

= Interstate 695 (Maryland) =

Interstate 695 (I @-@ 695) is a 51 @. @ 46 @-@ mile @-@ long (82 @. @ 82 km) full beltway Interstate Highway extending around Baltimore , Maryland , USA . I @-@ 695 is officially designated the McKeldin Beltway , but is colloquially referred to as either the Baltimore Beltway or 695 . The route is an auxiliary route of I @-@ 95 , intersecting that route southwest of Baltimore near Arbutus and northeast of the city near White Marsh . It also intersects other major roads radiating from the Baltimore area , including I @-@ 97 near Glen Burnie , the Baltimore ? Washington Parkway (Maryland Route 295 , MD 295) near Linthicum , I @-@ 70 near Woodlawn , I @-@ 795 near Pikesville , and I @-@ 83 in the Timonium area . The 19 @. @ 37 @-@ mile (31 @. @ 17 km) portion of the Baltimore Beltway between I @-@ 95 northeast of Baltimore and I @-@ 97 south of Baltimore is officially MD 695 , and is not part of the Interstate Highway System , but is signed as I @-@ 695 . This section of the route includes the Francis Scott Key Bridge that crosses over the Patapsco River . The bridge and its approaches are maintained by the Maryland Transportation Authority (MdTA) while the remainder of the Baltimore Beltway is maintained by the Maryland State Highway Administration (MDSHA) .

The Baltimore Beltway was first planned in 1949 by Baltimore County ; the state eventually took over the project and it became part of the Interstate Highway System planned in 1956 . The length of the route from MD 2 south of Baltimore clockwise to U.S. Route 40 (US 40) northeast of the city opened in stages from 1955 to 1962 , providing an Interstate bypass of Baltimore . It was the first beltway in the United States to be built as part of the Interstate Highway System . Plans were made to finish the remainder of the route , with a diversion to the Windlass Freeway and the Patapsco Freeway , opened in 1973 , following the cancellation of a more outer route that was to partly follow what is today MD 702 (Southeast Boulevard) . The Outer Harbor Crossing over the Patapsco River , which was dedicated to Francis Scott Key , who wrote The Star @-@ Spangled Banner , and its approaches were finished in 1977 , completing the route around Baltimore . The approaches to the bridge were originally two lanes to accommodate a tunnel that was originally proposed to run under the river ; in subsequent years , they were upgraded to a four @-@ lane configuration compliant with Interstate Highway standards , allowing for this portion of route to be signed as I @-@ 695 rather than MD 695 . There are future plans for I @-@ 695 that include high @-@ occupancy toll lanes to ease traffic . In addition , the northeastern interchange with I @-@ 95 has been reconstructed to accommodate express toll lanes that were added to I @-@ 95 (completed in 2014) .

= = Route description = =

= = = Curtis Creek to I @-@ 95 = = =

Starting at the zero milepost in Baltimore , I @-@ 695 , which at this point is officially called MD 695 and is maintained by the Maryland Transportation Authority , is four lanes wide . The route passes over Curtis Creek on a pair of drawbridges here , which have 58 feet (18 m) of vertical navigational clearance and provide access for tall ships to a U.S. Coast Guard base further upstream . Continuing west through industrial areas into Anne Arundel County , the route encounters the northern terminus of MD 10 (Arundel Expressway) at a directional interchange , where maintenance switches to the Maryland State Highway Administration . The interchange includes access to the next interchange , with MD 2 (Ritchie Highway) , a major north ? south route between Baltimore and the southern suburbs , in Glen Burnie . This interchange has access to northbound MD 2 in both directions and from northbound MD 2 to the westbound direction . Beyond MD 2 , I @-@ 695 encounters I @-@ 895 Spur , a short connector to I @-@ 895 (Harbor Tunnel Thruway) ; this interchange provides access to southbound MD 2 from both directions and to the eastbound direction from southbound MD 2 . Immediately past this interchange , I @-@ 695 comes to an interchange with the northern terminus of I @-@ 97 , which terminates on the Beltway . At this point

, the route officially becomes I @-@ 695 .

The route continues west as a six @-@ lane freeway , heading west into residential areas of Linthicum . It interchanges with MD 648 (Baltimore Annapolis Boulevard) , where 132 @,@ 330 vehicles travel I @-@ 695 every day , before turning northwest and intersecting MD 170 (Camp Meade Road) . The route encounters the Baltimore ? Washington Parkway (MD 295) at a cloverleaf interchange where the route ? s signage changes from east ? west to north ? south at this interchange . It turns more to the north from here and heads into commercial areas , interchanging with MD 168 (Nursery Road) and Hammonds Ferry Road . Past this interchange , the route crosses the Patapsco River into Baltimore County and soon encounters a partial interchange with I @-@ 895 (Harbor Tunnel Thruway) with access only from the southbound direction of I @-@ 695 to I @-@ 895 northbound and from I @-@ 895 southbound to the northbound direction of I @-@ 695 . Past this interchange , I @-@ 695 heads north , interchanging with Hollins Ferry Road in Lansdowne before passing under CSX ? s Baltimore Terminal Subdivision and coming to an interchange with US 1 Alt . (Washington Boulevard) in Arbutus . A short distance later , I @-@ 695 comes to a semidirectional interchange with I @-@ 95 .

== = I @-@ 95 to I @-@ 70 == =

I @-@ 695 widens to nine lanes past interchange with I @-@ 95 , with five lanes in the southbound direction and four lanes in the northbound direction . Running northwest , it crosses over Amtrak ? s Northeast Corridor and comes to a partial interchange with US 1 (Southwestern Boulevard) , with a southbound exit and northbound entrance . From here , it continues northwest through residential areas of Catonsville to an interchange with MD 372 (Wilkens Avenue) . Narrowing to eight lanes total , with four lanes in each direction , beyond MD 372 , the route continues through suburban neighborhoods before coming to an interchange with MD 144 (Frederick Road) . At this point , I @-@ 695 narrows to seven lanes , with three southbound lanes and four northbound lanes . It continues north and interchanges with Edmondson Avenue before turning northwest and intersects US 40 (Baltimore National Pike) near the defunct Westview Mall , now a big @-@ box complex . Beyond US 40 , I @-@ 695 continues north through residential areas , narrowing to six lanes , with three lanes in each direction , before coming to a four @-@ level stack interchange with I @-@ 70 in Woodlawn .

== = I @-@ 70 to I @-@ 83 == =

The Baltimore Beltway narrows from seven to six lanes within the interchange , which contains braided ramps providing access to the next interchange , MD 122 (Security Boulevard) , located near the Security Square Mall and the headquarters of the Social Security Administration . Continuing north , the road widens to eight lanes again and continues through a mix of suburban homes and business parks in Lochearn . I @-@ 695 interchanges with MD 26 (Liberty Road) east of Randallstown and resumes north , narrowing to six lanes . It intersects the southern terminus of I @-@ 795 (Northwest Expressway) , which serves as a bypass of MD 140 in the Owings Mills area . The Baltimore Metro 's line to Owings Mills passes under I @-@ 695 within the interchange and runs in the median of I @-@ 795 as far as that town . At the I @-@ 795 interchange , the signage of route changes from north ? south to east ? west .

From here , I @-@ 695 heads northeast as an eight lane road and enters Pikesville , where it intersects MD 140 (Reisterstown Road) at a single @-@ point urban interchange . A short distance later , the road comes to a partial interchange with MD 129 (Park Heights Avenue) , with an eastbound exit and westbound entrance . I @-@ 695 heads east to another partial interchange with Stevenson Road , which has a westbound exit and eastbound entrance . The Baltimore Beltway passes through heavily forested land as it encounters Greenspring Avenue . Past this interchange , I @-@ 695 continues northeast through woodland before coming to an interchange with I @-@ 83 (Jones Falls Expressway) . The interchange includes connections to MD 25 (Falls Road) , which heads into the open countryside north of Baltimore . Within this interchange , I @-@ 83 forms a

concurrency with I @-@ 695 and the roadway widens to ten lanes , with six for the Beltway and four for I @-@ 83 . After running concurrently , I @-@ 83 splits from I @-@ 695 by heading north on the Harrisburg Expressway at a directional interchange .

= = = I @-@ 83 to I @-@ 95 = = =

Beyond I @-@ 83 , I @-@ 695 turns northeast as a six lane road and heads into Towson , interchanging with MD 139 (Charles Street) . The Baltimore Beltway heads through residential and commercial areas before coming to interchanges with MD 45 (York Road) near The Shops at Kenilworth and MD 146 (Dulaney Valley Road) . Continuing east , the Baltimore Beltway passes to the north of Goucher College and comes to an interchange with Providence Road . I @-@ 695 turns southeast through residential areas past Providence Road and comes to an interchange with MD 542 (Loch Raven Boulevard) and Cromwell Bridge Road . The road continues towards Parkville , where it comes to a cloverleaf interchange with MD 41 (Perring Parkway) within commercial areas . The Baltimore Beltway continues through residential areas into Carney , coming to another cloverleaf interchange with MD 147 (Harford Road) . Continuing east into White Marsh , the route encounters the western terminus of MD 43 (White Marsh Boulevard) , a limited @-@ access at @-@ grade boulevard that provides access to White Marsh Mall , US 1 and I @-@ 95 .

I @-@ 695 turns south past MD 43 and interchanges with US 1 (Belair Road) south of White Marsh . The road continues southeast to an interchange with I @-@ 95 (John F. Kennedy Memorial Highway) a short distance after US 1 in Rossville . This interchange with I @-@ 95 (to east of Baltimore city) is a fully directional interchange where the carriageways of both routes crossed over each other onto the opposite side , then crossed over each other again ; at the site of each crossover , left @-@ hand entrance and exit ramps were provided to eliminate the need for directional flyovers . In 2008 , interchange reconstruction at the I @-@ 95 interchange removed the left @-@ hand entrance from northbound I @-@ 95 to westbound I @-@ 695 with the remaining left @-@ hand entrances to be removed by August 2009 as part of the construction of the I @-@ 95 Express Toll Lane Project ; all exits and entrances were now on the right , and I @-@ 95 's opposing roadways no longer crossed each other (but I @-@ 695 's still did) .

= = = I @-@ 95 to Curtis Creek = = =

Continuing south , the Baltimore Beltway officially becomes MD 695 again , despite being signed as I @-@ 695 , and soon encounters MD 7 (Philadelphia Road) . Between I @-@ 95 and MD 7 , the route ? s changes from east ? west to north ? south . Immediately after MD 7 , the route interchanges with US 40 (Pulaski Highway) northwest of Essex near The Centre at Golden Ring . After US 40 , I @-@ 695 crosses over CSX ? s Philadelphia Subdivision and comes to a partial directional interchange with MD 702 (Southeast Boulevard) . At this interchange , I @-@ 695 turns south onto the Windlass Freeway , crossing over the Northeast Corridor again within the interchange .

Running south along the Windlass Freeway , parallel to the Northeast Corridor , I @-@ 695 , now narrowed to four lanes , turns west before making a sharp turn to the south , crossing over the railroad line twice . The road becomes the Patapsco Freeway and continues south to an interchange with MD 150 (Eastern Avenue) and MD 157 (Merritt Boulevard) near the Eastpoint Mall . A short distance later , I @-@ 695 comes to an interchange with MD 151 (North Point Boulevard) . From here , the route continues southeast along the Back River into residential and industrial Dundalk , interchanging with Cove Road . The route turns south , with the median briefly widening to include trees , before coming to another interchange with MD 151 . Past MD 151 , the Baltimore Beltway continues southwest through industrial areas , with maintenance switching to the Maryland Transportation Authority at the crossing of a CSX rail line . It comes to an interchange with MD 157 (Peninsula Expressway) and MD 158 (Bethlehem Boulevard) before heading west . The route runs past the Sparrows Point Industrial Complex before crossing over Bear Creek and interchanging with unsigned MD 695A (Broening Highway) south of the Dundalk Marine Terminal , with an eastbound

exit and westbound entrance .

Beyond this interchange , the route comes to two @-@ way toll plaza and has a U @-@ turn ramp from the southbound direction to the northbound direction intended to provide southbound motorists access to MD 695A . This ramp , known as MD 695C , also provides access to northbound I @-@ 695 from MD 695A by way of Authority Drive . After this , the route ascends onto the Francis Scott Key Bridge , which carries I @-@ 695 over the lower Baltimore Harbor and Patapsco River . Unlike the Fort McHenry or Harbor Tunnels , HAZMAT trucks are allowed to cross the Key Bridge . After crossing the Patapsco River over the bridge the route touches down within the Baltimore city limits and continues west past Thoms Cove through Hawkins Point 's industrial areas . It comes to an interchange with Quarantine Road , which provides access to MD 173 , south of Curtis Bay . By this point , the route 's signage changes from north ? south to east ? west . Past this interchange , the Baltimore Beltway continues west and returns to the Curtis Creek drawbridges .

= = = Exit numbering = = =

As opposed to I @-@ 495 (Capital Beltway) around Washington , D.C. , on which exit numbers are generally arranged by mileposts counterclockwise starting at the southern crossing of the Potomac River , the exit numbers for the Baltimore Beltway are arranged consecutively clockwise starting at Interchange # 1 at Quarantine Rd , west of the Francis Scott Key Bridge crossing of the Patapsco River .

= = History = =

The Baltimore County Planning Commission first conceived the Baltimore Beltway as a county @-@ level roadway project in 1949 ; by 1953 the project was taken over by the state due to slow progress at the county level . The project was included as part of the Interstate Highway System by 1956 , increasing the speed of construction due to federal funds available .

The first part of the Baltimore Beltway to be completed was in December 1955 between MD 25 (Falls Road) and the Harrisburg Expressway (present @-@ day I @-@ 83) . In 1956 , the next portion of the road between the Harrisburg Expressway and MD 45 (York Road) opened . Several more segments of the Baltimore Beltway would be built in the following years , with the section from MD 168 (Nursery Road) to the Glen Burnie Bypass (present @-@ day I @-@ 97) opening in 1957 ; the portions from MD 45 to MD 542 (Loch Raven Boulevard) , MD 7 (Old Philadelphia Road) to US 40 (Pulaski Highway) , and from MD 168 to US 40 (Baltimore National Pike) opening in 1958 ; the segment from MD 2 (Ritchie Highway) to the Glen Burnie Bypass completed in 1960 ; the portion from US 1 (Belair Road) to MD 7 finished in 1961 ; and the portions from MD 542 to US 1 and from US 40 to MD 25 finished in 1962 . At this time , the original length of the Baltimore Beltway , from MD 2 in the south clockwise to US 40 in the northeast , was fully completed and opened to traffic , providing the first Interstate @-@ grade bypass of Baltimore and the first beltway in the United States built under the Interstate Highway System . A segment of the road completed in 1973 ran from MD 10 to MD 2 , heading toward the Outer Harbor Crossing .

= = = Windlass and Patapsco freeways = = =

At the northeastern terminus , the Baltimore Beltway was planned to extend southeast along the Back River Neck peninsula and turn south to cross the river near the Essex Skypark Airport , heading towards an outer crossing of the Patapsco River . Part of this alignment was completed south of US 40 in 1972 with a further extension to MD 150 opening as the Southeast Freeway (designated MD 702) by 1975 . However , the Baltimore Beltway was diverted to two freeways not planned to be part of it . The first was the Windlass Freeway (MD 149) , a route planned to run from I @-@ 95 at Moravia Road northeast to Chase , paralleling US 40 to the south . The other freeway that was incorporated into the Baltimore Beltway was the Patapsco Freeway , a short connector from the Windlass Freeway southeast to the originally @-@ planned Baltimore Beltway .

Only the segment of the Windlass Freeway between MD 702 the planned intersection with the Patapsco Freeway south to MD 151 (North Point Boulevard) were constructed , opening to traffic in 1973 .

Ramp stubs for the planned Windlass Freeway are present at the proposed west end at I @-@ 95 and Moravia Road , and at the present east end at the Southeast Freeway . The junction of the Windlass and Patapsco Freeways was originally built with provisions for extensions of each , but this has since been reconstructed .

= = = Outer Harbor Crossing = = =

The Outer Harbor Crossing is the name given to the segment of the Baltimore Beltway that is maintained by the Maryland Transportation Authority . It consists of the segment of I @-@ 695 between Exit 40 (MD 151) and Exit 2 (MD 10) , which includes the Francis Scott Key Bridge . The route was originally planned as a two @-@ lane freeway on a four @-@ lane right @-@ of @-@ way , with a two @-@ lane outer harbor tunnel across the Patapsco River . When the tunnel was advertised for construction in 1970 , the bids were so high that the decision was made to construct a four @-@ lane bridge instead . The bridge was to feature two @-@ lane approach roads on both sides .

Construction on the Outer Harbor Crossing , including the bridge , started in 1972 and was completed on March 23 , 1977 , completing the full Baltimore Beltway . The bridge was named the Francis Scott Key Bridge in honor of Francis Scott Key , who wrote " The Star @-@ Spangled Banner , " the national anthem of the United States . By the early 1980s , the southern approach to the Key Bridge was dualized , with a second roadway constructed along with a second drawbridge over Curtis Creek . The northern approach was left as a two @-@ lane viaduct in the Sparrows Point area until a four @-@ lane surface freeway was constructed along this portion , with interchanges reconfigured , following an \$ 89 @. @ 5 million project completed in January 2000 . The Outer Harbor Crossing , as well as the entire Baltimore Beltway east of I @-@ 95 , was first signposted as MD 695 because portions of it were a two @-@ lane expressway not up to Interstate Highway standards . Improvements to the road have allowed the entire Baltimore Beltway to be signed as I @-@ 695 , even though all of I @-@ 695 between the junction of I @-@ 95 northeast of Baltimore and I @-@ 97 is officially considered MD 695 by the MDSHA .

= = = 1999 footbridge collapse = = =

On June 8 , 1999 , a tractor @-@ trailer carrying a backhoe that exceeded the maximum height requirement struck a pedestrian footbridge over the Baltimore Beltway just northwest of the I @-@ 95 junction near Arbutus . The footbridge collapsed onto the inner loop of the Beltway . One driver was killed when his SUV struck the collapsed bridge ; six others were injured , three critically . The incident occurred during the afternoonrush hour . The footbridge had been closed to pedestrians since November 1996 due to complaints about vandalism and crime .

= = = McKeldin Beltway = = =

The Beltway was dedicated in honor of former Governor Theodore R. McKeldin in May 2005 . McKeldin was responsible for the construction of the Beltway and other state highways during his term . Most Marylanders still refer to the highway as the " Baltimore Beltway , " " 695 , " or (mostly among Baltimore metro area residents) simply " The Beltway , " like its Washington counterpart .

= = Future = =

In March 2009 , construction began on the reconstruction of the bridge that carries MD 139 (Charles Street) over I @-@ 695 . The bridge will be decorative , featuring ornamental street lights . As part of the MD 139 project , the interchange will be reconstructed and the traffic circle at the MD

139 / I @-@ 695 ramps will be removed and replaced with a traffic signal . This project is expected to cost \$ 50 million and be completed in 2012 .

At Exit 33 (I @-@ 95 / John F. Kennedy Memorial Highway) , both highways had crossed over themselves so that all through traffic was on the left side of the road with left @-@ hand entrance / exit ramps connecting the crossover sections . This interchange is currently being replaced by a more conventional flyover ramp interchange , as part of the I @-@ 95 expansion project under construction since 2007 , eliminating the left @-@ turn ramps and I @-@ 95 's double crossovers . So far , several ramps have been completed , with the ramp from northbound I @-@ 95 to eastbound I @-@ 695 completed in September 2008 , the ramp from westbound I @-@ 695 to northbound I @-@ 95 completed in October 2008 , the ramp from northbound I @-@ 95 to westbound I @-@ 695 completed in November 2008 (eliminating the left @-@ hand exit) , and the ramp from eastbound I @-@ 695 to southbound I @-@ 95 was completed in May 2009 . The ramps from southbound I @-@ 95 to both westbound and eastbound I @-@ 695 were completed in June 2009 and the ramp from westbound I @-@ 695 to southbound I @-@ 695 was completed in July 2009 and the ramp from eastbound I @-@ 695 to northbound I @-@ 95 opened in August 2009 . In addition to rebuilding these ramps , the project will also add four ramps to service the high @-@ occupancy toll lanes being added to I @-@ 95 .

There are long @-@ term plans to add express toll lanes to I @-@ 695 to ease traffic congestion along the route . In addition , there are also plans to widen the portion of I @-@ 695 between I @-@ 83 and I @-@ 95 to the north of Baltimore . This road , which is to be widened to eight lanes , is currently in the design phase .

= = Exit list = =

Exits are numbered sequentially (unlike other interstates in Maryland which use a milepost @-@ based system) , and in a clockwise (inner loop) direction , in accordance with AASHTO guidelines .

= = Auxiliary routes = =

MD 695A runs along Broening Highway , a two @-@ lane undivided road that begins at I @-@ 695 exit 44 and heads northwest through residential and industrial areas in Dundalk , Baltimore County to the Baltimore city line . The route provides access to the Dundalk Marine Terminal from I @-@ 695 . MD 695A is 1 @. @ 93 mi (3 @. @ 11 km) long .

MD 695B runs along Belclare Road from MD 695A north to Dundalk Avenue in Dundalk , Baltimore County . The route is 0 @. @ 10 mi (0 @. @ 16 km) long .

MD 695C runs along Authority Drive from MD 695A southwest to I @-@ 695 in Dundalk , Baltimore County , looping under the route at the Francis Scott Key Bridge to merge onto northbound I @-@ 695 . MD 695C serves as part of a U @-@ turn ramp to provide access to MD 695A from southbound I @-@ 695 and to provide access to northbound I @-@ 695 from MD 695A . The route is 1 @. @ 23 mi (1 @. @ 98 km) long .