

Mr. Chairman and members of the committee, we know that time is short and the subject of allowable vehicle sizes and weights is extremely important, so we will file two of our three statements with the attached supporting material for the record and respectfully ask that you review it carefully before taking any final action.

I refer specifically to my formal statement with the attached AASHO recommended policy, and the statement of Mr. Ward Goodman, director of highways of Arkansas, and chairman of the committee on bridges and structures.

We would like to have Mr. Ross G. Stapp, chief administrative officer of the Wyoming department, and chairman of our committee on transport, read his statement, for it goes into many of the things that we found out in the AASHO road test project in Illinois concerning the effects of vehicle weights and frequency of loadings on highways.

In general, the bill, as passed by the Senate, is generally acceptable to us as it refers to the maximum allowable single- and tandem-axle loadings, as well as the use of the bridge gross weight formula, and its application not only to the extreme front and back axles of a vehicle or combination vehicles, but also to the intermediate-axle groupings.

From our work at the AASHO road test research project, we found that the loads specified in the Senate version, which includes all tolerances, is at the upper limit that we can accept.

We do call to your attention that the Senate version does not put in limits on vehicle lengths and we must take issue with the so-called grandfather clause in the Senate bill, because it would furnish a means of further escalation of weights and sizes.

We recommend your consideration of the one included in the AASHO recommended policy which would, by 1975, make all vehicles conform with the maximum limits that would be included in federally established ceilings on vehicle weights and sizes.

If it is agreeable, Mr. Chairman, I would like to have our Mr. Stapp read his statement.

Mr. KLUCZYNSKI. You may proceed.

Mr. STAPP. Mr. Chairman and gentlemen of the committee, the AASHO transport committee, which has been the group that over the years has developed recommended policies for vehicle weights and sizes using the Nation's highways, has the following official assignment in our association:

To investigate and evaluate the various transportation needs that should be served by the highway system of the United States; determine the degree to which such needs are made by the highway system in its current state of improvement under existing regulatory laws; and recommend such policies, regulations, laws and practices as may contribute to improving the efficiency of highway transportation with due regard for the conservation and cost of the highway plant.

The membership of this important committee is made up of four chief administrative officers from each of the four AASHO regions, and was first established in 1922. At that time, highway engineers and administrators were learning of the interaction between highway design, vehicle weights, and road life.