

Mr. CRAMER. In other words, do you think they should have penalties on all systems? Do you think that is a sound policy position?

In other words, the State could lose 100 percent of their money, ABC as well as interstate, if they do not conform to interstate standards.

Mr. MORTON. I think my personal view is that our interstate is built to the highest standards of any highway system that we have. These encroachments that have gone toward increasing the weight on other parts of our State highway system are not completely desirable, by any means.

Mr. CRAMER. Because these are such technical questions, but we will have to deal with them, I suggest, Mr. Chairman, that I ask the association to answer this series of questions for our purposes when we get into further consideration of it.

Mr. MORTON. We will be most pleased to do so.

Mr. CRAMER. Thank you.

Mr. KLUCZYNSKI. Mr. Harsha?

Mr. HARSHA. Thank you, Mr. Chairman.

Would it not be better to let the States continue to handle the problem of weight and size limitations rather than the Federal Government?

Mr. STAPP. We like to have the top ceiling in the States control that, because, for example, it is the States in the East who do not like as long a load as we do in the West; and I think it would be well to have an upper limit and let the States follow through with their own regulations.

Mr. HARSHA. But that at least gives an incentive to the States to go to the maximum limit.

Mr. STAPP. If you do not have an upper limit, it gets to the place where one State will go higher and then the pressure is put on to get the other States to that top limit, until you have a ceiling on the upper limit.

Mr. HARSHA. Do you propose to have the same ceiling on interstate and primary roads?

Mr. STAPP. It is my personal opinion that we should have less on a two-lane highway. Of course, we still must have one system. It is hard to control. According to the balloting of the AASHO representatives, whom I am representing today, they say 65 feet should be the maximum, so that is what we have to use.

Mr. HARSHA. For both highways?

Mr. STAPP. Yes, that is the maximum.

Mr. HARSHA. Then if you limit the length to 65 feet for two lane, you do not employ the full maximum use of the four-lane highway, do you?

Mr. STAPP. That could be, but I can only represent the majority of AASHO, which is a two-thirds majority, and they voted for the 65 maximum length.

Mr. HARSHA. How many voted for the 65 maximum?

Mr. STAPP. It was in excess of two-thirds. It had to be at least a minimum of 36. I do not know exactly, but there were at least that number.

Mr. HARSHA. Thirty-six of the 50?

Mr. STAPP. Yes, sir.