

it would be well for the Congress to spell out, insofar as possible, a uniform policy on this subject.

It has never been a major problem in our State, but there have been times when a conflict in policy between Federal agencies has caused considerable comment among our people engaged in right of way acquisition.

Insofar as extensions to the Interstate system are concerned, Colorado has one particularly vital extension which we feel is eligible under the present Interstate law, but which we have been unable to obtain designation for because of the limited undesignated mileage remaining of the presently designated 41,000 miles.

You will recall, I am sure, that in the original 40,000 mile limitation of the Interstate system, as passed by the Congress in 1956, Interstate Route 70 terminated at its junction with Interstate Route 25 in the city of Denver, and Colorado had no Interstate designation west from Denver.

In 1957 when the circumferential routes of the major Metropolitan area were designated as a part of the Interstate system, we received designation for the southeasterly and northeasterly circumferential routes around the city of Denver. However, inasmuch as we had no Interstate designation west from Denver, there was no designation made of the southwesterly and northwesterly circumferential routes.

In 1958 when the Interstate system was expanded to 41,000 miles by the Congress, Colorado did receive, together with Utah, a designation of Interstate Route 70 from Denver westerly to a connection with Interstate Route 15 in Utah. Since that time almost yearly we have made application for the northwest and southwest circumferential routes which are in accordance with the original Interstate plan.

However, we have been advised from time to time by the Bureau of Public Roads that there was insufficient mileage to grant these circumferential connections in the southwest and northwest quadrants of the Denver Metropolitan area.

This mileage is 46+ miles and we feel it is most essential if we are to fully complete the Interstate system in the Denver Metropolitan area.

If it is the intention of the Congress to make substantial additions to the Interstate System, Colorado has one segment which we feel is not only important to the states of Colorado and Kansas, but also can readily qualify as a part of the National system.

This would be the designation of an Interstate route following generally along the route of present U.S. 50 from Wichita, Kansas to the Colorado state line near Holly, Colorado and then extending westerly along the general route of present designated U.S. 50 to a junction with Interstate Route 70 in Grand Junction, Colorado near the western edge of our state. The total length of this route in Colorado will be approximately 438 miles.

I am almost certain that the state of Kansas will also be making a similar request for that portion lying within the state of Kansas, if substantial additional mileage is added to the Interstate system.

As I am sure you are aware, AASHO is not recommending any increase in the present Interstate system until the existing mileage is completed, and I feel that this probably is a pretty sound position, but I also realize the problem which the Congress is confronted with in relation to this subject.

It has not been my intention to appear before your Committee to testify during the hearings. However, you may rest assured that I will be most willing to provide your committee with any information you may request.

With very best personal wishes, I remain,

Sincerely yours,

CHAS. E. SHUMATE, *Chief Engineer.*

DELAWARE

STATE OF DELAWARE,
STATE HIGHWAY DEPARTMENT,
Dover, Del., May 17, 1968.

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

DEAR MR. KLUCZYNSKI: This is in reply to your telegram of 15 June 1968 requesting information on Delaware's need for additional Interstate mileage and approximate locations.