

tends that the Highway 77 traffic corridor in Nebraska is the best route for an Interstate Highway extension in Nebraska. And as you might guess, there is some little partisanship between Mr. Seacrest and myself on this point.

I would like to point out to the committee that Mr. Seacrest's road is only approximately 35 miles west of an existing Interstate System, the Interstate 29, which runs north and south down the Missouri River bottom in Iowa, and that this road, when it is opened, will drain traffic from the Highway 77 system.

As a matter of fact, traffic is already being drained from this system, because the Nebraska Department of Roads traffic flow survey shows that traffic declined on Highway 77 during the period January 1, 1962, to December 31, 1966, by an average of 83 vehicles per day. This is a decline, not an increase.

Now returning to the ABC program, the general effect of the poor condition of the highway, coupled with rising traffic volume, upon safety for travelers on Nebraska U.S. Highway 81 is profound. The rising traffic volume produces on Highway 81 the greatest frequency of accidents per passenger miles traveled of any Nebraska highway in the ABC system. This includes the well-known Lincoln Highway, Highway 30. This safety problem is going to be magnified in the future.

Donald Coffey, who is in charge of design engineering for the Nebraska Department of Roads, recently stated that traffic volume on U.S. Highway No. 81 in Nebraska is expected to double for the period between 1960 and 1980. And here again, since the Interstate 35-W will terminate at Salina, traffic northbound on Interstate 35-W will be dumped onto this inadequate Highway 81 in Nebraska and channeled north upon completion of Interstate 35-W to Salina and the problem will be doubly and triply magnified.

It may be concluded, then, if Nebraska Highway 81 is any criterion, that the Nation as a whole is rapidly approaching a crisis in its ABC highway needs.

Now, the Congress can deal with the crisis either by adding miles to the Interstate System or appropriating additional funds for the ABC program. Of course, I realize that you can't turn all the ABC votes in the Nation into Interstate Highways, but the importance of the agency highway system and its problems, I feel, outweigh the need for further interstate mileage. And although we certainly urge to the committee that the unique circumstances which have left a gap in the interstate program in the U.S. Highway 81 traffic corridor in Nebraska requires filling this gap with additional interstate mileage, if this is not possible, we respectfully urge the committee to increase the appropriations for the ABC highway program along the lines suggested by Mr. Holmes and Mr. Stapp, so that this rapidly magnifying problem in our ABC highway needs can be dealt with as soon as possible.

Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. Thank you, Mr. Moyer.

The gentleman from Nebraska, Mr. Denney.

Mr. DENNEY. Mr. Moyer, I want to compliment you on a very fine comprehensive statement. I think you have elicited for the benefit of the committee the primary facts: (1) Nebraska is one of three States which does not have a north-south interstate; (2) We only have one