

= Maryland Route 32 =

Maryland Route 32 (MD 32) is a state highway in the U.S. state of Maryland . The road runs 51 @. @ 79 miles (83 @. @ 35 km) from Interstate 97 (I @-@ 97) and MD 3 in Millersville west and north to Washington Road in Westminster . The east ? west portion of MD 32 is the Patuxent Freeway , a four- to six @-@ lane freeway between I @-@ 97 and MD 108 in Clarksville . The freeway passes through Odenton and Fort Meade , the site of Fort George G. Meade and the National Security Agency (NSA) , in western Anne Arundel County and along the southern part of Columbia in Howard County . Via I @-@ 97 , MD 32 connects those communities with U.S. Route 50 and US 301 in Annapolis . The state highway also intersects the four primary highways connecting Baltimore and Washington : the Baltimore ? Washington Parkway , US 1 , I @-@ 95 , and US 29 . MD 32 's north ? south section , Sykesville Road , connects Clarksville and Westminster by way of Sykesville and Eldersburg in southern Carroll County .

MD 32 was constructed as the original state road from West Friendship north to Westminster and from Westminster west to Taneytown in the early 1910s . The state highway was extended northwest to the Pennsylvania state line near Emmitsburg in the late 1910s . The portion of MD 32 from Glenelg to US 1 in Savage was built as MD 106 in the 1920s and early 1930s . MD 32 was extended south from West Friendship and assumed all of MD 106 in the mid @-@ 1940s . In the mid @-@ 1950s , the section of MD 32 from Westminster west to Emmitsburg was renumbered as an extension of MD 97 . MD 32 would later be restored to its old route through Westminster and west toward Taneytown when MD 97 , which is now MD 140 west of Westminster , was relocated in the early 1960s . MD 32 was truncated to Westminster in the late 1970s and rolled back to its present northern terminus in 2001 .

Along its present course , MD 32 bypassed Sykesville and was relocated from Clarksville to Glenelg in the early 1960s . The state highway was also extended east from Savage to Fort Meade in the late 1960s . A disjoint segment of MD 32 was constructed on a new alignment from MD 175 in Odenton to MD 178 in Crownsville in the early 1970s . The Patuxent Freeway was built from Fort Meade to Columbia in the mid @-@ 1980s and from Fort Meade to Millersville in the late 1980s and early 1990s . The freeway was completed from Columbia to Clarksville in the mid @-@ 1990s and through Fort George G. Meade in 2005 . Future plans call for MD 32 to be upgraded to a freeway from Clarksville to West Friendship .

= = Route description = =

MD 32 is maintained by the Maryland State Highway Administration (MDSHA) for its entire length except for the section between Samford Road and Canine Road in Fort Meade , which is maintained by the U.S. government . The highway is a part of the main National Highway System from its eastern terminus in Millersville to I @-@ 70 and US 40 in West Friendship ; the highway is also a National Highway System principal arterial from the Howard ? Carroll county line to MD 91 at Gamber .

= = = Millersville to Fort Meade = = =

MD 32 begins at a partial cloverleaf interchange with I @-@ 97 and MD 3 (Robert Crain Highway) in Millersville . MD 32 starts as a pair of two @-@ lane flyover ramps that split west from northbound I @-@ 97 and join southbound I @-@ 97 ; the MD 32 ramps head northwest while I @-@ 97 curves to the northeast and settles into the wide median of the northern end of MD 3 . After passing through its interchange with MD 3 , MD 32 heads northwest as the Patuxent Freeway , a four @-@ lane freeway that passes to the north of the community of Gambrills . The state highway 's first interchange is with Sappington Station Road , a spur from the westbound ramps of MD 32 that is unsigned MD 32AA . The eastbound ramps connect with county @-@ maintained Burns Crossing Road . MD 32 continues northwest along the northern edge of Odenton , where the freeway gradually curves to the southwest , has a diamond interchange with MD 170 (Telegraph Road) and

a partial cloverleaf interchange with MD 175 (Annapolis Road) , and crosses over the Amtrak Northeast Corridor and MARC 's Penn Line between the interchanges .

MD 32 heads west from Odenton along the southern edge of Fort George G. Meade . The freeway has a dumbbell interchange with MD 198 (Laurel Fort Meade Road) just north of Tipton Airport . MD 32 curves northwest and has an interchange with Samford Road , which is one of two interchanges that provide access to the NSA . The median of MD 32 widens at the interchange as the eastbound ramps enter and exit on the left to a roundabout , from which Samford Road crosses the westbound lanes of MD 32 . Immediately to the north of a trumpet interchange with Canine Road , which provides access to the NSA , the National Vigilance Park , and the National Cryptologic Museum , the freeway has a cloverleaf interchange with the Baltimore ? Washington Parkway .

= = = Fort Meade to Clarksville = = =

MD 32 traverses Dorsey Run into the industrial community of Annapolis Junction , where westbound MD 32 has an interchange with Guilford Road , which leads to National Business Parkway and the historic home Grassland . The state highway crosses over CSX 's Capital Subdivision into Howard County and immediately has a partial cloverleaf interchange with Dorsey Run Road . Dorsey Run Road , which is unsigned MD 732R , provides access to the Savage station on MARC 's Camden Line and several industrial parks in Annapolis Junction . MD 32 continues northwest into Savage , where the highway has a cloverleaf interchange with US 1 (Washington Boulevard) that includes collector @-@ distributor lanes in both directions . North of Savage , the freeway has a partial cloverleaf interchange with I @-@ 95 that has a pair of left @-@ exiting ramps from westbound MD 32 to southbound I @-@ 95 and from eastbound MD 32 to northbound I @-@ 95 .

MD 32 continues west as a six @-@ lane freeway through the expansive new town of Columbia . The freeway passes south and north of the villages of King 's Contrivance and Owen Brown , respectively , where the highway has a partial cloverleaf interchange with Broken Land Parkway and a four @-@ loop interchange with Eden Brook Drive and Shaker Drive . MD 32 crosses the Little Patuxent River between the two interchanges . Just south of Simpsonville , the state highway has a cloverleaf interchange with US 29 (Columbia Pike) , which provides access to Columbia Town Center . The freeway reduces to four lanes and crosses the Middle Patuxent River just east of its diamond interchange with Sanner Road and Cedar Lane . MD 32 continues along the southern edge of the village of River Hill , where the highway has a half @-@ interchange with Great Star Drive , which is unsigned MD 732V , allowing access to and from the east . The state highway continues northwest to Clarksville , where the highway has a diamond interchange with MD 108 (Clarksville Pike) .

= = = Clarksville to Westminster = = =

West of its interchange with MD 108 , MD 32 's name changes to Sykesville Road and becomes a north @-@ south highway , which continues as a partially controlled @-@ access two @-@ lane highway through a mix of farmland and large @-@ plot residential subdivisions . The state highway is paralleled to the west by its old alignment , Ten Oaks Road . East of the community of Dayton , the state highway passes by MDSHA 's Dayton shops . In Glenelg , MD 32 passes under Triadelphia Road and expands to a two @-@ lane divided highway for its dumbbell interchange with Burnt Woods Road , which also provides access to the northern end of Ten Oaks Road and Pfefferkorn Road . The state highway becomes undivided again and veers northeast and north toward West Friendship . MD 32 crosses the Middle Patuxent River and Terrapin Branch before its intersection with MD 144 (Frederick Road) , where the highway expands to a four @-@ lane divided highway . The state highway has a diamond interchange with I @-@ 70 and US 40 (Baltimore National Pike) before reducing to a four @-@ lane undivided highway that continues north to MD 32 's intersection with MD 99 (Old Frederick Road) .

MD 32 continues north as a two @-@ lane road to Sykesville . Just south of the town , the state

highway intersects West Friendship Road , the old alignment of MD 32 that is now unsigned MD 851 . MD 32 veers northeast and crosses the Patapsco River and CSX 's Old Main Line Subdivision into Carroll County ; immediately to the east of MD 32 's crossing is the highway 's old aluminum bridge . The state highway passes to the west of Springfield Hospital Center , whose original buildings are preserved as the Warfield Complex , Hubner , and T Buildings . MD 32 temporarily expands to a four @-@ lane divided highway at its intersection with Springfield Avenue , which is the northern end of MD 851 , and continues north into the suburban community of Eldersburg . The state highway expands to a four @-@ lane divided highway at Piney Ridge Parkway and maintains that form through its intersection with MD 26 (Liberty Road) . MD 32 continues through the suburban area as a four @-@ lane undivided highway with two lanes northbound , one lane southbound , and a center turn lane . The state highway passes to the east of Liberty High School and reduces to two lanes north of Bennett Road .

MD 32 heads into a forested area and crosses the Morgan Run arm of Liberty Reservoir . The state highway passes through an S @-@ curve before heading through the communities of Louisville and Gamber , where the highway meets the southern end of MD 91 (Gamber Road) . MD 32 continues northwest through a mix of farmland and residential subdivisions toward Fenby , where the highway intersects MD 97 (New Washington Road) . Just north of MD 97 adjacent to Carroll Community College , the state highway meets MD 97 's old alignment , Old Washington Road , which is unsigned MD 854B . MD 32 continues north as Washington Road through a suburban area ; the highway parallels MD 97 and passes to the east of the historic Friendship Valley Farm and Carroll County Almshouse and Farm , which is now the Carroll County Farm Museum . Just north of Bennett Avenue , MD 32 reaches its northern terminus at the southern city limit of Westminster . The roadway continues north as a municipal street to Main Street , which heads northwest through the Westminster Historic District .

= = History = =

= = = Original construction = = =

When the Maryland State Roads Commission (MDSRC) , the predecessor of MDSHA , laid out its original state road system in 1909 , the commission included the roads from Westminster to Taneytown and from West Friendship to Westminster via Eldersburg . These highways already contained several stretches of improved highway ; Main Street in Westminster and the highways for 1 mile (1 @. @ 6 km) on either side of Gamber and for 2 miles (3 @. @ 2 km) on either side of Sykesville were paved by 1910 . In addition , the designated state roads included two turnpikes : the Westminster and Meadow Branch Turnpike operated from the western city limit of Westminster northwest to Fountain Valley on the road to Taneytown ; and the Westminster and Fenby Turnpike operated from the southern city limit of Westminster to Fenby .

In 1911 , the whole highway from West Friendship to Eldersburg was completed after the addition of 14 @-@ foot (4 @. @ 3 m) wide macadam sections on either side of the existing paved road through Sykesville . That same year , construction began on the state road between Eldersburg and Fenby . The roads from Eldersburg to the existing paved road through Gamber and from Gamber to Fenby were completed with a 14 @-@ foot (4 @. @ 3 m) wide macadam surface in 1912 and 1913 , respectively . The road from Fountain Valley to Taneytown was paved as a 14 @-@ foot (4 @. @ 3 m) wide concrete road from Fountain Valley through Frizzelburg in 1914 and from there to Taneytown in 1915 . The former turnpikes still remained to be improved in 1915 ; those roads were resurfaced with macadam by 1919 to complete the original state road from West Friendship to Taneytown .

The next portion of what was to become MD 32 to be constructed was an extension of the Taneytown road northwest through Emmitsburg , which was planned by 1915 . The sections from Taneytown to the Monocacy River and from the river 3 miles (4 @. @ 8 km) west toward Emmitsburg were completed as a 14 @-@ foot (4 @. @ 3 m) wide concrete road by 1919 . The

remaining 2 miles (3 @. @ 2 km) to Emmitsburg were underway by 1920 and built as a 15 @-@ foot (4 @. @ 6 m) wide concrete road by 1921 . The highway was completed from Emmitsburg northwest to the Pennsylvania state line by 1923 . When MDSRC started assigning numbers to its state roads in 1927 , the highway from US 40 in West Friendship to the Pennsylvania state line northwest of Emmitsburg was designated MD 32 .

The portion of MD 32 from Glenelg to Savage was originally designated MD 106 . This highway was paved in concrete from Dayton to Clarksville and from Clarksville to about 1 mile (1 @. @ 6 km) west of the Middle Patuxent River near Simpsonville by 1923 . That same year , a concrete road was added south from West Friendship to the Middle Patuxent River . The concrete road from Clarksville was extended to the Middle Patuxent River opposite Simpsonville in 1925 . A macadam road was built from Atholton to Oakland Mills Road in Guilford between 1924 and 1926 . Guilford was connected to US 1 near Savage with a gravel road by 1927 . The gap in MD 106 through Simpsonville was filled with a concrete road in 1929 and 1930 . MD 32 was extended southwest from the Middle Patuxent River to north of Glenelg around 1933 . MD 106 was extended north from Dayton to Glenelg as a macadam road in 1934 . The gap in the highway north of Glenelg was filled by 1946 , by which time MD 32 had been extended south and east over the course of MD 106 to Savage .

= = = Improvements = = =

The first major improvement to the original course of MD 32 was the replacement of the highway 's one @-@ lane covered bridge over the Monocacy River with a wider triple @-@ span concrete arch bridge in 1925 . The highway was widened to 20 feet (6 @. @ 1 m) from Westminster to just east of Taneytown by 1930 and from Taneytown to the Pennsylvania state line by 1934 . MD 32 was reconstructed and widened again from Emmitsburg to the Pennsylvania state line in 1948 and through Taneytown in 1949 . When US 40 was relocated as a four @-@ lane divided highway through West Friendship in 1951 , the new highway was placed on a bridge over MD 32 and a two @-@ way ramp added to connect the grade @-@ separated highways . MD 32 was relocated between Eldersburg and Louisville and a new bridge was constructed over Morgan Run in 1952 to replace the old road that would have been submerged by the filling of Liberty Reservoir .

In 1956 , the portion of MD 32 from Fenby north to Westminster and from Westminster west through Taneytown and Emmitsburg to the Pennsylvania state line was renumbered MD 97 , which had been extended north from Howard County . The portion of MD 32 from MD 26 in Eldersburg to MD 97 in Fenby was transferred to county maintenance at the same time . In 1960 , the road from Eldersburg to Fenby returned to the state highway system . In addition , MD 97 was moved to a new alignment , New Washington Road ; the new alignment ran from Fenby to US 140 , which then connected Baltimore with Gettysburg , in Westminster . MD 97 then followed the Westminster Bypass to the northwest side of the city . Subsequently , MD 32 was extended along its original alignment through Westminster to MD 97 near Western Maryland College (now McDaniel College) . MD 32 would later be assigned to its original alignment from Fountain Valley to east of Taneytown when MD 97 's new alignment between the two communities was completed in 1965 . The disjoint segment of MD 32 was renumbered MD 832 in 1978 . In 1979 , US 140 was decommissioned ; the highways from Baltimore to Westminster and from Westminster through Emmitsburg became MD 140 . MD 97 was moved to its present course from Westminster toward Gettysburg . MD 32 's northern terminus was rolled back to MD 31 around 1987 . The state highway was truncated at the Westminster city limit in 2001 following the reconstruction of Main Street and its transfer to city maintenance .

MD 32 was reconstructed and widened from Sykesville to Eldersburg starting in 1957 and from West Friendship to just south of Sykesville in 1958 . The state highway 's bypass of Sykesville was completed in 1963 ; the old road through the center of Sykesville became MD 851 . MD 32 's new bridge across the Patapsco River was the longest of only three aluminum triangular box beam girder bridges constructed in the United States . The girder system was topped by a concrete slab deck and underlain with standard concrete abutments and piers and steel bearing pads on which the

aluminum girders rested . These bridges , which were designed by Fairchild Engine and Airplane Company , were constructed of aluminum due to that metal 's light weight but similar strength compared to steel . Many experimental aluminum bridges were built due to a severe shortage of steel in the early 1960s . Aluminum bridges are rarely constructed because they are much more expensive than steel and concrete bridges .

In the 1990s , MDSHA discovered the bridge 's rarity while conducting a bridge inventory . The inventory also found premature deterioration of its supports due to galvanic corrosion involving the steel bearing pads and aluminum girder structure . Because repairing the structure would have been extremely difficult , MDSHA decided to build a replacement bridge immediately to the west of the aluminum bridge ; the new bridge opened in 2004 along with a slight relocation in MD 32 on both sides of the bridge . The aluminum bridge was added to the state 's Historic Bridge Registry and was left in place as a historic landmark after MD 32 's new bridge over the Patapsco River opened .

= = = Patuxent Freeway = = =

In 1956 , MD 32 was extended east on Guilford Road from US 1 to the Howard ? Anne Arundel county line at Annapolis Junction . The state highway was relocated to its present alignment from Glenelg to Clarksville between 1961 and 1964 , bypassing Ten Oaks Road . MD 32 was expanded to a four @-@ lane divided highway in West Friendship when its interchange with I @-@ 70 was reconstructed as a diamond interchange in 1973 . MD 32 was extended east into Anne Arundel County in 1969 when the designation was extended to just east of the Baltimore ? Washington Parkway on the edge of Fort George G. Meade . The first two sections of what would become the Patuxent Freeway opened in 1972 . A short section of divided highway opened from just west of Oakland Mills Road in Guilford to a turnaround just west of Vollmerhausen Road that included MD 32 's modern interchange with I @-@ 95 . The other section was a two @-@ lane road from MD 175 in Odenton northeast along Sappington Station Road and then east along the current alignments of MD 32 and I @-@ 97 to MD 178 just east of I @-@ 97 Exit 5 in Crownsville . The eastern section , which from 1972 to 1977 was one of the three disjoint sections of mainline MD 32 between Crownsville and Taneytown , included an interchange with MD 3 in Millersville . As of 1978 , MD 32 's interchange with the Baltimore ? Washington Parkway was a partial cloverleaf interchange with four ramps on the north side of MD 32 ? due to the state highway closely paralleling the Baltimore & Ohio Railroad 's spur to the military base ? and a fifth ramp from the northbound parkway to eastbound MD 32 . The MD 3 interchange included the ramps to and from MD 32 in the direction of Fort Meade plus a ramp from westbound MD 32 to northbound MD 3 . All other movements were made via MD 178 or Millersville Road .

Construction on the Patuxent Freeway resumed in 1981 in Howard County . The freeway opened from Dorsey Run Road to US 29 in 1985 . The freeway was extended across the Middle Patuxent River to tie into the existing two @-@ lane road near Cedar Lane by 1987 . The new highway was extended east from Dorsey Run Road to just west of the Baltimore ? Washington Parkway as a four @-@ lane divided highway that same year . Sections of MD 32 's old alignment became part of MD 732 . The highway from Dorsey Run Road to the parkway was upgraded to a freeway with the completion of interchanges at Dorsey Run Road and a ramp to Guilford Road in 1991 . The interchange between MD 32 and the Baltimore ? Washington Parkway was upgraded to a full cloverleaf around 1993 . The final section of the Patuxent Freeway in Howard County opened from west of US 29 to west of MD 108 in 1996 .

I @-@ 97 was under construction from Annapolis to Millersville by 1987 . When that section of the Interstate was completed in 1989 , the highway took over the portion of MD 32 from MD 178 to MD 3 . The easternmost portion of MD 32 became I @-@ 97 's Exit 5 interchange ramps ; the MD 3 interchange was upgraded to provide full access . Also in 1989 , construction began on MD 32 between the Baltimore ? Washington Parkway and I @-@ 97 . MD 32 was extended as a four @-@ lane divided highway along the existing road from the parkway east to MD 198 and as a two @-@ lane road on a new alignment from MD 198 to MD 175 . The sections of MD 32 from MD 198 to MD 175 west of Odenton and from Burns Crossing Road to I @-@ 97 were under construction to

expand them to a freeway ; the freeway segment from MD 175 to Burns Crossing Road on the north side of Odenton was also under construction . The freeway between MD 198 and MD 175 was complete by 1991 . The remainder of the Patuxent Freeway from Fort Meade to Millersville was completed in 1993 .

In 2000 , construction began on the gap in the Patuxent Freeway through Fort George G. Meade . MD 32 's interchanges with MD 198 and Samford Road were completed in 2002 . The MD 198 project involved extending the latter highway east along the northern edge of Tipton Airport so MD 198 could tie into the fort 's Mapes Road entrance ; the Mapes Road intersection east of MD 198 was also eliminated by the construction . The Patuxent Freeway through Fort Meade was finished when MD 32 's interchange with Canine Road was completed in 2005 .

= = = Sykesville Road upgrade = = =

MDSHA has long @-@ term plans to upgrade MD 32 to a four @-@ lane freeway from MD 108 to I @-@ 70 . The first project , which involved constructing a modified dumbbell interchange to connect MD 32 with Burntwoods Road , Ten Oaks Road , Pfefferkorn Road , and Ivory Road in Glenelg , was completed in 2008 . The next project involved the construction of a diamond interchange at Linden Church Road , which , before the dumbbell interchange was completed in the fall of 2013 , met MD 32 at a pair of signalized , three @-@ way directional crossover intersections between Glenelg and Clarksville . Several other interchanges will be constructed or modified :

At MDSHA 's Dayton Shop south of Glenelg , a half @-@ diamond interchange will be built on the southbound side of MD 32 and a right @-@ in / right @-@ out interchange constructed for northbound MD 32 traffic to access the maintenance facility .

North of Glenelg , Rosemary Lane will be extended west to cross over MD 32 . The county highway will be connected to MD 32 via right @-@ in / right @-@ out interchanges between the state highway and frontage roads .

In West Friendship , northbound MD 32 would have half of a partial cloverleaf interchange with MD 144 . Access between MD 144 and southbound MD 32 would be via a right @-@ in / right @-@ out interchange with a frontage road . MD 144 's intersections with the frontage road and the ramps to and from northbound MD 32 will be roundabouts .

MD 32 's interchange with I @-@ 70 will be transformed from a diamond interchange to a partial cloverleaf interchange with free @-@ flowing ramps from MD 32 to I @-@ 70 .

= = Junction list = =

MD 32 is signed east ? west from I @-@ 97 in Millersville to MD 108 in Clarksville and north ? south from MD 108 to Westminster .

= = Auxiliary routes = =

MD 32 has three existing auxiliary routes :

MD 32AA is the designation for Sappington Station Road , which runs 1 @. @ 00 mile (1 @. @ 61 km) from westbound MD 32 west to MD 175 in Odenton . The state highway begins at the westbound MD 32 exit ramp for Exit 3 . MD 32AA merges with the entrance ramp to westbound MD 32 and intersects the northern section of Burns Crossing Road before crossing over MD 32 . The state highway intersects the southern section of Burns Crossing Road and heads southwest to its terminus at a roundabout with MD 175 (Annapolis Road) , Odenton Road , and Higgins Drive .

MD 32AH is the designation for Lodigiani Avenue , a 0 @. @ 04 @-@ mile (0 @. @ 064 km) spur east from Gambrills Road just south of Gambrills Road 's overpass of MD 32 in Gambrills .

MD 32B is the designation for the unnamed 0 @. @ 02 @-@ mile (0 @. @ 032 km) connector between MD 32 and MD 851H , which is a spur of old alignment of MD 32 north of West Friendship .