MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Rod Platzke
Group Design Chief-Highways
Northern Region

DATE: December 19, 1986

FILE NO: 22.4:d/9

TELEPHONE NO: 451-5150

FROM: John D. Martin, P.E.
Chief of Planning & Research
Northern Region

SUBJECT: Right-of-Way Widths

We have researched your question regarding departmental policy on major rural highway right-of-way widths. As far as we can determine, no official written directives exist.

The existing right-of-way width for most rural highways stems from a series of PLOs, executive orders and amendments (see attached summary) that established right-of-way widths and thence from the Statehood Omnibus Act Quit Claim Deed transferring ownership of these rights-of-way to the state.

Subsequent right-of-way establishment should be justified on the basis of need and cost. The 1984 AASHTO green book provides some guidelines for determining right-of-way requirements.

There is an obvious benefit in maintaining a continuous and uniform right-of-way width centered on the highway centerline. This allows maintenance forces, the general public and adjacent landowners an easy way to determine approximate property lines without extensive use of highway plans, property plats and surveys.

At times, however, the benefit of this convenience may be overriden by other concerns, most notably the cost and time required for acquisition.

We believe it is best that each case be judged on its merits and that no rigid policy is needed. By copy of this memorandum, we will pass your concern along to the Right-of-Way Policy Task Force for their consideration as to further action needed.

GR:ap

Attachment

cc: Chris Birch, Chief, Right-of-Way, Northern Region
Steve Sisk, Chief, Design, Northern Region

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