

fied the route as being of high order priority and has programmed construction in the 1975-1985 time frame (assuming continued availability of financing from the rated capacity of 30,000).

One of the crucial points in our I-35W proposal is the installation of a second bridge over the Missouri River between Nebraska and Iowa at metropolitan Sioux City. The present bridge, a 75-year old steel truss swing bridge, is opened for river traffic frequently. During the past 10 years, there have been many days when it was open for river traffic for more than two hours at a time. This becomes a perilous life and death situation for the residents of 8 Nebraska counties who depend upon the medical facilities in Sioux City, Iowa. Not as serious but of great significance is that almost 1,500 workers commute across the bridge at least twice each day. During closures, these people are forced to drive fifty miles south to the nearest bridge. During the summer months, this old bridge is usually restricted to one lane traffic for maintenance and painting. Highway traffic, deriving from the two cities plus the through traffic, approximates 24,600 vehicles per day at the present time, and this is constantly increasing. By the design year of 1985, traffic would be expected at about 50,000 vehicles daily, almost double the rated capacity of 30,000.

Associated with the bridge problem at Sioux City is the recognition that there are no crossing points for 70 miles north of the Sioux City bridge. We propose that a spur be built taking off from I-35W south of Sioux City and crossing the Missouri River to interconnect I-29 at Elk Point, South Dakota, approximately mid-way between existing bridges.

The practice of classifying the various components according to their intended use should apply to the formulae for financing. Inherent in the development of the Interstate program was the concept that the *federal participation should be proportionate to the national (or inter-regional) importance of the proposed facility*. Now, in looking at the functional classifications, we immediately see that Secondary roads and Urban Extensions are basically localized service. Some of our Primary are essentially local (many do serve the needs of only one state) while others are interstate and inter-regional. The Interstate, of course, is the highest classification in terms of inter-regional or national importance and the pattern of financing for these facilities was set in 1956. Now, when other "missing link" routes are recognized as being of equal importance, they too should be financed on the same basis of 90% federal/10% state participation. If they are of slightly lesser national importance than the Interstate, then the ratio should be perhaps 80/20 but certainly more than that assigned to those classifications providing localized service. To do other than this is to penalize the recipient states for not having been included in the original interstate plan and is rigidly oblivious to the dynamics of our socio-economic environment.

Nebraska was granted, in the 1956 plan, an east-west interstate highway (I-80) which, running west from Omaha, interconnects the principal socio-economic centers lying on the east-west mid-line. A north-south interstate was not provided. As a result, Nebraska is now at a decided disadvantage with respect to its six neighboring states. The state's rank among the seven in terms of the Interstate system are:

7th in interstate mileage allocation

7th in Federal fund allocations for Interstate for 1967

6th in Federal fund allocations for Interstate 1957-67

Re-examination of Nebraska today in terms of its social, economic and political trends reveals that the population and its accompanying enterprise has shifted from west to east and is now concentrated in the eastern quarter of the state, in the area east of a line through Sioux City and Lincoln. In this area, we find not only the people but the vast majority of the centers of commerce and industry. There is a great deal of intercommunication among the principal centers of Nebraska and those in neighboring states of the region and highways are the major lines of communication. But the existing major highways are now marginal in this area—a new trunk highway of greater capacity and efficiency is needed to maintain and enhance the competitive position of Nebraska in interstate commerce. The region should have a north-south Interstate connecting the cities of major exchange—Wichita, Sioux City and Lincoln need this connecting link now!