



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

December 21, 1949

MEMORANDUM FOR FILE

SUBJECT: Statement of Policy on Construction of Farm Roads

Many requests are received for the construction or improvement of roads into undeveloped or partially developed agricultural areas. In order to clarify our action and to equitably consider all such requests, the following policy is enunciated:

Expenditures of Federal farm road funds for such roads will only be made where definite farming possibilities may be developed. All requests for construction of farm roads will therefore be referred to the Bureau of Land Management for a statement as to the arable classification of the area before being considered further by the Alaska Road Commission. Upon receipt of advice from the Bureau of Land Management that an area is, or may be, suitable for farming, the requested road will be taken up in proper order for construction, contingent upon the availability of funds.

Suitable interim replies will be made to petitioners to keep them advised of action on their requests.

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

*ch*  
*A*



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

~~JUNEAU, ALASKA~~

Anchorage, Alaska

May 5, 1950

Mr. A.F.Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Col. Noyes...	
Chf. Engr...	<i>db</i>
Admin.....	
Op'ng.....	<i>A</i>
Engr.....	
.....	<i>APG</i>
<i>Faires</i> .....	<i>F.P.</i>
.....	

Dear Mr. Ghiglione:

With the increase in rural electrification in various parts of Alaska we are constantly faced with requests by R.E.A., for permission to use road right-of-way for power lines. The most recent request, which was discussed with you, concerned the power line from Eklutna to Eagle River.

On the basis of our discussion, we granted permission by letter to the Matanuska Electric Association to place their power lines within our right-of-way, one hundred feet from center line along the Glenn Highway from Eklutna to Eagle River. We also informed them that a formal permit would be prepared in the near future.

Now that a Right-of-Way Department has been established in Juneau we would appreciate a standard easement form covering such cases. Attached is a sample prepared in this District which may be of some value in arriving at a standard form for all Districts.

The R.E.A., is going ahead with location of pole lines on the strength of our letter but a formal agreement should be completed without too much delay.

Very truly yours,

Wm. J. Wiemi  
District Engineer

WJN:mm

22/152

ALASKA ROAD COMMISSION

PERMIT OF USE

KNOW ALL MEN BY THESE PRESENTS, that the United States of America, acting by and through the Alaska Road Commission, Department of the Interior, and assigns, hereinafter ecalled the "Commission", does hereby grant and convey to the Department of Agriculture, Rural Electrification Association, hereinafter called the "Permittee", a permit including the right, privilege, and authority to locate, construct, re-locate, maintain, patrol, and repair electric transmission lines, said lines to be one hundred feet (100') from existing highway centerline, over, upon, along and across the following described real property situated in the Third Judicial District, Territory of Alaska, to wit:

Those particular lands along the Glenn Highway between the Eagle River Bridge and the CAA Station at Eklutna, over whic h the Commission has been granted a three hundred (300) foot right of way for highway purposes as specified under Public Law 229, 80th Congress, (H. R. 1554) dated July 24, 1947.

Together with reasonable rights of ingress, egress, and regress to and from said lands for the purposes designated.

In the event that any relocation of said electric transmission lines necessitated by a subsequent highway re-~~location~~ alignment, or construction within the Commission's right of way, said relocation will be done at the cost of the Permittee and not at the cost of the Commission.

The rights, priveleges, and authorities herein granted are for full use and enjoyment by the Permittee for any a nd all purposes deemed necessary or desireable in connection with the control, management and administration of the aforementioned electric transmission lines and, insofar as compatible therewith, priveleges and authorities herein granted shall continue as long as used for the purposes granted but if, for a period of three (3) years, the Permittee shall cease to use the rights, priveleges, and authorities for the purposes granted or shall abandon the use of the permit herein granted, then, in any such events, the Commission may terminate this permit and all rights hereunder shall revert to the Commission.

IN WITNESS WHEREOF, the Commission has caused this instrument to be executed by its duly authorized officers this \_\_\_\_\_ day of \_\_\_\_\_, 195\_\_.

WITNESSES:

ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
Juneau, Alaska

October 21, 1953

A.R.C. MEMORANDUM NO. 137

SUBJECT: Overhead Utility Lines Across and Along Roads and Highways

1. Purpose: The purpose of this memorandum is to establish minimum heights at which overhead telephone and power lines may be constructed and maintained over and across roads and highways and within rights-of-way under the jurisdiction of the Alaska Road Commission if and when such installation and maintenance is authorized by the Alaska Road Commission.

2. The requirements for the above installations are as follows:

<u>Wire Type</u>	<u>Crossing, Min. Height</u>	<u>Within Right-of-Way But Not Crossing, Min. Height</u>
(1) Telephone and other communication wires; insulated guy wires; grounded continuous-metal-sheath cables of all voltages	18'	16'
(2) Open Supply Line wires and service drops, 0 to 750 volts	20'	18'
(3) Same as 2, 750 to 15,000 volts	22'	20'
(4) Same as 2, 15,000 to 50,000 volts	24'	22'
(5) Same as 2, over 50,000 volts	26'	24'
(6) The above clearances will apply for spans of 250' or less. For spans over 250' the clearance specified shall be increased by 0.1' for each additional 10' of span.		
(7) Minimum height of crossing shall be measured from the wire at its lowest point above any portion of the finished road from shoulder to shoulder.		

3. The above clearances are based upon the recommendations of the National Electrical Safety Code. The minimum recommended crossing heights for supply lines have been increased by 2' to provide a margin for heavier loading, extreme temperatures and future additions to our surfacing.

*S. L. Berg*

4. Poles carrying telephone and/or power lines within the highway right-of-way shall be located within the outer 5-foot limits of such highway right-of-way, topography and other surface conditions permitting.

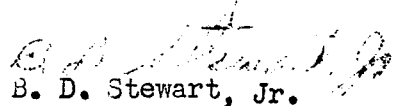
5. Subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes, the established legal width of Alaska Road Commission through roads is 300 feet, being 150 feet on each side of their centerline; the legal width of feeder roads is 200 feet, being 100 feet on each side of the centerline; and the legal width of local roads is 100 feet, being 50 feet on each side of the centerline. (ARC Memorandum No. 2).

6. The rights, privileges and authorities granted by the Alaska Road Commission are for full use and enjoyment by the Permittee for any and all purposes deemed necessary or desirable in connection with the control, management and administration of electric transmission and pole lines, and, insofar as compatible with our Permits of Use, the privileges and authorities granted by the Alaska Road Commission shall continue so long as used for the purposes granted.

7. However, if for any period of three years the Permittee shall cease to use the rights, privileges and authorities for the purposes granted or shall abandon the use of the granted permit, then the Alaska Road Commission may terminate said permit and all rights thereunder will revert to the Alaska Road Commission.

8. Further, the Alaska Road Commission's rights-of-way continue only so long as the said rights-of-way are used for highway purposes and, should the Alaska Road Commission abandon any or all of the rights-of-way on which permits have been granted, such permits shall become null and void as to such abandoned rights-of-way.

9. In the event that any relocation of said electric transmission and telephone lines is necessitated by a subsequent highway realignment or construction within the Alaska Road Commission's right-of-way, said relocation will be done at the expense of the Permittee and at no cost to the Alaska Road Commission.

  
B. D. Stewart, Jr.  
Chief, Operations Division

Distribution: A

Interior - ARC - Juneau

District Engineer\*

May 22, 1950

Mr. J. I. Noble  
Ass't. Chief, Operations Division

ARC Form No. 128  
Permit of Use

There is being forwarded under separate cover a supply of ARC Form No. 128 "Permit of Use" for electric transmission line right-of-way.

This form should be used in all future easements granted to power companies for the installation of poles along Alaska Road Commission rights-of-way.

* Anchorage	- 100
Fairbanks	- 100
Valdez	- 100
Nome	- 75
Haines	- 75

FFF/aw

JIN

2-15-2



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

March 15, 1950

*Handwritten initials and signatures:*  
A  
Arthur  
C  
W

MEMORANDUM FOR FILE

SUBJECT: Statement of Policy on location of utility lines within road rights-of-way.

It is the policy of the Alaska Road Commission to grant permits for the construction and maintenance of utility lines such as power, water and sewer within the road right-of-way where such installation does not interfere with the maintenance of the road. All such permits will include a clause stating that any relocation of the utility lines required for subsequent highway construction or maintenance will be the responsibility of the utility company concerned.

22/152

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

Col. Noyes	
Chf. Eng.	<i>[initials]</i>
Admin.	
Op'ns.	<i>[initials]</i>
Engrg.	<i>[initials]</i>
.....	
.....	
.....	

August 16, 1950

MEMORANDUM FOR FILES:

SUBJECT: Policy regarding abandonment of roads

It shall be the policy of the Alaska Road Commission that roads within Alaska previously built or maintained by the Alaska Road Commission, will be abandoned only through the following procedure.

1. Formal written request for abandonment of any particular section of road must be received from the parties recommending such action or from the District Engineer of the Alaska Road Commission District concerned.
2. Formal concurrence in the recommended abandonment will be obtained from the Territorial Board of Road Commissioners.
3. The public will be notified of the proposed abandonment by advertisement in the local papers and by notices posted on public bulletin boards, specifically in the areas to be affected by such abandonment. All such notices will request formal objections from any parties interested in the continued use of the road in question and will provide a period of not less than 30 days for the submission of such objections.
4. Upon the completion of the above three requirements, formal abandonment of the road will be authorized by the Commissioner of Roads for Alaska by an Alaska Road Commission Order.

*DHM*

*Copy should go  
to Office of  
Territories, Wash.*

*jal*

*Shouldn't this be  
all memos?  
K*

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

*ARC Memo 66  
Stewart out 5/20/50*

*DM*



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

CROSS REFERENCE SHEET

113. Farm and Industrial Road  
(CODE NUMBER AND TITLE)

August 2, 1954  
(DATE OF CORRESPONDENCE)

TO Chief Engineer

FROM Commissioner of Roads for Alaska

SUBJECT Farm Road Program

**SYNOPSIS:** It has been decided that the expenditure of our farm road funds will be accomplished almost entirely as recommended by the Territorial Board of Road Commissioners. The Board will recommend both the division of the funds by Districts and the priority for projects within each District.

In order that our District programs may be planned in sufficient time to give the Districts the bases for the annual recommendations, it is necessary that the Territorial Board be requested to make a determination not later than the first of October. A determination as to the division of funds between Divisions will be requested first, with the priority assignment to projects to follow at a later date. It is believed the Districts can prepare their recommendations on the basis of the total farm fund allocation without too much of the priority detail being required.

It is requested that the farm road files presently held by the Territorial Highway Engineer be brought up to date by addition of all recently received petitions in order that we may formally request the Board's decision on the allocation of funds anticipated for next year's construction.

ORIGINAL FILED 814. Farm Road Program



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

January 16, 1950

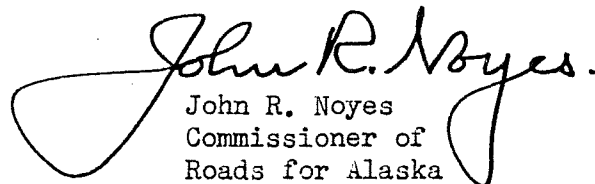
MEMORANDUM FOR FILE

SUBJECT: Statement of Policy on Construction of Farm Roads and Mining Roads.

Many requests are received for the construction or improvement of roads into undeveloped or partially developed areas for farm or mining purposes. In order to clarify our action and to equitably consider all such requests, the following policy is enunciated:

Expenditures of Federal farm and industrial road funds will only be made where definite development possibilities exist. All requests for construction of farm or mining roads will therefore be referred to either the Bureau of Land Management for a statement as to the arable classification of the areas or to the Bureau of Mines for a statement of the mineral possibilities before any further consideration is given by the Alaska Road Commission. Upon receipt of advice from either the Bureau of Land Management or the Bureau of Mines that an area is or may be suitable for farming or mining, the requested road project will be taken up in proper order for construction contingent upon the availability of funds.

Further interim replies will be made to petitioners to keep them advised of action on their requests.

  
John R. Noyes  
Commissioner of  
Roads for Alaska

cc: Bureau of Mines

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*[Handwritten mark]*

December 21, 1949

MEMORANDUM FOR FILE

SUBJECT: Statement of Policy on Construction of Farm Roads + Mining Roads.

Many requests are received for the construction or improvement of roads into undeveloped or partially developed agricultural areas. In order to clarify our action and to equitably consider all such requests, the following policy is enunciated:

Expenditures of Federal farm road funds for ~~state~~<sup>farm</sup> roads will only be made where definite farming possibilities may be developed. All requests for construction of farm roads will therefore be referred to the Bureau of Land Management for a statement as to the arable classification of the area before being considered further by the Alaska Road Commission. Upon receipt of advice from the Bureau of Land Management that an area is, or may be, suitable for farming, the requested road will be taken up in proper order for construction, contingent upon the availability of funds.

Suitable interim replies will be made to petitioners to keep them advised of action on their requests.

John R. Noyes  
Commissioner of  
Roads for Alaska

AFG:yk

December 21, 1949

Mr. Lowell Puckett, Regional Administrator  
Bureau of Land Management  
Box 480  
Anchorage, Alaska

Dear Lowell:

There is enclosed herewith a copy of a statement of a proposed Alaska Road Commission policy concerning the construction of farm roads. Your attention is invited to the proposal that all requests for farm roads be referred to your office for a statement as to the arability of the land to be served. Since the classification of public lands is a function of the Bureau of Land Management, the matter is not one which the Alaska Road Commission can properly evaluate.

Your cooperation in advising us concerning the farming possibilities of areas covered by the various requests for construction of farm roads will materially assist in developing roads and areas that will be of most benefit to the settlers and to Alaska. It is realized that surveys and soil classifications have not been completed for certain areas, but nevertheless, it appears that the Bureau of Land Management, not the Alaska Road Commission, should be the final deciding authority as to the value of these areas for agriculture.

This matter was discussed at the last regular meeting of the Alaska Field Committee. It has a bearing upon the classification of suburban roads where the beneficiaries will be asked to contribute. The matter will come up at our next Field Committee meeting in Ketchikan and I would welcome your concurrence or comments before the meeting.

With every best wish for Christmas and the New Year,

Sincerely,

John R. Noyes  
Commissioner of  
Roads for Alaska

Enclosure  
AFG:JRN:yk

22/152