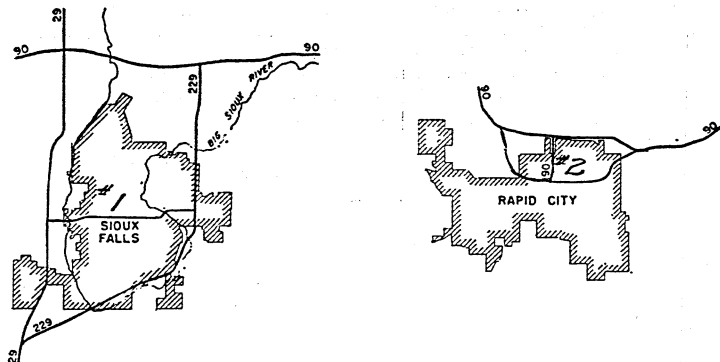


for an east-west facility serving the CBD. The Rapid City addition would serve the CBD area.

The north and south route would be South Dakota's section of an Interstate route beginning on the Canadian border north of Minot, North Dakota, that would connect Bismarck, North Dakota, Pierre, South Dakota (both State capitals) with points in Nebraska, Kansas, Oklahoma, and Texas. This is the route included in the Portland Cement Association's recent publication entitled "Major Highway Corridors of North America," and we feel it would have definite defense benefits in addition to providing an avenue for north and south commerce long needed. However, this route could be initially planned without limited access.



The attached map shows the approved Interstate in South Dakota and the recommended additions.

All of the above recommendations have been furnished to AASHO in Studies for After '75. In line with this fact, we wish to emphasize again that we feel our present Interstate mileage should be completed prior to construction on these proposals.

Sincerely,

JOHN EMMETT OLSON,
Director.

TENNESSEE

MAY 21, 1968.

JOHN C. KLUCZYNSKI,
Member of Congress,
Washington, D.C.

AASHO will present statement relative to proposed act of 1968 Tennessee supports AASHO statement. Additional interstate mileage proposals are:

1. U.S. 78 (FA 4) Memphis to Mississippi state line (connect Memphis-Birmingham).
2. U.S. 51 (FA 3) Memphis to Fulton, Ky. at Purchase Parkway (connect Memphis-Louisville).
3. U.S. 23 (FA 36) North Carolina line via Johnson City and Kingsport to Virginia state line (connect Asheville, N.C. to Columbus, Ohio).
4. U.S. 64 (FA 40) I-75 at Cleveland to North Carolina line (connect Chattanooga-Asheville, N.C.).
5. U.S. 72 (FA 27) Alabama state line to I-24 near Jasper (connect Chattanooga and Huntsville to Memphis-Birmingham route).

C. W. SPEIGHT,
Commissioner, State Highway Department,
Nashville, Tenn.

NASHVILLE, TENN., May 23, 1968.

JOHN C. KLUCZYNSKI,
Member of Congress,
Washington, D.C.

Further reference to your telegram of May 15 and to my reply of May 21, revise additional interstate mileage proposals to provide following: