

# History of the Interstate In Alabama

**Rex Bush**  
**Senior Vice President**  
**Transportation**

**TTL**

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# Interstate 10

- Begins in Santa Monica California
- Ends in Jacksonville, Florida
- 2460 miles long with 66 miles in Alabama

July 1, 1987

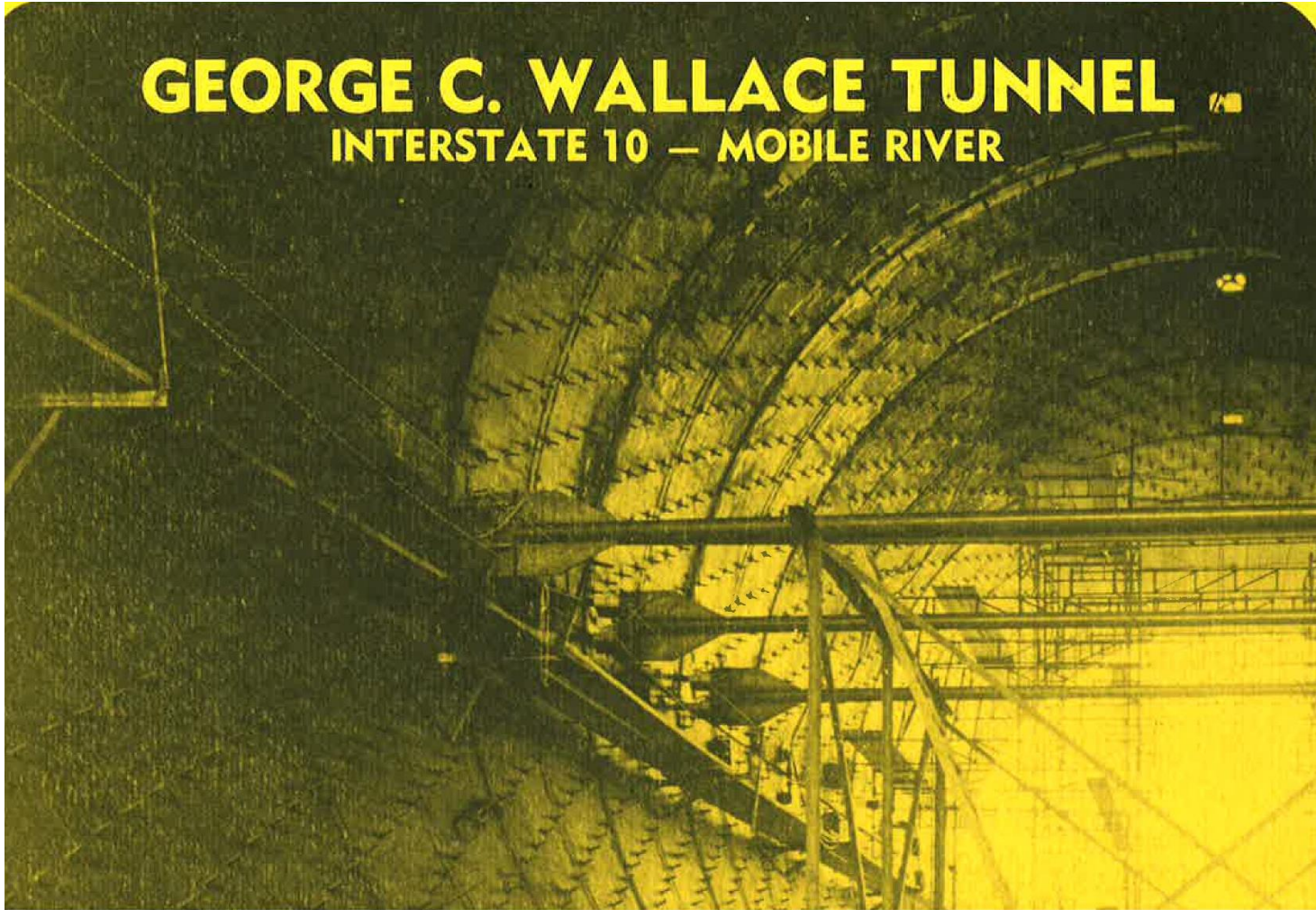
### Interstate 10 Facts

Did you know Interstate 10 begins in Santa Monica, California, and ends in Jacksonville, Florida, a distance of 2,460 miles. It is one of the five interstate routes in the United States that is over 2,000 miles in length. 66.3 miles of Interstate 10 is in Alabama. Of the 66.3 miles in Alabama, it took 15 years and seven months to construct at a cost of \$257,300,000. Construction began in October, 1962, and ended in May, 1978. Over 56 major projects and 37 prime contractors accounted for its construction. The smallest contract let on the system was \$2,787 and the largest was \$79,800,000. It is the only interstate route in Alabama that has a tunnel. The George C. Wallace tunnel in Mobile is .8 of a mile long and cost \$47,500,000.



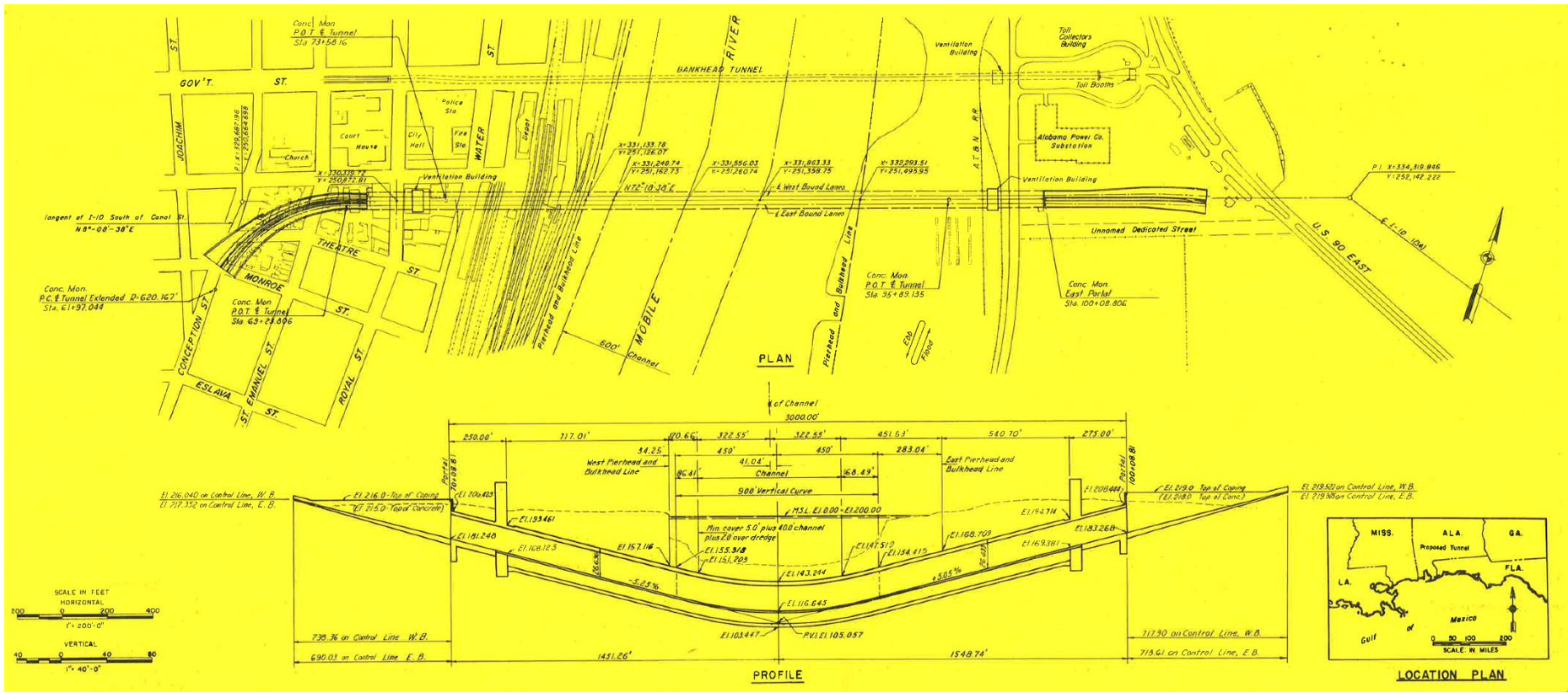
# GEORGE C. WALLACE TUNNEL

## INTERSTATE 10 – MOBILE RIVER



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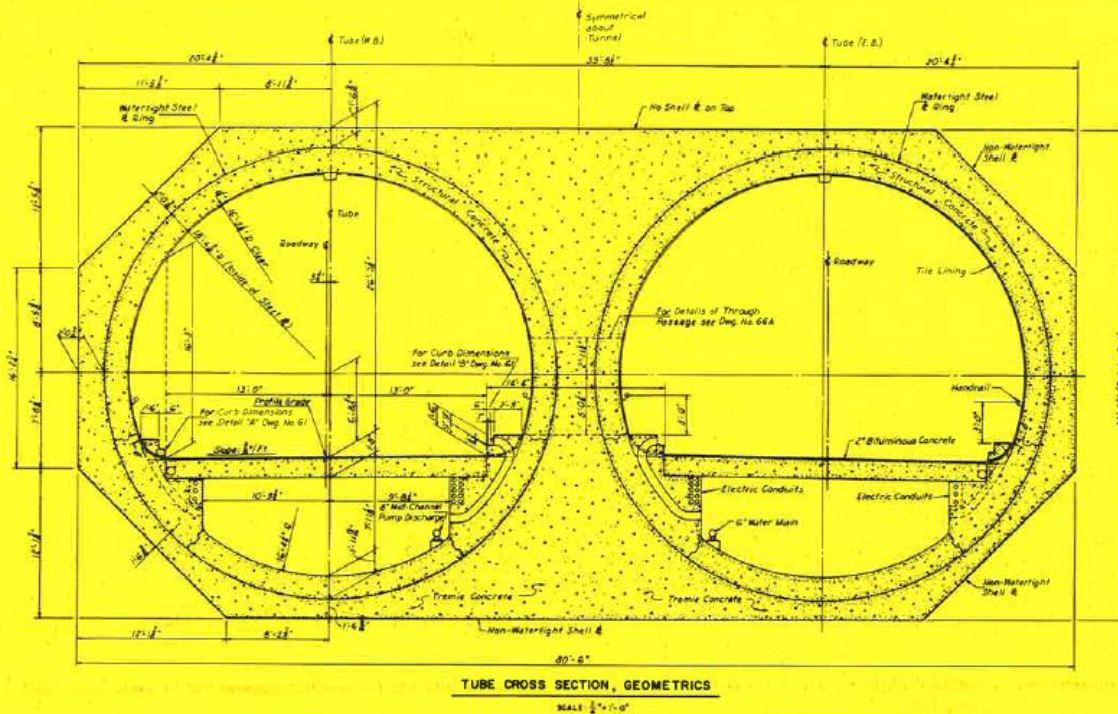
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## APPROXIMATE QUANTITIES OF MAJOR ITEMS

Excavation (Dredging and Unclassified)	1,575,000 Cu. Yds.
Backfill (All Types)	1,292,000 Cu. Yds.
Concrete (All Classes)	221,130 Cu. Yds.
Reinforcement (All Types)	7,200 Tons
Structural Steel (All Shapes)	9,100 Tons
Steel Piling (Foundation)	76,000 Lin. Ft.
Bituminous Concrete	3,000 Tons
Membrane Waterproofing	26,000 Sq. Yds.
Brick in Mastic Waterproofing	23,000 Sq. Yds.
Pneumatically Applied Mortar	22,000 Sq. Yds.
Face Brick	340,000
Precast Concrete Coping	3,100 Lin. Ft.
Ceramic Tunnel Tile	385,000 Sq. Ft.
Elevators	2





# GEORGE C. WALLACE TUNNEL

## INTERSTATE 10

### MOBILE, ALABAMA

*Project No. I-10-1653  
Cost 48 million*

The tunnel and tunnel ramps are a portion of Interstate I-10 and provide two lanes for both eastbound and westbound traffic under the Mobile River. The project begins at the grade point of the west ramp, Station 63+66 plus or minus, in the City of Mobile on the west side of the Mobile River and extends under the river and up to the grade point of the east ramp, Station 106+37 plus or minus, on the east side of the Mobile River. The project consists of the West Ramp, the West Arch Section, the West Ventilation Building, the West Transition Section, the Twin-Tube Section between the West and East Transition Sections, the East Transition Section, the East Ventilation Building, the East Arch Section, and the East Ramp.

The east tunnel ramp is carried to grade point Elevation 218 and the west tunnel ramp is carried to grade point Elevation 215. Ramps are in a U-shape with the bottom slab extended. Portions of the ramps are curved in place. Provision against leakage of water is by means of brick-in-mastic under the bottom slab and a waterproofing membrane on the outside of the walls protected by pneumatically applied mortar reinforced with wire mesh. The inner or roadway surfaces of the ramp walls are faced with dark-colored masonry.

The arch and transition sections have an interior configuration the same as the twin-tube sections, except that the underfloor air ducts are omitted in the arch sections. The arch sections are waterproofed with brick-in-mastic under floor and membrane waterproofing above, and the transition sections are enclosed within steel plate waterproofing. Both membrane and steel plate waterproofing are protected with pneumatically applied mortar reinforced with wire mesh. The interior roadway walls and ceiling are lined with ceramic tile of high reflectance.

The ventilation buildings are rectangular structures straddling the traffic lanes with space under the floor for the ventilating fan chambers, space over the tunnel section for equipment rooms housing the electrical and control equipment, and side air shafts for the fresh air intakes. The buildings are waterproofed with brick-in-mastic under floor and the walls, up to the points indicated, with membrane waterproofing protected by a pneumatically applied mortar coating. Exterior above-ground walls of the buildings and air shafts have an architectural treatment compatible with other structures in the areas.

The twin-tubes are built into a monolithic structure comprising inner and outer steel plate shells joined and stiffened with diaphragms. The inner shell serves as the outer form of the reinforced concrete strength ring. The space between the shells is filled with tremie concrete placed as ballast and, when complete, provides sufficient weight to overcome buoyancy and additional protection to the tubes. The interior roadway walls and ceiling are lined with ceramic tile.

The roadway wearing surface, grade point to grade point, is 2 inch compacted thickness bituminous paving placed on the concrete base.

Ventilation of the tunnel is provided by means of a longitudinal ventilating system in which fresh air is automatically supplied from the east and west ventilation buildings through air ducts under the tunnel roadway to discharge ports above the roadway curbs. Vitiated air is exhausted through the east and west portals.

The tunnel lighting system comprises continuous rows of fluorescent fixtures with various stages of illumination provided automatically to efficiently light the tunnel with the varying levels of sunlight outside the tunnel. Lighting of ramps is accomplished by means of mercury vapor wall-mounted and pole-mounted roadway fixtures, operated automatically by photoelectric relay.

A drainage system is provided to dispose of rain water falling on the open ramps and wash down water or water carried into the tunnel from other sources. Storm water falling on the tunnel ramps from grade points to portals is drained through intercepting gratings at the portals to sumps. The water from vehicles falling on the tunnel roadway and water from wash down is drained by pipes to mid-channel sumps. Properly sized pumps, with one standby of each size, pump water from the sumps to new outfall lines on the east and west sides of the Mobile River.

Fire protection consists of sparkproof (non-ferrous) pumps, driven by totally enclosed sparkproof motors, fire hose valves at spacing indicated, automatic self-contained foam protection systems at mid-channel sumps, deluge sprinklers in portal sumps, automatically operated sprinkler systems with fog nozzles in the air ducts, and portable fire extinguishers spaced throughout the tunnel and in electrical equipment room, control room, and all pump rooms. Smoke may be withdrawn from either or both tubes by manually reversing the ventilating fans. Telephone emergency stations are spaced throughout the tunnel, and each station will automatically ring the master station located in the Control Room. In addition, fire alarm stations are spaced throughout the tunnel and are connected to the fire alarm system of the City of Mobile.

The sound powered telephone system provides communication facilities for tunnel maintenance, and consists of telephone jacks and pushbuttons, spaced throughout the tunnel, connected to a fixed handset with buzzer on the Control Board.

The traffic surveillance and supervisory system consists of three systems, namely: (1) A traffic signal system composed of ramp and tunnel traffic signals controlled from the Control Desk as well as at tunnel stations, thus providing complete lane traffic control; (2) A closed circuit television system consisting of ramp and tunnel cameras with their monitors mounted in the Control Desk; and (3) A sound system composed of loudspeaker stations and sound pick-up stations located in the tunnel and voice origination and tunnel noise monitoring equipment located on the Control Desk, thus providing means for speaking to tunnel motorists and hearing tunnel noises.

All controls of equipment are completely automatic but may be manually operated. The pumps are started and stopped automatically by water level float switches in the respective sumps. The rate of ventilation is controlled automatically by time clock, rate of traffic computers, and carbon monoxide content in the tunnel air. The lighting is controlled by photoelectric devices. The emergency generator is controlled automatically to start upon power failure and shut down upon return to normal power.

#### SPECIAL REQUIREMENTS

Generally, all construction operations on the west side of the Mobile River shall be performed in such a manner as to prevent damage to the County Court House, Mobile City Hall, L&N Depot, Police Building, Fort Conde House, and other structures within the area of influence of construction operations. This will require careful driving of cofferdams to prevent damage by vibration. This will also require strict control of ground water in these areas in dewatering excavations. A system of ground water recharge is provided and a system of piezometers and settlement plates is also provided to monitor conditions throughout the construction period.

Historical artifacts and relics, believed to be located particularly in the Fort Conde area but which may also be found in other areas on the west side of the river, will require careful excavation procedures so that these artifacts and relics may be recovered undamaged. The removal of these historical items will be done by others. The time required to complete the project is estimated to be in the range of 2½ to 3 years. Construction began October 9, 1969.

The tunnel was opened to traffic on Feb. 9, 1973 at a cost of approximately \$50 million.

# GEORGE C. WALLACE TUNNEL

## INTERSTATE 10

### MOBILE, ALABAMA

A project of the  
Alabama Highway Department  
in Cooperation with the  
United States Department of Transportation  
Federal Highway Administration

Engineering Consultant  
Palmer and Baker Engineers, Inc.

Constructed by  
Mobile Tunnel Constructors  
a joint venture of  
Winston Bros. Company  
Atlas Construction Co. Limited  
The Foundation Company of Canada Limited

George C. Wallace, Governor  
State of Alabama  
Ray D. Bass, Director  
Alabama Highway Department  
Dan H. Turner, Asst. Director  
Alabama Highway Department

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# Interstate 20

- Begins in Pecos, Texas
- Ends in Florence, South Carolina
- 1537 miles long with 215 miles in Alabama
- 130 miles overlap with I-59 (85 miles are considered as the I-20 portion)



I-20 STATISTICS

Construction began **October 1957** and ended **December 1985**  
Construction Years - **28 years 2 months.**

Length of Route - 84.61 miles

48+ Contracts ("I" Only)

COST	-	PE	-	6,400,374
		ROW	-	22,911,085
		CONST.	-	<u>184,165,372</u>

TOTAL "I" = **\$213,476,831**

IR = \$41,049,905

"I" and "IR" = \$254,526,736

# Interstate 22

- Begins at the west Alabama border with Mississippi and runs to I-65 just north of Birmingham
- 100 miles long

# Interstate 59

- Begins in Slidell, Louisiana
- Ends in Georgia just a few miles from Chattanooga, Tennessee
- 444 miles long with 241.5 miles in Alabama



# Interstate 65

- Begins in Mobile, Alabama
- Ends in Gary, Indiana
- 887 miles long with 367 miles in Alabama

## I-65 STATISTICS

(Data as of 12/19/85)

Construction began **October 1956** and ended **December 1985**

Construction Years - 29 years 2 months

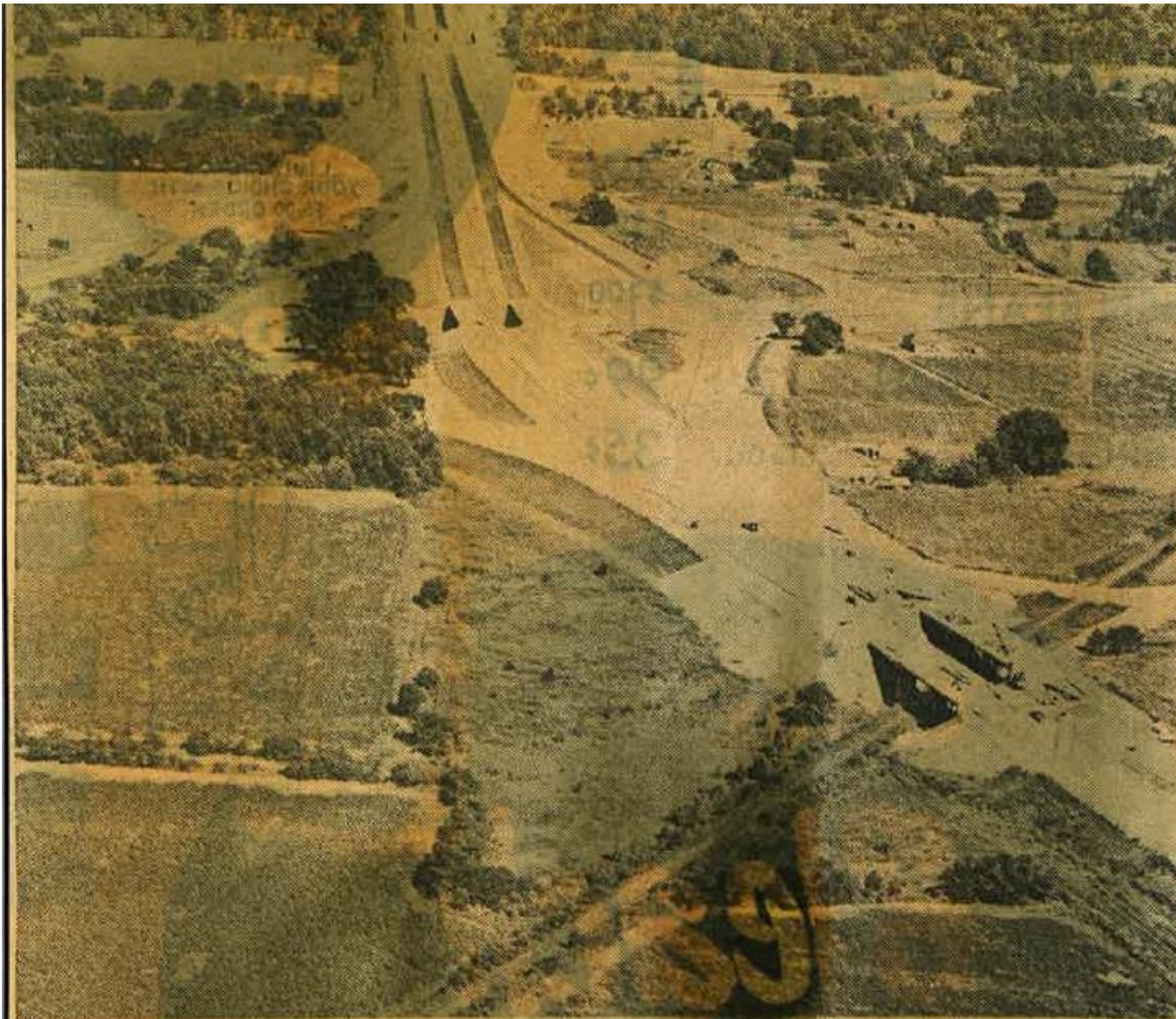
Length of Route - 366.98 miles - Total "I" Projects = 255+

- COST	- (I-Funds)	PE	- 24,604,174
		ROW	- 74,456,170
		CONST.	- 659,101,696
	TOTAL "I"	=	<b>\$758,162,040</b>

IR Funds to Date = \$66,822,738 - "I" and "IR" = \$824,984,778

The first Interstate Estimate in 1958 indicated a cost of **\$754,952,000 to build Alabama's System.** This did not include 565 and I-210 which alone are estimated to cost approximately 551 million dollars.

Route 65's cost as one can see is more than the original statewide estimate.

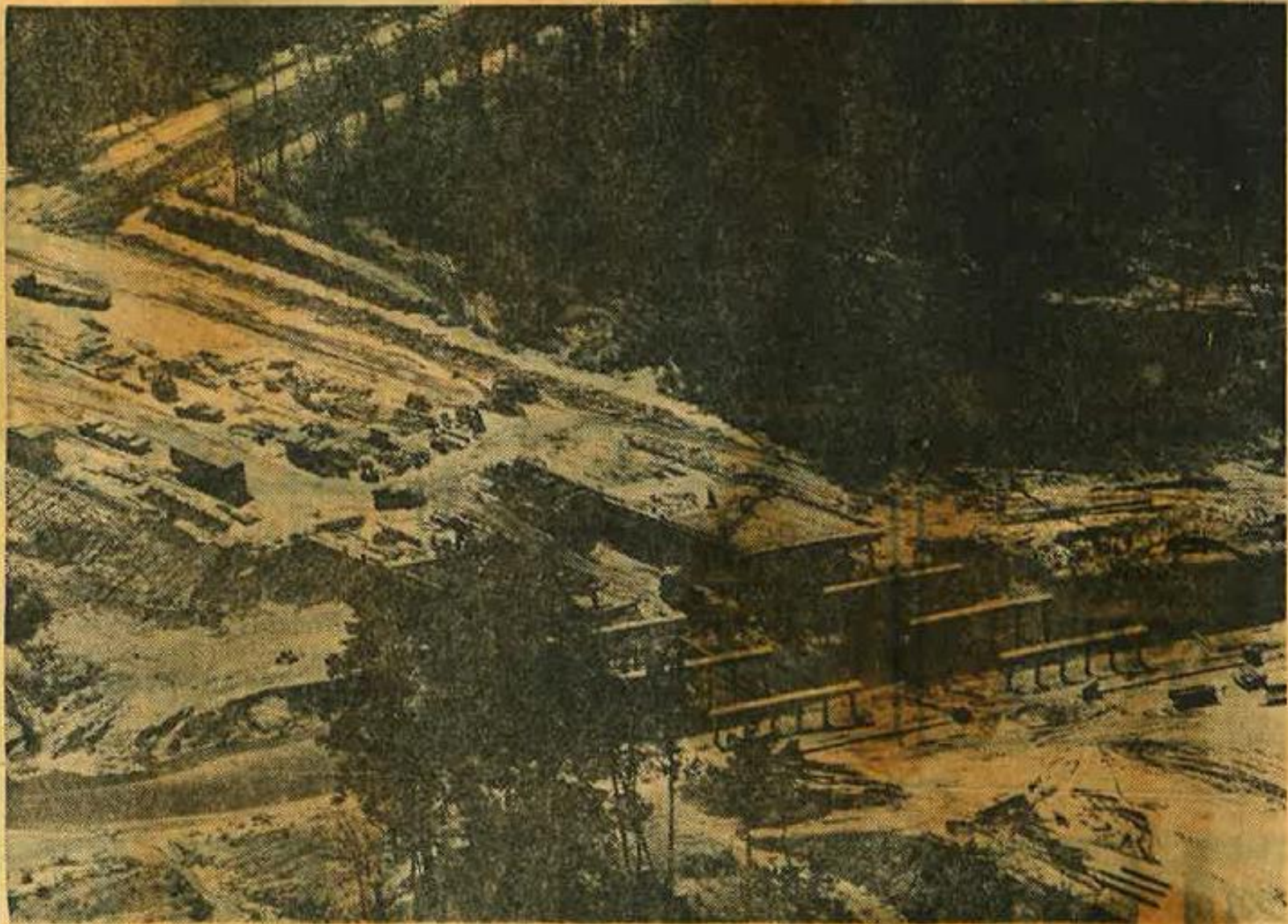


I-85 APPROACHING MONTGOMERY FROM ATLANTA

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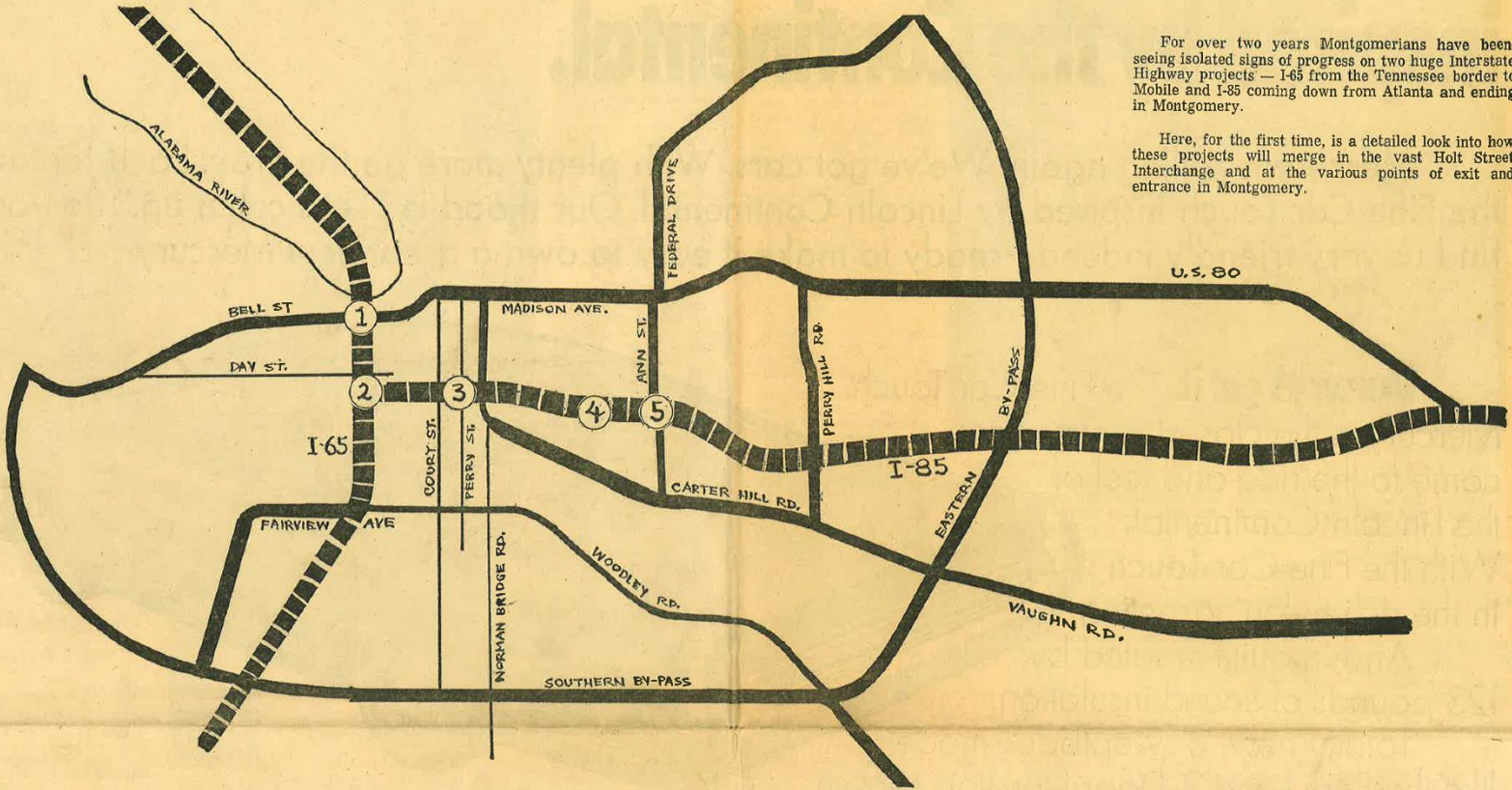
CONSTRUCTION BETWEEN MONTGOMERY AND FT. DEPOSIT

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# INTERSTATE 65 AND 85



For over two years Montgomerians have been seeing isolated signs of progress on two huge Interstate Highway projects — I-65 from the Tennessee border to Mobile and I-85 coming down from Atlanta and ending in Montgomery.

Here, for the first time, is a detailed look into how these projects will merge in the vast Holt Street Interchange and at the various points of exit and entrance in Montgomery.

## A LINKUP COMES NEARER TO REALITY

With the letting of a contract this month for a 1.23 mile segment of Interstate 85 in Montgomery, the work on that 80.2 mile route in Alabama enters its final phase.

The route to Atlanta and on into Washington and is

completion in the latter half of 1969.

I-85 will end in the tri-level Holt Street interchange where it meets I-65, the north-south route from the Tennessee border to Mobile.

enter and leave downtown Montgomery.

I-65 will come down the long and narrow peninsula of land created by a loop of the Alabama river. It will traverse this route via a trestle and fill construction

preliminary work on the Bell Street bridge will be a part of the Highway Department's December letting.

I-65 will then bridge the trainyards below Bell Street, pass under Bell and on into the Holt Street interchange.

Dickerson then south to the ramp near Herron. Or they may use a split-diamond exchange between Holcombe and Union Streets to enter I-65 and then join I-85 at the Holt Street facility.

Mulberry and Forrest just south of Oak Park in the Jackson Hospital vicinity, and at Ann Street via a conventional diamond construction.

Further out on the





# A LINKUP COMES NEARER TO REALITY

With the letting of a contract this month for a 1.23 mile segment of Interstate 85 in Montgomery, the work on that 80.2 mile route in Alabama enters its final phase.

The route to Atlanta and on up into Virginia ends in Montgomery at its junction with I-85 in the still to be built Holt Street Interchange. It is completed from a point just east of Montgomery all the way to the Georgia line at West Point.

A 6.8 mile segment is under construction between M. I. Meigs and the Eastern By-Pass and Interstate Engineer W. F. Land said the past week that this project is expected to be open to traffic in the spring of 1968.

There are 5.7 miles of I-85 under design in Montgomery and the 1.23 mile project let last week is a part of that segment.

Bringing the big highway into Montgomery will be the final step. And the last part of that construction, a 1.7 mile project, is expected to be started in mid-1968 and

completion in the latter half of 1969.

I-85 will end in the tri-level Holt Street Interchange where it meets I-65, the north-south route from the Tennessee border to Mobile.

The detail maps on this page pinpoint the various points at which traffic will

enter and leave downtown Montgomery.

I-85 will come down the long and narrow peninsula of land created by a loop of the Alabama river. It will traverse this route via a trestle and fill construction and cross the river at Bell Street.

A contract for the first

preliminary work on the Bell Street bridge will be a part of the Highway Department's December letting.

I-65 will then bridge the trainyards below Bell Street, pass under Bell and on into the Holt Street Interchange.

Motorists headed for Mobile from downtown Montgomery may drive out Bell to

Dickerson then south to the ramp near Herron. Or they may use a split-diamond exchange between Holcombe and Union Streets to enter I-65 and then join I-85 at the Holt Street facility.

Motorists bound for Birmingham may drive out Clayton to Holt then north to a ramp on Clay. They too, may elect to use the split-diamond facility mentioned above to enter I-65 and then swing north on I-85 at the massive "spaghetti" interchange at Holt Street.

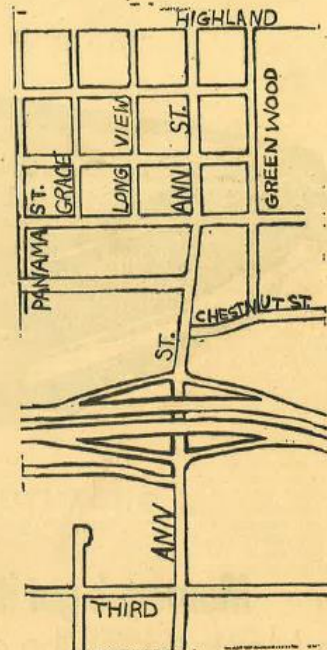
The split-diamond facility will have access for traffic headed either west to the interchange or east to Atlanta.

Coming from Atlanta, traffic headed into downtown Montgomery will use a ramp down into South Street. Motorists can then use either Union, Decatur, McDonough or Perry into downtown Montgomery.

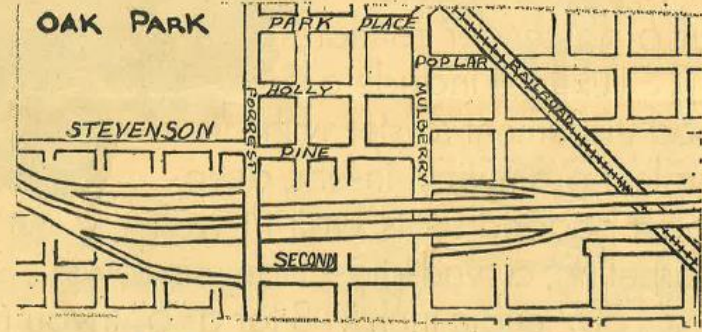
Going to Atlanta, traffic may enter a new street to be built on the south side of the Interstate and join the traffic flow via a ramp at Union Street.

A ramp at Court street will give access to Birmingham or Mobile bound traffic. Motorists will drive west to the Holt Street facility then north or south as they wish.

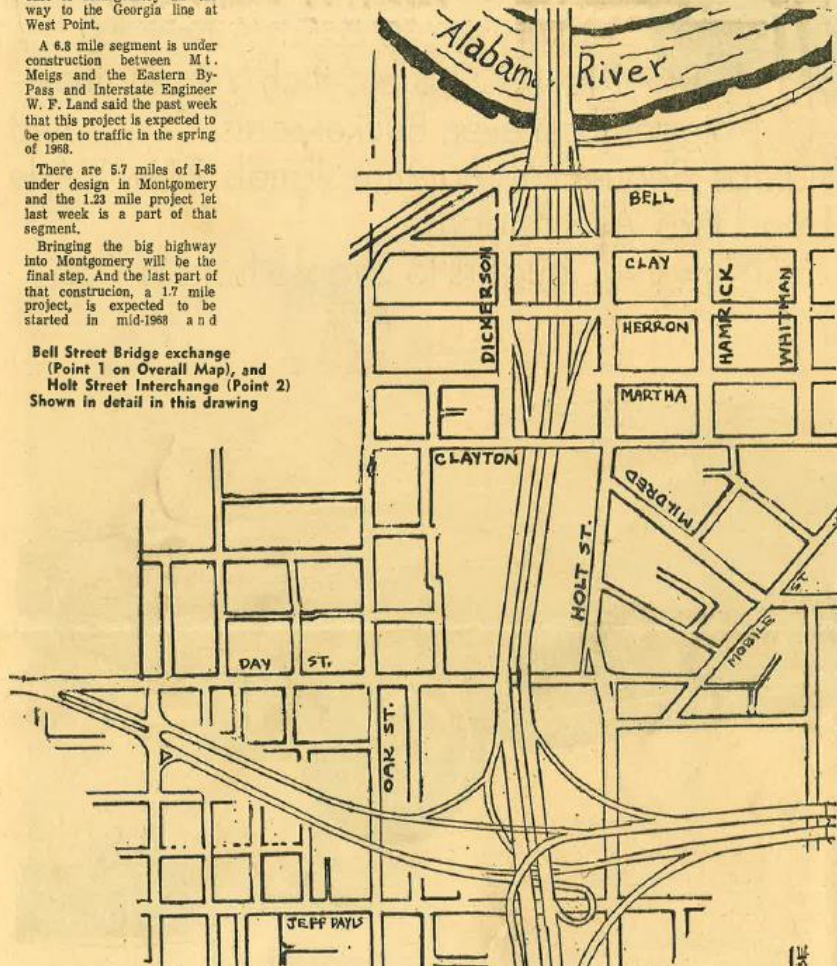
In addition, there will be access and egress facilities at



Ann Street Exchange (Point 5)



Mulberry-Jackson Entrances, Exits (Point 4) Detailed Above



Bell Street Bridge exchange (Point 1 on Overall Map), and Holt Street Interchange (Point 2) Shown in detail in this drawing



# DEDICATION CEREMONY



## I-65-FULTONDALE TO WARRIOR

George C. Wallace  
Governor

Ray D. Bass  
Highway Director

# DEDICATION CEREMONY

## I-65-FULTONDALE TO WARRIOR

December 19, 1985

1:30 P.M.

Just north of this project, between Warrior and Hayden, the first section of Interstate Highway in Alabama was open to traffic on November 17, 1958. Today we gather to dedicate and open the final 14 mile missing link in Alabama's main line Interstate System.

Nearby U. S. 31 was a modern highway in the mid-50's with its roadbed designed to standards to allow for ultimate conversion to Interstate.

On November 11, 1958 opposition to the conversion proposal was voiced during a Public Hearing, leading to development of a new route west of U. S. 31. Revisions in design, urban growth and documentation required by the National Environmental Policy Act of 1972 caused further delays. Final approval of the present I-65 route was received on November 2, 1978.

This modern scenic highway typifying "Alabama The Beautiful" is dedicated to your motoring safety, convenience and pleasure.

### PROGRAM

MASTER OF CEREMONIES	Mr. R. D. Jeffreys Division Engineer Alabama Highway Dept.
INVOCATION	Rev. Ray Moore Pineywood Baptist Church
NATIONAL ANTHEM	Fultondale High School Band Mr. Doug Noel
REMARKS	Honorable Ray D. Bass Director Alabama Highway Dept.
REMARKS	Honorable Ray Barnhart Federal Highway Administrator
ADDRESS	Honorable George C. Wallace Governor State of Alabama

\*\*\*THE RIBBON CUTTING CEREMONY\*\*\*

\*\*\* MOTORCADE THROUGH THE PROJECT\*\*\*

# Interstate 85

- Begins in Montgomery, Alabama
- Ends in Petersburg, Virginia
- 668 miles long with 80 miles in Alabama

# Interstate Spurs

- Interstate I-165 Mobile, Alabama
- Interstate I-359 Tuscaloosa, Alabama
- Interstate I-459 Birmingham, Alabama
- Interstate I-759 Gadsden, Alabama
- Interstate I-565 Huntsville, Alabama
- Interstate I-985 Montgomery, Alabama ??



LURLEEN BURNS WALLACE  
BOULEVARD  
and  
I-359



OPENING CEREMONY

GEORGE C. WALLACE  
GOVERNOR

RAY D. BASS  
HIGHWAY DIRECTOR

OPENING CEREMONY

LURLEEN BURNS WALLACE BOULEVARD and I-359

September 13, 1983 . . . . . 2 o'clock p.m.

Master of Ceremonies.....Mr. Bobby J. Kemp  
Division Engineer  
Alabama Highway Department

Invocation.....The Rev. Charles Heltman  
Pastor of the South Highland  
Baptist Church  
Tuscaloosa, Alabama

National Anthem.....Hillcrest High School Band  
Tuscaloosa, Alabama

Welcome.....The Hon. Alvin DuPont  
Mayor  
City of Tuscaloosa

Recognition of  
Dignataries.....The Hon. Hilliard Fletcher  
Commissioner of Finance  
City of Tuscaloosa

Introduction of  
Highway Director.....The Hon. Hardy McCollum  
Probate Judge  
Tuscaloosa County

Remarks.....The Hon. Ray D. Bass  
Highway Director  
Alabama Highway Department

Introduction of  
Governor Wallace.....Mr. Roland Pugh  
Chamber of Commerce  
Highway and Road Committee  
City of Tuscaloosa

Remarks.....The Hon. George C. Wallace  
Governor  
State of Alabama

Ribbon Cutting and Drive Over Project



**DEDICATION CEREMONY  
I-459-THE SOUTHERN BYPASS**

**TTL**

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TO SERVE OUR PEOPLE

# DEDICATION CEREMONY I-459-THE SOUTHERN BYPASS

December 19, 1984

1:00 P.M.

## PROGRAM

Today's ceremony is the culmination of over 20 years of planning, right of way acquisition, and construction. This 33-mile, \$190 million highway facility dealt with many unique problems including limesinks, shallow underground mines, backfilling a large quarry, major utility crossings, unusual erosion control techniques at the Cahaba River and several private lakes, and an archaeological excavation.

The project required the services of 33 prime contractors and 129 subcontractors.

This modern, scenic highway facility is dedicated to your motoring safety, convenience, and pleasure.

MASTER OF CEREMONIES	Mr. R. D. Jeffreys Division Engineer Alabama Highway Dept.
INVOCATION	Rev. Claude Moore Church of God State Headquarters
NATHIONAL ANTHEM	McAdory High School Band of Gold Directed By: Mr. Howard Beckner
REMARKS	Honorable Ray D. Bass Director Alabama Highway Dept.
ADDRESS	Honorable George C. Wallace Governor State of Alabama

\*\*\*THE RIBBON CUTTING CEREMONY\*\*\*

\*\*\* MOTORCADE THROUGH THE PROJECT\*\*\*

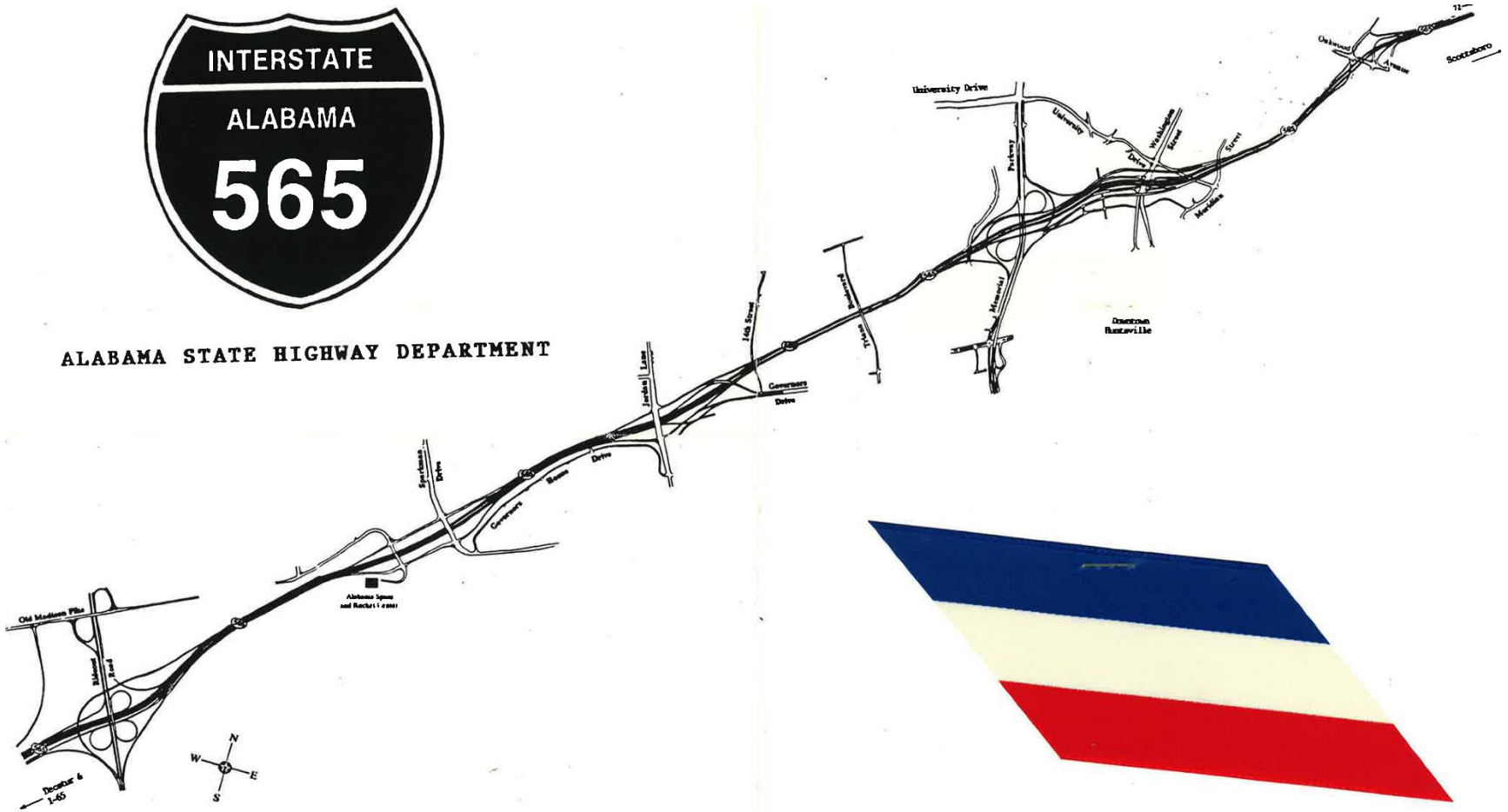
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ALABAMA STATE HIGHWAY DEPARTMENT



Scale 1" = 1/2 mile



SOUVENIR RIBBON

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## OPENING CEREMONY

### I-565 SPUR

The I-565 Spur is a 21.5 mile Interstate connecting I-65 near Decatur with Huntsville and U.S. Highway 72.

The first construction project began in December 1984 and completion is scheduled for February 1992.

There were thirty-six construction projects ranging in cost from 169 thousand dollars to 41 million dollars with a combined construction cost of approximately 280 million dollars.

Adding the construction cost to the cost for engineering, right-of-way acquisition, utility relocation, and other associated costs, the total cost for the I-565 Spur is over 425 million dollars. The cost was shared between the Federal Highway Administration (90%) and the Alabama Highway Department (10%).

Quantities of selected material required for I-565 construction:

Materials Excavation & Placement  
15.7 Million Cubic Yards

Concrete  
234 Thousand Cubic Yards

Asphalt Paving  
1.5 Million Tons

Concrete Reinforcing Steel  
18.6 Million Pounds

Structural Steel  
71 Million Pounds

OCTOBER 25, 1991

12:00 NOON

#### PROGRAM

#### MASTER OF CEREMONIES

Mr. Dalmus Davidson  
Division Engineer  
Alabama Highway Department

#### INVOCATION

Dr. Jimmy Jackson  
Pastor  
Whitesburg Baptist Church

#### PLEDGE OF ALLEGIANCE

Rev. O. Wendell Davis  
Union Chapel Missionary  
Baptist Church

#### NATIONAL ANTHEM

"I Love America Ensemble  
Singers" Whitesburg Baptist  
Church

#### SPEAKERS

The Honorable Steve Hettinger  
Mayor  
City of Huntsville

The Honorable Perry A. Hand  
Director  
Alabama Highway Department

The Honorable Guy Hunt  
Governor  
State of Alabama

\*\*\*\*\*RIBBON CUTTING\*\*\*\*\*

A special thanks to the Alabama Institute for the Deaf and Blind for providing an interpreter for the hearing impaired.

**ALABAMA HIGHWAY  
DEPARTMENT**

**DIVISION CONSTRUCTION  
ENGINEERS**

Mr. James F. Horsley  
Mr. David Hargrove

**DISTRICT ENGINEERS**

Mr. R. C. Burgett  
Mr. DeJarvis Leonard

**PROJECT ENGINEERS**

Jeffery L. Benefield  
R. C. Burgett  
Roland Burks  
Milton R. Chamblee  
Billy R. Fanning  
Jerald Farris  
Lawrence W. Haver  
Robert W. Holmberg  
DeJarvis Leonard  
Donald C. Maddox  
James Miller  
Raymond J. Riggs  
Rick D. Snow  
Curtis Vincent  
Billy J. Whaley  
R. L. Willoughby

**UTILITY PROJECT  
ENGINEERS**

John Ford  
Charles R. Garrett  
Anthony J. Laster

**PRIME CONTRACTORS**

Alabama Bridge  
Builders, Inc  
Apex Contracting, Inc  
APAC-Alabama, Inc.  
Associated Electrical  
Contractors, Inc.  
Bradford Electric  
Company, Inc.  
Burgreen Contracting  
Company, Inc.  
Dement Construction Co.  
Harbert International,  
Inc.  
Hill Brothers  
Construction Company  
Hoyt Harris, Inc.  
Kent Excavating, Inc.  
Lockwood Construction  
Company, Inc.  
Miller & Miller, Inc.  
Roland Pugh  
Construction, Inc.  
R. R. Dawson Bridge Co.  
Shelby Contracting  
Company, Inc.  
Vaughn Contractors, Inc.  
W. A. Ellis Construction  
Company, Inc.  
W. S. Newell, Inc.

**OPENING CEREMONY**



**INTERSTATE 565 SPUR**

**GUY HUNT  
GOVERNOR**

**PERRY A. HAND  
HIGHWAY DIRECTOR**

**TTL**

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# Interstate Facts

The Interstate System serves the contiguous 48 States and the District of Columbia, and there are also three routes in Hawaii. There are no Interstate routes in Alaska.

Five of the main routes are over 2,000 miles in length. Longest in gross length are I-90, 3,088 miles, and I-80, 2,909 miles. Their ranks are interchanged, however, when their respective net lengths of 2,794 and 2,856 miles are used. Next longest routes (and their gross lengths in miles) are routes I-10 (2,460), I-40 (2,458), and I-70 (2,181). Eight other routes are over 1,000 miles in length: I-5, 15, 20, 25, 35, 75, 94, and 95. Another nine routes are 500-1,000 miles long.

Three routes, I-10, 80, and 90, cross the Nation from coast to coast, and I-40 nearly makes it. Seven routes run from border to border or nearly so: I-5, 15, 35, 55, 65, 75, and 95. Of course, by following a combination of several routes, it will be possible to travel from any sizeable city in the United States to any other via the Interstate System. Of the 275 cities in the United States with populations of more than 50,000, 236 or 86 percent are served by the Interstate System, as are 45 of the State capital cities, plus the Nation's capital, Washington, D.C.

INTERSTATE SYSTEM

October 1956 through January 1, 1987

<u>ROUTE</u>	<u>TOTAL MILES</u>	<u>TOTAL CONTRACTOR AMOUNT</u>
I-10-1 .....	66.280 .....	\$ 203,838,687
I-20-1 .....	84.342 .....	174,831,101
I-59-1 .....	138.839 .....	311,927,623
I-59-2 .....	103.676 .....	77,426,755
I-65-1 .....	191.477 .....	312,280,987
I-65-2 .....	72.595 .....	138,506,147
I-65-3 .....	99.774 .....	146,869,771
I-85-1 .....	80.941 .....	51,342,263
I-359 .....	2.001 .....	34,128,335
I-459 .....	32.399 .....	158,672,507
I-565 .....	10.610 .....	36,175,436
I-759 .....	<u>4.470</u> .....	<u>31,007,083</u>
TOTAL	887.404	\$1,677,006,695



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