

= Maryland Route 10 =

Maryland Route 10 (MD 10) is a state highway in the U.S. state of Maryland . Known as the Arundel Expressway , the highway runs 7 @. @ 17 miles (11 @. @ 54 km) from MD 2 in Pasadena north to Interstate 695 (I @- @ 695) near Glen Burnie . MD 10 is a four- to six @- @ lane freeway that serves as a bypass of MD 2 through Pasadena and Glen Burnie in northeastern Anne Arundel County . The Arundel Expressway was planned as a Baltimore ? Annapolis freeway to provide relief to MD 2 between the cities as early as the 1950s . However , the portion of MD 10 south of Pasadena was removed from state plans when the I @- @ 97 corridor was chosen for the intercity freeway in the 1970s . MD 10 was constructed from I @- @ 695 to MD 710 in the early 1970s and continued south to MD 648 in the late 1970s . The freeway was extended south to MD 100 and completed to MD 2 in the late 1980s and early 1990s , respectively .

= = Route description = =

MD 10 begins at an intersection with MD 2 (Governor Ritchie Highway) in Pasadena . The highway heads north as a four @- @ lane freeway to a partial interchange with MD 100 (Paul T. Pitcher Memorial Highway) . There is no access from northbound MD 10 to eastbound MD 100 or from westbound MD 100 to southbound MD 10 . MD 10 and MD 100 briefly run concurrently northwest as an eight @- @ lane freeway and diverge at another partial interchange ; in both carriageways , traffic must move over two lanes to remain on the same route . Just north of the MD 100 split , MD 10 has a half @- @ diamond interchange with MD 177 (Mountain Road) . That interchange has ramps from southbound MD 10 to MD 177 and from MD 177 to northbound MD 10 . Traffic from eastbound MD 100 to northbound MD 10 and from southbound MD 10 to westbound MD 100 uses MD 177 and MD 2 as intermediaries .

MD 10 continues north from MD 177 through the east side of Glen Burnie as a six @- @ lane freeway . The highway crosses over Marley Creek and has a partial cloverleaf interchange with MD 648 (Baltimore ? Annapolis Boulevard) . MD 10 parallels MD 270 (Furnace Branch Road) north then meets the latter highway at a partial cloverleaf interchange . The highway crosses Furnace Branch and has a partial cloverleaf interchange with MD 710 (Ordnance Road) , where northbound MD 10 becomes two lanes wide . MD 10 reaches its northern terminus at a trumpet interchange with I @- @ 695 (Baltimore Beltway) . The sweeping ramp from MD 10 to westbound I @- @ 695 merges into a collector @- @ distributor lane that allows access from MD 10 to northbound MD 2 in Brooklyn Park .

MD 10 is a part of the main National Highway System for its entire length .

= = History = =

The Arundel Expressway was proposed as early as 1956 as a freeway connecting Baltimore and Annapolis to relieve congestion on MD 2 . By 1966 , the highway was planned to begin at MD 173 at the city limits of Baltimore , intersect a planned cross @- @ Patapsco section of the Baltimore Beltway , follow its current path to Pasadena , then continue paralleling MD 2 south to near U.S. Route 50 (US 50) and US 301 . The portion of the Arundel Expressway inside the Beltway was removed from plans in 1967 , with the Beltway instead serving to connect the expressway with highways into Baltimore . The portion of the freeway south of Pasadena was planned to have intermediate interchanges at MD 648 in Severna Park and Jones Station Road (now College Parkway) in Arnold , and a toll plaza just south of the MD 100 interchange . The portion of the Arundel Expressway south of MD 100 was removed from state plans by 1975 . Instead of a Baltimore ? Annapolis freeway following the MD 2 corridor , in June 1979 the Maryland State Highway Administration announced it was constructing the freeway along the MD 3 and MD 178 corridors .

The first section of modern MD 10 to open was the portion of freeway shared with MD 100 , which opened in November 1970 from MD 2 to its eastern terminus . Work began on the Arundel

Expressway proper in 1970 when the interchange between the expressway and the Baltimore Beltway was started in 1970 . MD 710 was relocated over much of its length to make way for the construction of the freeways in 1972 . The Arundel Expressway opened from the Beltway to MD 710 in December 1972 and was marked as MD 10 by 1974 . Construction on the extension south to MD 648 was underway by 1975 . MD 10 opened south to MD 270 in October 1977 and to MD 648 in March 1978 . The freeway was proposed to continue south to MD 100 , but that freeway extension was removed from short @-@ term plans by 1981 .

Construction began in 1987 to extend MD 10 , which was dubbed the " Road to Nowhere , " from MD 648 to a more logical southern terminus . The freeway opened from MD 648 to MD 100 in October 1988 . The final segment of MD 10 , from MD 100 to MD 2 , opened in March 1991 . The Arundel Expressway was planned to carry 75 @,@ 000 as a complete Baltimore ? Annapolis freeway . However , as of 2013 , only 51 @,@ 621 vehicles used the highway daily on its most traveled portion between MD 270 and MD 710 . MD 10 functions as a bypass of MD 2 north of Pasadena , but has not fulfilled its original purpose to relieve traffic congestion on MD 2 south to Annapolis . By the time of MD 10 's completion in 1991 , MD 2 was proposed to be expanded to six lanes south of MD 10 . As of 2013 , MD 2 has yet to be widened south of Pasadena .

= = Exit list = =

All exits are unnumbered . The entire route is in Anne Arundel County .