

are shown in House Document 199, 90th Congress, 2d Session, on pages 11 and 12. The cost items are repeated below for convenient reference.

TABLE 7.—COMPARISON OF THE 1965 AND THE 1968 ESTIMATES OF TOTAL COST OF THE 41,000-MILE INTERSTATE SYSTEM

[In millions of dollars]

Item	1965		1968	
	Total cost	Federal share	Total cost	Federal share
1. Interstate mileage in State estimates:				
1965 estimate (40,886 miles).....	44,744	40,100		
1968 estimate (40,969 miles).....			54,234	48,538
2. Remaining system mileage:				
1965 estimate:				
Reserved for specific routes (93 miles).....	465	420		
Held for final measurement (21 miles).....	105	95		
1968 estimate: Held for final measurement (31 miles).....			310	280
Subtotal, 41,000-mile system.....	45,314	40,615	54,544	48,818
3. State highway planning and research.....	640	579	790	704
4. Public roads administration and research.....	511	511	663	663
5. Contingencies.....	335	295	503	455
Grand total.....	46,800	42,000	56,500	50,640

The 1968 estimate total cost is shown in table 7 to be \$56.5 billion as compared to \$46.8 billion reported in the 1965 estimate. The difference in cost, \$9.7 billion, includes a \$310 million allowance for reserve mileage totaling 31 miles which had been estimated in 1965 at \$5 million per mile—an increase of \$155 million. Also included in the estimate differences is an increase in the allowance made in this estimate for State Highway and Public Roads planning, administration, and research and for contingency items. The increase in the 1968 estimate for these categories is \$470 million. The remaining net increase in preliminary engineering, right-of-way, and construction items totals \$9,075 million.

The following is a brief summary and tabulation of the costs which make up the differences between the 1965 and 1968 estimates.

[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 structures—costs not included in 1965 estimate..... 990

(c) Additional lanes over those reported in 1965 estimates 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..... 4,660