President John F. Kennedy dedicated this 18-mile stretch of I-95 in Maryland on November 15, 1963. It was his last public dedication before his assassination exactly one week later. The road, originally called the Northeast Expressway, runs from the Susquehanna River to the Delaware line and has carried approximately 850 million vehicles to date.

A joint venture of two Maryland-based companies, the Bituminous Construction Co. and Contee Sand and Gravel Co., did the paving at that time, working for prime contractor Nello L. Teer Co. of North Carolina.

The road was built with 4 inches of stabilized aggregate base, 3 inches of HMA base, another 2.5 inches of a different HMA base, and 1.5 inches of surface HMA. During 1982-83, the road was milled two inches and overlaid with two inches of HMA plus a .75-inch layer of open-graded friction course HMA. Ten years later, in 1993, construction crews removed 1 inch from the surface and then overlaid the road with 4 inches of HMA and .75 inches of open-graded friction course. Although this stretch was widened in 1970, these two overlays were the only maintenance required for the heavily traveled road.

The Maryland Transportation Authority estimates that 850 million vehicles—approximately 10 percent of them trucks—have traveled this road since its opening. In all this time, there have been no road base failures reported.