

Files

March 14, 1960

10-00.34 B. A Campbell, Acting Supvr., Survey & Road Design Unit
Juneau, Alaska

Right of Way Procurement on Sunshine to Summit Route, Project F-035-1(3),
F-035-2(1), F-035-3(1), F-035-4(1)

At the suggestion of Mr. Marvin Cross of the State Right of Way Division and Mr. L. K. Luome, Attorney of the Office of the Regional Solicitor, Department of the Interior, a meeting was held with the Bureau of Land Management on Friday, March 11, 1960, to discuss what documentation would be necessary to file proposed right of way for withdrawal under Title 23, Section 244.54, USC.

Attending this meeting were:

Mr. William Taft of the State Right of Way Division,

Mr. W. F. August of the Bureau of Public Roads (presently on detail to the State),

Mr. Dan Baker of the Bureau of Land Management,

Mr. Lyle Jones of the Bureau of Land Management,

Mr. L. K. Luome of the Regional Solicitor's Office, Department of the Interior,

Mr. W. T. May of the Bureau of Land Management,

Mr. B. A. Campbell of the Bureau of Public Roads (presently on detail to the State).

The problem of initial filing prior to actual ground survey on routes located by aerial survey methods was discussed in general. It was brought out during the discussion that preliminary filings were necessary in many cases due to the homesteading of lands traversed by the proposed highway just prior to the actual field staking, thus giving the homesteader prior rights. Mr. Baker was asked specifically what would be required to make a legal filing with the Bureau of Land Management by the State to alleviate the above situation. After considerable thought and discussion, it was decided that the following steps could be taken to file under Section 244.54.

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1. File a reproducible and three copies of our 1" = 1000' mapping showing the proposed alignment with distances and courses given. It was pointed out that these distances and courses would be approximate until such time as actual field survey was completed; however, it was felt that scaling from the 1" = 1000' mapping would give results sufficiently accurate for initial filing.
2. Sepias of protracted status maps presently being prepared by the Bureau of Land Management should be obtained by the Bureau of Public Roads or State Right of Way Division. The Proposed line, with courses and distances, should be shown on these sepias.
3. A listing of the necessary right of way widths along the proposed route should be made. It was recommended that a right of way wider than what will be ultimately required be specified. Three hundred feet each side of centerline was suggested by Mr. Baker.
4. All the above information should then be filed with the Bureau of Land Management.
5. Upon completion of the project design maps showing the finished alignment, all ties to existing monuments and the final rights of way requirements should be filed with the Bureau of Land Management as an amended right of way filing.
6. Any right of way taken under Step 4 (above) and deemed unnecessary when the final design is completed, could at that time be relinquished, thus giving a more realistic width.

In a later conversation with Mr. J. W. Snell on March 14, 1960, Mr. Snell indicated that it would be better to file under Title Section 932, USC.

The Design Section will provide the Right of Way Section with the following:

Reproducibles and 3 copies of our 1" = 1000' mapping showing proposed route. These sheets would contain scaled ties, a scaled traverse and a list of proposed right of way widths.

cc: Mr. J. W. Snell, Right of Way Engineer
Alaska Department of Public Works
P. O. Box 1361
Juneau, Alaska

Right of Way Section, BPR, Juneau