During the decade of the 1960s, when Interstate Highway 80 was being built across the Allegheny Mountains near my hometown of Clarion, Pennsylvania, my father, Paul Corbett, and I began to follow the progress of the road. Many evenings and Sunday afternoons we drove to construction sites to examine the headway made clearing rights-of-way, grading and paving roadbeds, and erecting bridges. On one occasion we were probably in the first private vehicle to travel a section of the superhighway as Dad maneuvered our 1952 Ford around barricades to ride along a graded but unpaved segment of roadway. Also, during those years my parents regularly took our family on summer vacations. We always traveled to our destination by automobile, and in some cases we went to several places during the course of a trip. In so doing we rode on countless miles of state roads, city streets, and multilane superhighways. As a result of these experiences, there developed for me a curiosity, even a fascination, with the location, construction, and maintenance of highways. Later, during the summer of 1970, this preoccupation was enhanced when I served a brief period as a laborer with the Pennsylvania Department of Highways. As course work for the degree of Doctor of Philosophy in history at Oklahoma State University neared completion and it became necessary to select a dissertation topic, I realized the opportunity was at hand to satisfy my curiosity about the location, construction, and maintenance of highways. Because of my interest in Oklahoma history, I restricted the scope of the project to the state of Oklahoma. The purpose of this dissertation is to provide a historical analysis and narrative of the development of a modern system of highways in Oklahoma. During a period of almost 300 years the major means of overland transportation evolved from a network of Indian trails traversed by native Americans afoot or on horseback to a grid of modern roadways annually conveying millions of motorists to their intrastate and interstate destinations. Factors of national, regional, and local significance interacted to bring about this dynamic process of change and progress.
second longest network of National highways, expressways and state highways system in the world. The national highways network of India provide roadways to connect various cities and important destinations. National Highway 7 and Agra Lucknow Expressway are the two longest road in India. Other terms used for expressway are motorway, speedway and Freeway. Highway. The National Highways of India with two, four and or more lanes are built by charcoal but there are few built with cement concrete. List of National Highways: 397 Total Length: 100,087.00 km Maximum Speed: 65 km/h Longest National Highway: National Highway 7, 770 km Highway Projects: Golden Quadrilateral and NSEW Corridor. Expressway.