

= Maryland Route 24 =

Maryland Route 24 (MD 24) is a state highway in the U.S. state of Maryland . The state highway runs 25 @. @ 17 miles (40 @. @ 51 km) from an entrance to Aberdeen Proving Ground in Edgewood north to the Pennsylvania state line near Fawn Grove , Pennsylvania . MD 24 is the main north ? south highway of Harford County . The southern half of the state highway connects U.S. Route 1 (US 1) and the county seat of Bel Air with Aberdeen Proving Ground , US 40 , and Interstate 95 (I @- @ 95) through a suburban corridor . The northern half of MD 24 is a rural highway that passes through Rocks State Park .

The original section of MD 24 , which began at MD 23 in Forest Hill and included MD 165 through Pylesville , was constructed in the late 1910s and early 1920s . MD 24 was moved to the highway to Fawn Grove after that road was built in the late 1920s and early 1930s . The highway between US 1 in Bel Air and US 40 in Edgewood was also constructed in the late 1920s and early 1930s . The state highway from US 40 south to Aberdeen Proving Ground was constructed as MD 408 around 1930 . After the road from Bel Air to Forest Hill was completed in the mid @- @ 1930s , MD 24 was extended south to Edgewood .

MD 24 received its first relocation in Edgewood in the mid @- @ 1950s after assuming all of MD 408 . After another relocation due to the construction of I @- @ 95 in the early 1960s , the state highway was placed on a new alignment through Edgewood in the late 1960s and early 1970s ; the old alignment became MD 755 . MD 24 was relocated to a divided highway from I @- @ 95 to US 1 in the late 1980s ; the old highway through Bel Air became MD 924 . Much of the highway through Edgewood was expanded to a divided highway in the mid @- @ 1990s . MD 24 's interchange with MD 924 was constructed between 2008 and 2011 .

= = Route description = =

MD 24 carries five names throughout its length . The highway is named Emmorton Road between Aberdeen Proving Ground and US 40 and Vietnam Veterans Memorial Highway from US 40 to US 1 . After its short concurrency with US 1 on the Bel Air Bypass , MD 24 is known as Rock Springs Avenue from US 1 to Forest Hill , where the highway becomes Rocks Road for the remainder of its length to the Pennsylvania state line . The state highway is a part of the main National Highway System between I @- @ 95 and the northern end of its concurrency with US 1 in Bel Air . MD 24 is also classified as an intermodal connector from MD 755 to I @- @ 95 and as a National Highway System principal arterial from Aberdeen Proving Ground to MD 755 and from its northern junction with US 1 to MD 23 .

= = = Edgewood to Bel Air = = =

MD 24 begins at an entrance to the Edgewood Area of Aberdeen Proving Ground ; the highway continues south into the military installation as Hoadley Road . The state highway crosses over the Amtrak Northeast Corridor and MARC 's Penn Line and heads north as Emmorton Road , a two @- @ lane controlled access highway that passes between residential subdivisions in Edgewood , where the highway intersects Trimble Road . MD 24 expands to a four @- @ lane divided highway just south of MD 755 (Edgewood Road) . The state highway heads northeast , crossing in quick succession Otter Point Creek , US 40 (Pulaski Highway) , and Winters Run . Access to and from US 40 is provided via a two @- @ way ramp between the two highways . MD 24 continues north as the Vietnam Veterans Memorial Highway , which curves back to the north and crosses over CSX 's Philadelphia Subdivision before intersecting MD 7 (Philadelphia Road) in the hamlet of Van Bibber .

After an intersection with Edgewood Road , which is MD 24 's old alignment , the state highway meets I @- @ 95 (John F. Kennedy Memorial Highway) at a partial cloverleaf interchange . Immediately to the north of that interchange is a diamond interchange with the southern ends of MD 924 (Emmorton Road) and Tollgate Road . MD 924 , which is the old alignment of MD 24 , and

Tollgate Road parallel MD 24 to the east and west , respectively . The two highways serve residential subdivisions bypassed by MD 24 between Edgewood and Bel Air ; MD 924 serves the village of Emmorton . MD 24 also passes close to the historic home Woodside , accessed via Singer Road ; Woodview , found at the west end of Plumtree Road ; and Whitaker 's Mill Historic District on Ring Factory Road . The state highway parallels Plumtree Run as it approaches Bel Air . MD 24 passes by Upper Chesapeake Medical Center before meeting US 1 Business (Belair Road) at an intersection surrounded by shopping centers , including the Harford Mall . The state highway crosses over the Ma and Pa Trail , a rail trail that follows the abandoned right @-@ of @-@ way of the Maryland and Pennsylvania Railroad , and Heavenly Waters , a tributary of Winters Run , before reaching its junction with US 1 (Bel Air Bypass) . The three @-@ way junction features long , sweeping ramps to and from the northbound direction of US 1 and an intersection with the U.S. highway to access the southbound direction .

= = = Bel Air to Fawn Grove = = =

MD 24 and US 1 head northeast together as a four @-@ lane undivided highway . The two highways pass under Vale Road before reaching the northern end of the concurrency , which is a partial cloverleaf interchange with Rock Spring Road . This road heads south toward downtown Bel Air as MD 924 ; MD 24 leaves US 1 and heads north on this road . The state highway heads north through a commercial area as a five @-@ lane road with center turn lane . The highway reduces to two lanes and passes through another commercial area before its intersection with MD 23 (East ? West Highway) in Forest Hill . At Jarrettsville Road , which is the old alignment of MD 23 , MD 24 's name changes to Rocks Road and enters a mix of farmland and forest . The state highway crosses Stirrup Run before beginning to closely parallel Deer Creek . MD 24 passes through several sharp curves as the highway enters Rocks State Park , where the state highway passes through the gorge that Deer Creek has cut through Rock Ridge . The state highway crosses Deer Creek and passes the access road to the Gladden Farm before leaving the state park .

MD 24 continues north through farmland , crossing several branches of Deer Creek and intersecting Holy Cross Road , which leads west to the Col. John Streett House and east to the village of Street . At Bush 's Corner , the highway meets MD 165 (Federal Hill Road / Pylesville Road) at a roundabout . MD 24 passes close to Kilgore Falls , the second highest waterfall in Maryland ; the falls on the Falling Branch of Deer Creek are accessed via St. Marys Road . Just to the north at Five Forks , the state highway intersects Clermont Mill Road and MD 136 , which heads west as Harkins Road and east as Whiteford Road . MD 24 continues northwest to its terminus at the Pennsylvania state line . Rocks Road continues north as SR 2055 to PA 851 , the Main Street of Fawn Grove .

= = History = =

MD 24 was originally constructed between 1917 and 1938 . While the portion of the state highway north of Bel Air has seen limited improvements since the 1930s , the highway south of Bel Air has been fully relocated , in some places multiple times , and expanded to a divided highway for much of its length .

= = = Original construction and early improvements = = =

MD 24 was one of the original state @-@ numbered highways designated in 1927 . The state highway originally began at MD 23 in Forest Hill and followed its current course along Rocks Road north to Bush 's Corner , then followed Pylesville Road (which later became MD 165) through Pylesville to the Pennsylvania state line at Cardiff . The portion of Pylesville Road between Graceton Road (now MD 624) and the village of Pylesville was paved with macadam by 1910 . MD 24 from just north of Forest Hill to Graceton Road was built with a 15 @-@ foot (4 @. @ 6 m) wide concrete surface in four sections , with construction underway by 1917 and completed by 1921 . The state

highway just north of Forest Hill and the highway from Pylesville northeast to the state line were completed with a macadam surface by 1923 .

MD 24 from Bush 's Corner toward Fawn Grove began construction in 1926 . The concrete highway was completed to St. Marys Road by 1927 and to Five Forks in 1928 . The third section , from Five Forks to about 1 mile (1 @. @ 6 km) south of the state line , was started in 1929 and completed in 1930 . The final section to the state line at Fawn Grove was started in 1930 and completed by 1933 . Around the time the highway was completed , MD 24 was switched from Pylesville Road to Rocks Road north of Bush 's Corner ; MD 165 was extended from Bush 's Corner to Cardiff in MD 24 's stead . MD 24 received a new bridge over Deer Creek within Rocks State Park in 1934 . Since the 1930s , the only notable improvement to the original length of MD 24 was the construction of the roundabout at the MD 24 ? MD 165 intersection in 2000 .

Construction on what became MD 24 between Van Bibber and Bel Air got underway with the construction of a 1 @- @ mile (1 @. @ 6 km) section of macadam road from Ring Factory Road south to Plumtree Road near Emmorton between 1925 and 1927 . Another macadam segment was completed from Emmorton south to Singer Road at Norris Corner in 1928 . A concrete highway from Norris Corner toward US 40 at Van Bibber was started in 1929 . The first section was completed to approximately the location of I @- @ 95 in 1930 and to Van Bibber by 1933 . Two county highway gaps in the state highway from Van Bibber to Bel Air were resurfaced with macadam and brought into the state system in 1933 .

The two remaining portions of the MD 24 corridor to be built were completed through Edgewood and north of Bel Air in the 1930s . In 1930 , Edgewood Road was built as a concrete road from US 40 just west of Van Bibber south to its entrance to Aberdeen Proving Ground at its Pennsylvania Railroad crossing (now Amtrak) . Edgewood Road , which was originally designated MD 408 , was constructed with a width of 16 feet (4 @. @ 9 m) but was proposed for widening to 20 feet (6 @. @ 1 m) as early as 1934 since it was the main entrance to the Edgewood Arsenal . MD 408 received an underpass of the Baltimore & Ohio Railroad (now CSX) and approaches to the grade separation in 1939 .

Rock Spring Avenue north of Bel Air was improved as a macadam road starting in 1929 . The improved road extended from the county seat north to the location of the Bel Air Bypass in the community of Frogtown in 1930 and was extended to about 1 mile (1 @. @ 6 km) south of Forest Hill by 1933 . The gap south of Forest Hill remained under county control until the highway was resurfaced with macadam around 1938 . MD 24 was extended south from Forest Hill through Bel Air to MD 7 at Van Bibber in 1938 . Through Bel Air , MD 24 followed Main Street , which was widened to 40 feet (12 m) in width around 1940 .

= = = Relocations and expansions = = =

The first post @- @ war project on MD 24 was the reconstruction of the highway from Norris Corner to Van Bibber starting in 1950 . By the time the project to resurface the highway in bituminous concrete ended in 1952 , MD 24 was extended south through Edgewood , replacing MD 408 from MD 7 to Aberdeen Proving Ground . MD 24 was widened and resurfaced with bituminous concrete from Norris Corner to Bel Air starting in 1954 and from Bel Air to Forest Hill beginning in 1956 . The Norris Corner ? Bel Air project included the highway 's first relocation at Emmorton , leaving behind Old Emmorton Road .

Another relocation occurred in 1956 to remove MD 24 's staggered intersections at MD 7 in Van Bibber . Edgewood Road was extended north to tie into Emmorton Road just south of the interchange with I @- @ 95 ; this project bypassed Van Bibber Road . MD 24 was relocated again near Van Bibber when the highway 's interchange with I @- @ 95 was constructed in 1963 . This relocation left behind the roadways now marked as Walton Road and Woodside Road in the southeast and northeast quadrants , respectively , of the original diamond interchange .

The next relocation in the Edgewood area occurred in two sections starting in 1967 . MD 24 was moved to its present alignment from just south of the I @- @ 95 interchange to Edgewood Road south of US 40 in 1970 . The bypass included a bridge over US 40 ; access between the two

highways was provided by Edgewood Road , which was designated MD 755 . The new alignment of MD 24 was extended south to a new entrance to Aberdeen Proving Ground in 1974 ; MD 755 was extended south along MD 24 's old alignment to the pre @-@ existing entrance next to the Edgewood MARC station . MD 24 from I @-@ 95 to MD 755 was expanded to a divided highway around 1997 ; this project included the construction of a two @-@ way ramp between MD 24 and US 40 to add the direct access that had not been provided in 1970 .

MD 24 's interchange with US 1 north of Bel Air was constructed in 1964 along with the rest of the Bel Air Bypass . The interchange was originally a diamond interchange ; a loop ramp was added from northbound US 1 to northbound MD 24 in 1983 . Construction of the Vietnam Veterans Memorial Highway from I @-@ 95 to US 1 in Bel Air began in 1986 . The four @-@ lane divided highway was completed in 1987 . MD 24 was also expanded to a divided highway through the I @-@ 95 interchange , which was transformed into its modern partial cloverleaf . The original alignment of MD 24 between I @-@ 95 and Bel Air was planned to become another section of MD 755 in 1986 but was designated MD 924 in 1987 .

In December 2008 , the Maryland Transportation Authority began a project to replace MD 24 's intersection with MD 924 and Tollgate Road just north of the MD 24 ? I @-@ 95 interchange . The intersection was replaced with a diamond interchange in October 2011 . As part of the project , the MD 24 ? I @-@ 95 interchange had several ramps altered to separate I @-@ 95 traffic heading for MD 24 and MD 924 . The Maryland State Highway Administration has long @-@ term plans to expand the Bel Air Bypass to a divided highway from Winters Run to US 1 Business south of Hickory . The Bel Air Bypass is already a four @-@ lane divided highway between MD 147 and Winters Run and around Hickory , but is a three- to four @-@ lane undivided highway from Winters Run to US 1 Business south of Hickory . The Bel Air Bypass would be expanded to a four @-@ lane divided highway from Winters Run to MD 24 and a six @-@ lane divided highway along the US 1 ? MD 24 concurrency . The US 1 ? MD 24 intersection would be reconstructed as a trumpet interchange . The planning phase of the project was completed in 2001 , but engineering , right @-@ of @-@ way acquisition , and actual construction are on hold until funding becomes available .

The Maryland State Highway Administration plans to rebuild the portion of MD 24 that passes through Rocks State Park , which has been undermined by the adjacent Deer Creek . The project was originally proposed in late 2009 and initially called for the route to be relocated further from the creek . The project was put on hold due to opposition from area residents and environmentalists . The Maryland State Highway Administration later proposed reconstructing the road along its current alignment while stabilizing the creek . Work on this project , which is projected to cost \$ 13 @. @ 3 million , is expected to start as soon as May 2014 and will require closing the road .

= = Junction list = =

The entire route is in Harford County .

= = Auxiliary routes = =

MD 24 has three existing auxiliary routes .

MD 24D is the designation for the Otter Creek Ramp , a 0 @. @ 23 @-@ mile (0 @. @ 37 km) long four @-@ lane divided ramp that connects MD 24 with US 40 . MD 24D was built in 1997 .

MD 24E is the designation for the unnamed 0 @. @ 85 @-@ mile (1 @. @ 37 km) ramp from northbound MD 24 to northbound US 1 . This ramp was built in 1987 as part of the construction of the Vietnam Veterans Memorial Highway and designated MD 24E in 2001 .

MD 24F is the designation for the unnamed 0 @. @ 52 @-@ mile (0 @. @ 84 km) ramp from northbound US 1 to southbound MD 24 . Like MD 24E , MD 24F was built in 1987 and received its designation in 2001 .