

That this was unquestionably the position of AASHO is further supported by the report of the Committee on Public Works, United States Senate (page 2)³ where it states:

The committee amendments are consistent with the weight recommendations of the Department of Transportation and the American Association of State Highway Officials.

The Committee amendments referred to are the amendments which resulted in the revision of S. 2658 as the bill passed the Senate and is now before your Subcommittee.

Testimony of the American Automobile Association also raised the issue of the capability of the bridges on the National System of Interstate and Defense Highways to accommodate the vehicle gross weights that would be allowed under the gross weight formula contained in S. 2658.

We do not believe this is a question of which there can be any doubt. In the report submitted to the Congress in August 1964 by the Secretary of Commerce, in which he recommended new higher Federal limits, the gross weight formula contained in S. 2658, as passed by the Senate, was one of three that were discussed and evaluated. The report states (at page 134)⁴:

"The Bureau of Public Roads has developed three simplified bridge formulas that may be used to determine gross weights and axle weights that can be carried with safety on existing bridges."

This is conclusive evidence that the vehicle gross weight possible under the provisions of S. 2658 are well within the capacities of the bridges on the National System of Interstate and Defense Highways.

We appreciate the courtesies extended to us in our appearances before the Subcommittee and assure you that we will be most pleased to provide any additional information that you may need.

Respectfully submitted.

WILLIAM A. BRESNAHAN.

Mr. EDMONDSON. Mr. Chairman, may I also ask Mr. Bresnahan, or someone else if he prefers to have someone else do it, to comment upon the statement which appears on page 3 of our colleague's statement. I will read it to you, the paragraph:

AASHO officials have testified that pavements already built on the Interstate System will suffer an expected loss of 25 to 40 percent of their service life if single-tandem axle loadings are increased from 18,000 pounds-32,000 pounds to 20,000 pounds-34,000 pounds.

This would mean that concrete pavements will be built with a life expectancy of 25 years before any major reconstruction would be necessary will last only 15 to 18 years, and with increased maintenance to be borne slowly by the State. AASHO estimates, so I am informed, that the cost of resurfacing in a 10-year period under the proposed increased axle weights as an additional \$1 million. No estimate was made for the additional amounts necessary in future construction, but it has to be substantial.

Could we have comment on that, Mr. Bresnahan?

Mr. BRESNAHAN. Yes, sir. I would like to ask Mr. Lill, our highway engineer, to comment on that.

Mr. LILL. Mr. Congressman, you touched on a very complex subject. I think there are two or three points in it.

I think at first I would like to deal with this question of the loss of pavement life.

We know now that this has to be considered in a new light and at the time of the AASHO pavement evaluation survey in 1962, the

³ S. Rept. No. 1026, 90th Cong., Second Sess., Vehicle Weights and Dimensions. Report of the Committee on Public Works, United States Senate, to accompany S. 2658. Mar. 27, 1968, p. 2.

⁴ House Document No. 354, 88th Cong., 2nd Sess., Maximum Desirable Dimensions and Weights of Vehicles Operated on the Federal-Aid Systems, August 19, 1964, page 134.