

for the construction of off-street parking that is integrated with mass transit facilities. We believe that these parking lots are appurtenances to the mass transit facilities and should be built with funds which Congress may provide for mass transit.

In the consideration of future highway programs, there has been considerable discussion concerning the need for increasing the mileage of the Interstate System. Some States are on the verge of completing their allotted mileage. Illinois has been one of the leaders in the development and completion of its allotment. We have awarded contracts as fast as the highway trust fund moneys were made available. We have a capability of awarding contracts at an accelerated pace if the moneys were made available.

In Illinois, the more expensive metropolitan expressways were constructed first in order to meet the urgent need for high-type highways in the congested areas. Most of the remaining mileage to be built is in the rural areas, where the cost of such construction is considerably less than the urban costs and the speed of completion will be greater.

Any consideration for adding mileage to the Interstate System should involve the following:

First, what should be done with the 41,000-mile system scheduled for completion in 1974 or 1975.

It should be remembered that portions of the existing system were designed more than 20 years ago and completed more than 15 years ago. The standards under which those were built were excellent, but, by today's standards, are in the process of upgrading and modernizing. The costs of such upgrading are high. The need is evident if we are to achieve maximum use of existing pavements.

For example, in Illinois we have developed a traffic surveillance program which includes the use of computers measuring out the density of traffic using the expressway. While involving the expenditure of a large sum of money, it is much less costly than building another freeway or double-decking existing freeways.

It is also self-evident that much rehabilitation work is necessary on the older portions of the Interstate System, both because of the wear and tear on the pavements and the need to update the safety features of the system. Millions of dollars are required for these projects, which include new types of guard rail, bridge deck sealing practices, lighting, signing, additional interchanges and the like.

Such programs are necessary to protect the soundness of the original investment in the road. I believe the Congress should have in mind the importance of these costs to State highway departments before Congress determines the extent of additional mileage allotments.

Second, is there a real need to extend the system beyond the present system?

The answer in Illinois is an obvious one. Yes, there is an urgent need for additional miles of freeways. There are many cities in Illinois that feel left out of the program thus far, who want to be "hooked up" to the rest of the State and the Nation in a more direct manner than they now have, and we agree in most instances that they should be. There is a need to build some bypass routes in the metropolitan areas of the cities.

In Illinois, although we were allotted 1,642 miles of the Interstate System, the third or fourth largest allotment in the Nation, our needs