

We believe we have conducted our hearings in a very fair and open manner. The final determinations of the Commission have always given consideration to the sworn testimony presented at the hearing. Numerous times alignment changes have been made upon consideration of the hearing testimony.

We appreciate the opportunity to make this presentation to your Committee. We do not anticipate making a personal appearance.

We are enclosing copies of our map of the State Highway Plan for 1990 on which is shown the Freeway System which we have described herein. We are also enclosing copies of previous submissions by the Commission for Interstate route additions, dated February 1, 1963, and May 27, 1963.

Sincerely

W. R. REDMOND,
Highway Commission Chairman.

WYOMING

MAY 16, 1968.

Hon. JOHN C. KLUCZYNSKI,
*U.S. Congressman,
Washington, D.C.*

1. U.S. 30N Granger Junction—Idaho State line 100 miles.
 2. U.S. 20 Nebraska State line to Shoshoni thence to U.S. 26 to Moran Junction thence new road to Idaho State line east of Aston, Idaho, 350 miles.
 3. Rawlins to Casper via Muddy Gap, 120 miles.
 4. Belt routes connecting I-80 and I-25 Cheyenne urban area, 30 miles.
 5. Belt route for I-25 Casper urban area, 20 miles.
- Do not plan to attend hearing.

R. G. STAPP, *Superintendent, Wyoming Highway Department.*

STATEMENT OF HON. THOMAS G. DUNN, MAYOR OF ELIZABETH, N.J.,

Mr. Chairman and members of the Subcommittee, my name is Thomas G. Dunn. I am the mayor of Elizabeth, New Jersey, and I appreciate the opportunity to testify before your Subcommittee in opposition to proposed legislation to increase the size and weight limitations on trucks using the Interstate Highway System.

Mr. Chairman, Elizabeth is a city of 117,000 people located in the northeastern section of New Jersey. The city has an area of approximately 12 square miles. Elizabeth is highly urbanized and industrialized with the world's largest container port in operation on our waterfront. The city's roads are of constant concern to me and it is because of this concern for the safety of our citizens and the high cost of road and highway construction that I appear before you today.

As mayor of Elizabeth, I feel that this legislation will cause serious difficulties in the exercise of local street and highway responsibilities. Under present law, the mayor and city council of Elizabeth are empowered, with certain limitations, to set weight limitations on trucks using certain streets and bridges within the City of Elizabeth. If these sizes and weights are increased, cities, such as Elizabeth, which attempt to regulate roads stand a chance of being bypassed as major traffic terminals, as localities with more liberal limits will be in a better competitive position to attract industry. I would like to add here that limitations are made for the sake of safety and as a means to smooth, rather than restrict, travel.

Mr. Chairman, liberalization of size and weight limits, as a practical matter, cannot be limited to the Interstate System. The current size and weight limitations for Interstate highways have provided a standard for highway construction on almost all roads. Local roads, such as those in Elizabeth, are designed with current or lower limitations in mind. Liberalization will substantially increase wear and tear and raise maintenance costs on these roads, I feel that deterioration will be substantially greater on older roads and bridges. Serious safety problems will arise, particularly on bridges designed for much less size and weight than those anticipated by this bill.

In order to maintain safety and viability of local road systems, particularly in the cities, a great financial burden will be shifted to the already under-financed city and county governments. Without a massive re-direction of Federal assistance for building local roads, I feel that cities such as Elizabeth, will be unable to