

ALAN WHEAT
5TH DISTRICT MISSOURI

MEMBER
COMMITTEE ON
RULES

SELECT COMMITTEE ON
CHILDREN, YOUTH,
AND FAMILIES

Congress of the United States
House of Representatives
Washington, DC 20515-2505

1204 LONGWORTH BUILDING
WASHINGTON, DC 20515-2505
(202) 225-4535

811 GRAND AVENUE, #935
KANSAS CITY, MO 64106-1997
842-4545

301 WEST LEXINGTON, #221
INDEPENDENCE, MO 64050-3724
833-4545

December 23, 1987

Mr. Ray A. Barnhart
Administrator
Federal Highway Administration
400 Seventh Street, SW
Washington, DC 20590,

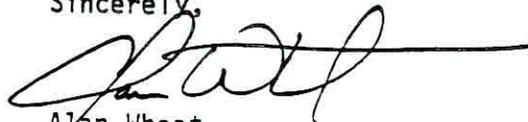
Dear Mr. Barnhart:

As you know, the Federal Highway Administration (FHA) is currently undertaking a study on the feasibility of a proposed interstate route between Kansas City and Shreveport, Louisiana. Pursuant to the provisions of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), this study will evaluate the projected cost and potential benefits of such a highway and is expected to be submitted to Congress by the Secretary of Transportation on or before March 17, 1988.

Recently I was contacted by the Governor of Missouri, the Chief Engineer of the Missouri Highway and Transportation Commission, and the Executive Director of the Mid-America Regional Council (MARC) regarding this proposal. Because of the impact of such a project on this region and the interest of the State of Missouri and MARC in such developments, their input could provide useful insights for the planning and implementation of such a project. I hope that they would both be provided with opportunities to include their views during any further consideration of this proposal. I would also appreciate five copies of the conclusions of this study when they are available.

Thank you for your assistance and for your consideration of the views of these interested parties in this matter. Please don't hesitate to contact me if I may be of assistance to you in the future.

Sincerely,



Alan Wheat
Member of Congress

JIM CHAPMAN
FIRST DISTRICT
TEXAS

429 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4301
TELEPHONE: (202) 225-3035

COMMITTEES
PUBLIC WORKS AND TRANSPORTATION
SCIENCE, SPACE, AND TECHNOLOGY
DEMOCRATIC STEERING AND POLICY

Congress of the United States
House of Representatives
Washington, DC 20515-4301
February 29, 1988

Mr. James Burnley, IV
Secretary of Transportation
Department of Transportation
400 Seventh Street, S.W.
Washington, D. C. 20590

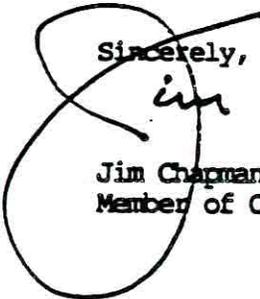
Dear Secretary Burnley:

I wish to express my full support for approval of the Kansas City, Missouri to Shreveport, Louisiana Interstate Highway project. I have had an opportunity to examine the preliminary feasibility study prepared by the states of Arkansas, Missouri, Louisiana and Texas. I feel that this project, as described in the feasibility study, is deserving of construction.

I fully support this project and request that this route be designated and funded as an Interstate Highway. Although two alternatives are pending, I am confident that the Department of Transportation will recognize the critical value of ensuring the proposed highway be as efficient and convenient to Texas transportation needs as possible, and will include, as recommended in the study, a portion of East Texas in the route. Although only a small portion of this proposed route will be in Texas, looping just west of Texarkana, it will greatly benefit this northeast Texas region. It will enhance economic growth potential for the area and improve travel time and traffic safety.

As a member of the House Committee on Public Works and Transportation, I recognize the need for a highway of this nature. This project is badly needed to complete the national interstate system and I urge you to consider the positive impact it would have on this region so badly in need of just such a boost.

Sincerely,



Jim Chapman
Member of Congress

STATE LEGISLATOR AND MAYORS SUPPORT LETTERS

T. MARK ELLIOTT
th District State Representative
P.O. Box 567
Carthage, Missouri 64836
(417) 358-4645



Room 103B-B — State Capitol
House Post Office
Jefferson City, Missouri 65101
(314) 751-5458

MISSOURI
HOUSE OF REPRESENTATIVES
JEFFERSON CITY 65101

November 23, 1987

James Burley, IV
Secretary of Transportation Department
400 7th. St. S.W.
Washington, DC 20590

Dear Secretary Burley:

I am sending this letter to seek your help in efforts to obtain interstate highway status for what is now U. S. 71 Highway.

We here in southwest Missouri feel it is vital that our area work toward continuing the growth we are experiencing now and growth we will experience well into the next century. Interstate status for U. S. 71 is an important ingredient in this picture.

It is also important to know that in this effort the possibility of linking a system that starts at the Canadian border in the north and ends at the Gulf of Mexico in the south will streamline our transportation system and create an environment in the very center of our country that would be one which would encourage commerce, tourism, and all of the other things that revolve around a good transportation system.

I understand that our southern neighbor, Arkansas, is well advanced in the construction of its part of U. S. 71, and hopefully, we will soon be there thanks to your efforts.

To close, I would just thank you for your efforts that you give us for our country. I lend my efforts to you if there is anything that I might do.

My very best,

A handwritten signature in cursive script that reads "T. Mark Elliott".

T. Mark Elliott
State Representative
District 126

TME/tdr

c.c. Tracey Osborne
Carthage Chamber of Commerce
129 E. Third St.
Carthage, MO 64836

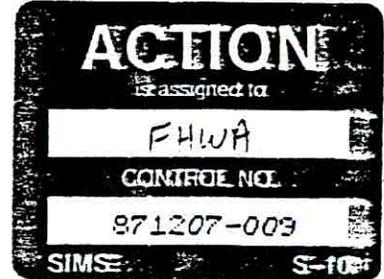


City of Butler, Missouri

A Municipally Owned Light and Water System

101 North Lyon Street 64730-2199 (816) 679-4182

John Mills, Mayor



November 24, 1987

Secretary of Transportation
Washington, DC

Honorable Secretary of Transportation:

I am writing this letter in the interest of a Legislative Study of Highway I-29 from the Canadian Border to Sweetwater, Louisiana.

I believe that a project of this kind would be a big help in the economic impact by this proposed interstate going through the middle of our country. It seems to me that along the interstate is where a great many of the industries like to locate, which would be a very good asset to this area.

We also know that Highway 71 has a high traffic count and upgrading it would be very beneficial in a variety of ways to our particular area.

Thank you for your consideration in this matter.

Sincerely,

John R. Mills
Mayor

mu



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

P. O. BOX 745 - SPRINGDALE, ARKANSAS 72764 - (501)-751-7125

January 14, 1988

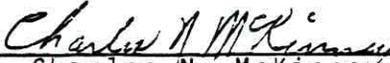
Mr. James Burnley
U.S. Secretary of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Secretary Burnley:

The states of Arkansas, Louisiana, Missouri and Texas, under a provision in the 1987 Federal Aid Highway Act, are cooperatively working toward a program to complete an interstate type highway from Kansas City, Missouri to Shreveport, Louisiana. The completion of this approximately five hundred mile length of highway improvements, will provide a vital interstate highway connection through the heartland of the United States, linking the Canadian border to the Gulf of Mexico or the Mexican border.

The Northwest Arkansas Regional Planning Commission has worked for eighteen years to improve highway access to western Arkansas and we fully support this cooperative four state program. We urge your full support of this effort and hope that you will help expedite these vital highway improvements.

Thank you for your consideration of this matter.


Charles N. McKinney
Mayor

Chairman
NW Arkansas Regional Planning Commission

cc: Maurice Smith
Senator Dale Bumpers
Senator David Pryor
Representative Bill Alexander
Representative Tommy Robinson
Representative Beryl Anthony
Representative John Paul Hammerschmidt

2:17:10 to 8:53

ACTION
is assigned to
FHWA
CONTROL NO.
880119-013
SIMS. S-10

OTHER SUPPORT LETTERS

SHEFFIELD NELSON, P.A.

ATTORNEY AT LAW

1610 TOWER BUILDING
LITTLE ROCK, ARKANSAS 72201

November 20, 1987

(501) 375-7500

Honorable Jim Burnley, IV, Secretary
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Burnley:

I am Chairman of the Arkansas Industrial Development Commission. I've been asked to address the need for a north-south interstate highway from Kansas City, Missouri to Shreveport, Louisiana.

We have no greater need in the State of Arkansas. If we are to keep a significant number of industries that are currently in the state, and if we are to have any hope of adding new industries in the future, it is imperative that we have such a highway.

It has been conclusively shown that access to a four-lane highway has become the single most important issue in keeping and attracting industry. I have just completed a year of labor serving as Chairman of the Economic Expansion Study Commission, which took an in-depth look at what our problems and opportunities are in industrialization in Arkansas. The most commonly cited deficiency was a four-lane, north-south highway. We were told in very clear terms that we have to cure the problem, or we are going to lose industry that located in outlying towns before transportation became the critical issue it is today.

In a poor state such as Arkansas, where the per capita income ranks among the lowest and where unemployment generally runs well above the national average, we simply cannot afford to lose existing industry. Additionally, many of the areas which are hurting the worst, with unemployment exceeding 20%, would be served by a north-south highway, and would give us hope of securing industries for those areas.

With this in mind, I offer my total support to the concept, and encourage you to put the considerable power of your office behind such a proposal. You would render a great service to many people who are in dire need of assistance.

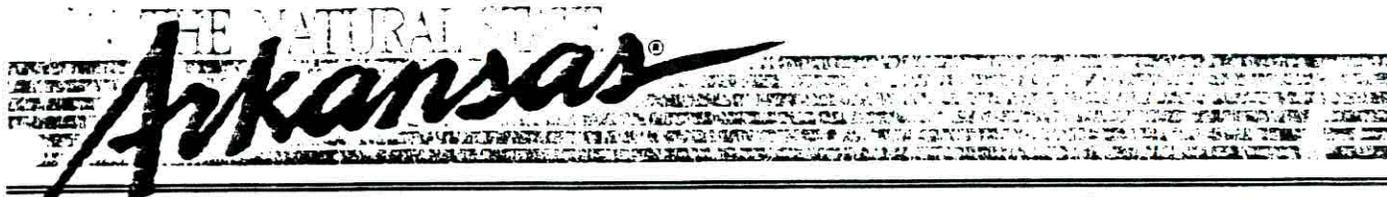
Thank you for any consideration you may give this request.

Sincerely,


Sheffield Nelson

SN/bab

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander
Representative Beryl Anthony
Representative Tommy Robinson
Mr. Henry Gray



DEPARTMENT OF PARKS AND TOURISM ■ One Capitol Mall, Little Rock, Arkansas 72201 ■ (501) 371-7777

- Bill Clinton
Governor
- Jo Luck Wilson
Executive Director

November 5, 1987

State Parks, Recreation &
Travel Commission

- Ken Bowen
Chairman
- Dean Murphy
Vice Chairman
- Steve Chyrchel
- Ed Falwell
- Jim Gaston
- Karen Lackey
- Cone Mage
- Montine McNulty
- Olden Murry
- Ness Sechrest
- J.D. "Bud" Shamburger
- Ovid Switzer
- R.M. "Mickey" Twyford
Lee Zachary

James Burnley
Secretary of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Secretary Burnley:

In these changing times, tourism is emerging as an even more important component of the Arkansas economy. If we're even to approach the travel industry's potential, a comprehensive transportation system will be required. In short, tourists demand good roads.

For this reason I'm very pleased to endorse a proposed interstate highway along Arkansas's western border. This alignment would eliminate a significant gap in a north-south interstate route through the central portion of our country, connecting the Kansas City area to Shreveport, Louisiana. At the same time it would make an underutilized and underdeveloped tourist area easily accessible to the traveling public.

Therefore I am encouraging you to act favorably on the proposal. This link would contribute significantly to improved economic conditions along its entire 500-mile route.

Sincerely,

Jo Luck Wilson

cc: Governor Bill Clinton
Senator Dale Bumpers
Senator David Pryor
Representative Bill Alexander
Representative John Paul Hammerschmidt
Representative Beryl Anthony
Representative Tommy Robinson
Henry Gray



November 19, 1987

Mr. Jim Burnley
Secretary of Transportation
400 7th Street S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I appreciate the opportunity to comment on the proposal to construct a new north-south link on the Interstate Highway System through Western Arkansas which would eventually complete the north-south corridor from the Gulf to Canada under the 1987 Federal-Aid Highway Act.

The implications for industrial development have always been fairly obvious, but now that the Arkansas Interstate system has been in place for several years, we have very sound evidence of the importance of this highway transportation factor in the location of industry. This importance is indicated in the list of criteria provided by industrial prospects which, in many cases include access (within 30 miles) of the interstate highway system.

Communities in Arkansas with 4-lane highway service have attracted 2 1/2 times more manufacturing operations than those without it. Those with 4-lane service have an average of 1,518 manufacturing jobs compared to only 579 in those towns without the service. Those with 4-lane service have an average of 17.8 plants compared to 6.5 for those towns without the service.

The most obvious gap in this service in Arkansas is the lack of a north-south corridor to serve those cities in the western part of the state. Shippers in that part of the state need much better access to the Kansas City, St. Louis, Chicago, and Minneapolis areas. This new link would also drastically improve the flow of goods south to the Gulf Coast; a major factor for exporters in Western Arkansas. Conversely, importers and firms purchasing raw materials from the Gulf Coast area will also benefit from shorter shipping times and lower costs.

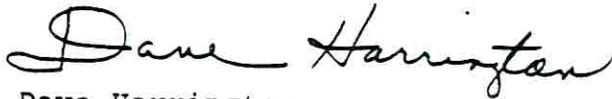
In addition to benefits to the industrial sector, an interstate link would have a major influence on tourism, agriculture, retirement, and the timber industry. Many of those rural Arkansas counties are incapable of attracting much in the way of

Arkansas Industrial Development Commission
One State Capitol Mall / Little Rock, Arkansas USA 72201
(501) 371-1121 / FAX 501-371-7691 / Telex 215866 AIDC UR

industry, but can improve their economies drastically in other sectors with a better transportation network.

This agency and all other development interests in Arkansas heartily endorse the proposal and will work with you in any manner to get it approved and constructed.

Sincerely,

A handwritten signature in cursive script that reads "Dave Harrington". The signature is written in dark ink and is positioned above the typed name and title.

Dave Harrington
Executive Director

DH:rs



J. B. HUNT TRANSPORT, INC.
P.O. BOX 130. LOWELL, ARKANSAS 72745
PHONE: 501-659-8800

November 5, 1987

Mr. James H. Burnlee, IV
U. S. Secretary of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnlee:

It is my understanding that in response to the 1987 Federal Aid Highway Act, the states of Arkansas, Missouri, Texas, and Louisiana are jointly preparing a study to demonstrate the feasibility of constructing an Interstate Highway from Kansas City to Shreveport.

As you know, this route would include Western Arkansas and, particularly as far as we are concerned, Northwest Arkansas. Currently, we operate 2,435 tractors throughout the United States. A good deal of that number regularly travel U. S. 71 between Lowell and Alma and on many instances continuing either north to Kansas City or south to Texas and Louisiana points.

As you also know, U. S. 71 is a dangerous and overworked artery that is woefully inadequate for the fastest growing region in the state.

Due to the growth in the nation's mid-section and, particularly, in the region that would be affected by a north-south interstate highway and due to the unsafe and inadequate existing highway, I urge you to promptly consider lending your support to this extremely worthwhile project.

Sincerely,

Kirk Thompson
President and
Chief Executive Officer

KT/bg

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander
Representative Beryl Anthony
Representative Tommy Robinson
Mr. Henry Gray, Arkansas State Highway Commission

ARKANSAS BEST
CORPORATION

November 10, 1987

H. L. HEMBREE
CHAIRMAN OF THE BOARD
AND CHIEF EXECUTIVE OFFICER

The Honorable Jim Burnley
U.S. Secretary of Transportation
400 7th Street, S.W.
Washington, DC 20590

Dear Mr. Secretary:

It has recently come to my attention that the states of Missouri, Arkansas, Louisiana and Texas are conducting a study on the possibility of constructing an interstate highway from Kansas City, Missouri, to Shreveport, Louisiana, in response to the 1987 Federal-Aid Highway Act.

The proposed highway would fill a 500-mile gap that currently exists in the northern and southern interstate system which would greatly benefit travel in this area of the country for individuals, as well as industry. Naturally, it would be of great economic development value for the entire region since it would provide reliable surface transportation to areas which are void of this service now.

Therefore, I personally support this proposed highway and urge you to consider the positive impact it would have on our state and region.

Sincerely,



H. L. Hembree

xtue/d

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander
Representative Beryl Anthony
Representative Tommy Robinson



FIRST COMMERCIAL BANK NA

November 5, 1987

The Honorable James Burnley
Acting Secretary
United States Department of Transportation
400 7th Street, S.W.
Washington, DC 20590

RE: Critical Link North and South in the Interstate Highway System
from Canada to the Gulf of Mexico Ports via Kansas City, Missouri,
to Shreveport, Louisiana

Dear Mr. Secretary:

Study is underway, I am advised, under the 1987 Federal-Aid Highway Act for construction of the captioned critical link from Missouri through Arkansas to Louisiana and Texas.

Dr. Robert Reich, of the John F. Kennedy School of Government at Harvard, testified May 5, 1987, before the U.S. Senate Agriculture Committee, about our so-called bi-coastal economy. The picture painted is one of prosperity on either coasts and recession/depression in the heartland of America. He suggests four remedies, the foremost of which is an improved transportation system. He also observes that there is a remarkable imbalance of Federal spending in the populations centers on either coasts in support of an intra-inter city transit system as compared to spending in middle America. I understand the ratio is 28 to 1 in favor of megalopolis over the heartland of America.

I urge your favorable consideration of the captioned link as imperative if middle America is to survive, much less do well.

Very truly yours,

A handwritten signature in cursive script, appearing to read "William H. Bowen".

William H. Bowen
Chairman of the Board

WHB:ccb
d3a/g

cc: The Honorable David Pryor
The Honorable Dale Bumpers
The Honorable Beryl Anthony
The Honorable Tom Robinson
The Honorable John Paul Hammerschmidt
The Honorable William V. Alexander
Mr. Henry Gray

November 25, 1987

Secretary of Transportation
Department of Transportation
400 7th Street S. W.
Washington, D. C. 20590

Dear Mr. Secretary:

Enclosed are copies of correspondence we have directed to Congressman Ike Skelton, Senator Christopher Bond and Senator John Danforth, in support of upgrading U. S. Highway 71 to interstate status and further developing of that system to provide the interstate route from Kansas City to Shreveport, Louisiana.

If there is anything else we can do to encourage this project, please let us know. We would like to be advised of any pending action on this project.

Sincerely,



Donna Thomas
Director

DT:ss

enc.



Donna Thomas - Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084

November 25, 1987

Congressman Ike Skelton
2453 Rayburn House Office Building
Washington, D. C. 20515

Dear Congressman Skelton:

The Nevada Area Economic Development would like to let you know of our official support for the proposal to upgrade U.S. 71 Highway to interstate status. I believe that I-29 is the proposed name of that interstate.

It is understood that the 1987 Federal Transportation Act required that a feasibility study be undertaken on the establishment of a route from Kansas City to Shreveport, Louisiana. We would like to see that route utilize the existing 71 Highway, upgrading it to the proposed I-29 status. While further limited accesses would have to be constructed, many intersections are already "limited", with right-of-way already purchased. It would be much more economical to upgrade the existing 4-laned 71 Highway than to construct a totally new four-laned highway in another area.

Any efforts that you have toward obtaining this designation would be greatly appreciated.

Sincerely,



Donna Thomas
Director

DT:au



Donna Thomas - Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084

November 25, 1987

Senator Christopher Bond
708 Hart Building
Washington, D. C. 20510

Dear Senator Bond:

The Nevada Area Economic Development would like to let you know of our official support for the proposal to upgrade U.S. 71 Highway to interstate status. I believe that I-29 is the proposed name of that interstate.

It is understood that the 1987 Federal Transportation Act required that a feasibility study be undertaken on the establishment of a route from Kansas City to Shreveport, Louisiana. We would like to see that route utilize the existing 71 Highway, upgrading it to the proposed I-29 status. While further limited accesses would have to be constructed, many intersections are already "limited", with right-of-way already purchased. It would be much more economical to upgrade the existing 4-laned 71 Highway than to construct a totally new four-laned highway in another area.

Any efforts that you have toward obtaining this designation would be greatly appreciated.

Sincerely,



Donna Thomas
Director

DT:au



Donna Thomas Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084

November 25, 1987

Senator John C. Danforth
497 Russell Building
Washington, D. C. 20510

Dear Senator Danforth:

The Nevada Area Economic Development would like to let you know of our official support for the proposal to upgrade U.S. 71 Highway to interstate status. I believe that I-29 is the proposed name of that interstate.

It is understood that the 1987 Federal Transportation Act required that a feasibility study be undertaken on the establishment of a route from Kansas City to Shreveport, Louisiana. We would like to see that route utilize the existing 71 Highway, upgrading it to the proposed I-29 status. While further limited accesses would have to be constructed, many intersections are already "limited", with right-of-way already purchased. It would be much more economical to upgrade the existing 4-laned 71 Highway than to construct a totally new four-laned highway in another area.

Any efforts that you have toward obtaining this designation would be greatly appreciated.

Sincerely,



Donna Thomas
Director

DT:au



Donna Thomas Local Program Coordinator
Nevada Area Economic Development Commission
P.O. Box 807 Nevada, Missouri 64772 (417) 667-6084



CROWDER COLLEGE
NEOSHO, MISSOURI 64850

Office of the President

December 11, 1987

James H. Burnley
Secretary of Transportation
U. S. Department of Transportation
400 Seventh St. S.W.
Washington DC 20590

Dear Mr. Burnley:

I am writing to add my support to that which has already been expressed for the expansion of U. S. Highway 71 into a new I-29 corridor through Southwest Missouri. U. S. 71 now serves as one of the major north-south expressways through the midwest, but remains largely a two-lane highway from the Missouri-Arkansas border north to Carthage, Missouri. With this region serving as a hub to much of the trucking industry in the midwest, this small stretch of U.S. 71 creates both a major traffic hazard and a bottleneck to much of the commerce that flows through this area.

There are also a number of positive reasons for expanding the highway link. With I-44 moving east to west through this region, a major north-south artery will add considerably to the economic potential of southwest Missouri and northeast Oklahoma. Labor is reliable and inexpensive, the climate is attractive, and I believe that as we work to draw foreign investors and industry to the United States, this could be a very popular area if transportation were improved.

I would strongly encourage you to support this expansion project as soon as possible. Thank you for your consideration.

Sincerely,


Kent A. Farnsworth
President

KAF/gl

LA-Z-BOY MIDWEST / 4301 Howard Bush Drive, Neosho, Missouri 64850. Phone (417) 451-5400

December 10, 1987

JAMES H. BURNLEY
SECRETARY OF TRANSPORTATION
U.S. DEPARTMENT OF TRANSPORTATION
400 SEVENTH ST., S.W.
WASHINGTON, D.C. 20590

Secretary Burnley:

I want to express strongly my support for upgrading the highway 71 corridor to inter-state status.

This highway improvement can have a material positive economic impact on this generation and many generations to come.

The time to make this happen is now, please do not let this opportunity pass.

Sincerely,



Earl W. Bryan
Vice-President

EWB/lw

"Comfort that fits your style"

SHEFFIELD NELSON, P.A.

ATTORNEY AT LAW

1610 TOWER BUILDING
LITTLE ROCK, ARKANSAS 72201

November 20, 1987

(501) 375-7500

Honorable Jim Burnley, IV, Secretary
United States Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Burnley:

I am Chairman of the Arkansas Industrial Development Commission. I've been asked to address the need for a north-south interstate highway from Kansas City, Missouri to Shreveport, Louisiana.

We have no greater need in the State of Arkansas. If we are to keep a significant number of industries that are currently in the state, and if we are to have any hope of adding new industries in the future, it is imperative that we have such a highway.

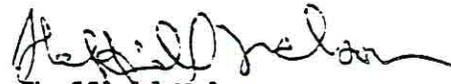
It has been conclusively shown that access to a four-lane highway has become the single most important issue in keeping and attracting industry. I have just completed a year of labor serving as Chairman of the Economic Expansion Study Commission, which took an in-depth look at what our problems and opportunities are in industrialization in Arkansas. The most commonly cited deficiency was a four-lane north-south highway. We were told in very clear terms that we have to cure the problem, or we are going to lose industry that located in outlying towns before transportation became the critical issue it is today.

In a poor state such as Arkansas, where the per capita income ranks among the lowest and where unemployment generally runs well above the national average, we simply cannot afford to lose existing industry. Additionally, many of the areas which are hurting the worst, with unemployment exceeding 20%, would be served by a north-south highway, and would give us hope of securing industries for those areas.

With this in mind, I offer my total support to the concept, and encourage you to put the considerable power of your office behind such a proposal. You would render a great service to many people who are in dire need of assistance.

Thank you for any consideration you may give this request.

Sincerely,


Sheffield Nelson

SN/bab

cc: Senator Dale Bumpers
Senator David Pryor
Representative John Paul Hammerschmidt
Representative Bill Alexander ✓
Representative Beryl Anthony
Representative Tommy Robinson
Mr. Henry Gray



General Commodities Between All Points in U.S.

Harold F. Nickels
President-Chief Executive Officer

December 3, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

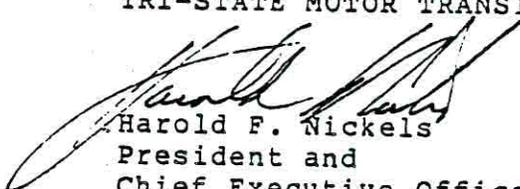
We write this letter in support of the placement of Interstate 29 South from Kansas City down the Highway 71 corridor through Missouri, Arkansas and into Louisiana.

We are a nationwide irregular route specialized carrier with corporate headquarters in Joplin, Missouri. We operate a large number of trucks from this location, and approximately 1100 nationwide.

We avoid routing our equipment south on Highway 71 because of the very narrow and heavily traveled conditions that exist. We are very safety conscious and do not feel Highway 71 in its present form to be a safe route for our equipment.

Sincerely,

TRI-STATE MOTOR TRANSIT CO.



Harold F. Nickels
President and
Chief Executive Officer

HFN:lsk

Tri-State Motor Transit Co.
Post Office Box 113
Joplin, Missouri 64802
417 624 3131

December 2, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I understand that feasibility studies are currently underway for the future placement of Interstate 29. I also understand that one possible location for the new Interstate is the Highway 71 Corridor.

I would like to express my support for this project and would be very much in favor of the new Interstate running through Joplin. The impact of a major North-South Interstate running through Joplin and Southwest Missouri would be of tremendous help in expanding the Joplin economy.

Sincerely,



Mark S. Cochran

MSC/tlc

F 707

C. B. SCHOEBERL, M.D. (RETIRED) 7311 E. FOURTH STREET JOPLIN, MISSOURI 64801

December 4, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

It is my understanding that studies are now in progress to determine the future placement of I-29.

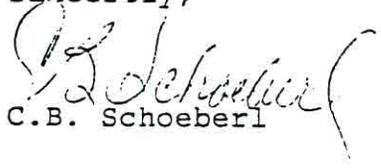
As far as Missouri is concerned the ideal procedure would be to use 71 south out of Kansas City, Missouri. It would save a bundle of money and avoid the costly and time consuming procedures needed to obtain right of ways etc. Using the established Highway 71 would really only entail upgrading the already existing road.

Another consideration to be considered but hopefully would never be needed is this, I-29 using Highway 71 south through Missouri, Arkansas, and Louisiana would make an ideal straight run from Canada to the waterways of Louisiana in event of a war. Smooth and efficient transportation of war materiel is of the essence in this instance.

True, this routing of I-29 would be a boon to Southwest Missouri in many ways. However the more important reason to use Highway 71 south of Kansas City through Missouri, Arkansas, and Louisiana and to the Gulf has been outlined in the first two paragraphs of this letter.

Your consideration of the contents of this letter will be greatly appreciated.

Sincerely,


C.B. Schoeberl



December 2, 1987

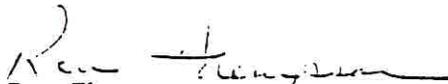
Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

It is my understanding that a feasibility study is currently in progress for the future placement of an interstate going South out of Kansas City and running through Arkansas into Louisiana. It is my feeling that, in order to be cost effective, U. S. 71 which is a divided highway to Carthage, Missouri, should be upgraded to interstate status and then be completed South to the Arkansas border to hook up with a divided highway going around Fayetteville in Northwest Arkansas. In addition to opening up the ports on the Gulf to the North central part of the United State, I think, on a smaller scale, it is very important for Southwest Missouri to eliminate the bottle-neck of traffic on the existing 71 Highway to Northwest Arkansas and would have a positive impact on the economy and tourism for this area.

Thank you for your consideration in this matter, and if there is anything I can do, please don't hesitate to let me know.

Sincerely,


Ron Thompson
Senior Vice President

RT/ssc

THE
EMPIRE
DISTRICT
ELECTRIC
COMPANY



December 2, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S. W.
Washington, D. C. 20590

RE: Interstate 29 Route Selection

Dear Mr. Burnley:

It is my understanding that feasibility studies are currently being performed in regards to the future placement of Interstate 29. Please allow me a few minutes of your time to express my opinion concerning this project.

As a lifelong resident of Southwest Missouri and as District Manager of a public utility which serves 142 communities in a four state area, I believe that I have a good grasp of how vitally important this project could be to this area.

The existing Highway 71 corridor would provide the safest and most convenient Interstate location for the people of the four state area. In addition, this location would create the greatest opportunities for positive economic development of this area.

Your consideration and support in using the existing Highway 71 corridor is greatly appreciated.

Sincerely,

Rick Hendricks
District Manager

:kg



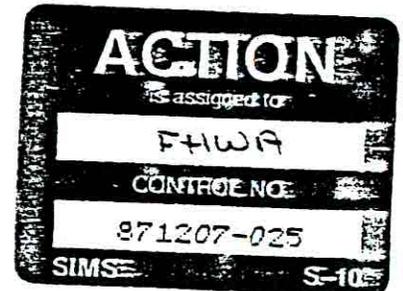
Chamber of Commerce

Butler, Missouri

Post Office Box 167 • 64730
17 South Delaware Street (816) 679-3380

December 1, 1987

Office of the Secretary
James H. Burnley IV
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590



Secretary Burnley:

RE: Legislative Study regarding Interstate-29 from the Canadian Border to Sweetwater, Louisiana.

As President of the Butler, Missouri Chamber of Commerce, the proposed legislation for I-29, would give our area the economic impact it needs for future development. As you know, the ability of a community to attract industry depends on the roadways serving that community. The present four lane highway continues to have a high traffic count. Upgrading to interstate standards would be very beneficial to Butler, Missouri and the surrounding communities.

Thank you for your consideration in this matter.

Respectfully,

Butler Chamber of Commerce
John G. Daniel, President

JGD:sb



Marketing Commission

P.O. Box 90-64730

(816) 679-6465/679-4182/679-4197

Jim Tiona - Chairman
John Mills - Mayor, City of Butler
Lelan Deems
Joe Dennis
Gene Dines
Richard Everett
Joe Ghere
Martin Levy
Lester Curs
Rom Pitts
Jim Rush
Sally Burg - Secretary

Robert L. Hall
Executive Director

December 1, 1987

Butler Chamber of Commerce
P.O. Box 167
Butler, Missouri 64730

Gentlemen:

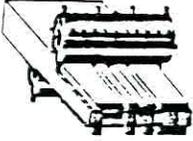
We, of the Butler Marketing Commission, would like to stress the great impact an interstate (I-29) highway from Canadian border to Sweetwater, Louisiana would have on this area.

There are no good routes in the Midwest that lead to the North and South. Naturally developing industries always look at that as a drawback for coming to the area. An upgraded 71 highway would be a positive thing for the depressed agri-community in which we live.

Sincerely,

Butler Marketing Commission
Jim Tiona, Chm.





800-422-4499

PREFERRED MILLWORK, INC.

P.O. BOX 150
710 W. ROBERTA RD.
BUTLER, MO
64730

816-679-6511



RE: Legislative Study of I-29

As a manufacturer whose raw stock and finished product both must move on interstate highways, we have a vested interest in how functional those highways are.

This project seems to address a need that we have noticed while computing our north-south freight costs. Our material seems to move more quickly east-west at lower costs. We have to assume that better access over all will improve delivery time. Better access will allow lower inventory on our part as well as that of our customer.

Such savings are real dollars which can be devoted to our expansion plans, as well as provide a pay off within the community as a whole.

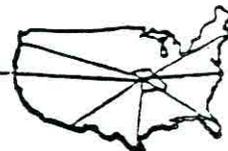
We wish to pledge our support to any and all efforts to further this project.

Respectfully,


Elza Terry
Marketing Director

Tiona

Truck Line



Inn Building
P.O. Drawer 90
Butler, Missouri 64730

816-679-4197

November 30, 1987

Ms. Sally Burg, Executive Secretary
Butler Chamber of Commerce
P.O. Box 167
Butler, Missouri 64730

Dear Ms. Burg:

Thank you for your inquiry in regard to our position concerning the legislative study which relates to I-29, Canada to Sweetwater, Louisiana and the fact that highway 71 would be upgraded.

We, being a nation wide carrier and having our headquarters in Butler, Missouri, located on 71 highway would naturally consider this to be a very positive project. If I-29, Canada to Louisiana could become a reality it would save our company much time and money. The most important aspect would be the added safety features that would be involved in such a project and the probability of the saving of lives and property.

It is a known fact that there are no good routes in the Midwest leading to the North and South. There would also be a very positive impact on the depressed agri-community in the Midwest.

Sincerely,

TIONA TRUCK LINE, INC.

Jim Tiona
President

Terminals

111 South Prospect
Butler, MO 64730

3701 Lone Pine
Springfield, MO 65808

Hwy. 39 West at
Cherry & Plummer
Chanute, KS 66720

Hwy. 80 West
Grand Salina, TX 751

**BOATMEN'S
BANK OF CARTHAGE**

231 South Main
Post Office Box 637
Carthage, Missouri 64836-0637
417 358-9011

November 30, 1987

Mr. James Burley, IV
Secretary of Transportation Department
400 7th Street S.W.
Washington, Dc 20590

Dear Secretary Burley:

On behalf of Boatmen's Bank of Carthage and its Directors and Officers, we would like to request your support of upgrading the present U.S. Highway 71 Corridor from Kansas City, Missouri to Shreveport, Louisiana, to Interstate status as I-29. Our Bank Board discussed this topic at its last Board Meeting and unanimously agreed to actively support such an upgrade.

The economic climate of the Joplin Metropolitan area, of which Carthage is a major area, is enjoying an increasing growth trend due in part to our geographic location, stable work force and "quality of life". Such an improvement to the highway system through our area would further improve and increase the economic climate, promote tourism, and provide excellent highway facilities for the large volume of auto and truck traffic already using the Highway 71 Corridor.

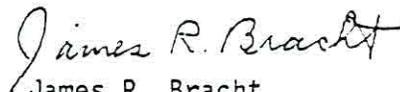
Any support you could give in providing appropriations to fund improvement of the Highway 71 Corridor would be greatly appreciated.

Respectfully,

BOATMEN'S BANK OF CARTHAGE



Walter W. Gonce
Chief Executive Officer



James R. Bracht
President and
Chief Operating Officer

JRB/sm

Carthage

CHAMBER OF  COMMERCE 129 EAST THIRD • CARTHAGE, MO 64836 • 417/358-2373

November 30, 1987

Mr. James Burley, IV
Secretary of Transportation Department
400 7th Street S.W.
Washington, DC 20590

Dear Secretary Burley:

On behalf of the Carthage Area Chamber of Commerce, I would like to request your support of upgrading the present U.S. Highway 71 Corridor from Kansas City, Missouri to Shreveport, Louisiana, to Interstate status as I-29. The Chamber Board of Directors discussed this topic at its last Board Meeting and unanimously agreed to actively support such an upgrade.

The economic climate of the Joplin Metropolitan area, of which Carthage is a major area, is enjoying an increasing growth trend due in part to our geographic location, stable work force and "quality of life". Such an improvement to the highway system through our area would further improve and increase the economic climate, promote tourism, and provide excellent highway facilities for the large volume of auto and truck traffic already using the Highway 71 Corridor.

Any support you could give in providing appropriations to fund improvement of the Highway 71 Corridor would be greatly appreciated.

Respectfully,

CARTHAGE CHAMBER OF COMMERCE



James R. Bracht
Chairman of Economic
Development Committee

JRB/sm

sacog

First

December 3, 1987

Mr. James Burnley
U.S. Secretary of Transportation
400 Seventh Street S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The Shreve Area Council of Governments (SACOG) would like to express its support of the construction of an Interstate Highway from Kansas City, Missouri to Shreveport, Louisiana. This critical link, now under study in accordance with the 1987 Federal-Aid Highway Act, would greatly aid north-south travel with resulting benefits in economic development and tourism for the region. This proposal would remedy a 500-mile gap between north-south interstate highways in this area of the country.

On behalf of the Shreve Area Council of Governments, I urge your support of this important project. The SACOG Urban Policy Committee has unanimously endorsed the addition of this link to the Interstate Highway System.

Thank you for your assistance in this matter.

Sincerely,



Terry J. Langlois
Director of Planning

TJL:lej

cc: Senator J. Bennett Johnston
Senator John B. Breaux
Representative Charles "Buddy" Roemer

Shreve Area Council of Governments

627 Spring Street

Shreveport, Louisiana 71101

(318) 226-6488



GERKEN OIL CO.

Box 366 - Nevada, Missouri 64772
Phone (417) 667-2126

November 30, 1987

Secretary of Transportation
U S Dept. of Transportation
400 7th St. SW.
Washington D C 20590

Dear Secretary:

This letter is in support of the establishment of an interstate route from Kansas City, Missouri, to Shreveport, Louisiana, closing the 500-mile gap that exists between existing North/South interstate routes in the central United States.

In Missouri, we support the feasibility of using I-29 and designating some sections of the existing U.S. 71 Highway as an interstate and having the highway run parallel to 71 Highway in some new locations.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Neil Gerken", is written over a horizontal line.

Gerken Oil Co.

Neil Gerken

November 30, 1987

Mr. James Burley, IV
Secretary of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

My dear Mr. Burley:

On behalf of the Jasper County Development Association, we are asking your support for the extension of Interstate 29 along Highway 71 to Shreveport, Louisiana. As you are aware, this corridor would be through Southwest Missouri.

It is our opinion that the development of Interstate 29 would greatly help the economic development of Southwest Missouri, specifically the Joplin-Carthage area.

Your support of this is greatly appreciated and if we can be of any assistance please do not hesitate to call upon us.

Sincerely,



Mark J. Filiff

1410 South River St.,
Carthage, Missouri 64836

U. S. Dept. of Transportation
400 7th Street S. W.
Washington, D. C.
20590

Dear Sir:

I understand the 1987 Federal Highway Act authorized a feasibility study to extend I-29 South from Kansas City, Missouri, where it now ends.

There certainly is a need for an improved highway facility between Kansas City and the Gulf Coast with the ideal southern terminus in New Orleans.

We would suggest the study, in the interest of keeping costs down, consider using existing four lane US-71 South out of Kansas City through Western Missouri and Western Arkansas. This highway could be brought up to Interstate standards with acceptable costs. This route is now, with all of its shortcomings, especially in Arkansas, a favorite route for trucks to the South.

Western Arkansas is in need of a good North-South highway in the western part of the state to further expand its growth potential.

A North-South 4-lane limited access route South from Kansas City to the Gulf Coast would be a great economic "shot in the arm" for this area and is long overdue.

As our representative in Congress, we ask that you support this proposed new route, preferable in Western Missouri and Western Arkansas.

Yours truly,

Helen E. Barrow

Helen E. Barrow

Marvin L. Barrow
Marvin L. Barrow

Rt. # 1
Nevada, Missouri
64772

Copies sent to:
Congressman Ike Skelton
Senator Christopher Bond

11.3 45:08

ALLIED AFTERMARKET DIV.
1200 E. HIGHLAND AVENUE
NEVADA MO 64772 30AM

Western
Union Mailgram 

1-0071481334 11/30/87 TWX ESL62910678 WSHA
TDWX NEVADA MO

U.S. DEPARTMENT OF TRANSPORTATION
400 7TH STREET S.W.
WASHINGTON DC 20590

ATTN; SECRETARY OF TRANSPORTATION

THE 1987 FEDERAL TRANSPORTATION ACT REQUIRES STUDY OF INTERSTATE HIGHWAY
FROM

KANSAS CITY TO SHREVEPORT, PLEASE SUPPORT UPGRADE OF U.S. ROUTE 71 TO
INTERSTATE FOR FUTURE SYSTEM.

REGARDS,

T. BOERGER
PLANT MANAGER

15:02 EST

MGMCOMP

12/11/87



SINCE 1932

The Austin Agency



JIM AUSTIN

DAVE AUSTIN, CIC

Headquarters for the P. S.*
*Personal Service

515 MAIN STREET
P. O. BOX 1328

PHONE (417) 624-7000
JOPLIN, MISSOURI 64802

December 8, 1987

Department of Transportation
Mr. James H. Burnley IV
400 7th Street, S. W.
Washington, D.C. 20590

Re: Interstate 29

Dear Mr. Burnley,

Joplin's economic wherewithal is quickly becoming known around the country.

Primary among our economic appeal is our transportation advantage. This includes central location, excellent highways including Interstate Highway 44 and State Highway 71, and a major trucking industry located here.

The placement of Interstate 29 along the Highway 71 corridor through Missouri, Arkansas and into Louisiana is most logical based on how well it complements and enhances the other transportation facilities already present there.

The addition of a north-south highway will considerably augment our bright economic prospects. Southwest Missouri is most capable of capitalizing on this additional resource. It will mean excellent growth for our area and a logistically important highway for midwestern states.

I request your support for the Highway 71 corridor location.

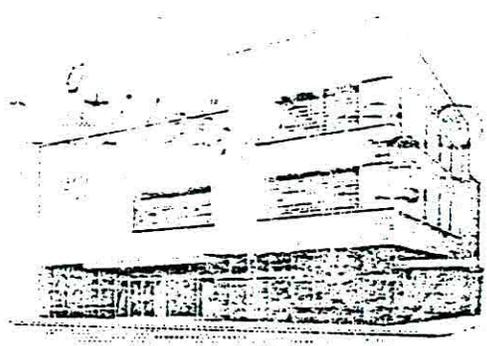
Thank you for your time and consideration.

Sincerely,

David Austin

DA:kmc

PH 10 H



December 11, 1987

Mr. James M. Burnley
Secretary of Transportation
United States Department of Transportation
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Burnley:

The purpose of this letter is to solicit your support in changing the designation of current U. S. Highway 71 to interstate I-29. This change would have a major economic impact on the area between Kansas City, Missouri and Shreveport, Louisiana, with future implications for better connections with Houston, Texas and New Orleans, Louisiana. Much of the highway already exists in a status which with some modification could be brought up to interstate standards. This would obviously reduce the cost versus construction of an entirely new road.

Any assistance which you can provide in this endeavor would not only be appreciated by me personally, but I am sure it would be appreciated by the vast majority of people living along current U. S. Highway 71.

Yours very truly,

Rudolph E. Farber
Chairman of the Board

REF:ss

December 10, 1987

James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I would like to take this opportunity to express my support for the designation of the U.S. 71 highway corridor as Interstate 29. Not only would this provide for a direct North-South route from the Canadian border to Shreveport, Louisiana, it would enhance the safety of this heavily traveled route, and promote continued development of this region.

I respectfully request your support of this designation, also.

Sincerely,


Ray Stipp
President

RS:cd

December 16, 1987

Mr. James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

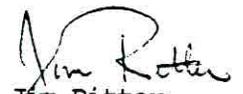
Dear Mr. Burnley:

Teledyne Neosho provides a turbine engine repair and overhaul service which is dependent upon the need of a good and accessible highway system. Common practice in our industry is to ship engines of various sizes and weight to the overhaul facilities using air-ride trucks.

Our customers often voice concern over the need for an improved highway system in and around the Neosho/Joplin area. The designation of Highway 71 as part of the I-29 Interstate System would provide us with just another positive marketing tool to grow our current business.

I would appreciate your personal support for designating this I-29 corridor through our Joplin and Neosho area.

Regards,

A handwritten signature in cursive script that reads "Jim Ritter".
Jim Ritter
President
TELEDYNE NEOSHO

Commerce Bank of Joplin

Box 970
Third and Main Streets
Joplin, Missouri 64802
417-624-2414

December 15, 1987

Department of Transportation
Mr. James H. Burnley, IV
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The decision as to where to locate Interstate Highway 29 south out of Kansas City is vital to the national economy.

Joplin, Missouri, Interstate Highway 44 and Highway 71 should be factors in that location decision. Joplin headquarters five major trucking firms, boasts a strong local economy with one of the lowest cost of living levels in the United States, and is a Small Metropolitan Statistical Area. This type of community is ideal for growth resulting from a major cross-roads in our nation.

Highway 71 is already four-lane from Joplin to I-29 in Kansas City, and is being expanded to four-lane going south from Joplin to New Orleans. Significant time and cost savings would be realized by routing I-29 with Highway 71. Additionally, the I-29 (Highway 71) and I-44 cross-roads would create a much needed intersection for Interstate Highways at the center of the nation.

I would appreciate any support you can give to having I-29 intersect with I-44 at Joplin.

Sincerely,



Kerry Johnston
Assistant Vice President

KJ/bp

Sundeam

LEISURE PRODUCTS COMPANY



4101 Howard Bush Drive
Neosho, Missouri 64850-9164
(417) 451-4550

T. C. Welch
President

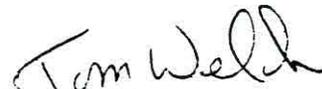
December 11, 1987

Mr. James H. Burnley
Secretary of Transportation
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The purpose of this letter is to convey to you the importance and need for the Highway 71 corridor designated as I-29. A quality highway extending from the Canadian border to Shreveport, Louisiana would, indeed, have a most favorable impact on the safety of those who travel, as well as healthy growth for the whole region.

Sincerely,


T. C. Welch

TCW:jw



Union Carbide Corporation
Linde Division
1601 Industrial Drive
Neosho, MO 64850
(417) 451-2442

December 15, 1987

James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Sir:

In regards to the proposal to designate the present Highway 71 into an I-29 Interstate corridor between the Canadian border and Shreveport, I respectfully request your support.

While I cannot quote you figures and facts on highway usage, I have observed both as a highway user and a trucking fleet manager, the severe overcrowded traffic conditions on the present highway system. These conditions have resulted in many accidents and deaths that could be eliminated by a properly designed and adequate highway system as previously described.

Again I urge your support of this proposal.

Very truly yours,

W. D. Webster
Supt. of Dist.

WDW/vi

KENNETH B. CULKIN
Box 143
Seneca, Missouri 64865

16 December 1987

James H. Burnley
Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street., S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

The purpose of this correspondence is to express my interest and concern with the Highway 71 corridor being designed and designated as I-29.

With the I-29 highway from the Canadian Border to Shreveport, Louisiana, the economy of this particular area in the way of industry, transportation and tourism could not help but be immeasurably benefitted.

My interest and concerns in this matter are supported by the populace of the area in general.

Sincerely,



KENNETH B. CULKIN
Chairman, Newton County
Industrial Development Commission

P.O. BOX A
SENECA, MISSOURI 64865
PHONE 417-776-2221

BILL C. LEE
PRESIDENT & C.E.O.



December 16, 1987

James H. Burnley
Secretary of Transportation
United States Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I cannot express the importance or impact on this areas economy which is currently in a growth stage, that Highway 71 corridor being designated as I-29 would have. With I-29 Highway from the Canadian Border to Shreveport, Louisiana, we could become one of the fastest growing regions in industry, transportation and tourism, to say nothing of the lives this quality of road will save, and would ensure the growth of this part of the country.

Sincerely,


Bill C. Lee
President

BCL/mjl

3014 Moorhead Drive
Joplin, Missouri 64804
December 15, 1987

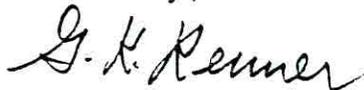
Honorable James H. Burnley
Secretary of Transportation
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

This letter is written in support of the movement to redesignate U.S. Highway 71 as Interstate 29. Extending I-29 south from Kansas City to Shreveport along the line of US 71 would fill a gap in the north-south interstate system and would be a tremendous stimulant to the economies of the area through which it would pass, as well as saving many lives along this overcrowded highway corridor.

Our own region of Newton County, Missouri, encompassing an important segment of the developing Joplin-Neosho metropolitan area, needs this interstate if it is to continue growing in industry, transportation, and tourism and to avoid reverting to the economic stagnation that once afflicted it.

Sincerely,



G. K. Renner
Newton County Economic
Development Commission

RESOLUTION NO. 88-21

RESOLUTION OF THE ARK-TEX COUNCIL OF GOVERNMENTS IN RESPONSE TO THE NEED FOR AN INTERSTATE HIGHWAY FROM KANSAS CITY, MISSOURI TO SHREVEPORT, LOUISIANA.

WHEREAS, the Ark-Tex Council of Governments Board of Directors consists of elected officials from the ten county area of Northeast Texas and Miller County, Arkansas and

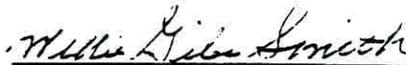
WHEREAS, it is the desire of these elected officials to expand the opportunities for economic development in the Ark-Tex Region through industrial development, shipping efficiencies, and enhanced tourism.

NOW, THEREFORE BE IT RESOLVED BY THE ARK-TEX COUNCIL OF GOVERNMENTS:

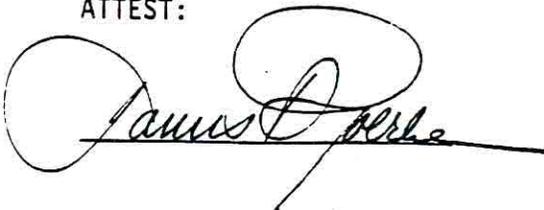
Section 1 - That the route currently being studied through the States of Arkansas, Louisiana, Texas and Missouri is highly supported as the most expeditious and cost effective route and

Section 2 - That the development of such a route would provide a critical link in the Interstate Highway System of the United States.

PASSED, ADOPTED, SIGNED AND APPROVED THIS 17th day of December, 1987.


Willie Giles Smith, President
Ark-Tex Council of Governments

ATTEST:



CERTIFICATION

THIS IS A TRUE AND CORRECT COPY OF

CCG MINUTES Date

RESOLUTION NO. Date

..... 

VILLAGE OF STELLA
STELLA, MO. 64367

December 14, 1987

James H. Burnley,
Secretary of Transportation
U. S. Department of Transportation
400 Seventh St. S.W.
Washington, D. C. 20590

Dear Mr. Burnley,

I am writing in support of the proposed
Highway 71 (being designated as I-29).
Residents of this geographic area believe our
area has great potential for growth and that
a major factor that will influence the potential
is an improved Highway system. Those of us who
must travel the area highways are well aware
of the dangerous heavily traveled system as it
currently exists and believe it must be viewed
as a negative aspect by potential business
groups and tourists.

Sincerely,
The Village of Stella Trustees,
Eleanor Umphenour Chm.



F-100

The Neosho Daily News

KENNETH W. COPE
PUBLISHER

1006 W. HARMONY • NEOSHO MISSOURI 64850 • 417-451-1520

1-6-88

Mr. James H. Burnley
Secretary of Transportation
U. S. Department of Transportation
400 Seventh St., S.W.
Washington, D.C. 20590

Dear Mr. Burnley:

I understand there is to be a hearing concerning the I-29 corridor this month.

There is a serious need for this highway to be extended south to Baton Rouge, Louisiana. As you know, much of Highway 71 is already limited access and could be converted to the I-29 project at a minimum of cost.

I would like to encourage you to give your support to this much needed project.

Sincerely,

Kenneth W. Cope

UNITED MISSOURI BANK
of Joplin

Russell G. Cochran
President

December 4, 1987

The Honorable Christopher Bond
United States Senate
293 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Bond:

Feasibility studies are currently underway with regard to the future placement of Interstate 29. One possibility for its location is south from Kansas City down the Highway 71 corridor through Missouri, Arkansas and into Louisiana. A primary factor for consideration of this route is the fact that there is no major north-south highway between I-35 on the west and I-55 on the east, a distance of over 500 miles. When complete, I-29 would run from Canada south to the shipping ports on the Gulf, and if the 71 corridor route is used, the existing highway would be upgraded and Joplin would be located at the crossroads of two major interstate highways, I-29 and I-44. The positive impact on growth, development, transportation, tourism and the economy would be significant.

I support using the Highway 71 corridor, and solicit your help in any way that you feel that can accomplish this goal.

Sincerely,



Russell G. Cochran
President and Chief Executive Officer

RGC:jrp

UNITED MISSOURI BANK
of Joplin

Russell G. Cochran
President

December 4, 1987

The Honorable John Danforth
United States Senate
497 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Danforth:

Feasibility studies are currently underway with regard to the future placement of Interstate 29. One possibility for its location is south from Kansas City down the Highway 71 corridor through Missouri, Arkansas and into Louisiana. A primary factor for consideration of this route is the fact that there is no major north-south highway between I-35 on the west and I-55 on the east, a distance of over 500 miles. When complete, I-29 would run from Canada south to the shipping ports on the Gulf, and if the 71 corridor route is used, the existing highway would be upgraded and Joplin would be located at the crossroads of two major interstate highways, I-29 and I-44. The positive impact on growth, development, transportation, tourism and the economy would be significant.

I support using the Highway 71 corridor, and solicit your help in any way that you feel that can accomplish this goal.

Sincerely,



Russell G. Cochran
President and Chief Executive Officer

RGC:jrp

UNITED MISSOURI BANK
of Joplin

Russell G. Cochran
President

December 4, 1987

The Honorable Gene Taylor
United States House of Representatives
2134 House Office Building
Washington, D.C. 20515

Dear Representative Taylor:

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Sincerely,



Russell G. Cochran
President and Chief Executive Officer

RGC:jrp

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