

tip of Florida through the Everglades. That is pretty bad roads there sometimes when traffic is heavy.

Mr. FASCELL. That is right. This is the road that we are talking about, the existing two-way highway, U.S. 41.

Mr. KLUCZYNSKI. Any further questions?

The gentleman from California, Mr. Clausen.

Mr. CLAUSEN. You have made a very excellent presentation.

Mr. FASCELL. Mr. Chairman, thank you very much.

Mr. KLUCZYNSKI. It is always a pleasure to have you before the committee.

The chairman of the House Appropriations Committee will be here very shortly. I see my very, very good friend, the gentleman from Texas, Mr. Pickle. Will you kindly take the witness chair.

STATEMENT OF HON. J. J. PICKLE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. PICKLE. Mr. Chairman and members of the committee, I have a statement which I will ask to be distributed to each member. The statement takes I would assume about 8 minutes to give. May I read it or what is my time limitation here?

Mr. KLUCZYNSKI. Well, if you want to make your statement you may read it or you may submit it for the record and hit the high points.

Mr. PICKLE. Well, Mr. Chairman, if I may ask consent to submit my statement in its entirety for the record and then if I may, I will hit some of the high points in the testimony.

Mr. KLUCZYNSKI. Without objection, it is so ordered.

(The prepared statement and additional material follow:)

STATEMENT OF HON. J. J. PICKLE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. Chairman, I appreciate very much the opportunity to appear before you this morning in connection with the Interstate Highway System. Before starting, I would like to say that in a State as large and expansive as Texas, the Interstate Highway System is much more than a remote benefit to the transportation system. It is something virtually every citizen has the need to utilize extensively, and its convenience and benefits are above question.

Since the time there were indications that this subcommittee was to consider possible extensions to the Interstate Highway System, a great deal of enthusiasm has been generated in my congressional district.

A noticeable gap in the highway coverage in Central Texas has been apparent in the system from the start, and better coverage is needed for East-West traffic. The Interstate Highway System in Texas, in bridging the distance from Houston westward to El Paso, now runs through San Antonio rather than through Austin. While Austin is the more direct route, San Antonio is admittedly the larger of the two metropolitan areas, and when the system was first established in the mid-1950's, San Antonio was the logical choice.

Now, however, in light of the considerable shift of economic emphasis in Central Texas, I feel this subcommittee should have the benefit of some of the latest changes, and specifically, would like to recommend for your consideration an extension of Interstate Highway 10, to be known as IH-10 North.

This proposal would create a spur 200 miles on the East-West transcontinental roadway in Texas to run on a line roughly from Columbus, La Grange, Smithville, Bastrop, Austin, Dripping Springs, Johnson City and tying back into the existing Interstate Highway 10, southeast of Junction. I feel this spur is the natural compliment to the existing roadway for reasons of safety, public convenience and necessity and efficient highway engineering to prevent a bottleneck mid-way from Houston to El Paso.