

DECLASSIFIED

DECLASSIFICATION REVIEW PROJECT

WMP 822014

RECORD GROUP	ENTRY	BOX
48		3675

RG 48

DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
CENTRAL CLASSIFIED FILES
1937-1953

9-1-10 British Columbia Alaska Highway
(Part 3)
9-1-11 Alaska Field Staff

Box No. 3675

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l

1-094a
UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY

FILE ROOM
SECRETARY'S OFFICE

File No. 9 1 10
(Part 2)

~~STRICTLY CONFIDENTIAL~~

TERRITORIES AND ISLAND POSSESSIONS

-0-

ALASKA

-0-

ROADS

GENERAL

IMPORTANT

This file constitutes a part of the official records of the Department and should not be separated or papers withdrawn without express authority of the Secretary.

All files should be returned promptly to the File Room.

Officials and employees will be held responsible for failure to observe these rules, which are necessary to protect the integrity of official records.

Harold L. Ickes

Secretary.

Part 2.

April 8, 1937
to
March 31, 1950

U. S. GOVERNMENT PRINTING OFFICE

6-7385

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l



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

*Bill
Fuller*

INTERIOR DEPT.

FEB 16 1949

ASST. SECRETARY

February 11, 1949

Mr. William E. Warne
Assistant Secretary
Department of the Interior
Washington 25, D. C.

*9-1-10
General*

Dear Bill:

Regarding your letter of February 8 concerning rights-of-way for the highway, I have a pretty clear picture of the problems involved. I am rapidly getting a picture of how a bureaucrat has to function. My ignorance was bliss while it lasted. But I still feel that we are making good progress in spite of the red tape.

I will do my best to keep things rolling.

Sincerely yours,

Kenneth J. Kadow
Director

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

FILE COPY
Surname:

BLM
Clauson
Goding
A. J. J.
Bosley
Bennett
Tule
Price
Warr
Blanchard
C. Johnson
R. E. Day

FEB 10 1949

9-1-10
General

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER
JAN 26 1949
PRS 5465
22506 "L:RKC"

RECEIVED
Terrillone
My dear Mr. Bartlett:

INTERIOR DEPT.
RECEIVED
JAN 26 1949
TERRITORIES

As you have been informed indirectly, a policy determination has been made concerning rights-of-way for Alaska highways. It is proposed to establish by public land order uniform rights-of-way as follows:

- 600 Feet for the Alaska highway
- 300 Feet for other primary roads
- 200 Feet for secondary or feeder roads
- 100 Feet for local or farm roads

This decision followed exhaustive consideration of this matter by the Department's Alaska Field Committee and by Alaska representatives of the Public Roads Administration. It represents a compromise of conflicting views held by the members of the Field Committee and other interested parties.

Under the proposed order responsibility for designating the class of roads would rest with the Alaska Road Commission.

I know that you agree as to the necessity for settling promptly the highway right-of-way question in Alaska. A decision resolving the impasse resulting from the divergent viewpoints was essential. I believe that the best solution has been reached. However, if you are of a contrary opinion I shall be happy to have your views on the matter.

Sincerely yours,

(Sgd) J. A. KRUG

Secretary of the Interior.

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

INTERIOR DEPT.
FEB 7-1949
UNDER SECRETARY

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER
JAN 27 1949
TO SOLICITOR

INTERIOR DEPT.
RECEIVED
JAN 27 1949
SOLICITOR

JAN 28 1949

Hon. E. L. Bartlett,

House of Representatives.

FROM SOLICITOR

RECEIVED
JAN 28 1949
OFFICE OF
LAND UTILIZATION

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER
FEB - 1 1949
TO SOLICITOR
INTERIOR DEPT.

INTERIOR DEPT.
FEB 1-1949
SOLICITOR

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

cc: Hon. E. L. Bartlett.
R.A., Reg. VII, BLM, Anchorage, Alaska.
Kadow
1-25-49
RKC:mg

FEB - 2 1949
ASST. SECRETARY
4.

FEB - 2 1949
RECEIVED
W

TERRITORIES
TO SECRETARY
JAN 27 1949
FOR SIGNATURE

Secretary
1-26-49
for signature

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

February 4, 1949

MEMORANDUM

To: Secretary Krug
From: Assistant Secretary Warne
Subject: Alaska Highways Rights-of-Way

We have finally got the highways rights-of-way withdrawals for Alaska straightened out with everybody in agreement and work going ahead to obtain full compliance with the decision. This letter to Bartlett sets out the decision.

William S. Warne

Enclosure

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

FILE COPY
Surname:

PRS 5445
22506 "L:RKC"

Air Mail

INTERIOR DEPT. Mr. Kenneth J. Adow,
SECRETARY'S Director, Alaska Field Staff,
MAIL CENTER P.O. Box 3093,
JAN 25 1949 Juneau, Alaska.

FEB - 8 1949

9-1-10
General

FILED
C. G. Cole
T. J. Farnham
C. Lawson
S. Sanders
W. Smith
J. Jackson
J. Quinn
H. H. Haskin
B. Bookley
J. Davis
E. E. Egan
R. R. Rife

RECEIVED
N.P.S. Dear Ken:

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

JAN 28 1949

RECEIVED
Territories

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

JAN 31 1949

RECEIVED
Territories

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

EB - 1 1949
SOLICITOR

With respect to your letter of January 11 concerning the matter of rights-of-way for Alaska highways, I think there is somewhat of a misunderstanding as to procedures. It is true, as you were notified, that a decision was reached concerning the widths of rights-of-way that would be put into effect. This decision represented the Department's views and as such is, of course, binding on everyone in the Department. However, such a decision must be followed up and be made effective by formal action. In this case, it was agreed that the rights-of-way would be established by a public land order.

The authority to make public land orders rests with the Secretary upon delegation of authority from the President. The authority has not been delegated further. Accordingly, no members of the Alaska Field Committee have the authority to make such a public land order.

I am quite certain that neither Puckett nor Noyes questions the authoritative character of the decision reached with respect to the widths of rights-of-way. ^{Also} I do ^{not} see how they could be puzzled as to what action was required of them, especially since Puckett is well aware that a public land order must be promulgated before the action becomes official.

The public land order is now being drafted. Before it can be signed by the Secretary and sent to the Federal Register for publication it must first be approved at several levels in the Department and approved by the Bureau of the Budget and the Attorney General. Since this process sometimes takes considerable time and results in modifications along the way, it may be premature at this time to announce the establishment of rights-of-way as a definite fact. This, of course, is something different from the announcement of Departmental policy with respect to the establishment of rights-of-way.

To Secretary
1-25-49
For signature

TERRITORIES
TO SECRETARY
JAN 31 1949
FOR SIGNATURE

INTERIOR DEPT. FROM SOLICITOR Sincerely yours,

RKC:mg FEB 1 - 1949
1-19-49 SOLICITOR

FEB 2 - 1949
FOR SIGNATURE

(sgd) William E. Warner
Assistant Secretary.

cc: R.A., Reg. VII, BLM, Anchorage, Alaska.
National Park Service
Div. of Terr. & Island Possessions

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

FEB - 3 1949
RECEIVED

INTERIOR DEPT.
FEB - 3 1949
ASST. SECRETARY
3

As to the "fairly delicate problem," I think that we might have a two-way approach. When the occasion arises I shall send you a written instructive, outlining particular assignments. On the other hand, you may realize that action along a particular line is required, and under such circumstances, I suggest that you write for my signature

Mailed by
Hall

RG 48, Sec. Interior
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Box 3675, 9-1-10, AK, Roads-Gen'l



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

FILE COPY
Surname:

February 4, 1949

MEMORANDUM

To: Secretary Krug
From: Assistant Secretary Warne
Subject: Alaska Highways Rights-of-Way

*9-1-10
General*

We have finally got the highways rights-of-way withdrawals for Alaska straightened out with everybody in agreement and work going ahead to obtain full compliance with the decision. This letter to Bartlett sets out the decision.

((sgd) William E. Warne

Enclosure

cc: Kadow (Airmail)
BLM

*RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l*



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

39842 "ADL:ML"

IN REPLY REFER TO:

Lane
Hopart
Meadley
Price
Wain

To Secretary
2/2/49
For signature

FEB 2 1949

9-1-10
General

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

MEMORANDUM.

FEB - 3 1949

RECEIVED

To: Secretary of the Interior.
From: Director, Bureau of Land Management.
Subject: Proposed Public Land Order.

SECRETARY'S
MAIL CENTER

FEB - 4 1949

INTERIOR DEPT.

By a memorandum of October 26, 1948, copy next attached, there were submitted to you for transmittal to the Attorney General and the Director, Bureau of the Budget, copies of a proposed public land order, reserving a tract of public land at Glenn Allen for the use of the Alaska Highway Patrol as a headquarters site.

The order has now been approved by these officials as to form and legality and is submitted herewith, in duplicate, for signature, with the accompanying draft of a notice for filing objections. The originals will be sent to the National Archives for publication in the Federal Register.

Marion Clawson

Director.

FEB - 4 1949

Enclosures approved by
((Sgd) C. Girard Davidson

Assistant

Secretary of the Interior
and returned.

efwg:l/27/49

cc: Div. of Territories and Island Possessions.

INTERIOR DEPT.

FEB 8 1949

ASST. SECRETARY

COPY FOR THE SECRETARY'S OFFICE

INTERIOR DEPT.

FEB - 4 1949

ASST. SEC'Y.

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l

UNITED STATES
DEPARTMENT OF THE INTERIOR

CODE OF FEDERAL REGULATIONS
TITLE 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management
Appendix—Public Land Orders

Public Land Order 550
ALASKA

WITHDRAWING PUBLIC LAND FOR
A HIGHWAY PATROL STATION

*Lana
Lynch
Cree
Judo
Bee
Evel
Pome
Wan*

RECEIVED
7.05
OCT 23 1948
OFFICE OF
LAND UTILIZATION

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

FEB - 3 1949

RECEIVED

SECRETARY'S
MAIL CENTER

FEB - 4 1949

INTERIOR DEPT.

INTERIOR DEPT.

FEB - 3 1949

ASST. SECRETARY

By virtue of the authority vested in the President and pursuant to Executive Order No. 9337 of April 24, 1943, it is ordered as follows:

Subject to valid existing rights, the following-described public land in Alaska is hereby withdrawn from all forms of appropriation under the public-land laws, including the mining laws but not the mineral leasing laws, and reserved and set apart under the jurisdiction of the Department of the Interior for use by the Alaska Highway Patrol, Territory of Alaska, as a site for a highway patrol station:

Copper River Meridian

T. 4 N., R. 2 W.,
sec. 24, W. 1/2 S. 1/2 W. 1/2

The area described contains 35 acres.

The reservation made by this order shall take precedence over but shall not modify Executive Order No. 9145 of April 23, 1942, reserving a right-of-way 200 feet wide, 100 feet on each side of the center line of the Palmer-Richardson Highway, and Public Land Order No. 46 of October 8, 1942 withdrawing public lands for classification and in aid of legislation so far as they affect the above-described land.

FEB - 4 1949

- cc: Department of Justice (2).
- Bureau of the Budget (2).
- The National Archives (3) by B.L.M.
- District Land Office,
Anchorage, Alaska by B.L.M.

Assistant

Richard Davidson
Secretary of the Interior.

INTERIOR DEPT.

FEB - 4 1949

ASST. SEC'Y.

ML:rpg
9-30-48

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Box 3675, 9-1-10, AK, Roads-Gen'l

*Lane
Lynch
Chote
Sudof
Bell
Pruett
Pruett*

UNITED STATES
DEPARTMENT OF THE INTERIOR
WASHINGTON

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

FEB - 3 1949

RECEIVED

ALASKA

NOTICE FOR FILING OBJECTIONS TO THE FOLLOWING ENTITLED ORDER
PUBLISHED SIMULTANEOUSLY HEREWITH:

WITHDRAWING PUBLIC LAND FOR A HIGHWAY PATROL STATION

SECRETARY'S
MAIL CENTER

FEB - 4 1949

INTERIOR DEPT.

For a period of 60 days from the date of publication of the above entitled order, persons having cause to object to the terms thereof may present their objections to the Secretary of the Interior. Such objections should be in writing, should be addressed to the Secretary of the Interior, and should be filed in duplicate in the Department of the Interior, Washington 25, D. C. In case any objection is filed and the nature of the opposition is such as to warrant it, a public hearing will be held at a convenient time and place, which will be announced, where opponents to the order may state their views and where the proponents of the order can explain its purpose, intent, and extent. Should any objection be filed, whether or not a hearing is held, notice of the determination by the Secretary as to whether the order should be rescinded, modified or let stand will be given to all interested parties of record and the general public.

INTERIOR DEPT.

FEB - 3 1949

ASST. SECRETARY

Clair Davidson

Assistant Secretary of the Interior.

FEB - 4 1949

ML:rpg
9-30-48

cc: The National Archives (3) by B.L.M.
District Land Office, Anchorage, Alaska by B.L.M.

INTERIOR DEPT.

FEB - 4 1949

ASST. SEC'Y.

31416

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l

Action: **INT WAR 152**
Trip No. _____
Delivered By _____
RADIO COMMUNICATIONS SECTION AGO
THE ADJUTANT GENERAL'S OFFICE
DEPARTMENT OF THE ARMY
The Pentagon
Room 1A 809
REpublic 6700
Extension 71388

1948 NOV 04 03 54Z

RECEIVED
NOV - 3 1948
SECRETARY'S MAIL CENTER

INTERIOR DEPT.
NOV - 4 1948
ASST. SECRETARY

FORWARDED BY
SIGNAL CORPS
DEPT. OF THE ARMY
COMMUNICATION CENTER
RE 6700 EXT. 6397

9-1-10
General

Reg

WUC76

WKB77 RR UPC

FM UWKH 14H/CARL DEPIRO ADMIN ASST ALASKA FIL STAFF INT DEPT
JUNEAU ALASKA 040052Z

TO WILLIAM E WARNE ASST SECRETARY OF THE INT WASHINGTON DC
INT GR28

ANSWERING YOUR MEMO DATED OCTOBER 25 REGARDING RIGHTS OF WAY
RECOMMENDATIONS IN KADOWS ABSENC RECOMMENDATIONS SENT IN
LTTR DATED OCTOBER 13 TO JAMES DAVIS WITH COPY TO YOU

CFN: 25 KADOWS 13
04/0052Z

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l

<i>Boyle</i>
<i>Boyle</i>
<i>Yudo</i>
<i>Bell</i>
<i>Allen</i>
<i>Edell</i>
<i>Price</i>
<i>Wain</i>
<i>Maupius</i>

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

NOV 2 - 1948

9-1-10
General

The Director of the
Bureau of the Budget.

INTERIOR DEPT
SECRETARY'S
MAIL CENTER

Sir:

OCT 27 1948
TO SOLICITOR

Enclosed for your consideration are copies of a proposed public land order. Pursuant to Executive Order No. 9337 of April 24, 1943, please inform this Department whether the draft meets with your approval.

INTERIOR DEPT.

OCT 27 1948

SOLICITOR

and the Attorney General.

Copies of the proposed order also have been forwarded to

OCT 28 1948

OFFICE OF
LAND UTILIZATION

Alaska Highway Patrol

Very truly yours,

(sgd) Mastin G. White

Acting Assistant Secretary.

INTERIOR DEPT

OCT 29 1948

SOLICITOR

ML:rpg
9-30-48

Title of proposed public land order:

FROM SOLICITOR

NOV 1 - 1948

FOR SIGNATURE

Withdrawing Public Land for a Highway Patrol Station Alaska

Pertinent information:

INTERIOR DEPT.

NOV 1 1948

SECRETARY

The tract appears to be unappropriated public land and is subject to the withdrawal of a 200 foot right-of-way for the Palmer-Richardson Highway made by Executive Order No. 9145 of April 23, 1942. It is included in the withdrawal for classification and in aid of legislation made by Public Land Order No. 46 of October 8, 1942.

LISTED

6.

Similar letter sent to the Attorney General

Enclosure No 70

COPY FOR THE SECRETARY'S OFFICE

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l



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

IN REPLY REFER TO:
39842 "LUD"

INTERIOR DEPT
SECRETARY'S
MAIL CENTER #16
OCT 27 1948
TO SOLICITOR

OCT 26 1948

MEMORANDUM

INTERIOR DEPT
OCT 27 1948
SOLICITOR

To: Secretary of the Interior.
From: Director, Bureau of Land Management.
Subject: Proposed withdrawal for Alaska Highway Patrol.

RECEIVED
OCT 24 1948
OFFICE OF
UTILIZATION

RECEIVED
9:05
OCT 28 1948
OFFICE OF
LAND UTILIZATION

I submit the draft of a public land order reserving a tract of .5 acres of public land at Glenn Allen on the Glenn Highway for the use of the Alaska Highway Patrol as a headquarters site. Drafts of letters transmitting copies of the order to the Attorney General and the Director, Bureau of the Budget for consideration are attached.

The tract appears to be unappropriated public land. It is subject to the withdrawal of a 200 foot right-of-way for the Palmer-Richardson Highway made by Executive Order No. 9145 of April 23, 1942 and is included in the withdrawal for classification and in aid of legislation made by Public Land Order No. 46 of October 8, 1942.

INTERIOR DEPT
OCT 29 1948
SOLICITOR

The draft of notice for filing objections is attached in accordance with Order No. 2232, as amended.

FROM SOLICITOR
NOV 1 - 1948
FOR SIGNATURE

ACTING Director.

INTERIOR DEPT. Enclosures.

NOV - 1 1948
ASST. SECRETARY

INTERIOR DEPT.
NOV - 2 1948
ASST. SECY 4

RG 48, Sec. Interior
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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

FILE COPY
Surname:

BLM

<i>Coste</i>
<i>Bel</i>
<i>Demora</i>
<i>Drum</i>
<i>Pige</i>

OCT 25 1948

PRS 4765 "LP"
22506

MEMORANDUM

To: Mr. Kenneth J. Kadow,
Director, Alaska Field Staff,
P.O. Box 3093, Juneau, Alaska.

From: Assistant Secretary Warne.

Subject: Road rights-of-way in Alaska.

To Secretary

10-15-48
For signature

9-1-10
General

I am in receipt of your radiogram of October 13 advising that the Field Committee has made further recommendations concerning the rights-of-way for Alaska roads. As you request, no further action will be taken here until we are advised of the recommended changes.

[[sgd]] William E. Warne
Assistant Secretary.

INTERIOR DEPT.
OCT 18 1948
RECEIVED
TO SECRETARY'S
MAIL CENTER
OCT 20 1948
RECEIVED
To Parks

cc: R.A., Reg. VII, BLM,
Anchorage, Alaska.

RKC:mg
10-15-48

Mailed by
Roady

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Box 3675, 9-1-10, AK, Roads-Gen'l

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

Price

October 20, 1948

Memorandum

To: Director, Bureau of Land Management
From: Assistant Secretary Warne
Subject: Right-of-way requirements for Alaska roads.

*9-1-10
General*

A host of conflicting recommendations concerning the above subject have been injected in the course of recent weeks. I understand that your office is preparing a summary of them. I wish that you would complete that as soon as practicable, showing in both tabular and, if necessary, supplementary text form the nature of the recommendations.

As soon as I have received the summary, I intend to call a conference of interested Departmental people to consider resolutions of this matter.

((sgd)) William E. Warne
Assistant Secretary.

RCP:ejw
10 20 48

CC Secretary's Reading File
Secretary's Files

mailed to
Artell

RG 48, Sec. Interior
E. 749-B, CCF, 1937-53
Box 3675, 9-1-10, AK, Roads-Gen'l



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

IN REPLY REFER TO

August 6, 1948

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

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.

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 these 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.

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 Wirth 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

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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

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,

M. C.

Director

cc: ✓ Secretary Warne
C. L. Wirth

To: W. E. Warne, Assistant Secretary
From: R. C. Price, Special Assistant
Subject: Rights of way widths of Alaska roads and related land uses.

9-1-10
General

Highways

1. In the attached correspondence--memorandum dated June 30, 1948. of Acting Director, National Park Service to Director, Land Management, and memorandum of July 12, 1948, from Director of the Division of Territories to Director of Land Management on the same subject, there are set forth certain alternate solutions with the right of way problem connected with the Alaska highways. In order that there may be a concrete proposal for your approval, this memorandum draws upon a discussion in the attached memoranda, the comments by the Bureau of Land Management not being available at this writing.

2. With respect to the right of way proposals the undoubted advantage "variable-width" would I fear be off set at this time by its disadvantages. First, it would require competent personnel to accomplish the three-fold classification. These persons probably not being available during this fiscal year; and secondly, a consequent delay would provide the immediate establishment of rights of way lines. In view of the importance of prompt action, I recommend the following:

- (1) That a standard width of 400' be adopted as a standard right of way for all the Alaska highways having no established width.
- (2) That the width of the Haines and Glenn highways be increased to 400' from their present width of 120' and 200', respectively.

attached to memo
apr 23, 1948
this file.

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- (3) That the established 600' width for the Alaska highway be retained.
- (4) That by approved copy of this memorandum, the National Park Service, be requested to initiate classification studies along Alaska roads other than the Alaska highway, with a view to determining where the then existing 400' right of way should be increased to 600' or reduced to 200'.

Following completing of the Park Service study, the matter should be resubmitted to effectuate any appropriate changes in the standard 400' width.

3. Arrangements should be made by the leasing of portions of the rights of way on all roads for desirable special uses. That portion of the right of way within 100' on either side of the road way center line should under no circumstances be leased. By copy of this memorandum, as approved, to the Director of the Bureau of Land Management, I requested him to promptly devise a system of special-use permit. This should be worked out in consultation with the National Park Service and submitted for approval within 30 days.

4. In the latter part of the NPS memorandum, the Service proposes a number of actions with respect to the withdrawal and disposition of lands for road-side parks and other purposes. Pending a discussion of these proposals at a conference to include the National Park Service, Bureau of Land Management, and Division of Territories, I am withholding recommendation with respect to these matters.

5. By indicating your approval below, as I recommend you do, you will provide and instruct the Bureau of Land Management to take appropriate steps to accomplish the recommended rights of way withdrawals.

Approved: _____
Assistant Secretary

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UNITED STATES
DEPARTMENT OF THE INTERIOR
National Park Service
Washington
25, D.C.

Filer

C
O
P
Y

June 30, 1948.

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 wasteland. 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

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

We can see no objection to the leasing of portions of the rights-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 circumstances 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:

1 Lakeview Site #3 - 8 miles east of Northway Junction.
2 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.)

4 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.

76-09
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 (Mentasta 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 Glenallen, 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 to 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.

(Sgd) Conrad L. Wirth
Acting Assistant Director

In duplicate.

Enclosure 747

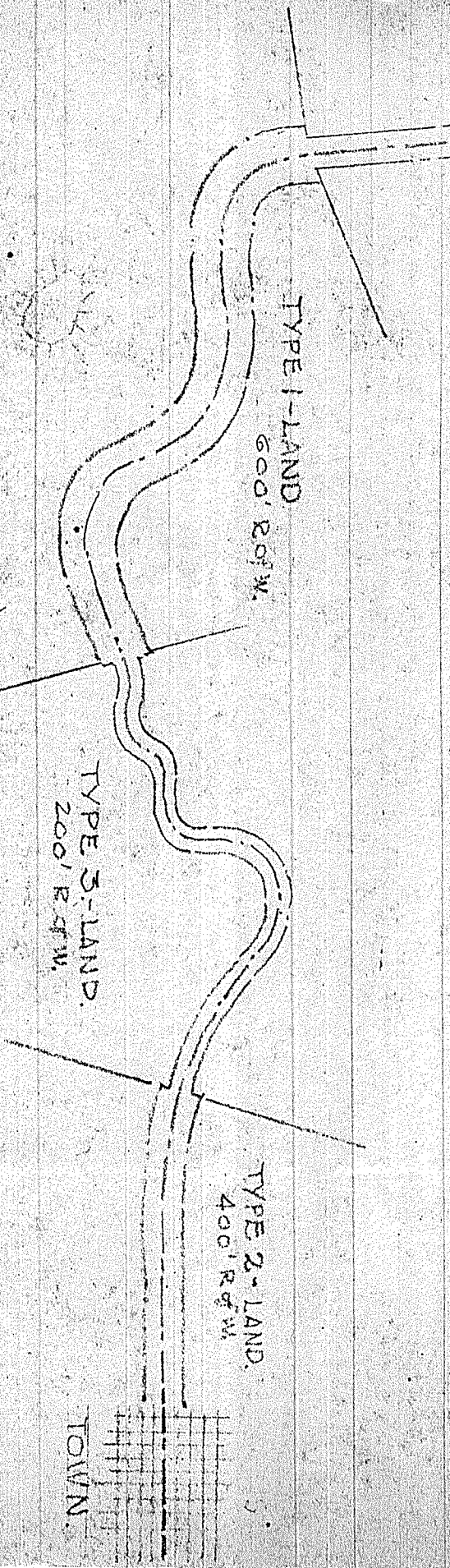
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MINIMUM RIGHT OF WAY REQUIREMENTS,
VARIABLE WIDTHS.

TYPE 2 - LAND
400' R of W.



TYPE 1-LAND
600' R of W.

TYPE 3-LAND
200' R of W.

TYPE 2-LAND
400' R of W.

TOWN.

TYPE 1-LAND:
600' R of W.

GREAT SCENIC VALUE.
SUITABLE FOR COMMERCIAL ROADSIDE,
TIMBERING, MINING.

TYPE 2-LAND: VALLEY OR ROLLING PLATEAU.
400' R of W.

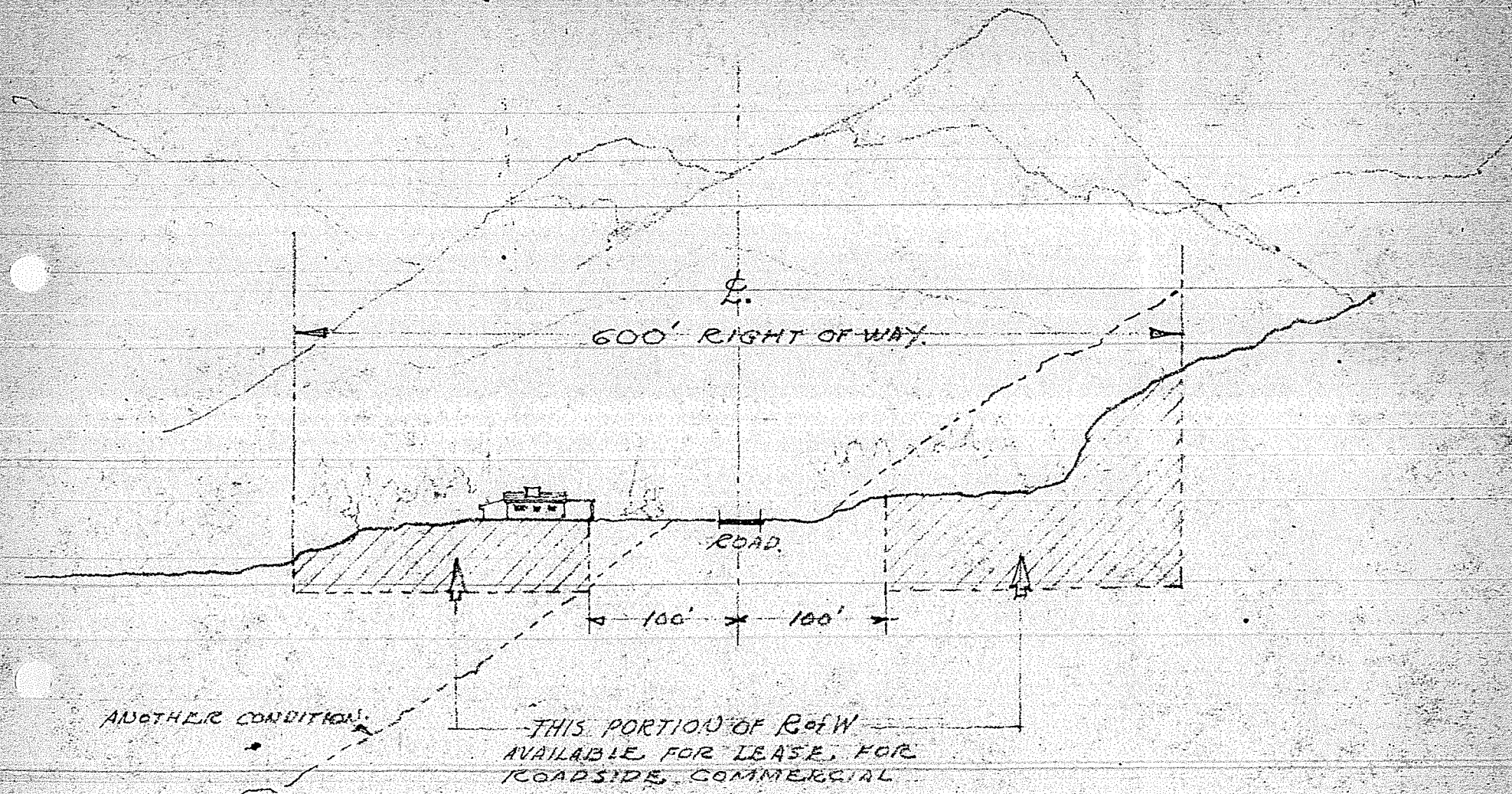
SUITABLE FOR TOWN EXPANSION,
AGRICULTURE, TIMBERING, COMMERCIAL
ROADSIDE.

TYPE 3-LAND: MOUNTAINOUS & RUGGED.

FOR THE MOST PART WASTE LAND
EXTREMELY RESTRICTED DUE TO TOPO-
GRAPHY MINING & TIMBERING.

ALASKA ROADS - RIGHTS OF WAY

6/48



TYPE 1. — GREAT SCENIC VALUE.

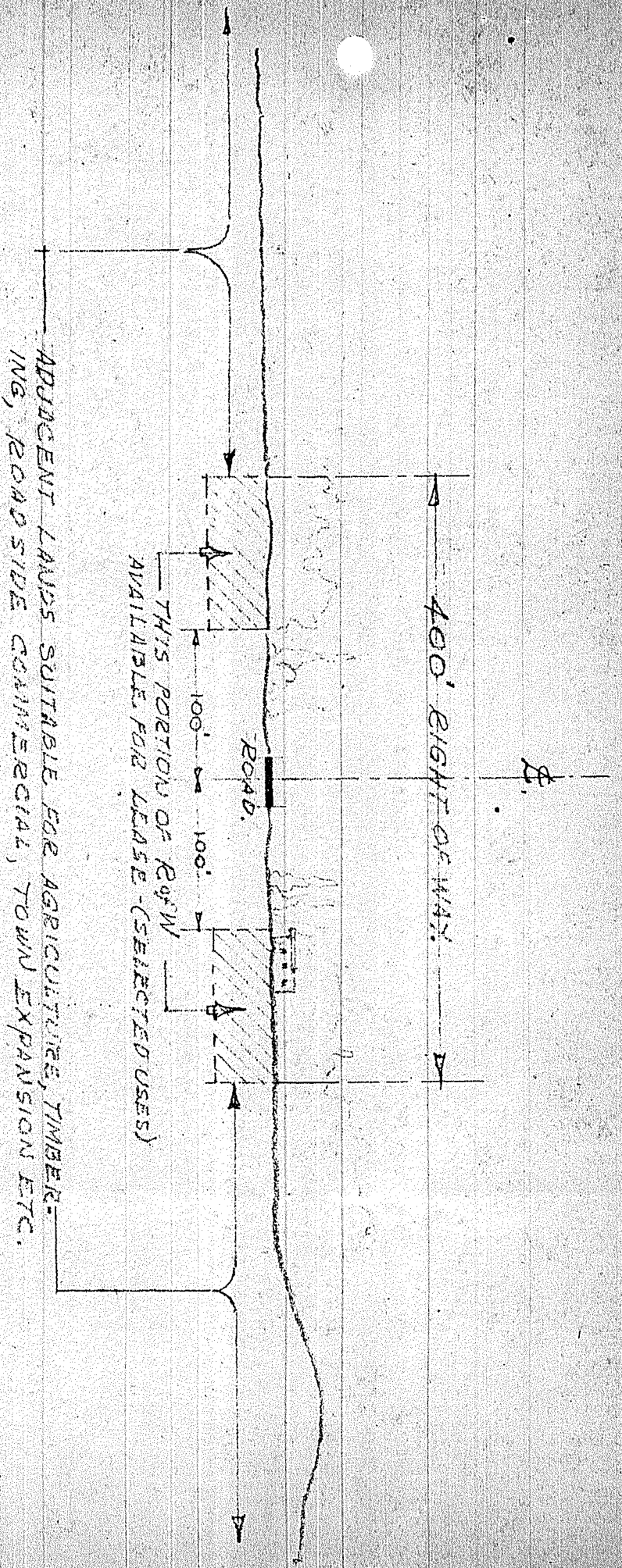
(AS RELATED TO VARIABLE WIDTH RIGHT OF WAY)

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'

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

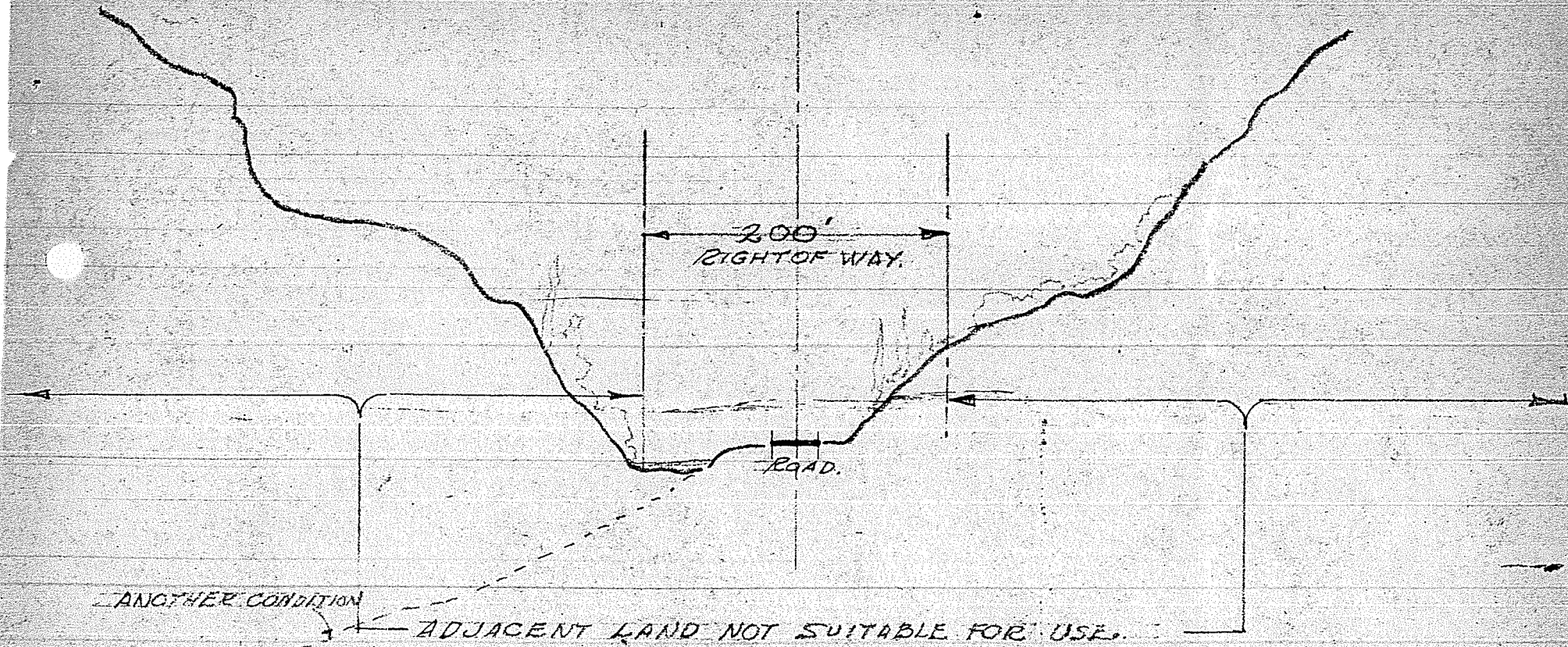
400 foot right of way through land of TYPE 2, protects roadside values by controlling road commercialization regardless of the use made of the land outside of the right of way. Leasing of portions of the right of way for development of a desirable type will prevent roadside desecration, sign boards, billboards and structures of an unsightly 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 OF WAY. 6/48

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TYPE 3. MOUNTAINOUS & RUGGED (NOT OF GREAT SCENIC VALUE)

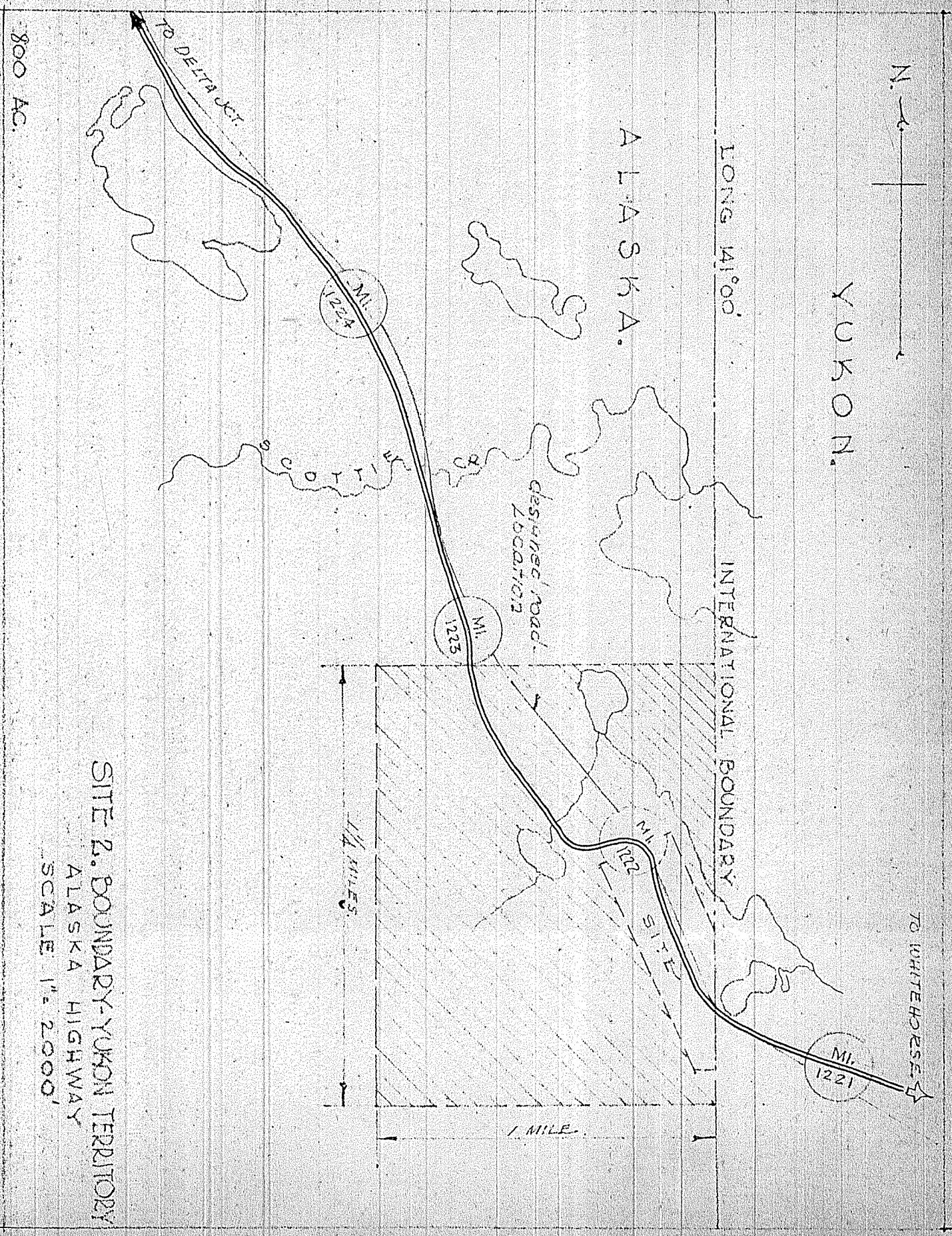
In portions of rugged, mountainous country where the road way is extremely restricted and the adjacent land is classified as unsuitable for use, the 200 foot right of way is recommended.

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

SCALE 1" = 100'

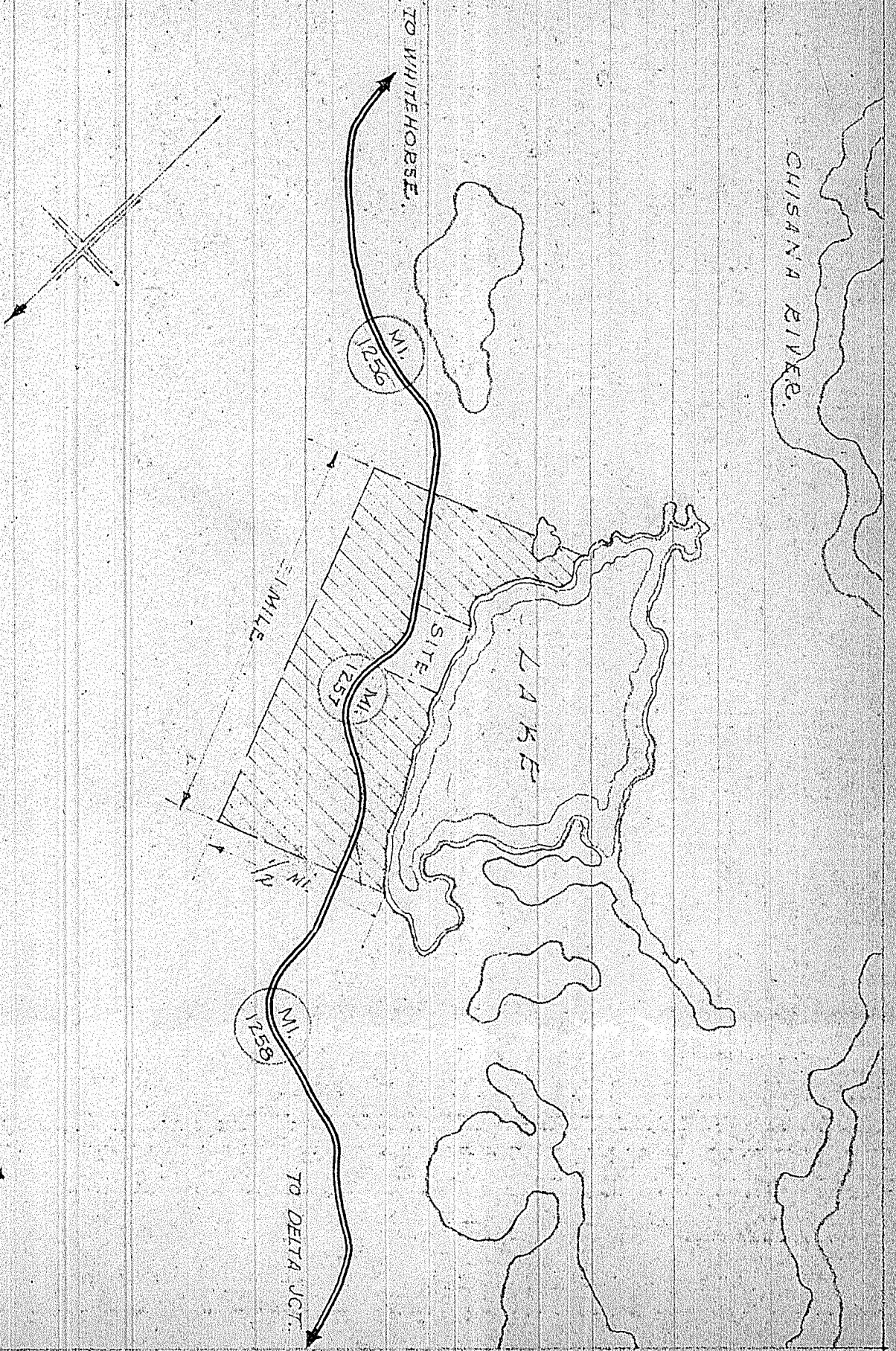
ALASKA ROADS - RIGHT^S OF WAY.
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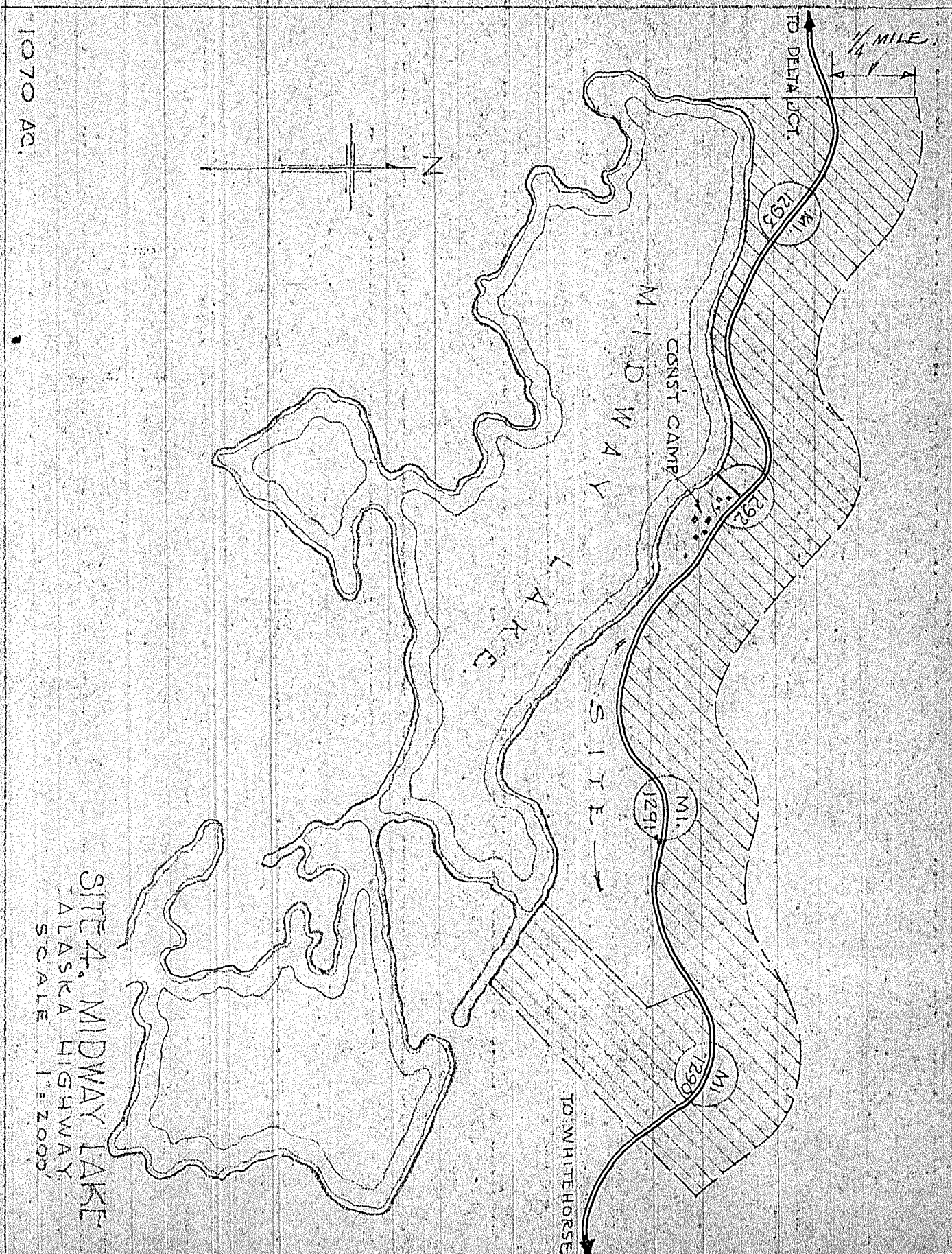
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270 AC.



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

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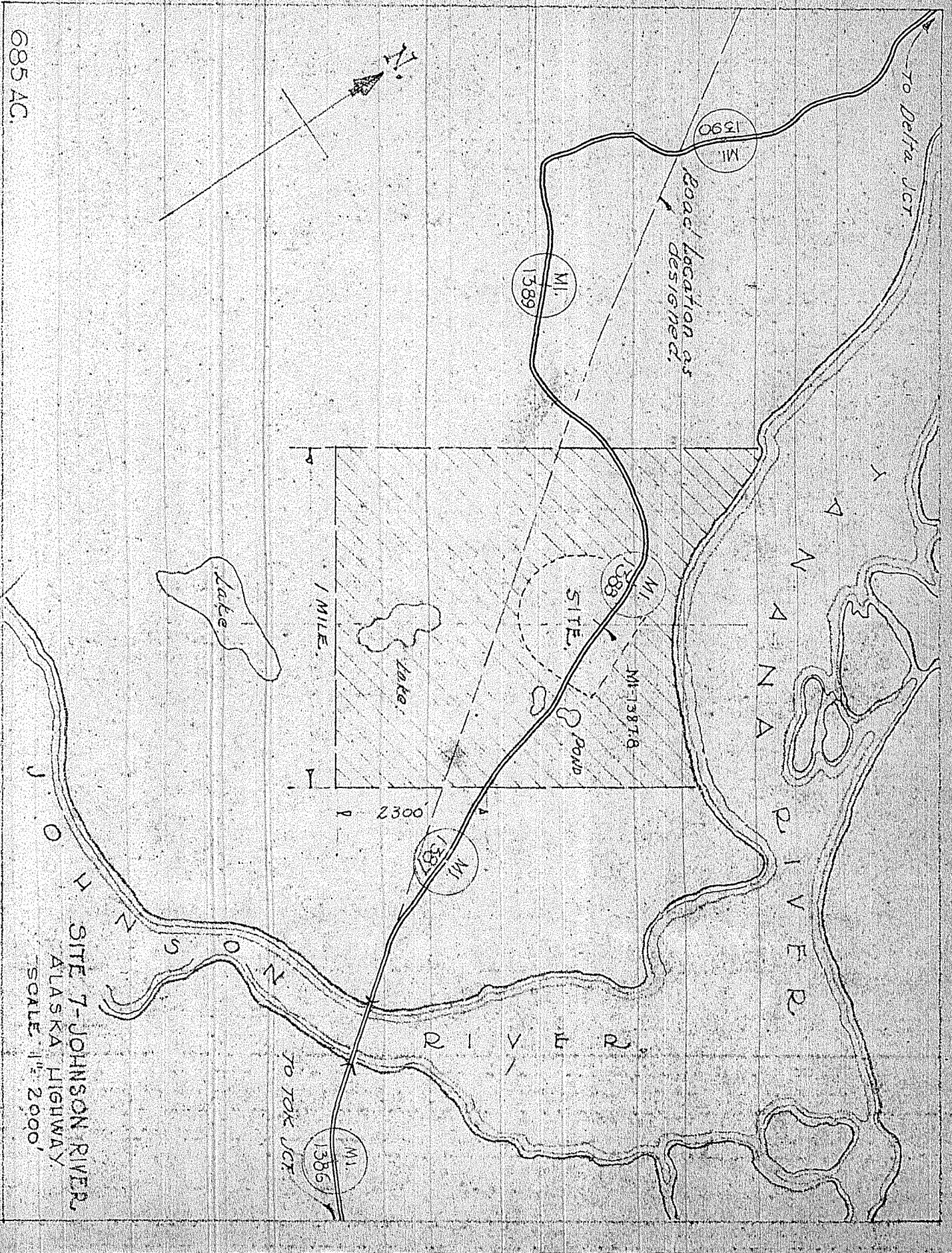


1070 AC.

SITE 4, MIDWAY LAKE
ALASKA HIGHWAY
SCALE 1" = 2000'

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685 AC.



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