

tion to complete this heavy duty system to standards of design and construction adequate to handle the traffic of 1975. When completed, this Interstate System will be expected to carry the heaviest loads and the highest traffic volumes for many years. With the target completion date only a few years away, government groups, both state and federal, are beginning to think seriously about anticipated highway needs after this date. We have been told that the Bureau of Public Roads is asking the individual states to submit their ideas to the federal organization by 1967. We are also told that Congress will then probably act in 1968 on what additional highway programs will be put into force after 1975. In talking with both federal and state highway leaders, we find at the present time no one knows whether the present interstate system will be extended, whether a new interstate system will be authorized, whether the present primary and secondary roads will be up graded to four lane standards or whether something altogether new will be planned. It is the thinking of the National Highway 50 Federation that consideration should be given to extending Interstate 70 from its present terminal point in Western Utah on west to San Francisco and that such should be included in whatever new program is authorized by Congress. We have been told that this extension can not be included in the present Interstate system as the mileage was set by Congressional action and that all such mileage has been allotted.

*Location of Interstate 70.*—I 70 N begins in Baltimore, Maryland, and I 70 S starts in Washington, D.C. These two join in Fredrick, Maryland, as I 70. It then continues on north-west where it merges with the Pennsylvania Turnpike (also I 80) and follows this expressway into Pittsburgh, Pennsylvania. It then goes south-west to Wheeling, West Virginia, thence west through Columbus, Ohio; Indianapolis, Indiana; St. Louis, Missouri; Kansas City, Missouri; Denver, Colorado and to the terminal point of Cove Fort, Utah. At this point it junctions with I 15 which is a north-south interstate serving Los Angeles, Las Vegas, Salt Lake City, Pocatello, Butte and Helena. In looking at a map of the Interstate system, one will note that this is the only place where a major east-west interstate highway dead-ends rather than merge with another interstate going in the same direction.

*Why should Interstate 70 be extended?*—We shall attempt to outline the many reasons why Interstate Highway 70 should be extended on to the West Coast rather than to end as presently scheduled at Cove Fort, Utah.

1. As mentioned above, it seems to be the only one that serves such a major portion of the United States that dead-ends without junctioning with a similar highway going in the same direction. There isn't even a secondary road that continues on west from this terminal point.

2. There is only one east-west Interstate Highway that serves the West Coast on an Interstate basis between Portland on the north and Los Angeles on the South, a distance of 1,001 miles. This one Interstate Highway is I 80 which goes from San Francisco east through Reno, Salt Lake City, Cheyenne, Omaha, and on east to Chicago and New York. Approaching this problem especially from a defense angle it would seem that there should be more than one east-west Interstate serving a 1,000 mile length of the West Coast. In case of emergency, an enemy could block I 80 as it crosses the high Sierra Nevada Mountain Range west of Reno and should this happen, all east-west transportation of defense materials would have to go South to Los Angeles or north to Portland in order to take advantage of an Interstate Highway. This in itself is reason enough for the construction of a second Interstate Highway in this area.

3. In California, the population is centered around two key areas, Los Angeles in the south and the 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—Interstate 80.

4. In California there is a definite need at the present time for a four lane highway from Sacramento through Placerville to Lake Tahoe South Shore and on into Carson City, Nevada. At the present time many parts of this road are very narrow and the accident rate is quite high. The present flow of traffic dictates that this road is going to have to be four laned as soon as funds become available. Why not put this routing on the Interstate System and thereby prevent duplication of effort?

5. There is a definite business need for a direct route on the Interstate System between the San Francisco-Bay Area and Colorado. There is not an Interstate Route at the present time that links these two areas. Interstate 80 goes north of Colorado through Wyoming and the next Interstate Route south of Colorado