

WHEREAS, The Recreation Advisory Council, an interdepartmental agency of the Federal Government created by Executive Order No. 11017 of 1962, recommended in April 1964 that a national program of scenic roads and parkways be developed and subsequently took steps to obtain information from each state on additional highway construction projects needed to provide better access to historic, scenic and recreation areas; and

WHEREAS, The Maryland State Roads Commission submitted to the Council in January 1965 a set of proposals for the construction of scenic highway routes in the State and recommended that high priority be given to the construction of such a highway extending south from Annapolis along the Chesapeake Bay to Point Lookout and thence around the Potomac shore of Southern Maryland to Washington, D. C.

The length of the proposed highway would be approximately 175 miles, of which all but seven miles would be new construction, and its cost is estimated at \$97,000,000, including the cost of necessary bridges and structures of which the principal one would be a bridge across the Patuxent River in the vicinity of Point Patience between Calvert and St. Mary's Counties. Important sections of the highway would be of four lane dual construction. The route would be planned to include such features as scenic overlooks, boat launching sites, parking areas and picnic grounds, and to provide easy access to existing and proposed State parks and other recreation areas, as well as to historic buildings and sites in Southern Maryland; and

WHEREAS, This proposed highway should also include provision for a connection across the ~~lower~~ Potomac River AS PROJECTED IN THE NEED STUDY FOR SOUTHERN MARYLAND, FROM CHARLES COUNTY TO THE QUANTICO AREA OF VIRGINIA linking it with the George Washington Country Parkway running from Mt. Vernon to Yorktown, in Virginia, as proposed by the Federal Interdepartmental Task Force on the Potomac and the Potomac River Basin Advisory Committee in the "Potomac Interim Report to the President," January 1966; and

WHEREAS, Construction of the proposed scenic highway would greatly enhance the potential of Southern Maryland for tourism and recreation and thereby give much-needed stimulus to the economy of the region, which has lagged behind that of more populous areas of the State; now, therefore, be it

Resolved by the General Assembly of Maryland, That the General Assembly strongly supports the proposed national scenic highway program as one from which the State could benefit substantially by reason of its many and varied natural beauties, recreational opportunities, and historic sites; and be it further

Resolved, That the Assembly endorses the proposals for the construction of scenic highway routes in the State of Maryland submitted by the State Roads Commission to the Recreation Advisory Council and in particular, the Commission's proposal for the construction of such a route in Southern Maryland, including a ~~lower~~ Potomac River connection for this highway with the proposed George Washington Country Parkway in Virginia; and be it further

Resolved, That the Assembly strongly urge the Federal agencies concerned to prepare legislation for submission to the current session