





TERRITORY OF ALASKA OFFICE OF THE GOVERNOR JUNEAU

NOTED

October 13, 1950

Mr. Dale Doty Assistant Secretary of the Interior Washington 25, D. C.

Dear Dale:

I am extremely appreciative of the fact that you have asked the director of the Field Staff to place the rights-of-way measure on the agenda again.

Cordially yours, man Ernest Gruening

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FILE COPY Surname:

Office of gand Util.

UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY WASHINGTON

OCT 1 0 1950

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My dear Covernor Cruening:

In view of the criticism which has been directed to the _______ procedure for creating road rights-of-way in Alaska as established by Public Land Order No. 601, I have asked the Director, Alaska Field Staff, to place the matter of rights-of-way on the agenda for the forthcoming meeting of the Alaska Field Committee. It is my 9-1-10desire that the subject be explored thoroughly and that specific 9-1-10recommendations be submitted immediately following reconsideration by the Field Committee.

Sincerely yours,

(sgd) Dale E. Doty Assistant Secretary

Hon. Ernest Organing Governor of Alaska Juneau, Alaska

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

FILE COPY Surname:

Land Util.

Office

UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY WASHINGTON

OCT - 4 1950

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9-1-10 Jeneral

My dear Mr. Bartlett:

With reference to your letter of September 18, regarding rights-of-way for highway purposes in Alaska, I have asked the Director, Alaska Field Staff, to place the matter of rights-of-way on the agenda for the forthcoming meeting of the Alaska Field Committee. It is my desire that the subject be explored thoroughly and that specific recommendations be submitted immediately following reconsideration by the Field Committee.

> Sincerely yours, (sgd) Dale E. Doty

Assistant Secretary

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Hon. E. L. Hartlett House of Representatives Washington 25, D. C.

(Copy sent you air mail c/o Catherine Nordale Juneau, Alaska)

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UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY WASHINGTON

Air Mail 0CT - 4 1950

Mr. Kenneth J. Kadow Director, Alaska Field Staff Department of the Interior Juneau, Alaska

My dear Mr. Kadow:

By letter of September 11 you asked whether, in my opinion, road rights-of-way in Alaska, should be placed on the agenda for the forthcoming meeting of the Alaska Field Committee.

I am informed that both the width of rights-of-way established by Public Land Order 601 and the method of establishing rightsof-way by withdrawal have been subject to criticism. In view of the questions raised, I believe that the subject should again be thoroughly explored by the Field Committee.

In the event the Committee finds that a departure from the existing width of rights-of-way or from the present method of establishing rights-of-way by withdrawal is desirable, it should recommend specific alternatives and support its position with all the facts which it considered in arriving at such recommendations.

In view of the administrative problems involved, particularly those concerning surveys, any changes in the right-of-way procedure should not be delayed. Therefore, it is requested that a report be submitted immediately following reconsideration by the Field Committee.

Sincerely yours,

(sgd) Dale E. Doty Assistant Secretary

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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

WASHINGTON 25, D. C.

Memorandum

SEP 28 1950

NOTED

Children Children

Assistant Secretary Doty

From:

To:

m: Director, Office of Territories

Right-of-way widths for roads in Alaska

Subject:

I refer to Mr. Kadow's letter of September 11, addressed to you, inquiring whether the matter of right-of-way widths for roads in Alaska should be reopened for discussion at the forthcoming meeting of the Field Committee.

I believe that this is a subject which should be reopened, in accordance with the recommendations of Governor Gruening, Colonel Noyes, and Lowell Puckett. The problem should be re-examined by the Field Committee and upon receipt of their recommendations should be reappraised in the Department with full opportunity for participation and recommendation by the Office of Territories, the Bureau of Land Management, and the National Park Service before further action is taken.

Furthermore, and perhaps even more important, I believe that the policy of establishing rights-of-way by making withdrawals should be reappraised. This method requires much more surveying and other work which is nonessential, expensive, and time-consuming. Rights-ofway are adequately protected without such withdrawals. Easements for roads are contained in all land patents. As matters now stand, we have to survey fractional subdivisions along all roads which do not happen to fall on the township or section lines (and such roads are few indeed in Alaska). If a road location is changed, the withdrawn abandoned right-of-way must be surveyed, subdivided, and disposed of without reference to the adjoining fractional sections of which it is actually a part. I believe that both the ARC and BIM agree that the present method of handling the rights-of-way by withdrawals is unnecessarily complicated.



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auren Daers James P. Davis Director

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UNITED AATES DEPARTMENT OF THE INTERIOR OFFICE OF THE ASSISTANT SECRETARY WASHINGTON

21 September 1950

NOTE for $M_{r.}$ Lee Muck

Attached for information and follow-up.

Assistant S_ecretary

Attachment

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INTERIOR DEPARTMENT SEP 21 1950 OFFICE OF LAND UTILIZATION

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

E. L. BARTLETT Delegate from Alaska

SECRETARY MISS MARY LEE COUNCIL

Assistant Secretary MRS. MARGERY SMITH

Congress of the United States House of Representatives Mashington, D. C.

September 18, 1950

Hon. Dale Doty, Assistant Secretary of the Interior, Washington, D. C.

Dear Mr. Doty:

As you may know, I have over a period of many months protested against the widths set forth in Public Land Order 601 relative to rights-of-way for highway purposes in Alaska. I have not changed my views since writing former Secretary Krug on this subject on February 22, 1949, and you will find those views set forth in the enclosed copy of that letter.

It is my understanding that before too many more weeks pass the Alaska Field Committee will meet; it appears to me that such a meeting would be an ideal time to reopen this question which is so vitally important to so many Alaskans who are anxious to settle Alaska and should be encouraged to do so. I have always felt that a more moderate policy in the rights-ofway question would go far to lend encouragement by the Department. I hope, therefore, that this matter may be reopened for consideration.

yours,

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<u><u>C</u> <u>O</u> <u>P</u> <u>Y</u></u>

February 22, 1949

Hon. Julius A. Krug, Secretary of the Interior, Washington, D. C.

My dear Mr. Secretary:

I appreciate the opportunity afforded by your invitation of February 10 to comment on the department's proposal that the width of right-of-way for roads in Alaska should be as follows:

Alaska Highway	600 feet
Other primary roads	300 feet
Secondary roads	200 feet
Feeder and branch road	s 100 feet

The proposal is simply fantastic. If adopted it would push the would-be settler back as if he were not wanted in Alaska. It would in many cases push him up a mountain, over a cliff, or into a stream or lake. It would multiply the difficulties which for him are very considerable already. It would present problems in driveway construction, maintenance, snow clearance and in the obtaining of driveway permits through your right-of-way in the first place. (Don't try to tell any Alaskan who has had dealings with the department that there would not be red tape and delay in connection with that.) It would be an open invitation to trespass.

And for what? I confess I am unable to think of a single good reason for tying up all this territory right where we want people, accommodations for travelers, service facilities, etc. I drove to Alaska over the Alaska Highway last summer and am willing to testify that, even from the standpoint of appearance and interest to the traveler, developments along the road itself are exactly what is needed.

My idea of a reasonable right-of-way reservation, which would amply protect all of the interests of the federal government, is as follows:

Alaska Highway, Other
Primary Roads, and
Secondary Roads 200 feet
Feeder and Branch Roads 100 feet

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You mention that the proposal of the department represents a compromise between a recommendation of the Alaska Field Committee and some other unnamed interests. I find it impossible to believe that anyone acquainted with actual conditions in Alaska would recommend a 600-foot

right-of-way or anything approaching that dimension. Accordingly, I am sending a copy of this letter to the head of each of the Interior Department agencies in Alaska for comment. When such comments have been received, I will communicate further with you.

-2-

Sincerely yours,

E. L. Bartlett

CC: Governor Gruening Kenneth Kadow Lowell Puckett Col. John Noyes Clarence Rhode Don C. Foster Col. J. P. Johnson G. D. Jermain Jos. M. Morgan (Recl.) Grant Pearson John Reed Alfred Kuehl

Section 2

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OFFIC. JF THE UNDER SECRETARY OF THE INTERIOR

19 September 1950

NOTE for Mr. Lee Muck, Director, Office of Land Utilization

Attached is a letter to me from Ken Kadow regarding road right-of-ways problems in Alaska.

I wish that you would check with the Bureau of Land Management and the Office of Territories to see if this subject should be put on the agenda of the next meeting of the Field Committee. Please prepare a memorandum for my signature to Kadow.

P-1

Dale E.J Assistant Secretary

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Attachment

SEP 191950

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

September 11,1950

Mr. Dale E. Doty Assistant Secretary Department of the Interior Washington 25, D. C.

Dear Mr. Doty:

Governor Gruening, Colonel Noyes, and Lowell Puckett are interested in having several matters on the forthcoming Field Committee agenda dealing with problems associated with roads and road right-of-ways. Among the several things which they wish discussed is a request to reopen consideration of the road right-of-way widths. As you probably are aware, these widths are now set at 600 ft. for the Alaska Highway, 300 ft. for primary roads, 200 ft. for secondary roads, and 100 ft. for local roads.

Realizing that the Department has given a great deal of time in arriving at these rights-of-way, I thought it advisable to ascertain your wishes as to whether or not thisphase of the problem should be reopened. The original Field Committee recommendation was 300 ft. for the Alaska Highway in keeping with the right-of-way throughout Canada; 200 ft. for primary and secondary roads in Alaska, and 100 ft. for all others. The rights-of-way actually adopted by the Department have been opposed by Delegate Bartlett, Governor Gruening, as well as most members of the Field Committee.

Please let me know your wishes in this matter.

Sincerely yours,

Kenneth J. Kadow Director

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cc: Jim Davis

FILE COPY Surname:

UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY WASHINGTON

PRS 7957

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MTERIOROEFT My dear Mr. Well: MAILCENTER This has further reference to the protest entered by y MAY 1 1 1950 TO SEDUCIDA some time ago against the issuance of Public Land Order 601, which Q.LU. 9-1-10 ha-ma reserved lands for highway purposes in Alaska. In reaching a deci-REGENTED MAY-11 1958ion with respect to highway rights-of-way all recommendations and OFFICE OF Landon Multical Managements did receive the most careful consideration, and your inter-NOTERION DEPT. SECHETARY S MAIL CENTER est in the matter is most deeply appreciated. I believe the enclosed MAY 15 1950 statement which was issued recently will fully inform you of the RECEIVED action taken and the reasoning which led to such action after a TO SOLICITOR study of all factors. INTERIOR DEPT. Sincerely yours, MAY 15 1950 SOLICITOR TOM SOLICIT ((sgd) William E. Warne Assistant Secretary MY 1 5 1950 DR SIGNATUN Mr. George E. Well Member, Board of Supervisors Fairbanks Sub-District INTERICR DEPT. Soil Conservation Service SECRETARY'S MAIL CENTER Box 193 INTELIOR DEPT. MAY 1 6 1950 College, Alaska RECEIVED MAY 1 6 1950 W Mailed by Enclosure ASST. SECRETARY Hall 2, RKCoote:mg 5-5-50 Copy to: Hon. E. L. Bartlett, House of Representatives, Washington 25, D.C. R. A., Reg. VII, BLM, Anchorage, Alaska COPY FOR THE SECRETARY'S OFFICE

UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY FILES SECTION

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TERRITORITIES AND ISLAND POSSESSIONS

ALASKA

ROADS

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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.

Oscar L. Chapman Secretary. Interior-Duplicating Section, Washington, D. C

PART 4

File No.

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

FILE COPY Surname:

SEP 12 19

ERRITORIES

PRS No. 2978

Dear Mr. Lange:

This is in further reference to Acting Secretary Sear Letter to you of August 27, 1952, and will also acknowledge re ceipt of your note of August 25, with enclosures.

SIGNATU LU D S S S S S The proposed reconstruction of ten miles of the/Glenn œ highway from the Anchorage city limits through fort Richardson 8 x 1 Cu is designed to alleviate the acute congestion of automobile and Le u truck traffic through that area. Original plans called for a four-SECRETARY'S lane highway over the entire section, but it has since been de-Cided to construct a two-lane alternate route through a less built-SEP-5 1952up section of the military reservation. This decision left un--changed the original proposal to widen the existing highway INTERIOR D

through Mountain View.

Serious right-of-way problems for the four-lane route through Mountain View, which you recognized in your letter, necessitated consideration of an alternative route 600 feet south DIVISION OF is now planning to advertise for construction of the alternate LAND UTILIZATION route within the military reservation characteristics of the present highway. The Alaska Road Commission, I am advised, arisen. In this manner the project as a whole will not be delayed, but time will be afforded to resolve the conflicts concerning the Mountain View location. I suggest, therefore, that you and the other businessmen of the community work closely with representatives of the Alaska Road Commission in an effort to reach a mutually satisfactory solution. I have every confidence that the Alaska Road Commission will give the interests of Mountain View businessmen full consideration in preparing plans for the remaining portion of the highway project.

Sincerely yours,

(sgd) Joel D. Wolfsohn

assistant

Secretary of the Interior

Mr. Norman G. Lange Mountain View Alaska

> CC: Senator Sparkman Senator Duff

GMILNER/ep 9/3/52

COPY FOR THE SECRETARY'S OFFICE



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FOR

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

FILE COPY Surname:

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SEP 12

Dear Mr. Mise:

This is in further reference to Acting Secretary Sear letter to you of August 27, 1952.

The proposed reconstruction of ten miles of the Glenn highway from the Anchorage city limits through Fort Richardson is designed to alleviate the acute congestion of automobile and truck traffic through that area. Original plans called for a four-lens highway over the entire section, but it has since been decided to construct a two-lane alternate route through a less built-up section of the military reservation. This decision left unchanged the original proposal to widen the existing highway through Mountain View.

SEGRETARY'S MAIL CENTER

IERRITORIES

SECRET SEP - 5195

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DIVISION

Serious right-of-way problems for the four-lane route SEP - 5 1952 through Nountain View, which you recognized in your letter, neces-INTERIOR D -: sitated consideration of an alternative route 600 feet south of the present highway. The Alaska Road Commission, I an advised, is now

INTERIOR DEPT planning to advertise for construction of the alternate route within 3.36 the military reservation where no conflicts have arisen. In this EP 3.4952 manner the project as a whole will not be delayed, but time will be afforded to resolve the conflicts concerning the Mountain View 10-

LAND UTILIZATION of the community work closely with representatives of the Alaska Hoad Commission in an effort to reach a mutually satisfactory solution. I have every confidence that the Alaska Road Commission will give the interests of Meuntain View businessmen full consideration in preparing plans for the remaining portion of the highway project.

Sincerely yours,

(sgd) Joel D. Wolfsohn

Secretary of the Interior

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Mr. Gale A. /Mize Roonomy Furniture Mart, Inc. 910 Palmer HL-Way Mt. View. Alaska

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MILNER/ep 9/3/52

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

PRS No. 3005

SEP 1 2 1952

FILE COP

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And

My dear Senator Duff:

This will acknowledge your note of August 25, 1952, enclosing a letter with various newspaper elippings from Mr. Norman G. /Lange, Mountain View, Alaska.

Mr. Longe had also addressed to the Department a letter substantially identical to that which he wrote to you. In order that we might be fully appraised of all the facts in the case the Alaska Road Commission was requested to provide us with a report, the pertinent portion of which is quoted below.

"Objections raised by Mr. Lange and his associates stem from a proposal of the Alaska Road Commission to reduce severe congestion of automobile and truck traffic on 10 miles of the two-lane Glenn Highway from the city limits of Anchorage through Elmendorf Air Force Base and Fort Richardson, which also passes through the business section of

SECRETARY'S Mountain View. While the original plan contemplated widening the exist-MAIL CENTER ing highway to four lense over this entire section, this plan was SEP - 5 1952 abandoned at the insistence of the Military in favor of a two-lane INTERIOR D 7 tion. This alternate route takes off from the present highway in the VLW visinity of Mountain View.

DATERIOR DEPT. "Although the plan for four lanes through the Military Reser-Sep 5-1952 Anchorage to the take-off point of the alternate route through the Reservation. When right-of-way problems for the four-lane highway became DIVISION AND UTILIZATION Sorious, a route 600 feet south of the present highway at Mountain View was considered, and our contemplated change to this location brought on the flood of protests.

> "Immediate plans are to advertise for construction of the 7.6 mile alternate route within the Reservation where no conflicts occur, thereby preventing delay to the major partian of the project. In the meantime, conflicts in the remaining 2.5 mile section through Mountain View to Anchorage city limits can be resolved and final plans crystallized."

> > COPY FOR THE SECRETARY'S OFFICE

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TERRITORIES SECRETAF SEP - 51952 GNATUR S œ 0 L 0

As you requested, Mr. Lange's letter of August 11, with enclosures, is returned in order that your file may be complete. Also enclosed for your information is a copy of my reply to the letter which Mr. Lange forwarded to the Department.

Sincerely yours,

(sgd) Joel D., Wolfsohn

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Assistant Secretary of the Interior

Hon. James H./Duff United States Senate Washington, D. C.

Enclosures 10

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GMILNER/emd. 8/27/52 - rewritten 9/3/52

co: Mr. Ghiglione - Commissioner of Roads for Alaska

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

TERRITORIES

SEP 1 2 1952

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

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My dear Senator Sparkman:

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Mr. Lange had also addressed to the Department a letter substantially identical to that which he wrote to you. In order that we might be fully apprecised of all the facts in the case the Alaska Road Commission was requested to provide us with a report, the pertinent portion of which is quoted below.

"Objections raised by Mr. Lange and his associates stem from a proposal of the Alaska Road Commission to reduce severe congestion of automobile and truck traffic on 10 miles of the two-lane Glenn Highway from the city limits of Anchorage through Elmendorf Air Force Base and Fort Richardson, which also passes through the business section of Mountain View. While the original plan contemplated widening the existing highway to four lanes over this entire section, this plan was abandoned at the insistence of the Military INTERIOR DEPINE favor of a two-lane alternate highway through a less congested 3.3 part of the Military Reservation. This alternate route takes off SEP 3- 1952 from the present highway in the vicinity of Mountain View.

"Although the plan for four lance through the Military. LAND UTILIZATI Reservation was abandoned, our first plans rotained the four lanes from Anchorage to the take-off point of the alternate route through the Reservation. When right-of-way problems for the four-lane high-way became serious, a route 600 feet south of the present highway at Mountain View was considered, and our contemplated change to this location brought on the flood of protests.

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Sincerely yours,

(sgd) Joel D. Wolfsohn

Assistant Secretary of the Interior

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Honorable John Sparkman United States Sonate Washington, D. C.

Enclosures 11

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GMILNER/end 8/27/52 rewrite 9/3/52

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TERRITORIES FILE COPY Surname: UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY WASHINGTON 25, D. C. AUG 27 1952 9-1-10 Sen PRS No. 2978 TERRITORIES Air Mail Ш œ SECRETA AUG 2 21952 R SIGNATUR Dear Mr. Lange: Thank you for your letter of August 11, 1952, protesting the possible relocation of the highway through Mountain View. Further information on the project has been requested and I hope to Cu C be able to advise you further in the near future. MALL CENTER Sincerely yours, AUG 2 5 1952 ((sgd) R. D. Searles INTERIOR D T Acting Secretary of the Interior TOR BEFI SION OF ALL Lange UTILIZATION laska GMILNER/emd 8/20/52 An identical letter is being sent to Mr. Gale K. Mize, Economy Furniture Mart, Inc., 910 Palmer Hi-Way, Mt. View, Alaska. Kalled by. UNDER SECRETARY INTERIOR \$ 15 bH 25 Aug 25 W

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

ORDER NO. 2665 (October 16, 1951) Amendment No. 1

SUBJECT: Rights-of-way for Highways in Alaska

The right-of-way or easement for highway purposes covering the lands embraced in local roads established over the public lands in Alaska by section 2 (a) (3) and section 3 (b) of Order No. 2665 of October 16, 1951 (16 F.R. 10752), is hereby reduced, so far as it affects the Otis Lake Road, to 30 feet on each side of the center line thereof over the following-described lands only:

Seward Meridian

T. 13 N., R. 3 W., sec. 21, $N\frac{1}{2}SW\frac{1}{4}$ and $SW\frac{1}{4}SW\frac{1}{4}$.

Oscol L Chapman by -Secretary of the Interior J-12-

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July 17, 1952

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OFFICE OF THE ASSISTANT SECRETARY OF THE INTERIOR WASHINGTON 7/17/52 Joel: This appears to be O.K. See Mary Lane's meno. In the absence of any objection I can't see any particular harm in making on exception in this case. The plat seems to show a pretty well planned community. Hale Power

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

22506 LUD:ML Patent 1133973

JUL 17 1952

FILE COPY Surname:

B.L.M.

Memorandum

To: Manager, Land Office, Anchorage, Alaska

From: Certifying Officer

Order reducing right-of-way for local road in Subject: Alaska

Attached is a copy of the above order which will soon be published in the Federal Register. The lands affected have been patented to the Alaska Housing Authority in Anchorage 014979, patent No. 1133973.

Please acknowledge the receipt of this memorandum immediately to the Director, Bureau of Land Management, and make the appropriate notations on your records.

> (sgd) Harold L. Carlson Certifying Officer

Attachment

M Lane:hir 7/2/52

Copy to: Governor of Alaska (with copy of order) Office of Territories R.A. Reg. VII, Anchorage R.C.E., Juneau

UNIGINAL RETURNED TO BUILEAU

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

22506 LUD: ML Patent 1133973

Lane 1/2/52

Through: Office of Territories

Wheeler, acture JUL 7 - 1952

Memorandum

l ? To:

Secretary of the Interior

BECRETARY'S MAIL CENTERFIOM: Director, Bureau of Land Management JUL = 8 1952 Subject: Order reducing right-of-way for local road in Alaska

DLU I submit the draft of an order reducing the right-INTERIOR DEPOT-way or easement for local roads established by Order No. 2665 of October 16, 1951, from 50 feet to 30 feet on each ULS-1305ide of the center line of the Otis Lake Road over 120 acres of land which have been patented to the Alaska Housing Authority under section 6 of the act of April 23, 1949 (63 LAND UTILIZATISTAT. 60; 48 U.S.C. 484c).

NTERIOR DEPT. This action has been requested informally by the MAIL CENTER attorney for the company erecting houses on the lands, JUL 10 1952Alaska Road Commission has agreed to the modification of Tes lerror Order No. 2665 to this extent.

maria

Director

INTERIOR DEPT.

JUL 1 0 1952

SOLICITOR

JUL 17 1952 Enclosumes approved by

FROM SOLICIT

JUL 101952 (Sgd.) Oscar L. Chapman FORSIGNTUN Secretary of the Interior SECRETARY'S and returned MAIL CENTER

JUL101952_MLane:hir INTERIOR D 7/2/52

Copy to:	Office of Territories Information Officer BLM	
INTERIOR DEPT.	R.A. Reg. VII, Anchorage	
JUL 11 1952	Housing and Home Finance Agency (Att. Mr. Hubka or Mrs. Parks)	
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SECHETARY

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

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22506 LUD:ML Patent No. 1133973

Department of the Interior

Office of the Secretary

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JUL 17 1952

"secretary's C. Girard Davidson MALL CENTER 610 Equitable Building JUL- 8 1952 Order signed today reducing right of way Otis Road INTERIOR P T:

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((sgd) Oscar Chapman Secretary of the Interior

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

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Memorandum

To: Director, Program Staff

From: Assistant Secretary Doty

Subject: Administration and Zoning of Highway Rights-of-Way in Alaska

I attach copy of a memorandum of November 2 from the Director, National Park Service, making certain suggestions relating to the administration and zoning of highway rights-of-way in Alaska, together with a copy of my reply.

Please forward these memoranda to the Chairman of the Alaska Field Committee for consideration at the forthcoming meeting in Juneau.

(sgd) Dale E. Doty

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Assistant Secretary

Attachments

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

NOV - 2 1951

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Memorandum

Assistant Secretary Doty

NTERIOR DEPARTMENTED: RECEIVED NOV-5 1951 From: DIVISION OF LAND UTILIZATION

Acting Director, National Park Service

Suggestion for Simplifying Administration and Control of Permissible Uses of the Alaskan Road Rights-of-way

As you know, this Service has been called upon a number of times in recent years for recommendations concerning right-of-way widths for Alaskan roads and the extent, if any, to which permits might appropriately be issued for use of those rights-of-way.

We are pleased, therefore, to see the extent to which our recommendations for adequate rights-of-way have been accepted and reflected in Secretary Chapman's Order No. 2665, of October 16, establishing widths of 600 feet, 300 feet, 200 feet and 100 feet for the various classes of roads in the Territory.

I believe, however, that the several Bureaus of the Department concerned with road and land problems would agree that there is room for improvement in the matter of handling permits for uses within the established road rights-of-way. A different method might be more economically and expeditiously applied, result in fewer cases of trespass, have greater public understanding and support and thus reflect more favorably on the Department's policies. We have had informal discussions along these lines with Mr. Flakne, who also, we understand, has explored improvement possibilities with Alaska Road Commission and Bureau of Land Management representatives and others interested.

The following suggestions are offered as an approach to improving present administrative practices:

1. Center all highway right-of-way permit issuance in the Bureau of Land Management within limits and criteria to be agreed upon. As it is, the Alaska Road Commission administers 50 feet each side of the pavement center line and the Bureau of Land Management administers the remainder of the right-of-way strips, if any, varying from 50 to 250 feet in width each side of the center line.

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2. Develop an interbureau agreement, to be approved by the Secretary, between the Bureau of Land Management, the Alaska Road Commission and the National Park Service (the latter as the Department's adviser on scenic, recreational and roadside protection matters) within which EIM would function largely on its own. Provide for those classes of uses, if any, which would require clearances by ARC, NPS or, in exceptional cases, the Department.

What we have in mind is that qualified representatives of the three agencies who are thoroughly familiar with the Alaska roadside problems would make an on-the-ground zoning survey and:

(a) Determine a minimum of zoning classifications foreseeable for present and future needs for each road and locate these zones. The zones might be, for example:

> Agricultural Industrial Residential Recreational Others, if necessary

The whole zoning job would not necessarily have to be done at once. The agreement could provide for its eventual completion, but the areas of greatest activity, importance, or those having urgent administrative problems on one or more roads could come first.

(b) Determine the kind and extent of right-of-way uses that could be permitted in each of the zones and develop criteria, standards or conditions to be met by permittees. These need not be overly complicated but would give BIM a set of agreed-to standards to go by. Many routine applications could be acted upon "while you wait" or "by return mail." It would also give BIM backing in cases where rejections were indicated. There would be cases where applications for a certain use might be inappropriate in one zone but perfectly permissible in one or more other zones. In controversial or pressure cases or those where exceptions might reasonably be considered, BIM would refer applications to ARC and NFS for clearance, comment or rejection.

(c) Establish the classes of use permits, if any, which, because of their importance, magnitude or novelty would require ARC and NPS or Departmental clearance before a permit could issue.

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The idea behind this proposal is not to defeat the purpose of the right-of-way reservations, but to govern those reasonable and appropriate uses that could be permitted as a convenience to private and public parties without detriment to the public interest. We believe also that Government agencies should receive no greater consideration than would individuals for road right-of-way use permits unless their uses are inoffensive, critical or required in the public interest, convenience or the discharge of duty.

If you believe that these ideas have merit we should be glad, to the extent that we can, to assist in developing them. We believe, however, that the job should be tackled first at field level by those concerned, possibly with the help and advice at the appropriate time of the Alaska Field Committee.

Minth Conrad L. Wirth Acting Director

Copy to: Mr. Joseph T. Flakne, Chief, Alaska Division, Office of Territories

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