

**RESOLUTION**

For the immediate completion and paving of the Sterling-Hwyway between Homer and Soldotna.

Be the undersigned Merchants and Peoples served by said Hwyway do hereby petition and demand that our Senators and Congressmen do take immediate and necessary action to expedite this matter.

Marionna S Williams  
L. G. Flecknerstein

George B. Pollard  
Harvey Fields

Evelyn Simon  
Joseph E. Hechel  
Bertha Schueler

Wayne Frost  
Verna K. Harms

Ray Mannering  
Barbara L. O'Hourke

Thomas J. O'Rourke  
Elwin W. Ness

Norman O. Williams  
Vilma L. Shelly

Charles Smith  
Gene L. Bush  
Richard Edelman

Kasilof Alaska  
Kasilof Alaska  
Kasilof, Alaska  
Kasilof, Alaska

Kasilof  
" "  
Kasilof "

Kasilof Alaska  
Kasilof

"  
Kasilof

Kasilof Alaska  
Kasilof Alaska  
Kasilof Alaska  
Kasilof Alaska

Kasilof Alaska  
Kasilof Alaska

T. Bertha C. Hatten, Kasilof Alaska

Mrs Charles Smith  
David L. Mc Lane  
Phyllis Roeborn Family

PETITION

For the immediate completion and paving of the Sterling Hyway between Homer and Soldotna.

We the undersigned Merchants and Peoples served by said Hyway do hereby Petition and Demand that our Senators and Congressmen do take immediate and necessary action to expedite this matter.

James A McDowell	Homer
Mario L McDowell	Homer
Robert D. Stewart	Homer
Mr. Douglas	Homer
Ed. Baldwin	Anchorage
DeMarcus Baldwin	Anchorage
Hayden Heath	Homer, Alaska
Harold L Berry	Fort Greely, Alaska
Frank W. Mann	Cheyenne Wyo
M. A. Mann	" " "
H. J. York	Burley Idaho
Charles R Roberts	Homer Alaska
Betty C. Ferguson	Homer Alaska
Mr & Mrs. Josef Schrif	Anchorage
Mr & Mrs Tom Mc Coy	Prudhoe, Alaska
Alza E. King	Homer, Alaska

Florence M Lent  
Betty Southam  
Betty Lee Platt

Anchor Point  
Anchor Point.  
Anchor Point

LIBRARY OF CONGRESS  
OCT 8 1920

PETITION

For the immediate completion and paving of the Sterling-Hyway between Homer and Soldotna.

We the undersigned Merchants and Peoples served by said Hyway do hereby petition and demand that our senators and congressmen do take immediate and necessary action to expedite this matter.

Walter Jackinsky	Wailchik Alaska
Harold Billups	Homer, Alaska
Harold Lent	Homer, Alaska
Del Darr	Homer -
Harry LeCandern	Homer -
E. A. Martin	Homer, Alaska
E. R. Engel	Homer, Alaska
David Perry	Homer Alaska
Edna McGuire	Homer, Alaska
R. Marshall	Homer Alaska
Bertha A. Nelson	Homer, Alaska
Barbara Anderson	Homer, Alaska
Helen D. Cox	Homer, Alaska
<del>Homer, Alaska</del>	Homer, Alaska
M. J. Brown	Homer Alaska
Edwin Fisher	Homer, Alaska
Helen Park	Homer, Alaska
Beverly Jones	Homer, Alaska
Dorothy Edlund	Homer, Alaska

James C. Atwood  
James B. Shattsworth  
Ruth Newton  
Chet Rull  
George Bonin  
Ray Rochon  
Emil R. Bartolowitz  
Ray LaFreniere  
Geraldine Bice

Clam Gulch  
Clam Gulch  
Clam Gulch  
Cohoe  
Kasilof  
Kasilof  
Clam Gulch  
Clam Gulch  
Clam Gulch

LES BANK  
OCT 8 1933

OCT 12 1933  
RECEIVED

PETITION

For the immediate completion and paving of the Sterling Hyway between Homer and Soldotna.

We the undersigned Merchants and Peoples served by said Hyway do hereby Petition and Demand that our Senators and Congressmen do take immediate and necessary action to expedite this matter.

Francis L. Osman  
Clam Gulch

Clam Gulch Alaska

Clam Gulch Store  
by Per Osman

Clam Gulch Alaska

Martin A. Emelowski

Clam Gulch

Dolores Bonin

Kasilof, Alaska

Beverly Christensen

Homer Alaska

Island Matson

Nimilchik, Alaska

Lawrence Matson

" " "

M. A. Reed

Clam Gulch

Mel Jackson

Clam Gulch

A. F. Fawcett

Clam Gulch

Wm. Steik

Clam Gulch

Leonard A. Keener

Clam Gulch

Jim Brown

Anchorage - Homer

Ester Enck

Clam Gulch, Alaska

Richard D. McLaughlin

" " "

Lloyd C. McLaughlin

Clam Gulch Alaska

Marian J. Hostetter

Nimilchik, Alaska

Lana Hendricks

Clam Gulch Alaska

Reginald Hendricks

Clam Gulch Alaska

PETITION

For the immediate completion and paving of the Sterling Hyway between Homer and Soldotna.

We the undersigned Merchants and peoples served by said Hyway do hereby Petition and Demand that our Senators and Congressmen do take immediate and necessary action to expedite this matter.

Vern Mutch	Ancho Pt
Bernadino Mutch	" "
William J. Bates	Homer
Sarah Bates	Homer
Mabel Grwell	"
Bena Bellamy	"
Alice Bellamy	"
Hannie Woodman	"
Homer S. Thompson	"
Beryl Dighill	Homer
Vicky Bentman	"
Ruth Newman	"
Karl Boier	"
Gealt S. Lee	Homer
Robert Norman	Homer
Geo. W. Beard	"
Maris H. Croshie	Homer
Brother Enger 18	Soldotna

Billy Mack Cassel  
Mildred McClain  
Clifford Ramsey  
A. Williams  
Frank Tommaso  
Edward A. Fleming  
Howard F. Wickelbom  
Allen A. Weitz  
Earl H. Beuthie

Keaysi, 17/12/59  
Kinai  
Anchorage  
Saldotua  
Anchorage  
Saldotua  
Howard  
Hornier  
College

1959  
OCT 8 1959



0000000 9. 100  
 800 100  
 2000000 0.0  
 010000  
 J. H. Thomack  
 2500000  
 0000000  
 0000000  
 0000000

**PETITION**

For the immediate completion and paving of the Sterling Hyway between Homer and Soldotna.

We the undersigned Merchants and Peoples served by said Hyway do hereby Petition and Demand that our Senators and Congressman do take immediate and necessary action to expedite this matter.

1. A. H. Thomack Clam Gulch Lodge - Clam Gulch
2. Laird Kimball Bldg. # 19 apt. 388 Richardson Vista Anchorage, Alaska
3. Dorothy E. Kimball apt. 388 Richardson Vista Anchorage, Alaska
4. Gloria A. York 329 - 5 - Ave Anchorage, Alaska
5. J. M. Chambers 1012 Via Regales, Palms Verde Estates, Calif
6. Beatrice Chambers Palms Verde Estates, Calif
7. W. D. Bishop Nimitchik Alaska
8. Simon Osbeloff Nimitchik, Alaska
9. James M. Beck Nimitchik, Alaska
10. Richard A. Thomack Clam Gulch, Alaska
11. Laurel Thomack Clam Gulch, Alaska
12. William J. Thomack Clam Gulch, Alaska
13. Christine Thomack Clam Gulch, Alaska
14. Ernest Bue Clam Gulch, Alaska
15. Paul Jacob 16 Benislar Falls, N.Y.

W. P. BRELAND  
BOYD  
ANCHORAGE

Albert Kearney  
P.O. Box 1338

PETITION

For the immediate completion and paving of the Sterling Hwy between Homer and Golofsky. We the undersigned Merchants and people served by said Hwy do hereby Petition and Demand that our Senators and Congressman do take immediate and necessary action to expedite this matter.

Paul Richards Clam Gulch, Alaska

Mrs. Mrs W F Suga Cape Bar, Alaska

Ann McMillan Bar, Alaska

Harry W. Wilson 910 E. 1st Anchorage Alaska

Jack Taylor Anchorage, Alaska

W. C. Hansen

Edward G. ...

Ray Robinson Anchorage, Alaska

Bill Wilson Anchorage, Alaska

Samuel J. ...

M. L. Peely Kenai, Alaska

Arnold Thomas Anchorage, Alaska

...

...

...

...

...

...

...

Petition

For the immediate completion and paving of the Sterling Hyway between Homer and Soldotna, 12

We the undersigned Merchants and peoples served by said Hyway do hereby Petition and Demand that our Senators and Congressmen do take immediate and necessary action to expedite this matter.

Wm Harrington  
Fred Hatfield

Anchor Point  
Homer

Paul W. Egan  
Ed Templeton

" 200  
" 333  
" 100

Ralph E. Cooper  
Cecil Dippi  
H. D. Van Sly

Anchor Point

L. Swindell

Kenai  
Anchor Point

George Howard  
John Adlung

Anchor Point  
Anchor Point

Ing. Clendenen  
L. W. Anderson

Anchor Point  
"

H. Anderson  
W. M. Butman

Anchorage  
Homer

L. H. G. G. G.  
Richard W. Elm Jr.

Anchorage  
Anchor Point

Arthur J. Peterson  
J. P. U. C. 18

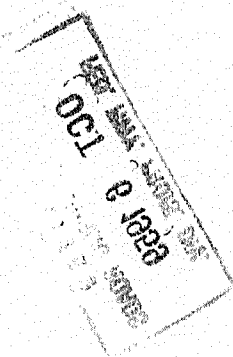
Anchorage

PETITION

For the immediate completion and paving of the Sterling-Hyway between Homer and Soldotna.

We the undersigned Merchants and Peoples served by said Hyway do hereby Petition and Demand that our Senators and Congressmen do take immediate and necessary action to expedite this matter.

James H. Sellers	→ Kasilof
Charlie A. Fellers	''
Tom W. Schulz	''
George E. Ryden	''
B. E. Watts	''
Walter E. Pollard	''



PETITION

For the immediate completion and paving of the Sterling-Hyway between Homer and Soldotna.

We the undersigned Merchants and Peoples served by said Hyway do hereby Petition and Demand that our Senators and Congressmen do take immediate and necessary action to expedite this matter.

Wagner Bros. Hotel View Cabaret & Cafe Niniitchik

Mike Krasnikoff Box 53 Niniitchik, Alaska

Jack Krasnikoff

Hugh Boyd

Marion I. Heber

Harry Leman

Edna E. Walker

Harold Hutton

Clara Hutton

Harry Steink

Joy Irons

Billy Latta

Arthur E. Coyle

Ruby S. Coyle

Ernest D. Finnan

Donald E. Freyberg

Elwin J. Roffen

Leoyth. Eucken

Dorothy R

Niniitchik

Niniitchik

Niniitchik

Niniitchik

Niniitchik

Niniitchik

Niniitchik

Kenai Alaska

Kenai Alaska

Niniitchik

Niniitchik

Niniitchik

Niniitchik

RECEIVED  
OCT 1 1922  
DIA  
MONTGOMERY

Jody Jones

Aurora School  
Alaska OR Base School  
APO 942, Seattle Wash.

Richard W. Wanda

3040 Seward Street Box 334  
APO 942 Seattle, Wash.

Samuel Woollock

Box 869 Palmer Alaska

Mrs. Isabelle Woollock

Box 869 Palmer Alaska

Frank C. Lough

1805 Sunrise Drive, Anchorage

Myrtle B. Lough

1805 " " "

RECEIVED  
OCT 13 1953  
OFFICE OF THE DIRECTOR  
GENERAL INVESTIGATIVE  
DIVISION  
U. S. DEPARTMENT OF JUSTICE

RECEIVED  
OCT 13 1953  
OFFICE OF THE DIRECTOR  
GENERAL INVESTIGATIVE  
DIVISION  
U. S. DEPARTMENT OF JUSTICE

6

Alaska 7 H

OCT 9 1959

23-10

Honorable Ernest Gruening  
United States Senate  
Washington, D. C.

Dear Senator Gruening:

This supplements our September 3 reply to your letter of August 28, 1959, relative to the construction of a loop road on the Sterling Highway from Homer via Fox River through a pass to Cohee.

We are now in receipt of a detailed report from our regional office in Juneau. A study has been made of possible routes in this area which have been plotted on a USGS map of the area, a copy of which is enclosed.

A description of each proposed route, together with cost estimates based on a Class "A" secondary road with a 28' subgrade width covered with pit-run gravel surfacing is presented as follows:

#### ABC Route

Based on information presently available, the most practical location appears to be that which is indicated on the map, in red, as Sections A, B, and C. This location begins at the end of the existing "East End Road" (FAS 414) some 10 miles N.E. of Homer and about 2 miles from Kachemak Bay, approximately parallels the Bay, the Fox River and Tustumena Lake and ends in a junction with the Sterling Highway about 2 miles south of the Cohee Road junction. The length required for construction is approximately 52½ miles. The cost of this construction is estimated at \$4,000,000.

#### Tustumena Lake Alternate Route ADG

An alternate to the location of Section B to provide a route along the shoreline of Tustumena Lake for about half its length is shown on the map, in blue, as Section D. With this location, the

length of the entire route ADC is approximately 66 miles. The cost of constructing this route is estimated at \$5,100,000.

#### Fox River Route

The suggested route via Fox River, approximately paralleling the North shore of Kachessak Bay, then along the Fox River to Tutimane lake, then along the lake shore and joining the Sterling Highway to a point about 2 miles south of Coho Road junction would be very difficult, expensive and perhaps not feasible to construct. Steep silt bluffs and high tides along the Bay, numerous bridge crossings and a long narrow canyon with sheer bluffs to the waters edge in the Fox River Valley make this location undesirable. The construction length of this route would be approximately 68 miles. It is roughly estimated that a highway in this location would cost \$11,000,000 to construct.

#### Fox River Spur Route

A spur road from Section A to the lower end of the Fox River Valley is shown on the map in green. Its length is about  $5\frac{1}{2}$  miles and while it would probably have maximum gradients, it is believed to be the best approach to Fox River Valley. Its construction cost would be approximately \$500,000.

The following reveals a comparison of the estimated length and cost of the most practical routes described above:

#### ADC Route including Fox River Spur

Hamor to Coho = 75.75 miles  
Construction distance = 97.75 miles  
Construction Costs = \$4,500,000

#### ADC Route including Fox River Spur

Hamor to Coho = 89.75 miles  
Construction distance = 71.25 miles  
Construction Cost = \$5,600,000



The State Department of Public Works has been furnished with copies of this correspondence and the maps showing the preliminary routes. That department may wish to consider this road in its planning studies for extension of the Federal-aid Highway System in Alaska.

We trust that the above information provides an adequate reply to your request. However, if additional information is desired please so advise.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

Enclosure

CA Lewis:nk  
Re: Control PR-4913 (10/8/59)  
cc - Files (2) ✓  
Federal Hwy. Projs. Div.  
Mr. W. J. Miemi  
Mr. B. D. Tallamy  
Mr. E. L. Armstrong  
CC Unit  
Mr. Royster

10-9-59

Cleared Through  
Administrator's Correspondence Unit

*23-10* Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner for Operations, Washington 25, D. C. DATE: September 30, 1959  
23-10

FROM : Wm. J. Niemi, Regional Engineer  
10-00 Juneau, Alaska

SUBJECT: Congressional Correspondence

Your memorandum of September 3, 1959, transmitted a copy of a letter from Senator Ernest Gruening dated August 28, 1959, pertaining to a loop road to the Sterling Highway from Homer via Fox River to Cohoe.

A study has been made and possible routes have been plotted on USGS maps of the area which are being mailed under separate cover. A description of the proposed route follows, together with cost estimates based on a Class "A" secondary road with a 28' sub-grade width covered with pit-run gravel surfacing.

ABC Route

What appears to be the best possible route is shown on the marked map in red as Sections A, B and C. This location begins at the end of the existing "East End Road" (FAS 414) approximately 10 miles N.E. of Homer and about 2 miles from Kachemak Bay, parallels the Bay, the Fox River and Tustemena Lake and ends in a junction with the Sterling Highway about two miles south of the Cohoe Road junction.

The approximate length required for construction is 52-1/2 miles. It is estimated that it would cost \$4,000,000 to build.

Tustemena Lake Alternate Route ADC

A possible improvement from the A, B, C location is noted as an alternate on the plans with a blue line. It would include Section A, the alternate Section D and Section C. This alternate route skirts the shoreline of Tustemena Lake for about half its length and is approximately 66 miles long. It is estimated that it would cost \$5,100,000 to construct.

Fox River Route

The suggested route via Fox River, skirting the North shore of Kachemak Bay, thence, along the Fox River to Tustemena Lake, then skirting the lake shore and joining the Sterling Highway to a point about 2 miles south of the Cohoe Road junction would be very difficult, expensive and possibly impractical to build. Steep silt bluffs and high tides along the Bay, numerous bridge crossings and a long

September 30, 1959

narrow canyon with sheer bluffs to the waters edge in the Fox River Valley make this location undesirable. The construction length of this route would be approximately 68 miles and a guesstimate of the construction cost for this route is \$11,000,000.

Fox River Spur Route

A spur road from Section A to the lower end of the Fox River Valley is shown on the map in green. Its length is about 5-1/4 miles and while it would probably have maximum gradients, it is believed to be the best approach to Fox River Valley. Its construction cost would be approximately \$500,000.

The following is a summary of the two best routes:

ABC Route including Fox River Spur

Homer to Coho = 75.75 miles  
Construction distance = 57.75 miles  
Construction Costs = \$4,500,000.00

ADC Route including Fox River Spur

Homer to Coho = 89.75 miles  
Construction distance = 71.25 miles  
Construction Costs = \$5,600,000.00

We are furnishing the State Department of Public Works with copies of this correspondence and the maps showing the preliminary routes. They may wish to consider this road in their planning studies for extension of the Federal-aid Highway System in Alaska.

cc: Mr. Downing w/map  
To accompany maps ✓

BUREAU OF PUBLIC ROADS

Mr. W. J. Niemi, Regional Engineer  
Juneau, Alaska

September 3, 1959

ERIC E. ERHART

Paul F. Royster, Assistant Commissioner  
Washington 25, D. C.

23-10

Attached is a copy of a letter from Senator Gruening which is self-explanatory. You will note that we have advised the Senator (copy of our letter also enclosed) that we are asking you for a report on the proposed loop road near Homer and that he will be further informed upon receipt of your reply.

Please let us have the information requested by Senator Gruening at your earliest convenience.

Attachments (2)

*EEV*  
EEErhart:nk  
cc - Files (2)  
Federal Hwy.Projs.Div.  
Mr. Royster - Room 814

*9/3/59/mh.*

23-30

OCT 9 1959

Honorable Ernest Gruening  
United States Senate  
Washington, D. C.

Dear Senator Gruening:

This supplements our September 3 reply to your letter of August 28, 1959, relative to the construction of a loop road on the Sterling Highway from Homer via Fox River through a pass to Coho.

We are now in receipt of a detailed report from our regional office in Juneau. A study has been made of possible routes in this area which have been plotted on a USGS map of the area, a copy of which is enclosed.

A description of each proposed route, together with cost estimates based on a Class "A" secondary road with a 28' subgrade width covered with pit-run gravel surfacing is presented as follows:

ABC Route

Based on information presently available, the most practical location appears to be that which is indicated on the map, in red, as Sections A, B, and C. This location begins at the end of the existing "East End Road" (FAS 414) some 10 miles N.E. of Homer and about 2 miles from Kachemak Bay, approximately parallels the Bay, the Fox River and Tustumena Lake and ends in a junction with the Sterling Highway about 2 miles south of the Coho Road junction. The length required for construction is approximately 52½ miles. The cost of this construction is estimated at \$4,000,000.

Tustumena Lake Alternate Route ABC

An alternate to the location of Section B to provide a route along the shoreline of Tustumena Lake for about half its length is shown on the map, in blue, as Section B. With this location, the

1950  
1951  
1952  
1953  
1954  
1955  
1956  
1957  
1958  
1959  
1960  
1961  
1962  
1963  
1964  
1965  
1966  
1967  
1968  
1969  
1970

length of the entire route AEC is approximately 68 miles. The cost of constructing this route is estimated at \$5,100,000.

Fox River Route

The suggested route via Fox River, approximately paralleling the North shore of Mochamuk Bay, then along the Fox River to Rustumans Lake, then along the lake shore and joining the Sterling Highway to a point about 2 miles south of Cohen Road junction would be very difficult, expensive and perhaps not feasible to construct. Steep silt bluffs and high tides along the Bay, numerous bridge crossings and a long narrow canyon with sheer bluffs to the waters edge in the Fox River Valley make this location undesirable. The construction length of this route would be approximately 68 miles. It is roughly estimated that a highway in this location would cost \$11,000,000 to construct.

Fox River Spur Route

A spur road from Section A to the lower end of the Fox River Valley is shown on the map in green. Its length is about  $5\frac{1}{2}$  miles and while it would probably have maximum gradients, it is believed to be the best approach to Fox River Valley. Its construction cost would be approximately \$500,000.

The following reveals a comparison of the estimated length and cost of the most practical routes described above:

AEC Route including Fox River Spur

Boxer to Cohen = 75.75 miles  
Construction distance = 57.75 miles  
Construction Costs = \$4,600,000

AEC Route including Fox River Spur

Boxer to Cohen = 69.75 miles  
Construction distance = 71.25 miles  
Construction Cost = \$5,600,000

- 3 -

The State Department of Public Works has been furnished with copies of this correspondence and the maps showing the preliminary routes. That department may wish to consider this road in its planning studies for extension of the Federal-aid Highway System in Alaska.

We trust that the above information provides an adequate reply to your request. However, if additional information is desired please so advise.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

Enclosure

CALewis:nk  
Re: Control PR-4913 (10/8/59)  
cc - Files (2)  
Federal Hwy.Projs.Div. ✓  
Mr. W. J. Miemi  
Mr. B. D. Talley  
Mr. E. L. Armstrong  
CC Unit  
Mr. Royster

Cleared through  
Administrator's Correspondence Unit

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner for DATE: September 30, 1959  
23-10 Operations, Washington 25, D. C.

FROM : Wm. J. Niemi, Regional Engineer *WJN*  
10-00 Juneau, Alaska

SUBJECT: Congressional Correspondence

Your memorandum of September 3, 1959, transmitted a copy of a letter from Senator Ernest Gruening dated August 28, 1959, pertaining to a loop road to the Sterling Highway from Homer via Fox River to Cohoe.

A study has been made and possible routes have been plotted on USGS maps of the area which are being mailed under separate cover. A description of the proposed route follows, together with cost estimates based on a Class "A" secondary road with a 28' sub-grade width covered with pit-run gravel surfacing.

ABC Route

What appears to be the best possible route is shown on the marked map in red as Sections A, B and C. This location begins at the end of the existing "East End Road" (FAS 414) approximately 10 miles N.E. of Homer and about 2 miles from Kachemak Bay, parallels the Bay, the Fox River and Tustemena Lake and ends in a junction with the Sterling Highway about two miles south of the Cohoe Road junction.

The approximate length required for construction is 52-1/2 miles. It is estimated that it would cost \$4,000,000 to build.

Tustemena Lake Alternate Route ADC

A possible improvement from the A, B, C location is noted as an alternate on the plans with a blue line. It would include Section A, the alternate Section D and Section C. This alternate route skirts the shoreline of Tustemena Lake for about half its length and is approximately 66 miles long. It is estimated that it would cost \$5,100,000 to construct.

Fox River Route

The suggested route via Fox River, skirting the North shore of Kachemak Bay, thence, along the Fox River to Tustemena Lake, then skirting the lake shore and joining the Sterling Highway to a point about 2 miles south of the Cohoe Road junction would be very difficult, expensive and possibly impractical to build. Steep silt bluffs and high tides along the Bay, numerous bridge crossings and a long



Mr. Paul F. Royster

2

September 30, 1959

narrow canyon with sheer bluffs to the waters edge in the Fox River Valley make this location undesirable. The construction length of this route would be approximately 68 miles and a guesstimate of the construction cost for this route is \$11,000,000.

Fox River Spur Route

A spur road from Section A to the lower end of the Fox River Valley is shown on the map in green. Its length is about 5-1/4 miles and while it would probably have maximum gradients, it is believed to be the best approach to Fox River Valley. Its construction cost would be approximately \$500,000.

The following is a summary of the two best routes:

ABC Route including Fox River Spur

Homer to Coho = 75.75 miles  
Construction distance = 57.75 miles  
Construction Costs = \$4,500,000.00

ADC Route including Fox River Spur

Homer to Coho = 89.75 miles  
Construction distance = 71.25 miles  
Construction Costs = \$5,600,000.00

We are furnishing the State Department of Public Works with copies of this correspondence and the maps showing the preliminary routes. They may wish to consider this road in their planning studies for extension of the Federal-aid Highway System in Alaska.

23-10

SEP 9 1959

Honorable Ernest Gruening  
United States Senate  
Washington, D. C.

Dear Senator Gruening:

I wish to acknowledge receipt of your letter of August 28 in which you advised of a proposal made by your constituents on the Kenai Peninsula, Alaska, for a loop road on the Sterling Highway from Homer to Coho.

We have asked our regional engineer in Juneau for the information you requested on the proposed road and upon receipt of his report we will again communicate with you.

Sincerely yours,

Paul F. Royster  
Assistant to the  
Federal Highway Administrator

EEErhart:nk

Control No. PR-4913 (9/3/59)

cc - Files (2)

Federal Hwy. Projs. Div. ✓

Mr. W. J. Niemi (2-cc)

Mr. B. D. Tallamy

Mr. E. L. Armstrong

CC Unit - Room 810

Mr. Royster - Room 814

Cleared Through  
Administrator's Correspondence Unit

100-20

...RAY, MONT., CHAIRMAN  
 ...N. MEX. HENRY DWORSHAK, IDAHO  
 ...WASH. THOMAS H. KUCHEL, CALIF.  
 ...HONEY, WYO. BARRY GOLDWATER, ARIZ.  
 ...NEV. GORDON ALLOTT, COLO.  
 ...NEUBERGER, OREG. THOS. E. MARTIN, IOWA  
 ...CARROLL, COLO.  
 ...CHURCH, IDAHO  
 ...ERNEST GRUENING, ALASKA  
 ...FRANK E. MOSS, UTAH  
 RICHARD L. CALLAGHAN, STAFF DIRECTOR

**United States Senate**  
 COMMITTEE ON  
 INTERIOR AND INSULAR AFFAIRS

August 28, 1959

Mr. Paul F. Royster  
 Assistant Commissioner-in-Charge  
 Office of Operations  
 Bureau of Public Roads  
 Washington 25, D. C.

Dear Mr. Royster:

It has been proposed to me by constituents living on the  
 Kenai Peninsula at Alaska that it would be highly desirable to  
 provide a loop on the Sterling Highway from Homer via Fox River  
 through a pass to Coho.

I would appreciate an estimate from the Bureau on what  
 it would cost to construct such a road together with any comments  
 you care to make about this proposal.

With best wishes, I remain

Cordially yours,

  
 ERNEST GRUENING

DR 4913

816  
Operations  
Alaska - gud  
call main files for Mansfield's  
incoming -  
EEE

Honorable Mike Mansfield  
United States Senate  
Washington 25, D. C.

Dear Senator Mansfield:

I have received your letter of October 1 with which you enclosed copy of the letter to me from Mr. E. S. Soursolas and copy of the letter to him from the Minister of Highways, Edmonton, Alberta. I am pleased to send you a copy of my reply to Mr. Soursolas. Enclosed herewith are the enclosures which you sent with your letter.

With best wishes, I am

Sincerely yours,

*F. Frederick Mueller*  
Secretary of Canada

Enclosures - 3

Bureau of Public Roads  
cc: Signer's Copy  
Under Secretary for Transportation  
BPR Files  
Courtesy Copy

Transmitted  
October 4 45137 (10/6/59)

OCT 7 1959  
RECEIVED  
BUREAU OF PUBLIC ROADS

Cleared through  
Minister's Correspondence Unit