



PUBLIC NOTIFICATION

MAJOR HIGHWAY RECONSTRUCTION

**I-70 Phase 2D (Baltimore National Pike)
From east of MD 144FA to west of E. South Street**



Introduction

The Maryland State Highway Administration (SHA) continues to progress the design of Phase 2D of the I-70 (Baltimore National Pike) Highway Reconstruction project. This newsletter summarizes the project background and provides a status update on the project's current phase.

Project Background and Description

I-70 is a major east-west highway connecting Baltimore to Western Maryland through Frederick. Originally designated as US 40, it was upgraded to an interstate, and the demand for added capacity on I-70 and deteriorating condition of the existing bridges over E. South Street necessitated this project.

Phase 2D of the I-70 Highway Reconstruction project is one of several phases of the corridor-wide improvement. Limits for Phase 2D are from east of MD 144FA (Patrick Street) to west of E. South Street.

The project involves:

- Raising the vertical profile of I-70 to meet the current interstate design criteria
- Replacing the existing I-70 bridges over E. South Street
- Widening I-70 to add a through lane and auxiliary lanes in both directions
- Providing wider shoulders on I-70
- Relocating the La Farge at-grade rail-highway crossing to the South
- Realignment eastbound I-70 ramps to provide larger turning radii.

In addition, the work involves construction of a traffic signal at the intersection of Monocacy Boulevard and westbound ramps, resurfacing of Monocacy Boulevard and E. South Street, and relocation of the existing signal on E. South Street.

Questions and Answers

How will traffic be impacted by construction activities?

The existing number of lanes (2 in each direction) on mainline I-70 will be maintained during construction. The bridges over E. South Street will be demolished and constructed in phases. There may be extended closures of the ramps at Monocacy Boulevard and E. South Street in a staggered pattern to facilitate construction.

Why will the ramps be closed for an extended time period?

The vertical elevation of I-70 will be raised in this project. The existing ramps (on-ramp to westbound I-70 and off-ramp from eastbound I-70) are very close to the bridge approaches and provide limited acceleration and deceleration lengths, respectively. During the bridge construction, these lengths are likely to be shortened even further. The extended closures will provide for safer traffic conditions and reduce construction time.

How will traffic be routed during temporary ramp closure?

SHA will limit the ramp closures to the durations necessary to complete the work. Prior to closing the ramps, SHA will put in place a detour plan that uses adjoining roadways. Full access to adjoining businesses will be maintained while the detour is in place. Notices of the impending detour(s) will be posted sufficiently in advance to inform the public of the change in the traffic pattern.

When will the work start and when will it be completed?

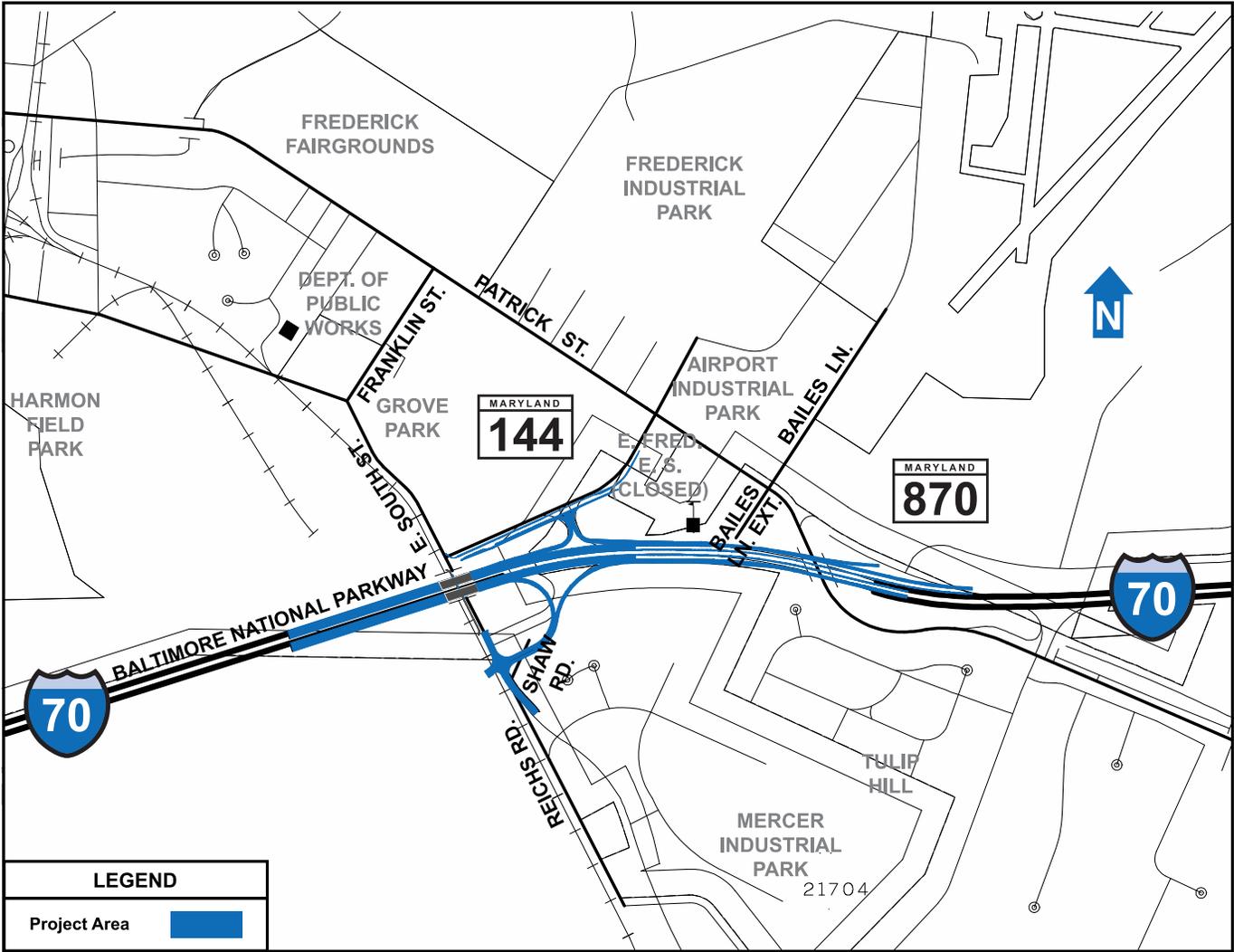
SHA plans to complete construction as quickly as possible with minimal disruption to traffic. This project will be procured as a Design-Build contract with an initial advertisement date in early 2010. Construction-related activities are anticipated to start in fall 2010 and will last approximately three years.

If you have any questions or need additional information about this project, please contact:

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[See map on reverse side.](#)



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