

Mr. KLUCZYNSKI. Any further questions on my left? Questions on my right? Mr. Wright.

Mr. WRIGHT. Mr. Chairman, let me simply congratulate the gentleman on an excellent statement. It is a fine representation the State of Iowa has here in the gentleman from Iowa, Mr. Schwengel.

Mr. KLUCZYNSKI. There being no further questions, thank you.

Mr. COUPAL. Thank you very much, Mr. Chairman.

Mr. KLUCZYNSKI. The Chair now recognizes the gentleman from Florida, Mr. Cramer.

Mr. CRAMER. Mr. Chairman, I would like to introduce Mr. Charles Hopkins, who is Interstate engineer for the State Highway Department of Florida. It is my pleasure to introduce him to the committee.

Mr. Hopkins, if you will just come and take a seat.

Mr. KLUCZYNSKI. Mr. Hopkins, proceed as you wish.

Do you have a prepared statement?

STATEMENT OF CHARLES HOPKINS, STATE HIGHWAY DEPARTMENT, FLORIDA

Mr. HOPKINS. No, sir, I do not have a prepared statement. I have some notes I would like to read from if I may and talk from if I may.

Mr. KLUCZYNSKI. You may. The floor is yours.

Mr. HOPKINS. Mr. Chairman, it is a privilege for me to appear here before this committee and I am here to present to you the minimum needs for additions to the Interstate System in Florida.

In 1956 when the authorized mileage for the Interstate Highway System was increased from 40,000 miles to 41,000 miles, the States were allowed to request additional mileage. Florida submitted what was considered then the minimum requirements for additional Interstate mileage. These requested additions consisted of three segments totaling 312 miles.

Due to tremendous growth in Florida since 1956, these additions are needed even more today than they were then. None of this additional mileage, the request of which is still on file with the Bureau of Public Roads, has ever been approved.

All of these requests are included in the highway-street needs study, which was made at the request of Congress. I think it was originally known as the "After 1972" study. Probably now it should be known as the "After 1975" study, and you probably have copies of that.

We hope to get all of this mileage approved in this program. However, there is one of these extensions that cannot wait for 1975. We need it now.

I would like to point out that Florida is not an average State. We have enjoyed tremendous growth. In 1967 we had 6 million residents and 18 million tourists. By 1975 we expect 9 million residents and 30 million tourists.

We are in critical need of additional Interstate mileage to fill in the obvious gaps in the present system to provide an integrated system for traffic to and from the State of Florida and for traffic within the State to serve all of Florida.

We have an interstate route down the eastern side of the State of Florida, from Jacksonville to Miami. We have a route down the center of the northern part of the State that terminates in the west coast area