

Mr. E. H. Holmes

2

March 6, 1958

it is difficult to envision any real economic need for the 400 mile road section. There is some military activity in the Galena area which could be reason for construction from Fairbanks to the Galena vicinity at some future date. The road section under discussion is not included in a Federal-aid system at the present time. //

While approval is being given to the work program for the project in the amount of \$20,000, we shall appreciate any comments you care to offer.

Attachments 2:

Memo dated Feb. 28, 58

Memo dated Jan. 31, 58

BUREAU OF PUBLIC ROADS  
 UNITED STATES GOVERNMENT

# Office Memorandum

TO : Mr. R. J. DeLaHunt, Supervising Highway Construction Engineer, Juneau      DATE: February 28, 1958

FROM : H. L. Seemann, Supervisory Highway Engineer, Juneau

SUBJECT: Highway to Nome Preliminary Survey Cost Estimate

As requested, the following guesstimate of costs for the proposed Highway to Nome Survey is herein submitted:

Salaries:

1 Highway Engineer GS-11, 6 months at \$732.81	=	\$ 4396.86
1 Highway Engineer GS-9, 6 months at \$651.04	=	3906.24

Expenses:

Per Diem - 2 at \$15.00 for 3 months each	=	2700.00
Coast & Geodetic Maps	=	100.00
Purchase Hi-Level Aerial Photo Coverage, 5000 at \$0.50/each	=	2500.00
Local Air Reconnaissance, Plane Rental, 60 hours at \$40.00/hour	=	2400.00
<u>Airline Transportation Costs:</u>		
Fairbanks - 10 Round Trips at \$95.40/each	=	954.00
Anchorage - 12 Round Trips at \$92.00/each	=	1104.00
Nome - 10 Round Trips at \$174.60/each	=	1746.00
Valdez - 2 round Trips at \$86.00/each	=	172.00

TOTAL                      \$19,979.10

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. B. D. Stewart, Jr., Supervising Highway Construction and Maintenance Engineer

DATE: January 31, 1958

FROM : R. J. DeLaHunt, Supervising Highway Construction Engineer

SUBJECT: Request for HPS 1 1/2 percent funds, for engineering and economic survey and engineering study of a proposed highway to Nome

It is requested that \$20,000 be set up to finance the necessary work involved in making a preliminary survey and engineering study of the above referenced project. The main purpose of this study and the survey is to project a route for a proposed highway connecting our existing primary system with the Seward Peninsula and Nome. Our present thinking is that this money will be utilized in getting together all available information which would assist us in projecting the correct highway location. This will include interviewing individuals and other organizations for such information as they may have. We know that a railroad reconnaissance and partial ground survey has been run on a possible location. A full coverage of the several proposed routes will be obtained from existing aerial photographs. These photographs will be studied and, very possibly, an additional flight either for low level photographs or for reconnaissance purposes will be undertaken.

In general, the money will be utilized as necessary to obtain the information desired.

Salaries

1 engt - months @  
1 - - - - -

Expenses

Per diem - months @

Airplane charter

22-40

March 20, 1958

Air Mail

Miss Ethel M. Browning  
Box 114  
Kasilof, Alaska

Dear Miss Browning:

Your letter of February 2 to the President concerning the need for a highway on the Kenai Peninsula along Cook Inlet to Anchorage has been referred to the Bureau of Public Roads.

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.

From the information given in your letter, we are unable to identify the particular road in which you are interested, especially since you speak of crossing Inik Arm which is on the opposite side of Cook Inlet from the Kenai Peninsula and to the north of Anchorage. Therefore we do not know whether the road in which you are interested is a part of the designated Federal-aid highway system.

Kasilof is connected by road with the Sterling Highway extending northward from Homer to Colketna and then eastward to a connection with the Seward-Anchorage Highway, and we do not understand whether you consider that these highways are in need of improvement or that an additional highway should be built.

We are sending a copy of your letter to our division engineer at Juneau, who has charge of all Federal-aid highway construction in Alaska. In case you should desire to write to him about your problem his address is:

E. H. Swick, Regional Engineer  
Bureau of Public Roads  
P. O. Box 1961  
Juneau, Alaska

Sincerely yours,  
**M. B. CHRISTENSEN**

M. B. Christensen, Chief  
Construction and Maintenance Division  
Office of Engineering

AKMerilley:MBC:lmc  
cc: Files 2

E. H. Swick 2 /  
Mr. Christensen  
Mr. C. E. Mannerow /  
Mr. G. M. Williams /

3/21/58

Box 114

Kasilof, Alaska

Feb. 2, 1958

To the President of the United States  
Dear President Eisenhower,

As a citizen of the U.S.  
and now a resident of Alaska  
I'd like to send a message to  
you.

There are hundreds of  
families who are homesteading  
on the Kenai Peninsula  
where oil was recently found  
by the Prudhoe Oil Co. and  
we would like you to  
tell your engineers that we'd  
like better roads here.

We have to trail over a  
treacherous, ice & snow  
covered mountain, in order  
to shop, or get a sick one  
to a doctor, when a man

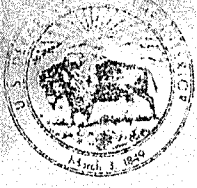
closer, and safer road can  
be built along Cooke Inlet  
and across King Arm to  
Anchorage. There is already  
a good road part way, so  
why not continue it on.

Why not spend some of  
that good old U.S. currency  
on us, who are on the last  
frontier.

We're paying taxes, too, you  
know, but we aren't getting  
much benefit from them.

Charity begins at home,  
but we don't want charity,  
but just what we're paying  
for.

Kindest regards  
Ethel M. Browning



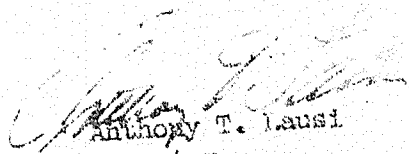
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
OFFICE OF TERRITORIES  
Washington 25, D. C.

Mr. Bertram D. Tallamy  
Federal Highway Administrator  
Bureau of Public Roads  
General Services Building  
Washington 25, D. C.

Dear Mr. Tallamy:

Enclosed with a copy of my acknowledgment is a letter from Miss Ethel M. Browning, Kasilof, Alaska. Miss Browning wrote to the President concerning a need for roads on the Kenai Peninsula. Your consideration of Miss Browning's request will be greatly appreciated.

Sincerely yours,

  
Anthony T. Lausi  
Director

Enclosures

23-10

APR 3 0 1958

The Cordova Chamber of Commerce

Cordova, Alaska

Gentlemen:

The President has requested that I reply to your telegram of April 9, 1958, relating to the Federal-Aid Highway Act of 1958 and requesting that Alaska's share of the additional funds authorized to be appropriated therein be considered an out-and-out grant, the total amount to be committed for the completion of the Copper River Highway.

As you know, the President signed the Federal-Aid Highway Act of 1958 on April 16. Any appropriation of funds specifically for the Copper River Highway would necessarily require special legislation and would constitute an exception to the general authorization of funds as provided by Congress.

You are no doubt aware that there is presently under construction a 10.5 mile section of the Copper River Highway from the forest boundary northward. The total estimated cost of the project is about \$630,000, financed from Federal-aid secondary funds. In addition a 4 mile section from Cordova to the airport, estimated to cost \$500,000, is programmed for construction with forest highway funds.

Your interest in legislation involving the authorization of funds for highway construction in Alaska is appreciated. Your particular interest in the Copper River Highway is understood.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

MKNicholson:SKB:EEE :nk  
Control R (4/29/58)  
cc - Files (2)  
Federal Hwy. Projs. Div.  
Mr. B. D. Tallamy  
CC Unit - Room 6015

Mr. George H. Becker, Jr.  
General Counsel  
Chron. File  
Mr. Royster - Room 6019



THE WHITE HOUSE OFFICE  
**ROUTE SLIP**  
(To Remain With Correspondence)

TO Secretary of Commerce  
Attn: Mr. George Becker

PROMPT HANDLING IS ESSENTIAL.  
WHEN DRAFT REPLY IS REQUESTED  
THE BASIC CORRESPONDENCE MUST  
BE RETURNED. IF ANY DELAY IN  
SUBMISSION OF DRAFT REPLY IS  
ENCOUNTERED, PLEASE TELEPHONE  
OFFICE OF THE STAFF SECRETARY.

Date April 11, 1958

**FROM THE STAFF SECRETARY**

**ACTION:**

Comment \_\_\_\_\_  
Draft reply \_\_\_\_\_  
For direct reply  \_\_\_\_\_  
For your information \_\_\_\_\_  
For necessary action \_\_\_\_\_  
For appropriate handling \_\_\_\_\_  
See below \_\_\_\_\_

Remarks: \_\_\_\_\_

gpo 16-71204-1

APR 11 1958 14 PM 12 32

By direction of the President:

DEPARTMENT OF COMMERCE  
STAFF SECRETARY'S  
OFFICE UNIT

A. J. GOODPASTER  
Staff Secretary

VWA041 DL PD

TDAN CORDOVA ALASKA APR 9 310A

THE PRESIDENT

THE WHITE HOUSE

IF YOU HAVE NOT SIGNED THE HIGHWAY EMERGENCY ACT WOULD YOU BEFORE  
DOING SO CONSIDER ALASKAS SHARE APPROXIMATELY SIX MILLION DOLLARS  
BEING AN OUT AND OUT GRANT WITH NO FEDERAL AID PROCESSING FORMULA  
AND TOTAL AMOUNT EARMARKED TO BE EXTENDED TOWARDS THE COMPLETION  
OF THE COPPER RIVER HIGHWAY. CONSIDERED FOR YEARS AS ALASKA  
HIGHEST PRIORITY HIGHWAY. THIS PROJECT WAS ENDORSED BY

CONGRESS IN 1951 FOR COMPLETION IN FIVE YEARS. WE ARE NOW THREE YEARS OVERDUE WITH A LITTLE OVER HALF COMPLETED. ALLOCATING THESE FUNDS TO THIS PROJECT WILL OPEN A RICH RESOURCE AREA. WILL BOLSTER ECONOMY OF CORDOVAS 3000 PEOPLE 1000 PERCENT. WILL GIVE THEM A HIGHWAY CONNECTION. WILL GIVE EMPLOYMENT TO APPROXIMATELY 300 PEOPLE FOR AT LEAST A TWO YEAR PERIOD WHICH IS SO DESIROUS HERE. WE REFER YOU TO CONGRESSMAN BEN F JENSEN WHO IS HIGH IN YOUR ESTEEM. HE PERSONALLY CHAMPIONED THIS HIGHWAY BEING INSTRUMENTAL IN THE ALLOCATION OF MILLIONS OF DOLLARS OF THE PRESENT CONSTRUCTED SECTION. HOPING YOU WILL CONSIDER THIS REQUEST