



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

I-97 Fact Sheet

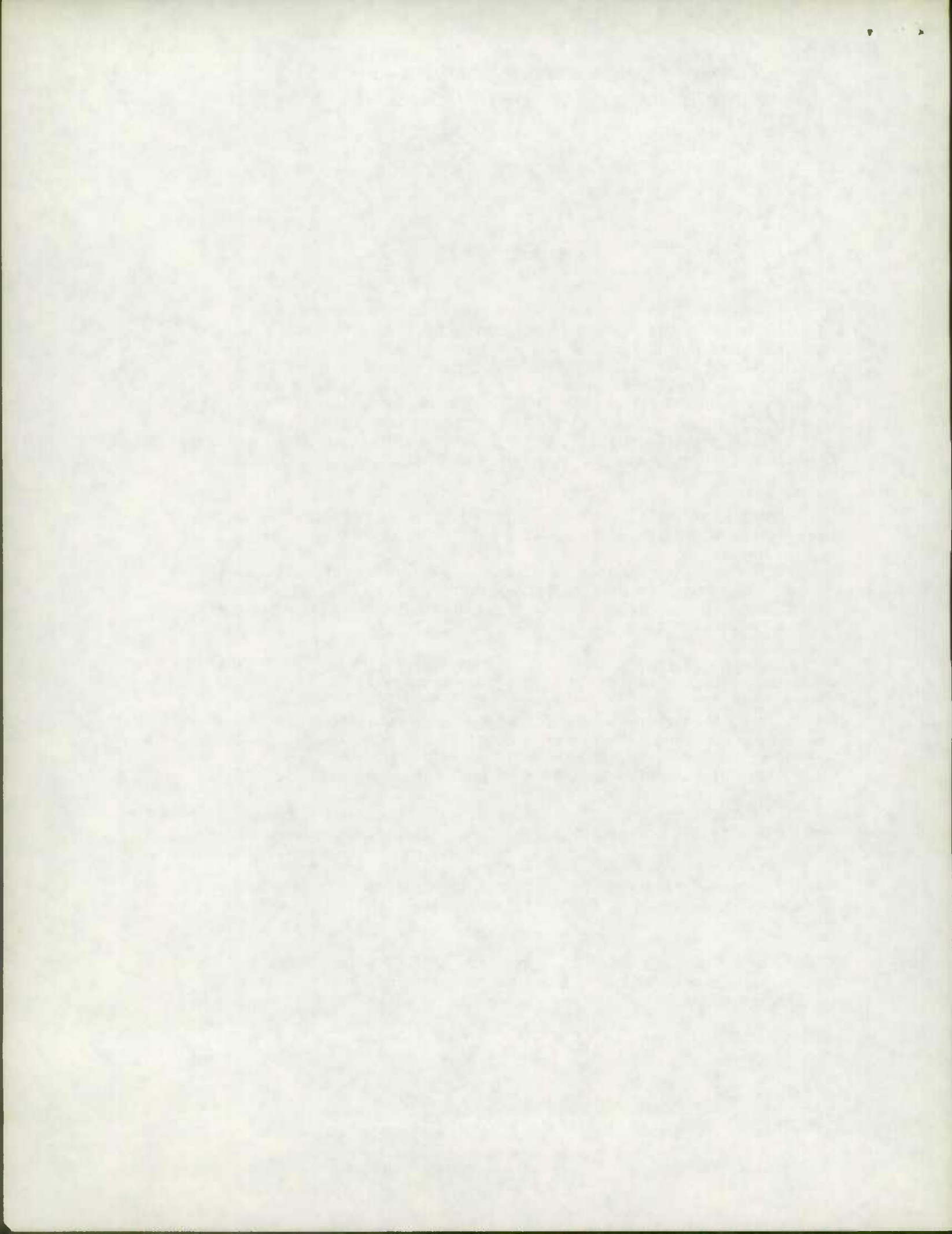
Traveling from Baltimore to Annapolis will soon become a little easier, thanks to the State Highway Administration. In spring of 1985, SHA began construction of I-97, which involves the upgrading, widening, and new construction of 20.75 miles of roadway from the Baltimore Beltway (I-695) to US 50/301 near Annapolis. The principal purpose of the project is to improve the Baltimore to Annapolis connection, as well as to improve the safety and capacity of MD 3. The first section, from U.S. 50 to Maryland, is scheduled to open by late fall, relieving traffic on congested MD 178. The total project will require several more years to complete.

- * MD 3 from I-695 to MD 3 Business will be widened to 8 lanes. From there to the MD 32 interchange, MD 3 will be widened to 6 lanes.
- * Existing interchanges on MD 3 at I-695, MD 648, MD 176, MD 100, MD 174, and MD 3 Business will be reconstructed. From MD 3 Business to MD 32 the existing at-grade entrances will be eliminated. Interchanges will be constructed at Benfield Boulevard and MD 32.
- * From MD 32, a new four-lane freeway will be built to U.S. 50/301 near Annapolis. The new highway will run roughly parallel to MD 178.
- * Interchanges on the new freeway will be built south of Waterbury Road and at proposed I-68 (the planned reconstruction of U.S. 50/301).
- * Two Park and Ride lots will be built in association with I-97.
- * The total project construction cost is approximately \$306 million. The project is funded with 90 percent Federal Interstate funds.
- * The project started as a result of the Baltimore-Annapolis Transportation Corridor Study (BATCS). The purpose of that study was to address transportation needs in the area between Baltimore and Annapolis.
- * The project is consistent with the 1986 Regional Planning Council General Development Plan and the 1978 Anne Arundel County General Development Plan.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

539 7744





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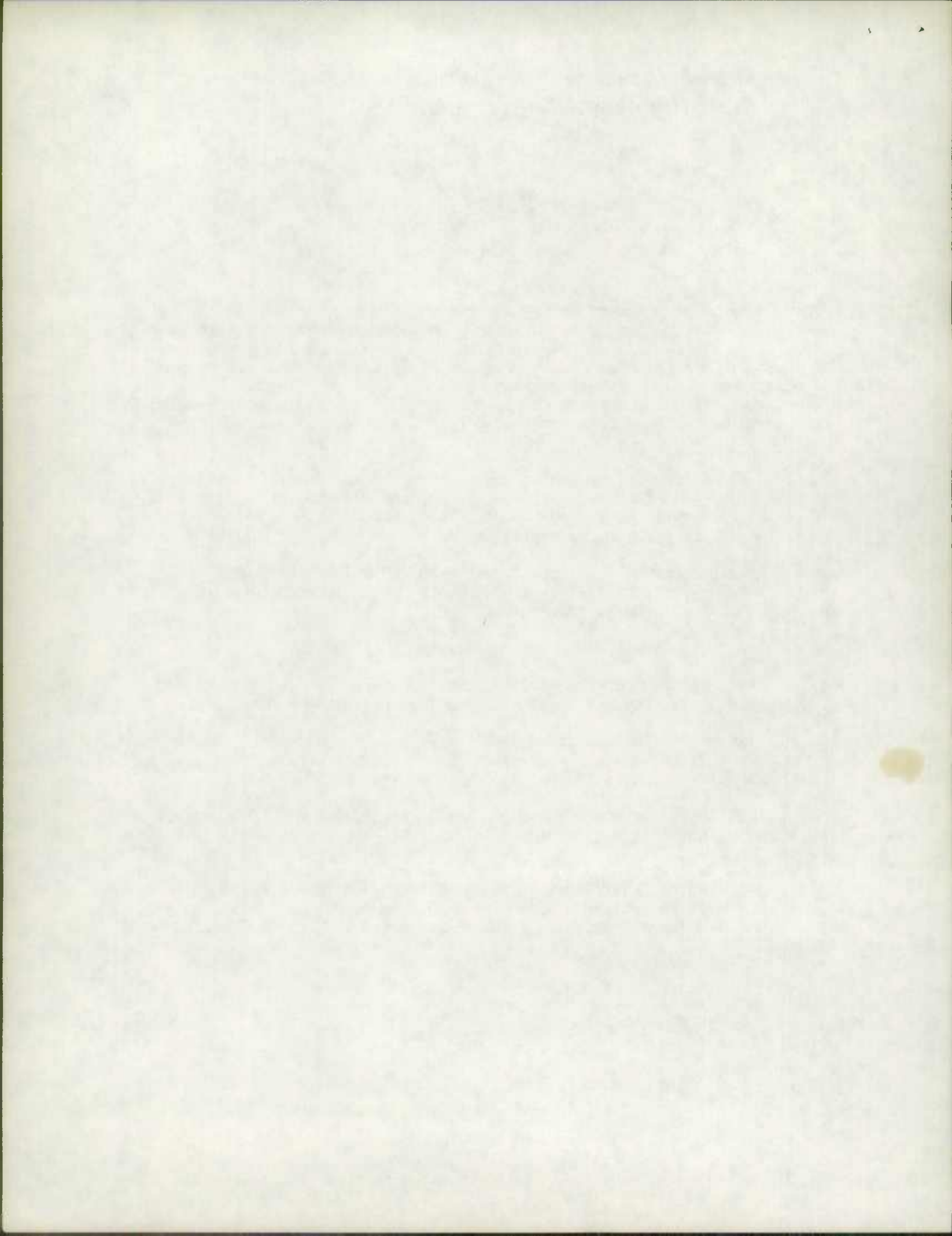
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I-68 Fact Sheet

U.S. 50/301, the major highway connecting the Annapolis and Washington metropolitan areas, will soon be reconstructed and reborn as I-68. From the Capital Beltway in Prince George's County to Roscoe Rowe Boulevard in Anne Arundel County, U.S. 50/301 will be upgraded and widened to interstate standards. State Highway engineers believe that the reconstruction will eliminate the delays and congestion currently endured by commuters and D.C. residents traveling to the Eastern Shore of Maryland.

- * I-68 will be the upgrading and widening of U.S. 50/301 to 6 lanes. This widening will be done on the outside of the existing lanes from I-95 (Capital Beltway) to South Haven Road. From that location to MD 70, widening will be done in the median.
- * Interchanges will be provided at I-95, MD 704, MD 197, MD 3, MD 424, proposed I-97 (Patuxent Freeway), proposed MD 665 Relocated (Patuxent Boulevard), MD 450, MD 2, and MD 70.
- * The total length of the project is 19.25 miles.
- * The total project construction cost is approximately \$300 million. The project is funded with 90 percent Federal Interstate Funds.
- * The project is consistent with the Prince George's County Master Plan of Transportation, 1982; the 1978 Anne Arundel County General Development Plan; and with the master plans of local communities.
- * U.S. 50/301 from the Baltimore-Washington Parkway to MD 2 east of the Severn River was initially included in the State Roads Commission 1968-1988 Twenty Year Needs Study.
- * I-68 was originally designated I-97 from I-95 to the currently proposed I-97/I-68 interchange; and as I-97 from the I-97/I-68 interchange to MD 70. The redesignation to I-68 was completed and approved by AASHTO in July, 1982.

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I-195 Fact Sheet

Construction is now under way on I-195 in Baltimore and Anne Arundel counties, a vital access link between I-95 and BWI Airport. The four-lane divided highway, which will extend 4.2 miles, will open in 1989.

* The primary purpose of the proposed highway is to provide a controlled access freeway to the BWI Airport and the surrounding industrial areas.

* The total project cost is approximately \$90 million. The project is funded with 90 percent Federal Interstate funds.

* The highway will cross over U.S. 1, I-895 (Harbor Tunnel Thruway), the Patapsco River, the AMTRAK Railroad, and Maryland 295 (Baltimore-Washington Parkway).

* On the east side of MD 295 (Baltimore-Washington Parkway), the freeway will follow MD 46 and become an eight-lane divided highway until reaching the MD 170 interchange. There it will taper to a four-lane divided highway leading to the airport.

* Interchanges will be provided at US 1, MD 295, and MD 170.

* The project is consistent with the 1986 Regional Planning Council General Development Plan and the 1978 Anne Arundel County General Development Plan.

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