

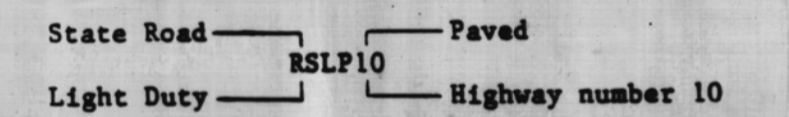
INFRASTRUCTURE-TRANSPORTATION/POINT DATA

This is a composite map developed from existing highway maps, U.S. Geological Survey topographic maps, and other sources. Point Data was primarily developed from existing maps and documents (natural areas used as airstrips were located by local pilots and National Park Service personnel). See the technical documentation available from the Alaska Department of Natural Resources, Division of Geological and Geophysical Surveys for detailed descriptions of mapped features, compilation methods, and sources.

ROADS

1st letter	Roads Class
RS	State
RL	Local
2nd letter	Road Capacity
L	Light Duty
U	Unimproved
3rd letter	Road Surface
P	Paved
U	Unpaved
4th letter	State Highway number

EXAMPLE



RAILROADS

RRAB Abandoned Railroads

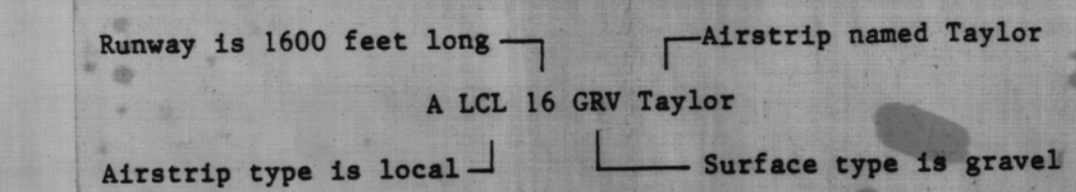
AIRPORTS

ACOMM	Community: Primary access point to small rural community.
AD	District: Secondary intrastate access points to regions of Alaska and to regional centers with populations over 1,000.
ALCL	Includes Local, Seaplane, Heliport, and Military and Coast Guard landing sites.
AN	Natural Area: Minimally improved natural areas or completely natural areas frequently used by bush aircraft. Additional natural area access can be obtained from the Alaskan Department of Fish and Game within the Alaska Habitat Management Guide for the Arctic Region.
ANF	Natural Area; Float Plane: This category had been used only when such access is primarily associated with mining activities.
ARC	Regional Center: Primary intrastate access point to regions of Alaska and to regional centers with populations over 1,000.
AT	Transportation: Primary access point to medium sized rural community.

OTHER POINT DATA

ADQ	Aqueducts
CEM	Cemetery
ED	Diesel Electric Generation Facilities
HP	Proposed or studied hydroelectric sites
NFI	Navigational Facilities (primarily lighthouses)

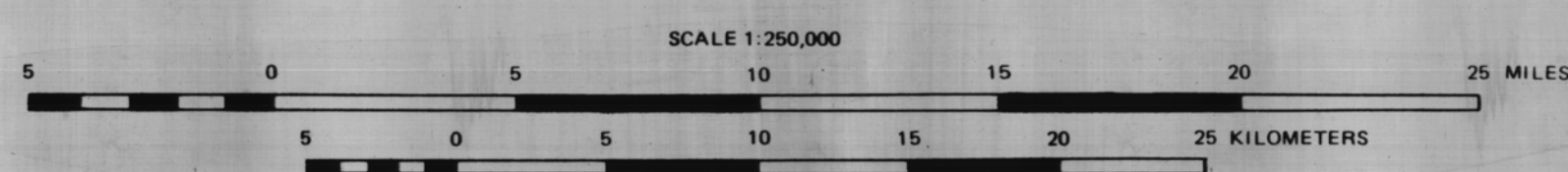
AIRPORT EXAMPLE



SURFACE TYPES

ASP	Asphalt	WAT	Water
DRT	Dirt	UNK	Unknown
GRV	Gravel		

Base from U.S. Geological Survey Shungnak Quadrangle, Alaska, 1955



MAGNETIC DECLINATION (1958) AT SOUTH EDGE OF MAP VARIES FROM 22° TO 24°

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