

22-70

BUREAU OF PUBLIC ROADS

Specif. 57-Book

Mr. Erhart

x Alaska BK. E. E. Erhart

May 24 1957

Erhart

Mr. A. C. Clark

G. M. Williams **L. BARNETT**

I have your memorandum of May 21, 1957, with reference to use of Bureau's standard specification book FP-57 in Alaska.

A supply of the new book was transmitted to Region 10 promptly on receipt from the Government Printing Office, and it was our understanding it would be used in connection with any future projects to be advertised and set up for lettings. Several projects were in process of preparation prior to issuance of the new book and the specifications applied to those projects have been the now discontinued FP-41 with modifying provisions.

The handling of Federal-aid projects, as an interim procedure, will be somewhat the same as Federal Domain projects and the FP-57 will apply to both. The Office of Engineering will be glad to work with the Federal Domain Division in the Office of Operations to ascertain that the use of special provisions by both types of projects will be kept consistent for Alaska.

WDFISH:mh

cc--Construction--Mr. Fish
Mr. E.E. Erhart

RECEIVED
MAY 27 1957
ENGINEERING DIVISION

23-10

BUREAU OF PUBLIC ROADS

Mr. G. M. Williams

May 21, 1957

A. C. Clark

Acc

We assume that the Bureau's new standard specification book, FP-57, is to be used on Federal Aid projects in Alaska during the period this work is performed under direct Bureau contracts. On our Federal domain work, for which instructions have been issued to use FP-57, we are attempting to keep the number of modifications of FP-57 by special provisions to a minimum and limit them to a project basis as far as possible. In order to accomplish this, we have made several suggestions on special provisions to Divisions 7, 8, 9, and 15. To date we have not had a project in Alaska under FP-57.

In order to secure uniformity in interpretation of FP-57, and to avoid inconsistencies in approval of special provisions for Forest highway and Federal Aid projects, it is suggested that our appropriate divisions coordinate our review of special provisions for projects in Alaska.

Please let us have your comments.

EGW
DMErrich/amm

cc - Federal Domain Highways Div. ✓

AME

Alaska Road Files

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. A. C. Clark

DATE: May 21, 1957

FROM : Eric E. Erhart *EE*

SUBJECT:

I would like to be advised as to the responsibilities of the Federal Domain Highways Division in regard to direct construction work in Alaska, i.e., in addition to that pertaining to the Forest, highway and Forest development programs.

Is it correct to assume that all work financed with Federal-aid funds and constructed under direct Bureau contracts will be handled here by the Office of Engineering? *No*

Will matters pertaining to projects financed with Alaska Road Commission funds be processed in this division in the future, or will these also be handled by Engineering? We have had two instances within the past few months where contractors' claims on projects financed with ARC funds have been sent to this office for engineering analysis. *yes*
no.

It is desirable that a clear understanding on these items be reached in order that confusion and loss of time may be avoided.

*advised Erhart
by phone 5-24
[Signature]*

May 14, 1957

ALASKA BOOK *General*

See Resume Book - PROGRAMS for memo. of above date from
Clark to Swick re: "In your memorandum of May 1 concerning recom-
mendations for a National Park Program for Alaska, you requested
that we inform you regarding the procedure for programing."

CD-14. Legal to Ruppel 4/1/58 w/ Clark to Enfield memo. 5/8/57
w/ att. Agree for R/W -
↓
dated 7/6/57

See Alaska (7 H.) Agreements

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. F. C. Turner, Deputy Commissioner and
Chief Engineer
Washington, D. C.

DATE: May 3, 1957.

FROM : E. H. Swick, Regional Engineer
Juneau, Alaska

SUBJECT: Alaska Territorial Highway Department organization

*in cabinet
Alaska*

10

*Highway Dept
Alaska*

*20
3/11*

Enclosed, as a matter of information, is a single copy of the minutes of the first meeting of the reorganized Alaska Highway and Public Works Board. As indicated in the roster of those in attendance, this office participated in the first and last sessions.

It is most apparent that any assumption by the Board of normal highway department responsibilities will come slowly. While we are making efforts to have the Department assume responsibility for right-of-way acquisition, it is its analysis that even this function is too great an undertaking at this time. We shall continue our efforts to build the Territorial organization into a going highway department, but rapid progress may not be expected.

Enclosure

BUREAU OF PUBLIC ROADS

Alaska

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. C. D. Curtiss, Commissioner
Washington, D. C.

DATE: *April 29, 1957*

FROM : E. H. Swick, Regional Engineer
Juneau, Alaska

SUBJECT: Organization of the Alaska Highway and Public Works Department

For your information, we are supplying the names of the departments and department heads of the Alaska Highway and Public Works Department as organized at a recent meeting in Juneau in accordance with provisions of the act creating the Department.

Mr. Frank Metcalf, who was elected to the position of Highway Engineer last fall, will act as Commissioner of the Alaska Highway and Public Works Department. Within the department will be a Division of Highways with Lee D. Hubbard of Anchorage as Acting Director, and a Division of Public Works with Mr. Metcalf as Superintendent. The Chief Engineer is Cort B. Howard who, it is understood, will function only in the sphere of public works other than highways.

Also created by the act was the Alaska Highway and Public Works Board with a member from each Judicial Division of the Territory and a member at large. Mr. Metcalf is chairman of the Board. The members are:

- 1st Judicial Division - Ernest Haugen of Petersburg
- 2nd Judicial Division - Dewey Goodrich of Nome
- 3rd Judicial Division - John Le Fevre of Cordova
- 4th Judicial Division - Charles J. Wilson of Nenana.

It is not clear immediately whether the fifth member (at large) is Mr. Metcalf or whether another member is to be appointed.

We are still unable to obtain copies of the act; they will be forwarded to you as soon as available.

FP
Carl these names

- 5-15-57 copy furnished:
- M. B. Christensen
 - E. L. Erickson
 - D. W. Loutzenheiser
 - C. E. Mannerov
 - C. W. Phillips
 - G. M. Williams
 - J. Barnett
 - Mrs. F. W. Royston

Alaska Dept

Mr. C. J. ...
Mrs. ...
4/3

~~Mr. ...~~
E.E.E.

4/6

March 26, 1957

Mrs. Marian Fraser,
Chairman of Road Committee
Skagway Women's Club
Skagway, Alaska

Dear Mrs. Fraser:

This will acknowledge receipt of your letter of March 20, and will furnish answers to the questions listed. It was a pleasure to discuss this matter with Mrs. Felecia Braun, and this letter is being furnished Mrs. Braun as you requested.

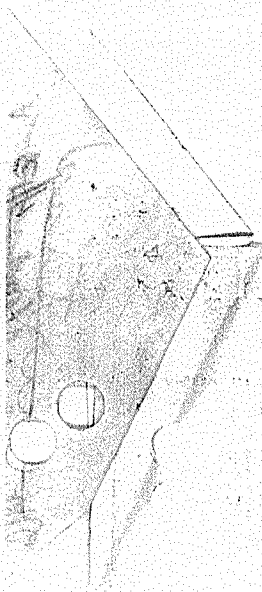
The Carcross road has not been abandoned in any of the highway planning. However, it was not identified on the recent system of highways approved for the Territory, since such identification may not be made until an international agreement has been reached with Canadian officials. It is necessary that Canadian interest in this project be developed in order that meetings may follow, toward completion of such an agreement. Local support is invaluable in this regard.

Continued work on the construction of the road towards the boundary may be accomplished with the farm and industrial road fund, as has been done in the past. The allocation of this fund is the responsibility of the Territorial Board of Road Commissioners, and it is necessary to refer you to the Board for further action in this respect.

It is recognized that Skagway has received little road money in recent years and, since the major project for your area requires Canadian participation, it is not possible to assure you early change.

The military interest in any project justifies greater consideration and, if such support can be obtained for the connection through Canada to Skagway, it will materially aid the development of the project. However, the possibility of obtaining help from the National Forest appears slight even though a portion of the road to

20 MAR 28 1957
TELETYPE UNIT
U.S. DEPARTMENT OF THE INTERIOR



Mrs. Marian Fraser

-2-

March 26, 1957

Carcross would traverse the National Forest south of the Skagway River.

Very truly yours,

E. M. Swick
Regional Engineer

cc: BPR, Washington w/copy of Mrs. Fraser's letter

REC'D
APR 1 2 1957
FIC. ROOM

Skagway Women's Club
SKAGWAY, ALASKA

March 20, 1957.

Mr. A.F. Ghiglione,
Bureau of Public Roads,
Juneau, Alaska.

Dear Sir:

This letter will introduce Mrs. Felecia Braun representing Skagway Women's Club on the Road Committee.

We would appreciate it if you would give Mrs. Braun a letter answering our questions.

Has the Carcross Road been abandoned as a possible outlet for Skagway?

If it has not, how can we work to further this road?

Skagway has a larger per capita percentage of cars than any other town in Alaska. Why can't we get some road money?

This road would be vital in the event of hostilities in the North. Would it be possible to get it built as a defense measure?

This road is partly in the National Forest, would it be possible to get some Forestry funds to assist in the cost of building?

This is a tourist town and a road would greatly increase the tourist travel.

Sincerely yours,

Mrs. Marian Fraser,
Chairman of Road Committee,

February 28, 1957

Homer Chamber of Commerce

Homer, Alaska

Gentlemen:

I appreciate your interest and concern in the naming of the Bureau's Regional Engineer for assignment in Juneau as expressed in your telegram to me. The delay in filling this position has been unfortunate but unavoidable. Because of the importance which we attach to this position however we are unwilling to fill it merely for the purpose of having any individual named without regard to proper qualifications for the post. For that reason we have been searching to find an individual who can and will fill the post with credit to the Bureau and for the best interests of Alaska's present and future development. There are many factors involved in such a selection which necessarily consume some time. You may be assured however that these steps are not delaying this year's highway program for Alaska.

We are fully aware of the high qualifications and abilities of the old Alaska Road Commission personnel whom we have taken over in Alaska. We are now and intend to continue using all of their abilities to the maximum.

The Alaska program occupies an important place in our overall activities and the unfortunate delays in assignment of our Regional Engineer will have no effect in carrying forward the highway development which is of such great interest both to you and to us.

Thank you for your expression of interest. Please feel free to communicate with us at any time on any matter.

Sincerely yours,

G. D. Curtiss
Commissioner of Public Roads

FCTurner/fp/agb
cc: Regional Office
Juneau, Alaska
Division of Operations
→ Files

BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

1957 FEB 25 AM 9 05

WU D024 NI PD

HOMER ALASKA FEB 23

COMMISSIONER OF PUBLIC ROADS

DEPT OF COMMERCE WASHDC

RECOMMEND STRONGLY THAT WILLIAM NIEMI, BPR CHIEF ENGINEER
FOR ALASKA, BE CONSIDERED FOR POSITION OF BPRM HEAD FOR
TERRITORY HE IS EXPERIENCED AND FULLY QUALIFIED FOR THE
POSITION. NEED FOR ROAD PROGRAM REQUIRES ELECTION OF
AGENCY HEAD AT THE EARLIEST POSSIBLE DATE

HOMER CHAMBER OF COMMERCE

856AME FEB 25 1957

February 28, 1957

Fairbanks Chamber of Commerce

Fairbanks, Alaska

Gentlemen:

I appreciate your interest and concern in the naming of the Bureau's Regional Engineer for assignment in Juneau as expressed in your telegram to me. The delay in filling this position has been unfortunate but unavoidable. Because of the importance which we attach to this position however we are unwilling to fill it merely for the purpose of having any individual named without regard to proper qualifications for the post. For that reason we have been searching to find an individual who can and will fill the post with credit to the Bureau and for the best interests of Alaska's present and future development. There are many factors involved in such a selection which necessarily consume some time. You may be assured however that these steps are not delaying this year's highway program for Alaska.

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The Alaska program occupies an important place in our overall activities and the unfortunate delays in assignment of our Regional Engineer will have no effect in carrying forward the highway development which is of such great interest both to you and to us.

Thank you for your expression of interest. Please feel free to communicate with us at any time on any matter.

Sincerely yours,

C. D. CURTISS

C. D. Curtiss
Commissioner of Public Roads

FCTurner:agb
cc: Regional Office
Juneau, Alaska
→ Division of Operations
Files

BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

1957 FEB 20 AM 8 19.

TGA EU

EU WUM002 NL PD

✓ FAIRBANKS ALASKA FEB 19

CHARLES A CURTIS COMMISSIONER BUREAU PUBLIC ROADS
DEPT OF COMMERCE

DUE TO UNAVOIDABLE DELAYS IN REPLACING REGIONAL
ENGINEER FOR ALASKA WE RECOMMEND A GIGHLIONE BE
ASSIGNED PERMANENTLY TO POSITION AND RETAINED IN
ALASKA UNTIL FEDERAL HIGHWAYS SYSTEM IS ADOPTED
PRIORITIES ESTABLISHED AND NEW PROGRAM FULLY OPERATING
STOP DELAY IN PROGRAM COULD BE CAUSED BY NEW MEN
REQUIRING TIME TO BECOME FAMILIAR WITH CONDITIONS AND
REQUIREMENTS STOP WE FEEL SERVICES OF GIGHLIONE WILL BE
EXTREMELY VALUABLE IN ESTABLISHING THE NEXT PROGRAM

FAIRBANKS CHAMBER OF COMMERCE

809A FEB 20.

February 28, 1957

Cordova Chamber of Commerce

Cordova, Alaska

Gentlemen:

I appreciate your interest and concern in the naming of the Bureau's Regional Engineer for assignment in Juneau as expressed in your telegram to me. The delay in filling this position has been unfortunate but unavoidable. Because of the importance which we attach to this position however we are unwilling to fill it merely for the purpose of having any individual named without regard to proper qualifications for the post. For that reason we have been searching to find an individual who can and will fill the post with credit to the Bureau and for the best interests of Alaska's present and future development. There are many factors involved in such a selection which necessarily consume some time. You may be assured however that these steps are not delaying this year's highway program for Alaska.

We are fully aware of the high qualifications and abilities of the old Alaska Road Commission personnel whom we have taken over in Alaska. We are now and intend to continue using all of their abilities to the maximum.

The Alaska program occupies an important place in our overall activities and the unfortunate delays in assignment of our Regional Engineer will have no effect in carrying forward the highway development which is of such great interest both to you and to us.

Thank you for your expression of interest. Please feel free to communicate with us at any time on any matter.

Sincerely yours,

G. D. CURTISS

G. D. Curtiss
Commissioner of Public Roads

FCTurner:agb

cc: Regional Office

Juneau, Alaska

→ Division of Operations
Files

BUREAU OF PUBLIC ROADS
WASHINGTON, D.C.

1957 FEB 13 AM 8 29

EU WUM005 NL PD

✓ CORDOVA ALASKA FEB 12

CHARLES A CURTIS, COMMISSIONER BUREAU OF PUBLIC
ROADS DEPT OF COMMERCE

THE ABSENCE OF A PERMANENT REGIONAL ENGINEER AT
JUNEAU IS ALREADY HAVING AN EFFECT ON THE ALASKA ROAD
PROGRAM WE HAVE NOT BEEN IN CONTACT WITH MR GHIGLIONE
AND DO NOT WISH TO STOP HIS ADVANCEMENT HOWEVER WE
STRONGLY URGE THAT HE BE APPOINTED TO THIS POSITION
IN ORDER THAT THE ROAD PROGRAM UNDER THE FEDERAL
HIGHWAY SYSTEM CAN GET UNDER WAY IT IS OUR BELIEF
THAT MR GHIGLIONE IS WELL QUALIFIED TO GET THIS NEW
PROGRAM INTO OPERATION AND TO DELAY ANY LONGER COULD
PLACE THE ALASKA ROAD PROGRAM A FULL YEAR BEHIND WE
SYMPATHIZE WITH YOUR NEED FOR MR GHIGLIONE IN
WASHINGTON HOWEVER IT APPEARS THAT AT THIS LATE DATE
COMMA THIS REPLACEMENT BY ONE UNFAMILIAR WITH ALASKAN
CONDITIONS MIGHT WELL HAVE A DISASTROUS EFFECT ON THE
TERRITORIAL ROAD PROGRAM

X
February 28, 1957

Haines Business Council
and Chamber of Commerce
Haines, Alaska

Gentlemen:

I appreciate your interest and concern in the naming of the Bureau's Regional Engineer for assignment in Juneau as expressed in your telegram to me. The delay in filling this position has been unfortunate but unavoidable. Because of the importance which we attach to this position however we are unwilling to fill it merely for the purpose of having any individual named without regard to proper qualifications for the post. For that reason we have been searching to find an individual who can and will fill the post with credit to the Bureau and for the best interests of Alaska's present and future development. There are many factors involved in such a selection which necessarily consume some time. You may be assured however that these steps are not delaying this year's highway program for Alaska.

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The Alaska program occupies an important place in our overall activities and the unfortunate delays in assignment of our Regional Engineer will have no effect in carrying forward the highway development which is of such great interest both to you and to us.

Thank you for your expression of interest. Please feel free to communicate with us at any time on any matter.

Sincerely yours,

C. D. CURTISS

C. D. Curtiss
Commissioner of Public Roads

FCTurner:agb
cc: Regional Officer
→ Division of Operations
Files

BUREAU OF PUBLIC ROADS
WASHINGTON, D.C.

1957 FEB 18 AM 8 27

WU L005 NL PD

PAINES ALASKA FEB 16

✓ CHARLES A CURTIS, COMMISSIONER BUREAU OF PUBLIC ROADS
DEPT OF COMMERCE

DUE TO THE UNFORTUNATE CIRCUMSTANCES WHICH DELAYED THE
ASSIGNMENT OF A REGIONAL ENGINEER TO ALASKA WE EARNESTLY
URGE THAT MR. GHIGLIONE BE RETAINED IN THAT POSITION
IN ORDER TO AVOID DELAY IN AWARDING CONTRACTS AND
EXPEDITE THE HIGHWAY CONSTRUCTION PROGRAM. AS YOU ARE
AWARE THE CONSTRUCTION SEASON IN ALASKA IS VERY SHORT AND ANY DELAY
NOW WILL JEOPARDIZE THIS YEARS PROGRAM AND POSSIBLY
HAVE THE EFFECT OF DELAYING THIS MUCH NEEDED
CONSTRUCTION FOR ANOTHER YEAR. MR. GHIGLIONE IS
EXPERIENCED AND COMPETENT AND HIS ABILITY IS
REGARDED VERY HIGHLY IN ALASKA. WE SINCERELY HOPE
THAT YOU WILL LOOK WITH FAVOR UPON HIS RETENTION
HAINES BUSINESS COUNCIL AND CHAMBER OF COMMERCE

820AME FEB 18.

Form ~~CD-14~~ (10-27-53) DEPARTMENT OF COMMERCE DATE

TRANSMITTAL SLIP

TO: Mr. A. C. Clark
Deputy Commissioner REF. NO. (If any)

FROM: A. F. Ghiglione *AFG*
Acting Regional Engineer REF. NO. (If any)

ACTION

NOTE AND FILE PREPARE REPLY FOR MY SIGNATURE
 NOTE AND RETURN TO ME TAKE APPROPRIATE ACTION
 RETURN WITH MORE DETAILS PER YOUR REQUEST
 NOTE AND SEE ME ABOUT THIS SIGNATURE
 PLEASE ANSWER FOR YOUR INFORMATION
 FOR YOUR APPROVAL INVESTIGATE AND REPORT
 PER OUR CONVERSATION

COMMENTS:

COMM-DC-3822

Alaska
~~Mr. E.F.F.~~ *DWE*
Alm *CAF* *CAF*
Jed Ad *General*

3 REPORT
 J OF PUBLIC ROADS
 , 1956 - JANUARY 12, 1957

ed for principal Bureau installations

Date	Snowfall (inches)	
	Period	To date
25	4.2	50.1
13	91.2	272.0
48	31.0	85.0
28	106.6	422.0
50	14.7	44.9

Office engineering, including the design and preparation of plans for next season's contract construction program, is being prosecuted in the Regional Office, and the Anchorage, Valdez, Fairbanks and Juneau District offices. All design projects are on schedule.

Investigation to determine how best to utilize the Juneau District Depot site to alleviate the critical Juneau office housing problem, both District and Region, is near completion. Preliminary studies indicate that the addition of a "penthouse" on top of the existing equipment depot to accommodate Juneau District administrative and engineering offices, and Regional engineering staff, is neither feasible nor economical. Construction of another building at the depot site is an alternative which is under consideration. Detailed recommendations will be submitted in the near future.

CONSTRUCTION IN PROGRESS BY CONTRACT

Work on the last active contract this winter, for grading and drainage of the 29-mile Section B2 of the Sterling Highway, was suspended on December 22, 1956. *WJ*

CONSTRUCTION IN PROGRESS BY FORCE ACCOUNT

No work this period.

AFG

Alaska
~~Alaska~~ ~~Alaska~~ ~~Alaska~~ ~~Alaska~~
Advised General

PROGRESS REPORT
REGION TEN, BUREAU OF PUBLIC ROADS
FOR THE PERIOD DECEMBER 9, 1956 - JANUARY 12, 1957

GENERAL

Climatological data reported for principal Bureau installations during the period were as follows:

<u>Location</u>	<u>Temperature</u>		<u>Snowfall (inches)</u>	
	<u>High</u>	<u>Low</u>	<u>Period</u>	<u>To date</u>
Anchorage	+ 41	- 25	4.2	50.1
Valdez	+ 36	- 13	91.2	272.0
Glennallen	+ 28	- 48	31.0	85.0
Thompson Pass	+ 33	- 28	106.6	422.0
Fairbanks	+ 26	- 50	14.7	44.9

PREPARATION OF PLANS

Office engineering, including the design and preparation of plans for next season's contract construction program, is being prosecuted in the Regional Office, and the Anchorage, Valdez, Fairbanks and Juneau District offices. All design projects are on schedule.

Investigation to determine how best to utilize the Juneau District Depot site to alleviate the critical Juneau office housing problem, both District and Region, is near completion. Preliminary studies indicate that the addition of a "penthouse" on top of the existing equipment depot to accommodate Juneau District administrative and engineering offices, and Regional engineering staff, is neither feasible nor economical. Construction of another building at the depot site is an alternative which is under consideration. Detailed recommendations will be submitted in the near future.

CONSTRUCTION IN PROGRESS BY CONTRACT

Work on the last active contract this winter, for grading and drainage of the 29-mile Section B2 of the Sterling Highway, was suspended on December 22, 1956. *cut*

CONSTRUCTION IN PROGRESS BY FORCE ACCOUNT

No work this period.

RECONSTRUCTION

No work this period.

MAINTENANCE

Rising temperatures throughout most of the Territory late in December induced icing over the entire system. Maintenance crews were fully occupied in combatting land ice formation and in sanding. In Southeast Alaska, practically all snow which had fallen earlier in the season disappeared from elevations below 500 feet during the mild December temperatures, and the highways suffered typical Spring break-up distortions. It was necessary to impose load limits on all paved highways.

Early in January, the temperatures again suddenly dropped to sub-freezing, freezing the premature spring break-up distortions into the roadbeds. Without snow cover, frost has penetrated unusually deep, and icing on the slopes and in the ditches is general. The genuine spring break-up may very well be more serious than usual.

Thompson Pass was closed only once during the period, from 10:30 a.m., January 6, to 8:00 p.m., January 7, due to high winds and drifting snow.

Isabel Pass was closed on four occasions during the period, for a total of 158 hours. On December 28, 1956, the Pass was closed for the balance of the winter season, with traffic being routed over the Tok Cutoff and Alaska Highway to Fairbanks.

7 rules

*Rec'd. with
transmittal pm side
12-2-57*

*See Geol. and system
Book for revisions*

ALASKA FEDERAL-AID NUMBERING SYSTEM

Primary System

Federal-Aid Primary Route numbers have been established as follows:

1. The primary system established consists of the principal highways, either existing or scheduled for early contract construction, and a projected ferry and highway system through the southeastern section.
2. Projected expansions of the system generally will be constructed and maintained as secondary roads until traffic volume dictates reclassification to a Primary Route.
3. Beginning in the southwest portion of the Territory, south-north routes were given odd numbers and west-east routes were given even numbers.

Secondary System

The Secondary System established consists of two classifications identified as follows:

Class "A" - Principal secondary roads serving as main arteries and requiring improvements within the foreseeable future.

Class "B" - Secondary roads of the type normally constructed and maintained by states or counties.

For ease in geographical location and assignment of secondary route numbers, the Territory has been divided into 9 zones, identified on a marked Alaska map E.

Class "A" routes were assigned 3-digit numbers, the first digit indicating the zone location. Odd numbers were assigned to south-north routes and even numbers to west-east routes.

Class "B" routes were assigned 4-digit numbers, the first digit indicating the zone location. South-north routes were assigned odd numbers; west-east routes assigned even numbers. A zero as the last digit indicates an isolated route not connected to any principal system.

As in the primary system, low numbers were assigned to the southern and western areas of each zone, progressing to the higher numbers in the northern and eastern areas.