

On the \$300 million over a 3-year period, what would be your reaction to that?

Mr. LORENZ. I would say that would certainly be a more realistic approach to the problem.

Mr. CRAMER. You also indicated you are very much in favor of doing something about this additional mileage on the Interstate System and, of course, you realize that there is considerable interest on the part of the States in not doing anything more after 1975 or 1978, whatever the time may be.

Do you think we should go ahead and authorize certain mileage for after 1975 or after 1978 at this time?

Mr. LORENZ. I most certainly do, because now is the time to take advantage of the undeveloped areas, to make the right-of-way acquisitions' cost as minimal as possible, at the same time averting the heartache that comes when you try to develop highways through urban congested areas.

Certainly it is not too far ahead to be planning for after 1975 programs, when we know that the projections for the amount of vehicles that are going to be on our highways in 1975 are going to be almost 50 percent as much as we now have, so that we also know that we are going to have to provide additional lane space for these vehicles.

Mr. CRAMER. Thank you very much. I think your testimony will be very helpful.

Mr. LORENZ. Thank you.

Mr. KLUCZYNSKI. Mr. Clark, the gentleman from Pennsylvania.

Mr. CLARK. Mr. Chairman, I want to congratulate Mr. Lorenz for a very excellent statement and I, too, believe that we should not be too modest in this program, and I feel that we should go all the way, and the sooner we get started on it, the better.

I accept your statement concerning the extra or additional mileage.

Mr. LORENZ. Thank you very much.

I might say in passing, you know, we started to renovate the Eisenhower Expressway, which is one of the older ones in operation in the State of Illinois. It is a \$10 million program.

In this case, particularly, it is important because of the fact that the Federal Government is going to participate in a great deal of the cost, because of the fact that we are upgrading the signing, the lighting, the guard rail installations, and all of those things that relate to safety.

What I am trying to suggest is that this is what one expressway, 18 miles in length, is costing \$10 million to do.

I think that the Congress has got to be cognizant of this because every other large State in the Union is going to be faced with the same kind of a problem, particularly those States that were aggressive enough to get into the interstate construction in the early days and get those roads in operation.

We find that in the urban areas, particularly where the traffic is heavy, the depreciation on those highways is much more rapid than it is in the rural areas.

I listened with a little interest to some of the other States, and we all have our problems, but I would like to tell you that in Illinois we have 16,100 miles of highways, 5,800 of them are considered sub-