

A vision for India

We all wonder and admire the Interstate Highway network in the US and Canada. The current US Interstate is the outcome of the relentless efforts of President Eisenhower. On June 29, 1956, President Eisenhower signed the Federal Aid-Highway Act of 1956, which authorized the interstate highway system (later formally named the Dwight D. Eisenhower System of Interstate and Defense Highways). The Act authorized 41,000 miles of high quality highways that were to tie the nation together, at a cost of \$27 Billion. Later, congressional action increased the length to 42,500 miles (68,000 KM) and required super-highway standards for all interstate highways.

The system was to be completed by 1975. It was conceived as a "pay as you go" system that would rely primarily on federally imposed user fees on motor fuels. By 1980, 40,000 miles were complete. While some segments remain to be completed, more than 42,700 miles of interstate highways are now opened to traffic. It is estimated that the total construction cost of the interstate highway system, through 1995, is \$329 billion in 1996 dollars (\$58.5 billion in 1957 dollars).

There have been tremendous changes in America since authorization of the interstate highway system in 1956. Employment has increased by more than 100 percent. The percentage of the nation's population that is employed has increased by nearly one-third in 40 years, reflecting a far higher rate of female participation in the work force. Household size has declined significantly. These factors combined to increase travel demand at a far greater rate than had been expected. And much of this increased travel has been on the interstate highway system.

The interstate highway system is the "work horse" of the nation's highway system. Representing just over one percent of the nation's highway system mileage, the interstate highway system carries nearly one quarter (23 percent) of all roadway traffic, --- more than 20 times its one percent share measured in mileage.

The interstate highway system is by far the safest component of the nation's highway system, and its use has reduced traffic accidents, saved lives, and reduced injuries. The fatality rate for interstate highways is nearly 60 percent lower that of the rest of the system.

Time and again we wish India have a good Interstate network. It is time we write and propose a good Interstate Highway network for India so that if it is planned and worked by the administrators in India now, in about 20 years, India will have the foundation for great progress and prosperity.

Proposal for India's development

The highways may be named as NS1, NS2, NS3, etc that goes North-South, BR1, BR2, BR3 that goes on the border and EW1, EW2, EW3, etc that goes East-West.

Along the Highway there can be high-speed railway track (Super speed magnetic trains)

Under ground there can be a Waterway (Using huge metal pipes) that connects the major rivers including Ganges, Indus and Brahmaputra with proper flow control.

Under ground there can be a tunnel that can be used for high speed rocket propelled transportation for the future.

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