

= Interstate 370 =

Interstate 370 (abbreviated I @-@ 370) is a 2 @.@ 54 @-@ mile (4 @.@ 09 km) Interstate Highway spur route off I @-@ 270 in Gaithersburg , Maryland to the western end of toll road Maryland Route 200 (MD 200 , Intercounty Connector) at an interchange that provides access to the park and ride lot at the Shady Grove station on the Red Line of the Washington Metro . Despite the number , I @-@ 370 does not connect to I @-@ 70 itself . The road continues to the west of I @-@ 270 as Sam Eig Highway , a surface road . Along the way , I @-@ 370 has interchanges with MD 355 and Shady Grove Road . The freeway was completed in the late 1980s to connect I @-@ 270 to the Shady Grove Metro station . I @-@ 370 was always part of the planned Intercounty Connector , but was the only segment to be built at the time . The opening of MD 200 east of I @-@ 370 resulted in the truncation of I @-@ 370 to the interchange with MD 200 and the re @-@ designation of the road leading into the Shady Grove Metro station as MD 200A .

= = Route description = =

I @-@ 370 begins a short distance to the west of the I @-@ 270 interchange in Gaithersburg , Montgomery County , heading northeast as a six @-@ lane freeway . Southwest of this interchange , the road continues as Sam Eig Highway (named after Washington real estate developer Sam Eig) which interchanges with Washingtonian Boulevard before becoming a surface road . The highway passes woods to the northwest and a shopping center to the southeast as it reaches an interchange with I @-@ 270 . From this point , I @-@ 370 turns east and runs between residential neighborhoods to the north and business parks to the south , with trees separating the road from these areas . The freeway curves northeast again and comes to the MD 355 interchange . Past this , the highway passes more commercial development before reaching a bridge over CSX 's Metropolitan Subdivision . A short distance later , I @-@ 370 comes to a trumpet interchange with MD 200A , a road that provides access to Shady Grove Road and the Shady Grove station of Washington Metro 's Red Line . At this point , I @-@ 370 ends and the freeway continues east as MD 200 (Intercounty Connector) .

= = History = =

What is now I @-@ 370 was originally proposed as part of the Intercounty Connector in the late 1970s . The I @-@ 370 freeway opened on December 17 , 1988 , connecting I @-@ 270 to the Shady Grove Metro station . After three and a half years of construction , the freeway was four lanes wide and 2 @.@ 5 miles (4 @.@ 0 km) long . Its construction cost \$ 169 million , with federal funds paying for ninety percent of the cost . The state of Maryland 's portion of the cost was funded with a portion of the proceeds of a nickel @-@ per @-@ gallon gas tax increase in 1987 . Prior to its opening , driving from I @-@ 270 to the Shady Grove Metro station involved exiting at Shady Grove Road and passing six traffic lights to arrive at the station . Upon its opening , the remainder of the Intercounty Connector was planned but not yet built . At the time , it was the third shortest interstate , after I @-@ 878 in New York and I @-@ 395 in Baltimore .

In 2007 , construction began on MD 200 , which was to head east from I @-@ 370 . At this time , the ramp from Shady Grove Road to westbound I @-@ 370 was shifted to a new alignment . In 2009 , the lanes along I @-@ 370 were shifted to allow for construction of the MD 200 interchange . Construction on this segment of MD 200 was completed in February 2011 , with the road opening to traffic on February 23 . As a result of the completion of MD 200 , the eastern terminus of I @-@ 370 was truncated to the west end of MD 200 , with the freeway connection to the Shady Grove Metro station becoming MD 200A .

= = Exit list = =

The entire route is in Montgomery County .

