

= Maryland Route 194 =

Maryland Route 194 (MD 194) is a state highway in the U.S. state of Maryland . The state highway runs 23 @. @ 87 miles (38 @. @ 42 km) from MD 26 in Ceresville north to the Pennsylvania state line near Taneytown , where the highway continues as Pennsylvania Route 194 (PA 194) toward Hanover . MD 194 is the main highway between Frederick and Hanover ; the state highway connects the towns of Walkersville and Woodsboro in northeastern Frederick County with Keymar and Taneytown in northwestern Carroll County . MD 194 was blazed as a migration route in the 18th century and a pair of turnpikes in Frederick County in the 19th century , one of which was the last private toll road in Maryland . The state highway , which was originally designated MD 71 , was built as a modern highway in Frederick County in the mid @-@ 1920s and constructed as Francis Scott Key Highway in Carroll County in the late 1920s and early 1930s . MD 194 received its modern route number in 1956 as part of a three @-@ route number swap . The state highway 's bypasses of Walkersville and Woodsboro opened in the early 1980s and mid @-@ 1990s , respectively .

= = Route description = =

MD 194 begins at an intersection with MD 26 (Liberty Road) in Ceresville . The roadway continues south as MD 26 , which crosses the Monocacy River on its way toward Frederick . MD 26 heads east from the intersection as a two @-@ lane road toward Libertytown . MD 194 heads north as Woodsboro Pike , which starts as a four @-@ lane divided highway but reduces to two lanes as the highway passes through the suburban communities of Discovery and Spring Garden , where the state highway passes the historic Woodsboro and Frederick Turnpike Company Tollhouse . At Walkersville High School , the state highway enters the town of Walkersville and the highway 's old alignment , Frederick Street , splits to the north . MD 194 collects the other end of Frederick Street and passes between residential subdivisions before leaving the town at the highway 's intersection with Devilbiss Bridge Road and Daysville Road . The former road heads west toward the historic Harris Farm ; the latter highway leads to the 19th century Crum Road Bridge .

MD 194 parallels the Maryland Midland Railway 's north ? south line , Israel Creek , and Laurel Hill north to Woodsboro . At the south end of the town , Main Street , which is unsigned MD 194A , continues straight north while MD 194 veers northeast to bypass the town . The state highway starts to run concurrently with MD 550 at Woodsboro Road , which heads east as MD 550 toward Libertytown . On the north side of town , MD 550 heads west as Woodsboro Creagerstown Road , which meets the northern end of Main Street before heading northwest toward Creagerstown and Thurmont . MD 194 veers northeast and has a grade crossing with the railroad track at New Midway , where the highway intersects Legore Road , which leads to the LeGore Bridge . The state highway passes through the village of Ladiesburg before crossing Little Pipe Creek , one of the tributaries of Double Pipe Creek , into Carroll County .

MD 194 continues as Francis Scott Key Highway through Keymar , where the north ? south and east ? west lines of the Maryland Midland Railway intersect . The state highway has a grade crossing of the east ? west rail line and intersects Middleburg Road , which heads west as MD 77 . In the hamlet of Bruceville , MD 194 crosses Big Pipe Creek and intersects Keysville Bruceville Road , which heads northwest toward the village of Keysville and Terra Rubra , the birthplace of Francis Scott Key . The state highway passes the historic Winemiller Family Farm and Keefer @-@ Brubaker Farm on its way to Taneytown . MD 194 , which becomes Frederick Street , crosses a branch of Piney Creek and passes the Ludwick Rudisel Tannery House . In the center of the Taneytown Historic District , the state highway intersects MD 140 (Baltimore Street) , where MD 194 becomes York Street . After leaving Taneytown , the state highway becomes Francis Scott Key Highway again as it heads through farmland . MD 194 crosses Piney Creek before reaching its northern terminus at the Pennsylvania state line . The roadway continues north as PA 194 (Frederick Pike) toward Littlestown and Hanover .

MD 194 is a part of the National Highway System as a principal arterial from its southern terminus in Ceresville to Daysville Road in Walkersville and within the city of Taneytown .

== History ==

In the 18th century , the corridor of what is now MD 194 was the Hanover ? Frederick portion of the Monocacy Road , a migration route that connected Philadelphia and Winchester , Virginia via York , Frederick , Boonsboro , and Williamsport . The Frederick County portion of the highway later became the path of a pair of turnpikes . The Woodsboro and Double Pipe Creek Turnpike connected the namesake town and creek ; the Woodsboro and Frederick Turnpike extended from Woodsboro south to the junction with the Liberty and Frederick Turnpike in Ceresville . The two turnpikes issuing from Ceresville were connected to Frederick by the Frederick and Woodsboro Turnpike . The Woodsboro and Frederick Turnpike was the last privately maintained toll road in Maryland when it was purchased by the Maryland State Roads Commission , the predecessor to the Maryland State Highway Administration , in 1921 .

What is now MD 194 was originally designated MD 71 . The roads commission resurfaced the turnpikes ' macadam surface from Ceresville to Little Pipe Creek to a width of 15 feet (4 @. @ 6 m) by 1926 . That same year , 1 mile (1 @. @ 6 km) of concrete road was constructed north from MD 32 (now MD 140) in Taneytown . In 1930 , construction began to complete the concrete road that MD 71 would follow through Carroll County . The state highway was completed in five sections from a short distance north of Big Pipe Creek to the Pennsylvania state line in 1933 . The Carroll County section of MD 71 was dedicated as Francis Scott Key Highway in 1931 . The two sections of MD 71 were separated by a county @-@ maintained segment of highway through Keymar . This gap in the state road system remained through at least 1949 .

MD 71 received a new steel I @-@ beam bridge over Big Pipe Creek in 1940 ; this bridge was replaced in 2005 . The state highway was widened through Taneytown in 1948 . MD 71 's present steel I @-@ beam bridge over Little Pipe Creek at the county line was started in 1953 and completed in 1954 along with 1 mile (1 @. @ 6 km) of approach roads . The state highway was reconstructed and widened from the Little Pipe Creek Bridge to New Midway in 1952 and 1953 . Reconstruction of the highway commenced from New Midway to Woodsboro in 1953 , from Woodsboro to Ceresville in 1956 , and from Taneytown to the Pennsylvania state line in 1957 .

In 1956 , MD 71 was involved in a three @-@ route number change involving highways in three different areas of the state . MD 71 was reassigned to the Blue Star Memorial Highway then under construction from Queenstown to the Delaware state line ; this designation lasted only three years before U.S. Route 301 was rerouted onto the highway in 1959 . MD 71 was designated MD 194 to match the adjacent numbered highway in Pennsylvania . MD 194 had previously been assigned to Flower Avenue in Takoma Park ; Flower Avenue was then designated MD 787 .

MD 194 's bypass of Walkersville was completed around 1981 . The state highway 's bypass of Woodsboro was under construction by 1995 and completed in 1997 ; Main Street through town was designated MD 194A . MD 550 , which ran concurrently with MD 194 along Main Street , joined the latter route on the new bypass and on a bypass section of its own at the north end of town . In conjunction with the reconstruction of MD 26 as a divided highway from Market Street (then part of MD 355) in Frederick to Ceresville in 1997 , the MD 26 ? MD 194 intersection was reconfigured so the primary movement through the intersection is between MD 26 to the west and MD 194 to the north ; the southernmost portion of MD 194 became an extension of the MD 26 divided highway . This configuration was chosen because two @-@ thirds of traffic passing through the intersection was between Frederick and Woodsboro .

== Junction list ==

== Auxiliary routes ==

MD 194 has four existing auxiliary routes and two that no longer exist . MD 194A and MD 194B are in Woodsboro . MD 194D and MD 194E are north of Taneytown . Former MD 194C and MD 194F

were also north of Taneytown .

MD 194A is the designation for Main Street , which runs 1 @. @ 28 miles (2 @. @ 06 km) between MD 194 on the south side of Woodsboro and MD 550 on the north side of Woodsboro . MD 194A is municipally maintained for 0 @. @ 75 miles (1 @. @ 21 km) from Mt . Hope Cemetery north to Coppermine Road .

MD 194B is the designation for a 0 @. @ 09 @- @ mile (0 @. @ 14 km) section of Main Street that is now a spur south from MD 194A just north of MD 194 's southern end at MD 194 .

MD 194C was the designation for an unnamed 0 @. @ 03 @- @ mile (0 @. @ 048 km) connector between MD 194 and former MD 853D . MD 194C and MD 853D were removed from the state highway system in 2004 due to the roadway being overgrown .

MD 194D is the designation for an unnamed 0 @. @ 02 @- @ mile (0 @. @ 032 km) connector between MD 194 and MD 853E , the old alignment that parallels the northbound direction of the modern highway south of Angell Road .

MD 194E is the designation for an unnamed 0 @. @ 02 @- @ mile (0 @. @ 032 km) connector between MD 194 and MD 853A , the old alignment that parallels the southbound direction of the modern highway south of the Pennsylvania state line .

MD 194F was the designation for an unnamed 0 @. @ 02 @- @ mile (0 @. @ 032 km) connector between MD 194 and former MD 853D . MD 194F and MD 853D were removed from the state highway system in 2004 due to the roadway being overgrown .