

PROPOSED OPERATIONS

In addition to \$560,000 from appropriated funds, it is estimated there will be available from the "Alaska Fund" and Territorial appropriation \$340,000 for the fiscal year ending June 30, 1940.

With these funds normal maintenance of the existing system will be performed and improvement of certain sections, including surfacing, will be provided where possible. New construction will be accomplished only to the extent possible with funds provided by the Territory and on projects designated by the Territorial Road Board.

RECOMMENDATIONS

For the fiscal year ending June 30, 1941 an appropriation of \$2,516,000 is recommended in addition to funds available from other sources. This will provide for necessary maintenance to the existing system and for the continuance of construction on projects now under way and on needed new projects as authorized in the six-year program.

The projects on which new work would be performed under this program are as follows:

Fairbanks Local Roads	Georgetown-Flat Road
Palmer Local Roads	Snug Point-Wood River Road
Shelton-Kougarok Road	Kenai Lake-Homer Road
Rampart-Eureka Road	McCarthy-Canadian Boundary Road
Chistochina-Slate Creek Road	Emergency Fields--Juneau-Fairbanks (8)
Kuskokwim-Landing-Takotna Road	Fairbanks Airfield
Point Gustavus Roads	Tolovana and American Creek Airfields
Eagle-Fortymile Road System	Tanana Airfield
Kanatak-Becharof Lake Road	Cordova Airfield
Steese Highway Branches	Nome Airfield
Bessie-Snake River Road	Anchorage Airfield
Nizina-Bremner Road	Southeastern Landing Floats (14)
<u>Chitina-McCarthy Road</u>	Airfields between Tanana-Nome (10)
Talkeetna-Cache Creek Road	" " Anchorage-Nome (10)
Teller-Nome Road	" " Boundary-Anchorage (6)
Homer Roads	" " Fairbanks-Bethel (9)
Cantwell-Valdez Creek Road	Airfields at Bremner, Chisana, Chitina, May Creek, McCarthy
Candle Creek Road	Airfields, locals--Juneau-Fairbanks-- Nome (33)
Hot Springs Road System	Valdez Airfield
Anchorage Local Roads	Airfields between Cordova-Fairbanks (5)
Ruby-Poorman Road	Seward Airfield
Iliamna Bay-Iliamna Lake Road	Airfields between Seward-Fairbanks (5)
Newhalen-Lake Clark Road	Airfields served from Seward-Fairbanks Route (8)
Gulkana-Chisana Road	
Ferry-Eva Creek Road	
Nome-Council Road	
Goodnews Bay-Arolic River Road	
Fairbanks-Chena Hot Springs Road	

EXHIBIT G-2

120168

The new road which will connect the Takotna and Ophir mining districts with steamboat navigation on the Kuskokwim River was made passable to Mile 8.75 from the river as was the 1.50 miles from the Takotna road to the Takotna River. A 1.35 mile branch road into Candle Creek was constructed.

Maintenance of 60 miles of the abandoned Copper River and Northwestern Railway, between Chitina and McCarthy, was assumed and this track is now used as a tram road.

Maintenance of the Eklutna Lake Road, a ten mile branch from the Anchorage-Palmer road, was assumed.

The Eagle-Liberty road was improved to automobile standard for 5.0 miles toward the mining activities in the Fortymile district.

Three miles of secondary farm road were constructed at Homer.

Maintenance of Sitka National Monument with 2 miles of trails formerly handled for the National Park Service, is now handled directly by that agency.

In addition to the above, 6 miles of new road were constructed consisting entirely of short extensions or branches to existing roads. These projects varied from $\frac{1}{4}$ mile to $1\frac{1}{4}$ miles in length.

A canal 150 feet by 2,000 feet and averaging 8 feet in depth was dug between Lakes Hood and Spenard to make a pontoon landing allowing a length of 100 feet for takeoff.

New airfields were constructed with funds provided by the Territory at Nation, Beaver, Stevens Village, Rampart, Wiseman and the Cliff Mine.

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

New Construction: $19\frac{1}{2}$ miles of road of which $11\frac{1}{2}$ were surfaced, 53 miles of sled road, 360 linear feet of steel bridges of 60-foot span or over, 160 linear feet of steel trestle span bridges, 711 linear feet of timber trestle bridges and one 60-foot wooden truss span bridge.

Improvement: 47 miles of road regraded and widened, $121\frac{1}{2}$ miles of road surfaced, 479 metal culverts, averaging 20 feet in length, installed principally as replacements for wooden culverts.

Maintenance: 1,932 $\frac{1}{2}$ miles of road, $139\frac{1}{2}$ miles of tramway, 639 $\frac{1}{2}$ miles of sled road, 2,637 miles of permanent trail and 240 miles of temporary flagged trail.