

TENNESSEE INTERSTATE

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1049 MILES OF MODERN HIGHWAYS
TO SERVE THE MOTORING PUBLIC



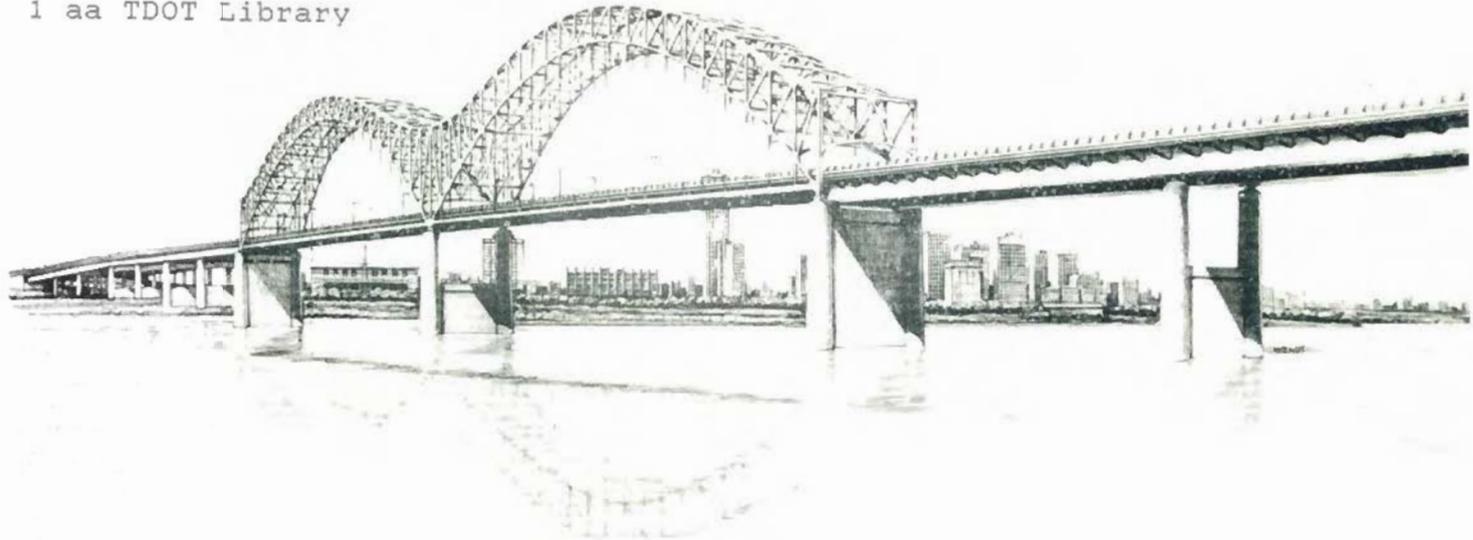
STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS



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Tennessee interstate

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PROPOSED BRIDGE OVER THE MISSISSIPPI RIVER
ON INTERSTATE 40 AT MEMPHIS
TENNESSEE DEPARTMENT OF HIGHWAYS
ARKANSAS STATE HIGHWAY COMMISSION
HAZELET & ERDAL
CONSULTING ENGINEERS

The largest and most expensive structure on the Interstate System in Tennessee will be the Mississippi Bridge in Memphis. This six-lane, \$55,000,000 project is being financed jointly by Tennessee and Arkansas and it is expected to be open to traffic with the completion of the Interstate System in 1972.

The Interstate Highway Program in Tennessee, as in all other states, is a joint effort on the part of the Federal Government and State Government.

This program in Tennessee is currently headed by State Highway Commissioner David M. Pack, Federal Highway Administrator Rex M. Whitton of the Bureau of Public Roads and Tennessee Governor Frank G. Clement.



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FROM NASHVILLE TO MEMPHIS ... A PICTORIAL TOUR





Tennessee is one of the leaders in the Nation's System of Interstate and Defense Highways. Tennessee has consistently ranked in the top ten states in the Federal Bureau of Public Roads' reports on obligations of Federal Funds for Interstate Construction. Tennessee is also one of the leading states in total number of miles of Interstate allocated to it. We are 14th in the Nation in total number of miles with 1049.8 miles to be built in the state. With the opening of Interstate 40 from Nashville to Memphis, a distance of some 200 miles, Tennessee now has some 482 miles open to traffic . . . and some form of work is underway on every remaining mile of the Interstate in Tennessee.

By the time the Interstate System is completed in 1972, Tennessee will have spent more than a Billion dollars on this highway system. Ninety per cent of this money comes from the Highway Trust Fund which was set up by Congress in 1956 at the start of the Interstate Program. Tennessee's state share of this will amount to more than 100-million dollars.



The Interstate System has brought many changes. One of the most significant is the ease with which motorists may travel from point to point. These wide highways of four or more lanes have been engineered to the highest highway standards in history.



The coming of the Interstate System placed a great demand on private contractors through competitive bids, and has brought about rapid and spectacular advances in highway building machinery.



One of the many scenic vistas opened up by construction of Interstate Routes in Tennessee is this scene of Interstate 40 passing through Natchez Trace State Park.



The Interstate System has spurred the need for development of more and better local roads. One such route is the Ellington Parkway, which is being built near Interstate 65 in Nashville between the downtown section and suburban Madison. This State Highway is being built to Interstate standards in an effort to promote highway safety and commerce.



Navigable rivers brought development westward into Tennessee and along these rivers sprang up the great cities of the state. The Interstate Highway System has likewise eased transportation difficulties and accelerated the trend of suburban housing development.

Tennessee's many rivers and streams have presented almost insurmountable engineering problems in bridge design and construction. The longest bridge on the Interstate System lying wholly within Tennessee is the Tennessee River Bridge at Cuba Landing across Kentucky Lake. Total contract amounted to \$4,619,038.66.

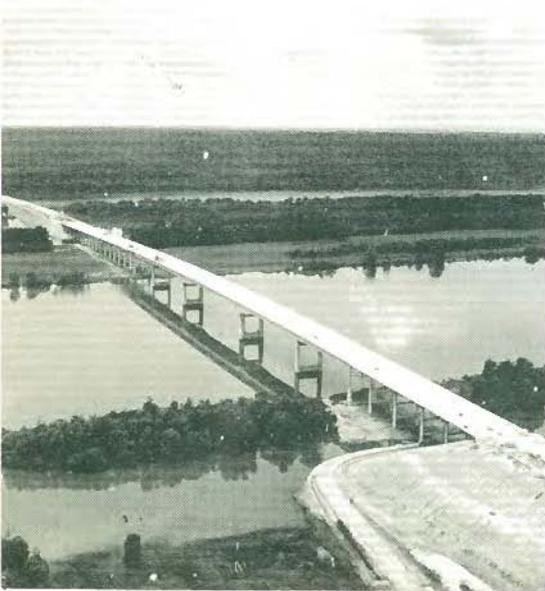




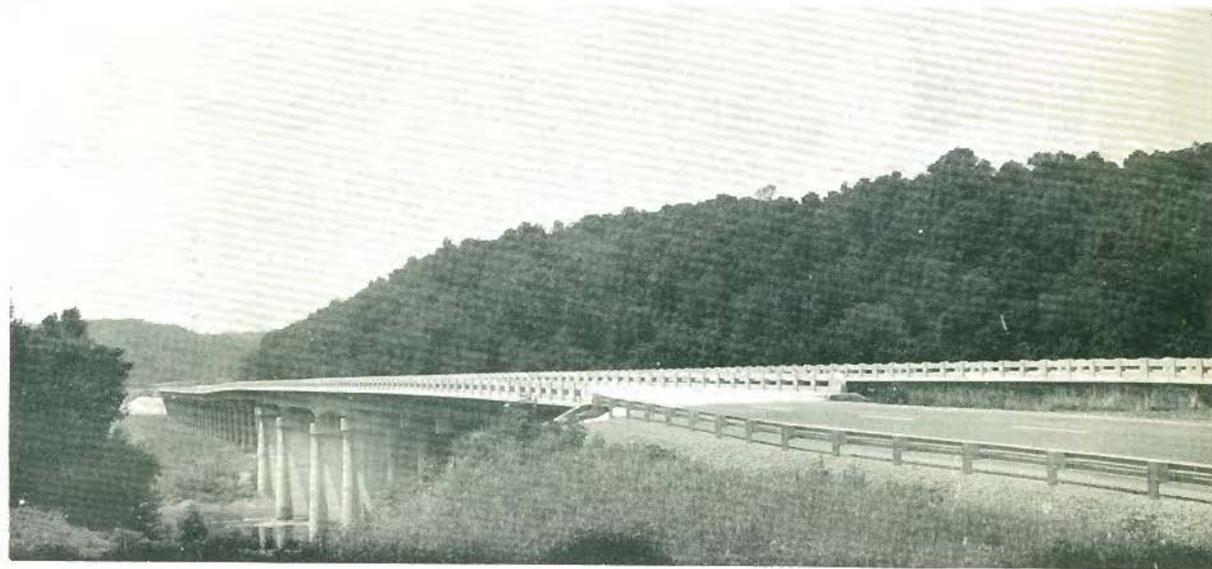
Another scenic river crossed by Interstate 40 is the Duck River between State Route 13 and Bucksport. The site of this bridge was carved from the Middle Tennessee hill country starting on January 3, 1963.



Work was started on the 4.2 mile long Tennessee River Bridge on November 29, 1962. This four-lane facility spanned the historic boundary between Middle and West Tennessee. To close the gap between these two geographic sections, thousands of man-hours in labor and tons of concrete and steel were required.

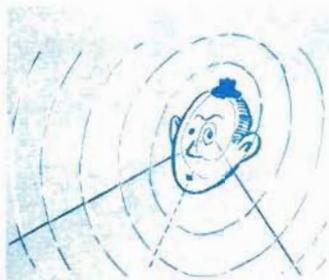


The Tennessee River Bridge was almost three years in construction and was finally completed on July 21, 1965.



The Duck River Bridge was included in a contract for the grading, draining and construction of twelve bridges along a 10.5 mile section of Interstate 40 lying in Humphreys and Hickman Counties. The work over this section was completed November 24, 1965 at a cost of \$3,537,660.74.

INTERSTATE HIGHWAYS



ADJUST DRIVING HABITS

Interstate driving is different. There are no crossroads at grade and no roadside businesses. Opposing traffic lanes are separated by a wide median. Interstates are much safer, but average speeds are higher. Increased stopping and maneuvering distances are required. **DON'T BE HYPNOTIZED BY CONSTANT DRIVING.**



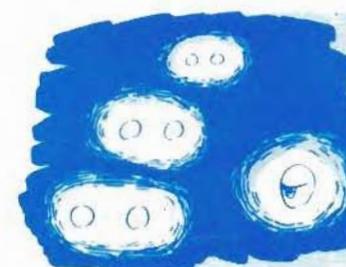
HEED THE SIGNS

Interstate highways are well signed. These signs are located prior to and at all interchanges, and at other points along the way so there is advance notice of what comes next. Heed the signs and be sure that you are in your proper lane. Your trip will be easier and safer.



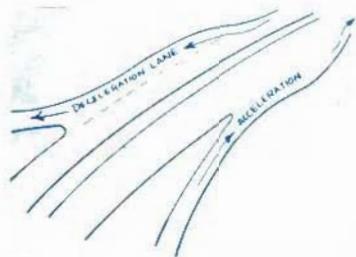
TRIP PREPARATION

When preparing for a trip, know in advance the route you'll be taking. Study any maps you'll be using. Be sure the car is in good working order, all tires safe, and the tank full of gas. Be sure you are well rested before starting your trip. Preplan **ALL DETAILS** of your trips.



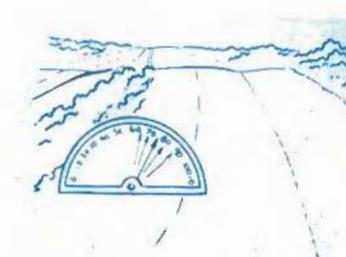
SAFEGUARD YOURSELF

Adopt safe passing practices including the use of directional signals for turning and lane changing. Lights should be dimmed both when overtaking another vehicle, and when a vehicle is approaching in the opposing roadway. Do not "overdrive" your headlights.



ENTER SAFELY

Avoid indecision. When entering the Interstate use the acceleration lane. Pick a safe gap in the traffic pattern before entering the main flow. Match your speed with that of traffic on the Interstate. **USE THE ACCELERATION LANE TO GAIN SPEED.**



ADJUST YOUR SPEED

Speed should be adjusted to road and weather conditions. Driving at night or in adverse weather presents special problems. If you are driving at a minimum speed stay in the right lane. When entering or leaving the Interstate obey the ramp speed signs.

GHWAY DRIVING



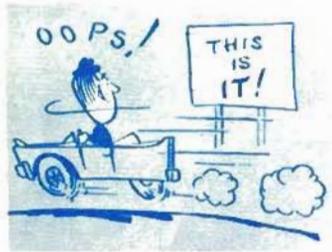
EMERGENCY STOPS

In making any emergency stops don't slam on the brakes. Slow down gradually and get off the road as far to the right as possible. If help is needed use the recognized distress signals.



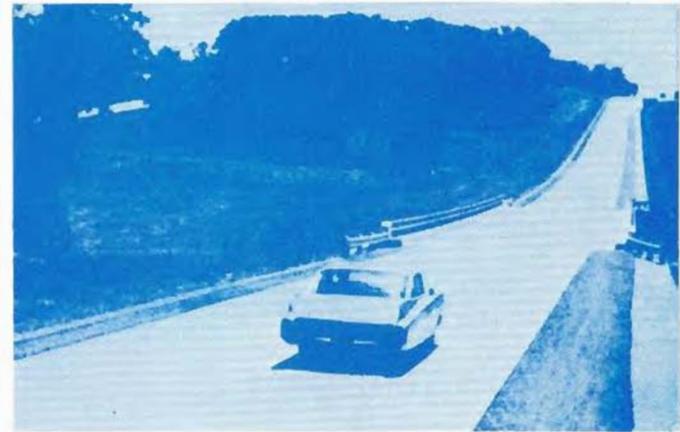
REST STOPS

On a long trip, **STOP EVERY COUPLE OF HOURS TO REDUCE DRIVING FATIGUE.** Safety rest areas are conveniently located and make ideal spots to pull off the road to relax.



EXIT WISELY

Know in advance where you are going to leave the Interstate. Watch for the signs telling the distance to the desired exit. When leaving the Interstate use your turning signal. If you pass your exit **DO NOT STOP OR BACK UP**, but proceed to the next interchange.



DISTRESS SIGNALS

If your vehicle is disabled and cannot be pulled off the road, place portable warning devices (red flags, flares, etc.) to warn oncoming traffic.

At night, turn on taillights and dome light.

For help, display white cloth from radio antenna, door handle or window and raise car hood.

Stay with vehicle in a safe position off the travelled way.

Passing motorists observing a distress signal should notify the Highway Patrol, Sheriff or other police officers, giving the location of the motorist in need of help.

AND REMEMBER . . .

It is not safe to pick up hitchhikers.

NASHVILLE, TENNESSEE



TENNESSEE INTERSTATE SYSTEMS SPUR TRAVEL INTEREST

Tennessee's Interstate System, which is being built over totally new locations, is passing through some of the most scenic country found in the United States. These highways with their many splendid views are every day spurring travel through Tennessee, both by the local resident and by the out-of-state tourist. One of these panoramas of the Tennessee countryside which the general public had never seen before the Interstate System is on I-40 in Putnam County's Buffalo Valley.



I-24 and Briley Parkway Interchange in Nashville.

These picturesque highway interchanges of the cloverleaf design are used at major connecting points along the Interstate System. The four leaf clover shape of the interchange, an ancient symbol of good luck, represents the most modern, efficient and safest means for the modern day motorist to enter and leave the Interstate.



I-75 and Baxter Avenue Interchange in Knoxville.



I-255 and East Parkway Interchange in Memphis.

I-40 and US 45 Interchange North of Jackson.





Tennessee's varying terrain presented engineers and contractors with many difficult tasks during construction of Interstates. As of July 1, 1966, some 678 million dollars in Interstate construction work has been let to contract.



The rugged mountainous terrain of East Tennessee, the limestone hill country of Middle Tennessee, and the lowlands and marshes of West Tennessee have boosted the cost of constructing the highway system throughout the state.



This concrete paving train and spreader were in the process of completing paving on Interstate 40 near Nashville. Scenes similar to the above were frequent as workmen rushed to complete this important segment of Interstate highway between Nashville and Memphis.



Workmen on this asphalt paver above were taking advantage of the fine summer weather to complete work on a section of Interstate highway which connects Memphis and Nashville, I-40 greatly reduces driving time between the two cities. Shoulders also were in process of being finished for emergency stopping.

Tennessee's four metropolitan areas are geographically situated to become the crossroads of the Eastern United States with completion of the Interstate System.



Knoxville will have four Interstate routes — I-40 West to Nashville and Memphis; I-75 South to Chattanooga and Atlanta; I-40 East to Asheville, North Carolina; I-75 into Kentucky and Ohio.



Nashville will have six Interstate routes — I-65 South to Mobile; I-40 East to Knoxville and North Carolina; I-24 Southeast to Chattanooga; I-65 North to Chicago; I-24 North to St. Louis; I-40 West to Memphis and Los Angeles.



Memphis will have four Interstate routes — I-40 East to Nashville and Knoxville; I-55 South into Mississippi and New Orleans; I-55 West into Arkansas and Missouri; I-40 West to Los Angeles.



Chattanooga will have three Interstate routes — I-75 South to Atlanta and Florida; I-75 North to Knoxville; I-24 Northeast to Nashville.



MORE AND MORE INTERSTATE SYSTEM OPENS TO THE MOTORING PUBLIC...

Each passing moment brings the completion of the Interstate System in Tennessee nearer to hand. Each year Tennessee is opening more miles of this nationwide system of expressways to traffic. Tennessee has adequate financing and Highway Department capabilities for completing our 1,049 miles of the Interstate System on time in 1972 if the Congress steps up appropriations to meet the ever increasing cost of highway construction.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF MARCH 31, 1966



- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**
Completed to full or acceptable standards, or improved to standards
adequate for present traffic; built with interstate or other public funds
- ==== 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

Preliminary Status or Not Yet in Progress 2,443 Miles	Engineering and Right-of-Way in Progress 11,203 Miles	Under Construction 5,902 Miles	Open to Traffic 21,452 Miles
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27,354 Miles





INTERSTATE

TENNESSEE

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