

Annotated Bibliography

Primary Sources

“1950's Car Culture.” Director: N/A. *Badgerbuddy*, 1970. Film.

This film about 1950's car culture provided us with several video clips – a couple of which can be seen on our website – showing how the rise of the automobile so strongly affected American culture in the 1950's. This film also demonstrates how the interstates were an investment in American safety in a potential time of war.

Baldwin, James Fowle. “Report of the Board of Directors of Internal Improvements of the State of Massachusetts: on the Practicability and Expediency of a Rail-Road from Boston to the Hudson River, and from Boston to Providence; Submitted to the General Court.” *Boston: Press of the Boston Daily Advertiser*, January, 1829.

This is a brief primary source report from 1829 detailing the predicted effects of running a railroad through Massachusetts. This gave us some specific information as to how the political processes and transportation efficiencies worked in the early days of the United States government, which in turn gives us more understanding of the historical context of the Interstate System and American transportation.

Branham, A. K. “The Federal Aid Highway Act of 1956 -- Its Implications, Benefits and the Problem of Highway Cost Allocation : Technical Paper.” Publication FHWA/IN/JHRP-57/32. *Joint Highway Research Project, Indiana Department of Transportation and Purdue University*, West Lafayette, Indiana, 1957. doi: 10.5703/1288284313537.

This primary source report, as its title shows, talks about the pros and cons of building highways. This source also discusses major provisions made to the 1956 Federal-Aid Highway Act that were necessary to its success.

Camu, P. "Tolls on The St. Lawrence Seaway." *The Canadian Geographer*, 1957. On-line. <http://www.jstor.org.ezproxy.bpl.org/stable/40101588?seq=1&Search=yes&searchText=Seaway&searchText=Lawrence&searchText=St.&list=hide&searchUri=%2Faction%2FdoBa>.

While researching the changes in road transportation after the 1956 Federal-Aid Highway Act, we considered other means of transportation that may have changed during this time. This journal article helped us to understand how the United States government's subsidization of highways affected other means of transportation; in this case, boat transportation on the St. Lawrence Seaway. Although we do not explore this specific route on our website, we felt it was an important source to look into to have a better overall understanding of transportation developments in the U.S. in the middle of the twentieth cen-

ture.

Damon, Norman. "The Action Program for Highway Safety." *The Annals of the American Academy of Political and Social Science*, 1958. Vol. no. 320: pages 15-26. Online. <http://www.jstor.org/discover/10.2307/1032012?uid=3739696&uid=2&uid=4&uid=3739256&sid=21102079292961>

This is a journal article from JSTOR published in 1958, illustrating the original plan for the Interstate Highway System. It also describes several early predictions for the ensuing construction of the interstate system and provides quotations that proved useful in our research.

Daniels, Jack. *Highway Hearing*. Film. Midland, MI: Dow Chemical Company, 1956.

This is a primary source film indirectly sponsored by the U.S. Bureau of Roads and the Automotive Safety Foundation to promote the Interstate Highway System. On our website we used some clips from this film to show both the public reaction to Dwight D. Eisenhower's Interstate Highway System and the general historical importance of the System so as to place it in contrast with other monumental events at the time.

Eisenhower, Dwight D. *At Ease: Stories I tell to Friends*. Garden City, NY: Doubleday & Co., 1967. Print.

Dwight D. Eisenhower himself wrote this book in 1967; in it, he reflects on many of his life experiences, many of which affected his choices as president. Specifically, we looked at the chapter about his journey on the 1919 Transcontinental Motor Convoy that partially led to his realization that the United States needed new roads when he was president in the mid-1950's. We also examined a note in the back of the book where Eisenhower summarizes the evolution of transportation in the United States.

E.L. Powers Company. (Multiple articles) *Good Roads Magazine*, January 1904 and January 1907. Vol. no. 5 and 8. Online. http://books.google.com/books/about/Good_Roads_Magazine.html?id=_xXWAAAAMAAJ. Online.

The Good Roads Movement occurred approximately from the late 1870s to the early 1920s. It was driven most ardently by bicyclists at first, but soon turned into a matter of getting better roads for automobiles once they became popular at the turn of the century. We used articles from two different volumes of the magazine and they provided us with information we needed about early developments in road building.

Federal Highway Administration. "Benefits of Interstate Highways." *U.S. Department of Transportation: Official Government Report*, June 1970. Online.

This official report by the Federal Highway Administration is undoubtedly our key source for our effects section on our website. It provides us with very detailed yet concise explanations of the benefits of the interstate highway system in multiple distinct areas of

American society: accident reduction, shipping, suburbanization, land values, and more. Best of all, it contains a wealth of statistical evidence that we used to generate many of our own student-composed charts, and it also contains charts of its own that we adapted to put on our website.

Ford, Gerald R. "A Personal Reflection on the Interstate Highway System." *Publisher unknown*, 1978. Online. <http://www.fordlibrarymuseum.gov/library/document/0065/atth-changes.pdf>

This primary source is a handwritten reflection by President Gerald Ford; it is thought to be notes or a draft for his autobiography published later in 1981. In one section, he reflects on the general progress of the interstate highways up until that time. This source gave us access to Ford's impression of the profound impact of the interstate highways on America in his own words, which gave us further anecdotal evidence of how the highways were a significant turning point in American history.

Froehlig, Adam. "The "Yellow Book"." Froggie's Place. <http://www.ajfroggie.com/roads/yellowbook/>

Our group first learned about "The Yellow Book" from our interview with historian and professor Tom Lewis. "The Yellow Book" was a 1955 publication by the U.S. Bureau of Public Roads that was given to congressmen to give them a better understanding of the plans to create an interstate highway system. This website provided us with the maps that were originally published in the 1955 "Yellow Book."

Garrison, William Louis. *Connectivity of the Interstate Highway System*. Philadelphia, PA: Regional Science Association, 1960. Print.

This is an article written in 1960 on the immediate effects of the 1956 Federal-Aid Highway Act. Specifically, it deals with the usage of graphs to show data of the interstate system. This is a primary source considering that William Louis Garrison wrote it only shortly after the time of the United State Interstate Highway System's birth.

General Motors. *Futurama*. New York: General Motors, 1939. Print (brochure).

In 1939 New York hosted the World's Fair and the highlight of the event was the Futurama show – a show, or a simulation, that allowed people to see the future of the United States by illustrating specifically what it's highways would look like. This primary source brochure from the event shows how important good highways were to the future of America. This primary source was attained via help from Richard F. Weingroff (historian at the Federal Highway Administration)

Goldin, Kenneth. "Three Aspects of Highway Efficiency: Amount, Quality, and Price." *Journal of Transport Economics and Policy*, 1968. Vol. no. 3: pages 349-366. Online. <http://www.jstor.org/discover/10.2307/20052112?uid=3739696&uid=2129&uid=2&uid=70&uid=4&uid=3739256&sid=21102181874467>

This article was obtained via JSTOR, it contains information about further requirements on highway construction, which provided some verification to other sources on highway requirements as well as new information. This source also showed us which areas had people relocated as a result of the construction of the interstates. This is considered primary because these were the actual facts about the interstates gathered by experts not too long after the beginning of their construction.

Government Printing Office. "Interstate Highway System; Hearings Before the Committee on Post Offices and Post Roads, United States Senate, Sixty-Seventh Congress, First Session, on S.1355; a Bill to Provide for The Establishment, Construction, and Maintenance of a Post Roads and Interstate Highway System, To Create A Federal Highway Commission, And For Other Purposes." *United States Congress*. Washington, D.C., 1921. Online. http://books.google.com/books?id=41Mh55qbEi8C&pg=PA1&lpg=PA1&dq=Interstate+Highway+System;+Hearings+Before+the+Committee+on+Post+Offices+and+Post+Roads&source=bl&ots=NQkt1ZWX1X&sig=WH6GX0NhdH_uIE-9sUGvv9Qquak&hl=en&sa=X&ei=uL12UfzDOoPV0gGhv4D4BA&ved=0CFaQ6AEwBA#v=onepage&q=Interstate%20Highway%20System%3B%20Hearings%20Before%20the%20Committee%20on%20Post%20Offices%20and%20Post%20Roads&f=false

By 1921, the construction of major road systems in the United States was becoming a major concern in Congress. In 1916, the first federal-aid road act was passed and the importance of the need of roads to hold the country's overwhelming number of cars was being heard. This primary source was printed by the United States Government Printing Office for the use of the Committee on Post Offices and Post Roads shortly before the 1921 Federal-Aid Road Act was passed. This source provided us with key information on the federal perspective of road building at this time in our country's history.

Greany, Major William C. "Principal Facts Concerning the First Transcontinental Army Motor Transport Expedition, Washington to San Francisco July 7 to September 6, 1919." *Motor Transport Corps.*, 1919. Vol. no. 1. Online. http://www.eisenhower.archives.gov/research/online_documents/1919_convoy/principal_facts.pdf

In 1919 Major Dwight D. Eisenhower was part of a convoy of army vehicles that traveled across the nation to test the durability of our roads. It was this trip (and other experiences) that made Eisenhower realize how badly our country needed a comprehensive network of highways. This primary source military report of the mission shows how the poor quality of our roads at the time affected the efficiency of the convoy.

Hebert, Brean. "Dead End For the U.S. Highway." *Life Magazine*, May 30, 1955. Pages 104-118. Online. http://www.books.google.com/books?id=kFYEAAAAMB_AJ&printsec=frontcover#v=onepage&q&f=false

This primary source *Life Magazine* article from May 1955 shows how awful the United

States' limited highways were before the 1956 Federal-aid Highway Act. This article specifically helped us to identify the before and after of U.S. roads by giving us great historical context of American road history and the future hopes and expectations of America's much needed comprehensive highway system. We first found out about this source by reading about it at a local library, and we were then able to locate the entire May 1955 issue of *Life Magazine* in the Google Books archives.

Herr, Philip B. *The Regional Impact of Highways*. Cambridge, MA: The Department of City and Regional Planning, 1959. Print.

This is a primary source report by the Department of City and Regional Planning. It shows the initial planning and predictions as to how the interstate system would specifically affect Massachusetts. This source was obtained in print from a local library.

Johnson, Alexander. "Highway Construction Requirements." *Financial Analysts Journal*, 1953. Vol. no. 2: pages 81-86. Online. <http://www.jstor.org/discover/10.2307/4468148?uid=3739696&uid=2129&uid=2&uid=70&uid=4&uid=3739256&sid=21101942365513>

This article from JSTOR contains information on the requirements for highway construction. This is a fairly informative source, but required some other sources to verify statistics in some of the areas of highway construction that it explored. It provided details gathered on the requirements of building highways during the mid-1950's.

Jones, Roger. "Letter to President Dwight D. Eisenhower." *Dwight D. Eisenhower Presidential Library and Museum*. Washington, D.C., June 28, 1956. Online. http://www.eisenhower.archives.gov/research/online_documents/interstate_highway_system/1956_06_28_Jones_to_DDE.pdf

Roger Jones, the Assistant Director for Legislative Reference in 1956 sent this letter to President Eisenhower the day before the 1956 Federal-Aid Highway Act was signed. Jones says in the letter that the Bureau of Budget has approved of the bill. Another important aspect of the letter is that he states that 90 percent of the interstate system will be paid for by the federal government and that the other 10 percent will be paid for state governments. This aspect was crucial to better explaining the fundamentals of the 1956 act on our website.

Jordan, Robert. "Our Growing Interstate Highway System." *National Geographic*, February 1968. Pages 195-218. Print

This is a primary source article from the February 1968 issue of *National Geographic*, detailing the growth and some history of the Interstate Highway System in 1968. The article is fairly informative and highly quotable. This source was obtained in the early stages of our research, in print at a local library's archives.

Kelchner, Warren. "The Pan American Highway." *Foreign Affairs*, 1938. Vol. no. 16. Online. <http://www.jstor.org/discover/10.2307/20028891?uid=3739696&uid=2129&uid=2&uid=70&uid=4&uid=3739256&sid=21102187535287>

This primary source obtained from JSTOR provides some detail about the Pan American Highway – the highway that preceded the interstate highways – including travel time and description. This source offers fairly limited information, but is relevant to our project, and it does give some historical context. It was especially helpful in the historical context aspect of our project, as it gave us a view at highways in 1938 – almost twenty years before our turning point.

Kropotkin, P. "The Great Siberian Railway." *The Geographical Journal*, 1895. Vol. no. 5, Issues 1-5: pages 146-154. Online. http://books.google.com/books?id=7bqRAAAAMAAJ&pg=PA147&lpg=PA147&dq=The+Great+Siberian+Railway+-++The+Geographical+Journal&source=bl&ots=Cd0U74KDal&sig=mnmz7Vm_hiyS4XQgL1vVQ5m03zo&hl=en&sa=X&ei=SAN3Uey_OK2o0AG9wIDoDQ&ved=0CFAQ6AEwAg#v=onepage&q=The%20Great%20Siberian%20Railway%20-%20%20The%20Geographical%20Journal&f=false

This source is primary because journalist P. Kropotkin was actually there at the construction of the Trans-Siberian Railroad. It provides substantial information about the construction of the massive project. Of course this isn't highway related, but we thought that it was an important part of our project to understand why certain countries chose to invest in other modes of transportation (as opposed to the automobile) and how it affected those countries. Although this source may not go into great depth about the effects the railway had on Russia, it is good background information for this area of our research.

Powers, E. L. "History of Road Building." *New York Times*, January 2, 1910. Online. <http://query.nytimes.com/mem/archive-free/pdf?res=F00D13FC3A5D16738DDAB0894D9405B808DF1D3>

This primary source article from an issue of the *New York Times* in 1910 was useful to obtain some information on the simple statistics of very early effects of roads, and the concerns towards road development. This article also shows a genuine reaction to the development of roads and their national uniformity during this time period.

Sauter, John. "The Financing of Highway Maintenance." *Land Economics*, November 1, 1967. Pages 413-420. Online. <http://www.jstor.org/discover/10.2307/3145547?uid=3739696&uid=2129&uid=2&uid=70&uid=4&uid=3739256&sid=21102188120297>

What made the 1956 act a turning point was its unique financial plan, so financing was clearly the most crucial aspect of the making of our nation's interstate highways. This journal article from JSTOR served to give us an idea of what the original cost of maintenance was planned to be during the building of the Interstate Highway System. This gave us a view of the economic importance of the federal government's involvement.

Seib, Charles. "New Roads: Changed Business Pattern Ahead." *Nation's Business*, July 1, 1956. Pages 32 and 73. Print.

This primary source from a reputable business magazine from 1956, the same year the 1956 Federal-Aid Highway Act was passed, lists what the expected effects of the act would bring upon the country. This was especially useful as it outlines how the highways would affect specific areas of the country and specific groups as well, such as, "truckers, commuters, businesses, and farmers."

Simpich, Frederick. "U.S. Roads in War and Peace." *National Geographic*, December 1941. Pages 687-716. Print.

This is an article from a *National Geographic* issue from December of 1941. It gives context as to how highways and roads were used during WWII for the military, which correlates with the development of the Interstate Highway System during the Eisenhower Administration. This source was attained in print from a local library during the early stages of our research.

Smith, Paul. "Highway Planning in California's Mother Lode: The Changing Townscape of Auburn and Nevada City." *California History*, 1980. Vol. no. 3: pages 204-221. Online. <http://www.jstor.org/discover/10.2307/25157988?searchUri=%2Fac-tion%2FdoBasicSearch%3FQuery%3DHighway%2BPlanning%2Bin%2BCalifornia%2527s%2BMother%2BLode%26acc%3Doff%26wc%3Don%26fc%3Doff&Search=yes&searchText=Lode&searchText=California%2527s&searchText=Highway&searchText=Planning&searchText=Mother&uid=3739696&uid=2134&uid=2&uid=70&uid=4&uid=3739256&sid=21101950745103>

This is a primary source article from JSTOR detailing the changing demographics and culture due to the new concept of highways (both interstate and regular state highways) as of 1980. We mainly used this to weigh the cultural drawbacks against the obvious economic boons the Interstates provided. This source provides a viewpoint on the new highways from that era, though it is highly biased against them.

"The Great Highway Program." *Fortune Magazine (Fortune Classics) Online*, September 1958. Online.

As a primary source article from the September 1958 issue of *Fortune Magazine*, this source provides an economic expert's very detailed outlook on the merits of the Interstate Highway Program, which was put into full gear by the 1956 Interstate Highway Act. The author of the article (whose name unfortunately could not be found) comments on how the public takes the highway program "for granted", and that it sees it as wholly good. However, the author offers a skeptical view, and examines the practicality of the program: who will pay for it down the road? Is it too ambitious? Will it become obsolete too

soon? This article gave us great insight as to the reality of the Interstates compared to initial impressions and common misperceptions.

United States Bureau of Foreign and Domestic Commerce. *Atlantic Intracoastal Canals*. Washington, D.C.: U.S. Government Printing Office, 1918.

A U.S. government publication, this book gave us important insights in how and why the railroads of the late nineteenth century and early twentieth century were advantageous to canals, and were rendering canals obsolete, as part of our historical context research. In a particular section of this source, it outlines clearly and discusses three major ways railroads were more preferable, and their economic effects at the time.

U.S. Department of Transportation. *Toll Roads and Free Roads: Part I, The Feasibility of a System of Transcontinental Toll Roads; Part II, A Master Plan for Free Highway Development*. Washington D.C.: Public Roads Administration, 1938.

Referenced to us by author and historian Earl Swift during our telephone interview, this primary source is a well of opinions of those who were growing up with pre-Interstate Highway Systems. Not only that, but it was useful in seeing the government's take on the matter in the late 1930's, further expanding our knowledge of pre-1956 opinions on roads.

“Vintage Ad Browser.” (No author or company name visible).
<http://www.vintageadbrowser.com>

One of the cultural effects of the Interstate Highway System that we examined was how the automobile was glorified even more after the construction of the system. The best way we thought to display this was through car advertisements. This website provided us with great vintage car advertisements, most of which were from the 1960s, many of which we referenced on our site.

Whitman, Ann. Record of Meeting in the President's Office – Interim Report on the Interstate Highway Program, 6 April, 1960, 10:35 AM. Web.
http://www.eisenhower.archives.gov/research/online_documents/interstate_highway_system/1960_04_08_Meeting.pdf

This primary source record of a 1960 meeting between President Eisenhower and a number of highway program advisors gave us great insight as to the short-term (immediate) progress of the Interstate Highway Program after the 1956 act. We found that the program was falling behind its proposed financial and scheduling goals, and how advisors offered solutions. Very importantly, however, we also discovered that Eisenhower was having doubts as to whether or not he thought the system was meeting his vision.

Secondary Sources

Aloisi, James A.. *The Big Dig*. Beverly, MA.: Commonwealth Editions, 2004.

This book was written about the effects, necessities, and problems Boston's "Big Dig" has to offer us in the present day. This book also takes a look back on the last fifty years of roads in Massachusetts, showing what the state was trying to do to improve transportation in Boston and the rest of the Commonwealth and the effects it had on citizens living where the roads needed to be built. We found that the Big Dig, though beneficial for the city's infrastructure as a whole, had several unintended cultural effects on the local neighborhoods.

Altshuler, Alan A., and David Luberoff. *Mega-Projects: The Changing Politics Of Urban Public Investment*. Washington, D.C.: Brookings Institution Press, 2003.

This book provided us with a political perspective of massive infrastructure projects such as the "Big Dig" in Boston and its national-level patron, the Interstate Highway System. This look back at the projects provided us with a modern opinion.

"America on the Move | Introduction." National Museum of American History.
http://americanhistory.si.edu/onthemove/exhibition/exhibition_10_1.html (accessed September 11, 2012).

This educational online lesson on the history of domestic ground transportation, probably aimed towards school use, provided us with many quotes and firsthand photos. Most of the information is on trains and early transportation, but it shows how the Interstate System was linked and how it affected the other branches of transportation economically and culturally.

"America's Transport Infrastructure: Life in the Slow Lane." *The Economist*. 28 April 2011. Web: <http://www.economist.com/node/18620944>

This article from *The Economist* provides a very comprehensive reflection on how the U.S.'s transport infrastructure (especially passenger transport) is performing today (not too well, with a not very bright future), helping us greatly on our website's conclusion page. This infrastructure is primarily based on automobiles and highways (largely due to the 1956 Federal-Aid Highway Act), and air travel. The article discusses why and how the U.S. transport infrastructure is struggling – traffic congestion, pollution, etc. It then compares this to transport infrastructures in Europe in Japan, which receives much more subsidies in rail and are overall maintained better than those of the United States. The article also has great graphs/charts that we borrowed for our website.

Baum-Snow, Nathaniel. "Changes in Transportation Infrastructure and Commuting Patterns in U.S. Metropolitan Areas, 1960-2000." Housing and Labor Markets: 2010 American Economic Association Meetings in Atlanta, GA. 2010. Web: http://www.econ.brown.edu/faculty/Nathaniel_Baum-

Snow/aer_pandp_baumsnow.pdf

This scholarly paper (presented at a seminar) is by an expert on the economic spectrum of our topic, Professor Nathaniel Baum-Snow from Brown University. It gave us evidence, especially statistical evidence, supporting our claim that the Interstate Highways were a turning point that changed the landscape of American society: suburbanization, commuting time, and relative work locations were examples of this.

Baum-Snow, Nathaniel. "Did Highways Cause Suburbanization?" *The Quarterly Journal of Economics*. May 2007: 775-805.

This is another scholarly journal article by Brown University's Professor Nathaniel Baum-Snow argues that the Interstate Highway System was a decisive cause of suburbanization in major metropolitan areas in the United States. To support his argument, he uses detailed statistical analysis – some of which we have borrowed to make our own graphs. This paper was instrumental in helping us prove our own project's argument that highways caused suburbanization. In addition to reading this article we were very lucky to have a quick chat with Mr. Baum-Snow. From our interview, we learned the specifics as to why highways were a cause of suburbanization via decentralization and migration from cities.

Baum-Snow, Nathaniel. Interview Conducted by Eric Baumeister and Justin Guo. Telephone Interview. MA/RI. March 20, 2013.

After having read a few of his research papers (specifically, *Did Highways Cause Suburbanization?*) we interviewed Brown University's professor of economics, Nathaniel Baum-Snow. With his extensive research on the effects highways had on suburbanization in the United States, we were able to obtain crucial evidence on demographic shift and cultural effects of the Interstates. Although our interview wasn't very long, it was very helpful in understanding how highways caused decentralization and suburbanization in the United States.

Baum-Snow, Nathaniel. "Urban Transport Expansions, Employment Decentralization, and the Spatial Scope of Agglomeration Economies." (2012): 1-31.
http://aysps.gsu.edu/sites/default/files/documents/publications/baumsnow_empdecnt.pdf (accessed February 10, 2013).

This is yet another research paper written by Nathaniel Baum-Snow, which investigates the relationships between urban highway construction and the decentralization of jobs and workers' residential locations by industry between 1960 and 2000. This was important in gaining an understanding of how highways impacted the U.S. economy and demographic shift.

Branham, A. K. The Federal Aid Highway Act of 1956 -- Its Implications, Benefits and the Problem of Highway Cost Allocation : Technical Paper . Publication FHWA/IN/JHRP-57/32. Joint Highway Research Project, Indiana Department of

Transportation and Purdue University, West Lafayette, Indiana, 1957. doi: 10.5703/1288284313537.

This is a detailed paper which describes to where money was allocated when building the Interstate Highways, especially highlighting where money was allocated well and where it was squandered. We thought this to be a fair indication of highway construction economically.

Briggs, Ronald. *The Impact of Interstate Highway System on Non-Metropolitan Growth*. Washington, D.C.: U.S. Dept. of Transportation, Research & Special Programs Administration, Office of University Research; 1980.

This source is written by the U.S. Department of Transportation, and gives us very detailed statistics on the effects the highway system had on rural areas. As quite a few of our sources focus on the suburban aspect to the growth caused by highways, this proved to be the perfect counterbalance of information so as to give us an idea of how the Interstates affected the entire country. We found that farm property was bought by the government to provide land for the Interstates, which in turn gave farmers both government money and useless farmland. The farmers sold the land next to the highways to hopeful businesses and business chains, earning the farmers lots of money and the businesses a perfect location to sell their goods.

Bennett, Evan. "Highways to Heaven or Roads to Ruin? The Interstate Highway System and the Fate of Starke, Florida." *The Florida Historical Quarterly* 78, no. 4 (2000): 451-467.

This scholarly article was the first source to give us critical insights on the negative impacts of the Interstate Highway System. While improving the businesses that happened to be along the Interstates, the Interstate System was also detrimental to businesses that were circumvented, drawing customers and profits away from them. This source especially focused on examples in Florida.

Carey, Jason. "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor." Evanston Public Library. <http://www.epl.org/library/strategic-plan-00.html> (accessed June 1, 2005).

This statistics give us a look at varying land values around highways and roads. There is already information given about this area on the site, but never with the statistics to back it up, which is where this article really shows its worth. The stats should suffice as hard evidence.

Case, Karl. "Land Prices and House Prices in the United States ." *National Bureau of Economics*. www.nber.org/chapters/c8820.pdf (accessed March 16, 2013).

This article proved useful due to its usage of graphs and data analysis. For information on the relations between land values and highways (a key effect of the interstate highways

that we investigated), this source provided information on varying land values as time goes on, which was also perfect data for us to analyze and compare with statistics in other sources.

Chicago Historical Society. "Encyclopedia of Chicago." Encyclopedia of Chicago. <http://www.encyclopedia.chicagohistory.org> (accessed December 5, 2012).

This site gives a lot of historical resources related to Chicago's infrastructural history, pointing us towards demographic and transportation effects within the city.

Commonwealth of Pennsylvania, . "Postwar Suburbs 1945-1965. Commonwealth of Pennsylvania, ." The Pennsylvania Historical and Museum Commission. www.portal.state.pa.us/portal/server.pt/community/postwar_suburbs_1945-1965/18881/national_trends/664529 (accessed September 10, 2012).

This site shows the increase in suburbs after World War II and the necessities of more roads to accommodate these people, as well as how roads partially led to the creation of suburbs in the first place.

Congress. "Federal Highway Act of 1956." Welcome to ClassBrain.com. http://www.classbrain.com/artteenst/publish/article_113.shtml (accessed October 1, 2012).

This site gives very basic knowledge of the Interstate Highway Act of 1956. We only used it to learn the very basics of the act itself, like how states desired better roads and transportation and had tried and failed to get the funding required until this act. This site also gives the cost of the act as well as what the act did to America's infrastructure. This source was a fantastic preliminary springboard to other research.

Conover, Ted. *The Routes of Man: How Roads are Changing the World and the Way We Live Today*. New York: Alfred A. Knopf, 2010.

This book discusses the effect that roads around the world have on the natural landscapes of the Earth. The Interstate Highway System, being the most ambitious highway project ever, is most covered, and some information in this book could be useful in negative and long-term effects.

Celebrating 50 Years: The Eisenhower Interstate Highway System: Congressional Hearing, 0.

This is the gold mine of all positive responses toward the Interstate Highway. Or, at the very least, it provides some good quotes. This is a hearing before congress which supplies a positive outlook on the Interstate Highway Act and its long-term effects. This secondary source is a truly wonderful place to get positive reactions from a variety of reputable figures, including Dr. Tom Lewis, author of several of our sources and interviewee. Past

the political hoopla, we get a lot of solid data.

Damon, Norman. "The Action Program for Highway Safety.." *The Action Program for Highway Safety*. 1 (1958).[http://www.jstor.org.ezproxy.bpl.org/stable/1032012?&Search=yes&\(accessed September 25, 2012\)](http://www.jstor.org.ezproxy.bpl.org/stable/1032012?&Search=yes&(accessed%20September%2025,%202012)).

This source highlights safety regulations put in place that would protect drivers and pedestrians, such as speed limits. This suggests a decrease in automobile-related fatalities. If so, then we figured there would be information on the subject. In short, this was our springboard to more information on safety regulation effects.

Davies, Pete. "American Road." *Booknotes*. C-SPAN. Brian Lamb, Washington D.C.: 23 Sept. 2004. Interview. Online Database.

In 1919 The United States Army paid for a transcontinental journey across the United States to test the durability of the nation's roads. This interview from C-SPAN's interview archives provided us with Author Pete Davies' input on why the trip was so important to the history of United States' roads. His book is called "American Road" and what is really interesting is how he was the first person to ever write a book about this topic.

Dedek, Peter B.. *Hip to the Trip: A Cultural History of Route 66*. Albuquerque: University of New Mexico Press, 2007.

Route 66 is still an American icon, even after being closed. The examples given in this book provided information on how the Interstate Highway System hit areas on a local level, both commercially and environmentally. There are also some details on the financing of the highway system.

Duany, Andres, Elizabeth Zyberk, and Jeff Speck. *Suburban Nation: The Rise of Sprawl and the Decline of the American Dream*. New York: North Point Press, 2000.

Suburban areas existed before the Interstate Highway System was built, but they exploded after 1956. This book gave us information on how the United States was completely changed because of suburban growth and how the construction of the Interstate Highway System was the catalyst of suburban growth.

Dutch, Steven. "The Conquest of Distance." *University of Wisconsin - Green Bay*. Version 3. Natural and Applied Sciences, n.d. Web. 6 Dec. 2012. <<http://www.uwgb.edu/dutchs/westtech/xmodern1.htm>>.

This website provided our group with the "Pershing Map" – a map created by John J. Pershing for the United States in the early 1920's that showed routes of strategic importance in time of war. It also provided us with maps of the United States in showing rate of travel of different modes of transportation throughout history. This source also provided

our group with many primary quotations for us to use in lieu of our own words to as to decrease word count.

Este, Carlo. *Eisenhower: A Soldier's Life*. New York: Henry Holt & Co., 2002.

This book provided us with information on Dwight D. Eisenhower's involvement in the 1956 Federal-Aid Highway Act and other general information about his presidency pertaining to the Interstate Highway System. Though it mainly surrounded his career in the military and U.S. involvement in the Cold War during his presidency, we were able to glean a few useful quotes.

Federal Highway Administration, U.S. Department of Transportation "Eisenhower Interstate Highway System - Quotable Interstate."
<http://www.fhwa.dot.gov/interstate/quotable.htm> (accessed October 16, 2012).

This is a webpage of the Federal Highway Administration, which contains modern perspectives on the Interstate Highway System, as well as an amazing compilation of quotes. Because the majority of the quotes are more modern than primary, we cited this page under secondary sources.

Federal Highway Administration, U.S. Department of Transportation. *America's Highways, 1776-1976: A History of The Federal-Aid Program*. Washington, D.C.: U.S. Government Printing Office, 1976. Online.

Historian and author Earl Swift referred this book to us during our interview with him on March 17th, 2013. A "brick of a book" as he called it, this book is hundreds of pages of the history of United States infrastructure, including roads, road making, and road legislation. It was published in celebration of our country's bicentennial in 1976, and it provided us with the most complete report on the historical context of our topic.

Federal Highway Administration. *U.S. Department of Transportation*. Washington D.C.
<https://www.fhwa.dot.gov>

The Federal Highway Administration is a branch of the United States Department of Transportation. This is by far our most valuable source. At this website we found dozens of articles concerning the 1956 Federal-Aid Highway Act and many others concerning highway history in general. Most of these articles were written by the FHWA's "unofficial historian," or information liaison, Richard Weingroff, who we were lucky enough to interview over the phone and stay in contact with through email in the months following our interview. We also found audio file archives here, for example a speech made by President Dwight D. Eisenhower in 1955 concerning his plans for an Interstate Highway System, and many others. The FHWA also provided us with an archive of highway statistics that we used to compile into our Google motion chart on our website. In addition to this, many of our best photos and quotes on our website are from the FHWA website. Without the help of the Federal Highway Administration's archives, our research would not be as dense as it is.

Fleisig, Heywood. "The Central Pacific Railroad and the Railroad Land Grant Controversy." *The Journal of Economic History*. Sept. 1975: 552-556.

This scholarly journal article reexamines the controversy of the railroad land grants and subsidies (government bonds) given to the Central Pacific Railroad Company by the U.S. government during the 1860s. It recognizes the two sides to the controversy: essential versus excessive. The paper argues for the latter view, helping us better understand the impact of U.S. government aid in railroad construction as part of our website's historical context section.

Fox, Justin. "The Great Paving: How the Interstate Highway System Helped Create The Modern Economy And Reshaped The Fortune 500." *Fortune Magazine Online*. 26 January 2004. Web.

This *Fortune Magazine* article offers a very comprehensive modern perspective of the most important effects of the Interstate Highway System, especially economically (effects on various industries, such as shipping). It provides commentary on how the system benefited the U.S., and well as on significant unintended consequences. It also details the public outlook of the highways since 1939, and how it contrasts with reality today. Therefore, this source was very helpful for both our effects and historical context sections.

Gerondeau, Christian. "Roads and Road Transport In Japan." In *Millennium Book*, 13. Paris: Moderne de Bayeux, 2001.

This statistical report was crucial to the aspect of our project where we compare the United States' transportation system to that of other countries. Most countries around the world did not invest in the automobile as soon as the United States did, and the graphs and charts in this chapter of "Millennium Book" show how those countries (Japan in particular) were affected by their decision to invest in other modes of transportation. This book was sent to us through the mail from Richard Weingroff, who works at the Federal Highway Administration.

Glaeser, Edward L. *Triumph of the City: How Our Greatest Invention Makes Us Richer, Smarter, Greener, Healthier, and Happier*. New York: Penguin Press, 2011.

This book, though mainly discussing the rise of urban areas as a whole, cites public reaction and immediate urban effects to the Interstate Highway System, finding a spot in the negative effects of the System.

Goffman, Ethan. "Highways and Environmental Impact Issues." CSA.
<http://www.csa.com/discoveryguides/ern/05apr/overview.php> (accessed March 27, 2013).

This source outlines the environmentally negative effects of the interstate highways (and road construction in general), pointing towards frequent use of automobiles and gas as a cause of environmental decay.

Gutfreund, Owen D. *Twentieth Century Sprawl: Highways and the Reshaping of the American Landscape*. New York: Oxford University Press, 2004.

This book gave us great insight in the historical context and long-term effects of the 1956 Federal-Aid Highway Act, helping us understand how the act was a turning point.

Hayden, Dolores. *Building Suburbia: Green Fields and Urban Growth, 1820-2000*. New York: Pantheon Books, 2003.

This book supplied us with information concerning the construction of the highways, detailing the hardships faced during construction, the financing of the project, the companies who benefitted, and the public opinion.

Herranz-Loncán, Alfonso. "Railroad Impact in Backward Economies: Spain, 1850-1913." *The Journal of Economic History* 66, no. 4 (December 2006): 853-81. (accessed December 5, 2012).

From Historian Herranz-Loncán's scholarly journal article, we gained important historical context insights about the characteristics of railroad transportation infrastructure, and especially its effect on a nation's economy. Although this country discusses Spain, the broad impacts of its railroads are analogous to those in any country.

Hinckley, James, and Kerrick James. *Ghost Towns of Route 66*. Minneapolis, MN: Voyager Press, 2011.

To be honest, this book provided very little information on Interstates themselves, and only mentions them in passing as the demise of Route 66 and other highways. However, it does give some effects of the development of the Interstates as well as some solid quotes and pictures for us to use in lieu of our own words.

Hodge, Daniel J., Glen Weisbrod, and Arno Hart. "Do New Highways Attract Businesses?: Case Study for North Country, New York." *Committee on Transportation and Economic Development*, date unknown (most likely early 2000s.) Pages 150-158.

One of the effects of the Interstate Highway System that we examined was how it affected businesses. This source provided great information on how new highways affect businesses in one specific area in New York. The paper argues that for the most part new highways have a positive impact on businesses. What was interesting about this source was that it gave statistics for business growth in a time period between 1990 and 2000 (much more recent than most other statistics we examined for our effects section.)

Holtz Kay, Jane. *Asphalt Nation: How The Automobile Took Over America And How We Can Take It Back*. New York: Crown Publishers, Inc., 1997. Print.

This was one of the sources that was key to our effects section on our website. Jane Holtz Kay talks about the rising car culture throughout the twentieth century with great clarity and then goes into great details of the positive and negative effects of this car culture that has completely taken over our country.

Infra. "Great American Infrastructure: The Interstate Highway System « Infrastructure-USA: Citizen Dialogue About Civil Infrastructure." *InfrastructureUSA: Citizen Dialogue About Civil Infrastructure*. Version 4. Infrastructure USA, 7 July 2011. Web. 6 Dec. 2012. <<http://www.infrastructureusa.org/great-american-infrastructure-the-interstate-highway-system/>>.

This website provided us with a primary source: a scanned picture of the first page of the 1956 Federal-Aid Highway Act. We used this image to show the result of the many years of hard work needed to create the act.

“Interstate Commerce Commission.” 2010. Public Broadcasting Service (PBS). Web.

This online article published by PBS provides us with an informative overview of the Interstate Commerce Commission, which was established by the 1877 Interstate Commerce Act. This source helped us greatly in improving our historical context page, “Forms of Transportation Before the Automobile” by helping us understand this landmark step in government regulation of big business in the U.S. (in this case, railroads), and its effects.

Interstate Highways in the 1950's - American Roads & Transport Documentary. Film. U.S. Bureau of Roads and The Automotive Safety Foundation, 1956.

The building of the interstate highway was a very exciting time for Americans. The opening of many of the areas of the interstate were celebrated by parades and mass gatherings. This short documentary shows how important the opening of the highways was as well as what the overall public opinion was initially.

Jackson, Kenneth T. *Crabgrass Frontier: The Suburbanization of the United States*. New York: Oxford University Press, 1985.

The creation of the interstate system, as mentioned, sparked the widespread growth of suburban areas throughout the United States. This book provided us with a lot of great specific information, especially statistics, concerning the growth of suburban areas.

Jacobs, Jane. *The Death and Life of Great American Cities*. Toronto, Canada: Random House Publishers, 1961. Print.

We found out about this book from reading about Jane Holtz Kay on her website. She cited this book as one of the books she had used in her research for writing her book, *As-*

phalt Nation. Although this book doesn't talk about actual cities as examples, it goes into great detail as to how our nation's roads have essentially ruined our cities and continue to do so.

Jenks, Leland. "Railroads as an Economic Force in American Development." *The Journal of Economic History* 4, no. 1 (May 1944): 1-20. (accessed December 5, 2012).

This scholarly journal discusses the benefits and economic impacts of railroads, especially during the late 19th century and early 20th century. We learned how this preceding form of transportation compared and yielded to automobiles and highways in the twentieth century, as well as how the economic outputs of railroads compared to those of highways.

Jensen, Oliver. "The Highway of the Future" In *The American Heritage History of Railroads in America*, 298-303. New York: American Heritage Pub. Co.: 1975.

From this source we learned that one of the reasons the United States chose to invest in the auto industry is because of the industry's fast growth and popularity. An unintended consequence was that other industries, such as the railroads, dwindled during the growth of the highways. This book also provided us with a map which showed us how the popularity of railroad travel declined during this time period.

Karnes, Thomas L. *Asphalt and Politics: A History of the American Highway System*. Jefferson: McFarland, 2009.

This source provided us with great historical context leading up to the Federal-Aid Highway Act, specifically the evolution of roads. It also listed some of the immediate effects of the Interstate Highway System, though most of it confirmed what we already knew.

Kaszynski, William. *The American Highway: The History and Culture of Roads in the United States*. Jefferson, N.C.: McFarland, 2000.

This book covers just about everything there is to cover in the topic of highway growth in the United States over the past one hundred plus years. Specifically, it provided fantastic quotes for our interactive timeline, pictures for general use on the site, and statistics we used as evidence to support various subtheses.

Korda, Michael. *Ike: An American Hero*. New York, NY: Harper Collins, 2007.

This source, like many of our other books about Dwight D. Eisenhower, provided us with some information on Ike's involvement in the 1956 Act that changed America's roads. Unlike the other biographies we looked at, this provided us with a political perspective as to how the idea of the Interstate System was conceived. It also supplied several Eisenhower and Clay quotes.

Lewis, Tom. Interview by Eric Baumeister. Telephone Interview. MA/NY, December 2, 2012.

This was the first of two interviews with Tom Lewis, a leading historian on American transportation and author of one of our best sources, *Divided Highways* (see below). This first interview was more of a brief, informal, informational discussion than it was a bona-fide interview. (*Note: because of the nature of this interview – just informal conversation – we did not include the transcript of the interview in our “Interviews” section of our website.) Still, a lot of what he said was highly informative and springboarded us to more research at different angles and perspectives. All in all, Lewis was an outstanding source, providing an outline of public reaction, cultural impacts of the interstates, and economic effects.

Lewis, Tom. Interview by Eric Baumeister. Telephone Interview. MA/NY, December 4, 2012.

This was the second of two interviews on Tom Lewis. This time, we recorded our chat with Dr. Lewis (with his consent), and used what he said in audio form on our website, as we do with all of our other student-conducted interviews. Here he talked in-depth about the economic effects, cultural impacts, and environmental consequences of the interstates, in both a positive and negative light. He also talked about the political and economic background of the interstates before their conception in Congress, as well as Eisenhower’s thinking. One of the main negative effects that he outlined was the segregation of culture in local neighborhoods due to the Interstate. Overall, this was an outstanding interview.

Lewis, Tom. *Divided Highways: Building the Interstate Highways, Transforming American Life*. New York: Viking, 1997.

This book gave us a great overview of the history of the Interstate Highway System, highlighting its role as a turning point in American history by placing it in before-and-after contrasts demographically and economically. It also provided several negative effects and demonstrated how suburbs were primarily caused by the Interstates.

Lichter, Daniel T. and Glenn V. Fuguitt. "Demographic Response to Transportation Innovation: The Case of the Interstate Highway." *Social Forces* 59, no. 2 (1980): 492-512. www.jstor.org (accessed September 5, 2012)

Some of our preliminary research, this scholarly article outlined the demographic dispersal from cities to suburbs due to the Interstate Highway System, giving us a springboard to future demographic research. It also demonstrated how businesses began to shift towards Interstates for better location.

Lipford, William A.. *An Analysis of the Major Changes in the Interstate Highway System Provisions Incorporated Under the Federal-Aid Highway Act of 1978 Title I of the Surface Transportation Assistance Act of 1978, Public Law 95-599*. Washing-

ton, DC: Library of Congress, Congressional Research Service, 1979.

This is an analysis of the changes brought about by the Interstates. It is very clear-cut, and very well outlined by the Library of Congress's Congressional Research Service. It showed us the demographic and especially economic advantage to the Interstates.

Lupo, Alan, Frank C. Colcord, and Edmund P. Fowler. *Rites of way; the politics of transportation in Boston and the U.S. city*. Boston: Little, Brown, 1971.

This book gave us a good idea of negative public reaction of the Interstate Highway System; some Bostonian families displaced due to the Interstates protested against the highway construction. This source told us what legislators were trying to accomplish while dealing with the riots, as well as the extent of negative opinion of the Interstate System.

Malone, Laurence J.. *Opening the West: Federal Internal Improvements before 1860*. Westport, CT: Greenwood Press, 1998.

This is a secondary source book detailing the different advancements to infrastructure before 1860. It gave us insight as to alternate modes of transportation, different policies under different administrations, primary focus of transportation over the years, and the politics and hesitation as to whether or not it was constitutional to make internal changes.

Marion, Justin. "Firm Racial Segregation and Affirmative Action in the Highway Construction Industry." *Small Business Economics* 33, no.4 (December 2009)
["http://www.jstor.org.ezproxy.bpl.org/stable/40540446?seq=2&Search=yes&searchText=effects&searchText=Racial&searchText=Highways&list=hide&searchUri=%2Faction%2FdoBasicSearch%3FQuery%3DRacial%2Beffects%2Bof%2BHighways%26acc%3Don%26wc%3Don%26fc%3Doff&prevSearch=&item=3&ttl=2919&returnArticleService=showFullText&resultsServiceName=null"](http://www.jstor.org.ezproxy.bpl.org/stable/40540446?seq=2&Search=yes&searchText=effects&searchText=Racial&searchText=Highways&list=hide&searchUri=%2Faction%2FdoBasicSearch%3FQuery%3DRacial%2Beffects%2Bof%2BHighways%26acc%3Don%26wc%3Don%26fc%3Doff&prevSearch=&item=3&ttl=2919&returnArticleService=showFullText&resultsServiceName=null)

This is a journal article dedicated to detailing how highways have influenced racial segregation. We were considering putting a racial effects section on our negative effects page, and if we were to go through with that idea, this would be a great place to start looking for information.

Marriott, Paul D. "Historic Roads | Identification, Preservation and Management of Historic Roads." <http://historicroads.org/> (accessed September 16, 2012).

Rather than providing us with information on the Interstate Highway System, this website provided us with great information on just about every other highway that ever existed in the United States before the 1956 Federal-Aid Highway Act, providing us with fantastic historical context for roads. Unfortunately, it did not cover other methods of transportation, such as rails or canals, thus prompting us to research them for comparison.

Masotti, Louis H., and Jeffrey K. Hadden. *Suburbia in Transition*. New York: New Viewpoints, 1974.

This book provided some statistics and quotes on the growth of suburbs and the expansion of the automobile industry for our site. It also solidified one of our previous subtheses, which stated that highways were the key to the automobile industry's economic boom. Though the subthesis was later removed, the information was retained.

Mayer, Michael S. *The Eisenhower Years*. New York: Facts on File, 2010.

This book covers the general presidency of Eisenhower, and also includes discussion of his involvement in the formation of the Interstate Highway System. While not terribly informative or, quite frankly, interesting, this book did provide us with historical context of what happened in Congress to lead up to the 1956 Act, including some detail of the Clay Committee, Gore, Fallon, and Boggs.

McPhee, John. *Uncommon Carriers*. New York: Farrar, Straus and Giroux, 2006.

This book about the transportation industry had some primary source material, but on the whole it is a secondary source. This source details some history of highways, the Interstate included, as well as the effects of the highways on the transportation of goods across the nation.

McNichol, Dan. *The Roads that Built America: the Incredible Story of the U.S. Interstate System*. New York: Sterling Pub., 2006.

This book gave us a significantly positive outlook on the Interstate Highway System, citing mainly its economic and transportation benefits. From this book we obtained many good quotes for use on the site, though many of them were rendered obsolete by other quotes.

Michaels, Guy. "The Effect of Trade on The Demand for Skill: Evidence From The Interstate Highway System." *The Review of Economics and Statistics* 90, no. 4 (2008): 683-701.

This article is from a study done in MIT describing the effects of the Interstate Highway System on labor and skilled labor. It also identifies the unintended consequence of trade increase in rural zones, leading to skyrocketing trucking industry and retail. This provided us with fantastic statistics to back up our thesis.

Mikhailoff, M.. "The Great Siberian Railway." *The North American Review* 170, no. 522 (1900): 593-608.

For our project we wanted to look into what other countries were doing in terms of transportation at the time the United States was investing in highways with the 1956 Federal-Aid Highway Act. This source gave us some great information what the Russian's were

working on: the Trans-Siberian Railroad. Though its completion was chronologically distant from that of the Interstate System, we wanted to offer a comparison between the two.

Miller, Merle. *Ike the Soldier: As They Knew Him*. New York: Putnam's Sons, 1987.

This book is yet another biography of President Dwight D. Eisenhower, with an emphasis on his years as a soldier. Though unfortunately lacking in information on the Interstate System itself, it does discuss Eisenhower's famous transcontinental journey where he viewed the condition of the American roads, and realized the necessary changes; we found this to be a major factor in his reasoning to build the Interstates.

Moon, Henry. "The Interstate Highway System." *Geographical Snapshots of North America* 1, no. 1 (1992): 3.
<http://books.google.com/books?hl=en&lr=&id=ucv1a7FiCB0C&oi=fnd&pg=PA425&d> (accessed September 18, 2012).

This chapter revolves around the Interstate Highway System and was one of our first sources on this project. It served as a springboard for every aspect of the Interstates: suburbanization, migration from cities, decentralization of business, and isolation of local neighborhoods. It also provided us with several fantastic quotes.

Moore, Bob. "Historic Construction Projects - Interstate Highway System." General Contractor.com - Bob Moore Construction.
<http://www.generalcontractor.com/resources/articles/interstate-highway-system.asp> (accessed September 10, 2012).

This was one of the first secondary websites we accessed to gain general information on our topic. It provided us with a brief history of the construction of the Interstate Highway System as well as specific areas that were especially challenging to construct. All in all, a springboard of statistics.

Murphy, John. *The Eisenhower Interstate System*. New York: Chelsea House Publishers, 2009.

This book delves into the history and modern implications of the Interstate System, which provided us with a treasure trove of useful statistics and quotes galore. Again, however, most of the quotes were rendered obsolete by our later material, but they proved useful at the time.

Naske, Clause. "Alaska and the Federal-Aid Highway Acts." *The Pacific Northwest Quarterly* 80, no. 4 (1989): 133-138. www.jstor.org (accessed September 15, 2012).

This scholarly article provided an explanation of the impacts of the Interstate Highway program of the 1956 Act, mostly in Alaska. It also included some important general historical context of the Interstates as a whole, and discusses the overall impact of the high-

ways on U.S. society. We used it in the later days of our project for our interactive map detailing economic effects of the Interstate Highway System.

"National System of Interstate and Defense Highways." *National System of Interstate and Defense Highways* N/A (1958): N/A.

This site from Library of Congress gave us a map of what the Interstate System looked like in 1958. The image could have been used for the site as it shows the initial design that they had for system itself, but it was succeeded by our Google map of the economic effects. Still we were able to strip the statistics from this map to contribute to the site.

Newman, Peter , Timothy Beatley, and Heather Boyer. "Resilient Cities Policy, Practice, Innovation." *Sanford Journal of Public Policy* 1.1 (n.d. 1 (2010): 81-84.<http://sites.duke.edu/sjpp/files/2012/07/Resilient-Cities-Book-Review.pdf>>. (accessed September 18, 2012).

This is another account of what the Interstate Highway Act did for the United States in an economic sense. The website provided us with very basic information that really was not too valuable except in the beginning of our research process. Still, it served as a springboard for later research. Apologies for using the term “springboard” so much, but most of our early sources were just that.

Newton, Jim. *Eisenhower: The White House Years*. New York: Doubleday, 2011.

As a general book on the presidency of Dwight D. Eisenhower, this book included a broader-view context of Eisenhower's involvement in the passing of the Interstate Highway Act on a political spectrum. This book differs from other renditions of the political context of the Act because it mainly focuses on how much power Eisenhower had over its conception.

Patton, Phil. *Open Road: A Celebration of the American Highway*. New York: Simon & Schuster, 1987.

This secondary book provided us with a very general history of U.S. highways. Although there are a few good quotes, most of the information on the Interstates themselves (such as economic benefits, suburbs, etc.) had been already covered in other sources by this point in the project. However, this source does give an excellent timeline as to how roads evolved in the country, which we all but used in our site.

Perrier, Dianne. *Interstate 95: The Road to Sun and Sand*. Gainesville: University Press of Florida, 2010.

This secondary source on Interstate 95, which runs from New England to Florida, gave us some background of the highway and the system itself, and shows how businesses began to pop up alongside the Interstates. It was a prime example of the benefits of the Inter-

state.

Perrier, Dianne. *Onramps and Overpasses: A Cultural History of Interstate Travel*. Gainesville: University of Florida, 2009.

This book gave us examples of the cultural impacts of the Interstate Highway System, including a boost in tourism, travel, and frequency of families owning a car (especially in suburbs). This was a truly appreciated source as most historians focus on the economic and negative social effects of the Interstates, but some positive cultural feedback on the Interstates was the perfect balance.

Pucher, John R.. *Consequences of the Interstate Highway System for Transit: Summary of Findings*. Washington, D.C.: National Academy Press, 1998.

This book is another source that details the negative cultural effects of the Interstate Highway System. Unlike other sources, this article gave specific examples from cities across the country.

Rabin, Y. "Federal Urban Transportation Policy and the Highway Planning Process in Metropolitan Areas." *The Annals of the American Academy of Political and Social Science* 451, no. 1 (1980): 21-35.

This article gave us a complete history of roads in the United States, prior to the signing of the 1956 Federal-Aid Highway Act. This included the lesser known highway acts of 1916, as well as 1934, when the idea of a unified system of roads was just getting introduced. In short, this provided specific and key historical context.

Reinhard, Clever, and Hansen Mark. "Interaction of Air and High-Speed Rail in Japan." *thinkmetric*. <http://thinkmetric.com/pubs/japan/airHSRinteraction.pdf>

This source contains some much-needed statistics concerning Japan and its railways in comparison to the United States. These stats show the difference between the usage of railways and vehicles in Japan and the United States and provide understandable graphs that will most definitely be used in our site.

Richardson, Elmo, and Chester Pach. *The Presidency of Dwight D. Eisenhower*. Revised Edition ed. Lawrence: Regents Press of Kansas, 1979.

This is another book on President Dwight D. Eisenhower, detailing the period of his life when he was the President of the United States. A sizable portion of this book details the conception of the 1956 Federal-Aid Highway Act as well as his role in creating it. It also gives information on the Clay Committee.

Robert, Michael. "Bill Summary & Status" - 102nd Congress (1991 - 1992) H.R.3474 CRS. Library of Congress. <http://www.loc.gov/index.html> (accessed January 11, 2013).

This site gave us summaries of highway and road acts and bills passed after 1970. This specific bill allocates funding to Interstates, which is a small expansion to the Act. This site was helpful to expand our understanding of long-term effects of the 1956 Federal-Aid Highway Act and how it is constantly being expanded and maintained.

Rodrigue, Dr. Jean-Paul. "The Interstate Highway System." Hofstra People. http://people.hofstra.edu/geotrans/eng/ch3en/conc3en/map_interstatesystem.html (accessed September 10, 2012).

This is another of the first websites that we accessed to gain general information on our topic. This website also provided us with a map of all the primary Interstates in the United States today.

Rose, Mark H., and Raymond A. Mohl. *Interstate: Highway Politics and Policy Since 1939*. 3rd ed. Knoxville: University of Tennessee Press, 2012.

This book discusses the motivations of politicians over a national Interstate Highway System, and how the U.S. became auto-dominant as opposed to favoring public transportation. We really went nuts over this because it not only talked about the executive branch's opinions, but also congress's role in making the 1956 Act come to be. Note: we contacted Mr. Rose during the course of our research to request an interview, but it was unfortunately denied.

Roth, G. J.. "The Interstate Highway System: Review of A Study in Public Investment." *The Economic Journal* 76, no. 303 (1966): 638-639.

This review of a study on the Interstate Highway System actually offers more insight than the reviewed study: it shows some differing public reactions to the Interstates as well as the benefits and drawbacks. We used this to get an initial gauge of negative public reaction as well as possible federal bias in their own studies.

Schlosser, Eric, and Charles Wilson. *Chew on This: Everything You Don't Want to Know About Fast Food*. Boston, MA: Houghton Mifflin Co., 2006.

Eric Schlosser is incredibly anti-fast food in this book. Every statistic that he pulls is one-sided to prove a point, but they are all moderately true. Also, we didn't try to use the part of the book containing information about the effects of fast food – we focused on the history. Basically, we used this book to confirm that the Interstate established key areas to set up fast food restaurants, which responded with the use of Drive-Thrus, which made the food more efficiently delivered to the American populous and easier for drivers to obtain. Fast food then became an American icon, as we explain on our site.

Schwartz, James D.. "Roads Weren't Built For Cars." The Urban Country: Bicycle Transportation Blog. <http://www.theurbancountry.com/2011/07/roads-werent-built-for-cars.html> (accessed February 6, 2013).

One really interesting piece of information that we found when researching the early history of roads is that many of them were not even being advocated for by motorists, but rather bicyclists. This short article gave us a short history of the power and influence of bicycles and how they unintentionally impacted the boom in the automotive industry.

Seely, Bruce. "Highway Standards and the Bureau of Public Roads,." *Engineers and Government-Business Cooperation*: 1 (1984). . (accessed September 25, 2012).

This source talks about acts earlier than the 1956 Federal-Aid Highway Act, mostly in the early 1900's and how the need for new roads wasn't really valued highly as they are now due to the lack of motor vehicles. However, laws were still put in place to expand the roads. We valued this source very highly because of its great amount of historical context it provides as well as evidence that roads improve as automobile use goes and, and vice-versa.

Smith, Jean Edward. *Eisenhower: in War and Peace*. New York: Random House, 2012.

This is a biography on Dwight Eisenhower as both in the military and in politics. Although his political exploits are somewhat watered down like the other biographies, the source shows Eisenhower's reasoning and process as to how the act came to be from his mindset.

Smith, Jean Edward. "Lucius D. Clay: An American Life." Booknotes. C-SPAN. Brian Lamb, Washington D.C.: 18 November, 1990. Interview. Online Database.

Lucius D. Clay was one of the key figures in the creation of the Interstate Highway System. Although his specific plan was never adopted by the president as the official plan that would be implemented in the actual construction and financing of the Interstate System, he did serve as a crucial stepping stone towards the Federal-Aid Highway Act of 1956. This interview with author Jean Edward Smith talks about Lucius D. Clay's role as President Eisenhower's right-hand man and his "Clay Committee." Part of this interview is featured on our site.

Smith, Jean Edward. *Lucius D. Clay: An American Life*. New York: H. Holt, 1990.

In 1954, President Eisenhower appointed his good friend Lucius D. Clay to head the Advisory Committee, which was in charge of dealing with the conflicting interests of state governors when constructing the plan to build the Eisenhower Interstate Highway System. This biography was very helpful in understanding Clay's role in the making of the 1956 Federal-Aid Highway Act.

South Dakota v. Dole, 483 U.S. 203 (1987).

<http://caselaw.lp.findlaw.com/scripts/getcase.pl?court=us&vol=483&invol=203>
(accessed March 19, 2013).

This is the Supreme Court case “South Dakota v. Dole”, in which the state of South Dakota challenged the minimum drinking law (in which citizens under 21 could not consume alcohol). Considering the alternative of the law for states was a cut in federal highway funding for the state in question, a correlation between drinking and driving soon appeared, and the case became a legal battle over such. This is cited not for the subject matter, but for the responses by the Justices: “Indeed, the condition imposed by Congress is directly related to one of the main purposes for which highway funds are expended – safe interstate travel.” We used several key quotes from the decision of the case on our site.

Sperling, Daniel, Deborah Gordon, and Arnold Schwarzenegger. *Two billion cars: driving toward sustainability*. Oxford, England: Oxford University Press, 2009.

This book talks about the number of cars on roads and highways as of 2009, including information on the environmental and transportation effects of roads and highways in the United States and China – though unrelated to the Interstate Highway System, China was a good comparison for us to use. It also gives a brief legislative history of roads up until 2009.

Stafford, Robert. "Bill Summary & Status" - 97th Congress (1981 - 1982) - S.2574. Library of Congress. <http://thomas.loc.gov/cgi-bin/bdquery/z?d097:SN02574:@@L&summ2=m&> (accessed February 11, 2013).

This bill revises apportionments for the highway bridge replacement and rehabilitation program. It requires that no less than sixty percent of apportioned funds for the Federal-Aid primary, rural, and urban programs be spent on projects for resurfacing, restoring, and rehabilitating roads for the purpose of preserving or enhancing the operational integrity, efficiency, and safety of existing highways. The bill also directs the Secretary of Transportation to develop a selection process for discretionary bridges according to certain criteria. It revises the apportionment ratio for resurfacing, restoring, rehabilitating, and reconstructing the Interstate System. In addition, it directs the secretary to report to Congress on the distribution of federal financial assistance for such activities. This bill is an addition to the previous bill in 1982 allocating funds to where they need to go with a few adjustments. In short, it serves as both an update of the Interstate System as of 1982 and an example of amending legislature to maintain and expand the act.

Swift, Earl. Interview by Riley Frackleton and Alex Hankin. Telephone interview. MA/VA, March 17, 2013.

After having read parts of *The Big Roads* we knew that at some point in our research we would want to try to interview Earl Swift, the author of this book, and one of our best sources. In our interview we were able to ask crucial questions that we had about our topic, which Mr. Swift was able to answer with great detail. Talking with Mr. Swift was very helpful in filling in some of the gaps we had at that point in our research. Excerpts of the interview can be found across the site.

Swift, Earl. *The Big Roads: The Untold Story of the Engineers, Visionaries, and Trailblazers who Created the American Superhighways*. Boston: Houghton Mifflin Harcourt, 2011.

The two main points of interest of this source were its detailed knowledge of the Federal Highway Act of 1921 (this was probably the biggest road-building act in American history before 1956), and its extensive investigation of the effects of interstate highways in our country. After some enquiries and emails, we were able to secure an interview with author Earl Swift.

Symms, Steven. "Bill Summary & Status" - 97th Congress (1981 - 1982) - S.2574. Library of Congress. <http://thomas.loc.gov/cgi-bin/bdquery/z?d097:S2574>: (accessed February 11, 2013).

This bill prohibits any state from receiving less than one-half of one percent of the total apportionment for the Interstate System for the fiscal year of 1984. The bill also sets forth the purposes for which any excess funding may be expended. It also limits the apportionment of funds authorized for primary routes. In summary, this bill is basically an attempt to amend spending in sections of the 1956 Act.

The American Road. Youtube. Directed by George Stoney. USA: Ford Motor Company, 1953.

This documentary gives a history of cars and roads up to the 1950s. While we most likely have enough information on the historical context, we found it to be a bit of a wordy section that also lacks video clips. This solved the lack of interactivity.

The Interstate Highway System." 2012. The History Channel website. Sep 10 2012, 8:04 <http://www.history.com/topics/interstate-highway-system>

This source from the History Channel gives basic information about the 1956 Federal-Aid Highway Act but also provides information on both positive and negative effects, which we sorely needed later in the project. We were able to obtain dates of strikes held by displaced and disgruntled citizens as well as specific statistics of how many people were put to work by this Act.

Thompson, Eric C., and Amitabh Chandra. "Economic Impact of Interstate Highways in Kentucky." *University of Kentucky, Carol Martin Gatton College of Business and Economics*, date unknown (most likely early 2000s.)

This is a source similar to another we have, showing economic impact of Interstate Highways in a specific area of the country. This source is interesting because it shows statistics from very recently (late 1990s.) Overall, this source argues in favor of Interstate Highways from an economic standpoint, and it examines many different factors, includ-

ing benefits from time savings and construction costs. Some of this data we used on the site.

Transportation Research Board of the National Academies. "Median Intersection Design for Rural High-Speed Divided Highways." *National Cooperative Highway Research Program*. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_650.pdf

This is another source that will most likely be used primarily for its statistics, which provide us with a more in-depth look at highways dividing neighborhoods, and the negative demographic changes caused by the Interstate System. For this section stats are always welcome, and will no doubt be useful for our site.

U.S. Environmental Protection Agency. "Evaluation of Ecological Impacts From Highway Development." *Office of Federal Activities*, Washington D.C.: April 1994. www.epa.gov/compliance/resources/policies/nepa/ecological-impacts-highway-development-pg.pdf (accessed March 18, 2013).

This article was written not too long after the completion of the Interstates, and just about the time when the effects of Interstate Highway System were starting to become recognized. Because it was not written *during* the construction of the U.S. Interstate Highway System, we considered it a secondary source. More importantly, this gave us quite a bit more insight towards environmental effects, which is an area we wanted to explore in the later stages of our project.

U.S. Environmental Protection Agency. "How Nitrogen Oxides Affect The Way We Live And Breathe." *Office of Air Quality Planning and Standards Research*, Triangle, Park, North Carolina: September, 1998. <http://web.archive.org/web/20080716063437/http://www.epa.gov/air/urbanair/nox/noxfldr.pdf> (accessed March 27, 2013).

One of the most significant negative effects of the U.S. Interstate Highway System was that it led to more pollution (more cars means more gas consumption, and therefore more exhaust and pollution.) Specifically, this source from the EPA outlines how nitrogen oxides (many of which are emitted from automobiles) effected our ecosystem. This proved to be invaluable in the later stages of our project, when we began focusing on detriments to the environment due to the Interstates.

U.S. Government Printing Office. "Celebrating 50 Years: The Eisenhower Interstate Highway System." House Hearing, 109th Congress. Washington D.C.: 27 June, 2006. Online Database.

This Congressional Hearing in 2006, celebrating fifty years of Eisenhower's Interstate Highway System, had many well-renowned speakers whom we quoted incessantly on our website. One in particular, Tom Lewis, a professor and author that we interviewed ourselves, spoke about the importance of our nation's interstate highways. Many other

speakers talked about the crucial role of these highways in American society, many of which we used as positive responses to the Interstates.

U.S. National Archives. "National Interstate and Defense Highways Act (1956)." Our-documents.gov. Web. (accessed September 5, 2012).

As a reputable U.S. government website, this webpage gives us a useful overview of our project. From this, we were able to pinpoint specifics of our topic in which to conduct deeper research – a “springboard” source. It also contains an image of the 1956 Federal-Aid Highway Act, which we sorely need for a site on the 1956 Federal-Aid Highway Act. Should seem like a no-brainer, to be honest. We consider this to be our first good source on this topic.

Weingroff, Richard. "Federal-Aid Highway Act of 1956: Creating the Interstate System." Nationalatlas.gov. Web (accessed September 5, 2012).

This reputable government website gave us a great overview of our topic during the initial stages of our project, providing essential background information on our topic in order to give us a direction of where to continue research in greater depth. In it, Mr. Weingroff highlighted the economic and demographic effects of the 1956 Act.

Weingroff, Richard. "The Greatest Decade 1956-1966: Celebrating the 50th Anniversary of the Eisenhower Interstate System." FHWA.dot.gov. Web (accessed September 5, 2012).

A federal government-issued article by the Federal Highway Administration, this webpage gave us some background material leading up to the 1956 Federal-Aid Highway Act and the ensuing Interstate System, and also analyzed the lasting effects of the system.

Weingroff, Richard F.. "Federal-Aid Highway Act of 1956: Creating the Interstate System - Vol. 60· No. 1 - Public Roads." Home | Federal Highway Administration.<http://www.fhwa.dot.gov/publications/publicroads/96summer/p96su10.cfm> (accessed October 1, 2012).

This site gave us an account of what Eisenhower thought of America’s infrastructure (based on the German Autobahns) when he was a soldier coming back from battle in World War II and how it made him push for great reform in America’s highway system.

Weingroff, Richard. "General Lucius D. Clay - The President's Man." U.S. Department of Transportation. <https://www.fhwa.dot.gov/infrastructure/clay.cfm> (accessed November 25, 2012).

This website details the process of formulating a plan for and passing the bill for the Interstate System from the perspective of Lucius D. Clay, an advisor appointed by Eisenhower to spearhead the project. This is highly informative as to Clay’s thinking and eventual leading in the push for an Interstate Highway System.

Weingroff, Richard. Interview by Riley Frackleton, Alex Hankin, and Michael Ruccolo. Telephone Interview. MA/D.C., December 3, 2012.

Richard Weingroff is a true expert of our topic. His comments in our interview greatly strengthened our understanding of all aspects of our projects: historical context, turning point, and effects. Multiple clips of his phone interview can be found throughout our website. Truly, Mr. Weingroff is unparalleled in his understanding of the subject.

White, Leland. "Citizen Activism and Interstate 66 in Arlington, Virginia." *Dividing Highway 1* (2001). (accessed September 25, 2012).

This source gave us a perspective of the activists against The Interstate System going through certain towns that would have to be destroyed in order to make the United States Interstate Highway System, thus giving us crucial information on the negative aspects of the Interstate Highway System.

White, Richard. *Railroaded: the Transcontinentals and the Making of Modern America*. New York: W.W. Norton & Co., 2011.

This book is a secondary source history of the railroad in America detailing its impacts on our society. This is a key piece in augmenting our historical context section pertaining to alternate modes of transportation, allowing us to compare the effects of railroads as transportation against canals or roads as primary transportation, both in a passenger and pecuniary sense.

Winfrey, Robley. *Economic Analysis for Highways*. Scranton, Pennsylvania: International Textbook Co., 1969.

The economic impact of the 1956 Federal Aid-Highway Act was immense. Although some of this book contains complex logarithmic explanations to the economic effects of highways, a lot of it provided us with useful graphs and statistics that helped us to better prove our thesis. Specifically, this book helped us to understand how complex of a funding system was necessary for the construction of our country's Interstate Highway System. Some of the data from this book can be found in our site via graphs.

Zelizer, Julian E. *The American Congress: The Building of Democracy*. Boston: Houghton Mifflin Harcourt, 2004.

A particular section in this book, edited by Boston University history professor Julian Zelizer, gave us very helpful information on the U.S. federal government's land-grant policies during the nineteenth century American railroading boom, as part of our historical context research. We've gained insights into how the federal government played an important role in helping establish the U.S.'s extensive private railroad system of the 1800s-1900s.