

With regard to the relocation of persons and businesses displaced by urban highway construction, we would hope that an arrangement could be devised whereby monies which are available for urban re-development from other sources than the Highway Trust Fund could be provided and coordinated with the use of Trust Fund monies for that portion of the cost which may be determined to be patently a road-user responsibility.

I must advise that my commitments would not permit me to testify at the upcoming hearings, but I wish to express my sincere appreciation of this opportunity to reply concerning the matters mentioned in your telegram.

Very truly yours,

L. G. BOLES.,
State Highway Engineer.

NEW YORK

May 20, 1968.

REPRESENTATIVE JOHN C. KLUCZYNSKI,
House of Representatives:

If Congress sees fit to increase interstate highway mileage limitation, New York State's request for interstate designations and their mileage in New York State would include North Country Expressway from Interstate 81 north of Watertown to Interstate 87 north of Plattsburgh and thence to Interstate 89 in Vermont, 150 miles; Southern Tier Expressway from Interstate 90 at Erie, Pa., to Suffern (Interstate 287) N425 miles; Route 219 from Buffalo to connect with Pittsburgh area or to Interstate 76 south of Johnstown-Altoona. As Pennsylvania may desire 70 miles, adjustments to the system in the New York City area of approximately 20 miles, Binghamton to Interstate 878 in Albany-Schenectady-Troy area, 150 miles; and, if the other States involved concur, thence to Portland, Maine, via Vermont and New Hampshire, 35 miles. Prior commitments preclude my appearance at May 23 hearings.

J. BURCH McMORRAN, *Commissioner.*

NORTH CAROLINA

STATE OF NORTH CAROLINA,
STATE HIGHWAY COMMISSION,
Raleigh, N.C., June 5, 1968.

HON. JOHN C. KLUCZYNSKI,
Chairman, House Subcommittee on Roads,
House Office Building,
Washington, D.C.

DEAR CONGRESSMAN KLUCZYNSKI: I am writing in reference to your telegram of May 15, 1968, to the North Carolina State Highway Commission which advised the House Subcommittee on Roads will hold hearings on the Administration's Proposed 1968 Federal-aid Highway Legislation and related matters and which requested a "minimum" estimate of North Carolina's need for additional Interstate mileage and approximate locations.

Unfortunately, there is not a clear-cut answer to this inquiry. There is a great need in North Carolina for more highway facilities of the type and character of the Interstate System. The presently established Interstate System of Highways does not adequately tie together and meet the demands generated by the many regions of our State and of the surrounding States. North Carolina received only 770 miles of the presently designated Interstate System which is substantially less than the mileage allocated to other States with similar characteristics. (For example: Tennessee—1,051 miles; Virginia—1,061 miles; Georgia—1,106 miles; Florida—1,154 miles; etc.) Our costal recreational areas, our State ports, our larger urban centers, our industrial piedmont, our State Capitol, and the military installations of national importance located in North Carolina are not adequately served by the existing Interstate System. More than 1,200 miles of additional Interstate System mileage are required to meet our existing minimum need. Also, many miles of the existing Interstate System was designed for 1975 traffic volumes; and, it will be necessary to upgrade or supplement these facilities within the foreseeable future.