

Mr. SCHWENGEL. I want to establish this point, Mr. Chairman, because I respect these kinds of people, and they are very helpful. And you answered the question on the number of contractors, and this indicates that it is still pretty competitive in an area, and the rules are to be laid out, and the State highway commissions are forcing you to be competitors, working in the public interest; and generally speaking, we, with your cooperation, the State highway commissions' cooperation, and the Bureau of Roads, have built roads very economically by comparison.

Mr. HOLMES. That is right.

Mr. SCHWENGEL. So I want to pay my tribute to you people who represent the important part of the free enterprise system that makes this kind of building production possible.

Mr. HOLMES. Thank you.

Mr. SCHWENGEL. I think it would be well if we could have a running statement on increased costs of the actual contracting cost increase compared to the increased efficiency and effectiveness in production, and as, at some point, we get this in the testimony, it would be very valuable testimony to have.

Mr. MILLER. Mr. Chairman, if I may, in the last recent cost estimate of completion of the Interstate System, submitted to the Congress, it is indicated that of the total cost, increased cost of \$9 billion-plus, \$9.075 billion, that \$1.875 billion is related to the increase in construction prices. The rest of it is accounted for, and I will be glad to submit this for the record.

It gives you in detail what this cost represents.

Mr. SCHWENGEL. I would like to have it.

Mr. KLUCZYNSKI. We would appreciate having that in the record. (Table referred to follows:)

[In millions of dollars]

Unit price changes:

|                                                                                                         |        |
|---------------------------------------------------------------------------------------------------------|--------|
| (a) Change in cost due to the increase in unit prices between the base year 1963 and the year 1966----- | 1, 875 |
|---------------------------------------------------------------------------------------------------------|--------|

Added construction items:

|                                                                                                                                                                                                                                |        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| (b) Additional interchanges and grade separations, plus improvements in design of ramps and structure—costs not included in 1965 estimate -----                                                                                | 990    |
| (c) Additional lanes over those reported in 1965 estimate but not including the conversion from 2 to 4 lanes in item (k), an increase to meet greater traffic needs-----                                                       | 340    |
| (d) Heavier design of roadway base, surface, and shoulder areas to accommodate heavier traffic volumes and increased load factors, reflecting changes in design knowledge and procedures over 1965 estimate data-----          | 1, 045 |
| (e) Extra stage of pavement structure on earlier opened sections of Interstate System to adequately accommodate design year traffic-----                                                                                       | 200    |
| (f) Added landscaping, erosion control features, roadside rest areas, and rest area facilities, not included in 1965 estimate, and not subsec. 319(b) costs-----                                                               | 555    |
| (g) Additional safety features on work under construction, or work remaining to be obligated—including flatter slopes, wider bridges, additional guardrail, safety posts, and light standards—not a part of 1965 estimate----- | 845    |
| (h) Added safety features on segments previously opened to traffic--                                                                                                                                                           | 685    |

|                |               |
|----------------|---------------|
| Subtotal ----- | <u>4, 660</u> |
|----------------|---------------|