

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON, D.C.

Memorandum

OCT 15 1948

*9-1-46
Jcm*

To: Mr. Robert Coote,
Bureau of Land Management.

From: Jos. T. Flakne,
Chief, Alaska Branch. J T F

Subject: Road rights-of-way in Alaska.

I have just been advised that the Alaska Field Committee is submitting recommendations on road rights-of-way in Alaska, and therefore suggest that any action on this subject which is being taken by the Bureau of Land Management be held until the Field Committee's recommendations are received and you have had an opportunity to review them.

Flakne/gmr

Oct. 14



RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

posiga sug pr
snifspje isa i
proslom. aptep
ot vlsais de l
If is recommen



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
ALASKA FIELD STAFF
- JUNEAU, ALASKA

RECEIVED
OCT 18 1948
TERRITORIES

October 13, 1948
To *J.P.D.* Date

Mr. James P. Davis, Director
Division of Territories & Island Possessions
Department of the Interior
Washington 25, D. C.

<i>Hahn</i>	<i>J.P.D.</i>	<i>11/2/48</i>
<i>Ver</i>	<i>J.P.D.</i>	<i>12/15</i>
<i>Davis</i>	<i>J.P.D.</i>	<i>10/20</i>

Dear Jim:

Prior to the first meeting of the Alaska Field Committee, the Bureau of Land Management requested that Mr. Kuehl and Mr. Puckett get together on recommendations for road right-of-ways. The indication in the letter to Mr. Puckett was that the Bureau of Land Management, after proper consultation with other Bureaus in Washington, favored a 400 foot right-of-way for all roads in Alaska.

*Noted
9-1-46
Gen.*

The matter of road classification, right-of-ways, signs and other problems was discussed at the first meeting of the Alaska Field Committee at which time I appointed a committee composed of Messrs. Puckett, Kuehl and Noyes to study the matter in detail and to make recommendations. It is my understanding that Mr. Puckett, acting upon the instructions he received from the Bureau of Land Management, had a meeting with Mr. Kuehl and others soon after the first meeting of the Alaska Field Committee. As a result of this meeting, recommendations for a 400 foot right-of-way for Class 1, 200 foot for Class 2, and 100 foot for Class 3 highways was made. Mr. Puckett notified Washington of the results, and told them that as soon as he could he would ascertain the views of Colonel Noyes. Mr. Puckett also advised Washington to take no action on the 400 foot right-of-way withdrawals proposed in their letter to him. On October 7 a meeting of the Alaska Field Committee's Subcommittee on Roads took place in Juneau. Mr. Kuehl and Mr. Puckett were of the same opinions expressed in their earlier recommendation. However, Colonel Noyes did not agree with 400 feet for Class 1 highways; he favored 300 feet or less. Prior to the Subcommittee's meeting, Colonel Noyes had already classified highways in Alaska as through, feeder, or local highways and the Subcommittee adopted this classification.

On October 8 the Subcommittee on Roads made a verbal report to the Alaska Field Committee with Mr. Kuehl and Mr. Puckett in favor of the right-of-ways suggested by them above. Colonel Noyes indicated his

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

views, as stated above, in a minority report. After considerable discussion, the Alaska Field Committee rejected the Subcommittee's report in favor of a 200 foot right-of-way for through and feeder roads, and a 100 foot right-of-way for local roads. The people voting for these right-of-ways were as follows:

Colonel J. P. Johnson
Mr. Clarence Rhode
Mr. Don Foster
Mr. G. H. Jermain

Governor Ernest Gruening
Mr. Joseph M. Morgan
Mr. John C. Reed
Mr. Kenneth J. Kadow

All other recommendations of the Subcommittee were accepted as submitted and as listed in the attached Subcommittee report. Mr. Hugh A. Stoddart, Division Engineer and Mr. Chris Wyller, District Engineer of the Public Roads Administration were present at the meeting and expressed their views as being similar to the minority report of Colonel Noyes for 300 feet for through roads, 200 feet for feeder, and 100 feet for local which is the same as the Subcommittee report of October 9.

On the morning of October 9 the Subcommittee met again and submitted the enclosed unanimous report for right-of-ways of 300, 200, and 100 feet for through, feeder, and local roads respectively.

It is possible that had the Subcommittee report been presented to the Alaska Field Committee in the same form as the one herein enclosed, the Alaska Field Committee would not have been so violently opposed to the right-of-way recommendations presented to them. However, the Alaska Field Committee emphatically endorsed a maximum right-of-way of 200 feet which was to apply to through and feeder roads and 100 feet for local roads. The justification for the same right-of-way for through and feeder roads was based on the concept that a feeder road, if it becomes important enough and proper development takes place along it, could easily become a through road. I think it would be worthwhile as a matter of record to indicate the points which caused the Field Committee as a whole to turn down the right-of-way recommendations of the Subcommittee for through roads. The points stressed by them were as follows:

The mechanism of special use permits is regarded as completely unsound for normal development and gives additional grounds for public resentment of bureaucratic controls. It defeats the very purpose desired in all development planning; namely, it discourages high quality and permanent investment.

Any regulations which cause people to settle more than 100 feet from the center point of the road create financial hardship upon the type of people who would be settling Alaskan highways. This hardship is manifested in the additional cost of building roads to one's property, the labor and cost incidental to maintaining these roads, particularly in keeping them free of snow in wintertime, and the high cost of clearing scrub trees from in front of one's property in order that a good view of the property could be had from the highway.

The complete conviction that a right-of-way of 200 feet will meet all the basic requirements of Alaskan development for several generations and that if development exceeds this expectation, relocation of the highways would undoubtedly be indicated to avoid population concentration, as we are now doing in the United States.

This pretty much sums up the whole matter regarding the suggestion of road right-of-ways and other special problems related to it. Mr. Kuehl has agreed to make the necessary recommendations for the Governor to meet the requirements of Point 6 of the Subcommittee recommendations.

It is also the unanimous recommendation of the Alaska Field Committee that whatever right-of-ways are eventually adopted for Alaska, all highways of Alaska should have their right-of-ways modified to the standards prescribed. This would mean that the Slana-Tok Road should be reduced from 600 feet to 200 or 300 feet, whichever is finally adopted. I would like to point out in appraising this whole problem that the Alaska Highway through Canada has a right-of-way of 300 feet.

Sincerely yours



Kenneth J. Kadow
Director

cc: William E. Warne
Robert K. Coote
John R. Noyes
Lowell Puckett
Ernest Gruening
Alfred C. Kuehl

COPIES
IN THE
SEALING
BY
100
FOR

COPIE

October 9, 1948

Alaska Field Committee
Department of the Interior
Juneau, Alaska

Gentlemen:

On August 14 a committee was appointed by Secretary Warne to make a joint recommendation as to the widths of the rights-of-way on roads in Alaska. The committee consisted of Colonel John R. Noyes, Commissioner of Roads for Alaska, A. C. Kuehl, Special Representative, National Park Service, and Lowell M. Puckett, Regional Administrator, Bureau of Land Management.

Roads have been classified as Through Roads, Feeder Roads, and Local Roads by the Alaska Road Commission.

Herewith are submitted our recommendations:

1. Through roads should have rights-of-way extending 150 feet on each side of the center line of each road;
2. Feeder roads should have rights-of-way extending 100 feet on each side of the center line of each road;
3. Rights-of-way along important Local roads should extend 50 feet on each side of the center line of each road;
4. It is the opinion of the committee that the widths recommended above will not require the use of special use permits and it is recommended that none be issued.
5. It is recommended that an exploration be made of the feasibility of taking the following action in lieu of creating withdrawals: File a map of definite location of each new road prior to actual start of construction. On each of these maps the width of right-of-way would be shown.

RG 126, OFF. OF TERRITORIES
E. 3, Central Files, 1951-71
Box 129

Department of the
Interior
Alaska Highways Com

COPI

6. It is recommended that the Governor of the Territory of Alaska be requested to include in his legislative program, which he will present to the legislature, a suitable law for the control and regulation of signboards and billboards along the highways of Alaska.

Signed: John R. Noyes
Commissioner of Roads
for Alaska

Signed: A. C. Kuehl
Special Representative
National Park Service

Signed: Lowell M. Puckett
Regional Administrator
Bureau of Land Management

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129



UNITED STATES
 DEPARTMENT OF THE INTERIOR
 OFFICE OF THE SECRETARY
 DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
 WASHINGTON 25, D.C.

Air Mail

OCT - 8 1948

Col. John R. Noyes,
 Commissioner of Roads,
 Alaska Road Commission
 Juneau, Alaska.

*9-1-55
 cc - Proposed
 Rights of Ways*

My dear Colonel Noyes:

Enclosed for your information and files is a copy of a letter dated October 6, from Mr. Robert Coote, Acting Chief, Division of Land Planning, Bureau of Land Management, regarding road rights-of-way in Alaska, which is self-explanatory.

Sincerely yours,

(Sgd.) Jos. T. Flakne

Jos. T. Flakne,
 Chief, Alaska Branch.

Enclosure.

cc Kadow, with enclosure
 Flakne/gmr Oct. 8



RG 126, Off. of Territories
 E. 3, Central Files, 1951-71
 Box 129

DIVISION DEPT



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON 25, D. C.

IN REPLY REFER TO:
22506 "LP"

INTERIOR DEPT.
RECEIVED
OCT - 7 1948
TERRITORIES

October 6, 1948.

Flak		
FILES		

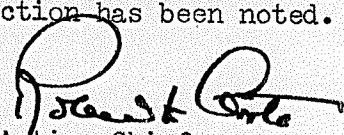
MEMORANDUM

To: Chief, Alaska Branch,
Division of Territories and
Island Possessions.

From: Acting Chief, Division of Land Planning,
Bureau of Land Management.

Subject: Road rights-of-way in Alaska.

The recommendations of Regional Administrator Puckett on the subject of road rights-of-way in Alaska have been reviewed and steps taken to initiate the necessary action. We expect, of course, to follow the Assistant Secretary's directive and secure the approval of Colonel Noyes before any action is final. However, I take it that Colonel Noyes gives his approval to Puckett's recommendations except he believes that the Alaska Road Commission should designate the classes of roads. This objection has been noted.


Acting Chief,
Division of Land Planning.

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D.C.

Memorandum

OCT - 4 1948

To: Mr. Robert K. Coote,
Bureau of Land Management.

From: Jos. T. Flakne,
Chief, Alaska Branch. J T F

Subject: Road rights-of-way in Alaska.

9-1-55
ARC-Log
Proposed
Right of Way

Attached, for your information, is a copy of a letter dated September 27 from John N. Noyes, Commissioner of Roads for Alaska. Also attached are copies of a press release and a memorandum on the above subject, which we should appreciate having returned for our files. This correspondence is self-explanatory.

We should appreciate having your comments on Colonel Noyes' suggestions.

Attachments.

Flakne/gmr

cc ARC

Oct. 4



RQ 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129



INTERIOR DEPT.
RECEIVED
SEP 29 1948
TERRITORIES

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

September 27, 1948

Mr. Joseph Flakne,
Chief, Alaska Branch,
Division of Territories & Island Possessions,
Department of the Interior,
Washington 25, D. C.

Dear Joe:

On 22 September 1948 Mr. Lowell M. Puckett, Regional Administrator, Bureau of Land Management, Anchorage, Alaska, addressed a memorandum to the Director, Bureau of Land Management, Washington, D. C., on the subject of road rights-of-way in Alaska. Mr. Puckett stated that his memorandum was not to be considered a final report without my concurrence. It was written while I was in Washington and I have only just seen it.

I have no objection to the memorandum of Mr. Puckett excepting that I think the classification of the road system in Alaska for purposes of construction, maintenance, right-of-way widths, marking, and other purposes is a proper function of the Alaska Road Commission. I, therefore, do not concur in Mr. Puckett's first recommendation (top of Page 2).

As a matter of fact a classification of roads is already in existence. I enclose a press release and memorandum I have just issued on this subject. We will coordinate this matter locally with Public Roads Administration and the Territorial Highway Engineer.

If the matter comes up in Washington, therefore, I would appreciate it if you would inform any interested parties that the matter is being handled by the Alaska Road Commission locally in Alaska.

With best regards and looking forward to seeing you next month in Washington, I remain

Sincerely yours,

John R. Noyes
John R. Noyes
Commissioner of Roads for Alaska

Enclosures

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

File

*Walter G. F.
Dir. Files
A. J.*

August 26, 1948.

*9-1-55
AKC. Leg.
Proposed
Rights of Way*

MEMORANDUM

To: Director, Bureau of Land Management
Attention: Mr. Denny

From: John R. Noyes, Commissioner of Roads for Alaska

Subject: Withdrawals of the Rights of Way
Paralleling Alaskan Highways

JRN

Reference is made to a telephone conversation with Mr. Denny today on the above subject.

It is proposed to classify Alaskan Highways into three classes, as follows:

Primary Roads - Principal highways, including the Alaska Highway, Richardson Highway, Glenn Highway and Tok Cutoff

Secondary Roads - Other main roads such as the road extending from the Richardson Highway to Chitina, Fairbanks-College, etc.

Tertiary Roads - Farm roads or other purely local roads

Rights of way should be adequate to include the road structures and the pertinent works. For this purpose the following rights of way widths are suggested:

Primary Roads - 300 Feet
Secondary Roads - 300 "
Tertiary Roads - 150 "

It is further suggested that withdrawals of land for the purpose of rights of way be confined for the present to primary and secondary roads.

JRN:vb

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
OFFICE OF THE DIRECTOR
WASHINGTON 25, D. C.

*noted
G.J.F.*

IN REPLY REFER TO

August 6, 1948

Mr. Lowell M. Puckett,
Regional Administrator - Region VII
Bureau of Land Management
Anchorage, Alaska

No.	Initial	Date
Dani	DPJ	8/9
Thomas	g	8/11
Liberman	WIS	8/19
Chapman	OLC	8/24
FILES		

Dear Lowell:

A great deal of thought has been given to the proper handling and protection of the highways of Alaska. All those who have given consideration to this problem, I am sure, have one objective in mind, namely, that whatever is done must be done for the long-range benefit of Alaska. We must provide for full utilization of its natural resources, such as land, timber, minerals, etc., as well as its facilities, of which the highways of Alaska are one.

*9-1-55
ARC-Reg.
Proposed
Rights Way*

You are familiar with the study made by the National Park Service during the war. On the basis of that study and other information, the Secretary decided upon a policy of right of way withdrawals to protect scenic values of the highways. During recent months we have had several conferences with representatives of the National Park Service and other agencies in the Department. One outcome of those conferences was Mr. Wirth's letter to me of June 30, which Mr. Denny sent to you on July 27.

Apparently the only difference of opinion is the method of approach. Some advocate that a right of way should be relatively wide under special regulations, but provide for the use of the right of way in order to get the best results from the land and from the highway. Others have advocated narrow rights of way with such controls over use of the land abutting these narrow rights of way as are necessary to protect the usefulness and attractiveness of the highway. The objective is the same in either case.

*Notes on
9-1-55
Prof. of Lab.
Alaska Hwy.
& Cong. Zone
9-1-55
Roads & Trails
Bureau.*

I have considered carefully your teletypes and the opinions of others expressed therein, and have consulted with various people here, including representatives of the Park Service. In reaching a decision on the best way to handle this problem all the arguments have been given careful consideration. Secretary Warne concurs in the following decisions. The decisions reached are these: The right of way width established at 300 feet on either side of the center line of the Alaska Highway will remain, pending the outcome of the studies described below. Those highways not now having established rights of way will have them established at a minimum

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

BT
DEF



width of 400 feet-200 feet on either side of the road center line. Rights of way already established at less than 400 feet, such as for the Haines and Glenn, will be increased to that minimum, subject to valid existing rights and equitable claims as will be recognized in all cases. The rights of way thus established will be subject to further study. We have made arrangement with the Park Service to have Mr. Al Kuehl spend approximately 60 days, beginning immediately, to help you and your men decide upon areas in which the right of way can reasonably be reduced in width, and upon other matters related to the best use of the highway areas. We will have to reimburse the Park Service for Mr. Kuehl's salary, his expenses while on the job, and a proportionate part of his travel expenses to and from Alaska. Please wire immediately if this arrangement is satisfactory with you.

Topographic conditions and other reasons set forth in Mr. Wirth's letter of June 30 to me will provide the chief basis for recommendation for reduction of right of way. If it should be decided that the right of way should be reduced, it will be reduced by future order and every effort will be made so that those lands so released from the right of way will accrue to the benefit of the abutting property. The same will apply to the already established 600 foot right of way for the Alaska Highway.

The owners of the property abutting these rights of way will be granted special use permits to use the right of way for purposes not inconsistent with the public interests in the lands so reserved. In other words, a settler with property abutting the right of way who is in the business of providing accommodations for the traveling public will be permitted to put in an adequate, safe approach over the right of way and such service facilities that would not interfere with the scenic and other values of the highway. These facilities might include gasoline pump stations, within restrictions as to location and design, signs indicating facilities available, displays and stands which might sell produce and souvenirs of interest to the traveling public. Large permanent buildings ordinarily would not be permitted. Any buildings or structures ordinarily should not encroach on the right of way nearer than 100 feet to the highway, as set forth in Mr. Wirth's memorandum to me of June 30. If the highway is through land suitable for agriculture, such as growing of crops, grazing of cattle, etc., under certain restrictions the right of way could be used under permit by the owners of abutting property; the basic principle being public ownership of sufficient width to protect the public investment through a permanent, controlled method. This we believe to be good land management.

The townsites to be located along the highways of Alaska shall be planned and designed so as to encourage sound development for the necessary facilities to serve the people of Alaska and their visitors, by modern townsite developments fitting the contour of the area, providing adequate reserves

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

for public, semi-public and institutional needs, small lots in the center of the townsite of approximately one-fourth acre in size and larger lots on the outskirts of the townsite not to exceed five acres per site.

The lands along the highway reserved for park and recreational development will not be divided into lots but may be leased to individuals or corporations for the purpose of developing recreational areas for the people of Alaska and their visitors. Except in very special cases, which will be subject to prior approval of this office, there will be issued by your office only one permit per reserved area at this time. In issuing permits for these purposes, consideration will be given to the ability of the individual or corporation to provide the facilities suitable to the area. In applying for permits, plans for development and a statement of financial backing will be required.

Special use permits can be issued under present regulations for five years, but can be renewed. Under present legislation, veterans have a preference for any land opened up through reduction of previous withdrawals. However, as long as land stays within withdrawals its continued use under special use permit can be arranged.

We will have right of way withdrawals, as described above, made as soon as the pressure of work caused by our decentralization program will permit. We will keep you advised of progress.

You should take the following steps:

1. Make such studies of highway rights of way as time and manpower will permit this summer, in cooperation with Mr. Kuehl, and make recommendations for reductions where topography or other conditions so indicate.
2. As soon as the authority is delegated to you, issue special land use permits to those owners or lawful occupiers of adjoining land who request such permits. Appropriate conditions for use of the right of way should be set forth in the special land use permit.
3. Take appropriate action, or make recommendation for appropriate action, against trespassers who cannot or will not qualify under these procedures. We cannot permit trespassers to obtain advantages that we will not grant law-abiders. When you get a regional attorney, he should be able to give you substantial help on this problem.

4. Undertake a well-planned information program, including possibly occasional large information signs along the road; leaflets for distribution through fire-wardens, highway employees, and eating places or gas stations; and newspaper stories. The emphasis should be on what the settler can do, and on how the restrictions protect his and Alaska's basic resources, not upon what he cannot do. You have full authority to prepare and issue such material.

Please keep me informed of your progress along these lines. I am sure the results will be beneficial to the people of Alaska and to visitors. I hope to be one of the latter next summer.

Sincerely yours,

Marion Clawson
Director

cc: Secretary Warne
C. L. Firth



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

JUL 12 1948

Approved
J.P.D.

Memorandum

To: Mr. Marion Clawson, Director,
Bureau of Land Management

From: James P. Davis, Director (Sgd.) J.P.D.

Subject: ✓ Rights-of-way widths of Alaska Roads and related land uses.

9-1-55
coll. Legi.
Proposed
Rights-Way

The memorandum to you, dated June 30, from the Acting Assistant Director of the National Park Service, has been given careful review in this Division.

We are thoroughly in accord with the views of the National Park Service in this matter. It is recommended that immediate action be initiated to determine rights-of-way withdrawals. Such early and definite action would obviate the continual criticism which has been levelled at the Department for the past year, during which time it has been charged that because of inaction in making final determination of these matters we, ourselves, are seriously impeding Alaska development. By taking immediate action, we then can encourage speedy development of all highway areas by giving adequate and widespread publicity to private individuals and to potential business enterprises desirous of entering these particular regions. This can be accomplished in a way which will enable potential settlers to determine exactly what types of land areas are available for lease, and permit them to make concrete plans for the establishment of business or trade sites, or for homestead purposes.

FWAYER:ggc

7/12/48

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129



UNITED STATES
DEPARTMENT OF THE INTERIOR
✓ NATIONAL PARK SERVICE

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

WASHINGTON 25, D. C.

June 30, 1948.

INTERIOR DEPT.
RECEIVED

JUL 7 - 1948

TERRITORIES. Memorandum

To: Director, Bureau of Land Management.
From: Acting Assistant Director, National Park Service.
Subject: Rights-of-way widths of Alaska roads and related land uses.

Regarding the subject of rights-of-way widths for Alaska roads, and related problems as discussed with you and others on May 28th, we submit the following thoughts for consideration. We are aware of the difficulties which a desirable solution presents; however, we believe that careful consideration of the problem at this time will aid in the accomplishment of an orderly pattern of development for Alaska.

Road rights-of-way should be of sufficient width to insure reasonable protection of land values adjacent to the roads, by controlling commercialization regardless of use made of land outside of the rights-of-way. Protection of scenic values, control of sign boards, and prevention of slum-like commercial development which so frequently occurs on the approaches to towns, are just a few items which are of concern.

A variable-width strip predicated upon classification of the values of the land traversed by the road is our first recommendation. This system we admit requires field analysis by trained personnel, qualified to make determinations as to whether the land is scenic, agricultural, commercial or waste land. The strip might vary in width from 200 feet to 600 feet or more. The attached illustrations suggest a means for this approach to the problem.

Should the above method of handling the problem not be possible in the present circumstances, we suggest adoption of a standard rights-of-way width as the next best solution. We believe that the minimum width should be 400 feet (200 feet each side of the center line) and in no case less than 300 feet. We recommend that this standard be adopted for all new roads and for those existing ones which have no designated rights-of-way.

Widths of 120 feet and 200 feet respectively for the Haines and Glenn rights-of-way have already been established; we recommend that

RQ 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

every consideration be given to increasing these widths. We believe that the established 600 foot width for the Alaska Highway should be retained.

We can see no objection to the leasing of portions of the right-of-way on all roads (under system of special-use permit) for special uses such as filling stations, overnight accommodations, meal service, bus stops, etc., since this system would permit reasonable control. Under no circumstance should the right-of-way be leased for the purposes of undesirable and objectionable uses such as auto wrecking yards, mine dumps, saw mills, etc. The permittee should have legitimate claim to or own the land contiguous to the portion of right-of-way under lease. However, in cases where the adjacent land has no apparent value it may be advisable to lease portions of the right-of-way as suggested on the sketch pertaining to Type 2 lands. We suggest that in no case should any portion of the right-of-way closer than 100 feet on either side of the road center line be leased. (See illustration attached.)

Referring to the land withdrawals along the Alaska Highway as proposed by this Service in our report on the Recreational Resources of the Alaska Highway - 1944, there are certain areas which we now believe should be classified as potential Territorial roadside or way-side parks and withheld from disposition. The sites which we consider to have value for this future use are:

Lakeview Site #3 - 3 miles east of Northway Junction,
Midway Lake; site #4.
Site #7 - 1.4 miles west of the Johnson River.

We would like to adopt the view that these sites are being held in reserve for foreseeable and future needs of the Territory. These roadside parks would provide such activities as are commonly found in similar areas developed by some of the states, namely picnic tables, trailer and campground sites, comfort stations and shelters. Possibly the sites will gain sufficient importance to justify a meal service and overnight accommodation concession. (See attached plot plans of sites.)

The area suggested for withdrawal at the Alaska-Yukon border, Alaska Highway, listed as site #2 (sketch attached), should be reserved for governmental use to meet the needs of the Immigration Service, Bureau of Customs, Fish and Wildlife Service, Bureau of Land Management, Territorial Information Bureau and others. The need for overnight accommodations and related tourist services may also have to be provided for here or nearby, but we believe that no disposition of the land or long-term commitment should be made until the Government's needs are provided for.

As to the unreserved potential "vacation areas" suggested on page 50 of the published report, we recommend especial consideration to setting aside sites D (Salchaket Lake), G (Montasta Lake) and H (Summit Lake, Richardson Highway). We believe that these areas, at least, should be reserved for eventual recreational use by the Territory in a category identical or akin to State parks. They represent a category higher than the roadside or wayside park sites suggested at Lakeview, Midway Lake and Site #7, discussed above. Site sketches for these areas were provided to your office along with others several years ago.

The remaining withdrawn areas not listed above, which the above-mentioned report suggests, we believe should be held in reserve, but we can see no objection to leasing a portion of the sites for development of tourist facilities such as overnight accommodations - (refer to Page 64, Alaska Highway Report). In no case do we believe that the entire reserve area should be leased to one individual. On the other hand, it would not seem to be good practice to line up a series of contiguous small tracts to be available on lease. Perhaps two lease sites might eventually be needed in some of the withdrawn areas in this category. Presumably such lease sites would be more or less choice and might be expected to receive development of a higher standard, which would warrant adequate protection from competition at too close range. Pending such development, it would seem short sighted to dispose of the adjacent, unleased withdrawn land that may be needed by the Territory (or State) as additional roadside parks. Time and experience should tell the extent, if any to which these leased and withdrawn lands might be disposed of.

We believe that it would be appropriate at this time also to reconsider, as part of the over all problem, the desirability of withdrawing as "leasable areas" or as "roadside parks," the areas previously suggested by this Service along the Richardson, Steese, Tok-Slana and Glenn highways.

The sites which we considered to be "potential communities" namely Tok Junction, Delta Junction and Ulenallen, we believe should be withdrawn as townsites. As such, provision should be made for ample reservations for parks, schools, etc., and the remainder allotted for necessary commercial, industrial, residential, religious, etc., zoned uses.

We realize that the exposition here given doesn't necessarily correspond with our 1944 published report in all respects, but it does seem to us that it will aid in the solution to the present problem. While most of the recommendations in the report are, in our view, still valid, the report endeavored to devise and present a program to be executed in advance of opening the road to public travel. It was not possible, of course, for the program to be carried out. These comments

therefore, are an attempt to indicate a program which we believe fits the present needs and circumstances, and gives at least a minimum of consideration to some of the foreseeable problems that will face the Territory and future State.

We hope that funds available to the Bureau for 1949 will permit employment of a "specialist" to handle matters relating to use problems along Alaska roads, as previously discussed.

(S4D) CONRAD L. WIRTH

Acting Assistant Director.

In duplicate.

Enclosure 747.

cc: Regional Director, Region Four (2) (with 3 sets of sketches.
Diederich (1) (with 2 sets of sketches

Mr. Flakne, T&JP

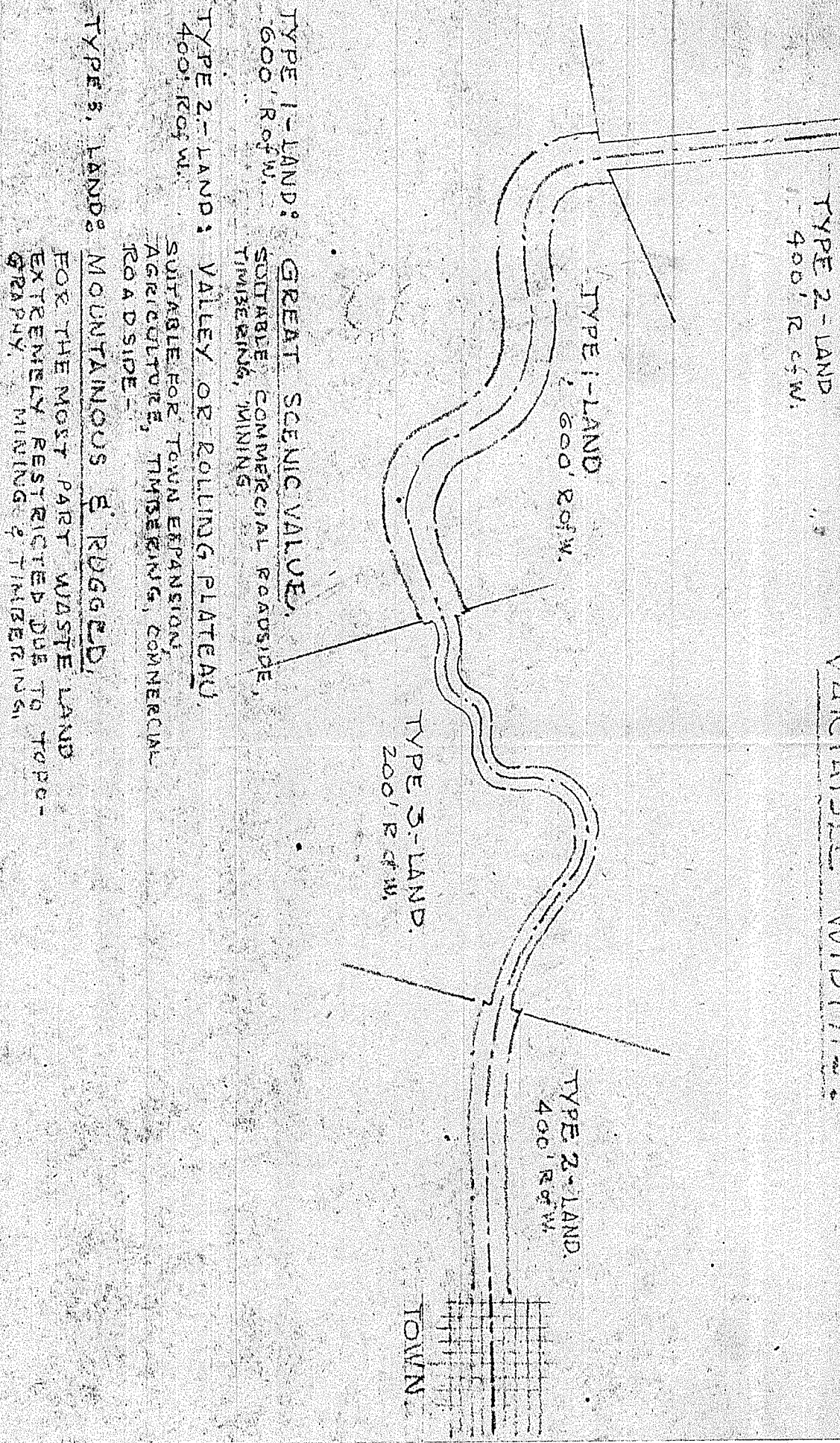
ACK:LJD:mc

9 1 55
ARC-LEGIS. PROPOSED-
RIGHTS-WAYS

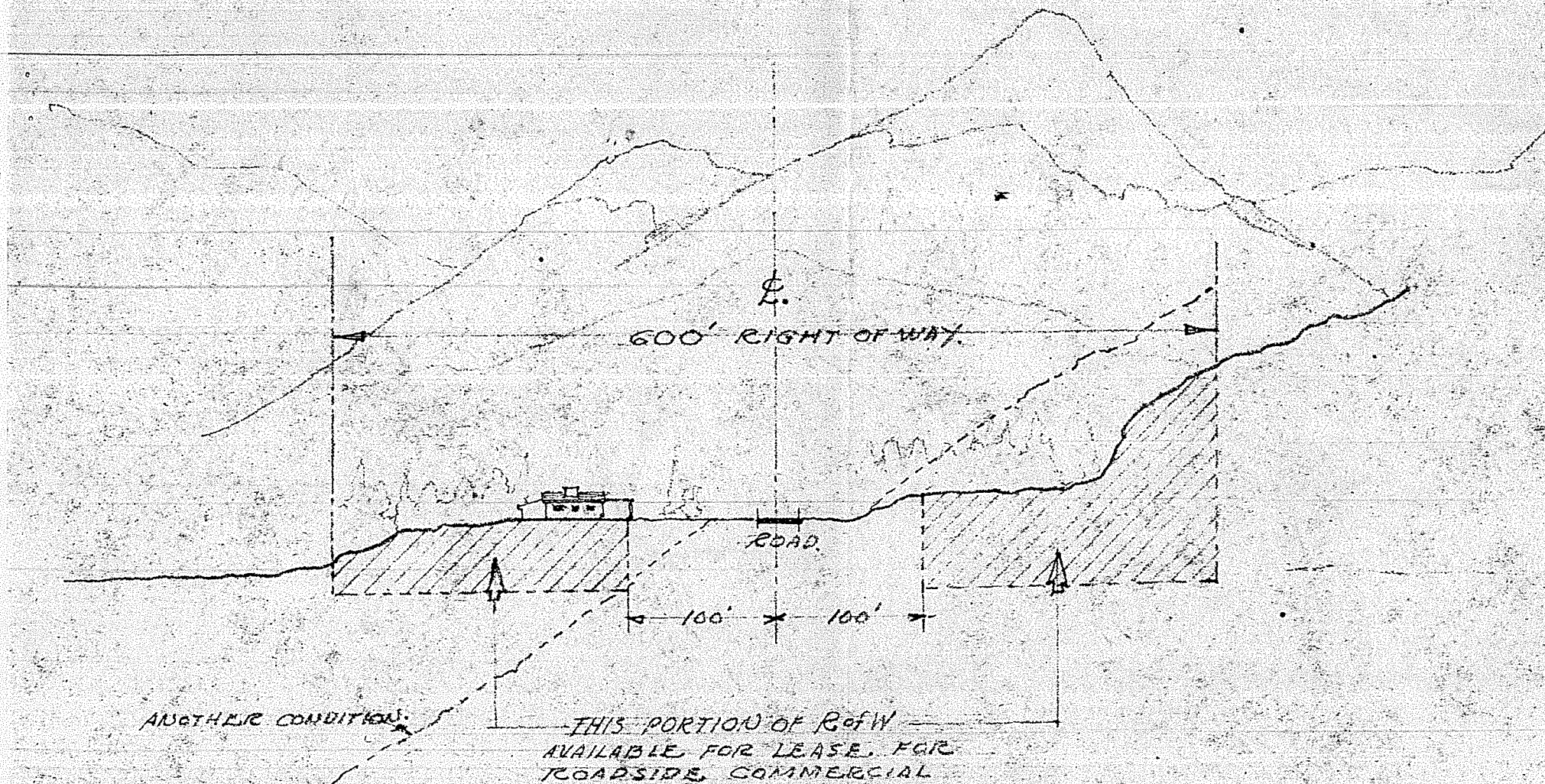
ENCLOSED PRINTS ON RIGHTS WAY
ON ALASKA ROADS
Letter of transmittal dated
July 12, 1948

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129

MINIMUM RIGHT OF WAY REQUIREMENTS,
 VARIABLE WIDTHS.



ALASKA ROADS - RIGHTS OF WAY.
 6/48



TYPE 1. — GREAT SCENIC VALUE.

(AS RELATED TO VARIABLE WIDTH RIGHT OF WAY)

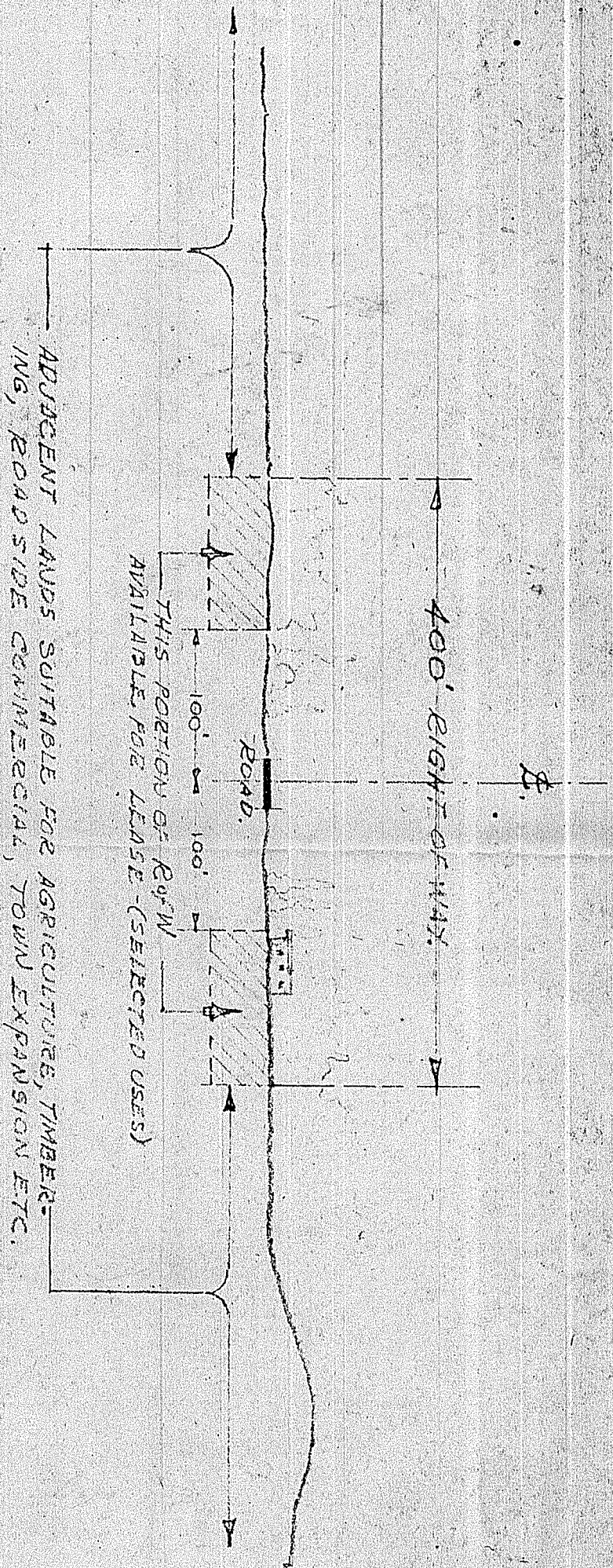
A 600 foot right of way is recommended for roads passing through country of great scenic value. Protection from undesirable obstructions is essential. Assuming that this land has no agricultural value, but may be suitable for timbering and mining. Ample protection is required. In this type of land there may be occasional areas suitable for other uses.

Highway commerce developments that seem to be required and are deemed desirable can be granted leases for portions of the right of way.

SCALE 1"=100

ALASKA ROADS - RIGHT OF WAY. — 648

RG 126, Off. of Territories
E. 3, Central Files, 1951-71
Box 129



TYPE 2. VALLEY OR ROLLING TO FLAT PLATEAU LAND.
 (AS RELATED TO VARIABLE WIDTH RIGHT OF WAYS).

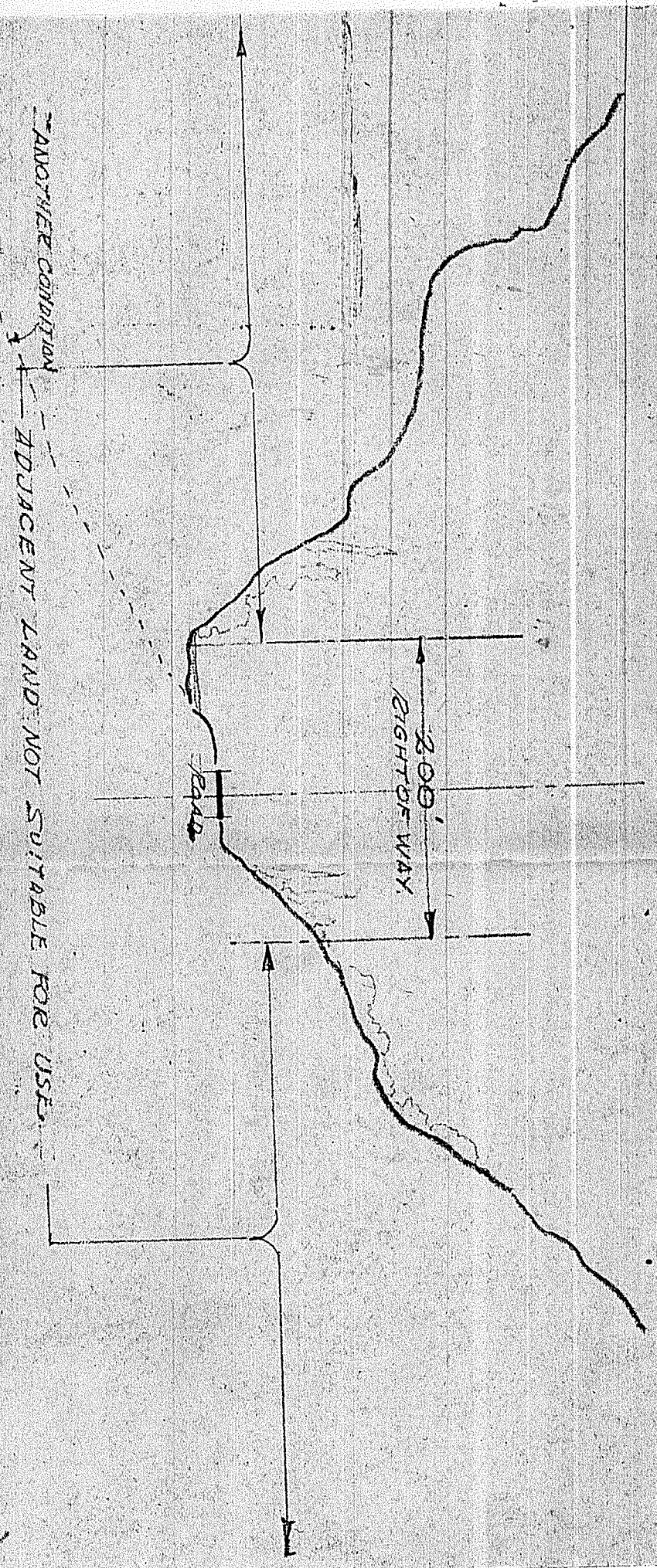
400 foot right of way through land of Type 2, protects roadside values by controlling road commercialization regardless of the use made of the land outside of the right of way. Lessening of portions of the right of way for development of a desirable type will prevent roadside desecration, sign boards, billboards and structures of an unignitly nature. Scenic values can be maintained and approaches to communities protected from slum-type developments.

This width right of way would be suitable for roads that pass through undrained swampy lands which have no use whatsoever.

Portions of the right of way could be leased for such uses as bus stops, gas stations, meal and overnight accommodations.

SCALE 1" = 100'

ALASKA ROADS - RIGHT'S OF WAY. 6/48



TYPE 5. MOUNTAINOUS & RUGGED (NOT OF GREAT SCENIC VALUE)

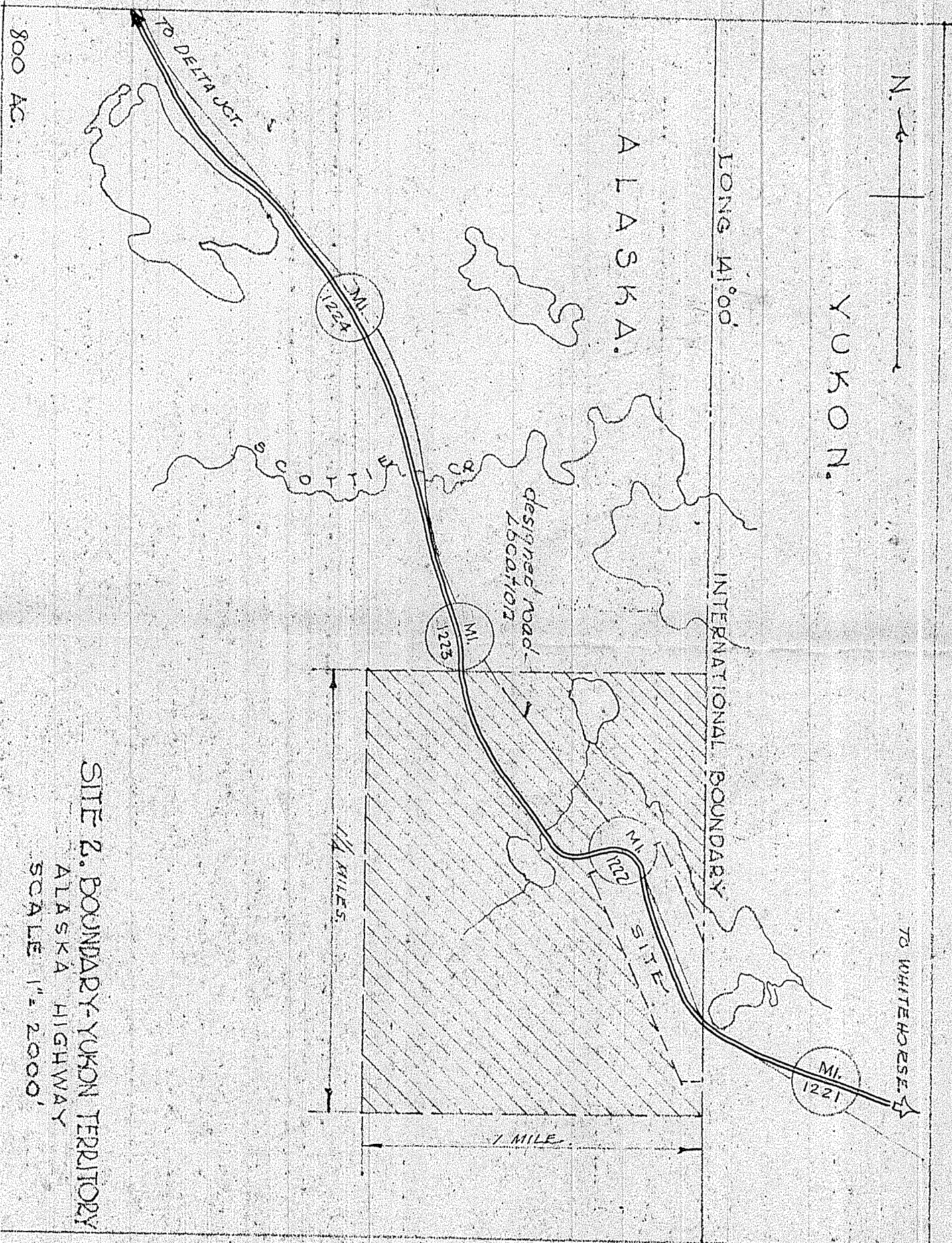
In portions of rugged, mountainous country where the road way is extremely restricted and the adjacent land is classified as unsuitable for use, the 200 foot right of way is recommended.

There may occur along such sections of road small areas suitable for roadside commerce such as gas stations, etc.

SCALE 1" = 100'

ALASKA ROADS - RIGHT OF WAY - 6/48

RG 126, Off. of Territories
 E. 3, Central Files, 1951-71
 Box 129



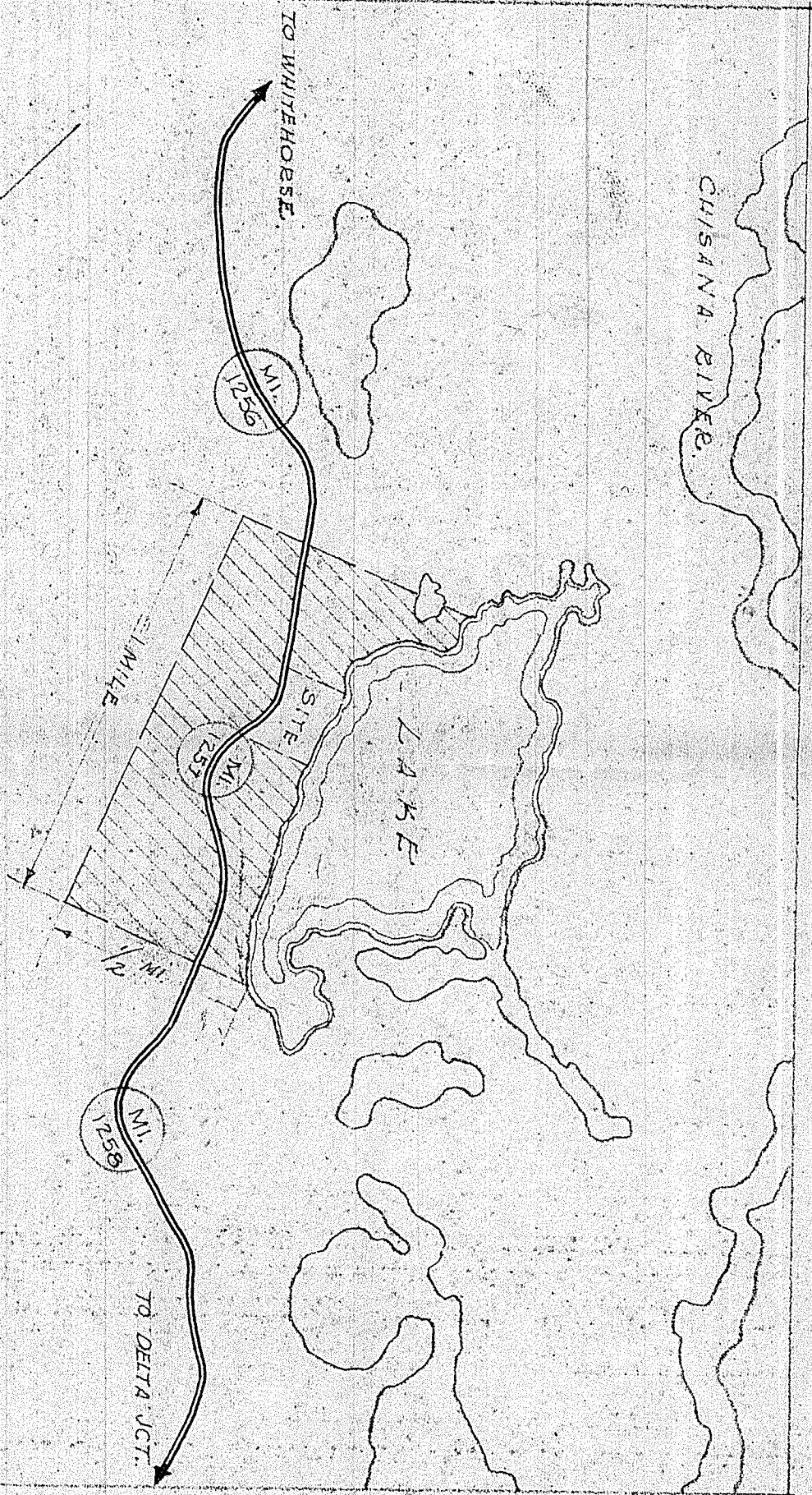
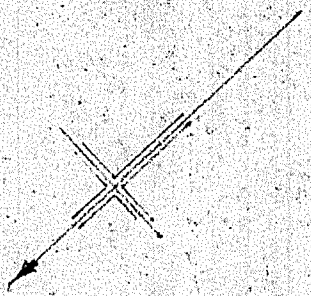
800 AC.

SITE 2. BOUNDARY-YUKON TERRITORY

ALASKA HIGHWAY
SCALE 1" = 2000'

RG 126, OFF. OF Territories
E. 3, Central Files, 1951-71
Box 129

270 AC.



SITE 3, LAKEVIEW.
 ALASKA HIGHWAY.
 SCALE 1"=2000'

RG 126, OFF. OF TERRITORIES
 E. 3, Central Files, 1951-71
 Box 129