

Progress on the Interstate Highway System



— COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

--- MAJOR TOLL ROADS
Incorporated to the Interstate System

- - - UNDER CONSTRUCTION

· · · PRELIMINARY STATUS OR NOT YET IN PROGRESS
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Scale of map does not permit showing of states in urban areas and for very short sections

By CHARLES SHERMAN of the PICTURES Staff

After 10 years of construction costing some \$28 billion, the nation's interstate highway program has edged past the half-way point. About 21,500 miles of the 41,000-mile system are now open to traffic, but of this total 3152 miles will need additional improvement to be brought up to the ultimate standards. Construction is proceeding on an additional 5900 miles, and engineering or right-of-way acquisition is in progress on another 11,200 miles.

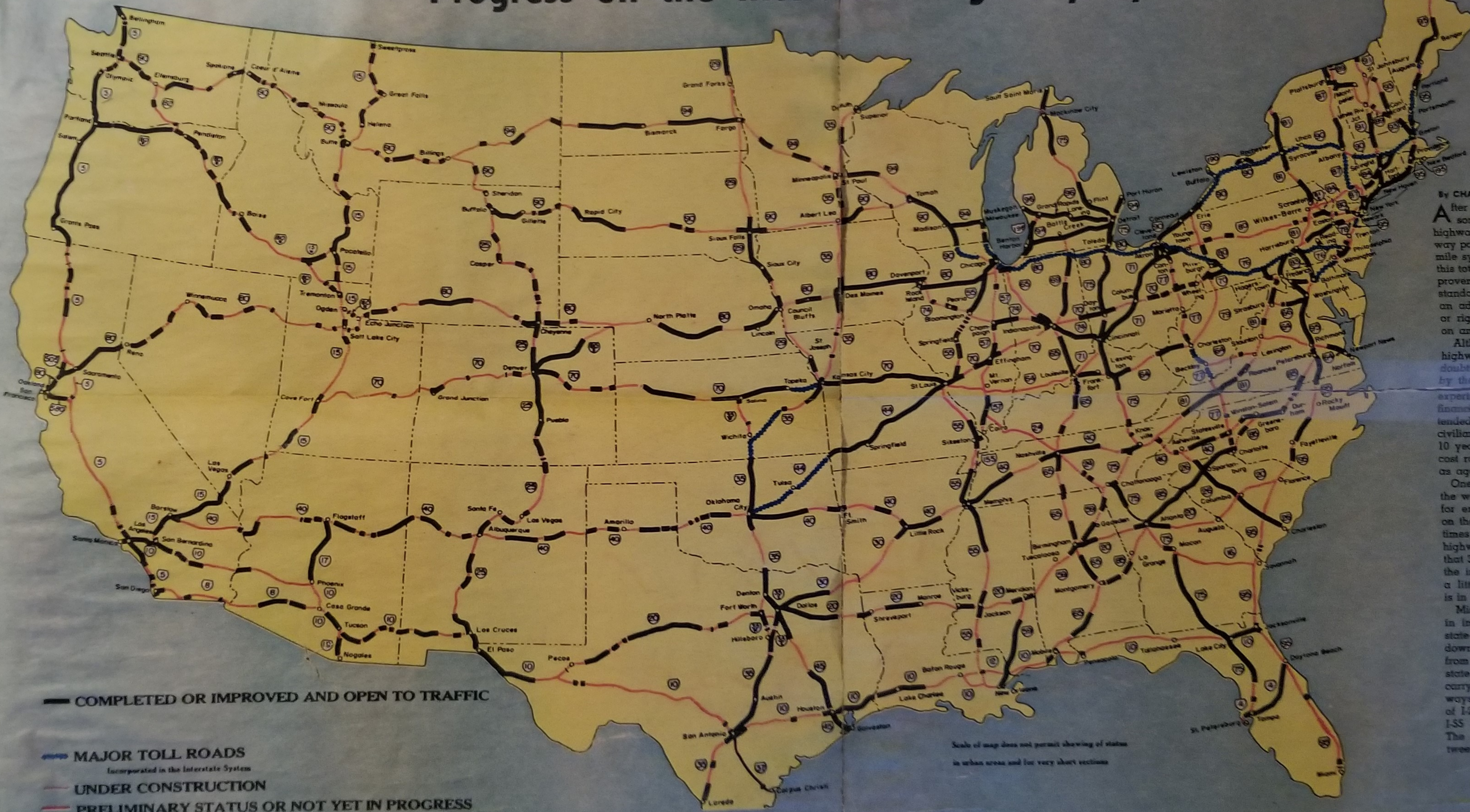
Although progress on the nation's key highway system has been steady, it appears doubtful now that work will be completed by the original target date of 1970. Some experts believe that unless drastic new financing steps are taken, the system—intended to serve defense needs as well as civilian—may not be completed for another 10 years. Latest estimates of the ultimate cost range from \$45.8 billion to \$51 billion, as against the original \$41 billion.

One reason advanced for speeding up the work is the safety factor. In Missouri, for example, figures reveal that traveling on the interstate system is more than three times as safe as on the state's primary highways. Across the nation it is estimated that 3800 lives are being saved annually on the interstate highways, even though only a little more than one-half of the system is in use.

Missouri has fared better than most states in interstate highway construction. Interstate 70, linking downtown St. Louis to downtown Kansas City, and Interstate 44, from the St. Louis area to the Oklahoma state line, are virtually complete. They carry the largest traffic volume of any highways in the state. There are still sections of I-29 and I-35 in northwest Missouri and I-55 in southeast Missouri to be finished. The latter would provide a direct link between St. Louis and New Orleans.

U.S. Department of Commerce Map

Progress on the Interstate Highway System



— COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

— MAJOR TOLL ROADS
Incorporated in the Interstate System

— UNDER CONSTRUCTION

— PRELIMINARY STATUS OR NOT YET IN PROGRESS
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Scale of map does not permit showing of status in urban areas and for very short sections

By CHARLES SHERMAN of the PICTURES Staff

After 10 years of construction costing some \$26 billion, the nation's interstate highway program has edged past the half-way point. About 21,500 miles of the 41,000-mile system are now open to traffic, but of this total 3152 miles will need additional improvement to be brought up to the ultimate standards. Construction is proceeding on an additional 5900 miles, and engineering or right-of-way acquisition is in progress on another 11,203 miles.

Although progress on the nation's key highway system has been steady, it appears doubtful now that work will be completed by the original target date of 1972. Some experts believe that unless drastic new financing steps are taken, the system—intended to serve defense needs as well as civilian—may not be completed for another 10 years. Latest estimates of the ultimate cost range from \$46.8 billion to \$51 billion, as against the original \$41 billion.

One reason advanced for speeding up the work is the safety factor. In Missouri, for example, figures reveal that traveling on the interstate system is more than three times as safe as on the state's primary highways. Across the nation it is estimated that 3800 lives are being saved annually on the interstate highways, even though only a little more than one-half of the system is in use.

Missouri has fared better than most states in interstate highway construction. Interstate 70, linking downtown St. Louis to downtown Kansas City, and Interstate 44, from the St. Louis area to the Oklahoma state line, are virtually complete. They carry the largest traffic volume of any highways in the state. There are still sections of I-29 and I-35 in northwest Missouri and I-55 in southeast Missouri to be finished. The latter would provide a direct link between St. Louis and New Orleans.

U.S. Department of Commerce Map