

Do the members have any questions or any comments?

Mr. CRAMER. I think you have answered some of the questions that I had in mind with your statement. However, I had a couple of matters I would like to get your expert advice on.

The Senate bill, as passed, as you indicated, increased the weights of vehicles permitted to operate from 18,000 to 22,000 pounds maximum and from 32,000 to 34,000 pounds for tandem axle. It would change the overall gross weight limit from 73,200 pounds to a weight determined by formula based on the number of axles. As the bill is written, there is no limit on overall gross weight that would be permitted to operate on the Interstate System.

Do you think this presents a danger to the present structures?

Mr. STAPP. Yes, sir; I think there should be an overall weight and an overall length. I would like to have Mr. Johnson elaborate a little more on that.

Mr. JOHNSON. Gentlemen, at the time we developed the recommended policy by AASHO, it was the feeling of the highway departments that we should not have separate weight and size limitations between the Interstate and the rest of the highway system. They anticipated serious enforcement problems in so doing.

But you will remember that the original section 27 was silent on length, also. As a result of the balloting, the State highway departments suggested a maximum of 65 feet. We find quite a difference in the eastern part of the country and the western part of the country in this regard.

In the eastern part you have more serpentine alinement on your highways. You have narrower roads, you have more of the roads going through cities.

So there is a difference of attitude as to what should be the maximum length.

We do recommend that on the State highway systems it be 65 feet.

In Mr. Stapp's State of Wyoming, and in some of the other States, the triple bottom is currently in operation on an experimental basis. That is 105 feet long. I think Mr. Stapp can tell you more about how it is working out there than anyone else.

Mr. STAPP. Mr. Cramer, we have run tests on that this last winter, and we will run more this summer on the three bottoms on the four lane, 105 feet in length. I will have to admit that they track better than some of the semis that are on our highways. I have recommended to our commission that they be allowed on the four-lane divided, but not on many of our narrow three-lane roads, because of the problem of passing gets into a traffic hazard with 105 feet on some of the narrow two-lane roads.

Mr. CRAMER. Do you think that setting a length limit, in effect, would result in a maximum limit providing the pressures that would then be exerted possibly against the State legislatures to go to that maximum?

Mr. MORTON. Mr. Cramer, if I may make this comment, I think the setting of length would have this tendency to regulate the weight and control it along the lines that our association believes it should be controlled.

Mr. CRAMER. Whatever maximum limits we set, it appears that it is an open invitation to go to that maximum on the part of the legis-