

10-23
(June 1941)

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
F. D. ROOSEVELT NATIONAL PARK WAY

FILE NO. 0-38

ROOSEVELT PARKWAY

FRANKLIN D. ROOSEVELT PARKWAY

IMPORTANT

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NEWTON B. DRURY,

Director.

COPY

THE WHITE HOUSE
WASHINGTON

December 19, 1939.

My dear Winslow:-

I was interested in reading in The Star, while at Hyde Park over the weekend, that you had pointed out the need of constructing suitable East-West roads in Dutchess County to serve as outlets to the Parkway. In this connection I should much like to have a talk with you in regard to the need of providing access to the new Library-Museum at Hyde Park.

It is estimated that over 100,000 visitors will visit the Library the first year -- beginning in the Summer of 1941 when the exhibits will, we hope, be in place.

I have in mind several possible routes for a highway from Washington Hollow or just south of it, to either East Park and Hyde Park or to a connection with the Post Road just south of the Library. I take it that a road of this kind should follow existing roads as much as possible, but if you will look at the map you will see that there is virtually no existing East-West road from Washington Hollow to the Hyde Park line, unless you go north as far as Salt Point. However, once you reach the Hyde Park line the existing road to East Park and Hyde Park village is available, and at a point from one to two miles south existing roads could be used for half the distance.

I enclose some rough pencil marks on an old map which will give you some idea for further checking. The Library is at the lower left marked "L".

I hope to be at Hyde Park the end of January and perhaps you would run up and see me at that time.

Always sincerely,

s/ FRANKLIN D. ROOSEVELT

Hon. Paul T. Winslow, Executive Secretary,
Taconic State Park Commission,
Poughkeepsie,
New York.

(enclosure)

UNITED STATES

Department of the Interior

National Park Service

Washington

September 20, 1940.

MEMORANDUM for the Files:

Field report on a suggested parkway location in the general vicinity of Hyde Park, New York.

This will serve to record that on September 17, 1940, the undersigned (in company with officials of the New York State Conservation Commission) inspected a suggested parkway location described generally as follows:

1. Length - approximately 9 miles.
2. Location - Connecting U.S. Highway #9 with Section #6 (projected) of the Eastern State Parkway.
3. Eastern Terminus - On U.S. Highway #9 opposite the Franklin D. Roosevelt Library.
4. Western Terminus - On a hilltop northeast of Pleasant Valley at which point it would connect with Section #6 of the Eastern State Parkway when constructed.
5. Construction Standards - Same standards as are applicable to the Eastern State Parkway---on a 400 foot right-of-way.
6. Estimated Cost- Construction: Approximately 1,000,000. This estimate based on present day average mile cost of State Parkway construction of \$100,000 to \$125,000 per mile.
Right of Way: Estimated \$50,000.

On September 17, 1940, the undersigned met Mr. Paul Winslow, Executive Secretary of the Taconic State Park Commission, and Mr. Ted Bowman, Landscape Architect, also of this Commission, at Poughkeepsie, New York, for the purpose of inspecting a proposed parkway location tentatively selected by Mr. Franklin D. Roosevelt.

During this inspection it developed that the suggestion for such a parkway location had originated with Mr. Roosevelt. Mr. Bowman had with him a U.S.G.S. sheet of Dutchess County to which had been added.

in crayon a line location with the notation 2/2/40 F.D.R. This line location recorded the suggestions of Mr. Roosevelt which if followed would begin at its western terminus at a location on U. S. Route #9 just south of the town of Hyde Park and for all practical purposes, opposite the area occupied by the Franklin D. Roosevelt Library.

Beginning at this Western terminus (which actually would be a connection with U. S. Rout #9) the parkway location as suggested leads generally eastward for a distance of 9 miles, more or less, to a point where a connection would be made with section #6 of the Eastern State Parkway (when and if Section 6 is constructed).

The first four (4) miles (western portion) of this location would cross lands owned by Mr. Roosevelt and it was suggested by Mr. Winslow that it might be arranged to have the necessary right-of-way for this 4 mile portion dedicated free of cost.

One of the requirements indicated by Mr. Roosevelt was to the effect that any parkway located on his properties should be located so as to avoid a hilltop site which he has selected to develop for his own use at some future time.

The topography on which the parkway in question might be constructed is such that the main ridges of the hills run generally north and south. This means that a parkway running East and west would have to be carefully located if unnecessary scars on the countryside were to be avoided. This condition applies more particularly to the eastern portion of the location where the hills are quite pronounced and definite in their formations.

It was explained that land values for that portion of a right-of-way which would have to be purchased may vary from \$50 to \$200 per acre. Assuming that four (4) miles of the required nine (9) miles of right-of-way may be dedicated by Mr. Roosevelt, it is estimated that \$50,000 may be required to cover the cost of this item. Only one (1) major drainage structure would be required in the nine (9) mile length as tentatively located. Second growth timber of mixed varieties covers the suggested location for the major portion of its length.

The location suggested by Mr. Roosevelt seems reasonable, both as to line and grade, but should be developed further to eliminate one or two hilltop crossings. Otherwise the location seems quite reasonable and well chosen.

Insofar as could be determined at the time of inspection, the State of New York has not included the cost of constructing either Section #6 of the Eastern State Parkway, or the cost of a spur parkway, discussed in this memorandum, in their forthcoming budget for such items.

From the viewpoint of the National Park Service, it is believed that a spur parkway connecting U. S. Route #9 and the Eastern State Parkway following generally the route selected by Mr. Roosevelt would prove beneficial to the recently acquired Vanderbilt National Historic Site and to the Roosevelt Library. Such a parkway would undoubtedly handle a large amount of shuttle traffic between U.S. Route #9 and the Eastern State Parkway if the proposal is carried forward to develop a parkway along lines herein briefly outlined, it would seem reasonable to suggest that Section #9 of the Eastern State Parkway and the spur parkway in question should be planned and constructed simultaneously as one operation.

While some consideration has been given to developing a national parkway connecting Boston and the Green Mountain Area with other regions along the Central Atlantic Seaboard, it is questionable if the spur parkway herein considered would constitute a link in any such National Parkway as it may eventually be developed.

It is believed that officials of the State of New York are inclined to consider this parkway proposal as a State rather than a Federal problem. This is an assumption only with which I would agree.

Studies for any National Parkway that may eventually be built in the vicinity of Bughkeepsie or Hyde Park are preliminary only, and should not be subject to too much control or influence by a short section of parkway such as might be the case if the National Park Service were to assume responsibility for a short section such as has been suggested.

The construction, maintenance and administration of a project of this nature connecting a Federal Highway and a State Parkway would offer complications that would hardly compensate for the duplication of two authorities.

H.R. 9573 might possibly be considered as authority for such a project under Federal sponsorship, but it would seem best insofar as circumstances are understood that at least its planning, maintenance and supervision be delegated to the State of New York, if the present suggestion is carried forward to completion.

H. T. Thompson (Stamp)

Chief, Landscape Division.

HTT:mrt

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

September 26, 1940

Mr. James F. Evans,
Director of State Parks,
Albany, New York.

Dear Mr. Evans:

This is in reply to your letter of August 20 to Mr. Wirth, regarding the suggested parkway connecting U. S. Highway No. 9 with Section 6 of the Eastern State Parkway. It would in reality also connect the Vanderbilt Estate and the Roosevelt Library with the Eastern State Parkway.

Mr. Harry Thompson of our Branch of Plans and Design visited the area on September 17 with Mr. Paul Winslow, Executive Secretary, and Mr. Ted Bowman, Landscape Architect, for the Taconic State Park Commission. It was the opinion of Mr. Thompson from the information on hand that the location of the parkway as indicated on the detailed map in the hands of Mr. Bowman seemed to be a reasonable and logical one. There is some question in our minds, however, as to whether it should be considered as a national parkway or a part of the Eastern State Parkway. At the present time we do not feel that we should give further consideration to the possibility of its inclusion in the immediate program of the National Park Service. Attached is copy of Mr. Thompson's report on his trip.

I enjoyed very much the opportunity of having a conference with you while you were in Washington. Mr. Wirth has spoken many times of the fine assistance you have given us in our work and we appreciate it very much.

Best wishes.

Sincerely yours,

/s/ A. E. DEMARAY

A. E. Demaray,
Acting Director.

Enclosure 2118792

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Excerpt from Minutes of New York State
Council of Parks Meeting held on August 9, 1945

FRANKLIN D. ROOSEVELT PARKWAY:

Mr. Winslow reported that it has been proposed to the Taconic State Park Commission that a parkway be constructed from the Taconic State Parkway to The Franklin D. Roosevelt Library and National Shrine and the Vanderbilt Mansion National Historic Site near Hyde Park in Dutchess County, a distance of about 10 miles, to be known as the Franklin D. Roosevelt Parkway. Mr. Winslow stated that such a parkway would make more readily accessible to the public these national monuments and would also provide better access to the Ogden Mills and Ruth Livingston Mills Memorial State Park and the Margaret Lewis Norrie State Park. He further stated that the proposal had been presented to the Taconic State Park Commission which endorsed the construction of such a parkway by the Federal Government, and offered the following resolution which was unanimously adopted:

RESOLVED, that the State Council of Parks endorses the construction by the Federal Government of the proposed Franklin D. Roosevelt Parkway from the Taconic State Parkway to the Franklin D. Roosevelt Library and National Shrine and the Vanderbilt Mansion National Historic Site near Hyde Park in Dutchess County and urges that the National Park Service proceed with the preparation of plans for this parkway to be approved by the Taconic State Park Commission, and with the construction of this access to the national shrines and state parks on the Hudson, and

BE IT FURTHER RESOLVED, that the land not made available by dedication for this parkway be acquired by the State of New York and that such parkway upon completion be maintained by the State under the jurisdiction of the Taconic State Park Commission.

(Signed)ROBERT MOSES, Chairman

(Signed)EUGENE C. DONOVAN, Vice Chairman

(Signed)JAMES F. EVANS, Secretary

STATE OF NEW YORK



PAUL T. WINSLOW
EXECUTIVE SECRETARY-TREASURER
THEODORE BOWMAN
GENERAL SUPERINTENDENT AND
LANDSCAPE ARCHITECT

COMMISSIONERS
FRANCIS W. MASTERS, CHAIRMAN
HOWLAND S. DAVIS, VICE-CHAIRMAN
VANDERBILT WEBB, SECRETARY

EVANS WARD
CHARLES J. F. DECKER
WILBERT A. DEAN

CONSERVATION DEPARTMENT

DIVISION OF PARKS

TACONIC STATE PARK COMMISSION

WARING MIKETT
ADMINISTRATIVE ASSISTANT
OCT 10 1945
OFFICE
THE SECRETARY

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

OCT 15 1945
PREPARE DRAFT
OF REPLY

TELEPHONE: STAATSBURG 281

October 11, 1945

STAATSBURG, DUTCHESS CO., N. Y.

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER

OCT 15 1945

NATIONAL
PARK SERVICE

The Honorable Harold L. Ickes
Secretary of the Interior
Washington 25, D.C.

My dear Mr. Secretary:

Pursuant to the action of this Commission and the New York State Council of Parks I am sending you this letter to bring to your attention a proposal that was made several years ago by the late President Franklin D. Roosevelt concerning the construction of a connecting parkway between the Taconic State Parkway and Hyde Park, N.Y.

Attached is a copy of a letter which I received from the President dated December 19, 1939. Early in 1940 the President and I discussed this matter and at his request I submitted the proposition to Arthur W. Brandt, who was at that time Superintendent of Public Works, State of New York. Later, the National Park Service made a preliminary report, with respect to this same subject, which was submitted to the President.

On November 18, 1941 in a letter addressed to James S. Bixby, District Engineer, New York State Department of Public Works, Poughkeepsie, N.Y., the President wrote:

"I hope you are giving study to what we talked about -- the building of a spur parkway from the neighborhood of Washington Hollow to the vicinity of Hyde Park. I am saying very little about it but I hope that the Rogers' place can eventually become an experimental demonstration place for suburban housing, gardening, etc., largely for the benefit and teaching of New York City prospective home owners. If the Rogers' place were owned by the Government, it would save on right of way to have the parkway from Washington Hollow come to the Post Road through the Rogers' place, where, incidentally, there are not many engineering difficulties. In such an event, there would be my place, the Library, the Rogers' place,

the Vanderbilt place, and further up, the Mills' place, as objects of attraction."

I have been informed that the title to the Rogers' property is now in the R.F.C. For the last three years the Rogers' lands have been occupied by a battalion of the 240th Military Police assigned to guard duty around the Roosevelt lands.

It seems to this Commission, and to the State Council of Parks, that there is even more justification for the construction of the proposed connecting parkway now than there was five years ago. This may be the time to revive interest in the construction of this project.

The proposed project would be designed and constructed as a genuine parkway, over right of way with a minimum width of 400 feet. The parkway to be restricted and landscaped and to include two separate, opposed traffic, hard-surfaced paved ways each designed for safe, uninterrupted traffic flow moving in one direction and for the exclusive use of pleasure vehicles.

The proposed section to be constructed would be approximately 10 miles with at least four major separation structures and several sizable culverts. An approximate estimate of the construction cost, based upon a divided parkway with a median strip and two 24 foot driveways, is \$2,500,000. not including engineers fees and supervision of construction and exclusive of land costs. The acquisition of lands for right of way would probably cost \$75,000 and the cost of preparing contract plans and specifications about \$100,000.

What do you think of submitting the construction of the proposed parkway as a postwar project; Federal funds to be provided for the preparation of plans and construction and New York State funds for the acquisition of land and for future maintenance and operation?

Attached is a copy of an excerpt from minutes of the New York State Council of Parks meeting held on August 9, 1945.

Also attached is a U.S.G.S. sheet on which two possible parkway routes, as selected by President Roosevelt, are indicated in red. We have considered a route located partly between the two lines on the U.S.G.S. sheet as a basis for cost estimates.

Yours sincerely,



Executive Secretary-Treasurer.

att-3

State of New York
Conservation Department
Division of Parks
Taconic State Park Commission

October 11, 1945

Staatsburg, Dutchess Co., N.Y.

Mr. A.E. Demaray
Associate Director
National Park Service
Department of the Interior
Washington, D.C.

Dear Mr. Demaray:

It was good to see you when you called here last Monday.

For your information, I attach a copy of my letter, to Secretary Ickes, concerning the proposed parkway which you and I discussed. I am also attaching a copy of your letter to Mr. James F. Evans, Director of State Parks, Albany, N.Y., dated September 26, 1940 and a copy of a report made by H.T. Thompson, Chief, Landscape Division, National Park Service, dated September 20, 1940, both referring to this same subject.

Possibly the construction of the proposed parkway could be undertaken pursuant to the provisions of Section 10 of the Federal Aid Highway Act of 1944, (Public Law 521 of the 78th Congress).

Sincerely yours,

(SGD.) Paul T. Winslow

Executive Secretary-Treasurer.

att-3
C-Mr. James F. Evans

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PERRY B. DURYEA
COMMISSIONER
J. VICTOR SKIFF
DEPUTY COMMISSIONER
JAMES J. MAHONEY
SECRETARY

STATE OF NEW YORK



DIVISION OF PARKS
JAMES F. EVANS, DIRECTOR OF STATE PARKS
THOMAS C. MAXWELL, ASSISTANT DIRECTOR



CONSERVATION DEPARTMENT
ARCADE BUILDING
ALBANY 7

OCT 22 1945

Mr. Drury
10/22/45
Mr. Drury
Pl. see me
Johnson

October 19, 1945

Mr. Newton B. Drury, Director
National Park Service
Chicago, 54 Ill.

Re: Franklin D. Roosevelt Parkway

Dear Newton:

I am attaching copy of a letter written by Paul Winslow to Secretary Ickes, also a letter from President Roosevelt to Winslow back in 1939. I am also attaching excerpts from the minutes of the State Council of Parks.

We have had this parkway in mind for some time and I am sending you this correspondence merely to keep you fully informed of what is going on.

The Secretary will no doubt follow it and it will unquestionably come to your attention. I would like to have your off-the-record reaction to the scheme.

Yours very truly,

James F. Evans
James F. Evans
Director of State Parks

JFE:MH

11/1'

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON 25, D.C.

October 19, 1945

Mr. Paul T. Winslow,
Executive Secretary-Treasurer,
Conservation Department,
Division of Parks,
Staatsburg,
Dutchess County, N. Y.

Dear Mr. Winslow:

It was thoughtful of you to write to me as you did on October 11 and to send to me a copy of your letter of that date to Secretary Ickes concerning the proposed parkway connection between the Taconic State Parkway and Hyde Park, New York, which we discussed on October 8 in Staatsburg.

I understand that Secretary Ickes is acknowledging your letter to him and advising you that he is referring it to Director Newton B. Drury of this Service, whose offices are temporarily located in Chicago, for consideration and report. I am sure that, as soon as Mr. Drury can do so, he will submit a report concerning your proposal to Secretary Ickes so that a further reply can be made to your letter.

Copies of your letter to me are also being sent to Mr. Drury so that he can consider the suggestion contained in the last paragraph regarding the possibility of constructing the proposed parkway under the provisions of Section 10 of the Federal Aid Highway Act of 1940.

With very best regards.

Sincerely yours,

(SGD) A. E. DEMARAY

A. E. Demaray,
Associate Director.

H.T:s

cc: Director's Office, w/c of Mr. Winslow's let. of Oct. 11/45 to Secretary Ickes; President Roosevelt's let. of December 19/1939, to Mr. Winslow; Excerpt from minutes of New York State Council of Parks meeting held on August 9, 1945 and Resolution; Mr. Demaray's let. of Sept. 26/1940 to Mr. James F. Evans and Mr. Thompson's memo of Sept. 20, 1940 .

PRS 954

THE SECRETARY OF THE INTERIOR
WASHINGTON 25, D.C.

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cc: Director'd Office in Chicago.
Washington Liaison Office.

OCT 23 1945

My dear Mr. Winslow:

I have received your letter of October 11, and its enclosures, with regard to a proposal made several years ago by the late President Franklin D. Roosevelt that a connecting parkway be constructed between the Taconic State Parkway and Hyde Park, New York.

The parkways now being constructed by the Federal Government are being planned and built by the National Park Service of this Department in collaboration with the Public Roads Administration. I am, therefore, requesting Director Newton B. Drury of that Service to study the proposal outlined in your letter and its enclosures and to furnish me with a report of his findings. As soon as his report is received, I shall communicate with you again.

Sincerely yours,

Hon. Paul T. Winslow,
Executive Secretary-Treasurer,
Taconic State Park Commission,
Staatsburg, Dutchess Co., New York.

((Sgd.)) HAROLD L. ICKES
Secretary of the Interior.

NOV 1 - 1945
CHIEF CLERK'S OFFICE

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON 25, D.C.

NOV 2 1945
11/11
11/5
11/14
12/26
October 29, 1945.

MEMORANDUM for the Director.

There are enclosed copies of correspondence, together with enclosures, between Hon. Paul T. Winslow, Executive Secretary-Treasurer, Taconic State Park Commission, and Secretary Ickes.

Friday afternoon I discussed this project with Mr. Hilts, Chief of Design, Public Roads Administration, who is acting as Deputy Commissioner during Commissioner MacDonald's absence. He and I agreed that it would not be possible to undertake this project under Section 10(b) of the amendment to the Federal Highway Act as it authorizes parkways connecting only with national parks and national monuments. Furthermore, this section contemplates the right-of-way of parkways to be deeded to the United States and the future maintenance of the parkway to be accomplished under appropriations made to the National Park Service.

Mr. Hilts agreed that, if the State Highway Commission would initiate a project to have this spur parkway placed on the State 7% Federal-Aid system, the United States could participate in the acquisition of the right-of-way up to 30% of the cost and in the cost of construction up to 50%. Mr. Hilts advised me that the State of New York had some 790 miles of undesignated 7% highways and that the project would be eligible as a Federal-Aid project as it would connect Federal-Aid Highway U. S. 9. He also suggested that the "take off" of the spur road might be planned where the proposed Taconic State Parkway overpassed Federal-Aid Highway U. S. 44, as shown on the attached topographic map. This would make the "take off" about a mile south of the line suggested by the late President. He also said that, from the Public Roads standpoint, there would be no objection to the State Highway Commission and the Taconic State Park Commission entering into an agreement whereby the State Park Commission would agree to maintain this spur as a part of the parkway system.

While Mr. MacDonald is out of the city Mr. Hilts felt sure that the Public Roads Administration would make no objection if the State Highway Commission initiated this project as part of the State 7% Federal-Aid system. It seems to me that this is the only manner in which this project could be undertaken with Federal-Aid funds.

F. E. Summary
Associate Director.

Enclosure 48.

In quadruplicate

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NOV 13 1945

Name	Date
Drury	11-13
Winslow	11-14
Burney	12-26

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DEPARTMENT OF THE INTERIOR RECEIVED

NOV 13 1945

OFFICE OF THE ASSISTANT CHIEF CLERK

PARKS

DRURY

FOR REPLY TO MRS ROOSEVELT SECTY DESIRES FURTHER REPLY
 PAUL T WINSLOW, TACONIC STATE PARK COMMISSION, RE SPUR PARKWAY TO
 HYDE PARK. REFER SECTY'S INITIAL REPLY WINSLOW OCT 23 MY MEMO OCT
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DEMARAY

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
CHICAGO, ILLINOIS

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ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE

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NY 630

November 14, 1945.

Mr. James F. Evans,
Director of State Parks,
Conservation Department,
Arcade Building,
Albany 7, New York.

My dear Mr. Evans:

I appreciate your thoughtfulness in forwarding to me with your letter of October 19, copies of correspondence regarding the proposed Franklin D. Roosevelt Parkway between the Taconic State Parkway and Hyde Park, New York.

From the data available here, the proposed project could qualify as a state parkway or highway but not as a national parkway. To attempt to justify an allocation of funds for its construction as a national parkway would open the door to many other proposals of a local or state character.

So far as Federal participation is concerned, I understand that the project is eligible as a part of the Federal-Aid Highway system of the State of New York. If it is, the United States, through the Public Roads Administration, could participate in up to one-third of the cost of right-of-way acquisition and 50% of the cost of construction on the basis that the project connects with Federal-Aid Highway U. S. Route 9.

Sincerely yours,

(SGD) NEWTON B. DRURY

Newton B. Drury,
Director.

DCB:HT:lp
cc: Mr. Demaray ✓
Mr. Vint. ✓



THE SECRETARY OF THE INTERIOR
WASHINGTON

TO SECRETARY
NOV 15 1945
FOR SIGNATURE

Boyer
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Wilson
Winn
Shanklin

My dear Mr. Winslow:

As promised in my letter of October 23, I now have some further information concerning the proposed Franklin D. Roosevelt Parkway connecting the Taconic State Parkway and Hyde Park, New York.

While this proposed parkway seems desirable as a means of access from the Taconic State Parkway to U. S. Route 9 and Hyde Park, it would not qualify as a national parkway. It could be constructed, however, as a state parkway or highway. As such, it would not be eligible for an allocation of Federal funds appropriated with the authority contained in Section 10(b) of the Federal-Aid Highway Act of 1944, a copy of which is attached.

I believe that the project might meet the requirements of the provisions of the above-mentioned act relative to the Federal-Aid Highway system under which the United States participates with the States in up to one-third of the cost of right-of-way acquisition and up to 50% of the cost of construction. I suggest that you discuss this with the New York State Highway Commission and Public Roads Administration officials.

Sincerely yours,

Secretary of the Interior.

Hon. Paul F. Winslow,
Executive Secretary-Treasurer,
Taconic State Park Commission,
Staatsburg, Dutchess Co., New York.

Enclosure 353.

cc: Mr. Demaray. (2) (by NPS)
Mr. MacDonald, PRA. (by NPS)
Mr. Vint. (by NPS)

INTERIOR DEPT.
SECRETARY'S
MAIL CENTER
NOV 19 1945
TO SOLICITOR

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NOV 19 1945
TO SOLICITOR

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OFFICE OF
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THE SECRETARY OF THE INTERIOR

WASHINGTON 25, D.C.

NOV 21 1945

My dear Mrs. Roosevelt:

In further reference to your letter of November 6, and concerning the possible employment of Mrs. Charles Hamlin by the National Park Service at the Hyde Park and Vanderbilt estates, I am informed that the only position that Superintendent Palmer could offer her is that of Historical Aid, which is classified under Civil Service regulations as sub-professional, the entrance salary being \$1704 per annum. Superintendent Palmer informed me that Mrs. Hamlin has not yet called on him.

Regarding the proposed connecting parkway from Hyde Park to the Taconic State Parkway north of Poughkeepsie, Mr. Winslow of the Taconic State Park Commission has written to me of this proposal. I have referred the matter to Director Drury of the National Park Service to discuss with Mr. Thom. H. MacDonald, Commissioner of the Public Roads Administration. I have not received Director Drury's report, but it is doubtful whether the National Park Service could cooperate in the construction of such a connecting parkway under its existing authorization from the Congress. It is believed that the Taconic State Park Commission and the New York State Highway Commission might cooperate to accomplish its construction by having the New York State Highway Commission initiate the project as a Federal Aid Highway. As such, the United States could participate in the acquisition of the right of way up to 30 per cent of the cost and up to 50 per cent of the cost of construction. The Taconic State Park Commission and the Highway Commission could enter into an agreement should the Park Commission desire to maintain this spur as a part of its parkway system.

As soon as I receive Director Drury's report and recommendation, I shall communicate further with Mr. Winslow.

Sincerely yours,

(SGD) HAROLD L. ICKES

Secretary of the Interior.

Mrs. Franklin D. Roosevelt,

Hyde Park, New York.

cc: Director's Office in Chicago.
Regional Director, Region One,
Washington Liaison Office.
Supt. Vanderbilt Mansion Natl. Hist. Site.

COMMISSIONERS

FRANCIS R. MASTERS CHAIRMAN
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NATIONAL
PARK SERVICE

TELEPHONE: STAATSBURG 281

STATE OF NEW YORK



WPS
NATIONAL PARK SERVICE
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DEC 3 - 1945
CONSERVATION DEPARTMENT
CHIEF CLERK'S OFFICE
DIVISION OF PARKS

TACONIC STATE PARK COMMISSION

PAUL T. WINSLOW
EXECUTIVE SECRETARY-TREASURER
THEODORE BOWMAN
GENERAL SUPERINTENDENT AND
LANDSCAPE ARCHITECT
WARING MIKELL

ADMINISTRATIVE ASSISTANT	Date
Name	

INTERIOR	
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NOV 29 1945	
STAATSBURG, DUTCHESS CO., N. Y.	
OFFICE OF	
THE SECRETARY	

November 28, 1945

Hon. Harold L. Ickes
Secretary of the Interior
Washington 25, D.C.

My dear Mr. Secretary:

Work on the continuation of the construction of the Taconic State Parkway north of the City of Poughkeepsie, in Dutchess County, has been started. Another contract will be let today and another tomorrow for the completion of a twenty mile section of this parkway. In this connection, can you inform us, at this time, if you have made a decision concerning the construction of the proposed connecting parkway between the Taconic State Parkway and Hyde Park, N.Y.

We are requesting information, at this time, in order that we may include any necessary revisions in our present contracts to provide for grade separation, if the connecting parkway is to be constructed, and also so that we may include an item for additional land acquisition money in our 1946-1947 Budget Request which is now being considered.

Sincerely yours,

Paul T. Winslow

Executive Secretary-Treasurer.

PERRY B. DURVEA
COMMISSIONER
J. VICTOR SKIFF
DEPUTY COMMISSIONER
JAMES J. MAHONEY
SECRETARY

STATE OF NEW YORK



DIVISION OF PARKS
JAMES F. EVANS, DIRECTOR OF STATE PARKS
THOMAS C. MAXWELL, ASSISTANT DIRECTOR

Drury DEC 5 1945
W. Winslow
Paul
File

NATIONAL PARK SERVICE
DEC 4-1945
CHIEF OF BUREAU

CONSERVATION DEPARTMENT
ARCADE BUILDING
ALBANY 7

3 December 1945

Newton B. Drury, Director
National Park Service
U. S. Department of the Interior
Chicago 54, Illinois

Dear Newt:

I have your letter in respect to the proposed Franklin D. Roosevelt Parkway. I doubt that it will work as a Federal-Aid Highway. As a matter of fact, there isn't enough Federal-Aid money now to go around in New York. I'm sure the only possible way to handle it is to do it under a special act. I do not entirely share your feeling that it would be impossible to justify on the ground that it would open the door to many other proposals. I think this sort of thing has to stand on its own feet, and that you would have to pass on the merits of such proposals individually. I think you can make a pretty good case for this particular project, and I think that with either Wagner or Mead handling the bill, there would be very little difficulty.

Best personal regards,

[Signature]
James F. Evans
Director of State Parks

JFE/VTC
12/17

CC: Robert Moses
Paul T. Winslow



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THE SECRETARY OF THE INTERIOR
WASHINGTON 25, D.C.

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Miss
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Drury
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Solicitor's
office
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NATIONAL PARK SERVICE
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My dear Mr. Winslow:

As promised in my letter of October 23, I now have some further information concerning the proposed Franklin D. Roosevelt Parkway connecting the Taconic State Parkway and Hyde Park, New York.

For the construction of this proposed parkway you suggest that Federal funds be utilized for the preparation of plans and construction and that New York State funds be utilized for the acquisition of land and for future maintenance and operation. Title to the land to be held, I assume, by the State of New York. While this proposed parkway seems desirable as a means of access from the Taconic State Parkway to U. S. Route 9 and Hyde Park, it would not qualify as a national parkway under existing Federal legislation. It would not come within section 10(b) of the Federal-Aid Highway Act of 1944 (act of December 20, 1944, Public Law 521, 78th Cong., 2d sess., ch. 626) (a copy of which is attached), which provides funds for the construction and maintenance of parkways "to give access to national parks and national monuments, or to become connecting sections of a national parkway plan, over lands to which title has been transferred to the United States." Nor would it come within sections 4 and 5 of the act of April 9, 1924 (43 Stat. 90), as amended by the act of January 31, 1931 (46 Stat. 1093, 16 U. S. C. sec. 8a and 8b), which authorize the designation, and expenditure of Federal funds for the construction, (as "national park approach roads"), of such roads "whose primary value is to carry national park travel and which lead across lands wholly or to the extent of 90 per centum owned by the Government of the United States and which will connect the highways within a national park with a convenient point on or leading to the Federal 7 per centum highway system." See act of March 4, 1931 (46 Stat. 1570, 16 U. S. C. sec. 6d), making this legislation also applicable to national monument approach roads. The Home of Franklin D. Roosevelt National Historic Site is neither a national park nor a national monument under the applicable legislation.

The parkway could, however, be constructed as a State parkway or highway and as such might meet the requirements of the Federal-Aid Highway Act of 1944 concerning the Federal-Aid Highway System under which the United States participates with the States up to one-third of the cost of right-of-way acquisition and up to 50 per cent of the cost of construction. I suggest that you discuss this with the New York State Highway Commission and Public Roads Administration officials.

Sincerely yours,

cc: ✓ Mr. MacDonald, Public Roads Administration

✓ Mr. Demaray *detached*
✓ Mr. Vint

(Sgd.) HAROLD L. TICKES
Secretary of the Interior.

DGB:HT:Solicitor's Office:nrs

Hon. Paul F. Winslow,
Executive Secretary-Treasurer,
Taconic State Park Commission,
Staatsburg, Dutchess Co., New York.

Enclosure 393.

Name:

Form No. 1-1027

(April 1943)

EXT:

Rm:

UNITED STATES
DEPARTMENT OF THE INTERIOR

Sent: a. m.
p. m.

TELETYPE MESSAGE

BUREAU: National Park Service. Contingent Expenses.
APPROPRIATION:

Demaray.

December 6, 1945.

SEND TO:

DATE:

Advise whether Secretary has signed proposed reply sent you November 15 to letter October 23 from Winslow, Secretary, Taconic State Park Commission, relative connecting Taconic Parkway with Hyde Park. Drury has letter from Winslow which should not be answered until after action taken on reply Winslow's letter October 23.

(SGD) HENRY A. TOLSON

Tolson.

Submit to Teletype Room in duplicate

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