



Fig. 30-A North Fork Road - end of
passable road.



Fig. 27-D North Fork Road - borrow
pit outside right-of-way.



FIG. 29-4 - North Fork Road - typical section.



Fig. 29-D North Fork Road - maximum
cut and maximum grade.



Fig. 20-2 North Fork Road - maximum fall.

30. HOMER AIRPORT BY-PASS ROAD

Location

This project is a relocation of an access road to the southeast side of the airport. Previously the only access to the southeast side of the airstrip was a road adjacent to the southwest end of the runway. The airport is currently under construction and is being improved and enlarged, and the existing road was becoming increasingly dangerous due to the close proximity of vehicles under the glide path of aircraft. The new road connects the Spit Road with the existing road.

Physical Data

The project is 1/4 mile in length and was stripped to a width of approximately 50 feet. The roadbed width is 24 feet shoulder to shoulder. The entire road is on a fill, the maximum depth of which is approximately 6 feet, and the average fill over the project is approximately 3 feet. The maximum gradient is about 5-6%. Fill material was obtained from one or both of two pits--the beach pit or the spit pit, both requiring a haul distance of approximately 1 mile.

According to contractor personnel working on the airport project, the job was completed in 3 weeks of operation during September, and the equipment utilized on the project included:

- 3 - Dump trucks
- 1 - Dragline - 2-cubic yard bucket
- 1 - Rough Payloader
- 1 - International TD-19
- 1 - Caterpillar D-6
- 1 - Motor patrol

This project is accessible to Anchorage contractors by highway as well as to contractors on the Kenai Peninsula. Some of the contractors located in Homer this season were:

Mitchell Construction Company
 Harbor Construction Company
 Lloyd Maxwell
 Babler & Rogers (Soldotna)



Fig. 30-A Homer Airport By-pass Road -
from Southwest and looking
Northeast.



Fig. 30-11 Homer Airport Bypass Road -
typical section.



Fig. 30-C Homer Airport By-Pass Road -
maximum grade.



Fig. 30-12. Minor Airport by-ran Road -
maximum fall.

31. HOMER SPIT ROAD

This road extends from the mainland near Homer along the Homer Spit for a distance of approximately 4 miles projecting out into Kachemak Bay.

The improvements made this season consist of groynes constructed on the south side of the spit to protect the road and beach from erosion by wave action. There are 4 groynes with approximately 100 piling in each groyne.

According to contractor personnel working on the airport project, the Bureau of Public Roads worked on this job intermittently beginning in the fall of 1956, completing the job in the fall of 1957.

The major piece of equipment on this project was a 1-cubic yard crane fitted for driving piling.

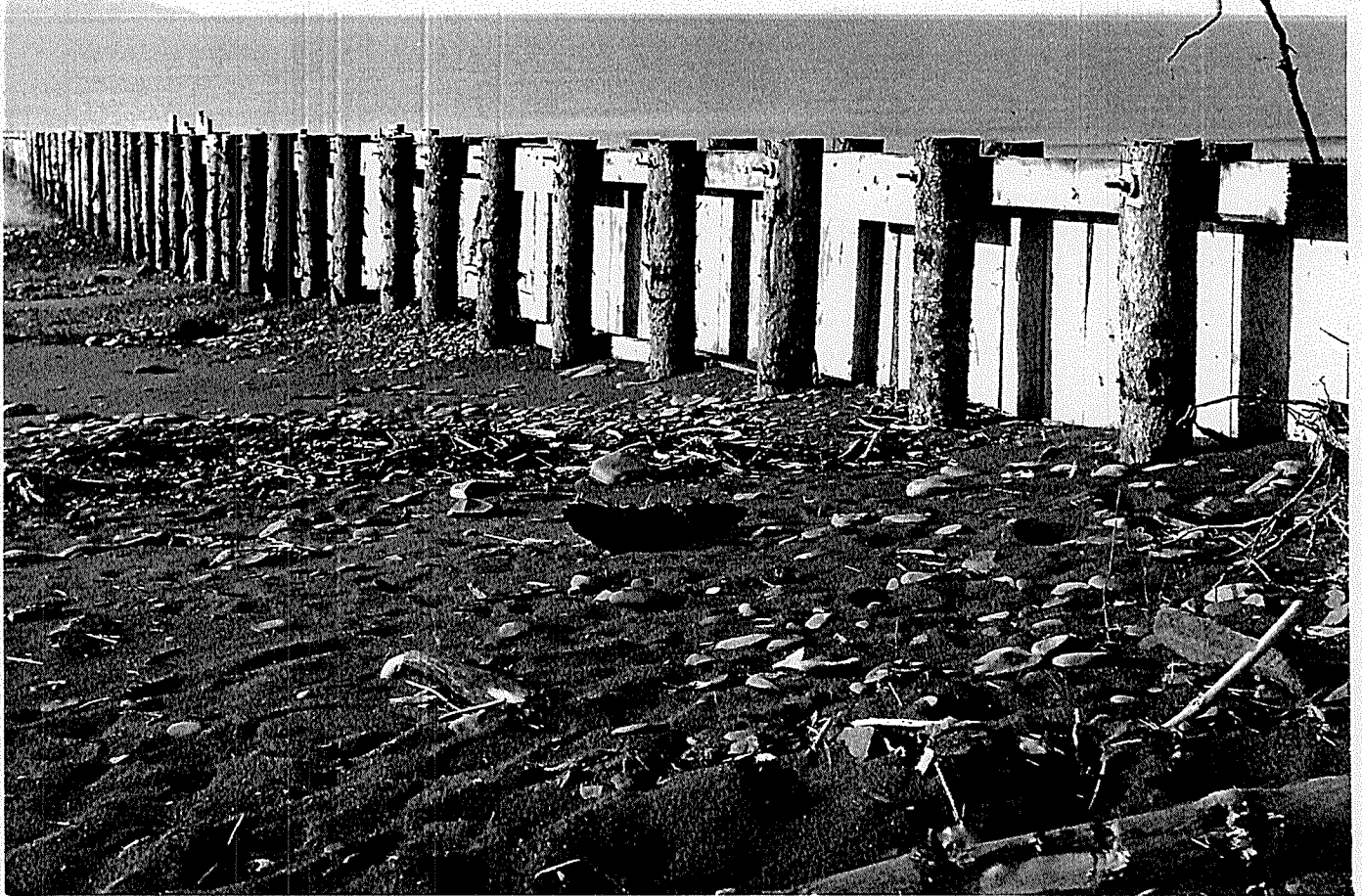


Fig. 31-A Homer Spit Road - Oroyne
on beach.