

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

September 14, 1951

Mr. James P. Davis
Director, Office of Territories
Department of the Interior
Washington 25, D. C.

My dear Mr. Davis:

Reference is made to your letter of September 10, 1951, pertaining to a proposed order to amend Public Land Order No. 601.

The list of feeder roads submitted to you under date of August 17, 1951, included our latest classification (February 6, 1951) for a number of feeder roads which did not appear on original Public Land Order 601. The three roads, Anchorage-Potter-Indian (now Seward-Anchorage Highway), Anchorage-Lake Spenard, and Fairbanks-College roads have since been classified through roads as they are important arterials which have been rebuilt to the "through" road standard and are or will soon be paved. This should have been invited to your attention at the time. The Seward-Anchorage Highway, when opened in the fall of 1951, will undoubtedly become one of the most heavily travelled highways in the Territory.

The Anchorage-Lake Spenard Highway is now carrying slightly under nine thousand cars per day, is paved, and is part of a loop connecting with the Seward-Anchorage Highway, and serving the new International airport which is to be opened this month.

The Fairbanks-College Road also serves a suburban area as well as the University of Alaska. In 1951 the traffic count is averaging 5,000 cars per day and is on the increase.

Roads added to the feeder roads list include the following:

1. Northway Junction - Airfield (6.0 Miles) which leads to Northway Airfield and the native village of Northway.
2. Palmer - Matanuska - Wasilla Junction (13.9 Miles) is the main artery connecting these three points and from which branch off numerous farm roads. It is a perimeter road encircling the west and south sides of the principal settlement in the Matanuska Valley.

3. Palmer - Finger Lake - Wasilla (12.0 Miles). This is one of the most important roads in the Matanuska Valley cutting through the heart of the farming region and joining the important towns of Palmer and Wasilla.
4. Glenn Highway - Fishhook Junction - Wasilla - Knik (34 Miles). This route cuts through the northerly part of the main settlement in the Matanuska Valley and forms a perimeter road along its eastern boundary extending to tidewater on Cook Inlet at the old town of Knik. From it branch numerous farm roads throughout its length.
5. Slana - Nabesna. The original road in the upper Copper River Valley extended from the Richardson Highway through Slana to the Nabesna mine. That part from the Richardson Highway to Slana is now part of the Glenn Highway, and the remainder from the Slana to Nabesna serves an important area at the headwaters of the Copper River reaching 44 miles to the Nabesna River. Although quite inactive at this time, the road will undoubtedly carry considerable traffic in the future as development takes place.
6. Kenai Junction - Kenai. The 10.6 miles included in this road ties the Sterling Highway to the village of Kenai, the Civil Aeronautics Administration airport, and serves an increasing civilian and military population in that area.
7. University - Ester (5.5 Miles). Serves important mining and farming areas as well as projected military installations.
8. Manley Hot Springs Landing - Eureka (25.7 Miles) extends from the Tanana River northward to Eureka and will eventually be linked with the Alliot Highway at Livengood; will also be extended northward to Rampart on the Yukon River.
9. North Park Boundary - Kantishna (4.5 Miles) is an extension of the main Mount McKinley National Park Highway and may eventually be linked with Fairbanks and the upper Kuskokwim River area.
10. Sterling Landing - Ophir (47.0 Miles). This isolated road serves the important mining district of Ophir and also a large military installation now under construction. Eventually this road will link with the Ruby-Long-Peerman Road extending south from the Yukon River.
11. Iditarod - Flat (8.7 Miles). An important road connecting head of navigation on the Iditarod River with the important mining town of Flat and will eventually be linked with a proposed road to the Kuskokwim River between Flat and Georgetown.

12. Dillingham - Wood River (9.5 Miles). This road starts at Snag Point in Bristol Bay and connects this port with the native village of Kanakanak. An extension will eventually reach an important settlement on Aleknagik Lake where a considerable colony of Seventh Day Adventists has settled.
13. Abbert Road (1.2 Miles). Connects the town of Kokiak with the road system within the Naval Reserve on Kodiak Island.
14. Nome - Bessie (3.2 Miles). This is the principal highway from the beach at Nome towards principal mine workings north of Nome. Several branch roads extend into the mining areas.
15. Seward Peninsula Railroad (80.2 Miles). This tramway connects with an important road between Bunker Hill and Taylor on the Seward Peninsula.

Your question as to the advisability of including an extension of the Fishhook Junction-Wasilla-Knik Road to the Willow Creek mining district and Willow as a feeder road has previously been considered. Mining activity is at a standstill. The Pass between Fishhook and the Lucky Shot Mine is closed for nine months of the year, and when mining operations are in full swing, supplies to the Lucky Shot and adjacent mines are hauled in from Willow. It appears unlikely that this road will ever be maintained as a year round road and especially so in view of proposed construction of a low level road between Wasilla and Willow.

We are in the process of revising A.R.C. Order No. 40 which lists the various categories of roads and will submit several copies for your information as soon as they are prepared.

Sincerely Yours,

A. F. Ghiglione
Commissioner of Roads
for Alaska

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[Public Land Order 757]

ALASKA

**AMENDMENT OF PUBLIC LAND ORDER NO. 601
OF AUGUST 10, 1949, RESERVING PUBLIC
LANDS FOR HIGHWAY PURPOSES**

By virtue of the authority vested in the President and pursuant to Executive Order 9337 of April 24, 1943, it is ordered as follows:

The sixth paragraph of Public Land Order No. 601 of August 10, 1949, reserving public lands for highway purposes, commencing with the words "Subject to valid existing rights", is hereby amended to read as follows:

Subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes, the public lands in Alaska lying within 300 feet on each side of the center line of the Alaska Highway and within 150 feet on each side of the center line of the Richardson Highway, Glenn Highway, Haines Highway, the Seward-Anchorage Highway (exclusive of that part thereof within

the boundaries of the Chugach National Forest), the Anchorage-Lake Spenard Highway, and the Fairbanks-College Highway are hereby withdrawn from all forms of appropriation under the public-land laws, including the mining and mineral-leasing laws, and reserved for highway purposes.

Easements having been established on the lands released by this order, such lands are not open to appropriation under the public-land laws except as a part of a legal subdivision, if surveyed, or an adjacent area, if unsurveyed, and subject to the pertinent easement.

OSCAR L. CHAPMAN,
Secretary of the Interior.

OCTOBER 16, 1951.

[F. R. Doc. 51-12674; Filed, Oct. 19, 1951;
9:02 a. m.]

Office of the Secretary

[Order 2665]

RIGHTS-OF-WAY FOR HIGHWAYS IN ALASKA

OCTOBER 16, 1951.

SECTION 1. Purpose. (a) The purpose of this order is to (1) fix the width of all public highways in Alaska established or maintained under the jurisdiction of the Secretary of the Interior and (2) prescribe a uniform procedure for the establishment of rights-of-way or easements over or across the public lands for such highways. Authority for these actions is contained in section 2 of the act of June 30, 1932 (47 Stat. 446, 48 U. S. C. 321a).

SEC. 2. Width of public highways. (a) The width of the public highways in Alaska shall be as follows:

(1) For through roads: The Alaska Highway shall extend 300 feet on each side of the center line thereof. The Richardson Highway, Glenn Highway, Haines Highway, Seward-Anchorage Highway, Anchorage-Lake Spenard Highway and Fairbanks-College Highway shall extend 150 feet on each side of the center line thereof.

(2) For feeder roads: Abbert Road (Kodiak Island), Edgerton Cutoff, Elliott Highway, Seward Peninsula Tram road, Steese Highway, Sterling Highway, Taylor Highway, Northway Junction to Airport Road, Palmer to Matanuska to Wasilla Junction Road, Palmer to Finger Lake to Wasilla Road, Glenn Highway Junction to Fishhook Junction to Wasilla to Knik Road, Slana to Nabesna Road, Kenai Junction to Kenai Road, University to Ester Road, Central to Circle Hot Springs to Portage Creek Road, Manley Hot Springs to Eureka Road, North Park Boundary to Kantishna Road, Paxson to McKinley Park Road, Sterling Landing to Ophir Road, Iditarod to Flat Road, Dillingham to Wood River Road, Ruby to Long to Poorman Road, Nome to Council Road and Nome to Bessie

Road shall each extend 100 feet on each side of the center line thereof.

(3) For local roads: All public roads not classified as through roads or feeder roads shall extend 50 feet on each side of the center line thereof.

SEC. 3. Establishment of rights-of-way or easements. (a) A reservation for highway purposes covering the lands embraced in the through roads mentioned in section 2 of this order was made by Public Land Order No. 601 of August 10, 1949, as amended by Public Land Order No. 757 of October 16, 1951. That order operates as a complete segregation of the land from all forms of appropriation under the public-land laws, including the mining and the mineral leasing laws.

(b) A right-of-way or easement for highway purposes covering the lands embraced in the feeder roads and the local roads equal in extent to the width of such roads as established in section 2 of this order, is hereby established for such roads over and across the public lands.

(c) The reservation mentioned in paragraph (a) and the rights-of-way or easements mentioned in paragraph (b) will attach as to all new construction involving public roads in Alaska, when the survey stakes have been set on the ground and notices have been posted at appropriate points along the route of the new construction specifying the type and width of the roads.

SEC. 4. Road maps to be filed in proper Land Office. Maps of all public roads in Alaska heretofore or hereafter constructed showing the location of the roads, together with appropriate plans and specifications, will be filed by the Alaska Road Commission in the proper Land Office at the earliest possible date for the information of the public.

OSCAR L. CHAPMAN,
Secretary of the Interior.

[F. R. Doc. 51-12586; Filed, Oct. 19, 1951;
8:48 a. m.]