in 1928. The Alaska Railroad contributed \$450 worth of labor and equipment to the project. (ARC 1928 II: 68; ARC 1929 II: 110)

75L. Eklutna Road

This proposed road branched from the Anchorage Loop Road seven miles from Anchorage and extended along the foothills above the railroad to Eklutna. The ARC completed a definite location survey over 21.75 miles and cleared a short section of the right-of-way in 1931. (ARC 1931 II: 50, 52)

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35M. Knik Corduroy

This Territorial project included a section of corduroy road near Knik which the Territory constructed "in the late 1910's or early 1920's. (ARC 1922 II: 45)

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20K. Susitna Aviation Field

The site of this field, on an island in the Susitna River 1.5 miles below Susitna Station, was located in 1928. In the following year an area 225-by-1,500 feet was cleared, grubbed, and leveled to serve as an emergency landing field. (ARC 1928 II: 65; ARC 1929 II: 101)

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20L. Skwentna Aviation Field

Located in 1928, this field was constructed under contract. (ARC 1928 II: 65())

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20F. McDougall-Cache Creek Road

This trail (30 miles) connected McDougall, the ordinary head of steamboat navigation on the Yentna River, with the Cache Creek mining district. Originally built by miners in the mid-1900's the trail was improved in 1911 when the ARC constructed a bridge over Kahiltna River. The bridge consisted of three spans, 75 feet long with approaches. (ARC 1910: 12) In June 1911, the bridge was damaged by high water. During the winter of 1911-12 the ARC straightened two center piers and constructed brush mattress. The cost of repairs was high --- \$4,351 --- due to the isolation of the area and the high cost of supplies and materials (ARC 1912: 17)

With the construction of The Alaksa Roadilroad, mining activities were stimulated in the Cache Creek district, resulting in demands for improved transportation facilities. In September-October 1916 the ARC located a wagon road, following the same general route of the miners trail, and built a bridge (120-foot) over Cache Creek. The ARC decided not to improve the trail, but to investigate the feasibility of a road from the railroad near Talkeetna to the mining district. (ARC for 1917: 24) The route was investigated again in 1921 to determine advisability of rehabilitation. (ARC for 1921 II: 33) However,

the McDougal route was abandoned following the improvement of the Talkeetna-Cache Creek Road. (ARC for 1921, 1922II: 16)

ARC 1912: 15; ARC for 1912: 14: 23) Considered for 1911, 1912:

20J. Susitna-Tyonek Trail

This winter trail (46 miles) was built by the ARC in 1928-29. In 1928, the ARC made a reconnaissance trip over the entire route, and cut four miles of trail through timber eight feet wide from Susitna Station to the crossing of Susitna River. (ARC 1928 II: 65) In 1929, the trail was cut through timber six feet wide for 22 miles, and marked with tripods in open country; it was suitable for dogsled traffic only. (ARC 1928 II: 65; ARC 1929 II: 101)

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35F. Wasilla-Knik Road

This road formed a part of the original Knik-Willow Creek Road. With the construction of The Alaska Railroad and the founding of Wasilla, the wagon road (15 miles) from Wasilla to Knik fell into disuse. With time, however, ranchers began to settle along the old road, and made considerable use of it to reach Wasilla. Thus, in 1922, the ARC began to rehabilitate the road from Wasilla. (ARC 1923 II: 54) By 1924, the ARC had improved seven miles of the route from Wasilla to wagon road standard. The remaining eight miles was classified a poor trail. (ARC 1924 II: 114) The ARC continued improvement work on the old road. (ARC 1926 II: 75; ARC 1927 II: 64)