

# INTERSTATE SYSTEM



With the completion of the South Wilmington viaduct in 1966 and the remaining paving of the Christiana River Interchange, the City of Wilmington will be provided with its first direct link to the Delaware Memorial Highway. This connecting link will integrate Delaware even more tightly and completely into the interstate system of roads that will criss-cross the State and adjacent states. They will reach and connect with interstate highways and toll roads leading to major centers in Maryland, Virginia, Pennsylvania, New Jersey, New York and New England.

The National System of Interstate and Defense Highways, as it is officially designated, was conceived about a decade ago and has served millions of motorists and other vehicular users with undreamed of motoring ease, safety and economy. Statistically it is the largest public works project ever attempted anywhere, requiring about 1.8 million man-years of on-site labor to construct and has still about another decade before it will be fully completed. It consists of 41,000 miles of divided, controlled access highways constructed at an average cost of \$1 million a mile and will connect every major city in the country.

The Interstate System, in which Delaware participates, will become increasingly important as time goes on if for no other reason than its ability to save its users time. As it progresses towards completion, the Interstate System will cut daily travel time of thousands of persons and serve to relieve traffic congestion not only in the center-city area but on all of our highways throughout the State.

## FREEWAYS DIVISION

The completion of marsh stabilization and embankment within the Christiana River Interchange site late in the previous fiscal year prompted a "crash" program to

proceed with construction of the all-important pavement link between the rapidly nearing completion of the Delaware Turnpike and the Delaware Memorial Bridge approach. This paving contract got underway at the beginning of the current fiscal year. Paving of the Christiana River Interchange eastbound and westbound roadways was completed for the official opening of the Turnpike by President John F. Kennedy, on November 14, 1963, providing a direct connection between the Memorial Bridge and Delaware Turnpike. The opening of this portion of highway also permitted, for the first time, full vehicular use of the Farnhurst Interchange facilities completed in mid-July of 1961.

Another carry-over project from the previous year was southbound Basin Road contract. Its opening to traffic in June of 1964 not only enabled a one-way flow of traffic on north and southbound Basin Roads, Routes 41 and 141, to New Castle and Newport, but also, through various ramps and connections, provided access to and from Basin Road, the Delaware Turnpike and the Christiana River Interchange.

Contracts were awarded in April, 1964, for this same Christiana River Interchange work on three grade separation structures. These structures will carry traffic to and from the City of Wilmington (I-95 and I-495) over the now opened eastbound and westbound I-295 routes. Completion of the bridges is scheduled for April, 1965.

To the north of the Christiana Interchange, work was completed on two contracts started in the latter part of 1962. These projects were the beginning of the Interstate 95 Route north of the Interchange through the City of Wilmington. One contract included three bridges spanning the Christiana River, the Pennsylvania Railroad, and Little Mill Creek.

The second contract provided for the construction of roadway from the Christiana River Interchange to the South Wilmington Viaduct.

Construction of the South Wilmington viaduct was started in May and June, 1964. This elevated structure, with a total length of approximately 5,500 feet, extends north to Fifth Street between Adams and Jackson Streets in the City of Wilmington.

Not only will the structure carry Interstate 95 traffic over such major city thoroughfares as Maryland and Lancaster Avenues but will also span the tracks of three major railroads. Work in and adjacent to railroad facilities necessitates a difficult track relocation sequence scheme. Both contracts are presently in the preliminary construction stage with emphasis being entirely in the preliminary construction and track relocation.

On the northern section of the City of Wilmington in Brandywine Park, contracts providing for the construction of the substructure of the Brandywine Creek Crossing were completed in June, 1964. As the sub-structure was nearing completion, still another contract for the erection of structural steel was activated and was well advanced at the close of the fiscal year. The remaining superstructure work is to be performed under a future contract scheduled to be advertised in September, 1964.

Work continued on the removal of dwellings and other structures along the Adams-Jackson Street Route in preparation for the long awaited construction of the I-95 path through Wilmington. Two contracts providing for the demolition of 118 homes were awarded in mid-year with completion scheduled for August of 1964. It is expected that the completion of these two contracts will bring to a close individual demolition contracts in this area. The few remaining structures requiring demolition will be included in the future contract for the construction of the route between Fifth Street and the Brandywine Crossing.

Ultimately there will be 40.5 miles of Interstate Highways in Delaware. Presently there is a considerable part of this projected system completed and additional mileage under construction.