

Annotated Bibliography

Primary Sources

Documents

“Daily Log of the First Transcontinental Motor Convoy.” *Eisenhower Presidential Library*, 6 Sept. 1919, www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/1919-convoy/daily-log.pdf. Accessed 10 Jan. 2024.

This source was the day-to-day journal of the experiences faced while journeying down the Lincoln Highway on the first transcontinental Motor Convoy. This source is the unchanged version of the original Daily Log, proving it to be a reliable source. This source helped me to understand the experiences of the first transcontinental convoy and how it helped shape ideas for an Interstate Highway System.

Eisenhower, Dwight. “President-Elect Dwight D. Eisenhower on Good Roads,” *Federal Highway Administration*, highways.dot.gov/highway-history/interstate-system/president-elect-dwight-d-eisenhower-good-roads. Accessed 18 Jan. 2024.

This source is great as it is the presidential-elect created by President Eisenhower stating his dream of creating a national Interstate Highway System one day. This source was the original transcript of the presidential-elect, and is found in a reliable government site, the Federal Highway Administration. This source was beneficial in helping me to understand why there was such a need for improved highways, and how determined President Eisenhower was to get it.

“Federal-Aid Highway Act of 1956.” *Archives.gov*, 26 June 1956, www.archives.gov/milestone-documents/national-interstate-and-defense-highway-act. Accessed 3 Jan. 2024.

This source gave me the original transcript of the Federal-Aid Highway Act of 1956 as well as an overview of the events leading up to the topic and its impacts. I know it is a trustworthy source because it's from the National Archives, a reliable government website. This source helped me to understand the Federal-Aid Highway Act of 1956, its purpose, and its effect.

Images

“1919 Transcontinental Motor Convoy.” *Eisenhower Presidential Library*, 1919, www.eisenhowerlibrary.gov/research/online-documents/1919-transcontinental-motor-convoy.

This image displayed a group of men pushing an army vehicle along the Lincoln highway. This image helped me to show the problems faced while journeying the Lincoln Highway on the 1919 convoy.

“After: Old National Road in Ohio.” *Federal Highway Administration*, 1928, highways.dot.gov/public-roads/septemberoctober-2014/celebrating-century-cooperation.

This image shows an old National Road in Ohio after it had received federal aid. This image helped me to display how the Federal Highway Program was changing the conditions of many roads in America.

“American Dream of Home Ownership.” *Federal Highway Administration*, 1950, www.environment.fhwa.dot.gov/env_topics/historic_pres/post1945_engineering/postwar.aspx.

This image displays a woman standing in front of a newly built suburban home. I used this image to display how the need for highways was growing after World War II ended.

“American Road Crew.” *Federal Highway Administration*, 1930, highways.dot.gov/public-roads/novdec-1997/dense-ignorance-and-otherwise-not-entirely-serious-look-americas-100-plus.

This image displays an American construction crew repairing a road. I used this image to show how construction was evolving as well as how highway agencies were working to improve roads across the country.

“Automobile Travelers on a California Road.” *California Department of Transportation*, 1910, dot.ca.gov/programs/public-affairs/caltrans-history/1900s.

This image displays Californian travelers as they travel down an early 20th-century road. I used this image to display the early road conditions in the early 1900s.

“Before: Old National Road in Ohio.” *Federal Highway Administration*, 1913,
highways.dot.gov/public-roads/septemberoctober-2014/celebrating-century-cooperation.

This image shows an old National Road in Ohio before it received federal aid in its run-down condition. I used this image to display how the Federal Highway Program helped to benefit many bad roads.

“A Child Watches as Bulldozers Level What Used to Be the Rondo Neighborhood.” *KSTP*, 1968,
kstp.com/kstp-news/top-news/st-pauls-rondo-neighborhood-split-by-i-94-may-have-a-new-beginning-one-home-at-a-time/.

This image displays a young child watching bulldozers go through what was once the Rondo Neighborhood. I used this image to display the impacts of the Interstate Highway System on many marginalized communities.

“Deconstruction of Embarcadero Freeway.” *Metropolitan Transportation Commission*,
mtc.ca.gov/news/loma-prieta-25-years-later-region-braces-big-one.

This image displays a construction crew working to deconstruct the Embarcadero Freeway due to public opposition and protest. I used this image to show how people were working to undo the negative impacts of the Interstates on their local communities.

“Federal-Aid Highway Act of 1956.” *Archives.gov*, 1954,
www.archives.gov/milestone-documents/national-interstate-and-defense-highways-act.

This image displays the cover of the Federal-Aid Highway Act of 1956. I used this image to show the document that made the Interstate Highway System possible.

“The First Completed Federal-Aid Highway Project, Contra Costa County, CA.” *Federal Highway Administration*, 1918,
highways.dot.gov/public-roads/novemberdecember-2006/noteworthy-year.

This image displays a painting of the first ever completed Federal-Aid highway project. I used this image to display how the newly created Federal Highway Program was working to improve and create highways.

“General Clay Shows President Eisenhower a Map of the Interstate System in a Ten-Year National Highway Program.” *Federal Highway Administration*, 1954, highways.dot.gov/highway-history/interstate-system/general-lucius-d-clay-presidents-man.

This image displays General Clay presenting the Interstate Highway System plan to President Eisenhower. I used this image to display how the Clay committee was working to produce a plan for Eisenhower's idea.

“German Autobahn during World War II.” *Department of the Interior*, 1945, www.nps.gov/museum/exhibits/eise/Military/WWII_normandy_VEday/NARAGermanPOWAmerican-adv.html.

This image displays the German Autobahn in the times of World War II. I used this image to show the mobility that was given by the German Autobahn.

“Governors with Dwight D. Eisenhower.” *Eisenhowerlibrary.gov*, 1954, www.eisenhowerlibrary.gov/research/online-documents/interstate-highway-system.

This image displays Eisenhower talking with state governors about his vision of a national Interstate Highway System. I used this image to display the work done by Eisenhower to promote his vision.

“Graph of Fatality Rates on Roads in America.” *Federal Highway Administration*, 2000, www.fhwa.dot.gov/ohim/onh00/onh2p7.htm.

This graph displays the fatality rates of Interstate Highways and of all other road systems. I used this graph to show how safe the Interstate Highways are compared to other road systems.

“Harry Byrd.” *Biographical Directory of the United States Congress*, bioguide.congress.gov/search/bio/b001208.

This image shows Senator Harry Byrd. I used this image to display how people were beginning to oppose the Committee's plan.

“Helping along a “B” 1919 Transcontinental Motor Convoy.” *Eisenhower Presidential Library*, 1919, www.eisenhowerlibrary.gov/research/online-documents/1919-transcontinental-motor-convoy.

This image showcased a large military vehicle pulling a smaller military vehicle along. This image helped me to display the problems and challenges faced during the Transcontinental Motor Convoy of 1919.

“Horseless Carriage” Being Pulled Along.” *Federal Highway Administration*, 1917, highways.dot.gov/public-roads/septemberoctober-2014/celebrating-century-cooperation.

This image displays an automobile, trapped in the mud, being pulled by two horses. I used this image to display how poor road conditions were still common in the 1920s and 30s.

“Interstate 25, Denver.” *Federal Highway Administration*, 2000, highways.dot.gov/public-roads/mayjune-2005/improving-travel-models-through-peer-review.

This image shows I-25 with a Denver in the background. I used this image to display how highways were developing after 1956.

“Interstate 94 Running through the Rondo Neighborhood.” *Reconnect Rondo*, 2022, <https://reconnectrondo.com/as-state-considers-repairs-to-i-94-rondo-residents-look-for-reconnection/>

This image displays I-94 running through what used to be the Rondo Neighborhood. I used this image to display the devastating impacts of the Interstate Highway System.

“Interstate Density Map.” *Federal Highway Administration*, 2000, www.fhwa.dot.gov/interstate/densitymap.cfm.

This image displays the shift in population that occurred from the 1950s to the 2000s in relation to the construction of the Interstate Highway System. I used this image to display how the Interstate Highway System has impacted the location and density of cities in the U.S.

“Interstate Logo Signs.” Kansas Department of Transportation, 2010, www.ksdot.gov/Assets/wwwksdotorg/bureaus/burRow/_OutdoorAd/Advertising%20Signs%20in%20Kansas%20Brochure%2004%2019.pdf.

This image displays two logo signs that depict stops available off the Interstate Highway. I used this image to show how the Interstate Highway System has aided in the growth of fast food chains, hotels, and malls.

“Large Areas of New Residential Housing.” *Federal Highway Administration*, 1957, www.environment.fhwa.dot.gov/env_topics/historic_pres/post1945_engineering/postwar.aspx.

This image displays a seemingly endless expanse of newly built suburban homes. I used this image to display the need for Interstate Highways to support the growing need for transportation.

“Major Deegan Expressway.” *Library of Congress*, www.loc.gov/item/00650844/.

This image displays the Major Deegan Expressway. I used this image to show the improvement of highways over the first-half of the 1900s.

“Map of Age-Adjusted Asthma Hospitalization Rate by ZIP Code.” *Twin Cities Boulevard*, 2022, www.twincitiesboulevard.org/learn-more/i-94-harms-our-communities/.

This image displays a map showing the age-adjusted asthma hospitalization rate around the Rondo area today. I used this image to display the impacts that these Interstate Highways have had on many marginalized communities.

“Map of Households at or below Poverty Line.” *Twin Cities Boulevard*, 2022, www.twincitiesboulevard.org/learn-more/i-94-harms-our-communities/.

This image displays a map of the households at or below the poverty line in the Rondo region. I used this image to display the financial barriers faced by citizens in the Rondo Neighborhood area due to I-94.

“Massachusetts Protesters.” *Federal Highway Administration*, highways.dot.gov/public-roads/julyaugust-2013/busting-trust.

This image displays protesters as they work to prevent the devastating impacts of the Interstate Highways. I used this image to show how people were working to end the devastation of the highways.

“Missouri Claims the First Interstate Highway Project to Begin Construction.” *Federal Highway Administration*, 1956,
highways.dot.gov/public-roads/summer-1996/three-states-claim-first-interstate-highway.

This image displays Missouri's claim to the first Interstate Highway. I used this image to show the first steps in the interstate construction.

“National System of Interstate and Defense Highways.” *Library of Congress*, 1958,
www.loc.gov/item/2011593044/.

This image displays the whole Interstate Highway System stretching across the United States. I used this image to display the Interstate Highway System and show how vast it truly is.

“Now: Interstate 10.” *NBC News*, 2020
www.nbcnews.com/specials/america-highways-inequality/.

This image displays I-10 in New Orleans. I used this image to display the negative impacts of the Interstate Highway System on many marginalized communities.

“Rep. George H. Fallon.” *Federal Highway Administration*, 1954,
highways.dot.gov/public-roads/mayjune-2003/man-who-changed-america-part-ii.

This image displays Representative George Fallon. I used this image to display one of the main characters in the creation of the Interstate Highway System.

“Rep. T. Hale Boggs with President Eisenhower.” *Federal Highway Administration*, 1956,
highways.dot.gov/public-roads/mayjune-2003/man-who-changed-america-part-ii.

This image displays Representative Hale Boggs and President Eisenhower. I used this to display two of the main characters in the creation of the Interstate Highway System.

“Richard Weingroff.” *Federal Highway Administration*,
highways.dot.gov/highway-history/interstate-system/richard-f-weingroff-biography#:~:text=Born%20and%20raised%20in%20Baltimore,Texas%2C%20from%201968%20to%201972.

This image displays Richard Weingroff. I used this image as a way of displaying the person I interviewed.

“Road Construction Crew Building the Yolo Causeway.” *Ohio State University*, 1920, origins.osu.edu/article/how-public-and-private-enterprise-have-built-american-infrastructure?language_content_entity=en.

This image displays a 1920 road construction crew building the Yolo Causeway. I used this image to show how federal and state agencies were working to improve roads nationwide.

“Save the Panhandle Park Rally in Golden Gate Park.” *Metropolitan Transportation Commission*, 1961, mtc.ca.gov/sites/default/files/Future_Interstate_Study_SH-9-8-2017.pdf.

This image was taken of a protest on the highways in Golden Gate Park. I used this image to display how people were opposing the Interstate System.

“Segment of I-97.” *Federal Highway Administration*, 1990, www.fhwa.dot.gov/highwayhistory/resultsDisplayImg.cfm?img=md_41_I97_fhwa_1990_MD972.jpg&results=.

This image displays a segment of Interstate 97 running between Baltimore and Annapolis. I used this image to show how highways have evolved over the many decades of improvement.

“Stuck in the Mud.” *The Portal to Texas History*, 1900, texashistory.unt.edu/ark:/67531/metaph3445/.

This image displays an automobile of the early 20th century stuck in the mud due to the poor road conditions of the time. I used this image to show the inadequacy of the roads in the early 1900s.

“Suburban Growth around Interstates.” *Britannica*, 2007, www.britannica.com/topic/urban-sprawl.

This image displays suburban growth around an Interstate Highway in Las Vegas, Nevada. I used this image to show how the Interstate Highway System has impacted suburban growth nationwide.

“Then: “The Main Street of Black New Orleans.” *NBC News*, 1947,
www.nbcnews.com/specials/america-highways-inequality/.

This image displays the main street of a black community in New Orleans. I used this image to display the impacts of the Interstate Highway System on marginalized communities.

“This Is Where the Work Was” 1919 Transcontinental Motor Convoy.” *Eisenhower Presidential Library*, 1919,
www.eisenhowerlibrary.gov/research/online-documents/1919-transcontinental-motor-convoy.

This shows a military vehicle stuck in the mud. I used this image to display the challenges faced during the 1919 Transcontinental Motor Convoy.

“U.S. 40.” *Federal Highway Administration*, 1953,
highways.dot.gov/public-roads/januaryfebruary-2006/year-interstate.

This image displays U.S. 40 running through Baltimore. I used this image to display the roads in the 1950s and how they were improving.

“U.S. Interstate Highway System Mileage and Travel.” *National Transportation Research Group*, 2019,
tripnet.org/wp-content/uploads/2021/06/TRIP_Interstate_Report_June_2021.pdf.

This image displays that the Interstate System is 2.6% of lane mileage in America and holds 26% of all vehicle travel. I used this image to show how much we really use the highways.

“Unpaved Roads Were Common.” *Federal Highway Administration*, 1916,
highways.dot.gov/public-roads/summer-1996/federal-aid-road-act-1916-building-foundation.

This image displayed a 1916 automobile stuck in mud after a heavy rainfall. This image helped me to display the poor road conditions and its effect in the early 20th century.

“White House Conference on Highway Safety.” *Federal Highway Administration*, 1954,
www.fhwa.dot.gov/infrastructure/safe14.cfm.

This image displays President Eisenhower at the White House Conference on Highway Safety. I used this image to display how Eisenhower was advocating for his interstate idea.

“WPA Road Construction.” *Digital Library of Georgia*, 1933, georgiainfo.galileo.usg.edu/gastudiesimages/WPA%20Road%20Construction%202.htm. Accessed 2BC.

This image displays a WPA road construction crew in Macon, Georgia working to improve a roadway. I used this image to show how the Great Depression and the need for employment helped push toward the Interstate Highway System.

Interviews

Interview with General Bragdon on Study of the Road Program. 1960, highways.dot.gov/highway-history/interstate-system/interview-general-bragdon-study-road-program. Accessed 19 Jan. 2024.

This interview was about the planned report that would be filed to the President regarding the highway system and how to pay for it. This source is the transcript of the interview and is found in the Federal Highway Administration, a reliable and trustworthy government site. This source helped me to understand the planning and development that went into the highway creation and how work through various channels helped it to become how it is today.

Mgeni, Yusef . “Rondo Oral History Interview.” Gale Family Library, 21 Mar. 2003, <https://www.mnhs.org/search/collections/record/19c7b5e1-61f0-4e46-bd0b-1fea21e73921>. Accessed 13 May 2024.

This is the oral interview of a former citizen of the Rondo neighborhood who experienced first hand what the Interstate Highways could do to a neighborhood that it went through. This interview is from the Gale family library under the Minnesota Historical Society, a reliable and trustworthy organization. I used this Interview to understand how the Interstate Highway System has been a devastating turning point for thousands of marginalized communities.

Ted Holmes on Thomas MacDonald and Herbert Fairbank. 14 May 1971, highways.dot.gov/highway-history/history-fhwa/ted-holmes-thomas-macdonald-and-herbert-fairbank-0. Accessed 19 Jan. 2024.

This source was an interview with Tom Holmes, the Associate Administrator of Planning for the FHWA for 43 years after his joining in 1928. This source is the

interview of a knowledgeable member of the FHWA, who met and watched the works of Thomas MacDonald and Herbert Fairbanks. This source helped me to understand the relationship and work performed by MacDonald and Fairbanks to help develop the highway industry.

Weingroff, Richard. *Personal Interview with Richard Weingroff*. 20 Mar. 2024.

This interview was with Richard Weingroff, a member of the Federal Highway Administration, who is very knowledgeable about the Interstate Highway System. Richard Weingroff joined the Federal Highway Administration in 1973 and received firsthand the positive and negative impacts of the Interstate Highway System. Richard helped me to understand how the Interstate Highway System has helped shape our country and how life would not be the same without it.

Letters

Eisenhower, Dwight. "Message to the Congress Regarding Highways." *Eisenhowerlibrary.gov*, 22 Feb. 1955, www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/interstate-highway-system/1955-02-22-message-to-congress.pdf. Accessed 12 Jan. 2024.

This letter was written to Congress by President Eisenhower addressing the need for an improved interconnected highway system. This source was written by Dwight Eisenhower, the president of the time and critical in the creation of the Interstate Highway System. This source helped me to understand the work that was performed by President Eisenhower and how he worked to pass the Federal-Aid Highway Act of 1956.

Jones, Roger. "Letter from Roger Jones to President Eisenhower Concerning the Federal-Aid Highway Construction Program." *Archives.gov*, 28 June 1956, www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/interstate-highway-system/1956-06-28-jones-to-dde.pdf. Accessed 12 Jan. 2024.

This source was on the Federal-Aid Highway Act of 1956 concerning the construction funding of the new Interstate Highway System. This source was the written report sent to President Eisenhower by Roger Jones the Assistant Director for the Legislative Reference at the time. This source helped me to understand the Federal-Aid Highway Act of 1956 and what it did.

Memorandum, Phillip. "Memorandum, Phillip Hughes to President Eisenhower Regarding the Highway Act." *Eisenhowerlibrary.gov*, 17 Sept. 1959,

www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/interstate-highway-system/1959-09-17-hughes-to-dde.pdf. Accessed 16 Jan. 2024.

This source was on the Highway Act of 1959 and how it planned to help increase funding to better support the needs that were arising during the construction of the superhighways. This source is the original copy of the report sent to Congress by the Assistant Director of Legislative Reference regarding the 1959 Highway Act. This source helped me to understand how the Interstate Highway System was beginning to evolve and change as it grew into the massive transportation infrastructure it is today.

Merriam, Robert. "Letter from Robert Merriam to President Eisenhower Regarding the Highway Act." *Eisenhowerlibrary.gov*, 10 Apr. 1958, www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/interstate-highway-system/1958-04-10-merriam-to-dde.pdf.

This source was on the Federal-Aid Highway Act of 1958 and how it helped to improve the act passed in 1956, and how it helped to push forward the creation of the interstate and defense highways. This source was the original copy of the report sent to President Eisenhower on the Federal-Aid Highway Act of 1958. This source helped me understand how construction on the Interstate Highways began to evolve and grow as time passed from the First Federal Aid Act.

Truman, Harry. "Harry S. Truman on Good Roads." *Federal Highway Administration*, highways.dot.gov/highway-history/interstate-system/harry-s-truman-good-roads. Accessed 18 Jan. 2024.

This source was the letter written by Harry Truman to Senator Symington in hopes of convincing Congress to look into an improved highway system in the hopes of preventing the loss of millions of lives. I know this is a trustworthy source because it is the original letter transcript found in a reliable government source, the Federal Highway Administration. This source helped me to understand how many people saw a new highway program as a perfect way to help prevent the losses faced due to highway accidents and to help repair many of the damaged highways.

Weeks, Sinclair. "Letter from Sinclair Weeks to President Eisenhower Regarding Improvement of the Interstate Highway System." *Eisenhowerlibrary.gov*, 9 Aug. 2024, www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/interstate-highway-system/1956-08-09-weeks-to-dde.pdf. Accessed 12 Jan. 2024.

This source was the report sent by Sinclair Weeks to President Eisenhower on the progress of the Interstate Highways for the first year. This source was the written report created by Sinclair Weeks, the Secretary of Commerce for the U.S. Government at the time. This source helped me to understand the progress made on the construction of the interstates and how states and agencies were responding to the new act.

Reports

B. D. Tallamy. "B. D. Tallamy Reports on Highway Program during First Year." *Federal Highway Administration*, 5 Aug. 1957, highways.dot.gov/highway-history/interstate-system/b-d-tallamy-reports-highway-program-during-first-year. Accessed 5 Feb. 2024.

This source was on the progress made on the federal highways, as well as the setbacks and accomplishments that have been gained over the first year. This source contains the report given by Tallamy, an important character in the construction of the highways. This source helped me to understand the impact and accomplishments of the Interstate Highway System over the first year, as well as the setbacks and flaws in the planning.

E. R. Jackson. "Report on First Transcontinental Motor Convoy." *Eisenhowerlibrary.gov*, 31 Oct. 1919, www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/1919-convoy/report-jackson-to-moody.pdf. Accessed 10 Jan. 2024.

This source was a great report on the first transcontinental convoy and what was learned from its experience. This source is the original copy of the report of Lt. Jackson, a reliable source stating the goals and findings of the convoy. This source helped me to understand how the transcontinental convoy helped to shape the need for improved, interconnecting highways.

Eisenhower, Dwight. "Eisenhower's Army Convoy Notes." *Federal Highway Administration*, 3 Nov. 1919, highways.dot.gov/highway-history/interstate-system/eisenhowers-army-convoy-notes-11-3-1919-rock-island-arsenal. Accessed 12 Dec. 2023.

This source is the written report on the 1919 Transcontinental Motor Convoy by young Lieutenant Colonel Dwight Eisenhower. This source comes from the U.S. Department of Transportation Federal Highway Administration and credible and trustable site from the U.S. Department of Transportation. This source helped me to understand the experience of Eisenhower and how it changed his view on the condition of the American roads.

Federal Highway Administration. "Costs and Problems of Completing the Interstate Highway System." *Gao.gov*, 4 Sept. 1975, www.gao.gov/assets/red-76-19.pdf. Accessed 4 Jan. 2024.

This source was a report on the trouble and shortfalls faced physically and financially during the construction of the interstates. It is a copy of the original report sent to Congress in light of the problems faced in the creation of interstates. This source helped me to understand the problems and challenges faced while building the interstates and how they slowed down construction.

General Bragdon. "Bragdon-DDE Meeting." *Federal Highway Administration*, 30 Nov. 1959, highways.dot.gov/highway-history/interstate-system/bragdon-dde-meeting-nov-30-1959. Accessed 19 Jan. 2024.

This source was the report created by General Bragdon stating the necessary improvements and changes needed for the highway program to help achieve the standards of the day. General Bragdon is a key figure in the development of the Interstate Highway System and was key in the research performed to better provide for the highway construction. This source helped me to understand the necessary improvements needed to better comply with the highway standards and funding needs.

"Report of Meeting on April 6, 1960, Regarding the Interstate Highway Program." *Eisenhowerlibrary.gov*, 6 Apr. 1960, www.eisenhowerlibrary.gov/sites/default/files/research/online-documents/interstate-highway-system/1960-04-08-meeting.pdf. Accessed 16 Jan. 2024.

This source was the documented report on the meeting held in the president's office to discuss changes to interstate planning. This source is the original record of the 1960 meeting held in the president's office to discuss the Interstate Highway System. This source helped me to understand the growth and development of the interstate system as it was actively growing and evolving due to economic and social aspects.

Speeches

Byrd, Harry. *Statement by Hon. Harry F. Byrd, of Virginia, Relative to the Clay Commission Highway Report*.

This source was great as it was the speech given by Harry Byrd regarding the idea put forth by the Clay Committee on the Interstate Highway idea. This is the original reliable transcript of the speech, and it is found in the Federal Highway Administration, a reliable government site. This source helped me to understand the various opinions regarding the Interstate Highway idea and how some people opposed it.

Clay, Lucius. *Statement of General Lucius D. Clay Chairman, President's Advisory Committee on a National Highway Program.*

This source was the speech given by General Clay on the opinion work of the Clay committee and how they hoped to begin a federal program to help improve and expand the nation's highways. This source is the original copy of the report given by Mr. Clay to Congress in the hopes of swaying them to his cause. This source helped me to understand how the work of the clay committee was beginning to gain support to promote an improved, interconnected highway system.

Eisenhower, Dwight. *Statement Regarding the 1958 Federal Aid Highway Act.*

This source was the statements given by President Eisenhower upon the signing of the Federal-Aid Highway Act of 1958 and how he hoped it would transform the construction of Interstate Highways for years to come. This source is the original transcript found in the Eisenhower Presidential Library, a reliable government site on the life and work of Dwight Eisenhower. This source helped me to understand how Eisenhower was turning the tide in the construction of the interstates and how the construction of the interstates was changing the nation.

Eisenhower, Dwight. *Statement Regarding the 1959 Highway Act.*

This source was the statement made by President Dwight Eisenhower upon the signing of the Federal Highway Act of 1959. This source was the original transcript of the speech found in the Eisenhower presidential library, a reliable government site on the life of Eisenhower. This source helped me to understand how the Federal-Aid highway program was evolving and changing to help improve the construction of the highways as well as the highways themselves.

Nixon, Richard. *Address of Vice President Richard Nixon to the Governor's Conference.*

This speech was given by Vice President Nixon in the absence of President Eisenhower, to the state governors, to help promote the highway program. This is a credible source because it comes from the FHWA, a reliable government site

under the Department of Transportation, and is the original speech given by Vice President Nixon. This source helped me to understand how the highway program was being contested in the battle to improve the national highway system, for future benefit.

Videos

“1919 Transcontinental Motor Convoy.” National Archives, 2019, www.eisenhowerlibrary.gov/research/online-documents/1919-transcontinental-motor-convoy.

This video is a documentary created by the National Archives summarizing the events that took place during the 1919 Transcontinental Motor Convoy. I used this video to display what the 1919 Transcontinental Motor Convoy was, and how it was challenging.

“The Road to Prosperity.” Federal Highway Administration, 1961, highways.dot.gov/highway-history/interstate-system/50th-anniversary/50th-anniversary-interstate-highway-system-video.

This video was published by the U.S. Bureau of Public Roads in response to the protests against the Interstates. This video covers the various aspects of how the Interstate is important to America. I used this video to display how the Interstate Highways were transforming shipping and business in America.

Secondary Sources

“1909 Plan of Chicago.” *Chicago Architecture Center - CAC*, www.architecture.org/learn/resources/architecture-dictionary/entry/1909-plan-of-chicago/. Accessed 15 Dec. 2023.

This source gave me some great information on the Chicago plan and how it hoped to change the overall landscape of Chicago. I know that this is a credible and reliable source. It comes from the Chicago Architecture Center, a credible and trusted source whose goal is to educate students on the various architectural ideas in Chicago's history. This excellent source helped me to understand how ideas and changes were being made in the early 20th century and how they were affecting the construction and renovation of roads.

“1919 Transcontinental Motor Convoy | Eisenhower Presidential Library.” *Eisenhowerlibrary.gov*,

www.eisenhowerlibrary.gov/research/online-documents/1919-transcontinental-motor-convoy. Accessed 11 Dec. 2023.

This source gave me a great explanation of the conditions and expectations of the 1919 Transcontinental Motor Convoy, and it led me to many primary documents of the reports of the officers on the mission. I know this is a trustworthy source as it comes from the Eisenhower Library, a credible and accurate government site. This source helped me to understand the conditions, and experiences of the mission and everything that they went through during their long journey.

"Administrators | Federal Highway Administration." *Federal Highway Administration*, www.fhwa.dot.gov/administrators/tmacdonald.cfm. Accessed 19 Dec. 2023.

This source was a record of the profession and works of Thomas MacDonald, a stand-alone figure in the quest for a national system of superhighways. I know this is a trustworthy source because it is from the Federal Highway Administration, a government agency under the U.S. Department of Transportation. This source helped me to understand the accomplishments and works of Thomas MacDonald.

"Details Page - the Biographical Dictionary of Iowa - the University of Iowa Libraries." *Uipress.lib.uiowa.edu*, uipress.lib.uiowa.edu/bdi/DetailsPage.aspx?id=241. Accessed 19 Dec. 2023.

This source gave me a great insight into the life and the accomplishments of Thomas H. Macdonald, an outstanding figure in the creation of the national Interstate Highway System. I know this is a good and reliable source because it comes from the Iowa State University Biographical Dictionary, an organization with the core value of educating students on the legacies of the great people of Iowa's history. This source helped me understand his background, its effect on him, and how he influenced the creation of the National Interstate Highway System.

"Dixie Highway." *Gale Encyclopedia of U.S. Economic History*, edited by Thomas Riggs, 2nd ed, vol. 1, Gale, 2015, pp. 338-339. *Gale In Context: High School*, link.gale.com/apps/doc/CX3611000248/SUIC?u=mnsminitex&sid=bookmark-SUIC&xid=8c8a48c9. Accessed 18 Dec. 2023.

This source gave a great overview of the Dixie Highway, its construction, and its goal or purpose. I know this is a credible source because it comes from Gale in Context, a trustworthy and reliable database full of expert information on all areas of education. This source helped to educate me on the history of the Dixie

Highway, as well as the factors contributing to its construction as well as its original purpose.

Eldridge, Stephen. "Interstate Highway System | Highway System, United States | Britannica." *Britannica.com*,
www.britannica.com/topic/Interstate-Highway-System. Accessed 8 Jan. 2024.

This source was on the growth and development of the Interstate Highway System and how it came to be this massive system of highways today. This source comes from Britannica School, a reliable and trustworthy database for students of all ages. This source helped me to understand how the interstate system developed over time and how it's today one of the most influential federal projects in American history.

"Eyewitness." *Archives.gov*,
www.archives.gov/exhibits/eyewitness/html.php?section=24#:~:text=and%20mountain%20trails.-. Accessed 11 Dec. 2023.

This source gave me a great overview of the goals and experiences of the 1919 Transcontinental Motor Convoy. I know this is a trustworthy and reliable source because it comes from the national archives, a credible and truthful site from the U.S. government. This source helped me to understand what the purpose of the convoy was as well as its success in evaluating the condition and reliability of the roads for future use by the United States military.

Hawker, Emma. "Automotive History." *Bentley Historical Library*, 27 Feb. 2015,
bentley.umich.edu/wp-content/uploads/2014/09/Automotive_History_Subject_Guide.pdf. Accessed 12 Dec. 2023.

This source gave me a great insight into how the production of automobiles was beginning to rise to another level and how it was affecting the nation. I know it is a reliable source because it comes from the Bentley Historical Library, a foundation with a focus on providing the public with dependable, accessible sources. This source helped me to understand the effects and benefits of the automobile as it became easy and efficient to mass produce.

"History | FHWA." *Federal Highway Administration*,
highways.dot.gov/federal-lands/about/fhwa/history. Accessed 10 Jan. 2024.

This source was on the history of the Federal Highway Administration, and how it has developed to this day. I know this is a trustworthy source because it comes

from the FHWA, a reliable government source under the Department of Transportation. This source helped me to understand how various events and ideas have developed the Federal Highway System and how it has grown to this day.

“I-94 Harms Minneapolis and Saint Paul Communities – Twin Cities Boulevard.” *Twincitiesboulevard.org*, www.twincitiesboulevard.org/learn-more/i-94-harms-our-communities/.

This source was about the Rondo Neighborhood and the economic, financial, and health barriers faced by the region today due to I-94. This source was created by the Twin Cities Boulevard, a reliable institution of the state of Minnesota. This source helped me to understand the problems that the Rondo region faces today due to the physical barrier presented by I-94.

“Importance of Interstate Highways, Shipping and Trucking Highlighted by COVID-19 Crisis.” *Reason Foundation*, 13 Apr. 2020, reason.org/commentary/importance-of-interstate-highways-shipping-and-trucking-highlighted-by-covid-19-crisis/. Accessed 7 Jan. 2024.

This source gave me a great insight into the benefits that were displayed by the Interstate Highway System in a time of need in the COVID-19 pandemic. I know that this is a trustworthy source because it was written by Baruch Feigenbaum, a knowledgeable member of many transportation research committees, and is very acquainted with the fields of transportation. This source helped me to understand how the interstate system helped to deliver and distribute necessary goods needed to support Americans in the COVID-19 crisis.

“Interstate Highway System - Memories.” *Federal Highway Administration*, highways.dot.gov/highway-history/interstate-system/50th-anniversary/interstate-highway-system-memories. Accessed 7 Jan. 2024.

This source was a collection of some great stories from the early lives of members of the FHWA and some of the key moments in their lives on the interstates. I know this is a reliable source because they are the memoirs of many of the experiences held closely by some of the members of FHWA about how the interstate system changed their lives. This source helped me to understand how the Interstate Highway System was shaping and changing the lives of citizens all over the nation.

“Interstate Highway System | Eisenhower Presidential Library.” *Eisenhowerlibrary.gov*, 3 Jan. 2024,

www.eisenhowerlibrary.gov/research/online-documents/interstate-highway-system.

This gave me a great insight into the experiences of President Eisenhower in World War II, and how it affected his views on fast two-lane roads. I know it's a trustworthy source because it's from the Eisenhower Library, a credible and reliable government source. This site helped me to understand how Eisenhower's experiences in World War two encouraged him along his path to creating the interstates.

Karas, David. "Highway to Inequity: The Disparate Impact of the Interstate Highway System on Poor and Minority Communities in American Cities." *New Visions for Public Affairs*, vol. 7, 2015, www.ce.washington.edu/files/pdfs/about/Highway-to-inequity.pdf. Accessed 5 Jan. 2024.

This source gave me a great insight into the destruction caused by the interstate as it tore down communities, changing the lives of many forever. I know it's a trustworthy source because it was written by David Karas, a knowledgeable PhD student at the University of Delaware. This source helped me to understand the effects that the interstates had on the communities they tore through and how they devastated the citizens of that town.

Lacy, Lee. "Dwight D. Eisenhower and the Birth of the Interstate Highway System." *Army.mil*, 20 Feb. 2018, www.army.mil/article/198095/dwight_d_eisenhower_and_the_birth_of_the_interstate_highway_system. Accessed 4 Jan. 2024.

This source gave me some great information on the experiences and events that took place in the life of Dwight Eisenhower and how they set him on his path toward the Interstate Highway System. It was written by Lee Lacy, a graduate of the University of Arkansas with a master's degree from Webster University. This source helped me to understand how the experiences of Eisenhower affected his journey toward the interstate system.

Lacy, Robert. "Wheels of Change: The Automotive Industry's Sweeping Effects on the Fifth District." *Richmondfed.org*, 2003, www.richmondfed.org/publications/research/econ_focus/2003/winter/economic_history. Accessed 14 Dec. 2023.

This source is about how automobiles were beginning to change the lives and lifestyles of American citizens. This is a reliable source because it was created by Robert Lacy of knowledge and reliability and comes from a site that specializes in

the economic well-being of their communities. This source helped me to understand the effects and impacts of the automobile and how it was changing the perspectives of the people of the 1900s.

N.C. Government & Heritage Library. "The Automobile: Social Game Changer | NCpedia." *Ncpedia.org*, 26 May 2020, www.ncpedia.org/automobile-social-game-changer-k-8. Accessed 13 Dec. 2023.

This source was great in summarizing and explaining the effects of the increase in automobiles in the early 1900s and explaining the cause of the growth in the number of automobiles. This is a trustworthy and credible source because it comes from the North Carolina Government and Heritage Library, a trustworthy source of information and knowledge. This source helped me to understand the reasons and causes of the increase in automobiles, and its effect on the 1900s lifestyle.

"National Defense and Interstate Highway Act of 1956 - Federalism in America." *Encyclopedia.federalism.org*, encyclopedia.federalism.org/index.php/National_Defense_and_Interstate_Highway_Act_of_1956. Accessed 5 Jan. 2024.

This source gave me some great information on the economic impact of the national Interstate Highway System. I know it's a reliable source because it comes from the Center for the Study of Federalism, a site dedicated to the education of students on federal actions. This source helped me to understand the economic impact of the Interstate Highway System on small and large scales and how it affected people of all kinds.

Phelps, Hailey. "When Interstates Paved the Way." *Richmondfed.org*, Federal Reserve Bank of Richmond, 2021, www.richmondfed.org/publications/research/econ_focus/2021/q2-3/economic_history. Accessed 4 Jan. 2024.

This source helped me to understand how the Interstate Highway System helped to revolutionize the transportation of goods and how it radically changed the nation's economy. I know it's a reliable source because it was written by Hailey Phelps who graduated from the College of William and Mary with a bachelor's degree in economics and has written credible articles. This source helped me to understand how the Interstate Highway System affected the economy as it provided low-cost transportation of people and goods.

Pietrusza, David. "Henry Ford and Alfred P. Sloan: Industrialization and Competition." *Bill of Rights Institute*, 2023, billofrightsinstitute.org/essays/henry-ford-and-alfred-p-sloan-industrialization-and-competition. Accessed 14 Dec. 2023.

This source gave a great insight into how the world of automobiles was changing and improving in the 1900s. I know this is a trustworthy source because it's from the Bill of Rights Institute, a credible and reliable source whose main goal is to educate students on a better understanding of our history. This source helped me to understand how and why automobiles became cheaper and easier to use, while also explaining the goals and hopes of the main characters.

Preliminary Investigation (PI-0301) Impacts of Freeway Sitting on Communities of Color. California Department of Transportation, 2021.

This source gave me a great insight into how various Departments of Transportation are beginning to become involved in the attempt to support families affected by the interstate and prevent the destruction of homes for other freeway construction. I know this is a reliable source because it was created by the California Department of Transportation, the organization trying to right these wrongs. This source helped me to understand the effect of the interstates on various groups of people and how federal industries are trying to right their wrongs.

Reader, The MIT Press. "When Cities Treated Cars as Dangerous Intruders." *The MIT Press Reader*, 25 July 2022, thereader.mitpress.mit.edu/when-cities-treated-cars-as-dangerous-intruders/. Accessed 18 Dec. 2023.

This source as it gave me a great dive into the thoughts and ideas opposing automobiles in the 1920s. I know this is a credible source because it was written by a knowledgeable professor at the Department of Engineering and Society at the University of Virginia, and the author of a couple of books about automobiles. This article helped me to understand the groups and politics who opposed the growing number of automobiles and how they felt they were menaces that opposed the freedom of pedestrians.

Ricketts, Craig, and Angelica Capone. "From Sea to Shining Sea: The Lincoln Highway | Pennsylvania Center for the Book." *Pabook.libraries.psu.edu*, pabook.libraries.psu.edu/literary-cultural-heritage-map-pa/feature-articles/sea-shining-sea-lincoln-highway. Accessed 18 Dec. 2023.

This source gave me a great insight into the creation of the Lincoln Highway and its effect on the 1920s world. I know this is a trustworthy source because it comes from the Pennsylvania Center for the Book, an organization approved by the Library of Congress to educate the population on the history of our ancestors. This source helped me to understand how the creation of the Lincoln Highway brought up new ideas of a national Interstate Highway System and how the benefits were seen after its construction.

Stanford, Steven C. "Henry Ford - an Impact Felt." *Henry Ford Heritage Association*, 2014, hfha.org/the-ford-story/henry-ford-an-impact-felt/. Accessed 14 Dec. 2023.

This source was about how Henry Ford influenced and changed the world of automobiles. I know this is a trustworthy source because it comes from the Henry Ford Heritage Association, a credible organization. This source helped me to understand how automobiles were changing in the early 1900s and who was involved.

Stone, Lyman. "When Did Your State Adopt Its Gas Tax?" *Tax Foundation*, 16 July 2014, taxfoundation.org/data/all/state/when-did-your-state-adopt-its-gas-tax/. Accessed 2 Jan. 2024.

This source gave me an awesome insight into the gas tax that was taken up by the states in the early 20th century, as well as the reasons behind it. I know this is a reliable source because it was written by Lyman Stone, a knowledgeable writer of many credible works. This source helped me to understand how the government was beginning to be involved in the construction of highways across the nation.

"Thomas H. MacDonald on Toll Roads | FHWA." *Dot.gov*, 2023, highways.dot.gov/highway-history/history-fhwa/thomas-h-macdonald-toll-roads. Accessed 19 Dec. 2023.

This source was a record of the profession and works of Thomas MacDonald, a stand-alone figure in the quest for a national system of superhighways. I know this is a trustworthy source because it is from the Federal Highway Administration, a government agency under the U.S. Department of Transportation. This source helped me to understand the accomplishments and works of Thomas MacDonald.

Tucker, Neely. "America on the Road: The Family Vacation by Car | Library of Congress Blog." *Blogs.loc.gov*, 26 July 2021,

blogs.loc.gov/loc/2021/07/america-on-the-road-the-family-vacation-by-car/. Accessed 8 Jan. 2024.

This source gave me a great description of the way that the highways were coming in handy in the fact that they allow for an escape, a way out from the cramped city and escape to the great outdoors. This source was written by the knowledgeable Neely Tucker, the writer-editor in the Library of Congress Office of Communications. This source helped me to understand how the interstate system has been beneficial in the ability to provide an escape for those who need an escape in a time of stress or need.

United States Senate. "U.S. Senate: Congress Approves the Federal-Aid Highway Act." *Senate.gov*, 24 Jan. 2019, www.senate.gov/artandhistory/history/minute/Federal_Highway_Act.htm. Accessed 3 Jan. 2024.

This source outlined the signing and enacting of the Federal-Aid Highway Act of 1956. I know this is a reliable source because it is from the United States Senate, a government site that keeps track of many congressional actions. This source helped me to understand how the Federal-Aid Highway Act came to be and how it affected the Interstate Highway System.

Weingroff, Richard. "Along the Interstates: Seeing the Roadside - General Highway History - Highway History - Federal Highway Administration." *Federal Highway Administration*, www.fhwa.dot.gov/infrastructure/along.cfm. Accessed 8 Jan. 2024.

This source gave me a great insight into how the interstate has changed the lives of American citizens and how it's changed the art of the "road trip" in America. This source was created by Richard Weingroff, a knowledgeable figure on the Interstate Highway System and member of the Federal Highway Administration. This source helped me to understand how the interstate system was beginning to change the way that the Interstate Highway System was changing the way that people vacation.

Weingroff, Richard. "Busting the Trust | FHWA." *Federal Highway Administration*, highways.dot.gov/public-roads/julyaugust-2013/busting-trust. Accessed 18 Jan. 2024.

This source was on the controversy that followed the Federal-Aid Highway Act, and how these Interstate Highways uprooted and gutted many marginalized communities and neighborhoods. This source was written by Richard Weingroff, a credible and knowledgeable member of the Federal Highway Administration.

This source helped me to understand the negative impact the Highway System had on many low-income communities and how citizens responded in protest.

Weingroff, Richard. "Federal Aid Road Act of 1916: Building the Foundation | FHWA." *Federal Highway Administration*, highways.dot.gov/public-roads/summer-1996/federal-aid-road-act-1916-building-foundation. Accessed 21 Jan. 2024.

This source was great in helping me to identify the needs of the early highways in the 1900s as well as the first movements on the path to a solid highway program. This source was created by Richard Weingroff, a knowledgeable, reliable source that experienced first hand the positive and negative impacts of the Interstate Highway System. This source helped me to understand how the roads of the early 20th century suffered and how early visionaries helped to establish the first Federal Highway Program.

Weingroff, Richard. "From 1916 to 1939: The Federal-State Partnership at Work | FHWA." *Federal Highway Administration*, highways.dot.gov/public-roads/summer-1996/1916-1939-federal-state-partnership-work. Accessed 11 Jan. 2024.

This article was on the development of roads from 1916 to 1939 and how federal industries were working to improve highways across America. This source was written by Richard Weingroff, a member of the Federal Highway Administration and knowledgeable figure on the history of the Interstate Highway System. This source helped me to understand how highways were being developed and improved due to national efforts to improve highways across America.

Weingroff, Richard. "The Lincoln Highway | FHWA." *Dot.gov*, 2023, highways.dot.gov/highway-history/general-highway-history/lincoln-highway. Accessed 18 Dec. 2023.

This source gave me some excellent information on the establishment and creation of the Lincoln Highway, a transcontinental highway from New York to San Francisco. I know this as a trustworthy source because it was created by Richard Weingroff, a member of the Federal Highway Administration, he also experienced first hand how the Interstate Highway System has changed America. This source helped me to understand how the idea of a national Interstate Highway was developing in the 1920s.

Weingroff, Richard. "The Man Who Changed America, Part I | FHWA." *Highways.dot.gov*,

highways.dot.gov/public-roads/marchapril-2003/man-who-changed-america-part-i. Accessed 17 Jan. 2024.

This source took me on a great journey through the life of the interstate and how it originated through federal involvement. This source was created by Richard Weingroff, a trustworthy member of the Federal Highway Administration, and is quite knowledgeable on the history of the Interstate Highway System. This source helped me to understand how the interstate grew and developed through many challenges and setbacks.

Weingroff, Richard. "The Man Who Changed America, Part II | FHWA." *Highways.dot.gov*, highways.dot.gov/public-roads/mayjune-2003/man-who-changed-america-part-ii. Accessed 17 Jan. 2024.

This source was the ending of "The Man Who Changed America", and it described the work performed by Congress to respond to the need for an Interstate Highway System. This source was written by Richard Weingroff, a knowledgeable figure on Interstate Highways and a member of the Federal Highway Administration. This source helped me to understand how the Federal-Aid Highway Act came to be through the work of many federal figures.

Weingroff, Richard. "The Year of the Interstate | FHWA." *Dot.gov*, 2023, highways.dot.gov/public-roads/januaryfebruary-2006/year-interstate. Accessed 8 Jan. 2024.

This source is a great article recognizing the Interstate Highway System and everything that has been done for us over the time of its existence. This source was created by Richard Weingroff, a knowledgeable source who experienced firsthand the impacts of the Interstate Highway System. This source helped me to understand the historical significance of the interstate and how the work of thousands helped to change the face of the nation for years to come.