

*Resolved by the General Assembly of Maryland, That the Washington Suburban Sanitary Commission shall without further delay establish top priority to the construction of a relief sewerage system through Riverdale and adjacent areas, and begin construction before dates set in the Comprehensive Water and Sewerage plans, and be it further*

*Resolved, That the area between Riverdale Road and Calvert Road, be added to the present Flood Control Project which covers the improvements between Calvert Road and Greenbelt Road; and be it further*

*Resolved, That the State Department of Health consider establishing a moratorium on further construction and zoning in the general Riverdale and College Park area should it find the present sewage system inadequate to serve the community while the emergency sewage system is under construction.*

Approved April 22, 1970.

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No. 44

(House Joint Resolution 48)

House Joint Resolution urging the United States Senators from Maryland, and the Maryland members of the House of Representatives to oppose enactment of H. R. 11870 and ~~H.R. 11619~~, dealing with increases in maximum permissible limits of width and weight of vehicles on the Interstate Highway Systems.

WHEREAS, H. R. 11870 and ~~H.R. 11619~~, which have been introduced in the Congress, would permit increases in the maximum permissible limits of the width and weight of vehicles on the Interstate Highway System, and would permit two consecutive sets of tandem axles allowing an overall length of 70 feet for a vehicle combination; and

WHEREAS, the greater truck sizes permitted under the proposed legislation would require larger power units which would in turn intensify air pollution hazards creating additional deterioration of our environment; and

WHEREAS, although the present proposals relate only to the Interstate System, to be efficient transporters, trucks cannot operate exclusively on a limited highway system, and therefore it can be assumed that the allowable limits would prevail also on Federal aid primary and secondary systems; and

WHEREAS, many miles of Maryland's roads are relatively narrow and their construction is of such nature as to be unable to bear the increased loads contemplated in these measures; and

~~Whereas, hundreds of Maryland's bridges are deficient in their load-carrying capacity; and~~

*WHEREAS, MANY OF MARYLAND'S BRIDGES ARE INADEQUATE TO ACCOMMODATE THIS ADDITIONAL LOAD; AND*