

of urban interchange signing may possibly be attributed to the maintenance of rural speeds in urban environments. At 60 miles per hour, a vehicle will traverse the distance between two interchange exit ramps spaced at one-eighth of a mile in less than 8 seconds.

(d) Depending upon the height of the vehicle and the location of signs, it might be that a motorist would not be able to see the sign designating the exit he wants to take. How can this problem be solved?

Answer: It does not appear that vehicle height would deter motorists' vision of properly located signs unless he is travelling too fast or tailing too close behind a maximum-height vehicle. He can always slow down to avoid over-shooting his exit destination. Advance consultation of maps can be helpful to tourists in strange environments. Additional audio means to supplement visual aids are being extensively researched as part of the problem of what kind of information the motorist needs, in what circumstances, and how it may best be imparted to him. Broadly included in the problem are the elements of route guidance, emergency alert, and advisory information as to the availability of traffic-oriented services.

5. Do you think the bill should contain a limitation on:

(a) vehicle length?

Answer: No, not at this time. Further studies are necessary on the economic and safety implications in the various regions of these United States.

(b) vehicle height?

Answer: Yes, a height limit of 13 feet, 6 inches is desirable to ensure safety margins in the vertical clearance of overhead structures, with due allowance for resurfacing requirements, snow and ice accumulation, and the like. Even more compelling is the maintenance of vehicle stability, inherent in the preservation of a limiting height to width ratio.

6. The present law limits the weights and dimensions of vehicles permitted to operate on the Interstate System to either specified limitations or limitations established by State law or regulations in effect on July 1, 1956, whichever is the greater. S. 2658, as it passed the Senate, would permit the operation of vehicles on the Interstate System which could be operated on the *public highways* under laws or regulations in effect on January 1, 1968.

(a) How many States have increased the weights or dimensions permitted to operate on public highways other than Interstate Highways since 1956?

Answer: Numerous States have made changes in limits on other than Interstate highways since July 1, 1956, many by specific exception of certain products, on certain designated highways, and by special permit authorization, such as would preclude a precise answer to this part. Five States have increased width for certain vehicles on certain highways beyond the 96-inch limit of Sec. 127, Title 23. All but twenty States have increased the height limit, not restrained by Sec. 127. Length limit increases tabulate as follows:

	States
Truck -----	14
Bus -----	23
Truck tractor semitrailer -----	34
Other combination -----	30

Nine States have increased either single or tandem axle limits, across-the-board or in limited application, in excess of the Sec. 127 restraint for either designated or non-Interstate highways. One State increased axle limits permitted on the Interstate System. These axle limit increases suggest that the nine States now permit gross weights on non-Interstate highways in excess of those permitted on the Interstate System. All States that were below the Sec. 127 gross weight limit of 73,280 pounds have come up to that limit for operation on the Interstate and the generality of highways. Tables of permitted sizes and weights as of July 1, 1956, and December 31, 1967, are attached.

(b) According to the Senate Report on S. 2658 (Senate Report No. 1026) 15 States allow the operation of motor vehicles with axle weights over 20,000 pounds. 24 States allow the operation of vehicles having a tandem axle of over 32,000 pounds, and 8 of these States allow tandem axle weights over 36,000 pounds. Would this create a problem for those States which have lower weight limitations?

Answer: All States would retain the prerogative to deny legal entry of such of such vehicles of the 15 States enumerated as permitting axle limits in excess of proposed Interstate limits, or for that matter, of all vehicles with axle loads in excess of those in accord with the determined capability of their highways.