

The closest contractor's equipment is located at Tetlin Junction near which Lytle, Green & Birch Construction Company paved a 10-mile stretch of the Alaska Highway.

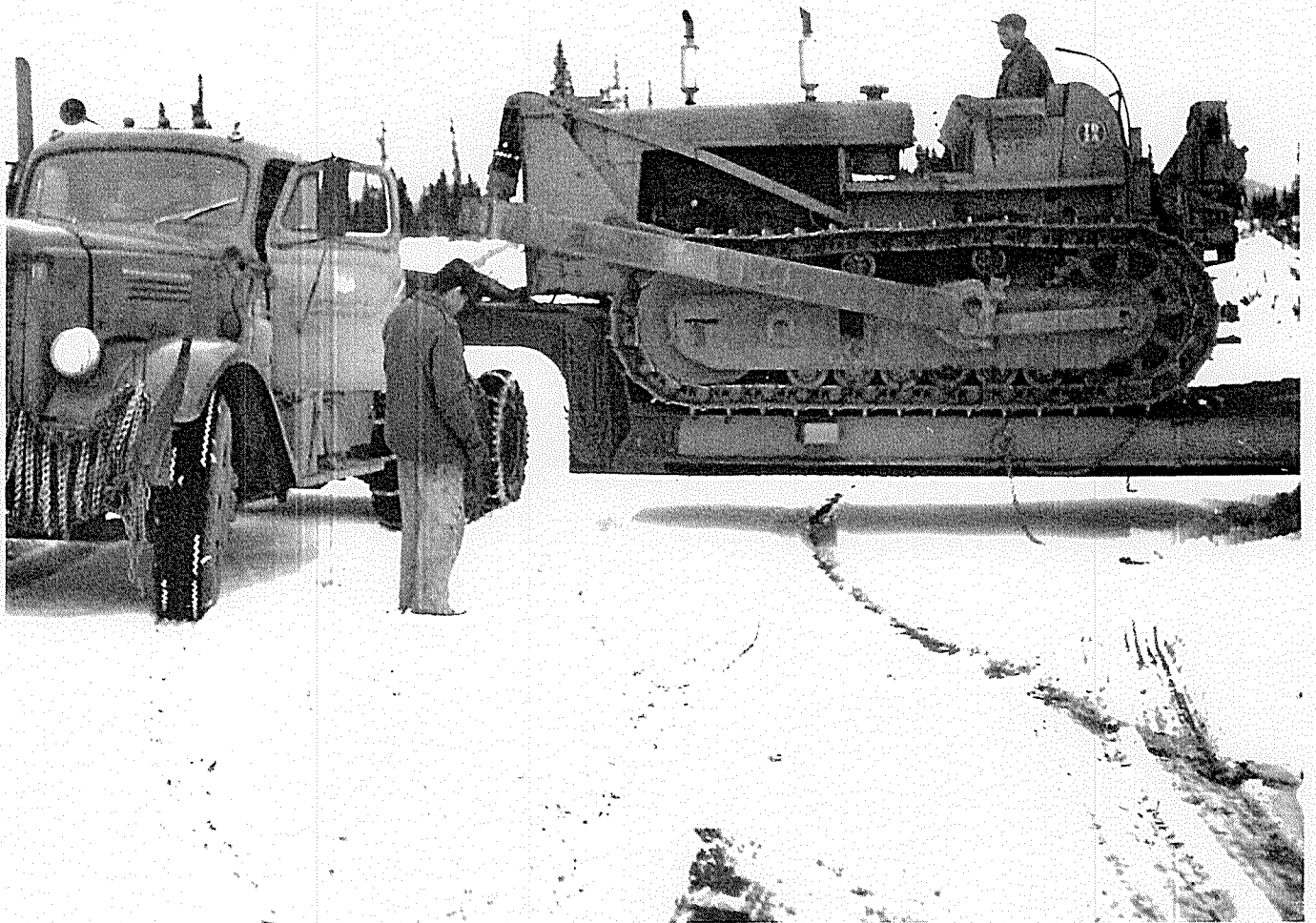
This project is accessible to contractors located in Fairbanks, via the Alaska Highway, a distance of approximately 340 miles; and to contractors located in the Anchorage area via the Glenn Highway, a distance of approximately 460 miles.



Fig. 6-4 Taylor Highway-Eagle South.
Junction of Taylor Highway and
Alaska Highway.



Fig. 9-1 Taylor Highway - Eagle South
Taylor Highway 20 miles from
south end.



**Fig. 6-6 Taylor Highway - Eagle South
Loading out T1-E3.**

7. FAIRBANKS - NENANA

A local source reported that work was being done on this project. However, two more reliable sources in Fairbanks indicated that no work was done. Therefore, the road was not driven.

B. DENALI HIGHWAY

Several sources indicated that the major amount of work done on this highway was accomplished by contract. However, shoulder widening was done by Bureau of Public Roads forces in the Cantwell area.

Due to weather limitations and the seemingly comparatively insignificance of this project, it was not visited.

9. FARMERS LOOP AREA

Numerous roads were driven in this area. Many of them appeared to have received minor maintenance but only one newly constructed road was found, which was Lawler Road in Sections 26 and 27, Township 1 North, Range 2 West, situated northwest of the University of Alaska Experiment Station. The new construction consisted of 1 mile of grading, draining and gravel surfacing on 1/2 mile. There was no construction activity on the road; however, a sign was posted on the east end of the road indicating that Territorial funds were being used for construction. This sign was similar to those noted on the Livengood and several other projects being built by Bureau of Public Roads forces. Therefore, it is assumed that this road was also constructed by the Bureau of Public Roads.

The road traverses rolling topography and the maximum gradient is approximately 3%.

The cleared width is approximately 75 feet and the roadbed width is 34 feet shoulder to shoulder. The maximum fill is approximately 3 feet and the average cut and fill is estimated at 4 1/2 feet.

The embankments are constructed with side ditch borrow and some cut to fill material.

Materials used for construction were the loess silt deposits found on the hills surrounding Fairbanks and the country rock (Birch Creek schist).

The standards to which this project was built are lower than projects previously listed. This is a typical country farm-to-market road with a sharp curve at a section corner (approximately 60° curvature), a rolling grade and short sight distances.

New construction of only minor importance was noted on Sheep Creek Road and Henderson Road. No equipment was seen on the projects; however, it is reasonable to assume that Bureau of Public Roads forces did the work.

Sheep Creek Road follows the alignment of the Alaska Railroad for a distance of approximately 8 miles beyond the University of Alaska Experiment Station beginning in Section 36 and ending in Section 17, Township 1 North, Range

2 West. In this length the following recent construction was noted: 1/2 mile of stripping to a width of 75 feet; 1/4 mile of new fill in a low area (the depth of fill was approximately 2 1/2 feet); and intermittent ditch widening and shoulder shaping and some thin surfacing.

The work on Henderson Road consisted of clearing 1 dozer width along one side of a 5-mile section of the road. Henderson Road commences at an intersection with the Ester Dome Road in Section 33 and terminates at an intersection with Sheep Creek Road in Section 27, Township 1 North, Range 2 West.

There are numerous contractors with equipment spreads capable of handling these small contracts in the Fairbanks area.



Fig. 9-A Parnock Loop Area - West end of
Lawlor Road.

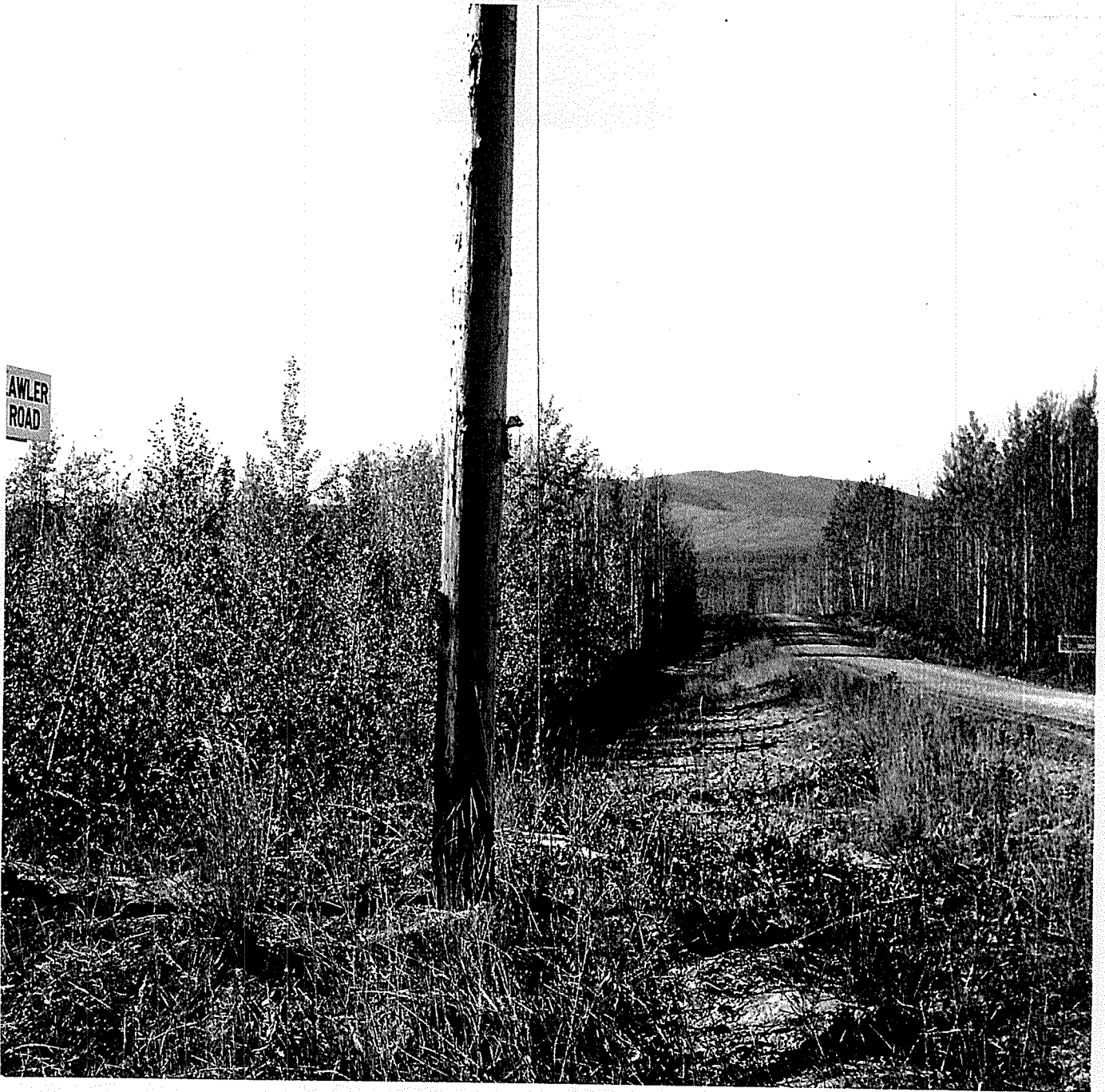


Fig. 9-B Farmers Loop Area - East end
of Lawler Road.

10. BADGER ROAD AREA

Location

Many roads were covered in this area; however, only one was located that appeared to have been constructed this season. A sign was posted on the east end and marked "Greiman Road". The road terminates on the west end at the Richardson Highway approximately $6\frac{1}{2}$ miles from Fairbanks; thence east to Badger Road. The section apparently constructed this season was a 2.7-mile stretch beginning 1.4 mile from the west end.

Physical Data

The roadbed width is 26 feet shoulder to shoulder, and a 75-foot width has been cleared and stripped.

The road traverses the flat lowlands of the Tanana River flood plains and thus, is all fill with light grades. The embankments average 4 feet in height above the bottom of the ditch line, and the material for fill was obtained from side ditch borrow. The fill is built with river silt and fine sand and will be unstable due to the high water table in this area until surfaced. A gravel pit located 3 miles from the Richardson Highway has been partially stripped and will probably be opened up next year after it has thawed.

There was no construction activity at the time of the writer's visit; thus, the amount and type of equipment as well as time of construction are unknown. A property owner living adjacent to the road reported that the road was built by the Bureau of Public Roads this summer (1957).

Numerous construction contractors are available in the Fairbanks area. This project is 6 miles from Fairbanks and accessible by highway.



Fig. 10-A Dodge Road area - gravel pit
stripped to permit thawing.
will probably be used for
surfacing material next summer.



Fig. 10-11 Budget Road Area - Typical section of Creiman Road.

11. BIG DELTA AREA

The work observed by the writer consisted of the installation of a guard rail approximately 1 mile north of the Richardson Highway bridge crossing the Tanana River near Big Delta and the installation of a culvert under the Alaska Highway approximately 1/2 mile south of the Alaska-Richardson Highway Junction near Big Delta.

The personnel on these two crews consisted of 10 men and the major equipment was as follows:

- 1 - Caterpillar D-4 with auger
- 1 - Caterpillar D-8 with dozer
- 1 - Wagner scoopmobile
- 1 - Dump truck
- 1 - 1/2-cubic yard shovel

Other work reportedly accomplished by this crew during the summer was the leveling and re-surfacing of sections of the Alaska Highway.

This project is approximately 95 miles from Fairbanks over the Alaska Highway and 344 miles from Anchorage via the Richardson and Glenn Highways.



Fig. 11-4 Big Delta area - Installation of guard rail on Richardson Highway near Big Delta.



Fig. 11-B Big Delta area; installation of
CMT culvert on Richardson
highway near Big Delta.

12. CLEARWATER ROAD

Location

This project is apparently a secondary type road intended to open up the country for homesteading and recreational purposes in the area between the Tanana and Delta Rivers. The point of beginning is approximately 8 miles south of Delta Junction on the Alaska Highway; thence east and north for approximately 8 miles to a point near Clearwater Lake.

Physical Data

The road was cleared and stripped for a width of approximately 100 feet and the roadbed width is approximately 24 feet shoulder to shoulder. The estimated maximum cut and fill is approximately 6 feet and the average fill is 4 feet above the ditch line or approximately 1 foot above the existing ground line.

The road traverses flat to rolling topography, and the maximum estimated gradient is 4%. The fills are built essentially of material from side ditch borrow. However, some of the cuts were widened for additional borrow.

There was no construction activity during the writer's visit so the time of construction, equipment and personnel used are unknown.

Contractors with equipment nearby are S. S. Mullen, Inc. and McLaughlin, who had projects on the Richardson Highway, Birch-Green, who had a project near Tok, as well as numerous contractors in the Fairbanks and Anchorage areas.

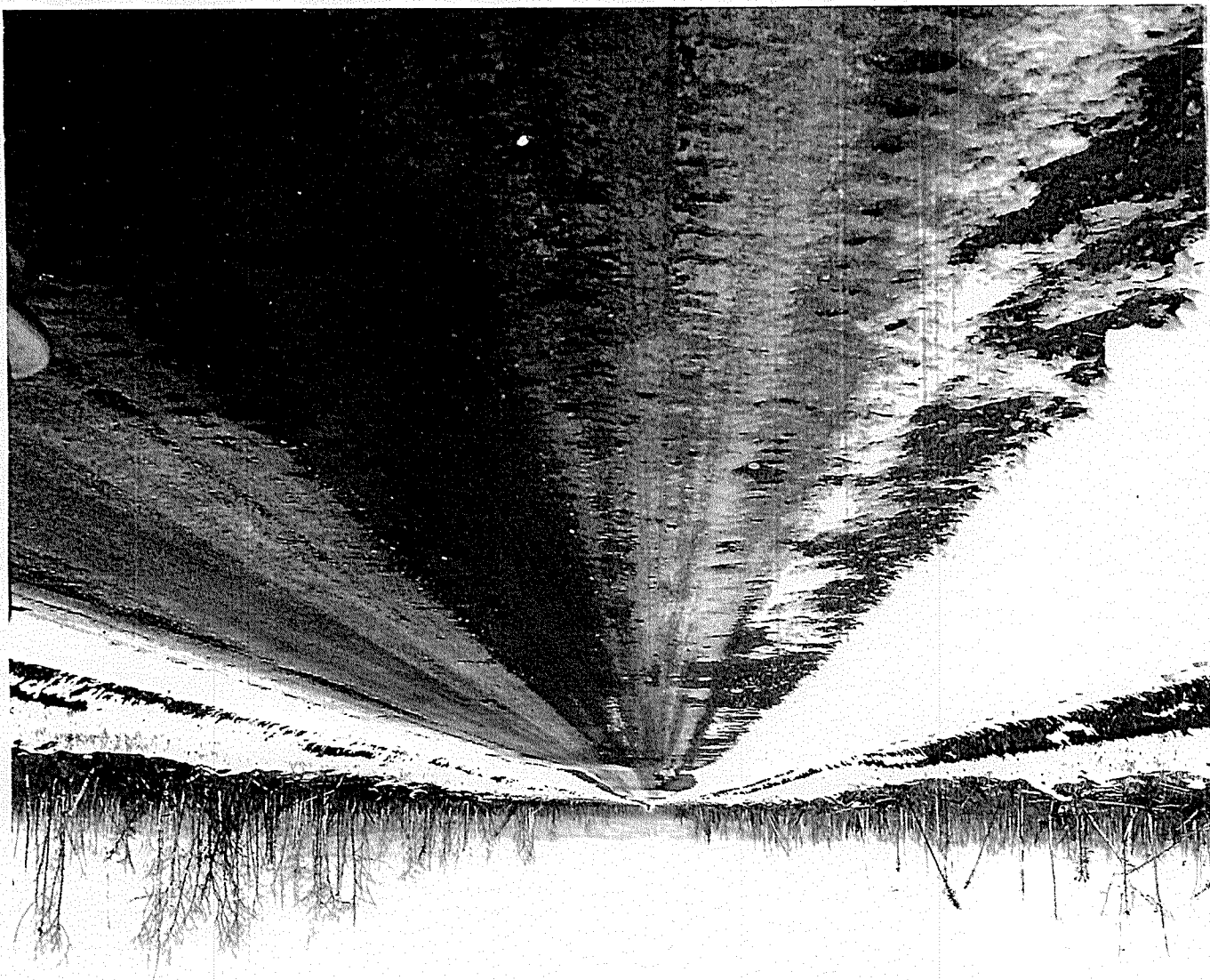
PLATE 12-A
CLEARWATER POINT SIGN ON ALASKA
ARMY TRAINING LOCATION OF
CLEARWATER POINT





Fig. 12-8 Clearwater Road; typical through cut on Clearwater Road.

FIG. 13-6. Clearwater Road, typical section.



13. TOK JUNCTION - GULKANA

This section of the Glenn Highway received extensive high type maintenance this season. Apparently the operations were shut down for the season prior to the writer's visit because most of the equipment was parked in the Tok Depot. However, a crushing plant, asphalt plant and International TD-24 were noted near Trail Creek at mile 92.4 on the Glenn Highway.

The work consisted essentially of a leveling course and asphalt surfacing in areas that had settled or failed in shear. The patches varied in thickness and width and were approximately 50 feet to 200 feet in length. A typical shear failure is shown on the attached photograph and usually results in a slough in and longitudinal crack in the surfacing caused by too steep a fill slope, too narrow a shoulder to provide adequate lateral support or a combination of both. This type of failure is quite prevalent on Alaska's primary system.



Fig. 13-A

The Junction - Gulkana.
Slough in on Glenn Highway.
Head walls on culvert intake
would probably correct this
type failure.