

= Maryland Route 150 =

Maryland Route 150 (MD 150) is a state highway in the U.S. state of Maryland . Known for most of its length as either Eastern Avenue or Eastern Boulevard , the highway runs 13 @. @ 01 miles (20 @. @ 94 km) from U.S. Route 40 (US 40) in Baltimore east to Graces Quarters Road in Chase in eastern Baltimore County . MD 150 connects Baltimore with its southeastern suburbs of Dundalk , Essex , and Middle River . The state highway also links those communities with Interstate 95 , I @- @ 695 , I @- @ 895 , and Martin State Airport . MD 150 was constructed from Baltimore to Middle River and in Chase in the mid @- @ 1920s . The road was completed through Middle River in the early 1930s . Between 1942 and 1944 , MD 150 was reconstructed as a four @- @ lane divided highway with interchanges to improve access between Baltimore and the Glenn L. Martin Company aircraft manufacturing plant in Middle River . The highway has followed several routes since it was extended west into the city of Baltimore in the mid @- @ 1940s ; the present route in East Baltimore was established shortly after 2000 .

= = Route description = =

MD 150 is known as Eastern Avenue from just west of I @- @ 895 in Baltimore to the Back River between Dundalk and Essex . The highway is also named Eastern Avenue from Carroll Island Road in Middle River to the highway 's eastern terminus in Chase . Between the two sections of Eastern Avenue , MD 150 follows Eastern Boulevard through Essex and Middle River . The state highway is maintained by the Baltimore City Department of Transportation in the city of Baltimore and by the Maryland State Highway Administration in Baltimore County . MD 150 is a part of the National Highway System as a rail @- @ to @- @ truck intermodal freight transport connection from its western terminus at US 40 to I @- @ 95 within Baltimore . The highway is also a National Highway System principal arterial from I @- @ 95 to Carroll Island Road in Middle River .

= = = Baltimore to Dundalk = = =

MD 150 begins at an intersection with US 40 (Pulaski Highway) in East Baltimore . The route heads south as Haven Street , a four @- @ lane undivided street that passes through an industrial area . East of the Highlandtown neighborhood , MD 150 turns east onto Lombard Street , which crosses over three rail spurs that head south to Canton ; one line splits from CSX 's Philadelphia Subdivision , while the other two spring from the Amtrak Northeast Corridor and are operated by Norfolk Southern Railway . The state highway 's run on Lombard Street ends at Ponca Street ; Lombard Street continues east toward ramps to northbound I @- @ 895 (Harbor Tunnel Thruway) and Johns Hopkins Bayview Medical Center . MD 150 turns south onto Ponca Street , a four @- @ lane divided highway that has a ramp to southbound I @- @ 895 toward the Baltimore Harbor Tunnel . The highway follows Ponca Street to the Greektown neighborhood , where MD 150 turns east onto Eastern Avenue and immediately crosses over I @- @ 895 .

MD 150 continues east as a six @- @ lane divided highway that reduces to four lanes at Dundalk Avenue . The highway runs through the Joseph Lee neighborhood , where it intersects Kane Street and meets the Canton Railroad at grade before the highway 's partial cloverleaf interchange with I @- @ 95 . Access from eastbound MD 150 to southbound I @- @ 95 is provided via Kane Street to the south . Just east of I @- @ 95 , the state highway enters Baltimore County . While passing along the northern edge of Dundalk , MD 150 follows the edge of Oaklawn Cemetery and meets MD 151 (North Point Boulevard) at a cloverleaf interchange . The route passes along the north side of the Eastpoint Mall , crosses the Norfolk Southern rail spur to Sparrows Point , and meets I @- @ 695 (Baltimore Beltway) at a partial cloverleaf interchange . Access from northbound I @- @ 695 to westbound MD 150 and from eastbound MD 150 to southbound I @- @ 695 is provided through MD 151 . East of the Beltway , MD 150 passes the city of Baltimore 's Back River Waste Water Treatment Plant and crosses the Back River .

= = = Essex to Chase = = =

On the east side of the Back River , MD 150 enters the densely populated community of Essex . Just east of Marlyn Avenue , the highway 's old alignment , Old Eastern Avenue , splits to the east . In the center of Essex , MD 150 has a partial interchange with MD 702 (Southeast Boulevard) that only allows access to and from the north ; access to the southern part of the Back River Neck is provided via Old Eastern Avenue 's connection with MD 702 or the parallel Stemmers Run Road . The route continues northeast and receives the other end of Old Eastern Avenue before crossing the Middle River into the community of Middle River . MD 150 has a partial cloverleaf interchange with MD 700 (Martin Boulevard) at Lockheed Martin 's Middle River Complex . The highway closely parallels the Amtrak Northeast Corridor and meets the northern end of MD 587 (Wilson Point Road) , after which the route passes along the northern edge of Martin State Airport . MD 150 curves away from the railroad just west of the Martin State Airport station on MARC 's Penn Line and the highway 's intersection with MD 43 (White Marsh Boulevard) .

East of MD 43 and the adjacent General Services Administration facility , MD 150 becomes a five @-@ lane road with center turn lane east to Carroll Island Road . East of that county highway , which leads to the community of Bowleys Quarters , the state highway reduces to two lanes . MD 150 passes under a Norfolk Southern Railway spur from the Amtrak Northeast Corridor to the Charles P. Crane Generating Station and intersects Marshy Point Road , which leads into Dundee Natural Environment Area . The route ends at its intersection with Ebenezer Road and Graces Quarter Road in the community of Chase . Graces Quarter Road serves as a connector to the main section of the county highway , which heads east into a unit of Gunpowder Falls State Park . The county highway also heads west as Ebenezer Road , which passes over Eastern Avenue and the Amtrak Northeast Corridor immediately to the northeast on Eastern Avenue . Eastern Avenue itself continues northeast as a county highway to its end at Greenbank Road on the Gunpowder River .

= = History = =

The predecessor highway of MD 150 was an oyster shell road from the village of Highlandtown (later annexed by Baltimore) to Chase . Between the Back River and Middle River , this highway was operated as the east ? west segment of the Back River Neck Turnpike ; the turnpike also included what is now Back River Neck Road . The first portion of Eastern Avenue improved by the Maryland State Roads Commission was from the eastern terminus in Chase to east of Earls Road , which was paved as a 15 @-@ foot (4 @.@ 6 m) wide concrete road around 1923 . MD 150 was constructed as a macadam road from the Baltimore city line to the crossing of Middle River in 1924 ; this section would be widened with concrete shoulders to a width of 18 to 20 feet (5 @.@ 5 to 6 @.@ 1 m) by 1926 . The gap between the Middle River and east of Earls Road remained a county highway until the existing highway was supplemented by concrete shoulders and repaved in macadam between 1932 and 1934 . The portion of Eastern Avenue in the city of Baltimore was not part of MD 150 , which had its western terminus at the city ? county line as of 1939 .

Suburban development in Dundalk and Essex and the establishment of the Glenn L. Martin Company aircraft manufacturing plant in Middle River in 1929 resulted in heavy traffic along MD 150 . By 1934 , an average of 5 @, @ 275 vehicles per day used the highway between Baltimore and Middle River , leading the Maryland State Roads Commission to recommend widening the highway to 40 feet (12 m) in width . Relief did not come until just before World War II when MD 150 from Baltimore to Middle River was deemed a vital defense connection between the city and the Martin aircraft plant . MD 150 was expanded to a four @-@ lane divided highway from Dundalk Avenue in Baltimore to east of the Martin aircraft plant in Middle River between 1942 and 1944 . This expansion involved the construction of interchanges at Martin Boulevard (later designated MD 700) and North Point Boulevard , a northern extension of MD 151 that was also constructed as a defense access project . Replacement bridges were built over the Back River and Middle River . MD 150 was also relocated in Essex ; Old Eastern Avenue was designated MD 600 , a designation removed by 1956 .

By 1946 , MD 150 had been extended west into the city of Baltimore over Eastern Avenue at least as far as Highlandtown . Around 1950 , the state highway followed Highland Avenue south from US 40 to Eastern Avenue . MD 150 was moved to Kresson Street , Lombard Street , and Ponca Street , which met Eastern Avenue just west of its present junction , in 1960 . Around 1963 , Haven Street and Kresson Street were converted to a one @-@ way pair , with Haven Street carrying eastbound traffic south and Kresson Street handling westbound traffic toward US 40 . The portion of Lombard Street between Haven and Kresson was added to MD 150 ; the state highway was also extended north on Haven and Kresson to Monument Street , then east along Monument Street to MD 150 's new western terminus at US 40 at the U.S. Highway 's underpass of CSX 's Philadelphia Subdivision . This convoluted path was ameliorated around 2002 when the highway was shortened to its present course in East Baltimore .

= = Junction list = =