

= Interstate 97 =

Interstate 97 (I @-@ 97) is a part of the Interstate Highway System that runs entirely within Maryland . The intrastate Interstate runs 17 @.@ 62 miles (28 @.@ 36 km) from U.S. Route 50 and US 301 in Parole near Annapolis north to I @-@ 695 and I @-@ 895 in Brooklyn Park near Baltimore . The Interstate is the primary highway between Baltimore and Annapolis . I @-@ 97 connects Annapolis with Baltimore ? Washington International Airport and links the northern Anne Arundel County communities of Crownsville , Millersville , Severna Park , Glen Burnie , and Ferndale . It is the shortest primary Interstate Highway .

I @-@ 97 was constructed along the corridor of Maryland Route 3 (MD 3) between Millersville and Ferndale and MD 178 between Parole and Millersville . From Millersville to south of Glen Burnie , the Interstate closely follows the former course of MD 3 , which was built in the late 1910s and early 1920s and expanded to a divided highway in the late 1950s . North of there , the highway follows the Glen Burnie Bypass , a freeway built in the mid @-@ 1950s . The segment of I @-@ 97 from Millersville to Crownsville originated as a two @-@ lane portion of MD 32 in the early 1970s . The Interstate was introduced in 1979 after the state of Maryland successfully obtained Interstate mileage for a Baltimore ? Annapolis freeway from the federal government . The state decided to build the highway along I @-@ 97 's current corridor rather than along the MD 2 corridor , which has partial freeway access via MD 10 .

Construction on I @-@ 97 began in the late 1980s with new construction from US 50 and US 301 to Crownsville . The Crownsville ? Millersville segment of MD 32 was expanded and incorporated into the Interstate and the MD 3 ? MD 32 junction was upgraded . The portion of the MD 3 corridor from Millersville to south of Glen Burnie was upgraded on the spot to Interstate Highway standards in the early 1990s , after which MD 3 was truncated at Millersville . I @-@ 97 's interchange with I @-@ 695 was rebuilt in the late 1980s and early 1990s . The Glen Burnie Bypass was upgraded and expanded to six lanes in the mid @-@ 1990s . The complex process included reconstruction of several interchanges ; the last interchange to be reconstructed was upgraded in the mid @-@ 2000s .

= = Route description = =

I @-@ 97 begins at US 50 and US 301 (John Hanson Highway) , which run concurrently with unsigned I @-@ 595 , on the edge of the community of Parole west of Annapolis . The freeways meet at a semi @-@ directional T interchange ; the ramp from I @-@ 97 to eastbound US 50 and US 301 merges with a collector @-@ distributor road that extends east to that freeway 's interchange with MD 665 (Aris T. Allen Boulevard) . I @-@ 97 heads northwest as a four @-@ lane freeway with a speed limit of 65 miles per hour (105 km / h) . The freeway crosses over MD 450 (Defense Highway) and passes along the south and west sides of Crownsville , where it crosses several tributaries of the Bacon Ridge Branch of the South River . North of Crownsville , I @-@ 97 has a partial interchange that comprises a pair of long ramps to MD 178 (Generals Highway) ; the interchange allows access from southbound I @-@ 97 to MD 178 and from the state highway to the northbound Interstate . I @-@ 97 gains an extra lane in each direction from the MD 178 ramps ; those extra lanes split off at the freeway 's partial interchange with the eastern end of MD 32 just north of Millersville . The Interstate curves northeast and has a complementary partial interchange with the northern end of MD 3 (Robert Crain Highway) . The two state highways meet each other at a six @-@ ramp partial cloverleaf interchange immediately to the west of I @-@ 97 's sweeping curve , which facilitates all movements between the three highways .

I @-@ 97 continues north as a six @-@ lane freeway and is closely paralleled on the east by Veterans Highway on the western edge of Severna Park . The highways cross Severn Run within Severn Run Natural Environment Area before they diverge slightly at the Interstate 's partial cloverleaf interchange with Benfield Boulevard ; access from northbound I @-@ 97 to the crossroad is via Veterans Highway . I @-@ 97 and Veterans Highway continue to parallel each other to the latter highway 's northern end at I @-@ 97 's partial cloverleaf interchange with the southern end of

MD 3 Business (Robert Crain Highway) and New Cut Road . The interchange includes a flyover ramp from northbound I @-@ 97 to northbound Veterans Highway just south of its intersection with MD 3 Business . The freeway continues north along the west side of Glen Burnie and meets MD 174 (Quarterfield Road) at a four @-@ ramp partial cloverleaf interchange and MD 100 at a cloverstack interchange that has flyover exit ramps from both directions of I @-@ 97 .

I @-@ 97 temporarily gains two extra lanes in each direction between MD 100 and its partial cloverleaf interchange with MD 176 (Dorsey Road) . Access from the southbound Interstate to MD 176 is via MD 162 (Aviation Boulevard) , which forms part of the Airport Loop surrounding Baltimore ? Washington International Airport . I @-@ 97 continues through Ferndale , where it crosses over the Glen Burnie branch of the Baltimore Light Rail immediately before the highway 's four @-@ ramp partial cloverleaf interchange with MD 648 (Baltimore ? Annapolis Boulevard) , which provides access to the transit line 's terminal station , Cromwell Station / Glen Burnie . I @-@ 97 's final interchange is with I @-@ 695 (Baltimore Beltway) . The Interstate crosses the Cabin Branch of Curtis Creek within the interchange , which includes a flyover ramp from I @-@ 97 to westbound I @-@ 695 ; that ramp and the one from eastbound I @-@ 695 to I @-@ 97 merge on the inside of the two carriageways of the Beltway . The Interstate drops to four lanes and reaches its northern terminus just north of the loop ramp from westbound I @-@ 695 to I @-@ 97 in Brooklyn Park . The highway continues as I @-@ 895A , a pair of ramps that merge with the spur from I @-@ 895 (Harbor Tunnel Thruway) to MD 2 (Governor Ritchie Highway) . The continuation from I @-@ 97 includes a ramp to westbound I @-@ 695 that allows access to the Beltway 's interchange with MD 648 .

I @-@ 97 does not have an official name . However , the Interstate is dedicated to John A. Cade , who served the area around Severna Park in the Maryland Senate from 1974 to his 1996 death and who worked to secure funding for the highway . The Maryland General Assembly passed a dedication bill in 1998 , and the Maryland State Highway Administration (MDSHA) installed a pair of signs noting the dedication in Millersville and near Parole . Like all Interstate Highways , I @-@ 97 is a part of the National Highway System for its entire length . I @-@ 97 is the shortest 2 @-@ digit mainline Interstate and only intracounty 2 @-@ digit Interstate in the contiguous United States .

== History ==

=== Predecessor highways ===

The first modern highway along the path of what is now I @-@ 97 followed the corridor from New Cut Road to south of the intersection of MD 178 and Veterans Highway at Dorrs Corner . This highway was intended as a second route from Glen Burnie to Annapolis to complement the highway along the east side of the Severn River ; this western route later became known as General 's Highway , a name still applied to its MD 178 portion . Construction of this highway was underway by 1919 . The new highway was completed as a gravel road from New Cut Road to north of Benfield and as a concrete road through Benfield and across Severn Run to near Dorrs Corner by 1921 . In 1922 , this highway was designated part of Robert Crain Highway , a new highway to connect the Baltimore area with Southern Maryland . The Glen Burnie ? Dorrs Corner portion of the new highway was reconstructed and completed as a concrete road from Glen Burnie south through Millersville by 1923 . Robert Crain Highway became part of MD 3 in 1927 and then US 301 in 1939 when the U.S. Highway was extended from Virginia to Baltimore . MD 3 was reconstructed in 1933 and 1934 . The reconstruction eliminated several dangerous curves , particularly near Severn Run , and expanded the highway from a width of 15 to 20 feet (4 @. @ 6 to 6 @. @ 1 m) . Veterans Highway follows much of that early 1930s course .

The next portion of I @-@ 97 predecessor highway was built as the four @-@ lane Glen Burnie Bypass from Robert Crain Highway and New Cut Road north to the Baltimore Beltway . Construction on the four @-@ lane freeway began in August 1954 with construction of several bridges over or for

the highway ; these bridges were completed in 1955 and 1956 . The dual roadways and interchange ramps from the southern end of the bypass to MD 648 were constructed starting in March 1955 ; the concrete @-@ surfaced highway was completed in February 1957 . The northernmost portion of the bypass , including the adjacent portion of the Baltimore Beltway , was constructed between December 1955 and September 1957 . US 301 was moved onto the bypass and the adjacent portion of the Beltway when the projects were completed in 1957 . The small portion of I @-@ 97 north of the Beltway was added to the Baltimore Harbor Tunnel project as a direct connection between the Glen Burnie Bypass and the Harbor Tunnel Thruway 's southern approach from MD 2 in 1955 . This segment was completed and opened with the tunnel and its approach highways in November 1957 . The Glen Burnie Bypass was constructed with five interchanges : a partial cloverleaf interchange at MD 3 Business and New Cut Road ; a tighter four @-@ ramp partial cloverleaf interchange at MD 174 ; a diamond interchange at MD 176 ; the current four @-@ ramp partial cloverleaf interchange at MD 648 ; and a half @-@ cloverleaf interchange at I @-@ 695 allowing full access between the Glen Burnie Bypass and Beltway but no access between the Beltway and the Harbor Tunnel Thruway .

US 301 was expanded to a divided highway from the southern end of the Glen Burnie Bypass to Benfield in 1956 and 1957 . The highway 's second set of lanes , including a new bridge across Severn Run , was constructed and the existing roadway was reconstructed from Benfield to Millersville between 1957 and 1960 . The second set of lanes was built on the west side of what became a very wide median , which allowed businesses to site themselves in the median between the northbound and southbound lanes . During construction of the Benfield ? Millersville stretch , US 301 was relocated to its present course from Bowie to the Eastern Shore and replaced with MD 3 . A pair of ramps between the Glen Burnie Bypass and MD 177's freeway southern bypass of Glen Burnie (now MD 100) were constructed between 1963 and 1965 . The first section of highway south of Dorrs Corner was built between 1969 and 1972 as a two @-@ lane segment of MD 32 from east of Odenton to MD 178 in Crownsville . The highway used what are now the ramps of I @-@ 97 's partial interchange with MD 178 and had a five @-@ ramp interchange with MD 3 in Millersville that lacked access from northbound MD 3 to eastbound MD 32 and from westbound MD 32 to southbound MD 3 .

= = = Interstate designation and construction = = =

Despite the existence or upcoming construction of two divided highway corridors between Baltimore and Annapolis , a freeway connecting I @-@ 695 and US 50 was proposed as early as 1956 in the form of the Arundel Expressway , which would relieve congestion on MD 2 . The portion of the Arundel Expressway that is today MD 10 was constructed from I @-@ 695 to MD 648 in Pasadena between 1970 and 1978 . MD 10 was proposed to continued south of Pasadena as a toll road to US 50 , but the section of the freeway south of MD 100 was removed from state plans by 1975 . MD 10 was completed to its present end in Pasadena in 1991 . The state of Maryland unsuccessfully petitioned the Federal Highway Administration for an Interstate designation for a Baltimore ? Annapolis freeway after passage of the Federal @-@ Aid Highway Act of 1968 . However , the state was successful in obtaining Interstate mileage for the Baltimore ? Annapolis corridor through the 1968 Howard ? Cramer amendment , which provided for minor adjustments to the Interstate System if no additional costs were incurred . Much of the mileage of what became I @-@ 97 was reallocated from canceled Interstate Highways in Baltimore and the Washington area .

With Interstate funding assured , MDSHA commissioned the Baltimore ? Annapolis Transportation Corridor Study in 1973 to figure out , among other things , the best route for the Baltimore ? Annapolis Interstate . The study discovered a western route following the MD 3 and MD 178 corridors would be less disruptive and require fewer acquisitions of homes and businesses compared to an extension of the Arundel Expressway south along the MD 2 corridor . In June 1979 , MDSHA announced plans for I @-@ 97 . The original route numbering plan , which was approved by the American Association of State Highway and Transportation Officials (AASHTO) at its November 1975 meeting , was for I @-@ 97 to include its current route plus US 50 from Parole west

to I @-@ 95 (Capital Beltway) . That proposal included two auxiliary Interstate highways . I @-@ 197 would follow US 50 and US 301 east from I @-@ 97 to just west of the Severn River . I @-@ 297 would follow MD 3 between a pair of intersections with I @-@ 97 in Millersville and Bowie . AASHTO rescinded its approval of the 1975 plan at its June 1981 meeting , then approved what was essentially the original 1975 plan at its June 1982 meeting . The east ? west segment of I @-@ 97 and I @-@ 197 was replaced by I @-@ 68 . I @-@ 297 was withdrawn by request of the state of Maryland in 1983 . The 1982 concept of I @-@ 68 became unsigned I @-@ 595 and I @-@ 68 was applied to the National Freeway in Western Maryland in 1991 after AASHTO approved the new designations at its June 1989 meeting .

The first portion of I @-@ 97 proper to be constructed was the section south of Millersville , which was placed under construction in three sections in March 1985 . The first section of the highway , from US 50 and US 301 to Millersville Road west of the MD 178 interchange , opened in December 1987 . Construction of I @-@ 97 from Millersville Road to the intersection of MD 3 and MD 178 at Dorrs Corner started in July 1987 . The Interstate through Millersville opened in April 1989 . The interchange at I @-@ 97 's southern terminus was originally constructed as a partial interchange , with I @-@ 97 tying into what are now the collector @-@ distributor lanes of US 50 and US 301 . The ramps from eastbound US 50 and US 301 to I @-@ 97 and from I @-@ 97 to the westbound U.S. Highways were added during the reconstruction of US 50 and US 301 in 1992 and 1993 .

= = = Reconstruction of existing highway = = =

Reconstruction of the MD 3 divided highway and the Glen Burnie Bypass was a complex operation that involved many temporary openings , lane shifts , construction of new roadways , and reconstruction of existing roadways over several phases over several years . The first improvement was the reconstruction of the I @-@ 695 interchange between 1987 and 1991 . The modern ramps from I @-@ 97 to westbound I @-@ 695 and from eastbound I @-@ 695 to I @-@ 97 were built , eastbound I @-@ 695 's ramp over these two ramps was constructed , and the loop ramp from I @-@ 97 to westbound I @-@ 695 was removed . I @-@ 97 from its interchange with MD 648 to the new Beltway ramps was reconstructed to Interstate Highway standards and expanded to six lanes between May 1993 and August 1995 . Part of the functionality of the loop ramp to westbound I @-@ 695 was restored in October 1995 when another ramp from the Harbor Tunnel Thruway approach to westbound I @-@ 695 was added to allow access from I @-@ 97 to MD 648 .

Reconstruction of the MD 3 divided highway from Millersville to MD 3 Business began in 1987 over two sections . The first section , from north of MD 3 Business to north of Benfield Boulevard , began in 1987 . The work included the construction of the flyover ramp from northbound I @-@ 97 to Veterans Highway just south of MD 3 Business . The section from north of Benfield Boulevard to MD 178 at Dorrs Corner was reconstructed starting in 1989 . The second section included construction of the Benfield Boulevard interchange . The southbound MD 3 roadway was rebuilt in place as the southbound lanes of I @-@ 97 . New northbound lanes were built immediately to the east of the southbound lanes . In February 1991 , the new northbound lanes opened and access from I @-@ 97 to Veterans Highway was removed at Dorrs Corner . The old northbound lanes were reconstructed and re @-@ purposed as a two @-@ lane road , Veterans Highway , later that year . Anne Arundel County agreed to accept Veterans Highway for maintenance after the I @-@ 97 ? related construction concluded in a road transfer agreement on July 21 , 1988 . MD 3 was truncated at Millersville after I @-@ 97 opened in October 1991 ; signage for MD 3 on I @-@ 695 was removed by 1993 .

Before reconstruction of the Glen Burnie Bypass from MD 3 Business to MD 648 began in November 1993 , the Stewart Avenue bridge across the Interstate just south of the MD 100 interchange was replaced and ramps from northbound I @-@ 97 to eastbound MD 100 and from westbound MD 100 to southbound I @-@ 97 were added between 1990 and 1992 . The freeway was reconstructed to Interstate standards in three sections . The middle section from MD 174 to MD 176 was reconstructed concurrently with the segment of MD 100 west from I @-@ 97 to MD 295 starting in 1993 . That segment of MD 100 , including the MD 100 ? I @-@ 97 interchange , opened

in November 1996 , and the reconstruction of the middle section of I @-@ 96 was finished in July 1997 . The sections of I @-@ 97 from MD 3 Business to MD 174 and from MD 176 to MD 648 and were reconstructed starting in January 1994 . The MD 176 ? MD 648 roadway section was completed in March 1996 . The northern half of the MD 176 interchange was reconstructed as part of the latter project . The new loop ramp from northbound I @-@ 97 to westbound MD 176 and the new ramp from MD 176 to northbound I @-@ 97 were completed in 1995 . The ramp from southbound I @-@ 97 to MD 176 was removed during the widening project . The pair of ramps between southbound I @-@ 97 and MD 162 to replace the removed ramp were constructed between 1996 and 1998 . The final piece of construction on I @-@ 97 was the reconstruction of its interchange with MD 174 , which began in 2002 and concluded in 2005 .

= = Exit list = =

The entire route is in Anne Arundel County .