

AFTERNOON SESSION

Mr. KLUCZYNSKI. The hearing will come to order.

Because some of the witnesses have early flights scheduled we have rearranged the witnesses this afternoon to try to please all.

Our first witness will be Mr. J. C. Dingwall, State highway engineer of Texas.

**STATEMENT OF J. C. DINGWALL, STATE HIGHWAY ENGINEER,
TEXAS**

Mr. DINGWALL. That is all right.

If I may leave when I get through, I will still make my schedule.

Mr. KLUCZYNSKI. Do you have a prepared statement?

Mr. DINGWALL. Yes; I would prefer to read it if I may.

Mr. KLUCZYNSKI. All right; whatever you wish.

Mr. DINGWALL. It will take probably 8 minutes.

I would first like to express our appreciation to members of this committee who came to Texas last year during Hurricane Beulah and helped us with a very difficult situation in the Rio Grande Valley. Several members of the committee were there and several members have been in Texas since that time, and I, for one, having to do with the road network in the valley, appreciate very much the assistance we got from members of this committee at the time of Hurricane Beulah.

Mr. Chairman and members of the committee, I am J. C. Dingwall, State highway engineer of the State of Texas. I consider it a privilege to appear before your committee this morning and offer the following statement on behalf of the Texas Highway Department. I will have 10 points, brief ones.

1. The Texas Highway Department generally supports the AASHO recommendations which have already been submitted to this committee.

2. It is our recommendation the trust fund be continued in existence for the additional number of years necessary to complete the presently designated 41,000-mile National Interstate System. Continuing study should be pursued on the after seventy-five program.

3. We may be, to some slight degree, a little apart from AASHO on recommendations as to proposed extensions for the 41,000-mile National System of Interstate Highways. Texas has a minimum need of at least 1,500 miles of additional Interstate Highways in our State. We still have two cities of over 100,000 population which are not located on an interstate highway. They were mentioned this morning, the two being Lubbock, Tex., and Wichita Falls, Tex.

If additional mileage is not in the picture for the Interstate System, Texas could live with a provision whereby, if a State or States elect to improve a section of the primary system substantially to interstate standards and it would make a logical addition to the Interstate System, it could be given an interstate number and marked with an interstate marker.

4. With respect to the TOPICS program, it is our opinion that these funds should be made available to the States for use only on city streets which are now on the designated highway system and on those streets which might be added to the presently designated highway