

start of an 87-mile stretch from Hancock to the Maryland-West Virginia line, pointing at Morgantown, West Virginia. This will be a project which will cost in excess of \$100 million.

Maryland is one of the top five states in the percentage of its interstate mileage that has been opened to traffic. Now 84 per cent of its interstate mileage is open or under construction. It is true that it is among the last of the states in the amount of federal money spent, but, as you know, that is because Baltimore City gets 40 per cent of the money for the 19 miles it has yet to build. It is my understanding that this problem is close to a solution.

If Maryland is to keep pace with the growing demands of the future, Maryland public officials in charge of building roads must retain a broad vision. Projects for the far future, for example, must include such things as outer beltways around Baltimore and Washington, a northern freeway across the top of the State, a lower Patuxent bridge and eventual dualization of every major artery of the State.

In any discussion of road-building accomplishments and road-building plans, I would be remiss in my duties if I did not acknowledge the indebtedness we public officials have to you highway contractors. For it is to you—the highway contractor—that government passes on the responsibility of providing the roads upon which much of the traffic of the nation can move with safety and efficiency. . . .

As I have tried to point out here today, our State record of achievement in the highway construction field is, I think, adequate. And let it be said that government could not have done this job without you. I know that on many occasions the highway contracting industry has been given construction tasks which have been difficult to perform and construction deadlines which have been hard to meet. The contracting industry shouldered these burdens and did the job that was asked of them, and the people of Maryland will be forever in your debt for the caliber of your performance.

We may reasonably expect that the increase in the highway requirements of the future will add to the difficulties of both government and the industry you represent. If the transportation needs of the people of our State are to be met, we must not for a moment relax our efforts to move forward in this field. To give the people of Maryland the quantity and the quality of highways they need for present requirements, and to plan the construction of the roads they will need in the years of the future, is a responsibility of the government of the State. It is your responsibility also to continue your support of the government in this