

= Maryland Route 18 =

Maryland Route 18 ( MD 18 ) is a state highway in the U.S. state of Maryland . The state highway runs 20 @.@ 37 miles ( 32 @.@ 78 km ) from the beginning of state maintenance at Love Point east to MD 213 in Centreville . MD 18 is the main east ? west local highway on Kent Island and east to Centreville , serving the centers of Stevensville , Chester , Kent Narrows , Grasonville , and Queenstown that are bypassed by U.S. Route 50 and US 301 . What is signed as MD 18 is actually a set of four suffixed highways : MD 18A , MD 18B , MD 18S , and MD 18C . There are also several unsigned segments of MD 18 scattered along the length of the signed portions .

What is now MD 18 was first paved in the 1910s from Centreville to Queenstown along with short segments in Grasonville and Chester . Gaps in the Stevensville ? Queenstown highway were filled throughout the 1920s , leaving only a crossing of Kent Narrows to be completed in the early 1930s . MD 18 between Stevensville and Love Point was constructed in the early 1930s . The Stevensville ? Queenstown highway was designated part of MD 404 , while the highways on both ends to Love Point and Centreville were designated MD 18 . US 50 replaced MD 404 when the former highway was extended east of Annapolis in 1949 . When US 50 was relocated as a divided highway between the Chesapeake Bay Bridge and Queenstown in the early 1950s , MD 18 was assigned to the bypassed highway . Since the mid @-@ 1980s , several suffixed sections of MD 18 have been created , relocated , or received new designations due to expansion of US 50 and US 301 to a freeway .

= = Route description = =

The mainline of MD 18 consists of four internally suffixed sections . MD 18A runs 5 @.@ 39 miles ( 8 @.@ 67 km ) from Love Point south and east through Stevensville to a roundabout at Castle Marina Road in Chester . MD 18B extends 7 @.@ 94 miles ( 12 @.@ 78 km ) from the same roundabout east through Chester , Kent Narrows , and Grasonville to US 50 in Queenstown . MD 18S has a length of 0 @.@ 33 miles ( 0 @.@ 53 km ) between US 50 and US 301 in Queenstown . MD 18C comprises the easternmost 6 @.@ 71 miles ( 10 @.@ 80 km ) of the highway from US 301 in Queenstown to MD 213 in Centreville .

MD 18A 's western terminus is at the beginning of state maintenance on Love Point Road just south of the community of Love Point at the northern end of Kent Island . The state highway heads due south through farmland . After meeting Old Love Point Road at an acute angle , MD 18A passes suburban subdivisions and Kent Island High School . Love Point Road , which is unsigned MD 835C , veers southeast to pass through the Stevensville Historic District , which contains the historic Cray House , the Stevensville Bank building , and Christ Church . MD 18A curves to the southwest as Business Parkway . The state highway expands to a four @-@ lane divided highway ahead of the intersection with MD 8 . MD 8 continues south on the divided highway toward an interchange with US 50 and US 301 ( Blue Star Memorial Highway ) just east of the Chesapeake Bay Bridge while MD 18A turns east onto Main Street . MD 18A curves around the southern edge of the Stevensville Historic District , intersecting Love Point Road , which is unsigned MD 759B to the south , and the other end of MD 835C ( East Main Street ) . The state highway passes Stevensville Middle School , crosses Cox Creek , and passes the Kent Island Shopping Center before reaching its eastern terminus at a roundabout with Castle Marina Road , which is unsigned MD 18H to the south .

MD 18B begins at the same roundabout at which MD 18A has its eastern terminus . Piney Creek Road , which is unsigned MD 18T , splits to the east as MD 18B curves southeast and crosses over US 50 and US 301 . The state highway curves east again at an intersection with its old alignment , Postal Road , in Chester shortly before an intersection with MD 552 ( Dominion Road ) . MD 18B continues around the south end of Piney Creek before entering the hamlet of Kent Narrows , where the highway has a direct connection to eastbound US 50 and US 301 . The state highway also has an indirect connection to the westbound freeway via Piney Narrows Road immediately before crossing Kent Narrows on a drawbridge adjacent to the US 50 and US 301 crossing of the strait . MD 18B continues east through Grasonville , where the highway intersects Chester River Beach

Road ( unsigned MD 18V ) and Nesbit Road ( unsigned MD 835K ) , both of which provide full access to the freeway . The state highway continues through farmland before reaching its eastern terminus at US 50 ( Ocean Gateway ) just east of the US 50 ? US 301 split in Queenstown . The two highways meet at a superstreet intersection , so there is no direct access between MD 18B and MD 18S on the opposite side of the intersection .

MD 18S begins at US 50 opposite MD 18B 's eastern terminus . At the intersection with MD 656 ( Friels Road ) and Outlet Center Drive , which heads into the Queenstown Premium Outlets , the state highway turns north and reaches its eastern terminus at a superstreet intersection with US 301 ( Blue Star Memorial Highway ) . MD 18C begins at US 301 opposite the eastern terminus of MD 18S . The state highway heads northeast as Main Street through the town of Queenstown , where the highway intersects MD 456 ( Del Rhodes Avenue ) and passes near the historic home Bowlingly . After leaving the town , MD 18C 's name changes to 4 @-@ H Park Road and the road passes through farmland . The state highway passes the namesake park of the youth agricultural organization shortly after crossing Reed Creek . MD 18C passes by the historic home Bachelor 's Hope before the highway reaches its eastern terminus at MD 213 ( Centreville Road ) on the southwestern edge of Centreville .

= = History = =

The first sections of MD 18 was paved as three separate state @-@ aid roads within Queenstown and Grasonville by 1915 , and between Stevensville and Chester shortly after 1915 . The first section paved as a state road was between Centreville and Queenstown by 1919 ; there were also short pieces of state road paved in Chester and east of Grasonville by 1921 . The state road in Chester was extended east to Kent Narrows and the state road near Grasonville was extended west through the village in 1923 . The Stevensville ? Chester road and the Queenstown ? Centreville road were marked as MD 18 by 1927 . The road from Stevensville to Love Point was started in 1929 and completed to just south of Love Point in 1930 . The highway was extended to its present western terminus by 1933 . Pavement was also laid from the west end of Grasonville to Kent Narrows by 1930 . The east ? west highway between Stevensville and Queenstown was finished with the completion of a timber trestle bascule bridge over Kent Narrows . That highway was marked as MD 404 in 1933 ; the highways from Stevensville to Love Point and from Queenstown to Centreville remained marked as MD 18 .

When US 50 was extended to the Eastern Shore in 1949 , it was routed along MD 404 to Wye Mills . The US 50 divided highway started construction in 1950 and was completed between the Chesapeake Bay Bridge and Queenstown in 1952 , including a new drawbridge over Kent Narrows . The 1933 bridge over Kent Narrows was dismantled in 1953 . MD 18 was subsequently assigned to old US 50 between Stevensville and Queenstown , following its own alignment except for a concurrency with US 50 and later US 301 over Kent Narrows .

Business Parkway was constructed in 1987 as a new alignment and northern extension of MD 8 . MD 18 was extended west to Business Parkway and north on the divided highway to bypass the Stevensville Historic District in 1989 ; the old alignment was designated MD 835C . MD 18 also bypassed the center of Chester in 1989 by the construction of an overpass of US 50 and US 301 just west of MD 552 , replacing the intersection at Castle Marina Road . The latter improvement was part of the transformation of US 50 and US 301 to a freeway from the Chesapeake Bay Bridge to Queenstown , which was completed in 1991 . The upgrade included a new fixed high @-@ level bridge over Kent Narrows for US 50 and US 301 , relegating the 1952 drawbridge to be used only by MD 18 . In 1999 , MD 18 was relocated to the north to use a new roundabout at Castle Marina Road in Chester ; the old mainline was designated MD 18R . The MD 18 ? US 301 junction in Queenstown was transformed into a superstreet intersection in 2003 , resulting in the splitting of the MD 18C designation ; MD 18S was assigned to the highway south of the junction .

As part of the reconstruction of US 50 as a six @-@ lane freeway from US 301 in Queenstown to MD 404 in Wye Mills , the Maryland State Highway Administration plans to construct an overpass of MD 18 over US 50 in Queenstown . MD 18 and US 50 would become connected by a pair of right

@-@ in / right @-@ out interchanges . Access to eastbound US 50 would be via a new service road south of US 50 and connections with westbound US 50 would be made through Outlet Center Drive . As of 2011 , the project has not been funded .

= = Junction list = =

The entire route is in Queen Anne 's County .

= = Auxiliary routes = =

MD 18 has 12 unsigned auxiliary routes . MD 18F , MD 18I , and MD 18U through MD 18Z are in Grasonville . MD 18G is in Queenstown . MD 18H , MD 18R , and MD 18T are in Chester .

MD 18F is the designation for an unnamed 0 @.@ 03 @-@ mile ( 0 @.@ 048 km ) connector between MD 18B and a right @-@ in / right @-@ out interchange ( Exit 43A ) with eastbound US 50 and US 301 between Kent Narrows and Grasonville .

MD 18G is the designation for Links Lane , a 0 @.@ 06 @-@ mile ( 0 @.@ 097 km ) section of old alignment of MD 18 just north of MD 18C 's western terminus in Queenstown that serves as the entrance to Queenstown Harbor Golf Links .

MD 18H is the designation for a 0 @.@ 19 @-@ mile ( 0 @.@ 31 km ) section of Castle Marina Road between a right @-@ in / right @-@ out interchange ( Exit 39A ) with westbound US 50 and US 301 and the roundabout that serves as a terminus for both MD 18A and MD 18B in Chester .

MD 18I is the designation for a 0 @.@ 04 @-@ mile ( 0 @.@ 064 km ) segment of Station Lane that connects with a right @-@ in / right @-@ out interchange ( Exit 44A ) with eastbound US 50 and US 301 .

MD 18R is the designation for a former alignment of MD 18A / Main Street , a 0 @.@ 32 @-@ mile ( 0 @.@ 51 km ) highway between MD 18A and MD 18H that serves a park and ride facility and other businesses in Chester .

MD 18T is the designation for a 0 @.@ 38 mi ( 0 @.@ 61 km ) stretch of Piney Creek Road between MD 18B and MD 552A ( Chester Station Road ) in Chester .

MD 18U is the designation for a 0 @.@ 02 @-@ mile ( 0 @.@ 032 km ) section of Jackson Creek Road that serves as the ramps of the right @-@ in / right @-@ out interchange ( Exit 43A ) between the intersection of Jackson Creek Road , Saddler Road ( unsigned MD 835B ) , and Long Point Road and westbound US 50 and US 301 in Grasonville .

MD 18V is the designation for a 0 @.@ 65 @-@ mile ( 1 @.@ 05 km ) section of Chester River Beach Road between MD 18B and a point just north of Loblolly Way in Grasonville . MD 18V features a partial interchange with US 50 and US 301 ( Exit 43B ) .

MD 18W is the designation for VFW Avenue , a 0 @.@ 33 @-@ mile ( 0 @.@ 53 km ) road between a right @-@ in / right @-@ out interchange ( Exit 44A ) with westbound US 50 and US 301 and MD 18V in Grasonville . The highway is state @-@ maintained at both ends , with the middle stretch maintained by Queen Anne 's County .

MD 18X is the designation for a 0 @.@ 07 @-@ mile ( 0 @.@ 11 km ) segment of Hess Road between MD 18Y and a right @-@ in / right @-@ out interchange ( Exit 45A ) with eastbound US 50 and US 301 in Grasonville .

MD 18Y is the designation for Hess Frontage Road , a 0 @.@ 11 @-@ mile ( 0 @.@ 18 km ) spur that parallels the eastbound side of US 50 and US 301 east of MD 18X in Grasonville .

MD 18Z is the designation for a 0 @.@ 03 @-@ mile ( 0 @.@ 048 km ) portion of Evans Avenue adjacent to a right @-@ in / right @-@ out interchange ( Exit 44B ) with eastbound US 50 and US 301 in Grasonville .