

traffic conditions. Additional funds have been allocated for resurfacing and the widening of roads to provide 12-foot lanes and 1-foot lanes and 10-foot shoulders for emergency purposes. Elimination of unsafe roads has continued at a rapid pace. We build our freeways at a record rate. But we do not forget the small road.

What of the future? Our State is presently committed to an impressive construction program which will take us through 1970 at a cost of over \$500 million, including federal matching funds. The law has fixed the plan and the program is approved every two years by the county officials themselves. In addition to this, it is my hope that the coming weeks will see the General Assembly approve additional toll facilities for our State, so that Maryland may continue to discharge its responsibilities in the field of highway construction in the future with the same diligence as in the past. I can assure you that during the remainder of my term in office, the rapid and efficient building of roads will continue to be a key factor in the growth of our economy.

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REMARKS AT OPENING OF INTERSTATE 70  
HANCOCK-CLEAR SPRING

October 26, 1965

Today is one of the important days in the history of Western Maryland. I say this not merely because we are dedicating 18 miles of additional freeway through Washington County. I say it because this road symbolizes the great strides the State government has taken to provide the people of Western Maryland with a roads system second to none.

This road is a sample. It represents part of a freeway system which in a few short years will stretch all the way from the great metropolitan markets of Baltimore and Washington through the mountains of Garrett County and beyond. It is no secret that the lack of good roads for many years hampered the development of industry and recreational facilities in our mountainous counties. The development of the automobile and the use of the heavy truck for transporting farm produce and industrial goods have long since made the old National Pike an obsolete country road. And yet, just seven years ago, at the beginning of this Administration, this road, old Route 40, was the only route through Washington, Allegany and Garrett counties. I ask you to consider how many changes have come about in this road since that time.