

son on west to the Kansas-Colorado State Line, a distance of 246 miles, be placed on the next interstate or similar major highway system. By-passes are urgently needed now at Newton and Hutchinson. It was pointed out above that U.S. 50 in the second largest carrier of traffic between Kansas and Colorado. This, combined with the fact that U.S. 50 is centrally located to serve the south-central part of Kansas on a direct east-west basis, would qualify it for the next major highway in Kansas. Interstate 70 presently serves the northern part of Kansas.

MISSOURI

From St. Louis west in Union, Missouri, a distance of 48 miles, U.S. 50 will be a joint highway with Interstate 44. It is requested that U.S. 50 from Union west to Kansas City, a distance of 225 miles, be included in the next interstate or similar major highway program. U.S. 50 is the key east-west route serving Jefferson City, which is the Capital of Missouri. At the present time, Jefferson City is one of the few State Capitols in the Nation not being served by an interstate highway. The Missouri State Highway Department is making immediate plans to four lane U.S. 50 between Kansas City and Sedalia, with future plans to continue this four laning on to the State Capitol at Jefferson City. This in itself indicates the importance of U.S. 50 to the State of Missouri, thereby qualifying it for the next major east-west highway in the State.

ILLINOIS, INDIANA

U.S. Highway 50 is the most direct route between St. Louis, Missouri, and Cincinnati, Ohio, a distance of 350 miles. At one time, Interstate 64 was scheduled to be on U.S. 50 from St. Louis east to Shoals, Indiana, a distance of 194 miles, but was changed to a more southerly route after the initial interstate routings had been adopted. As a result, only a very small section of U.S. 50 east of East St. Louis will be on the Interstate System, as the new location for Interstate 64 goes south to Evansville, Indiana, and on into Louisville, Kentucky. Four laning on U.S. 50 has already been completed in Illinois and Indiana in the vicinity of Vincennes, Indiana. Interstate 70 serves central Indiana and Illinois and U.S. 50 would be the next logical route south to serve the southern part of these two States on an east-west basis. Recreational developments in the vicinity of Salem, Illinois by the Corps of Engineers will require more adequate roads to serve the traveling public. A portion of U.S. 50 from Aurora, Indiana, on west to Versailles, Indiana, has already been four laned and more is scheduled in the near future.

OHIO, WEST VIRGINIA, VIRGINIA

There is a definite need for a four lane highway between Cincinnati, Ohio and Washington, D.C., a distance of 500 miles. U.S. 50 is the most direct route between these two centers of population. Under the Appalachia Program, 127 miles of this distance are being four laned from Athens, Ohio east to a point just east of Clarksburg, West Virginia. This leaves 154 miles in Ohio, 129 miles in West Virginia, and 90 in Virginia that need to be four laned. Millions of dollars are presently scheduled for reconstruction of U.S. 50 just east of Cincinnati. Additional projects are being scheduled for the improvement of U.S. 50 in Ohio. In West Virginia, the Rowlesburg Dam will cause the relocation of U.S. 50 in the vicinity of Aurora and will increase tremendously the tourist interest in that area. Interstate 70 is presently serving the central area of Ohio. It is felt that U.S. 50 should be the next east-west major artery serving southern Ohio, northern West Virginia and the heavily populated area in Virginia west of Washington, D.C. and for that reason should be included in the next interstate or similar major highway system.

MARYLAND

Except for a section of U.S. 50 over the Choptank River and through Cambridge, and a small section near Vienna, U.S. 50 is four laned from Washington, D.C. to Ocean City. We ask that these two areas be brought to a freeway status as soon as possible. It is also important that a major cloverleaf interchange be built at the junction of U.S. 50 and U.S. 113 west of Ocean City. U.S. 113 is a major north-south route, while U.S. 50 is a major east-west route. The four way stop being used is unsafe for the traffic that uses these two routes and many accidents have occurred at this point. Since U.S. 50 is the key