

in favor of paying compensation for the loss of business during the relocation. We feel that the two hundred dollar limit for residences is adequate.

Kentucky's needs for additional Interstate mileage is primarily to better serve its metropolitan areas. Preliminary studies have indicated additional Interstate needs as follows:

1. Spur from I 64 to Ashland—Approximate length 6.6 miles with estimated cost of 13.5 million dollars.
2. Crosstown Freeway in Lexington—Approximate length 9.0 miles with estimated cost of 32 million dollars.
3. In the Louisville area there is critical need to upgrade the Watterson Expressway (I 264) for a distance of 12.7 miles with an estimated cost of 62 million dollars. Also in Louisville to construct two new radial connectors a total distance of approximately 26.5 miles with an estimated cost of 64 million dollars.

Reference is made to telegram by Indiana Highway Commission relative to the extension of I 69 to Evansville. Kentucky now has under construction toll road facilities which will serve the I 69 route from Evansville across the Ohio to Henderson onto a connection with I 24 near Paducah.

I certainly appreciate your asking whether I would like to testify before the Subcommittee at the hearings to begin on May 23, but believe that I will decline at this time because I feel that Kentucky's position is very much like that stated by various State Highway Department officials and Highway Agencies who have already submitted testimonies before the Subcommittee on Roads.

Very truly yours,

W. B. HAZELRIGG,
Commissioner of Highways.

LOUISIANA

HON. JOHN C. KLUCZYNSKI,
*Chairman, House Roads Subcommittee,
House of Representatives, Washington, D.C.:*

Regarding your wire of May 15. Minimum additions to Interstate: Dixie Freeway, 47 miles belt loop in New Orleans; north-south interstate from New Orleans to Shreveport 250 miles. Desirable: South belt, Shreveport; extension I-310, Riverfront in New Orleans.

OREN BAKER,
Chief Engineer, Louisiana Department of Highways.

MASSACHUSETTS

THE COMMONWEALTH OF MASSACHUSETTS,
DEPARTMENT OF PUBLIC WORKS,
Boston, May 20, 1968.

HON. JOHN C. KLUCZYNSKI,
*Member of Congress,
House Office Building,
Washington, D.C.*

DEAR CONGRESSMAN KLUCZYNSKI: This will acknowledge receipt of your telegram concerning the Subcommittee on Roads hearings which will start on May 23.

Regarding additional Interstate mileage, the State of Massachusetts is opposed to any substantial increase in Interstate mileage. However, should Congress elect to increase the presently authorized mileage, I am submitting plans showing tentative locations of three projects all of which concern the States of Rhode Island and Massachusetts. There is agreement between the two States on these projects and the approximate location at which each would cross the State line. We have previously submitted requests for additional mileage which have not been acknowledged and we hope that these requests will be given consideration in any future allocations.

Regarding relocation assistance, this State is most heartily in favor of any legislation that would make the relocation assistance for highway relocation compatible with that of other government agencies. Additional information on relocation assistance is attached.