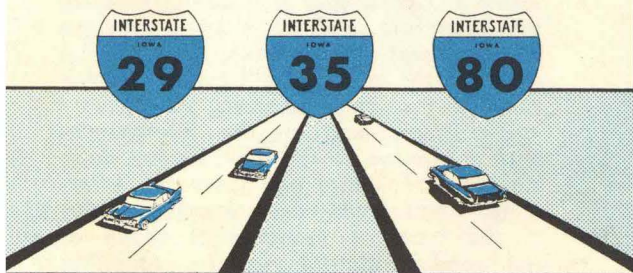


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Driving

Iowa's Interstate System



Modernize Your Driving

The United States Interstate System is the most modern highway complex in the world. It will carry more traffic more quickly and more safely than any other highway. Progress of this type necessarily introduces different problems, which require a different set of habits for modern drivers. When driving the Interstate, be prepared to adopt new habits, starting with the few outlined in this pamphlet.

Iowa State Highway Commission
Ames, Iowa

Plan Your Trip

Interstate driving leaves little time for decisions and offers little opportunity to retrace steps. Convenience and safety depend on a few simple steps.

1. Know where you're going — when you start your trip, you should know your route to the Interstate, the interchange where you enter, the interchange where you leave, and the route from that interchange to your destination. Advance planning will get you to the correct interchange and on the quickest and easiest route the rest of the way.
2. Know where you'll stop — controlled access is the key to modern highways, but it means that service stations, restaurants and motels will be available only by leaving the highway. Check your fuel before entering the Interstate, and don't let it run too close to empty as you drive. On long trips check on the route you will travel and plan stops for food and fuel so you will be leaving and returning on the interchanges most convenient to the facilities you want.
3. Know how to enter and leave the Interstate — you should have a basic knowledge of the types of interchanges shown at right, and you must know basic procedures which apply to all types. When entering, look for gaps in the on-coming traffic and accelerate to the speed of traffic before merging. Adjust speed before merging; avoid stopping at the end of the acceleration lane, a frequent site of rear-end collisions. When in the main lane of traffic, help others by moving to proper lane if necessary. When leaving, get in the right lane in advance and decelerate as you leave.

Safety

Controlled access makes the Interstate highways far more safe than conventional routes. Bureau of Public Roads studies find the accident rate per 100 million vehicle miles at 164 accidents and 3.1 fatalities on controlled access roads, compared with 420 accidents and 7.4 fatalities on roads with no control, and 286 accidents and 6.1 fatalities on partially controlled roads.

Particularly dangerous head-on, intersection and pedestrian accidents have been drastically cut or eliminated. But new types of accidents have become relatively more numerous. The most important of these are rear-end collisions which account for 60 percent of all accidents on controlled access roads.

To avoid rear-end collisions —

1. Travel at a speed which "floats with traffic," in other words, the average speed of traffic.
2. Stop only in an emergency. And if you must stop, get off the roadway, preferably as far to the right as possible. Wide, solid shoulders are provided on Interstate roads.
3. Do not travel in the "blind spot" to the side and rear of other automobiles. Either pass or move back.
4. Use turn signals when changing lanes.
5. Realize how fast you're traveling. Constant driving at high speeds will affect a motorist's sense of speed. When leaving the highway, consult your speedometer to be sure you've slowed to ramp speed.
6. Adjust your passing habits to high speeds. You may come up on a slower vehicle much more abruptly. And if the other vehicle is moving close to your speed, you need a longer distance before cutting back.
7. Prepare in advance for emergencies. Think of what to do in case of motor failure, or another vehicle going out of control.

Emergencies

1. Blowout — don't slam on brakes, slow gradually; get off road, preferably as far to right as possible; have a good spare.
2. Mechanical failure — get to right and off road; tie handkerchief to door handle or antenna as distress signal; stay with car if possible; if stopping at night, turn out lights.

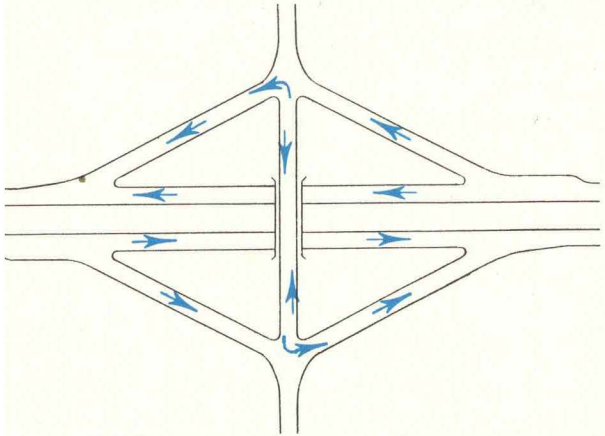
History And Future

The Interstate system is a common name for the National System of Interstate and Defense Highways.

When these are completed, they will total 41,000 miles, and will connect 90 percent of all cities over 50,000 population. They will directly serve 65 percent of the urban population and 50 percent of the rural. Although they will total only 1.2 percent of all highways they will carry 20 percent of the nation's traffic.

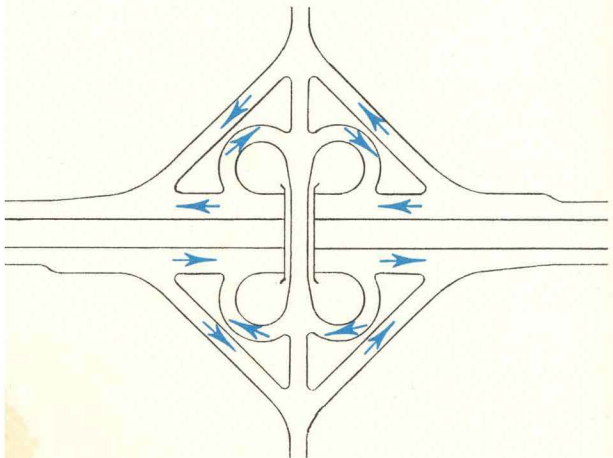
Iowa will have 711 miles of Interstate highway. Interstate 80, San Francisco to New York, will follow the general route of U. S. 6 across Iowa; Interstate 35, Canada to the Gulf of Mexico, will follow the present route of U.S. 69 through Iowa. Interstate 29, Canada to Kansas City, will follow the routes of U.S. 275, 75 and 77, entering Iowa at Sioux City and leaving at Hamburg.

Diamond Interchange



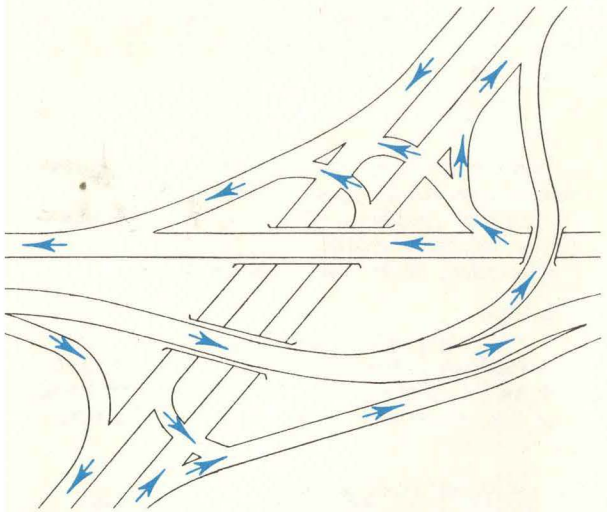
An interchange, characterized by four ramps, which allows vehicles to enter or leave the main highway while flowing with the traffic. Left turns are made at grade on the crossroad.

Clover Leaf Interchange



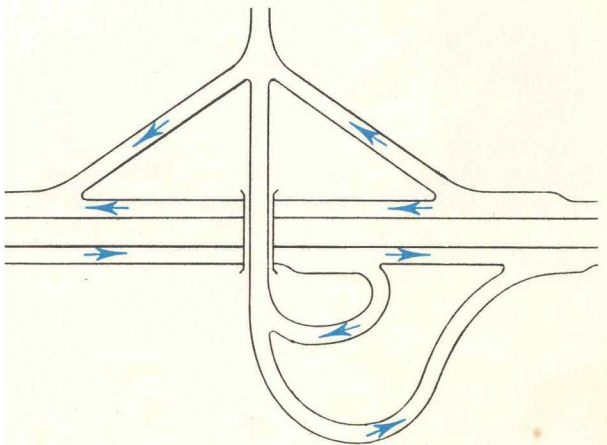
An interchange designed to allow turning movements off or onto the Interstate from four directions using loop type connections. It eliminates left turn and cross traffic conflicts for all movements. Some partial cloverleaf designs have loops in two or three quadrants.

Directional Interchange



This type of interchange is used where a high volume of traffic desires to transfer between only two legs of the interchange. The high volume of left turn movements from the west to the north are made by a directional ramp. Other movements are accomplished by the conventional diamond type ramps. This type is now in use at the interchange between Interstate 80 and U. S. 5 and Iowa 64 northeast of Des Moines.

Trumpet Interchange



This is a means of providing access to a superhighway when another roadway connects, forming a "T" intersection. It is a variation of directional or diamond type interchange to permit turning movements on and off the highway.

Interchange

A system of roadways and ramps, with one or more separations, which allows traffic to get on and off the main highway.

Median

Sometimes called the "dividing strip", the median separates oncoming lanes of traffic. A median can vary from 4 feet to 50 feet or more. Where adequate width is available, the median is landscaped to screen headlight glare.

Ramp

A roadway connecting the Interstate Highway with an intersecting road. Ramps are directional, providing movements either on or off the Interstate.

Acceleration Lane

A connecting lane leading from an on-ramp to the Interstate Highway, enabling motorists to attain speed and merge with the main line of traffic.

Deceleration Lane

A connecting lane leading to an off-ramp, enabling the motorist to leave the main line of traffic at highway speed, then slow down and exit from the Interstate Highway without interruption to traffic.

Controlled Access Highway

The authority granted by law to establish highways which give preference to through traffic by providing access connections with selected public roads only, or by controlling access rights of "at grade" crossings or direct private driveway connections. Interstate highways in Iowa are fully controlled access facilities, providing access connections at interchanges only.

STATE LIBRARY OF IOWA

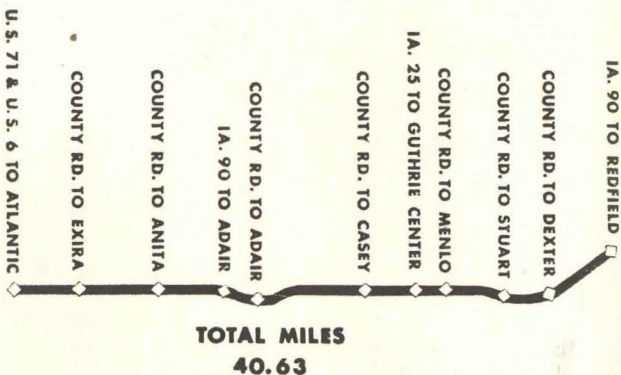


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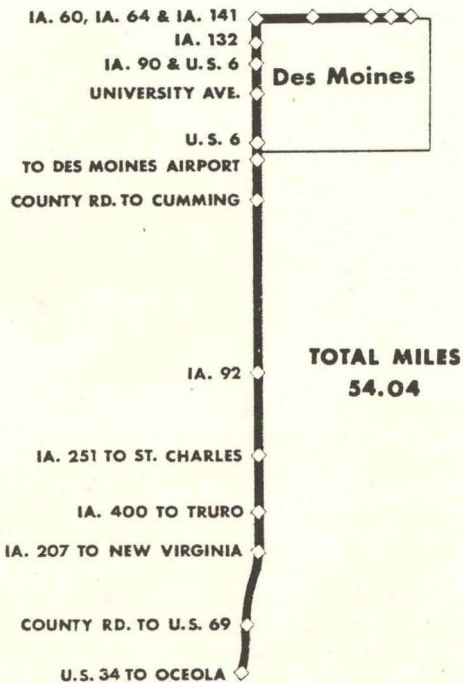
IOWA STATE HIGHWAY COMMISSION

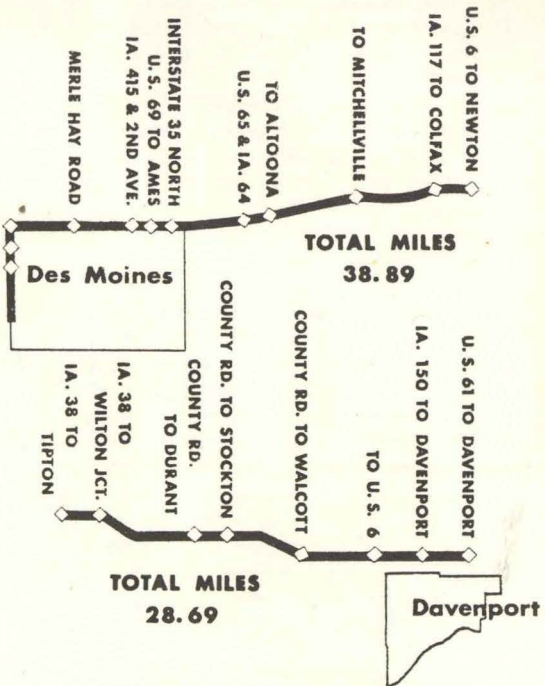
Information and Statistics Department

COMPLETED SECTIONS OF INTERSTATE 80



COMPLETED SECTIONS OF INTERSTATE 35





COMPLETED SECTIONS OF INTERSTATE 29

