

Currently, the State Roads Commission maintenance budget is underfunded. Money has to be taken each year from construction monies to carry out normal maintenance operations.

What's going to happen when the 354-mile interstate system of expressways is completed in this State? It has been estimated that to keep an expressway in tip top shape costs in the neighborhood of \$20,000 a mile per year. This cost, of course, does not occur when the road is brand new. But, to keep it properly surfaced, clear of snow, mowed, landscaped, patrolled and serviced in other manners, a figure of \$20,000 per mile per year is not out of line.

This is going to be a tremendous burden for the states to bear. True, the federal government is contributing the lion's share of money for construction of the interstate system—about 90 per cent. Under present plans the federal government says, here are expressways, you take care of them.

After 1965, the State of Maryland will have run out of its highway money in bulk. The highway construction bond issue will have expired. State Roads Commission fiscal experts tell me, Maryland then will have enough to match federal interstate apportionments. Where is the money for this increased maintenance on the interstate going to come from?

I believe that it is time to begin earnest examination into the problem of upkeep of the interstate highway system. If these were normal roads, if the motoring public did not demand around the clock, around the calendar service on them, perhaps the burden could be borne by the states alone. But, with the demands for such things as immediate snow removal, adequate mowing, well-kept and attractive roadsides, hour-by-hour patrolling and other services facing the states, it is, I believe, time to estimate the cost and see if the states can meet it alone. Let's find the answer now so we can assure ourselves that this great highway system we are building will continue to carry America forward.

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REMARKS AT OPENING OF FINAL LEG OF  
JOHN HANSON HIGHWAY  
CHEVERLY

November 21, 1961

Today we forge the final link in Maryland's Golden Triangle. By opening this four-mile stretch of modern highway, two capitals are joined, Annapolis, the capital of Maryland, and Washington, the capital of our country.