

we can do it. The Legislative Council believes we can do it within the limits of a reasonable revenue-raising plan. I know the people of Maryland want it to be done.

A program of construction continuing at present levels is one way to do the job—to meet the needs. To do this, government must live up to its responsibility and the contracting industry must live up to its responsibility. As long as I am Governor, I shall see to it that government will do all in its power to meet as many of our highway needs as is financially practicable. I know government can count on Maryland's highway contractors to help us do this job.

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## ADDRESS AT OPENING OF THE CAPITAL BELTWAY

### INTERSTATE 495

August 17, 1964

There are few days in the history of the growth of our State more important than today.

By the addition of the Capital Beltway to our highway system, we give to Maryland additional opportunities for economic growth, additional opportunity for success in the fight for highway safety, additional opportunity for the savings of time and money on the part of the motorists who will use this great highway, additional opportunity for safer and more efficient travel by both local and through traffic. The Capital Beltway is truly a road of opportunity. Not only, my friends, will it benefit the great counties of Prince George's and Montgomery, but it will benefit the State and the nation as well. Permit me briefly to examine a few of the many benefits and opportunities made possible by the completion of this great road.

Most of you know that highway safety has been one of the most vigorously pursued goals of my Administration. The rapid construction of expressways to handle large volumes of traffic has been one means of attacking the safety problem. We must remember that Maryland's expressway and primary highway system carries 70 per cent of the traffic. The death rate on these big freeways is 60 per cent less than it is on ordinary roads. Here are some examples: The death rate on the Baltimore Beltway is only two per 100 million vehicle miles, a tremendously low rate even with its traffic counts of 40 thousand a day. The Kennedy Memorial Highway has not experienced a single fatality since it opened