

Wichita. And we are closer to most of these markets than we are to the chairman's home city of Chicago. So they are important to us.

Consequently, we have a heavy traffic in fertilizer and farm equipment from these market places that are to the south of this area, which is not served by north-south interstates, northerly, and we have a return flow of grain and livestock from this great agricultural producing country. Most of this traffic is routed through the Nebraska U.S. Highway 81 corridor.

Also to the north of this traffic corridor, in North Dakota and in South Dakota, two State capitals are left without an interstate connection by this gap and these State capitals are Pierre and Bismarck.

I think the South Dakota and North Dakota Governors have gone on record as favoring an extension of the Interstate System north and south to serve these two capitals.

Our association strongly urges the construction of Interstate 35—W north from Salina, Kans., to Yankton, S. Dak., and thence northerly in the great natural highway of the Missouri River bottom to Pierre and Bismarck in South and North Dakota.

Now permit me to turn to the ABC program and the problems which we have had in Nebraska with the ABC program. Congressman Denney has very kindly furnished me with abstracts of the testimony of Robert S. Holmes of the American Roadbuilders Association and Mr. Ross G. Stapp of the American Association of State Highway Officials. I concur completely when these gentlemen contend that the heavy emphasis placed on completing the Interstate System since 1956 has resulted in the neglect of our ABC roads.

My primary experience with the ABC roads has, of course, been with the U.S. Highway 81 in Nebraska. And if the U.S. Highway 81 in Nebraska—there must be examples like the U.S. highway in Nebraska throughout the entire 81 system; examples like U.S. Highway 81 must be legion throughout the ABC system, so permit me to use U.S. Highway 81 to illustrate the problem that we are having with our ABC roads.

In Nebraska, Highway 81 is 213 miles long from Chester, at Nebraska's southern border, to Yankton, S. Dak., on the Missouri River on the north. Nebraska uses a sufficiency rating system to grade the adequacy of its highways based upon a scale of 100.

According to the fifth biennial report for 1965 and 1966 of the Nebraska Department of Roads: "Needs are considered urgent for all roads which have a sufficiency rating below 70." The sufficiency ratings contained in the Department of Roads 1967 to 1969 program for highway improvement in Nebraska reveals that 112 miles of Nebraska U.S. Highway No. 81 is in the urgent needs category. An additional 37 miles needs improvement, according to the sufficiency ratings, although these miles, Mr. Chairman, do not fall into the area of "urgent" needs category. Thus well over one-half of this road is in the urgent needs category, the urgent need of rebuilding and reconstruction. This need will continue to become a great deal more acute.

For the period from January 1, 1962, until December 3, 1966, we had an increase in traffic on Highway 81 of approximately 440 vehicles per day.

Now, here I would like to interject some clarification that I think would go to Mr. Seacrest's testimony of yesterday. Mr. Seacrest con-