

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	All access points that meet safe sight distance requirements	All access points that meet safe sight distance requirements	All access points that meet safe sight distance requirements
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)

Examples: Spine roads for subdivisions

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

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	Common 100- 149' Single 100 – 249'	Common 150' - 349' - Single 250'+	Common Entrance + 350'
Residential Driveway	Commercial Driveway			
Residential Driveway	Public Street (Near-curb line)			
Commercial Driveway	Commercial Driveway	125-199'	200-349'	350'
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	150-299'	300-449'	500'+
Local Street	Collector Street			
Local Street	Arterial Street			
Collector Street	Collector Street	200-324'	325-449'	500'+
Collector Street	(Minor or Major) Arterial Street			
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.

Original FcPc Approved Policy - March 13, 2002
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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 x 25') x 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.