

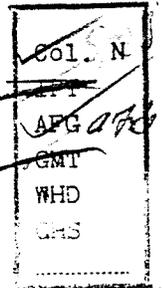


UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Anchorage, Alaska



September 19, 1949

Colonel John Noyes
Commissioner of Roads
Alaska Road Commission
Juneau, Alaska



Dear Colonel Noyes:

Reference is made to the letter from Mr. Ike P. Taylor, Chief Engineer, Alaska Road Commission, dated July 28, 1948, in which he states in reference to our memorandum of July 25, that:

"One print each of the plans of all the new roads we have located in the past few years have been forwarded to your Office. Please advise if it is now necessary for the Alaska Road Commission to submit three additional prints of these maps to the District Land Offices concerned with the written application, as outlined in your memorandum.

"For your information, the plan maps of our road locations are on a scale of 400 feet to the inch and one print to cover a road location such as that, for instance, from the Forest Boundary to Homer on the Kenai Peninsula, 129 miles, would require approximately 320 square feet of blueprinting. The three sets required in your memorandum would total approximately 1,000 square feet."

An examination has been made of the more recent maps of highways filed by the Alaska Road Commission, namely, those of the Fairbanks-Chena Hot Springs, Paxson-McKinley Park, and the Forty Mile roads. These maps are excellent for general information, but they do not show the width or the lateral limits of the right-of-way with relation to the legal subdivisions of the public lands where surveyed. The maps are therefore incomplete for the purpose of notation of the tract book records under departmental instructions of January 13, 1916 (44 L.D. 513), as contemplated by our memorandum of July 25, 1949. Unless the lateral limits are shown, where the lands are surveyed, it cannot be definitely determined, for the purpose of posting, what subdivisions are affected. *discuss*

As stated by Mr. Taylor, the maps in question are prepared on a scale of 400 feet to the inch. For your purposes these are excellent work scale maps, but for use in district land offices they pose a difficult problem of filing and handling, and the general scale as provided in the Department's rights-of-way

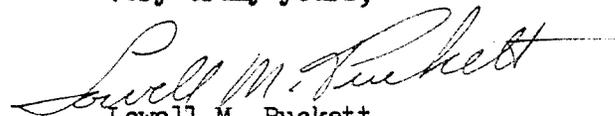
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regulations (43 CFR, Parts 244 and 245) is 1000 and 2000 feet to the inch. If this scale is adopted by the Alaska Road Commission, it would reduce the length and size of the maps and effect a considerable saving in filing space.

We greatly appreciate your sending some of your work maps which have been used in connection with land classification work. These, we believe, are not in the form that can be efficiently used for filing in the District Land Offices.

In connection herewith, attention is called to the act of June 30, 1932 (47 Stat. 446, 48 U.S.C. Sec. 321a, seq.), under which the Alaska Road Commission is authorized to construct roads and highways over public lands in Alaska. This act contemplates that maps of definite location of roads so constructed shall be filed with the Bureau of Land Management. Obviously, the authority to construct roads as provided by the act, necessarily, by implication if not otherwise, authorizes the right to appropriate the rights-of-way for such roads. It is therefore believed that if the maps of the rights-of-way for the roads and highways constructed or established under authority of the 1932 act, showing the width of the rights-of-way appropriated, were filed and recorded in the District Land Office, in accordance with instructions of January 13, 1916 (44 L.D. 513), that the Government's rights in and to the roads and rights-of-way would be amply protected under the act as well as R.S. 2477 (43 U.S.C. Sec. 932), without the necessity of any withdrawals.

Very truly yours,



Lowell M. Puckett
Regional Administrator

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