

1. Idaho-Wyoming state line to McCammon, Idaho, presently designated U.S. 30-N—98 miles.

2. Idaho-Oregon state line to Idaho Canadian international boundary, presently designated U.S. 95 and connecting with the Alcan highway in Canada—560 miles.

Total 658 miles Idaho does wish to file written testimony on this matter in conjunction with hearings on proposed 1968 Federal-aid highway legislation beginning May 23. This will be done through Idaho's Congressional delegation.

E. L. MATHES,

State Highway Engineer, Idaho Department of Highways.

INDIANA

Re your telegram requesting minimum needs interstate mileage and approximate locations extend I-69 from its present termination at I-465 in northeast Marion County southwesterly to an intersection with I-64 northeast of Evansville approximate distance 170 miles.

Approval of additional route would integrate industrial metropolitan area of Michigan and Ohio with national recreation area near Paducah, Ky. If state of Kentucky either completes Pennyrile Parkway south of Evansville or requests extension of I-69 from Evansville area to its junction with I-24 near Paducah and Kentucky Lakes National Recreation Area. However, in addition to an Interstate System slightly larger than that now approved there are many miles of principal highways of regional importance which must ultimately be constructed to the same high standards of interstate routes. Indiana's recently completed highway needs study indicates this to be true and supports the sections of S. 3381 pertaining to this type program. Will furnish more details. Justification upon request. Indiana does not desire to testify.

MARTIN L. HAYES,

Executive Director, Indiana State Highway Commission.

IOWA

IOWA STATE HIGHWAY COMMISSION,
Ames, Iowa, May 16, 1968.

HON. JOHN C. KLUCZYNSKI,
*Member of Congress,
U.S. House of Representatives,
Washington, D.C.*

DEAR MR. KLUCZYNSKI: This is in reply to your telegram of May 25, 1968 concerning the hearings beginning May 23 on 1968 proposed Federal Aid Highway Legislation.

Attached please find various documents expressing the position of the Iowa State Highway Commission on various legislative matters with brief explanations as follows:

(1) Position Paper on Weight and Dimension Limitations for Commercial Vehicles:

This paper was prepared in response to the proposed legislation contained in the Magnuson Bill which has passed the Senate with the tandem axle weight being reduced from 36,000 pounds to 34,000 pounds.

The basic position of the Iowa State Highway Commission is that no change be adopted at the Federal or state level unless such changes are accompanied by appropriate legislation that would increase the financial contribution to the highway systems made by commercial vehicles.

(2) Position paper on the Continuing Federal Aid Program After Completion of the National System of Interstate and Defense Highways:

This paper is self-explanatory with the position of the Commission expressed in relation to proposed A.A.S.H.O. recommendations as can be noted on Page 3 under III. A.1.

The Highway Commission supports the position of A.A.S.H.O. and recommends that no mileage be added under the present formula and concept.

This paper also covers apportionment among states and systems.