

= Interstate 195 (Maryland) =

Interstate 195 (I @-@ 195) is an Interstate highway in the U.S. state of Maryland . The highway runs 4 @.@ 71 miles (7 @.@ 58 km) from I @-@ 95 in Arbutus east to Baltimore / Washington International Thurgood Marshall Airport (BWI Airport) in Linthicum . I @-@ 195 , which is also known as Metropolitan Boulevard , is the main connection between the airport terminal and highways leading to Baltimore , Washington , and Annapolis , including I @-@ 95 , MD 295 , and I @-@ 97 . The Interstate highway also has an interchange with MD 170 , which forms part of the Airport Loop that provides access to various airport @-@ related services . I @-@ 195 also links I @-@ 95 with Catonsville and the University of Maryland , Baltimore County (UMBC) , via a westward continuation of Metropolitan Boulevard that is part of MD 166 .

I @-@ 195 was constructed in three sections . The first section was a connection between MD 295 and the airport . This segment was built as Maryland Route 46 and completed in 1951 shortly after the opening of the airport , which was originally named Friendship International Airport . The second segment was completed at the opposite end of the highway in the mid @-@ 1970s , connecting U.S. Route 1 (US 1) and I @-@ 95 with MD 166 and UMBC . The first two segments were connected when the portion between MD 295 and US 1 was constructed in the late 1980s . The whole length of the highway was completed and was marked as I @-@ 195 in 1990 .

= = Route description = =

I @-@ 195 begins at the western edge of its interchange with I @-@ 95 . The freeway continues west as MD 166 , which has a partial interchange for UMBC Boulevard , which leads to the UMBC campus , before ending next to a park and ride facility at Rolling Road , on which MD 166 continues north toward Catonsville . The I @-@ 95 interchange is a partial cloverleaf that has flyover ramps from northbound I @-@ 95 to westbound I @-@ 195 and from southbound I @-@ 95 to eastbound I @-@ 195 . I @-@ 195 heads southeast as a four @-@ lane freeway with a speed limit of 60 miles per hour (97 km / h) across CSX 's Baltimore Terminal Subdivision and meets US 1 at a four @-@ ramp partial cloverleaf interchange . The highway crosses over I @-@ 895 (Harbor Tunnel Thruway) with no access and curves south on a viaduct to cross the Patapsco River , where the freeway passes from Baltimore County to Anne Arundel County , and the Amtrak Northeast Corridor , which also carries MARC 's Penn Line . I @-@ 195 parallels the railroad south to its partial cloverleaf interchange with MD 295 (Baltimore ? Washington Parkway) , which contains a flyover ramp from southbound MD 295 to eastbound I @-@ 195 .

I @-@ 195 curves southeast and passes under the BWI Trail ahead of its partial cloverleaf interchange with MD 170 (Aviation Boulevard) , also known as the Airport Loop . The Airport Loop provides access to long @-@ term parking lots , the consolidated rental car facility , hotels , cargo and general aviation facilities , and the BWI Rail Station . The circumferential highway also provides indirect access to I @-@ 97 for traffic heading to Annapolis or the Chesapeake Bay Bridge . The Interstate 's speed limit drops to 30 miles per hour (48 km / h) as it arrives at its eastern terminus at the entrance to BWI Airport . The eastbound roadway continues southeast into the airport proper , where it features a left exit for the hourly parking garage and then splits into two roadways for arriving and departing flights . After the two roadways ? arriving flights on the lower level and departing flights on the upper level ? loop between the terminal and the hourly parking garage , the roadways merge . The westbound direction of I @-@ 195 heads northwest from the airport after it issues a ramp toward long @-@ term parking and a U @-@ turn toward the terminal .

Like all Interstates , I @-@ 195 is a part of the National Highway System for its entire length .

= = History = =

Friendship International Airport was constructed between 1947 and 1950 as the new primary airport for Baltimore . To directly connect the airport with Baltimore , an access road was planned to link the new Baltimore ? Washington Expressway , later designated MD 295 , with the airport terminal . The

first portion of the Friendship International Airport Access Road was completed from a full Y interchange at the expressway to an interchange with MD 170 in October 1949 and designated MD 46 . The access road was completed from MD 170 to the airport terminal in July 1951 , about the same time the expressway was completed between MD 46 and downtown Baltimore . The remainder of what is now I @-@ 195 was planned as early as 1969 , when the portion of Metropolitan Boulevard north of US 1 was placed under construction . The freeway opened from the US 1 ramps northwest through the I @-@ 95 interchange to an intersection with Sulphur Spring Road just south of the modern Selford Road overpass in August 1974 . The freeway was extended to its present terminus at Rolling Road and the ramps to UMBC Boulevard were constructed in 1975 . Metropolitan Boulevard south of the I @-@ 95 interchange was marked as a second segment of MD 46 from when it opened . North of I @-@ 95 , the freeway was marked as a relocation of MD 166 . That segment of MD 46 was renumbered as an extension of MD 166 by 1981 .

The missing connection between US 1 and MD 295 resulted in a circuitous path for traffic between I @-@ 95 and BWI Airport . In 1974 , that route involved exiting I @-@ 95 at MD 100 , which then served as a connector between the Interstate and US 1 . Traffic took US 1 south to MD 176 , then took MD 176 east to MD 295 and north to the western end of MD 46 . Construction on the missing link , which by then was planned as part of I @-@ 195 , began in 1987 , when the highway 's bridges over US 1 and I @-@ 895 were constructed . The remainder of the highway from MD 295 to the I @-@ 895 overpass was completed , including reconstruction of the interchange with MD 295 , and the intermediate section opened in June 1990 . The I @-@ 195 designation was applied to the highway 's present length at the same time , and MD 166 was truncated to its present southern terminus . In 2002 , as part of an expansion project at the airport , several new ramps were constructed to access parking lots and facilitate an easier U @-@ turn for motorists leaving the terminal who wish to return to the terminal .

= = Exit list = =