

Mr. HARSHA. Back on page 5 of your testimony you said that balloting on the 34,000-pound-weight figure lacked a few votes of getting the necessary two-thirds. Therefore, your position was on the 32,000-pound axle figure.

How many voted on that particular issue?

Mr. STAPP. It lacked two of getting the 36 votes. It was either 33 or 34 votes in favor of the 34,000 pounds. It was very close.

Mr. HARSHA. Did all 50 States vote?

Mr. JOHNSON. All 52 member departments voted.

Mr. STAPP. The District of Columbia and Puerto Rico are also included in AASHO.

Mr. CLAUSEN. On that very point, I do not know that I fully understand exactly what you are trying to get at. You are trying to suggest that your own position is to recognize a 34,000-pound figure as the real desire of AASHO, or what is your position?

Mr. STAPP. That is the maximum, Mr. Claussen, that we could approve, due to the test road results; but we have to stand on the 32,000 because the 34,000 did not receive a two-thirds majority.

The maximum we could agree to under any circumstances would be the 34,000.

Mr. CLAUSEN. Additionally, you cannot recognize anything over 32, but you have a personal desire to recognize 34; is that right?

Mr. STAPP. That is right.

Mr. CLAUSEN. Is that not what is in the Senate version?

Mr. STAPP. That is right.

Mr. HARSHA. Mr. Stapp, you say there had to be 36 members voting for the 65-foot length?

Mr. STAPP. Yes.

Mr. HARSHA. Can you tell me whether it was 36 or 37 or what?

Mr. STAPP. We do not have the results here, but they can be obtained and sent to you, if you would like.

Mr. HARSHA. Was that also a close vote?

Mr. STAPP. I do not believe so; but it can be sent to you, if you would like, Mr. Harsha.

Mr. HARSHA. That is all I have, Mr. Chairman.

Mr. KLUCZYNSKI. Mr. Denny?

Mr. CLAUSEN. Mr. Chairman, I had one more question.

On page 2 you indicated that the site specifications for the project had been fairly average of conditions found throughout the United States.

Out in California, particularly in the northern part of California, we have rather extraordinary rain conditions. I would like to have you give me an indication of something other than just the clay soils, and also the amount of frost penetration that you consider to be average.

Mr. MORTON. I believe we will have to take the position that in running a test we try to get some area where conditions basically represent the average conditions in the country. Frost action and excessive moisture could be influential in deteriorating the stability of the subsoil to support these heavy loads.

Then you would have to treat that particular locality by adding to your foundation under your pavement or with the thickness of your pavement.