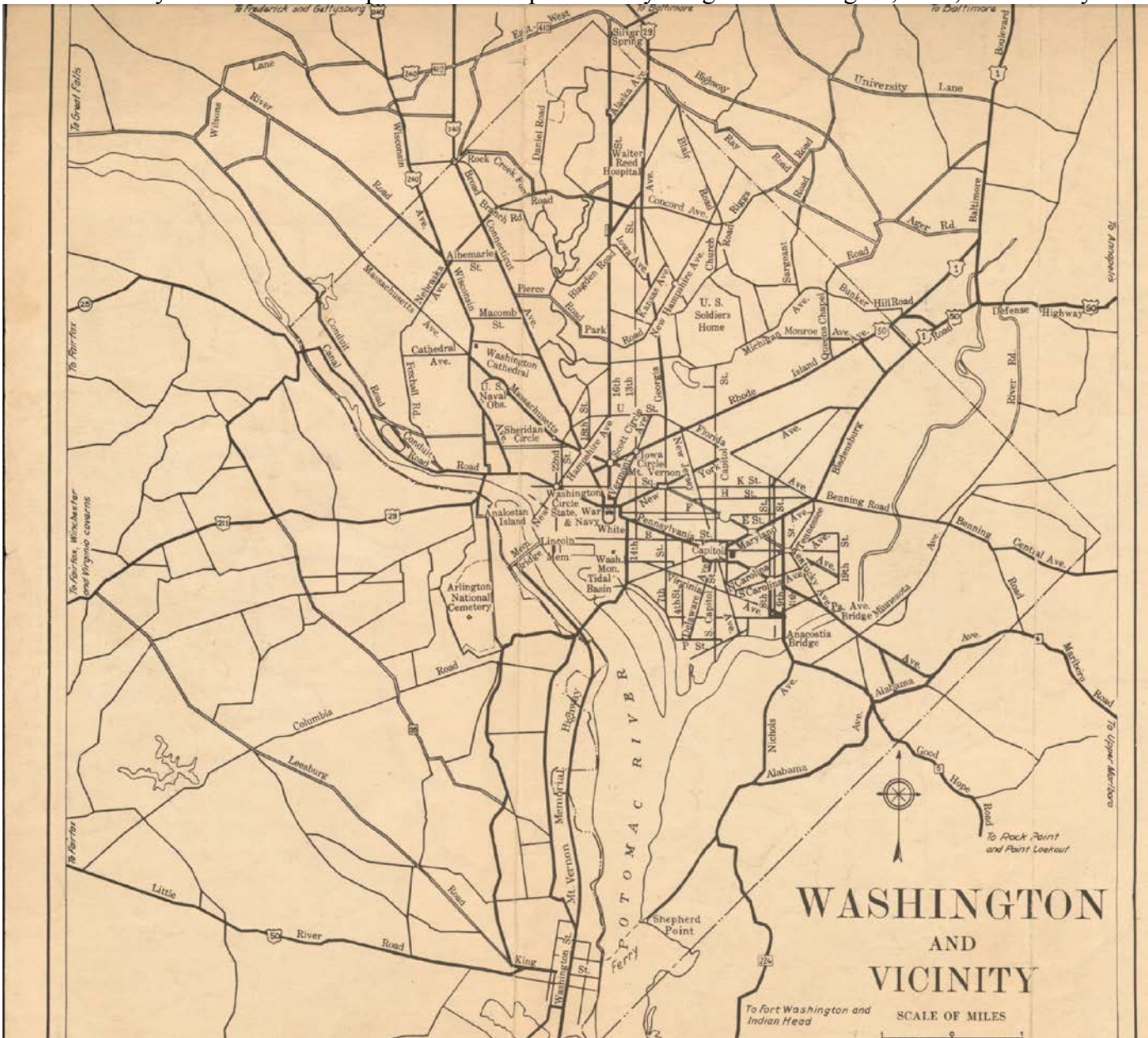


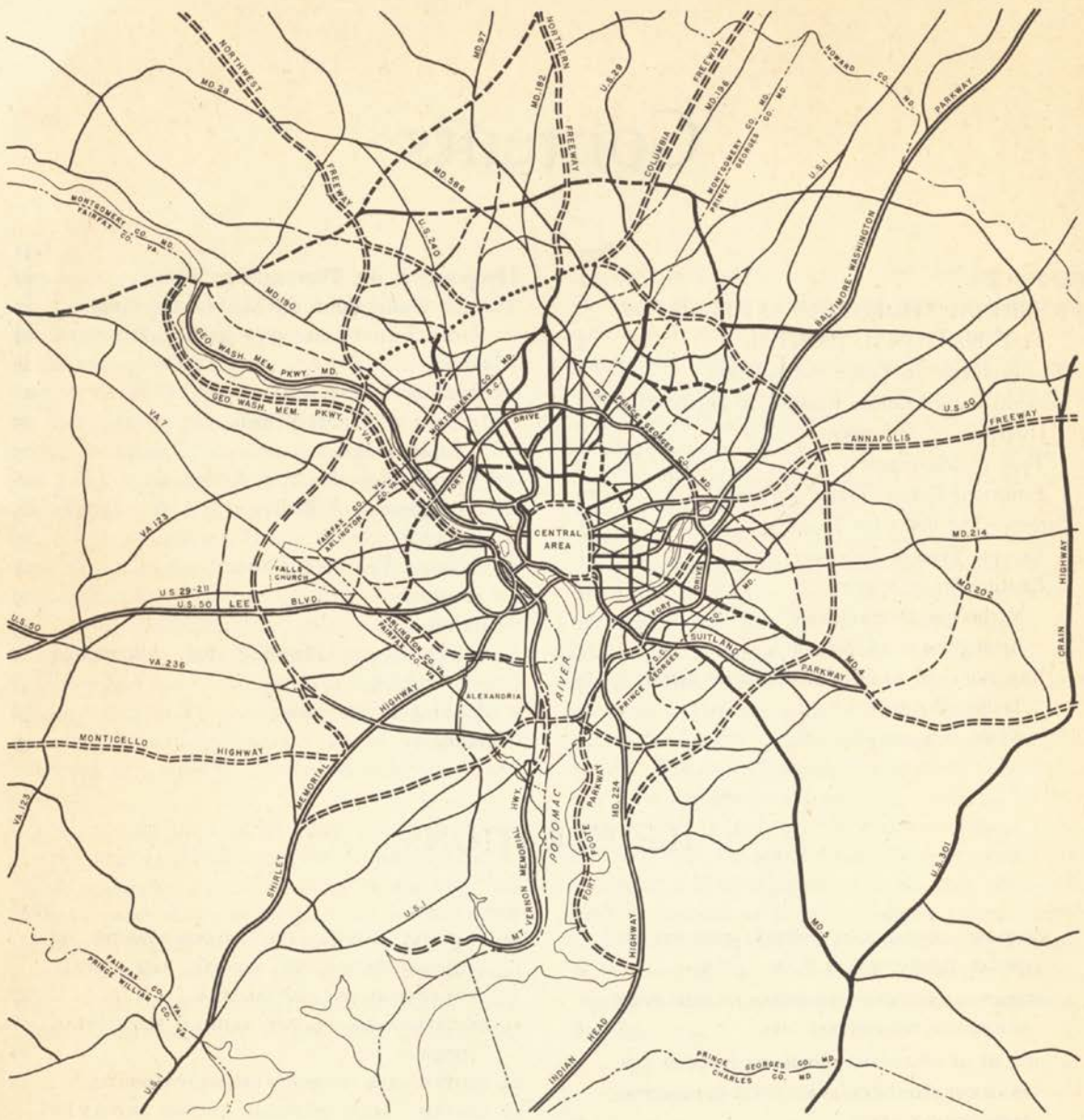
## The D.C. Freeway Revolt and the Coming of Metro Map Gallery

The 1932 Maryland State road map included this pre-freeway image of Washington, D.C., and vicinity.



Source: Maryland State Roads Commission

The National Capital Park and Planning Commission published this map in 1950 showing the commission's proposed Regional Thoroughfare Plan. It featured an inner loop around the central area, a middle loop called Fort Drive just within the city limits, and an outer circumferential in the general location of today's Capital Beltway.



## NATIONAL CAPITAL REGION PROPOSED REGIONAL THOROUGHFARE PLAN



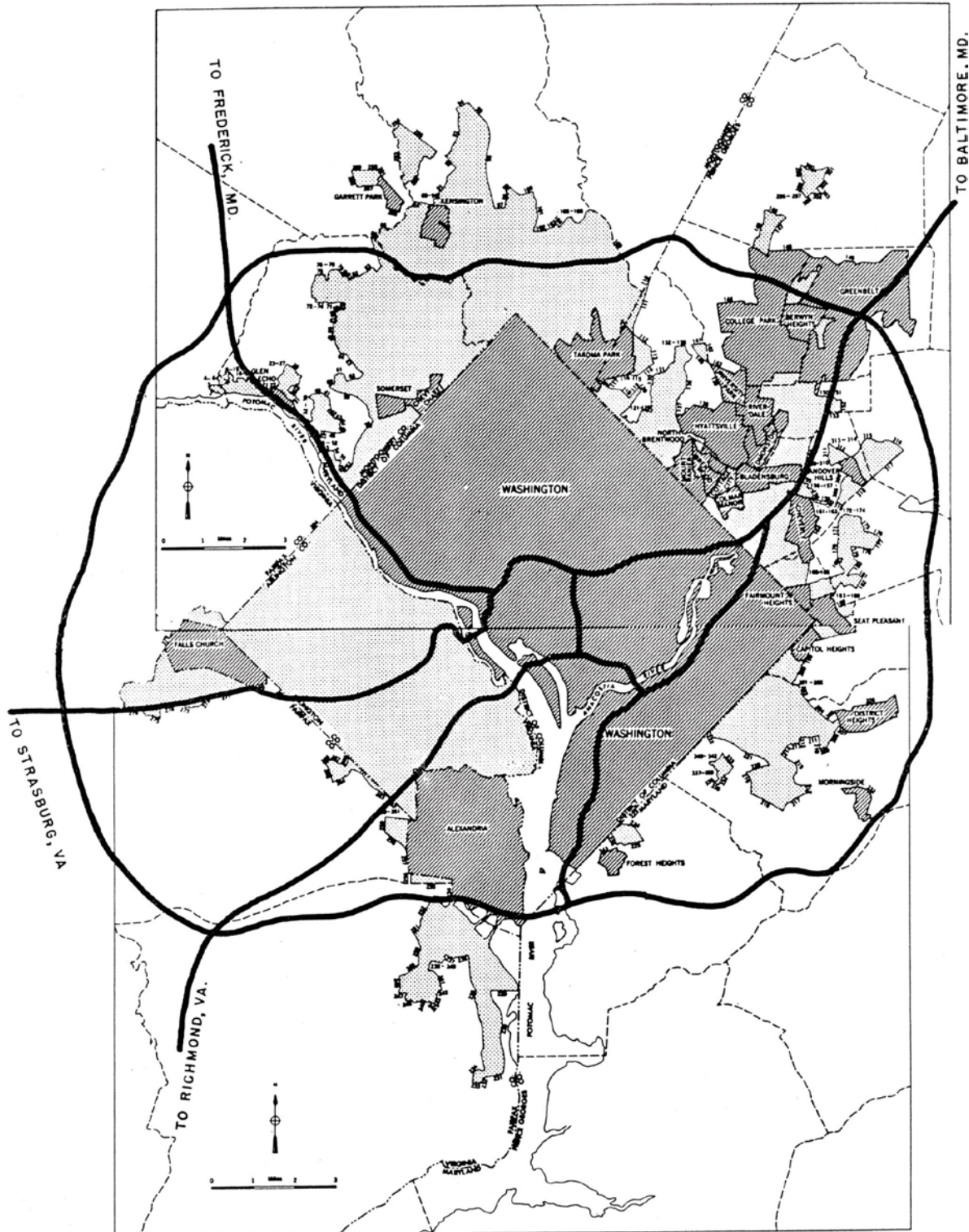
EXPRESS HIGHWAYS AND PARKWAYS   
 DOMINANT THOROUGHFARES   
 MAJOR HIGHWAYS   
 CROSS SECTION UNDETERMINED   
 NOTE: DASH LINES INDICATE NEW RIGHT-OF-WAY TO BE ACQUIRED



SCALE OF MILES  
 NATIONAL CAPITAL PARK AND PLANNING COMMISSION

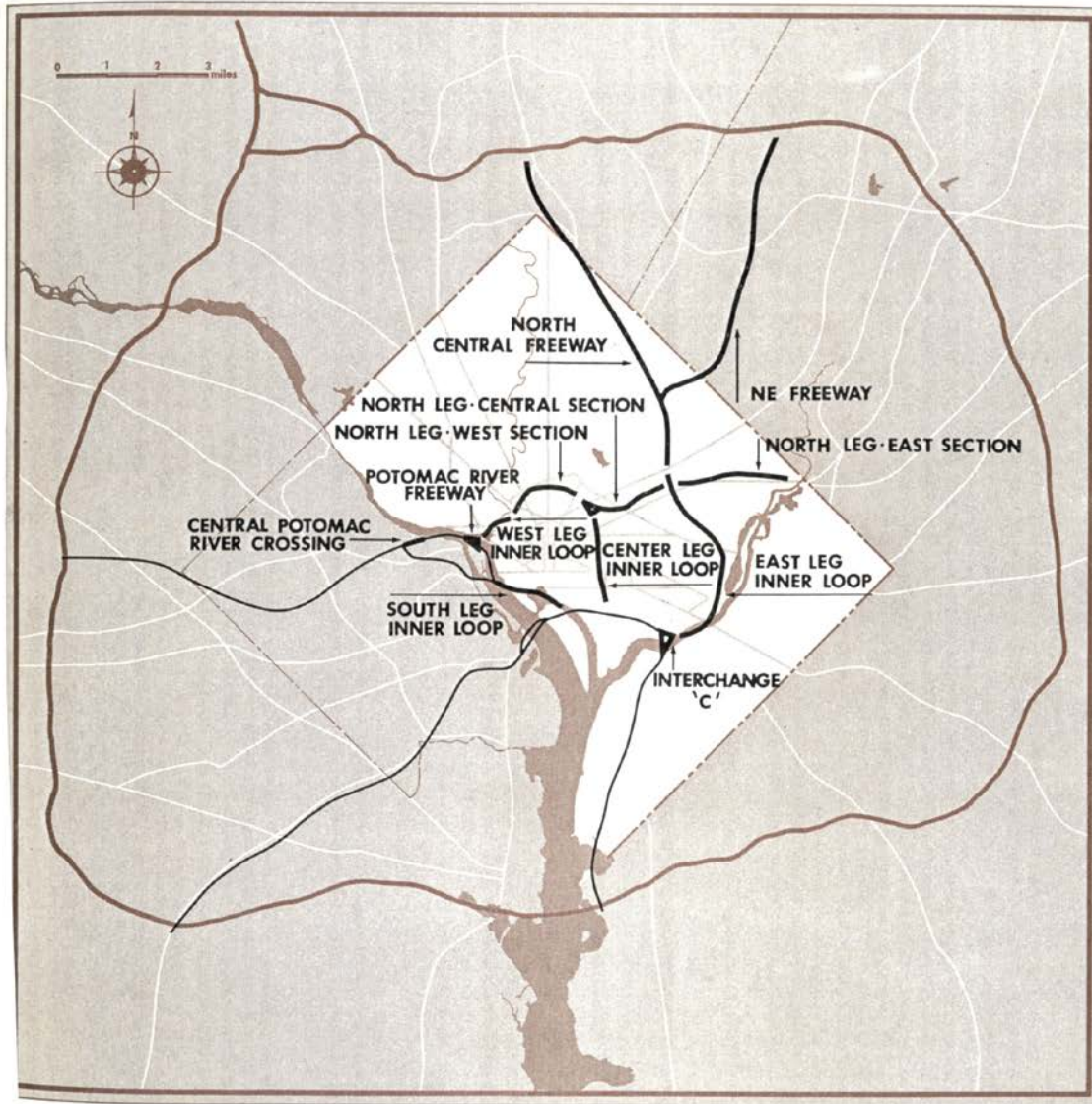
MAP 1

After designating the rural segments of the Interstate System in August 1947, Federal highway officials worked with State highway agencies and local officials to establish the outline of urban freeways around the country. The routes designated in September 1955 were shown in maps published in *General Location of National System of Interstate Highways* (nicknamed The Yellow Book because of the color of its cover). The map of Washington, D.C., showed inner and outer loops as well as arterials in the suburban communities of Maryland and Virginia. With the exception of a freeway along the Potomac River into Maryland, the city's northeast and northwest quadrants were free of Interstate highways, as would be the end result after two decades of controversy.



The District of Columbia hired consultant Arthur D. Little, Inc., to review of the city's transportation planning. The consultant's highly critical March 1966 report, *Transportation Planning in the District of Columbia 1955 to 1965: A Review and Critique*, included this map showing the proposed highway system.

*Transportation Planning in the District of Columbia 1955 to 1965:  
A Review and Critique*  
Arthur D. Little, Inc., March 22, 1966

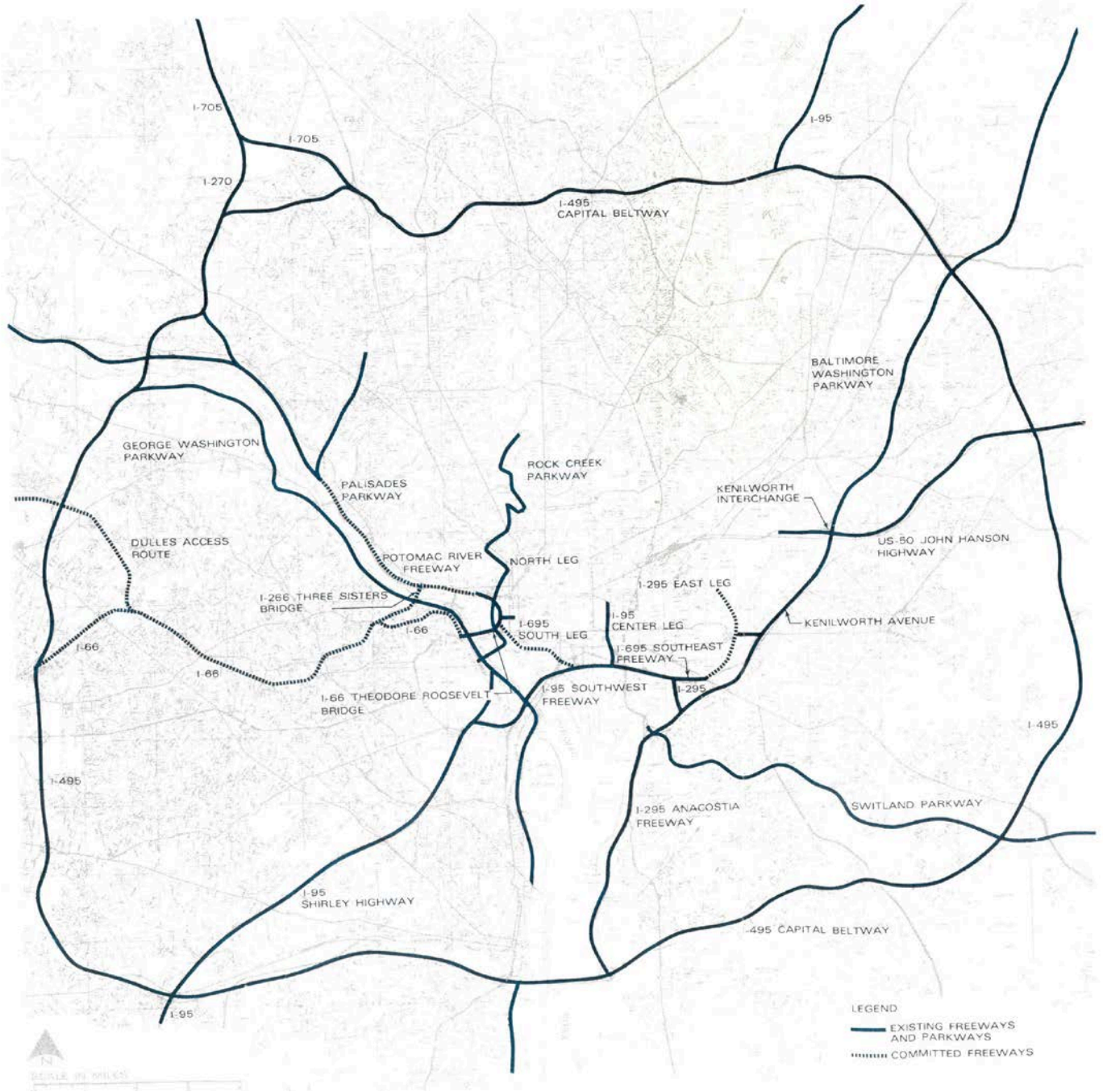


COMPONENTS —  
PROPOSED HIGHWAY SYSTEM —

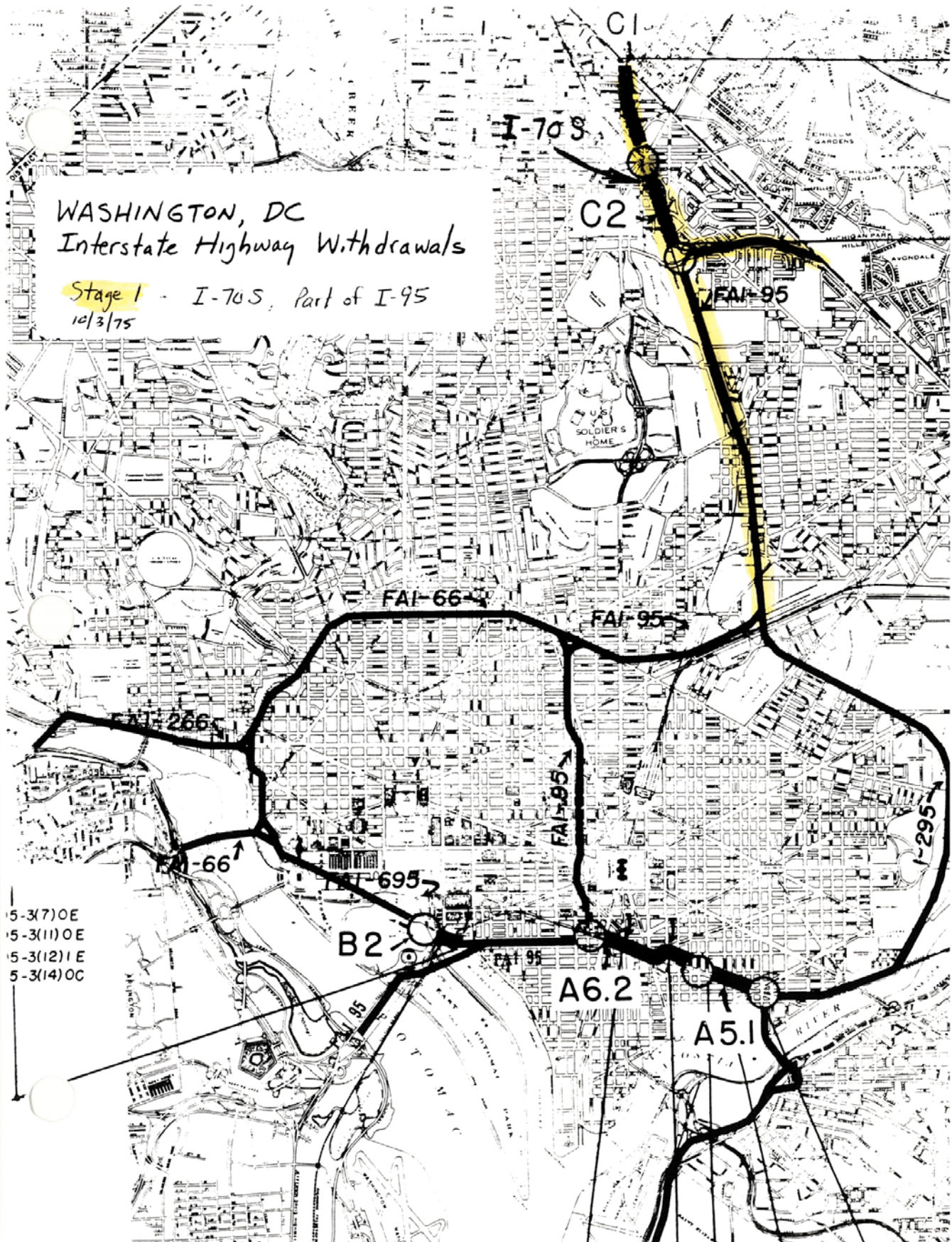
Source: District Department of Highways and Traffic

This map shows the existing highway system as of October 1971.

## existing highway system



From 1975 to 1983, the District of Columbia requested withdrawal of nearly 16 miles of Interstate freeways under the Interstate withdrawal-substitution provision of the Federal-Aid Highway Act of 1973. This series of maps shows the mileage withdrawn in each of six stages.



The Federal Highway Administration prepared this undated map for internal use. It showed the local names of the District of Columbia's freeway network.

