

A quick glance at a map of the National System of Interstate and Defense Highways will show that Interstate 70, which begins in Washington, D.C. and Baltimore, Maryland, proceeds west through 10 States only to terminate in west-central Utah, where it joins Interstate 15 that runs in a southwest-northeast direction. Interstate 70 is the only east-west interstate highway that dead-ends rather than joining with another interstate highway going in the same direction.

There is only one east-west interstate highway that serves the West Coast of the United States from Portland on the north to Los Angeles on the south, a distance of 1,001 miles. Approaching this problem from a defense angle, it would seem that there should be more than one east-west interstate highway serving such a large area. In case of an emergency, and the present one interstate (Interstate 80) is blocked, the entire West Coast area would be isolated from the inland. This in itself is reason enough for the extension of Interstate 70 west to Sacramento.

In California, the population is centered around two key areas—Los Angeles in the south and San Francisco-Bay Area in the north. There are actually four interstate highways crossing the border of Southern California on an east-west basis, while the San Francisco-Bay Area has only one.

Also in California there is an immediate need for a four lane highway from Sacramento east through Placerville to South Lake Tahoe. At the present time many parts of this road are very narrow and the accident rate is quite high. The present use dictates that this road is going to have to be four laned as soon as funds become available.

From Cove Fort, Utah, where Interstate 70 presently ends, on west is the largest land area in the United States that is not being served by an interstate highway. Interstate 70 serves Denver, Colorado. There is a definite business need for a direct route on the Interstate System between the San Francisco-Bay Area and the State of Colorado. There is no interstate highway at the present time that links these two regions. Interstate 80 is the only interstate highway serving San Francisco on an east-west basis and it goes to Reno, Salt Lake City, and Cheyenne, missing the entire State of Colorado.

We feel that the above reasons warrant the extension of Interstate Highway 70 from its dead end at Cove Fort, Utah, on west to Sacramento and San Francisco, California.

It is also requested that that portion of U.S. 50 between Green River, Utah, and Spanish Fork, Utah, be improved to an interstate status. The distance between these two points is 132 miles. From Green River east to Grand Junction, Colorado, U.S. 50 and Interstate 70 will be a joint route.

COLORADO

Between the Utah-Colorado State Line and Grand Junction, Colorado, U.S. 50 will be a joint highway with Interstate 70. It is requested that U.S. 50 between Grand Junction and the Colorado-Kansas State Line, a distance of 440 miles, be included in the next interstate or similar major highway program. This route serves much of the tourist area of the State and would offer the best route to serve the south-central part of Colorado as Interstate 70 now serves Denver and the northern part of the State. Pueblo, an industrial center, and the second largest city in Colorado, does not have an east-west interstate highway. U.S. 50 should be designated as such a route, as this highway is the key east-west route serving this metropolitan area. U.S. 50 is also the key artery serving the areas of construction for the Frying Pan Arkansas Project and the Curecanti Project of the Upper Colorado River Storage Project. Right now there is an immediate need to four lane that portion of U.S. 50 between the four laning east of Pueblo and Manzanola, a distance of 27 miles. There is also a great need for continuation of four laning from Lamar on west to connect with present four laning east of La Junta. U.S. 50 is the second largest carrier of traffic between Kansas and Colorado and therefore U.S. 50 should be the next major east-west highway in Colorado.

KANSAS

From Kansas City west to Emporia, a distance of 114 miles, U.S. 50 will be a joint highway with Interstate 35. The Jorgensen Report, which is a survey accepted by the Kansas State Highway Commission, has recommended that that portion of U.S. 50 between Emporia and Hutchinson, a distance of 109 miles, be added to the freeway system in Kansas. We request that U.S. 50 from Hutchin-