

# MAINE STATE LEGISLATURE

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ONE - H U N D R E D T H   L E G I S L A T U R E

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**Legislative Document**

**No. 1619**

S. P. 568

In Senate, May 24, 1961

On Motion of Senator Cole of Waldo, tabled pending passage. Sent down for concurrence and ordered printed in document form.

CHESTER T. WINSLOW, Secretary

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**STATE OF MAINE**

IN THE YEAR OF OUR LORD NINETEEN HUNDRED  
SIXTY-ONE

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ORDERED, the House concurring, that the Legislative Research Committee be directed to make a study of allowable sizes and weights of vehicles and loads to be permitted on public highways; and be it further

ORDERED, that the Legislative Research Committee make such recommendations as it may deem necessary for consideration of the 101st Legislature.

STATEMENT OF FACTS

In 1956 the Federal Congress enacted legislation limiting the axle and gross vehicle weights, height and width of vehicles allowed on the Interstate Highway System. It is expected that Congress will review this legislation and enact the necessary federal laws to establish maximum weights and sizes of vehicles allowed on the Interstate Highway System and also on Federal Primary and Secondary Systems of Highways. Congress will be guided in this matter by data supplied by the American Association of State Highway Officials to the Federal Bureau of Public Roads from a test road experiment carried on at Ottawa, Illinois under the sponsorship of the American Association of State Highway Officials. This experiment provided for several miles of pavement to be constructed with different thicknesses of pavement and base of Portland Cement concrete and asphaltic concrete. Trucks with various axle and gross weights were operated over these test sections for approximately two years. Data from the experiment are now being analyzed. Not only will these data be available to the Federal Congress through the Bureau of Public Roads but the American Association of State Highway Officials will also revise its recommendations made in 1946 for uniform axle weights, gross weights and sizes of vehicles to

be allowed on highways. It is expected that congressional action and the new recommendations of the American Association of State Highway Officials will be available in the latter part of the calendar year 1961.

The Legislative Research Committee would have this information available for study and the subject of hearings which could be authorized by the Committee during the calendar year 1962. Such information could be made available by the Legislative Research Committee to all parties concerned with this problem at hearings before the Legislative Research Committee and could be used for the purpose of developing the views of those interested in this problem for information of the Committee.

If this procedure is followed, then the recommendations of the Legislative Research Committee for the consideration of the 101st Legislature would be in conformity with the requirements of the federal law. This is necessary due to the fact that if the State does not conform to federal requirements in regard to maximum weights and sizes of vehicles allowed on federal highway systems (presently the Interstate System and expected to be the Interstate, Primary and Secondary Systems) then the State will not receive federal highway construction funds. The State Highway Commission is required annually to certify to the Federal Bureau of Public Roads that no legislation or regulations have been enacted in this State contrary to federal requirements. If this certification cannot be made, then federal funds will be withdrawn from the State.