



TEXAS
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TEXAS
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DEPARTMENT

COOPERATIVE
RESEARCH

EFFECT OF HIGHWAY BUILDING ON LOCAL ECONOMY
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**EFFECT OF HIGHWAY
BUILDING ON LOCAL ECONOMY**

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Texas Transportation Institute
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1. "Building boom in distressed areas." Eng News 166: p 17-18,
May 25, 1961.

2. Campbell, Thomas C., "Transportation and regional economic
development." Transportation J 3: p 7-13, Fall 1963.

3. Christensen, M.B. and David A. Gorman, "Highway Construction:
an employment generator." Public Roads 31: n 7, pp 162-166,
April 1961.

Each billion dollars of Federal-aid highway construction generates on-site employment for 48,000 men with a weekly payroll of over \$4.6 million. The relative proportions of the various kinds of labor used on highway construction projects do not vary much on the different Federal-aid systems.

Equipment operators as a group take the greatest share of the pay on highway construction projects, but average hourly earnings on steel bridge projects exceed those on all other types of highway work.

Increased productivity on grading projects, resulting from development and widespread use of equipment, has kept the increase in the price index of grading work moderate during the past two decades. On the other hand structures, on which the usage of equipment is still relatively limited, have had a steep rise in price index.

4. "The Connecticut turnpike and labor market relationships." Conn. Agric Exp Sta. June 1962, 15 p (processed). table charts map (progress report 47) Storrs, Conn.

5. "ENR's 81st annual report." Eng News-Rec 156: n 7, Feb 16, 1956, 70 p between p 55-202.

Editorial review and forecast of construction industry for 1955-56; statistical and graphical data on trends in various sections of country with data on materials situation, labor, costs and contracts; techniques in buildings and housing, river use and control, transportation, and water supply and sanitation.

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6. Fleming, P.B., "States build reserve shelf of public works."
Civ Eng (NY) 16, n 11, Nov 1946, p 486-8.

Public works projects do not merely provide jobs but they contribute effectively toward nation's economy if they are soundly conceived and executed and are designed to meet genuine need; data on funds and legislation of various states for stimulation of public works planning and construction.

7. Gordon, E.M., "U.S. Labor Bureau reports on proposed construction."
Pit & Quarry 38: n 7, Jan 1946, p 83-6.

Review of studies made by the U.S. Bureau Labor Statistics of construction industry needs and trends; estimated construction for first five post war years; data on residential and commercial building and non-metallic material requirements.

8. Grossman, David A. and Melvin R. Levin, "Area development and highway transportation." Nat'l Research Council--Highway REsearch Board Record No. 16, p 24-31.

With the passage of the Area Redevelopment Act of 1961, the Federal government expanded and clarified its commitment to assist economically distressed communities and regions. This paper is concerned with the effects of highways on distressed or redeveloped areas, especially in relation to objectives of the new ARA program. Particular attention is given to the past and anticipated effects of the Interstate Highway System on distressed areas.

The first section of the paper identifies the major types of distressed areas, such as the textile cities of New England, the mining regions of Pennsylvania, West Virginia, and Kentucky, and the marginal farming territories scattered in a broad belt across the Appalachian Highlands and the South. In each case, different effects can be anticipated as a result of the construction (or lack of construction) of improved highways.

The paper then examines some of the most important implications of the location and construction schedule of the Interstate Highway System. Examples drawn from experience in the Appalachian Mountain REgion and in several parts of New England are used for illustration.

The final section summarizes findings, makes tentative recommendations for action, and suggests areas for further research in regard to the utilization of highways to assist in programs dealing with economically-distressed areas.

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9. Huff, David L. and Duane F. Marble, "Economic impact of highway improvements on trading areas, labor markets, growth and decline of urban centers; findings of various studies made at the Univ. of Wash." Bus R 19: p 3-20, October 1959.

bibl., tables, charts, maps.

10. Levin, David R., "The impact of highway location on urban areas.!" Eng Bul, Purdue University. Proc--46th Annual Road School, April 18-21, 1960, p 27-53.

In over two decades of being in this highway business, I have discovered that the traffic engineer, almost by definition, is one who is in the forefront of new ideas and progressive thinking. The traffic engineering group as a whole is very responsible to new and dynamic developments.

In discussing the impact of highway location on urban areas, I hope to bring factual information on developing trends which link highways and the urban areas together, hopeful that from these trends we could begin to infer a set of principles, which perhaps govern the inter-relationship between highways and urban developments. These data are presented in the form of figures, derived from special studies undertaken by state highway departments, university groups, and others.

11. "Planning development of community's roads." Better Roads 15: n 12, Dec 1945, p 23-4,42,44,46.

Goal of county highway planning is orderly development of road systems to satisfy major community needs; plans should be keyed into national public-works policy; planning tools include maps, road and bridge inventory, traffic and accident data, and estimates of costs and income; planning requires serious study of trends in community development.

12. Prentiss, Louis W., "The economic impact of the national highway program on state of Kentucky." Proc.--Kentucky Highway Conf. Feb 17-18, 1959, Bulletin No. 51, March 1959, Eng. Exp. Sta. Bul., p 15-19.

The title which has been announced for my remarks here today would lead you to believe, I am sure, that I intend to tell you how the National Highway Program will contribute, in the future, to the economy of the state of Kentucky. If you believe that, you are correct.

It may surprise you that I propose to begin this look

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into the future by looking at the past. To see the highway program in proper perspective, I propose that we take a brief look at the history of transportation in Kentucky, in order to see how economic progress and development in Kentucky have moved hand in hand with the development of roads, railways and waterways, and how this relationship is being affected by the developemnt of air transportation. It happens that the history of Kentucky affords an excellent example of the way in which the various modes of transportation can be inter-related for the benefit of the total economy.

3. Rowley, E. Clark, " Economic and social effects of highway improvement a summary, Reports of a series of research studies by Michigan State University Highway Traffic Safety Center and five University departments and Michigan State Highway Dept. with participation of U.S. Bureau of Public Roads. East Lansing Michigan, 1961, 129pp.

This summary report presents the major demonstrable facts disclosed by five studies and groups of studies which investigated various phases of the field covered by the basic research project. "The Economic and Social Effects of Highway Improvements.

The field of the basic project, as defined by its title, is very broad and complex, but it should be pointed out that the investigations were limited, for the most part, to studies of the effects of relatively recent or current improvements to the pre-existing grid of major highways. Thus, the project did not contemplate, nor does it include, studies of the whole range of impacts which the creation and development of highways for motor vehicle traffic had on the life and activities of the people, communities and areas they served.

The benefits to and changes in trade, productive industries, and living habits resulting from the new, extremely flexible, statewide transportation service, undoubtedly represent the most important and lasting effects of highways, and subsequent improvements are aimed to broaden and better the service thus created. These initial benefits were based on access to the transportation system, but as motor vehicle use became universal highway traffic grew to proportions that constituted a huge new consumer market and there developed a whole classification of business enterprises which were oriented to the highways, not for the purpose of access but for exposure to the passing streams of potential customers.

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The objective of these research projects was to study and, if possible, forecast the effects of current improvements on the intricate complex of economic and social operations and interests which are closely integrated with and increasingly dependent on highways and the transportation and access services they provide.

Individual reports of each of the sub-projects were previously produced and made available. This summary is intended as a less technical presentation for those in the highway field who do not have time to read the separate reports.

15. "The social (and labor) aspects of the long-range plan for transport in Argentina." Internat Labour R 88: p 621-6, Dec 1963.
16. "Survey and forecast "--1945-1946. Eng News Record 136: n 6, Feb 7 1946, p 175-86.

Discussion of war aftermath construction situation in United States, touching on materials bottlenecks, labor, equipment; housing crisis, building prospects, bridges, flood control, waterways, water supply, sewage, land reclamation, roads and other construction trends and projects.

17. "Timing of public works construction as measure for stabilizing construction industry." Am Highways 25: n 1, Jan 1946, p 7-8, 18-9, 22.

Study undertaken by Public Works Construction Advisory Committee aiming at measures for stabilizing construction industry of United States; benefits from and basis for stabilization discussed; effective timing of public works considered favorable means for stabilization; however, private enterprise should take lead in construction, being supplemented by public works.