

what's in this booklet

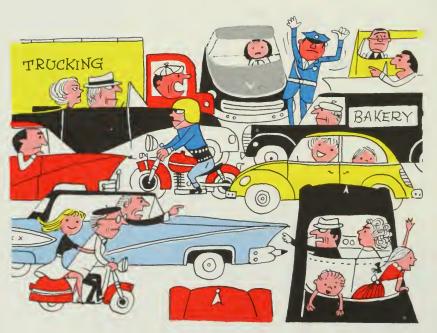
The United States has three-quarters of the world's automobiles. If they wanted to, every man, woman, and child in America could travel on wheels at the same time.

On week ends, it looks as if they all do!

To break this jam, federal and state governments will spend \$50 billion of *your* tax money during the next 13 to 15 years to modernize, revitalize, and expand the nation's highways.

This booklet is intended to present, in clear, non-technical terms, all the facts you should know about this tremendous highway program . . . to show what the program means to the nation, to business, to *you*.

The federal government will pay most of the road-building bill. The individual states will direct all actual construction. But the program's real strength must come from an informed public. We hope that this booklet will give you a better understanding of the highway program and its impact on the lives of all our people—now and in the future.



why we need new roads

YOUR STAKE IN THE PROGRAM

Americans today drive the world's most efficient cars—often at an inefficient pace. On many highways, the "open road" has become a crawling traffic jam. In many cities, it takes as long to travel by car as it once did by horse and buggy.

Jammed roads mean lost lives and money lost:

Almost 39,000 Americans died on the road in 1957. Over 1,350,000 were injured.

In addition, the economic loss amounted to \$5 billion. Insurance premiums increased considerably.

With stop-and-go driving:

your car depreciates faster. your car needs repairs more often. your car gets less mileage out of gas and oil. you lose time on the road, when time is money. you use more nervous energy. you become more fatigued.

THE CAUSE OF IT ALL

More cars are making more trips than ever before. From 1940 to 1957, the annual number of vehicle miles of traffic more than doubled.

By 1975, at least 25,000,000 more vehicles will be on the roads.

You have a personal stake in this program:

Traffic will be even tighter, driving will be even costlier—unless we make room for tomorrow's cars today.

If you are one of the 75% of Americans who drive to work, you need roads that will get you to your job quickly, safely, and at a reasonable cost.

If you are one of the millions of drivers who last year spent over \$50 billion on the purchase and operation of cars, you deserve roads geared to help you get your money's worth out of your car.

The 1956 Federal-aid Highway Act is designed to give you these roads.

THE BUSINESSMAN'S STAKE



Roads can build your business—or break it. For the pioneers, new roads meant boom times. Bad roads meant ghost towns. Today, roads mean even more to business. Road transport is vital to nearly every business.

On today's roads, shipments and deliveries are often slow and expensive. Crowded main streets choke downtown shopping districts. Out-of-date, overcrowded roads can hurt a city's business: land values go down, residential areas deteriorate, families seek relief in the suburbs.

The Small Businessman — How to lose thousands a year by sitting in your car:

Doctors . . . salesmen . . . contractors . . . delivery men . . . repair men—professionals and tradesmen who take their business to the customer—lose money and opportunities every day, delayed in highway jams. The whole community loses valuable skills, services, and materials, uselessly held up on the highway.

Local Business:

Every local store or service depends on good roads to attract and supply customers. (There are 25,000 towns in the United States that are solely dependent on trucks, buses, and cars for transportation.)

Industry:

American industry uses over 10.5 million trucks to deliver raw materials and finished products.

IN EVERY BUSINESS

Inventories, risks, prices depend on the state of our roads. When transport costs go up, all costs go up.

To keep on growing, we need open roads to supply and service our expanding population.

Today, jammed roads strangle traffic. Tomorrow, they may strangle prosperity.

THE NATION'S STAKE

We don't have enough roads for tomorrow. We don't even have enough for today!

The problem:

U. S. highway construction has lagged far behind industrial growth.

Highway construction has lagged far behind vehicle registration.

Since World War II, the U. S. has added 53,000 miles to its highway network.

But the new cars alone, bought since World War II, if lined bumper to bumper would stretch 200,000 miles!



The program designed to meet it:

In 1956, your government passed the Federal-aid Highway Act. It's the biggest public works program in the history of the world! It will alter the face of the nation.

It will provide a road system big enough to handle any defense crisis, able to carry troops, weapons, supplies — anywhere, any time.

It will save millions of dollars in time and in car expenses.

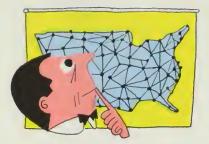
It will save thousands of lives yearly on safer roads.

It will bring new communities, new industries into being.

It will affect more people than anything ever built in America!



what is the new program?



Since 1916, the federal government has contributed money to help our states build roads.

Since 1921, a huge network of roads—mostly important, two-lane state highways—has been built with federal and state governments splitting the bill. These consist of several systems.

The primary system, as of June, 1956, included:

234,907 miles of main highways and streets.

216,314 miles of roads in rural districts.

18,593 miles of roads in cities.

The secondary system:

520,371 miles of roads, mostly from farm to market, built since 1944 on a fifty-fifty basis.

Urban roads:

Since 1944, when federal-aid roads extended into city areas, the U. S. has footed half the bill.

The grand total:

These federal-aid roads make up 22% of all U. S. roads and streets and carry almost *two-thirds* of all American traffic.

WHERE THE MONEY GOES

Of federal funds allotted under the 1956 Highway Act:

45% goes to the primary system of main roads.

30% goes to the secondary system of farm-to-market roads.

25% goes to urban extensions of federal-aid roads.

What it will build:

City freeways . . . belt routes . . . state roads . . . inter-city super-highways . . . market roads . . . country-to-city highways.

Every street, every road, every spur, loop, and feeder in America should be affected by this program.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

The 1956 Highway Act provides for a coast-to-coast, border-to-border network of interstate and defense highways.

These will:

include at least 41,000 miles of top standard expressways.

carry about 20% of the nation's traffic (on 1.2% of total road and street mileage).

cover all 48 states.

connect 42 state capitals.

join 90% of all cities over 50,000 (209 of them).

join major routes into Mexico and Canada.

The Department of Defense calls this network essential:

to connect directly all main cities, industrial areas, centers of government.

to provide life-saving evacuation routes from cities in danger of attack.

SELECTION OF ROUTES

All routes will be determined by the states, with the approval of the U.S. Bureau of Public Roads.

Routes will be based on:

distribution of population and motor vehicle ownership.

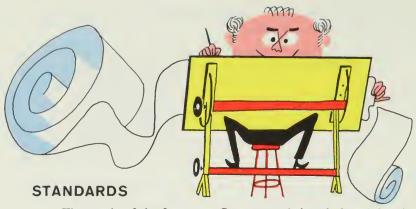
needs of major manufacturing centers.

value of farm products bought in each county.

importance of regional connections to national defense.

servicing of defense plants and strategic military establishments.





The roads of the Interstate System are being designed for the needs of tomorrow, for 1975's 90,000,000 cars and commercial vehicles. Top engineers have been called in by the Bureau of Public Roads and the American Association of State Highway Officials. The program guarantees the inclusion of the following features on all new roads:

Uniform standards

For every highway in the system:

the best in safe and comfortable travel the lowest operating costs attractive landscaping

Planned access

On all Interstate System roads:

no grade crossings

no intersections

no driveways no stop signs

no traffic lights

no cross traffic, except for over- and underpasses

Maximum speed limits

Although actual limits will be set by the states, maximum speeds will be:

70 miles per hour on flat terrain

60 miles per hour in rolling country

50 miles per hour in urban and mountain areas

Maximum safety

These features will save nearly 3,500 lives each year:

safe, planned access
sweeping curves
gentle grades

long sight distances
wide median strips
paved shoulders

uniform signs and markings

Big roads

For the added traffic of tomorrow:

six or more divided lanes: 2,300 miles

four divided lanes: 28,000 miles

two lanes: for 7,000 lightly travelled miles only, with provision for widening if traffic grows. All two-lane roads also

are designed for easy and safe passing.

ON ALL INTERSTATE SYSTEM HIGHWAYS

All traffic lanes will be at least 12 feet wide.

Most strips between opposite traffic lanes will be 36 feet wide.

Most bridges and overpasses will be free of overhead obstructions.

There will be minimum headroom of 14 feet on underpasses.

No commercial enterprises will be permitted on the right-of-way.

Centers for gas, food, lodging, etc., will be conveniently located on feeder roads, on existing parallel roads, and on parallel service roads.

The time and money you'll save:

The new Houston Expressway saved 20.8 million travel hours in 6½ years.

One new Los Angeles freeway saved drivers 2¢ per mile.

The lives you'll save:

The accident rate on the Interstate System will be about onethird that of today's roads.

You may be one of the 3,500 people whose lives will be saved each year when the system is in operation!









What it all adds up to: The biggest construction job in history!

The National System of Interstate and Defense Highways will take as long to build as the Panama Canal though it's 60 times greater.

It will include 41,000 miles of multipurpose roads, to be built in 13 to 15 years. Ancient Rome took four *centuries* to complete 50,000 miles almost exclusively for military use.

A glance at the requirements for the federal-aid program will give a more precise idea of its size. In addition to the 41,000 highway miles to be constructed or improved:

Thousands of bridges will be built. Hundreds of railroad crossings will be eliminated or reconstructed.

The new program will use:

442,000 men.

128 million tons of bituminous materials (chiefly asphalt).

49 million tons of steel.

9 billion, 710 million tons of aggregates (stone, sand, gravel, mineral filler).

1 billion, 399 million barrels of cement.

MILES OF HARD-SURFACED ROAD CONSTRUCTED IN U. S. BY STATE HIGHWAY DEPARTMENTS FROM 1941 THROUGH 1955

Portland Cement Concrete 21,428

Bituminous Roads (chiefly asphalt) 374,123 miles



5.4%

94.6%

how much will it cost?



THE INTERSTATE SYSTEM

Over half of all funds slated for federal-aid roads in the next 13 to 15 years will be allocated to the Interstate System.

90% will be paid by the federal government (\$24.8 billion already authorized to be spent through 1969).

10% will be paid by the individual states.

Total: \$27.4 billion.

As drivers, we spend nearly \$50 billion every year on our cars and trucks. As citizens, we're investing about half of that in thirteen years, to get roads fit to drive on.

It's one of the greatest bargains of all time!

This is a pay-as-you-go program through 1969:

Through 1959, federal money will go to each state on a special interstate system formula:

3/3 for population

1/6 for area

1/6 for postal-road mileage.

From 1960 to 1969, allocations will be based on the needs of the individual states to complete their parts of the system.

How it will be spent:

\$10 billion on state highways

\$12.3 billion on inter-city superhighways

\$15 billion on city freeways and belt routes



OTHER ROADS

For federal-aid roads other than the Interstate System:

\$2.5 billion in federal funds to be spent on other parts of the primary, secondary, and urban road systems between 1957 and 1959, the states matching dollar for dollar.

\$8.7 billion *more* in federal funds, to be appropriated from 1959 through 1969. With matching state funds, \$17.4 billion in all.

Expected Total: \$22.4 billion.

Who gets what:

For roads in national parks and forests (10% of the nation's area), \$1.34 billion to be paid entirely from federal funds.

The balance to the states, on the usual federal-aid road-building formula:

1/3 for population

1/3 for area

1/3 for postal road mileage.

(The special Interstate System formula on page 13 doesn't apply to federal-aid roads outside that system.)

For instance:

Ohio: 1.28% of U.S. Area

5.18% of U. S. Population 4.27% of U. S. Post Roads

Adjusted combined average: 3.52%

For 1958, \$382,500,000 in federal funds has been authorized for primary system roads. Ohio gets 3.52% of this, or about \$13.5 million in federal aid.

FIGURES AND FACTS

See table on next page for the program in figures (all figures are in billions of dollars).

	Allocated for Interstate System through 1969	Allocated for other roads through 1959	To be allocated for other roads through 1969	TOTAL
Federal Funds	24.8 (90%)	2.5 (50%)	8.7	36.0
State Funds	2.6 (10%)	2.5 (50%)	8.7	13.8
TOTAL	27.4	5.0	17.4	49.8

(NOTE: These figures are subject to change through Congressional action.)

Federal funds already allocated: \$27.3 billion State funds already allocated: \$5.1 billion

Total: \$32.4 billion

Expected additional federal

and state allocations: \$17.4 billion

1956-1969 Grand Total: Nearly \$50 billion

(\$27.4 billion for the Interstate System, \$22.4 billion for other roads.)

Total federal spending on roads through 1969: \$36 billion—five times as much as spent in the last half-century!

Why so much?

Today, the nation needs a road system geared to both an expanding economy and defense needs.

A *national* system means uniform road designs and standards.

Only a *federal* agency (the Bureau of Public Roads) can coordinate roadbuilding in 48 states.

Only federal aid and technical assistance can create roads built to national standards *throughout* the nation.



FINANCING

Where's the money coming from?

About $\frac{2}{3}$ of the federal funds will come from *present* highway taxes.

The rest will come from *new* taxes set up by the act, on gasoline, oil, highway vehicle tires, trucks, buses, rubber recaps, and trailers.

This money will be set aside in a Federal Highway Trust Fund.

Through 1972, the Fund should take in: about \$38 billion from public taxes about \$55.8 billion from automotive excise taxes.

Only \$14.8 billion of the above will come from new taxes.

What will it cost you?

The average motorist will pay about \$9 a year more in taxes than he pays now—less than the price of admission to one movie a month!

What do you get for it?

lower fuel costs, due to less stop-and-go driving longer life for tires and brakes lower maintenance costs slower car depreciation lower insurance rates less wear and tear on motorists and passengers decrease in traffic deaths, injuries, and property damage

EACH YEAR YOU'LL SAVE:

about \$725 million in operating costs.
about \$725 million in accident costs.
about \$825 million in commercial vehicle hours.

Total saving: about \$2.1 billion a year!

when will it be completed?

Progress

Over-all planning: nearly completed.

Funds: authorized and available.

Construction: several Interstate System sections are completed.

A major roadblock

Land for right-of-way: out-of-date statutes keep all but 14 states from buying land for future use.

Remedy

Federal purchase: U. S. buys the right-of-way, returns it to the state.

BUT:

Land along existing routes is expensive.

Most new highways must therefore be built along new routes.

Rights-of-way for the Interstate System alone will require over two million acres.

Land must be bought *early*—to avoid inflated real estate prices, and to ease relocation hardships.

So:

Several states have set up special funds for early land purchase.

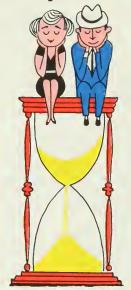
The federal government will advance purchase funds if a state guarantees to start building within five years.

Target date:

By February, 1959, a progress report will sum up the work done, and make recommendations for speeding up construction.

A suggestion currently under consideration is the addition of 7,000 miles to the Interstate System, extending its completion date past the original deadline.

Under present plans, simultaneous completion of the whole network is expected in 1972.



the federal-state "partnership"



The federal share:

Except for roads on federal lands, the U. S. government doesn't build or operate a single road on its own!

The U. S. Bureau of Public Roads has a strictly limited job:

administering federal aid to the states for highway construction.

building roads in federal lands. conducting highway research.

U. S. route signs:

are *not* indicators of federal roads. are only route numbers agreed on by the different state highway departments.

The only federal control of highways is over motor vehicles in interstate commerce (limits on weight and size, to which states must conform to get federal aid for road improvements).

The states' share:

Road building: the individual states have full responsibility.

Road control: the states have sole and complete control over their own highway systems.

The partnership:

The U. S. aids the states in highway construction on a fifty-fifty basis, as provided in the Highway Acts of 1916 and 1921.

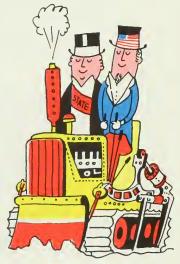
This applies to all federal-aid roads except:

the new Interstate System (90% federal funds, 10% state).

roads in some western states with large federal lands (federal aid on a sliding scale).

HOW THE PARTNERSHIP WORKS

- 1. Congress authorizes federal-aid funds well in advance of each fiscal year, so that the states can plan their road-improvement programs.
- 2. State highway officials make preliminary surveys and cost estimates, then plan routes within the different federal-aid road systems.
- 3. The states submit their plans to the U. S. Bureau of Public Roads for discussion and approval.
- 4. The program approved, the state makes more detailed cost studies of each project.
- 5. The Bureau goes over these cost estimates and checks route designations against the terms of the Highway Acts.
- 6. Now the state can go ahead. It calls for construction bids and awards contracts. State engineers will supervise the whole job. The states run the show: they prepare the plans, make the surveys, let the contracts, oversee construction.
- 7. The state pays contractors in installments, with the U. S. repaying the state for the federal share of each bill (50%, 90%, etc.).
- 8. The Bureau may advance payments to the state—especially where the federal share is 90%—if the state hasn't the money on hand to pay contractors first.
- When the project is finished, there's a final cost accounting, checked out by the Bureau's auditors. The last federal payments are put through.
- 10. The road is opened to traffic. From now on, the state maintains the road without federal help, but the Bureau's engineers inspect periodically to insure proper maintenance.



special problems



ENGINEERS

22,000 young Americans graduate from engineering schools every year. Only 600 of them—2.7%—go into highway engineering. State highway departments need *more* highway and traffic engineers to man the immense new program.

What to do:

Make opportunities in state departments more attractive.

Limit highway engineers' duties to engineering.

And automate engineering techniques.

At top-level meetings of Bureau of Public Roads personnel, state highway officials, engineers, and equipment manufacturers, streamlining plans have been made.

Engineering speed and efficiency will be boosted with:

electronic computers

new aerial survey equipment

helicopters and planes to pinpoint routes and speed up surveying techniques.

MACHINES

143,700 road-building machines are now available.

1,000,000 additional machines will be needed to complete the new road program.

\$7.3 billion worth of equipment will be needed for the Interstate System *alone*.

What to do:

Manufacturers have already spent \$200 million on new earthmoving machinery plants. They will spend millions *more* to meet the demands of the road-building program.

HIGHWAY LAWS

Inadequacy of state laws now bars many states from full participation in the new federal-aid plan:

laws against buying rights-of-way in advance of construction. legal snags involving access control.

finance and debt limitation laws.

What to do:

Some state legislatures should be encouraged to revise existing statutes where needed. Until they do, states and communities can't plan their projects, can't start construction, can't get first-class highways.

How to do it:

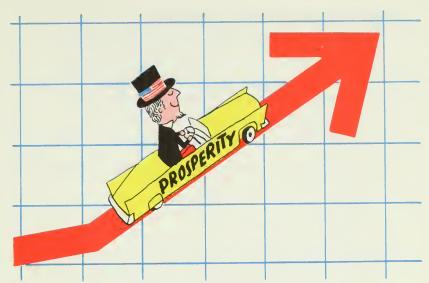
If your state or community is blocked by these laws, you and your neighbors are responsible for changing them.

Your state legislators and your congressional representatives may not be familiar with the technical aspects of highway construction. They may not realize that it takes about two years to plan engineering and to buy rights-of-way—and from two to three years more to complete construction.

Your community can help by bringing these problems to the attention of the proper authorities.



the big picture ECONOMIC EFFECTS OF THE PROGRAM This isn't just a big construction job. It's a shot in the arm for the whole economy! Here's what's happened where fast modern roads have been built. In Boston, Route 128, built in 1951: Land along the right-of-way, worth \$50 to \$100 an acre, now sells for \$5,000 to \$10,000. In six years, \$150 million in plants and buildings have been put up near the roadway. Similar developments have occurred: On the New York Thruway In Houston In Atlanta In Los Angeles In Dallas Big new roads have: stimulated business opened up jobs raised land values lured new industry. The record shows: Businesses near new planned-access highways have increased sales volume by 31%. The same highways have cut delivery time 30 to 50%!



AS THE HIGHWAYS ARE BEING BUILT:

Highway construction firms will boom.

Makers of building materials and machinery will expand.

Transport industries will carry new construction goods.

442,000 people directly engaged in construction will spend highway program paychecks. In addition, many millions in allied industries will be affected.

There will be new income for manufacturers . . . miners . . . carriers . . . farmers . . . grocers . . . laborers . . . all of us!

Every business in America will be affected.

AND WHEN THE HIGHWAYS ARE OPEN:

Goods, services, raw materials will *move*—faster, safer, cheaper than ever before.

Bypasses will take through traffic *around* cities and towns; downtown shopping streets will be *open* for business.

Businesses will serve bigger markets.

Farmers will be able to bring their crops to new markets, now out of their reach.

Whole new towns will spring up, with new roads creating new opportunities.

Highway transportation industries

These industries will spark new prosperity:

1,600 car, truck, parts and equipment manufacturers.

Makers and suppliers of steel, copper, nickel . . . fabric, glass, rubber . . . everything that goes into your car.

42,000 oil and gas producers and refiners.

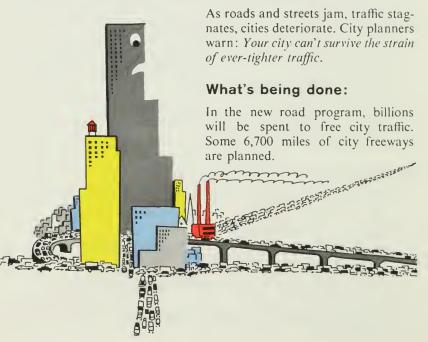
Distributors . . . service stations . . . garages.

Open highways will make room for *more* cars, and more cars will mean:

more business
more jobs
more prosperity for all.

Tomorrow's highways will do more for more people than anything ever built by the hand of man.

SOCIAL EFFECTS OF THE PROGRAM



In cities like Pittsburgh, New Orleans, St. Paul, Detroit, and Los Angeles, joint action by highway engineers and city planners:

revived blighted areas spurred housing projects raised land values triggered city-wide booms.

Here are some additional results we can expect from similar action under the new program.

Better school facilities:

About 1/3 of all American pupils go to school by bus.

Half a million use private cars.

Result: The end of the one-room schoolhouse.

New roads will aid in securing more consolidated schools—better schoolrooms, better facilities, for millions of American children.

More travel:

More than 72 million Americans vacation by car.

You and your family will find new horizons—go farther, faster, safer than ever before!



BETTER PUBLIC SAFETY

Police coverage:

With radio patrol cars, state and local police protect twice as many people as in 1900—using about the same number of men! *New roads will speed police calls.*

Fire service:

75,000 fire engines safeguard American lives and homes.

The U. S. Forest Service protects vast areas of American woodland.

New roads will speed fire calls.

Disaster aid:

New roads will speed supplies . . . relief workers . . . medical aid . . . in floods, hurricanes, explosions, and other disasters.

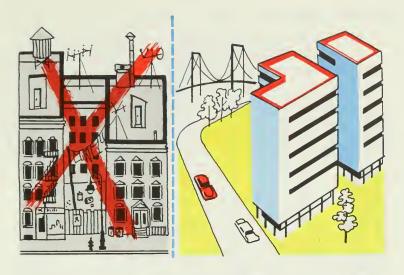
BETTER PUBLIC HEALTH

Over 221,000 doctors and 26,000 public health nurses use cars in routine and emergency calls.

Over 17,000 ambulances serve 7,000 American hospitals.

New roads will speed medical calls, bring health services closer to every American.





SPECIAL SOCIAL AND ECONOMIC PROBLEMS

Relocation:

Families and businesses located on new rights-of-way must move—but:

Rights-of-way will be bought up long before demolition starts. *There's time* to find new and better homes.

There's room, too. 31.5 million Americans normally move to new homes each year. Keeping on the move is an American trait that has always been part of our growth and development.

Special provisions for relocation:

New York: has arranged over 6,000 relocations since World War II.

Chicago: has resettled 13,000 people displaced by a new freeway.

Milwaukee: offers lower-income tenants displaced by freeways 5 years' preference for low-rent public housing.

Other cities: keep special funds to help families who can't afford relocation expense.

Many cities: have laws giving families displaced by new roads waiting periods to find new homes.

Community planning can take the sting out of relocation.

Business relocation:

Firms can relocate without losing their customers and their workers. Even industries in heavily industrialized San Francisco found room to relocate in the same city without losing customers.

Business is *paid* for its right-of-way property. Firms can build on new sites nearby with this money.

Right-of-way payments are a major asset for many firms.

Community planning and business planning can ease the move.

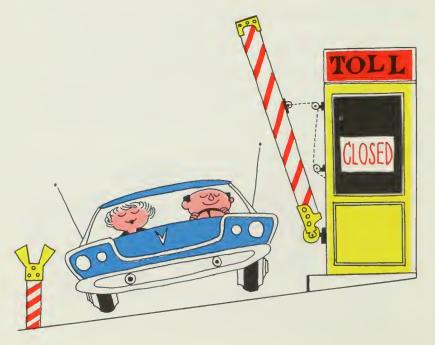
Toll roads:

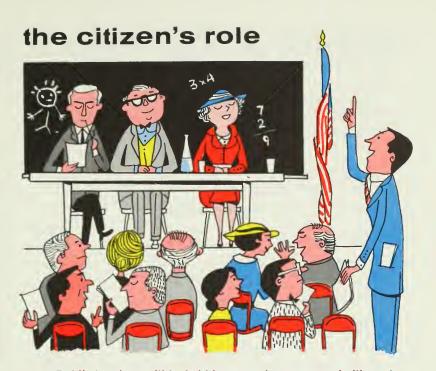
No toll roads may be built for the new System.

Some existing toll roads are part of the System now—but only if both the following conditions are met:

That they become toll-free when their construction bonds are paid off.

That a satisfactory *free* alternate route exists, leaving the driver the option to use the toll road or not, as he pleases.





Public hearings will be held in every city, town, and village that the new roads pass through or bypass.

The 1956 Highway Act requires that:

Each of these communities be heard, before the Bureau of Public Roads will approve a state's road plan.

Hearings be open to every citizen, so we can have our say on the program and learn how it will affect us.

That's how a democracy builds roads!

It's in *your* interest to attend the hearings . . . debate the issues . . . talk over the problems.

Thousands of miles of U. S. roads in rural areas do not come under the Federal-aid Highway Act of 1956 . . . do not share in any kind of federal aid.

Surfacing or re-surfacing these secondary roads can revitalize community life, increase mobility, help farmer and merchant alike. It may be helpful to *your* town to know that, for this purpose, no more economical surfacing exists than low-cost bituminous.

It is vitally important for each of us to become familiar with *all* the issues in the program, so that we can arrive at intelligent decisions about them.

For example, some of us have assumed that freeways and expressways which bypass cities hurt local business. Experience has shown that bypasses generally *help*. Keeping *through traffic* away from local areas:

eases local parking.

lightens heavy traffic.

raises property values.

revives downtown shopping districts.

Diversion of taxes:

Your highway user taxes—such as the ones you pay on gasoline and license plates—should support *highways*.

Where they do, you get the most road for your money.

Where they support other things, too, you're not getting what you paid for.

The people decide. In 27 states they've voted constitutional amendments to prevent diversion of highway taxes to non-highway purposes Other states are considering such laws.



quick summary of important facts and figures

- What is the new road program? A 41,000-mile network connecting 42 state capitals, all 48 states, 209 major cities, and major routes in Mexico and Canada. It is called the *National System of Interstate and Defense Highways*.
- **Funds:** About \$50 billion will be spent on *all* federal-aid roads, with about half set aside for the Interstate System. The U. S. contributes 90% for the Interstate, 50% for other roads.
- **Standards:** *Planned access* on the Interstate System—no traffic lights, stop signs, cross traffic, or grade intersections. No businesses of any kind on the right-of-way. Speeds up to 70 mph on flat terrain, 60 mph in rolling country, 50 mph in cities and mountains. All modern features of highway engineering. Built for tomorrow's traffic of 1975.
- **Safety:** Three times safer than current highways, saving about 3,500 lives yearly.
- Costs: About \$9 per year more to average motorist.
- **Savings:** About \$550 million yearly in vehicle operating costs, \$725 million in accident costs, \$825 million in time costs. Roughly \$32 per year for average driver.
- **Taxes:** About two-thirds of the financing will come from *already existing* taxes, the remainder from a variety of new taxes.
- When will it be finished? By 1972, with first substantial results by 1960.
- **Materials:** About 128 million tons of bitumens will be required to do the job, along with 49 million tons of steel, 1,399 million barrels of cement, and 9,710 million tons of aggregates.
- **Economic effects:** Revitalization of cities, break-up of traffic jams, new business opportunities for *all* commerce.
- **Social effects:** Swifter, safer travel; consolidated schools; wider family horizons.
- National defense: Vital routes and supply lines.

