

RG 30 RECORDS OF THE BUREAU OF  
PUBLIC ROADS

WASHINGTON OFFICE

GENERAL CORRESPONDENCE AND  
RELATED RECORDS, 1912-65.

1955-1959

ALASKA MAINTENENCE BY AGREEMENT 1955-59  
THRU  
ARIZONA CONTRACTS 4 JULY 55-DECEMBER 59

BOX NO.  
1132

HM 1991

RG 30, Bur. of Public Roads  
E. 6D, Gen Corr + Related Recs, 1955-59  
Box 1132

Alaska

Primary

Highways

MSL-59

RG 30, Bur. of Public Roads  
E. 6D, Gen Corr + Related Recs, 1955-59  
Box 1132

Alaska Prim 14  
X To ProjectsAIR MAILMr. E. H. Swick, Regional Engineer  
Juneau, Alaska

July 11, 1958

G. M. Williams, Assistant Commissioner  
Washington, D. C.

C. E. Mannerow

Alaska Program - Federal-aid Urban Funds - Item Numbering

Reference is made to your program approval actions of May 20, May 22, and June 9, 1958, adding Projects S-US-0536(1), S-US-0547(2), US-0671(1) and S-US-0546(1) to this program.

The program item numbers assigned to these projects do not consecutively follow the item numbers established by previous program actions. In order to eliminate the existing duplication of item numbers in this program, the following is a list of all of the approved projects with original item numbers and the item numbers newly assigned in sequence by this office:

<u>Project</u>	<u>Original Item No.</u>	<u>New Item No.</u>
HPS-1(1)	1	1
HPS-1(7)	2-A	2-A
HPS-1(6)	2-B	2-B
HPS-1(4)	3	3
S-US-0536(1)	1	4
S-US-0547(2)	2	5
US-0671(1)	3	6
S-US-0546(1)	4	7

Your records should be revised accordingly, and subsequently programmed projects should continue this sequence of item numbers.

It is also desirable in the future to carry the program numbers in sequence. Each group of two or more projects submitted for programming at one time should be designated with a new program number. Where it is absolutely necessary and justified to program an individual item it should have the number of the previous program with the word "interim" added.

AWGreenwood/sp

cc - Files

Regional Engineer

D.M. Beach

C.E. Mannerow

G.M. Williams

7/14/58

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Box 1132

Alaska Prim Hwy 14  
Alaska Sec Hwy 14*Office Memorandum* • UNITED STATES GOVERNMENTTO : Mr. J. C. Allen, Assistant Commissioner for  
Administration, Washington, D. C.

DATE: August 1, 1957

FROM : E. H. Swick, Regional Engineer  
Juneau, Alaska*X in Project*

SUBJECT: Alaska Federal-aid Primary Program; Alaska Federal-aid Secondary Program

*Files*  
*(H)*

The attached corrected PR-37 forms for the projects listed below all revise previous contract estimate amounts to include the cost of asphalt furnished contractors from Public Roads supplies. Through an oversight these project charges were not included in the contract estimate amounts as originally derived.

## Attachments 2:

6 PR-37:

- Project No. F-031-2(2), International Airport Road (in dup.)
- Project No. F-062-2(1), Alaska Hwy, Tok-Johnson River Sec. (in dup.)
- Project No. F-071-1(1), Richardson Hwy., Sec. G1, H (in dup.)
- Project No. F-071-3(1), Richardson Hwy., Sec. E1 (in dup.)
- Project No. F-071-4(1), Richardson Hwy., Sec. D1 (in dup.)
- Project No. F-021-2(1), From Village of Sterling easterly to Forest Boundary (in dup.)

PR-37S, Project No. S-0555(1), Boniface Road (in dup.)

*Original PR 37's  
retained in  
Prog. Analysis*

*(Alaska) Primary Hwy. #14*AIR MAILMr. A. F. Chigloine, Acting Regional Engineer  
Juneau, Alaska

March 14, 1957

G. W. Williams, Assistant Commissioner  
Washington, D. C.

A. E. SMITH

Alaska Program - Federal-aid Primary Funds

The first Alaska program of projects involving Federal participation in the above funds, as listed below, with revised program item numbers and assigned project numbers for the maintenance, surveys and reconstruction projects, submitted with your memorandum of March 8, 1957, are approved effective March 14, 1957.

<u>Item No.</u> <u>Field Lists</u>	<u>Revised</u> <u>Item No.</u>	<u>Project</u> <u>Number</u>	<u>Item No.</u> <u>Field Lists</u>	<u>Revised</u> <u>Item No.</u>	<u>Project</u> <u>Number</u>
1	1	F-02-(57)	8	12	F-071-3(1)
2	2	F-021-1(1)	9	13	F-071-4(1)
4	4	F-03(1)	10	14	F-061-1(1)
1	5	F-02(58)	11	15	F-062-2(1)
2	6	F-04(1)	12	16	F-062-4(1)
3	7	F-021-2(1)	15	19	F-035-1(1)
4	8	F-021-1(2)	16	20	F-052-1(1)
5	9	F-031-1(1)	17	21	F-095-5(1)
6	10	F-071-4(2)	18	22	F-037-1(1)
7	11	F-071-1(1)			

You will note that we have separated the projects included in your submission into two separate programs, - One for Federal-aid primary funds which is covered by this memorandum, and the other for Federal-aid secondary funds which is covered by our separate memorandum of the same date. As set forth in OAM No. 340, separate programs are required for each class of Federal-aid funds. Since the program for each class of funds is handled on a cumulative basis there is no need for separate fiscal year programs, and the separate fiscal year listings included with your submission have been combined into a single program for each class of Federal-aid funds. This accounts for the changes in item numbers listed above. The programs for each class of Federal-aid funds has a separate series of item numbers beginning with 1.

This program as approved contains 19 projects, as listed above, involving a total estimated cost of \$9,554,000, with Federal-aid primary funds requested in the amount of \$8,598,600. Fifteen of these projects are for new highway construction work, two are lump sum

(more)

RG 30, Bur. of Public Roads  
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projects for general maintenance work, one is a lump sum project for reconstruction of various substandard sections of the system and one is a lump sum project for surveys on four primary system routes.

Your field list Item Numbers 3, 13 and 14, Projects F-095-5(1), F-062-1(2) and F-042-3(1), respectively, cover proposed reconstruction or new construction of maintenance section garages, living quarters and utilities. Revised program Item Numbers 17 and 18 have been assigned to Projects F-062-1(2) and F-042-3(1), respectively, and Item 3 is retained for Project F-095-5(1). The question of the eligibility of the work covered by these three projects and the method of programming such work is being referred to our General Council for review and advice. Pending his advice on these questions program approval action on these three projects is being deferred. These projects will be the subject of a subsequent memorandum.

You will note that we have assigned project numbers to those projects covering maintenance, reconstruction and surveys, in order to establish project identities for record and accounting purposes. The numbers so assigned are from the group of numbers in the established series for the primary system which have not yet been used. If for any reason these assigned numbers will occasion conflict in your records please assign appropriate project numbers to the two maintenance projects and advise this office promptly as to what these revised numbers are. As set forth in the following paragraphs, the project numbers now assigned to the reconstruction and surveys projects are for temporary identity only. You will note that the agreement numbers (57) and (58) have been used for the respective maintenance projects. This has been done for convenience only, to indicate the fiscal year funds annually set aside for maintenance purposes.

Item 4, Project F-09(1), covers reconstruction and improvement of substandard sections of various locations, on the primary system. We are approving this item as submitted in order to avoid any delay in getting the work started. However, you should take prompt action breaking this lump sum project down by setting up a separate project, covering the reconstruction work, for each route involved, or for each route section on those routes that are divided into sections. These separate improvements should of course be assigned project numbers applying to the route and section on which the particular project is located. Projects on a system-wide basis should not be programmed for any work except that classified as maintenance.

Item 6, Project F-04(1), covers surveys, materials investigations and design of future projects on Primary Routes 21, 31, 42 and 52. This is not the proper procedure for programming preliminary

(more)

engineering work on the Federal-aid systems, but we are approving this project as submitted in order to avoid delay in getting the work started. You should, however, take prompt action breaking this lump sum project down by setting up a separate project, covering the preliminary engineering work, for each route involved, or for each route section on those routes that are divided into sections. Where the improvement of only a part of the route or route section is anticipated it is preferable that the preliminary engineering be set up either as a part of the construction project or as a separate project covering the same terrain that will apply to the anticipated construction project. Where justified, a preliminary engineering project may, of course, cover a part of all of a route section that is proposed for future construction under more than one construction project.

WBRutledge/sp

cc - Files ✓  
Mr. Beach \_\_\_\_\_  
Regional Engineer \_\_\_\_\_  
Mr. F.P.Alexander \_\_\_\_\_  
Mr. F.C.Turner \_\_\_\_\_  
Mr. A.L.Smith ✓  
Mr. G.M.Williams ✓

3/14/44



*Alaska Primary Highway*AIR MAILMr. E. H. Swick, Regional Engineer  
Juneau, Alaska

May 24, 1957

G. M. Williams, Assistant Commissioner  
Washington 25, D. C.

J. Barnett

Alaska Federal-aid Primary Program

Reference is made to your memorandum of May 3, 1957 concerning a stock of 9,000 lineal feet of metal plate guardrail in district warehouses that was purchased some years ago but never installed, but which it is now desired to install at numerous locations.

Your memorandum is not clear as to whether the guardrail was purchased for intended use at selected locations now being considered, whether the stock is complete, including posts and fittings, or whether the purchase price was written off as a phase of partial construction cost at the time of purchase.

(1) The proposed installation of Alaska-furnished material is considered to be a construction cost.

(2) One construction program item, covering the several installations, supported by a list of the proposed sites, will be satisfactory. This will obviate individual program items for each and allow for flexibility in installations and the accounting thereof. In setting up this program item a project number should be selected that will not be likely to conflict with regular route construction project numbers, such as for example F-1000(1).

(3) You state that the work would be done with Public Roads' forces, but do not indicate whether installation by contract and competitive bidding has been considered fully. This should be affirmatively documented.

Your estimate of 9,000 lineal feet of guardrail at an estimated cost of \$75,000 for installation results in about \$8.33 per lineal foot. If this is the unit price for installation only, it appears quite high, as recent bids for furnishing and installing beam guardrail in Alaska have ranged from \$5.00 to \$8.50 per lineal foot, compared with the engineer's estimate of \$8.00. It may be more economical, therefore to have the work done by contract.

WDFISH:mh

cc--Files--(2)

Construction--Mr. Fish  
Mr. E. H. Swick  
Mr. C. E. Mannerow  
Mr. G. M. Williams

5-27-57

*air*



C O P Y

BUREAU OF PUBLIC ROADS

May 3, 1957

Mr. George M. Williams, Assistant Commissioner  
for Engineering  
Washington, D. C.

E. H. Swick, Regional Engineer  
Juneau, Alaska

Alaska Federal-aid Primary Program

There is in stock in the various District warehouse in Alaska about 9,000 feet of metal plate guardrail which was purchased a number of years ago but never installed. It is desired to effect the installation with Primary monies at scattered critical locations at a total estimated cost of about \$75,000. The work would be done with Public Roads forces.

Will it be satisfactory to consider the guardrail installation as a maintenance item and to modify the funds presently programmed for maintenance to include the additional monies? To handle the work otherwise would require a number of individual program items, each of which would be inconsequential. Additionally, there will be the problem of maintaining cost records on the individual projects.

Your early reply is desired in order that plans may be made to accomplish the installation during the current construction season.

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E. 6D, Gen Corr + Related Recs, 1955-57  
Box 1132

original  
Pin Book

Alaska Print May 15

P. O. Box 1361  
Juneau, Alaska

12-25-4

June 3 1959

Mr. Richard A. Downing, Commissioner  
Alaska Highway and Public Works Dept.  
P. O. Box 1361  
Juneau, Alaska

Dear Mr. Downing:

We approve, effective this date, the following changes to the Federal-aid Primary and Secondary Systems for Alaska recommended in your letter of May 27, 1959, concurred in by the Acting Governor. The Federal-aid System designated in accordance with the provisions of Section 107 of the Federal-aid Act of 1956, is therefore revised in part to read as follows:

"FAP Route 37 - From the junction of H&P Route 61 and 62 at Fairbanks via Dezer and Hansen to H&P Route 52 at McKinley Park Station with a spur to H&P Route 62, International Airport Spur". Length is 135 miles. FAS Route 639 is entirely deleted.

"FAS Route 924 - From Craig northerly to Kluak and easterly to Halls". Length is 26 miles. FAS 9240 is entirely deleted.

9240

This approval increases the established Federal-aid Primary System by 75 miles; from 1999.2 miles to 2074.2 miles. The Federal-aid Secondary Class "A" mileage will be decreased by 49 miles, or from 2854.1 miles to 2805.1 miles. The Federal-aid Secondary Class "B" mileage is decreased by 26.0 miles, or from 1616.5 miles to 1590.5 miles. The total Secondary System mileage is 3225.6 miles.

Very truly yours,

J P B

Mr. J. Hoad  
Regional Engineer

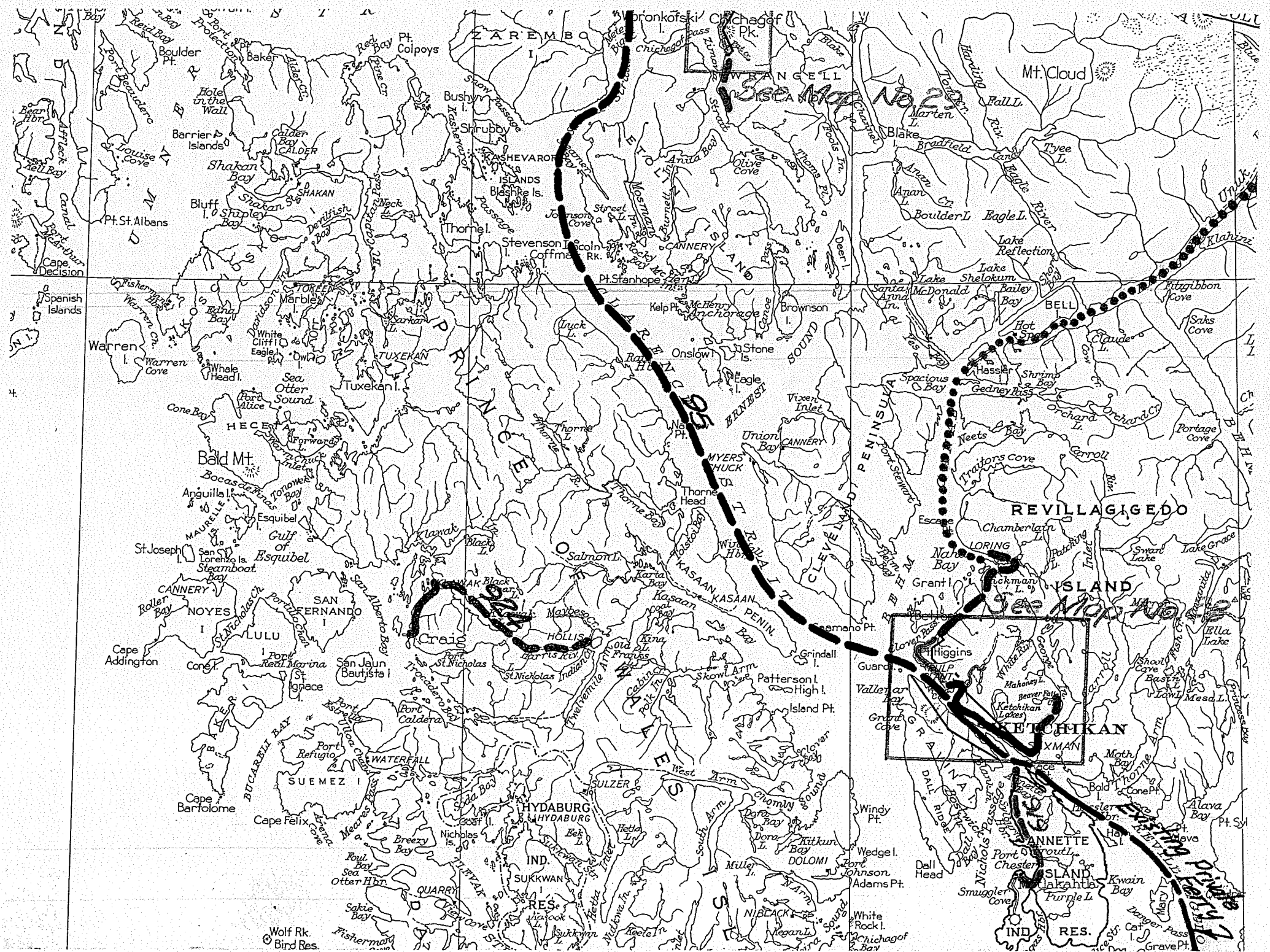
cc: Mr. Paul Roper, Attn. Mr. Ehart/Encl: Copy of Map  
Mr. G.H. Williams, Attn. Mr. Munerow/Encl: Copy of Map  
Mr. Zimmerman/Encl: Copy of Map  
Mr. Norman Smith/Encl: Copy of Map

MS: gpc: cv

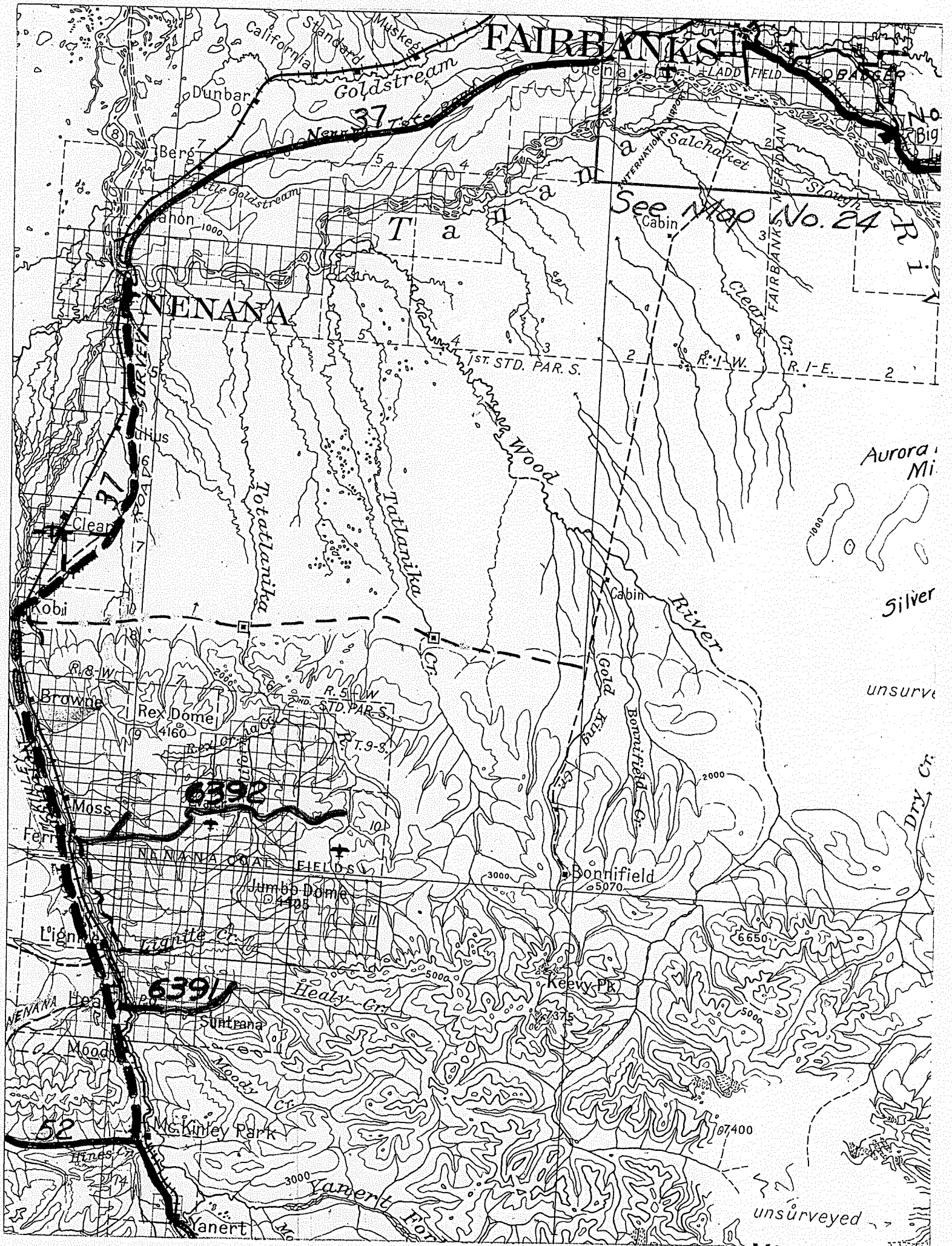
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E. 60, Gen. Cont. + Related Recs, 1955-59  
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RG 30, Bur. of Public Roads  
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22-10

*Alaska Primary Transit  
Alaska Sec. Hwy. 15*

MAY 6 1958

AIR MAIL

Mr. Charles D. Jones  
Box 82  
Nome, Alaska

Dear Mr. Jones:

The Secretary of Commerce has asked me to reply to your letter of April 15 concerning the development of a highway from Fairbanks through the Seward Peninsula to Nome, Alaska.

A Federal-aid primary highway system comprised of the main through routes and a Federal-aid secondary system comprised of the principal secondary and feeder roads were proposed by the Territory and approved February 26, 1957, by the Bureau of Public Roads in accordance with provisions of Section 107 of the Federal-Aid Highway Act of 1956.

Roads from Fairbanks through Livengood and Eureka to Tofty, and from Nome to the vicinity of Bunker Hill, are on the Federal-aid secondary system and are, therefore, eligible for improvement and maintenance with Federal participation. The 400-mile intervening section is not on the secondary system but is marked for possible future system designation. In this connection, the Bureau of Public Roads recently approved the expenditure of \$20,000 for a location study and economic analysis to determine feasibility of a complete through routing.

We certainly understand your deep interest and concern in this matter but further developments must await the results of the above-mentioned studies. We are forwarding a copy of your letter to our regional engineer at Juneau, who administers Federal-aid highway matters in Alaska. Your interest in this highway is appreciated.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

JPBowker:rg  
RETYPED  
PFRoyster/ptw  
Control PR-2039 (5/2/58)  
cc: E. H. Swick (2)  
B. D. Tallamy

C. E. Mannerow  
G.M. Williams  
E. E. Erhart  
Files  
CCUnit

*5-6-58*

*Cleared Through  
Administrator's Correspondence Unit*

RG 30, Bur. of Public Roads  
E. 6D, Gen Corr + Related Recs, 1955-59  
Box 1132

22-10

**AIR MAIL**

Mr. Charles B. Jonas  
Box 82  
Nome, Alaska

Dear Mr. Jonas:

The Secretary of Commerce, Honorable Sinclair Weeks, has asked me to reply to your letter of April 13 concerning the development of a highway from Fairbanks through the Seward Peninsula to Nome, Alaska.

A Federal-aid primary highway system comprised of the main through routes and a Federal-aid secondary system comprised of the principal secondary and feeder roads were proposed by the Territory and approved February 26, 1957, by the Bureau of Public Roads in accordance with provisions of Section 107 of the Federal-Aid Highway Act of 1956.

Roads from Fairbanks through Livengood and Eureka to Tofty, and from Nome to the vicinity of Bunker Hill, are on the Federal-aid secondary system and are, therefore, eligible for improvement and maintenance with Federal participation. The 400-mile intervening section is not on the secondary system but is marked for possible future system designation. In this connection, the Bureau of Public Roads recently approved the expenditure of \$20,000 for a location study and economic analysis to determine feasibility of a complete through routing.

We certainly understand your deep interest and concern in this matter but further developments must await the results of the above-mentioned studies. We are forwarding a copy of your letter to our regional engineer at Juneau, who administers Federal-aid highway matters in Alaska. Your interest in this highway is appreciated.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

JFBowker:rgh  
Control PR 2639 (5/2/58)

cc: E. H. Swick (2)  
B. D. Tallamy  
C. E. Mannerow  
G. M. Williams  
E. E. Erhart  
Files  
CCUnit

RG 30, Bur. of Public Roads  
E. 6D, Gen Corr + Related Docs, 1955-59  
Box 1132



Nome Alaska,  
April 15, 1958.

Honorable Sinclair Weeks  
Secretary of Commerce  
Washington D C.

Sir:- As this is a gripe, I question it ever getting to your desk and I may get letter (29) or whatever you have for a kiss-off, I want to get it off my chest and will send it on regardless of results.

\*\*\*\*\*

I have been a resident of Nome and on the Seward Peninsula for fifty nine years and have done every type of work but tending bar, which I did on the wrong side to my financial detriment. I have followed placer mining in all its phases as a shovel stiff, straw boss, gang boss superintendent and General Manager and conducted operations for myself.

I served several seasons as General Foreman for the Alaska Road Commission mining in the winters and prospecting on my own. I was appointed Superintendent of operations in 1918 until April of 1925 when I was appointed U S Marshal and served until September 30 1932.

I have served in the Legislature as a member in the House in the First Legislature in 1913 and in several sessions later in the Senate being chosen as President of the Senate in 1953.

When Roosevelt took the U S off the Gold Standard it was the Kiss of Death to our economy, especially so when mining was declared a useless occupation and made a crime to Not Turn Your Gold Into The Government at a pegged price so with all costs in connection with the carrying on a mining operation it is an extremely hazardous occupation, but to one who has the virus from the gold bug, like a mole, he is unfitted for other occupations and WANTS TO MINE.

The Geologic Survey Reports as well as those of the Mining Bureau, ALL stress the Seward Peninsula as being the richest portion of North America as to the Diversity of Minerals on it.

When the BPR took over the road building in the Territory at the first meeting of the Board 97 was made a Priority for road between Fairbanks and Nome and through a portion of the Peninsula KNOWN TO BE POTENTIALLY WELL POSSESSED with valuable minerals. So we were all hopeful of getting only what was left from the appropriations to the Alaska Road Commission when the other Divisions were taken care of. When the Army Got through with demands for what THEY considered Essential, our hopes EVAPORATED. Here is the appropriation as decided upon:

Third Division	5,000,000.00	3,996,000
Fourth "	4,000,000.00	2,365,000
First "	2,000,000.00	1,141,000
Second "	1,000,000.00	652,000

of the money appropriated for the Second Division 100,000.00 dollars was earmarked for surveys.

With the Plan of the B P R to build to a standard it absolutely blocks ANY REAL ROAD CONSTRUCTION onto these portions where discoveries have been made. If we can just get a pilot road into them we can get over them with crawler type machines and justify these twenty five thousand dollar a mile roads. As one of the oldest settled parts of Alaska which has turned around a hundred millions in gold M AND OTHER PRODUCTS TO THE U S We feel that we are being discriminated against and are being treated like Unwanted Step Children.

In addition to Direct appropriations both of the First and Third Divisions secured a healthy sum from the sale of Timber in the Forests Reserves which is spent on Road Construction in the Respective Reserves.

I solicit your help in trying to influence the B P R to consider the future of the Territory in a balanced development and give us and inducement to develop our own resources and not to have to live off of the Taxes appropriated to sustain the Army and the Defense are as declared BY THE MILITARY AUTHORITIES. Give we little fellows who have lived off of our own production HELP NOW and open the way for REAL DEVELOPEMENT when we have shown BIG MONEY the possibilities.

I am  
Respectfully yours

*Charles D. Jones*  
Chas. D. Jones  
Box 82  
Nome

PR-2039

RG 30, Bur. of Public Roads  
E. 60, Gen Corr + Related Recs, 1955-59  
Box 1132

*Alaska. Planning Maps 15*  
*Alaska Sec. Highways 15*

22-50

April 19, 1957

Mr. Chas H. Ebris  
Chairman, Committee on  
Public Roads  
Kodiak Chamber of Commerce  
Box 906  
Kodiak, Alaska

Dear Mr. Ebris:

Your undated letter enclosing a petition from the residents of Afognak concerning the proposed road program in Kodiak has been referred to us.

A Federal-aid primary highway system comprised of the main through routes and a Federal-aid secondary highway system comprised of the principal secondary and feeder roads were proposed by the Territory and approved February 26, 1957, in accordance with provisions of Section 107 of the Federal-Aid Highway Act of 1956. The proposed highway from Kodiak via Uinkhi to the head of Anton Larsen Bay, in which the Afognak people are interested, is not included in one of the designated systems and hence is not eligible for improvement or maintenance with Federal-aid funds.

Routes not included in the Federal-aid primary or Federal-aid secondary systems continue to be the responsibility of the Territorial Board of Commissioners. Until the Board again has funds available to finance these non-system roads, we have agreed to assist the Territory in continuing their farm and industrial road program by approving Federal-aid secondary system designation and economically justified Federal-aid secondary improvement projects for individual high priority petitioned farm and industrial roads which the Board recommends. You may be sure that any proposal the Territorial Board might forward would receive our careful consideration.

Sincerely yours,

G. M. WILLIAMS

G. M. WILLIAMS  
Assistant Commissioner  
for Engineering

AXM:rilley:md  
Control 138804

CC Unit

cc: Files

Mr. Swick (2)

Mr. Tallamy

Mr. Williams

Mr. Siegle

Secretary's Correspondence Unit

4/19/57

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# Kodiak Chamber of Commerce

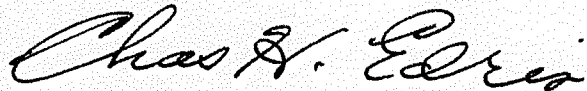
Kodiak, Alaska

Secretary of Commerce  
Mr. Sinclair Weeks  
Wash. D.C.

Dear Mr. Weeks:

Enclosed is a petition just received from the residents of Afognak, one of our isolated communities, voicing their great desire for the proposed road program here on Kodiak, known as Petitions 57-2, 57-3, and 57-4, in your files. They will be deeply grateful for your cooperation. Thank you

Sincerely yours  
Chas H. Edris, Chairman  
Committee on Public Roads  
Kodiak Chamber of Commerce  
Box 906, Kodiak, Alaska



Copies of petition to:

Sect. of Commerce  
Sinclair Weeks

Bertram D. Tallamy  
Federal Highway Administrator

C.D. Curtiss  
Commissioner of the Bureau of  
Public Roads

Acting Governor Hendrickson  
of Alaska  
Juneau, Alaska

Frank Metcalf  
M.C. Zimmerman  
A.F. Ghiglione  
Bureau of Public Rds.  
Juneau

E.L. Bartlett  
Alaska Delegate to Wash.

APR 11 1957

DEPARTMENT OF COMMERCE  
SECRETARY'S  
CORRESPONDENCE UNIT

57 APR 11 PM 1 37

38304

RG 30, Bur. of Public Roads  
E. 6D, Gen Corr + Related Recs, 1955-59  
Box 1132



COPY

To:

Office of the Territorial Highway Engineer of Juneau, Alaska.  
Mr. Frank Metcalf

Dear Sir:

In consideration of the newly proposed highway from Kodiak to the head of Anton Larsen Bay via Uvinkl, we, all bonified citizens of Afognak, wish to voice our great desire in the interests of our economy, safety in transportation from Uvinkl to Kodiak, and for much shorter and safer emergency travel to Kodiak in view of sickness or accident, that this be built. We therefore PETITION your serious efforts to have said road kept on the priority list for appropriations to start survey and construction in 1957.

SIGNED

NAME	TOWN
Irene Gunderson	Afognak
Heggie Gunderson	"
Billy Anderson	"
Peter Nelson	"
Alfred Nelson Jr.	"
Mrs Hans P. Olsen	"
Peder Gunderson	"
Martha Nelson	"
Ralph Demidoff	"
Rhea Knagin	"
Mary Naumnoff	"
Enola Mullen	"
Alexis Chichonoff Sr.	"
Selma Chichenoff	"
John Larsen	"
Harry Knagin	"
Nadia Griggs	"
Leta Von Schiele	"
Harry F. Neilson	"

Afognak New Highway PETITION

<u>NAME</u>	<u>TOWN</u>	<u>NAME</u>	<u>TOWN</u>
Walter Kewan Jr.	Afognak	J. A. Lukin	"
Annie Bookofsky	"	Annette Malutin	"
Kathy Ellamah	"	Christine Lukin	"
Nettie Ellison	"	Sergay Sheritine Sr.	"
Tom Von Shiele	"	Andrew Sheritine	"
Pat Mahlan	"	Pasha Sheritine	"
Nadia Mullan	"	Mary Sheritine	"
Bertha Larsen	"	John Sheritine	"
John L. Larsen	"	Julia Pestrikoff	"
Patrick Olsen	"	Willie Nagin	"
Margaret Garner	"	Nick Noya	"
Fred M. Lukin	"	Edwin Nelson	"
Bill Anderson	"	Abner Nelson	"
Mattie Gundersen	"	Irene Nelson	"
Alexander Chichenoff	"		
Dennis Nagin	"		
Julie Nagin	"		
John Nelson	"		
Alfred Nelson Sr.	"		
Jackie Nelson	"		
Afonie A. Lukin	"		
Senida Lukin Jr.	"		
Laurence Lukin	"		
Betty Nelson	"		
Leigh & Marda Niblock	"		
Mike Teshwak	"		

APR 15 1955

*Alaska Primary Hwys. 15*  
*Alaska Sec. Hwys. 15*

22-50

April 17, 1957

Mr. George R. Goshaw  
Hillside Court  
Calistoga, California

Dear Mr. Goshaw:

Your letter of February 27 to Mr. Tallamy concerned the possibility of extending the Alaskan Highway from Fairbanks to Nome and thence on to Teller.

A Federal-aid primary highway system comprised of the main through routes and a Federal-aid secondary highway system comprised of the principal secondary and feeder roads were proposed by the Territory and approved in February 1957 by the Bureau of Public Roads in accordance with provisions of Section 107 of the Federal-Aid Highway Act of 1956. The following sections of the route extension in which you are interested are included in the approved systems as indicated and are, therefore, eligible for improvement and maintenance with Federal-aid funds:

Federal-aid primary system: From Fairbanks to Fox

Federal-aid secondary system: From Fox via Livengood and Eureka to Tanana; from Bunker Hill to Nome; from Nome to Teller.

You will be interested to learn that the Territory proposed and we approved a program of Federal-aid projects which included improvements estimated at a total cost of \$1,765,000 for sections from Fairbanks to Fox (9 miles); from Livengood westerly (30 miles); from Salmon Lake to Bunker Hill (48 miles); and from Penny River northerly towards Teller (20 miles).

As improvements are completed on the presently designated systems and as funds become available consideration will be given in the future to extensions of the system to include a number of other new highways. The Territory has the prerogative of initiating action to

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include additional routes in the Federal-aid systems. If you have not already done so, we suggest you inform Territorial highway officials of your interest in highway development in Alaska.

Sincerely yours,

G. M. WILLIAMS  
Assistant Commissioner for Engineering

By JOSEPH BARNETT  
Deputy Assistant Commissioner

JPBowler:md

cc: Files ✓  
Mr. Swick (2) ✓  
Mr. Tallamy ✓  
Mr. Mannerow ✓  
Mr. Williams ✓  
Mr. Siegle ✓

972  


4/18



# Northwestern Alaska Chamber of Commerce American Legion Post Number 19

George R. Goshaw, member formerly of Nome, Alaska

MAR 12 1957

now residing at Hillside Court,  
Calistoga, California.

Mr. Bertram Tallamy,  
Federal Highway Administrator  
Washington, D.C.

EXISTING HIGHWAY  
WHITESHORSE  
VALDEZ

Dear Administrator Tallamy: so that you will have  
the necessity of roads and highways in Alaska,  
I use my own stationery in writing this letter  
to you Sir, a few years ago, I used this station  
a published story in a national veterans  
publication to promote the building of an  
extension of the Alaska highway from  
FAIRBANKS TO NOME\* LETTER AND STORY MAILED TO  
every member of Congress- members of the Cabinet  
the secretary of interior- U.S. engineers,  
general staff officers- the President "IKE"  
to whom I served as his personnel adjutant  
at the headquarters of the U.S. TANK CORP,  
of which during 1917/18, he was the commanding officer at  
Gettysburg, pa.- I lived in Alaska mostly in the second and  
second and third divisions, although I have travelled in  
travelled in and over in the fourth Division as well as the  
first Division- - I believe that my letter and the story  
of the necessity of highways and roads in Alaska, had much to do in  
calling attention of congress members of the necessity of  
federal highways in the states. the Nome- Fairbanks extension of  
the Alaska highway is an actual necessity- there has been some funds  
allotted by the Alaska legislature including federal funds and road construction  
is now in progress, but more funds are required to  
complete this and other needed road construction.

**ALASKA HIGHWAYS FOR NATIONAL DEFENSE . . . OPENING MINERAL RESOURCES**  
. . . VISITORS FROM AMERICA more to follow.

Page 2-

To Federal Highway Administrator,  
Interior dept., Washington, D.C.

George R. Goshaw,

Alaskan Pioneer

Hillside Court,

CALISTOGA, February 27th, 1957.

DEAR MR. Talamay,

I left Nome last October to come to California to recover from a stroke overtaking me in July 1955 - now plan to return to Nome this summer when winter chills and snow have vanished for the year. I was first connected with road construction in Alaska as a soldier on duty guarding supplies on Valdez-Fairbanks trail in 1903. - in 1906, I was in Nome, and assisted in collecting money from miners and merchants to build the first road out of Nome to the third beach line - road still is known as the "Bessie Road". This road was constructed under direction of <sup>the</sup> THEN Captain, Richardson. The present highway from Valdez to Fairbanks is known as the Richardson Highway - also named in memory of General Dick Richardson is Fort Richardson at Anchorage, Alaska. - roads should also be constructed from the present Alaska Highway to Wrangell in the first division of Alaska on the coast - also improvements of territorially partially constructed roads in the Ketchikan, Juneau and Cordova areas all cities located on coast - but actually the road construction which I believe and suggest to you should have priority in your ALASKA road construction plans is the extension of the ALASKA HIGHWAY from FAIRBANKS TO NOME, AND OUT OF NOME TO TELLER are needed to open coal and copper locations as well as new gold placer fields. I hope and pray that you will give ALASKA your priority considerations.

yours respectfully and sincerely,

*George R. Goshaw*

on the wall above my cot as I type are personally autographed photographs of the President - his secretary of state, John Foster Dulles and General Albert Gruenther - I happened to serve under Colonel Eisenhower at Gettysburg, 1917/18

(Alaska) Prin Hwy 15

22-50

February 26, 1957

Hon. Waino E. Hendrickson  
Acting Governor of Alaska  
Juneau, Alaska

Through Mr. A. F. Ghiglione  
Acting Regional Engineer

Dear Governor Hendrickson:

We approve, effective this date, Routes 11, 21, 31, 35, 37, 42, 46, 52, 61, 62, 71, 95, 97 comprising the Federal-aid primary highway system for the Territory of Alaska, designated in accordance with the provisions of Section 107 of the Federal-Aid Highway Act of 1956.

The routes are approved as described in the enclosed tabulation forwarded with your letter of February 21, 1957. This approval establishes a Federal-aid primary highway system for the Territory of Alaska of total length 1,959.1 miles.

Sincerely yours,

F. C. TURNER

F. C. TURNER  
Acting Federal Highway Administrator

Enclosure

AXMarilley:nh

cc - Files

Mr. Ghiglione (2)

Mr. Williams

Mr. Siegle

2-27-57

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2601

BUREAU OF PUBLIC ROADS

Alaska Primary Hwy 16  
Alaska Sec Hwy 16



May 5, 1959

Mr. C. W. Enfield

S. K. Booth

~~S. K. BOOTH~~

Oral inquiry from Senator Ernest Gruening's office (Mrs. Simpson) concerning the present exclusion of air, water, and other nonhighway routes in determining the apportionment factor for Federal-aid primary and secondary funds for Alaska

The following is submitted in connection with Mrs. Simpson's conversation with you yesterday on the above subject with particular reference to the reasons why the Bureau does not include the mileage of air star routes in Alaska in computing Alaska's apportionment of Federal-aid primary and secondary funds.

Under section 104 (b), paragraphs (1) and (2), title 23, "the mileage of rural delivery routes and star routes," as shown by a certificate furnished annually by the Postmaster General, is one of the three factors used in determining the apportionment formula for Federal-aid primary and secondary funds. Such phrase first appeared in our Federal-aid legislation in section 21 of the Federal Highway Act of 1921 with reference to apportionment of the then authorized Federal-aid funds. Under date of November 13, 1950, Mr. L. E. Boykin addressed a memorandum to Mr. C. D. Curtiss, copy attached, which expressly ruled that the term "star routes" applied only to ground routes, and does not include any air star routes.

Section 1 of the Federal-Aid Road Act of 1916 first authorized Federal aid for the construction of rural post roads, and section 2 of that Act defined the term "rural post roads" as relating to certain public roads over which the United States mails now are or may hereafter be transported. Similar language appeared in section 5 of the Post Office Appropriation Act of February 28, 1919 (40 Stat. 1200). While the Federal Highway Act of 1921 expressly provided for the construction of rural post roads, section 2 of that Act defined the term "highway" as the basis for eligibility for Federal aid.

It would seem unequivocally clear that Congress intended the term "star routes" as being limited to highway ground routes, since at the time of enactment of the 1921 Act, star routes were ground routes only. Furthermore, air and other nonhighway routes do not bear any relationship to highways for which the Federal-aid funds were authorized. Throughout the years, the Bureau has consistently excluded air and water routes in the application of the mileage factor.

From the standpoint of the legislation and administrative operations of the postal service, the following is submitted: The postal service legislation contains no definition of the term "star route," but merely refers to star routes in connection with mail service carried under contract as contrasted to service handled by regular civil service employees. It is informally understood that

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the term "star routes" as first used in the postal service legislation (39 U.S.C. 434) related to ground routes only. The word "star" has no special significance and, apparently, is a carryover of ancient usage of an asterisk which was administratively used in the postal service to indicate highway routes used for delivering the mail by contract. This is borne out by Webster's dictionary which contains the following definition:

Star route. U. S. Postal Service. Any route, usually in a thinly populated region, other than railroad, steamboat, and rural-service routes, over which mail is carried under contract;--so called from the star, or asterisk, used to designate these routes in postal publications.

It was not until about 1938 that "air star routes" came into the picture (39 U.S.C. 470) to provide for carrying the mail by aircraft under contract for certain inaccessible land routes. While star route service now includes both air and land transportation, it is understood that the Post Office Department usually makes a distinction between star route service for highway transportation and air star route service. Section 520 of the Postal Manual (not published in the Federal Register) makes express reference to star route service for highway transportation, and section 532 of said Manual makes express reference to air star route service. These sections define such services as those established under contract. Mr. Adam Wenchel of the General Counsel's office of the Post Office Department (Code 177, Ext. 794), who confirmed the above, indicated that whenever references were made to star routes of the Post Office Department for reporting purposes, it was the practice of that Department to indicate whether such routes included air star routes, and that it was not customary for them to think of anything other than highway star routes unless a specific reference were made otherwise. He further indicated that water routes used for carrying the mails are not recognized by the Post Office Department as star routes and that there is a separate budgetary provision for water routes. Rural delivery routes are used for carrying the mail in rural areas by civil service employees with fixed salaries, as contracted to star routes where the service is by contract.

In view of the foregoing, it would appear that a specific amendment to our Federal-aid legislation would be required in order to include air, water, or any other type of nonhighway mileage for use in the apportionment formula with respect to primary and secondary funds for Alaska.

I had an extended telephone conversation with Mrs. Simpson this afternoon explaining the background and legal basis for the Bureau's position, at which time I expressed the view that an amendment to section 104 (b) (1) and (2) of title 23 would necessarily be required to accomplish what she has in mind. She appeared to accept the response with satisfaction and did not ask for anything further.

Attachment

SKBooth:vms

CC: Files (2) ✓

J. C. Allen (Att: Mr. Beach)

Mr. Cunningham Mr. W. J. Niemi

Mr. May Gen Counsel Chron

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BUREAU OF PUBLIC ROADS

To: Mr. C. D. Curtiss  
From: L. E. Boykin

November 13, 1950

Subject: Determination of whether total star route mileage should be used in computing apportionments of Federal aid funds, or only the mileage comprised of ground routes should be used.

Reference is made to your memoranda of September 20 and October 4, 1950 upon the above-mentioned subject.

In compliance with requests by telephone the Postmaster General has forwarded a supplemental letter dated November 6 which shows that the total star route mileage previously certified on September 26 included for Alaska 1,212 miles of air star routes, for Hawaii 54 miles of air star routes, and for Ohio 22.8 miles of air star routes.

It appears that P.L. 277, 81st Cong., approved August 30, 1949, amending the act of April 15, 1938, (39 U.S.C. 470), expressly described the routes therein authorized as "air star" routes, and it is evident the Postmaster General's letter of November 6 has reference to routes in this category. This is confirmed by a discussion of the development of this type of mail route in the annual report of the Postmaster General for 1949 at pages 7 and 35 under the caption "Air Star Routes."

The formula for apportionment of Federal aid funds as given in Section 4 of the Federal Aid Road Act and in Section 21 of the Federal Highway Act refers to "rural delivery routes and star routes in each State" and provides that the mileage of these routes shall be given "by the certificate of the Postmaster General, which he is directed to make and furnish annually \* \*."

The Act of February 28, 1919, (40 Stat. 1200) provided " \* \* the term 'rural post roads', as used in Section 2 of said Act shall be construed to mean any public road a major portion of which is now used, or can be used, or forms a connecting link not to exceed ten miles in length of any road or roads now or hereafter used for the transportation of the United States mails, excluding every street and road in a place having a population, as shown by the latest available Federal census, of two thousand five hundred or more, except that portion of any such street or road along which the houses average more than two hundred feet apart. \* \* "

Under the Federal Aid Road Act and the Federal Highway Act, as amended and supplemented, the rural roads, rural delivery routes, and star routes referred to ground routes. The later developments relating to air star routes deal with a subject matter which is not directly related to the highway system and does not seem to affect it in such a way as to require inclusion of air star routes in the total of rural delivery routes and star routes used as the basis of apportioning Federal aid highway funds.



In view of the foregoing the Federal aid highway formula relating to apportionment should be applied using only the ground routes certified by the Postmaster General under the aforesaid provisions of the said Acts.

Insofar as Alaska is concerned, it will not be included in the apportionment that may be made now, and consequently the mileage of air star routes in Alaska is immaterial. Insofar as Ohio and Hawaii are concerned, the mileage of air star routes is so limited as to be immaterial also. Aside from this, however, "air star routes" did not exist at the time that the apportionment formula was written into the statute and is so completely different from "star routes" as established and operated at the time such statute was enacted that in my judgment "air star routes," even though now authorized by the Postal statute, cannot be regarded as falling within the purview of the term "star route" as used in the Federal-aid road legislation. Furthermore, "air star routes" move through the air instead of over the highways. Such routes, therefore, bear no direct relation to highways and consequently should not be included as coming within the formula for apportioning funds provided by Congress to aid the States in highway construction.

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