

Original FcPc Approved Policy - March 13, 2002
(and FcPc Approved Changes on October 20, 2004)

Table 1

LOCAL Street Rural Character All local streets in existence prior to 1974, and not approved thru subdivision review process
 Examples: Blacks Mill, Chestnut Grove, Prices Distillery, Cap Stine, Basford & Lime Plant Roads
Driveway Access Permitted

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)
Residential Driveway	Residential Driveway	32- 99' Single 32- 74' Common	100 -299' Single 75 -199' Common	300' Single 200' Common
Residential Driveway	Commercial Driveway	50-224' Single 50-124' Common	225-299' Single 125-199' Common	300' Single 200' Common
Residential Driveway	Public Street (Near-curb line)	66-224' Single 66-124' Common	225-299' Single 125-199' Common	300' Single 200' Common
Commercial Driveway	Commercial Driveway	75-174'	175-224'	225'+
Commercial Driveway	Public Street (Near-curb line)			
Local Street	Local Street	125-199'	200-249'	250'+
Local Street	Collector Street			
Local Street	Arterial Street			
^Collector Street	Collector Street	175-274'	275-349'	350'+
^Collector Street	(Minor or Major) Arterial Street			
^Minor Arterial Street	(Minor or Major) Arterial Street	250-374'	375-499'	500'+
^Median-Break for Driveways	Median-Break for Driveways	Try 'a' first, Then use 125-199'	Try 'a' first, then use 200-299'	300'+
^Median-Break for Driveways	Public Street (Near-curb line)			

* All values are measured from centerline, unless otherwise expressed.

^ These types of entrance situations on "Local – Rural" classified roads would not normally exist.

a) Medians should be judiciously used: they are **not** recommended so as to afford optimum property access. However, in the event that Staff approves medians, then the minimum C/L-to-C/L separation is recommended to be 200'.

b) The minimum median break width "w" is recommended to be: 20' + width of travel way of the street.

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Table 2

LOCAL Street Suburban Character (c) Examples: Newly approved, neighborhood subdivision streets

Driveway Access Permitted

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)
Residential Driveway	Residential Driveway	<i>All access points that meet safe sight distance requirements</i>	<i>All access points that meet safe sight distance requirements</i>	<i>All access points that meet safe sight distance requirements</i>
Residential Driveway	Commercial Driveway	50-74'	75-99'	100'+
Residential Driveway	Public Street (Near-curb line)	66-89'	90-124'	125'+
Commercial Driveway	Commercial Driveway	75-99'	100-124'	125'+
Commercial Driveway	Public Street (Near-curb line)			
Local Street	Local Street	125-199'	200-249'	250'+
Local Street	Collector Street			
Local Street	Arterial Street			
Collector Street	Collector Street	175-249'	250-324'	325'+
Collector Street	(Minor or Major) Arterial Street			
Minor Arterial Street	(Minor or Major) Arterial Street	250-374'	375-449'	450'+
Median-Break for Driveways	Median-Break for Driveways	Try 'a' first, then use 90-149'	Try 'a' first, then use 150-224'	225'+
Median-Break for Driveways	Public Street (Near-curb line)			

*All values are measured from centerline, unless otherwise expressed.

^Commercial roads are not normally designated as a "Local-Urban" classification for new roads, so this situation would be unusual.

- a) Medians should be judiciously used: they are not recommended so as to afford optimum property access. However, in the event that medians are approved by Staff, then the minimum C/L-to-C/L separation is recommended to be 200'.
- b) The median break width "w" is recommended to be: 20' + width of travel way of the intersecting street.
- c) Suburban standards shall not be applied as ultimate limitations to urban-character areas, or neo-traditional areas which may be designated as "Village Center" and/or "Village Town" on PUD or MXD plans.

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Table 3

LOCAL Street

Suburban Character (c)

Referred to as : "Residential Sub-Collector" in the 1994 Street Manual

Examples: Spine roads for subdivisions

Driveway Access **Controlled**

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)
<i>Driveway Entrances (esp. Single) are Not Recommended (See 'a')</i>				
Residential Driveway	Residential Driveway	100-149'	Try 'a' first, then use 150'+	No Full Access
Residential Driveway	Commercial Driveway			
Residential Driveway	Public Street (Near-curb line)			
Commercial Driveway	Commercial Driveway	125-199'	Try 'a' first, then use 200'+	No Full Access
Commercial Driveway	Public Street (Near-curb line)			
Egress of Rt-in / Rt-out access (median condition)	Next street downstream	125-149'	150-174'	175'+
Local Street	Local Street	125-199'	200-249'	250'+
Local Street	Collector Street			
Local Street	Arterial Street			
Collector Street	Collector Street	175-249'	250-324'	325'+
Collector Street	(Minor or Major) Arterial Street			
Minor Arterial Street	(Minor or Major) Arterial Street	250-374'	375-449'	450'+
Median-Break for Driveways	Median-Break for Driveways	Use 'b' for existing streets. Use 200-224' for new streets	Try 'a' first, then use 225'+	No Median Access
Median-Break for Driveways	Public Street (Near-curb line)			

*All values are measured from centerline, unless otherwise expressed.

- a) Driveways are not recommended for this classification. Driveway access to corner lots shall be accommodated from side streets. Exceptions: existing driveways may remain if they cannot be relocated during the FcPc process; properties may not be landlocked. Apply case-by-case solutions.
- b) Must not impede the average stacking length, n, where n=number of vehicles of the 10 longest observed queues at closest intersection/s during peak hours. The criteria shall be $[(n \times 25') \times 1.25]$ rounded up to the nearest 25', or 200' whichever is greater.
- c) Suburban standards shall not be applied as ultimate limitations to urban-character areas, or neo-traditional areas which may be designated as "Village Center" and/or "Village Town" on PUD or MXD plans.

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Table 4

COLLECTOR Street **Rural** Character Examples: Mountville Rd. outside of Adamstown Growth Limit Line (GLL), Coppermine Rd. outside Woodsboro GLL

Driveway Access Permitted

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)	
		<i>Single Entrances Not Encouraged</i>			
Residential Driveway	Residential Driveway				
Residential Driveway	Commercial Driveway	Common 100- 149' Single 100 – 249'	Common 150' - 349' - Single 250'+	Common Entrance + 350'	
Residential Driveway	Public Street (Near-curb line)				
Commercial Driveway	Commercial Driveway				
Commercial Driveway	Public Street (Near-curb line)	125-199'	200-349'	350'	
Egress of Rt-in / Rt-out access (median condition)	Next street downstream	125-174'	175-224'	225'+	
Local Street	Local Street				
Local Street	Collector Street	150-299'	300-449'	500'+	
Local Street	Arterial Street				
Collector Street	Collector Street				
Collector Street	(Minor or Major) Arterial Street	200-324'	325-449'	500'+	
Minor Arterial Street	(Minor or Major) Arterial Street	350-449'	500-749'	750'+	
Median-Break for Driveways	Median-Break for Driveways	Try 'a' first, then use 200' min.	No Median Access	No Median Access	
Median-Break for Driveways	Public Street (Near-curb line)				

*All values are measured from centerline, unless otherwise expressed.

- a) Medians are often not constructed for this condition. However, in the event that medians or "monumented" entrance medians exist or are planned, then the minimum C/L-to-C/L separation is recommended to be 200'.
- b) The median break width "w" is recommended to be 20' + width of travel way of the intersecting driveway/street.

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Table 5

**COLLECTOR Street Suburban Character (c) Examples: Mountville Rd. and
 Adamstown Rd. inside Adamstown Growth Limit Line (GLL)**
Driveway Access Controlled

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)
<i>Driveway Entrances (esp. Single) are Not Recommended</i>				
Residential Driveway	Residential Driveway	try 'a' first, then use Table 4	try 'a' first, then use Table 4	No Full Access
Residential Driveway	Commercial Driveway			
Residential Driveway	Public Street (Near-curb line)			
Commercial Driveway	Commercial Driveway	try 'a' first, then use Table 4	try 'a' first, then use Table 4	No Full Access
Commercial Driveway	Public Street (Near-curb line)			
Egress of Rt-in / Rt-out access (median condition)	Next street downstream	125-149'	150-199'	200'+
Local Street	Local Street	175-264'	265-349'	350'+
Local Street	Collector Street			
Local Street	Arterial Street			
Collector Street	Collector Street	200-299'	300-399'	400'+
Collector Street	(Minor or Major) Arterial Street			
Minor Arterial Street	(Minor or Major) Arterial Street	250-324'	325-449'	450'+
<i>Medians Not Recommended</i>				
Median-Break for Driveways	Median-Break for Driveways	Use 'b', between 250- 325'	Use 'a' and 'b' with 325' min.	No Median Access
Median-Break for Driveways	Public Street (Near-curb line)			

*All values are measured from centerline, unless otherwise expressed.

- a) Driveways are not recommended for this classification. Driveway access to corner lots shall be accommodated on the side street. Exceptions: existing driveways may remain if they cannot be relocated during the FcPc process; properties may not be landlocked. Apply case-by-case solutions.
- b) Recommended minimum separations should equal the ideal street spacings. However, for non-intersection median break requests, the "absolute" minimum C/L-to-C/L separation is recommended to be midpoint between upstream and downstream breaks, but not less than 250'. The median break width "w" is recommended to be: 20' + width of travel way of the intersecting driveway/street.
- c) Suburban standards shall not be applied as ultimate limitations to urban-character areas, or neo-traditional areas which may be designated as "Village Center" and/or "Village Town" on PUD or MXD plans.

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Table 6

MINOR ARTERIAL Road **Rural** Character Examples: New Design Rd. south of, and Manor Woods Rd. west of Adamstown Growth Limit Line (GLL)

Driveway Access Permitted

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)
Residential Driveway	Residential Driveway	Single Entrances Not Encouraged, Common: 100' – 249'	Common Entrances Required, 250' - 499'	Common Entrances + 500'
Residential Driveway	Commercial Driveway			
Residential Driveway	Public Street (Near-curb line)			
Commercial Driveway	Commercial Driveway	200-349'	350-499'	500'+
Commercial Driveway	Public Street (Near-curb line)			
Egress of Rt-in / Rt-out access (median condition)	Next street downstream	Below 'a', but not less than 275'	Use 'a', but in no case less than 350'	450'+
Local Street	Local Street	250-349'	350-749'	750'+
Local Street	Collector Street			
Local Street	Arterial Street			
Collector Street	Collector Street	375-499'	500-749'	750'+
Collector Street	(Minor or Major) Arterial Street			
Minor Arterial Street	(Minor or Major) Arterial Street	375-499'	500-749'	750'+
Median-Break for Driveways	Median-Break for Driveways	Use 'b', but in no case less than 250'	No Median Access	No Median Access
Median-Break for Driveways	Public Street (Near-curb line)			

*All values are measured from centerline, unless otherwise expressed.

- a) Must not impede the average stacking length, n, where n=number of vehicles of the 10 longest observed queues at closest intersection/s during peak hours. Criteria shall be $[(n \times 25') \times 1.25]$ rounded up to the nearest 25', or 350', whichever is greater.
- b) Medians are not often constructed for this classification. However, when medians exist, then recommended minimum separations should equal the ideal street spacings. For non-intersection median break requests, the "absolute" minimum C/L-to-C/L separation is recommended to be midpoint between upstream and downstream breaks, but not less than 250'. The median break width "w" is recommended to be: 20' + width of travel way of the intersecting driveway/street.

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Table 7

MINOR ARTERIAL Road Suburban Character (c) Examples: Rt. 28 (464 Extended)
 through Canal Run PUD, Christophers Crossing through Frederick Region GLL
 Driveway Access Controlled

*Separation from: (Proposed Access)	*To: (Nearest Existing Entrance)	FcPc Review (Modification Needed)	Staff Review (Justification Required)	Approved (No Justification Needed)	
		<i>Driveway Entrances (esp. Single) are Not Recommended</i>			
Residential Driveway	Residential Driveway	Try 'a' first, then use Table 6 values as min. requirements	Try 'a' first, then use Table 6 values as min. requirements	No Full Access	
Residential Driveway	Commercial Driveway				
Residential Driveway	Public Street (Near-curb line)				
Commercial Driveway	Commercial Driveway	Try 'a' first, then use Table 6 values as min. requirements	Try 'a' first, then use Table 6 values as min. requirements	No Full Access	
Commercial Driveway	Public Street (Near-curb line)				
Egress of Rt-in / Rt-out access (median condition)	Next street downstream	125-174'	175-224'	225'+	
Local Street	Local Street	250-324'	325-449'	450'+	
Local Street	Collector Street				
Local Street	Arterial Street				
Collector Street	Collector Street	250-324'	325-449'	450'+	
Collector Street	(Minor or Major) Arterial Street				
Minor Arterial Street	(Minor or Major) Arterial Street	250-349'	350-449'	450'+	
Median-Break for Driveways	Median-Break for Driveways	250-324'	Use 'b', but not less than 350'	450'+	
Median-Break for Driveways	Public Street (Near-curb line)				

*All values are measured from centerline, unless otherwise expressed.

- a) Driveways are not recommended for this classification. Use side streets for access to corner lots. Exceptions: existing driveways may remain if they cannot be relocated during the FcPc process; properties may not be landlocked. Apply case-by-case solutions.
- b) Must not impede the average stacking length, n, where n= average number of vehicles of the 10 longest observed queues at closest intersection/s during peak hours. The criteria shall be $[(n \times 25') \times 1.25]$ rounded up to the nearest increment of 25', or 350', whichever is greater.
- c) Suburban standards shall not be applied as ultimate limitations to urban-character areas, or neo-traditional areas which may be designated as "Village Center" and/or "Village Town" on PUD or MXD plans.