

number of days of snow cover, numbers of days when maximum temperature was below 32 degrees Fahrenheit, urban or rural location.

Now, the outcome of this in-depth investigation was a mathematical model, and it included only two of the use; it included the effects of age and it included the effects of climatic conditions. And this was the number of days in which the temperature was below 32° F.

In other words, on these pavement test sections, there were 28 of them, they found that truck traffic was to have no significant effect on maintenance costs of pavements and shoulders.

When the States build their pavements for the traffic which is on them, they find that they serve perfectly adequately and there is no additional maintenance costs, any significant amount.

Mr. EDMONDSON. Thank you very much.

Thank you, Mr. Chairman.

Mr. HOWARD. Thank you.

Mr. Cramer.

Mr. CRAMER. Thank you, Mr. Chairman.

I have a couple of questions I would like to try to help clarify the record and my own understanding of the situation.

We realize, of course, that this impetus behind this legislation comes largely from the Western States, as indicated in your own statement. However, I think your statement falls short, in my mind at least, as to the reasons for which the Western States believe these increases are justified.

Could someone give us additional data and justification relating to those States in addition to the fact they are big States?

Mr. BRESNAHAN. You mean justified from the standpoint of the economy of those States or—

Mr. CRAMER. For the record, I want to make the record adequate on that point.

Mr. BRESNAHAN. From the economic standpoint, the population of the States, as you know, are scattered over vast areas.

There is much less railroad service, for example, in the West, and there will be even less as some of these mergers are approved and go into effect. So this area is much more dependent upon truck transportation and it is very interested in having cheap economical transportation. So it is vital to their economies.

Now, from the standpoint of the roads and bridges and these areas, the Western States, as I indicated in my direct testimony, tried to get economical truck operations as distinguished from the Northeastern States by adding more axles and permitting greater length, and thus distributing the weight on the highway itself, not on the bridges.

Now, in the East, they have shorter vehicles and more concentrated loads.

But the 1956 statute froze it tight. They have been able to make virtually no gains—not only in axle limits, but in gross weight limits, since that time. They need to make some progress and they are very anxious to do so.

Now, the increases in axle weight that would be permitted by this legislation—namely from 18,000 pounds to 20,000 on a single and from 32,000 pounds to 34,000 on a tandem—will still be substantially less than the single and tandem axle limits that prevail in the East and have prevailed in the East for many, many years, and they feel