

= Interstate 270 (Maryland) =

Interstate 270 (abbreviated I @-@ 270) is a 34 @.@ 70 @-@ mile (55 @.@ 84 km) auxiliary Interstate Highway in the U.S. state of Maryland that travels between I @-@ 495 (the Capital Beltway) just north of Bethesda , Montgomery County and I @-@ 70 in the city of Frederick in Frederick County . It consists of the 32 @.@ 60 @-@ mile (52 @.@ 46 km) mainline as well as a 2 @.@ 10 @-@ mile (3 @.@ 38 km) spur that provides access to and from southbound I @-@ 495 . I @-@ 270 is known as the Washington National Pike , and makes up the easternmost stretch of the Dwight D. Eisenhower Memorial Highway . Most of the southern part of the route in Montgomery County passes through suburban areas around Rockville and Gaithersburg that are home to many biotech firms . This portion of I @-@ 270 is up to twelve lanes wide and consists of a local @-@ express lane configuration as well as high @-@ occupancy vehicle lanes that are in operation during peak travel times . North of the Gaithersburg area , the road continues through the northern part of Montgomery County , passing Germantown and Clarksburg as a six- to eight @-@ lane highway with a HOV lane in the northbound direction only . North of here , I @-@ 270 continues through rural areas into Frederick County and toward the city of Frederick as a four @-@ lane freeway .

The freeway was built between 1953 and 1960 as the Washington National Pike between Bethesda and Frederick and carried U.S. Route 240 (US 240) , which was rerouted off what is now Maryland Route 355 (MD 355) between these two points . With the creation of the Interstate Highway System a few years later , the road was designated as I @-@ 70S along with US 240 . There were plans to extend I @-@ 70S to I @-@ 95 in Washington , D.C. on the North Central Freeway from the Capital Beltway ; however , they were cancelled in the 1970s due to opposition from residents in the freeway ? s path . The concurrent US 240 designation was removed in 1972 and I @-@ 70S became I @-@ 270 in 1975 . Increasing traffic levels led to a \$ 200 million widening of the road in Montgomery County to its current configuration and further increased traffic . Many improvements are slated for I @-@ 270 , including the construction of three new interchanges and the widening of the route between Shady Grove Road and Frederick that would add high @-@ occupancy vehicles lanes and high @-@ occupancy toll lanes .

= = Route description = =

= = = Montgomery County = = =

I @-@ 270 heads northwest from an interchange with I @-@ 495 (Capital Beltway) and MD 355 (Rockville Pike) in suburban Bethesda , Montgomery County as a six @-@ lane freeway . The left lane on each side is used as a high @-@ occupancy vehicle lane (HOV lane) in the northbound direction between 3 : 30 and 6 : 30 PM weekdays and in the southbound direction between 6 : 00 and 9 : 00 AM weekdays . At the southern terminus , I @-@ 270 only has access to and from the eastbound direction of I @-@ 495 . The road turns west and comes to an interchange with MD 187 (Old Georgetown Road) . From there , I @-@ 270 continues west as a ten @-@ lane freeway and merges with I @-@ 270 Spur , which provides access to and from southbound I @-@ 495 . Past this interchange , I @-@ 270 continues north as a twelve @-@ lane freeway with an HOV lane and five travel lanes in each direction . The route passes through wooded suburban areas , where prior to the cloverleaf interchange with Montrose Road (MD 927) , I @-@ 270 takes on a local @-@ express lane configuration with the outer two lanes serving as local lanes and the inner three lanes and the HOV lane serving as express lanes . Past Montrose Road , I @-@ 270 continues north into the Rockville area , turning northwest before it comes to a single @-@ point urban interchange with MD 189 (Falls Road) , where the highway sees 253 @,@ 620 vehicles daily . The road continues to a modified cloverleaf interchange with MD 28 (Montgomery Avenue) . Past MD 28 , the freeway passes numerous business parks and some wooded areas before coming to an interchange with Shady Grove Road .

Past this interchange , I @-@ 270 leaves Rockville and heads into Gaithersburg , where it intersects I @-@ 370 , a road that provides access to a park and ride lot at the Shady Grove Metro station and MD 200 (the Intercounty Connector) , which heads east to I @-@ 95 in Laurel . Past I @-@ 370 , the local lane configuration ends in the southbound direction , which now has an HOV lane and four travel lanes while the northbound direction still has an HOV lane , three express lanes , and two local lanes . I @-@ 270 continues past more suburban development before coming to a northbound exit and southbound entrance with MD 117 (West Diamond Avenue) . Past this interchange , the southbound HOV restrictions end and I @-@ 270 continues north with four travel lanes in the southbound direction and an HOV lane , three express lanes and two local lanes in the northbound direction before reaching MD 124 (Quince Orchard Road) . Past MD 124 , the local lanes in the northbound direction ends , and I @-@ 270 head northwest as an eight @-@ lane freeway with four southbound lanes and an HOV lane and three travel lanes northbound . It passes through wooded areas , leaving Gaithersburg , and comes to an interchange with Middlebrook Road . The freeway narrows to six lanes again past at this interchange , with three lanes in each direction including a northbound HOV lane . I @-@ 270 continues into the Germantown area and interchanges with MD 118 (Germantown Road) . A short distance later , after passing by some business parks , I @-@ 270 comes to an interchange with MD 27 (Ridge Road) and Father Hurley Boulevard . Past MD 27 , I @-@ 270 heads into more rural areas of woods with some farm fields , paralleled by a set of power lines . The road interchanges with MD 121 (Clarksburg Road) in Clarksburg and the northbound HOV restriction ends past this interchange , with I @-@ 270 continuing north as a four @-@ lane freeway . The power lines stop paralleling the route and it continues through more rural areas of woods and farms , running closely parallel to MD 355 . The median widens , with trees in the middle , and I @-@ 270 has weigh stations on both sides . The highway reaches Hyattstown , where it has an interchange with MD 109 (Old Hundred Road) .

= = = Frederick County = = =

A short distance past the MD 109 interchange , I @-@ 270 crosses into Frederick County , continuing northwest through rural woodland and farmland . It reaches the Urbana area , where the route has an interchange with MD 80 (Fingerboard Road) . The highway briefly runs along the east side of MD 80 past this interchange before continuing through agricultural areas . It features a scenic overlook in the northbound direction as the road passes through Monocacy National Battlefield , which was the site of the Battle of Monocacy Junction . I @-@ 270 eventually leaves the battlefield area and continues into the commercial outskirts of Frederick . Here , the road interchanges with MD 85 (Buckeystown Pike) near the Francis Scott Key Mall . I @-@ 270 continues through commercial areas before coming to its northern terminus at an interchange with I @-@ 70 and US 40 (Baltimore National Pike) . Past this interchange , the freeway continues north as the Frederick Freeway , a part of US 40 that interchanges with US 15 and US 340 a short distance north of I @-@ 270 ' s northern terminus .

= = History = =

In 1947 , plans were made to construct a freeway called the Washington National Pike parallel to US 240 (present @-@ day MD 355) between Bethesda and Frederick . In 1953 , the US 240 freeway was completed between MD 121 in Clarksburg and US 15 (now MD 85) in Frederick . A year later , the freeway was extended down to MD 118 in Germantown . The US 240 freeway was extended south to MD 28 in Rockville in 1956 . Also , the US 240 freeway was completed from US 15 north to US 40 . The US 240 freeway was extended south to Montrose Road in 1958 . I @-@ 70S was designated onto the US 240 freeway in 1959 . In 1960 , I @-@ 70S / US 240 was extended south to the Capital Beltway . With the completion of this freeway , MD 355 was designated onto the original alignment of US 240 . The construction of the Washington National Pike resulted in suburban growth along the corridor between Washington , D.C. and Frederick , with several federal agencies including the United States Atomic Energy Commission , the National

Bureau of Standards , and the National Institutes of Health moving their headquarters to Montgomery County . A western spur that provided access to southbound I @-@ 495 was eventually built and became I @-@ 270 .

I @-@ 70S was projected to continue past the Capital Beltway into Washington , D.C. on the North Central Freeway to connect directly to I @-@ 95 . Plans for this freeway initially began in 1959 when a freeway was called for along the Georgia Avenue corridor . In the mid @-@ 1960s , a study was proposed for the freeway that recommended several different routings between Washington , D.C. and the Capital Beltway . By 1966 , a route for the North Central Freeway was planned along a Baltimore & Ohio Railroad line running through the northeastern part of Washington and Takoma Park north to the Capital Beltway . In a 1971 study by DeLeuw , Cather Associates and Harry Wesse & Associates , LTD , I @-@ 70S was planned to run from its southern terminus at I @-@ 495 and run concurrent with that route before turning south on the North Central Freeway and ending at I @-@ 95 in Washington . The routing of the freeway through residential areas of Washington drew opposition from residents of the Takoma Park , Brookland , and Michigan Park neighborhoods who were successful in getting the freeway cancelled through their neighborhoods in 1970 . The North Central Freeway within Maryland was cancelled by the MDSHA in 1972 due to opposition from officials in Montgomery County . In 1975 , the Federal Highway Administration officially approved withdrawal of plans to construct the road south of the Capital Beltway .

The concurrent US 240 designation was removed from I @-@ 70S in 1972 . On May 18 , 1975 , I @-@ 70S was designated I @-@ 270 . The western spur is now signed and publicly known simply as I @-@ 270 Spur . By the 1980s , traffic congestion had grown on I @-@ 270 in Montgomery County ; as a result , a \$ 200 million project widened the road between I @-@ 495 and MD 118 to its current configuration , with some portions being widened to twelve lanes . This widening led to growth of residences and businesses along the I @-@ 270 corridor as far north as Germantown and increased traffic counts along the road . Much of I @-@ 270 in Montgomery County is now a hub for biotech firms . By 1999 , congestion on the road grew to then @-@ projected 2010 levels .

= = Future = =

The MDSHA is studying improvements for the I @-@ 270 corridor between Shady Grove Road and Frederick . Options for improvement include widening the highway to include more lanes with HOV and HOT lanes , as well as initiating rapid bus or light rail service along I @-@ 270 between Shady Grove and Clarksburg . In addition , two new interchanges are planned for I @-@ 270 in Frederick County . The first planned interchange is with MD 75 near the Montgomery County border , which would involve extending MD 75 from MD 355 to the interchange with I @-@ 270 at a projected cost of \$ 57 @,@ 300 @,@ 000 . The other planned interchange is with Park Mills Road in Urbana , which has a projected cost of \$ 48 @,@ 900 @,@ 000 . In Montgomery County , an interchange is being proposed with an extension of Watkins Mill Road in Gaithersburg . This proposed interchange , which is being pushed by Montgomery County , will see \$ 125 million in construction spending . Funding for this interchange first disappeared in September 2008 after the state of Maryland announced it was cutting \$ 1 @.@ 1 billion that was to go to transportation projects , later reinstated with the Transportation Infrastructure Investment Act of 2013 proposed to raise \$ 4 @.@ 4 billion Statewide over 6 years .

= = Exit list = =

= = Interstate 270 Spur = =

Interstate 270 Spur (referred to as I @-@ 270Y by the MDSHA) is a 2 @.@ 10 @-@ mile (3 @.@ 38 km) spur off I @-@ 270 that connects I @-@ 270 and the Capital Beltway . It carries traffic headed southbound on I @-@ 270 to southbound I @-@ 495 and from northbound I @-@ 495 to northbound I @-@ 270 , filling in the missing movements not available at the interchange between I

I-270 and I-495 . The road heads north from I-495 as a six-lane freeway with a 55 mph (89 km / h) speed limit . The left lane in each direction serves as a HOV lane in operation between 3 : 30 and 6 : 30 PM weekdays in the northbound direction and between 6 : 00 and 9 : 00 AM weekdays in the southbound direction . I-270 Spur continues north through wooded suburban areas to an interchange with Democracy Boulevard adjacent to the Westfield Montgomery shopping mall . A short distance later , the road has a southbound exit and northbound entrance for the HOV lanes onto Fernwood Road . Past here , I-270 Spur merges into northbound I-270 with separate ramps for the travel lanes and the HOV lanes . Before 1975 , when I-270 was called I-70S , this road was called I-270 , without the word " Spur " .

=== Exit list ===

The entire route is in Bethesda , Montgomery County .