

the Panama Canal, the Saint Lawrence Seaway and the Grand Coulee Dam. When completed it will have used some 1.8 million man-years of on-site labor. Although it will constitute only one per cent of our street and road mileage, it will carry 20 per cent of the traffic. By 1973, savings to the motorists using the interstate system will be such that the system will have almost paid for itself. Certainly no other investment pays so many dividends to its stockholders.

In Maryland this Administration has been assigned the responsibility of constructing 354 miles of this mighty system. According to schedules compiled by the Federal Bureau of Public Roads which, as you know, pays 90 per cent of the construction cost, 1964 was the year by which one-half the system was to be open to traffic in each state. Maryland has, at present, 71 per cent of its mileage open to traffic. We are the only State in the union which has completed two beltway systems around major cities. The Baltimore Beltway was opened in 1962 and the Capital Beltway was opened last August. Other projects in Western Maryland and in the Washington area are moving ahead as rapidly as possible. In fact, all our interstate mileage, with the possible exception of that in Baltimore City, will be under construction within the next four years.

Of course the interstate system is only a part of the great road-building program which has continued over the past six years. We have also made available to our citizens many other important primary highways. Just a few of these include the continued dualization of Route 40, our "Great Road West," into our Appalachian counties and dualization of Route 50, leading from our metropolitan centers to the recreational paradise of the Eastern Shore. Other projects include the dualization of Route 13, a major north-south artery on the Shore, and Route 5 into Southern Maryland.

I could go on, but it suffices to say that we have met and are continuing to meet our goal—that is to give Maryland a backbone system of arterial highways which not only will move vast numbers of people and huge amounts of goods in a safe and efficient manner, but will also assist in maintaining our record economic growth. In addition, we have provided increased sums of money for the construction and improvement of our secondary road projects. These two-land facilities are of utmost importance, serving as links into the heart of our State's less populous areas, bringing fast and efficient transportation to even the most remote sections. We have undertaken an impressive program for road reconstruction. This includes the use of additional funds to straighten winding paths which have become dangerous under existing