

Numbers Freeway

The original plans for the freeway were presented by the Oregon State Highway Department as part of a 1955 report that proposed 14 new highways in the Portland metropolitan area. The freeway proposal was part of urban planner Robert Moses’s original postwar infrastructure plan for Portland. A lack of foresight resulted in several communities experiencing sharp increases in property taxes such as in West Milwaukee, or the complete destruction of vibrant, African-American neighborhoods such as Bronzeville. After a decade of aggressive highway building in the 1960s, support for freeway construction began to wane as neighborhoods started to oppose construction. With the election of John Norquist as mayor in 1988, Milwaukee began to undo some of the damage of its highway construction. The dismantling of the Park East Freeway north of downtown led to a housing and entertainment construction boom and is the location of Fiserv Forum. The proposed route was to run parallel to the existing alignment of US 26 on Powell Boulevard, and would have required the destruction of 1,750 long-standing Portland homes and one percent of the Portland housing stock. Plans for the freeway triggered a revolt in Portland in the late 1960s and early 1970s, leading to its eventual cancellation. Plans for other proposed freeways in Portland were also scrapped, including Interstate 505. Funds for the project (and other canceled freeways) were spent on other transportation projects, including the first section of the MAX Light Rail...

Ventura Freeway Route 101. The Ventura Freeway's eastern segment from its intersection with the Hollywood Freeway in the southeastern San Fernando Valley (the Hollywood Split) to its terminus at the Foothill Freeway (Interstate 210) in Pasadena is signed as State Route 134 (SR 134). In addition, the segments from the Santa Barbara County line to Sea Cliff, and from Solimar Beach to Oxnard, are concurrent with State Route 1 (SR 1), although no signs mention SR 1 there. The Ventura Freeway is one of the principal freeways in Southern California, United States, connecting Ventura County and the southern San Fernando Valley The Ventura Freeway is one of the principal freeways in Southern California, United States, connecting Ventura County and the southern San Fernando Valley in Los Angeles County. While it runs through an east-west corridor from the Santa Barbara-Ventura county line to the City of Pasadena, most of it is signed as part of the north-south U. S

== Route description ==

Central Freeway The freeway once extended north to Turk Street, and initially formed part of a loop around downtown (along with the Embarcadero Freeway), but was damaged along with the Embarcadero in the 1989 Loma Prieta earthquake; both highways have since been replaced with the surface-level Octavia Boulevard (north of Market Street) and Embarcadero, respectively. 5 km) elevated freeway in San Francisco, California, United States, connecting the Bayshore/James Lick Freeway (US 101 and I-80) with the Hayes Valley neighborhood. 5 km) elevated freeway in San Francisco, California, United States, connecting the Bayshore/James Lick Freeway (US The Central Freeway is a roughly one-mile (1. Most of the freeway is part of US 101, which exits at Mission Street on the way to the Golden Gate Bridge. Central Freeway is a roughly one-mile (1

The highway has 58 interchanges, 15 junctions, 7 service areas and 3 rest areas en route. Aside from the 58 public interchanges, there are also some interchanges reserved for governmental usage.

Mount Hood Freeway The Mount Hood Freeway is a partially constructed but never to be completed freeway alignment of U. Route 26 and Interstate 80N (now Interstate 84), which would have run through southeast Portland, Oregon. Related projects would have continued the route through the neighboring suburb of Gresham, out to the city of Sandy. S. Route 26 and Interstate 80N (now Interstate 84), The Mount Hood Freeway is a partially constructed but never to be completed freeway alignment of U. S

The Ventura Freeway runs from the Santa Barbara-Ventura... The US 101 segment was built in the late 1950s and opened on April 5, 1960. The SR 134 segment was built by 1971. Before the construction of the new alignment in 1971, most of the portion was known as the Colorado Freeway after nearby Colorado Boulevard, a historic thoroughfare in Pasadena and northeastern Los Angeles.

Hollywood Freeway Route 101. From its southern end at the Four Level Interchange to its intersection with the Ventura Freeway in the southeastern San Fernando Valley (the Hollywood Split), it is signed as part of U. It is then signed as State Route 170 (SR 170) north to its terminus at the Golden State Freeway (Interstate 5). It is the second oldest freeway in Los Angeles (after the Arroyo Seco Parkway). The Hollywood Freeway is one of the principal freeways of Los Angeles, California (the boundaries of which it does not leave) and one of the busiest in The Hollywood Freeway is one of the principal freeways of Los Angeles, California (the boundaries of which it does not leave) and one of the busiest in the United States. It is considered one of the most important freeways in the history of Los Angeles and instrumental in the development of the San Fernando Valley. S. It is the principal route through the Cahuenga Pass, the primary shortcut between the Los Angeles Basin and the San Fernando Valley

Princes Freeway The freeway bears the designation M1. Dandenong and Berwick. It continues beyond these extremities as the Princes Highway towards Adelaide to the west and Sydney to the northeast. The freeway links Melbourne to Geelong in the west, and to Morwell in the east. The entire freeway is one of the busiest sections of rural highway in Victoria, used by large numbers of freight and commercial vehicles Princes Freeway is a 159-kilometre (99 mi) Australian freeway, divided into two sections, both located in Victoria, Australia

Southern California freeways The Master Plan of Metropolitan Los Angeles Freeways A vast network of interconnected freeways in the megaregion of Southern California serves a population of over 23 million people. freeways in the megaregion of Southern California serves a population of over 23 million people. The plan hit opposition and funding limitations in the 1970s, and by 2004, only some 61% of the original planned network had been completed. The Master Plan of Metropolitan Los Angeles Freeways was adopted by the Regional Planning Commission in 1947 and construction began in the early 1950s

== Route ==

Exit numbers in the United States Exit numbers typically reset at political borders such as state lines. Exit numbers generally are found Exit numbers in the United States are assigned to freeway junctions, and are usually numbered as exits from freeways. Exit numbers generally are found above the destinations and route number(s) at the exit, as well as a sign in the gore. Some major streets also use exit numbers. Freeway exits in the United States are usually numbered in two formats: distance-based and sequential. Exit numbers in the United States are assigned to freeway junctions, and are usually numbered as exits from freeways

== History == History ==

Freeways in Australia Other freeways (no route number) Adelaide Avenue == Australian Capital Territory ==. currently underway to extend the Freeway section of the Highway to Johnson Drive in the South of Canberra

Freeways of Milwaukee In Milwaukee, freeways were constructed in response to an increase in automobile ownership in the late 1940s. Road plans were drawn up in the 1950s through In Milwaukee, freeways were constructed in response to an increase in automobile ownership in the late 1940s. Road plans were drawn up in the 1950s through the 1970s and several freeways were built

The Central Freeway begins at a directional "Y" interchange at the west end of Interstate 80 in the South of Market neighborhood, and travels west above Division Street and 13th Street. This interchange also includes access between the Bayshore Freeway, which carries US 101 to the south, and the one-way pair of 9th and 10th Streets. As it approaches the end, US 101 exits

onto Mission Street to access Van Ness Avenue, which it follows north to Lombard Street and the Golden Gate Bridge. The remainder of... e4a81997c3 == Route description == e4a81997c3 The western section linking Geelong and Melbourne is an important commuter, freight and tourism route between the two cities; the eastern section links Melbourne with the Latrobe Valley and major business suburbs, namely Dandenong and Berwick. The entire freeway is one of the busiest sections of rural highway in Victoria, used by large numbers of freight and commercial vehicles and provides access to tourist attractions in central and east Gippsland. It supports Victoria's rural industries and tourism. e4a81997c3 == Interstate Highways == e4a81997c3 == Canberra region == e4a81997c3 After World War II, the population of Milwaukee grew dramatically. While the overall population of Milwaukee grew 8.5% during the 1940s, the population of African-Americans grew 146.8%, an increase of nearly 13,000 residents. With the influx of new residents, it became clear that the city's aging road network was not sufficient to... e4a81997c3

National Freeway 3 By this principle, national freeway 3 is coded Freeway No. 1 mi). Freeways in Taiwan are officially coded "Freeways" with their respective numbers. It is the second north-south freeway in Taiwan, beginning in Keelung City at Jijin Interchange on the provincial highway 2 (Jijin Road) and ending in Linbian, Pingtung on the provincial highway 17. 3 (国道3) National Freeway 3 (Chinese: 国道3; pinyin: Guódào sān hào), also known as Formosa Freeway (Chinese: 福尔摩沙高速公路; pinyin: Fúěrmóshā gāosù gōnglù), is a freeway in Taiwan. (国道). The freeway also has a spur route, Freeway 3A. It is the longest freeway in Taiwan with a total length of 431.5 km (268 e4a81997c3

== Route Description == e4a81997c3 This freeway mostly serves as a bypass to major cities in Western Taiwan, traveling through suburban and rural areas. However, Freeway 3 is also the primary freeway in the counties of Nantou and Pingtung, as well as the first ever being built in these counties. Various expressways and east-west freeways link Freeway 3 with urban areas typically served by Freeway 1. The purposes of this freeway are to increase economic development in rural areas and to relieve congestion along Freeway 1... e4a81997c3 The western section (also known as Princes Freeway West or Geelong Road) starts at Corio, in the northern suburbs of Geelong and heads north-east as a six-lane dual-carriageway freeway, widening to eight lanes east of Werribee, and ends at the West Gate Interchange in Laverton, where the Western Ring Road and the old... e4a81997c3 == Route description == e4a81997c3

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