

= Maryland Route 177 =

Maryland Route 177 ( MD 177 ) is a state highway in the U.S. state of Maryland . Known as Mountain Road , the highway runs 10 @. @ 92 miles ( 17 @. @ 57 km ) from MD 2 in Pasadena east to Gibson Island . MD 177 serves as an arterial highway through Pasadena , Jacobsville , and the Lake Shore area of northeastern Anne Arundel County . The highway is paralleled by MD 100 through Pasadena and Jacobsville . MD 177 originally began near what is now its western intersection with MD 648 , which was originally part of MD 2 . A short section of the highway was built in Pasadena in the early 1910s . MD 177 was extended east through Jacobsville in the early 1920s and to Gibson Island in the late 1920s . The highway was extended west in the late 1930s after MD 2 was relocated to its present four @- @ lane divided highway . A freeway section of MD 177 was constructed between MD 3 in Glen Burnie and MD 2 in the mid @- @ 1960s ; the freeway was renumbered MD 100 when that highway was completed from Pasadena to Jacobsville in the early 1970s . Congestion east of MD 100 led to the addition of a reversible lane in 1999 .

= = Route description = =

MD 177 begins at an intersection with MD 2 ( Governor Ritchie Highway ) in Pasadena just north of MD 2 's interchange with MD 100 ( Paul T. Pitcher Memorial Highway ) . The state highway heads east as a six @- @ lane divided highway which drops to four lanes at its intersection with a ramp from southbound MD 10 ( Arundel Expressway ) and ramps to and from westbound MD 100 . MD 177 passes under MD 10 , spawns a ramp onto northbound MD 10 , and meets the southern end of MD 648 ( Baltimore ? Annapolis Boulevard ) at Lipin 's Corner . At the next intersection , unsigned MD 915 ( Long Hill Road ) splits to the south . MD 177 continues east as a two @- @ lane road that regularly gains a center turn lane . The state highway intersects another section of MD 648 ( Waterford Road ) , Catherine Avenue , and Edwin Raynor Boulevard on its way to Jacobsville . In the center of Jacobsville , MD 177 intersects MD 607 , which heads south as Magothy Bridge Road and north as Hog Neck Road .

East of Jacobsville , MD 177 receives the eastern end of MD 100 . There is no direct access from eastbound MD 100 to westbound MD 177 . The state highway becomes a three @- @ lane road with the center lane controlled by lane use signals . During rush hours , there are two lanes in the relevant direction ; at all other times , the center lane serves as a center left turn lane . The eastern end of the three @- @ lane section is at South Carolina Avenue in the community of Lake Shore . MD 177 continues east as a two @- @ lane road and passes a loop of Old Mountain Road . At Pinehurst Road , which leads to Downs Memorial Park , the route veers southeast toward Gibson Island . MD 177 reaches its eastern terminus at the gatehouse that guards the private island community on the north side of the mouth of the Magothy River at the Chesapeake Bay .

MD 177 is a part of the National Highway System as a principal arterial from MD 100 in Jacobsville to Pinehurst Road near Gibson Island .

= = History = =

The first portion of MD 177 to be constructed was the portion of the Baltimore ? Annapolis Boulevard between what are now MD 648 and MD 915 at Lipin 's Corner . That highway , which was designated MD 2 in 1927 , was paved as a 16 @- @ foot ( 4 @. @ 9 m ) wide macadam road in 1911 and 1912 . This segment of the Boulevard was widened to 22 feet ( 6 @. @ 7 m ) with a pair of 3 @- @ foot ( 0 @. @ 91 m ) concrete shoulders by 1926 . Mountain Road itself was paved as a 14 @- @ foot ( 4 @. @ 3 m ) wide concrete road from Lipin 's Corner east to just east of the modern Waterford Road segment of MD 648 . By 1921 , the concrete road was extended east to Jacobsville . The paved portion of Mountain Road was extended east to near Woods Road by 1923 . MD 177 was completed as a concrete highway to Gibson Island in 1928 . MD 177 was widened to at least 18 feet ( 5 @. @ 5 m ) from Lipin 's Corner to Gibson Island by 1930 . After MD 2 was relocated to Governor Ritchie Highway in 1936 , MD 177 was extended west from Lipin 's Corner to the new four

@-@ lane divided highway by 1939 . MD 177 was reconstructed from Lipin 's Corner to east of Jacobsville to ameliorate curves in 1952 .

A westward freeway extension of MD 177 was under construction from MD 3 ( Glen Burnie Bypass ) east to MD 2 by 1963 . The freeway opened as MD 177 in 1964 with intermediate interchanges at MD 174 and Oakwood Road . In 1966 , the freeway was extended slightly east to terminate at Mountain Road at an intersection at the site of today 's ramps to and from westbound MD 100 . By 1967 , an extension of the freeway east to beyond Jacobsville was proposed . The eastward freeway extension opened in 1971 ; however , the extension and the freeway west to MD 3 were designated MD 100 . MD 177 was expanded to a divided highway from MD 2 to MD 10 when the latter freeway was extended south from MD 648 to MD 100 between 1987 and 1989 . The divided highway was extended east to Lipin 's Corner in 1997 . Since the late 1970s , heavy traffic on MD 177 east of MD 100 has spurred efforts to build a bypass of the Lake Shore section or widen the highway , projects that have been opposed by residents who fear increased development on the peninsula . Congestion on the highway was eased significantly when lane use signals were added to allow the center lane of the highway to become a travel lane during rush hours in July 1999 .

= = Junction list = =

The entire route is in Anne Arundel County .