

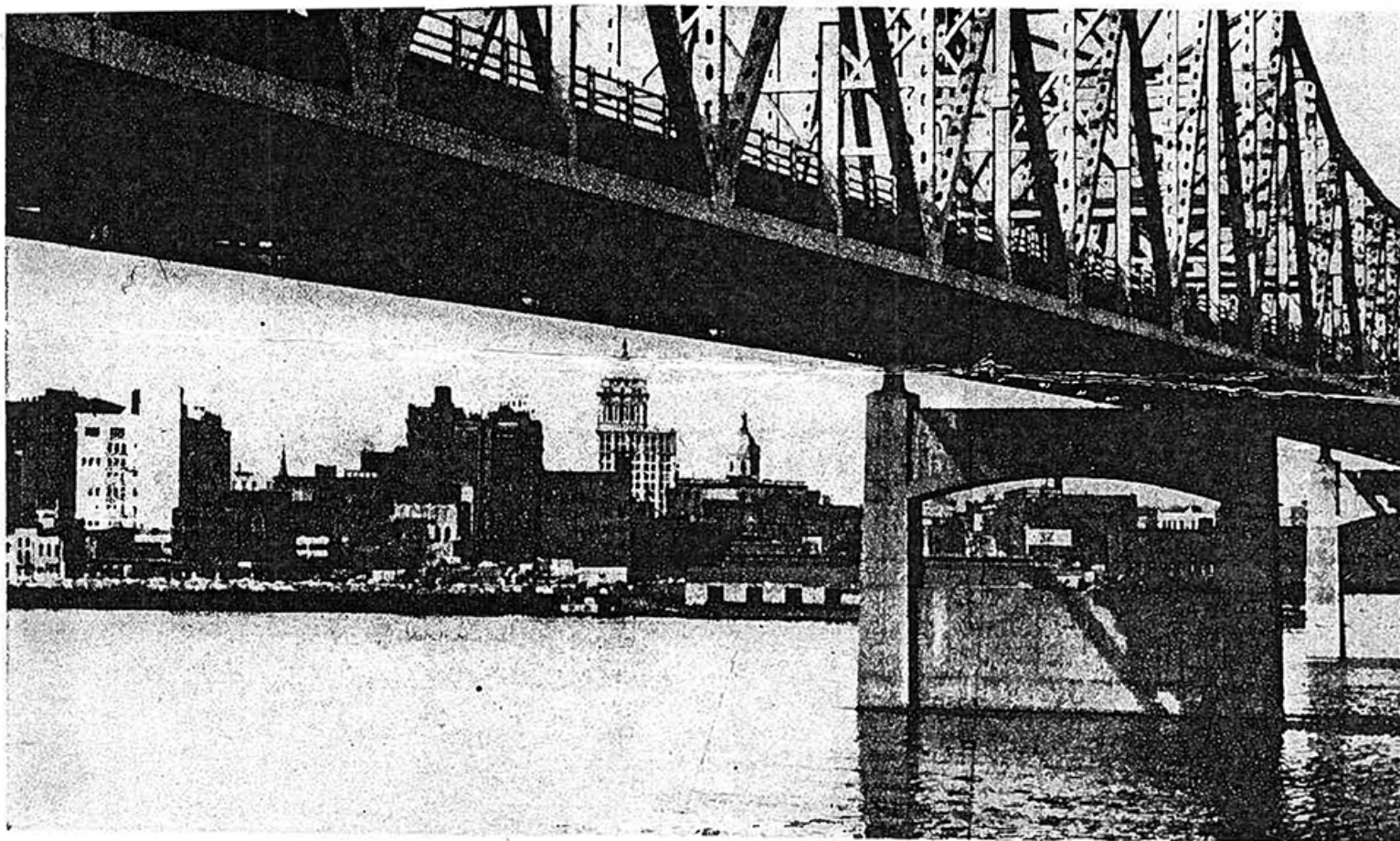
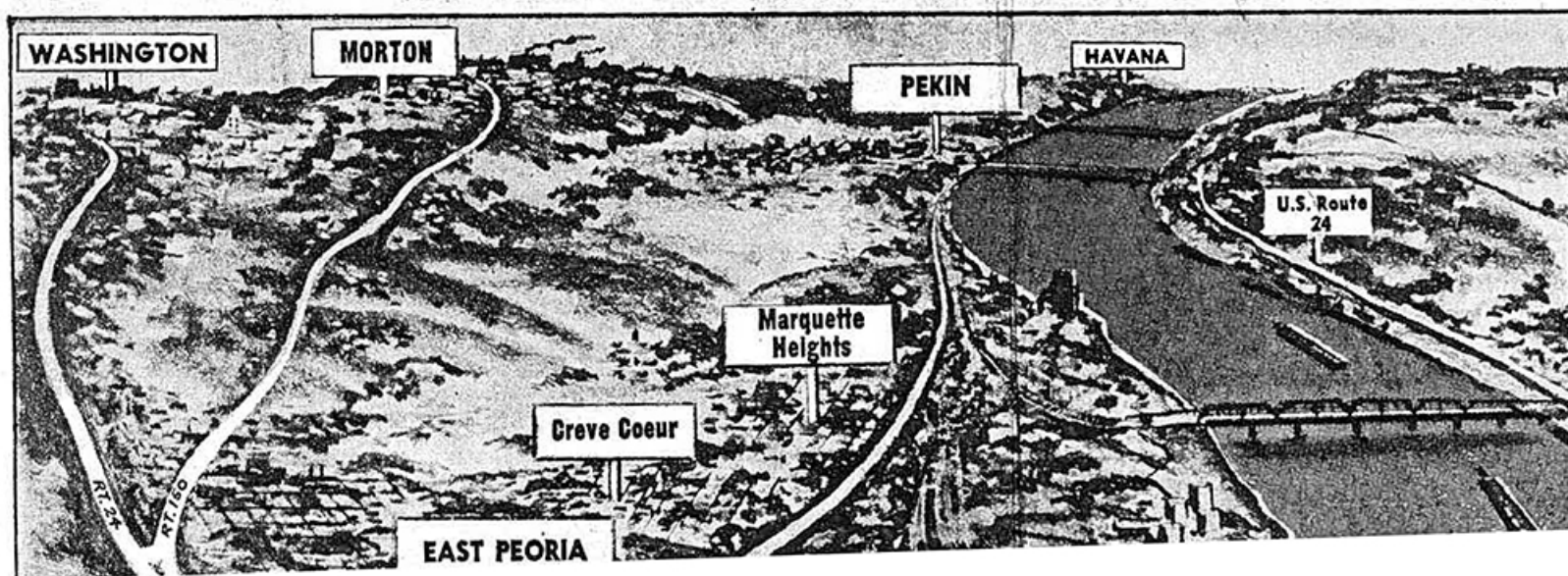
Will connect with the Nation's 41,000-mile Interstate-Defense Highway System . . . linking 209 Major Cities.

PEORIA, ILLINOIS, WEDNESDAY, DECEMBER 10, 1958, SECTION D

Murray M. Baker Bridge

New East-West Gateway... to

MID-WEST EMPIRE



Peoria's new Baker bridge and Illini Expressway are more than a means of getting across the river and through the metropolitan area.

They're part of a 41,000-mile system of freeways that eventually will criss-cross the nation.

They're part of the biggest construction job in the country's history — 60 times bigger, from the standpoint of earthmoving, than the Panama canal.

They're the first leg of a journey that Peorians in a few years can make to either coast without encountering a traffic signal, intersection, or left turn.

TO BRING IT CLOSER TO HOME, they're part of new interstate Rt. 74 that will stretch from Cincinnati to the tri-city area of Moline, Rock Island, and Davenport.

Because it will closely parallel Rt. 150 through Illinois, the new interstate route will make a local road out of 150.

Engineers expect \$50 billion to be spent on federal-

aid roads by state and national governments through 1969, more than half of it on the interstate system itself.

The 110 miles of Rt. 74 which will lie within the Peoria highway district may alone cost \$85 million, including right-of-way.

ENGINEERS HAD BEEN DREAMING of such a fabulous highway system for years. The federal highway act of 1956 made it a reality. Under this act, the U. S. government will pay 90 per cent of the cost.

In Peoria itself, the state highway department says a new bridge and its approaches were under study as early as 1940. The state began buying right-of-way in 1952, and plans were on drawing boards the same year.

Peorians are seeing the first results of the vast national program now. So are other sections of the country. The entire program is expected to be finished in 12 to 16 years — no longer in time than the Panama canal, though 60 times bigger.

Here's where Rt. 74 can carry Peorians when complete:

THE ROAD WILL GO WEST TO Galesburg then head north to the tri-cities. There you can pick up interstate Rt. 80, which will carry you all the way to the west coast by way of Des Moines, Omaha, Chicago, Salt Lake City, and San Francisco.

Eastward, Rt. 74 will take you to Bloomington, Champaign-Urbana, Indianapolis, and Cincinnati.

At Indianapolis you can take Rt. 70 to Pittsburgh, Baltimore, or Washington.

South from Cincinnati, Rt. 75 will deliver you to Knoxville, Chattanooga, Atlanta, or Tampa.

The driving, engineers say, will be pleasant.

ONLY 7,000 MILES of the proposed 41,000 miles will be two-lane. The rest will be four, six, even eight lanes. Lanes will be at least 12 feet wide, shoulders 10 feet wide. In rural areas, center strips will be 36, 40, or 64 feet wide. Designing is for speeds of 70 miles an hour.