ROAD ORDINANCE TEXT AMENDMENT

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COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND

2011 Legislative Session

Legislative Day # 7

Bill No. 2011-06

Introduced by: Charles County Commissioners

Date introduced: 04/05/2011

Public Hearing: 05/11/2011

Commissioners Action: 06/22/2011

Commissioner Votes: CK: Y , RC: A , KR: Y , DD: Y , BR: Y

Pass/Fail: Pass

Effective date: 07/03/2011 12:01 a.m.

Remarks: _____

COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND

2011 Legislative Session

Bill No. 2011-06

Chapter No: 276

Introduced by: Charles County Commissioners

Date of Introduction: 04/05/2011

BILL

AN ACT concerning

CHAPTER 276 - CHARLES COUNTY ROAD ORDINANCE

FOR the purpose of

Providing standards for roadways in urban areas;

Providing standards for placement of U.S.P.S. cluster box units within the County right-of-way; and Making clarifications.

BY adding to

Chapter 276 – Streets, Roads and Sidewalks

Article II, Article III Sections 4.A.6, and 14, and Article VI Section 2

Code of Charles County, Maryland

(April, 2008 Edition)

BY repealing and reenacting, with amendments

Chapter 276 – Streets, Roads and Sidewalks

Article II, Definitions of Driveway and Place

Article III, Sections 1.A, 2.B, 2.C, 3.B.2, 3.C.2, 3.D.3, 3.F, 3.H.4, 4.A.1, 4.A.2, 4.G, 5.B.2, 5.C, 5.J, 6, 7, and 8

Article V, Section 8

Article VI, Sections 2.A, 2.B, 5 and 6

Code of Charles County, Maryland

(April, 2008 Edition)

SECTION 1. BE IT ENACTED BY THE COUNTY COMMISSIONERS OF CHARLES COUNTY, MARYLAND, that the Laws of Charles County, Maryland read as follows:

Chapter 276. STREETS, ROADS AND SIDEWALKS

ARTICLE II - DEFINITIONS

ALLEY: A PRIVATE ROADWAY LOCATED IN THE URBAN ROAD STANDARDS DISTRICT WHICH PROVIDES SECONDARY SERVICE ACCESS FOR VEHICLES TO THE REAR OR SIDE OF ABUTTING PROPERTIES. THE NAMING OF ALLEYS SHALL END WITH "ALLEY".

Driveway: A private access road, drive, or land to an individual [RESIDENCE] **LOT OR PARCEL** which is contained within the lot or parcel and is not intended to serve any other lot or parcel of land.

ENTRANCE: THE AREA WITHIN THE PUBLIC RIGHT-OF-WAY PROVIDING A VEHICLE CONNECTION TO A PRIVATE ROAD, DRIVE OR DRIVEWAY.

Private Road: Refers to non government maintained roadways. The naming of all private roads shall end with "place". The following are the various types of private roads:

Private Drive: A private driveway contained within a private easement/right-of-way to provide access to a maximum of five (5) single-family detached dwellings.

Place: A private road contained within an easement/right-of-way to provide access to **MULTI-FAMILY DWELLING UNITS OR** a maximum of sixty-five single-family attached[, or multi-family] dwelling units.

URBAN ROAD: A PUBLIC ROAD LOCATED IN THE URBAN ROAD STANDARDS DISTRICT. A MAP OF THE URBAN ROAD STANDARDS DISTRICT IS SHOWN IN APPENDIX G.

ARTICLE III – MINIMUM DESIGN REQUIREMENTS

3.1 INTRODUCTION

A. General

This chapter presents criteria and guidelines for the design of roads, streets, driveways, and off-street parking lots. The criteria and guidelines have been developed considering the intended role of the street in relation to service function, land use, traffic demand, quality of service, vehicular and pedestrian safety, economy, and the environment.

[Table 2.01]**TABLES 2.01.01 AND 2.01.02** give[s] a summary of the basic design criteria which are developed in this chapter.

3.2 DESIGN CONTROLS

B. Design Speed

Design speed is the maximum safe speed that can be maintained over a given section of road when the traffic volume is so low that the geometrics of the roadway control speed. All elements should be in balance consistent with a specified design speed. Stopping sight distance, horizontal and vertical alignment, and superelevation are among the roadway elements which are controlled by design speed. The minimum design values for the various elements required for a given design speed should be used only where controls such as topography and property damages dictate their use. However, on local residential streets it is desirable to keep speeds low, and care must be exercised that the design does not encourage high speeds without sacrificing any of the design standards included herein.

Unless otherwise approved by the County, the minimum design speeds listed in [Table 2.01] **TABLES 2.01.01 AND 2.01.02** shall be used for the design of roads. For

existing County roads who's classification is unknown the design speed shall be the posted speed plus 10 mph.

C. Design Vehicle

The design vehicle is the motor vehicle whose characteristics determine such geometric elements as vertical clearance and turning radii. Vehicles have been divided into six classes and a typical design vehicle has been developed for each. The respective design vehicles have dimensions and a minimum turning radius larger than those of almost all vehicles in the respective classes.

The six design vehicle designations are as follows:

P	(Passenger car)
SU	(Single unit truck)
BUS	(Single unit bus)
WB-40	(Semitrailer combination, intermediate)
WB-50	(Semitrailer combination, large)
WB-60	(Semitrailer - full trailer combination)

Dimensions and turning characteristics of each design vehicle are contained in Reference 1.

Though a road must be designed to accommodate the largest vehicle likely to use it, the selection of too large a design vehicle can have an adverse effect, such as longer crosswalks at the intersections. The design vehicle must be selected considering the street classification and adjacent land uses. Its selection is subject to review and approval by the County.

In no case shall a [street] **PUBLIC ROAD, PRIVATE ROAD OR COMMERCIAL/INDUSTRIAL ENTRANCE** be so designed that it cannot accommodate a **WB-40 VEHICLE AND A** fire truck **WITH AN INSIDE TURNING**

RADIUS OF 35.5' AND AN OUTSIDE TURNING RADIUS OF 46' AND AN OVERHANG OF 2.5'.[, which has characteristics similar to a WB-40 vehicle.]

3.3 HORIZONTAL AND VERTICAL ALIGNMENT

B. Horizontal Alignment

2. Cul-De-Sac Streets and Turnarounds

The design of single access streets such as cul-de-sacs shall be as specified in [Table 2.01] **TABLES 2.01.01 AND 2.01.02**. Streets which are permanently designed with only one end open to traffic shall be terminated in a cul-de-sac as shown in the Charles County Standard Detail Manual. In the event a street will be extended in the future under a planned project for which a preliminary plan has been approved, a temporary "T" turnaround shall be provided as shown in the Charles County Standard Detail Manual R/2.19.

C. Horizontal Curves

2. Degree of Curve, Superelevation, and Design Speed

The relationship between design speed, curvature and superelevation is:

$$E + F = \frac{V^2}{15R} = \frac{DV^2}{85900}$$

where: E = rate of superelevation, ft/ft
F = side friction factor
V = design speed, mph
R = radius of curve, ft
D = degree of curve

The design speed shall be as set forth in [Table 2.01] **TABLES 2.01.01 AND 2.01.02**.

Maximum superelevation rates are dependent upon the type of roadway, the effect of the superelevation upon vehicles operating at less than the design speed and drainage considerations.

Roads designed with a design speed of 50 mph and greater shall be superelevated. The maximum superelevation rate to be used is 6%. Two-thirds of the superelevation runoff shall be placed on the tangent and one-third on the curve. Roads shall be superelevated in accordance with AASHTO standards.

D. General Controls for Horizontal Alignment

3. The minimum radius of horizontal curves shall be as shown in [Table 2.01] **TABLES 2.01.01 AND 2.01.02**.

F. Grades

The minimum grade for all roads and streets shall be 1.0 % unless otherwise approved by the County. Where a curbed section is used, the spacing of inlets must be carefully studied when utilizing the minimum grade to avoid the spreading of storm water across the pavement.

The maximum grade in a cul-de-sac bulb shall not exceed 6%.

The maximum grade varies with road classification and is shown in [Table 2.01] **TABLES 2.01.01 and 2.01.02**.

H. General Controls for Vertical Alignment

4. A smooth profile grade, consistent with the topography, shall be strived for in

preference to a grade with numerous [brakes] **BREAKS** and short lengths of tangent.

3.4 CROSS SECTION ELEMENTS

A. Typical sections

1. Unless otherwise approved by the County, typical paving sections for the various functional classifications are shown in [Table 2.01:] **TABLES 2.01.01 AND 2.01.02**.

2. Flag lots/private drives - When provided for by the Zoning Ordinance and/or Subdivision Regulations, [in] **FOR** single-family detached residential [zones] **LOTS**, the following conditions apply:

   a. Where two or more lots are proposed to be served by the same [driveway] **COMMON ACCESS** easement, such [driveway] **COMMON ACCESS** easement shall have a minimum width of twenty-five (25) feet.

   b. Parking spaces shall not be provided within that portion of private [driveways] **DRIVES** which serve two or more lots.

   c. The responsibilities for [driveway] **PRIVATE DRIVE** maintenance shall be clearly stated in covenants, in a form acceptable to the Planning Commission, which shall be filed in the land records at the time of filing of the final plat, and a certification shall be included on the final plat to the effect that the subdivision is subject to covenants.

   d. For lots less than one acre in size, the drive shall be a minimum of two inches of pavement on six inches bank run gravel base. Curbing is not required. For lots one acre or more in size, the drive shall be a minimum of six inches bank run gravel [and a minimum of sixteen feet in width]. **WHERE ANY DRIVE**

CONNECTS WITH A COUNTY ROAD, AN ENTRANCE APRON WITHIN THE COUNTY RIGHT-OF-WAY SHALL BE CONSTRUCTED OF TWO INCHES OF PAVEMENT ON SIX INCHES BANK RUN GRAVEL BASE.

e. The minimum width of a [driveway] **DRIVE** serving two or more lots shall be sixteen (16) feet.

f. Common access [driveways] **DRIVES** shall be constructed at the time of construction of the subdivision and shall be constructed by the developer.

6. ALLEYS SHALL MEET THE FOLLOWING CRITERIA:

A. LAYOUT – ALLEYS SHALL PROVIDE VEHICULAR ACCESS TO LOTS WITH FRONTAGE ON A PUBLIC ROAD OR FRONTAGE ON A MINIMUM 24-FOOT WIDE PRIVATE ROAD. VEHICULAR ACCESS SHALL BE PROVIDED TO BOTH ENDS OF AN ALLEY. NO ALLEY SHALL BE MORE THAN 450 FEET LONG BETWEEN INTERSECTING ALLEYS OR ROADS.

B. PARKING – WHERE PARKING ON AN ALLEY IS ALLOWED, PARKING SPACES SHALL BE MARKED WITH PAINT STRIPING OUTSIDE THE MINIMUM TRAVEL LANE WIDTH. WHERE ADDITIONAL PARKING WIDTH IS NOT PROVIDED, "NO PARKING" SIGNS SHALL BE INSTALLED.

C. SIGHT DISTANCE - ALLEYS SHALL PROVIDE MINIMUM STOPPING SIGHT DISTANCE IN ACCORDANCE WITH TABLE 2.02.

D. VERTICAL CLEARANCE – UNOBSTRUCTED VERTICAL CLEARANCE OF 14 FEET SHALL BE PROVIDED OVERHEAD OF THE TRAVEL LANE WIDTH.

G. Pedestrian Travel Ways:

Refer to the Charles County Standard Detail Manual. For the design of biker paths inside the right-of-way or outside the right-of-way, refer to the most recent AASHTO "Guide for the Development of Bicycle Facilities." (Reference 5)

1. Sidewalks/Hiker-Biker Paths

Areas normally requiring sidewalks are so indicated on the typical sections contained in the Standard Detail Manual R/2.10 through [R/2.16] **R/2.16.1**. The minimum pedestrian walk width shall be four feet **OUTSIDE THE URBAN ROAD STANDARDS DISTRICT**. Where there will be a large number of pedestrians, such as near schools and in some commercial areas, the pedestrian paths shall be made sufficiently wide to accommodate the anticipated pedestrian demand. The selection of a pedestrian walk width in such areas is subject to review and approval by the County.

Typically, a Hiker-Biker Path will be part of a continuous, comprehensive link, as opposed to the conventional concrete sidewalk. Residential areas, school and open space areas, and short routes connecting residential and employment centers typically warrant provisions for pedestrians/bicyclists.

Hiker-Biker Paths shall be (a) separated from the roadway but within the street right-of-way, or (b) within open space. The County shall be consulted when planning a Hiker-Biker Path within or adjacent to a street right-of-way. When planning Pedestrian Travel Ways, the County shall be consulted to provide coordination between the planned Pedestrian Travel Ways and those in surrounding areas.

Construction of a Community Comprehensive Pedestrian Travel Way network may result in a waiver of conventional sidewalk requirements as per the approval of the

Planning Commission.

Where Hiker-Biker Paths intersect with vehicular roadways, a visible indicator such as road striping and/or signage should be provided as per the most recent MUTCD standards. Access to Hiker-Biker Paths by motor vehicles shall be discouraged by use of physical barriers, signage, or grade separations where practical.

2. MAINTENANCE OF PEDESTRIAN TRAVEL WAY

A. WITHIN THE DESIGNATED URBAN ROAD STANDARDS DISTRICT (APPENDIX G), IF ANY PORTION OF THE PEDESTRIAN TRAVEL WAY IS OUTSIDE OF THE RIGHT-OF-WAY AND ASSOCIATED EASEMENT OR CONTAINS ANY AMENITIES SUCH AS STREET FURNITURE, DINING TABLES, BENCHES, ETC., THEN THE ABUTTING PROPERTY OWNER, HOMEOWNERS ASSOCIATION (HOA) OR OTHER ASSOCIATION AS APPROVED BY THE COUNTY IS RESPONSIBLE FOR MAINTENANCE OF THE ENTIRE PEDESTRIAN TRAVEL WAY, INCLUDING ALL AMENITIES WITHIN. AN EASEMENT DOCUMENT WILL BE EXECUTED BETWEEN THE ADJOINING PROPERTY OWNER OR RESPECTIVE HOA AND THE COUNTY TO DEFINE MAINTENANCE REQUIREMENTS, INSTALLATION OF UTILITIES, AND PUBLIC ACCESS RIGHTS.

B. Maintenance for Hiker-Biker Paths and all sidewalks within subdivisions which are located within the County right-of-way, both of which were designed and constructed in accordance with the 1995 Road Ordinance or more recent revision, shall be the responsibility of Charles County.

C. [However, i]**It** is the responsibility of the abutting property owners, [or] the respective Home Owners' Association **OR OTHER ASSOCIATION AS APPROVED BY THE COUNTY** to remove snow and ice from the hiker-

biker paths and sidewalks.

3.5 INTERSECTION DESIGN

B. Geometric Design

2. Design Vehicles and Turning Paths

Many intersection design details, such as curb radii and island locations, depend upon the choice of the design vehicle. The larger design vehicles require larger curb radii and wider lane widths between islands than do the smaller vehicles. Selection of the design vehicle depends upon the functional classifications of the intersecting streets, adjacent land use, and volume and type of vehicles that will use the intersection. Turning paths for the various design vehicles are shown in "A Policy on Geometric Design of Highways and Streets" [(1990)] **(REFERENCE #1 OF APPENDIX H).**

C. Auxiliary Lanes/Turning Lanes

1. General

The provision of auxiliary lanes shall be required under any of the following conditions for either public or private access points onto a public road:

a. The level of service analysis indicates a need for auxiliary lanes.

b. The difference between the design speeds of the through roadway and turning roadway exceeds 20 m.p.h. and signalization is not provided.

c. The design speed of the roadway is 40 m.p.h. or greater and vehicles waiting to turn left or right would pose a hazard to through traffic.

2. EXCEPTIONS

IF THE PROJECT IS EXEMPT FROM PROVIDING A TRAFFIC STUDY IN ACCORDANCE WITH THE ADEQUATE PUBLIC FACILITIES SECTION OF THE ZONING ORDINANCE, AUXILIARY LANES WILL NOT BE REQUIRED.

[2]3. Width and Length

Auxiliary lanes shall be twelve feet wide. In closed sections, this width shall be measured to face of curb.

On closed sections, the taper of an auxiliary lane shall consist of reverse symmetrical curves. On open sections, the taper may consist of either full width or a straight line.

The minimum lengths required for auxiliary lanes and taper are shown in Table 2.11. If storage length, based on traffic volume, exceeds the required length of deceleration lane (excluding taper), greater deceleration lane length shall be provided.

J. Intersections with State Highways

Criteria and permits related to intersections with State Highways are contained in "[Rules and Regulations for Commercial, Subdivision, Industrial, and Residential Entrances to State Highways]**MARYLAND STATE HIGHWAY ACCESS MANUAL**."

3.6 ENTRANCES

To obtain uniformity and maximum safety, the design and location of commercial and industrial entrances shall be in accordance to the standards set forth in the "[Rules and

Regulations for Commercial, Subdivision, Industrial, and Residential Entrances to State Highways]**MARYLAND STATE HIGHWAY ACCESS MANUAL**" of the Maryland State Highway Administration. Entrances shall be as shown in the Standard Details Manual.

Permit procedures for entrances or any work performed within County right-of-way are outlined in Section 5.1.

3.7 OFF-STREET PARKING LOTS

Off-street parking lots must be designed to accommodate the anticipated demand, provide parking stalls of sufficient size to accommodate the vehicles, and provide safe and convenient traffic flows.

The width and number of stalls shall be as required by the Charles County Zoning Regulations.

The parking lot design shall discourage random movements and, through the use of traffic engineering aids such as signs and islands, provide positive guidance to the motorists. Efforts shall be made to minimize vehicular and pedestrian conflicts. All parking lot designs shall be considered at the time of site plan review by the County.

Parking for the handicapped shall be provided in all off-street parking lots in accordance with the Charles County Zoning Ordinance and in accordance with Federal or State requirements.

Pedestrian ramps should be located so as to provide easy and direct access between the handicapped parking spaces and the building entrance.

The paving section of parking lots shall be in accordance with **TABLE 2.07 AND** the Standard Details.

PRIVATE ROADS, PRIVATE DRIVES, ALLEYS, PARKING AISLES AND COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL BE DESIGNED TO PROVIDE AN UNOBSTRUCTED ROUTE FOR FIRE TRUCK ACCESS TO BUILDINGS AND FIRE HYDRANTS. REFER TO SECTION 3.2.C FOR FIRE TRUCK DESIGN VEHICLE CHARACTERISTICS.

3.8 PAVEMENT SECTIONS

All paving sections shall be in accordance with **TABLE 2.07 AND** the Standard Details.

3.14 URBAN ROADS

URBAN ROAD STANDARDS SHALL BE APPLIED WITHIN THE URBAN ROAD STANDARDS DISTRICT. A MAP OF THIS DISTRICT IS SHOWN IN APPENDIX G. DESIGN CRITERIA ARE CONTAINED IN TABLE 2.01.02.

ARTICLE V - PERMITS

5.8 TRANSITIONAL PROVISIONS

The requirements established in the Charles County Road Ordinance shall not apply to any construction proposed pursuant to a valid permit issued prior to [December 19, 2003] **JULY 3, 2011**.

The requirements established in the Charles County Road Ordinance shall not apply to pending permit applications provided these permit applications were submitted prior to [December 19, 2003] **JULY 3, 2011,** are issued permits within sixty (60) days of [December 19, 2003] **JULY 3, 2011** and that some manifest commencement of work is undertaken within 6 (six) months of the date of the issued permit.

ARTICLE VI – TRAFFIC

6.2 TRAFFIC SIGNS AND PAVEMENT MARKINGS

Signs and pavement markings which warn, guide, and/or regulate traffic (both vehicular and pedestrian) are required to assure the maximum safety and efficiency of the roadway network. All signs and pavement markings shall be designed and installed in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

In addition to the requirements of the MUTCD, the following requirements shall also be met.

A. All pavement markings shall be a minimum of [four] **FIVE (5)** inches wide. (The use of six-inch wide centerline and edge line markings shall require the prior approval of the County.)

B. Centerline stripes are required on major collectors and above. **CENTERLINE AND SHOULDER STRIPING SHALL ALSO BE PROVIDED WHERE PAVED SHOULDERS ARE REQUIRED BY SECTION 3.4.E.** Developers shall follow the procedures set forth in the "Standards and Guidelines for Traffic Signs and Pavement Markings in New Subdivisions" contained in Appendix "C".

E. ON CLOSED-SECTION TWO-WAY ROADWAYS WITH A PAVEMENT WIDTH WIDER THAN 24' AND NARROWER THAN 36', "NO PARKING" SIGNS MAY BE PROVIDED TO PROHIBIT PARKING ON ONE SIDE.

F. THE COUNTY HIGHWAY ENGINEER MAY REQUIRE ADDITIONAL ROAD SIGNAGE AS NECESSARY TO SUPPORT THE ZONING REGULATIONS AS OUTLINED IN CHAPTER 297 AND THE PARKING REGULATIONS AS OUTLINED IN CHAPTER 287 OF THE COUNTY CODE.

6.5 STREETLIGHT POLICY

Streetlights in Charles County shall be the sole responsibility of the respective private

owners (subdivision housing associations, commercial establishments, etc.) and local municipalities. The County shall not [provide, maintain, nor shall it] allow streetlights within the County right-of-way, **WITH THE EXCEPTION OF WITHIN THE DESIGNATED URBAN ROAD STANDARDS DISTRICT. THE COUNTY SHALL NOT PROVIDE, MAINTAIN OR OPERATE STREETLIGHTS.**

Special safety lighting (lighting at intersections, rail crossings, etc.) may be required by other regulations or by the County as determined on a case-by-case basis.

6.6 PRIVATELY OWNED STRUCTURES

County Regulations and this Road Ordinance prohibit the placement of any privately owned permanent or semi-permanent structures within the road right-of-way such as fences, basketball hoops and/or sports goals, skateboard ramps, wheel stops, large stones/boulders, wood landscaping ties or concrete bricks, signs, gazebos, sprinkler systems, and all atypical hazardous structures and items creating an obstruction.

The only exceptions are **THE FOLLOWING:**

A. Regulation **UNITED STATES POSTAL SERVICE** (U[.]S[.]**PS)** mail boxes and newspaper boxes on breakaway-type posts (as shown in the Charles County Standard Detail Manual).

B. REGULATION USPS CLUSTER BOX UNITS (CBU) ON CLOSED-SECTION (CURBED) ROADWAYS WITH A "LOCAL ROAD" OR "MINOR COLLECTOR" CLASSIFICATION, WHERE THE POSTED SPEED LIMIT IS 30 MPH OR LOWER. INSTALLATION SHALL BE ACCORDING TO USPS GUIDELINES AND AS SHOWN IN THE CHARLES COUNTY STANDARD DETAIL MANUAL, R/2.49. CBU LOCATIONS SHALL BE APPROVED BY THE COUNTY HIGHWAY ENGINEER AND MUST BE CONSISTENT WITH THE REQUIREMENTS OF THE LATEST VERSION OF THE AASHTO "ROADSIDE DESIGN GUIDE." CBU'S SHALL BE LOCATED A

SUFFICIENT DISTANCE AWAY FROM PUBLIC ROAD INTERSECTIONS TO PROVIDE MINIMUM INTERSECTION SIGHT DISTANCE AND MAINTAIN FLOW OF TRAFFIC. THEY SHALL NOT BE PLACED ON THE INSIDE OF HORIZONTAL CURVES WHERE THEY WOULD OBSTRUCT THE MINIMUM STOPPING SIGHT DISTANCE.

C. Brick mail boxes without footings**,** [and] architectural enhancements to residential driveway entrances **AND AMENITIES PROVIDED IN THE URBAN AREAS.** [To further clarify, t]The brick mail boxes and enhancements to driveway entrances will only be allowed on residential roadways with a "Local Road" or "Minor Collector" classification where the posted speed limit is 30 MPH or lower, and are prohibited on all Major Collector and Arterial Roads. Additionally, a horizontal clear zone of 10 ft. or more from the edge of the traveled way must be maintained for all driveway entrance enhancements.

With the adoption of this policy, it is understood and agreed to by the property owner(s), its successors, and assigns that Charles County Government shall have complete access to the County right-of-way and all infrastructure improvements within that right-of-way. Further, the County and its representatives shall not be responsible for any damages caused during the course of operations and maintenance to the private improvements or property within the County right-of-way, such as a brick mail box**,** [and/or] an architectural enhancement at the driveway entrance **AND AMENITIES PROVIDED IN THE URBAN AREAS**. Any property owner that has constructed or plans to construct a brick mail box or an architectural enhancement at the driveway entrance over a drainage culvert pipe within the right-of-way is responsible for the maintenance of the mail box and/or architectural enhancement.

Adherence to these rules will greatly reduce liability and will assist in assuring the safety of pedestrians and vehicles. Any non-compliance to the above regulations may be immediately removed without notice by Charles County at the owner's expense and/or may include issuance of a penalty or fine to the owner in accordance with the Road Ordinance.

SECTION 2. BE IT FURTHER ENACTED, that this Act shall take effect TEN (10) calendar days after it becomes law.

Prepared: April 12, 2011

Revised: June 22, 2011

COUNTY COMMISSIONERS
CHARLES COUNTY, MARYLAND

Candice Quinn Kelly, President

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ATTEST:

Denise Ferguson, Clerk to the Commissioners