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March 19, 2026

Kathryn Thomson, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: FY 2027-2032 Consolidated Transportation Program - Carroll County, Maryland

Dear Acting Secretary Thomson:

We wish to express our gratitude for the progress being made on two of our top priorities, funding for the design of the geometric improvements on MD 32 between 2nd and Main Streets, and the feasibility study for the MD 97 corridor. We are also pleased that SHA completed concept engineering for the MD 26 breakout project between Georgetown Boulevard and Homeland Drive in Freedom and the pedestrian concept study for the MD 140 corridor in Westminster. Finally, thank you for the construction funding for the MD 31 Urban Reconstruct "Streetscape" project in New Windsor. These projects, through the dedication and coordination of County, state, and municipal resources, exemplify the type of interjurisdictional cooperation necessary to move our priorities forward.

In this year's letter, as in previous years, we continue to target our focus on those critical projects that will provide the greatest safety enhancements to our citizens and the traveling public. We expect that by pursuing a strategy of joint cooperation of resources for our top priority projects, we can then leverage the State's commitment for transportation infrastructure into the largest improvements for community safety.

Thank you for the opportunity to offer Carroll County's transportation project priorities for consideration and possible inclusion in the Maryland Department of Transportation (MDOT) FY2027-2032 Consolidated Transportation Program (CTP). The following listing of projects conveys the diverse transportation needs across the county and its municipalities.

Carroll County's Top Transportation Project Priorities

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Highway Safety, System Preservation, and Capacity Enhancement Projects

The following highway safety, system preservation, and capacity enhancement project descriptions are in numeric order by State Highway roadway number. However, the County has determined that the following summary list of requests is in order of priority by request type.

- Construction
 - MD 32 2nd Street to Main Street breakout project from 2018 PEL Study – Safety improvements, widen roadway from two to four lanes including complete streets for multi-modal access.
- Engineering Design
 - MD 26 Homeland Drive to Georgetown Boulevard breakout project
 - MD 27 pedestrian tunnel breakout project underpass connecting Watkins Park to the East side of MD 27 near Center St.
- Concept Engineering
 - Remainder of MD 26 corridor from Georgetown Boulevard to Liberty Reservoir
 - MD 97 Magna Way to MD 140 breakout project
 - MD 32 and MD 26 Intersection
- Planning Studies
 - MD 140 corridor – Carroll/Baltimore County line to MD 91 Advanced Planning Study

If there are any questions regarding the County's priorities, we welcome the opportunity to discuss them further.

MD 26 (MD 32 east to Liberty Reservoir)

Requests

- Engineering design of Homeland Drive to Georgetown Boulevard breakout project
- Concept engineering of break out projects to complete corridor analysis

SHA has committed to planning dollars to funding Concept Engineering for the rest of this corridor, which has already had considerable investment in planning, but never completed.

MD 26 is a gateway to Carroll County from Baltimore County and one of the most heavily travelled roads in the County. It is essential for local traffic but is also a heavily travelled commuter route through the largest Designated Growth Area in Carroll County, the Freedom District (Eldersburg), with 32,000 residents. This corridor is the sole east/west roadway that is continuous through the area and the only access for many neighborhoods and local businesses.

The MD 26 Corridor links Carroll County with the Baltimore region, including job centers in Baltimore County and City.

Safety is the Top Priority in this corridor. A significant number of crashes have been documented by the MD State Police in just the last 13 months.

Crash Data for vehicle collisions on MD 26 between MD 32 and the Baltimore County line:

- 2025 (56 crashes- 1 fatality, 13 personal injury and 42 property damage)
- 2026 – through February - 8 collisions - 3 personal injury and 5 property damage

The growth over the past twenty years and the projected growth in this region demand immediate attention.

Future development plans will exacerbate safety concerns related to existing two-way left-turns (suicide lanes) throughout the corridor, which are the only option available. Sidewalks, turn lanes, and shoulders are sporadic and disjointed along this corridor, with virtually no safe portion to maneuver. No wise biker would attempt to traverse this roadway.

Most of the intersections and main access points are Level of Service (LOS) E or F with dozens of curb cuts and access points throughout the corridor.

Carroll County is committed to improving this important corridor, as evidenced by the recent partnering with the Baltimore Metropolitan Council, to study and affect long-proposed local parallel roadways, Ridenour Way and Dickenson Road, to consider the feasibility of consolidation of access points. These efforts are timely and may allow for some local road capacity and coordination with the plans of SHA. This will add some redundancy and allow for fewer and safer access points linking the community.

Freedom/ Eldersburg/Sykesville is a Growing Community.

Over 1300 new homes, and several sizable new businesses are moving through the planning and construction process.

There are currently four retirement communities along this corridor, with two additional 55+ communities, consisting of over 400 units, proposed. None of these properties are currently at signalized access points, making travel for these residents very difficult and unsafe.

This project will increase safety for all roadway users, enhance travel times and create a walkable environment for community members and small businesses along the corridor.

Dedicated turn lanes, Complete Streets and ADA compliant access ramps will greatly enhance pedestrian and vehicular safety. Enhanced signage and optimized signal operations, new pedestrian signals and crosswalks will allow for safe multi-modal transportation.

The MD 26 corridor links Carroll County with the Baltimore region, including job centers in and around Baltimore County and Baltimore City. It also provides access to current and future employment centers along the corridor and elsewhere.

In July 2020, SHA completed the Maryland 26 Corridor Study – *Traffic Analysis and Targeted Improvement Recommendations*. The purpose of this study was to find ways to revise the 30 percent design to a new “practical” design approach. Rather than complete widening to six lanes, improvements will consist of more limited breakout projects that focus primarily on

enhancing the safety of the corridor. This may be achieved through the extension of auxiliary lanes, increased signalization, and a center median in certain segments of the road which have been identified as critical to the safe and efficient functioning of the entire corridor. The MD 26 priority project is identified in *the Highway Needs Inventory, the approved Resilience 2050 Long-Range Transportation Plan, the 2018 Freedom Community Comprehensive Plan, and the 2023 Carroll County Transportation Master Plan.*

Convert Eastbound MD 26 Right-Turn-Only Lane at Georgetown Boulevard – Breakout Project: This breakout project will increase safety and operations along this stretch of roadway. The project is to extend the lane back to Eldersburg Crossing and west to Homeland Drive. The scope of this project is almost entirely within existing right-of-way and will allow conversion of a right-turn-only lane at Eldersburg Crossing to a thru-lane. The project includes sidewalk from Farmers and Merchants Bank to Georgetown Boulevard. In May 2025, engineering concepts were completed for this breakout project, including a cost estimate of \$13.8M. The County desires a continued partnership with the MDOT to advance this project into the engineering design phase.

The Carroll County Board of County Commissioners is currently developing the FY 27 County budget. There is strong support for the County to contribute funds toward this breakout project as it is the highest priority for the County. The County appreciates continued dialogue with SHA to cooperatively advance this project.

Concept Engineering Studies for remainder of Corridor: The current infrastructure has exceeded its lifecycle, and these safety operational improvements will take significant action from both the County and SHA to preserve our transportation system.

These roadway investment projects will provide tangible safety improvements along MD 26 and advance roadway, freight, and pedestrian safety and allow better access to local destinations and safety for through traffic.

The County seeks to advance additional breakout projects to help prioritize the next phase of safety improvements. The County appreciates the continued partnership with District 7 to complete concept engineering studies of the entire MD 26 corridor between MD 32 and Liberty Reservoir.

MD 27 (Carroll County line to Gillis Falls Road)

Request

- Engineering design of pedestrian tunnel

MD 27 (Ridge Road) is a major north-south corridor in Carroll County. This approximately 4.5-mile segment contains fourteen intersections located within or just outside the corporate boundaries of the Town of Mount Airy. Several large undeveloped parcels within and surrounding the town are targeted for significant residential and employment growth. Improvements to MD 27 are necessary to support planned development in the corridor while continuing to serve as a regional commuter route connecting northern Carroll County with employment centers to the south. In addition, safety improvements are needed to address increasing traffic volumes, turning movements, and conflict points along the corridor. Planned corridor improvements include roadway widening to four lanes, dedicated turn lanes, signalized traffic

control, boulevard separation of lanes, and controlled intersections to improve safety and traffic operations. The MD 27 corridor improvements are identified in the *Highway Needs Inventory*, the *approved Resilience 2050 Long-Range Transportation Plan*, the *2014 Carroll County Master Plan as Amended 2019*, the *Town of Mount Airy's 2023 Comprehensive Master Plan*, and the *2023 Carroll County Transportation Master Plan*.

Breakout Project for a Pedestrian Tunnel/Underpass Connecting Watkins Park to the East Side of MD 27 near Center Street: This pedestrian connection is critical to public safety and multimodal access. Rails-to-Trails facilities currently exist or are planned on both the east and west sides of MD 27, and pedestrian crossings are already occurring along this high-volume, high-speed corridor. The proposed tunnel would provide safe connectivity for residents located east of MD 27 and would provide direct pedestrian access to Watkins Park, Mount Airy's Main Street business district and community events, and three Carroll County Public Schools.

The Town has actively pursued this project since October 2023 and has since participated in multiple coordination meetings and discussions with Carroll County, MDOT, SHA staff, and representatives of the State's 5th Legislative District. The project has been discussed during MDOT CTP pre-tour and tour meetings and continues to receive support from County leadership. The Town has completed preliminary planning concepts for the proposed tunnel and is actively working to advance the project by pursuing state and federal funding opportunities.

The project directly supports State and local transportation goals including Complete Streets implementation, Vision Zero safety initiatives, mobility equity improvements, and connectivity between community assets and transportation networks. Continued residential growth east of MD 27 further increases pedestrian demand and underscores the urgency of providing a safe, grade-separated crossing.

MD 32 (MD 26 south to Carroll County line)

Requests

- Construction of 2nd Street to Main Street
- Concept engineering of intersection improvements to MD 32 and MD 26

The project scope is to widen the roadway from two to four lanes, including pedestrian facilities and other amenities at appropriate locations within the corridor. MD 32 is a heavily traveled commuter route, linking Carroll County with I-70 and the Baltimore-Washington region, including job centers in Columbia and Fort Meade. MD 32 also provides access to current and future employment centers within Carroll County for commuters coming into the County from elsewhere. Improvements within this corridor are needed to ease commuter congestion, enhance access to employment areas, and address safety concerns throughout the corridor. In conjunction with the recently completed widening and improvements to MD 32 in Howard County, improvements in Carroll County will enhance the efficiency and safety of the entire corridor. Moreover, this project is essential for advancing economic development opportunities already being created in the southeastern portion of Carroll County.

Considerable funds have already been spent towards localized improvements within this corridor, which include contributions from the state, County, and Town of Sykesville. In 2018, MDOT completed a PEL Study for the 7.2 miles of MD 32 from I-70 to MD 26. While the

PEL Study concluded that the entire corridor is not expected to exceed its capacity until beyond 2040 and will not require complete dualization to four lanes until beyond that year, it identified a number of potential improvement concepts to address identified safety and operational needs at specific locations. The existing number of uncontrolled access points and intersections, and the lack of full width shoulders and turn lanes support the need for safety improvements along the corridor. We are encouraging a plan of action that breaks this priority project into phases to facilitate overall advancement of the project while preserving further expansion of the corridor and remaining open to new connections as the area develops. The MD 32 priority project is identified in the *Highway Needs Inventory and the approved Resilience 2050 Long-Range Transportation Plan*. It is also included in the *2018 Freedom Community Comprehensive Plan*, the *2021 Town of Sykesville Master Plan*, and the *2023 Carroll County Transportation Master Plan*.

Number one Construction Request - Project for improvements between 2nd Street and Main Street: This project, which is compatible with the four-lane corridor concept, includes five operational and safety improvements that were included in the PEL Study for this half-mile segment of MD 32. They will improve intersection geometry, extend turn lanes, modify access, and evaluate signal warrant at Main Street. Design is nearing completion for this project, and we request the reinstatement of construction funds.

Concept engineering of intersection improvements to MD 32 and MD 26 – At-grade solutions to address existing congestion and safety needs. Per the 2020 MD 26 Study, this intersection experiences the highest number of crashes. Project scope is to include crosswalks to increase pedestrian safety and comfort. Project to evaluate a third westbound MD 26 left-turn lane with downstream widening, and a second northbound MD 32 right-turn lane, along with overlap phasing concurrent with the westbound left-turn phase. Further evaluation is needed to intersection operations and possible improvement through a detailed study of the intersection.

MD 97 (MD 496 to MD 140 in Westminster)

Request

- Concept engineering for improvements between Magna Way and MD 140

The project scope is to widen the roadway from three to five lanes, with a signalized intersection at Meadow Branch Road and active transportation facilities, providing a necessary connection for nearby residences and the nearby business park. This portion of MD 97 is strained by a significant amount of commuter traffic from the northern part of the County and Pennsylvania. It also provides direct access to the Carroll County Regional Airport, and numerous industrial parks (including the Westminster Air Business Center, Meadow Branch Industrial Park, Carroll County Commerce Center, Westminster Technology Park, and West Branch Trade Center), linking them to the MD 140 corridor and the Baltimore Region. The Carroll County Industrial Development Authority and the City of Westminster dedicated \$2.1 million for improvements to this segment of roadway, resulting in the construction of the Phase 1 Breakout Project, which is now complete.

Of particular concern are the 220 crashes that occurred along this corridor between 2017 and 2022—an amount exceeding the statewide average—with 29% of those crashes resulting in injury. A Planning and Environmental Linkages (PEL) Study completed by MDOT staff is under review

with FHWA, and we look forward to its forthcoming release and implementation of its recommendations. This project is identified in the *Highway Needs Inventory and the approved Resilience 2050 Long-Range Transportation Plan*. It is also prioritized in the *2007 Westminster Environs Community Comprehensive Plan*, the *2009 City of Westminster Comprehensive Plan*, the *2014 Carroll County Master Plan as Amended 2019*, and the *2023 Carroll County Transportation Master Plan*.

Breakout Project for Improvements between Magna Way and MD 140: This project will add northbound and southbound lanes, reducing morning and evening delays, as identified in the draft PEL Study. In addition, reconstructing MD 97 at Meadow Branch Road as a four-way signalized intersection, converting MD 97 at Kriders Church Road to right-in/right-out access, and improving MD 97 at Wyndtryst Drive and the MD 140 on-ramp will address intersections currently operating at LOS F during the AM and PM peak hours and improve safety at the two intersections experiencing the highest number of crashes within the study area. We respectfully request concept engineering for this segment of MD 97.

MD 140 (Carroll County line to MD 91)

Request

- Planning study for corridor

This approximately two-mile portion of MD 140 is a gateway to Carroll County and one of the most heavily travelled roadways in the County. Many of the County residents who travel to work in other areas of the region commute through this corridor, and it is the location of a high concentration of commercial and industrial uses that provide valuable economic development assets to the community. Between 2024 and February 2026, the MD State Police reported 85 crashes between MD 91 and the county line, several of which resulted in severe injuries. Heavy traffic, combined with excessive speeding, existing two-way left-turn (“suicide”) lanes, and numerous uncontrolled access points, contributes to safety concerns along the corridor.

Improvements to this major arterial, including a four-lane divided roadway, a full interchange at MD 91, and access management improvements, are necessary to maintain the functionality of this corridor. In 2024 SHA modified the signal phasing to only permit left turns from westbound MD 140 to southbound MD 91 on a solid green arrow, known as “exclusive left turn phasing,” to improve safety and intersection operations. The MD 140 Corridor Improvements project is identified in the *Highway Needs Inventory*, the *approved Resilience 2050 Long-Range Transportation Plan*, the *2013 Finksburg Plan*, the *2023 Carroll County Transportation Master Plan*, and the *Finksburg Sustainable Community Action Plan*.

Breakout Project for a MD 140 Advanced Planning Study: As a breakout project we are requesting an advanced planning study for this Corridor be initiated, which will identify roadway and intersection needs, develop conceptual scenarios, and evaluate potential environmental impacts. The results of the study will help develop breakout scenarios that can be considered for future improvements. This is an important next step to improve safety, access, connectivity, and circulation, reduce delays and congestion, and support redevelopment of the Corridor. This type of study is necessary for eligibility for the MDOT Prioritization Program and inclusion in the CTP.

Urban Reconstruction ("Streetscape") Projects

MD 31 - New Windsor Main Street/High Street (Church Street to Coe Drive)

Request

- Retention of construction funding

This Urban Reconstruction project is a high priority for Construction. The project will include the construction of new sidewalks and ADA ramps, new curb and gutter installation, reconstruction of retaining walls, resurfacing, landscaping, and drainage improvements. This project will be coordinated with the replacement of water lines within the limits of the SHA Urban Reconstruction and would have a positive economic impact on businesses in the Town. New Windsor has completed the necessary Water Main Improvement Project. The Urban Reconstruction project is funded through construction in the FY26 CTP. Design is anticipated to be completed in Fall 2026. Construction is anticipated to begin in Spring 2027 and be completed in Winter 2029/2030. Right-of-way acquisition was initiated in Summer 2025 and is anticipated to extend beyond construction completion (Summer 2030). The MD 31 streetscape project is listed in the *Highway Needs Inventory*, the *approved Resilience 2050 Long-Range Transportation Plan*, the *2007 New Windsor Community Comprehensive Plan*, and the *2023 Carroll County Transportation Master Plan*.

MD 851 - Sykesville Main Street/Springfield Avenue (Cooper Drive to South Branch of the Patapsco River)

Request

- Engineering design

This Urban Reconstruction project is a high priority for Construction. MD 32 handles most of the through traffic in the vicinity of Sykesville, bypassing the downtown area. This project will help to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. The Urban Reconstruction project along Springfield Avenue and Main Street would involve roadway reconstruction and improvements to pedestrian and bicycle facilities, as well as inclusion of streetscape amenities. Concept for this project is complete. Completed projects also include water and sewer upgrades done by the County, and stormwater upgrades provided by SHA. This would be an opportune time to advance the Urban Reconstruction project to include the full engineering of the streetscape. The next highest priority of these phased improvements is the existing bridge over the South Branch Patapsco River to allow for a safe pedestrian connection to South Branch Park, which was recently improved with an investment of over \$750,000 by Howard County. SHA is set to begin an engineering review for the bridge's pedestrian improvements soon. The Town was also awarded a \$2.0 million capital grant in the 2022 legislative session which will help further advance the ongoing efforts for several other adjacent projects to build off of the planned Urban Reconstruction of MD 851. These efforts include expanded sidewalk and pedestrian facilities, as well as the redevelopment of the Canary Warehouse site at South Branch Park to be used as a community amenity. The Town has also begun a self-funded streetscape project to redevelop Baldwin Drive and upgrade surrounding pedestrian facilities, which would tie directly into the MD 851 improvements. The streetscape project is listed in the *Highway Needs Inventory*, the *approved Resilience 2050 Long-Range Transportation Plan*, the *2021 Town of Sykesville Master Plan*, and the *2023*

Carroll County Transportation Master Plan.

Transit Projects

Request

- Operation and maintenance funding
- Four replacement buses

Carroll County is requesting in our Annual Transportation Program (ATP) for FY2027 operating funding, four replacement buses and preventive maintenance funding. The replacement vehicles are requested to replace vehicles that meet or exceed their useful life of six years of age and 200,000 miles. Maintenance funding is imperative to maintain our aging rolling stock. Each year, funding is used for preventive maintenance and major repairs. Outside of the ATP, Carroll County is also in the early planning stages of preparing for alternate fueled vehicles along with the supporting infrastructure, including the use of solar panels for power as well as bus coverage.

Bicycle/Pedestrian/Trail Projects

Patapsco Regional Greenway (Sykesville to McKeldin Area)

Request

- Continued support to advance design and construction

The Patapsco Regional Greenway (PRG) Plan envisions a 40-mile, shared-use trail running through the Patapsco Valley from Sykesville to Baltimore's Inner Harbor. This trail uses existing trails, roads and utility corridors to connect neighborhoods and destinations in Carroll, Howard, Anne Arundel, and Baltimore counties, and Baltimore City. Parts of the shared-use trail are already constructed, while remaining portions will be designed and constructed based on local priorities and funding availability, and in coordination with Maryland Park Service when necessary. While most of the PRG corridor will be a greenway and linear trail within Patapsco Valley State Park (PVSP), there is potential for additional economic activity around the areas outside of the park. In Carroll County, the desire is for this regional system to connect to Sykesville's Historic Main Street. 30% design of the 8-mile section from Sykesville to the McKeldin area in PVSP was completed in 2022, consisting of two segments. The western portion from downtown Sykesville to Freedom Park will consist primarily of a shared-use path, on-road facilities, and a boardwalk structure, and the eastern portion from Freedom Park to the McKeldin area will be a natural surface trail. 30% design of the Henryton Road/Bridge Spur is underway; the purpose of this segment is to connect the Carroll and Howard County trail systems. The Patapsco Regional Greenway is listed in the *approved Resilience 2050 Long-Range Transportation Plan and the 2019 Carroll County Bicycle & Pedestrian Master Plan.*

Additional Projects

There are additional highway projects that are very important to the County, to which we are committed. These projects are critical to maintaining traffic safety and flow and will contribute to a high quality of life and economic development opportunities in Carroll County. These projects are:

MD 140 at turn-around for Northern Landfill

Request

- Continued coordination and support from SHA for design and permitting

The county's Northern Landfill is located on MD 140 in Westminster and is utilized by both residents and commercial entities. The current turnarounds on MD 140 are not adequate for safe movements of multi-axel vehicles in a heavily traveled corridor. Northern Landfill is currently undergoing a feasibility study that includes looking into a change to the entrance location from MD 140. As part of that effort, cross-over traffic will need to be addressed at the proposed entrance to provide safe crossings of multi-axle vehicles. A new, reconfigured landfill entrance at the turnaround location east of the current landfill entrance is under design, and pre-application meetings are being held with SHA. Safety enhancements should include the pending new entrance, eliminating U-Turns at the new entrance location, widening of MD140 at the current turnarounds immediately east and west of the Northern Landfill, development of jughandles, and/or the addition of signaling.

Taneytown Bypass (Antrim Boulevard Extension)

Request

- Concept engineering of MD 140 and MD 194 intersections

MDOT's cooperation in including the Taneytown Bypass in the state's 2025 Highway Needs Inventory is appreciated. The Taneytown Bypass is essential to the City's continued social and economic vitality and long-term sustainability. This roadway alignment was shown on Carroll County's original 1964 Major Street Plan and is regarded as the City's highest-priority road project. The bypass would connect planned industrial and commercial areas in the southern portion of the City and its growth area, supporting new economic opportunities while reducing vehicle and truck traffic through downtown. As development beyond the corporate limits continues to increase pass-through traffic on both MD 194 and MD 140, the City has seen an increase in traffic cutting through residential neighborhoods, raising safety concerns for residents. Reducing downtown traffic would also promote revitalization efforts of Taneytown's historic core by enhancing safety, quality of life, and mobility for residents, visitors, and businesses. Taneytown continues to collaborate with property owners to secure the needed bypass alignment. Residents have expressed the top factor that would improve the quality of life in the city is *"for a bypass route to redirect truck and commuter traffic away from downtown"*. Respondents to a recent survey *"emphasized that traffic congestion has worsened with population growth, and that without improved transportation infrastructure, the quality of life in Taneytown will continue to decline"*. The City respectfully requests State funding for safe intersection design at the locations where the Taneytown Bypass would intersect state highways, including MD 140 near the western edge of the City and MD 194 near the southern edge of the City.

MD 30 at MD 27 Improvements

Request

- Completion of the planning study
- Concept engineering of intersection improvements

The Town of Manchester experiences heavy traffic volumes and slow travel speeds along MD 30,

largely due to commuter traffic from Pennsylvania traveling to the Baltimore region. This traffic has negative impacts on the quality of life for residents and business owners. Of particular concern is the intersection of MD 30 and MD 27. In January 2026, SHA completed a study evaluating current conditions at the intersection, which is currently under review by District 7. We look forward to the release of the study and to discussions with SHA regarding the study's findings and the path forward.


As always, thank you for your positive consideration of Carroll's state transportation projects and priorities. We look forward to our continued partnership with MDOT.

Sincerely,


THE BOARD OF COUNTY COMMISSIONERS OF CARROLL COUNTY



Joseph A. Vigliotti
President



Michael R. Guerin
Vice President



Thomas S. Gordon III



Kenneth A. Kiler



Susan W. Krebs

Kathryn Thomson

RE: FY 2027-2032 Consolidated Transportation Plan

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CC: Christopher M. Nevin, Mayor of Hampstead
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Lawrence Hushour, Mayor of Mount Airy
Kevin Cornick, Mayor of New Windsor
Stacy Link, Mayor of Sykesville
Christopher Miller, Mayor of Taneytown
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