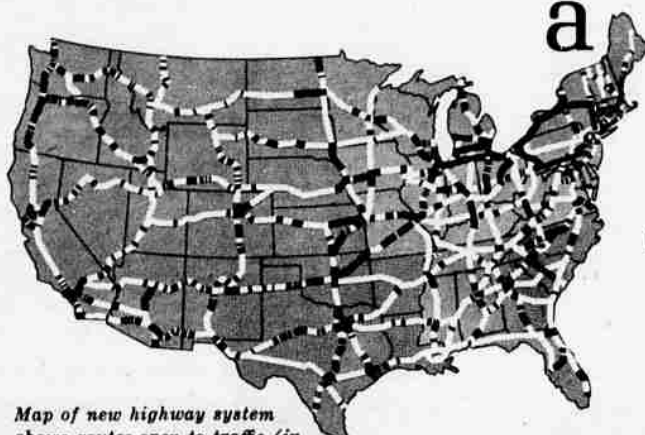


# Coast to Coast Without a Stop Light!



Map of new highway system shows routes open to traffic (in black) and those planned or under construction (in white).

The 41,000-mile Interstate Highway System will soon be a driver's dream come true

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There are few of us who have not felt the call of the open road, the excitement and anticipation of what lies beyond the next rise.

To know our country as we should, we must see it in its entirety. And more important, we must get to know its people, our neighbors all over the U.S.A.

I don't know a better way to do this than by car. And now, with the building of our revolutionary Interstate System of superhighways, you'll be able to travel the length and breadth of the country with an ease and comfort never before thought possible.

This great 41,000-mile network of highways (each four lanes or more) will link no less than 90 percent of all our cities with populations of 50,000 or more.

No matter where you're going, whether from Canton, Ohio, to Waco, Texas, or cross-country from New Haven, Conn., to Sacramento, Calif., there will be no stop lights, no stop signs, no traffic-stalling left turns. The entire system will have ingeniously planned interchanges, separated roadways, and extra lanes for access to insure free-flowing traffic.

For the vacation traveler, the Interstate will provide one scenic delight after another. The routes are carefully designed with esthetic as well as economic values in mind. In approaching ravines or streams, for instance, the highway will be built to preserve the natural setting. Similarly, in and near cities, the Interstate routes will allow you breath-taking views of famous sky lines and historic sites.

Moreover, there will be little advertising and no commercial establishments along the right of way to mar your enjoyment of the countryside. Except for the limited toll-road sections incorporated into the system, there will be interchanges on an average of every four miles. At these points tourist facilities generally will be plentiful, and owners of private commercial enterprises will compete freely for your business, without government-granted privilege or protection.

Now 35 percent completed, with 14,300 miles open to traffic and another 15,000 miles in progress, the Interstate is already the safest road in the world. Last year, it saved an estimated 2,000 lives that would have been lost on conventional roads. It also is credited with preventing about

25,000 injuries and some 60,000 accidents during 1962.

By 1973, the year after the system is fully completed, this \$41-billion masterpiece of modern transportation should save 5,000 lives annually. Dollar savings, estimated both from accidents prevented and time gained in transit of goods and people, should amount to \$9 billion a year, rising to \$11 billion by 1980.

Federal funds will account for 90 percent, or \$37 billion, of the system's total cost, spread over 15 years. The individual states—every state is participating—will supply the remaining 10 percent and do the actual construction and design of the highways, under the supervision of the Commerce Department's Bureau of Public Roads.

LET'S TAKE A LOOK at some examples of what this revolution in motoring will accomplish and in some instances already has accomplished.

In West Virginia, a seven-mile section of Interstate 77 replaces an old 18-foot-wide road which had 44 accidents on it in two years. Travel speed on the new route is double that on the old.

In Wyoming, a 67-mile four-lane stretch of Interstate 90 between Buffalo and Gillette, now under construction, will shorten travel distance between the two cities by 28 miles.

In Oklahoma, the dangerous five-mile-long road called "Blood Alley" between Oklahoma City and Tinker Air Force Base has been replaced by a six-lane freeway.

In Nevada, a 13-mile four-lane stretch of Interstate 80 replaces an old two-lane road that was dotted with sharp curves and steep grades and on which there had been 12 fatalities in recent years.

The story is the same in virtually every part of the country—broad new freeways replacing outmoded and overworked roads built, in many cases, to handle traffic of the "flivver" era.

This is a transportation system that will benefit the nation for generations to come, and benefit it in a way that far transcends the purely economic and the pleasurable.

Cities that once were separated by long hours of travel will become neighbors, down the road a piece. The Interstate, joining all parts of the country, will unite us as a people in fact as well as purpose. Because of the shrinking of time and distance, no section of the nation will be stranger to another.



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