LOADING CHARACTERISTICS OF BRIDGES ON DEFENSE REQUIREMENT ROUTES AS REPORTED BY STATE HIGHWAY DEPARTMENTS IN RESPONSE TO AAA SURVEY, JANUARY 1968

State	Interstate			ABC			Total	
	H-15 or less	H-20	H-20-S-16	H-15 or less	H-20	H-20-S-16	All bridges	Percent less than H-20-S-16
Alabama	260	27	248	1,676	115	247	2,573	81.0
Alaska				239	82	147	468	69.0
California [1]	413		2,773	1,466		4,381	9,033	20.8
Delaware [2]		8	35	6	61	56	166	45.2
Florida			717	1,701	850		3,268	78.0
Georgia			207	1,280		597	2,084	61.4
Hawaii			29	275	79	130	513	69.0
Idaho			421	461	13	213	1,018	42.6
Indiana			850	286	17	3,075	4,228	7.1
Kansas	47	9	616	1,746	977	522	3,917	70.0
Kentucky		10	319	260	820	311	1,720	63.3
Louisiana	7	335		3,362	817		4,521	100.06
Maine [3]		4	104	45	105	77	335	60.4
Maryland [2]		1	361	90	200	386	1,038	28.0
Minnesota		26	225	852	248	242	1,593	70.0
Missouri	12	31	502	1,861	668	128	3,202	80.0
Montana	119		270	1,513		204	2,106	77.0
Nevada	9		155	100	1	187	452	24.3
New Hampshire			250	1,105	55	290	1,700	68.8
New Jersey [4]		10	309	58	626	252	1,255	55.0
New Mexico [5]	8	18	371	614	14	447	1,472	44.3
North Carolina	1		314	538	6	295	1,154	46.7
North Dakota			75	208	43	115	441	56.9
Ohio [6]		150	1,325	6,440	935	670	9,520	79.0
Oklahoma			387	839	1,359	234	2,819	78.0
Oregon	6	15	728	1,013	243	744	2,749	46.3
Rhode Island			81	31	78	80	270	40.0
South Carolina	5		149	5,105	18	275	5,552	92.3
South Dakota	51	11	228	251	170	91	802	60.0
Tennessee			788	1,103	1,903	623	4,417	68.1
Texas [7]	21	112	1,734	6,304	8,156	210	16,537	88.0
Utah		4	320	209	16	129	678	34.0
Vermont			184	532	103	36	855	74.0
Virginia			451	6,784	1,114	592	8,941	88.3
Washington	104	1	480	1,031	14	428	2,058	55.9
West Virginia			149	735	26	149	1,059	71.8
Wisconsin	5	32	416	717	718	1,077	2,965	49.6
Wyoming	27	15	635	702	61	275	1,715	46.9
District of Columbia			36	2	19	70	127	16.5
Total	1,095	819	17,242	51,540	20,730	17,985	109,411	67.8

[1] California: Data does not include bridges on county portion of Federal-aid secondary roads or some 376 bridges on other State routes but not on any Federal-aid system, 49 percent of which were H-15 or below.

[2] Delaware, Maryland, North Carolina: Bridges on Federal-aid secondary system not included in report.

[3] Maine: Some 122 bridges considered by the State to be below the H-20-S-16 standard are included in the State percent column, but since the State did not identify the specific design they could not be included in the total bridge column of the State nor in computation of national totals nor percentages.

[4] New Jersey: Includes 6 H-17.5 and 9 H-25 design types arbitrarily assigned to the H-20 classification.

[5] New Mexico: Includes 3 H-15-S-12 type arbitrarily assigned to the H-15 category and 1 each of H-30 and H-29 design arbitrarily assigned to H-20-S-16 category.

[6] Ohio: Not tabulated were 480 bridges reported as local. 98.3 percent of these were below H-20-S-16 standard; 82.4 percent of bridges on Ohio's primary system and 97.9 percent of those on Federal secondary were reported as below the H-20-S-16 standard.

[7] Texas: Includes only structures over drainage channels; 95 percent of 5,500 structures on primary and 100 percent of 9,500 structures on secondary less than H-20-S-16 standard.

Note: 67.8 percent of all bridges are less than H-20-S-16; 48.1 percent of all bridges are H-15 or less.

Mr. KACHLEIN. Thank you, sir. I wish to say that from time to time I will make one statement which I think that this committee has to face and has to take action on; namely, as you have heard the testimony rendered thus far, I think it becomes apparent to you that you must find a top limit on the vehicle dimensions and weights and then stick to it and see that it is put into the law.

The American Automobile Association with its 11 million members opposes H.R. 14474 and other bills which would permit larger and heavier trucks on the Interstate System. These measures would pre-