

PUBLIC NOTICE

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

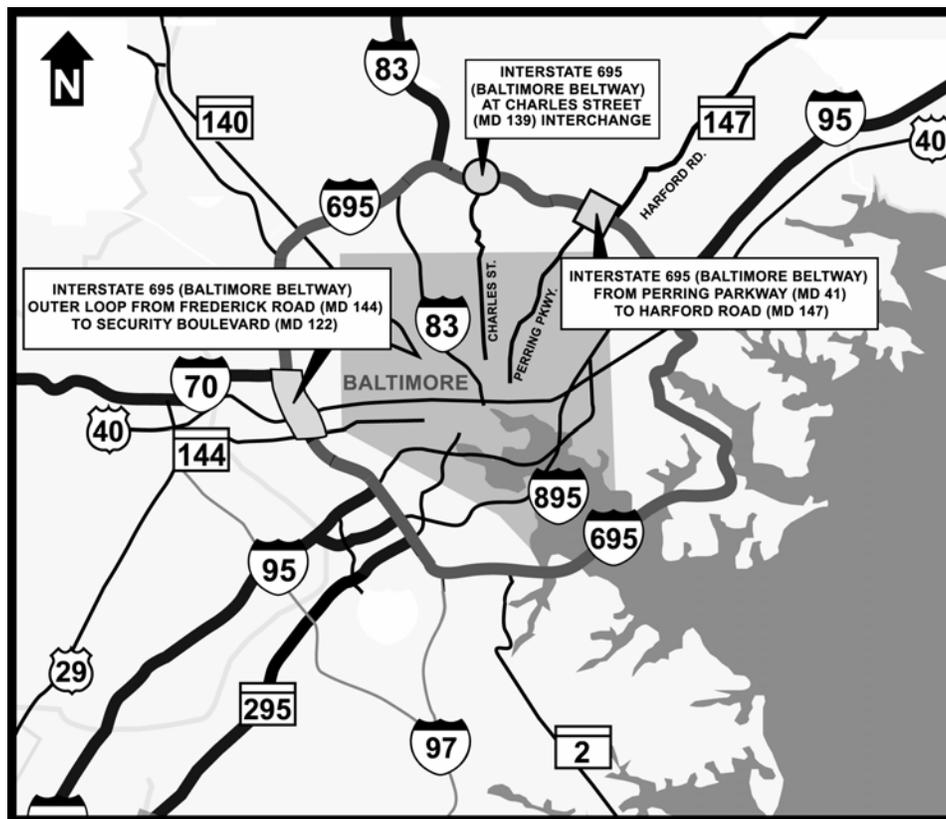
HAS INITIATED

PRELIMINARY ENGINEERING FOR THE FOLLOWING I-695 PROJECTS:

**INTERSTATE 695 (BALTIMORE BELTWAY)
AT CHARLES STREET (MD 139) INTERCHANGE**

**INTERSTATE 695 (BALTIMORE BELTWAY)
FROM PERRING PARKWAY (MD 41) TO HARFORD ROAD (MD 147)**

**INTERSTATE 695 (BALTIMORE BELTWAY) OUTER LOOP
FROM FREDERICK ROAD (MD 144) TO SECURITY BOULEVARD (MD 122)**



Overview

These projects are the latest breakouts of the I-695: MD 702 to MD 140 National Environmental Policy Act (NEPA) planning study which resulted in Federal Highway Administration (FHWA) approval of a Finding of No Significant Impact (FONSI) on November 15, 1991 and the I-695: Baltimore Beltway, from I-70 to MD 170, and MD 295: Baltimore-Washington Expressway, from MD 46/I-195 to the Baltimore City Line (FHWA-MD-EIS-88-03-F) NEPA planning study which resulted in FHWA approval of a Final Environmental Impact Statement/Section 4(f) Evaluation

(FEIS/4(f)) on September 9, 1991. The State Highway Administration (SHA) is currently conducting a re-evaluation of these projects to determine whether the environmental consequences of the current design are consistent with the original NEPA documents. Previous phases of the original studies have been completed with construction of the Interchanges at York Road and Dulaney Valley Road; construction of Bridge replacements at Providence Road, Falls Road, MD 25A, Joppa Road, Thornton Road, Interstate 83, and MD 140; I-695 widening from MD 140 to I-83, I-695 Outer Loop widening from west of Harford Road (MD 147) to Putty Hill, I-695 widening from MD 702 to I-95, and I-695 Outer Loop widening from I-95 to Frederick Road (MD 144).

I-695 at Charles Street Interchange

The purpose of the I-695 at Charles Street Interchange project is to improve traffic flow and safety at the I-695/Charles Street Interchange. This project would replace the existing Charles Street Bridge over I-695 with a new bridge which would accommodate future widening of I-695 and a new ramp from the I-695 Outer Loop to I-83 northbound.

The current design of the project proposes the following improvements:

- The reconfiguration of the Bellona Avenue ramp to the I-695 outer loop. The reconfiguration separates local business access along Bellona Avenue from ramp traffic.
- The removal of the roundabout at the Charles Street and Bellona Avenue intersection and the construction of a new traffic signal and turning lanes.
- The widening of Charles Street to provide an auxiliary lane on northbound Charles Street between Kenilworth Drive and the ramp to the I-695 inner loop and add five-foot bicycle lanes in each direction between Bellona Avenue and Kenilworth Drive.
- Sidewalks and pedestrian accommodations would be provided on Charles Street.
- The addition of an auxiliary lane along the I-695 Outer Loop between the York Road entrance ramp and the Charles Street exit ramp.
- Aesthetic enhancements are proposed, including architectural treatments and ornamental lighting on the bridge, to distinguish it as a Gateway to the Lutherville community and Charles Street corridor.
- A landscaped median would be provided on Charles Street from the eastbound I-695 ramp to Kenilworth Drive.

This project is currently fully funded for preliminary engineering and right-of-way acquisition. The engineering design is approximately thirty percent (30%) complete.

I-695 from Perring Parkway (MD 41) to Harford Road (MD 147)

The purpose of this project is to improve safety and traffic flow on I-695. This project would provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between the Perring Parkway and Harford Road interchanges. Other improvements would include wider median shoulders on I-695 and replacement of the existing Old Harford Road Bridge over I-695 which would accommodate future widening along I-695. This project is currently fully funded for preliminary engineering. The design is approximately ninety percent (90%) complete.

I-695 Outer Loop from Frederick Road (MD 144) to Security Boulevard (MD 122)

The purpose of the I-695 Outer Loop from Frederick Road to Security Boulevard project is to improve mobility and safety on I-695 by widening the roadway to provide a fourth travel lane on the outer loop of the beltway. Due to the size of the project, it has been broken into several phases for design and construction.

The first phase extends from Frederick Road to north of Ingleside Avenue which is currently under design. This project would tie into the recently completed I-695 Outer Loop widening from I-95 to Frederick Road and construct a fourth travel lane on I-695 for a little over one mile. The widening would also provide the median width needed for a potential future fifth travel lane along I-695. Additional improvements include the reconstruction of the Frederick Road interchange and the replacement of the bridge over I-695, the realignment of the Inner Loop and Outer Loop ramps, and the widening of portions of Frederick Road. The new Frederick Road Bridge over I-695 would include such aesthetic enhancements as architectural treatments and ornamental lighting to distinguish it as a Gateway to the Catonsville community. This project is currently fully funded for preliminary engineering and right-of-way acquisition. The design is approximately seventy-five percent (75%) complete.

Future phases will include the I-695 Outer Loop from north of Ingleside Avenue to Crosby Road and the I-695 Outer Loop from Crosby Road to Security Boulevard. The design for the phase from north of Ingleside Avenue to Crosby Road is currently partially funded for preliminary engineering and is just beginning. There is no funding currently for the phase from Crosby Road to Security Boulevard.

For more information about these projects, please visit www.marylandroads.com or contact Mr. Jeff Folden, Project Manager, at 410-545-8814, toll-free at 1-888-228-5003, or by email at jfolden1@sha.state.md.us.

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Neil J. Pedersen
State Highway Administrator