

This was also at a period when the first research along these lines was initiated, such as test road projects in Virginia, California, and the Bates road test in Illinois.

During that time, the AASHO committee worked in joint session with representatives of the National Automobile Chamber of Commerce and the American Investment Bankers Association. The latter had generally handled bonds for highway construction work, which was the usual way of financing highway construction until the newly created motor-fuel tax became the major source of highway funds.

In 1925, the AASHO committee extended its activities to include the classification of highways on the basis of the traffic carried, the regulation of bus and truck traffic, utilization of the highways with reference to measuring the capacity of the roads, recommendation of uniform vehicle laws, and the principles that should govern the determination of widths of right-of-way, provisions regulating extra-heavy-load movements, seasonal load restrictions, and certain general regulations including vehicle sizes using the highways. Our committee developed weight and size policy drafts in 1932, 1942, 1946, 1964, and 1968 that were adopted by AASHO.

Early in the 1950's, the AASHO transport committee developed a project statement for an AASHO road test research project. This very complete and detailed document spelled out the objectives of the research, the general requirements of the project, and specifications as to its location.

The project was finally activated by AASHO on February 22, 1955, and was located near Ottawa, Ill., because the annual rainfall, frost penetration, and native fine-grained cohesive expansive clay soils all satisfied the general site specifications for the project as being fairly average of conditions found throughout the United States.

AASHO asked the Highway Research Board of the National Academy of Sciences to undertake the administration and conduct of this very important project. The Highway Research Board then established a National Advisory Committee made up of approximately 30 outstanding experts from universities, industry, Federal agencies, and State highway departments who could contribute to the success of the project.

Basically, the motivation of AASHO in starting such a road test was to get the best possible information for reviewing and measuring the equity of vehicle weight and size regulations, as well as checking on structural design techniques for payments, evaluate bridge design procedures, and to get the best information available that could give the optimum balance between the best use and best life of the highway.

In setting up the project, each of the five traffic loops were half bituminous pavement and half portland cement concrete pavement. The various sections of pavements making up the loops were statistically designed as to randomization and overlap of design from one loop to the other to make comparison and analysis possible and accurate.

The controlled loading that traveled over these loops for a period of 2 years were trucks utilizing five sets of so-called companion single- and tandem-axle loadings.

The project was originally designed with four major loadings, but because of the studies directed by sections 108 and 210 of the Fed-