

Sault Ste Marie



Detroit
Toledo

Dayton

Cincinnati

Lexington

Knoxville

Chattanooga



Marietta

Atlanta

Macon

Valdosta

Ocala



Tampa

To: Bill
Kinney,
Thank you so much
for all your help! I'll never forget
it!
Love,
Tina
Dearmore.



BALLAD OF I-75



COMMITTEE FOR INTERSTATE 75

George Busbee
Governor

Harold S. Willingham
Chairman

Thomas D. Moreland
Director, D. O. T.

Tom Mitchell
Herschel Bryant
Ernest W. Barrett
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Sims Garrett, Jr.

C. W. Matthews
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Kenneth Boring
Walter Kelly, Jr.
Jack Crowder
Jim Miller
Phil Sanders

PRESENTS

A Great Day in the Transportation History of our Nation and the World

December 21, 1977

Thank you so much for a
nice time!
I was Peter Mayor
Sault Ste Marie,
Michigan 49783
"Come & see us, too!"

THE LAST SEGMENT NORTH COBB COUNTY, GEORGIA



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1. Looking east down Chastain Road from Interchange Bridge. 2. Road south from Chastain Road Interchange Bridge. Kennesaw Mountain in right background. 3, 4. Looking northwest from Wade Green Interchange over Hickory Grove Road Bridge. Rest Area for northbound lanes to be located immediately south of Hickory Grove Road Bridge. 5. Scenic Creek exits median strip under northbound lane as seen from County Line Bridge. 6. Chairman Willingham on Hickory Grove Road Bridge with County Line Bridge, Cherokee and Bartow Counties in background. 7. Looking south at Chastain Road Interchange, site of ribbon cutting. 8. Chairman Willingham and Program Publisher Barney Barnett look over ribbon cutting site adjacent to Northeast-Interchange Ramp, Chastain Road.



INTERSTATE 75

Did any of us ever dream that we would in our lifetime be able to drive some 1,500 miles from Canada to the Gulf of Mexico on a multi-lane highway without a single traffic light or a stop sign? Well, as of today we can, and another miracle in the transportation history of the World has come to pass.

Shortly following the aftermath of World War II a Federal Interstate Highway System was conceived by far-sighted and talented engineers in the Highway and Transportation Departments of our Federal Government. Following through, enabling legislation and funding was provided by Congress.

So in the early fifties the Interstate Highway System came into being and the first dirt was moved. Thus began the greatest era of road construction in the history of the World.

Now today, some twenty-five years and three billion odd dollars later we stand astride the longest continuous and grandest super highway in the World, some 1,575 miles from the Canadian Border at Sault Ste. Marie in Northern Michigan to Tampa Bay on the Gulf of Mexico in Florida. Already an extension has been approved to extend Interstate 75 further down the west coast of Florida to Naples then across Alligator Alley to Ft. Lauderdale and Miami.

The official figures furnished by the Federal Department of Transportation show the mileage and cost (with the Florida addition) by States as follows:

<u>State</u>	<u>Mileage</u>	<u>Cost</u>
Florida	429.19	\$ 811,280,000
Georgia	355.00	566,524,000
Tennessee	141.80	259,292,000
Kentucky	184.70	331,927,000
Ohio	211.53	561,531,000
Michigan	393.62	915,589,000
TOTALS	<u>1,715.84</u>	<u>\$ 3,446,143,000</u>

These costs will average around two million dollars a mile, which may at first impression seem a lot. However, when you consider that our neighboring city of Atlanta in building its MARTA System plans to construct only thirteen miles of rapid transit at a cost of one billion dollars, which figures about seventy-seven million dollars a mile, Interstate construction is indeed a great bargain.

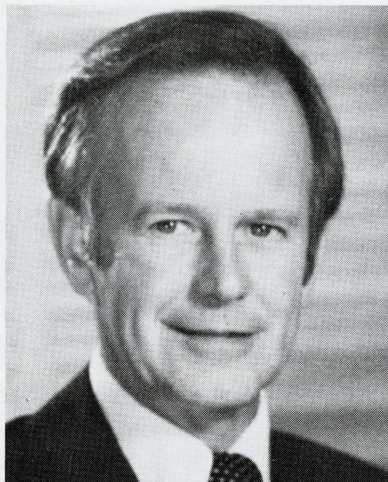
Besides the comforts and rapidity of travel on the Interstate there are many other significant advantages and benefits. It is estimated that on Interstate 75 alone over one thousand lives will be saved each year and many thousands of accidents and crippling injuries will be avoided. There will be a fantastic saving of energy in our energy-short nation, viz., driving at constant interstate speeds with no stop and go, versus the stop and go varying speed driving that was imperative on our old highways.

Now that the whole Interstate System is approaching completion throughout the nation we request that immediate and drastic steps be taken to provide for the better utilization of these great super highways. A six lane highway is of little benefit if you have three car "creeps" abreast on both sides of the median going about twenty miles an hour. All slow traffic should be required to use the right lane, and laws, regulations and enforcement should be so directed.

THE LATA BOULEVARD
NORTH COBB COUNTY, GEORGIA



Honorable George Busbee
Governor of the State of Georgia



Honorable Brock Adams
Secretary of Transportation



Honorable William M. Cox
Federal Highway Administrator



Honorable Harold S. Willingham
Chairman Committee for Interstate 75



Honorable Thomas D. Moreland
Director, State Department of
Transportation



Honorable Herman E. Talmadge
United States Senator



Honorable Sam Nunn
United States Senator



Schedule of Events

11:00 A.M.

December 21, 1977
Ribbon Cutting and Barricade Breaking
— Chastain Road Interchange five miles north of Marietta

Civic Center

12:00 NOON

Refreshments and Entertainment

1:00 P.M.

Formal Program

Honorable Harold S. Willingham
Chairman Committee for Interstate 75

Honorable George Busbee
Governor of the State of Georgia

Honorable Bert Lance
Former Director State DOT and
Former Director Federal OMB

Honorable Thomas D. Moreland
Director, State Department of Transportation

Honorable William M. Cox
Federal Highway Administrator

Honorable Brock Adams
Secretary of Transportation

Honorable Wayne H. Smithey
Vice President, Ford Motor Company

Honorable Herman E. Talmadge
United States Senator

Honorable Sam Nunn
United States Senator

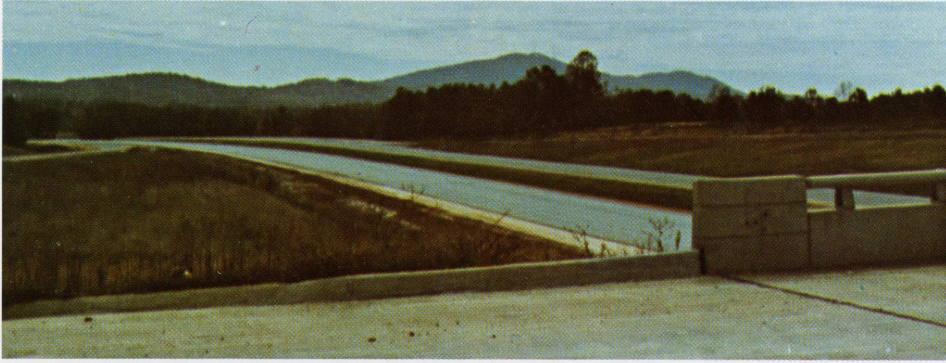
Introduction of Distinguished Guests and
Out of State Delegations

Ballad of I-75
An original Composition

2:00 P.M.

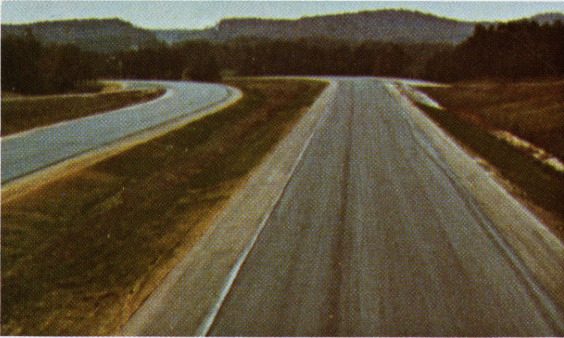
Old Fashioned Hickory Smoked Barbecue

THE LAST SEGMENT NORTH COBB COUNTY, GEORGIA



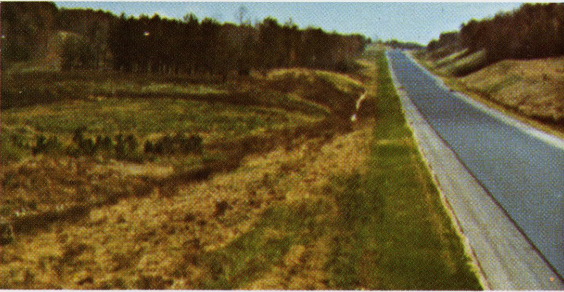
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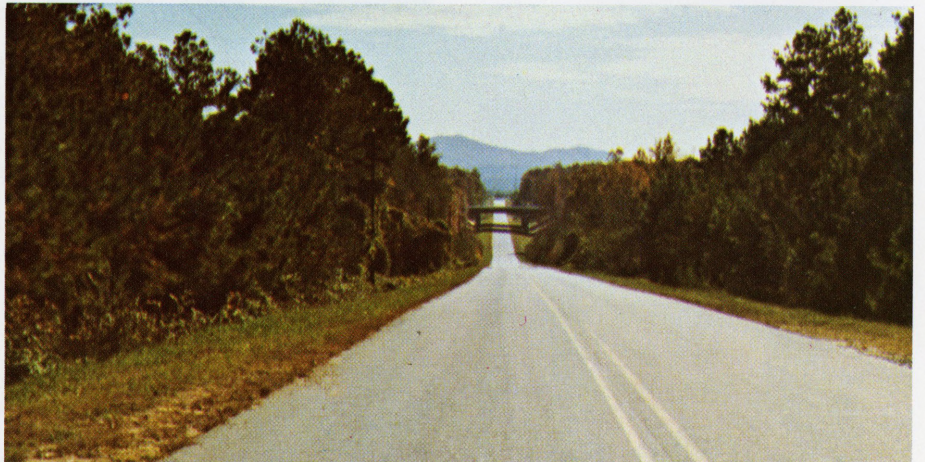
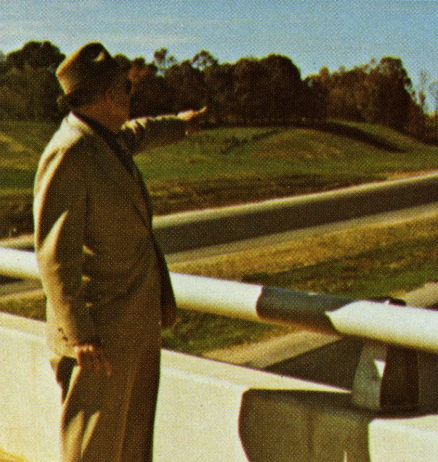


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1. Road south from Chastain Road Interchange Bridge. Kennesaw Mountain in right background. 2. Program Photographer L. K. Lang on Hickory Grove Road Bridge with County Line Bridge, Cherokee and Bartow Counties in background. 3. Looking south from Chastain Road Interchange Bridge. 4. Looking down median strip as Interstate 75 enters Cobb County from the north. 5. Looking northwest from Wade Green Interchange over Hickory Grove Road Bridge. Rest Area for northbound lanes to be located immediately south of Hickory Grove Road Bridge. 6. Chairman Willingham points to Wade Green Road Interchange from Shiloh Road Bridge. 7. Interstate zooms over Steve Frey Road on six lane concrete steel bridge. Kennesaw Mountain in background and Kennesaw College in the trees right background.



WHY TODAY'S CELEBRATION

The events of today were originally conceived by the Business and Public Affairs Committee of the Kiwanis Club of the City of Marietta. Subsequently, the Cobb County Chamber of Commerce along with the financial institutions, prominent businesses and citizens of our community joined hands to bring this day of days to fruition. The sum of \$12,500.00 was raised to defray the expenses of the occasion.

FIVE STAR DONORS

Lockheed-Georgia Company
Post Properties
First Bank & Trust Co.
First National Bank of Cobb County
C. W. Matthews Contracting Co., Inc.
Dalton Rock Products Company
Shepherd Construction Co., Inc.
Welker and Associates, Inc.
Southland Beverage Company

Kiwanis Club of Marietta
Cobb County Development Authority
Commercial Bank of Cobb County
Georgia State Bank
Georgia Federal Savings and Loan
Fulton Federal Savings and Loan
Citizens and Southern National Bank
Kelly Chrysler-Plymouth, Inc.
Harold S. Willingham

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Atlanta Gas Light Company
Cobb Bank & Trust Co.
Northside Realty Associates, Inc.
Jack E. Crowder
Charles C. Wilson, Inc.
Unique Knitting Company
Robert D. Spratlin
Joe Frank Harris
Southern Bell Telephone

United Federal Savings and Loan
Marietta Federal Savings and Loan
Trust Company Bank of Cobb County
J. F. Shaw Insurance Agency
North X Northwest, Inc.
T. W. Lord, Jr., Insurance Agency
Strother Ford
Cartersville Federal Savings and Loan
Pugmire Lincoln-Mercury

The committee wants to extend its appreciation as well as that of the Community and Nation generally to the foregoing for making possible this commemoration and celebration of our Great Day in the Transportation History of the Nation - and yes, the World.

THE LAST SEGMENT
NORTH COAST COUNTY, GEORGIA
A PART OF THE STATE

ROUTE OF INTERSTATE 75 SAULT SAINTE MARIE – TAMPA

MILEAGE CHART – PRINCIPAL CITIES

FROM	TO	MILEAGE
Sault Sainte Marie	Mackinaw City	56
Mackinaw City	Bay City	183
Bay City	Flint	52
Flint	Detroit	65
Detroit	Toledo	59
Toledo	Cincinnati	201
Cincinnati	Lexington	82
Lexington	Knoxville	173
Knoxville	Chattanooga	109
Chattanooga	MARIETTA	100
MARIETTA	Atlanta	19
Atlanta	Macon	84
Macon	Tifton	107
Tifton	Lake City	107
Lake City	Ocala	84
Ocala	Tampa	<u>94</u>
	TOTAL	<u>1575</u>

all the way.....





75 Sault Sainte Marie

Mackinaw City

75 Bay City

Flint

Detroit

Toledo

Cincinnati

Lexington

Knoxville

Chattanooga

Marietta

Atlanta

75 Macon

Tifton

75 Lake City

Ocala

Tampa

ST PETERSBURG

CENTRAL TIME ZONE EASTERN TIME ZONE



THE FIRST INTERSTATE HIGHWAY
COMPLETED TRANS UNITED STATES
-THAT IS FROM COAST TO COAST,
BORDER TO BORDER, OR BORDER
TO GULF