

percent Federal, 25 percent State matching basis. A small percentage of highway trust fund not exceeding 10 percent should be allotted for upgrading Interstate System. On this very limited basis of extension we request approval of only a 6-mile connection in urban area of Mobile on Water Street extending from Interstate Route I-10 to I-65. This connection was inadvertently omitted from originally approved Interstate System and should have been approved from reserve mileage as requested by State and is badly needed for the presently approved system to function properly. The State and Bureau of Public Roads have both agreed that this is the No. 1 priority in the State of Alabama. We strongly recommend approval of this short connection as a part of the Interstate System at earliest possible date. If Congress should decide on a more liberal extension of the Interstate System mileage then Alabama has a number of routes which should be considered; namely, Birmingham to Mississippi State line along U.S. Route 78 toward Memphis, Tenn., 91.3 miles; U.S. No 80 from a point east of Tuskegee at I-85 to Columbus, Ga., 36.8 miles and loop connection from I-65 through Huntsville (Rocket City), 40 miles.

H. L. NELSON,
Alabama Highway Director.

ARIZONA

MAY 16, 1968.

Regarding your telegram May 15, Arizona has immediate need for 5 additional miles of interstate highway in Phoenix which we believe could be allocated out of the existing 41,000-mile designation. Arizona goes along with the AASHO recommendation that additional mileage not be added to the present 41,000 miles, but that on completion of the present Interstate System the moneys in the trust fund be allocated to the States for improvements to the ABC system. If, however, it is the desire of Congress to add considerably more mileage to the present Interstate System at this time, Arizona has extensive needs on our present ABC system which could logically be added to the Interstate System. We will be unable to appear at the hearing.

JUSTIN HERMAN,
Arizona State Highway Director.

LITTLE ROCK, ARK., May 16, 1968.

Hon. JOHN C. KLUCZYNSKI,
Member of Congress, Washington, D.C.:

Regarding telegram May 15. Should Congress elect to expand the Interstate System, Arkansas would request consideration of following as a minimum, not necessarily in order of importance:

For a route from Kansas City to New Orleans via Arkansas U.S. 71. Miles in Arkansas, 297.

For a route from Kansas City to New Orleans via Arkansas U.S. 65. Miles in Arkansas, 281.

For a route from Little Rock to St. Louis via Arkansas U.S. 67. Miles in Arkansas, 169.

More depending on the amount additional authorized.

Arkansas does not choose to testify at the hearing. Our statement will be by AASHO.

WARD GOODMAN,
Director of Highways, Arkansas State Highway Department.

CALIFORNIA

STATE OF CALIFORNIA—TRANSPORTATION AGENCY,
DEPARTMENT OF PUBLIC WORKS,
DIVISION OF HIGHWAYS,
Sacramento, May 20, 1968.

Hon. JOHN KLUCZYNSKI,
Chairman, Subcommittee on Roads of Committee on Public Works, House of Representatives, Washington, D.C.

DEAR MR. KLUCZYNSKI: This is in reply to your telegram of May 15, 1968, requesting an estimate of minimum needs for additional Interstate System mileage.