

artery from the heavily populated area in and around the District of Columbia, it is requested that U.S. 50 in Maryland be placed on the next interstate or similar major highway system.

For the above reasons, the National Highway 50 Federation respectfully solicits your consideration in making U.S. Highway 50 a part of the next interstate or similar major highway improvement program.

Sincerely,

JOHN GIANOTTI,  
*President.*  
DOYLE L. DAVIDSON,  
*Executive Vice President.*

NATIONAL HIGHWAY 50 FEDERATION,  
*La Junta, Colo., June 21, 1968.*

HON. JOHN C. KLUCZYNSKI,  
*Representative, Rayburn Building,*  
*Washington, D.C.*

DEAR CONGRESSMAN KLUCZYNSKI: In line with your telegram to me dated June 21 I am herewith enclosing a written statement to be included in the record of your hearings in the Subcommittee on Roads.

The attached material will outline fully the project that we propose in regard to increasing the mileage of the Interstate Highway System. As you can see our proposal to you is that Interstate Highway 70 be extended from its dead-end at Cove Fort, Utah on west to Sacramento and San Francisco, along the general route of present U.S. Highway 50. All of Northern California has only one east-west Interstate Highway—Interstate 80. Should it be closed for any reason there would not be an Interstate Highway available to the entire West Coast from Portland to Los Angeles, a distance of 1,001 miles. The extension of Interstate 70 would decrease the mileage between San Francisco and Denver by 143 miles thereby resulting in a tremendous savings to the traveling public. There is a great industrial interest between California in the San Francisco Bay Area and Denver. Southern California has four east-west Interstate Highways. Northern California has only one and another one is definitely needed. The continuation of Interstate 70 is the logical route.

In California U.S. 50 between Sacramento and South Lake Tahoe is carrying almost as much traffic as Interstate 80 to the north. An Interstate type highway is vitally needed in this area and this extension would serve this purpose.

The three states involved, California, Nevada, and Utah have all gone on record in favor of this extension. A copy of the Nevada resolution is enclosed.

For the reasons attached in the enclosed proposal we sincerely ask that your committee give favorable reaction to the extension of Interstate 70 from Cove Fort, Utah to Sacramento, California. Should this entire extension be greater than can be allowed at this time we ask that consideration especially be given to that section between Sacramento and South Lake Tahoe, a distance of 103.5 miles.

We sincerely ask your consideration of the above mentioned proposal.

Sincerely,

DOYLE L. DAVIDSON,  
*Executive Vice President.*

RESOLUTION OF APPROVAL BY BOARD OF HIGHWAY DIRECTORS OF THE NEVADA HIGHWAY DEPARTMENT FOR DESIGNATING PORTIONS OF U.S. HIGHWAY No. 50 IN UTAH, NEVADA, AND CALIFORNIA AS AN EXTENSION TO INTERSTATE HIGHWAY No. 70, AND FURTHER CONSIDER FUNDING AS SOON AS POSSIBLE TO UPGRADE THIS SECTION OF PRIMARY HIGHWAY TO STANDARDS COMMENSURATE WITH INTERSTATE

Whereas, the National System of Interstate and Defense Highways is being constructed to provide a nationwide transportation system for use during an emergency as well as to serve the overall general traveling public, and

Whereas, Interstate Highway 70 will be constructed from the East Coast west to southwestern Utah and will be the only Interstate Highway crossing the Rocky Mountains between Albuquerque on the south and Cheyenne, Wyoming, on the north, and