

Preliminary engineering and right-of-way:

(i) Increase in right-of-way costs over 1965 estimate for segments not included in items (l) and (k)-----	890
(j) Increase in preliminary engineering costs over 1965 estimate, for segments not included in items (l) and (k) plus overruns in preliminary engineering and right-of-way projects previously considered fully financed for 1965 estimate purposes-----	385
Subtotal -----	<u>1,275</u>

Four-lane minimum design requirement:

(k) Added cost to provide a minimum of 4 lanes for previous 2-lane segments of the Interstate System, in accordance with sec. 5 of the Federal-Aid Highway Act of 1966-----	335
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System changes:

(l) System additions and significant system adjustments, including deleted system segments, total \$1,345,000,000 which is offset by an allowance of \$5,000,000 per mile for 83 miles included in the 1965 estimate—Increase-----	<u>930</u>
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Grand total----- 9,075

Mr. KLUCZYNSKI. Of course, we all know that when we first passed the Interstate Highway System we anticipated spending around \$29 billion. I understand now it is 65 percent complete, and it will cost over \$52 billion. It is just as simple as A B C: if you do not build today it will cost more next year.

Mr. MILLER. You are right, Mr. Chairman. The latest estimate places the cost of completion at \$56.5 billion.

Mr. KLUCZYNSKI. \$56 billion.

Mr. MILLER. Yes, sir.

Mr. KLUCZYNSKI. Any further questions?

It has been a pleasure to have you before the committee and we appreciate the information you have given to us. I think it is going to be very, very helpful when we get into executive session.

Mr. MILLER. Mr. Chairman, if I may, I would like to continue with our other testimony.

Mr. KLUCZYNSKI. We would be glad to hear from you.

Mr. MILLER. Thank you very much.

Mr. KLUCZYNSKI. I am sorry the gentleman from Florida has been detained—he had another meeting here this morning—to welcome a fellow Floridian. I hope Mr. Cramer will be here any minute.

Mr. MILLER. Mr. Chairman, with your pleasure, sir. I would like to present to the distinguished committee Mr. Sam Turnbull, engineer-director of the Florida Road Builders Association, and former chief engineer of the Florida State Highway Department.

I know of no one better qualified to discuss the subject he is about to present to the committee.

Mr. Turnbull would like to report to you briefly on the impact of this cutback upon the State of Florida.

Mr. KLUCZYNSKI. It is a pleasure for this committee to have you appear here.

Mr. TURNBULL. Mr. Chairman and members of the committee, my name is Sam P. Turnbull, and I am engineer-director of the Florida Road Builders Association, Inc., with headquarters in Tallahassee, Fla.