

WHEREAS, There are no freeways from Maryland into the center of the District of Columbia upon which planning and engineering are presently proceeding; and

WHEREAS, The Federal Highway Administration has recently added the Baltimore-Washington Expressway into the federal interstate system without providing adequately for the traffic volumes at connections of the right lanes of I-95 under construction and the four lanes of the present Baltimore-Washington Expressway between the Baltimore and Capital Beltways; and

WHEREAS, There is present and urgent need for improvements to other parts of the interstate highway system in the State of Maryland, such as I-70 from the Capital Beltway to Frederick, Maryland; now, therefore, be it

Resolved by the General Assembly of Maryland, That the Maryland State Roads Commission be requested to study the need, feasibility and priority of adding the Baltimore-Washington Expressway into the interstate highway system and report thereon to the General Assembly on or before February 1, 1970; and be it further

Resolved, That the State of Maryland not accept or otherwise act upon the federal government action in adding the Baltimore-Washington Expressway into the interstate system until on or before March 31, 1970; and be it further

Resolved, That a copy of this Joint Resolution be sent to the Maryland State Roads Commission.

* This resolution was not approved by the Governor.

No. 47*

(House Joint Resolution 77)

House Joint Resolution requesting the Maryland State Roads Commission to study the need, feasibility and priority of adding the Baltimore-Washington Expressway into the interstate highway system, ~~and that no action be taken to add the Baltimore-Washington Expressway into the interstate highway system before March 31, 1970.~~

WHEREAS, The Maryland State Roads Commission is presently constructing eight lanes of the interstate expressway known as I-95, between the Baltimore and Capitol Beltways (I-695 and I-495); and,

WHEREAS, The portion of I-95 so under construction generally parallels the existing Baltimore-Washington Expressway; and

WHEREAS, There are no freeways from Maryland into the center of the District of Columbia upon which planning and engineering are presently proceeding; and