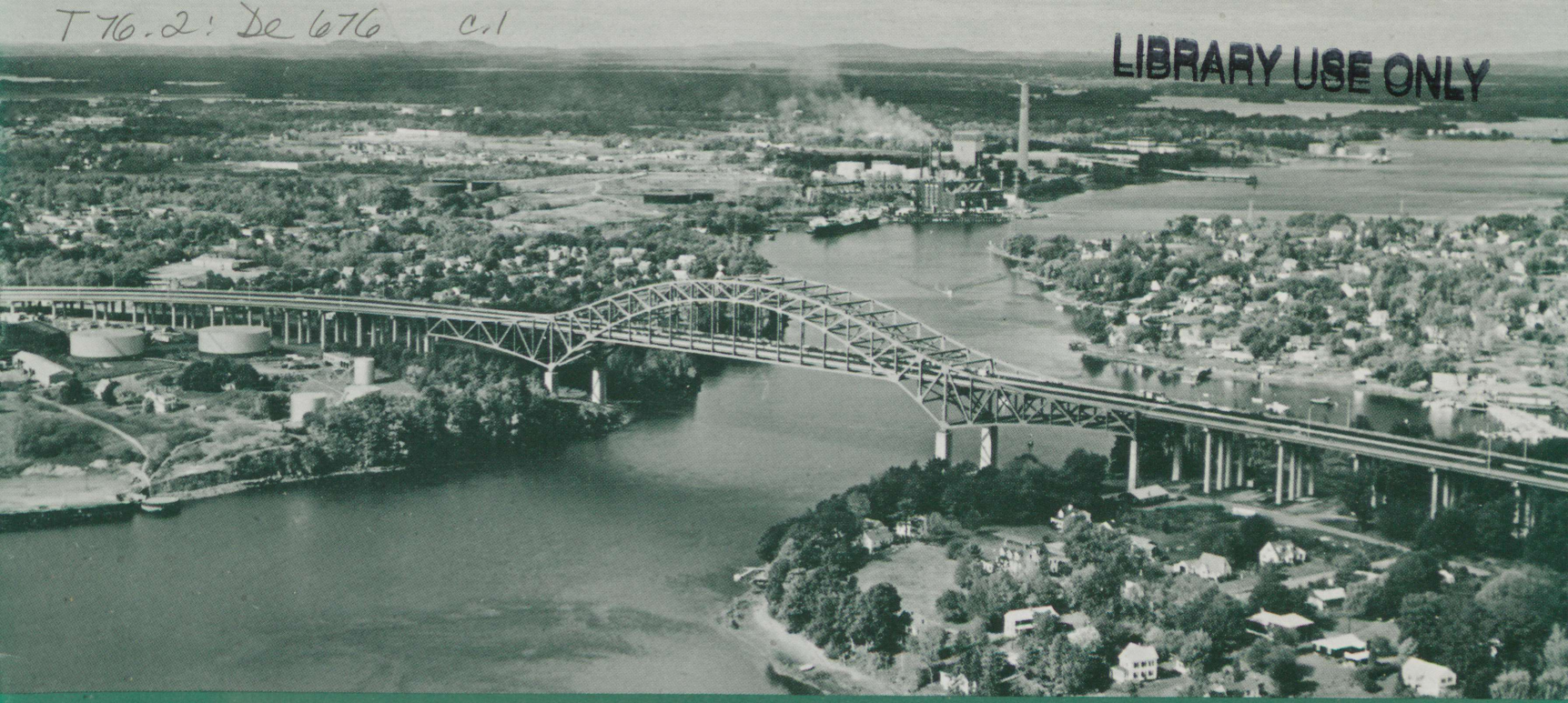
1972

Dedication Program, the Piscataqua River Bridge and Approaches, Interstate Route 95, Portsmouth, New Hampshire-Kittery, Maine, November 1, 1972

Maine Department of Transportation

New Hampshire Department of Public Works

U.S. Federal Highway Administration



Dedication Program

THE PISCATAQUA RIVER BRIDGE AND APPROACHES

Interstate Route 95

Portsmouth, New Hampshire-Kittery, Maine

November 1, 1972

New Hampshire

DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

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Governor

Robert H. Whitaker
Commissioner

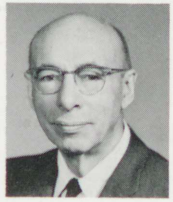
Reuel W. Webb, Deputy Commissioner and Chief Engineer
Walter F. Mead, Assistant Commissioner
Bernard H. Langley, Assistant Chief Engineer

Carroll Mullins	Director of Turnpikes
Floyd L. Avery	Secondary Roads Engineer
Richard A. Brunel	Design Engineer
Richard Jewell	Chief Accountant
Malcolm J. Chase	Special Services Engineer
Nicholas J. Cricenti	Construction Engineer
Robert A. Hogan	Maintenance Engineer
Robert G. Kenevel	Planning & Economics Engineer
Frank B. Lindh, Jr.	Traffic Engineer
Philip E. McIntyre	Materials and Research Engineer
Stanton C. Otis	Right of Way Engineer
Edward T. Swierz	Bridge Engineer

Maine

DEPARTMENT OF TRANSPORTATION, Dept. of

Kenneth M. Curtis
Governor



David H. Stevens
Commissioner

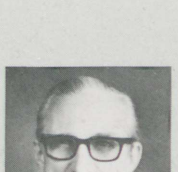
Roger L. Mallar, Deputy Commissioner
Richard A. Luettich, Deputy Commissioner
Sylvester L. Poor, Chief Engineer

David A. Fraser	Director, Bureau of Administration
Asa C. Richardson	Chief Counsel
Gedeon G. Picher	Asst. Dir. Transportation Planning & Services
William D. Harris	Engineer of Design
Richard A. Coleman	Engineer of Location & Survey
Albert L. Godfrey	Engineer of Traffic
George E. Kirk	Engineer of Right of Way
Frederick M. Boyce	Engineer of Materials & Research
Ralph A. Stevens	Engineer of Construction
Martin C. Rissel	Engineer of Maintenance & State Aid

U. S. Department of Transportation

FEDERAL HIGHWAY ADMINISTRATION

John A. Volpe
Secretary
Department of
Transportation



Ralph R. Bartelsmeyer
Federal Highway
Administrator

William H. White, Regional Federal Highway Administrator
Robert D. Hunter, Maine Division Engineer
Frederick T. Comstock, Jr., New Hampshire Division Engineer

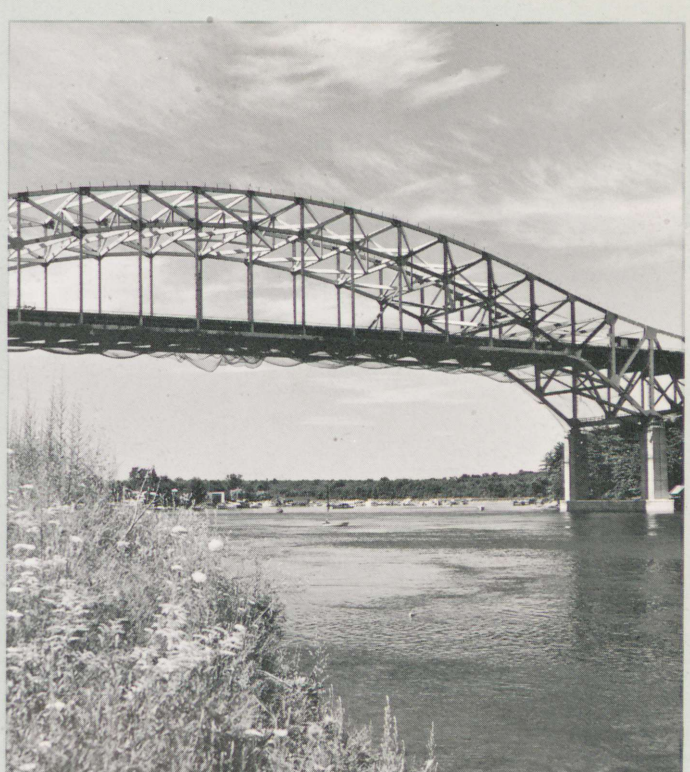
Committee To Name Bridge

MAINE MEMBERS

Myron D. Rust, Maine Chairman
David H. Stevens
Lawson M. Aldrich
Mrs. Daniel R. Mann
Edwin S. Plissy

NEW HAMPSHIRE MEMBERS

Rep. Maurice J. Downing, N.H. Chm.
Rep. Ronald J. Marcotte
Rep. Ann Sadler
Rep. Roxie A. Forbes
Roland N. Hebert



The big bridge during final stages of construction.

Dedication Program

THE PISCATAQUA RIVER BRIDGE AND APPROACHES

Portsmouth, New Hampshire-Kittery, Maine

November 1, 1972

1:00 P.M.

DIRECTORS OF CEREMONIES	David H. Stevens, Commissioner, Maine Department of Transportation Robert H. Whitaker, Commissioner, New Hampshire Dept. of Public Works & Highways
BAND CONCERT	Kittery School Band, Mrs. Joanne Reams, Director Portsmouth Senior High School Band, Mr. William Elwell, Director

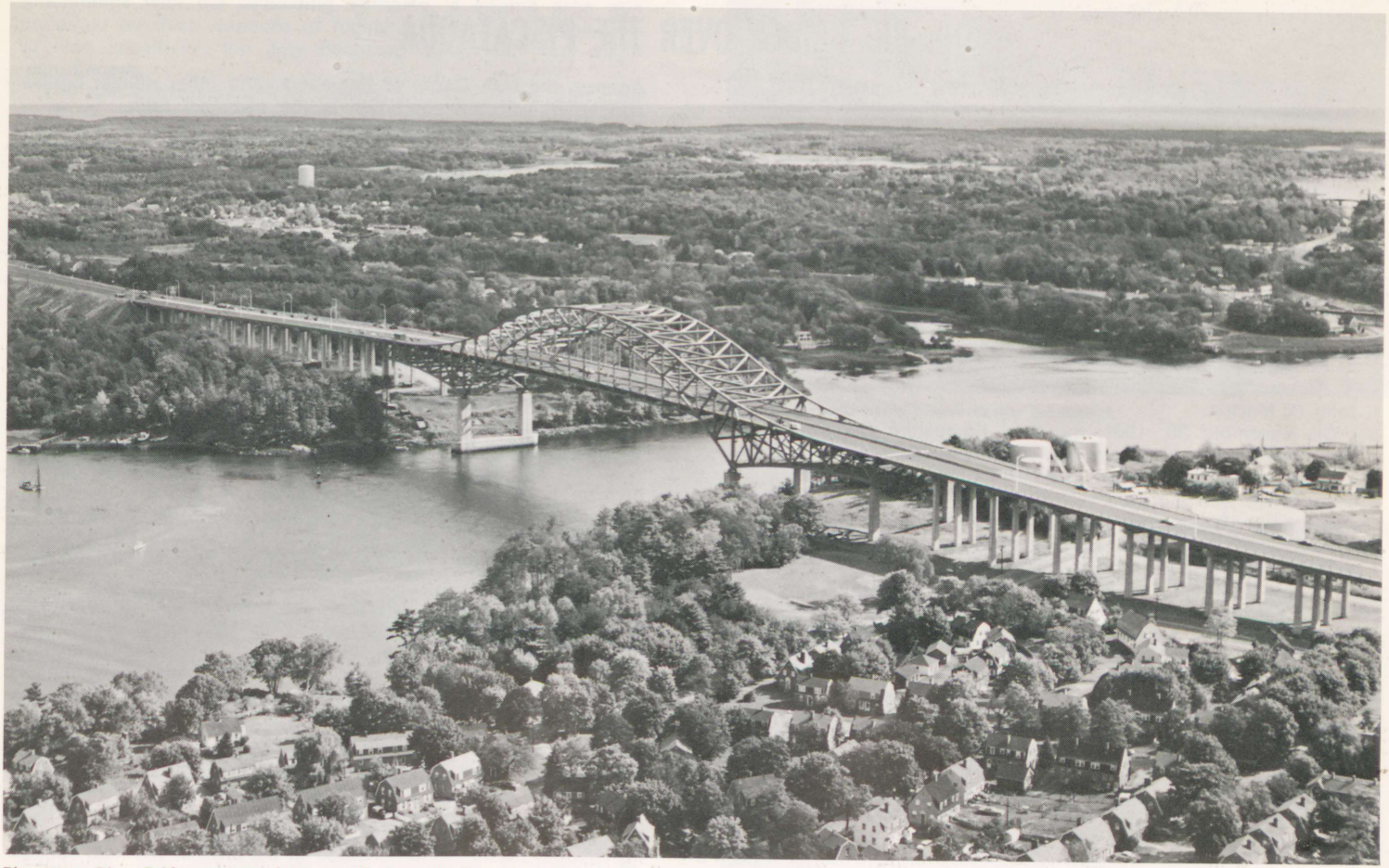
1:30 P.M.

NATIONAL ANTHEM	Portsmouth-Kittery Combined Band
INVOCATION	Rev. Clifton J. Wood, St. Mark's United Methodist Church, Kittery
GREETINGS	Manuel Sousa, Chairman, Kittery Town Council Arthur F. Brady, Jr., Mayor, Portsmouth

INTRODUCTION OF DISTINGUISHED GUESTS

REMARKS	John A. Volpe, Secretary, U.S. Department of Transportation Ralph R. Bartelsmeyer, Administrator, Federal Highway Administration Governor Kenneth M. Curtis, State of Maine Governor Walter Peterson, State of New Hampshire
BENEDICTION	Father Joseph E. Shields, Pastor, St. Catherine's Church, Portsmouth
RIBBON CUTTING	David H. Stevens, Commissioner, Maine Department of Transportation

TWO MOTORCADES WILL DRIVE NEW HIGHWAY, ALL INVITED TO JOIN



Piscataqua River Bridge as seen from over Portsmouth, New Hampshire, looking towards Kittery, Maine.

THE BIG BRIDGE OVER THE PISCATAQUA

Maine and New Hampshire's five mile "missing link" in Interstate Route 95 will be ready for traffic on November 1. The opening of the massive new Piscataqua River Bridge, combined with its six-lane approach expressway sections and interchanges in Kittery and Portsmouth, certainly heralds a new day in time-saving, convenience and safety for the motorist traveling along the main route between the two states. Bridge and highway cost estimates over the four-year construction period total more than 50 million dollars.

Preliminary route planning for this modern toll-free, high-level bridge spanning the Piscataqua River between York and Rockingham Counties was started in the early sixties under the leadership of Maine State Highway Commission Chairman David H. Stevens and former New Hampshire Highway Commissioner John O. Morton.

On November 30, 1961, the New Hampshire Department of Public Works and Highways and the Maine State Highway Commission (now the Maine Department of Transportation), in cooperation with the then U.S. Bureau of Public Roads, authorized Wilbur Smith Associates of New Haven, Connecticut to undertake an engineering and economic study of the problems of locating, constructing and financing a new Interstate Route 95 bridge spanning the Piscataqua River.

The Legislative Interim Study Committees of the two state legislative bodies directed the transportation consultant to consider expanding the capacity of the existing Maine-New Hampshire Bridge Authority facility (including construction of a parallel bridge), and constructing a high-level bridge and approaches on a new location.

Throughout the study period a close working relationship was maintained between the highway departments of Maine and New Hampshire, the Maine-New Hampshire Interstate Bridge Authority, the Maine Turnpike Authority, the New Hampshire Port Authority, the U.S. Bureau of Roads, the Town of Kittery, the City of Portsmouth, the Federal Housing and Home Finance Agency, the U.S. Corps of Engineers, and other official bodies concerned with transportation in the seacoast area.

The detailed location, preliminary designs, and cost estimates for the alternate river crossings were developed by Hardesty and Hanover, consulting engineers, nationally recognized for their work in the field of major bridge designs. Preliminary right-of-way appraisals were furnished by John L. Hyde for New Hampshire and by Jerome Knowles, Jr. and Associates of Maine. George W. Harris of the New Hampshire planning staff acted as study liaison engineer.

As a result of Wilbur Smith's location study, it was recommended that I-95 be constructed on a western high-level location, and that conventional Federal Interstate highway funds be used in financing.

By 1965 both Legislatures had authorized the state highway organizations to proceed with the layout and design. All planning and design work for the New Hampshire expressway approaches was accomplished by the Department's highway design division under the direction of Richard A. Brunel. In Maine, the approach expressway design was under the direction of Highway Design Engineer William D. Harris. The design consultant was Howard, Needles, Tammen and Bergendoff's Boston office.

An important design feature of the New Hampshire approach work was the Exit 7 interchange facility with direct access via a new Market Street Connector to the downtown business district and the whole river waterfront industrial complex including the New Hampshire Port Authority Pier on Noble's Island.

Early in the design stage the consulting engineering firm of Haley and Aldrich, Inc., Cambridge, Massachusetts was engaged by the New Hampshire Highway Department to provide soils engineering services in connection with the foundation design of the approach embankments located southwesterly of the Portsmouth rotary circle. Located in the area of the high speed

interchange with the Spaulding Turnpike, a swamp area was underlaid by thick deposits of highly compressible, weak clay of high sensitivity; the clay becomes quick with very slight disturbances.

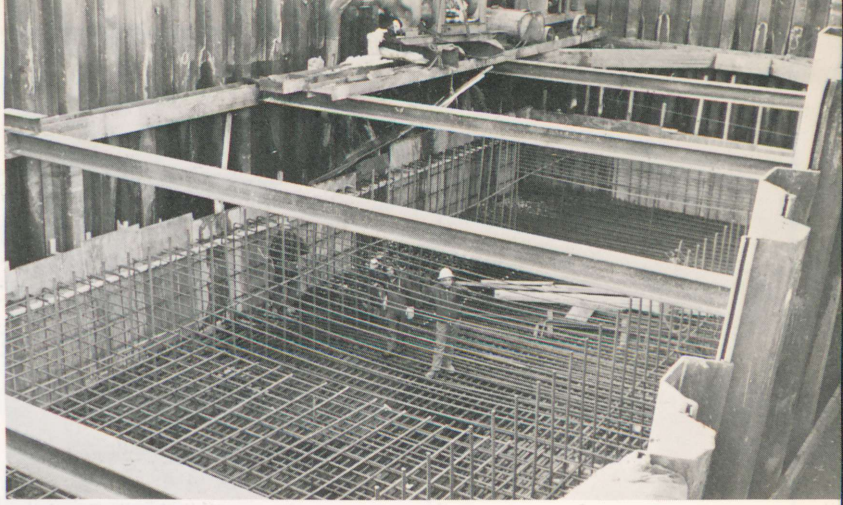
The test embankment was constructed slowly and with care by R. G. Watkins and Son, Inc., Amesbury, Massachusetts. It was heavily marked with instruments. The purpose of the test section was to ascertain to what height the soft, deep layer of clay would sustain solid embankment. As the test worked out, slope failure occurred just above the soils consultant's prediction.

The Highway Department awarded a contract to consolidate the subsoil in the swamp area by utilizing the European sand drain method. The $591,000 job was awarded to Vibroflotation Foundation Co., Pittsburg, Pennsylvania, who worked with the International Foundation Co., of Holland in performing this soil consolidation work in the Port City. After installation of the sand drains, stage construction in the area has progressed over the last four years.

Under an agreement signed by the two states in 1967, the Maine State Highway Commission acted as the contracting agent for the new high-level bridge. New Hampshire will reimburse Maine for its share of the construction cost. Hardesty and Hanover, Consulting Engineers, of New York City, prepared the I-95 bridge design and construction plans.

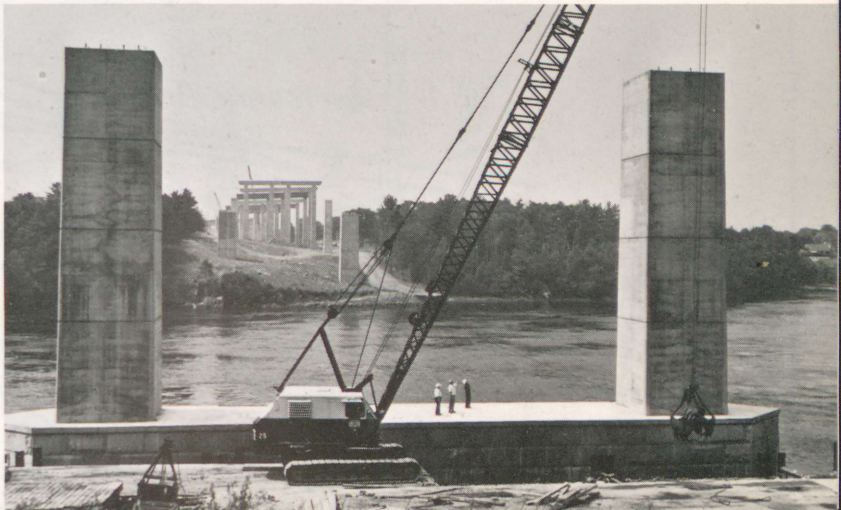
In 1968, the Maine State Highway Commission opened bids for the first phase in constructing the new $21 million Piscataqua River Bridge. The substructure for the main river span and both approaches were built by Cianchette Brothers, Inc., Pittsfield, Maine under a construction contract started in May, 1968 and valued at $2,495,000.

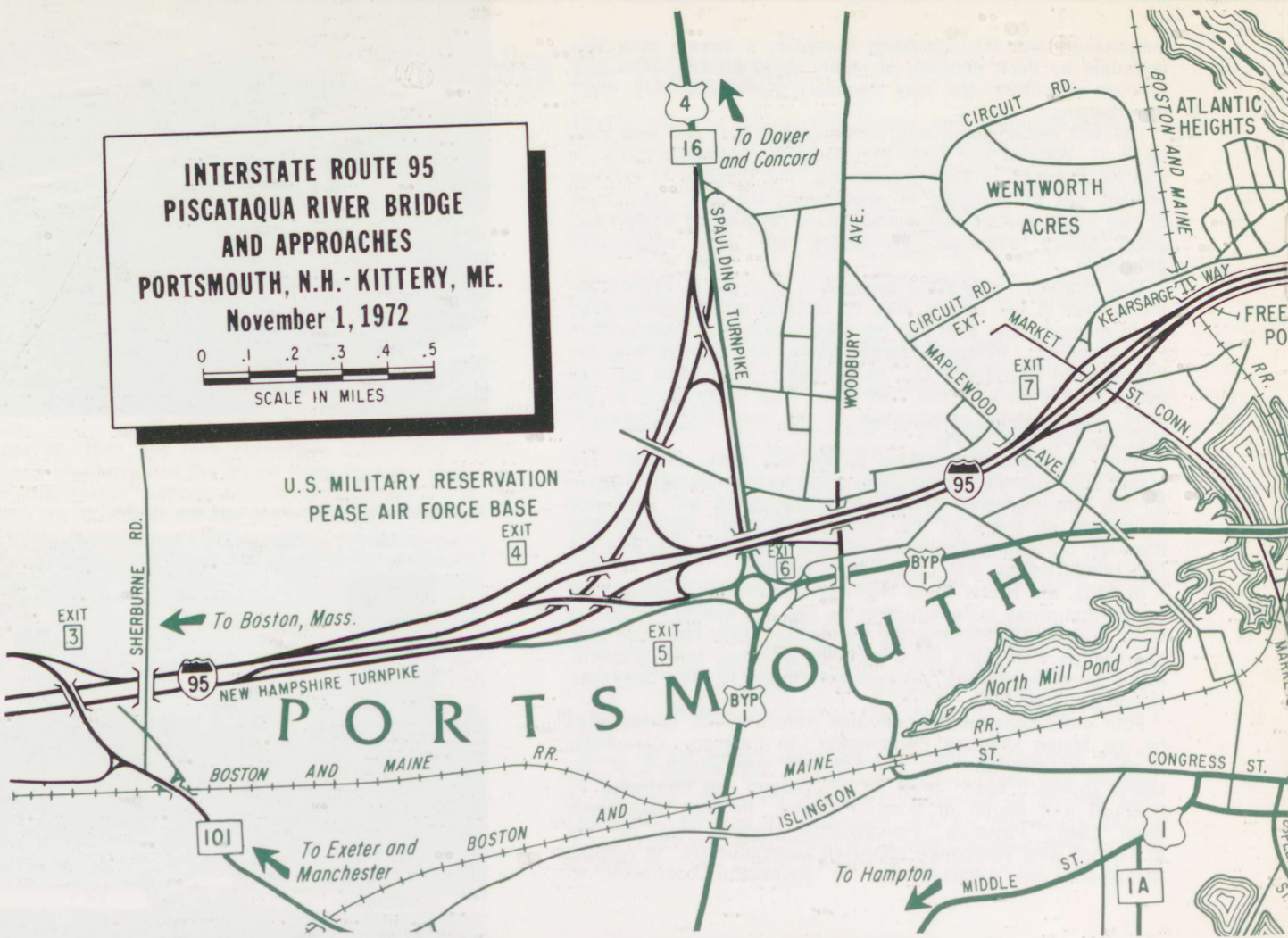
Four other construction contracts were awarded during 1969 by the Maine Highway Commission. In February, Cianchette Brothers started work on the $993,000 superstructure of the Maine approach span. Steel for this project was fabricated by Bancroft and Martin of South Portland. In May, Bethlehem Steel Corp., Pittsburg, Pennsylvania started work on the $1,942,000 New Hampshire approach superstructure. In August, Bethlehem was selected as the successful contractor to

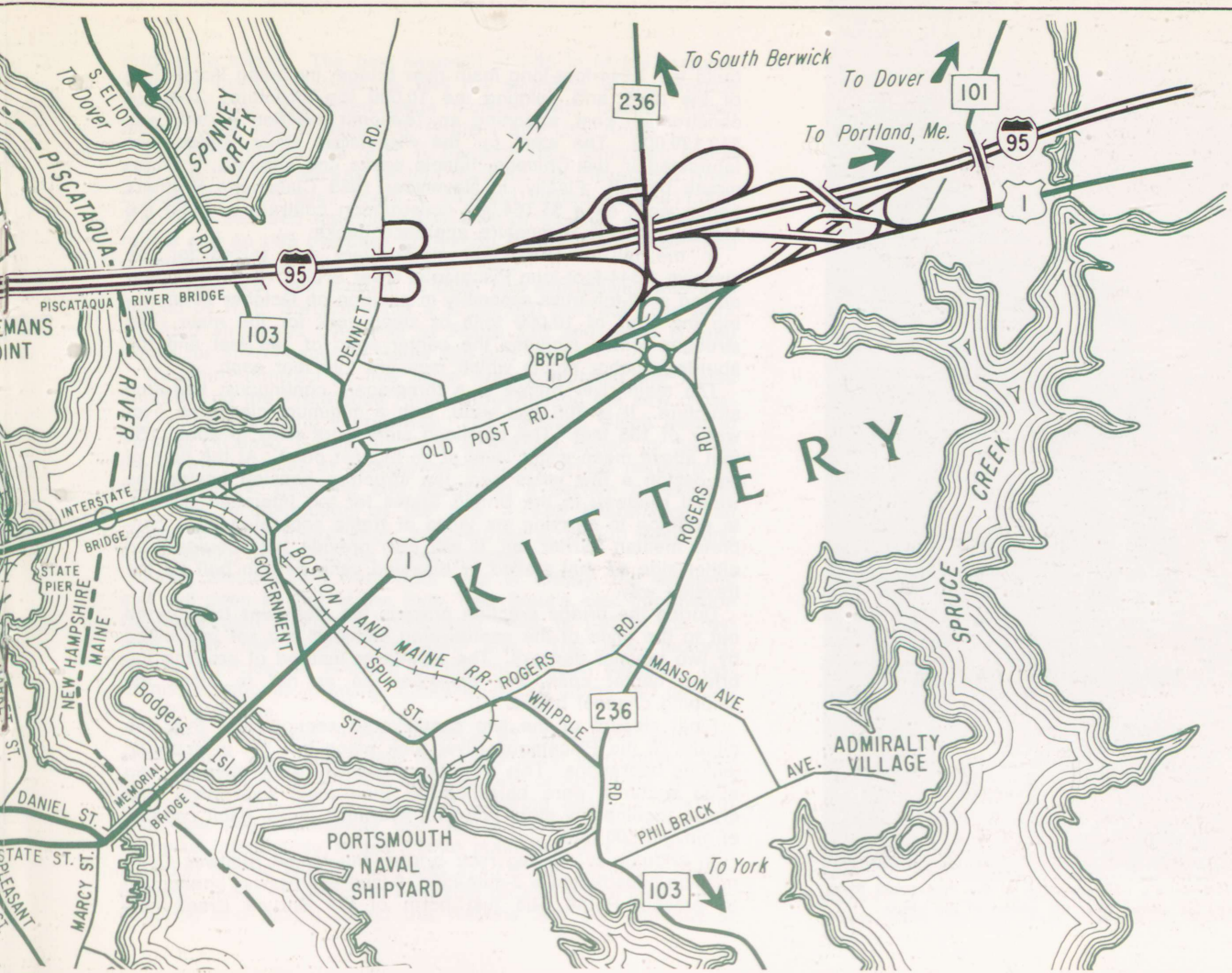


Reinforcing steel being placed in pier foundation.

Workers provide scale to show huge size of piers.




INTERSTATE ROUTE 95
PISCATAQUA RIVER BRIDGE
AND APPROACHES
PORTSMOUTH, N.H.- KITTERY, ME.
November 1, 1972
0 .1 .2 .3 .4 .5
SCALE IN MILES
U.S. MILITARY RESERVATION
PEASE AIR FORCE BASE
EXIT 4
EXIT 3
SHERBURNE RD.
To Boston, Mass.
95
NEW HAMPSHIRE TURNPIKE
EXIT 5
EXIT 6
BYP 1
PORTSMOUTH
North Mill Pond
BOSTON AND MAINE RR.
MAINE
ISLINGTON
ST.
CONGRESS ST.
101
To Exeter and Manchester
To Hampton
MIDDLE ST.
1A
4
16
To Dover and Concord
SPAULDING TURNPIKE
WOODBURY AVE.
CIRCUIT RD.
WENTWORTH ACRES
ATLANTIC HEIGHTS
BOSTON AND MAINE
CIRCUIT RD. EXT.
MARKET
KEARSARGE WAY
MAPLEWOOD AVE.
EXIT 7
ST. CONN
FREE PO
RR.


To South Berwick
To Dover
To Portland, Me.
236
101
95
1
N
S. ELIOT
To Dover
PISCATAQUA
SPINNEY CREEK
RD.
PISCATAQUA RIVER BRIDGE
95
103
DENNETT
BYP 1
OLD POST RD.
INTERSTATE
BRIDGE
STATE PIER
NEW HAMPSHIRE
MAINE
RIVER
GOVERNMENT
BOSTON AND MAINE R.R.
SPUR
ST.
1
KITTERY
ROGERS RD.
SPRUCE CREEK
ROGERS RD.
MANSON AVE.
WHIPPLE RD.
236
ADMIRALTY VILLAGE
PHILBRICK AVE.
Badgers Isl.
MEMORIAL BRIDGE
DANIEL ST.
STATE ST.
MARCY ST.
PORTSMOUTH NAVAL SHIPYARD
To York
103

Looking north along New Hampshire's I-95 approach to the Piscataqua River Bridge, Market Street interchange shown near the center of the photo.

build the 1,344-foot-long main river bridge, including installation of the deck and painting the 10,000 ton structure. The bid construction cost, spanning an 18-month erection period, was $12,129,000. The steel for the Piscataqua River Bridge was fabricated in the Chicago, Illinois works and shipped to Portsmouth by rail. Finally, in November 1969 Cianchette Brothers began work on a $1,764,000 construction contract to build the Maine and New Hampshire approach decks.

In the fall of 1970, first major steel was raised for the massive 1,344-foot-long Piscataqua River Bridge. Erection crews placed a 72-ton-truss assembly in position on October 29, marking the start of 10,000 tons of steel work for the main river structure which includes the center span of 756 feet and the abutting anchor spans which measure 294 feet each.

The main river bridge is a three-span, continuous, tied-arch structure. It is 108 feet wide, with a minimum clearance over water of 135 feet. The overhead steel work rises to about 250 feet above mean water level at its highest point. At the time of its design a few years ago, the structure boasted having the widest roadway in the United States for the Interstate System. In addition to carrying six lanes of traffic separated by a concrete median barrier rail, it will also provide full shoulders on either side so that stalled or disabled vehicles can pull off the traveled way.

During the bridge erection process the steel was transported out to the ends of the cantilevered sections and set into place by two traveler derricks. The cantilever method of erecting the bridge center span was employed so as not to block the shipping channel below.

Final closure of the two cantilevered sections out over the middle of the Piscataqua River took place last fall in dramatic jacking operations. This was the moment of truth when the two huge sections were balanced on their main river piers and drawn together by eight powerful hydraulic jacks, each capable of moving 500 tons.

In addition to the big river bridge, the Maine Highway Commission constructed a 2-mile-long, 6-lane expressway connection to present Route I-95 just north of the Spruce Creek twin

bridges in Kittery. The new segment of I-95 in Maine featured five new overpass structures and the widening of the Spruce Creek bridges, and interchange facilities with Dennett Road, Maine Route 236, Bypass U.S. Route 1 and U.S. Route 1.

The construction firm of H. E. Sargent, Inc., Stillwater, Maine built the first expressway section north of the Piscataqua River Bridge approach span under a contract valued at $1,311,000. The work included grading a half-mile of six-lane expressway, ramps and an I-95 overpass at Dennett Road, and the complete construction of a mile of Dennett Road.

The next 0.87 mile section of main line expressway was also graded by H. E. Sargent under a $2,322,000 contract. The work included structures over I-95 at Route 236 and ramp H, and ramps for interchanges at Route 236 and U.S. 1.

The third contract in this same area completed the Maine approach to the Piscataqua River Bridge linking the new crossing with the existing expressway. The contract, which went to Thomas DiCenzo, Calais, Maine at $3,498,000, called for paving the entire 1.9 miles of expressway from the bridge northerly to Spruce Creek, widening and rebuilding a section of existing I-95, the reconstruction of the U.S. 1 - I-95 interchange, an overpass at this interchange, an overpass at Wilson Road, and the widening of the Spruce Creek bridges.

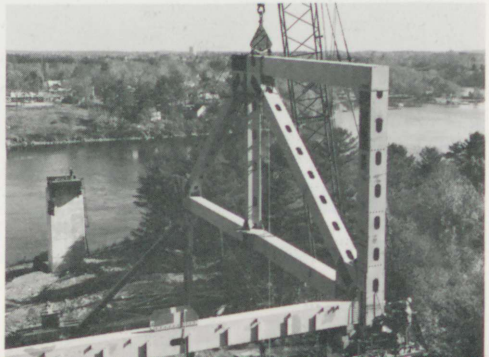
Along Maine's new front door step in Kittery, the welcome mat will soon be out at the Pine Tree State's new Information Center located along the northbound lanes of I-95 in the rest area near the Kittery-York town line. The new motorist facility provides, in addition to the information services, rest rooms, telephones, drinking fountains, picnic tables and parking for 181 vehicles.

In New Hampshire, Interstate Route 95 expressway approach construction was divided into five major main line construction projects. The R. G. Watkins and Son firm of Amesbury, Massachusetts constructed four projects covering nearly 2 miles of main line I-95 expressway and nearly one mile of Spaulding Turnpike interchange ramps. Total main line and bridge construction for the Watkins firm was $11,736,300, including eleven bridges. Stage construction contracts on I-95 embankment construction and paving raised the Watkins firm commitments in

Maine's I-95 approach looking towards the south with Route 101 in the foreground, Route 236 interchange in the center, the bridge is beyond.

Largest bearings ever cast by Bothlehem Steel support bridge.

Ironworkers assembled 10,000 tons of steel high over the river.



First truss assembly was swung into place in October of 1970.

Portsmouth to an impressive total of 9 contracts valued at $16,363,000.

Again, in the New Hampshire area, the R. S. Audley Co., Bow, New Hampshire constructed the largest single highway contract let in the Granite State since the construction of the New Hampshire Turnpike. The Audley firm completed 3 bridges and 1.3 miles of I-95 main line expressway valued at $4,426,000 under heavy traffic conditions and a real tight work schedule.

In the spring of 1971, the sixth and final construction contract for work on the Piscataqua River Bridge was awarded by the Maine Highway Commission to Cianbro Corp. (formerly Cianchette Brothers, Inc.) Work under this contract was valued at $642,000 and included the final roadway surface, sign installations, electrical system and other miscellaneous work.

Other major prime contracts awarded during 1971 by both Maine and New Hampshire included a $212,000 highway signing contract to the S. T. Griswold Co., Essex Junction, Vermont, for signing on I-95 in Kittery and York. In New Hampshire, the National Fence and Granite Co., Concord, N. H. was awarded a $609,800 signing and delineation construction contract; and The Safety Lines Marking Co., Islington, Massachusetts, was awarded a $78,200 contract for pavement marking along the same I-95 expressway. Finally, in New Hampshire, Cianbro was awarded a $523,700 construction contract to install high-level lighting in the I-95-Spaulding Turnpike interchange area.

Other minor construction contracts in New Hampshire were let to Municipal Signal and Supply Co., for traffic lights on N. H. Route 101. The Maxam Co., was awarded a $33,000 construction contract to relocate the Pease Air Force Base instrument landing lights. The R. W. LeBaron Co., was awarded a $38,000 contract for two traffic signal installations on the Market Street Connector.

For over a decade engineers and contractors have labored to overcome what at times seemed like insurmountable problems to bring the new highway and bridge facility to the point where it will be opened to traffic on November 1, 1972. Cars and trucks will now move between the two states uninterrupted by bridge openings for shipping traffic, toll taking, or the traffic congestion which has grown yearly along the approaches to the older bridges.

Committee To Study Bridge Route Location

MAINE STATE HIGHWAY COMMISSION
AND
LEGISLATIVE RESEARCH COMMITTEE 100th LEGISLATURE

Commission
- David H. Stevens - Chairman
- Perry S. Furbush - Member
- R. Leon Williams - Member
- Vaughan M. Daggett - Chief Engineer
- Charles A. Whitten - Bridge Engineer
- Ralph H. Sawyer - Planning and Traffic Engineer

Legislative Research Committee

Senate
- Hollis J. Wyman
- William R. Cole
- Dwight A. Brown
- Norman K. Ferguson
- James S. Erwin
- Robert A. Marden
- James S. Stanley

House
- Vinal G. Good
- Harold Bragdon (Chairman)
- Richard N. Berry
- John L. Baxter, Jr.
- Bradford S. Wellman
- David J. Kennedy
- Gilman B. Whitman
- Sidney D. Maxwell

NEW HAMPSHIRE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
AND
LEGISLATIVE INTERIM STUDY COMMITTEE

Department
- John O. Morton - Commissioner
- Robert H. Whitaker - Deputy Commissioner and Chief Engineer
- John T. Flanders - Assistant Commissioner
- Reuel W. Webb - Assistant Chief Engineer
- Bernard H. Langley - Bridge Engineer
- Frederick M. Auer - Planning and Economics Engineer
- George W. Harris - Assistant Planning and Economics Engineer, Study Liaison Engineer

Legislative Interim Committee
- Andrew Jarvis, Governor's Councilor from the Second District
- Sen. Cecil Charles Humphreys, Member, New Hampshire Port Authority
- Sen. Thomas C. Dunnington, Chairman Senate Public Works Committee
- Rep. Robert L. Galloway, Sr., Chairman House Public Works Committee
- Dr. James J. Powers, Member, Maine-New Hampshire Interstate Bridge Authority
- Clayton E. Osborn
- James R. Kelly
- John O. Morton, Commissioner, Chairman
- Robert H. Whitaker, Deputy Commissioner

BUREAU OF PUBLIC ROADS

- John A. Swanson - Regional Engineer
- Robert D. Hunter - Division Engineer, Maine
- John P. McAllaster - Division Engineer, New Hampshire
- Robert E. Johnson, Regional Planning and Research Engineer
- Ray E. Pomeroy, Jr. - Planning and Programming Engineer, Maine
- Leon F. Walker - Planning and Programming Engineer, N. H.

State Personnel That Worked on Bridge and Highway Approach Projects

New Hampshire

Richard H. Aliotti
James Ashton, Jr.
Richard E. Baily
Fred R. Barker
Everett L. Bean
Charles Benning
Roger F. Berry
Peter S. Blaisdell
Fred Brunner
Maurice H. Caswell
Warren P. Cate
Paul W. Clement
Thomas O. Currier
Roderick B. Cyr
Glendon C. Dalton
Samuel Dane
Arthur L. Ditto
Allen C. Drew
Sandra Drouin
Ronald A. Dubois
Roger Dubriske
Ronald G. Durell

Frank P. Edmunds
Raymond J. Evans
Forrest Evarts
Gaylon Finemore
Edward C. Forcier
Robert T. French
George Fryer
Hugo E. Genini
Mark W. Glidden
John W. Goff
Lewis H. Goodwin
John F. Grady
John P. Hayes, Jr.
Alfred Harrison
George T. Hemming
Harold G. Hersey
John J. Hickey
Edgar W. Huckins
Lawrence L. Inglis
Gordon S. Jackson
James Jeffery
Erne S. Jule

Melvin W. Kangas
Bruce Kelley
James E. Kibby
Robert G. Kimball
John Lane
Richard Lassonde
Emile Lavoie
Brian D. Lenzi
Donald D. Levesque
Maurice M. Limoge
Glenwood Little
Stephen E. Ludwick
Brian L. MacLean
Neil D. MacPherson
James Marshall
Joseph McKeever
Robert A. Merrifield
Eugene Millett
David Miniutti
George A. Mitchell
Roger Moody

Jon B. Moore
John Moore
Kenneth E. Moore
William Nehring
Paul Nelson
Richard O'Connell
Michael M. O'Malley
John Oudens
Philip G. Pariseau
Kenneth Peabody
James Pellowe
Theodore G. Pineault
Kenneth Perkins
Michael M. Peters
Fred Prior
Edward P. M. Quinney
William Rice
George Richardson
David H. Riel
Harland E. Roberts
Richard M. Robidoux

George A. Sanborn
Verne R. Sawtelle
Eric P. Schade
Ernest O. Searles
Peter Sivonen
Bruce G. Staples
Paul G. Stroud
Frank Sturm
James G. Theophilos
Louis C. Turcotte
Suneel Vanikar
Charles Walles
Gail B. Watson
Frederick M. Wilson
Richard J. Wozmak
Everett Wylie
A. Glenn Yeaton
Daniel J. Young
Robert V. Young
Stanton H. Young
William C. Young

Maine

Edward Adams
Sarah Adamski
Bradford E. Auwood
Guy L. Baker
Vincent F. Banaitis
Frank Barnes
Clarence Baxter
James Bean
Edward Belcher
Peter Bernier
Curtis Berry
John Black
Douglas Briggs
Ernest Boothby
Edwin T. Brooks
Terry W. Brooks
Darrell Bryant
Alphonso Caiazzo
Donald Caron
Bruce Carter
Leroy Chace III
Harry Cook

William Coombs
Ronald E. Dixon
John E. Dority
Gardner Duplessis
Jerry Ellingwood
Neal B. Farwell
Clarence L. Field
Robert J. Fontaine, Jr.
Franks S. Foster
Randall Foster
William French
Saul Gerber
John Gilmore
Larry Goggins
Fred Graham
Daniel O. Harriman
Robert Henderson
Stephen Higgins
Virginia Higgins
William Hickley
Alan Hodges
Averill Huff

W. Gordon Hunter
Fred Jones
George R. Jones
Theodore H. Karasopoulos
Henry E. Kimball
Donald Laflin
Richard E. Landerkin
Harry Lawler
Kerry Leach
Jon Lebrun
Albert Libby
Nils Lindholm
Gary Lorfano
Jack Loring
Douglas F. McCobb, Sr.
Edward McNaughton
Harvey Mitchell
William Mitchell
Melvin W. Morgan
Frank Morse
Clifton S. Murphy

Edward Murrell
James Nevins
Ronald Newton
Edward Ouellette
Philip Parent
David Payette
Arthur Pilsbury
Philip Pinkham
Normand Plourde
Robert W. Pray
Ricky Radcliffe
John C. Rand
Robert C. Ray, Sr.
James Richards
Blair Riopell
Francis E. Riva, Jr.
Larry L. Roberts
Donald Rollins
George Roy
Robert A. Shailer
Walter Shorey

Hollis Sinclair
Allan L. Smith
Darryl E. Smith
Vincent E. Smith
Nason Snow
Harold Sonia
Everett R. Stevens
Jon Stevens
Jerry Stewart
Theodore M. Stone
Daniel Tardif
Steven Telow
Paul Thibault
Fred Townsend
Norman W. Turner
Sylvia Vandervlist
William Violette
Clyde D. Walton
Richard D. Webber
Jon Whitten
Lawriston Wilson

Piscataqua River Bridge Prime Contractors

Cianbro Corporation **Cianchette Brothers, Inc.** **Bethlehem Steel Corporation**

Subcontractors

Baribeault & Ducharme
P. R. Boston
The Carvel Company

Cianbro Corporation
John B. Conomos, Inc.
The Dole Company

J. P. Griffin, Inc.
Iafolla Construction Co., Inc.
Harold B. Law, Inc.

Main Line Fence Co.
National Fence & Granite Co., Inc.
Perma-Line Corporation of N. E.

H. E. Sargent, Inc.
M. Shapleigh Jr.
Std. Plumbing & Mfg. Supply

F. A. Tucker, Inc.
R. G. Watkins & Sons, Inc.
Whiting Fence, Inc.

Maine Approach Prime Contractors

Thomas DiCenzo **S. T. Griswold and Company** **H. E. Sargent, Inc.**

Subcontractors

E. A. Burns Fencing Company
Callahan Brothers, Inc.
Thomas DiCenzo

S. T. Griswold and Company
Hahnel Brothers Company
Iafolla Construction Co., Inc.

Harold B. Law, Inc.
Maine Drilling and Blasting Co., Inc.
C. A. Newcomb and Sons

R. N. Painting Co.
H. E. Sargent, Inc.
M. Shadleigh Construction Co.

Susi Construction Corporation
Warren Brothers Company
Maynard L. Young, Jr.

New Hampshire Approach Prime Contractors

Baldwin Wrecking Company
Banak Nursery, Inc.
Cianbro Corporation
Maxam Company
Municipal Signal & Supply Co.
National Fence & Granite Co., Inc.
R. G. Watkins & Son, Inc.
R. S. Audley, Inc.
R. W. LeBaron, Inc.
R. W. Payne, Inc.
Safety Lines Marking, Inc.
Vibroflotation Foundation Company

Subcontractors

American Bridge Rail Corporation
E. W. Audet & Sons, Inc.
R. S. Audley, Inc.
Banak Nursery, Inc.
Bernier Brothers, Inc.
Biron & Sons, Inc.
George Brox, Inc.
Buxton Brothers

Carter Pile Co., Inc.
Cianbro Corporation
Constructors, Incorporated
Eaton & Eaton Company
H. B. Fleming, Inc.
M. B. Foster Elec. Company
Foundation Constructors, Inc.
Geomeasurements Inc.

Granite State Stone Co., Inc.
Hydro Dredge Corporation
Iafolla Construction Co., Inc.
Herman Kardinal
Landers & Griffin, Inc.
Mass Rock, Inc.
Municipal Signal & Supply Co.
National Fence & Granite Co., Inc.

Northeast Erectors, Inc.
Northeastern Stud Welding Corp.
Paige Welding Co.
Rambore, Inc.
J. J. Reilly, Inc.
Lloyd Rimek
R. N. Painting Company
Scheyd Construction Co., Inc.

Skyline Roofing & Sheetmetal, Inc.
Steel Builders Inc.
V. A. Stone
E. D. Swett, Inc.
A. W. Therrien Co.
Ward Weller Co., Inc.
White Mtn. Fence Co.
Whiting Fence Inc.

New Hampshire Department of Public Works and Highways
and
Maine Department of Transportation