

**Mayor**  
John K. Handeland  
**City Manager**  
Glenn Steckman  
**Deputy City Clerk**  
Jeremy Jacobson



**Nome Planning Commission**  
Kenneth Hughes III, Chair  
Mathew Michels  
John Odden  
Gregory Smith  
Carol Piscoya  
Colleen Deighton  
Melissa Ford

**NOME PLANNING COMMISSION  
REGULAR MEETING AGENDA  
TUESDAY, APRIL 19, 2022 at 7:00 PM  
COUNCIL CHAMBERS IN CITY HALL**

102 Division St. ▪ P.O. Box 281 ▪ Nome, Alaska 99762 ▪ Phone (907) 443-6663 ▪ Fax (907) 443-5345

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ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES

- [A.](#) March 1, 2022 Nome Planning Commission Minutes

**PAGE 2**

CITY OF NOME GENERAL PERMIT RENEWAL W/ USACE

- A. City Engineer

**VERBAL**

HISTORIC PRESERVATION COMMISSION ACTIVITIES

- [A.](#) Historic Preservation Plan

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COMMUNICATIONS

- [A.](#) FW: Local Planning & Review for the Port Road Reconstruction

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CITIZENS' COMMENTS

NEW BUSINESS

UNFINISHED BUSINESS

STAFF REPORTS

- [A.](#) City Manager's Report

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COMMISSIONERS' COMMENTS

SCHEDULE OF NEXT MEETING

ADJOURNMENT

**Mayor**  
John K. Handeland

**City Manager**  
Glen Steckman

**Deputy City Clerk**  
Jeremy Jacobson



**Nome Planning Commission** Item A.  
Kenneth Hughes III, Chairman  
Mathew Michels  
Melissa Ford  
John Odden  
Gregory Smith  
Carol Piscoya  
Colleen Deighton

**NOME PLANNING COMMISSION  
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**ROLL CALL**

Members Present: Ken Hughes; Mathew Michels; Melissa Ford; Carol Piscoya

Members Absent: Colleen Deighton; Greg Smith; John Odden

Also Present: Glenn Steckman, City Manager; Clifton McHenry, Building Inspector;  
Jeremy Jacobson, Deputy City Clerk

In the audience: Peter Loewi, Nome Nugget

**APPROVAL OF AGENDA**

A motion was made by C. Michels and seconded by C. Ford to approved the agenda.

At the roll call:

Aye: Hughes; Michels; Ford; Piscoya

Nay:

Abstain:

The motion **CARRIED**.

**APPROVAL OF MINUTES**

A. February 1, 2022 Nome Planning Commission Minutes

A motion was made by C. Michels and seconded by C. Piscoya to approve the February 1, 2022 minutes.

Discussion:

- Commissioner Piscoya inquired into the recording procedure for citizen commentary.
- Deputy Clerk Jacobson stated he would confirm the recording procedure for citizen comments with City Clerk Hammond.

At the roll call:

Aye: Michels; Ford; Piscoya; Hughes

Nay:

Abstain:

The motion **CARRIED**.

### **CITIZEN'S COMMENTS**

- Nome Nugget's Peter Loewi introduced himself as the newest addition to the Newspaper.
- Commissioner Odden joined the meeting via Microsoft Teams.
- Chair Hughes noted that the *Historic Preservation Commission* was missing from the current agenda.

### **CITY OF NOME HAZARD MITIGATION PLAN**

#### A. 2017 City of Nome Hazard Mitigation Plan Update

**(5:43)**

- City Manager Steckman conveyed to the Planning Commission that the FEMA and the State of Alaska bid for a contract will go out in the fall. The awarded contractor will assist the Planning Commission in completing the update to the Nome Hazard Mitigation Plan (HMP).
- City Manager Steckman noted an upcoming work session could be scheduled after discussing other business on the agenda, a part of the City Manager's Report.

### **COMMUNICATIONS**

#### A. FW: Center for Community Progress

**(9:05)**

- City Manager Steckman noted that the communication, Center for Community Progress, was available at Commissioner Smith's request.
- Chairman Hughes commented that the Center for Community Progress communication was for informational purposes only.

### **UNFINISHED BUSINESS**

#### A. Setbacks on Front Street and Bering Street

**(9:56)**

- City Manager Steckman recounted setback discussions from February's NPC work session, noting an upcoming March 28th City Council work session on incentivizing economic development and housing. He stated that Nome's current housing is in a near-crisis and suggested the Planning Commissioners' presence at the work session. There is a need for single-family homes and apartments with single-family spaces. City Manager Steckman discussed the City's efforts in pursuing incentives for the development of homes, noting other State models, property tax incentives, and elimination of construction permit fees. He also noted current construction costs halting previously approved projects.
- Chairman Hughes inquired into the allowance of building code within the ordinances regarding zero lot line property. He questioned if the respective parties, Nome Volunteer Fire Department, Public Works, trash service, had thoughts on building a zero lot line.

- Chairman Hughes inquired how trash service would operate within zero lot line properties. He questioned what might be a provisional boundary at which to start narrowing down potential rewrites in the ordinances.
- Building Inspector McHenry noted that each residential unit would require its own parking space per the ordinances.
- City Manager Steckman identified diagonal parking as a potential space-saver for parking and costs of converting a commercially built building to residential plumbing standards. He suggested the City attorney review the ordinances, providing parameters to work within first.

### **NEW BUSINESS**

No new business.

### **STAFF REPORTS**

#### **A. City Manager's Report**

**(31:21)**

- City Manager Steckman informed the City's Planner position is still vacant; if not filled soon, the Comprehensive Plan may need complete revision by the incoming replacement. He noted reaching out to various individuals regarding the Historic Preservation Plan (HPP), looking toward satisfying the Council's desires to remedy individual concerns.
- Chairman Hughes commented on the HPP, stating the Planning Commission has already addressed the City Council's request and is ready for approval for the next phase.
- City Manager Steckman noted an impending review of the International Property Maintenance Code at Commissioner Smith's request and the ongoing review of properties on the Building Inspector's Worksheet.
- Commissioner Ford raised the question of when the last abatement took place.
- City Manager Steckman estimated the last abatement to be 2020 when they last took down a building.
- Chairman Hughes gave detail about the abatement process, noting that properties listed are typically visually unsafe, unsecure, and for the City's concentration.
- Commissioner Ford inquired into the vacant property list.
- Chairman Hughes noted the ordinance requiring registry of vacant structures, opining self-registration has been modest.
- City Manager Steckman noted correspondence from the City's Engineer, the City's General Use Permit for placing fill in select wetlands is set to expire in just a few months. After discussion with the City Engineer, John Blees, more detail will be provided.

#### **B. Building Inspector's Report**

**(43:16)**

- Building Inspector McHenry welcomed newly appointed Commissioner Ford. He gave an update on his newest training in Anchorage, building code, fire code, and Fire Marshall Training. Potential permitting projects are forthcoming around town. He stated his excitement for MyGov permitting software, opining as a more efficient, and reviewed activity on the building



worksheet. He commented that two houses had been approved for the building worksheet and eventual abatement status.

C. 2022 Construction Permit Summaries

(51:39)

- Commissioner Michels noted the of lacking building ongoing.

**CITIZEN'S COMMENTS**

No citizen comments.

**COMMISSIONER'S COMMENTS**

(54:03)

- Commissioner Piscoya opined her desire for a Hazard Mitigation Plan work session and recommended more citizen commentary before discussing building setbacks. She requested a summary of staff reports labeled "Verbal" on the agenda before meetings.
  - Deputy Clerk Jacobson acknowledged the benefit of a report summary before meetings; however, there would be no report if the reporting staff provided no report before the meeting.
- Chairmen Hughes welcomed newly appointed Commissioner Ford. He welcomed *Arctic Eagle* and *Iron Dog* to Nome, pointing out the lack of activity on Front St. since the start of the Pandemic.
- Commissioner Michels welcomed newly appointed Commissioner Ford, opining too many recent agenda items with impending deadlines. He recommended a digital map or timeline to track events and expressed anticipation toward working on the Nome Hazard Mitigation Plan.
- Commissioner Ford thanked everyone for their hospitality. She expressed despondence with impending FEMA deadlines however is looking forward to building process changes. She thanked the City staff for her introductory packet before her first meeting.

**SCHEDULE OF NEXT MEETING**

- After discussion, April 2nd through the 8th would not suit Commissioner Piscoya or Michels as both would be out of state.
- Chairman Hughes determined an e-mail to Deputy Clerk Jacobson closer to April, with available dates, would suffice with a tentative April work session on the Nome General Use Permit for USACE at 6pm.

**ADJOURNMENT**

A motion was made by C. Michels and seconded by C. Ford to adjourn.

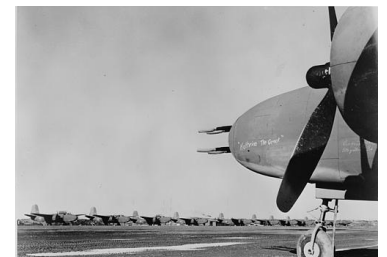
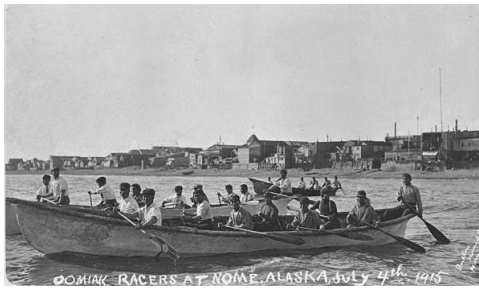
Hearing no objections, the Nome Planning Commission adjourned at 8:24 PM.

**APPROVED** and **SIGNED** this 1st day of March, 2022.

\_\_\_\_\_  
**KENNETH HUGHES III**  
**Chair**

**ATTEST:**

\_\_\_\_\_  
**JEREMY JACOBSON**  
**Acting Deputy City Clerk**



# CITY OF NOME, ALASKA

## HISTORIC PRESERVATION PLAN

Prepared by  
 Gary H. Gillette, Architect  
 For the  
 Nome Historic Preservation Commission



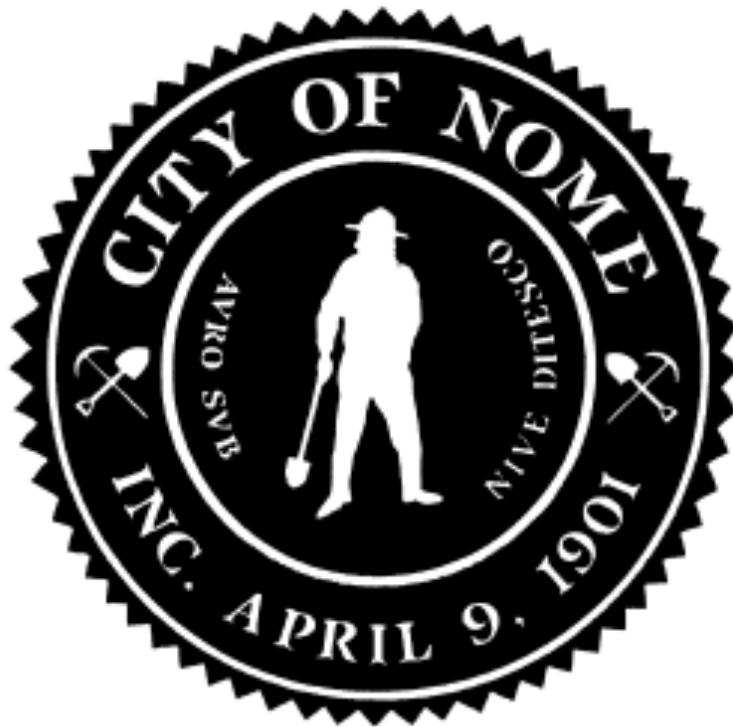
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# HISTORIC PRESERVATION PLAN

for

## NOME, ALASKA

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Prepared by  
Gary H. Gillette, Architect  
For  
The City of Nome, Alaska

June 25, 2021

*The preparation of this plan has been financed by the City of Nome and with federal funds from the Department of the Interior, National Park Service, and through the assistance of the State of Alaska Office of History and Archaeology. Contents and opinions expressed do not necessarily reflect the views or policies of the Department of the Interior or the State of Alaska, nor does the mention of trade names or commercial products constitute endorsement or recommendation.*

*Photo Credit: Library of Congress; Rasmuson Library; Anchorage Museum; University of Alaska – Anchorage Consortium Library; State of Alaska Library – Historical Section*

## **CITY OF NOME, ALASKA**

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### **MAYOR**

John K. Handeland

### **COMMON COUNCIL**

Jerald Brown

Doug Johnson

Mark Johnson

Adam Martinson

Jennifer Reader

Meghan Sigvanna Topkok

### **PLANNING and HISTORIC PRESERVATION COMMISSION**

Kenneth Hughes III – Chair

Colleen Deighton

Sara Lizak

Mathew Michels

John Odden

Carol Piscoya

Gregory Smith

### **HISTORIC PRESERVATION COMMISSION**

#### ***EX OFFICIO* PROFESSIONALS**

Charlie Lean – Historian

Gary Gillette – Historical Architect

Julie Raymond-Yukoubian - Archaeologist

### **CITY MANAGER**

Glenn Steckman

Cheryl Thompson – Executive Assistant

### **CITY PLANNER**

Eileen Bechtol, AICP

Bechtol Planning and Development

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## EXECUTIVE SUMMARY

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The City of Nome was incorporated as an Alaskan first-class city in 1901 - one hundred and twenty years ago. Physical evidence uncovered in 2005 indicates an indigenous settlement within the city boundaries occurred at least two hundred years prior to Nome becoming a city. It is also known that indigenous people hunted, fished, and gathered in the surrounding areas since time immemorial.

People, events, stories, customs, and physical remains (sites, buildings, structures, objects) represent the history and legacy of Nome. History is important for understanding the community's past and guiding its future. It contributes to the community's unique personality and character thereby adding to the quality of life in this special location between the vast Bering Sea and the upland tundra of northwest Alaska.

### **Background**

Preserving the history and physical remains of a community provides important links to the past. The City of Nome has taken steps toward historic preservation in past actions.

In 1975 the Nome Common Council adopted an ordinance that supported historic preservation. The ordinance set the first steps to be taken, including the identification of historic resources; designation of significant historic resources as historical landmarks; and maintenance of a catalogue of city landmarks.

The *Nome Comprehensive Plan 2020* was adopted in 2012 to help shape the character of the community and its quality of life. Its mission was to promote new development opportunities while maintaining and enhancing existing elements of the community that make Nome unique and define its heritage and identity. Within the Comprehensive Plan are goals, objectives, and strategies to promote and capitalize on Nome's unique history.

In 2018 the City of Nome became a Certified Local Government (CLG) as approved by the Alaska State Historic Preservation Officer. This designation made Nome eligible for certain historic preservation programs and for funding of preservation activities.

The City of Nome received a CLG grant in 2018 for Phase I of the development of an historic preservation plan. The grant was specifically to solicit public input for development of the historic preservation plan. A follow-up grant was awarded in 2019 to complete Phase II of the plan's development. The city contracted with Gary H. Gillette, Architect to perform the work.

### **Purpose**

The purpose of the Nome Historic Preservation Plan is to guide efforts for identification, preservation, and protection of valuable historic and cultural resources of the Nome community. The plan is intended to educate the public of the value and importance of Nome's history and influence future development to be sensitive to historic and cultural resources.

The plan states a vision of a future for Nome that celebrates, preserves and shares its unique past. The plan establishes goals and objectives that the community has determined to be important for historic preservation. It defines implementing actions that will serve as a road map for future activities with an eye toward achieving the preservation goals.

### **Historic Preservation Plan Application**

The City of Nome, Alaska is a recognized political entity with specific boundaries as set by the State of Alaska. This historic preservation plan along with its goals, objectives, and implementing actions applies to historic properties within the city boundaries and are enforceable by city ordinances and codes.

Some historical information contained in this plan reference historic events and properties that are outside the specific city boundaries thus are not subject to ordinances and codes established and enforced by the city. However, these historic events and properties mentioned in the plan may have had significant impacts on the history and culture of the city thus included for a better understanding of Nome's unique past.

The city is encouraged to engage with owners of historic properties outside the city boundaries for support and assistance in preserving these places that are significant to Nome's history.

## **Recommendations**

The preservation plan identifies a number of recommendations that should be implemented to assure that Nome's past is clearly supported by the community and demonstrates a desire to protect important historic resources. These recommendations include the following:

- Adopt and Implement the Historic Preservation Plan
- Review and Update the Historic Preservation Ordinance (76-10-1)
- Update the Nome Comprehensive Plan
- Periodically Review and Update the Historic Preservation Plan

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## INTRODUCTION to HISTORIC PRESERVATION

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In 1966 the National Historic Preservation Act was adopted by the United States Congress. The National Park Service (NPS) was charged with implementing the programs outlined in the act. NPS describes historic preservation as follows:

“Historic preservation is a conversation with our past about our future. It provides us with opportunities to ask, "What is important in our history?" and "What parts of our past can we preserve for the future?" Through historic preservation, we look at history in different ways, ask different questions of the past, and learn new things about our history and ourselves. Historic preservation is an important way for us to transmit our understanding of the past to future generations.”

“Our nation's history has many facets, and historic preservation helps tell these stories. Sometimes historic preservation involves celebrating events, people, places, and ideas that we are proud of; other times it involves recognizing moments in our history that can be painful or uncomfortable to remember.”

Historic preservation includes the process of identifying, preserving, and protecting sites, districts, buildings, structures, or objects which reflect elements of a community’s cultural, social, economic, political, archaeological or architectural history. This history is important because it links to specific times, places and events that were significant milestones in the past. Revisiting preserved elements of a community’s past provides a sense of place, and maintains continuity between the past and the present.

### **What is Historic?**

The generally accepted threshold of establishing an historic resource is its age of 50 years or greater. The NPS evaluation criteria for listing a resource on the National Register of Historic Places is a good reference for use in the evaluation and determination of the significance of an historic property within the national, state, or local community.

Properties of historic significance possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

1. That are associated with events that have made a significant contribution to the broad patterns of our history; or
2. That are associated with the lives of persons significant in our past; or
3. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. That have yielded, or may be likely to yield, information important in prehistory or history.

Historic resources (districts, sites, buildings, structures, and objects) that meet one of the above criteria are considered significant in a community's history and worthy of preservation and are the focus of the Vision, Goals, and Objectives of the Nome Historic Preservation Plan.

### **Benefits of Historic Preservation**

The history of a community contributes to its personality. Preserving this personality through its history, historic properties, and culture gives a community its unique character. Historic preservation provides a link to the roots of the community and its people. It adds to the quality of life making for a more livable community.

Historic preservation is beneficial to the community in many ways:

- Cultural - a community is richer for having the tangible presence of past eras and historic styles. It benefits from traditional languages, customs, rituals, events and other cultural activities.
- Economical - a community benefits from increased property values and tax revenues when historic buildings are protected and made the focal point of revitalization and when the community is attractive to visitors seeking heritage tourism opportunities.

- Social - a community benefits when citizens take pride in its history and culture through mutual concern for the protection of the historic building fabric, sites, and cultural customs and practices.
- Developmental - a community benefits from having a concerted and well-defined planning approach for the protection of historic buildings while accommodating healthy growth.
- Environmental - a community benefits when historic buildings are recycled (restored or rehabilitated) rather than demolished and disposed of in the community landfill.
- Educational - a community benefits through teaching local heritage and the understanding of the past and the resultant cultural respect by its citizens.

### **Importance of Historic Preservation Planning**

Historic preservation efforts can be influenced by national, state, and local factors: social; political; economic; legal; and other influences. These influences can come from private enterprises and/or public agencies. Successful preservation planning recognizes these influences and establishes goals, objectives, standards, and incentives to resolve conflicts between various parties in reaching consensus within the community.

Historic preservation planning is important for the following reasons:

- A. To clearly state goals of preservation in the community.
- B. To inform developers in advance how the community wants to grow and what the community wants to protect.
- C. To assure consistency between various government policies that affect the community's historic resources.
- D. To educate and inform citizens about their heritage and its value to the community.

- E. To create an agenda for preservation activities and a framework to protect historic resources.
- F. To comprehensively address issues relating to tourism, zoning, traffic patterns, development patterns, and design that might adversely affect historic preservation goals.
- G. To encourage economic development through the preservation of historic resources.
- H. To strengthen the political understanding of and support for historic preservation policies.

### **Activities Affecting Historic Resources**

- **Tourism:** Heritage tourism is a growing sector of the tourism industry. Increased use of a historic resource through tourism development may have detrimental impacts to the property. Care should be taken to control the level of use and impacts to assure the integrity of the property is maintained. The balance between preservation and sharing the resource is critical as protection may be dependent on the economic benefits that tourism brings.
- **New Development:** As communities grow, pressure arises for new and larger buildings to meet the needs of the overall community and its businesses and its residents. New development in and around historic buildings, districts, sites, and neighborhoods can dilute the overall historic character by compromising the scale and fabric of the area. Additions and remodeling of existing buildings can have a negative impact to the overall character of the district if they are not done in a sensitive manner.

Developing and adopting local design guidelines for new development projects that might negatively impact historic resources is an important tool for preserving the overall character of historic properties. Guidelines need to allow new buildings to reflect their own time but should identify general characteristics that would enhance the historic neighborhood rather than detract from the established architectural character.

- **Demolition:** Often buildings are demolished to make way for new development. This practice may have major impacts to the character of historic buildings, districts, sites, and neighborhoods. In many cases demolition is not as cost effective as rehabilitation of existing buildings.

Communities should investigate offering financial assistance for preservation activities through grants, low interest loans, and tax incentives that would encourage developers to consider renovation rather than demolition of historic properties. Typically, renovation of existing buildings provides economic benefits to the community through increased local labor and materials purchases. In remote communities such as Nome there may be a cost advantage to preserve materials and avoid the cost of shipping in new materials.

- **Maintenance:** Buildings in general, require periodic repair and maintenance. Neglecting maintenance needs of historic buildings may lead to their destruction over time. Maintenance that is delayed often results in being too costly to reverse in later years. Relatively simple tasks such as keeping roofing intact to not allow water intrusion and the inevitable rot that would occur will preserve buildings for the future. Protecting wood elements with paint or preservative treatment will prolong materials.

### **Unique Events Affecting Historic Resources in Nome**

Sometimes unforeseen events can impact the history and historic resources of an area. Nome suffered fire and storm damage that erased much of the historic building fabric of the main downtown area. These events caused new design considerations for roadways and distances between buildings that are significantly different than the original construction practices. The new design standards significantly changed the character of the original community, especially in the downtown business areas.

Often, buildings that were spared by the fire or storm events were moved for reuse at other sites. In other cases, such as occurred with the closing of Marks Air Force Base, buildings were moved to recycle or reuse for other purposes. Moving an historic resource from its original location may reduce its historic integrity. While this practice is not preferred in historic preservation efforts, it does serve to preserve important historic resources when other options are not available.

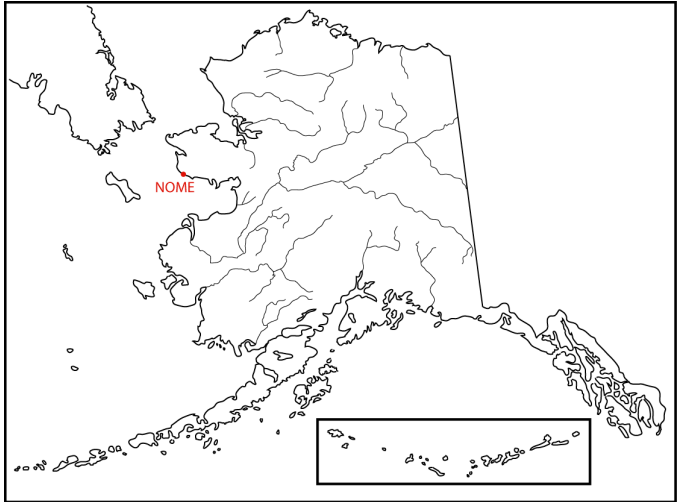


## LOCATION and SETTING

### Location

The City of Nome is located on the southwestern edge of the Seward Peninsula along the coast of Norton Sound of the Bering Sea. It is approximately 550 miles northwest of Anchorage and 102 miles south of the Arctic Circle.

Nome is a regional hub of commerce, education, transportation, and tribal and federal government services for much of northwest Alaska.

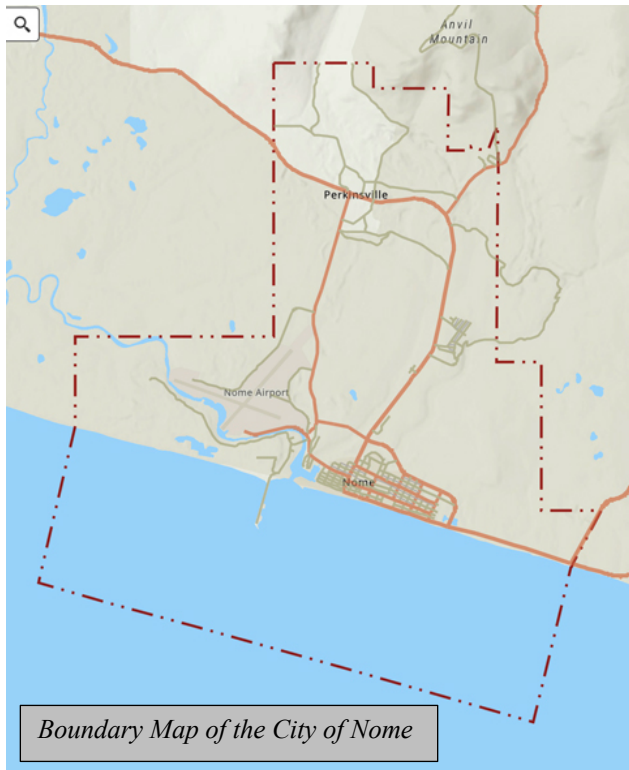


### Setting

The Seward Peninsula features rolling hills and flat lowlands cut by meandering streams and containing thousands of lakes and bogs. The area is in the transitional climate zone, receiving about 18 inches of rain and 56 inches of snowfall per year. Average temperatures range from -3 to +65 degrees Fahrenheit. The climate is influenced by both maritime and continental conditions. Maritime conditions dominate in the summer, while in the winter, conditions shift to a mostly continental climate. The area is known for numerous intense storms, particularly during the fall months. Storms usually arrive from the southwest, although intense storms can also come from the south and southeast.

### City of Nome

The City of Nome became an Alaskan first-class city on April 9, 1901. The city has a total area of 21.6 square miles, of which 12.5 square miles is land and 9.1 square miles is water. The population of Nome has waned since the peak of early gold rush years. The 1900 census reported a population of 12,488. The 2010 census established the population at 3,598 and in 2018 the population was estimated to be 3,866.



Nome's local government is a Mayor / Manager administration. The executive power of the city is vested in the Mayor. The Mayor presides at meetings of the Common Council. Although the Mayor may take part in the discussion of a matter before the Common Council, the Mayor may not vote except in the case of a tie. The Mayor acts as ceremonial head of the City government, executes official documents on authorization of the Common Council, and is responsible for additional duties and powers prescribed by Alaska law.

The Mayor and Common Council employs a City Manager who serves as the Chief Administrative Officer for the City by providing management and policy direction as established by the Common Council. The City Manager is responsible for the overall supervision and coordination of City operations, which includes managing the multimillion-dollar annual budget for 13 departments, plus capital programs.

The city has a seven-member Planning Commission appointed by the Mayor. The Commission oversees the preparation and implementation of the Comprehensive Plan; land use regulations; coastal management program; platting regulations and serves as the Platting Board; considers and acts on variances and conditional uses; and other duties as prescribed by the Common Council.

The Common Council has adopted legislation that designates the Planning Commission as the official Historic Preservation Commission.

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# HISTORIC CONTEXT

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## Introduction

Nome has a rich heritage spanning from the earliest indigenous inhabitants to the modern-day community. A tool to understanding a community's history is to organize it into "historic contexts." An historic context is based on historic/cultural themes; geographical areas; and chronological periods.

Contexts describe the significant broad patterns of development in an area that may be represented by historic properties. As historic resources are identified they should be categorized within the historic contexts that relate to a community's history.

The State of Alaska's Historic Preservation Plan identifies themes and time periods that are useful in setting the appropriate contexts for Nome's historic resources.

### Pre-History:

- First Inhabitants, Time Immemorial Prior to Contact (Mid 1700s).

### Historic periods:

- Russian America, 1741-1867
- Early American Alaska, 1867-1897
- Gold Rush Era, 1897-1912
- Post Gold Rush, 1912-1939
- WWII and the Cold War Era, 1941-1959
- Statehood, Earthquake, and Oil Era, 1959 to present

Within these state-wide themes and time periods, historic contexts may be identified that are specific to Nome. Information about the occupancy and development of Nome provides a clearer picture of the overall history of the community. Some broad themes span various time periods. The following discussion identifies significant contexts that relate to historic resources identified in Nome.

## **First Inhabitants**

- First Inhabitants, Time Immemorial Prior to Contact (Mid 1700s).

It is believed that the first people came to Alaska around 15,000 years ago across the Bering Land Bridge connecting with Siberian Russia. Ultimately these people migrated throughout northern Alaska and Canada. Although their lifestyle was primarily nomadic there is evidence of at least seasonal settlements near present-day Nome, one of which was an Inupiaq Eskimo settlement site at Cape Nome. The site is now a protected archaeological resource.

A relatively recent archaeological discovery indicates a more permanent Inupiat settlement was located at the mouth of the Snake River, which lies within the City of Nome boundaries. The settlement, known in Inupiat as Sitnasuak, was uncovered during construction work in 2005-2006 to improve navigation to the Nome harbor. Two semi-subterranean houses and a trash midden dating back to 1700 were excavated and recovered tools, pottery, carvings, and animal bones. This discovery documents that indigenous people were in Nome prior to the Gold Rush.

## **Gold Seekers**

- Early American Alaska, 1867-1897
- Gold Rush Era, 1897-1912

Since 1865, when gold was first discovered in the streams and coastal beaches of the Seward Peninsula, the area has been known for gold extraction. In 1898 gold was discovered about three miles north of present-day Nome along the banks of Anvil Creek. The discovery by the “Three Lucky Swedes” (Jafet Lindeberg, Eric Lindblom, and John Brynteson) set off one of the most famous gold rushes in American history.

Gold was also found in 1899 along the sandy beaches around the mouth of the Snake River that fed into the Bering Sea. With gold discoveries in the Nome area prospectors and suppliers arrived in droves. The spring of 1900 saw thousands of pioneers arriving from the ports of Seattle, Portland, and San Francisco setting off the great Alaska Gold Rush. Almost overnight this isolated area was transformed into a tent city of prospectors, gamblers, claim jumpers, saloonkeepers, lawyers, and prostitutes.

In short time, vessels arrived from southern ports with building materials and workers to craft a new community upland of the gold-laden beaches. The need for quickly erected buildings to serve the growing community meant there was no time to analyze the local climate and environmental conditions. The new residents brought with them the styles and forms of buildings they were accustomed to in their former communities. The lineup of buildings created narrow streets with wooden walkways.

Early photographs of Nome show bustling scenes with narrow streets, wooden walkways, and rows of buildings much like those erected in early mining towns of the western United States. Commercial businesses and government facilities were mainly located along Front Street (parallel to the beach) and Steadman Street (perpendicular to the beach). Most commercial buildings featured residential uses on the upper floors in the form of hotels, apartments, and rooms for prostitution. Family residences were located inland from the bustling scene of Front Street.

The only remaining commercial building of that early era is the Discovery Saloon. It is located on Lomen Avenue at the west end of town along with a number of residential buildings from that era.

### **Religious Influence**

Religious influences through missions and churches occurred throughout Alaska's history including within and surrounding Nome. As additional research is undertaken it likely will be found that religious influences occurred during multiple theme and time periods. The most notable remaining church building in Nome, known at this time, is the Old St. Joseph's Church. Other buildings may exist and come to light in future historic building surveys as proposed by this preservation plan.

### **Old St. Joseph's Church**

- Gold Rush Era, 1897-1912

As early as 1899 when Nome was a fledging gold rush tent city, some Catholic priests were organizing a small following. Two Jesuits, Fr. Louis Jadquet, a Belgian, and Fr. John Van der Pol, a Hollander, arrived in Nome in April 1901 to further a church presence. They officially established a church on July 4, 1901

and later on November 17, 1901 dedicated it to Saint Joseph. It became the westernmost Roman Catholic church in the United States.

The church building presented an impressive silhouette dominating the town skyline. It had a tall steeple with large cross lined with rows of electric lights. The cross could be seen for miles around and often served as a beacon for travelers during blizzards, a common occurrence along Alaska's coast.

In 1944 part of the bell tower and the spire were removed from the church for safety reasons. The building was sold in 1945 to the U.S. Smelting and Mining Company and converted to a warehouse. A second church building was constructed two blocks south of the old location. It was dedicated on Easter Sunday in 1946. This church was replaced in 1993, with a modern facility at the corner of Steadman and West King Place. This third and present Saint Joseph church was dedicated on March 19, 1994.

In 1995 the original church building was donated to the City of Nome by the U.S. Smelting and Mining Company. It was moved in 1996 to its current location. The setting of the church is within a city park known as Anvil City Square. The church has been restored to its original 1901 appearance, including the reconstruction of the bell tower and spire. The building now serves as community center.

The architectural style of the Old St. Joseph Church is Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals – Late Gothic Revival. It was listed on the National Register of Historic Places in 2000.

### **Reindeer Herders**

- Post Gold Rush, 1912-1939

Nome's reindeer industry began with Dr. Sheldon Jackson, a pioneer missionary and educator. His plan was to develop reindeer herding as a viable industry for the local Natives. Jafet Lindeberg, one of the "Three Lucky Swedes" originally came to the Nome area as a reindeer herder.

The Lomen Company, founded by brothers Carl and Alfred Lomen, began developing a large-scale commercial reindeer enterprise in 1914. The peak reindeer years were from 1927 to 1930 when the Lomen Company and the Office of Indian Affairs, Reindeer Service, sold millions of pounds of reindeer meat

throughout the United States. The reindeer market crashed as political and advertising endeavors of powerful cattlemen and sheep ranchers were able to thwart the vision of a great reindeer industry. The Lomen herding operations ceased after 1937 when passage of the Reindeer Act phased out white ownership of reindeer herds. Though Native herding continued it was much less in scale than originally envisioned.

There are a couple sites, buildings, and structures utilized by the Lomen Company in their reindeer processing and shipping enterprise that remain in Nome.

### **Major Health Events**

Nome suffered from global, national, and local health events over time. Two specific events, listed here, had tragic terminal results impacting many communities throughout the area. The global COVID/19 pandemic is sure to be identified as a significant historic health event in future community discussions.

### **Spanish Flu**

- Post Gold Rush, 1912-1939

“A rapidly erupting pandemic. Repeated public reminders of safe hygiene practices. Travel limited. Indefinite quarantines. Schools closed for weeks on end. Governors begging the federal government for help. An insufficient rescue package from Congress. Passengers caught on ships. Orders to wear masks and instructions to make them. Businesses struggling. A rancorous partisan federal election. Dead bodies piling up.” (Quoted from Gastineau Heritage News). Thinking 2020/21 COVID-19 pandemic? Think again to the Spanish Flu pandemic of 1918.

The 1918 worldwide flu pandemic had significant impacts to Alaskan Natives including indigenous people in and around Nome. “By the time the 1918 flu virus burned out on the Seward Peninsula it had claimed some 750 lives, the majority of them Alaska Natives. Hundreds of children were left orphaned (The Nome Nugget).”

From the Sitnasuak Native Corporation website; “Sitnasuak Native Corporation (Sitnasuak), in partnership with community organizations, is glad to announce October 1, 2018 as the dedication date for the Sitnasuaṅmiut Quṇuwit. This quṇuwit (Inupiaq for gravesite or cemetery) memorializes the indigenous people who are peacefully laid to rest at this site located in Nome, Alaska. The cemetery has been known as the “Sea View Cemetery” and “Eskimo Cemetery” in the past. During the 1918 global flu pandemic, at least 170 Sitnasuaṅmiut (People of Sitnasuaq) who perished in Nome were buried at this cemetery site in a mass grave. There are other mass grave sites throughout the Bering Strait Region that reflect the impact of the flu pandemic among our Alaska Native people.”

## Serum Run

### ▪ Post Gold Rush, 1912-1939

In the winter of 1924–1925, Curtis Welch was the only doctor in Nome. He, along with four nurses served the town and the surrounding communities. Several months earlier, Welch had placed an order for more diphtheria antitoxin after discovering that the hospital's entire batch had expired. However, the replacement shipment did not arrive before the port was closed by ice for the winter, and more could not be shipped in to Nome until spring.

After treating an increasing number of cases of what was thought to be tonsillitis four children died. Since Welch had not been able to perform autopsy of the deceased, he became increasingly concerned about diphtheria as the cause of death.

By mid-January 1925, Welch officially diagnosed the first cases of diphtheria. Realizing that an epidemic was imminent, Welch called Mayor George Maynard to arrange an emergency town council meeting. The council immediately implemented a quarantine. The following day, on January 22, 1925, Welch sent radio telegrams to all other major towns in Alaska alerting them of public health risk and he also sent one to the U.S. Public Health Service in Washington, D.C. asking for assistance.

Despite the quarantine, there were over 20 confirmed cases of diphtheria and at least 50 more at risk by the end of January. Without antitoxin, it was expected that in the surrounding region's population of around 10,000 people would be severely impacted. Recalling the Spanish Flu pandemic of 1918, which wiped out



about 50 percent of the native population of Nome, and 8 percent of the native population of Alaska, prompted quick action to get hold of diphtheria antitoxin

A proposal to set up a dogsled relay consisting of two fast team was developed. One team would start at Nenana and the other at Nome – meeting at Nulato to exchange the antitoxin. The Norwegian Leonhard Seppala was chosen for the 630-mile round trip from Nome to Nulato and back. A proposal to fly the serum into Nome from Fairbanks was nixed as no planes had previously flown that route in the harsh winter months.

In all there were 20 mushers and dog teams that completed the relay. The teams travelled day and night until they handed off the package to Seppala at Nulato. Together, the teams covered the 674 miles in 127 ½ hours, which was considered a world record. The run was made in extreme subzero temperatures with near-blizzard conditions and hurricane-force winds. The delivery of the serum fought off the feared epidemic. The death toll from diphtheria in Nome is officially listed as 5 to 7, but Welch later estimated there were probably at least 100 additional cases among the Native population in the area but outside the city. Forty-three new cases were diagnosed in 1926, but they were easily managed with a fresh supply of serum.

In 1973 Nome became the ending point of the 1,049-mile Iditarod Trail Sled Dog Race of which the latter part of its route was used in the serum run.

### **Military Presence**

Since the United States acquired Alaska there has been some level of military presence to maintain law and order throughout the territory. As World War II escalated, extensive military facilities were developed in Alaska. This military presence was also observed in Nome. Three specific events and facilities are identified here of which identifiable historic buildings and structures remain in Nome and the surrounding area.

### **World War II Build-Up**

- WWII and the Cold War Era, 1941-1959

In 1940, rumors spread that the Russians were building an air and submarine base on Big Diomed Island just 150 miles northwest of Nome. The rumors proved untrue but they may have helped convince Congress to fund a military build-up

in Alaska. Construction of an air base at Nome began in the summer of 1941. The military facilities were built on the spoils of gold dredging where the tailings provided firm foundations for buildings, roads, and landing strips. After the base was decommissioned in 1955 it became Nome's municipal airport. Many of the military buildings were made available for subsequent uses. Some of these buildings were moved to downtown Nome for use as storage, workshops, and other uses. A grouping of former military single family residential buildings was moved to Spokane Street in Nome and used as rental units.

## U.S. Lend-Lease Program

- WWII and the Cold War Era, 1941-1959

In the decades following World War I, many Americans were wary of becoming involved in another costly international conflict. As conflicts began in Europe, isolationist members of Congress pushed through a series of laws limiting how the United States could respond including the supply of materials and weapons. President Franklin D. Roosevelt committed the United States to materially aiding the opponents of fascism, but, under existing U.S. law, allies had to pay for its arms purchases from the United States with cash, popularly known as cash-and-carry.

By the summer of 1940, British prime minister, Winston Churchill was warning that his country could not pay cash for war materials much longer. The Lend-Lease Act of 1941 stated that the U.S. government could lend or lease, rather than sell, war supplies to any nation deemed "vital to the defense of the United States." Under this policy, the United States was able to supply military aid to its foreign allies during World War II while still remaining officially neutral in the conflict. Most importantly, passage of the Lend-Lease Act enabled a struggling Great Britain to continue fighting against Germany virtually on its own until the United States entered World War II late in 1941.

By the end of 1941, the lend-lease policy was extended to include other U.S. allies, including the Soviet Union. Due to its strategic location, the City of Nome served a critical role in the Lend/Lease program. Approximately 8,000 aircraft flew through Nome to the Russian front.

The Alaska-Siberian supply route was shorter and less dangerous than sea routes. Aircraft was flown from Great Falls, Montana, through Whitehorse, Canada and into Fairbanks. There they were painted with a red soviet star and turned over to Russian pilots. The pilots would refuel and make repairs in Nome before completing their journey.

Remnants of a 1944-era WWII T-Hangar, representing the Lend/Lease history is located about three miles outside Nome on Teller Road. Some enthusiasts hope to restore the building and create an aviation museum so that this fascinating part of Nome's history can be preserved.

### **White Alice Communications System**

- WWII and the Cold War Era, 1941-1959

Conceived in the 1950s to improve communications across Alaska the White Alice Communications System (WACS) was built by the U.S. Air Force beginning in 1955 and became operational in 1958. A series of giant antenna structures were built in several locations including Anvil Mountain outside Nome. The construction brought some economic benefits to the area for a brief period. The large steel antenna structures of the WACS facility remain at the site. Although they are not within the boundaries of the City of Nome, the large structures present a striking landmark visible from Nome across the treeless tundra landscape.

### **King Island Residents Move to Nome**

- Statehood, Earthquake, and Oil Era, 1959 to present

King Island is located approximately 90 miles from Nome in the Bering Straits. King Island was located and named by Captain James Cook in 1778. The island is considered to be one of the harshest environments in the world yet for thousands of years, a community of Inupiat people lived, survived, and thrived there. The village site on King Island which is located on the south side facing Russia, is called Ukivok (OO-Q-Vok).

According to the State of Alaska Department of Community and Regional Affairs, in 1937 there were 190 residents, 45 houses, a Catholic church, and a school in the village.

In 1959, the Bureau of Indian Affairs decided to close the school on the island which ultimately led families to seek education opportunities on the mainland.

In the early 1960's, social and economic pressures and opportunities persuaded island residents to relocate to Nome. In Nome, King Islanders have maintained a distinct community identity. Former residents visited King Island in the spring and summer months to hunt walrus, pursue other subsistence activities, and maintain dwellings.

Although vacant most of the year, King Island is recognized as a distinct village corporation under the Alaska Native Claims Settlement Act (ANCSA), has an operative IRA Council, and conducts itself as a community organization based in Nome, Alaska. The King Island Native Corporation has 206 shareholders and owns several businesses.

### **Transportation**

- First Inhabitants, Time Immemorial Prior to Contact, Mid 1700s.
- Russian America, 1741-1867
- Early American Alaska, 1867-1897
- Gold Rush Era, 1897-1912
- Post Gold Rush, 1912-1939
- WWII and the Cold War Era, 1941-1959
- Statehood, Earthquake, and Oil Era, 1959 to present

Transportation is a broad subject that spans all historic themes and time periods and which may include all movement from person powered to machine powered methods. The importance of this discussion is in understanding historic transportation trends and how transportation influenced the historic development of Nome. This understanding is important for relating identified historic resources to the overall history of Nome.

Access to and around Nome can be categorized into three basic routes: Land; Water; and Air. The following discusses the influence of transportation on the historic development of the city and connection to surrounding areas.

## Land Access

The Bering Land Bridge is recognized as the primary land access route for indigenous people from Siberia to Alaska. The primary mode of transportation was pedestrian and may have been supplemented with dogs. People and dog pulled sleds were likely used to transport goods and belongings on the trek. Sometimes people embarked on journeys with unconventional transportation means simply for the challenge or to join the swarms of people seeking their fortune. Such is the case of those who ventured out on wheeled bicycles. In February 1900, Ed Jesson left Dawson arriving in Nome several weeks later. In March of that year Max Hirshberg did the same trek by bicycle. His chain broke east of Nome so he rigged up a sail for the last leg of the venture.

## Roads

Nome cannot be reached by road from Anchorage or other population centers of Alaska, but it is the hub for a regional network of roads that provide access to various villages, mines, and resource development sites eastward to Council, northwest to Teller, and north to Taylor. This road system is critical for connection and supplying needs of outlying communities. The main roads outside the city boundaries are maintained by the State of Alaska Department of Transportation and Public Facilities.

## Railroads

Private rail lines were developed primarily to transport supplies and materials to area mining operations. In 1900 the Wild Goose Railroad was created by the Wild Goose Mining Company. Track was laid from Nome to the terminus at Anvil City. The trains ran only from spring to November. In 1903 the Wild Goose Railroad was reorganized as the Nome Arctic Railway. In 1906 it was bought by The Seward Peninsula Railway and was ultimately acquired by the State of Alaska but it never resumed operations. In 1953 the railroad was reopened as The Curly Q Line which was outfitted for tourist operations but lasted only until 1955.

During the gold rush frenzy, the Western Alaska Construction Company was organized for the purpose of constructing the Council City & Solomon River Railroad (CC&SRR). The current Nome-Council Highway turns inland at the ghost town of Solomon, an old mining town where an abandoned railroad train known locally as the “Last Train to Nowhere” is located.

The engines of the CC&SRR were originally used in New York City on elevated lines in 1881. They were shipped to Alaska in 1903 to serve the miners along this line to Nome.

The remains of the railroad at Mile 31 of the Nome-Council Highway are comprised of three locomotives, two flat cars and a boiler. The site was listed as an historic district on the National Register of Historic Places in 2001.

## Water Access

Water access has been important to Nome throughout the years. Baidarkas (enclosed skinned kayaks) and *Umiqs* (open skinned boats) were used by early inhabitants for basic transportation from one location to another and for hunting expeditions. The original vessels were made of wood and skins but have evolved to more modern materials of wood, aluminum, fiberglass, and high-tech composites. These single and multiple passenger vessels continue to provide transportation for recreation, hunting, and ceremonial activities.

Once word got out about the gold discoveries, stampeders began arriving overland from the Klondike but the greatest number of prospectors arrived by steamships from Seattle, Portland, and San Francisco. The beaches of Nome did not offer deep water access so ships anchored offshore and people came ashore by small vessels. The water access allowed materials and supplies for the prospectors mining needs and for development of the new town.

The area at the mouth of the Snake River provided deeper water for the development of a port and harbor. Construction of Nome's original jetties began in 1919 and were complete by 1923. A seawall protecting Nome was constructed in the early 1950s and a 3,000 ft. armor stone causeway was built in 1985. The Corps of Engineers continued improvements to the port in 2006 adding an approximately 3,000-foot-long breakwater east of the existing Causeway. During this project remains of two semi-subterranean houses and a trash midden dating back to 1700 were discovered as mentioned above.

Nome's port was and continues to be an important regional transshipment hub for many Western Alaska communities that rely on the port for movement of heating oil and gasoline, construction supplies, non-perishable food, gravel, and other cargo. The port is strategically positioned to serve national, state, regional,

and local needs as it is poised to play an increasingly important role in a changing sea access to the Arctic.

## Air Access

Air flights began in Nome as early as 1901 when Leonard, Prince of the Air, launched a balloon and drifted out to sea while performing trapeze acts. He parachuted to the sea where a boat was waiting to pluck him from the cold water. In 1905, Professor Nemo rose above Nome in a balloon as part of a May carnival. The first airplane built in Alaska was in 1911 by Professor Henry Peterson but after a number of attempts it never left the ground.

In August 1923 four Army biplanes, travelling cross country from New York City, circled Nome and landed at Fort Davis outside the city. In 1925 Noel Wein made the first commercial flight into Nome from Fairbanks. He later began Wein Alaska Airways in 1927 providing weekly flights to Fairbanks.

By 1939 Nome had five year-round commercial air operators (Wein Alaska Airlines, Mirow Air Service, Ferguson Airways, Northern Cross, Pacific Alaska Airways – a subsidiary of Pan American). Today Nome is primarily served by regular, scheduled jet service by Alaska Airlines.

The Nome Airport features a 6,000-foot main runway and a 5,576-foot crosswind runway. The airport occupies what was once Marks Air Force Base. There is also a small airstrip known as Nome City Field which offers a 1,950-foot-long gravel runway.

There are a number of historic buildings that remain in Nome that were connected to the history air access. These include a building used by Wein Alaska Airways and recycled buildings from Marks Air Force Base.

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## PUBLIC PARTICIPATION

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Development of the Nome Historic Preservation Plan was completed in two phases. Phase I conducted public outreach to gather information from Nome residents.

The work of Phase I consisted of a public outreach process that included individual and small group meetings; a written survey; an on-line survey; and a community wide public meeting. This effort was led by Monica Pellegrino Faix, AICP, who served Nome as the City Planner at the time.

The outreach effort culminated in a final report titled *City of Nome Historic Preservation Plan Phase I – Public Outreach* dated October 15, 2019 (Appendix I). The report acknowledges input received during the public outreach process:

“This report was made possible with the open and honest input of Nome residents, the hard-working members of the Historic Preservation Commission, and the support and funding by the City of Nome; the Department of the Interior, National Park Service; and the State of Alaska Office of History and Archaeology.”

During the public process of Phase I, a list of historic properties was generated and included in the report. The list contained historic properties within the City of Nome boundaries; historic properties outside Nome; and certain historic events that influenced Nome history.

For Phase II of the historic preservation plan three lists were created: Historic Properties of Nome (Attachment A); Historic Properties Outside Nome (Attachment B); and Historic Events of Nome (Attachment C). The provisions of this historic preservation plan would apply only to those historic properties within the boundaries of Nome. While there are historic properties outside the city that have connection and importance to Nome they are not within the city’s governmental jurisdiction. The third list identifies significant historic events that may be important to understanding the history of Nome.



## PRESERVATION VISION and GOALS

The City of Nome has a Comprehensive Plan that was adopted by the Common Council in 2012. The plan identifies goals, objectives, and strategies for future development of the community. Specific goals, objectives, and strategies relating to historic and cultural preservation are listed below.

*Quality of Life Goal, Social Environment: A welcoming, culturally diverse community with opportunities for all residents and visitors that encourages arts and cultural activities as a catalyst for education, communication, economic development and social programs.*

Objective 5. Capitalize on Nome's unique history

Objective 6. Promote cultural activities, music and arts.

*Economic Development Goal, Business Support and Development: A quality of life and financial climate that encourages businesses to stay in Nome, start up, expand or relocate to Nome.*

Objective 9. Capitalize on the potential for increasing the visitor industry.

Strategies: Promote Nome's unique history; Advertise cultural activities that could draw people to Nome.

Based on these references to historic preservation in the Comprehensive Plan and public input received as part of Phase I of the Historic Preservation Plan process, an overall historic preservation vision statement was crafted for Nome.

With this historic preservation vision, a number of goals were developed that will serve to guide the community for its preservation efforts into the future.

### **Historic Preservation Vision Statement**

*Nome is a place defined by its diverse history and culture that is understood, celebrated, preserved, and shared with locals and visitors alike.*

## **Historic Preservation Goals**

G-1: *Identify, evaluate, and protect the historic and cultural resources of Nome, Alaska.*

This goal seeks to preserve primarily physical evidence of Nome's history throughout the various historic contexts important to historic development within the boundaries of the City of Nome.

G-2: *Increase public awareness of the value and importance of Nome's history and its historic and cultural resources.*

This goal seeks to educate the community of Nome and the general public of the unique and significant aspects of Nome's past.

G-3: *Preserve and protect the unique culture of Nome's Native people including buildings, sites, traditions, lifestyle, language, and history.*

This goal seeks to highlight the Native peoples of Nome and their particular influence on the historic and current culture of the overall character and traditions of Nome.

G-4: *Promote heritage tourism which enhances and accurately represents Nome's unique history and culture.*

This goal seeks to assure that the unique history and culture of Nome is represented to the visiting public in a manner that is respectful and accurate in its presentation.

The historic preservation goals presented here are broad in their scope and meant to guide actions of the community in its efforts to maintaining the unique quality of Nome's history and culture. The following section expands on the goals presented with objectives and implementing actions that when accomplished will fulfil the goals identified as important to the community.

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## IMPLEMENTATION OF THE PLAN

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### Strategy for Preservation

Strategies for implementing the preservation plan should include programs to document and protect the community's historic resources; educational programs to increase the public's knowledge, understanding, and appreciation of the community's past; programs and guidelines for maintaining and enhancing the historic features of the community; and programs to encourage and assist owners of historic properties to retain their historic integrity.

Other strategies may include working jointly with groups and organizations which, through their own programs, may educate the community about historic preservation and actively work toward preserving and recognizing historic and cultural resources.

### Objectives and Implementing Actions

This section of the plan features objectives and implementing actions which support the overall vision and goals of historic preservation in Nome. The implementing actions offer strategies and/or specific tasks which, when completed, would meet the goals and objectives of the plan.

When specific tasks are identifiable, they are included within the implementing actions. Other actions may require further development and therefore no specific tasks are presented at this time.

**Supporting Goal 1:** *Identify, evaluate, and protect the historic and cultural resources of Nome, Alaska.*

Objective 1: Update and expand past efforts to identify historic resources of Nome.

#### *Implementing Actions:*

- A. Establish a survey program to identify historic districts, sites, structures, buildings, and objects of Nome. This program should provide for gathering input from local citizens who may have particular

historical knowledge; photos; documents; or other sources of information that would enhance the record of historic resources in the community.

B. Maintain the list of historic resources through a computer database that provides easy access for professionals and citizens for research and general knowledge of the community.

C. Develop and implement a use and access policy for historic preservation information especially that which is sensitive to protect the particular resources.

Objective 2: Evaluate, categorize, and recognize significant historic resources in the community and officially acknowledge such resources and their owners for retention of historic integrity and contribution to historic preservation.

*Implementing Actions:*

A. Develop criteria for conducting historic preservation assessments that acknowledge preservation and appropriate maintenance efforts that protect historic resources.

B. Develop and adopt criteria for local designation of historically significant districts, buildings, sites, structures, and objects. Recognize such resources with a public honor program through interpretive signage, plaques, or other methods.

C. Prepare nominations to list significant historic Nome properties on the National Register of Historic Places. Listing may provide opportunities for grant funding to restore and maintain these historic properties.

Objective 3: Identify appropriate measures to protect significant historic and cultural resources.

*Implementing Actions:*

A. Develop design standards and guidelines to follow when proposed projects involve or impact historic buildings, structures, and sites.

- B. Establish a special review process through the Historic Preservation Commission to consider potential impacts to historic and cultural resources caused by proposed development projects and utilize historic preservation education: standards and guidelines; and financial assistance and incentives to resolve conflicts to eliminate or lessen detrimental impacts to historic resources.
- C. Establish a special review process for evaluating and mitigating potential impacts from tourism on historic and cultural resources.
- D. Investigate measures to assure that appropriate consideration has been given to the impacts of demolition or moving proposals for significant historic buildings and structures.

Objective 4: Encourage and assist owners of significant historic properties to maintain their original architectural character.

*Implementing Actions:*

- A. Establish a clearinghouse of design information to assist owners of historic properties when making changes to their buildings, structures, and sites.
- B. Develop design guidelines for use by owners of historic properties to suggest methods of construction which retain the original architectural character of the property.
- C. Adopt tax incentives and appropriate code provisions which encourage maintaining the architectural character of historic buildings.
- D. Investigate and develop local funding programs that will assist owners of historic buildings in retaining the historic architectural character of their buildings.
- E. Work with owners of historic properties to comply with Americans with Disabilities Act while retaining important historic features of their buildings.

**Supporting Goal 2:** *Increase public awareness of the value and importance of Nome's history and its historic and cultural resources.*

Objective 5: Educate and inform the general public about Nome's unique history and Native heritage.

*Implementing Actions:*

- A. Work with schools, other agencies, and private groups to educate the younger generations about the significance of Nome's history and culture and the importance of historic preservation.
- B. Develop on-line information which features the history of the community; explains the importance and value of historic preservation; includes historic preservation legislation and ordinances; and includes the Historic Preservation Plan.
- C. Investigate and develop a variety of media formats, such as video, Internet, social media, and written publications to educate the community about the history of Nome and importance of historic preservation.

Objective 6: Develop interpretive materials throughout the community to inform the public about Nome's history and Native heritage.

*Implementing Actions:*

- A. Work with local interest groups to document and interpret Nome's history and Native culture.
- B. Support the development of exhibits, educational brochures, and interpretive signs which establish an appreciation and understanding of Nome's rich ethnic diversity and history.
- C. Develop and install interpretive signs and exhibits within the community that convey the value and importance of the historic resources of Nome.

**Supporting Goal 3:** *Preserve and protect the unique culture of Nome's Native people including buildings, sites, traditions, lifestyle, language, and history.*

Objective 7: Provide a means for understanding and appreciating the traditional culture of Nome's Native community members.

*Implementing Actions:*

- A. Support a Native Studies Program in city schools.
- B. Involve Natives in telling the Native history of Nome.
- C. Work with Native organizations to educate the community at large of the value and importance of the Native customs and culture.
- D. Support the development of interpretive exhibits at the Carrie M. McLain Memorial Museum depicting the local Native culture.
- E. Work with Native organizations to document and promote use of traditional place names throughout the community.

**Supporting Goal 4:** *Promote heritage tourism which enhances and accurately represents Nome's unique history and culture*

Objective 8: Promote accurate depictions by the visitor industry of Nome's unique history and Native heritage.

*Implementing Actions:*

- A. Support the development of educational programs for tour vendors about the history and culture of Nome.
- B. Develop a recognition program for tour vendors who demonstrate the ability to deliver accurate depictions of Nome's history and Native heritage.

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## PRESERVATION ACCOMPLISHMENTS

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The City of Nome has taken steps in past legislation and actions to promote historic preservation. The following actions demonstrates that the City of Nome values its historic and cultural resources and desires to protect them for future generations.

### Heritage Ordinance

On November 10, 1975 the Nome Common Council (Council) adopted Ordinance 76-10-1 (see Appendix II). The ordinance established the Nome Historical District; created an Historical Landmark Preservation Commission (HLPC); and identified duties for the HLPC. Those duties were to advise the Council in the identification of structures and areas of historic importance; make recommendations for inclusion of those structures and areas be designated as historical landmarks; to maintain a catalog of those historic landmarks; and to review and recommend to the Council on all development activities that might change the exterior landmark properties. The ordinance also gave the Council authority to object to and delay demolition or removal of historic structures in order to attempt salvaging the structure “in some agreeable manner.”

### Comprehensive Plan

In 2012 the Common Council adopted a Comprehensive Plan that contained some specific goals, objectives, and strategies relating to historic and cultural preservation. These are as follows:

*Quality of Life Goal, Social Environment: A welcoming, culturally diverse community with opportunities for all residents and visitors that encourages arts and cultural activities as a catalyst for education, communication, economic development and social programs.*

- Objective 5. Capitalize on Nome’s unique history
- Objective 6. Promote cultural activities, music and arts.

*Economic Development Goal, Business Support and Development: A quality of life and financial climate that encourages businesses to stay in Nome, start up, expand or relocate to Nome.*

- Objective 9. Capitalize on the potential for increasing the visitor industry.



Strategies: Promote Nome's unique history; Advertise cultural activities that could draw people to Nome.

### Historic Preservation Commission

The Nome Common Council amended the powers and authority of the Planning Commission to add duties as the Nome Historic Preservation Commission (HPC). The first tasks of the new HPC would be to: 1. Develop a local historic preservation plan; 2. Review and make recommendations about local projects that might affect properties identified in the historic preservation plan; and 3. Review nominations to the National Register of Historic Places for properties with its jurisdiction.

### Certified Local Government

On April 24, 2018 the Alaska State Historic Preservation Officer (SHPO) designated the City of Nome as a Certified Local Government (CLG) under provisions of the National Historic Preservation Act of 1966 as amended.

The CLG program assists local governments in the developing historic preservation ordinances and plans; conducting surveys; developing context statements; creating local designation guidelines and procedures; identifying economic incentives; training preservation commissions; and protecting significant local properties.

A CLG is eligible: To apply for certain federal Historic Preservation Funds; to participate directly in National Register of Historic Places program by reviewing and commenting on local nominations prior to the Alaska Historic Commission review; and for technical assistance, including workshops, conferences and travel grants to attend national preservation conferences.

### Historic Preservation Plan – Phase I

A primary task of the Historic Preservation Commission (HPC) was to develop a Historic Preservation Plan (HPP) for Nome. With a grant from the Alaska Office of History and Archaeology (OHA) the HPC began development of the HPP. Due to funding availability the planning process was divided into phases. Phase I – Public Outreach was completed in October 2019. The planning process was led by Monica Pellegrino Faix, AICP, a planner under contract to the City of Nome. She orchestrated a public process to inform and gather input from the general

public about what was important to residents regarding the history and culture of Nome. The process culminated with a written report (Appendix I) which was to be used as guidance for the final planning document.

### Historic Preservation Plan – Phase II

The City of Nome received a CLG grant from OHA to continue the development of the Historic Preservation Plan. The City contracted with Gary H. Gillette, Architect to prepare the planning documents which are expected to be complete by July 2021.

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## RECOMMENDATIONS

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Nome has numerous significant historic resources that are valuable to the community and should be protected and preserved. A number of preservation activities have taken place previously by individuals and local government. A concerted effort should be made to assure the long-term protection and preservation of these resources enhancing the cultural and economic benefits for the community.

Following are recommendations that should be undertaken as soon as possible in order to assure protection of important historic resources of Nome.

### **Adopt and Implement the Historic Preservation Plan**

The Historic Preservation Plan is currently under development and is scheduled to be completed by July 2021. The plan should proceed through a public process that includes the Historic Preservation Commission with recommendations as appropriate for adoption by the Nome Common Council as an official plan of the city and as part of the overall Comprehensive Plan.

Once adopted the Historic Preservation Commission should prioritize implementing actions identified in the Historic Preservation Plan and begin measures to fulfilling the goals and objectives of the plan.

### **Review and Update the Historic Preservation Ordinance**

Nome has an existing ordinance (Ordinance 76-10-1) that establishes a Landmark Preservation Commission charged with identifying historic resources; recommending significant structures and areas for landmark designation; and maintaining a catalog of city landmarks and areas. It is not clear of the status of this ordinance and to what level these provisions were implemented. The ordinance should be reviewed and updated to reflect the recent appointment of the Historic Preservation Commission which could implement the provisions identified in the ordinance.

## **Update the Nome Comprehensive Plan**

The Nome Comprehensive Plans is currently in the process of being updated. It is important the Comprehensive Plan acknowledge the importance of historic and cultural resources to the community. The plan should support the Nome Historic Preservation Commission and its efforts to implement the Historic Preservation Plan.

## **Periodic Review and Update of the Historic Preservation Plan**

The Nome Historic Preservation Plan will be an effective policy instrument as long as it meets the need and desires of the community. It is important that the plan be reviewed periodically to determine if the plan is meeting its goals and objectives. The Certified Local Government program requires that an annual report of historic preservation activities be submitted to the Alaska Office of History and Archaeology (Appendix III)

During the preparation of the CLG Annual Report, the Nome Historic Preservation Commission would have an opportunity to discuss and review the status and effectiveness of the Historic Preservation Plan. If necessary, adjustments to the plan may be considered and developed such that the plan continues to offer guidance into the future.

## ATTACHMENTS and APPENDICES

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Attachment A: List of Historic Properties of Nome, Alaska

Attachment B: List of Historic Properties Outside Nome, Alaska

Attachment C: List of Historic Events, Persons, & Milestones of Nome, Alaska

Appendix I: Report of Historic Preservation Plan Phase I – Public Outreach

Appendix II: Historic Preservation Ordinance

Appendix III: Certified Local Government Annual Report Form

Appendix IV: Glossary of Terms

Appendix V: References, Repositories and Resources

# ATTACHMENT A

## LIST OF HISTORIC PROPERTIES WITHIN NOME, ALASKA

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This list of historic properties includes those within the City of Nome boundaries and thereby subject to the codes and ordinances of the city. The list was compiled from past work including: *Nome Survey Project* by Kim Hunter, 1982; review of materials at Carrie M. McLain Memorial Museum; *Historical Walking Tour of Nome, Alaska* produced by the Nome Convention and Visitor Bureau; and the *Alaska Historic Resources Survey* of the Alaska Office of History and Archaeology.

This list is a valuable tool for historic preservation as discussed in the Historic Preservation Plan. It is based on information obtained at a specific point in time. As new information is discovered the list should be updated and reissued in order that the information is as pertinent as possible.

The list is incorporated into this plan as an attachment such that when updates are made, the attachment may be approved as a separate item without the entire plan needing to be re-approved.

# List of Historic Properties Within City of Nome, Alaska

June 25, 202

Item A.

Name	Other Name	Location	Date of Construction	Context	Property Type	Architectural Style	National Register	National Landmark	AHRS No.
500 Lomen Avenue		Lot 10A, Blk 26	1904	D	4				NOM-00143
A.J. Guinan House	Lomen Commercial Company	Lot 8, Blk 23	ca. 1906	D					
Alaska Gold Powerhouse				D	2	i			
Alaska Telephone & Telegraph Company		Lot 68, Blk 30	ca. 1906	D	3				
Alaska Teritorial Guard	Major Marvin "Muktuk" Marston Statue								
Alfred J. Daly House	Mason/Bockman/Scott House	Lot 1, Blk 66	ca. 1906	D	4				
Andrew Ottosen House		Lots 12, 13, Blk 13	1909	D	4				
Anvil Creek Gold Discovery Site							Y-1	Y	NOM-00021
APOK Building		Lot 12, Blk 48							NOM-00173
Arthur Kelliher House		Lot 42, Blk 65A	ca. 1915	E	4				
B.B. Mozee House		Lot 61, Blk 30	ca. 1906	D	4				
Belmont Point Cemetery									
Beringia	Bering Land Bri								
BIA Building 401		Lot 88, Blk 30	1914	D	4				
BIA Denton Hospital for the Insane									
Brock House		Lot 3A, Blk 73A							NOM-00174
C.J. Loman House		Lot 6A, blk 22	ca. 1901	D	4				
CAA Housing	FAA Housing	Lot 6, Blk 62/63	ca. 1941	F	5				
Captain John Braun	"Dollhouse" / Silverman House	Lot 6, Blk G	ca. 1910	D	4				
Carrie McLain House	Mielke House / Salenious House	Lot 45, Blk 57	1900	D	4				NOM-00032
Catholic Hospital			1906	D	6				NOM-00033
Charles and Esther Birdsall Darling House	Tolbert and Vallie Scott House	Lot 3, Blk 50	ca. 1906	D	4				
Chauncey G. Cowden House	William Moore House	Lots 9, 10, Blk 25	ca. 1903	D	4				
Detention Hospital Building	Maynard Columbus Hospital / Reindeer Building	Lots 66, Blk 30	1914	E	13				NOM-00144
Discovery Sloop		Lot 18A, Blk26	1901	D	3	b	Y-3		NOM-00042
Ditch Line									NOM-00142
Dream Theater									
Dredge #6									
Edward Anderson House		Lot 22, Blk 21	ca.1914	E	4				
Eli Nicholi House		Lot 31, Blk 29	1910	D	4				
Episcopal Church Rectory		Lot 17, Blk 66	1899	D	7				
Erik Lindbloom Placer Claim							Y-1		NOM-00038
Erik O. Lindblom House		Lot 13, Blk 26	1899	D	4	h			NOM-00034
Esther Birdsall Darling / Scott House		Lot 1A, Blk 50	ca. 1906	D	4				
Fish Camps									
Former Norton Sound Regional Hospital	Maynard McDougall Memorial Hospital		1948	F	13				NOM-00152
Ft. Davis Guardhouse	Nome Nugget Building	Lot 1, Blk D	ca. 1901	D	11	f			NOM-00083
Galleher House		Lots 20, 21, Blk29			4				
Glacier Creek Road									
Hammon Consolidated Gold Fields Bridge									
Hammon Consolidated Gold Fields Complex									
Hammon Consolidated Gold Fields Drill									

# List of Historic Properties Within City of Nome, Alaska

June 25, 202

Item A.

Hammon Consolidated Gold Fields Housing									
Historic Mining Equipment on Seawall									
Iditarod Trail									
Ira Orton House	Stevenson House	Lot 7, Blk 22	1904	D	4	b			
Jacob Berger House	Sally Carrighar House	Lot 12B, Blk 52A	1904	D	4	b	Y-3		NOM-00018
Jimmy Doolittle House		Lot 6, Blk 26			4				
John H. Dunn House	Bjorstad/Gelzer House	Lot 5, Blk 50	ca. 1906	D	4				
Johnny Tesack Cottage		Lot 10, Blk 26	1905	D	4				
Joseph C. Brown House		Lot 5, Blk 22	ca. 1906	D	4				
King Island Community	East End Neighborhood								
Lavina Wallace Young Center									
Leonhard Seppala House		Lot 36, Blk 29	ca. 1909	D	4				
Lighthouse Building									
Little Creek Railroad Station									
Lomen Commercial Company Warehouse		Lot 2, Blk 7	ca. 1905	D	3				
Marks Field	Nome Municipal Airport		1941	F	11	k			NOM-00105
Methodist Church									NOM-00035
Methodist Rectory		Lot 27, Blk 27							
Michael J. Walsh House	McGivney/Gervais House	Lot 18, Blk 51	ca. 1905	D	4				
Munz Airfield									
Nagozruk House		Lot 8, Blk 108							NOM-00171
Nels Swanberg House		Lot 33, Blk 66	ca. 1906	D	4				
Nerland House		Lot 8, Blk 52	ca. 1910	D	4				
Nick Ezukameow House									
Nolan House									
Nome Assembly of God Church	405 Bering Street								NOM-00310
Nome Beach Site									NOM-00085
Nome Cemetery									NOM-00176
Nome Nugget Inn	315 Front Street								NOM-00309
Nome Post Office		Lot 4, Blk J							
Nome Public Warehouse Company	Warm Storage Warehouse	Lot 36, Blk 67	ca. 1906	D	3				
Nome Skin Sewers Association		Lots 9, 10, Blk 55	ca. 1942	F	3				
Nome Town Square									
Nurses' Residence		Lot 1, Blk 53	ca. 1906	D	5				
NWS Nome Garage/Shop		Nome Airfield			12				NOM-00122
NWS Nome Residence B-1		Nome Airfield			5				NOM-00121
NWS Nome Residence B-2		Nome Airfield			5				NOM-00120
NWS Nome Upper Air Facility			ca. 1950	F	12	k			NOM-00119
Old Federal Building		Lot 5, Blk C	1936	E	12				NOM-00168
Old Nome Power Plant		Lots 7-12, Blk 136							NOM-00224
Old Nome Red Light District									
Old Red Hangar at Icy View									
Old St. Joseph's Catholic Church		Lot 1A, Blk 52A	1901	D	7	a	Y-3		NOM-00040
Original Town Marker									



# List of Historic Properties Within City of Nome, Alaska

June 25, 202

Item A.

Otto Halla House	Herman Hoop House	Lot 15, Blk 25	ca. 1903	D	4					
Parson House		Lot 7A, Blk 94								NOM-00170
Pioneer Mining Company Vault		Lot 13, Blk 25			14					
Quonset Hut - 1		Lot 15B, Blk 92								NOM-00207
Quonset Hut - 2		Lot 21, Blk 91								NOM-00214
R.B. & P. Milroy House	W.F. & E. Baldwin House	Lot 28, Blk 67	ca. 1906	D	4					
R.E. Trentgrove House	O'Conner House	Lot 11, Blk 55	ca. 1905	D	4					
Reindeer House	BIA Building 402	Lot 3, Blk 16	1934	E	4	e				NOM-00156
Richard O. Lee House		Lot 2, Blk 66	1906	D	4					
Roald Amundsen Bust										
Scotty Alan House		Lot 18, Blk 31			4					
Seawall		Nome Waterfront	1949	F	14	k				
Sitnasaunmiut Qunuwit	Cemetery									
Sitnasuak	Inupiat House/Midden Site	Mouth of Snake River	ca. 1700	B	1	k				NOM-00025
Snake River Spit Site										NOM-00146
Swanberg Dredge							Y-3			NOM-00114
Umiak Frame										
Wales Site							Y-2	Y		
Wein Aircraft Hangar	Red Hanger	Nome Airfield	1927	E	9	j				NOM-00031
Wild Goose Railroad	Nome Arctic Railway									
Wild Goose Railroad Building		Lot 33A, Blk 67	1910	D	9	h				
William H. Bard House		Lot 8A, Blk 53	1906	D	4	c				
William J. Rowe Building		Lot 17, Blk 14	ca. 1903	D	3					
World War II - F Hanger										
World War II - Hospital										
World War II - T Hanger										

# List of Historic Properties City of Nome, Alaska LEGEND

June 25, Item A.

Identifier	Period of Significance	Context
A	10,000 BP - 5,000 BP	First Inhabitants
B	5,000 BP - 1741	First Inhabitants
C	1741 - 1867	Russian America
D	1867 - 1912	Gold Rush Era
E.	1912 - 1939	Post Gold Rush
F.	1941 - 1959	World War II and Cold War
G.	1959 - Present	Statehood, Earthquake & Oil

Property Types
1. Archaeological Sites
2. Mining Sites and Ruins;
3. Commercial Buildings
4. Residential - Single Family
5. Residential - Multi-Family
6. Civic Buildings
7. Religious and Social Buildings
8. Education Buildings
9. Transportation
10. Recreation
11. Military
12. Government
13. Medical
14. Structure

Architectural Style
a. Late Gothic Revival
b. Queen Anne
c. Prairie
d. Bungalow
e. National Folk
e. Modern Movement
f. Commercial
g. Craftsman
h. No Designated Style
i. Industrial
j. Utilitarian
k. Not Applicable

National Register Status	
No	Blank
Yes	Y-1: Site
	Y-2: District
	Y-3: Individual
	Y-4: Multi-Property

National Landmark Status	
No	Blank
Yes	Y

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## ATTACHMENT B

### LIST OF HISTORIC PROPERTIES OUTSIDE NOME, ALASKA

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This list of historic properties includes those outside the City of Nome boundaries and therefore not subject to the codes and ordinances of the city. The list was compiled from past work including: *Nome Survey Project* by Kim Hunter, 1982; review of materials at Carrie M. McLain Memorial Museum; *Historical Walking Tour of Nome, Alaska* produced by the Nome Convention and Visitor Bureau; and the *Alaska Historic Resources Survey* of the Alaska Office of History and Archaeology.

This list is a valuable tool for historic preservation as discussed in the Historic Preservation Plan. It is based on information obtained at a specific point in time. As new information is discovered the list should be updated and reissued in order that the information is as pertinent as possible.

The list is incorporated into this plan as an attachment such that when updates are made, the attachment may be approved as a separate item without the entire plan needing to be re-approved.

# List of Historic Properties Outside City of Nome, Alaska

June 25, 202

Item A.

Name	Other Name	Location	Date of Construction	Context	Property Type	Architectural Style	National Register	National Landmark	AHRS No.
Beringia	Bering Land Bridge								
BIA Unalakleet School									
Cape Nome Mining District Discovery Sites							Y-1	Y	NOM-00098
Cape Nome Roadhouse							Y-3		
Cape Nome Villages									
Clacier Creek Road									
Council City & Solomon River Railroad							Y-1		
Dexter Roadhouse									NOM-00001
Ditch Lines									
Dredge 5									
Fairhaven Ditch							Y-1		
Fish Camps									
Fort Davis									NOM-00002
Fort St. Michael							Y-2		
Gambell Sites							Y-2		
Gold Strike Site									
Iditarod Trail									
Iyatayet Site							Y-1	Y	
Kailiosuak									NOM-00027
Little Creek Railroad									
Nagoluk									NOM-00026
Norge Storage Site							Y-1		
Pilgrim Hot Springs	Kruzgamepa						Y-1		
Quonset Huts									
Snow Creek Plalcer Claim #1							Y-1		NOM-00039
Solomon Roadhouse							Y-3		
St. Michael Redoubt Site							Y-1		
Teller Mission Orphanage							Y-3		
Umiak Frames									
Wales Sites							Y-2	Y	
White Alice Site									
Wild Goose Railroad	Nome Arctic Railway								

# List of Historic Properties City of Nome, Alaska LEGEND

June 25, Item A.

Identifier	Period of Significance	Context
A	10,000 BP - 5,000 BP	First Inhabitants
B	5,000 BP - 1741	First Inhabitants
C	1741 - 1867	Russian America
D	1867 - 1912	Gold Rush Era
E.	1912 - 1939	Post Gold Rush
F.	1941 - 1959	World War II and Cold War
G.	1959 - Present	Statehood, Earthquake & Oil

Property Types
1. Archaeological Sites
2. Mining Sites and Ruins;
3. Commercial Buildings
4. Residential - Single Family
5. Residential - Multi-Family
6. Civic Buildings
7. Religious and Social Buildings
8. Education Buildings
9. Transportation
10. Recreation
11. Military
12. Government
13. Medical
14. Structure

Architectural Style
a. Late Gothic Revival
b. Queen Anne
c. Prairie
d. Bungalow
e. National Folk
e. Modern Movement
f. Commercial
g. Craftsman
h. No Designated Style
i. Industrial
j. Utilitarian
k. Not Applicable

National Register Status	
No	Blank
Yes	Y-1: Site
	Y-2: District
	Y-3: Individual
	Y-4: Multi-Property

National Landmark Status	
No	Blank
Yes	Y

## ATTACHMENT C

### LIST OF HISTORIC, EVENTS, PERSONS, AND MILESTONES OF NOME, ALASKA

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This is a list of historic events, persons, and milestones that were significant in the development of the City of Nome. The list was compiled from historic records and comments received during Phase I of the development of this historic preservation plan.

This list is a valuable tool for understanding the history and historic development of Nome. It is based on information obtained at a specific point in time. As new information is discovered the list should be updated and reissued in order that the information is as pertinent as possible.

The list is incorporated into this plan as an attachment such that when updates are made, the attachment may be approved as a separate item without the entire plan needing to be re-approved.

# Historic Events, Persons, and Milestones of Nome, Alaska

June 25, 2024 Item A.

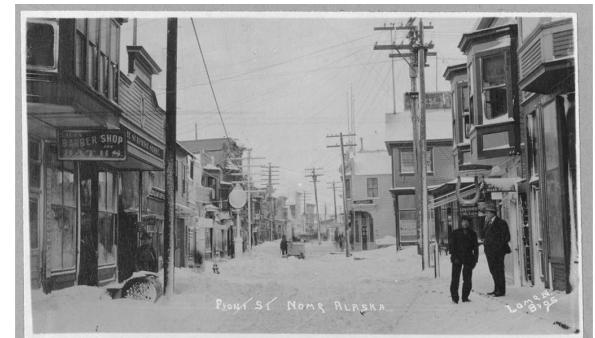
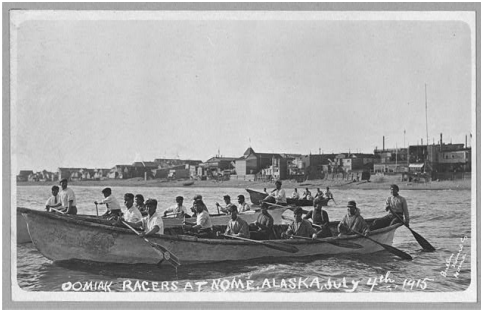
Event	Period of Significance	Context
Abenson Flight Through Nome		
Ada Blackjack		
AFN and ANCSA Economic Influence of the Region		
Alaska - Siberia Friendship Flight		
Alaska Anti-Discrimination Act of 1945 - Nome's Role		
First Torah in Alaska Came to Nome		
Hans Mirow Air Service		
Historical Trauma and Colonization of Indigenous People		
Labor Movement In Alaska Began in Nome		
Last Shot in the Civil War Fired Off Diomede		
Lend Lease Program		
Lingverg Flight Through Nome		
Little Sisters of Jesus		
Mary Sinrock		
Northwest Passage Travel		
Reindeer Herding		
Relocation of King Island Community		
Serum Run		
Spanish Flu		
Women Suffrage		
Wyatt Erp in Nome		

# **APPENDIX I**

## **HISTORIC PRESERVATION PLAN – PHASE I**

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# City of Nome

## Historic Preservation Plan

### Phase 1 - Public Outreach

Historic Preservation Commission  
 October 15, 2019  
 Prepared by Monica Pellegrino Faix, A



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\* This publication has been financed by the City of Nome with Federal funds from the Department of the Interior, National Park Service, and through the assistance of the State of Alaska Office of History and Archaeology. Contents and opinions expressed do not necessarily reflect the views or policies of the Department of the Interior or the State of Alaska, nor does the mention of trade names or commercial products constitute endorsement or recommendation.

Photo Credit: Library of Congress

## INTRODUCTION

The National Park Service says it best - **Preservation of historic and cultural sites and resources is a conversation with our past about our future.** It provides us with opportunities to ask, "What is important in our history?" and "What parts of our past can we preserve for the future?" The historic preservation public input process in Nome endeavored to look at broadly at historic preservation, and ask questions of the past and the future, in order to learn about the community priorities and steps forward.

Nome has a rich history, and in 2018 the State Historic Preservation Office designated Nome as a Certified Local Government. This established the formation of the Nome Historic Preservation Commission, which was placed within the Nome Planning Commission. The first role of this new commission is to develop a Historic Preservation Plan for Nome.

The Historic Preservation Plan development was divided into two phases. Phase 1, the subject of this report, conducted public outreach to gather information from Nome residents. Phase II will start later in 2019, and will create and complete the Historic Preservation Plan report, and incorporate information gathered during the public outreach.

The Historic Preservation Plan development is following the Secretary of Interior's Standards for Preservation Planning. The goals are to:

- Identify and inventory the location and condition of historic and cultural sites and resources within and nearby the City of Nome.
- Develop 'historic & cultural contexts,' to organize and group historic & cultural sites and resources by culture, location, event, and/or time.
- Identify and rank historic and cultural preservation goals.
- Coordinate with other state and local planning efforts.
- Identify ways to resolve conflicts about historic & cultural preservation issues.

This report was made possible with the open and honest input of Nome residents, the hard working Historic Planning Commission, and the support and funding provided by the City

of Nome, the Department of the Interior, National Park Service, and at the State of Alaska Office of History and Archaeology. \*

## **PUBLIC OUTREACH PROCESS**

Public input was gathered in individual and small group meetings, through a paper and online survey, and in a public meeting. Participants were encouraged to think broadly about historic preservation as historic and cultural sites and resources, including important buildings, objects, landscapes, districts, cultural and archaeological sites, and locations of significant events. Participants were asked to identify places or events, seen or unseen, and within the City of Nome or nearby, if they have influenced Nome's history, including:

- Places that have meaning as told through oral history, or archeological sites.
- Important buildings that are extant as well as those that were lost to fire, flood or deterioration over time.
- Places that were locations of significant events important in Nome's history.
- Locations that memorialize events or periods of time that were, and may remain, painful or uncomfortable, but are part of what Nome is today.

The Historic Preservation Plan process was as important as the outcome. Efforts were made to reach out to audiences that reflected the diverse population of Nome, and to be respectful of all contributions.

## **SURVEY and PUBLIC MEETING and INDIVIDUAL MEETINGS**

Participants were asked the following questions in the survey, public meeting, and individual meetings:

- What people, places, stories, and events are important in Nome's history?
- What should be the top priorities for historic and cultural preservation efforts?
- What parts of Nome's past can we preserve for the future, recognizing both things we are proud of, and history that can be painful or uncomfortable?
- What buildings, landscapes, trails, cultural sites and landmarks in Nome are important to you?

- Is Nome doing too much or not enough to preserve and promote our historic sites and cultural resources?
- Is Nome doing too much or not enough to preserve and promote Alaska Native / Indigenous historic sites and cultural resources? What do you think are the benefits to Nome of historic and cultural preservation?
- What concerns do you have about historic and cultural preservation?

The survey and public meeting announcement were disseminated widely via flyer postings, distribution to organizations, Nome Post and Nome Rant Facebook groups, Nome Announce list serve, an ad in the Nome Nugget, and a KNOM radio interview. The survey was open for 2 months and had 33 respondents. The public meeting was held on June 5, 2019 and had about 15 attendees. An article in the Nome Nugget reported on the public meeting.

Individual Meetings took place with 10 stakeholders representing themselves and various organizations, including: the City of Nome, the Museum and Library Commission, the Nome Visitor Center, Kawerak, Inc., Katirvik Cultural Center, Nome Eskimo Community, and the Alaska Mining Association.

## FINDINGS

The input received was reviewed and synthesized into seven (7) findings.

**1) Themes arose to develop in to more fully developed historic contexts.** A historic context is an organizational format that groups information about related historic properties based on theme, geographic limits and/or chronological period. The historic context is the cornerstone of the preservation planning process. The goal of preservation planning is to identify, evaluate, register and treat the full range of properties representing each historic context, rather than only one or two types of properties.

- Alaska Native/Indigenous
- Gold Rush
- Military
- Transportation (aviation, dog mushing & Iditarod, railroad, umiaqs, commercial whaling)
- Land and Nature
- Religious
- Russia relationship
- Civil and labor rights
- Exploration

**2) Nome's history has been predominantly interpreted as a Gold Rush history. Most respondents indicated that there are other historic contexts that weave a varied and interesting history, but these have been overshadowed by the Gold Rush.** The focus on Gold Rush is represented in the National Register listings. Of the 23 sites on the Seward Peninsula and Norton Sound, 13 are related to the Gold Rush, six to Alaska Native sites, three to the Military, and one to Transportation.

**3) Alaska Native sites and resources are under identified, under recognized, and undervalued. Most participants recognized this as a problem and an opportunity, with some voicing stronger concern than others.** There has been a pattern in the US, and globally, of colonizers and non-Native people being the ones to interpret Indigenous history, so it is no surprise this also occurred in Nome, and it remains a current issue. For example, nearly everyone participating in the 1:1 interviews, and many survey respondents, brought up the divide that occurred regarding co-housing the Carrie M. McLain Memorial Museum and the Katirvik Cultural Center in mid 2000, and the handling of the archeological artifacts found at the current location of the port, also in mid 2000.

**4) The City of Nome is inextricably linked to the Seward Peninsula. Historic and cultural sites and resources in the City should be considered and placed in the context of the region.**

**5) Some participants identified economic concerns.** These focused on the additional cost to taxpayers and potentially exacerbating Nome's already high cost of living and/or the diversion of funds from other critical needs. In addition, some respondents indicated that the focus on history and historic

"Where do we see the rich history of the Native people in this town?"  
Survey respondent

"We can and should preserve authentic not commemorative history."  
Survey respondent

"I want us to tell our whole story. Right now people only know Nome as the gold mining town, but the majority of our residents are Tribal members who are the descendants of Nome's first residents. Their ancestor's stories are almost never told. What was life like for them? What challenges did they face? We need to have the help of the Katirvik Cultural Center staff with Kawerak and the four Tribes in Nome to tell that story."

Survey respondent

preservation is sufficiently addressed by the city run Carrie M. McLain Memorial Museum, and the Kawerak run Katirvik Cultural Center.

**6) Much of Nome's history is not visible owing to many factors: the indigenous history that did not leave substantial built evidence; several widespread town fires; natural disasters; and long term economic struggles along with the exorbitant cost of building supplies that has impacted the ability to maintain buildings and sites. Therefore, interpretation and programming opportunities are very important and greatly needed.** Interpretation ideas presented included a walking tour, video, material at the Visitor Center and on their website, interpretive signage, and place naming.

**7) Enhanced focus on the varied historic contexts were identified to have many positive impacts.**

Participants felt strongly that the historic sites and cultural resources were points of local pride. At the same time, many stated that locals don't necessarily know all of Nome's history or prominence. Potential tourism opportunities and the opportunity improve the physical condition of historic structures and Front Street were cited as a welcome positive impacts. In the case of the Alaska Native history, it was pointed out that improved recognition will help focus on greater equity.

"Locals can have pride in their history, and tourists can see the benefit from an enriched experience to tell their friends about and encourage more to want to come see our homelands."

- Survey respondent

"Capture the deep variety of all walks of life that have called Nome their home and patchwork a collage of all the historic ties that make Nome the diverse and friendly location that we live in. Our common thread is the helpfulness and spirit of volunteerism that keeps us moving forward."

- Survey respondent



## LIST of SITES

The original list of historic sites had 89 locations and events identified in and around Nome. These were aggregated from the following resources:

- Nome Certified Local Government Application (City Inventory section), 2018
- Historic Buildings of Nome, Past, Present and Future by Gary Gillette, 2008
- Nome Coastal District Resource (Historic Resources section), 2003
- Study of Historic Nome by Kim Hunter, 1985

With the ideas generated from this public outreach work, the total locations and events currently identified (in Nome and the Seward Peninsula) now total 127, with 99 located in Nome. The current list should be considered a work in progress. It is attached as an addendum to this report.

## CONCLUSION and NEXT STEPS

This historic preservation work has been the start of a conversation and an opportunity. The input generously provided by the community forms the backbone of the Phase 2 work to create the Historic Preservation Plan.

The next steps should continue using an inclusive process that honors all knowledge from Nome's diverse community and stakeholders.

Early early action steps identified by participants to celebrate the varied and interesting history of Nome and its people, include usage of Native place names in signage, updating the City logo, creation of an updated walking tour, creation a video, and installation of interpretive signage.

"...You need to make sure that everyone who is interested has a seat at the table! Don't rush this process - take it slow and make sure all voices are heard. Lots of organizations in town have a lot of documented information about Nome and the surrounding area that could be utilized..."

- Survey respondent

Nome Historic Properties  
October 15, 2019  
\* Work in Progress

Item A.

Name/Event	City	Seward Peninsula	National Register	Military	Alaska Native	Gold/Gold Rush	Transportation	Land & Nature	Religious	Russia Relationship	Civil and Labor Rights	Exploration
Abenson flight through Nome							x					
AFN and ANCSA influence changing economic landscape of the region	x	x			x							
Alaska Anti-Discrimination Act of 1945 - Nome's role	x				x							
Alaska Gold Powerhouse	x					x						
Alaska Telephone & Telegraph Company	x					x						
Alaska Territorial Guard - Major Marvin "Muktuk" Marston statue	x	x		x								
Allan, Scotty House	x						x					
Amundsen, Roald Bust	x						x	x				
Anderson, Edward House	x										x	
Anvil Creek Gold Discovery Site	x		x			x						
Archeological discovery - Inupiat houses (2) /trash midden dated AD 1700 was unearthed 2005 & 2006 during port construction	x				x							
Bard, William H. House	x											
Barger/Carrighar/Heyolt House	x											
Belmont Point Cemetery	x											
Berger, Jacob House	x		x			x						
Beringia – Bering Land Bridge	x	x						x				
Blackjack, Ada	x				x							x
Braum, Captain John "Doll house"	x											
Brown House	x											
Bureau of Indian Affairs Unalakleet School		x	x		x							
CAA/FAA Housing				x								
Cape Nome Mining District Discover Sites	x		x			x						
Cape Nome Roadhouse		x					x					
Cape Nome villages												
Council City and Solomon River Railroad		x	x			x	x					
Cowden, Chauncey G. House	x											
Daly, Alfred J. /Bockman, Helen House	x											
Detention Hospital for the Insane / Bureau of Indian Affairs	x				x							
Discovery Saloon	x		x			x						
Distant Early Warning, or DEW line/Alice Mountain	x	x		x						x		
Ditch lines	x	x				x						
Doolittle, Jimmy Home	x		x	x								
Dream Theatre	x	x			x						x	
Dredge 5 and 6						x						

Nome Historic Properties  
October 15, 2019  
\* Work in Progress

Item A.

Name/Event	City	Seward Peninsula	National Register	Military	Alaska Native	Gold/Gold Rush	Transportation	Land & Nature	Religious	Russia Relationship	Civil and Labor Rights	Exploration
Dunn/Bjorstad/Gelzer House	x											
Episcopal Church Rectory	x								x			
Eric Lindbloom Placer Claim	x		x			x						
Esther Birdsall Darling House/Scott House	x											
Ezukameow, Nick House	x											
Fairhaven Ditch		x	x			x						
First Torah in Alaska came to Nome	x								x			
Fish Camps	x	x			x							
Fort St. Michael		x	x	x		x						
Friendship Flight - Alaska:Siberia										x		
Ft Davis Guardhouse / Nome Nugget	x			x								
Galleher home	x											
Gambell Sites		x	x		x							
Glacier Creek Road (original)		x				x						
Gold strike site						x					x	
Hammon Consolidated Gold Fields - Keystone Drill	x					x						
Hammon Consolidated Gold Fields Bridge	x					x						
Hammon Consolidated Gold Fields Complex	x					x						
Hammon Consolidated Gold Fields Housing	x					x						
Historical trauma and colonization of indigenous people	x	x			x							
Iditarod Trail	x						x					
Iyatayet Site		x	x		x							
Kelliher, Arthur House	x											
King Island community - relocation to Nome & original site in Nome	x				x							
Kittilsen/Halla/Hoop House	x											
Labor movement in Alaska started in Nome						x					x	
Last shot in the civil war fired off Diomode		x		x								
Lavinia Wallace Young Center	x											
Lee, Richard O.House	x											
Lend Lease Program	x	x		x						x		
Lighterage Building	x											
Lindbergh flight through Nome - 1931 flight to the "Orient"							x					
Little Creek Railroad Station	x						x					
Little Sisters of Jesus - religious order	x								x			
Lomen Commercial Company Office / A.F. Guinan	x	x				x						

Nome Historic Properties  
October 15, 2019  
\* Work in Progress

Item A.

Name/Event	City	Seward Peninsula	National Register	Military	Alaska Native	Gold/Gold Rush	Transportation	Land & Nature	Religious	Russia Relationship	Civil and Labor Rights	Exploration
Lomen Commercial Company Warehouse	x					x						
Lomen, G.J., Home	x					x						
Marks Air Force Base (formerly Marks Air Field)	x			x								
Maynard-McDougall Memorial Hospital	x											
McGivney, John/Walsh, Michael House	x											
McLain, Carrie House	x											
Methodist Rectory	x								x			
Milroy/Baldwin House	x											
Mirow Air Service and owner Hans Mirow							x					
Moze, B.B. House	x											
Munz Airfield	x			x			x					
Nerland Home	x											
Nicholi, Eli House	x											
Nolan House	x											
Nome Beach Site	x											
Nome Post Office	x											
Nome Skin Sewer Sewers Association	x				x							
Norge Storage Site		x	x				x					x
Northwest Passage Travel							x					x
Nurse's Residence	x											
Old Federal Buiding	x											
Old mining equipment on the seawall						x						
Old Nome Red Light District	x											
Old Railroad Warehouse	x						x					
Old Red Hangar at Icy View	x						x					
Old St. Joseph's Catholic Church	x		x			x			x			
Original Town Marker	x					x						
Ottosen, Andrew Home	x											
Outdoor community/town square gather space	x											
Pilgrim Hot Springs - Kruzgamepa		x	x	x	x	x						
Pioneer Mining Company Safe	x					x						
Quonset Huts	x			x								
Railway roundhouse	x						x					
Reindeer and Reindeer herding	x	x			x							
Rowe, William J. Building	x											

Nome Historic Properties

October 15, 2019

\* Work in Progress

Item A.

Name/Event	City	Seward Peninsula	National Register	Military	Alaska Native	Gold/Gold Rush	Transportation	Land & Nature	Religious	Russia Relationship	Civil and Labor Rights	Exploration
Schenck Adams, Alberta (and Dream Theatre)	x				x						x	
Seawall	x											
Seppala, Leonhard House	x						x					
Serum Run							X					
Sinrock Mary	x	x			x							
Sitnasauḡmiut Qunuwit (Cemetery)	x				x							
Snow Creek Placer Claim #1		X	X			x						
Solomon Roadhouse		x	x			x						
St. Michael Redoubt Site		x	x							x		
Stevenson/Orton House	x					x						
Swanberg Dredge	X		x			x						
Swanberg Home	x					x						
Teller Mission Orphanage		x	x		x							
Tesack, Johnny Cottage	x											
Trail behind Icy View to show what land looks like after mining						x		x				
Trails behind Windmill Hill, around King Mt, Monument Trail, Corduroy Hwy, Solomon, Grand Central River, Nuuk								x				
Transportation by boat history - skin boat, miners, whaling.	x						x					
Trengrove/O'Connor House	x											
U.S. Location Monument #1	x											
Umiak frames	x				x		x					
Wales Sites		X	X		x							
Warm storage warehouse	x											
Wild Goose Railroad (Nome Arctic Railway)	x	x				x	x					
Women (white) suffrage - voted in the 1 <sup>st</sup> election in Nome	x										x	
World War II Hospital at base of Anvil Mountain (part of Lend Lease)	x			x						x		
World War II-F Hangar	x			x								
World War II-T Hangar (part of Lend Lease Program)	x			x								
Wyatt Earp history - Wyatt Earp's house on the Dexter Bypass						x						

## **APPENDIX II**

# **HISTORIC PRESERVATION ORDINANCE**

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## ORDINANCE 76-10-1

AN ORDINANCE OF THE CITY OF NOME, ALASKA: PROVIDING FOR SAFEGUARD OF THE HERITAGE OF THE CITY BY PRESERVING ITS CULTURAL, SOCIAL, ECONOMIC, POLITICAL AND ARCHITECTURAL HISTORY: TO PROMOTE THE USE OF THE NOME HISTORIC DISTRICT FOR THE EDUCATION, PLEASURE AND WELFARE OF THE CITIZENS AND VISITORS OF THE CITY: AND TO FOSTER CIVIC BEAUTY.

SECTION 1. The establishment of the Nome Historical District which shall consist of all lots within the city limits of the City of Nome.

SECTION 2. Create an Historical Landmark Preservation Commission. There shall be nine (9) persons on the Commission appointed by the Mayor with the approval of the City Council. Such membership is to be selected from citizens dedicated to the proposition that the historical and cultural foundations of the City should be preserved as a living part of our community life and development in order to give a sense of orientation to the people of Nome.

SECTION 3. Power and duties of the Historical Landmark Preservation Commission. The Commission shall have the duties and be empowered to:

- a. Act in an advisory capacity to City Council in the identification of all structures and areas within the City that are of cultural, historical or geographical importance in the Heritage of the City or region.
- b. Recommend to the City Council that those structures and areas of significant importance be designated as historical landmarks.
- c. Develop and maintain a catalog of City landmarks and areas.

SECTION 4. It shall be mandatory for a property owner whose property is listed on the catalog of City landmarks and areas to submit to the Historical Landmark Preservation Commission proposed exterior plans before construction, alteration, moving or demolition of any structure in the Nome Historic District. It shall be unlawful to proceed with any construction, alteration, moving or demolition of any structure in the Nome Historic District without formal approval of the City Council.

Ordinance 76-10-1

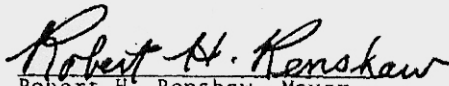
page 2

SECTION 5. If Council objects to the demolition or removal of an Historic Structure, Council may hold up demolition or removal for 14 days, in order for Council to make an attempt to salvage the structure in some agreeable manner.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Nome, Alaska, that the Nome Historic District is hereby established for the education, pleasure and welfare of the citizens and visitors of the City of Nome, and to foster civic beauty.

Dated this 10<sup>th</sup> day of November 1975 at Nome, Alaska.

CITY OF NOME, ALASKA

  
Robert H. Renshaw, Mayor

Attest:

  
H. L. Hensley, City Clerk



**APPENDIX III**

**CERTIFIED LOCAL GOVERNMENT  
ANNUAL REPORT FORM**

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## Annual Certified Local Government Report

The *Alaska Certified Local Government Historic Preservation Program State Guidelines* call for each Certified Local Government (CLG) to submit an annual report of its activities to the Alaska Office of History and Archaeology for the past calendar year (January 1- December 31). The purpose of the annual report is to provide information on the local government's historic preservation activities. This information helps the Office of History and Archaeology to evaluate local CLG programs and to be aware of the activities of the historic preservation commissions around the state. Please complete the following questions and provide any additional information in attachments. If you do not wish to use the form please be sure all questions are addressed in your report.

Name of CLG:

Date of Report:

Prepared by:

### A. LOCAL PRESERVATION ORDINANCES:

1. Have there been any new ordinances, amendments or proposed amendments made to the local historic preservation ordinance? If yes, please attach.

☐ Yes

☐ No

2. Have there been any changes or proposed changes regarding historic preservation to the local comprehensive plan? If yes, please attach.

☐ Yes

☐ No

### B. LOCAL HISTORIC PRESERVATION COMMISSION:

1. Please list the current members of the historic preservation commission noting the disciplines they fill (archaeologist, historian, architect/historical architect, Alaska Native, and general).

2. Have there been any new members appointed to your commission?

☐ Yes

☐ No

3. If yes, please attach a resume for any *new* professional members (archaeologist, historian, architectural historian or architect), and a short statement of occupation and expertise for any *new* non-professional members.

3. Are there any vacancies on the commission?

☐ Yes ☐ No

5. If yes, list the positions that are vacant noting duration and efforts to fill them.

6. Please provide us with the dates of commission meetings.

7. Please attach copies of your meeting minutes for the year.

☐ Attached ☐ Not Attached

8. Please list any CLG or historic preservation related training sessions or workshops attended by commission members and staff.

**C. SURVEY AND INVENTORY OF HISTORIC PROPERTIES:**

1. Has your CLG conducted any local surveys in the past year? *If you answer yes please complete questions 2-4.*

☐ Yes ☐ No

2. Please summarize the survey activity, including the number and types of surveys conducted and the total amount of acreage covered. *If you provide this information in an attachment please note below.*

3. How many historic properties were recorded and reported to the Alaska Heritage Resources Survey (AHRS)?

4. Please provide, in an attached document, a summary of the results of each survey conducted, including type of resources recorded, the number of new sites or structures recorded, the number of properties investigated during the survey, and the number of volunteers and property owners involved.

5. Do local government staff and non-staff researchers use the local cultural resources inventory?

☐ Yes ☐ No

6. If yes, please provide an estimate of how often and by which users your inventory is used.

**D. PRESERVATION PLANNING ACTIVITIES:**

1. Are you currently working on writing or updating your local preservation plan?

☐ Yes ☐ No

2. If yes, please provide us with a brief summary of your progress writing or updating your local preservation plan.

3. If you have an adopted preservation plan how are you implementing the plan's goals and objectives?

**E. NATIONAL REGISTER PROGRAM PARTICIPATION:**

1. Has your commission evaluated any properties for listing in the National Register of Historic Places in the past year? *If you answer yes please complete questions 2-5.*

☐ Yes ☐ No

2. Please provide a list of names and locations of historic properties evaluated.

3. Please list the dates of public hearings or regularly scheduled meetings at which the public had the opportunity to comment on the nomination(s).

4. Please explain how the commission arranged for review of the nomination by a qualified historian, archaeologist, architect or historical architect if not represented on the commission.

**F. PROTECTION OF HISTORIC PROPERTIES:**

1. Does your commission or staff review local projects for impacts on cultural resources?  
☐ Yes ☐ No
2. If yes, how many local projects were reviewed in the past year?
3. Please provide a summary or list of the types of local projects reviewed that impacted or had the potential to impact historic properties.
4. Has your CLG participated in any Section 106 consultations?
5. If yes, what were the projects and did you participate, through consultation, in the development of Memorandums of Agreements or Programmatic Agreements, to resolve any adverse effects to historic resources within your community?

**G. PUBLIC PRESERVATION EDUCATION PROJECTS:**

1. Has your CLG conducted any public education projects addressing historic preservation in the past year?  
☐ Yes ☐ No
4. If yes, please list them.

**H. HISTORIC PRESERVATION GRANT ACTIVITIES:**

1. Did your CLG apply for and receive any CLG Historic Preservation Fund grants in the past year?  
☐ Yes ☐ No

2. If yes, please provide a list of grants applied for and received.
3. Please list and briefly describe of other (non-CLG Historic Preservation Fund) preservation grants applied for and received.

**I. OTHER PRESERVATION ACTIVITIES:**

1. Please summarize any other local events, projects or achievements involving historic resources in the community.

**J. UPDATED CONTACT INFORMATION:**

1. Please provide us with the following contact information so we can insure our records are up to date:

**COMMISSION STAFF**

Name:

Title:

Address:

Phone number:

Email:

**COMMISSION CHAIR**

Name:

Phone number:

Email:

**ADDITIONAL CLG/COMMISSION CONTACT**

Name:

Title:

Phone number:

Email:

For clarification or more information about the annual report requirements, please contact Maria Lewis, CLG Coordinator at the Alaska Office of History and Archaeology at (907) 269-8717 or [maria.lewis@alaska.gov](mailto:maria.lewis@alaska.gov). Annual reports can be mailed to the Office of History & Archaeology, 550 W 7<sup>th</sup> Ave Suite 1310, Anchorage, Alaska 99501-3565 or emailed to [maria.lewis@alaska.gov](mailto:maria.lewis@alaska.gov).

# **APPENDIX IV**

## **GLOSSARY OF TERMS**

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## GLOSSARY OF TERMS

Following is a selection of terms that relate to historic architecture and the principles and practice of historic preservation.

**Adaptive Reuse** – Refers to the recycling of an old building for use other than that for which it was originally constructed.

**Arch** – A curved construction usually spanning an opening or used for decorative purposes.

**Asphalt shingles** – A type of roofing material composed of layers of saturated felt, cloth, or paper, and coated with a tar or asphalt substance and granules.

**Bay Window** – A window or set of windows, which project out from a wall, forming an alcove or small space in a room.

**Bracket** – A supporting member for a projecting element or shelf, sometimes in the shape of an inverted “L” and sometimes as a solid piece or a triangular truss.

**Building** – A resource created principally to shelter any form of human activity, such as a house.

**Capital** – The topmost member, usually decorated, of a column or pilaster.

**Clapboards** – Narrow, horizontal, overlapping wooden boards, usually thicker along the bottom edge, that form the outer skin of the walls of many wood frame houses. The exposed surface of the boards ranges from 4 to 6 inches in older buildings.

**Column** – A slender upright structure generally consisting of a cylindrical shaft, a base, and a capital.

**Contributing Resource** – A building, site, structure, or object that adds to the significance of a historic property.

**Corbel** – A projection or one of a series of projections, each stepped progressively farther forward with height; anchored in a wall, story, column, or chimney; used to support an overhanging member above.

Cornice – The exterior trim of a structure at the meeting of the roof and wall.

Cross Gable – A building where there are two gable roof forms perpendicular to each other forming a cross in plan.

Divided Light Window – A window with the glass divided into small panes.

Dormer – A structure projecting from a sloping roof usually housing a window or ventilating louver.

Double Hung Window – A window having two vertically sliding sashes each closing a different part of the window.

Eaves – The lower edge of a sloping roof; that part of a roof of a building, which projects beyond the wall.

Eyebrow Dormer – A low dormer on the slope of a roof. It has no sides the roofing being carried over it in a low arch or wave line.

Façade – Front or principal face of a building. Any side of a building that faces a street or other open space.

False Front – A front wall, which extends beyond the sidewalls of a building to create a more imposing facade.

Fascia – A flat board with a vertical face that forms the trim along the edge of a flat roof, or along the horizontal, or eaves sides of a pitched roof.

Fenestration – The arrangement and design of windows in a building.

Form – The overall shape of a structure.

Front Gable – A gabled roof form building where the front of the building is on the gable end.

Gable – The vertical triangular portion of the end of a building having a double-sloping roof, from the level of the cornice or eaves to the ridge of the roof.

Glazing – Fitting glass into windows and doors.

Head – The top horizontal member over a door or window opening.

Hip on Gable Roof – The end of a roof when it is formed into a shape intermediate between a gable and a hip.

Hip Roof – A roof, which slopes upward from all four sides of a building, requiring a hip rafter at each corner.

Historic Context – information about historic trends and properties grouped by an important theme in the prehistory or history of a community, State, or the nation during a particular period of time.

Historic District – A significantly concentration of sites, buildings, structures or objects united historically or aesthetically by plan or physical development.

Historic Integrity – the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic or prehistoric period.

Historic Property – a district, site, building, structure or object significant in American history, architecture, engineering, archeology, or culture at a national, State, or local level.

Historic Significance – the importance of a property to the history, architecture, archeology, engineering, or culture of a community, State, or the nation.

In-Kind Replacement – To replace a feature of a building with materials of the same characteristics, such as material, texture, color, etc.

Inventory – a list of historic properties determined to meet specified criteria of significance.

Lap Siding – See “clapboards.”

Mass – The physical size and bulk of a structure.

National Register Criteria – the established criteria for evaluating the eligibility of properties for inclusion in the National Register of Historic Places.

**Non-contributing Resource** – A building, site, structure, or object that does not add to the historic significance of a property.

**Overhang** – The projection of an upper story or roof beyond the story immediately below

**Palladian Window** – A window of large size divided by columns or piers resembling pilasters into three lights, the middle one of which is usually wider than the others and is sometimes arched.

**Parapet** – A low wall used along the edge of a roof.

**Pediment** – In classical architecture, the triangular gable end of the roof above the horizontal cornice often filled with sculpture. In later work, a surface used ornamentally over doors or windows, usually triangular but may be curved.

**Pilaster** – A support treated architecturally as a column, with a base, shaft, and capital that is attached to a wall surface.

**Property Type** – a grouping of individual properties based on a set of shared physical or associative characteristics.

**Pyramidal Roof** – A roof hipped equally on all sides so as to have a pyramidal form.

**Rafter** – Any of the beams that slope from the ridge of a roof to the eaves and serve to support the roof.

**Rake** – A board or molding along the sloping edge of a gable.

**Return** – The continuation of a molding, projection, member, or cornice in a different direction usually at a right angle.

**Roof Crest** – A wall or decorative element along the ridge of a roof.

**Rose Window** – A large circular medieval window containing tracery disposed in a radial manner.

**Shape** – The general outline of a building or its façade.

**Shed Dormer** – A dormer whose eave line is parallel to the eave line of the main roof instead of being gabled.

Shed Roof – A roof slope having only one sloping plane.

Side Gable – A gabled roof form building where the front of the building is on the side.

Siding – The narrow horizontal or vertical wood boards that form the outer face of the walls in a traditional wood frame house. The term is also more loosely used to describe any material that can be applied to the outside of a building as a finish.

Sill – The lowest horizontal member in a frame or opening for a window or door.

Soffit – The underside of a structural part, as of a beam, arch, or rafter tails.

Stile – A vertical piece in a panel or frame, as of a door or window.

Streetscape – The character of the street, or how elements of the street form a cohesive environment.

Tower – A building characterized by its relatively great height.

Transom – A window located above a door or window.

Turret – A diminutive tower characteristically corbelled from a corner.

Vernacular Architecture – A mode of building based on regional forms and materials.

Window Parts – The moving units of a window are known as sashes and move within the fixed frame. The sash may consist of one large pane of glass or may be subdivided into smaller panes by thin members called muntins or glazing bars. Sometimes larger window divisions called mullions are used.

## **APPENDIX V**

# **REFERENCES, REPOSITORIES & RESOURCES**

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## REFERENCES, REPOSITORIES & RESOURCES

### References

Alaska Heritage Resources Survey (AHRs)

2021 AHRs List for Nome, Alaska, Alaska Office of History and Archaeology, Anchorage

Antonson, Joan M. and William S. Hanable

1994 Alaska's Heritage, The Alaska Historical Society for The Alaska Historical Commission, Department of Education, State of Alaska.

Blumenson, John J.-G.

1977 Identifying American Architecture, American Association for State and Local History

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2021 Wheels of Fortune, True West Magazine

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Harris, Cyril M., Editor

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1982 Nome Survey Project, Northwest Community College, Nome, Alaska

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2018 100 Years Ago the Flu Pandemic Ravaged Regional Communities, The Nome Nugget

Phillips-Chan, Amy, Dr.

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McAlester, Virginia and Lee

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1983 Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines, Department of the Interior

National Register Branch

1986 National Register Bulletin 16: Guidelines for Completing National Register of Historic Places Forms, National Park Service, Department of the Interior

National Register Branch

1991 National Register Bulletin 16A: How to Complete the National Register Registration Form, National Park Service, Department of the Interior



Scandling, Laury Roberts

2020 A Year That Most Juneauites Were Not Sorry to Have Behind Them, Gastineau Heritage News, Published by the Gastineau Channel Historical Society

## Repositories

Alaska and Polar Regions Collections, Elmer E. Rasmuson Library, University of Alaska Fairbanks

Alaska State Library, Historical Collections, Juneau, Alaska

Anchorage Museum at Rasmuson Center, Library and Archives, Anchorage, Alaska

Carrie M. McLain Memorial Museum, Nome, Alaska

City of Nome Assessor Files

## Resources

Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue NW, Suite 803  
Washington, DC 20004  
Phone: (202) 606-5803  
Web: [www.achp.gov](http://www.achp.gov)

Alaska Office of History and Archeology  
550 W. 7<sup>th</sup> Avenue, Suite 1310  
Anchorage, Alaska 99501-3565  
Phone: (907) 269-8721  
Web: [www.dnr.state.ak.us/parks/oha](http://www.dnr.state.ak.us/parks/oha)

Alaska State Historic Preservation Office  
Judith E. Bittner, State Historic Preservation Officer  
550 W. 7<sup>th</sup> Avenue, Suite 1310  
Anchorage, Alaska 99501-3565  
Phone: (907) 269-8721  
Web: [www.dnr.state.ak.us/parks/oha](http://www.dnr.state.ak.us/parks/oha)

National Alliance of Preservation Commissions

325 South Lumpkin Street

Founders Garden House

Athens, Georgia 30602

Phone: (706) 542-4731

Web: [www.sed.uga.edu/pso/programs/napc/napc.htm](http://www.sed.uga.edu/pso/programs/napc/napc.htm)

National Center for Preservation Technology and Training

645 University Parkway

Natchitoches, LA 71457

Phone: (318) 356-7444

Web: [www.ncptt.nps.gov](http://www.ncptt.nps.gov)

National Park Service Cultural Programs

Web: [www.nps.gov/history/whatwedo.htm](http://www.nps.gov/history/whatwedo.htm)

National Register of Historic Places

Web: [www.nps.gov/history/nr/index.htm](http://www.nps.gov/history/nr/index.htm)

National Trust for Historic Preservation

1785 Massachusetts Avenue NW

Washington, DC 20036-2117

Phone: (202) 588-6000

Web: [www.preservationnation.org](http://www.preservationnation.org)

Preserve America

Web: [www.preserveamerica.gov](http://www.preserveamerica.gov)

Preservation Action

National Building Museum

401 F Street, Room 324

Washington, DC 20001

Phone: (202) 637-7873

Web: [www.preservationaction.org](http://www.preservationaction.org)



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

Department of Transportation and  
**Public Facilities**

Item A.

NORTHERN REGION  
Design & Engineering Services

2301 Peger Road  
Fairbanks, AK 99709-5316  
Main: 907-451-2273  
TDD: 907-451-2363  
dot.alaska.gov

March 7, 2022

Nome Planning Commission  
102 Division St  
Nome, AK 99762

Re: Nome Port Road Reconstruction  
Z621230000/0002278

Dear Chairman Hughes and members of the Nome Planning Commission:

The enclosed Design Study Report is submitted for your review and comment, and for determination of compliance with local planning and zoning ordinances. Under AS 35.30.020, the Department of Transportation and Public Facilities (DOT&PF) must comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you believe DOT&PF's construction of this project would result in a violation of planning, zoning, or other regulations generally applicable to landowners, please identify the portions of the project that would be in violation, and the specific planning, zoning, or other regulations that you believe would be violated.

Pursuant to AS 35.30.010, you have 90 days from delivery of the plans to provide comments on the project and to notify DOT&PF whether the project violates any planning, zoning, or other regulations. If comments are not received within this time frame, DOT&PF is authorized to proceed with the project.

Thank you for attention to this matter.

Sincerely,

A blue ink handwritten signature, appearing to read "Lauren Little", written over a faint map of Alaska.

Lauren Little, P.E.  
Group Chief

Enclosure

cmd

Copy to: Preconstruction\Projects

**MEMORANDUM****State of Alaska**  
**Department of Transportation & Public Facilities**  
**Northern Region Design & Engineering Services**

**TO:** Sarah E. Schacher, P.E.  
Preconstruction Engineer  
Northern Region

**DATE:** May 20, 2021

**FILE NO:** H:\Projects\Communities\Nome\62123\_Nome\_Port\_Rd\_Recon\05\_Design\  
2\_PS&E\2\_DSR\2021\_05\_13\_DSR\_Revisions\_Memo.docx

**THRU:** Albert M.L. Beck, P.E. *AB*  
Project Delivery Lead  
Northern Region

**TELEPHONE NO:** 907-451-2276

**SUBJECT** Port Road Reconstruction  
Z621230000/0002278  
: Design Study Report Revisions

**FROM:** Joseph P. Kemp, P.E. *JPK*  
Engineering Manager  
Northern Region

Submitted for your approval are the following revisions to the subject Design Study Report:

Add the attached Design Exception/Design Waiver Form for the Nome Port Road Reconstruction project to Appendix E.

Approved: *Sarah E. Schacher* 5/21/2021  
Sarah E. Schacher, P.E. Date  
Preconstruction Engineer

Attachments: as noted

cmd

Copy to: Preconstruction/Project File  
Calvin Schaeffer, M&O District Superintendent

Original: Barbara L. Tanner, P.E., Chief of Contracts

cc: NR Design Directive 20-01 Distribution

**ALASKA DOT&PF PRECONSTRUCTION  
DESIGN EXCEPTION/DESIGN WAIVER FORM**

Item A.

**Type of Request: (select one or both)**

- ☒ Design Exception (FHWA controlling design criteria only)  
☐ Design Waiver (all other design criteria)

**PROJECT INFORMATION:**

Project Name: Nome Port Road Reconstruction

Project Number: Z621230000 / 0002278

☐ NHS ☒ Non NHS

Functional Classification:	Major Collector
Design Year:	2045
Present ADT:	1100
Design Year ADT:	1400
Mid Design Period ADT:	1280
DHV:	170
Directional Split:	40/60
Percent Trucks:	6.5%
Equivalent Axle Loading:	250,479
Pavement Design Year:	
Design Vehicle:	WB-67
Terrain:	Rolling
Number of Roadways:	2
*Design Speed:	35 mph
Posted Speed:	25 mph
Operational Speed:	25 mph

*\* If requesting a design exception for design speed, use the recommended not reduced design speed here. Further, any design which uses a design speed below the posted or regulatory speed limit should not be approved (Source: FHWA Supplement, Section 8.,b. Application of Design Standards, Uniform Federal Accessibility Standards, and Bridges located here: <http://www.fhwa.dot.gov/design/0625sup.cfm> ). FHWA also recommends evaluating specific geometric element(s) and treating those as design exceptions instead of design speed.*

**PROJECT INFORMATION:**

It is required that a location map, as a minimum, be provided with your package. It is highly recommended that other exhibits be provided to support your request. Exhibits may include typical sections, geometric details, correspondence from other sections, agency correspondence, etc.

1. **Design Exception requested for the following design criteria. Mark the criteria to be discussed:**

Item A.

- ☐ Design Speed
- ☐ Lane Width
- ☐ Shoulder Width
- ☐ Cross Slope
- ☐ Superelevation Rate
- ☒ Horizontal Alignment (minimum radius of curvature)
- ☐ Vertical Alignment (minimum sag and/or crest K values)
- ☐ Grade (minimum and/or maximum allowable grades)
- ☐ Stopping Sight Distance
- ☐ Lateral Offset to Obstruction
- ☐ Vertical Clearance
- ☐ Bridge Width
- ☐ Bridge Structural Capacity

These 13 design criteria are commonly referred to as the *FHWA 13 controlling criteria*. For NHS routes only, these criteria must meet the minimums established in the Green Book (*AASHTO A Policy on Geometric Design of Highways and Streets*). For all other routes, these criteria must meet the minimums established in the *Alaska Highway Preconstruction Manual*. Otherwise a Design Exception must be approved.

**Design Waiver requested for the following design criteria.**

☐ Other

Explain:

Design Waivers are required for any design criteria, other than the *FHWA 13 controlling criteria*, which do not meet the minimums established in the *Alaska Highway Preconstruction Manual*.

2. **Provide a synopsis of the project scope (including purpose and need), the situation you are encountering, and the problem you are attempting to mitigate.**

This project will rehabilitate Port Road, including reconfiguring the intersections with Jetty Road (south end), Jafet Road, and Submarine Beach Road (north end). Improvements will include repaving of Port Road, modifying the three intersections for better traffic movement and to reduce confusion between conflicting users.

The Port of Nome is an important component of the economy of Nome. The active port is a hub of activity receiving goods to be transported throughout Nome and the adjacent road system. The Port Road is the primary artery connecting this activity to the rest of Nome via the crossing of the Snake River at Jafet Road. The road itself is paved with two short gravel sections. The increased utilization of the port by cruise ships has brought attention to the need for pedestrian facilities along Port Road to allow crew and tourists disembarking from the ships better access to downtown Nome. The intersection with Jetty Road has raised concerns about improper yielding from large trucks and machinery as well as from people coming from West Beach.

The intersection with Jafet road has raised concerns about improper yielding by large trucks. The current intersection is stop controlled on Jafet Road. This forces traffic coming from Nome to stop before continuing onto Port Road, slowing commercial hauling operations. Most large vehicles treat the intersection as a yield, posing safety concerns.

**3. Provide a concise written description of the proposed Design Exception(s)/Design Waiver(s). It is required to be specific in stating which design standard(s) is being requested to be excepted or waived and the location (either the entire project length or a station range). State the standard and proposed values of the design criteria exception/waiver citing AASHTO, Department, or other standards. Include the date of the design standard references cited. Whenever possible, reference AASHTO guidelines to support your design decisions.**

The project proposes to shift the stop control from the existing east leg (Jafet Road) to the north leg (now North Port) and construct a curve for the through movement occurring from Jafet Road to the south leg of Port Road. We adjusted the alignment of Jafet Road to the north to maximize the horizontal curve radius, but due to ROW constraints the maximum horizontal curve radius at the Port Rd/Jafet Rd intersection will only support a reduced speed of 20 miles per hour. The change would allow for slower unrestricted movement for traffic and freight and give priority movement to the heaviest traffic users.

Proposed Design Exceptions/Design Waivers Summary			
Criteria	Standard	Proposed	Location (entire project or station range)
Minimum Radius of Curvature (AK DOT Preconstruction Manual Figure 1120-1)	380 ft for 35 mph (design Speed)  185 for 25 mph (posted speed)	130 ft (Meets 20 mph curve)  (115 ft is the minimum radius for 20 mph curve)	Station 31+47 to 33+06

**4. Discuss the terrain in the area of the project and the proposed Design Exception(s)/Design Waiver(s).**

The project is located on rolling terrain. The area of the design exception is flat with a profile grade of 0.6%

**5. Discuss the traffic characteristics in the area of the project and the proposed Design Exception(s)/Design Waiver(s).**

Port Road has a large proportion of freight and truck traffic. Heavy traffic includes trucks hauling gravel and rock to and from the scales located near the Jetty intersection. Freight is delivered to the barge mooring at the south end of Port Road.

Traffic data is only recorded at the Snake river bridge, but onsite observations and conversations with Port users confirm that higher traffic volumes occur on Jafet and the south section of Port Road.

**6. Discuss the crash history of the project and the proposed Design Exception(s)/Design Waiver(s). State if any anomalies are present within the project limits.**

There is no history of reported crashes at this intersection.

**7. Discuss the degree to which a standard is being reduced, whether the exception/waiver will affect other standards, and are there any additional features being introduced, e.g., signing or delineation that would mitigate the deviation and the proposed Design Exception(s)/Design Waiver(s). Also, discuss if multiple Design Exceptions/Waivers are being requested in the same segment and if they will influence each other.**

The proposed design exception would reduce the design from a 35-mph curve with a radius of 380 feet to a 20-mph curve with a radius of 130 feet. The road speed limit is signed at 25 mph, the design exception is 5 mph below the signed speed. The exception will not affect other standards. A curve warning sign will be placed at both ends of the curve to alert users of the reduced radius. Multiple design exceptions / waivers are not being requested for this segment.

**8. Explain why the proposed Design Exception(s)/Design Waiver(s) is needed. (Provide supporting information as to why the minimum design criteria cannot be met. Substantiate reasons with facts, historical data, cost estimates, etc.)**

While the proposed curve is below the design speed of the roadway it will improve the safety and functionality of the intersection by providing free flow of traffic from Jafet road onto Port Road and on to the causeway and barge landing. To build a curve that meets the design criteria at this location would require acquisition of ROW with known contaminated soil conditions. The road alignments was designed to maximize the curve radius while staying within the ROW that was acquired 5 years ago for the Snake River Bridge Project.

**9. Discuss the cost of the project and the proposed Design Exception(s)/Design Waiver(s). Provide information that reflects the cost with and without the Design Exception(s)/Design Waiver(s). Attach detailed cost estimates.**

The project cost will increase if this curve is constructed to meet design criteria of 380' radius. A curve meeting the design criteria would require the acquisition of 0.2 acres (see attached figure for 110' by 120' and 13' by 64 feet triangles) from a lot owned by the City of Nome that has been, and is currently, used as a storage yard for electrical transformers, poles and other components. The road embankment would bury two existing monitoring wells located on the site.

The lot is also an active contaminated site tracked by DEC. The property has been identified as having soil and groundwater contamination from an unknown petroleum source. The parcel on the west side of Port Road has DRO, TAqH 1, 12-trichloroethane, benzene, naphthalene and vinyl chloride contamination identified in exceedance of DEC cleanup levels. Since the lot is on the east side and nearer to the port,



and thus likely downgradient, the contamination from the western lot is likely contributing to the contamination under the potential ROW acquisition.

The Department would become a Responsible Party for the contaminated site and would also pay the cost of installation, monitoring and maintenance of two new monitoring wells to get them out of the roadway/fore slope and assume the risk if additional contaminants are identified on the parcel.

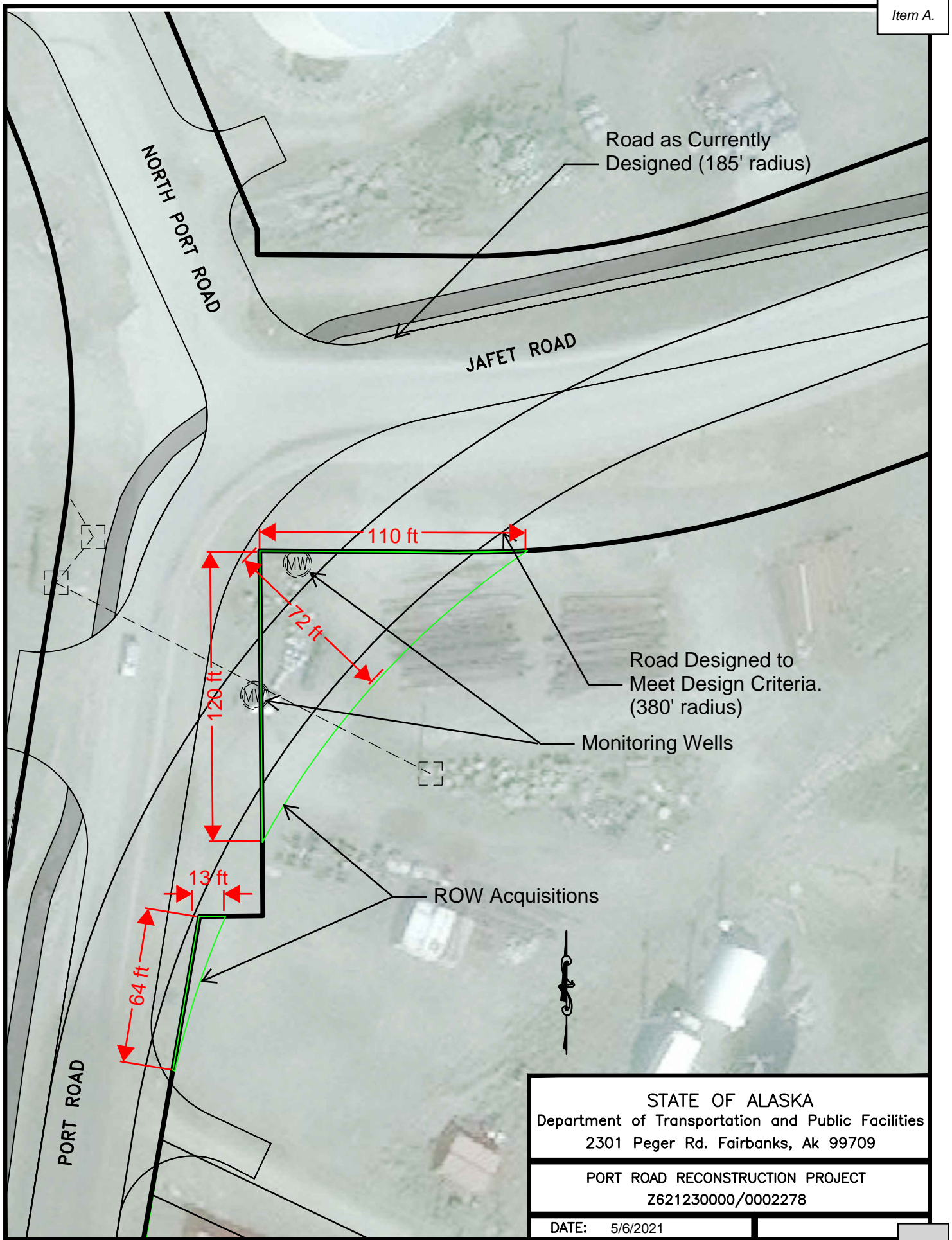
Proposed Designer/Consultant: AM Date: 5-7-2021

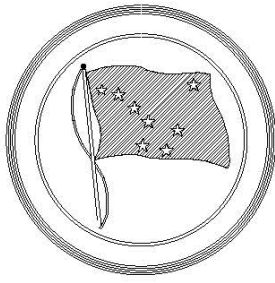
Endorsed Engineering Manager: [Signature] Date: 5/13/2021

Approved Preconstruction Engineer: [Signature] Date: 5/11/2021

Concur – FHWA: \_\_\_\_\_ Date: \_\_\_\_\_

*FHWA concurrence required for high profile projects only.*

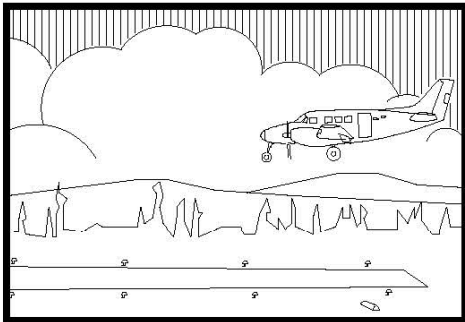




# DESIGN STUDY REPORT

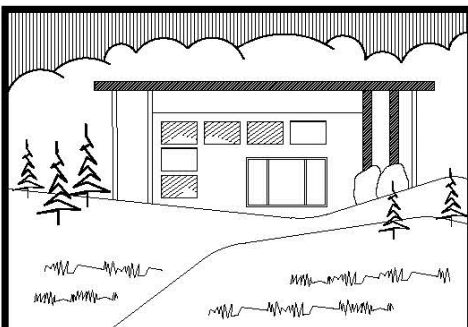
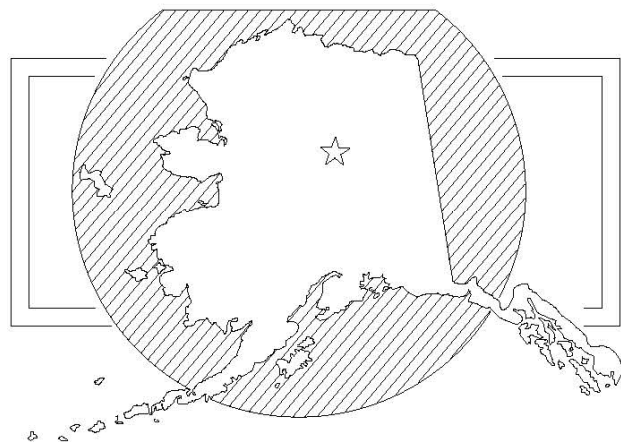
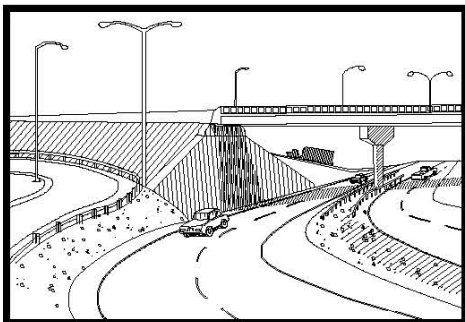
## Port Road Reconstruction

Z621230000 / 0002278



# STATE OF ALASKA

Department of Transportation  
and Public Facilities

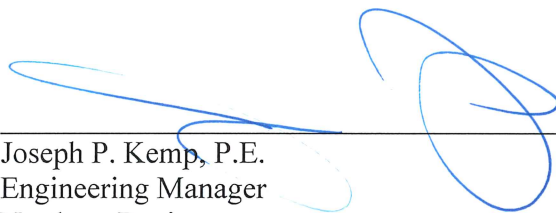


NORTHERN REGION

June 2020


DESIGN APPROVAL  
PORT ROAD RECONSTRUCTION  
PROJECT NO. Z621230000/0002278

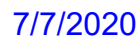
Requested by:

  
\_\_\_\_\_  
Joseph P. Kemp, P.E.  
Engineering Manager  
Northern Region

  
\_\_\_\_\_  
Date

Design Approval  
Granted:

  
\_\_\_\_\_  
Sarah E. Schacher, P.E.  
Preconstruction Engineer  
Northern Region

  
\_\_\_\_\_  
Date

  
Distribution: NR Design Directive ~~16-02~~ Distribution

DESIGN STUDY REPORT  
FOR

PORT ROAD RECONSTRUCTION

PROJECT NO. Z621230000/0002278

PREPARED BY: Anne Nelson, P.E.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
NORTHERN REGION DESIGN AND ENGINEERING SERVICES  
MARCH 2020

PORT ROAD RECONSTRUCTION  
PROJECT NO. Z621230000/0002278

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## INTRODUCTION/HISTORY

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the City of Nome and the Federal Highway Administration (FHWA), proposes to reconstruct Port Road, including its intersections with Jetty Road and Jafet Road.

Port Road, a two-lane paved road in Nome, Alaska, serves a primarily industrial area that includes the City of Nome's barge landing and large vessel jetty as well as the community's power plant and water treatment plant, the post office, other commercial buildings, and a single residence. It also provides access to the beach west of the port. Jetty Road is a gravel road that provides access from the causeway up the hill to the freight storage yard and fuel tank farm. Jafet Road is a paved two-lane road that connects Seppala Drive to Port Road over the Snake River bridge.

The main traffic movements, which include heavy trucks carrying freight and fuel, are from Jafet Road south onto Port Road. Considerable traffic also travels from the barge landing up Jetty Road up the hill to the storage area. Jetty Road provides access for hauling gravel/rock and for cruise ship passengers traveling from the ships to the town and back.

## PROJECT DESCRIPTION

This project will rehabilitate Port Road in Nome (approximately 0.6 miles), including reconfiguring the intersection with Jetty Road at the southern end, the intersection with Jafet Road, and the intersection with Submarine Beach Road at the northern end. Proposed improvements include:

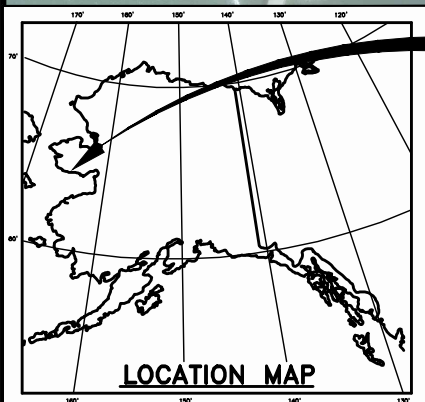
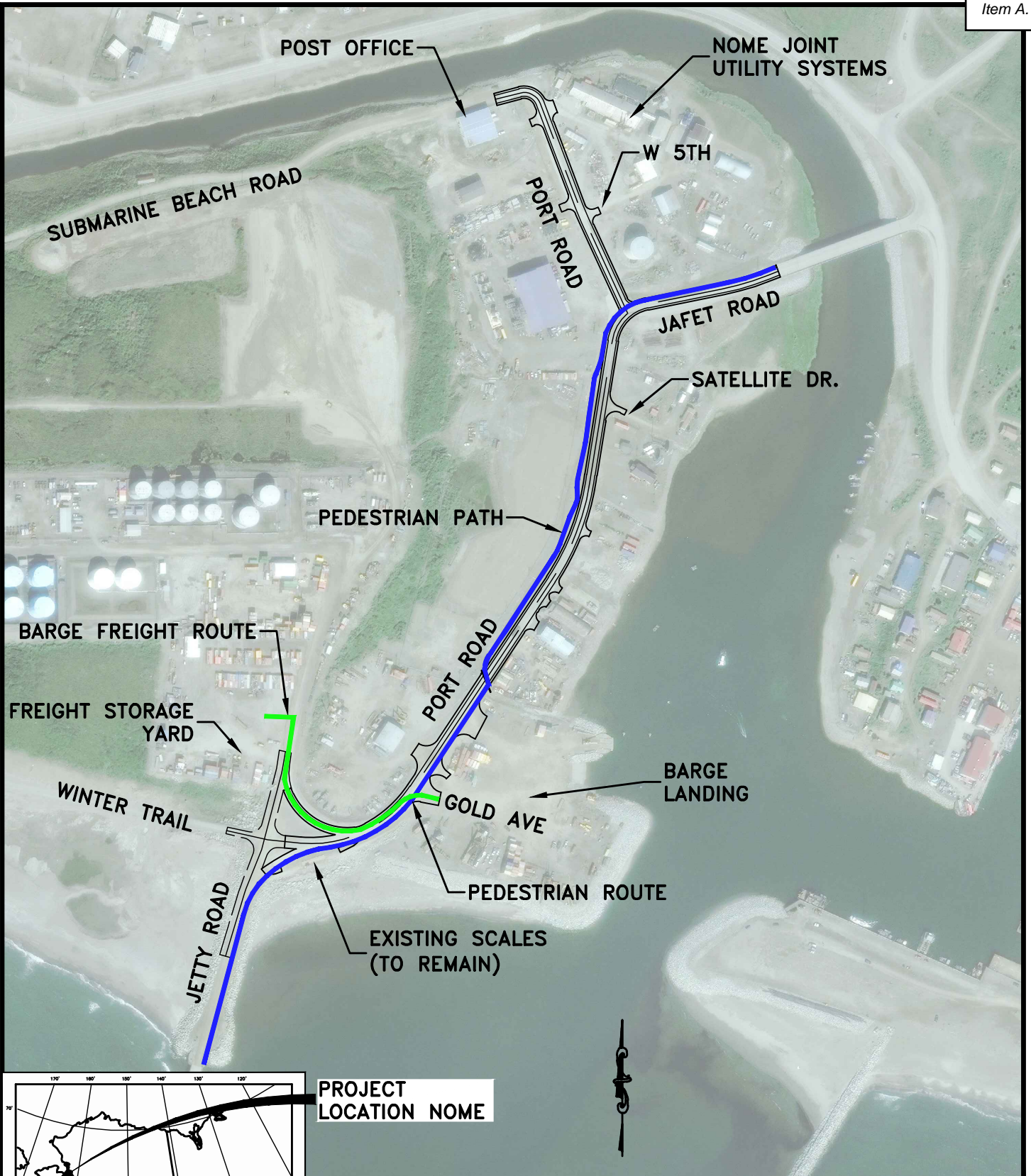
- Repave all of Port Road
- Modify the intersection with Jafet Road to provide a larger turning radius between Port Road and Jafet Road and make Jafet-to-southbound-Port-Road a through movement
- Modify the intersection with Jetty Road to the south to provide better sight distances and reduce confusion between conflicting users and movements.
- Add a separated path along the west side of Port Road from Jetty Road to Jafet Road
- Grade and pave approaches for side streets and driveways
- Replace existing 12-inch culverts with larger-diameter culverts

## DESIGN STANDARDS

The design of this project is based on:

- State of Alaska, DOT&PF's *Highway Preconstruction Manual*
- State of Alaska, DOT&PF's *Alaska Flexible Pavement Design Manual*, 2004 (AFPD)
- State of Alaska, DOT&PF's *Alaska Traffic Manual*, 2016 with latest Interim Revisions
- AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2011
- AASHTO's *Roadside Design Guide*, 2011
- AASHTO's *Guide for the Development of Bicycle Facilities*, 2012
- US Department of Transportation, *ADA Standards for Transportation Facilities*, 2006





PROJECT  
LOCATION NOME

STATE OF ALASKA Department of Transportation and Public Facilities 2301 Peger Rd. Fairbanks, Ak 99709	
PORT ROAD REHABILITATION PROJECT Z621230000/0002278	
DATE:	12/17/2019



Refer to Appendix A for the project Design Criteria.

## DESIGN EXCEPTIONS AND DESIGN WAIVERS

A design exception will be needed for the 20-mph curve between Jafet and Port Road. The ROW constrains this curve and reduces the radius below the minimum required for the design speed. This will be completed through an amendment to this Design Study Report.

## DESIGN ALTERNATIVES

### Port / Jetty Road Intersection

The existing Port/Jetty intersection is a Y-layout with an unpaved gravel triangle between the north and south lanes of Port and the Jetty road. Commercial and freight traffic utilize the sweeping curved lanes of Port Road and yield onto Jetty. The public frequently drives straight through the triangular gravel area to access the beach road to the west in conflict with the heavy commercial truck movements. Multiple alternative configurations were considered for this intersection.

- **Alternative 1:** Four-way stop; scale remains in existing location
  - Brings the four legs together into one intersection with stop signs on all legs while maintaining the existing location of and access to the truck scale
  - Would require right-of-way acquisition (the center triangle of City of Nome land)
  - Will accommodate a WB-67
  - Maintains unpaved route from freight storage yard to causeway
  - Provides clear path to/from beach access road
  - Would slow any turning trucks even if they do not heed the stop signs
- **Alternative 2:** Four-way stop with north and south freight lanes; scale remains in existing location
  - Keeps the existing unpaved causeway-to-upper-pad movement and the yield-controlled barge-landing-to-upper-pad movement
  - Formalizes the way the existing intersection has been functioning
  - Provides clear path to/from the beach access road
  - Would slow trucks making left-turn movements from Jetty Road to Port Road
- **Alternative 3:** Roundabout
  - A roundabout large enough to accommodate trucks would be tight in the available space
  - A roundabout would require additional delineation, such as raised curbs and paved roadway surface, and would not allow the surface to/from the causeway and upper pad to remain unpaved
  - The beach access approach would need to be widened to accommodate that roundabout leg

## Jafet/Port Intersection

Two intersection options were considered for the Jafet/Port intersection.

- **Existing Layout:** T-intersection with Port Road as the through road and Jafet Road stop-controlled
  - Maintains the existing traffic flow
  - Forces traffic coming from Seppala to stop and yield to through traffic on Port.
- **Stop Control North Leg of Port Road:** T-intersection with the stop control moved to the north leg of Port Road and the through movement occurring from Jafet Road to the south leg of Port Road
  - Reconfigures intersection to function closer to how it is currently used in practice
  - Gives priority to the higher-volume movement

## PREFERRED DESIGN ALTERNATIVE

At the Port/Jetty intersection, Alternative 2 (four-way intersection with freight lanes) was selected as the preferred alternative after coordination with the port director and users. The City of Nome requested that the three main traffic movements be maintained (north- and southbound freight movements and through movement to access the beach). The selected alternative better defines these existing traffic movements in this intersection. Adding a stop control to the “through” movement to access the beach will better control the traffic crossing Jetty Road. The freight lanes will provide unrestricted movement for traffic and freight moving from the barge landing to the freight laydown yard. The southern freight lane will provide unrestricted movement from the causeway to Port Road for trucks hauling freight and gravel/rock to and from ships moored on the causeway. The freight lanes will be signed with “For City of Nome Freight Traffic Only” and “No Public Access” to keep public traffic confined to the stop-controlled Port/Jetty intersection.

Realignment of the Jafet/Port intersection to move the stop control to the northern portion of Port Road would give priority movement to traffic coming from Jafet Road and heading to the jetty/freight yard/barge landings and beach. This is the heaviest traffic movement, and in the intersection’s current configuration, most traffic does not completely stop at the T-intersection with Port Road.

## 3R ANALYSIS

Not applicable. This is a reconstruction project.

## TRAFFIC ANALYSIS

Port Road has a large proportion of freight and truck traffic. Heavy traffic includes trucks hauling gravel and rock to and from the scales located near the Jetty intersection. Freight is delivered to the barge mooring at the south end of Port Road. Freight shipped in conexes is unloaded at the barge landing and moved to the storage yard on the upland portion of Jetty Road.

During barge unloading, a loader makes frequent trips between the barge landing and the storage yard. Residents access their stored contents at the laydown yard.

The frequency of cruise ship landings at Nome during the summer has increased. Smaller cruise ships land at the jetty, and passengers walk or are picked up from the jetty and make their way into town. Currently pedestrians walk along the road shoulder and in the traveled way.

Traffic is also generated by the beach access at the Jetty Road intersection, the freight storage yard on Jetty Road, and the Nome Joint Utilities System (NJUS) water treatment plant and power plant.

North Port Road serves the post office and the power plant along with other commercial buildings. Submarine Beach Road, which accesses the fuel tank farm and the beach to the west, intersects the northern end of Port Road.

## **HORIZONTAL/VERTICAL ALIGNMENT**

The horizontal alignments generally follow the existing roadways. The Port/Jafet intersection will be realigned to make North Port Road a T-intersection into Jafet/Port. A horizontal curve will connect Jafet Road into the southern leg of Port Road. The horizontal curve at this intersection will need a reduced speed of 20 miles per hour due to ROW constraints tightening the radius. A design waiver will be obtained for this location and warning signs installed on the curve.

The vertical profile of Port, Jafet, and Jetty Roads will generally follow the existing ground, with a slight grade raise where possible. The profile is designed to avoid excavation into the contaminated underlying soils along Port Road. Except for 21+00 to 24+60 where adjacent buildings preclude grade raise due to access concerns. The unpaved portion of Port Road from Station 27+16 to Station 29+90 will be further raised to improve the embankment in this area and to transition to the raised portion of Jafet Road.

## **TYPICAL SECTION(S)**

A reduced typical section was selected to avoid excavation into potential contaminated soils along the Port Road corridor. The existing Port Road section has generally performed well. The damaged portion of the road will have a grade raise to allow for additional embankment material to distribute the load over the settled area.

The proposed typical section for Port Road is a paved two-lane, two-way roadway:

- 12-foot drive lanes
- 6- to 8-foot shoulders (8-foot shoulders where pedestrian route on shoulder, 6 feet everywhere else)
- 4:1 side slope
- 2% crown

Gravel section for Jetty Road and beach access:

- 12-foot drive lanes
- 6-foot shoulders
- 4:1 side slope
- 3% crown

Jetty Road is used by tracked heavy equipment and therefore will remain unpaved.

## PAVEMENT DESIGN

Pavement design calculations were performed for a 23-year design life using AFPD program and manual. The excess fines method was utilized in the design of the pavement section. The AFPD Manual design methodology is based on two primary traffic load indicators, the average annual daily traffic (AADT) and the equivalent single axle load (ESAL). The AADT and ESAL used were 250,479 and 1,400 respectively. Heavy vehicles consisted of 6.5% of the total traffic load.

For constructability, a 3-inch minimum asphalt surfacing will be used for the traveled way with a minimum of 4 inches of D-1 below. The recovered existing asphalt could be ground with D-1 to meet the asphalt stabilized base requirement. For the excess fines calculation, it was assumed that at least 8 inches for the existing embankment meets less than 10% fines limit based on the performance of the existing embankment.

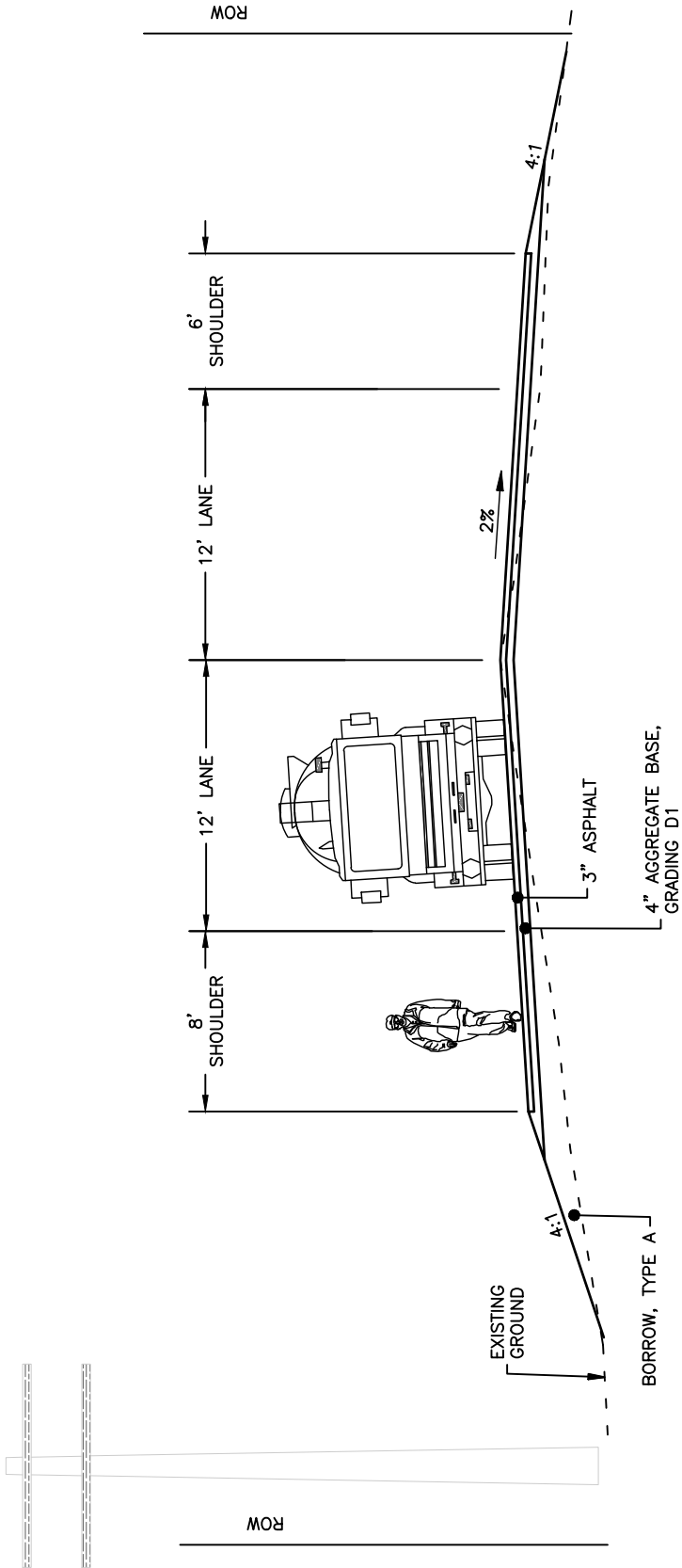
## PRELIMINARY BRIDGE LAYOUT

Not applicable. Snake River Bridge is at the end of the project limits. The profile will match into the existing bridge built in 2012.

## RIGHT-OF-WAY REQUIREMENTS

Most of this project will be confined to the existing ROW. The following acquisitions will be necessary. (See corresponding numbers on plan and profile sheets):

1. The largest ROW acquisition required occurs at the intersection with Jetty Road. A small triangular area was not included in the original ROW for Port Road. The City of Nome intends to replat this area to include the triangle as part of the ROW.
2. The existing embankment on the North Freight lane falls outside the existing ROW. The proposed construction can be completed on the existing embankment within the existing ROW but the project will acquire the property occupied by the embankment.
3. The existing drainage swales that drains run off from Port road to the Snake River/ Harbor are not in platted drainage easements or in the ROW. Easements will be acquired for the swales.
4. A small area to facilitate the intersection modifications at Jafet Road.
5. The northern portion of Port Road in front of the Post office by the Submarine Beach Road intersection does not fall within an existing platted ROW. The ROW will be



PORT ROAD WITHOUT PEDESTRIAN PATH

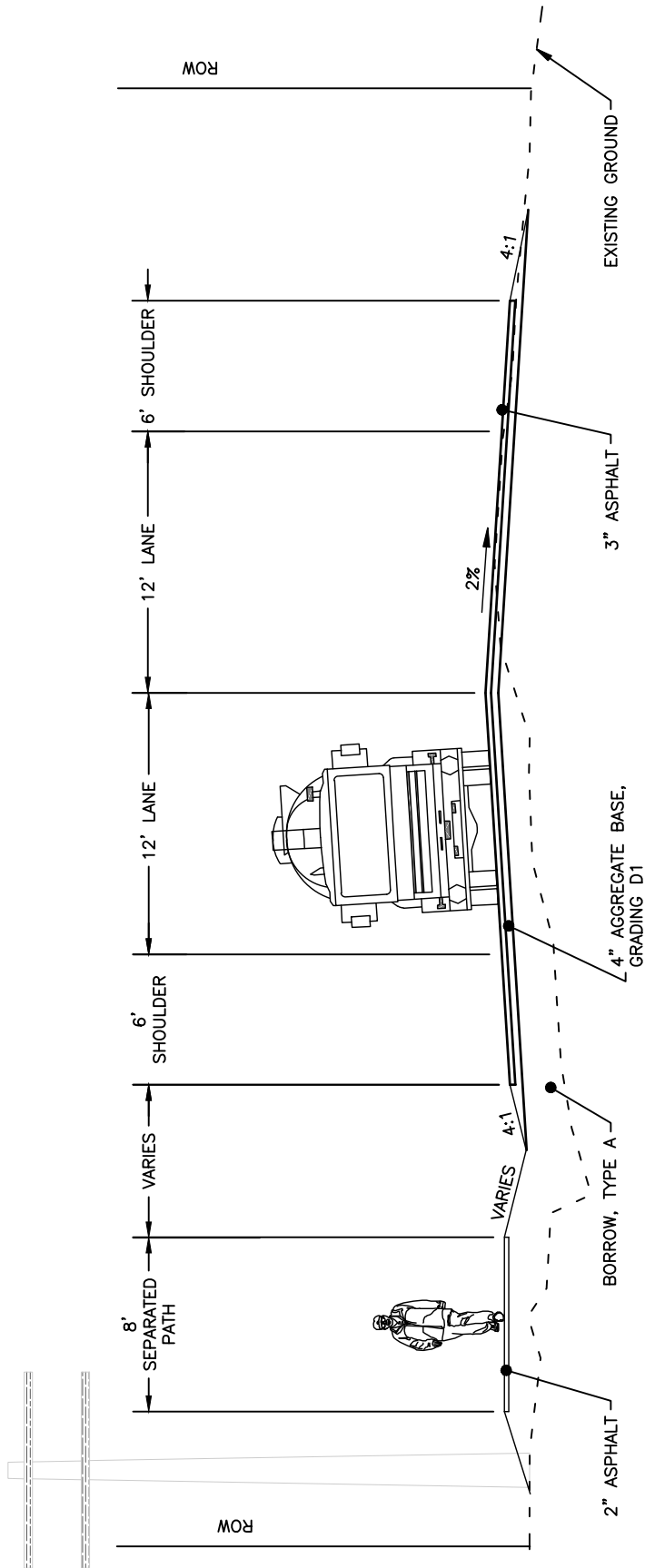
15+03.57 - 20+81.44 AND  
31+06.91 - 37+06.46

STATE OF ALASKA  
Department of Transportation and Public Facilities  
2301 Peger Rd. Fairbanks, Ak 99709

PORT ROAD REHABILITATION PROJECT  
Z621230000/0002278

DATE: 12/17/2019

FIGURE 1



PORT ROAD WITH PEDESTRIAN PATH

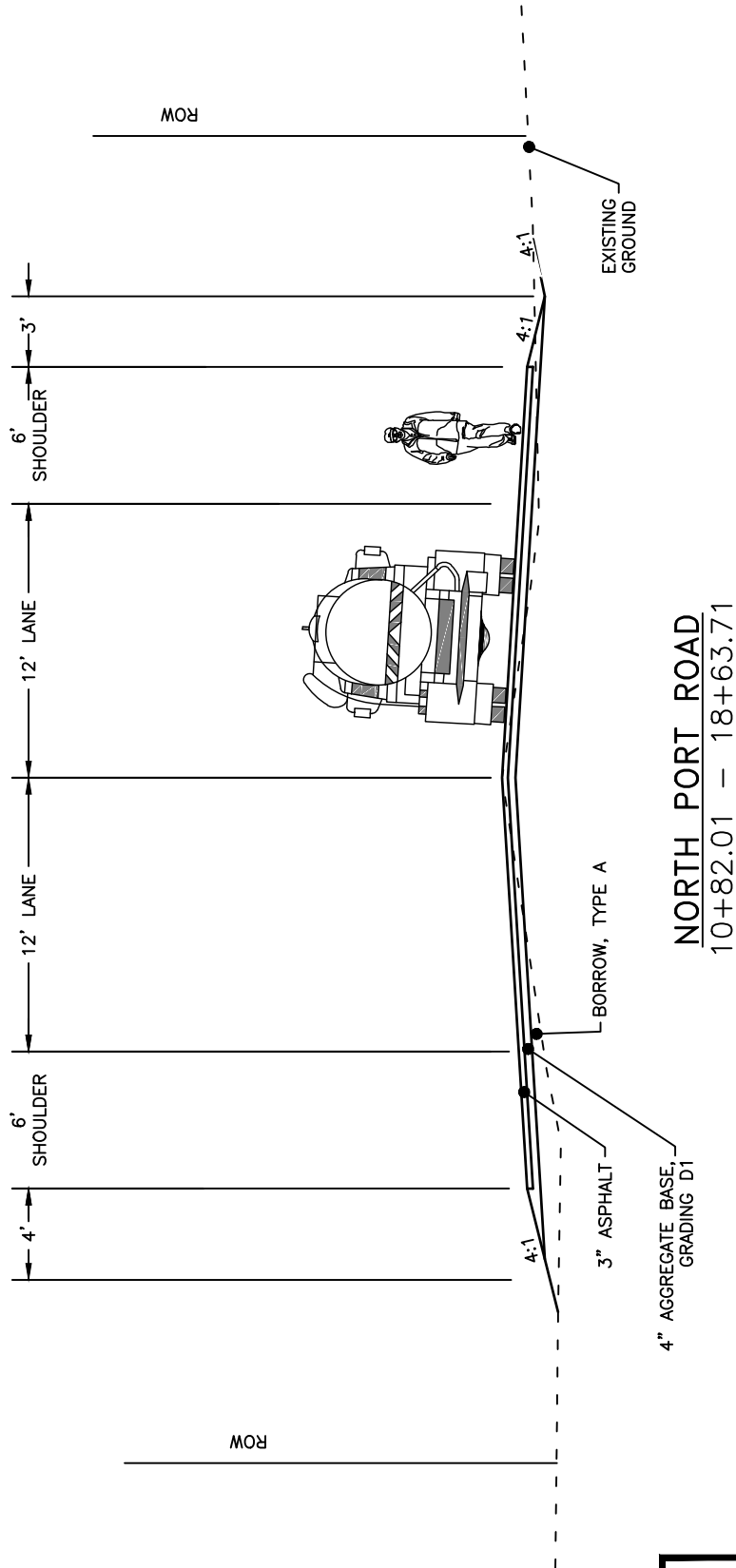
20+81.44 - 31+06.91

STATE OF ALASKA  
Department of Transportation and Public Facilities  
2301 Peger Rd. Fairbanks, Ak 99709

PORT ROAD REHABILITATION PROJECT  
Z621230000/0002278

DATE: 12/17/2019

FIGURE 2

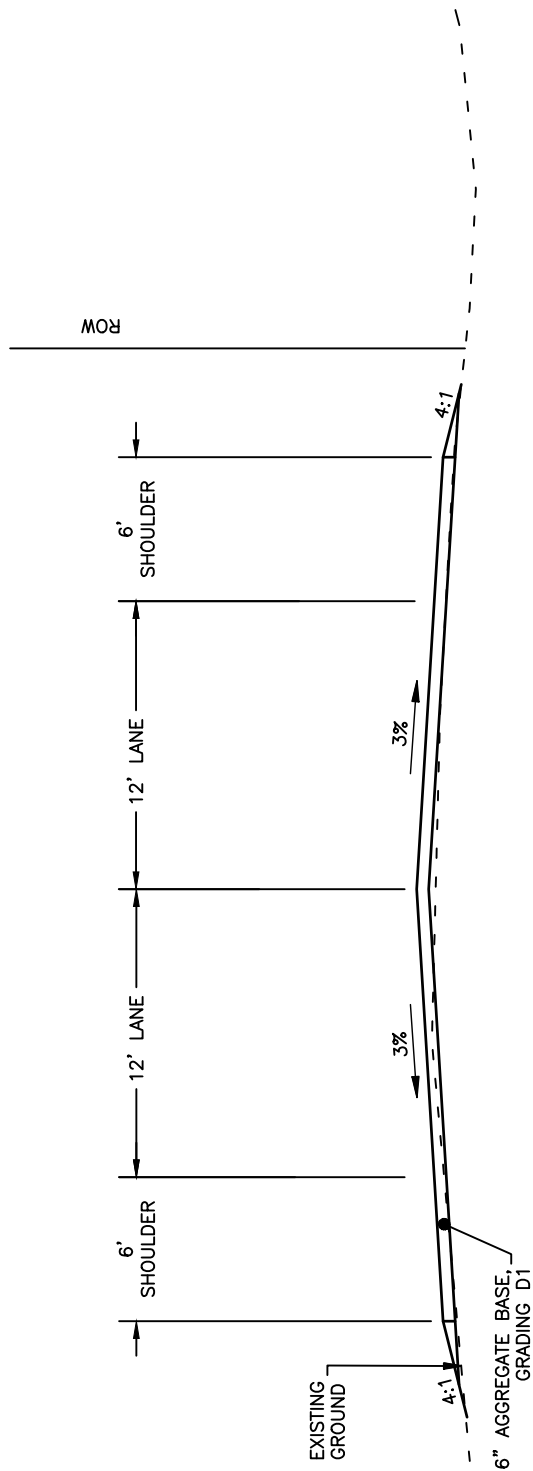


STATE OF ALASKA  
Department of Transportation and Public Facilities  
2301 Peger Rd. Fairbanks, Ak 99709

PORT ROAD REHABILITATION PROJECT  
Z621230000/0002278

DATE: 12/17/2019

FIGURE 3



JETTY ROAD  
10+84.70 - 17+12.06

STATE OF ALASKA Department of Transportation and Public Facilities 2301 Peger Rd. Fairbanks, Ak 99709	
PORT ROAD REHABILITATION PROJECT Z621230000/0002278	
DATE: 12/17/2019	FIGURE 4



acquired for the roadway embankment through this area to allow access for future maintenance.

6. The project will acquire the triangle of property that is under the existing Port Road embankment.

## **MAINTENANCE CONSIDERATIONS**

The existing roadway maintenance concerns are related to re-grading the unpaved portion of Port Road. It is unclear the exact cause of the pavement removal on this stretch of road, but it is a lower portion of road and is thought the pavement failed due to subbase settlement and was removed instead of maintenance patching of the existing asphalt. This project will raise the embankment in this area and repave Port Road from the intersection with Jetty Road to the north end of Port Road.

The project will reconstruct 2 lane miles of road and construct 0.12 new lane miles of separate pedestrian path. Maintenance after project conclusion will include snow removal, culvert cleaning and regrading of the gravel Jetty Road. Repaving and embankment raise on Port Road will reduce the maintenance requirements of that portion of road.

## **MATERIAL SOURCES**

All materials will be contractor-furnished. There are enough local commercial or private sources to provide the quantity and quality of material required for the project.

## **UTILITY RELOCATION & COORDINATION**

Existing utilities along the Port Road corridor include buried water and sewer and overhead electric and communications lines. The NJUS water treatment plant is located at the intersection of Jafet and Port Roads. Multiple water lines leave the treatment plant. Water lines run from the treatment plant to the north end of Port Road and from the treatment plant south to the causeway. Sewer lines run from the north end of Port Road to the south end by the barge landing. Above ground features include hydrants, manholes, monitoring wells and utility poles. Hydrants are located on the west side of Port Road. Power poles are located on both sides of the road with overhead crossings at five locations between Jafet Road and the barge landing.

No impacts are expected to underground utilities. The roadway prism will not include excavation. A light pole at the intersection of Jafet and Port Roads will have to be relocated outside the new roadway. A sewer manhole in the Port/Submarine Beach Road intersection will need to be adjusted to match the new road finish grade. The proposed separated path is routed so that no above ground utilities are impacted. Three of the overhead electric crossings at stations 23+80, 28+63 and 31+52 violate the minimum overhead clearance requirements, the proposed grade raise will further reduce the clearance so these crossings will need to be raised.

## **ACCESS CONTROL FEATURES**

There are no controlled access facilities within the project limits. All access control is common access control with driveways onto the roadway. The project will not change the access control.

## **PEDESTRIAN/BICYCLE (ADA) PROVISIONS**

Pedestrians will be accommodated on the road shoulder and on a separated pedestrian path. The road shoulder width varies from 6 to 8 feet wide, an 8-foot separated pedestrian path will be constructed on the west side of the road from Station 20+81 to 31+07. A reduced path width of 8-feet is allowed in situations such as this where low bike traffic is expected, pedestrian use of the facility is expected to be occasional (when ship in port) and will not be regularly subjected to maintenance vehicle loading. The pedestrian and bicycle route will be on an 8-foot road shoulder on Port where separate path is not constructed and on the 6 foot shoulder on Jetty Road, Jafet road and on Port Road North of the Jafet intersection. Pedestrians from the jetty will follow the roadway shoulder to the separated path to reach the wide shoulder (8 feet) at the North Port intersection and then continue across the Snake River Bridge to Seppala Drive on a 6 foot shoulder. The widened shoulder and separated path will move pedestrians out of the travelled way.

## **SAFETY IMPROVEMENTS**

Safety will be improved with the construction of widened shoulders and separated pedestrian path. This will allow pedestrians to move out of the traveled way and reduce risk of a pedestrian collision.

The modifications to the Jetty/Port/Beach access intersection will improve safety by better delineating the traveled way and clarifying right of way at the intersection. The priority freight movements will be separated from the general traffic accessing the beach and passenger vehicles accessing the freight storage yard.

The North Port/Jafet intersection realignment will improve safety by prioritizing the higher-volume movement of westbound Jafet Road traffic turning south onto Port Road.

## **INTELLIGENT TRANSPORTATION SYSTEM FEATURES**

Not applicable. There are no intelligent transportation system features within the project limits.

## **DRAINAGE**

Existing drainage is by surface flow off the road and into swales along the roadway. The Jetty/Port road intersection currently sheet flow to the south into Norton Sound. The southern portion of Port Road drains to swales along each side of the road. The west side of the road

drains to two cross-culverts, one at Station 20+43 and the other at Station 29+35. North Port Road drains northward into the Snake River near the old bridge site.

The proposed drainage will maintain the existing pattern. Culverts will be replaced and upsized if necessary, based on flow. Existing drainage at the northwest corner of the Port and Jafet intersection ponds with no outlet and the proposed condition will add a culvert across North Port to outlet and eventually drain to Norton Sound at the end of Port Road. Through the section of Port Road with a separated path, the drainage will flow between the path and the road until the path ends. It will then drain through culverts to an existing ditch to Norton Sound. The Jetty / Port intersection area will be modified to drain into the depressed island areas and will drain by culvert south to Norton Sound.

## SOIL CONDITIONS

The Port Road project is in an area of previously mined dredge tailings of the Snake River flood plain. The tailings generally consist of unfrozen replaced sands, gravels and silts. Port Road was last rehabilitated in the late 1990s or early 2000s. The groundwater depth is generally noted at between 5 to 11 feet below ground surface (bgs).

Historical drilling reports were reviewed to determine the existing soil conditions. Existing data was not located within the existing Port Road pavement area, but several boreholes were located adjacent to the Port Road alignment.

Port Road Soil Profile (inferred):

- 0-Unknown Depth: Pavement prism—unknown thickness and soil profile
- Bottom of Pavement Prism to ~10 Feet bgs: sandy gravel; gravelly sand with silt; silty sand
- ~10-30 Feet bgs; silty sand; silt; and gravelly zones
- ~300 Feet bgs: bedrock

A search of the ADEC Contaminated Sites Database identified three active contaminated sites and one sited listed as “Cleaned Up with Industrial Controls.”

Site Name	Address	File #	Hazard ID	Status	Distance from Project Area	Description
<b>Sites near Port Road Project Area</b>						
Nome New Power Plant	Port Rd., 200 ft SW of Old NJUS Power Plant	400.38.031	3971	Cleanup Complete – Institutional Controls	197 ft west of Port Rd.	DRO contaminated soil and GW still exist on site. Institutional controls are in place to limit exposure.
Port Road Industrial Subdivision Lot 7	Port Rd. Industrial Subdivision Lot 7	400.38.050	26104	Active	30 ft east of Port Rd.	Petroleum GW contamination from unknown source
Former West Nome Tank Farm	Near Snake River & Norton Sound	400.38.002	575	Active	131 ft southwest of Port Rd.	Petroleum contaminated soil and GW. Contaminated sediments found to extend to the Snake River. Recent sampling found DRO, TAqH, 1,12-trichloroethane, benzene, naphthalene

						and vinyl chloride in exceedance of DEC cleanup levels.
Alaska Gold Snake River Property	Port Rd., Water St., E of West Nome Tank Farm	400.38.033	3970	Active	140 ft southeast of Port Rd.	Diesel contaminated soil and GW

After consultation with ADEC and the City of Nome to determine the extent of contamination and cleanup at these sites, the Department of Transportation and Public Facilities (DOT&PF) and the project team opted to minimize excavation to the fullest extent possible along Port Road, to avoid contamination. DOT&PF may require that the contractor develop a Quality Assurance Project Plan, which outlines the means and methods for identifying and handling contaminated soil if encountered.

## **EROSION AND SEDIMENT CONTROL**

The project will include an Erosion and Sediment Control Plan (ESCP). This plan will include recommended permanent and temporary Best Management Practices (BMPs) that may be used during construction. A Storm Water Pollution and Prevention Plan (SWPPP) will be developed by the contractor in order to obtain coverage under the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP). This SWPPP will detail the BMPs to be used to prevent sediment-laden stormwater runoff from leaving the project area and entering Norton Sound.

## **ENVIRONMENTAL COMMITMENTS**

The following permits will be required for this project:

- City of Nome Fill Permit
- Alaska Department of Environmental Conservation (ADEC) Alaska Pollutant Discharge Elimination System (APDES)

## **WORK ZONE TRAFFIC CONTROL**

This project is not “significant” for Traffic Control purposes, as defined in Section 1400.2 of the Alaska Highway Preconstruction Manual.

The Contractor will develop a traffic control plan for the construction that maintains functions at the port for freight and passenger operations.

## **VALUE ENGINEERING**

Value engineering is not required for this project.

**COST ESTIMATE**

The estimated costs for this project are as follows:

Design	\$684,792
Utilities	\$100,000
Right of Way	\$150,000
Construction (Includes 15% Engineering)	\$2,925,814
	<hr/>
Total Cost of Project	\$3,860,606

**APPENDIX A**

**DESIGN CRITERIA  
AND  
DESIGN DESIGNATION**

**ALASKA DOT&PF PRECONSTRUCTION MANUAL**  
**Chapter 11 - Design**  
**PROJECT DESIGN CRITERIA**

<b>Project Name:</b> Nome Port Road Reconstruction					
<input checked="" type="checkbox"/> New Construction/Reconstruction <input type="checkbox"/> 3R <input type="checkbox"/> PM <input type="checkbox"/> Other:					
<b>Project Number:</b>	Z621230000/0002278 <input type="checkbox"/> NHS <input checked="" type="checkbox"/> Non NHS				
<b>Functional Classification:</b>	Rural Major Collector				
<b>Design Year:</b>	2045				
<b>Design Year ADT:</b>	1,400				
<b>DHV:</b>	170				
<b>Percent Trucks:</b>	6.5				
<b>Pavement Design Year:</b>	2045				
<b>Terrain:</b>	Rolling				
<b>Design Speed:</b>	35 mph				
<b>Width of Traveled Way:</b>	12' lane width				
<b>Width of Shoulders:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><b>Outside:</b></td> <td style="width: 33%;">6'-8'</td> <td style="width: 33%;"><b>Inside:</b></td> <td style="width: 33%;">N/A</td> </tr> </table>	<b>Outside:</b>	6'-8'	<b>Inside:</b>	N/A
<b>Outside:</b>	6'-8'	<b>Inside:</b>	N/A		
<b>Cross Slope:</b>	2% asphalt 3% gravel				
<b>Superelevation Rate:</b>	6%				
<b>Minimum Radius of Curvature:</b>	380				
<b>Min. K-Value for Vert. Curves:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><b>Sag:</b></td> <td style="width: 33%;">49</td> <td style="width: 33%;"><b>Crest:</b></td> <td style="width: 33%;">29</td> </tr> </table>	<b>Sag:</b>	49	<b>Crest:</b>	29
<b>Sag:</b>	49	<b>Crest:</b>	29		
<b>Maximum Allowable Grade:</b>	9%				
<b>Minimum Allowable Grade:</b>	0.3%				
<b>Stopping Sight Distance:</b>	250'				
<b>Lateral Offset to Obstruction:</b>	12'				
<b>Vertical Clearance:</b>	16'-6" Port Road, 8'-6" pedestrian facility				
<b>Bridge Width:</b>	N/A				
<b>Bridge Structural Capacity:</b>	N/A				
<b>Passing Sight Distance:</b>	1280				
<b>Surface Treatment:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><b>T/W:</b></td> <td style="width: 33%;">HMA</td> <td style="width: 33%;"><b>Shoulders:</b></td> <td style="width: 33%;">HMA</td> </tr> </table>	<b>T/W:</b>	HMA	<b>Shoulders:</b>	HMA
<b>T/W:</b>	HMA	<b>Shoulders:</b>	HMA		
<b>Side Slope Ratios:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><b>Foreslopes:</b></td> <td style="width: 33%;">2:1 max</td> <td style="width: 33%;"><b>Backslopes:</b></td> <td style="width: 33%;">2:1 max</td> </tr> </table>	<b>Foreslopes:</b>	2:1 max	<b>Backslopes:</b>	2:1 max
<b>Foreslopes:</b>	2:1 max	<b>Backslopes:</b>	2:1 max		
<b>Degree of Access Control:</b>	Stop control at side streets.				
<b>Median Treatment:</b>	N/A				
<b>Illumination:</b>	N/A				
<b>Curb Usage and Type:</b>	N/A				
<b>Bicycle Provisions:</b>	Shoulder: 6-8'; Multiuse Path 8'				
<b>Pedestrian Provisions:</b>	Shoulder: 6-8'; Multiuse Path 8'				
<b>Misc. Criteria:</b>					

Proposed - Designer/Consultant:   
 Endorsed - Engineering Manager:   
 Approved - Preconstruction Engineer: 

Date: 6-18-2020  
 Date: 7/10/20  
 Date: 7/7/2020

Shaded criteria are commonly referred to as the *FWHA 13 controlling criteria*. For NHS routes only, these criteria must meet the minimums established in the Green Book (AASHTO A Policy on Geometric Design of Highways and Streets). For all other routes, these criteria must meet the minimums established in the *Alaska Highway Preconstruction Manual*. Otherwise a Design Exception must be approved.

*Design Criteria marked with a " # " do not meet minimums and must have a Design Exception(s) and/or Design Waiver(s) approved. See the Design Study Report for Design Exception/Design Waiver approval(s) and approved design criteria values.*

# MEMORANDUM

## State of Alaska

Item A.

### Department of Transportation & Public Facilities

**TO:** Sarah E. Schacher, P.E.,  
Preconstruction Engineer  
Northern Region

**DATE:** December 16, 2019

**FILE NO:** I:\Traffic Data\Design\2019\NomePort\_Z62123

**TELEPHONE  
NO:** 451-5150

**FROM:** Scott Vockeroth  
Traffic Data Manager  
Fairbanks Field Office

**SUBJECT:** Nome Port Rd Reconstruction  
Z621230000/0002278  
Design Designation Request

Please approve the attached design designation by signing the endorsement below which enables your staff to proceed.

Due to the functionality of Port Rd Traffic Data is not able to conduct an accurate count on the road. The AADT for this Design Designation is the value from our count located on Jafet Rd at the Snake River Bridge. That count represents a similar AADT as it is the sole connector between Nome and the port area. Without a classification count truck percentages were analyzed based on a classification count on Seppala Dr west of Center Creek Rd and a turning movement count at the intersection of Jafet Rd and Seppala Dr.

Contact our office if you have any questions.



12/17/2019

Sarah E. Schacher, P.E., Preconstruction Engineer

Date

cc: Joe Kemp, P.E., Engineering Manager, Northern Region

Attachment



---

**DESIGN DESIGNATION**  
**Northern Region Planning**  
**Traffic Data & Forecasting**

---

**ROUTE NAME:** Port Road- Nome  
**STATE ROUTE NO:** 168115  
**CDS MILEAGE:** 0.000-0.8818  
**FUNCTIONAL CLASS:** Major Collector  
**URBAN/RURAL:** Rural

	YEAR	AADT	%	
<b>AADT</b>	2018	1100		
	2035	1280		
	2045	1400		
<b>DHV</b>	2035		12.50	160
	2045			170
<b>D</b>				40-60
<b>T</b>			<b>6.50</b>	<b>Total</b>
			5.00	Class 5
			1.25	Class 6
			0.25	Class 9
<b>ESAL'S (Design Lane)</b>	To Be Provided by Design			

<b>Traffic Data Request Form</b>			TDR Form-1-10/20/03																
<b>Alaska Department of Transportation &amp; Public Facilities</b>																			
<b>Requested By:</b> Joe Kemp	<b>Design Project Number:</b> Z621230000	<b>Date Requested:</b> 12/4/19																	
<b>Base Year:</b> 2018 <b>Base Year Total AADT:</b> 1100 <b>AADT Growth Rate</b> Forward (%/yr): 0.89   End Year: 2045 Back Cast (%/yr):      Begin Year:	<b>Common Route Name:</b> Port Rd <b>Functional Class:</b> Urban/Rural      Major Collec + <b>Historic M.P. Interval:</b> 0.000-0.8818	<b>CDS Route Name:</b> 168115 9141028X000 <b>CDS M.P. Interval:</b> 0-0.8818																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Truck Category</th> <th style="width: 25%;">Load Factor (ESALs per Truck)</th> <th style="width: 50%;">% of Total AADT in Truck Category</th> </tr> </thead> <tbody> <tr><td>2-axle</td><td></td><td></td></tr> <tr><td>3-axle</td><td rowspan="3" style="text-align: center; vertical-align: middle;">See attached</td><td></td></tr> <tr><td>4-axle</td><td></td></tr> <tr><td>5-axle</td><td></td></tr> <tr><td>≥ 6-axle</td><td></td><td></td></tr> </tbody> </table>	Truck Category	Load Factor (ESALs per Truck)	% of Total AADT in Truck Category	2-axle			3-axle	See attached		4-axle		5-axle		≥ 6-axle			<b>Lane Configuration Sketch:</b> (Designer: Provide sketch of lane layout. Number each lane and show directions.) <div style="text-align: right; margin-top: 10px;">             Indicate North  </div> <div style="text-align: center; margin-top: 20px;"> </div>		
Truck Category	Load Factor (ESALs per Truck)	% of Total AADT in Truck Category																	
2-axle																			
3-axle	See attached																		
4-axle																			
5-axle																			
≥ 6-axle																			
<b>Percent of Base Year Total AADT for Each Numbered Lane in Configuration Sketch:</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>Lane # 1</td><td>% 40</td></tr> <tr><td>Lane # 2</td><td>% 60</td></tr> <tr><td>Lane #</td><td>%</td></tr> <tr><td>Lane #</td><td>%</td></tr> <tr><td>Lane #</td><td>%</td></tr> <tr><td>Lane #</td><td>%</td></tr> </tbody> </table>		Lane # 1	% 40	Lane # 2	% 60	Lane #	%	Lane #	%	Lane #	%	Lane #	%	<b>Comments:</b>					
Lane # 1	% 40																		
Lane # 2	% 60																		
Lane #	%																		
Lane #	%																		
Lane #	%																		
Lane #	%																		
<b>Data Provided By:</b> 	<b>Provider's Signature:</b> 		<b>Date Provided:</b> 12/16/19																

Figure 6-1. Traffic Data Request (TDR) Form

Item A.

Submitted Data Request Type: Design Designations Request (Northern)	
Latest Status Update:	Data Request Record has been assigned to an email address.
Assigned to the following e-mail address:	jill.sullivan@alaska.gov; scott.vockeroth@alaska.gov
Record Creation:	December 04, 2019 10:17:01 AM
Routed to assigned e-mail address:	December 04, 2019 11:25:42 AM
Request Resolution:	Resolution Pending

Requestor	
First Name: *	Joe
Last Name: *	Kemp
Email: *	joseph.kemp@alaska.gov
Additional Email Contacts:	<input type="button" value="+"/>
Date Needed: (AKST)	12 / 20 / 2019 <b>12 / 17 / 19</b>

Project Information	
Project Name: *	Nome Port Road Reconstruction
Project Engineer(s): *	Joe Kemp <input type="button" value="+"/>
State Project Number: *	Z621230000
Federal Project Number: *	0002278
Route ID: *	168115
Milepoint (To/From): *	Entire Length
Construction Year: *	2022

Please select the type of project. \*

☒ Reconstruction  
☐ Rehabilitation  
☐ New Construction  
☐ Other (please describe): Reconstruction

Project Notes:

Please select the project's region to view the Data Fields that are available to request. \*

☐ Central  
☒ Northern  
☐ Southcoast























Data Fields Requested: (please pick at least one) \*

☐ Present AADT  
☐ Design Year AADT (Please specify Year: **2045**)  
☐ Mid-Design Year AADT (Please specify Year: **2035**)  
☐ Design Hourly Volume (DHV)  
☐ Directional Split (D)  
☐ Percent Trucks  
☐ Road Functional Classification  
☐ Intersection Turning Movements (Please specify Locations)

Please specify any other requested data fields not listed above:



**Report** Route Log  
**CDS Route** PORT ROAD (168115)  
**From Milepoint** 0  
**To Milepoint** 0.8818  
**Filter** FacilityType INTERCHANGE RAMP;NON-INVENTORY;WYE;SECONDARY FERRY ACCESS;ROUNDAABOUT;PRIMARY FERRY ACCESS;NON-INTERCHANGE RAMP;MAINLINE;CONNECTOR

Milepoint	Attribute	Side	Feature CDS	Description	Viewer
0	Traffic Link	-	-	Start AL002675	 
0	Functional Class	-	-	Start MAJOR COLLECTOR	 
0	FHWA Urban Area	-	-	Start RURAL AREA (RURAL)	 
0.0068	Traffic Station	-	-	30959000	 
0.1406	 Intersection	L	168116	JAFET ROAD	 
0.5325	Traffic Link	-	-	End AL002675	 
0.5325	 Intersection	L	-	JETTY ROAD	 
0.5325	Functional Class	-	-	MAJOR COLLECTOR -> LOCAL	 
0.8818	Functional Class	-	-	End LOCAL	 
0.8818	FHWA Urban Area	-	-	End RURAL AREA (RURAL)	 

## Computations and Historical Data

**Project:** Nome Port Rd Reconstruction

## Historical AADTs

Link	Start CDS	Start Feature	End CDS	End Feature	Year					
					1980	1981	1982	1983	1984	1985
1	0.000	Bering St	0.666	Center Creek Rd						

[illegible]

Link	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1								1896			1626			1413	1469

Link	Year		
	2016	2017	2018
1	1509	1137	1140

<b>Growth Rate</b>	0.89%	Continuous counter traffic trends
--------------------	-------	-----------------------------------

## Growth Factors

Year	Factor
2035	1.162
2045	1.269

Future AADT	Year	AADT
	2018	1100
	2035	1280
	2045	1400

<b>D Factor (30)</b>	40-60
----------------------	-------

<b>K-Factor (30)</b>	12.50%	Obtained from Continous Count at Nome-Teller Hwy North of Little Creek Rd
----------------------	--------	---

<b>Design Hourly Volume (DHV)</b>	2035	160
	2045	170

## Class Data

Station ID	Station Description	MP	Year	Percent by Class							Total Truck %
				4	5	6	8	9	10	13	
37032021	Seppala Dr West Of Center Creek	0.696	2017	0.00	5.00	1.25	0.00	0.25	0.00	0.00	6.50
	Load Factor			1.00	0.50	0.85	1.20	1.55	2.24	2.24	
	Number of Axles			2/3	2	3	4	5	6	7+	

\*\* Truck percent was produced after analysis of above class count with turning movement count on Jafet and Seppala \*\*

## **APPENDIX B**

### **ENVIRONMENTAL DOCUMENT** **(only include the signature page of the FONSI or ROD)**

1. Public/agency involvement for project. *Required if protected resources are involved.* ☒ ☐
2. Public Meetings. Date(s): 11/14/17 ☒ ☐
3. Newspaper ads. *Attach certified affidavit of publication as an appendix.* ☐ ☒ ☐  
Name of newspaper and date: 10/26/17, 11/2/17, 11/9/17
4. Alaska Online Public Notice date: 10/27/17
5. Agency scoping letters. Date sent: 10/26/17 ☒ ☐
6. Agency scoping meeting. Date of meeting: \_\_\_\_\_ ☐ ☒
7. Field review. Date: 7/27/17 ☒ ☐
8. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*  
The attached Public Involvement Report (Appendix A) details the actions taken during the public and agency review process as well as all comments received.

#### V. Environmental Commitments and Mitigation Measures

List all environmental commitments and mitigation measures included in the project.

#### VI. Environmental Documentation Approval

N/A YES NO

1. Do any unusual circumstances exist, as described in [23 CFR 771.117\(b\)](#)? *If yes, attach consultation with the NEPA Program Manager demonstrating that a CE is appropriate.* ☐\* ☒
2. The project meets the criteria of one of the following [DOT&PF Programmatic Approvals](#) authorized in the Nov. 13, 2017 "[Chief Engineer Directive – Programmatic Categorical Exclusions](#)". ☒ ☐
- *If yes, select the appropriate Programmatic Approval below, and the CE documentation form may be approved by the Regional Environmental Manager.*
  - *If no, the CE documentation form must be approved by a NEPA Program Manager.*
- a. Programmatic Approval 1 ☐
- b. Programmatic Approval 2 ☒
- c. Programmatic Approval 3 ☐

#### VII. Environmental Documentation Approval Signatures

Prepared by:

Melissa L. Jensen  
[Signature] Environmental Impact Analyst

Date: 7/10/2018

Melissa L. Jensen

**VII. Environmental Documentation Approval Signatures**\_\_\_\_\_  
[Print Name] Environmental Impact Analyst

Reviewed by:

  
\_\_\_\_\_  
[Signature] Engineering Manager

Date:

7/9/18Christopher F. Johnston, P.E.  
\_\_\_\_\_  
[Print Name] Engineering Manager**Programmatic CE**

Approved by:

Brett Nelson  
\_\_\_\_\_  
[Signature] Regional Environmental Manager

Date:

7-10-18Brett Nelson  
\_\_\_\_\_  
[Print Name] Regional Environmental Manager**Non-Programmatic CE**

Approval

Recommended by:

\_\_\_\_\_  
[Signature] Regional Environmental Manager

Date:

\_\_\_\_\_  
[Print Name] Regional Environmental Manager

Approved by:

\_\_\_\_\_  
[Signature] NEPA Program Manager

Date:

\_\_\_\_\_  
[Print Name] NEPA Program Manager



## **APPENDIX C**

### **PAVEMENT DESIGN**

Project Name: Nome Port Road Reconstruction

Designer: Anne Nelson

Project Number: 1230000/0002278

Date: 12/17/2019

## Traffic Data for Design and Historic ESALs

### Design Data Input

Design Construction Year: 2022

Design Length in Years: 23

Base Year: 2018

Base Year Total AADT: 1100

Growth Rate % per Year: 0.89

#### % of Base Year AADT for Each Lane

Lane	%
1	40
2	60
3	0
4	0
5	0
6	0

### Historic Data Input

Historic Construction Year:

Backcast % per Year:

#### % of Base Year AADT for Each Lane

Lane	%
1	
2	
3	
4	
5	
6	

Truck Category	Load Factor (ESALs per Truck)	% AADT in Truck Category
2-Axle	0.5	5
3-Axle	0.85	1.25
4-Axle	1.2	0
5-Axle	1.55	0.25
>=6-Axle	2.24	0

Truck Category	Load Factor (ESALs per Truck)	% AADT in Truck Category
2-Axle	0.5	
3-Axle	0.85	
4-Axle	1.2	
5-Axle	1.55	
>=6-Axle	2.24	

#### TOTAL DESIGN ESALS:

**250,479**

#### TOTAL HISTORIC ESALS:

-

### Construction Year ESAL Calculations

Truck Category	Design Lane AADT	% AADT in Truck Category	Load Factor for Truck Category	Construction Year ESALs
2-Axle	684	5	0.5	6,242
3-Axle	684	1.25	0.85	2,653
4-Axle	684	0	1.2	0
5-Axle	684	0.25	1.55	967
>=6-Axle	684	0	2.24	0
Total Construction Year ESALs:				9,862

### Historic Construction Year ESAL Calculations

Truck Category	Design Lane AADT	% AADT in Truck Category	Load Factor for Truck Category	Historic Construction Year ESALs
2-Axle		0	0.5	0
3-Axle		0	0.85	0
4-Axle		0	1.2	0
5-Axle		0	1.55	0
>=6-Axle		0	2.24	0
Total Historic Construction Year ESALs:				0

[CLICK HERE FOR MORE INFORMATION ON ESAL CALCULATIONS](#)

Excess Fines Method - Nome Port Road Reconstruction

PROJECT INFORMATION

Project Name:Nome Port Road Reconstruction

Project Number:621230000/0002278

Designer:Anne Nelson

Date:12/17/2019 9:50:25 AM

TRAFFIC

ESALS250479

AADT1400

UNITS

☐ Metric

☒ English

SOLUTION

Predicted Deflection.059 in.

Pavement Thickness3 in

SOILS DATA

LAYER No.	Depth Interval	Thickness in.	P200(%)
1	0- 4	4	6
2	4- 12	8	10
3			
4			
5			
6			
7			

Stabilized Base

Marshall Stability (lbs)1764

Pavement Thickness	Base Thick
1.5	2
2	1
2.5	.5
3	0

Compute

Item A.

135

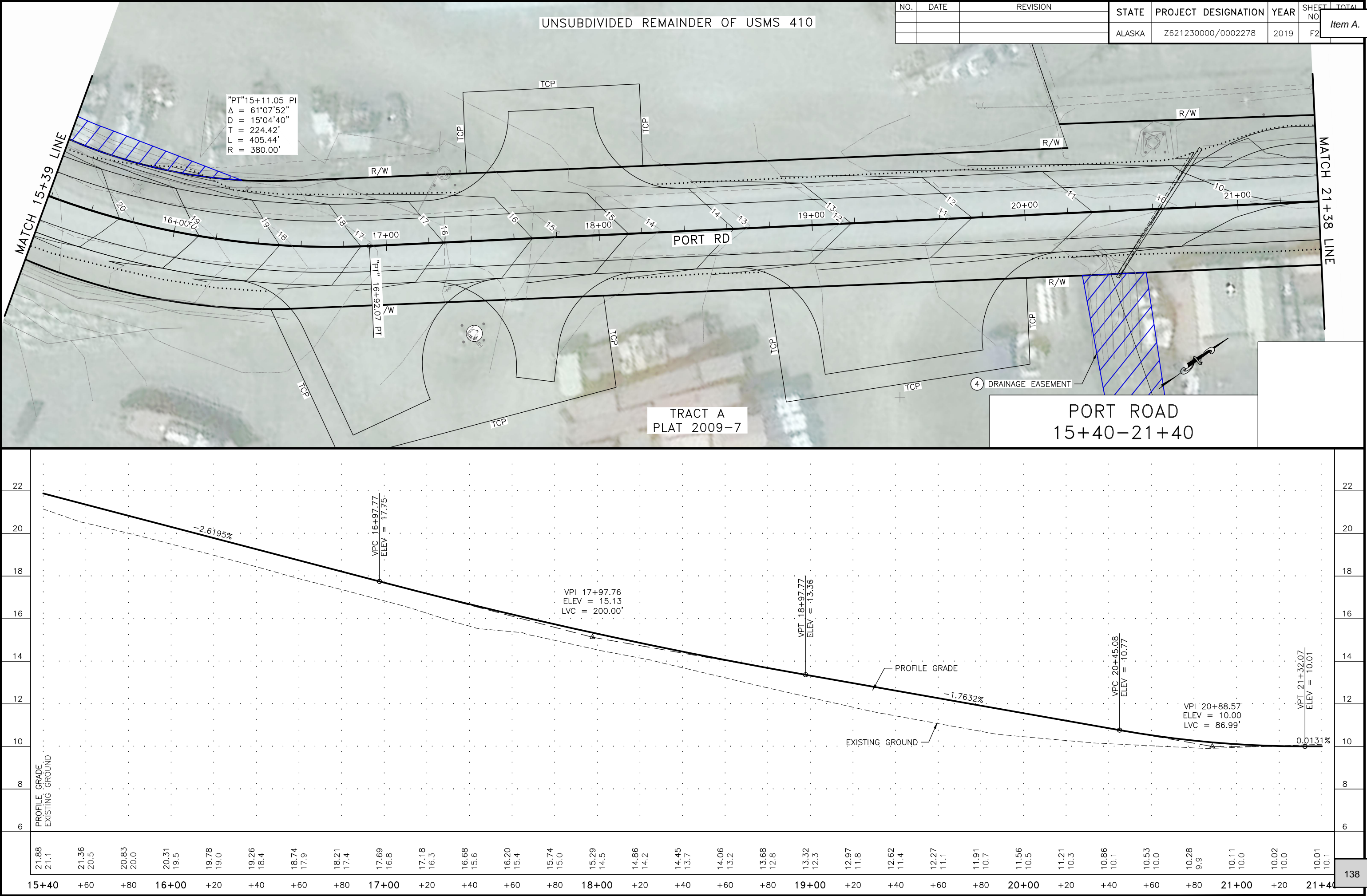
## **APPENDIX D**

### **PRELIMINARY PLAN AND PROFILE SHEETS**

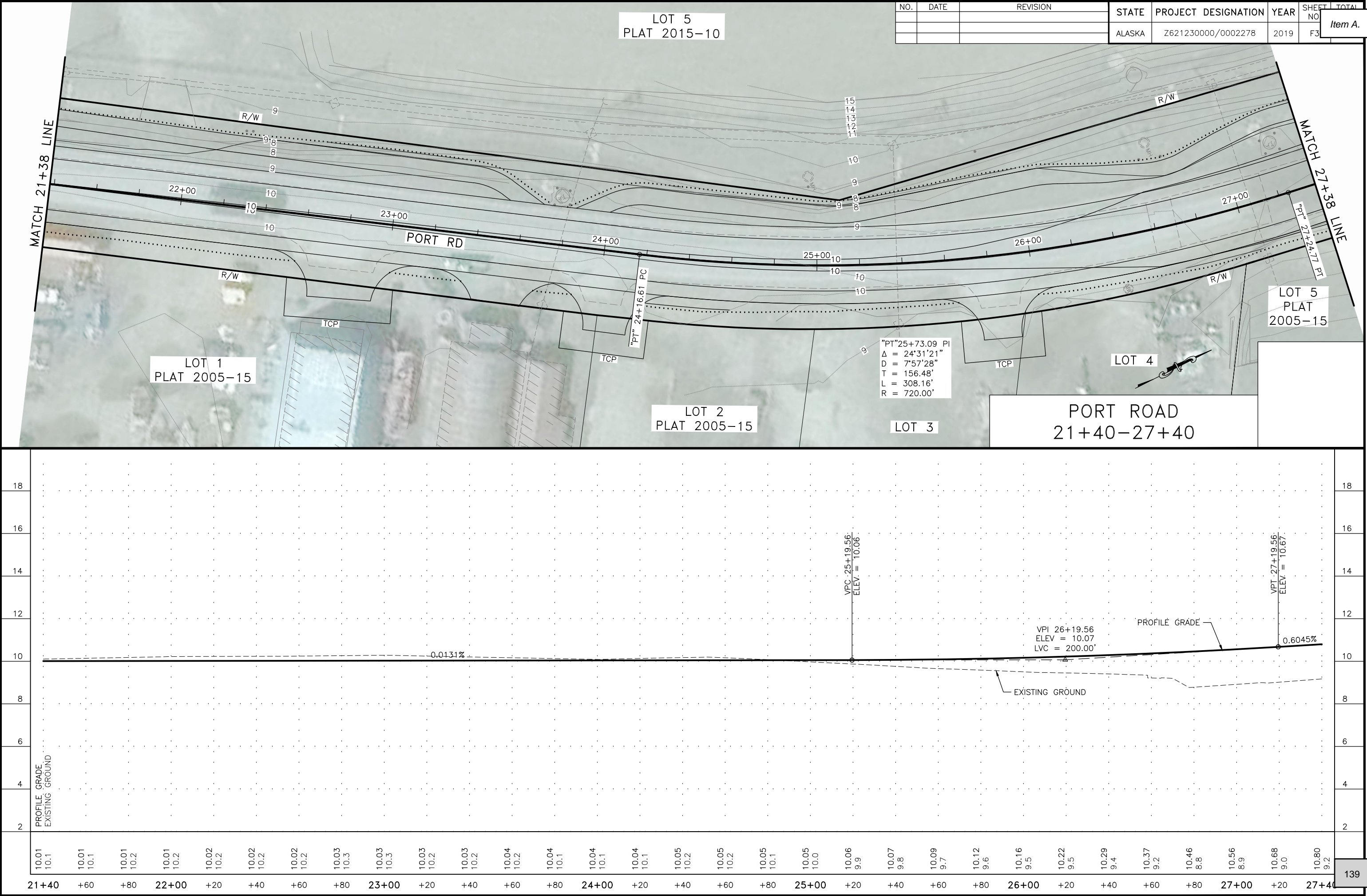




PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC. CERT. OF AUTHORIZATION NO.: AEC0605, 2700 GAMBELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200  
P:\2017\17280FB-Port Rd\_Rev04\VC2001\cst17280FB-F2 15+40-21+40 Mon, May/11/20 04:15pm



PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC. CERT. OF AUTHORIZATION NO.: AEC0605, 2700 GAMBELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200  
P:\2017\17280FB-Port\_Rd\_Rehab\VC2001\cns17280FB-F3 21+40-27+40 Mon\_May/11/20 04:15pm









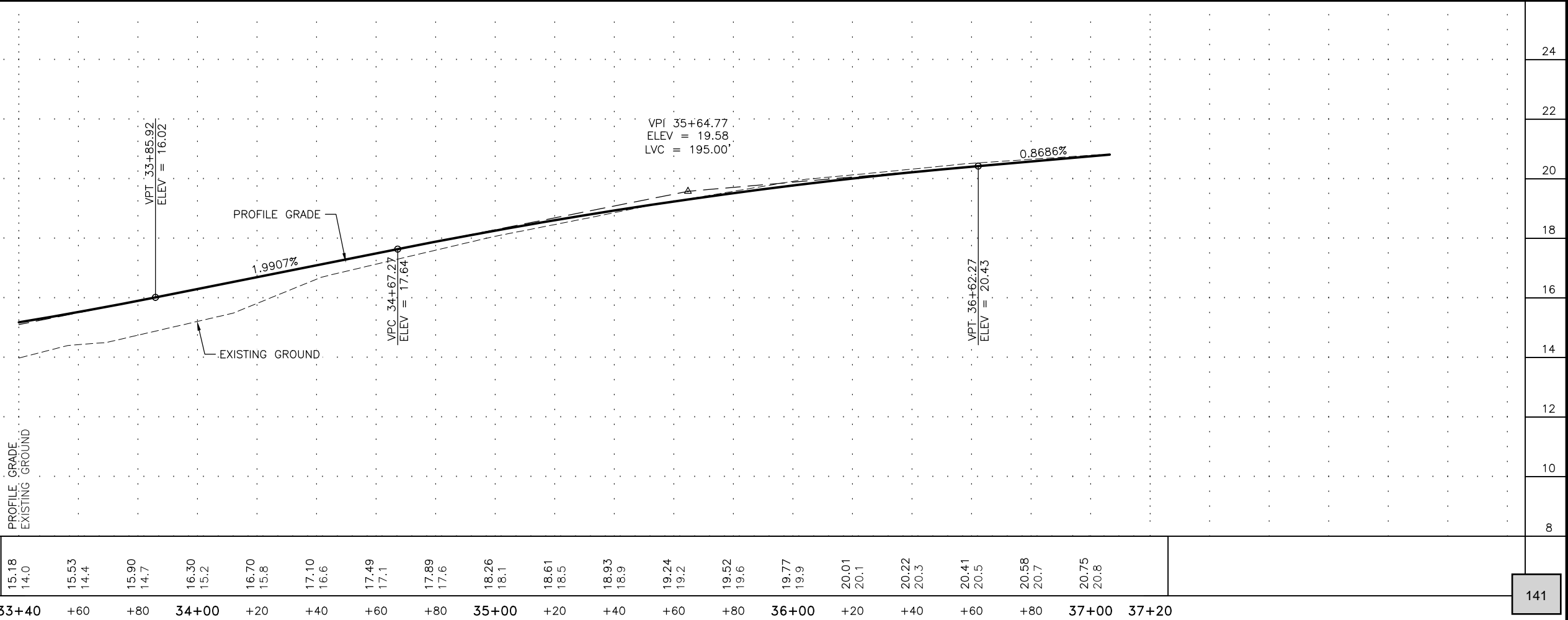
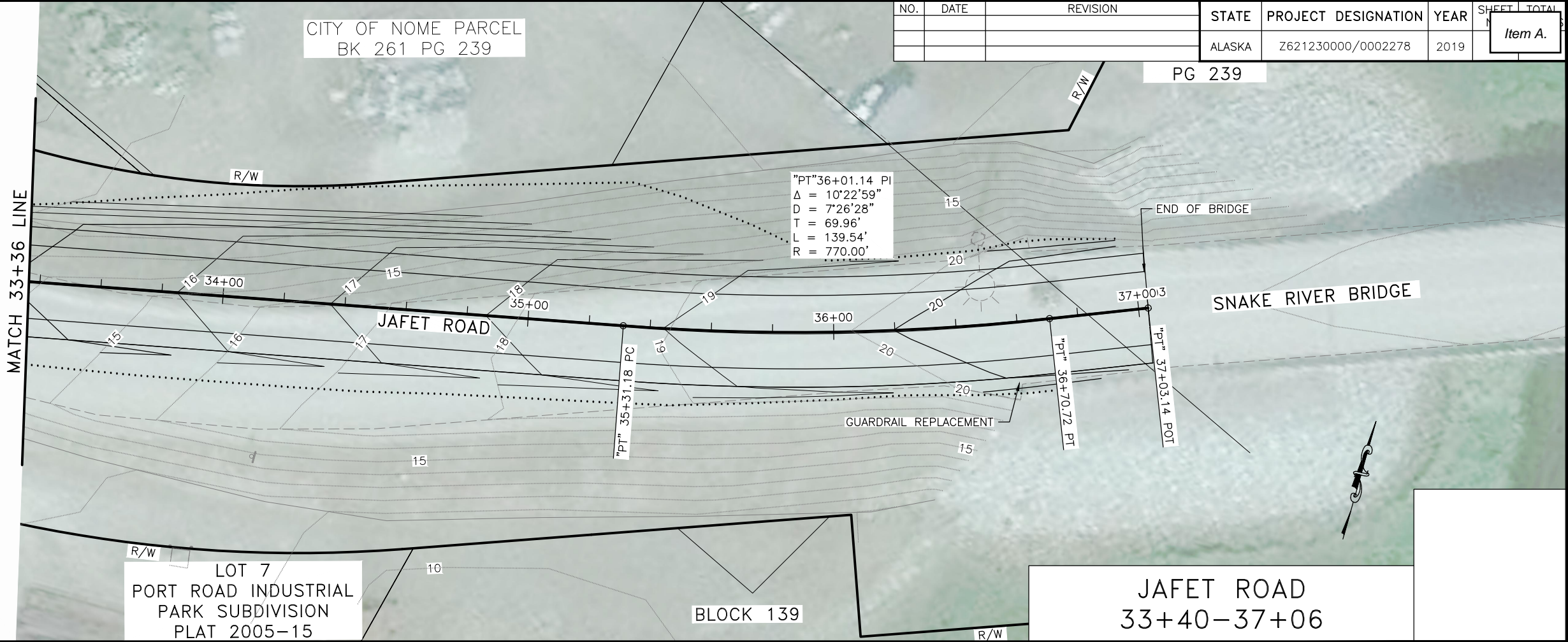
PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC, CERT. OF AUTHORIZATION NO.: AECC605, 2700 GAMBELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200  
P:\2017\17260FB-Port\_Rd\_Rehab\C200\Inst\17260FB-F5 33+40-37+06 Mon, May/11/20 04:16pm

CITY OF NOME PARCEL  
BK 261 PG 239

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET	TOTAL
			ALASKA	Z621230000/0002278	2019	1	1
							Item A.

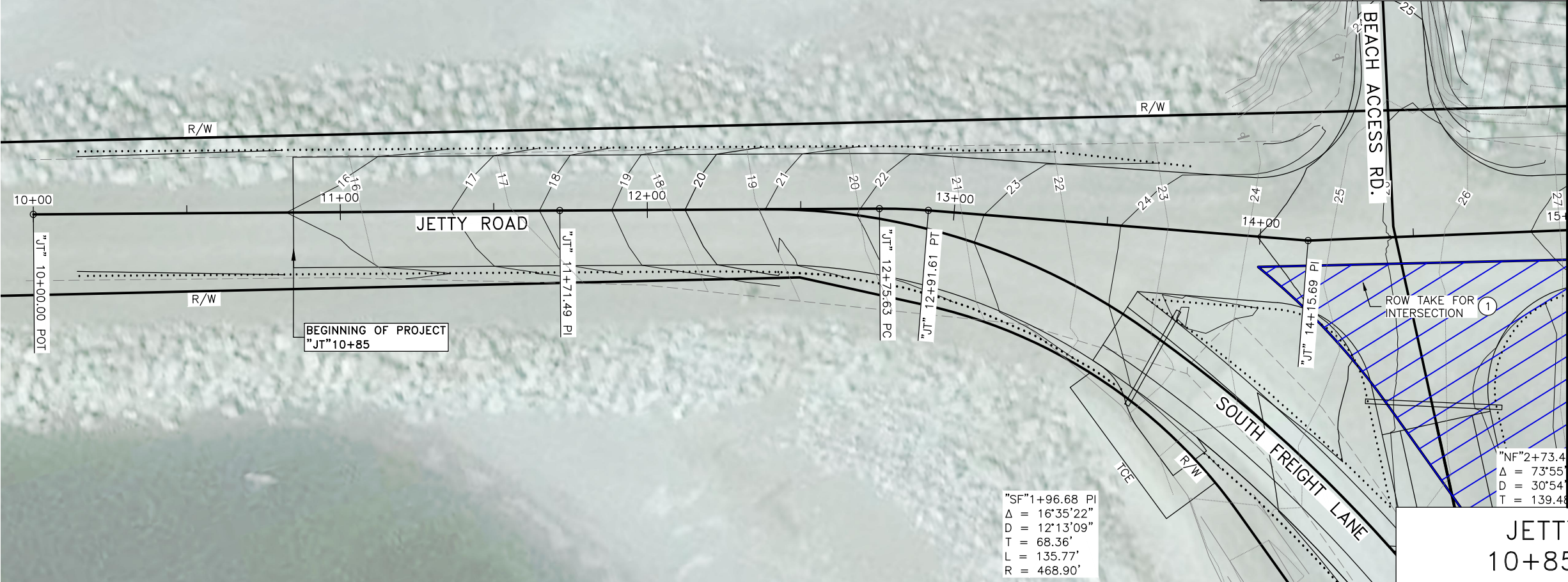
PG 239

MATCH 33+36 LINE



PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC. CERT. OF AUTHORIZATION NO.: AECC605, 2700 GAMBELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200  
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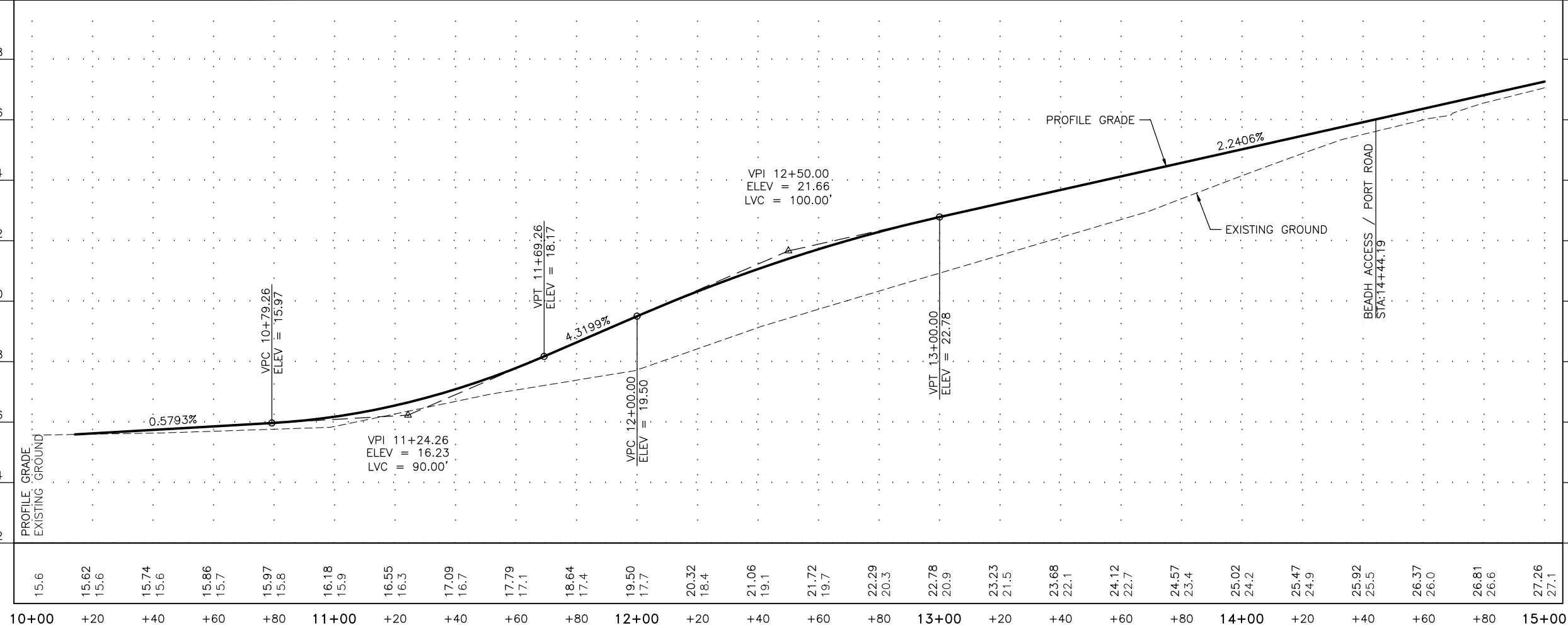
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL
			ALASKA	Z621230000/0002278	2019	F6	Item A.



"SF" 1+96.68 PI  
Δ = 16°35'22"  
D = 12°13'09"  
T = 68.36'  
L = 135.77'  
R = 468.90'

"NF" 2+73.4  
Δ = 73°55'  
D = 30°54'  
T = 139.44'

JETTY ROAD  
10+85-15+00

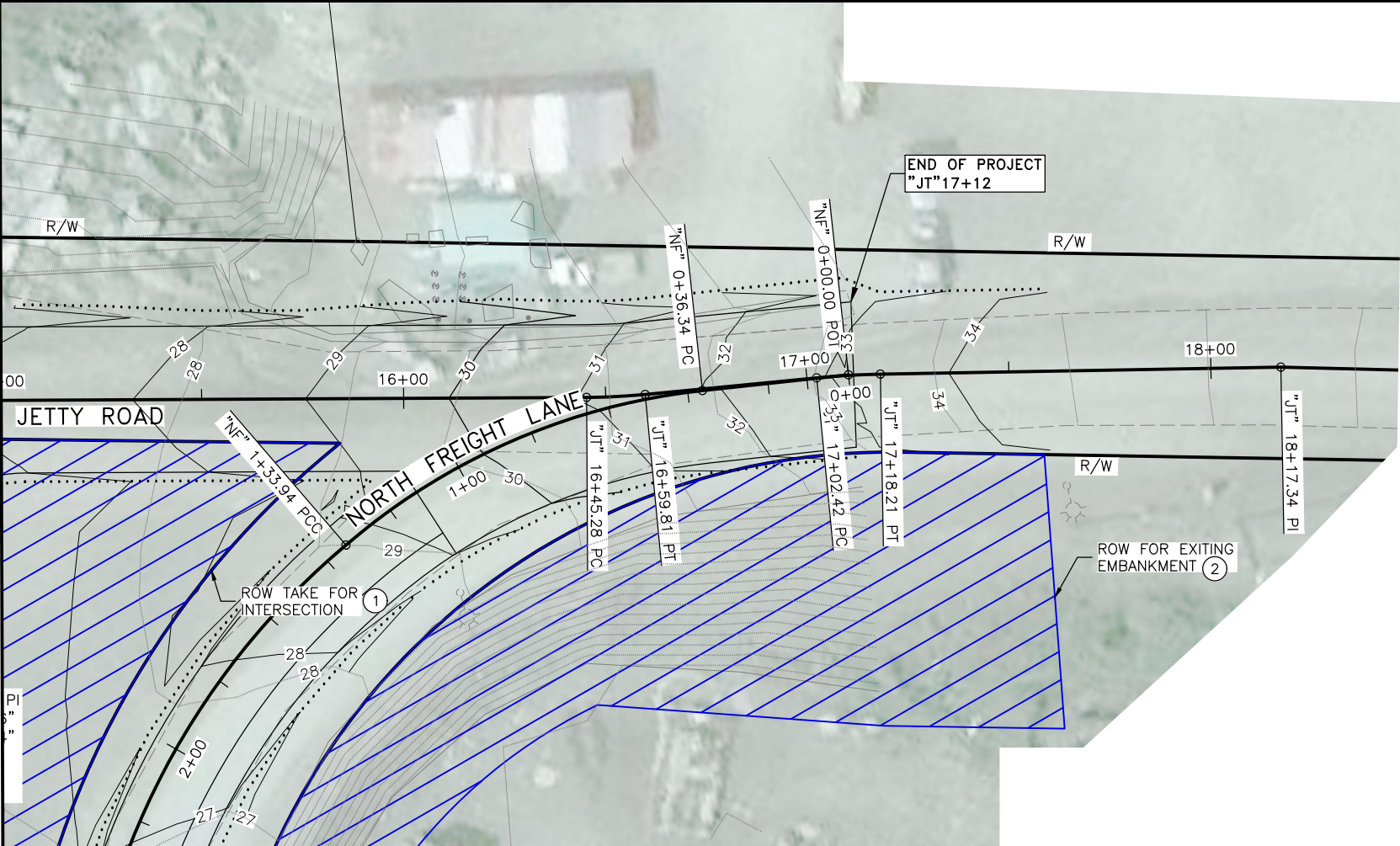




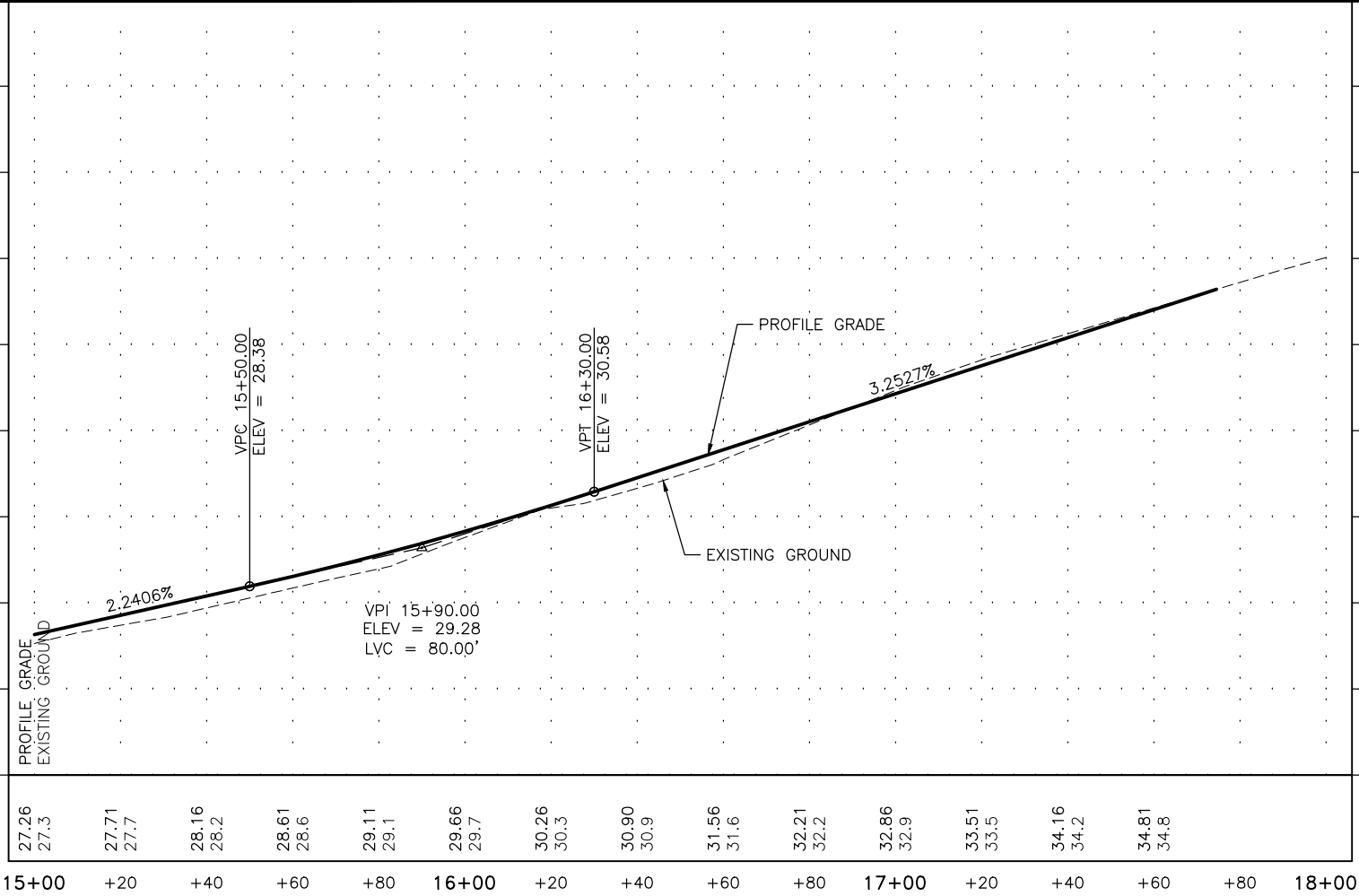
PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC, CERT. OF AUTHORIZATION NO.: AECC605, 2700 GAMBELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200  
P:\2017\17280FB-PortL\_Rd\_Rehab\17280FB-F7 Mon, May/11/20 04:17pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL
			ALASKA	Z621230000/0002278	2019	F7	Item A.

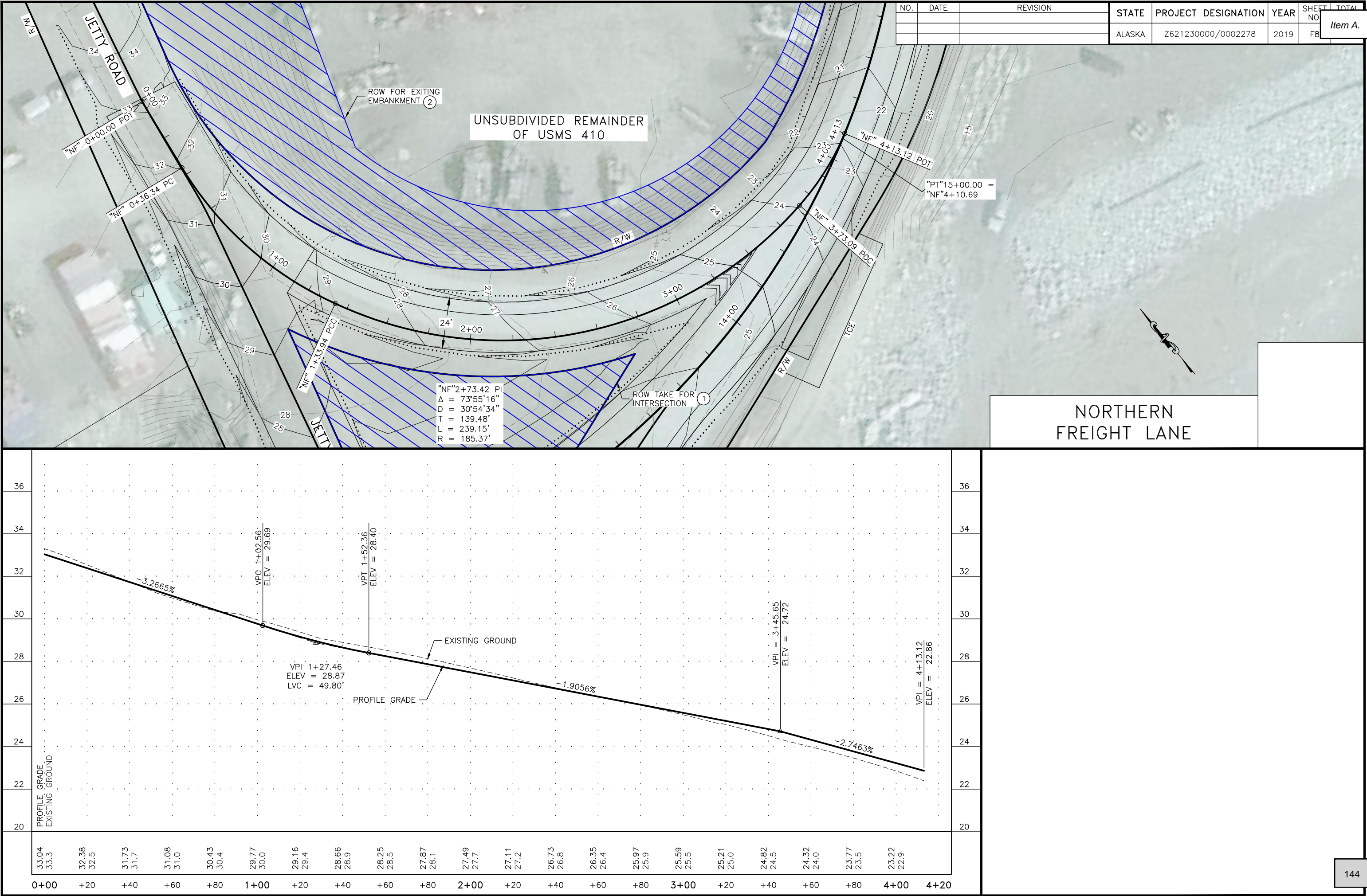
MATCH 15+00 LINE



JETTY ROAD  
15+00-17+11

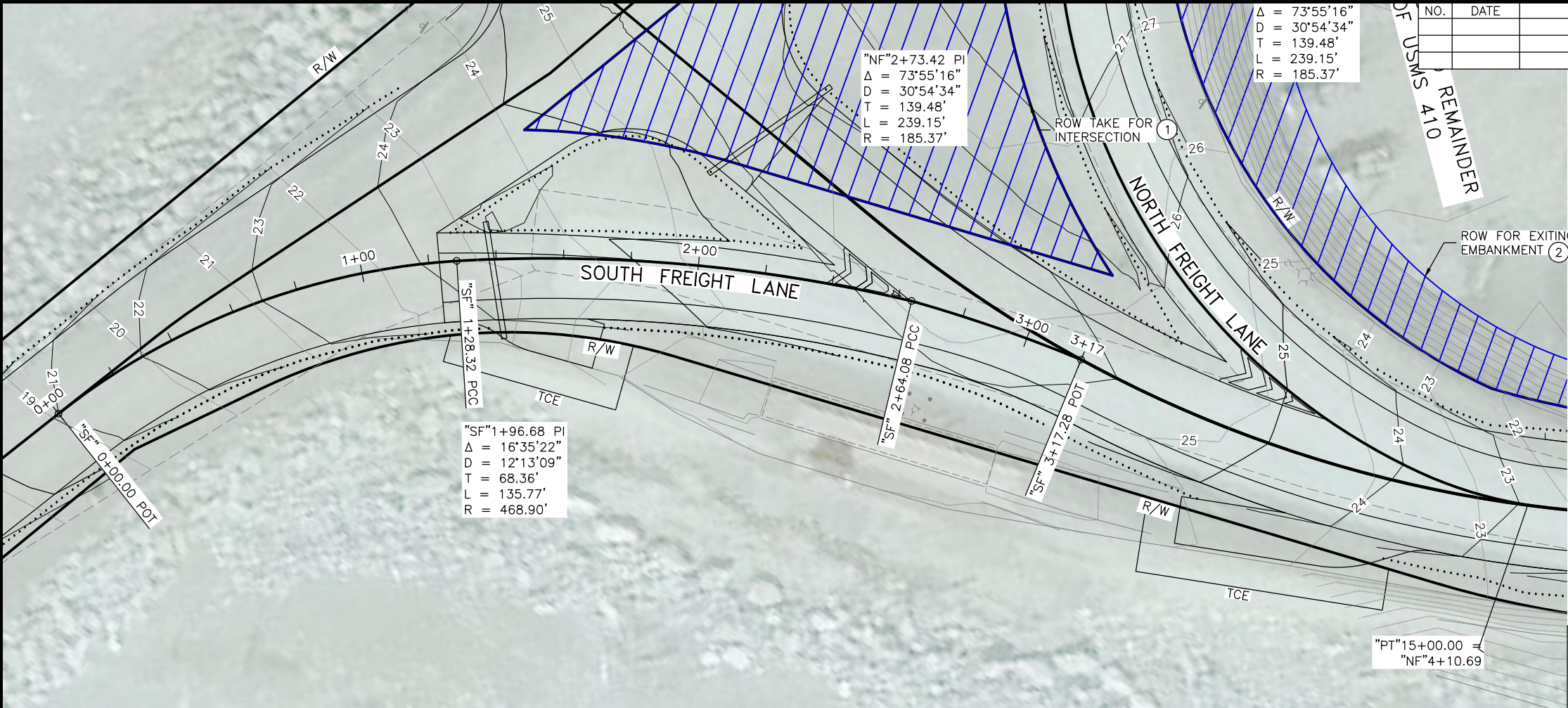


PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC. CERT. OF AUTHORIZATION NO.: AEC0605, 2700 GAMBELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200  
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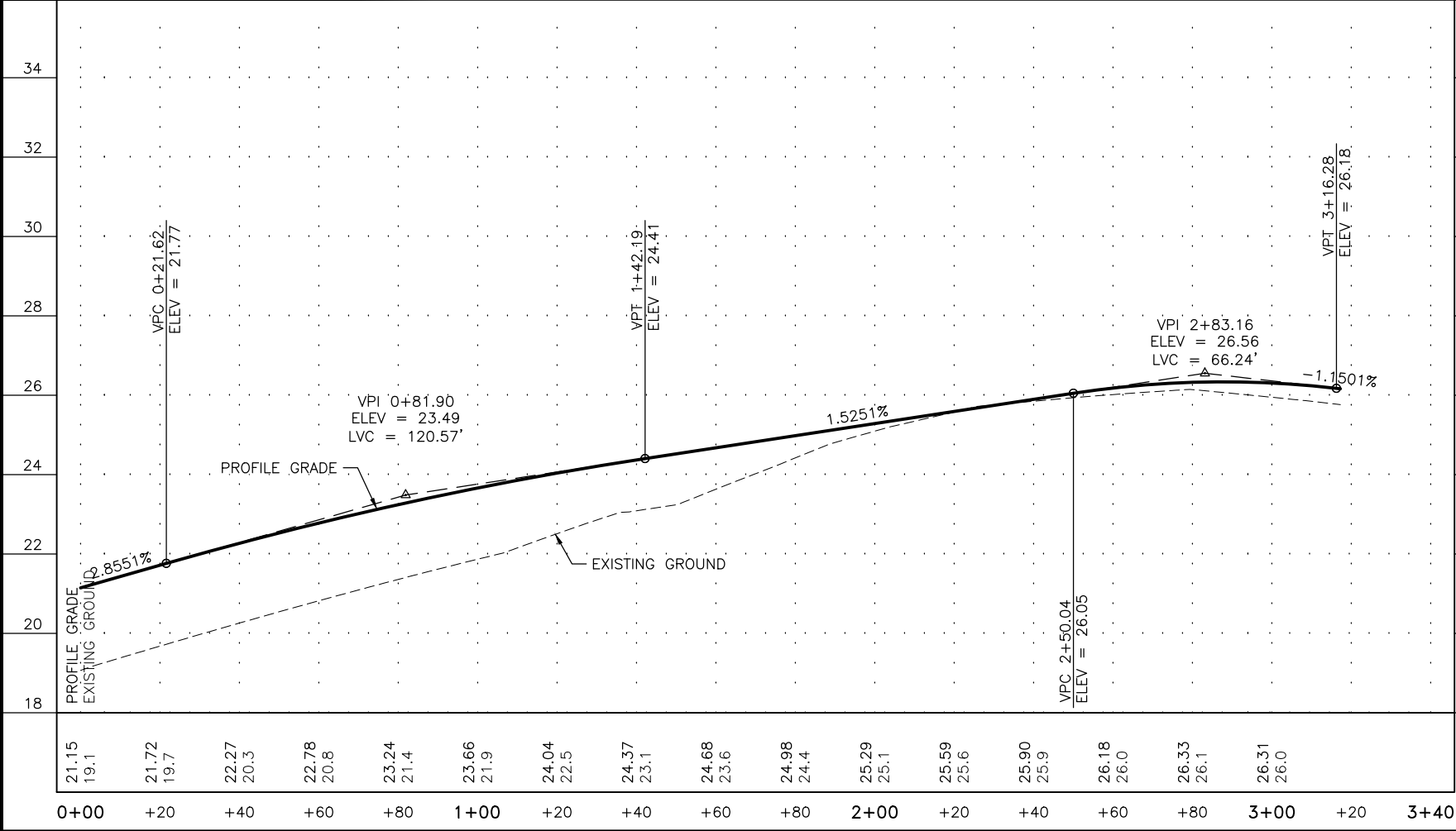


PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC. CERT. OF AUTHORIZATION NO.: AEC0605, 2700 GAMBELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200  
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL
			ALASKA	Z621230000/0002278	2019	F9	Item A.

SOUTH FREIGHT LANE









## **APPENDIX E**

### **DESIGN EXCEPTIONS AND DESIGN WAIVERS**

(Pending)



**APPENDIX F**

**INTERSECTION ALTERNATIVES**

## Anne Nelson

---

**From:** Andrew Ooms <aooms@kittelson.com>  
**Sent:** Tuesday, January 9, 2018 6:19 PM  
**To:** Keith Hanneman  
**Cc:** Anne Nelson; Brandon Irvine  
**Subject:** Re: Port Road - Triangle Intersection Alternatives

From the sketch, it isn't clear to me how this concept addresses that issue.

I can join on Thursday, but I will be a bit late to join.

Andrew Ooms, PE  
 Senior Engineer

Kittelson & Associates, Inc.  
 Transportation Engineering / Planning  
 880 H Street, Suite 202  
 Anchorage, Alaska 99501  
 907.646.7995  
 907.433.8102 (direct)  
 907.231.7646 (cell)  
[Streetwise](#) [Twitter](#) [Facebook](#)

PDC, Kittleson, DOT and the Port Director met on 1/11/2018 to discuss and approve the intersection layout presented in the DSR.

On Jan 9, 2018, at 6:09 PM, Keith Hanneman <[KeithHanneman@pdceng.com](mailto:KeithHanneman@pdceng.com)> wrote:

One of their main concerns to our 4 way was the loaded downhill left turn from staging to small barge laydown area as they were afraid of tipping.

Can you join us for the meeting on Thursday or brief someone to give the traffic perspective?

Keith

On Jan 9, 2018, at 4:56 PM, Andrew Ooms <[aooms@kittelson.com](mailto:aooms@kittelson.com)> wrote:

An interesting concept. It seems to meet unique vehicle needs better than our initial four-leg intersection concept, but doesn't have the path clarity we were seeking in our "T" intersection concepts. I don't see any fatal flaws, but have a few thoughts:

- Are the tank farm -> Port Road and Port Road -> causeway truck turning paths accommodated?
- Does the tank farm -> Port Road left turn maneuver and yield meet the operational needs of the Conex forklifts? As I recall, this was the main concern with the initial four-leg concept.
- I think the one-way paths could be reasonably communicated/reinforced. However, I do have some mild concerns about the ability to define and delineate the various paths.
- The right turning yield maneuvers should have sufficient visibility and are an improvement over existing.
- How is the scales accommodated?

I think it is worth further discussion.

---

**From:** Anne Nelson [<mailto:annenelson@pdceng.com>]  
**Sent:** Tuesday, January 09, 2018 3:37 PM  
**To:** Andrew Ooms <[aooms@kittelson.com](mailto:aooms@kittelson.com)>  
**Cc:** Keith Hanneman <[KeithHanneman@pdceng.com](mailto:KeithHanneman@pdceng.com)>; Brandon Irvine <[BrandonIrvine@pdceng.com](mailto:BrandonIrvine@pdceng.com)>  
**Subject:** FW: Port Road - Triangle Intersection Alternatives

Andrew

See below and attached from the Nome City Engineer. If you have a chance, could you review and provide comment by Thursday morning?

Thank you,

**Anne Nelson, PE**  
Civil Engineer

#### PDC ENGINEERS

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---

**From:** Joy Baker [<mailto:JBaker@nomealaska.org>]  
**Sent:** Tuesday, January 09, 2018 3:03 PM  
**To:** Anne Nelson <[annenelson@pdceng.com](mailto:annenelson@pdceng.com)>; Johnston, Christopher F (DOT) <[chris.johnston@alaska.gov](mailto:chris.johnston@alaska.gov)>; Keith Hanneman <[KeithHanneman@pdceng.com](mailto:KeithHanneman@pdceng.com)>  
**Cc:** Brandon Irvine <[BrandonIrvine@pdceng.com](mailto:BrandonIrvine@pdceng.com)>; Erica Betts <[EricaBetts@pdceng.com](mailto:EricaBetts@pdceng.com)>; Jensen, Melissa L (DOT) <[melissa.jensen@alaska.gov](mailto:melissa.jensen@alaska.gov)>; John Blees <[jblees@bristol-companies.com](mailto:jblees@bristol-companies.com)>  
**Subject:** RE: Port Road - Triangle Intersection Alternatives

Chris/Anne,

After additional internal discussion, our City Engineer, John Blees, has provided the attached sketch as an additional alternative, along with the following comments:

*I think observation of the intersection during its peak use would be beneficial to the ADOT's designers. Though I know it is not ideal, I think this really works best as a 4-way intersection with stop signs for east and westbound traffic. There could be a single lane leaving the causeway to the east toward Port Road that is "free-flow" with a yield sign. The curve from Port Road to the tank farm could also be a single lane "free-flow" with a yield sign. Please see the attached sketch for what I'm talking about.*

I recall the original proposal contained a 4-way intersection, but this idea with designated free-flow one-ways could serve the greater purpose – providing the 4-way intersection was had sufficient width to enable the 53' target vehicle tractor/trailer to make safe left turns coming from any direction.

I wanted to get this idea distributed so there's time to digest before our meeting on Thursday regarding the T-intersections.

Thanks,

Joy L. Baker  
Port Director  
City of Nome  
(907) 304-1905  
[www.nomealaska.org](http://www.nomealaska.org)

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---

**From:** Anne Nelson [<mailto:annnelson@pdceng.com>]  
**Sent:** Friday, January 5, 2018 11:28 AM  
**To:** Johnston, Christopher F (DOT); Joy Baker; Keith Hanneman  
**Cc:** Brandon Irvine; Erica Betts; Jensen, Melissa L (DOT)  
**Subject:** RE: Port Road - Triangle Intersection Alternatives

Chris

January 11<sup>th</sup> at 9 am should work for us.

Keith is out of the office right now but it looks that his schedule is clear from 9-10 am the 11th. Brandon and I are also free at that time. Eric will be out of the office and unable to attend.

Thank you,

**Anne Nelson, PE**  
*Civil Engineer*

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---

**From:** Johnston, Christopher F (DOT) [<mailto:chris.johnston@alaska.gov>]  
**Sent:** Thursday, January 04, 2018 11:37 AM  
**To:** Joy Baker <[JBaker@nomealaska.org](mailto:JBaker@nomealaska.org)>; Keith Hanneman <[KeithHanneman@pdceng.com](mailto:KeithHanneman@pdceng.com)>  
**Cc:** Brandon Irvine <[BrandonIrvine@pdceng.com](mailto:BrandonIrvine@pdceng.com)>; Erica Betts <[EricaBetts@pdceng.com](mailto:EricaBetts@pdceng.com)>; Jensen, Melissa L (DOT) <[melissa.jensen@alaska.gov](mailto:melissa.jensen@alaska.gov)>; Anne Nelson <[annnelson@pdceng.com](mailto:annnelson@pdceng.com)>  
**Subject:** RE: Port Road - Triangle Intersection Alternatives

The 11<sup>th</sup> works for me as long as it's before 10am. How about 9am? I can set up a web-ex meeting which allows screen sharing if that time works.

**Christopher Johnston, P.E.**

Engineering Manager | Northern Region Design | Alaska Department of Transportation  
 2301 Peger Road, Fairbanks, AK 99709 | (907)451-2322 | [chris.johnston@alaska.gov](mailto:chris.johnston@alaska.gov)  
 Physical office at 2720 Picket Place, Fairbanks, AK

---

**From:** Joy Baker [<mailto:JBaker@nomealaska.org>]  
**Sent:** Tuesday, January 2, 2018 1:05 PM  
**To:** Keith Hanneman <[KeithHanneman@pdceng.com](mailto:KeithHanneman@pdceng.com)>  
**Cc:** Johnston, Christopher F (DOT) <[chris.johnston@alaska.gov](mailto:chris.johnston@alaska.gov)>; Brandon Irvine <[BrandonIrvine@pdceng.com](mailto:BrandonIrvine@pdceng.com)>; Erica Betts <[EricaBetts@pdceng.com](mailto:EricaBetts@pdceng.com)>; Jensen, Melissa L (DOT) <[melissa.jensen@alaska.gov](mailto:melissa.jensen@alaska.gov)>; Anne Nelson <[annenelson@pdceng.com](mailto:annenelson@pdceng.com)>  
**Subject:** RE: Port Road - Triangle Intersection Alternatives

Keith,

If PDC has the ability setup something like a *Go To Meeting* session that we can call into, we will certainly participate. I have copied John Blees, our City Engineer, as he will be joining on the call. At this point, January 11<sup>th</sup> works for both of us (with the exception of 10-11 am).

We will wait to hear more from your end on a confirmed date/time.

Thanks,

Joy L. Baker  
 Port Director  
 City of Nome  
 (907) 304-1905  
[www.nomealaska.org](http://www.nomealaska.org)

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---

**From:** Keith Hanneman [<mailto:KeithHanneman@pdceng.com>]  
**Sent:** Friday, December 29, 2017 4:05 PM  
**To:** Joy Baker  
**Cc:** Christopher F Johnston (DOT); Brandon Irvine; Erica Betts; Jensen, Melissa L (DOT); Anne Nelson  
**Subject:** RE: Port Road - Triangle Intersection Alternatives

Joy,

Would you have the ability to do a video conference or a screen share session as I think that way we could show simulations of the truck movements, etc.? We are definitely trying to provide the functionality you need for your freight movements while improving the safety and I am afraid that there was too much info to convey clearly in the figures and memo's.

I am out of the office until the 10<sup>th</sup> so we could have a session after that if that would work for you.

Thanks,

**Keith Hanneman, PE***Principal | Civil & Environmental Engineer***PDC ENGINEERS**

1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414

---

**From:** Joy Baker [<mailto:JBaker@nomealaska.org>]**Sent:** Tuesday, December 26, 2017 3:51 PM**To:** Keith Hanneman <[KeithHanneman@pdceng.com](mailto:KeithHanneman@pdceng.com)>**Cc:** Christopher F Johnston (DOT) <[chris.johnston@alaska.gov](mailto:chris.johnston@alaska.gov)>; Brandon Irvine <[BrandonIrvine@pdceng.com](mailto:BrandonIrvine@pdceng.com)>; Erica Betts <[EricaBetts@pdceng.com](mailto:EricaBetts@pdceng.com)>; Jensen, Melissa L (DOT) <[melissa.jensen@alaska.gov](mailto:melissa.jensen@alaska.gov)>; Anne Nelson <[annenelson@pdceng.com](mailto:annenelson@pdceng.com)>**Subject:** RE: Port Road - Triangle Intersection Alternatives

Keith,

Thank you for sending the alternatives last week, and my apologies for the delay in responding but the holidays trigger such things.

I have concerns with each of the proposals using the "T" intersection methodology, but will have distributed internally for additional comments in order to provide them in a collective response next week. As I'm sure you gathered from the significant input during the open house in Nome last month, there is extreme local interest in maintaining a similar functionality to the existing pattern at this triangle intersection, which has served an effective purpose since the late 80's.

I will get back to you toward the end of next week, once I have gathered internal comments, as some of our key people are on leave through 1 Jan.

Thanks,

Joy L. Baker  
Port Director  
City of Nome  
(907) 304-1905  
[www.nomealaska.org](http://www.nomealaska.org)

**IF YOU ARE NOT THE INTENDED RECIPIENT, PLEASE NOTIFY THE SENDER IMMEDIATELY AND DELETE THIS E-MAIL FROM YOUR SYSTEM.**

---

**From:** Keith Hanneman [<mailto:KeithHanneman@pdceng.com>]**Sent:** Wednesday, December 20, 2017 5:19 PM**To:** Joy Baker**Cc:** Christopher F Johnston (DOT); Brandon Irvine; Erica Betts; Jensen, Melissa L (DOT); Anne Nelson**Subject:** FW: Port Road - Triangle Intersection Alternatives

Joy,

To follow up on our discussion during our trip to Nome, we have developed an alternative layout that we believe preserves the functionality and priority needed by your freight handling movements while improving the safety by reconfiguring it into a couple "T" intersections that are more understandable to the users.

Please see the summary below from Anne and let us know if you have any questions.

We are available to discuss if you would like.

Thanks,

**Keith Hanneman, PE**

*Principal | Civil & Environmental Engineer*

**PDC ENGINEERS**

1028 Aurora Drive, Fairbanks, Alaska 99709 | 907.452.1414

---

**From:** Anne Nelson

**Sent:** Wednesday, December 20, 2017 3:53 PM

**To:** Keith Hanneman <[KeithHanneman@pdceng.com](mailto:KeithHanneman@pdceng.com)>

**Cc:** Brandon Irvine <[BrandonIrvine@pdceng.com](mailto:BrandonIrvine@pdceng.com)>

**Subject:** Port Road - Triangle Intersection Alternatives

Joy

Please find attached the proposed alternatives for modifying the “Triangle” intersection on Port Road. Included is a technical memo from Andrew Ooms, the Traffic Engineer with Kittleson, explaining the design philosophy and benefits of the proposed layouts.

The proposed intersection alternatives are an improvement over the existing intersection configuration.

- The proposed simplifies the conflicts to two intersections with good sight lines
- The beach access is defined at an intersection, users will no longer be cutting willy-nilly through the triangle
- The proposed maintains free flowing access between the barge landing and laydown yard around the curve.
- Intersections are signed and designed for a ‘yield’ condition for northbound traffic from Jetty Road so drivers will be able to clearly see opposing traffic and won’t have to stop unless necessary.

Also included are figures we developed showing the following:

- Roadway grades in the direction of travel for both alternatives. The proposed layout will closely match the existing grades currently in the triangle. For reference, a typical road crown is 2% on paved roads. This is also the typical “landing” grade where vehicles stop at an intersection. Trucks turning from the Jetty Road onto Port would have a close to level landing on which to sit and start their maneuver from if they needed to yield to oncoming traffic.
- Computer modeled truck turning movements for both layouts showing the wheel path of a tractor pulling a 53 foot long trailer. This rig would be the largest vehicle expected to navigate the intersection and exceeds the size of a typical semi pulling trailer with a 40 foot conex by 13 feet. The intent of this modelling is to show the functionality of the intersection layout with the largest vehicle expected.

- The sight triangle lines shown illustrate the theoretical line of sight of a driver at the point which the driver must decide whether to continue on or avoid some potential conflict with another vehicle at an intersection. These lines are determined based on the design speed and the roadway grade. This area should be kept clear of any tall objects or other obstructions that could block a driver's view of oncoming traffic.
- Sight distance offset on the inside of the curve is the area which must stay free of any sight obstructions to provide sight distance around the curve for a driver continuing around the curve to have time to see a hazard in the road and stop.

In the slope and turning movement figures, the dashed line denotes the edge of "traveled way" and the solid line is the edge of the road shoulder. Trucks will be able to maneuver on the full shoulder-shoulder width. This intersection will be gravel with 6:1 minimum fore slope for a depth of 2 to 3 feet. The intersections are laid out and sight distances / triangles determined for a design speed of 35 mph. Port Rd is currently signed for 25 mph but traffic appears to travel faster, hence the 35 mph design speed which also just happens to be the "desirable speed" based on the geometry of the "curve".

The proposed layout will require the acquisition of approximately 30 feet of ROW in the inside of the curve to capture the catch slope of the embankment. Currently the embankment slope generally starts at the ROW and the toe falls outside the ROW.

We recommend alternative 4 since it moves the beach access south to provide more separation between the two intersection which increases safety. However, this alternative has potentially more environmental impacts due to the work nearer to the tidal zone. Since it is a "worst" case scenario from an environmental standpoint, we are planning on proceeding through the environmental document with this alternative and refine it during the "Design Study Report" – which is our next step after the environmental document is approved.

Thank you,

**Anne Nelson, PE**  
Civil Engineer

#### **PDC ENGINEERS**

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# PORT ROAD ALTERNATIVE 5

Item A.



NOTE:  
ALL SHOULDERS ARE 6' WIDE

## TECHNICAL MEMORANDUM

### Nome Port Road Reconstruction

Preliminary Triangle Intersection Concepts

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Date: November 29, 2017  
To: Keith Hanneman, PE, PDC Engineers  
From: Andrew Ooms, PE

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Project #: 21556

The Nome Port Road Reconstruction project aims to address the safety and truck conflict issues at the existing "Triangle" intersection of the Port Road, the jetty road, and the beach access. The current configuration includes yield locations with poor sight lines, vehicles accessing the beach cutting through the center of the intersection, and undesirable driver behavior. Several preliminary concepts were developed to reduce and simplify conflicts and clarify vehicle right of way. These concepts serve the unique users of the intersection, including Conex forklifts, tracked vehicles, gravel trucks, ATVs, the truck scale, and passenger vehicles. Based on conversations with the Port Director regarding the importance and operating criteria of the Conex forklifts, concepts which brought all users into a single intersection were dismissed. The discussion during the November 14th site visit clarified that the priority traffic movements for the intersection were 1) Conex forklifts between the barge lot and storage yard 2) truck traffic with Conex's between the Jetty Road and the barge lot and the storage yard, and 3) occasional large trailers pulled by tracked vehicles from Jetty Road to the barge lot. To address these movements and continue to provide access to the west beach, Two "T" intersection concepts were developed and are attached to this memorandum.

Alternative 3 has the following advantages and disadvantages:

- Conflicts are simplified to two, three-leg intersections with good sight lines and compatibility with the existing grade.
- Conex forklifts have a free-flowing route between the barge lot and the storage yard.
- Beach access is defined at the intersection.
- The needs of tracked vehicles to/from the jetty dictate that the intersections should be unpaved, so route delineation must be made primarily by road shoulders at 6:1.
- There is room for one truck to queue at Port Road without blocking the beach access.
- The scale access and egress continues to be undefined.

Alternative 4 modifies Alternative 3 by moving the exiting beach access south to provide more intersection separation and consolidate the scale egress with the beach road. While this clarifies

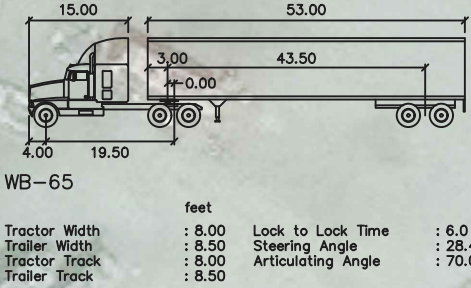
driver expectation for these minor movements, the environmental and operational impacts of shifting the beach road, such as the impact of high tide, have not yet been evaluated.

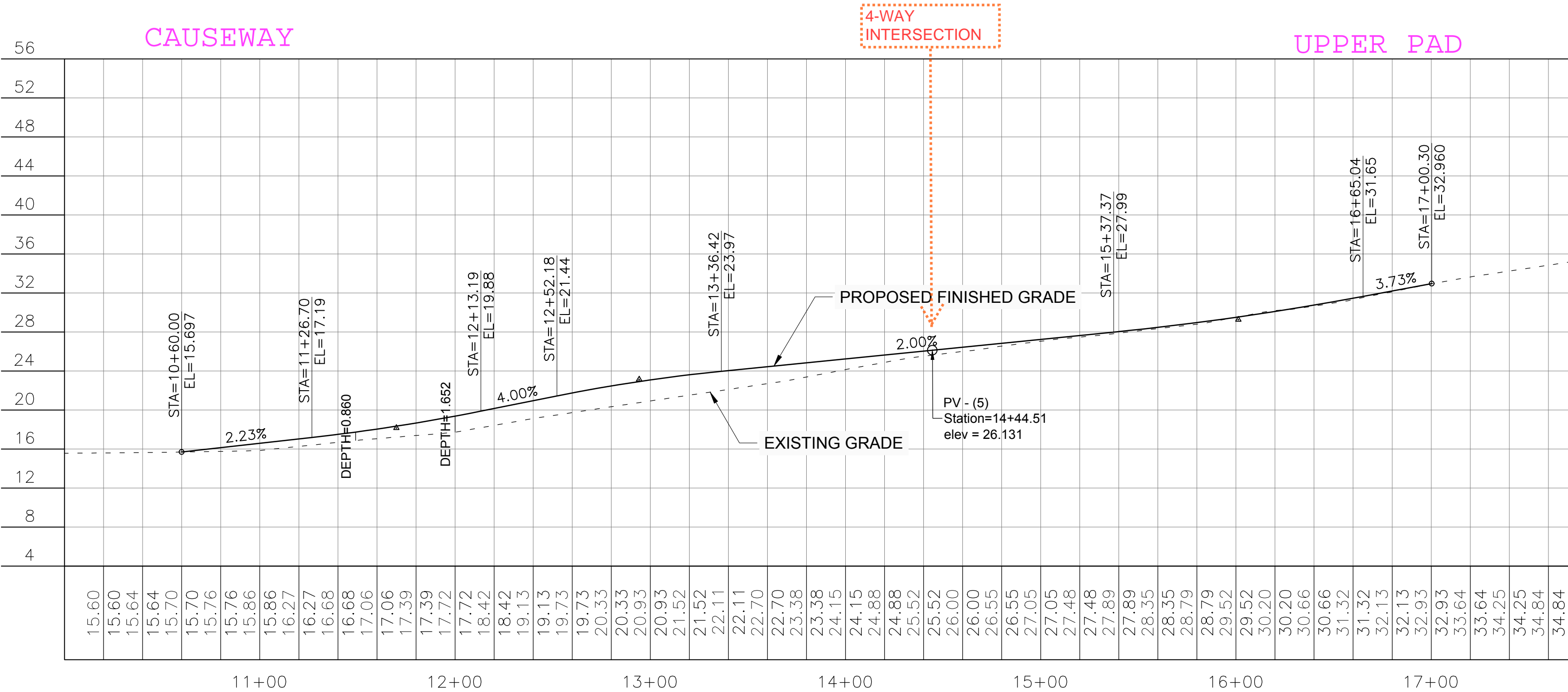


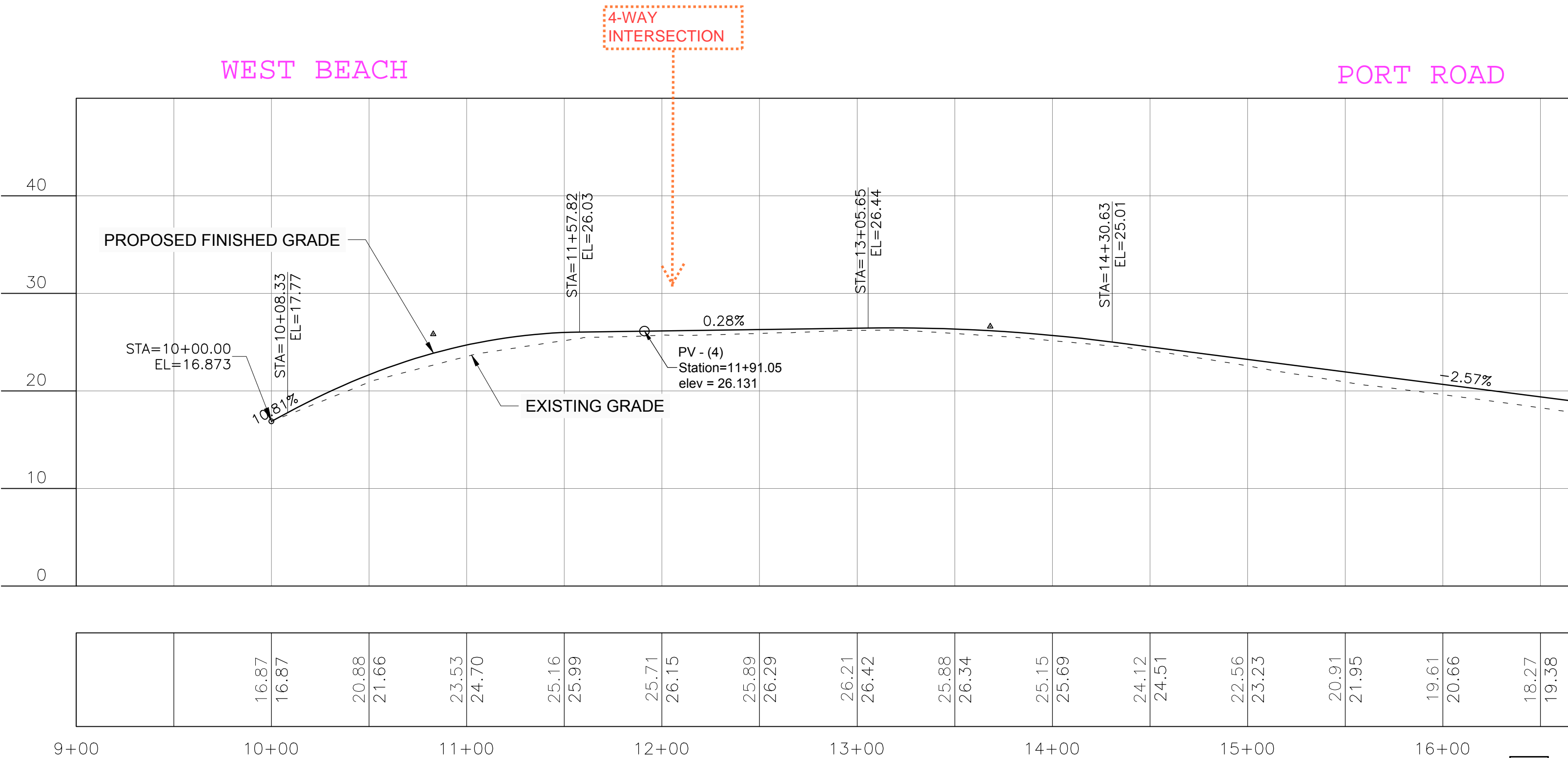
PORT ROAD - TRIANGLE INTERSECTION - ALT 5  
WB-65 SWEPT PATHS

SOUTHBOUND  
TO EASTBOUND

WESTBOUND TO  
SOUTHBOUND

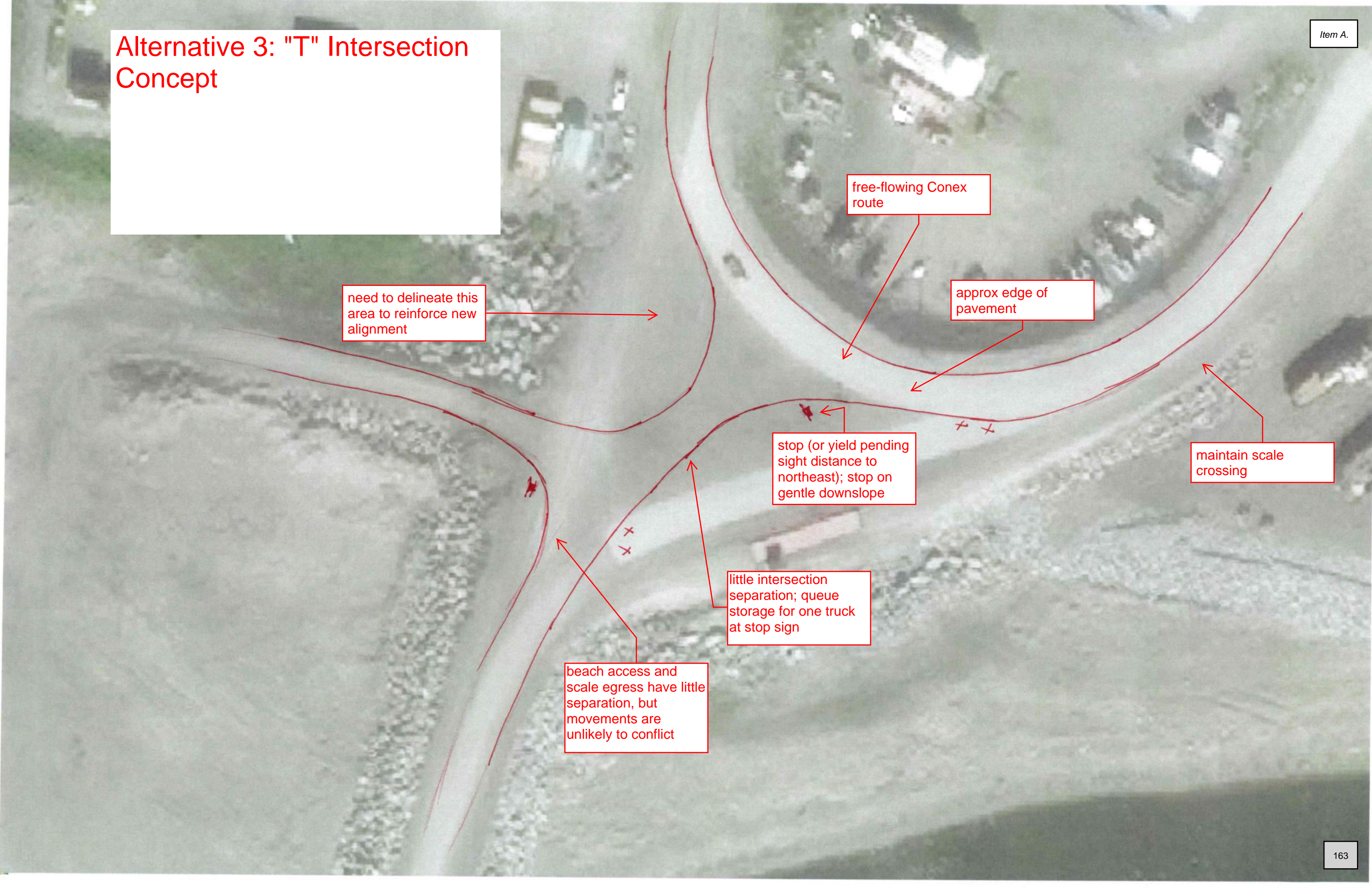








# Alternative 3: "T" Intersection Concept



need to delineate this area to reinforce new alignment

free-flowing Conex route

approx edge of pavement

stop (or yield pending sight distance to northeast); stop on gentle downslope

maintain scale crossing

little intersection separation; queue storage for one truck at stop sign

beach access and scale egress have little separation, but movements are unlikely to conflict



## Alternative 4: "T" Intersection with Beach Road Shifted South

need to delineate this  
area to reinforce new  
alignment

free-flowing Conex  
route

approx edge of  
pavement

stop (or yield pending  
sight distance to  
northeast); stop on  
gentle downslope

maintain scale  
crossing

additional queuing  
space between  
intersections

4-leg intersection  
with scale exit



TO: The Mayor and Common Council

FROM: Glenn Steckman

RE: City Manager's Report

April 1, 2022

**CDBG Grant:**

City staff is looking at applying for a CDBG grant directly related to improvements for COVID-19. For instance, this money could be used to help pay for improvements to the heating and ventilation system at the Rec Center but not city hall. Why? The Rec Center is used as the City's emergency shelter. The time line is very tight. Application deadline is April 29. A public hearing will be required and a resolution from the Common Council. A training course for how to submit the grant is April 13.

I may need to request another special meeting of the common council on April 18 for a public hearing and a resolution to support the application.

**Heating and Ventilation:**

John Blees of Bristol Engineering will be at your meeting on Monday night to discuss the architectural and engineering drawings for the new heating and ventilation improvements at City Hall and the Rec Center. Mr. Blees will discuss the project at the work session. A resolution to proceed for plan development for an RFP will be on the regular agenda.

**OSJ:**

City staff is beginning to look at the future needs of OSJ. At the very least, a refreshing of the facility is on the horizon. We should also look at future IT improvements to be able to easily stream live events.

**The Mini:**

Starting this week the Mini is having its old stained carpet replaced and some additional painting. The City is hosting the Harbormaster's conference this year at the Mini.

**Sales Tax holiday:**

I had to make an executive decision before your vote to have a sales tax holiday. To properly inform sales tax collection agents that the sales tax increase to 7% was being delayed, a notice from the city was needed to be issued by March 31. This was done to avoid the increase and decrease in a short period of time.

I would like the council to consider having a 6% year round sales tax and possibly looking at eliminating other fees or other nuisance taxes.

TO: The Mayor and Common Council

FROM: Glenn Steckman

RE: City Manager's report

March 24, 2022

**IDITAROD:**

Overall the Iditarod went well, there were some unexpected problems with OSJ toilets as outside drain pipes had been blocked by stone and the fire sirens didn't work initially. However, city staff worked closely with Iditarod officials to make the return of the Iditarod to Nome successful. City staff will be meeting to draft an after action report to prepare better for next year's Iditarod.

**Housing in Nome:**

There are two housing projects that are in the discussion stage. One would be the possibility of a 3D printing of a house and the other, a 10 home single family home project. The second project would need water and sewer construction.

**Clarice "BUN" Hardy settlement:**

Only one news organization has asked for city comment at the announcement of the settlement. City staff issued an apology from the Mayor and Common Council, as a PSA, to news organizations and tribal organizations. It was also posted on the city website and the city Facebook page.

**Sales Taxes:**

The City is reaching the time period to announce the seasonal sales tax adjustment. A notice will be published in April to remind businesses to adjust their software to account for the change. I would request that we maintain the increase as planned.

**COVID-19:**

On March 21, the Unified Command (EOC) met and decided to demobilize for the pandemic. While the endemic stage of COVID has not been declared, the city is shifting to providing home tests to those that want them and will provide face mask distribution until the fall. The City of Nome has reached a 75%+ vaccination rate and many of the non-vaccinated have had COVID-19's latest variant.

The COVID-19 ordinance is scheduled to sunset after the last meeting in April and I see no need to extend the ordinance. If I see a large outbreak of COVID, over 70 active cases for three days (we are currently around 65 active cases), I would put back face mask guidance back in place for the city's facilities only.

All city facilities will have facemask requirements lifted by Monday with the exception of the Library. I am maintaining face mask requirements a little longer because of the various age groups that use the facility and young children cannot take the vaccine.

I also want to thank city staff, first responders, NSHC, the representatives of the various agencies involved in the Unified Command for their efforts these last 26 months. They've kept Nome, its residents and visitors as safe as can be in a worldwide pandemic.

#### **Budget Preparations:**

Budget preparations are well underway with staff. Each department is being asked to list their accomplishments this past year and their goals for next. The NSD will present at your first budget workshop on April 11<sup>th</sup>. Department budget review begins the week of March 28.

#### **Senator Murkowski/AML:**

Senator Murkowski and the AML are hosting a two day event in Anchorage on federal grants that are coming down the pipeline. I will be in attendance at this event to see what funds may be available and to have some face time with the granting agencies.

#### **ADEC:**

I will be in Anchorage to meet with the regulatory agency about parcels that we own that are contaminated. I plan on discussing Steadman Park where we need to spend at least \$167,000 in cap repairs and other properties they have raised concerns.

#### **504 Warren Ave spill:**

The city staff cleaned up a small oil spill at this city owned property. It was promptly cleaned up and reported to ADEC. It was the result of broken glass filter bulb.

#### **Seward's Day:**

City Hall will be open for Seward's Day. While it is one of city's holidays, it is as a floating holiday and we have enough staff to operate.

#### **XYZ Building Fire Alarm design:**

The design has been completed by RSA Engineering and has been submitted to the State Fire Marshall office for review. Once plans have been approved by the Fire Marshall's office, it will advertised for bid.

#### **City Hall and Recreation Center Heating and Ventilation systems:**

RSA Engineering has visited the building sites and has submitted concept plans for updated heating and ventilation plan improvements. The city is waiting for more detailed pricing and your approval before

beginning the architectural and mechanical drawings for the improvements. As a reminder, the city has now purchased both boilers due to the failure of the second boiler. This project also will install heating and ventilation in the gymnasium, having the Rec Center generator to be able to perform in standby mode and replace the single wall fuel tank.

**City Healthcare:**

I am looking at an option to join AML's healthcare trust. I want to see if there is a way to reduce costs and improve benefits. There is a long way to go before I am prepared to make a recommendation to you.