Joint Meeting Deals
With Highway Landscaping

States need to put landscaping under separate bids in highway construction. Because this has seldom been done, problems of execution and survival of plants have been common.

This specific problem and others related to highway beautification were recently discussed at a Washington, D. C., meeting of officials associated with the landscape and highway construction industries plus government representatives. Represented at an April 26 meeting were the American Association of State Highway Officials, American Association of Nurserymen, Associated Landscape Contractors of America, Highway Research Board, and Bureau of Public Roads. Officials agreed that landscaping bids need to be separate from construction bids and that firms chosen to do the landscape work must be qualified by prior experience and reputation.

Also, the group felt that highway departments need to project their plant material needs three to five years in advance. Some states are already projecting two to three years in advance of need but more lead time is needed. With advance notice, growers will know the potential market.

Robert F. Lederer, president of AAN, pointed out that superior, patented strains of plant material are both desirable and either available or may be made available for highway use. However, many of these strains which are worthy because of drought, insect and disease resistance, tolerance to air pollutants and other features are not used because federal regulations relating to bids make it difficult to specify patented plant material. By eliminating red tape, Lederer believes many improved varieties could become available.

Roy Gustin, Jr., Gustin Gardens, Gaithersburg, Md., represented ALCA and discussed the problem of shock to transplanted material. He recommended that special care and attention be given plantings during the first...