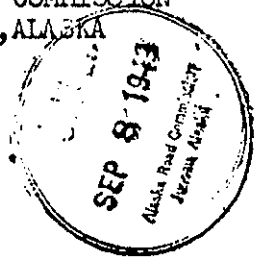


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ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA



September 6, 1949

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Mr. Ike P. Taylor  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

SUBJECT: Monthly progress report for Aug. 1949, Anchorage District, Anchorage, Alaska.

1. By Government Forces:

a. Anchorage Roads:

Routine maintenance with motor patrols kept all the Anchorage roads in good condition during the month. Some roads at Mountain View were graveled by interested parties and at the same time spot gravelling was also done on the main loop which we maintain.

Numerous requests are being received for the installation of driveway culverts on the Spenard Roads. Many of these are on the main road and we are recommending that the people concerned bridge the ditch rather than install an expensive culvert which must necessarily be torn out next year when the main road is regraded and paved.

b. Potter Road:

Early in the month the grading crew finished earth movement on the Potter Road and Foreman Bruhn's crew was moved out to the Matanuska Valley to work on new farm roads. Ed Ueek returned from Dillingham and the gravel crew was turned over to him to continue widening and bringing up to grade both Potter and Sand Lake farm road. About one mile remains to be brought up to grade across swampy ground on the Potter road and some widening of fill on the Sand Lake farm road. Both should be complete in late September. Grader maintenance over the route kept it in fine condition during the month. People of Anchorage are developing the habit of driving to Potter, and the road carries heavy Sunday traffic.

c. Anchorage-Palmer Highway:

Maintenance during the entire month was performed by the contractor on the job and although the road became rough at times it was at no time impassable. The Goat Creek bridge was completed during the month and traffic routed over it on the 16th. Trouble was experienced in getting decking as it was the last item of bridge lumber received, not arriving in Anchorage until the 13th. As it worked out, however, Knik Glacier did not break until the 14th and water did not cover our Bailey Bridge detour until the 15th, after the new bridge was open. After the waters receded the Bailey was taken up and removed to Ship Creek where it will be erected as a detour during replacement of the old bridge at that point of the Anchorage-Palmer Highway.

*[Handwritten signature]*

35/81

The Matanuska River Bridge was redecked while the crew was waiting for the decking for Goat Creek to arrive. Running plank and wheelguard were removed and new planking was laid longitudinally for the full width of the deck before replacing the wheelguard. Repairs were made on the south portal of the Knik River bridge.

d. Anchorage Depot:

Work around the depot this month consisted of erecting one quonset hut on the platform built last month, laying the foundation for another and hauling topsoil into the yard between the garage and warehouse. This last was raked down and leveled off. It is not planned to complete this project until next spring, when more funds will be available. Storage racks were built in the warehouse and the moving of parts and non-perishables into the quonset was started. Missing elevator parts for the garage finally arrived. One of the guide rails was two inches too narrow and a piece had to be scabbed on for the full length to make it useable.

e. Valley Roads:

Other than grader maintenance on the main travelled roads very little work was done in the valley this month. Three miles of brush were dozed off the sides of the Palmer-Matanuska road and 3/4 of a mile of fence erected where the plows tore it down last winter. Barbed wire was furnished two farmers who put up their own fences which we tore down last winter. In the future we do not plan to furnish any more wire or labor for fences damaged by snow removal. Farmers have been requested to move all fences back to give us a sixty foot right-of-way — otherwise winter snow removal may not be possible without damage to fences.

f. Mountain Roads:

Only necessary maintenance was performed on the Mountain Roads during the month.

g. Glenn Highway:

Regular maintenance with the motor patrols kept the road in good condition during the month. Late in the month the Vigdahls from Camp 88 mile went on leave and Foreman Stadler moved down from 115 mile to take over the maintenance on the entire route. Mrs. Stadler is doing the cooking for the maintenance crew and also the engineering crews on the upper end of Section Glenn B-1.

h. Homer Roads:

Regular maintenance was performed during the month with motor patrols. Soft spots in the completed section of the East End road were filled with gravel and the hill road was reditched where sluffing had occurred during the rains. The roads remained in good condition all during the month.

i. Russian River-Homer Road:

On the Kenai end maintenance with the motor patrols kept the road in good