

THE INTERSTATE HIGHWAY SYSTEM

The Federal Government, through the Bureau of Public Roads, U.S. Department of Commerce, and the States are engaged in the biggest peacetime public works program ever undertaken in world history—construction of the National System of Interstate and Defense Highways. Crisscrossing the nation with 41,000 miles of expressways, this Interstate System will connect 90 percent of all cities of over 50,000 population. Most of the routes will be 4-lane divided highways, growing to 6 and 8 lanes in and near metropolitan areas. Where 2-lane roads are built, in sparsely settled areas, provision will be made for expansion to a 4-lane divided highway when traffic warrants.

Access will be controlled throughout the entire system, with entry only at carefully selected locations. Traffic interchanges, overpasses, and underpasses will eliminate all grade crossings, both highway and railroad. It will be possible to drive coast to coast without encountering a traffic light or a stop sign. There will be no commercial facilities with direct entrance to an Interstate route, but signs will alert the motorist when he approaches connecting roads leading to gas stations, restaurants, and motels.

The Interstate System, although it constitutes only little more than 1 percent of the nation's total road and street mileage, will carry 20 percent of all traffic. Design and construction are being planned to provide roadways that will adequately handle the traffic volumes of 1975, when more than 100 million motor vehicles are anticipated (as compared with 67 million in 1957).

Studies of existing freeways show that their cost is balanced out by savings in vehicle operating expenses in less than 10 years time.

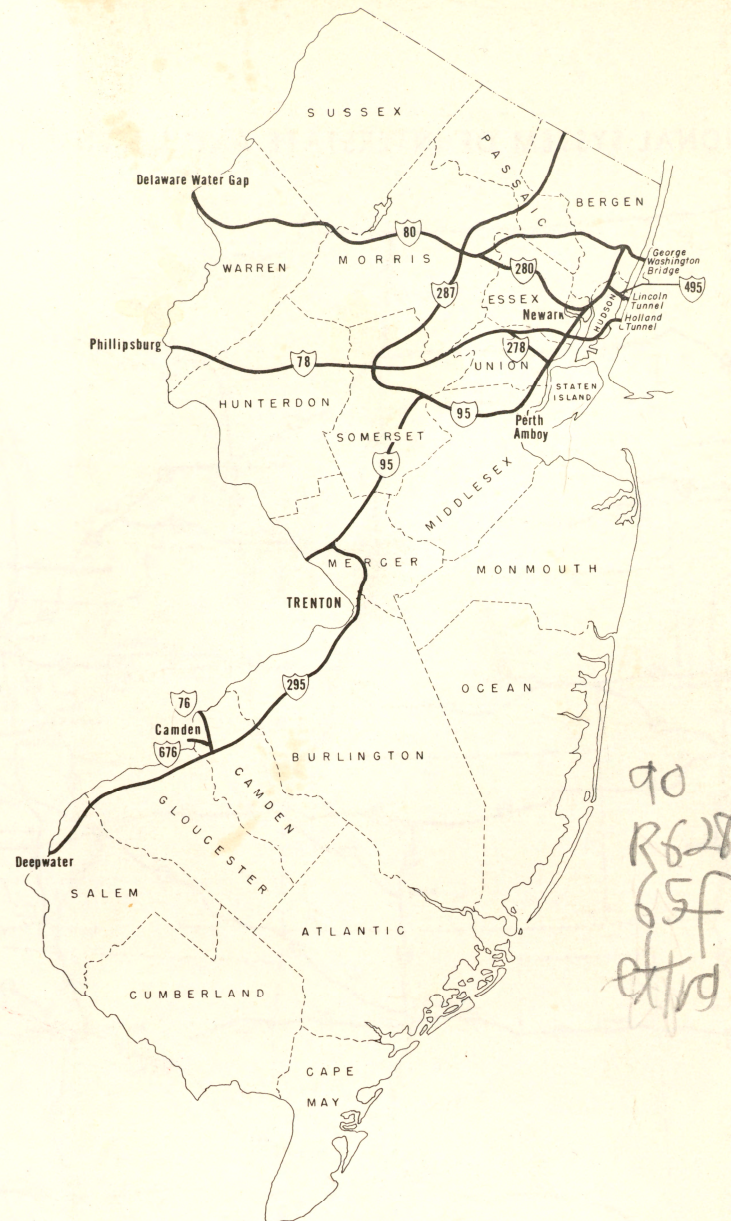
The safety factor alone is sufficient reason for building the Interstate System, for one of its benefits will be a saving of 4,000 lives a year. Accident rates on freeways are one-third of those on other roads with comparable traffic.

A wide range of economic benefits will result as by-products of the Interstate System construction. There will be many more jobs in road building, and great increases in supporting industries such as steel, aggregates, cement, bituminous materials, and construction equipment and machines. All of this will have its effect in terms of payrolls and purchasing power.

Of even longer range in economic benefit will be the developments along the Interstate routes. Existing freeways tell an inspiring story of economic growth, both industrial and residential. Since an essential feature of the System is the control of access, the factories and homes which will spring up will feed their traffic into the main stream only at interchanges, without creating slow-downs, congestion, or interference. About 70 percent of the Interstate System will be built entirely on new location, thus creating countless opportunities for business.

The advantages that the Interstate System will have for long-range travel—truck, bus, and passenger car—are obvious. Vacation and business travel will take much less time, and with greater comfort and less strain. Deliveries will be faster; truck operation more productive. The routes will be important parts of the production, assembly, and distribution lines of business and industry.

(Continued)



INTERSTATE ROUTES IN NEW JERSEY

		Miles
Rt. 76:	Rt. 295 to the Ben Franklin Bridge	6.3
Rt. 78:	The Holland Tunnel to Phillipsburg	66.4
Rt. 80:	Rt. 95 in Teaneck to Delaware Water Gap	68.4
Rt. 95:	George Washington Bridge to Trenton	73.4
Rt. 278:	Goethals Bridge to Springfield	9.0
Rt. 280:	Interstate 95 (Turnpike) near Secaucus to Rt. 80 in the Parsippany-Troy Hills area	18.0
Rt. 287:	Woodbridge to Suffern, New York	54.8
Rt. 295:	The Delaware Memorial Bridge to Trenton	72.3
Rt. 495:	Lincoln Tunnel to Route 95	3.6
Rt. 676:	N.J. half of Walt Whitman Br. approaches	1.1
	TOTAL	373.3

But the System will have vast advantages for the cities, too. These broad arteries will go into and through our large cities, helping to wipe out today's traffic jams, speeding commuters and shoppers from the suburbs. Bypasses will take through traffic around large cities, separating it from traffic headed downtown. The System routes will bypass smaller cities and towns, providing access to them but taking through traffic off the congested business streets and thereby freeing them for local traffic of a more profitable nature.

The Interstate System will have far-reaching effects on our whole road and street system. A large proportion of them will feed traffic into these great trunk roads. And, capably handling the concentrated streams of traffic, the System routes will do much to relieve congestion on parallel roads and streets.

A recent exhaustive study indicated that the total cost of the Interstate System will be about \$40 billion, or \$10 billion more than originally contemplated. The program is revolutionary and the problems faced are tremendous: Future traffic needs must be estimated and detailed locations must be selected to best serve them; the ideas of cities, counties, and planning agencies must be evaluated and reconciled; surveys must be made, and plans drawn; complicated interchanges and bridges must be designed; the rights-of-way and access control must be acquired—all of these before a shovelful of dirt is moved.

Every modern technique known—including use of the electronic "brain"—is being used to speed the job. Wherever possible, the points of critical congestion are being attacked first. The program is gathering speed as it moves forward, and is progressing on schedule.

The Interstate System will give new freedom and new speed and safety to the movement of people and goods. It will stimulate business growth that staggers the imagination, and will enrich the lives of every family in these United States.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

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THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

