

**John F. Bennett**

**From:** "John F. Bennett" <johnf\_bennett@dot.state.ak.us>  
**To:** "Martin D Shurr" <martin\_shurr@dot.state.ak.us>  
**Sent:** Friday, November 04, 2005 2:22 PM  
**Subject:** Gaffney/Cushman St. Notes

Ken Colette stopped by this last week regarding the existing ROW for the Gaffney Road, Gillam to Noble project. He is working for the City on a GF passthrough project. One question he had was regarding the plat of Rickert Subdivision and the annotation on the leg of Gaffney heading east of Cushman that it was the "Richardson Highway". This annotation may have been the result of the Alaska Road Commission's classification and route designation orders.

ARC Order No. 40 date February 6, 1951 lists on page 11 as being a part of Route "7V" the "West Fairbanks Road - City Limits Extended - CAA built road to Airfield" (4.7 miles). Page 4 under the classification of "Through Roads" lists new Route No. "130" as consisting of old Route No. "4K" - "Richardson Highway - Fairbanks District" (135.6 miles) and old Route No. "7V" - "Ladd Field Spur" (0.4 miles). By virtue of being under the same route number, the drafter of Rickert Subdivision may have considered the Richardson Highway terminus at the old intersection of CAA Road to Airport/Richardson Highway/Ladd Field Spur to continue to the east for the 0.4 miles of the Ladd Field Spur. We now know that intersection as Cushman & Gaffney.

The ARC Annual report for the Fairbanks District dated 12/29/52 - both the Richardson Highway and Ladd Field Spur are listed in the same category of "Through Roads" but with sequential route numbers. The Richardson Highway is still Route 130 (137.6 miles) but the Ladd Field Spur (0.4 miles) is now Route 131.

A November 28, 1951 report describes "International Airport Road (CAA Road) - 4.5 miles" - "This road does not have a route number, but is a portion of the Fairbanks District maintenance by directive from the Commissioner of Roads. The Territory of Alaska received this section of the road from the CAA, and has supplied the funds required to maintain it." A December 3, 1951 report stated that International Airport Road (CAA Road) "This route was designated a portion of the assignment for year round maintenance by order of the Commissioner of Roads for Alaska even though this route is administered by the Territory of Alaska. It is a paved section 4.5 miles leading from south Cushman Avenue at Gaffney Way to the new International Airport located approximately 4.5 miles west and south of Fairbanks."

The portion of Gaffney from Barnette to Cushman was initially dedicated at 50', 25' each side of centerline by the 1938 Plat of Rickert Addition (#84768). Gaffney was then named known as "Thirteenth Avenue".

The 5/5/41 Plat (88.681) of the Subdivision of Rickert also shows Thirteenth as a 50' dedication but then also shows a dedication for Gaffney east of Cushman (labeled "Richardson Highway") of about 60' (dimensions on the skew and I didn't reduce the dimension to perpendicular width).

The 6/12/44 plat No. 94.182 essentially shows the same configuration. A note indicates that revisions may result from the final survey.

The 11/4/44 plat no. 96.332 appears to represent the plat after final survey.

The 8/20/57 plat No. 174.402 resubdivision of Block 20 labels Thirteenth as also being "Airport Road"

The 5/21/64 plat no. 64-3349 Portion of Rickert shows some ties to the intersection of Gillam and Airport Way (Gaffney) and the ROW lines.

According to AS 40.15.050, the Plat of Rickert dated 11/4/44 appears to be the latest prior to March 30, 1953 and is so accepted to dedicated all shown streets as public ROW.

"Sec. 40.15.050. Plats legalized.

All plats filed or recorded with the recorder before March 30, 1953, whether executed and acknowledged in accordance with this chapter or not, are validated and all streets, alleys, or public thoroughfares shown on these plats are considered to be dedicated to public use. The last plat of the area of record on March 30, 1953, is the official plat of the area as of that date, and the streets, alleys, or thoroughfares shown on it are considered to be dedicated to public use. The streets, alleys, or thoroughfares shown on an earlier plat of the same area, or any part of it, that are in conflict with those shown on the official plat are considered to be abandoned and vacated."

With regard to Airport road from Gillam West to the Airport, we have a file called "Airport Road - Pre Statehood Easements". In general these easements were executed in 1950 for an 80' wide corridor described by metes and bounds. These easements are depicted on our ROW plans for project F-062-4(12) "SR-2 in Fairbanks from University Avenue East". This project established the current Airport Road ROW from University Avenue to Gillam Way. For the most part the existing 80' wide corridor parallels the current Airport road and was located on the north side of the current ROW. Also, note that in 1989 (Book 644/Page 717 - 11/22/89) a portion of the 80' corridor was vacated a few years back as a part of the development of Fred Meyer's West. This property had been owned by Cook Inlet Regional Corp and was subject to the old ROW. The notes in the pre-statehood file suggest that the ROW through this area was created under the provisions of 44 LD 513 when the land was held by the federal government. I will pass along some of the copies of the ARC reports I made with this email and you or one of the staff can forward them to Ken. JohnB

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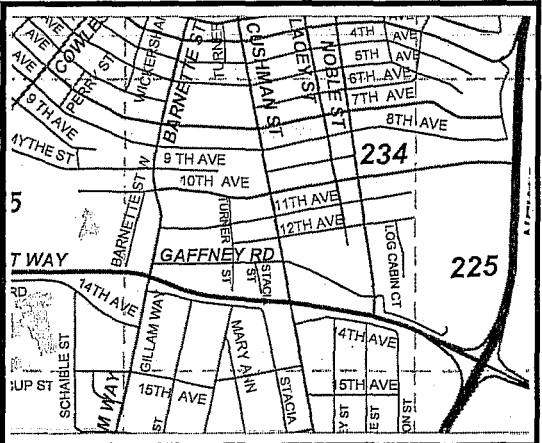
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Toll Free: 1.800.475.2464

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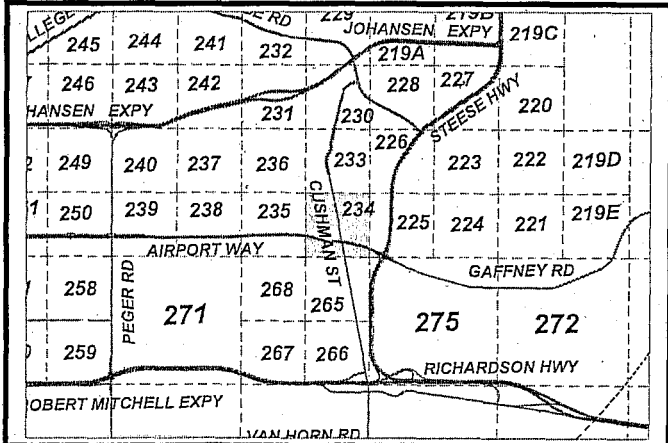


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

**Twa-Png-Scp**  
 1S-1W-SE-14 SEC 10  
**Community**  
**Townsite**  
**FNSB Panel**  
**311B22**  
**234**  
 1" = 362'



**Aerial Map / Overview Map**



(C) Copyright 2005  
 Alaska Street Master  
 1569 S Bragaw St  
 Anchorage, AK 99508  
 907-243-0477

Mr. Niemi

December 3, 1951

International Airport Road (CAA Road) - 4.5 Miles

This route was designated a portion of the assignment for year-round maintenance by order of the Commissioner of Roads for Alaska even though this route is administered by the Territory of Alaska. It is a paved section 4.5 miles leading from South Cushman Avenue at Gaffney Way to the new International Airport located approximately 4.5 miles west and south of Fairbanks.

Normal winter maintenance of snow removal and surface planing together with some land-ice control, was accomplished during the past winter. In the summer, a considerable amount of shoulder grading was done to re-establish the shoulder line on long sections of this route that had been disturbed by traffic and construction work along this route not associated with the highway itself. There was no particular trouble on this route except that the seal-coat that was applied is spalling badly, and there is about 2½ miles of this route that has never been seal-coated. It was necessary to apply some bitumen to horizontal cracks that appeared. There are two sections of this route that have settled badly, and will require patching next season:

Winter Maintained -	4.5 miles
Summer           "       -	4.5   "

DEPOTS

Fairbanks Depot - Route 301

Certain improvements have been accomplished within the Fairbanks Depot area during the past season. A contract was let to the A. E. Waxberg Construction Co. to construct a 40 x 120 steel frame warehouse. An old grease building that was at the same location; this building was torn down as well as a loading dock.

A Security Fence around the perimeter of the property was constructed. The Office Building and large warm storage building was painted standard Road Commission grey and red. The equipment storage yard west and north of the Office within the perimeter of the property was raised and graveled during the season. A barracks building to house transit employees was established within the Depot in one of the old warehouse buildings. A 40 KW standby diesel electric set was set up and connected to the power failure which appears to be a very strong probability when the City of Fairbanks actually begins to produce power and the FE Company goes off stream.

The main shop building was touched up with paint where paint had flaked off the building and the interior of the building was thoroughly cleaned. A program of housekeeping was installed whereby the space was used for the utility intended.

Mr. Niemi

November 28, 1951

Route 630 - Steese Highway (To North Camp) - 1.5 Miles

Snow removal in the winter together with some shoulder maintenance, culvert cleanout, brush cutting, etc., will be accomplished on this route. The paving is withstanding traffic very well, and does not require any appreciable amount of maintenance.

Winter Maintenance -	\$2000.00	
Summer Maintenance -		\$1000.00
Total:	-	\$3000.00

Route 630 Steese Highway (To University) - 4 Miles

The same maintenance service applied to Route 630 will be applied to this route. However, near the University some ditching work will be required as well as several signs. It is entirely possible that before the summer is over a small amount of seal-coating will be necessary, but this is not anticipated unless it is a very wet season. For both Routes 630 and 632, approximately three people stationed at Fairbanks will be required to accomplish all the maintenance.

• Winter Maintenance -	\$4500.00	
Summer Maintenance -		\$2500.00
Total:		\$7000.00

International-Airport Road (CAA Road) - 4.5 Miles

This road does not have a route number, but is a portion of the Fairbanks District maintenance by directive from the Commissioner of Roads. The Territory of Alaska received this section of the road from the CAA, and has supplied the funds required to maintain it. A continued program of snow removal and surface maintenance in the winter as well as shoulder rehabilitation, drainage structure maintenance, brush cutting, signs, etc., will be required. There is listed under the heading of II, Reconstruction, a recommendation that this road be sealed.

Winter Maintenance -	\$1500.00	
Summer Maintenance -		\$1500.00
Total:	-	\$3000.00

These funds will be forthcoming from the Territory of Alaska, and are not a portion of the funds received from the Congress for the maintenance of roads in Alaska for the Fairbanks District.

DEPOTS

Fairbanks Depot - Route 901

Within the Fairbanks Depot, certain improvements should be made. Included therein should be additional warm storage space for winter-used equipment. The large warehouse now in the lower yard should be moved to the Depot yard and installed therein. This building should be sealed

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20

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to

February 6, 1951

A.R.C. ORDER NO. 40

SUBJECT: Numbering System for Alaska Roads

A.R.C. Order No. 34, dated September 15, 1950 is hereby revoked in its entirety, and is superseded by the provisions of this order.

1. Purpose

A new numbering system is hereby prescribed to replace the old system of "Route Numbers" for roads in Alaska. The new system is intended to accomplish the following purposes:

- a. To reduce the number of route designations for roads by grouping like roads.
- b. To provide a descriptive number for use in the field.
- c. To give an accounting number for use in the office, indicating the District, location, and type of road.

2. Decimal System

Each road will be assigned a number consisting of three digits to the left of a decimal point, and local roads will also have one or more digits to the right of the decimal point.

- a. The first digit, beginning at the left, indicates the general system of roads of which the particular road is a part. If this digit is zero, it indicates that the road is an isolated one and not a part of any one of the primary systems. 3
- b. The second digit indicates the District in which the road is located. 1
- c. The third digit, when it is a zero, indicates that the road referred to is the primary highway of the system as designated by the first digit. A numeral normally indicates that the road is a feeder road from the primary highway, but is also used to indicate that all or part of the primary highway is built to the feeder road standard. 0
- d. The first figure to the right of the decimal point is used to designate a local road system or an individual road. If the number of local roads or local systems, branching off a given main road or feeder, exceeds 9 the numbering continues through 10, 11, etc. Normally, only one number to the right of the decimal point will be sufficient for cost accounting and for assignment of work orders. However, accurate

information on mileage of all roads, whether systems or individual roads, is required semi-annually. Local names should continue to be assigned to roads for ready identification in the field. If the Districts so desire they may numerically identify individual local roads by adding a second decimal and further numbers.

### 3. Systems of Roads

The following primary systems of roads have been designated:

- Route 1 - Richardson Highway and branches
- Route 2 - Alaska Highway and branches
- Route 3 - Glenn Highway (including Tok Cutoff), its extension to Egle and branches
- Route 4 - Seward - Anchorage Highway and branches
- Route 5 - Sterling Highway and branches
- Route 6 - Steese Highway and branches
- Route 7 - Elliott Highway, its extension to Manley Hot Springs, and branches
- Route 8 - Paxson-Cantwell-McKinley Park Road, its extension to Kantishna, and branches
- Route 9 - Juncou, Tee Harbor, Haines, Haines Junction, and branches

### 4. Numerical Designation of Districts

The following numerical designations of Districts are to be used in the numbering system:

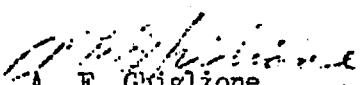
- Anchorage District - No. 1
- Valdez District - No. 2
- Fairbanks District - No. 3
- Nomo District - No. 4
- Haines Sub-district - No. 5

### 5. Explanation

Attached hereto is a list intended to reflect all roads under A.R.C. jurisdiction. This gives old route numbers and gives mileage as accurately as it can be determined from information available to this office.

Within the coming season each District should check all mileages within their jurisdiction and report any discrepancies. This report should cover any mileage definitely abandoned and should correct mileage affected by realignment. It is believed that a study of the above, together with the attached list, will readily show the method used and the simplicity of the system. It will be noted that the Sterling Highway itself is numbered 511 in order that its standard of construction may be identified by the third numeral as being that of feeder standard. In the same way the Steese Highway is partly 630 and partly 631. Care should be taken to avoid duplication of mileage where two roads may be felt to coincide. For example the Steese Highway should be measured from the city limits but the Steese Highway to University road is now considered a branch of the Steese and should be measured from the junction of the two. It will be noted that some roads numbered as feeders, because of their geographical position, are listed under the heading Through Roads because of their construction standard. The Matanuska - Wasilla Junction road should be measured from the junction with the Palmer - Matanuska road just north of Matanuska to the junction with the Finger Lake - Wasilla road east of Wasilla.

There is also attached a reconciliation list which is designed to inform the field offices as to how certain mileages were adjusted or how certain roads were reclassified. Further reconciliation will be necessary at the end of this season, when all Districts have reported on their mileage check. In the meantime new construction will be added to our records from the monthly reports submitted by the Districts and it is requested that utmost care be given this feature of the reports.

  
A. F. Giglione  
Chief Engineer

Attachments



THROUGH ROADS

<u>New Number</u>	<u>Old Number</u>	<u>Description</u>	<u>Miles</u>
	63.0 125.0 42.3 4RA, 4C, 4G	Richardson Highway (Valdez District)	230.3
130	4K	Richardson Highway (Fairbanks District)	135.6
	(7V)	Iadd Field Spur	0.4
	65L	Alaska Highway	203.0
310	7.4 40.7 7.0 68.8 75, 75L, 35.1, 96B	Glenn Highway (Anchorage District)	123.9
	75M	Anchorage 4th Avenue Extension	0.8
320	65.5 109 4DB, 65A	Glenn (including old Tok) (Valdez District)	174.5
330	65A	Glenn (Little Tok-Tok Junct.) (Fbnks. Dist.)	25.0
410	75P, 75Q	Anchorage - Seward (Anchorage - Girdwood)	37.6
	75A	Anchorage - Spenard	3.0
	7G	Steese (Fairbanks - North Camp)	1.5
	7D	Steese Highway - University	4.0
	3AB	Haines - Boundary	40.3
			123.9 37.6 40.3 <hr/> 165.8

FEEDER ROADS

<u>New</u> <u>Number</u>	<u>Old</u> <u>Number</u>	<u>Description</u>	<u>Miles</u>
121	6A	Edgerton Cutoff, Willow - Chitina	39.0
231	65L	Northway Junction - Air Field	6.0
✓ 312	0.5 7.1 6.3 35IA, 35L, 35J	Glenn Highway - Community Center - Palmer- Matanuska - Wasilla Junction	13.9
✓ 313	0.3 11.7 35IA 35H	Glenn North to Palmer - Finger Lake - Wasilla	12.0
✓ 314	7.5 11.3 14.8 35B 35E 35F	Glenn Highway - Fishhook Junction - Wasilla - Knik	33.6
321	65G	Slana - Nabesna	44.0
331	112.3 25.0 65M 11A	Tetlin Junction - Eagle	137.3
✓ 511	55C	Sterling Highway, Forest Boundary-Homer	119.3
✓ 512	55C	Kenai Junction - Kenai	10.6
631	10.0 7.2 9.3 87.0 47.0 7G, 7I, 7A, 16, 15	Steese Highway - North Camp - Circle University - Ester	160.5 5.5
633	7D	Central - Circle Hot Springs - Portage Creek	18.0
634	15A		
731	10.0 61.0 7B, 7K 30	Elliott Highway, Fox - Manley Hot Springs Manley Hot Springs Landing - Eureka (When Elliott Highway is extended to connect up this route can be made a spur from Eureka to the junction.)	71.0 25.7
✓ 811	76C	McKinley Park Station - Cantwell - Paxon's (Anchorage District)	15.6
✓ *812	88.3 46D	McKinley Park Station - North Park Boundary	88.3
✓ 813	4.5 46 DA	North Park Boundary - Kantishna	4.5
821	76	Paxon's - Cantwell (Valdez District)	10.0
✓ 011	25.0 22.0 32G, 38D	Kuskokwim Landing - Ophir	47.0
	8.7 5.7 9.0 32B 33C 33D	Iditarod - Flat	8.7
013	92R	Dillingham - Wood River	9.5
014	94	Albert Road	1.2
031	28.5 28.0 38A, 38E	Ruby - Long - Poorman	56.5
041	8	Nome - Council	78.0
042	13A	Nome - Bessie	3.2
043	89A	Seward Peninsula R.R.	80.2

\* Constructed and Maintained by National Park Service funds.

LOCAL ROADS

<u>New Number</u>	<u>Old Number</u>	<u>Description</u>	<u>Miles</u>
312.1	35IA	Community Center 312.1.1	1.2
	35C	Springer System 312.1.2	9.8
	35IA	McLeod Road 312.1.3	2.5
	35IA	Schible Road 312.1.4	0.1
	35IA	Herman Road 312.1.5	0.2
	35IA	Moore Road 312.1.6	0.3
	35K	Lynn Road 312.1.7	0.7
	35K	Matanuska Trunk (To Finger Lake-Palmer Road) 312.1.8	2.5
	New	Jenson Road 312.1.9	0.2
	New	Church Road 312.1.10	0.2
	35Q	Grantram Road 312.1.11	0.6
	New	Walton Road 312.1.12	0.5
	35Q	Edlund Road — 312.1.13	7.6
	New	Anderson Road 312.1.14	0.4
	35Q	Davis Road 312.1.15	0.7
	35H	Fosdick Road 312.1.16	1.2
313.1	35H	Hammer Road 313.1.1	0.3
	35H	Arnt Road 313.1.2	0.2
	35K	Matanuska Trunk (To Bogard) 313.1.3	1.1
	35K	Griffith Road 313.1.4	0.6
	35Q	Hyer Road 313.1.5	1.0
314.1	35T	Werner Road 314.1.1	0.5
	35B	Moffat Road 314.1.2	0.5
	35B	Campbell Road 314.1.3	0.3
	35K	Matanuska Trunk (To Bogard) 314.1.4	2.2
	35B	Cunningham Road 314.1.5	0.3
	35BA	Folk Road 314.1.6	1.0
<del>314.2</del>	<del>35H</del>	<del>Fishhook Junction — Willow Creek 314.2.1</del>	<del>4.8</del>
	35A	Archangel Road 314.2.2	5.5
	35H	Willow Creek Extension 314.2.3	15.0
	35DA	Gold Chord Road 314.2.4	3.0
	35DD	Upper Willow Road 314.2.5	1.3
	35Q	Gold Mint Road 314.2.6	4.2
	35Q	Reed Creek Road 314.2.7	1.3
	35DB	Lucky Shot - Willow Station (ARR) 314.2.8	26.0
	35EB	Grubstake Road 314.2.9	1.7
314.3	35EA	Lakeview Road and Branches 314.3.1	3.1
	35T	Schrock Road 314.3.2	1.9
	35R	Bogard Road 314.3.3	7.2
	35RA	Engstrom Road 314.3.4	1.6
	35X	Wasilla - Aviation Field 314.3.5	0.8
	35X	Pittman Road 314.3.6	5.0
	35X	Hayfield Road 314.3.7	5.0
	35F	Knik - Fish Creek 314.3.8	2.6
331.1	11M	Jack Wade - Boundary	18.0
331.2	11A	Eagle - Mission on Y. R.	3.3
	11E	Eagle - 70 Mile	4.0

New  
Number      Old  
Number

Description

Miles

314.2

35

Fishhook Junction - Willow Station

44.6

35B

Fishhook Junction - Fishhook - Corrected Mileage 7.3

35D

Willow Creek Extension - " " 10.4

35DB

Lucky Shot - Willow Station " " 26.8

44.6

35Q

Gold Mint Road

4.2

35A

Archangel Road

5.5

35Q

Reed Creek Road

1.3

35DA

Gold Chord Road

3.0

35DD

Upper Willow Road

1.3

35D

Craigie Creek Road (Portion of old Willow Creek Extension)

2.2

35DB

Grubstake Road

1.7

LOCAL ROADS

<u>New Number</u>	<u>Old Number</u>	<u>Description</u>	<u>Miles</u>	
410.1	75	Fireweed Lane	410-1.1	1.3
	75	Blueberry Road	410-1.2	0.4
	75F	Campbell Creek Road	410-1.3	2.3
	75F	Campbell Station Branch	410-1.4	1.4
	75F	Sand Lake Road	410-1.5	8.2
	75F	Kincaid Road	410-1.6	0.1
	75	Raspberry Road	410-1.7	0.5
	75A	Strawberry Road	410-1.8	0.9
	75P	Wells Road	410-1.9	1.0
	75P	Klatts Road	410-1.10	1.5
	75P	Johns Road	410-1.11	0.9
	New	O'Malley Road	410-1.12	4.0
	New	Huffman Road	410-1.13	3.0
	New	Birch Road	410-1.14	0.5
411.1	75F	K.E.N.I. Road	411-1.1	0.9
	75F	Sylvan Way	411-1.2	0.5
	75F	K.F.Q.D. Road	411-1.3	1.6
	75A	Lois - Utah	411-1.4	0.7
	75A	McCrae Road	411-1.5	0.8
	75	Spenard - Hood Lake Extension	411-1.6	1.0
511.1	New	Skilak Lake Road	511-1.1	1.0
	98D	Kasilof Road	511-1.2	7.0
	55C	South Kasilof Road	511-1.3	7.0
	New	Webb Road	511-1.4	1.6
	98BA	Ninilchick Road	511-1.5	0.3
	55C	Anchor Point Road	511-1.6	1.4
	New	Anchor River Road	511-1.7	0.5
511.2	98	Homer Locals	511-1.8	42.4
512.1	55C	North Kenai Roads	512-1.1	6.4
	New	East Kenai Road	512-1.2	0.6
630.1	7S	Graehl Franch		0.5
631.1	7N	Farmers Loop		8.7
	7NA	Isabelle Creek Road		3.7
	7NB	Ballaine - Rickert		2.5
	7NC	Crossman - Fidler		0.7
	7NC	Yankovich Road		2.0
	7NC	Grenac Road		1.1
631.2	7G	Steele Creek Branch		10.0
631.3	7IA	Gilmore - Pearl Creek		8.8
	7IA	Pedro Dome Road		3.7
	7C	Fairbanks Creek Road	(Summit - 76x Over) = 13 miles (1932)	15.0
	7CA	Fish Creek Road		8.3
	7H	Little Eldorado Road		1.5
	15E	Miller House - Harrison Creek - Mastodon Creek - Miller Creek		15.2
	15G	Porcupine Creek Road		11.0

LOCAL ROADS

<u>New</u> <u>Number</u>	<u>Old</u> <u>Number</u>	<u>Description</u>	<u>Miles</u>
631.4	16A	United States Creek Road	11.0
	16B	Eagle Creek	1.0
	16D	Sourdough Creek	4.8
	16E	Faith Creek	1.5
632.1	7DA	University of Alaska Campus	2.1
633.1	7DE	Chena Pump Station	4.8
	7DB	Ester Dome Road	5.3
	7DC	St. Patrick's - Goldstream	9.5
	7DD	Ester - Beegler	3.2
	7DE	Ready Bullion Creek Road	2.5
634.1	15B	Deadwood Creek	9.5
	15BA	Ketchum Creek	5.0
731.1	63B	Brooks - Livengood	7.0
	63BA	Amy Creek Road	1.0
	63BA	Wilbur Creek Road	1.2
732.1	30A	Manley Hot Springs - Tofty	18.0
811.1	76C	Cantwell Depot - Cantwell Siding	2.0
*812.1	46D	Wonder Lake Branch	2.7
*812.1.1	46D	Station and Hotel Roads	0.3
950.1	3C	Porcupine Extension	6.5
	3D	Haines - Mud Bay	10.0
	3E	Haines - Chilcoot	4.6
	3F	Haines - Jones Point	1.0
950.2	3AB	Young Road	1.1
	3AB	Kluckwan Road	1.2
011.1	38DA	Little Creek Road	3.0
	38G	Takotna - Air Field Road	1.5
	38H	Ganes Creek Road	20.0
012.1	33C	Flat City - Flat Creek Road	5.7
	33D	Flat Creek - Willow Creek Road	9.0
	33DA	Happy Creek Road	1.0
	X33E	Willow Creek - Chicken Creek Road	3.0
	33F	Flat - Slate Creek Road	7.3
	33FA	Gold Horn Road	1.0
014.1	94	Mill Bay Road	4.0
	94	Community Garden Road	2.0
	94	Upper Cannery Road	0.2
	94	Mattson Road	0.3
	94	Alaska Communications System Road	0.2
041.1	8D	Council - Ophir Creek	12.0
		Casa De Pago Road	20.0
		Shovel Creek Road	5.0
042.1	25C	Nome - Wireless	3.2
	13E	Bessie - Snake River	20.8
	13BA	Snake River - Monument Creek	3.0

\*Constructed and Maintained by National Park Service Funds,

LOCAL ROADS

<u>New Number</u>	<u>Old Number</u>	<u>Description</u>	<u>Miles</u>
042.1	13C	Bessie - Sunset Creek	12.0
	13F	Nome - Osborne	10.2
	13K	Bessie - Buster	8.3
042.2	18J	Spruce Creek Road	1.5
	25D	Center Creek Road	2.8
	25DA	Little Creek Road	2.2
	25E	Submarine - Paystreak	3.0
043.1	89AB	Bunker Hill - Kougarok (includes Coffee Creek)	40.5
010.1	51	Talkeetna - Cache Creek Road	23.5
	51B	Peters Creek Road	17.2
010.2	93A	Colorado - Full River Road	17.0
010.3	80F	Medfra - Nixon	12.0
010.4	92AA	Bethel - Airfield	1.3
	92AB	Bethel - National Guard Seaplane Base	1.0
010.5	92IA	Naknek Lake Road	1.0
010.6	95	Kanatak - Becharof Lake	8.8
010.7	48	<u>Iliamna Bay - Iliamna Lake</u>	15.5
	48A	Iliamna Lake - Nowhalen River	13.0
010.8	99	Seldovia - McDonald Spit	1.8
	99A	Red Mountain Road	10.2
020.1	57	McCarthy - Dan Creek	20.0
	57C	McCarthy - Kennecoh River	0.5
	57D	Chititu Branch	6.5
	57J	McCarthy - Kennecott	3.5
030.1	87	Coal Creek Road	7.0
030.2	9	Rampart - Little Minook Creek	4.5
030.3		Wiseman Locals	
	47B	Nolan Branch	5.5
	47C	Wiseman - Hammond River	7.5
030.4	38L	Ruby Airfield Road	1.2
030.5	17C	Nulato Airfield Road	1.0
030.6	46F	Nenana - Cemetery	2.5
	88	Ferry Eva - Moose Creek	21.8
040.1	26	Candle Creek Road	7.3
040.2	27	Deering - Innachuk	25.0
040.3	67B	Teller Bluestone Road	15.5
	67F	Tin City - Goodwin	5.0
040.4	73	Marshall Road	4.0
050.1	44D	Skagway - Dyea	7.6

Last page

RECONCILIATION

Between this Order and ARC Order #34 dated September 15, 1950

	<u>Through</u>	<u>Feeder</u>	<u>Local</u>
Valdez - Ernestine, Robe Lake Branch	-0.5		/0.5
Iadd Field Spur	/0.4		-1.8
Anchorage - Monument Road	/0.4		
City Limits - Fireweed Lane (Anchorage-Potter) (From Lake Otis Road)	/1.3		
Fairbanks - North Camp	/1.5	-1.5	
Glenn Highway - Community Center		-1.2	/1.2
Wasilla - Matanuska Road		/6.3	-6.3
Matanuska Trunk		-7.5	/5.8
Glenn Highway - Fishhook		-5.8	/5.8
Wasilla - Knik		/14.8	-14.8
Eagle - Liberty Creek		-3.3	
Eagle - Mission on Yukon River			/3.3
40 Mile Road		/10.3	
Sterling Highway (Main Road)		/0.3	
Sterling Highway (Kenai Junction - Kenai)		/10.6	
76 Cantwell - Valdez Creek Road (Now Cantwell-Paxson)		/37.7	
76 ARC Depot to Cantwell			/2.0
*46D Wonder Lake Branch			/2.7
*46D Station and Hotel Roads			/0.3
*46D McKinley Park Station to Park Boundary		/88.3	
Iditarod - Flat		/ 8.7	-8.7
11M Boundary - Jack Wade Road		-18.0	/18.0
25C Nome - Wireless		- 0.2	/0.2
75M Anchorage - Mountain View (to Army)		-- 2.0	/2.0
7V Fairbanks - Wireless Abandoned			-0.2
7V West Fairbanks Road City Limits Extended CAA built road to Airfield			-4.7
<u>East Anchorage</u>			
75 Airport Heights Local			/0.6
75A Lake Otis Road			-1.3
Muldoon Road			/4.2
Tudor Road			/3.0
DeBarr Road			/3.0
Portal Road			/1.0
Baxter Road			/0.8
Dowling Road			/0.3
Boniface Road			/1.5
Huntly Road			/1.5
Wolverine Road			/1.0



	<u>Through</u>	<u>Feeder</u>	<u>Local</u>
<u>Matanuska</u>			
H. L. Grantram			<del>0.6</del>
R. Hyer			<del>1.0</del>
35Q Branch Road			<del>-1.6</del>
New Jensen Road			<del>0.2</del>
New Church Road			<del>0.2</del>
New Walton Road			<del>0.5</del>
New Anderson Road			<del>0.4</del>
35LA Gravel Pit Road			<del>-0.1</del>
35H Wasilla - Finger Lake - Palmer (to adjust to latest list)		-0.2	
35F Knik - Fish Creek			<del>2.6</del>
<u>Anchorage South</u>			
75F Sand Lake Road (extended)			<del>4.7</del>
75 Anchorage Loop (now in Army Reservation)			<del>-9.0</del>
75E McDonald Road (in old Loop)			<del>-1.3</del>
75I Oil Well Road (part absorbed in Glenn - rest Army)			<del>-8.0</del>
75M Anchorage Radio Road (can't find it)			<del>-0.2</del>
75M Urban Road (can't find it)			<del>-0.5</del>
75M Government Hill Road (in Anchorage)			<del>-0.3</del>
75A Anchorage - Spenard Road			<del>-10.3</del>
75C Chester Creek Boat Landing Road (in Anchorage)			<del>-1.0</del>
75F Campbell Creek Road			<del>0.3</del>
75F Campbell Station new (1.0 new, 0.4 picked up)			<del>1.4</del>
75A McCrae Road			<del>0.8</del>
75A Spenard - Hood Lake Extension			<del>1.0</del>
75A Lois & Utah			<del>0.7</del>
75A Strawberry Road			<del>0.9</del>
75 Blueberry Road			<del>0.4</del>
75 Fireweed Lane			<del>1.3</del>
75 Raspberry Road			<del>0.5</del>
New O'Malley Road			<del>4.0</del>
New Huffman Road			<del>3.0</del>
New Birch Road			<del>0.5</del>
<u>Kenai Peninsula</u>			
New Skilak Lake Road			<del>1.0</del>
New Webb Road			<del>1.6</del>
98PA Ninilchik			<del>-0.7</del>
New Anchor River Road			<del>0.5</del>
35C North Kenai Roads			<del>0.3</del>
New East Kenai Road			<del>0.6</del>
92AB Bethel - National Guard Seaplane Base			<del>1.0</del>
5A Campbell - Tanana Road			<del>-2.0</del>
5C Fish Lake - American Creek			<del>-4.8</del>
7AA Cleary Creek Road			<del>-5.7</del>
7H Little Eldorado			<del>-4.5</del>
7GA Lazelle Road			<del>-4.0</del>
7B Dome - Spaulding Branch			<del>-2.5</del>
63EA Big Eldorado			<del>-4.0</del>
38AB Long - Birch Creek Road			<del>-7.0</del>
38EB Greenstone Creek Road			<del>-1.8</del>
30A Omega Creek Road			<del>-5.0</del>
86 Fourth of July Creek			<del>-5.0</del>



#29.1

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
Fairbanks District,  
JUNEAU, ALASKA,  
Fairbanks, Alaska.

December 29, 1952

*3 copies  
K.*

Comm. of Rds.	
Chf. Engr.	W. J. Niemi
Admin.	
Op'ns.	R. O. S.
Engrs.	N. B. S.
1 cc'l.	
Pcrs.	
Supply	

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Annual Report

Reported herein is a report of the general engineering and construction operations within the Fairbanks District of the Alaska Road Commission during the 1952 season.

The District under the direction of Mr. Milton C. Zimmerman, District Engineer, has maintained normal operations throughout the winter and summer seasons of the year, meeting all the conditions of road repair, snow removal, drainage, culvert installation, summer surfacing, bridge repair and incidental work related to road and highway maintenance. In addition to keeping maintenance at a standard level, minor and major construction projects by both Alaska Road Commission forces and by contract arrangement have been completed on schedule and estimate during the year.

There has been little change in the permanent personnel other than some changes of a supervisory nature, not effecting the general and basic business conditions of the organization. Vacation requests have been few and such vacation periods as have been granted will not effect the 1952-1953 winter work and planning schedule as most of the leave periods will be completed by the first of the new year.

Considerable headway has been made towards improving and making more permanent such records as engineering field notes, plans, office data and general information and reference files. The records made by Resident Engineers on both force account and contract work especially are worthy of comment, wherein complete and comprehensive records of work under their supervision has been recorded.

*Good*

An effort has been made to approach the several problems of road and highway engineering and construction on a more technical and scientific basis than heretofore. Soils investigations and recommendations based upon sampling and laboratory test results, plus a minor effort to inspect and criticize bridge and road construction being done by our own forces as well as on contract work has resulted,

*W. J. Niemi*

Mr. Niemi

December 29, 1952

we believe, in a higher standard of construction than heretofore. Much credit for this condition is due the construction supervisory personnel who have in most cases shown a willingness to cooperate in bringing about a closer relationship between engineer and constructor to the end that some control of construction materials and methods have been possible, if in some cases only of an elementary nature.

The following pages outline the overall maintenance, construction, reconstruction, and repair work completed during the 1952 season. The report will be narrative in style for the reason that other statistical reports have been made, and this report is intended to be descriptive of work accomplished as well as supplying certain pertinent data related to the several projects.

## I. MAINTENANCE

### A. ROADS AND DEPOTS

#### THROUGH ROADS

Route 130 - Richardson Highway - 137.6 miles  
Route 131 - Ladd Field Spur - 0.4 "

Winter maintenance, consisting of snow removal, surface planing, culvert clearance and any and all services related to providing safe driving conditions have been maintained from Fairbanks to the vicinity of Donnelly Dome, a distance of 115 miles. From this point on to Black Rapids, the highway remains closed to traffic during the winter season.

Summer maintenance work consisted of shoulder realignment and shoulder build-up, bituminous patching of surface failures, bridge repairs, reconstruction and miscellaneous ditching and culvert repair.

A slide at the north end of the Tanana River Bridge, Mile 277.1, brought down 3800 cu. yds. of material on the highway. Most of the material was moved to the south end of the bridge and dumped on the upstream approach fill to lessen the scouring action of the river on that embankment. Some of the slide material was moved to Mile 280.6 where two dykes were built on the north bank of the Tanana River to prevent the river from further erosion which at that point was endangering the highway support. In addition to the material placed on the south approach to the Tanana River taken from slide material, 450 cu. yds. of borrow was placed on this same fill section.

At Mile 331, approximately 1200 cu. yds. of fill and rip rap was placed at a point where the river was cutting into the bank and endangering the highway support.

Mr. Niemi

December 29, 1952

Route 130 - Richardson Highway - 137.6 miles Continued  
Route 131 - Ladd Field Spur - 0.4 "

Winter Maintained - 115 miles  
Summer " 137.6 miles

Route 230 - Alaska Highway - 203 miles

Summer and winter maintenance has been kept to standard although the section from Delta Junction to Sears Creek was under contract reconstruction during the summer of 1952. This condition relieved somewhat the maintenance requirements of the Alaska Road Commission forces.

A considerable amount of frost heave damage to the bituminous surface was had during April and May between Tok Junction and Johnson River, although the damage was not as heavy as during the spring breakup the preceeding year. The road was closed from Tok Junction to Big Delta to heavy truck traffic from April 18th to May 17th. Fifty percent of truck capacity was permitted and the speed limit was established at 35 miles per hour.

Winter Maintained - 203 miles  
Summer " 203 miles

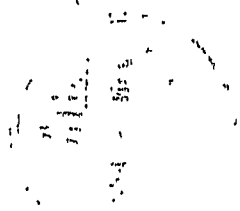
Route 330 - Glenn Highway - 33.8 miles

Section "E" of the Glenn Highway, extending from Tok Junction to the Little Tok River Bridge was maintained on an all season basis. During the summer months a portion of the Old Valdez Road had to be maintained to provide a by-pass route for road and bridge construction. Normal and continuous maintenance was not possible nor necessary from Clearwater Creek to the Little Tok River as this section was under reconstruction and such maintenance as was provided was mostly tied in with construction grading.

At the Little Tok River Bridge shear piling was driven in front of the pier piling to protect the bents from ice damage. The same protective piling arrangement was driven in front of the piers at the Tok River Bridge.

*Pier piles was to be sheathed also*

Winter Maintained - 33.8 miles  
Summer " 33.8 miles  
Grading 105004 C.Y.  
Gravel Borrow 27625 C.Y. mile  
(Haul)



Mr. Niemi

December 29, 1952

Route 630 - Steese Highway (To North Camp) - 1.4 miles  
Route 632 - Steese Highway (To University) - 3.8 miles

Winter and summer maintenance was accomplished on these heavily traveled routes. On College Hill some bituminous patching was done to correct breaks in the surface. These routes have given good service since they were built and bituminous surfaced during the 1950 season. There are three sections on Route 632 that show some settlement and both routes should receive a seal coat treatment at an early date.

Winter Maintained - 5.2 miles  
Summer Maintained - 5.2 miles

International Airport Road (CAA Road) - 4.5 miles

This paved road leading from South Cushman and Gaffney Streets in Fairbanks to the International Airport was placed during the 1950 season, and was maintained during the winter and summer seasons. There are two or three short sections that have settled but at this time it is believed the road has become stable and it is recommended that at least two sections be brought to grade and that the entire route be seal coated.

Winter Maintained - 4.5 miles  
Summer Maintained - 4.5 miles

FEEDER ROADS

Route 331 - Taylor Highway - 158 miles

Summer maintenance combined with reconstruction resulted in bringing the Taylor Highway from Tetlin Junction to Polly Creek to a higher standard. Sections of the roadbed was widened, rolling sections were smoothed, side road ditches were widened and surfaces planned and graded to provide a smooth riding surface.

No winter maintenance was attempted but the route from Tetlin Junction to the Fortymile River Bridge was opened during the last week of February. Supplies and workmen were brought in over the route and the camp at Fortymile was activated.

Winter Maintained - None  
Summer Maintained - 158 miles