

February 28, 1949.

Mr. William J. Niemi,
District Engineer,
Alaska Road Commission,
Anchorage, Alaska.

Dear Sir:

Mr. Tapley advises you desire information regarding the established widths of rights-of-way along existing roads.

Where the road passes through patented lands or lands on which an entry was made prior to July 24, 1947, we actually have no fixed right-of-way width except in the few cases where easements have been obtained. On the established roads where the location has not been changed, we can actually hold only the width of road we have been using. If additional width is needed, it can be obtained from the owner by negotiation.

On July 24, 1947, an act of Congress was signed by the President providing for a reservation for road rights-of-way in all patents for public lands on which an entry was made after date of the act. This means that, where an existing road or a new road passes through lands on which a homestead entry had not been made prior to the above date, the reserve provision automatically operates.

Recommendations have been made to the Department to fix the right-of-way widths on through public lands as described above at 300 feet for through roads, 200 feet for feeder roads, and 100 feet for local roads. The classification of roads has not been finally determined.

The tentative classification of the roads in your District is as follows:

Through Roads

Sleem Highway (including the road from Anchorage to Palmer)

Turnagain Arm Road (the road from Anchorage to connect with the Hope Highway)

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Feeder Roads

Forest Boundary to Homer
Anchorage Lake Spenard Road
Parson's to Mt. McKinley Park Road
The Road in Mt. McKinley Park

All other roads are classified as Local Roads.

You will readily see that it is not possible to state definitely the right-of-way width of any roads except those through public domain on which applications for homesteads had not been made prior to July 24, 1947.

Very truly yours,

Ike P. Taylor,
Chief Engineer.

IPT/lcs