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## We Need Some New Roads

In a growing state like Maryland (Bureau of Census estimated figures for July, 1973 were just over 4,000,000) it is necessary to build some new highways when new development demands it. Planning for new highways must be coordinated with other phases of community growth. The roads themselves are built to enhance the areas through which they pass.

## Most Prominent Landscape Features

Highways are probably the most prominent man-made features on the landscape. Many of us do not realize that only about 50 per cent of the land owned by Maryland for right-of-way is surfaced roadway. The remainder is devoted to landscaped sites and areas which support the highway such as slopes, drainage areas and grass medians. Even the drainage areas are covered with vegetation. Also, there are sections of land which are left undisturbed in order to encourage native growth and preserve the natural environment.

Some of our highway beautification projects also have a safety factor. Grass medians can be aesthetic and cut down on accidents at the same time.



## Limited Access Highways Lead To Conservation

When Maryland began building limited access highways in the 1940's a great conservation measure got underway. Limited access roads (no private or public entrances with access only by means of interchanges) can accommodate a much larger volume of traffic and thus there is intensified use of state highway land. Without the limited access feature, additional highways would have to be built to accommodate the ever increasing traffic and consequently, more land would have to be devoted to that use.

At present some of our limited access highways are handling even more of a volume than was thought feasible when they were planned. Since these highways are so efficient, they eliminate the need for new roads in many areas. This means that the State does not have to build additional right-of-way for new highways. It also saves time, fuel, lives, wear-and-tear on automobiles and the taxpayer's dollar.

## We Are Still Investing Dollars In Roads

As long as the public wants to travel (even if it's a mile to work and back) and as long as produce is delivered to our stores and merchandise to our warehouses, we have to expect to put some money into highways.

Marylanders are proud of their roads as they travel through America in Miniature. But they must expect to help preserve and improve them. We have more people, more vehicles and—most importantly—more usage of these vehicles all the time. A highway constructed in the 1920s or 1930s in a rural area may well be a congested, dangerous route today, bordered by mushrooming residential or commercial development. Such a road must be replaced with a safe highway built for today's burgeoning demands.



## 42,500 Miles of Expressways Only one percent of Nation's Roads

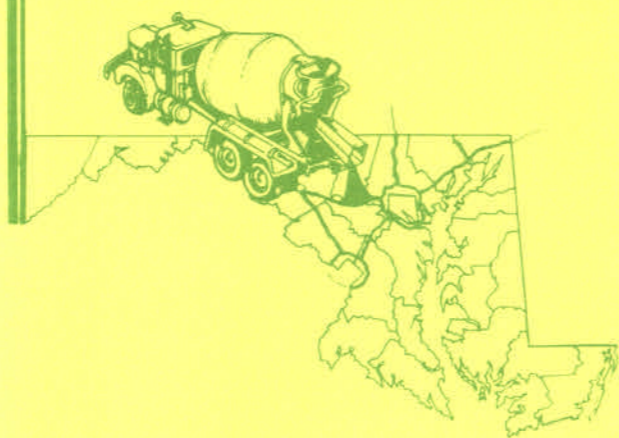


The Interstate Highway System now 82 per cent completed throughout the nation is adding 42,500 miles of new expressways. This is only a bit more than one per cent of the nation's road and street mileage but it will carry some 20 per cent of the travel. This means freeing older roads of congestion, making all highways safer to travel.

In Maryland, with 92 per cent of its 359 miles of Interstate Highways in service, these new highways are removing traffic pressures in both rural and urban areas, saving time and money for highway users.



# Are We Paving Maryland?



**Maryland  
Department of Transportation**

Harry R. Hughes  
*Secretary*

**State Highway Administration**

Bernard M. Evans  
*Administrator*

## No, We're Not!

**All roads**, including city and suburban streets, occupy about one per cent of the land area in the United States. Federal studies in nearly 50 larger cities show that the percentage of land occupied by roads in developed areas is indeed declining. The land is being used for more open spaces and landscaped areas.

## Roads and People Grow Together

**The total** Maryland highway system, including State, county and municipal roads covered 20,734 miles in 1963 and 24,829 in 1973. However, the bulk of the increased mileage can be attributed to residential streets in expanding communities.

**In Bowie**, Maryland, for example, the population in 1960 was 1,072 and in 1970 it had increased to 35,028. This 3,167 per cent of increase makes Bowie one of the fastest growing cities in the world. In just this one Maryland city alone the total road mileage went from 5.7 miles in 1960 to 108.6 miles in 1970.

## There's No Road Like An Old Road!

**It may seem** as though we are building a lot of new highways but work is constantly being done on or near existing roads. Only a small part of the total highway construction mileage of the State Highway Administration of the Maryland Department of Transportation involves building roads through totally new areas.



**Our loyalty** lies with our "old roads" which become worn out and outmoded. Rather than let them die, we rebuild, re-surface, widen, modernize and improve them, virtually making new highways that serve as feeders and auxiliaries to major arteries.

**A half century** ago there were 3 million miles of roads in the nation. Today there are 3.8 million miles. This is about a 26 per cent increase—while population has increased 100 per cent. Moreover, the greatest part of the new mileage is made up of streets in new housing developments.