

As an Officer of the AASHO and after having participated in the vote formulating AASHO policy for a continuing highway program, I feel duty bound to concur with that policy. As you know it recommends no additional mileage to the presently authorized Interstate System although it recommends that 5% of the highway funds be made available for upgrading the presently authorized 41,000 miles.

If, however, the Congress determines to increase interstate mileage the following would be Delaware's minimum mileage and locations.

	<i>Miles</i>
U.S. 202—Route 141—Wilmington area-----	17.5
U.S. 13—Md-Dl. Line to Wilmington area-----	85.8
Total -----	103.3

Our Department does not desire to testify at the hearings.

Yours very truly

ERNEST A. DAVIDSON, *Director.*

FLORIDA

MAY 16, 1968.

Re telegram minimum needs for additional interstate mileage in Florida are: from Tampa to Fort Myers to Miami, 268 miles; from Miami to Homstead, 28 miles; and Florida's portion of a route from Montgomery, Ala., to I-10 in vicinity of Marianna, 16 miles. Request for these 312 miles of additions were made in 1956 and are still on file with the Bureau of Public Roads. I do not wish to testify during the hearings.

JAY W. BROWN,

Commissioner, Florida State Road Department.

GEORGIA

MAY 17, 1968.

Reference to your wire of May 15, 1968, requesting information on proposed Federal-aid highway legislation, Georgia has definite present and future need for over 10,000 miles of multilane freeways in addition to our 1,100 miles of the Interstate System. These additional facilities are documented in Georgia's comprehensive highways needs study. We are strongly in favor of legislation enabling us to construct such highways following completion of the present Interstate System as additions to that system where appropriate and as primary freeways similar in design. If more immediate legislation is to be considered, then Georgia will be ready to initiate justification and be able to document its support of the following high-priority segments of freeways as additions to the current Interstate System. Our suggested priorities are in order as numbered.

1. Alabama line at Columbus to I-16 southeast of Macon 85 miles.
2. Projected Federal-aid primary, Route F-056 through Atlanta from I-75 southeast of Atlanta near Stockbridge to junction with I-285 north of Atlanta, exclusive of 4 miles common with I-75—20 miles.
3. From I-75 at Tifton northeast via vicinity of McRae, Dublin, Swainsboro, Louisville and to a junction with I-20 at Augusta—168 miles.
4. From the Florida line, north of Tallahassee, via Thomasville and Moultrie to a junction with I-75 at Tifton—64 miles.
5. From Columbus at a junction with No. 1 above, via Dawson and Albany, to I-75 at Tifton—125 miles.

These proposals total approximately 462 miles within Georgia. As we now see the situation there is no desire on our part to testify at the scheduled hearings.

JIM L. GILLIS, Sr.,

Director, State Highway Department of Georgia.

IDAHO

HON. JOHN. C. KLUCZYNSKI.

Congressman from Illinois, Chairman, Subcommittee on Roads, U.S. House of Representatives, Washington, D.C.:

Minimum estimate Idaho needs for additional interstate mileage is 658 miles. Locations are as follows: