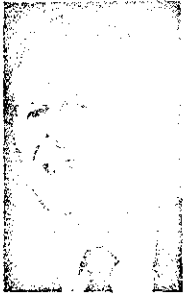


WHAT TO EXPECT IN 1971 IN

What will 1971 hold for contractors in the four-state area covered by CONSTRUCTION? To find some of the answers we asked leaders of the area's construction industry to give us their views on what can be expected in the year ahead. Here are their replies:



**The Hon.
John A. Volpe**
*Secretary, U.S.
Department of
Transportation*

THE creation of a regionally balanced transportation system will be one of the major enterprises of this nation in the coming decade—and it will require vast construction on a scale never before attempted. We must—believe it or not—double our transportation capacity within the next 18.5 years. That means major activity here in the Atlantic coastal states.

We have our work cut out for us.

We must find ways to move people and goods in industrial areas that become more urban and congested every day. We must cut back on pollution caused by the internal combustion engine. We must improve safety on our highways and on the railroads. We must make sure our transportation investments promote regional development and enhance regional opportunities.

The Department of Transportation has laid a solid foundation for such improvements during the year just concluded. We have submitted and congress has passed historic bills which will pour billions of dollars into vitally needed improvements in our transportation system. Consequently, 1971 will mark the beginning of a new era of transportation construction, particularly in prosperous regions like this one.

The Highway Act of 1970 for example, provides another \$17 billion to help complete the Interstate Highway System. A substantial part of the added mileage will be laid down

right here in North Carolina, Virginia, Maryland, and West Virginia.

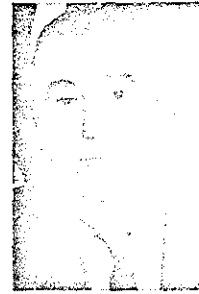
Moreover, the Public Transportation Assistance Act of 1970 will provide \$3.1 billion in the next 5 years—starting now—to save and upgrade urban transit systems in cities large and small throughout this four-state area.

Finally, our Airports-Airways Act will fund the expansion of airports and navigation facilities to the tune of \$7.5 billion in federal money alone during the next 10 years.

This region will ultimately benefit too from our experiments to improve rail operations in both freight and passenger modes. Our Rail Safety Act, which passed the Congress almost unanimously, will greatly improve the reliability of rail shipments of bulk commodities upon which construction depends. Likewise, our metroliner trains have demonstrated that the public will patronize modern rail service that is fast, clean, reliable and even a bit stylish. The lessons we are learning in this experiment will eventually be applied in other urban corridors, bringing new convenience to business travelers as well as to the general public.

But as I have said previously to construction audiences all over the country, we need more than your expertise as builders. We need your social and human concern. We need your maximum dedication to safety in every enterprise you undertake. We need your commitment to ensure that in all cases construction enhances the environment instead of damaging it. We need your understanding of the importance of coordinating construction planning and in all modes.

I know the public will get that dedication, commitment, sophistication and understanding. As I see them, your opportunities for public service are unlimited.



**The Hon.
Jennings
Randolph**
*Chairman,
Committee on
Public Works,
United States
Senate*

THE year 1970 was an active one for the Committee on Public Works, and the construction-related results of its work will be felt for several years. At the same time, there remain a number of unresolved questions that may materially affect construction activities in which the federal government is involved.

Among these are reports that the Administration continues to look to withholding of funds authorized for public works construction as a device to control inflation in the United States. Twice during the past year I have protested to the President against any impoundment of highway funds, emphasizing that such action is contrary to the wishes of the Congress as expressed in the Federal-Aid Highway Act of 1968.

Cutbacks in public buildings projects in recent years also have created a substantial backlog of construction which has been authorized but not started.

During the 92nd Congress, which convenes in January, we anticipate that the number of public buildings projects submitted to the Committee by the General Services Administration will be less than during 1970 when we approved 100 projects valued at approximately \$1.3 billion. The project reduction will be primarily the result of reorganization of the Post Office Department. Congressional approval is no longer required for post office construction.

*U.S. Dept. of Transportation
Washington, D.C.*

-Maryland

-District of Columbia

-Virginia

-West Virginia

-North Carolina

At the same time, we are given indications that the GSA would like to move into a more active building program. It has requested appropriations of nearly \$240 million for work on 16 previously authorized projects during the 1971 fiscal year.

In another public works area, the Congress passed a major flood control-rivers and harbors bill during 1970. In the new year, we plan to begin moving toward implementation of the water resources development program recommended for the 13-state Appalachian region. This report was prepared by the Army Corps of Engineers under direction of the Appalachian Regional Commission and proposed \$2.6 billion worth of water resource development work in the region.

We also will consider during 1971 continuation of the entire Appalachian development program with its numerous construction related activities, principally the highway program.

The Committee on Public Works intends to conduct extensive oversight hearings on the work of the Corps of Engineers. We intend to give particular attention to the environmental aspects of Corps projects to determine if new or strengthened controls are needed to avoid possible adverse environmental effects of its construction.

Continuation and modification of the federal-aid highway program in 1970 assures uninterrupted work toward completion of the Interstate highway system. Authorizations for the Interstate and primary-secondary systems were continued at about present levels, and Congress took important steps to ease the transition to a new program when the Interstates are completed a few years from now.

Government involvement in public works development continues to face an unsettled future. Inflation,

the demands of the Indochina war and general economic problems make precise forecasting difficult. I believe, however, that the public is becoming more aware of the value of investing in sound public works and that the result will be a move toward positive, long range programs.



R. L. Kunzig
*Administrator,
General
Services
Administration*

DUE to restrictions on construction spending during calendar year 1970, the General Services Administration was limited to nationwide construction starts of only \$44.6 million. Of this total, some \$25.9 million in projects were initiated in Maryland, the District of Columbia, Virginia, West Virginia, and North Carolina.

The continued restraint on construction has necessarily resulted in greater reliance on leased space—about 1,332,000 square feet during 1970 in the previously mentioned area.

The outlook for the 1971 construction program is complicated by these factors:

1) where local construction costs have been escalating sharply, Federal agencies have to refrain from any actions including the letting of Federal contracts, that would build up further inflationary pressures or would further increase construction costs;

2) similarly, the extent to which inflation is relieved will affect decisions on construction funding; and

3) increasing competition among various Federal programs for budget dollars may diminish the prospects for a stepped-up construction effort.

Plans at this point indicate \$355,000,000 as the value of construction starts for calendar year 1971. For the states mentioned, 1971 could see an increase of about \$115,900,000. However, due to the uncertain economic and budget climate, these estimates are subject to change.



Thomas F. Airis
*Director of
Highways,
District of
Columbia*

THE Department of Highways and Traffic of the District of Columbia has programmed in the year of 1971 a total of 31 million dollars in new construction. As in the past, the bulk of new work will be for Interstate projects which will total 21 million dollars in 1971. The proposed construction on the primary and secondary systems will total 5 million dollars. The Department of Highways and Traffic will utilize local funds of 1.3 million dollars for ABC projects and 1.4 million dollars for Interstate projects to match the 23.2 million dollars of Federal aid. The capital outlay planned for local streets off the Federal-Aid Systems will be approximately 5 million dollars.

Contracts will continue to be let on I-95, I-266 and I-295 in 1971. The new major construction projects are anticipated as follows:

Interstate

I-95—Center Leg—Air Rights Tunnel—H Street to K Street

I-266—Three Sisters Bridge—Abutments—Potomac River Freeway 31st Street to Canal Road

I-295—East Leg—Barney Circle to East Capitol Street

ABC

Southern Avenue: Oxon Run Structure—Suitland Parkway Structure—Erie Street to Suitland Road

An allocation of 5.7 million dollars is set up for the maintenance of streets, bridges, trees and lands

(Continued on page 26)

Thomas F. Airis . . .

scaping and snow removal. Operation and purchase of mobile, equipment (used by maintenance, construction and traffic operations forces) will cost approximately 1.7 million dollars. Traffic control signs and signals are expected to cost approximately 1.4 million dollars.



F. C. Turner
Federal Highway
Administrator,
U.S. Department
of Transportation

NINETEEN seventy-one is going to be a year of decision in terms of highway construction in our Nation. The Interstate highway construction era is drawing to a close as the complete System becomes a reality. However, tremendous highway needs exist. Concentration on the Interstate System has led to neglect of our important other Primary and Secondary Systems and their extensions into urban areas (the ABC program). Urban transportation, environmental protection and highway safety are just a few of the problems which we in the Federal Highway Administration are going to be tackling in the next few years. We currently have underway a National

Highway Needs Study which we hope to submit to the Congress around the end of 1971. The conclusions drawn from this study should have a large impact on the definition of the Post-Interstate Highway Program and in turn on all these areas of our economy which are so intimately involved with highway construction. But this is looking further into the future than just 1971.

Let us look at our two major programs, Interstate and ABC to put in perspective what is in store for 1971.

Interstate Program

We have come a long way since 1956 when the Interstate highway program was begun. To date almost 30,600 miles of the 42,500-mile System are complete and open to traffic. The benefits are rapidly mounting. For example, by the time the System is completed (about 1979) the users of the System will have saved 107 billion dollars in the form of reduced operating and accident costs and in the time cost savings of commercial vehicles—37 billion dollars more than the cost of the entire System. And this calculation presumes that drivers and passengers in private vehicles consider their time valueless.

While it is impossible to separate the Interstate System's significant contribution, the benefits of highway transportation to the social and economic structure of the Nation are literally beyond measure. The

Table II
Obligations of Interstate Funds
Percent Obligated as of
September 30, 1970

	FY 1969	FY 1970	FY 1971
Virginia	—	—	81%
North Carolina	—	—	69%
U. S. Average	—	—	29%
West Virginia	—	—	7%
Maryland	51%	0%	0%
D. C.	19%	0%	0%

very real benefits such as increased job opportunities, dispersion of industrial and commercial activity, wider choice of residence, easier and quicker access to parks and recreational and cultural centers, and the improvement of effectiveness of such facilities and services as schools, hospitals and churches all add up to what can be broadly included in the term quality of life.

What perhaps is not fully appreciated is that this improvement in living and in widened freedom of choice in daily activities results from a highway system fully paid for by the users. The many benefits that stem from the presence of the System, beyond the benefits to the users themselves, are in effect a pure bonus.

Although much of the System is either under construction or completed, considerable construction work remains.

This fact is illustrated by the following table which shows the miles of Interstate remaining to be built, the estimated dollar value of construction left to be authorized and the total Interstate construction cost in the five States of the Middle Atlantic area.

From accompanying Table I, it can be seen that even though about 80 percent of the miles are completed, there is a total of over 3 billion dollars worth of Interstate construction remaining in the five-state area.

Within the five Middle Atlantic States there is included both the State furthest ahead and the State furthest behind in obligating Interstate funds. Table II illustrates the relative positions of the 5 States with regard to Interstate funds as of September 30, 1970.

Both Maryland's and the District of Columbia's difficulties stem from the large amount of urban Interstate remaining to be constructed and the accompanying environmental and social problems. D.C. has 67 percent of its urban construction remaining, amounting to 550 million dollars. Maryland has over 71 percent of its urban construction money to obli-

(Continued on page 32)

Table I
Status of Interstate Construction as of Sept. 30, 1970

	Miles Remaining to be Constructed	Total System Miles	Construction Costs Remaining to be Authorized (\$ millions)	Total Construction Costs (\$ millions)
Virginia				
Rural	167	940	364	1,144
Urban	26	132	223	497
Total	193	1,072	585	1,640
North Carolina				
Rural	205	742	297	643
Urban	16	97	76	131
Total	221	839	373	774
West Virginia				
Rural	113	445	435	910
Urban	20	66	287	390
Total	133	511	722	1,300
Maryland				
Rural	0	177	45	199
Urban	30	181	767	1,076
Total	30	358	812	1,275
D. C.				
Total	17	30	550	821
Total	594	2,810	3,042	5,810

gate amounting to 767 million dollars. On the other hand about 78 percent of its rural construction funding has been authorized.

ABC Program

Multimillion dollar needs on our other Primary and Secondary highways and their extensions into urban areas also provide considerable potential for construction activity. Table III illustrates the present status of the five States in obligating their ABC funds.

From the accompanying tables it is obvious that there is potential for a great amount of activity in highway construction in the area. I say potential though because of the numerous problems which will need to be solved before this work can get underway.

For example, we are probably going to have quarterly limits continue on obligational authority until inflation is brought under control. Recent analysis of bid-price data indicates that our industry has not been spared the effects of this inflation. The costs of materials and labor are both up and I am afraid that until the price rises level out, we

Table III
Obligation of ABC Funds
Percent Obligated as of
September 30, 1971

	FY 1969	FY 1970	FY 1971
Virginia	—	—	72%
U. S. Average	—	—	21%
North Carolina	—	—	19%
West Virginia	—	—	17%
Maryland	91%	0%	0%
D. C.	50%	0%	0%

will have to be operating under a limitation.

Should obligation limitations be lifted there are still other impediments to be resolved. Controversies over the relocation and disruption of neighborhoods, over preservation of parklands and of a historic site and over aesthetic and environmental considerations have delayed major urban sections of Interstate in Washington, Baltimore and Charleston, West Virginia. These controversies will have to be resolved before the Interstate System can be completed in these urban areas. It should be recognized that any such resolution may mean the elimination of one or more of the controversial sections.

In September of this past year, Secretary Voipe announced a Federal-State program to train nearly 10,000 workers a year for skilled jobs in highway construction. The program has a two-fold objective: to promote equal employment opportunity through employment and training of minorities and the disadvantaged; and to alleviate the scarcity of skilled workers in the highway construction field, a significant factor in the escalating cost of construction.

The present per year training goals are: North Carolina—363 trainees; Virginia—316 trainees; Maryland—220 trainees; District of Columbia—177 trainees and West Virginia—159 trainees.

The respective State highway departments are responsible for selecting the projects on which the training will take place on the basis of such factors as project size, location, duration and availability of potential trainees. The training requirements are then incorporated into the contract as a special provision.

In addition to the training goals, there have been identified around the country a number of cities in which guidelines have been or will be set up concerning the employment of minority manpower on Federal-aid projects. In the five-state area, the Washington Plan is already in effect. Covering the Washington metropolitan area, its primary impact is to establish percentage

ranges of minority group employment for the next four years for Federally involved contracts of over \$500,000. We can look forward to similar plans to be established in Baltimore, Richmond, Norfolk, Charlotte and Charleston.

It is hoped that these programs, with cooperation of America's contracting industry will result not only in true equal employment opportunity, but also in the training and subsequent productivity of an important national resource, the under-utilized manpower of minority and disadvantaged persons.

To summarize, in the coming year the Federal Highway Administration's recommendations for the future Federal-aid highway program will, for the most part, be determined. However, considerable construction work on the existing programs remains to be awarded. (Over 3 billion dollars worth in the five-state area for Interstate alone.)

A significant amount of this work is either tied up in controversy or dependent on controversial sections and until we find solutions which not only serve the highway user but also prevent environmental and social degradation, the construction prospects in those areas are limited. But progress is being made. For instance, the work of a design concept team and others in Baltimore has resulted in the overcoming of a number of hurdles, and the outlook there is brightening. Optimistically then, 1971 could be a big year for construction.

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See John Deere Ad
pages 27, 28, 29, 30.



**Colonel
James Tormey**
Norfolk
District Engineer,
U.S. Army
Corps of
Engineers

THE outlook for construction in Virginia by the Norfolk District in 1971 can be presented only of Civil Works activities. The responsibility for construction of facilities for the Army and the Air Force in Virginia was transferred to the Baltimore District on July 1, 1970.

Construction of the Tunnel Outlet Works and Gates for the Gathright Dam will continue through 1971. The contract cost for this work is \$8 million. Work will also continue of
(Continued on page 34)