

West Virginia-Virginia State line, where it would then proceed to a connection with Interstate 81 in Virginia, should be incorporated into new interstate mileage in view of Defense Department's recognition of this route as important to Defense Highway System, and in view of Federal Highway Administrator's resultant designation of this route for 16' vertical clearance.

M. R. HAMMILL,
Commissioner, West Virginia State Road Commission.

WISCONSIN

STATE OF WISCONSIN,
DEPARTMENT OF TRANSPORTATION,
Madison, Wis., May 20, 1968.

Subcommittee on Roads, interstate mileage proposal.

Hon. JOHN C. KLUCZYNSKI,
*Member of Congress, House Office Building,
Washington, D.C.*

DEAR CONGRESSMAN KLUCZYNSKI: In reply to your telegram of May 15, requesting minimum Interstate mileage additions, we submit the following information:

1. It is the recommendation of Wisconsin that no additions be made to the presently authorized Interstate System and, in lieu of such additions that the trust fund monies be apportioned to the states on the present formula basis and used on a matching ratio of two-third Federal—one-third State, as recommended by AASHO for all highway systems.

2. Should it develop that additions are to be made to the Interstate System, we submit the following:

(a) The presently approved State Highway Plan for 1990 indicates an anticipated long-range highway need for freeway-type facilities of 1,630 miles by 1990, excluding the presently designated Interstate System.

(b) *The immediate and minimum* needed portions of the long-range plan for freeways for which studies are being conducted in most cases, but completion is not scheduled for a number of years due to lack of financing include the following:

Route:	<i>Miles</i>
From I.H. 94 at Milwaukee to I.H. 535 at Superior via Green Bay, Wausau, and Hurley (see enclosed February 1963 report)-----	411
From I.H. 94 at Eau Claire to I.H. 535 at Superior (partially under construction)-----	154
From I.H. 90-94 at Wisconsin Dells to Illinois State line near Lake Geneva via West of Madison, Fort Atkinson, and Whitewater-----	124
From I.H. 894 at Milwaukee to I.H. 90 at Beloit ¹ -----	60
Belt Freeway—Milwaukee (From I-794 to U.S.H. 41) ¹ -----	36
Bay Freeway—Milwaukee (From I-794 to Belt Freeway) ¹ -----	15
Lake Freeway—Milwaukee, Racine and Kenosha (extension south from I-794 to Illinois State line) ¹ -----	43
Green Bay Freeway Loop-----	30
Madison Freeway Loop (see enclosed February 1963 report)-----	13
La Crosse Freeway (see enclosed February 1963 report)-----	5
Total -----	891

¹ Approved routes of Southeastern Wisconsin Regional Planning Commission's land use—transportation plan.

In the event the Congress determines that a maximum expansion of the I-System is desirable and essential at this time, then Wisconsin feels the entire mileage of freeways indicated on the 1990 plan would be eligible for consideration. These are the major long haul traffic routes which will be essential to serve the projected economy of the state.

We have made our position eminently clear to the Bureau of Public Roads and the American Association of State Highway Officials on the matter of relocation hearings. We are convinced that the hearings are a state responsibility, that they must be conducted in accordance with state laws and regulations, and should not be strictly controlled by Federal regulations.