



Fig. 13-8

Yok Junction - Gulkana.
Typical shear failure on
Glenn Highway caused by steep
fill slopes and narrow shoulder.

14. PAXSON - BLACK RAPIDS

It was reported that work on this section of the Richardson Highway consisted of clearing additional right-of-way and embankment protection in the Summit Lake area. However, the work was shut down for the winter at the time of visitation so the project was omitted from this survey.

McLaughlin, Inc. had construction equipment in the vicinity of this project completing an asphalt surfacing contract on a section of this highway. The work is accessible to contractors in the Fairbanks area via the Richardson Highway, a distance of approximately 150 miles, as well as to contractors in the Anchorage area which is approximately 280 miles via the Richardson and Glenn Highways.

15. LAKE LOUISE ROAD

Location

The southern terminus of this road is located at mile post 160.6 on the Glenn Highway; thence in a northwesterly direction a distance of approximately 20 miles to Lake Louise. This road was reputedly constructed originally by the Army as an access to a recreational area and is currently being improved and relocated by the Bureau of Public Roads.

Physical Data

The project was started early in the summer at the North end, at which time the existing road was made possible. Low areas were built up and light maintenance accomplished. Later in the summer line changes were built. The project was shut down for the winter at the time of the writer's visit (October 10) and the work accomplished to date is approximately $3\frac{1}{2}$ miles relocated; another $3\frac{1}{2}$ miles of realignment were surveyed and staked and approximately 5 miles of the old road were repaired and improved. It appears that when the project is completed, approximately 75% of its length will be relocated.

The road traverses hilly topography. The maximum fill is estimated at 15 feet and the maximum cut is approximately 6 feet, while the average fill is estimated at 3 feet in depth. The existing road essentially follows the contours with a minimum of earthwork and numerous heavy grades. However, the maximum estimated gradient on the realigned sections is approximately 9%. This is an overlay type construction on fill sections in which the fill is placed on the existing ground and no stripping is done except, of course, in cuts.

The earthwork operations were primarily borrow pit operations in contrast to side borrow or cut to fill operations. Drainage structures consisted of corrugated metal pipe culverts.

The only equipment left on the project were three scrapers (see pictures).

The standards to which this road is being built are indefinite but appear to be similar to AASHO Secondary Standards for rolling topography.

This project is accessible to numerous construction contractors in Anchorage and other towns on the Glenn Highway, and is approximately 160 highway miles from Anchorage.



Fig. 25-A

Lake Louise Road - Intersection
with Glenn Highway, Mile Post
160.6.



Fig. 13-2 Lake Louise Road - Three scrapers used on project during summer.



Fig. 15-C Lake Louise Road - Typical
overlay fill. No stripping.

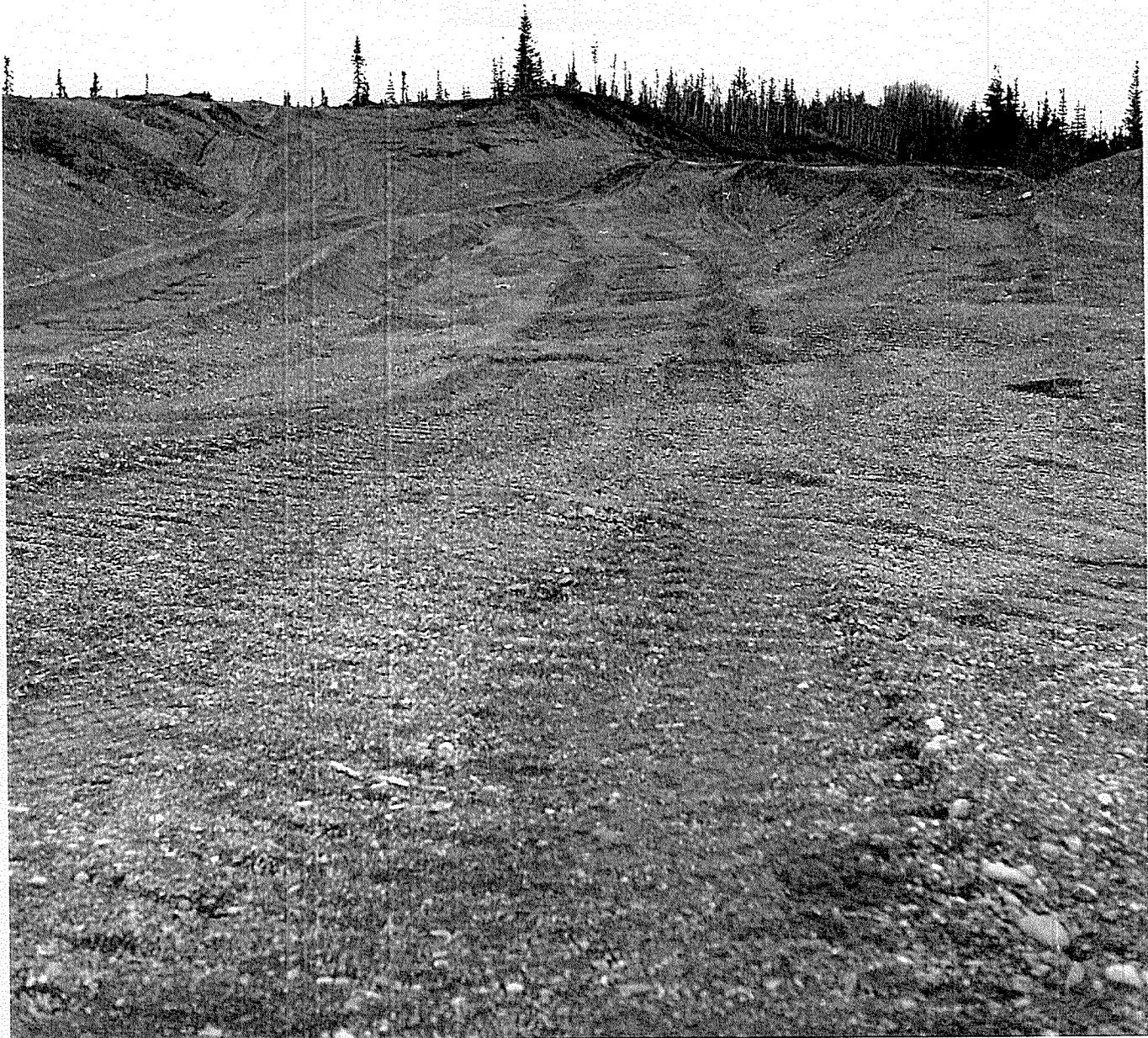


Fig. 15-1 Lake Louise Road - typical
borrow pit operation.



Fig. 15-B Lake Louise Bend -
Maximum Fall.



Fig. 12-F Lake Louise Road -
Maximum gradient.

16. EKLUTNA LAKE ROAD

This road terminates on the Glenn Highway approximately 25 miles northeast of Anchorage, traversing mountainous topography for a distance of approximately 13 miles southeast to Eklutna Lake.

It was reported that improvements were planned for this season on this road. However, the entire route was driven and no new construction was noted.

17. PALMER STREETS

It was reported that work was accomplished on the Palmer City Streets. The work, however, consisted of planning and engineering rather than actual construction.

It is believed that extensive improvements are planned for construction during the 1958 season.

18. BIG LAKE EXTENSION

Location

This project is a section of the proposed route to encompass Big Lake. Construction this season consisted of extending the southern end of the route.

Physical Data

An estimated length of 0.7 mile was constructed this season. The road was cleared and stripped a width of approximately 100 feet and the roadbed width is approximately 30 feet shoulder to shoulder. The estimated maximum cut at centerline is approximately 10 feet and the average cut is approximately 4 feet.

The road is constructed in rolling topography and the maximum gradient on the section completed this year is approximately 4%.

This project is a cut to fill operation utilizing the glacial till in the cuts in order to build the embankments.

Statistics

Major pieces of equipment located on the project were:

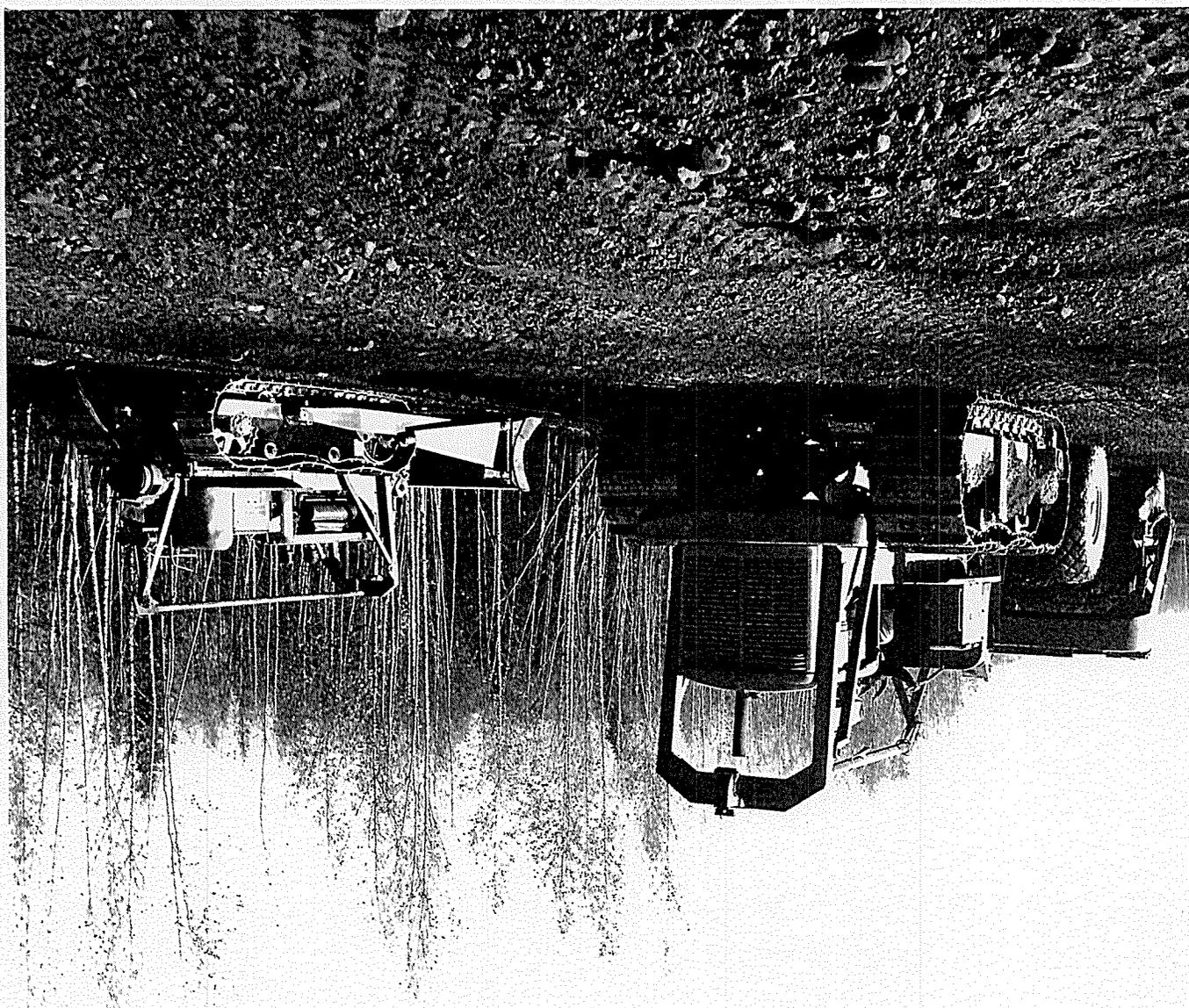
- 2 - Allis Chalmers HD-19
- 2 - Scrapers
- 1 - Caterpillar #12 motor patrol

Two men were working on the project at the time of the writer's visit (October 7). They had been working on this job for three weeks and had previously been working in the Matanuska Valley during the summer.

This road is designed to comparatively high standards and requires only a base course and surfacing to compare with recently constructed highways on Alaska's primary system.

The project is accessible to numerous construction contractors in the Palmer and Anchorage areas. Palmer is approximately 27 miles from Big Lake via Wasilla, and Anchorage is approximately 75 miles in distance.

REF ID: A66000
with notes
THE LIFE OF MARTIN LUTHER KING, JR.



THE END OF THE LINE
*poco acquired





Fig. 10-1 Big Lake Detachment; cut #13
patrol and scraper.



Fig. 18-D Big Lake Extension; maximum cut.

19. BOWDENBERG LOOP

Bowdenberg Loop is a county-type road that services farmers on the delta between the Knik and Matanuska Rivers. The southern terminus intersects the Glenn Highway approximately 42 miles from Anchorage; thence in westerly and northerly directions forming a loop around Bowdenberg Butte and returning to the Glenn Highway at a point approximately 43 miles from Anchorage.

This road is approximately 5.8 miles in length and a small portion of it appears to have received heavy maintenance or construction recently. Several other farm-to-market type roads in the Palmer-Wasilla area also appear to have been improved recently.

This road is also accessible to contractors in the Palmer area, which can be reached via the Glenn Highway, a distance of approximately 5 miles.