

modernization and improvement, primary and secondary road systems, that I feel have to be attended to now.

Let me say that one of you gentlemen in response to Mr. Clausen's question, and I guess it was you, Mr. Greenslit, said you hoped to see this Interstate System completed. This is a feeling that is certainly shared by, I think, most all of the members of this committee. We want to see this completed, and one of the reasons we want to see it completed is that there cannot be a difference between the primary and secondary systems. This is not going to be immediate. We are not getting the revenues, as you gentlemen well know, to meet the highway needs of America now.

I am concerned more than ever on the interstate, what its effect is going to be on the primary and secondary systems which admittedly we have not set any limitation upon, but nevertheless there is 50-percent Federal money going into these systems.

Mr. WEBB. I would simply have to say, sir, that the Congress has left the matter of width for the primary and secondary systems to the States.

Some States may feel they cannot increase the widths. Other States such as New York at its recent session, did increase the width, buses from 96 to 102 inches.

Mr. McEWEN. New York State, this last session did increase it to 102 inches?

Mr. WEBB. Yes, sir; that is not in my prepared statement because the legislation was passed after I had originally written it.

Mr. CRAMER. Would the gentleman yield, because I join the gentleman in his concern with the possibility of overwidth buses using underwidth highways.

What we need to bring into focus perhaps is what the situation is and might be if this bill is passed and, of course, deals only with the Interstate System.

The 1956 act also dealt only with the Interstate System, so the present situation, as Mr. Webb indicates, is that the States do themselves withhold these matters on other than the Interstate System.

Now, let us see what happens there. As I understand it, the standards required relating to other than freeway systems, meaning interstate and freeway; that there is a requirement set out in the geometric design standards for highways and other freeways approved October 7, 1961, and brought up to date subsequently of minimum widths for servicing two-lane highways, and that is dependent upon the design, speed, and the current usage, traffic usage, and it runs from a design speed of 30 miles an hour and 20 cars per day, 50 to 250 cars per day, with a minimum requirement of 20-foot width and it goes up for, or from 250 to 400 daily usage, 70 miles an hour, to 22 feet for two lanes and then up to 750 it goes to 24 feet, meaning 12 feet each for 70 miles an hour and you get then to the same standard as you have on the freeway.

So far as future construction is concerned, it is pretty well controlled and governed for all practical purposes to at least, for highways the buses would probably use substantially 50 miles an hour, at least 22 feet, 450 to 700 usage, on any system on the freeway. Secondly, is it not my understanding that the States themselves, as you have indicated between—what is it, New York and Chicago—that