



Fig. 15a. Reddenberg loop: typical section.

20. CAMPBELL STATION ROAD TO SAND LAKE ROADLocation

This project is an extension of Campbell Station Road, beginning at the corner common to Sections 1, 6, 7 and 12, and on Range lines 3 and 4 West, Township 12 North, thence South to Sand Lake Road.

Physical Data

The length of this project is approximately 0.5 mile with a bridge crossing of 54 feet. The northern bridge approach was incomplete at the time of visitation, but the project was shut down for the winter at the time of this survey (October 14). Therefore, it is unknown whether or not the bridge was installed by contract.

The right-of-way is cleared to a width of approximately 70 feet and stripped to a width of approximately 50 feet. The fills average approximately 4 feet in depth of glacial till obtained from a borrow pit, the location of which is unknown. The maximum gradient when completed will be approximately 2% and the roadbed width, 24 feet. The drainage structure is a timber bridge spanning Campbell Creek, is 54 feet long and 24 feet wide curb to curb.

This project is in the Anchorage area where there are, of course, numerous contractors with equipment available.

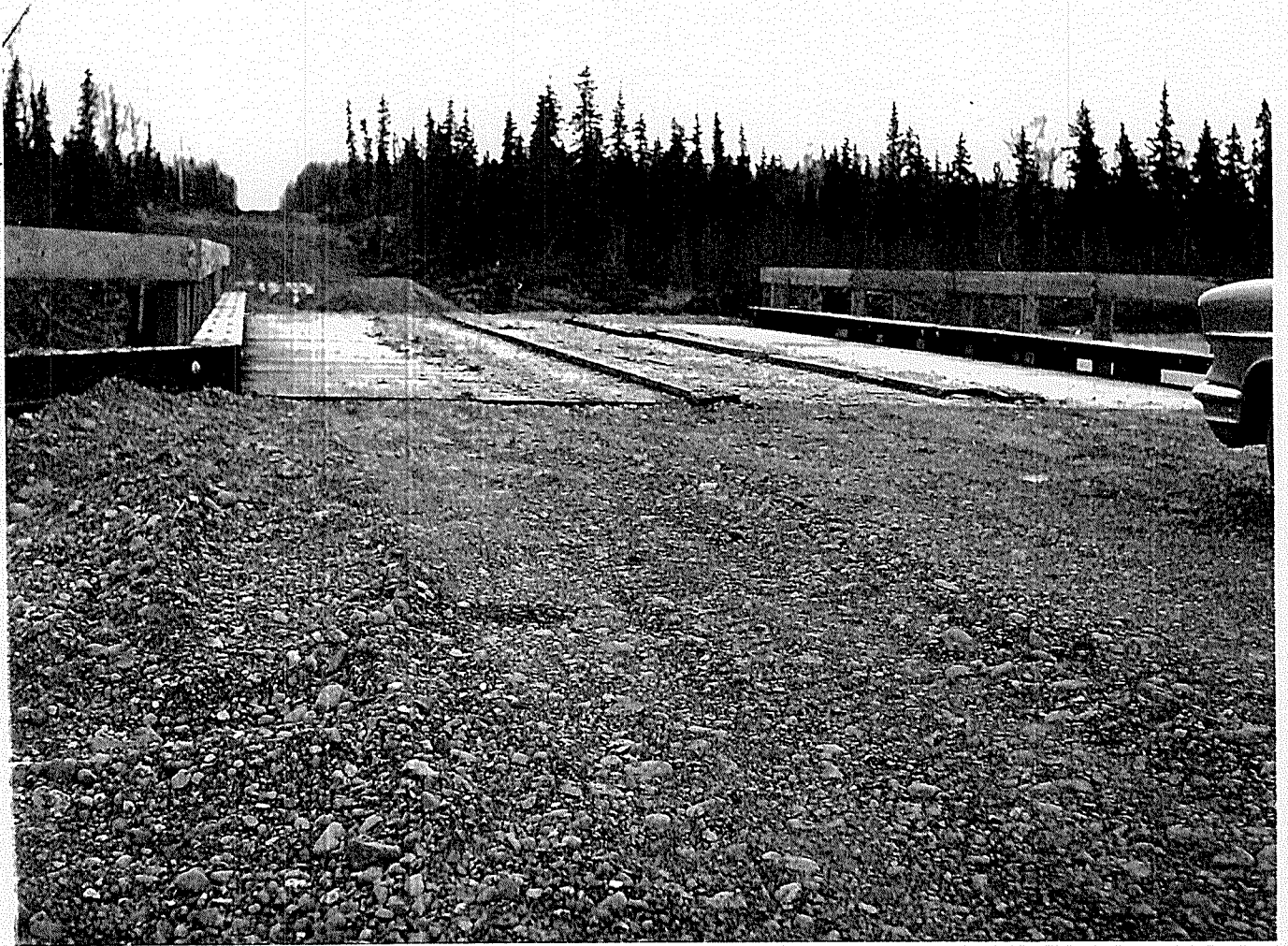


Plate 20-a Campbell station road, looking North.



Fig. 20-8

Campbell Station Road; new
timber bridge over Campbell
Creek.

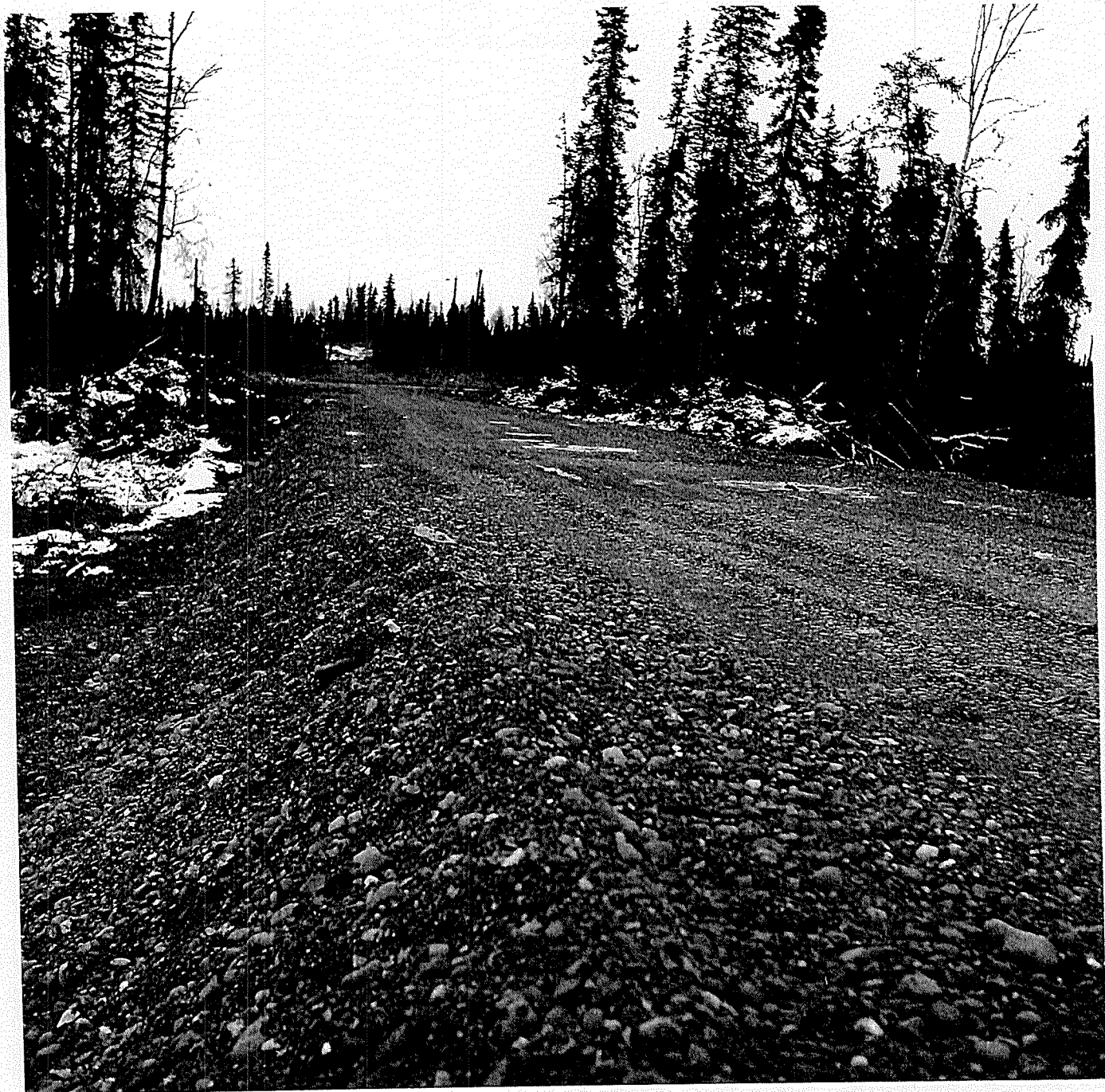


Fig. 22-G Campbell Station Road; south
bridge approach.

21. RABBIT CREEK ROAD TO HILLSIDE ROAD

Location

This project is an extension of Hillside Road to the North connecting Rabbit Creek Road to the South. The point of beginning of the section under construction this year is the section corner common to Sections 23, 24, 25, 26, Range 3 West, Township 12 North, thence South and Southwesterly to Rabbit Creek Road in Section 35, Range 3 West, Township 12 North.

Physical Data

The project is approximately 1-3/4 miles long. The entire length is cleared and stripped to a width of approximately 75 feet. The subgrade width is 24 feet shoulder to shoulder and is completed for approximately .5 mile on each end, and the grade is partially constructed over the entire length. The work was shut down at the time the project was visited (October 14).

The topography is classified as hilly with heavy cuts and fills where the road crosses Rabbit Creek Valley. It appears that the maximum gradient will be approximately 7 or 8% when completed. The earthwork is essentially a cut to fill operation utilizing the glacial tills to build the embankments. The maximum estimated cut is 15 feet at centerline and maximum fill is approximately 20 feet at centerline.

Drainage structures consist of corrugated metal pipe culverts including the Rabbit Creek crossing (see photographs).

Design standards are similar to those mentioned in Section 1, though somewhat lower due to the rolling topography.

The project is in the Anchorage area and is accessible by highway on both ends.



Fig. 21-a Rabbit Creek Road; end of
passable road on south end
looking north.



File 44-1 Rabbit Creek Road; typical section on south end of project.



Fig. 11-C Rabbit Creek. Road; drainage structure on Rabbit Creek



Fig. 21a.

Rabbit Creek bank showing grade
and fill on northern section of
Rabbit Creek crossing looking north.



Fig. 21-11 Rabbit Creek road; maximum cut
on northern section looking south.



Pl. 21.7

Rabbit Creek Road; end of passable
road on northern section.

22. KFQD ROADLocation

This road begins at the intersection of Spenard Road and KFQD Road; thence West along the section line common to Sections 23, 24, 25 and 26, Range 4 West, Township 13 North, and ends at Turnagain Boulevard.

Physical Data

The project reportedly consisted of applying a cut-back asphalt and seal coat chips to approximately 1.1 miles of the road's length and 22 feet in width.

The chips were obtained from a pit on Tudor Road and had been previously crushed by contract.

The work was done in August and thus, was completed prior to this survey.

KFQD Road is located in the Anchorage area where there are several contractors equipped for this type of work.

23. INDIAN

Location

The southern terminus of this project is on the Seward Highway approximately 24 miles south of Anchorage and approximately 1/4 mile north of the Indian House Lodge; thence in a northeasterly direction for a distance of 0.8 mile dead ending at a house.

Physical Data

The length of the road is 0.8 mile, the cleared width is approximately 60 feet, and the roadbed width is 24 feet. The maximum gradient is estimated at 10%. The road is located in mountainous country adjacent to Turnagain Arm. The earthwork is largely a side borrow operation; however, there is a through cut near the center of the project and a side hill section near the lower end of the road (see pictures). The maximum cut at centerline is approximately 4 feet in the through cut. On the sidehill section the maximum cut is around 20 feet on the uphill side, 0.0 at centerline and a fill of 20 feet on the downhill side.

The project was shut down at the time of visitation and the only equipment left on the job site was a D-7 Caterpillar with dozer.

Design standards for this project appear to be Secondary standards for mountainous topography.

This job is accessible from Anchorage via the Seward Highway.



Fig. 23-a Indian - end of project
looking toward Turnagain Arm.



Fig. 33-A Indian - typical section.

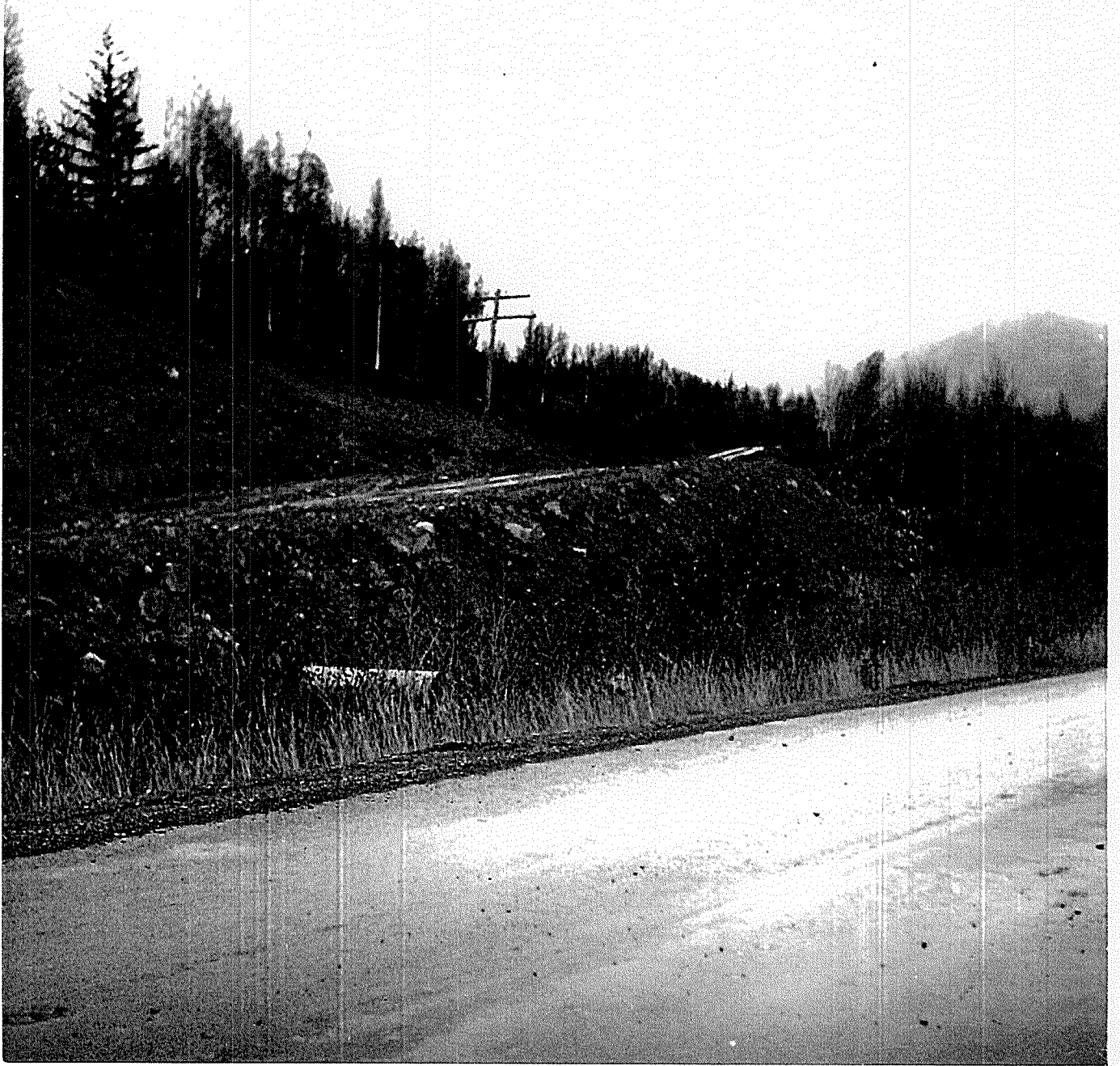


Fig. 13-c Indian - side hill section
at lower end of Indian Bend.