

11-1-1963

State of Maine Interstate 95 : Newport to Bangor, 1963

Maine State Highway Commssion

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STATE OF MAINE

INTERSTATE 95

NEWPORT TO BANGOR

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Issued By
MAINE STATE HIGHWAY COMMISSION
in observance of the opening of
INTERSTATE HIGHWAY 95
between
NEWPORT and BANGOR
November 1, 1963





John H. Reed

The Governor of the State of Maine

Executive Council

Lester M. Hobbs, Chairman

Robert E. Moore
John L. Baxter, Jr.
Clarence W. Parker

T. Tarpy Schulten
Nelson C. Hancock
Donald W. Small

Maine Congressional Delegation



Margaret Chase Smith
Senator



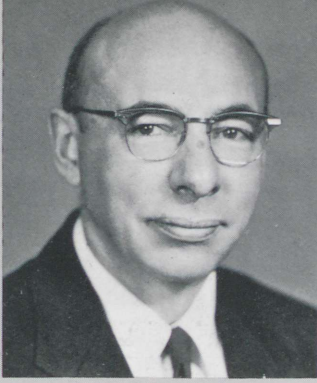
Clifford G. McIntire
Congressman



Stanley R. Tupper
Congressman



Edmund S. Muskie
Senator



David H. Stevens
Chairman

State Highway Commission



Perry S. Furbush
Member



Carl M. Stilphen
Member

Harold B. Emery, Member 1951-58
Clarence S. Crosby, Member 1954-58
R. Leon Williams, Member 1958-63

Vaughan M. Daggett, Chief Engineer



John A. Swanson
Regional Engineer



Rex M. Whitton
Federal Highway
Administrator

Bureau of Public Roads



Robert D. Hunter
Division Engineer

Dedication Ceremonies

November 1, 1963

Newport

10:30 A.M.

At the Route 100 interchange, northbound lanes

Newport High School Band Directed by Gerald Brown
Master of Ceremonies David H. Stevens, Chairman, M.S.H.C.
Invocation The Rev. Frederick W. Whittaker, President, Bangor Theological Seminary
Dedicatory Remarks and Ribbon Cutting John H. Reed, Governor of Maine

Motorcade drives over Interstate Highway to Bangor

Bangor

11:30 A.M.

At the U. S. Route 2 - Industrial Spur interchange, southbound lanes

Bangor High School Band Directed by Manning Atherton
Master of Ceremonies David H. Stevens, Chairman, M.S.H.C.
Invocation The Rt. Rev. Monsgr. Edward Ward, St. Mary's Catholic Church
Dedicatory Remarks John H. Reed, Governor of Maine
Ribbon Cutting Rex. M. Whitton, Federal Highway Administrator

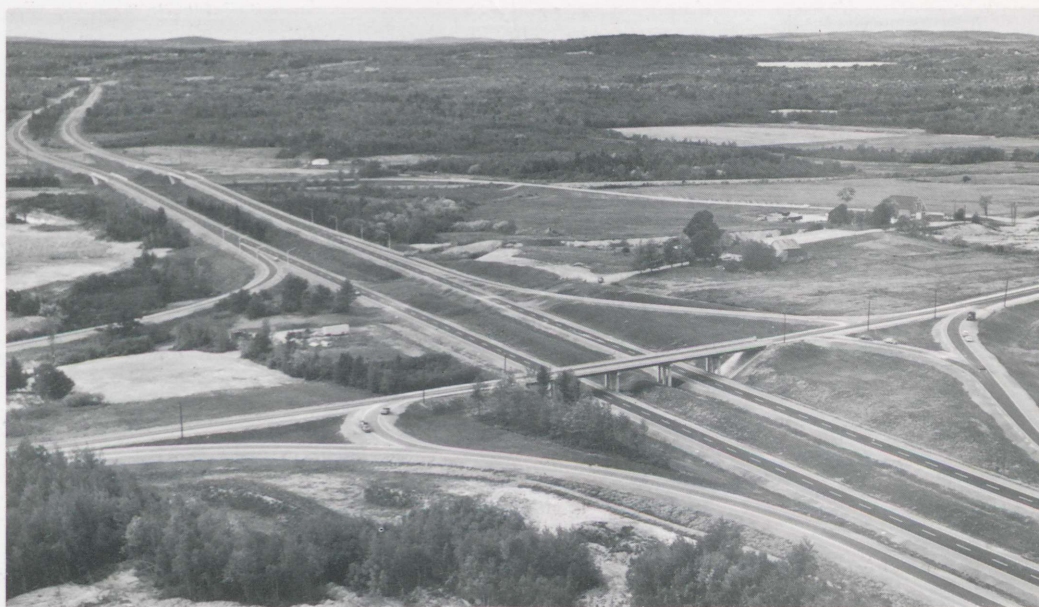
12:15 P.M.

Luncheon at Pilot's Grill by invitation

Master of Ceremonies David H. Stevens, Chairman, M.S.H.C.
Invocation Rabbi A. H. Freedman, Beth Israel Congregation

Introduction of Honored Guests

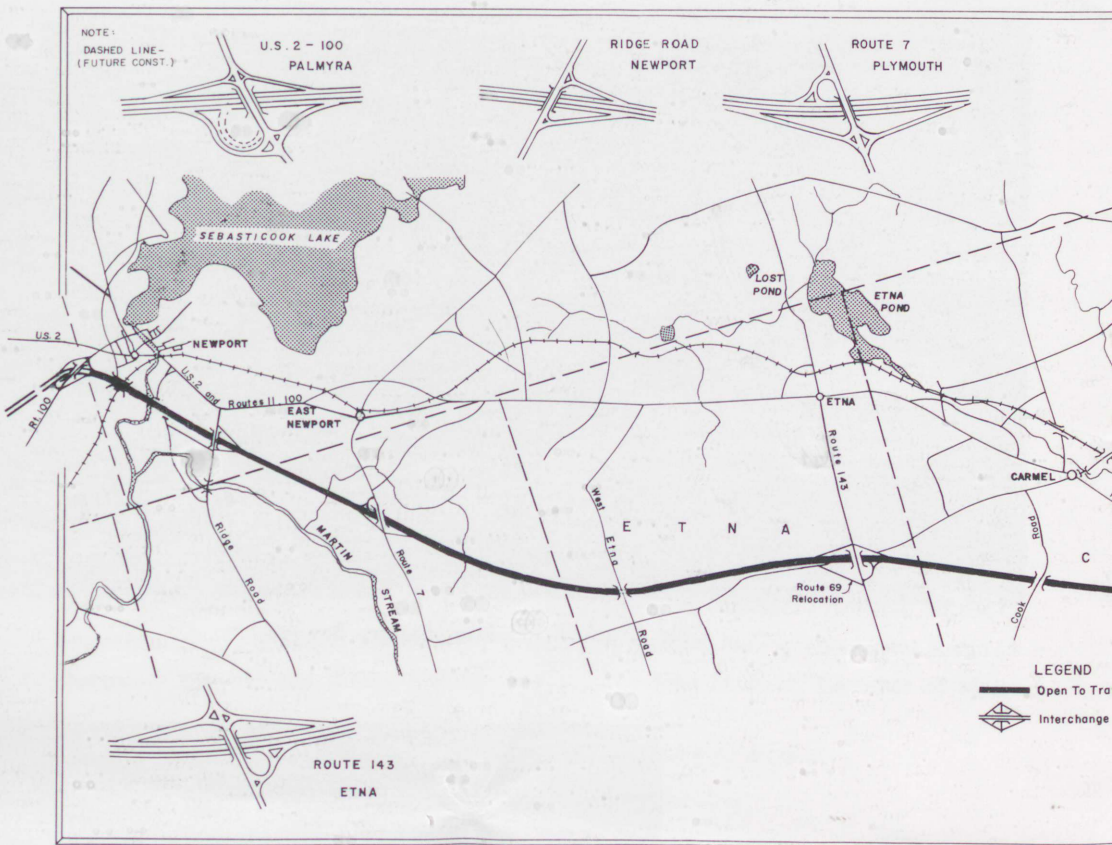
Remarks Rex M. Whitton, Federal Highway Administrator
Remarks Members of the Maine Congressional Delegation
Remarks Governor John H. Reed



Cold Brook Road interchange, Bangor



Wide median
provides scenic interest
and safety



**The
Route**

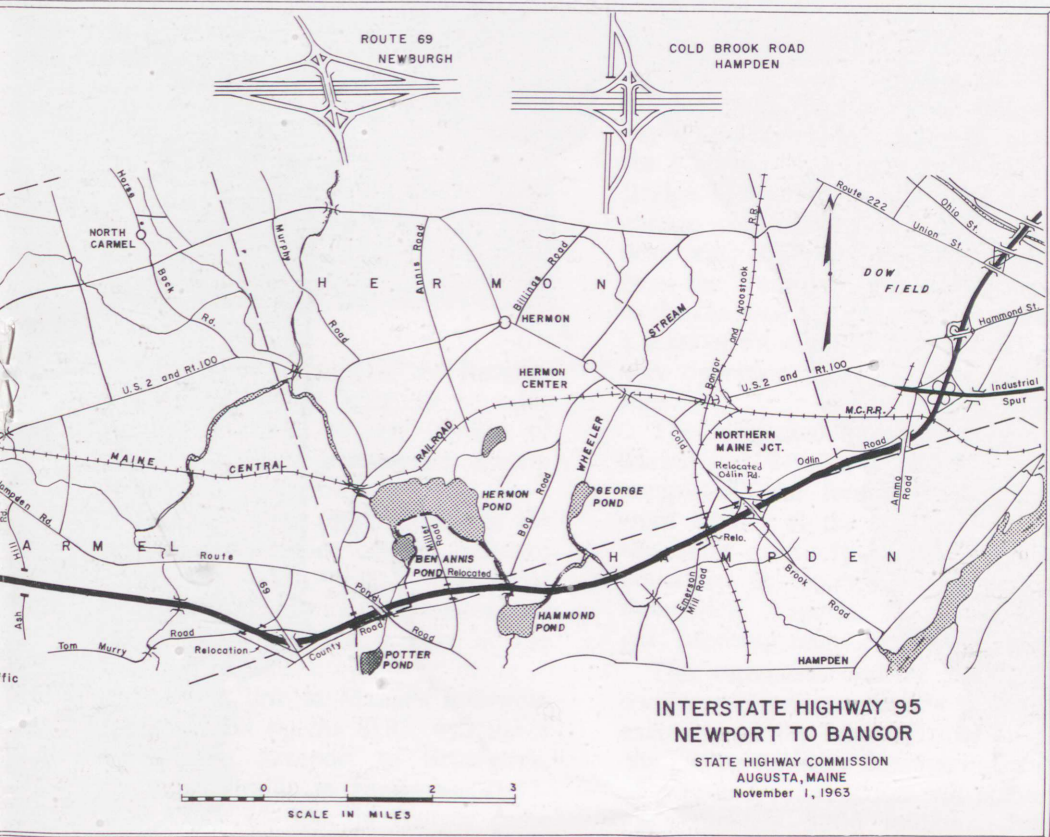
**25 miles
of safety,
comfort and
convenience**

The Bangor to Newport section of Interstate 95 is the seventh and longest section of freeway to be opened to traffic in Maine since the beginning of major Interstate construction in 1956.

The section is 25.4 miles long and extends from the Route 100 interchange in Palmyra, just south of Newport, easterly to the Bulge interchange at the southerly entrance to Bangor.

There are 6 interchanges along the section connecting the high-speed freeway with intersecting state highways, local roads and communities. These facilities are located at Route 100 in Palmyra, at Ridge Road in Newport, Route 7 in Plymouth, Route 143 in Etna, Route 69 in Newburgh and at Cold Brook Road in Hermon.

Seventeen structures along the section—9 single and 8 dual—carry the



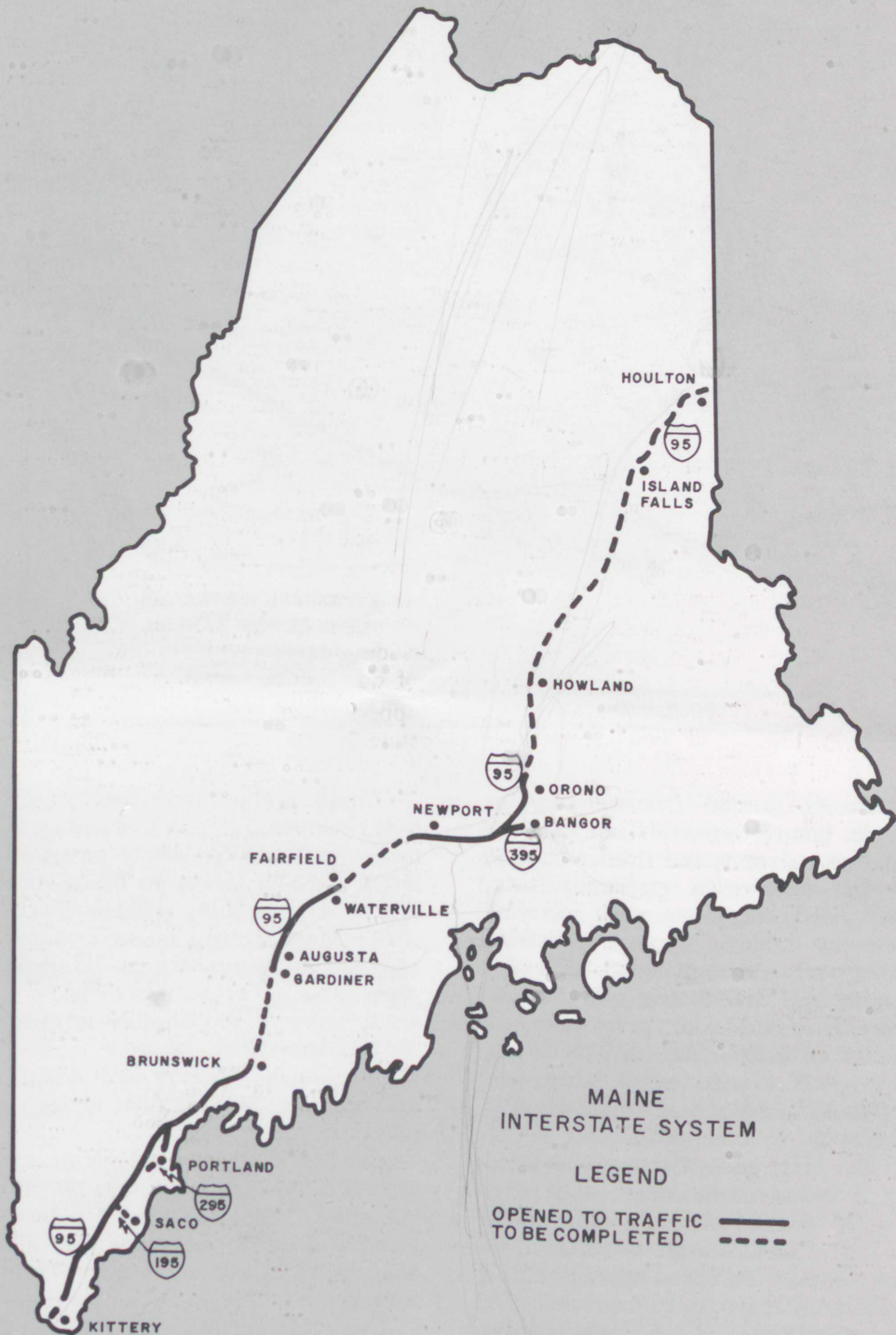
four-lane divided freeway over or under intersecting roads and railroads and over streams and rivers.

The freeway is essentially twin, heavy-duty highways each carrying one-way traffic in opposite directions with north and southbound lanes separated by a wide median. Each roadway has a 24-foot pavement with 4-foot all weather shoulders on the inside, next to the median strip, and 10-foot shoulders on the outside. The pavement is composed of a top 3 inches of bituminous concrete on top of 5 inches of bituminous macadam which in turn rests on a thick bed of gravel. Shoulders are constructed of macadam. Pavement markings with special reflective traffic paint delineate the travel lanes. Traffic signs are also reflective and large enough for quick comprehension at highway speeds.

Certain healthy trees and shrubs have been left in the median and along the slopes of the freeway to create interest and add variety to the passing scene. The carefully selected growth also reduces the cost of mowing vast expanses of grass, screens headlight glare, and in winter functions as a snow barrier. The median is about 30 feet wide at the extreme ends of the section, in Newport and Bangor, and widens to over 500 feet in the vicinity of Route 143.

The first earth was moved on the section at the Newport end in November 1960. The State Highway Commission awarded contracts for the work to 14 prime contractors. There were 28 authorized sub-contractors.

The total estimated cost of the 25.4 miles of freeway from Bangor to Newport is about \$20.6 million.



Interstate System In Maine

The official opening of the Bangor-Newport section of Interstate 95 adds another 25 miles to that portion of Maine's designated Interstate System already in operation.

This brings the total mileage in use today to 139 miles of safe, modern expressways—79 miles constructed by the State Highway Commission and 60 miles, which are a part of the Maine Turnpike.

The first link in Maine's Interstate System, built by the SHC, was the 9 miles from Freeport to Brunswick, opened to traffic in November 1957. The Industrial Spur in Bangor came next in 1959. The following year, three Interstate facilities were com-

There's More To Come

Next fall, the 23.5 miles of Interstate 95 from the Route 201 interchange in Fairfield extending northeasterly to the Route 100 interchange in Newport is expected to be opened to traffic.

The tentative schedule for opening sections of freeway to traffic in the northeastern part of the state is as fol-

lowed—the 24 miles of prize-winning freeway from Augusta to Fairfield, the 4 miles in Bangor from the Bulge to Hogan Road, and Tukey's Bridge in Portland. In 1961, the 8 miles of Interstate from Tukey's Bridge to the Yarmouth south interchange was opened to traffic. The next year, 1962, saw the short section from the Yarmouth south interchange to the Cousins River opened; this made a total of 54 miles of Interstate Highway operational in the State at that time.

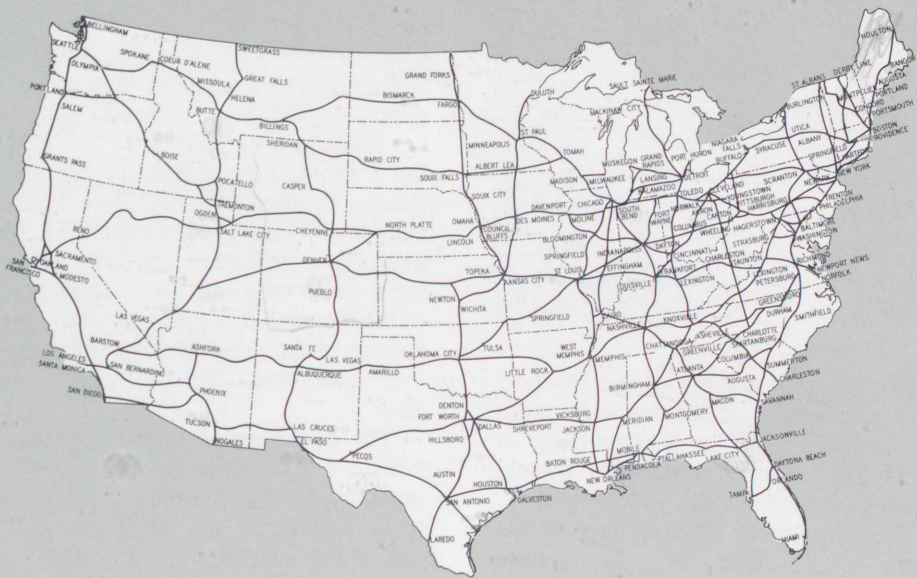
The designated Interstate System in Maine is 312 miles in length. When completed, the freeway will extend from Kittery at the southerly end of the State northerly to the Canadian boundary at Houlton, via Portland, Brunswick, Augusta, Waterville, Bangor, Medway and Island Falls.

The estimated cost of the finally completed Interstate facility in Maine, exclusive of the Maine Turnpike, including preliminary engineering, right of way and construction will come to approximately \$206 million. Interstate projects are financed from 90% Federal and 10% State funds.

lows: 1965, the 23 miles from Stillwater Avenue, Orono to Route 155, Howland—1966, the 27 miles from Howland to Medway—The remaining 60 miles from Medway to the Canadian border at Houlton is expected to be fully completed and in operation by 1967 or 1968.

In the southerly part of the State, the next large project expected to be added to the system would be the Portland Urban Loop, tentatively scheduled for traffic by 1970. The following year, the entire 25 miles from Brunswick to West Gardiner is expected to be opened, plus the 2-mile Saco Spur.

This schedule will mean that the entire 312 miles of Maine's Interstate System will be carrying traffic by 1971.



The National System of Interstate and Defense Highways

The idea for a National System of Interstate and Defense Highways was conceived in the minds of highway engineers many years ago, but it wasn't until the Federal-aid Highway Act of 1956 was passed that provisions were made for financing the construction.

Highway users were asked to pay a little more in Federal taxes on gasoline, tires and other motor vehicle items. With these funds ear-marked for the Interstate, the Federal Government pays 90% of the costs, and the states 10%.

With financing assured, the 41,000 mile system moved out of the planning stages into the drafting rooms of state highway departments and then into the field. The multiple-lane freeways were designed to anticipate the traffic needs of 1975.

The most recent survey of Interstate progress by the USBPR shows that across the Nation about 15,000 miles of the giant network is now carrying

traffic, with over 5,000 additional miles under construction.

When completed, in the early 1970's, the Interstate System will be the Nation's key highway network serving 90% of all cities with over 50,000 population and carrying about 20% of all traffic on only 1.2% of the total U. S. road and street mileage. Nearly 40% of all motor vehicle owners in the country will make daily use of the system.

Because of the superior safety and traffic carrying capacity of modern freeways, as compared to ordinary streets and highways, it has been estimated that the Interstate System will save motorists more than two cents a mile in urban sections, as a result of lower accident, fuel and vehicle maintenance costs, and about one cent a mile in rural sections. The accident reduction also means an annual saving of more than 5,000 lives when the entire system is completed.

Fact Sheet

Length	25.4 Miles
Date First Contract Let	November 9, 1960
Construction Cost	\$20,378,520
Right of Way Cost	\$286,500
Number of Driving Lanes	4
Width of Each Driving Lane	12 Feet
Pavement	Bituminous Concrete
Shoulders	Macadam
Access	Fully Controlled
Speed Limit	70 Miles Per Hour
Interchanges	6
Bridges	17 (9 Single, 8 Dual)
Rest Areas	Two Under Construction

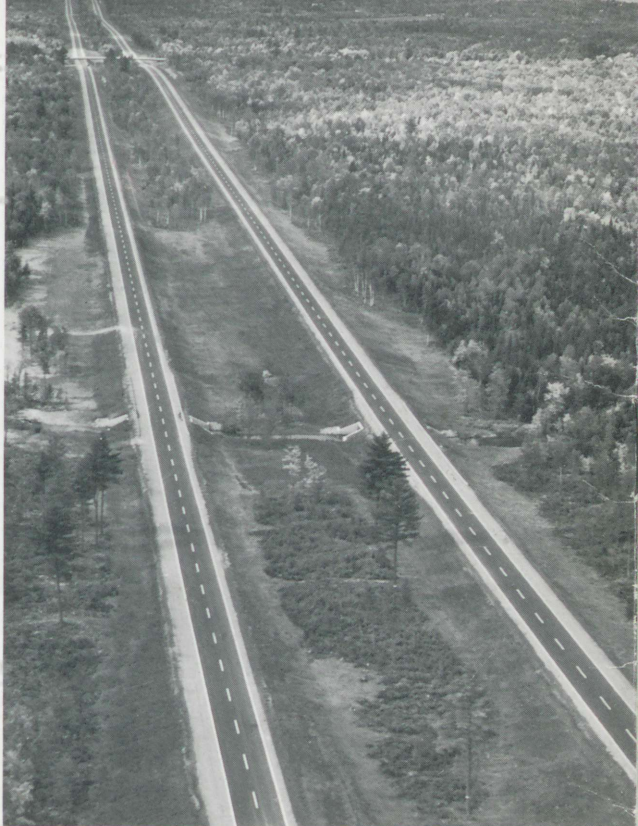
Contractors

The Bridge Construction Corp.
 Callahan Bros., Inc.
 Cianchette Bros.
 Constructors, Inc.
 Thomas DiCenzo
 S. T. Griswold & Co., Inc.
 W. H. Hinman, Inc.

Norman E. Jackson, Inc.
 Main Line Fence Co.
 Elton N. Nason
 David Nassif Company
 Reed & Reed
 Frank Rossi & Sons, Inc.
 H. E. Sargent, Inc.

One of the many overpasses which carry cross roads over the Interstate





To safely and swiftly carry motorists
to their destination

Maine scenery a highlight along 95

