

PERCENT OF DISTRIBUTION OF TRAFFIC-LANE WIDTHS ON PRIMARY RURAL STATE HIGHWAYS WITH HIGH-TYPE SURFACES¹

[Percentages of total miles of such highways]

	Widths of traffic lanes				Total
	Under 10 ft.	10 ft.	11 ft.	12 ft. and over	
1966.....	18	23	18	41	100
1962.....	21	25	19	35	100
1956.....	26	32	20	22	100
1952.....	34	36	17	13	100
1946.....	41	38	11	10	100
1942.....	44	38	9	9	100
1937.....	50	(?)	(?)	(?)	100

¹ Bituminous penetration, bituminous concrete, sheet asphalt, and Portland cement concrete.

² Conclusive data not available.

Source: Highway statistics, table SM-8, 1956, 1962, and 1966; Highway statistics, summary to 1955, tables SMW-200 and SMW-200B, 1937, 1942, and 1946; maximum desirable dimensions and weights of vehicles operated on the Federal-aid systems, H. Doc. 354, 88th Cong., 2d sess. (table 17 for the year 1952).

Mr. WEBB. Thank you, Mr. Chairman, and members of the subcommittee.

My name is Charles A. Webb. I am president of the National Association of Motor Bus Owners, referred to as NAMBO. NAMBO is the national trade association for the intercity motor bus industry. Our member carriers provide more than three-fourths of the intercity motor bus transportation in the United States and in addition to our operator members, we have associate members who manufacture motor buses, parts, and accessories.

NAMBO favors the enactment of legislation to liberalize the vehicle size and weight limitations presently existing in the Federal Highway Act of 1956.

These restrictions as you have heard are based on standards more than 20 years old and have been outmoded by improved highway construction and design.

Our industry is materially and adversely affected by the prohibition against the use of the Interstate System by vehicles exceeding 96 inches in width and continuance of existing weight limitations would not, however, adversely affect the bus industry in the immediate future.

Wider and safer buses can be manufactured without exceeding the axle and overall weight limitations prescribed by the Federal Highway Act of 1956.

On November 17, 1932, more than 35 years ago, AASHO recommended 96 inches as the maximum width of motor vehicles. At that time more than half of the Nation's primary rural highways had traffic lanes less than 10 feet wide.

On April 1, 1946, AASHO again recommended 96 inches as the maximum width of motor vehicles, but recognized that certain conditions inherent in the design of vehicles suggested the desirability of 102 inches as a standard of maximum width.

Well, between 1932 and the passage of the Federal Aid Highway Act of 1956, the percentage of primary rural highways with lanes less than 10 feet wide declined from approximately 60 percent to 26 percent.

In the bill which became the Federal Aid Highway Act of 1956 the committee and subsequently the House of Representatives im-