

"Combinations performed by far the greater part of their travel on rural roads, the score for all roads and streets being 78.4 rural and 21.6 urban.

"For all vehicles taken together, 16.7 percent of the 1964 travel is predicted to occur on the Interstate System, 30.6 percent on other Federal-aid primary highways, and 16.7 on the Federal-aid secondary system, making a total of 64.0 percent for all Federal-aid systems combined. Travel on the rural portions outweighs that on the urban portions of all systems except the category of "Other roads and streets." Federal-aid highways comprise a much larger percentage of rural roads than they do of urban streets. For this reason the percentages are reversed in this group, "other" rural roads contributing 12.4 percent of estimated 1964 travel and "other" urban roads and streets contributing 23.6 percent. For all systems the percentages are 58.4 percent rural and 41.6 urban." (Supplementary Report of the Highway Cost Allocation Study, House Document No. 124, 89th Congress, 1st Session, dated March 24, 1965, page 57.)

"Standards for vehicle dimensions are primarily related to highway capacity and those for vehicle weights are related to highway serviceability. Vehicle dimensions place requirements on the dimensional or geometric features of highway systems: width, radii of curves, clearances, grades, intersections, access and exit provisions. A wider vehicle requires wider pavements and a higher one requires greater clearances. *Longer vehicles require more generous geometric patterns and can also make possible greater gross weights without any increase in axle weights. The dimensional standards also affect the operations of adjacent vehicles using the highway. Thus highway safety is the overriding limitation on vehicle dimensions.* The cost of providing highway facilities of greater dimensions and the willingness of operators of larger vehicles benefiting therefrom to bear their share of such costs is also an essential consideration.

"Length standards are desirable in the interest of safety and convenience of composite traffic, in the realization of ultimate capacity of the highway system and as a criteria for the design characteristics for highway geometrics and axle load-distribution." [Emphasis added.] (House Document No. 354, 88th Congress, 2nd Session, page 35.)

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STATEMENT OF THOMAS F. MITCHELL, EXECUTIVE REPRESENTATIVE, GEORGIA-PACIFIC CORP., WASHINGTON, D.C.

The Georgia-Pacific Corporation strongly supports pending legislation which would increase allowable vehicle widths on the Federal Interstate Highway System.

Georgia-Pacific, with corporate headquarters in Portland, Oregon, is a manufacturer of paper, paperboard, converted paper products, pulp, chemicals, plywood, gypsum products, lumber, hardboard, flakeboard, particleboard, and other forest products. Georgia-Pacific is the world's largest single producer of fir and pine plywood.

The Corporation maintains over 100 distribution centers and sales offices throughout the United States. Major manufacturing facilities are in operation in almost every area of the country.

A great percentage of our production, including plywood, hardboard, gypsum, and other sheet products is shipped in bundles four feet by eight feet by thirty inches. Average weight of each bundle is approximately 2900 pounds. All handling—loading and unloading—must be with mechanical equipment.

Existing Federal standards limiting outside vehicle width to 96 inches eliminate for all practical and economic purposes, the use of any type of closed equipment now owned by the common and contract motor carriers to move our sheet products. With an inside width of less than 96 inches such equipment is unsuitable for mechanical loading of 4' x 8' sheet products. As a result many closed trailers, particularly within the western states, are moving empty. Under the increase proposed in pending legislation, this would not be so.

Since the closed trailers of the normal motor carriers cannot be used for the economic transport of 4' x 8' plywood and other similar products, Georgia-Pacific through necessity now maintains a nationwide proprietary fleet of over three hundred trailers and flat bed semi-trailers. These are used almost exclusively for over the road shipments of our sheet products.

Not only the proprietary carrier but also the common and contract carriers are faced with ever increasing labor, maintenance and operating costs. It is essential that immediate steps be taken to authorize these carriers to move more net weight per truck unit, if they are to remain competitive with other forms of transportation.