

WHEREAS, the citizens of Southern Maryland feel that they have not received their fair share of the road funds since the construction of the Crain Highway more than twenty years ago, in 1928, and

WHEREAS, the Legislature has authorized the building of toll bridges and toll roads in the State of Maryland, and

WHEREAS, the people of the Southern Maryland Counties are perfectly willing and desirous of paying a reasonable toll for the purpose of defraying the cost of construction of a bridge from Benedict across the Patuxent River to Calvert County, and

WHEREAS, in order to determine the practicability and the economic feasibility of such a project it is essential that accurate information in connection therewith be obtained; now, therefore, be it

Resolved, That the State Roads Commission of Maryland is hereby directed to make the identical type of study and report in connection with the proposed construction of a bridge from or near Benedict in Charles County across the Patuxent River to Calvert County, which was made on the Susquehanna and Potomac River bridges and which is now being made on the proposed Chesapeake Bay Bridge by competent engineers acceptable to prospective bond purchasers, to determine the estimated cost of the bridge, the estimated number of vehicles which would use the bridge and the estimated amount of toll revenue to be produced therefrom so that it may be ascertained:

- (1) If the proposed Patuxent River Bridge project would be self-liquidating;
- (2) if it is not self-liquidating how much money the State would have to contribute through,
 - (a) a special bond issue, or
 - (b) from gasoline or motor vehicle taxes towards the cost of the construction and/or the maintenance and operation thereof; and be it further

Resolved, that this report be made to the Governor of the State of Maryland and the General Assembly of Maryland not later than January 5, 1949.

Approved June 1, 1948.