

feeder roads be made adequate for existing traffic, and for that traffic volume which may be expected within a reasonable, foreseeable future. The widening and resurfacing of these roads, together with the elimination of sharp horizontal and vertical curves, and the widening of existing structures, are necessary improvements which cannot be over emphasized. They must not, and they will not, be neglected. Provision must be made for a proper and an orderly construction on both the primary and secondary system.

The State Roads Commission currently is spending approximately 100 million dollars a year on highway construction and maintenance. This is big money—more than is spent by any other agency of our State. It is imperative that these monies be spent wisely and that the citizens of this State receive a full return from the expenditures made.

This is the reason I am so pleased to address the Maryland Highways Contractors Association, the membership of which is responsible for a vast segment of this construction. I am pleased, also, that membership in your Association is not limited to construction firms located in our State, but is broad enough to include those highway builders from other areas who bid successfully on Maryland contracts.

I am convinced that there should be a close and a mutually respected relationship between the State Roads Commission and the contractors who build our highways and bridges. You are practical men. You possess knowledge, acquired from years of construction experience, which can be of great assistance to the State. Constructive criticism is a good thing. It should be given in a spirit of cooperation and should be so received.

I understand that over past years there has existed a relationship between your Association and the State Roads Commission which has proven most valuable. Proper committees from your organization have met with and cooperated with the State Roads Commission in the preparation of specifications for material, highways, bridges and incidental structures. I trust that, in the years just ahead, this relationship will be strengthened, and I am confident that both the State and the builder will benefit therefrom.

In speaking of the Commission, before closing I have an announcement to make which I am sure will be of interest to all of you. As you doubtless have heard, Robert O. Bonnell, Chairman of the Commission, has given me his resignation, effective February 16. Also, you probably know that I am formulating plans for the reorganization of the Commission. I shall present this reorganization program in detail at a joint