

10-31-1964

State of Maine Interstate 95 : Fairfield to Newport

Maine Highway Commission

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STATE OF MAINE

INTERSTATE 95

FAIRFIELD TO NEWPORT



Issued By
MAINE STATE HIGHWAY COMMISSION
in observance of the opening of
INTERSTATE HIGHWAY 95
between
FAIRFIELD and NEWPORT
October 31, 1964





The Governor of the State of Maine



John H. Reed

Executive Council

Lester N. Hobbs, Chairman

Robert E. Moore
John L. Baxter, Jr.
Franklin B. Titcomb

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

Maine Congressional Delegation



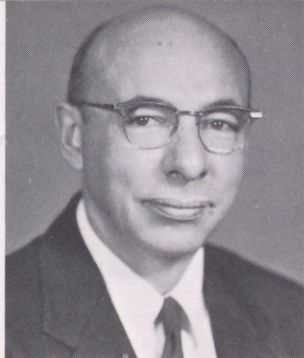
Margaret Chase Smith
Senator

Edmund S. Muskie
Senator

Clifford G. McIntire
Congressman

Stanley R. Tupper
Congressman

Maine State Highway Commission



David H. Stevens
Chairman



Carl M. Stilphen
Member



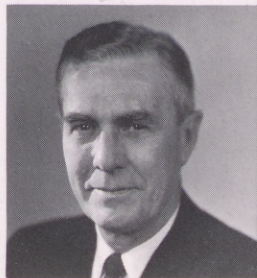
Bertrand A.
Lacharite



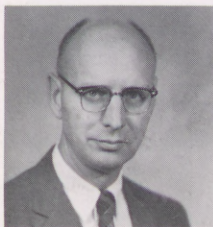
Vaughan M. Daggett
Chief Engineer

R. Leon Williams, Member 1958-63
Perry S. Furbush, Member 1958-64

U. S. Bureau of Public Roads



Rex M. Whitton
Federal Highway
Administrator



John A. Swanson
Regional Engineer



Robert D. Hunter
Division Engineer

Dedication Ceremonies

October 31, 1964

Fairfield

10:30 A.M.

At the U.S. Route 201 Interchange, Northbound Lanes

Master of Ceremonies David H. Stevens, Chairman, M.S.H.C.

Invocation ... Rev. James H. Sullivan, Sacred Heart Church, Waterville

Dedicatory Remarks Governor John H. Reed

Unveiling the Clinton A. Clauson Memorial Bridges Plaque

Mrs. Clinton A. Clauson

Ribbon Cut to Open Northbound Lanes Governor John H. Reed

Motorcade Drives Over Interstate 95 to Newport

Newport

11:15 A.M.

At the Route 100 Interchange, Southbound Lanes

Master of Ceremonies David H. Stevens

Invocation Rev. Donald M. Hinckley,

First Universalist Church, Pittsfield

Dedicatory Remarks Governor John H. Reed

Ribbon Cut to Open Southbound Lanes Margaret Chase Smith,

United States Senator

Pittsfield

12:00 Noon

Luncheon at the Lancey House, by Invitation

Master of Ceremonies David H. Stevens

Invocation Rev. James H. Sullivan

Introduction of Honored Guests

Remarks Rex M. Whitton, Federal Highway Administrator

Remarks Members of the Maine Congressional Delegation

Remarks Governor John H. Reed

Benediction Rev. Donald M. Hinckley

The Clinton A. Clauson Memorial Bridges



Clinton A. Clauson
Governor

I-95 spans the Kennebec River
between Fairfield and Benton

January 8 - December 30, 1959



The Brian M. Jewett Memorial Highway



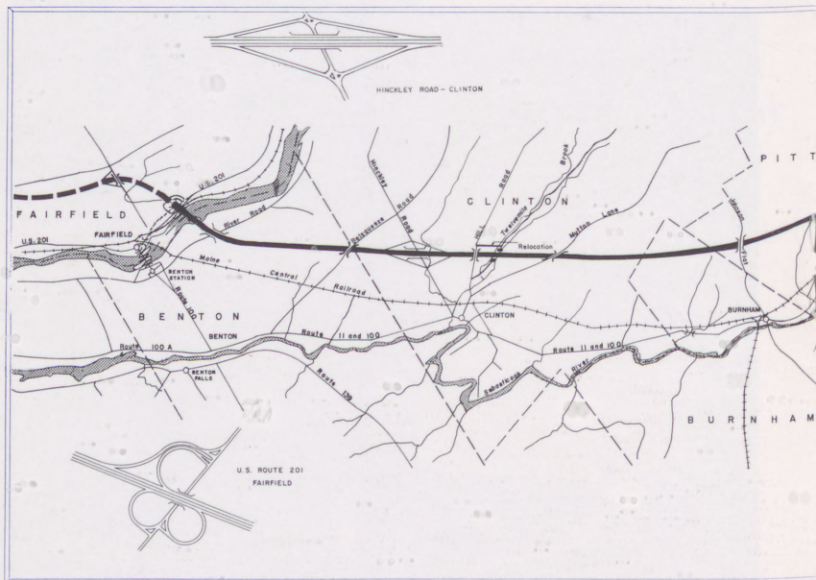
Looking towards
the Route 100 interchange
in Palmyra and Newport



Trees in wide median reduce
headlight glare at night



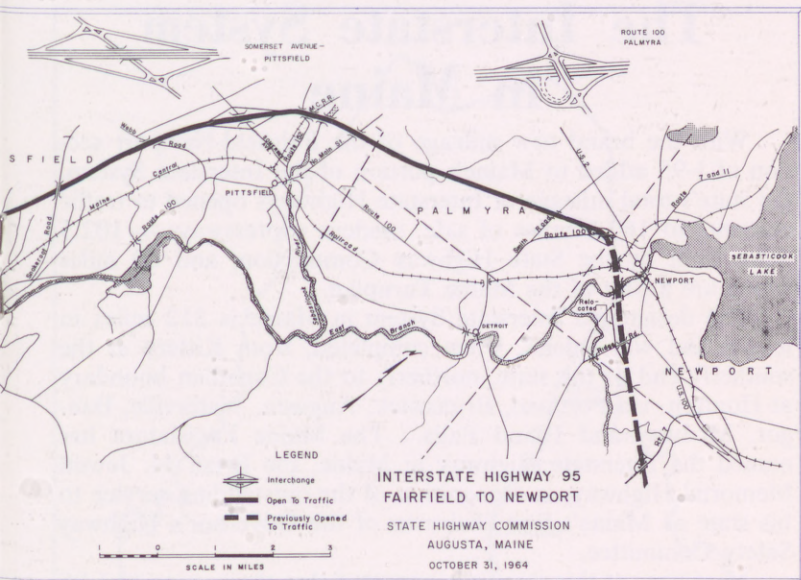
A thing of beauty —
a joy to drive



Fairfield to Newport

The newest section of Maine's Interstate System fills the 23.5-mile gap between Fairfield and Newport making it now possible for the motorist to use 191 miles of safe, modern expressways all the way from Kittery to Orono, by following the Turnpike and sections of I-95 built by the State.

The new four-lane, divided section of I-95 extends from the U. S. Route 201 interchange in Fairfield northeasterly across rolling farmlands and long stretches of woodlands to the Route 100 interchange in Palmyra and Newport. Two inter-



changes in between — at Hinckley Road in Clinton and at Somerset Avenue in Pittsfield — connect the high-speed freeway with intersecting state highways and local communities. The new highway passes through Somerset County and portions of Kennebec, Waldo and Penobscot Counties. It runs through six towns — Fairfield, Benton, Clinton, Burnham, Pittsfield and Palmyra.

One of the features of the new highway are the Clinton A. Clauson Memorial Bridges over the Kennebec River. The dual, 1,000-foot long welded girder structures were named in memory of the late Governor of Maine who took office on January 8, 1959 and served until his untimely death twelve months later on December 30.

The Interstate System in Maine

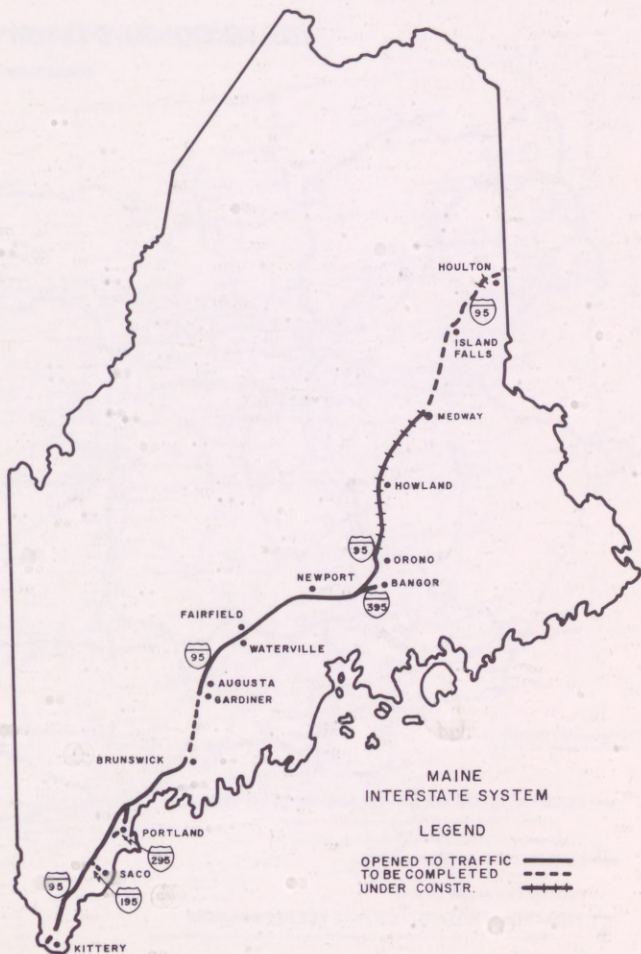
With the brand new mileage of the Fairfield-Newport section of I-95 added to Maine's portion of the Interstate System, the state's total mileage of Interstate Highways opened to traffic amounts to 162.5 miles of safe, modern expressways — 102.5 miles built by the State Highway Commission, and 60 miles which are a part of the Maine Turnpike.

The designated Interstate System in Maine is 312 miles in length and will extend, when completed, 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 Maine Legislature has named the Interstate Highway in Maine, the Brian M. Jewett Memorial Highway, in recognition of the outstanding service to his state as Maine's first chairman of the Governor's Highway Safety Committee.

Next year at this time it is expected that the section of I-95 now under construction from Orono to Howland will be opened to traffic. Work at present is also underway north of Howland as far as Route 116 in Medway; and from Ludlow to Houlton in Aroostook County. By the fall of 1967 the present schedule will make it possible for motorists to travel from Kittery to Houlton on modern expressways.

In the southerly part of the state, proposed completion dates for sections of Interstate are as follows: Brunswick to Topsham in 1968; the entire Portland Urban Loop in 1970, plus Topsham north to Richmond, and the remaining lanes of I-95 in Freeport and Yarmouth; and Richmond to the Maine Turnpike at West Gardiner in 1971, plus the Saco Spur.

At present, the southerly connection at Kittery—the Piscataqua River Bridge and approaches is scheduled tentatively for 1971, the same year that the entire system of Interstate Highways is due to be completed in Maine.



MAINE
INTERSTATE SYSTEM

LEGEND

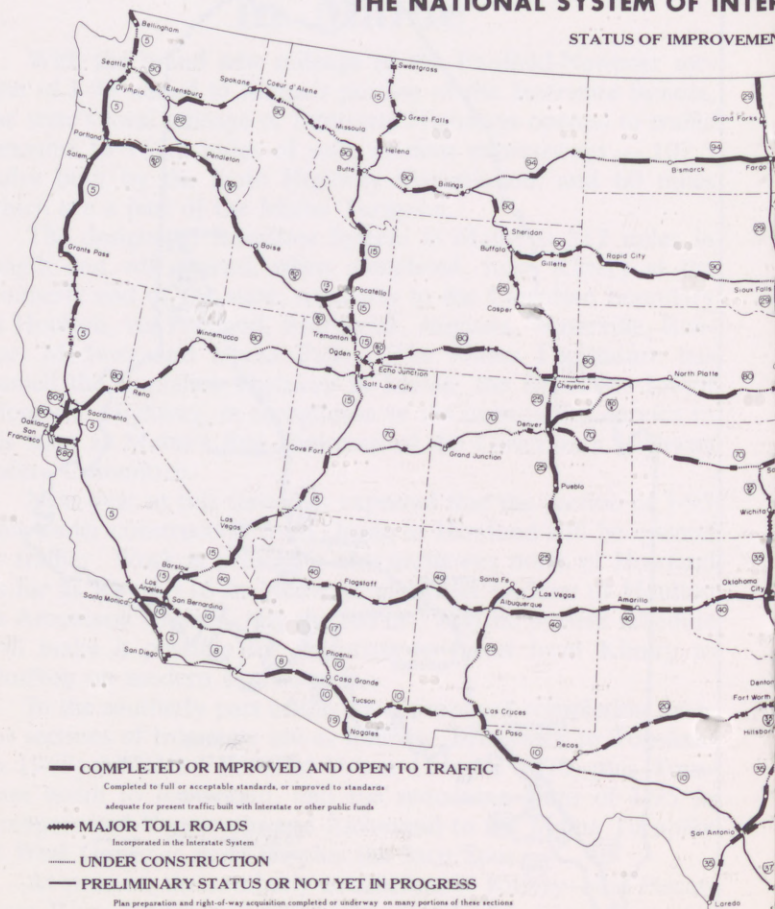
OPENED TO TRAFFIC
TO BE COMPLETED
UNDER CONSTR.



OCTOBER 31, 1964

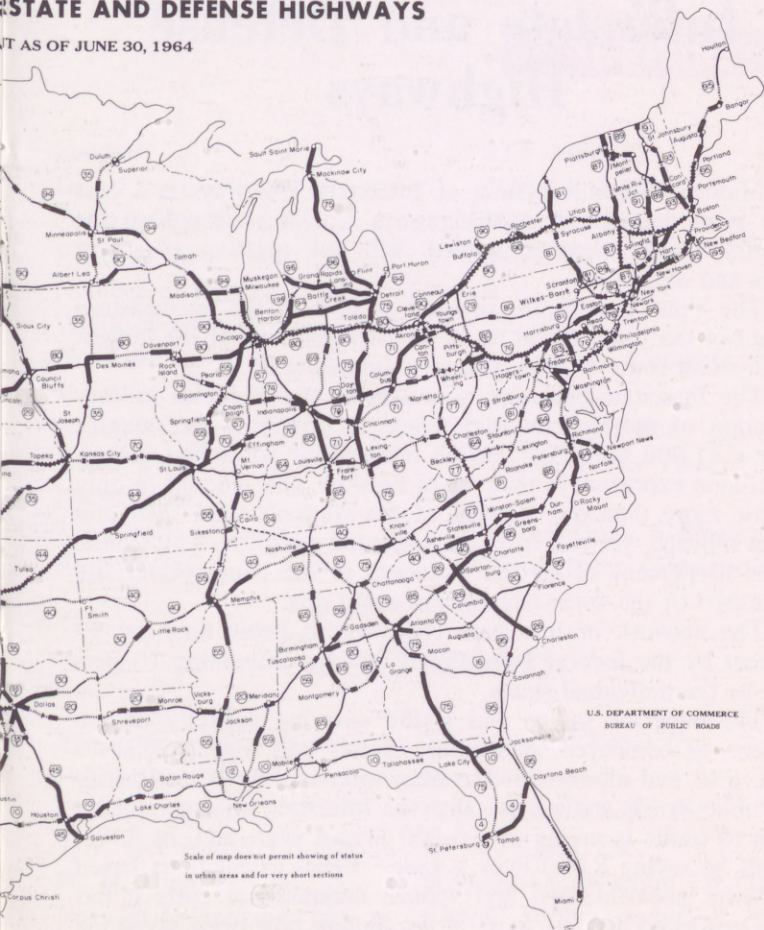
THE NATIONAL SYSTEM OF INTER

STATUS OF IMPROVEMENT



STATE AND DEFENSE HIGHWAYS

AS OF JUNE 30, 1964



The National System of Interstate and Defense Highways

Maine's 312-mile system of Interstate Highways is a part of a giant network of superhighways reaching throughout the country which, when completed, will link together all major cities and 48 states.

The Pine Tree State, situated as it is in the northeastern corner of the Nation, will be at the northerly end of the longest north-south route on the system — Interstate 95.

The Interstate program, now nearing the midpoint in construction of the System, is designed to crisscross the country with a 41,000 mile, \$41 billion network of controlled access, multi-lane expressways that, when finished, will amount to only a little more than one percent of the Nation's total road and street mileage, yet will carry an estimated one-fifth of all traffic. Over 40 percent of all the motorists in the country will use some part of the Interstate System every day.

The network of Interstate Highways is being financed 90 percent by the federal government and the remaining 10 percent by the individual states.

The superior safety and traffic carrying capacity of the System, as compared to ordinary streets and highways, saves lives, time and money. It has been estimated by U. S. Bureau of Public Roads statisticians that the Interstate mileage already open to traffic is saving over 3,000 lives a year; and, by 1972, it will be saving 8,000 lives a year. From calculations based on lower accident, fuel and vehicle maintenance costs it has been estimated that the parts of the System now open saved the American motorist \$6 billion last year. By the time the entire network is functioning, the saving will be \$11 billion a year.

Fact Sheet

FAIRFIELD

TO

NEWPORT

Length	23.5 Miles
Date First Contract Let	July 18, 1962
Construction Cost	\$21,254,420
Right of Way Cost	\$266,000
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	4
Bridges	14 (8 Dual, 6 Single)
Rest Areas	Two Under Construction

Contractors

The Bridge Construction Corp.	The National Fence Co.
Herbert E. Callahan, Inc.	Reed & Reed
Thomas DiCenzo	Frank Rossi & Sons, Inc.
S. T. Griswold & Co., Inc.	H. E. Sargent, Inc.
W. H. Hinman, Inc.	Seaward Construction Co., Inc.
Norman E. Jackson, Inc.	Ellis C. Snodgrass, Inc.
Wyman & Simpson, Inc.	



Gentle curves and
rolling hills add interest to your trip

Sebasticook River bridge
and the Hartland Avenue - MCRR overpass, Pittsfield

