

RG 30 RECORDS OF THE BUREAU OF
PUBLIC ROADS

WASHINGTON OFFICE, *Entry 6*

GENERAL CORRESPONDENCE AND
RELATED RECORDS, 1912-65.

1955-1959

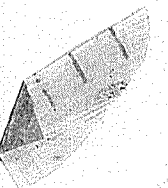
ALASKA
THRU
ALASKA - GENERAL 1959 PART 2 OF 2

BOX NO.
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Alaska

SURVEY OF CURRENT ALASKAN PROJECTS
CONSTRUCTED BY
U.S. BUREAU OF PUBLIC ROADS
FOR
1957
ALASKA CHAPTER
ASSOCIATED GENERAL CONTRACTORS OF AMERICA
BY
RICHARD S. ADAMS



December 31, 1957
P. O. Box 1266
Anchorage, Alaska

Alaska Chapter, Associated General
Contractors of America
306 Central Building
Anchorage, Alaska

ATTENTION: Mr. L. A. Moore,
Manager

Project: Survey of Current Alaskan
Projects under Construction
by the Bureau of Public Roads

Dear Mr. Moore:

In accordance with your memorandum dated September 16,
1957 and signed by Mr. G. Fowler, the writer visited a total
of 30 projects during the period of September 17 to October 17,
1957. The attached report is the result of this survey.

Respectfully submitted,

Richard S. Adams

Richard S. Adams
Registered Civil Engineer No. 497B
Territory of Alaska

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SURVEY OF CURRENT ALASKAN PROJECTS
UNDER CONSTRUCTION BY THE BUREAU OF PUBLIC ROADS

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SCOPE

The purpose of the survey was to take photographs and obtain physical and statistical data to the extent possible. After the survey was underway it became apparent that weather conditions would harass the operation and necessarily limit the time spent on or near each project, resulting in incomplete data in some cases. In spite of the fact that the schedule was accelerated, many of the projects had been closed down for the winter at the time of the writer's visit.

Reasonable effort was made to obtain complete lists of projects under construction. Thus, it is believed that the following list includes all projects of major importance. However, the list is not necessarily complete. It was learned that work was done in the Valdez, Cordova and Juneau areas, but these projects were believed to be largely maintenance or contract operations and of relatively minor importance. Accordingly, southeastern Alaska was not covered.

Information regarding possible projects was obtained from various sources. In some instances, the information proved valid; however, in other cases the information was incorrect and misleading.

The physical data included in this report are estimates only. The lengths were obtained largely from speedometer readings. The widths were "paced" dimensions and the cuts, fills, locations and earthwork balances are visual estimates only and not based on measurements or factual, detailed data obtained from authoritative sources.

The following is a list of projects investigated, arranged in the order in which they appear in this report. Plates I through V show the general location of these projects.

PROJECTS

Fairbanks Area:

1. US 97 - Livengood to Eureka
2. US 97 - Eureka to Livengood
3. Fairbanks to Chena Hot Springs
4. Steese Highway - Chatanika Flats
5. Steese Highway - Circle to Central
6. Taylor Highway - Eagle South
7. Fairbanks - Nenana
8. Denali Highway
9. Farmers Loop Area
10. Badger Road Area

Alaska Highway:

11. Big Delta Area
12. Clearwater Road

Glenn Highway and Richardson Highway

13. Tok Junction - Gulkana
14. Paxson - Black Rapids
15. Lake Louise Road
16. Klutna Lake Road

Palmer Area:

17. Palmer Streets
18. Big Lake Extension
19. Bowdenberg Loop

Anchorage Area:

20. Campbell Station Road to Sand Lake Road
21. Rabbit Creek Road to Hillside Road
22. KPQD Road
23. Indian

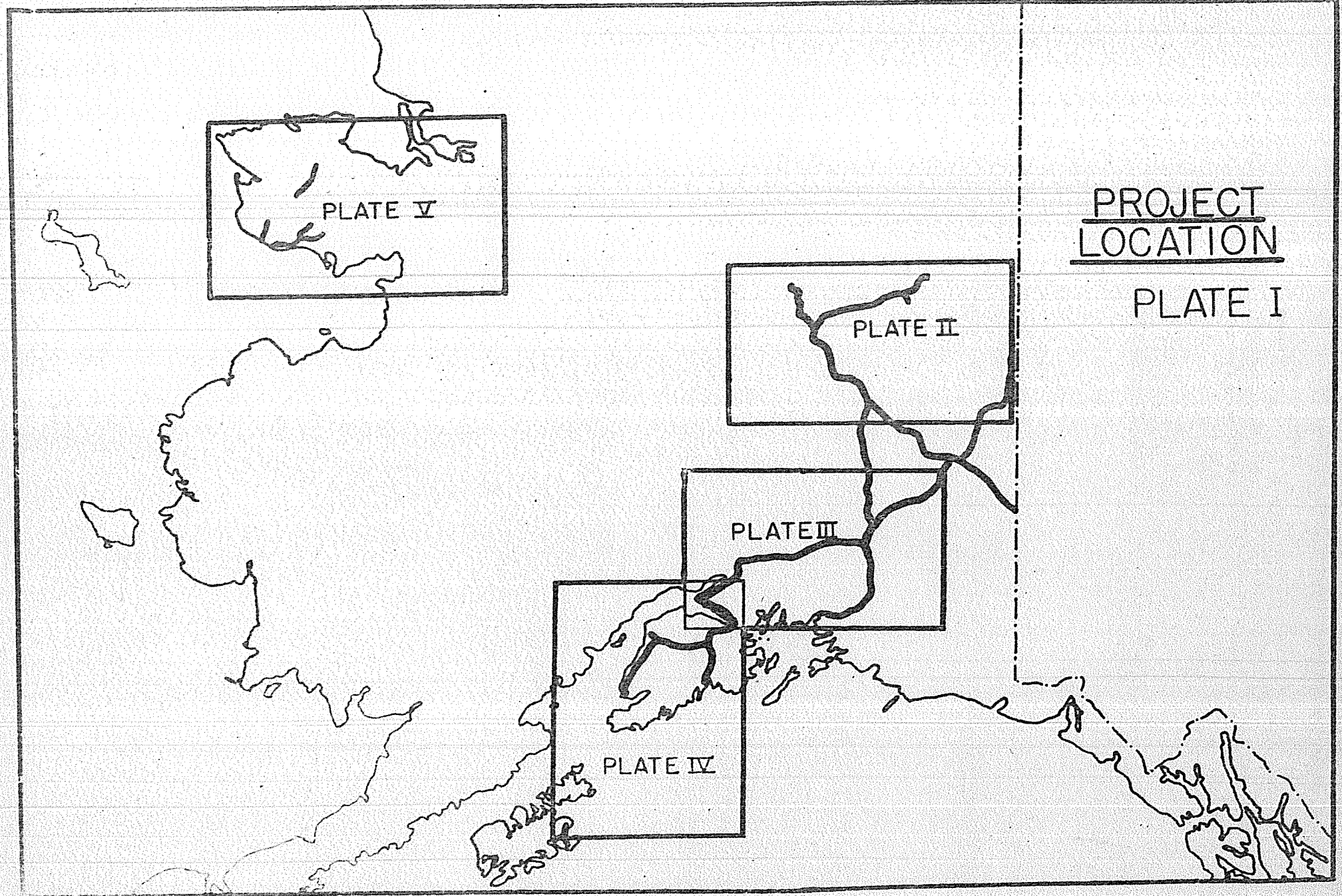
Kenai Peninsula:

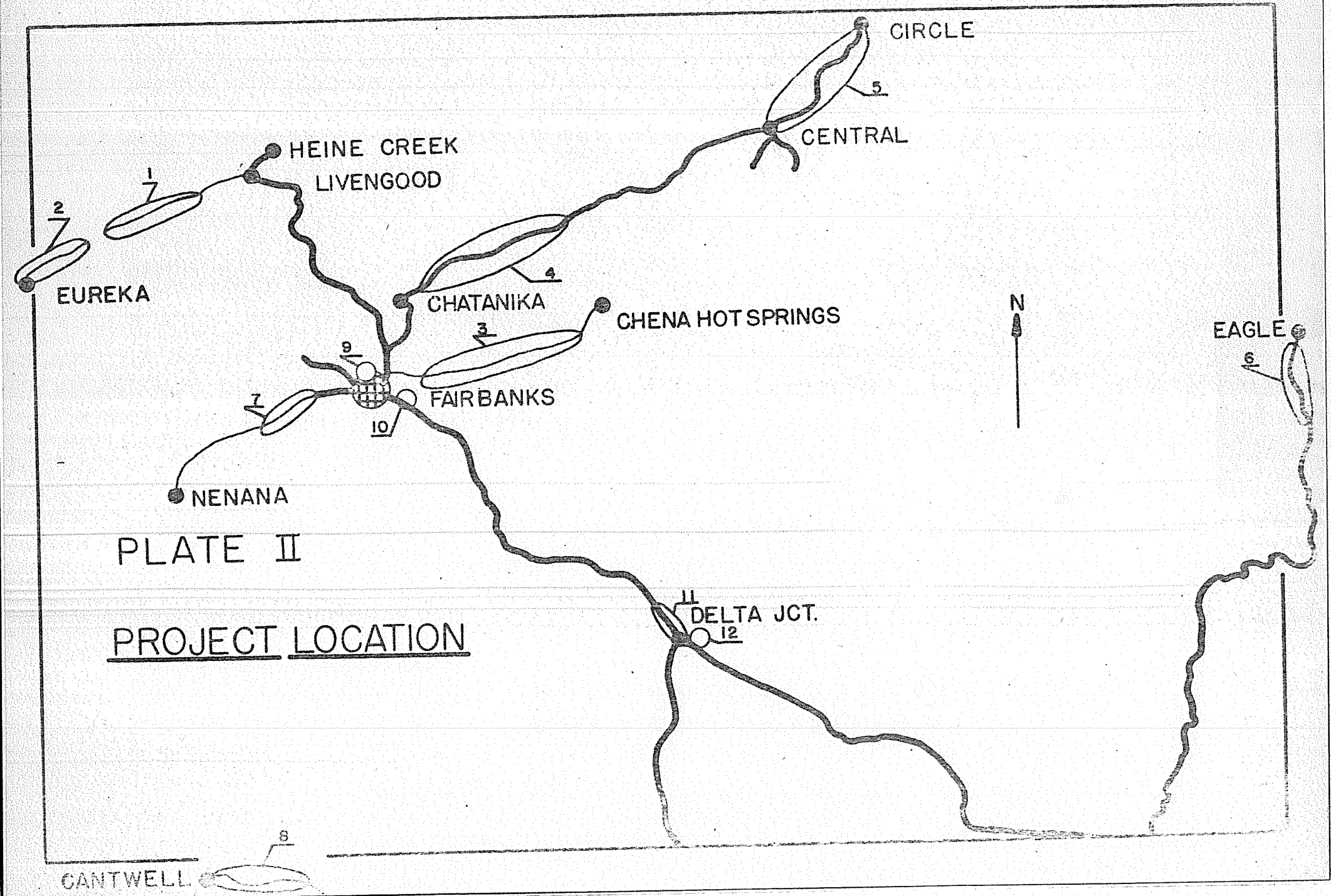
24. Sportman's Lake Road
25. Cohoe Road
26. Ramsell & Webb Road
27. Glam Gulch Road
28. Whiskey Gulch Road
29. North Fork Road
30. Homer Airport By-Pass Road
31. Homer Spit Road

32. Kodiak

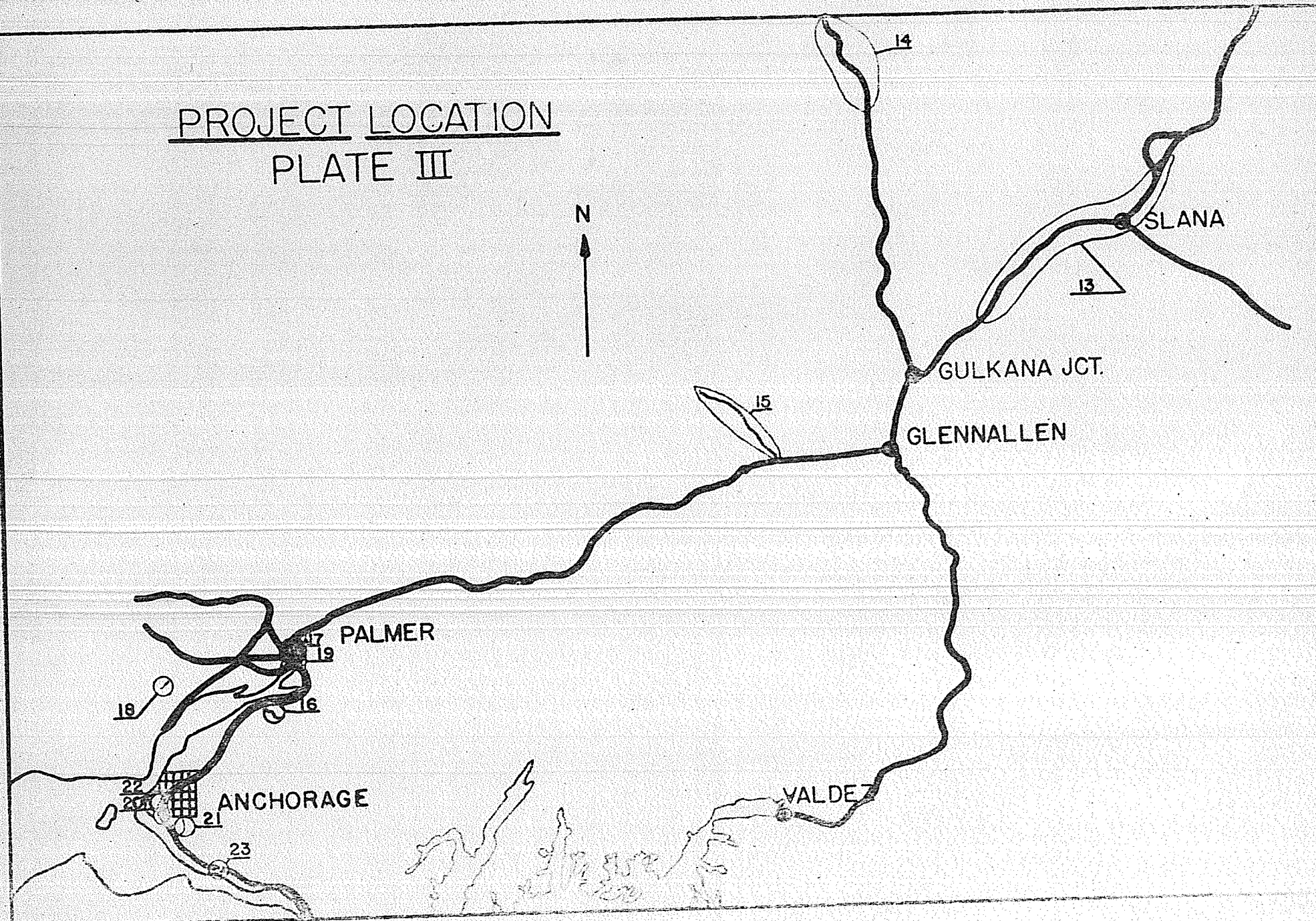
Nome Area

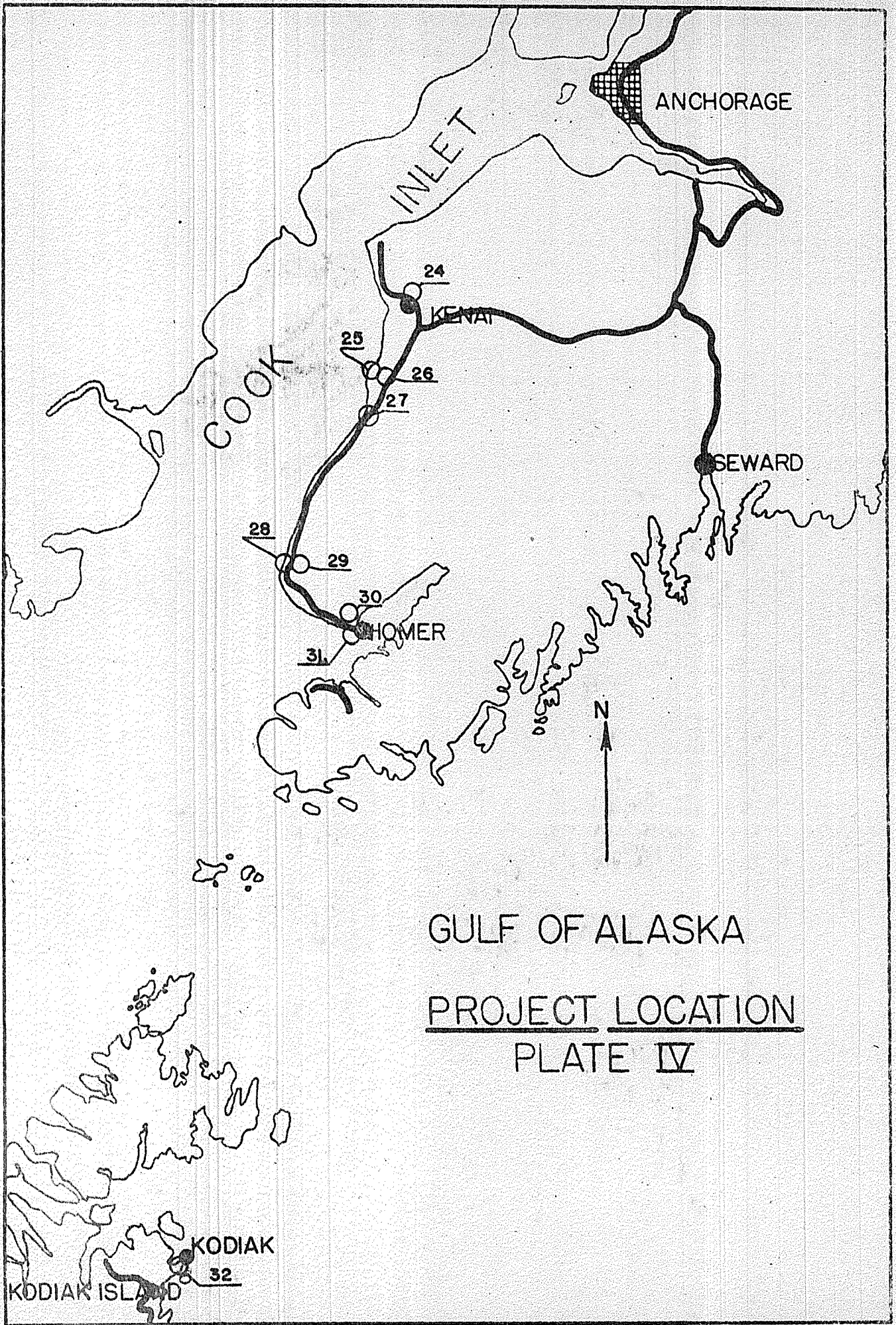
33. US 97 - Nome East
34. Nome - Solomon

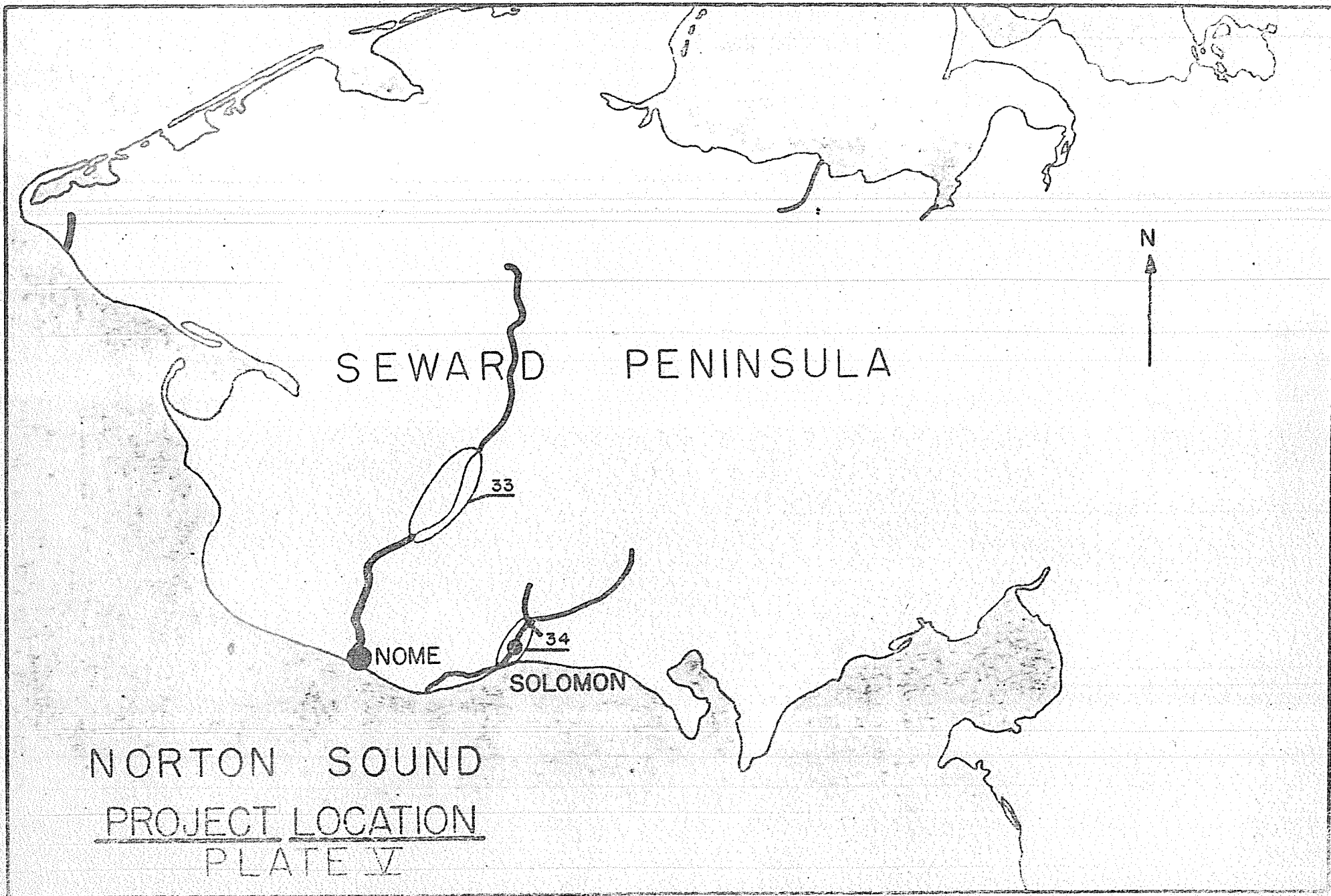




PROJECT LOCATION
PLATE III







NORTON SOUND
PROJECT LOCATION
PLATE V

1. US 97, LIVENGOOD TO NARMLA

Location

This project is a section of the proposed highway from Fairbanks to Nome and has been placed on the primary system and designated US 97. Construction this season consisted of approximately 10.7 miles of road beginning from a point approximately 6.4 miles southwest of Livengood, thence southwesterly along the general route of the West Fork of the Tolovana River to a point approximately 17.1 miles southwest of Livengood.

Physical Data

An estimated road length of 10.7 miles was cleared and stripped this season. The grade was constructed for a distance of 7.7 miles as of September 21. The road was cleared and stripped approximately 100 feet in width and shoulder to shoulder width was 24 feet. The estimated maximum depth of cut at centerline was 15 feet, and the estimated depth of fill at centerline was a maximum of 15 feet with an average depth of 3.5 feet. The estimated maximum grade is 4%.

This section of road is estimated to be approximately 80% fill. It has been made of material from cut sections, and in some cases the cuts are widened for additional material. However, the major part of the road is constructed with material from side borrow pits located outside the right-of-way.

The road is constructed on low, rolling, hilly topography above the flood plains of the river.

The borrow material is composed chiefly of Birch Creek schist.

Drainage structures consist of corrugated metal pipe culverts. However, a timber bridge was constructed 1 mile from Livengood and a temporary bridge was replaced over a creek approximately 3.8 miles from Livengood.

Statistics

The major pieces of equipment located on the project were:

- 9 - International TD-24
- 5 - Scrapers
- 1 - Caterpillar #12 motor patrol

The construction camp was erected in early May. However, a bridge was washed out and actual construction on this section began about the 1st of June. Approximately half of the equipment

was located on the project at the commencement of the season; the remainder was hauled from Fairbanks. Personnel consisted of approximately 14 men. It was reported that additional equipment had been on the project during the summer.

Design Standards

The standards to which this project is being built appear to be AASHTO Secondary design standards based upon an annual average daily traffic volume of 100 to 400. Briefly, these standards are as follows:

Design speed - flat topography - 45-55 MPH
 Sharpest curve - flat topography - 7-11 degrees
 Maximum gradient - flat topography - 5-8%
 Non-passing sight distance - flat topography - 315-415 feet
 Width of pavement - 16-20 feet
 Width of roadbed - 24-28 feet
 Width of new bridges - 22-24 feet

These standards are comparable to the Alaska Highway and the majority of other highways of major importance in Alaska with the exception of the pavement width. Most of the existing pavements are 20 feet in width on a 24-foot roadbed; however, the projects currently being built have 24-foot pavements on a 28-foot roadbed.

There are numerous construction contractors with equipment in the Fairbanks area. This project is accessible from Fairbanks over the Elliott Highway, a distance of approximately 88 miles.



Fig. 1-A

US 97 - Iñavoged to Anaka -
Timber bridge at mile 1 from
Iñavoged.



Fig. 1-8 US 97 - Livengood to Sareka -
Temporary bridge at Mile 5.8
from Livengood. (washed out
in spring of 1957).



Fig. 1-C US 97 - Livengood to Sureka -
Typical overlay section in
low areas.



Fig. 1-10

US 97 - Livengood to Durbin -
end of passable road (with
passenger car). Clearing and
stripping accomplished 3 miles
beyond.



Fig. 1-4 US 97 - Livengood to Aurora -
International T-24 refueling.



Fig. 1-8 73 97 - Livenood to Lardna -
Harrow pit operation with 4
cats and case with 1 push. cat.