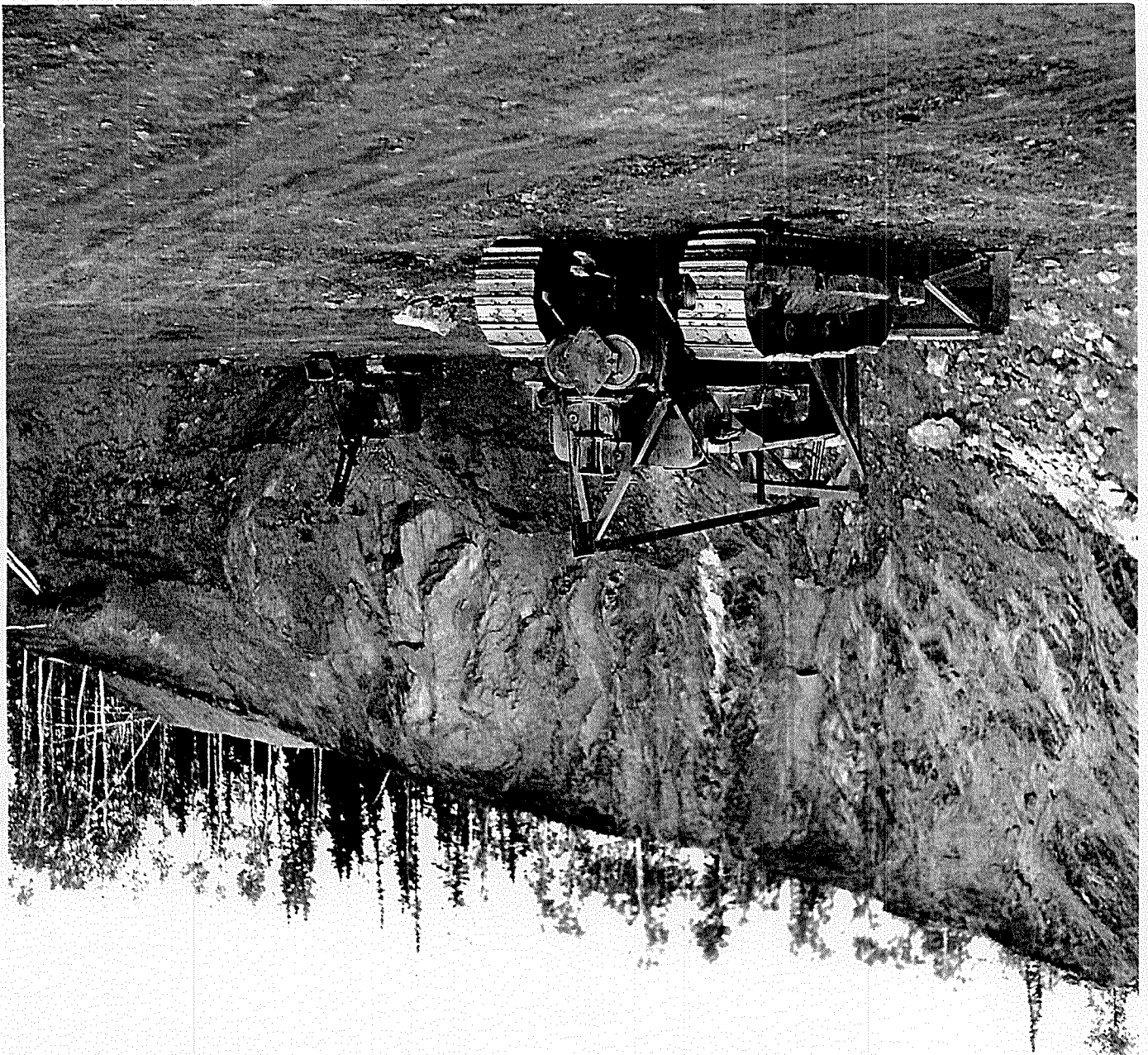


FIG. 3-11
Chem Hot Springs Road
Quarry located at 11.5 miles
from intersection with Stage 4



4. STEESE HIGHWAY - CHATANIKA FLATS

Location

This project is a section of the Steese Highway from Fairbanks to Circle. Work done this season consists of the improvement of an existing road located on the valley floor of the Chatanika River. This project was reputedly the most costly project in the Fairbanks area. Construction this season consisted of roadway widening, ditch and shoulder shaping, line changes to alleviate sharp curves, bridge construction and building up low areas on sections of the Steese Highway between Chatanika and 15 miles northeast of Chatanika. Work of minor importance was accomplished on an additional 12-mile section southwest of Chatanika.

Physical Data

A 27-mile section was worked on intermittently. There were many stretches that appeared to receive little or no attention.

The roadbed width is 24 feet shoulder to shoulder. Clearing and stripping were accomplished as necessary on line changes.

The estimated average depth of fill is approximately 1 foot in low areas and none on high areas. The maximum fill is approximately 5 feet at bridge approaches.

The country traversed is classified as flat and the maximum gradient on new construction is approximately 3%.

The project is essentially a borrow pit operation except on line changes where the excavated material was generally used for embankments.

The materials used were from gravel deposits in the Chatanika flood plains--most of them just outside the right-of-way.

Drainage structures were timber bridges and corrugated metal pipe culverts. Four bridges were constructed spanning the McKay, Belle, Crooked, and Alder Creeks.

Statistics

The major pieces of equipment on the project on the date of visitation (September 24) were:

- 1 - Truck crane
- 3 - International TD-24
- 3 - Scrapers
- 1 - Caterpillar D6
- 1 - Cais shell
- 1 - Dump truck
- 1 - Northwest 3/4-cubic yard shovel

It was reported that some of the hauling units which are now on the Chena Hot Springs road (see Section 3) were located on this project during the summer. The equipment was moved from Fairbanks. Personnel currently working on the project include approximately 12 men.

Design standards on this project are similar to those mentioned in sections 1, 2 and 3 of this report.

This project is accessible via the Steese Highway to Fairbanks.

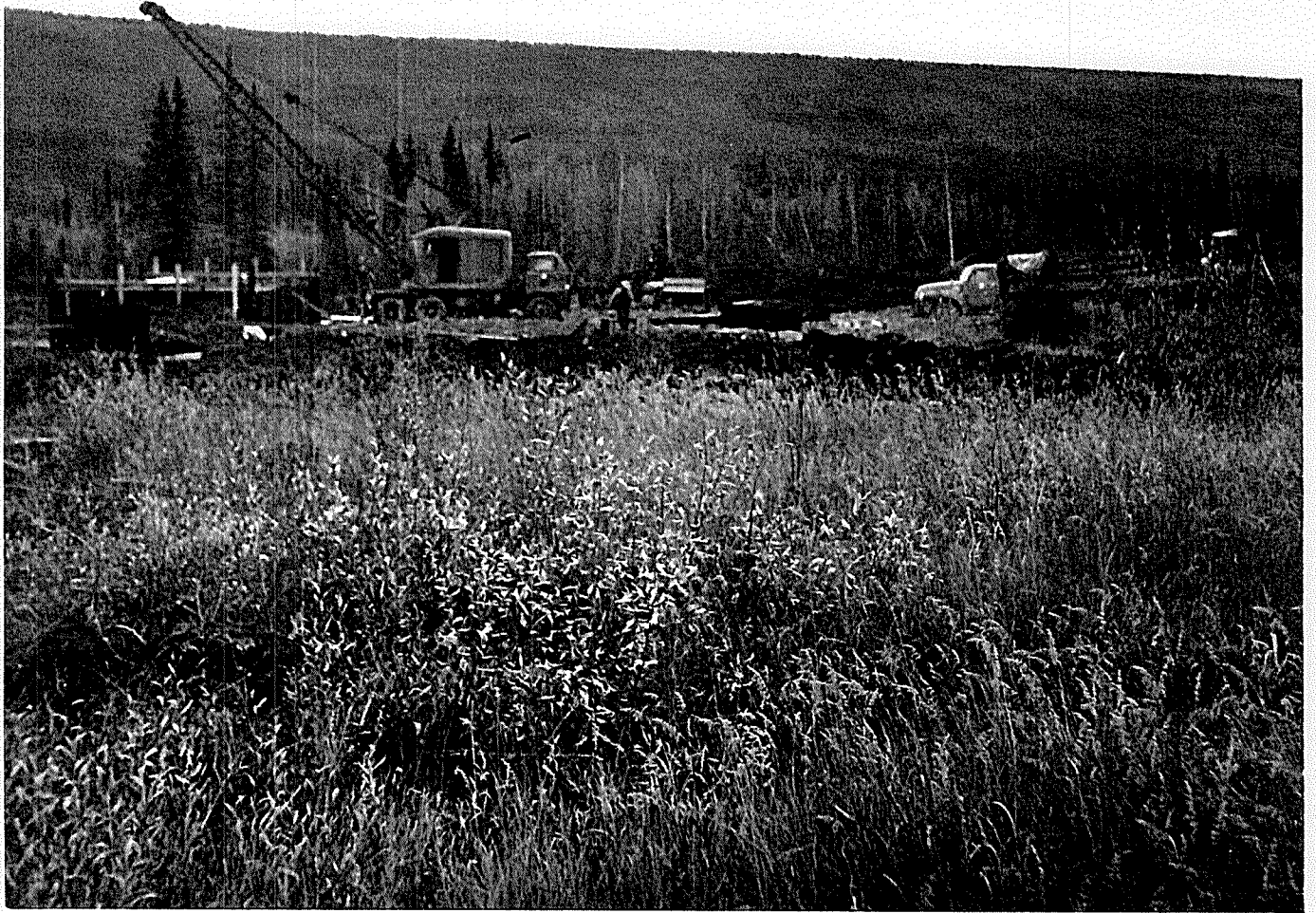


Fig. 4-1 Steese Highway-Chatanika Flats →
Bridge construction operations
on McKay Creek.

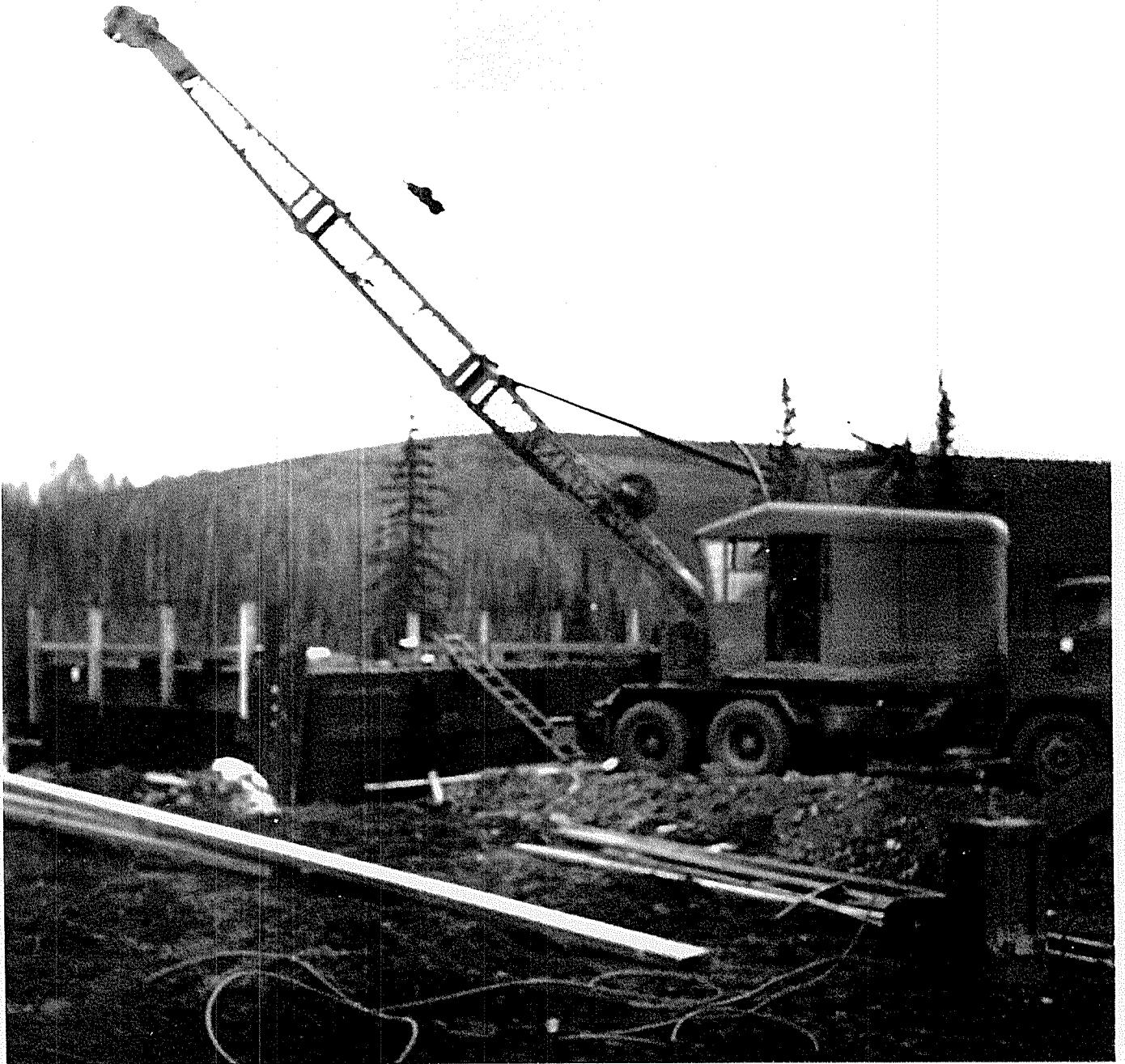


Fig. 4-B

Stees Highway-Chatanika Flats -
Truck crane erecting bridge
over McKay Creek.



Fig. 4a:

Stens Highway-Chatanika Plate
Line change, new bridge and
approaches on Belle Creek.
Car and bus crossing bridge.



Fig. 4-1 Steens Highway-Chatarika Flats.
D-34 constructing line change.



Fig. 4-B Steese Highway-Chatanika Flats.
New bridge spanning Crooked Creek.

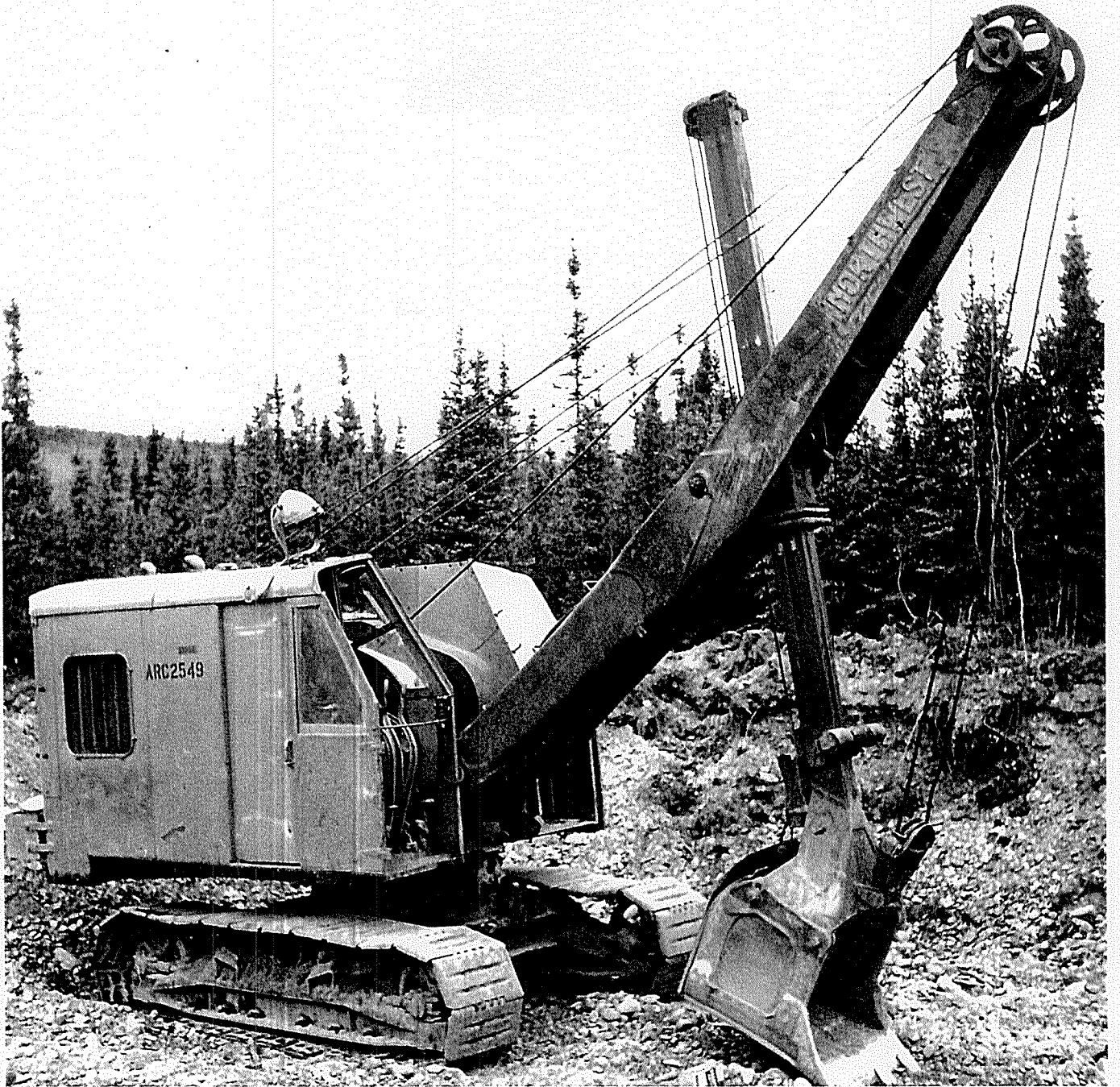


Fig. 4-8 Steese Highway-Chatanika Flats.
Northwest 3/4-cubic yard shovel.



Fig. 4-6 Steens Highway-Chatanika Plate.
Typical section, widened,
elevated and shaped.



Fig. 4-11 Steens Highway-Chatanka Flats.
New timber bridge spanning
Alder Creek.



Fig. 4-1 Steese Highway-Chatanika Plate.
Typical borrow pit.



Fig. 4-1 Steese Highway-Chataouka Flats.
Cat and con working creek
bottom borrow pit.

5. STEESE HIGHWAY, CIRCLE TO CENTRAL

Location

This project represents the northern end of the Steese Highway from Fairbanks to Circle. The job was closed down at the time it was visited (October 8) and no activity was noted. Thus, the project was surveyed by flying lower over its entire length.

No fresh cuts were noted, however, cat-track prints were observed in several gravel pits indicating that work had been accomplished recently in the area. Fresh evidence of construction was also noted in the channel under the Birch Creek bridge.

The writer landed at Circle and discussed the project with the proprietor of the local store and several natives. They reported that the bridge spanning Birch Creek had been erected by a contractor and that there had been no new construction accomplished by the Bureau of Public Roads this season. However, approximately 5 miles had been resurfaced with gravel on the \pm 20-mile stretch between Circle and Central.

The existing road traverses flat low lands and is an overlay type construction. The gravel surfacing placed this season was thin and varied in width. The width is approximately 20 feet. Gravel was obtained from borrow pits outside the right-of-way. Tipplies were noted in several pits.

Statistics

Bureau of Public Roads equipment noted in the area included the following:

Parked in yard at Central:

- 1 - Caterpillar #12 motor patrol
- 2 - Dump trucks
- 1 - International TD18

Parked in gravel pit:

- 1 - International TD18

There are several miners in the Central-Circle Hot Springs area who own equipment. Two dozers, one D8 and one D4 are available in Circle.

This project is accessible via the Steese Highway to Fairbanks, a distance of approximately 140 miles.

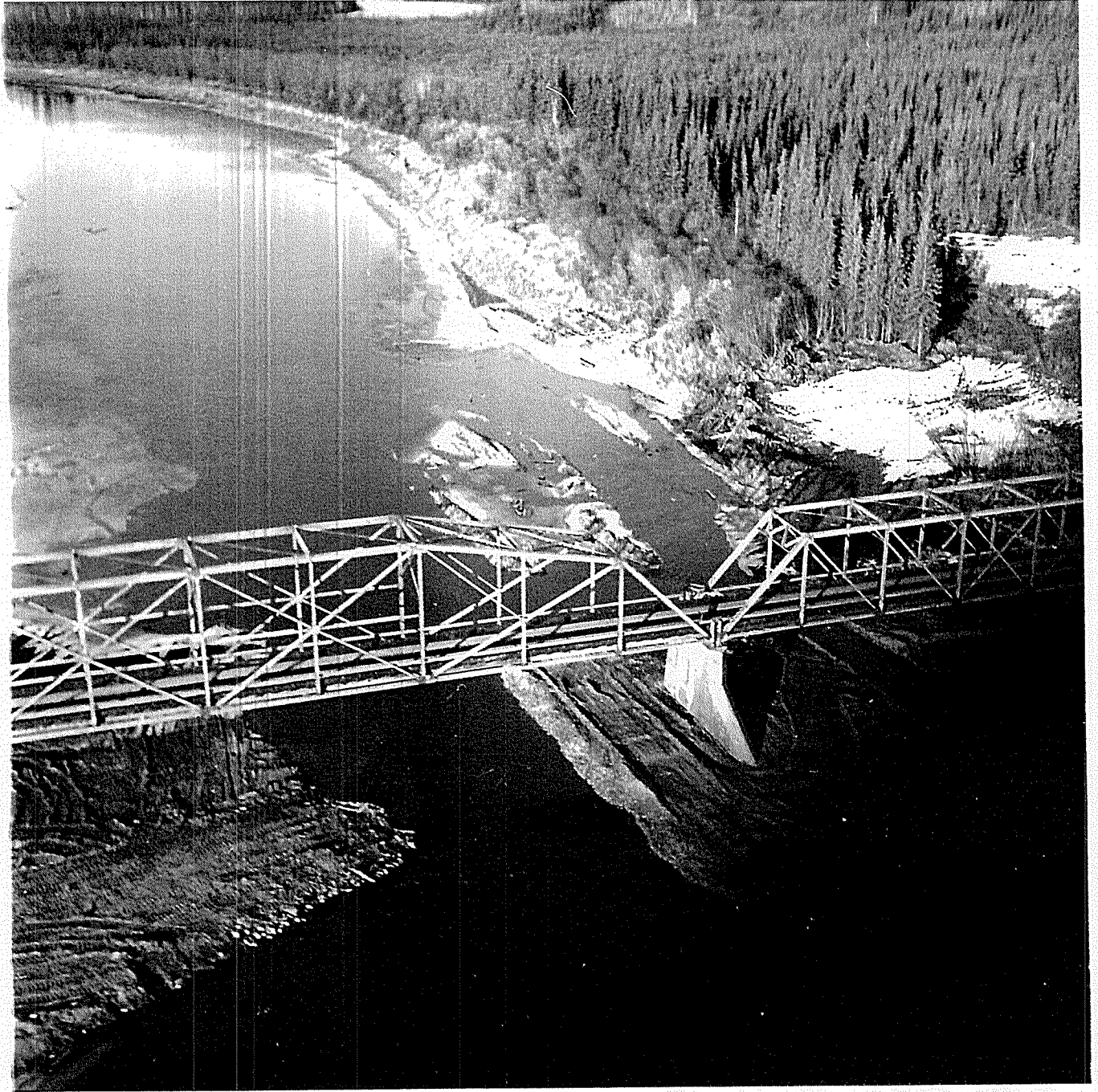


Fig. 3-A Circle to Central; bridge spanning
Birch Creek. Installed by
contractor.

6. TAYLOR HIGHWAY - EAGLE SOUTH

Inclement weather was a harassing factor in the survey of this project. Flights were scheduled into Eagle twice and both times they were cancelled due to storms. After the second cancellation a car was rented and an attempt made to drive up the Taylor Highway. After driving approximately 20 miles up the Taylor Highway beyond the 40-Mile Roadhouse (intersection with Alaska Highway), a group of Bureau of Public Roads' employees was met hauling out equipment. They advised against driving the road because they had shut down operations, had hauled out all of their equipment, and were not maintaining the road any longer. Due to an approaching storm, apparently the same storm which kept the aircraft on the ground in Fairbanks that morning, it was decided not to risk being stranded a few days and losing valuable time necessary to visit other projects prior to their shutting down for the winter.

Thus, only the south 20 miles of the Taylor Highway were covered and no pictures of the section worked on this season were obtained.

The following is information gleaned from the Bureau of Public Roads' personnel who had worked on the project during the summer:

The work consisted of gravel surfacing and leveling course on sections of the Taylor Highway, essentially between the Jack Wade Junction and Eagle City, a distance of approximately 60 miles. The thickness and width of the surfacing were variable. The topography traversed in this area is reputedly mountainous and the road becomes quite narrow with heavy grades in some areas. The resurfacing was intermittent and amounted to approximately 20 to 25 miles.

The work was started near the end of May and shut down near the first of October.

Equipment working on the project during the summer included the following:

- 4 - Caterpillars DR
- 2 - International TD24
- 2 - Wagner Scoopmobiles
- 12 - Dump trucks
- 1 - 2 1/2-cubic yard shovel
- 2 - Motor patrols

This equipment is reportedly housed at Tok during the winter.