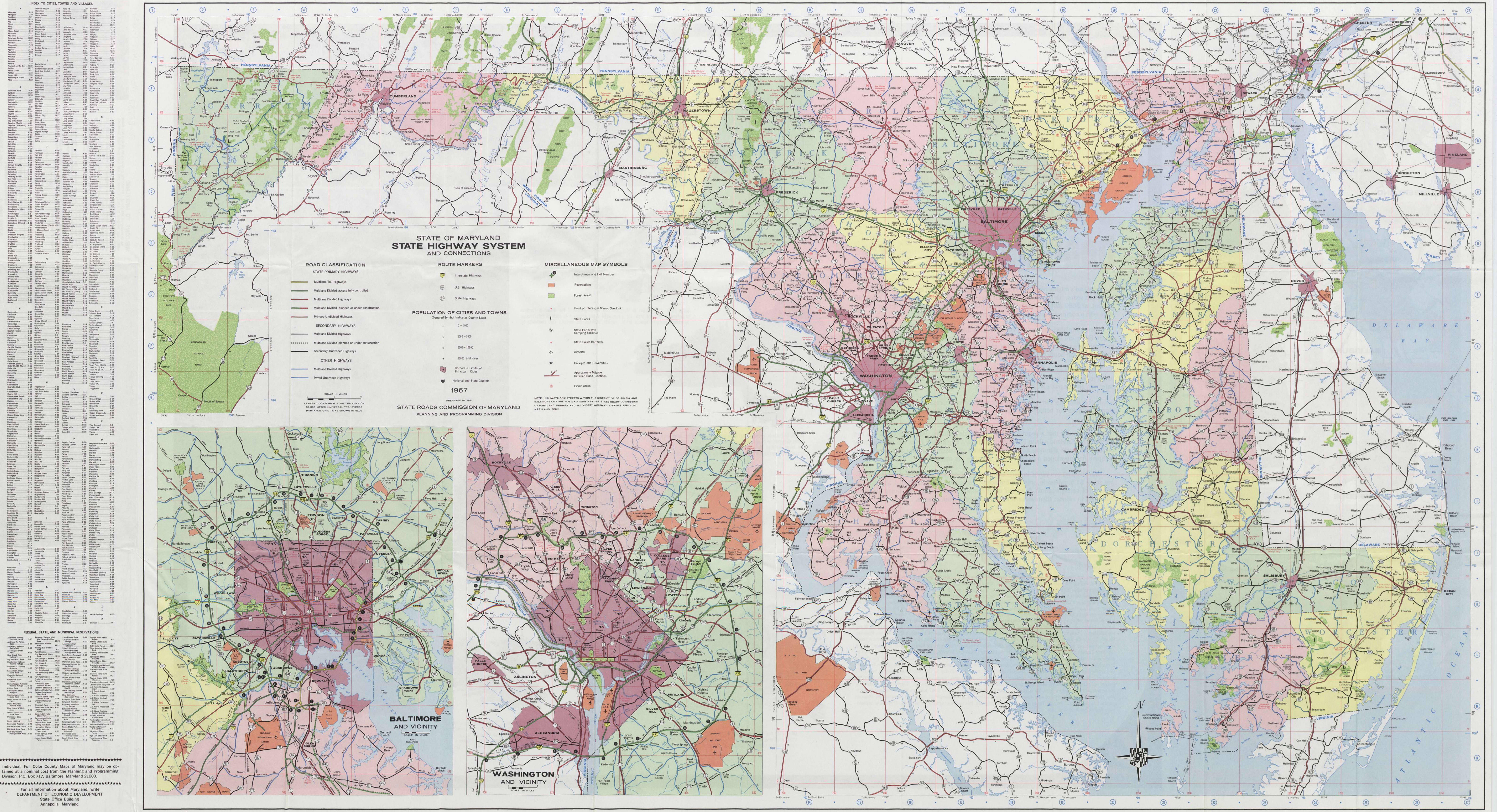
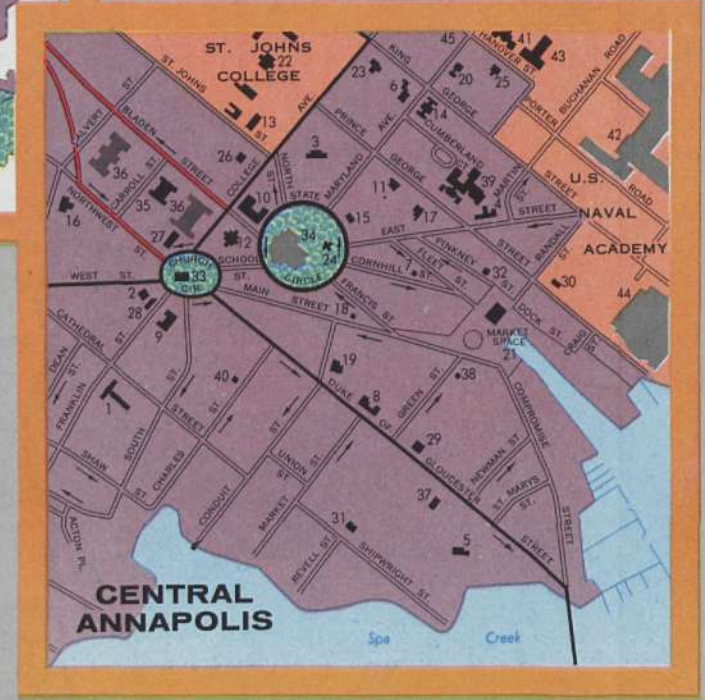
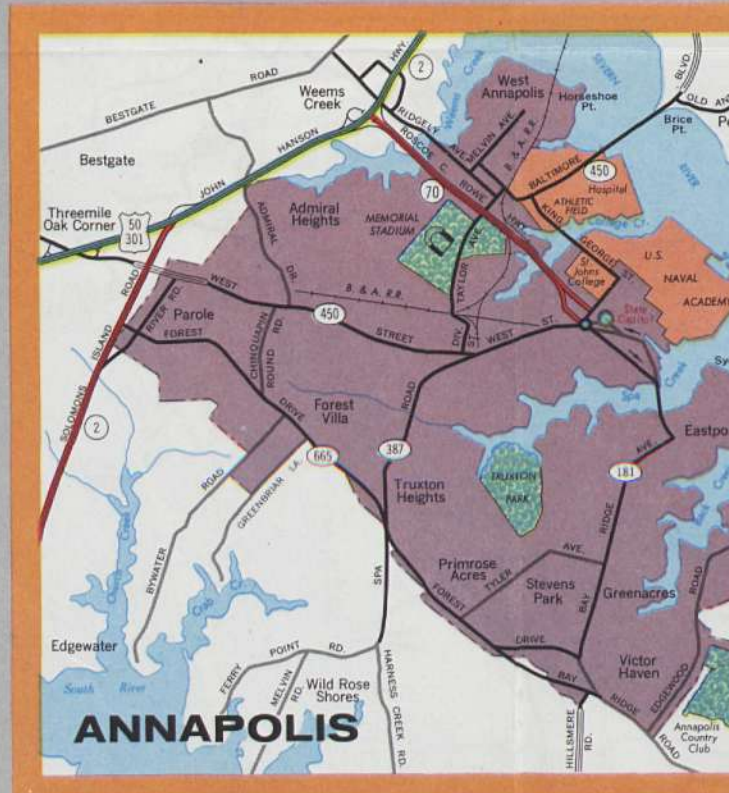
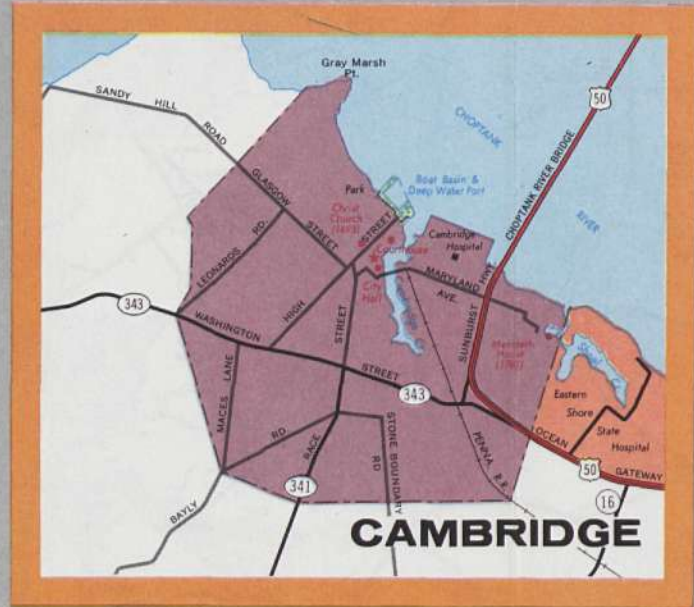
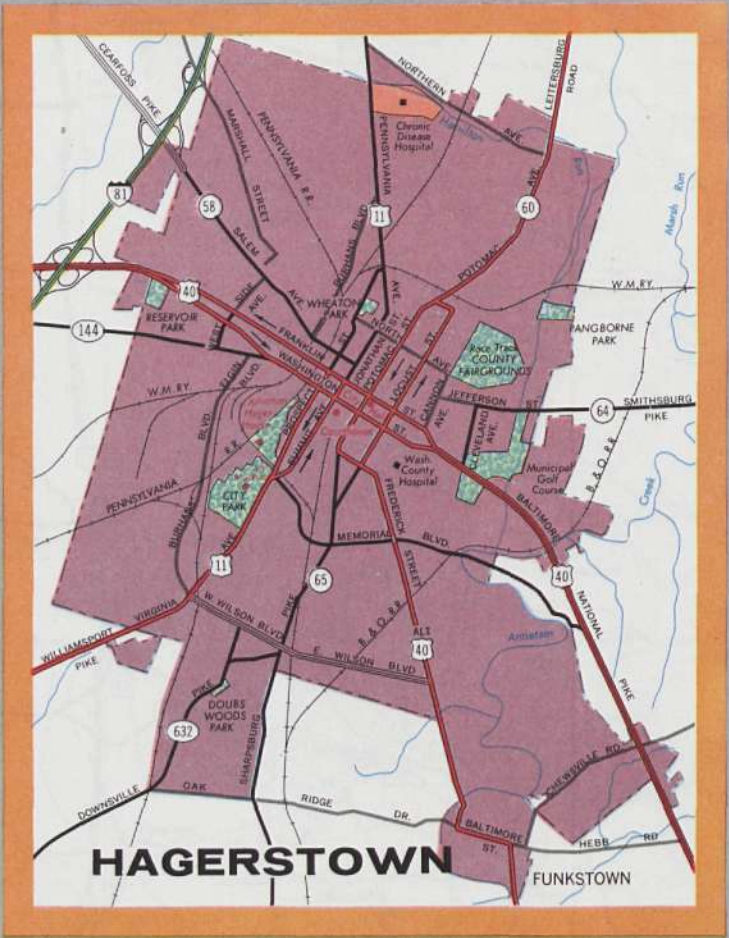
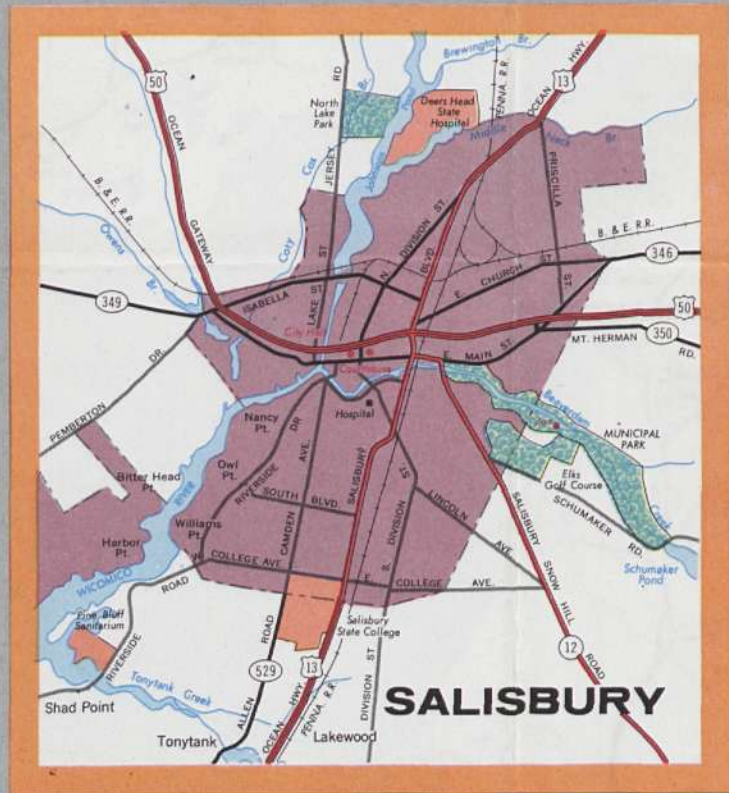
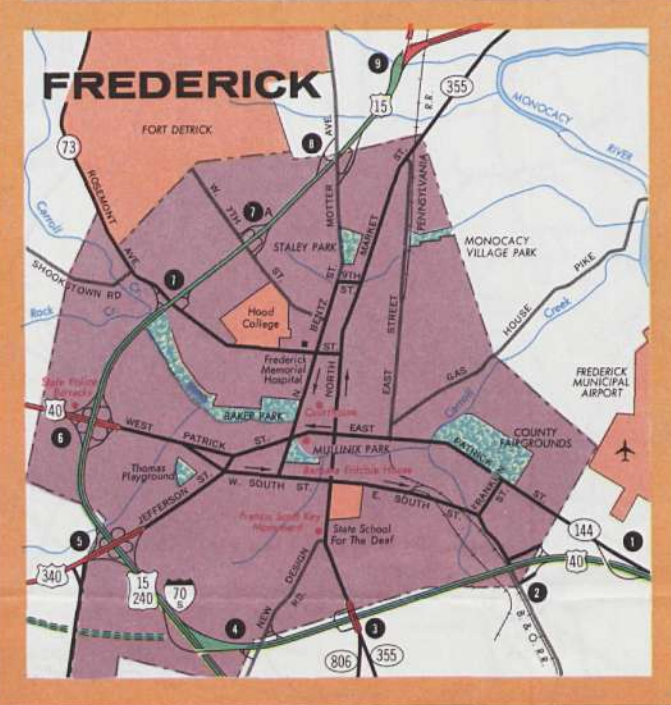
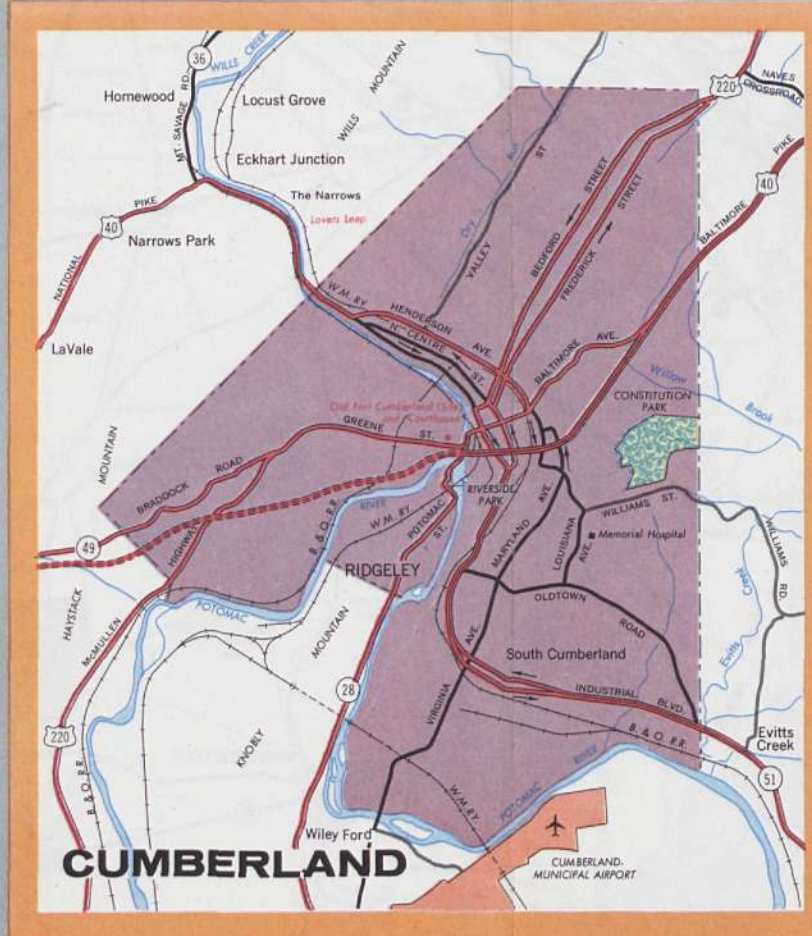






- CENTRAL ANNAPOLIS INDEX
- | | |
|-------------------------------------|--------------------------------------|
| 1. Anne Arundel Gen'l. Hospital | 24. Old Treasury Bldg. |
| 2. Banking House | 25. Pagan Stewart Bldg. |
| 3. Bordley - Randall House | 26. Pinkney House |
| 4. Brice House (1765) | 27. Post Office |
| 5. Charles Carroll Home | 28. Reynolds Tavern (Public Library) |
| 6. Chase Lloyd House | 29. Ridgely House |
| 7. Christopher-Holmes-Holland House | 30. Sands House |
| 8. City Hall | 31. Scott Mansion |
| 9. Court House | 32. Slicer - Shulap House |
| 10. Court Of Appeals & Land Office | 33. St. Anne's Church (1692) |
| 11. Dorsey House | 34. State House |
| 12. Governors' Mansion | 35. State Police Armory |
| 13. Hall Of Records | 36. State Office Bldg. |
| 14. Hammond - Harwood House | 37. St. Mary's Church |
| 15. Historic Annapolis Craft Shop | 38. Traditional Customs House |
| 16. Jail | 39. William Paca House (Carvel Hall) |
| 17. John Brice House | 40. William Plenary House |
| 18. Kentish Inn | 41. Naval Academy - |
| 19. Lloyd Dulany House | 42. Administration Bldg. |
| 20. Lockerman - Tilton House | 43. Armory |
| 21. Market Square | 44. Chapel |
| 22. McDowell Hall | 45. Physical Education Bldg. |
| 23. Ogil Hall | 46. Main Entrance |

the maryland scene --- beautiful and safe

Maryland's mighty highway system has undergone its biggest boost in history over the past eight years. Under programs which have increased the net value of our roads 82 percent, or \$680 million, strides have been made especially in providing motorists in our state with a comprehensive freeway and expressway network.

When completed, the system, combining the Interstate program throughout the State and in Baltimore City, the Appalachian highway program, and other State programs, will provide modern access to every corner of Maryland. It will also serve the growing corridor in the North-South megalopolis of which Maryland is a major part.

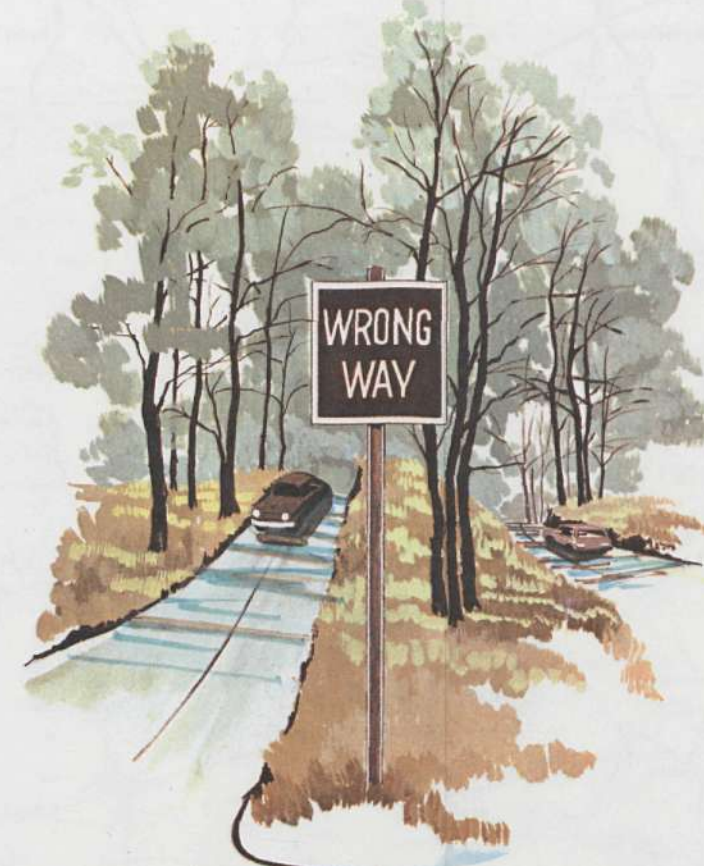
The State Roads Commission has realized, however, that merely building highways to serve traffic is not enough. Major emphasis must be given to providing beauty and safety as an integral part of the roads system.

To this end, the Commission has embarked on an impressive series of programs designed to make our network not only the most complete but also the safest and most attractive.

It is axiomatic that a beautiful highway is a safe highway. Positive proof of this can be found in Maryland's John F. Kennedy Highway. Engineered from the ground up by professionals with the most advanced knowledge of design in safety and beauty, this turnpike has developed into one of the safest in the nation.

Over the past two years, in particular, Maryland has embarked on programs involving some \$1.5 million to preserve the scenic gems with which Maryland abounds, remove spot safety hazards from our older highways and provide rest areas for weary motorists to refresh themselves while travelling our main arteries.

1 Travelling the Route 340 gateway to Harpers Ferry, the motorist is protected by installation of guardrails which prevent his leaving the road in the event of a mishap. Careful landscaping of scenic surroundings also provide safety in keeping the traveler's eye on the road while providing a pleasant ride. 2 Peak traffic flows demand maximum lane capacity. The State Roads Commission provides this by adding the third lane to the Baltimore Beltway and by adding the third and fourth lanes to the John F. Kennedy Highway between the Baltimore City line and Beltway. When completed, rush hour traffic will have smooth sailing. 3 Scenic gems along Maryland's Interstate are preserved with careful engineering in our Appalachian country. This scene, along Interstate Route 70 treats the motorist to the wonderland of beauty which exists in the Western Counties, providing concentration and a relaxing ride — most important in highway safety. 4 Interstate 81, completed through Maryland last year runs Southward through the heart of the Shenandoah Valley. Leaving Maryland is a safe and scenic experience thanks to these twin bridges spanning the Potomac River. 5 Rapidly approaching complete dualization, this newly opened section of Route 301 on the upper Eastern Shore demonstrates the inherent safety features of wide shoulders and guardrails minimizing danger of major collision. 6 On the lower Eastern Shore, Route 50 was completely dualized to Ocean City in 1966. Here, landscaping of the median by placement of trees and shrubs provide manmade scenic enhancement complementing the natural beauty of Maryland's Shore area. 7 Lighting of the freeway system, especially in the heavily travelled metropolitan areas is a truly important safety feature. Along the Baltimore Beltway night is turned almost into day for the motorist travelling at high rates of speed. 8 Using the modern way of constructing highways, safety and beauty are built into the project from the ground up, not just added as a decoration or an afterthought when construction is completed. Careful design takes into consideration these factors from the beginning. COVER PHOTO: Our cover in 1967 features the Cumberland throughway, Maryland's first example of an in-town expressway. Scheduled to be completed under the Appalachian Program initiated by Governor J. Millard Tawes and passed by Congress, this modern highway demonstrates that urban expressways can be beautiful and safe.



Even good motorists can sometimes make mistakes. In Maryland, those who wind up in the wrong lane soon discover the error under the State Roads Commission's program for installing "Wrong Way" signs at intersections and crossovers.



In the first major governmental experiment in the nation, emergency call boxes designed to bring the traveller instant aid at the touch of a button, are being installed along the Capital Beltway around Washington. Proven successful, they may someday be standard for freeways throughout America.



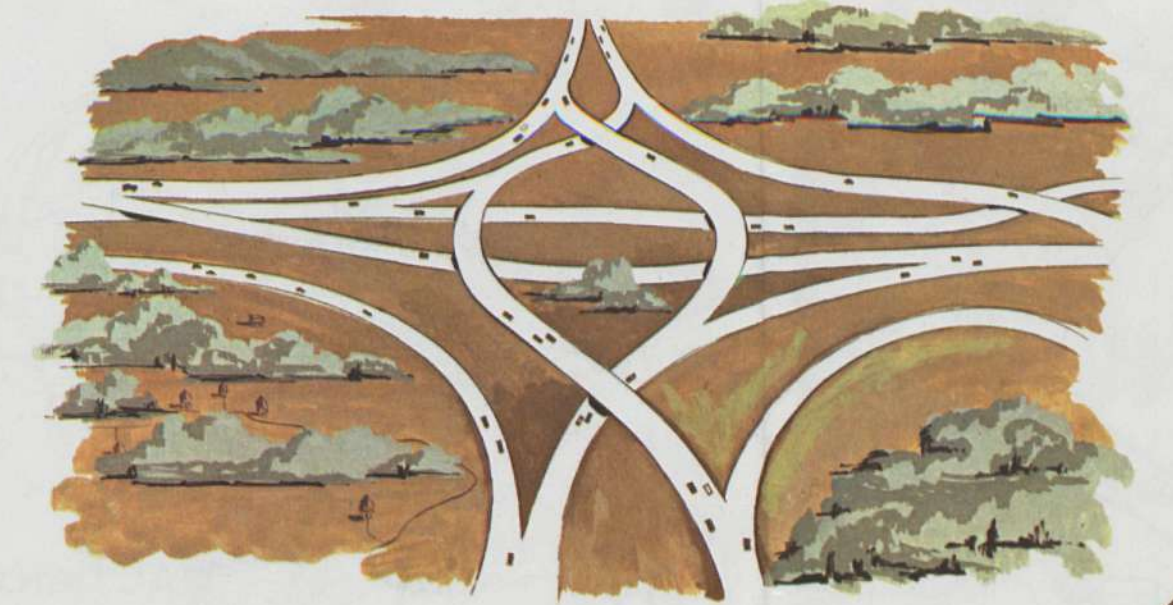
Trees and Shrubbery are useful and beautiful. But placed too close to an intersection they may prove hazardous by drastically reducing the motorists' sight distance. Under a program to eliminate these "bind" intersections, this foliage will be moved back to give the driver a clear, unobstructed view of oncoming traffic.



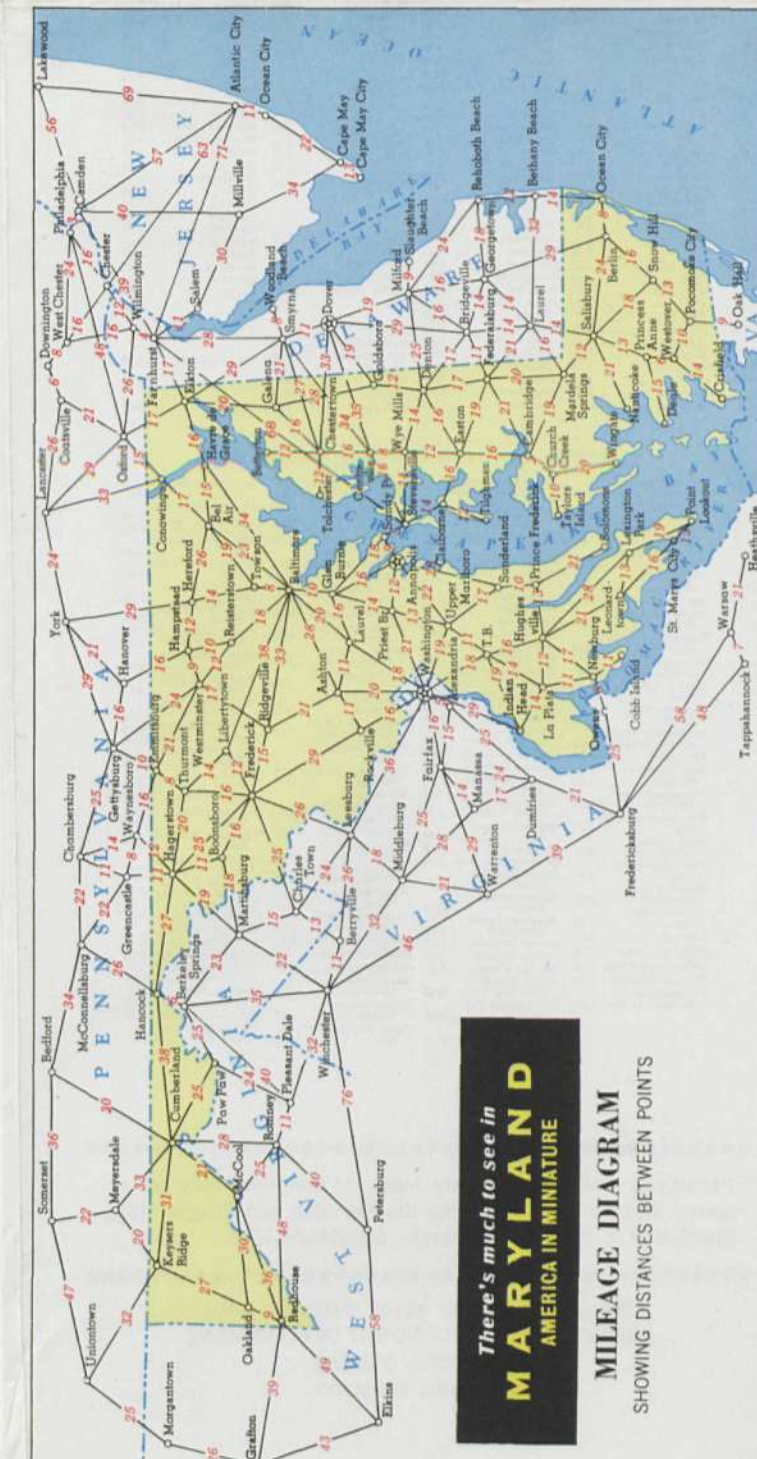
One of the major causes of accidents is the rear end collision caused by vehicles slowing in the fast lane to make a left turn. This danger is eliminated under a continuing program to install storage lanes at intersections.



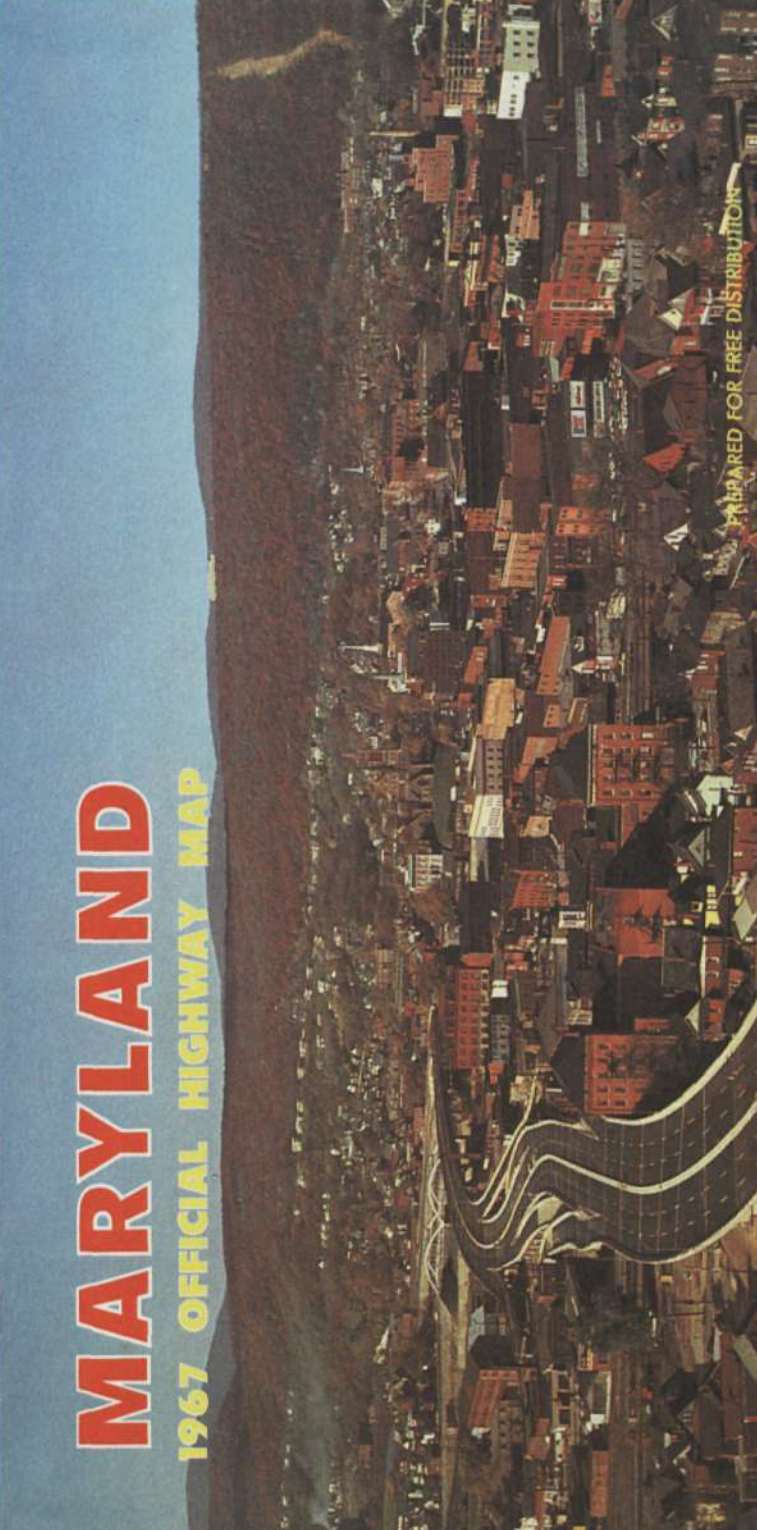
On some of Maryland's older roads, small bridges spanning culverts or streams were constructed too narrow for today's traffic. Often they "pinch" the road making it difficult for two vehicles to pass and creating the danger of collision with parapet walls. Programs are now underway to widen these bridges and eliminate the hazard.



The safest system of eliminating collision at intersections is to remove the intersection itself by construction of interchanges. They are a major cause of the extremely low death rate experienced on Maryland freeways.



MARYLAND 1967 OFFICIAL HIGHWAY MAP



WELCOME TO MARYLAND
As Governor of Maryland, I extend my greetings to all who will drive in Maryland in 1967. I hope you will find your rest pleasant, relaxing and interesting. They are designed to move you quickly, but safely to your destination. To take side trips along our less travelled highways so that you may observe more closely of interest on the main roads. Maryland offers a feast of historical and scenic attractions between the Atlantic and the Potomac. The map features the many programs now underway in the fields of traffic safety and roadside beautification. It is a system among the best in the nation. To make the safe, change our traffic laws and the established rules of courtesy on the road. Please drive carefully.

SPRO T. AGNEW
Governor of Maryland

SPRO T. AGNEW
Governor of Maryland

Chairman of Commission and Director of Highways
Commission Members
S. Wayne Beck
Nancy P. Brinkfield
Lettie H. Evans

