

Whereas, Interstate Highway 70 is terminated at a point in southwestern Utah called Cove Fort, and

Whereas, there will be only one Interstate highway in the present system under construction serving the San Francisco Bay area on any east-west basis and this will be the only such highway between Los Angeles and Portland, Oregon, a distance of 1,001 miles, and

Whereas, there is both a need for a second east-west defense highway from the San Francisco Bay area and this need is increasing yearly, and

Whereas, the present routing of U.S. Highway 50, especially between Sacramento and Lake Tahoe South Shore is inadequate to properly and safely carry the present traffic flow now using this road, and

Whereas, there is a definite need for an Interstate highway between Colorado and the San Francisco Bay area, and

Whereas, there have been expressions of all segments of the public and officials from Nevada, California, and Utah dating back to 1964 requesting Interstate 70 not be dead-ended in Utah, but to continue into Nevada and California along the present U. S. 50 routing, and

Whereas, U. S. 50 is the main route of travel through the central part of Nevada and necessary to the economic, agricultural and industrial development of the heart of the State of Nevada, and also is of the most extreme importance as a defense facility,

Whereas, it appears that within the next few years Congress will be considering what direction the future highway program will take,

Therefore, be it resolved, that in the best public interest and safety, the Nevada State Highway Board of Directors urges the Bureau of Public Roads, the Department of Transportation, and all others in authority to exercise all means within their power to bring about the continuation of Interstate 70 from its present terminal point at Cove Fort, Utah, on west through Ely, Nevada, and thence along U.S. 50 to Carson City, Nevada, South Lake Tahoe, Echo Summit, Placerville, and on into Sacramento, California.

That further, regardless of what type program may be considered, it must include critical sections of the Primary System such as U.S. 50 and provide the additional funds needed to upgrade to Interstate standards at an early date.

Dated this 31st day of May 1968.

NEVADA STATE HIGHWAY BOARD

OF DIRECTORS,

PAUL LAXALT,

Chairman, Governor.

HARVEY DICKERSON,

Member, Attorney General.

WILSON MCGOWAN,

Member, State Controller.

Presented by:

JOHN E. BAWDEN,

State Highway Engineer.

Attest:

STANLEY D. _____,

Secretary.

NATIONAL HIGHWAY 50 FEDERATION,

La Junta, Colo.

TO: Congressional Delegates, Governors, and State Highway Departments of The States of California, Nevada, Utah, and Colorado and the Bureau of Public Roads.

FROM: National Highway 50 Federation, PO Box 316, La Junta, Colorado.

SUBJECT: Proposal to Have Interstate 70 Extended From Its Present Terminal Point in Southwestern Utah on West Along the Present General Route of US Highway 50 to Sacramento and San Francisco, California.

Preface.—At the present time the 41,000 mile National System of Interstate and Defense Highways is under construction. It crosses the nation coast to coast and border to border and is scheduled for completion in the mid 1970's. While the total mileage in this system is only a little more than one percent of our country's 3,360,000 miles of roads, these Interstate routes will carry more than 20 percent of all the traffic. In the Federal Aid Highway Acts of 1956 and 1958, Congress provided for a thirteen year program of federal-state coopera-