

My particular State is subject to extremely heavy frost action. The results of the test road, where they form a good basis for evaluating pavement thickness, basic thickness and so forth, again for your own particular special conditions, we have to take this information and then interpret it in the form of how much frost penetration do we have, what is the type of soil, which actually requires us to go much heavier in foundations than would come out from the test road, a recommendation from the test road.

Am I making myself reasonably clear?

Mr. CLAUSEN. Partially, except for the fact that you did not answer the question about the amount of precipitation.

Mr. JOHNSON. Mr. Clausen, at the time we started the test road, we took an average of frost penetration in the ground, rainfall for the United States, and we also specified that the site would have to be a clay soil, a cohesive, expansive clay soil, because those are the soils that give you some of your greatest design problems in highways.

We went to the various States with this specification and asked them to submit a site for our consideration to carry on this big road test project.

Illinois submitted a site in the vicinity of Ottawa, in the south, and it did meet those specifications; so it was average frost penetration and average rainfall.

I believe it was 20 inches of frost penetration and 40 inches of rainfall; but I am not certain as to those exact figures.

Mr. CLAUSEN. I will not prolong the question on this, but I think we are treading on rather thin ice in trying to arrive at average conditions in one selected site for any form of testing. It seems to me that the States themselves are going to have to be given maximum consideration in their own recommendations on this.

Mr. JOHNSON. Part of the test road project itself was satellite tests, to relate the test road in Illinois to their own particular conditions.

Mr. McEWEN. In your statement you referred to the problem of the mirrors that sometimes extend way out. Does AASHO take a position regarding the maximum width of the vehicle?

Mr. MORTON. Yes.

Mr. STAPP. Yes.

Mr. McEWEN. Was that in your statement?

Mr. JOHNSON. No, sir; it is in the policy.

Mr. McEWEN. That is in the testimony that was included in the record?

Mr. MORTON. Yes.

Mr. McEWEN. I will defer further questions for the time being.

Mr. DENNEY. Mr. Chairman.

Mr. KLUCZYNSKI. The gentleman from Nebraska.

Mr. DENNEY. Mr. Stapp, in your testimony you say:

Basically, the incremental method shows that the larger trucks, even at their present sizes and weights, and not those that would be allowed under S. 2658, do not pay their total share of the highway cost.

You list four other methods up above. Did you try any other tests with reference to this statement as to the larger trucks paying their total share of the highway cost?

Mr. STAPP. This was the 210 study made with the Bureau of Public Roads, with material they requested and information they requested