

= Maryland Route 68 =

Maryland Route 68 (MD 68) is a state highway in the U.S. state of Maryland . The state highway runs 18 @. @ 50 miles (29 @. @ 77 km) from U.S. Route 40 (US 40) in Clear Spring east to US 40 Alternate in Boonsboro . MD 68 crosses central Washington County to the south of Hagerstown , connecting Clear Spring and Boonsboro with Williamsport , where the highway runs concurrently with MD 63 . A small segment of MD 68 west of Boonsboro was constructed around 1920 , using as part of the route two early 19th @-@ century stone bridges . The remainder of the highway between Boonsboro and Williamsport was constructed in the second half of the 1920s . MD 68 was extended west from Williamsport to Clear Spring in the mid @-@ 1950s . The state highway was relocated south of Williamsport for the construction of Interstate 81 (I @-@ 81) in the mid @-@ 1960s . Since the early 1990s , I @-@ 68 has also existed in Washington County ; signs on I @-@ 70 aim to avoid confusion between I @-@ 68 and MD 68 .

= = Route description = =

MD 68 begins at an intersection with US 40 (Cumberland Street) in the town of Clear Spring . The state highway heads south as Mill Street through a commercial area . MD 68 's name changes to Clear Spring Road after leaving the town limits . The state highway meets I @-@ 70 (Eisenhower Memorial Highway) at a diamond interchange , then heads southeast through farmland , where the highway crosses Little Conococheague Creek . MD 68 intersects the eastern end of MD 56 (Big Pool Road) shortly before passing through the village of Pinesburg . The state highway intersects CSX 's Lurgan Subdivision rail line and passes between industrial properties , then crosses Conococheague Creek and enters the town of Williamsport . MD 68 is municipally maintained within the town , where the highway follows Conococheague Street south through an intersection with US 11 (Potomac Street) . At this intersection , MD 63 joins MD 68 in a concurrency to continue through the Williamsport Historic District . The two highways leave the town limits at their diamond interchange with I @-@ 81 (Maryland Veterans Memorial Highway) , through which the roadway temporarily expands to a four @-@ lane divided highway .

MD 68 's name changes to Lappans Road south of Williamsport . MD 63 (Spielman Road) splits south from MD 68 at the same intersection as Governor Lane Boulevard , which serves an industrial park . MD 68 crosses over the Winchester and Western Railroad and curves to the east , then resumes heading southeast after intersecting the eastern end of Kendle Road . The state highway heads southeast through farmland and intersects MD 632 (Downsville Pike) . The road intersects Norfolk Southern Railway 's Hagerstown District at @-@ grade and crosses St. James Run in the hamlet of St. James . MD 68 intersects MD 65 (Sharpsburg Pike) in the hamlet of Lappans , where the highway passes St. Mark 's Episcopal Church . The state highway passes through the hamlet of Brethedsville and passes Devils Backbone County Park as the highway follows Antietam Creek for a short distance . MD 68 crosses over the creek on a narrow stone bridge , then makes a sharp turn to the south to continue following the forested valley of the creek . The state highway crosses over Beaver Creek on a one @-@ lane stone bridge before leaving the creek valley . MD 68 continues southeast through farmland and the hamlet of Millpoint before reaching its eastern terminus at US 40 Alternate (Main Street) on the northern edge of the town of Boonsboro .

= = History = =

The first section of MD 68 , from Lappans to Millpoint near Boonsboro , was constructed in 1920 . This segment made use of a pair of stone arch bridges over Antietam Creek and Beaver Creek constructed in 1833 and 1824 , respectively . These bridges remain open to traffic as part of MD 68 . MD 68 was extended east from Millpoint to Boonsboro in 1925 . Construction of MD 68 from Williamsport to Lappans began in 1926 , with a section complete from Williamsport to the Cumberland Valley Railroad (now Winchester and Western Railroad) by 1927 . The last section of the Williamsport ? Lappans Road was completed in 1930 . The state highway 's western terminus

was originally US 11 in Williamsport , within which MD 68 followed Artizan Street south to Sunset Avenue at the southern town limit . Artizan Street continued south as MD 63 and MD 68 followed Sunset Avenue southeast toward Lappans . Clear Spring Road remained a county highway until MD 68 was extended west to Clear Spring in 1956 .

MD 68 was relocated south of Williamsport , replacing Sunset Avenue and what is now Kendle Road , in 1965 . The state highway was relocated for a grade separation of the Cumberland Valley Railroad and to tie into an interchange with I @-@ 81 and the south end of Conococheague Street . MD 63 joined MD 68 in a concurrency along Conococheague Street north to US 11 . The new alignment of MD 68 and MD 63 was built as a four @-@ lane divided highway around the interchange with I @-@ 81 , which originally only contained ramps to and from the direction of West Virginia when the interchange opened with the completion of I @-@ 81 in 1966 . That interchange was completed with ramps to and from Hagerstown between 1981 and 1989 . Since the completion of I @-@ 68 in 1991 , the Interstate and state @-@ numbered highways with the same number have co @-@ existed separated by 17 miles (27 km) on I @-@ 70 . Multiple signs on westbound I @-@ 70 in advance of the Interstate 's interchange with MD 68 advise motorists that I @-@ 68 and MD 68 are not the same highway and remind them to remain on I @-@ 70 to access I @-@ 68 .

= = Junction list = =

The entire route is in Washington County .