

100

D.I. 12

June 21, 1957

Subject: Copper River Highway  
Section D1 Right-of-Way

Mr. Robert B. Officer  
Land Law Examiner  
Bureau of Land Management  
Anchorage, Alaska

Dear Sir:

Reference is made to your letter dated June 12, 1957, and previous correspondence regarding our right-of-way on the Copper River Highway, with specific reference to the highway location just beyond Mile 39 at the site where John L. Joslin and Clifford W. Collins filed a Trade and Manufacturing Site location notice. A telegram to Mr. Wm. J. Mead from Mr. Allen, Bureau of Land Management at Anchorage, dated June 10, 1957, indicates that Joslin made settlement on July 17, 1955. The question raised in your letter regarding the dates of highway surveys will be answered here.

The Copper River Highway, from the end of the then existing road at approximately Mile 23, was surveyed and staked by the Bureau of Public Roads in 1953. This survey extended to approximately Mile 45, at which time work was stopped because of weather conditions. In 1955, the Alaska Road Commission continued the survey on to approximately Mile 75. These surveys were made to obtain information for contract design drawings, the centerline was staked, and cross-sections were obtained. As a result of the Bureau of Public Roads' 1953 survey, plans for contract construction were prepared for grading and bridging of the Copper River Highway, Section C, between Miles 23 and 41.5, approximately. A contract was awarded on July 23, 1954 (Contract No. 14-04-002-166) for this work between Mile 23 and Mile 39 at the Forest Boundary. The proposed work beyond Mile 39 to Mile 41.5 was omitted due to shortage of funds. However, the plans definitely show the proposed grading and bridging on this section of the highway, and two prints of Sheet No. 20 have been given to Mr. Honeywell. This sheet shows the design plans through the area in which Joslin and Collins have filed a location notice and clearly indicates that the proposed highway was surveyed in 1953. These plans also show a proposed right-of-way line beyond Mile 39 of 150 feet each side of centerline.

WJD  
WJN

Thus, there is no question in our minds but that our highway was surveyed and staked prior to the location notice filed by Joslin and Collins, and that a right-of-way through the property is guaranteed

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- 2 -

June 21, 1957

by the Act of July, 1947. BLM Area Administrator J. M. Honeywell is at the present time taking steps to clear up the question of width of right-of-way for this highway. It is our intention to continue along the railroad right-of-way with minor exceptions, so that the highway as finally constructed will extend from Cordova, Mile 0, to Chitina, Mile 131, and on to McCarthy at Mile 195. It should be noted that Amendment No. 2 to Departmental Order 2665 established the Copper River Highway as a Through Road, with right-of-way width of 150 feet on each side of centerline. It is believed that the right-of-way line shown on our 1954 Copper River Highway plans clearly show our intention of utilizing a 300-foot right-of-way through this area.

Very truly yours,

E. H. Swick, Regional Engineer  
By

Wm. J. Niemi  
Assistant Regional Engineer

RJDeLaHunt/bf

cc: Mr. Honeywell  
Valdez Dist.