

Thus, the AASHO comment is not pertinent to S. 2658, as presented to the House Roads Subcommittee.

In testimony before the Roads Subcommittee, AASHO has "accepted" the revised form of S. 2658, including the 34,000 pound tandem and the appropriate bridge formula. The conclusion is that the limitations are consistent with both HS 20-44 and H-15 bridges.

As to what percentage of bridges on the Interstate System and the ABC system are not designed to the HS 20-44 loading, the following is offered.

The testimony of Ross G. Stapp, Chairman of the AASHO Committee on Transport, before the House Roads Subcommittee on May 28, 1968, contained the following table:

PERCENTAGE OF AREA OF BRIDGE DECKS DESIGNED FOR LOADING

| System          | H-15 or less | H-15 to H-20 | HS-20 or greater |
|-----------------|--------------|--------------|------------------|
| Interstate..... | 6.7          | 4.4          | 88.9             |
| ABC.....        | 53.3         | 24.0         | 22.7             |

It is noted, also, that the entire Interstate System must have bridges of a minimum of HS 20-44 design when completed. Thus, the question is academic as far as the IS is concerned.

With respect to the ABC system, both AASHO and the Department of Transportation have supported the revised limits in S. 2658, for both *Interstate Bridges and H-15 bridges*, although there have been some vehicle type restrictions suggested for the older bridges. The point is, that as a practical matter, recognizing traffic, age, and design, the proposals are within the capabilities of the bridges on the non-interstate systems. Of course, in any instance where required, the State Highway Departments can and do restrict the traffic over any of the bridges under their control.

*Question 20. Considering all road systems in the United States, how many bridges now in use would you estimate were constructed prior to 1936?*

Answer. This type of information is not available to the American Trucking Association in a form which would answer the question. We note, however, that on Tuesday, March 19, 1968, AASHO submitted data to the U.S. Senate Subcommittee on Roads of the Committee on Public Works, which related to structures which were 30 years old or older and were maintained by the State Highway Departments. This information is tabulated on pages 84 and 85 of "Hearings before the Subcommittee on Roads of the Committee on Public Works, United States Senate, Ninetieth Congress, Second Session on Status of the Inspection, Maintenance, and Design of Bridges in the United States, March 18, 19, and 20, 1968." The tabulations also indicate the type of the bridge and its width. Unfortunately, there are no totals in the tabulation.

We should comment, however, that age does not necessarily indicate strength, and that the majority of these bridges are obviously on low class roads which do not receive a significant amount of truck traffic. For instance, those which are timber bridges, or those which have lanes less than 10 feet wide or even one lane bridges.

*Question 21. The Iowa 1967 loadometer studies indicate that 763 axles out of 13,933 axles would be carrying loads involving single axle weight of more than 16,000 lbs. If this is true the percentage in Iowa would be 5½% of the truckers taking advantage of this. Is this anywhere near the national average?*

Answer. We do not know. Data on axle load frequencies compiled by the U.S. Bureau of Public Roads are by regions only and show frequencies in the axle load ranges of 18,000 lbs., or more; 20,000 lbs. or more, and 22,000 lbs. or more. The Bureau releases no data on loads in the range of 16,000 lbs. or more.

The Bureau's data that are available show a natural relationship between heavier axle loads and the prevailing state laws.

*Question 22. Do you share the feeling that most of the motoring public feels that the extra cost involved in increasing the load capacity of existing and future pavements and structures should be borne by the beneficiary of the expenditure?*

*Question 23. If future tests show that the life of the highway system is shortened as a result of truck traffic and especially because of increase of weights,*