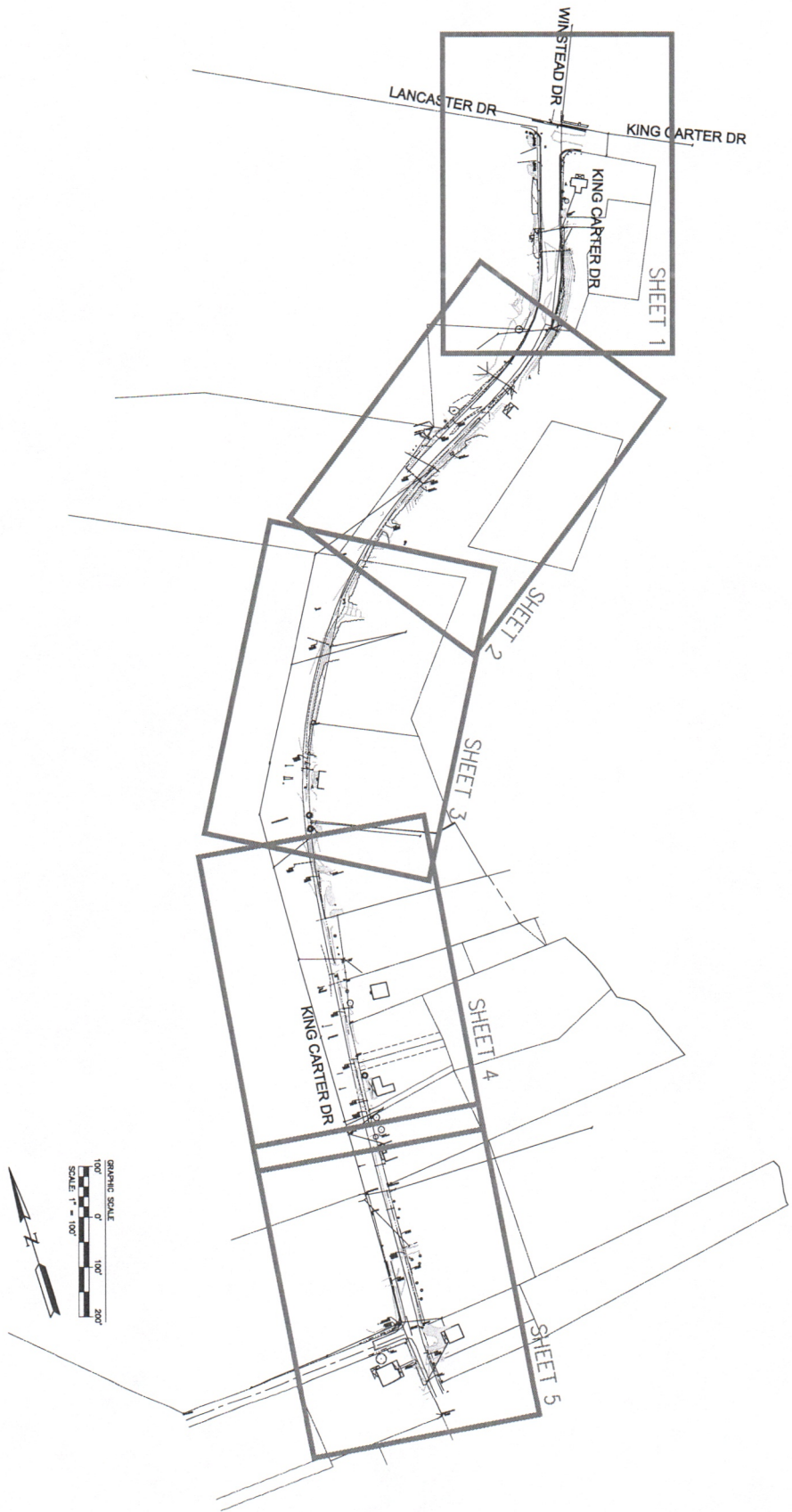




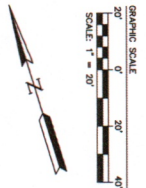
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3K

-  **W10787-00\_Sheet 4.pdf**  
143K
-  **W10787-00\_Sheet 5.pdf**  
133K
-  **W10787-00\_Sheet 1.pdf**  
132K
-  **W10787-00\_Sheet 2.pdf**  
121K
-  **W10787-00\_Sheet 3.pdf**  
112K
-  **W10787-00\_Overall.pdf**  
146K
-  **Road Design Appendix\_a1 RURAL TOWN CONTEXT.pdf**  
291K

*Received 2/7/2023  
AES sidewalk survey*



Sheet 1



SHEET 2

SHEET 1





SHEET 3

KING CARTER DR

PARCEL ID: TM 33-304  
ADDRESS: 142 WINGLID LANDING  
N/E  
CARRILL B. & SUSAN P. SPENCER  
INSTRUMENT #17000227

PARCEL ID: TM 33-302A  
ADDRESS: 143 KING CARTER DR  
N/E  
JAMES C. WREASON  
INSTRUMENT #17000084

PARCEL ID: TM 33-246  
ADDRESS: 1816 KING CARTER DR  
N/E  
THOMAS W. FLYNN & KATHRYN E. ETOHSON  
D.B. 382, PG. 633

PARCEL ID: TM 33-302  
ADDRESS: 1811 KING CARTER DR  
N/E  
EVAN & JUSTY CUTLER  
INSTRUMENT #17000188

PARCEL ID: TM 33-300  
ADDRESS: 1813 KING CARTER DR  
N/E  
ADRIENNE K. COLE  
INSTRUMENT #17000087

PARCEL ID: TM 33-242  
ADDRESS: 1810 KING CARTER DR  
N/E  
MARK & VERA HALLS  
INSTRUMENT #17000101

PARCEL ID: TM 33-299  
ADDRESS: 1815 KING CARTER DR  
N/E  
RONALD AND ERIN BING  
INSTRUMENT #1066 LISTED ON COUNTY GIS

PARCEL ID: TM 33-250  
ADDRESS: 1814 KING CARTER DR  
N/E  
RICHARD E. SASSON & MARICHEL R. SASSON  
D.B. 382, PG. 360

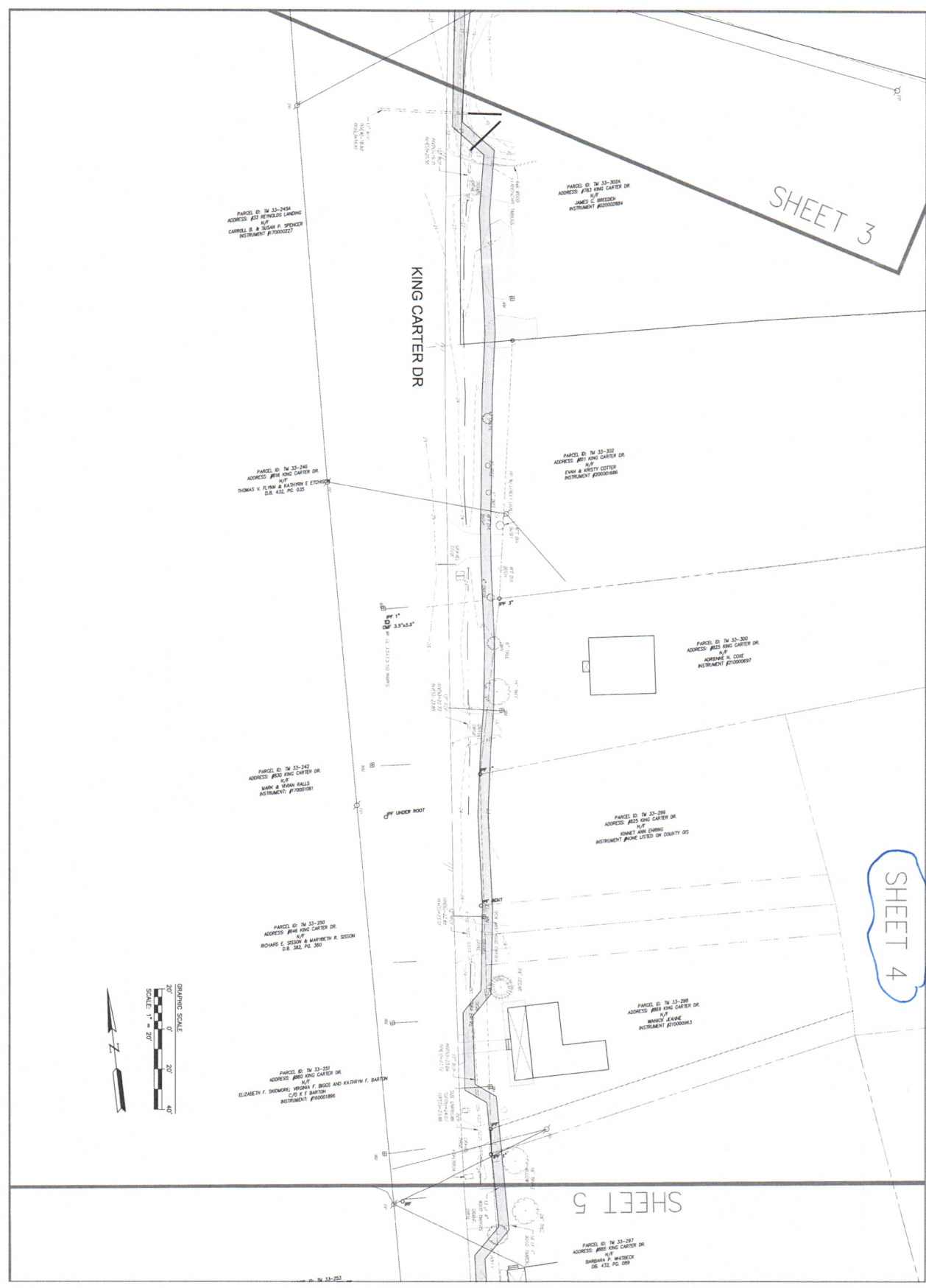
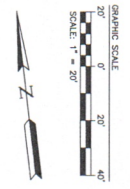
PARCEL ID: TM 33-298  
ADDRESS: 1818 KING CARTER DR  
N/E  
MURIEL KEARNE  
INSTRUMENT #17000083

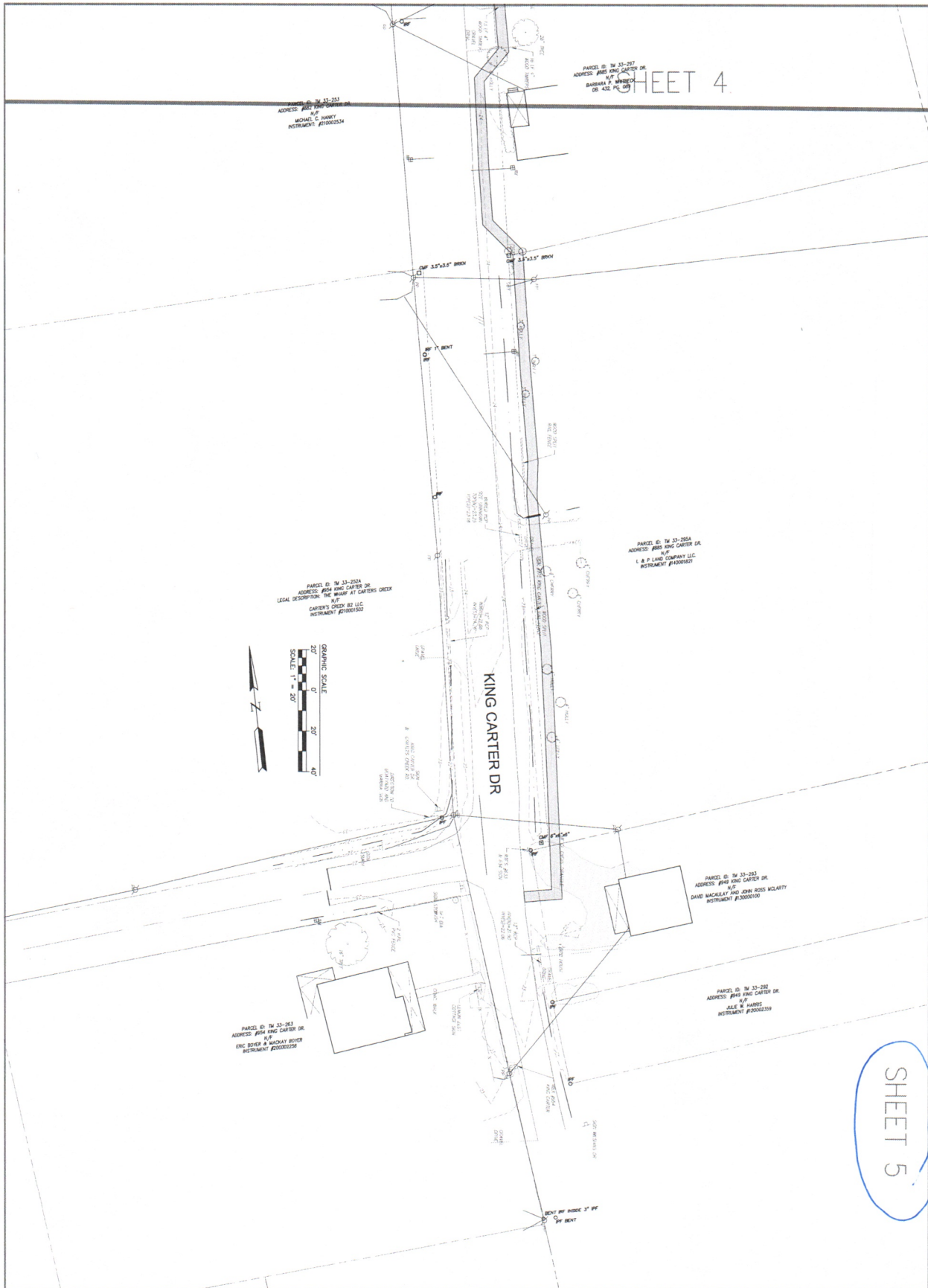
PARCEL ID: TM 33-251  
ADDRESS: 1800 KING CARTER DR  
N/E  
ELIZABETH F. SHONKEL, WYOMI F. BUGS AND KATHRYN F. BARTON  
C/O K.F. BARTON  
INSTRUMENT #16001896

PARCEL ID: TM 33-297  
ADDRESS: 1815 KING CARTER DR  
N/E  
BARBARA P. WATKINS  
D.B. 432, PG. 083

SHEET 4

SHEET 5





SHEET 4

SHEET 5

specific nominal design criteria. Chapters 2 through 10 explains how the flexible, performance-based approach should be applied and can be used in implementing the functional and context classifications together in the design of new construction projects, reconstruction projects and projects on existing roads for all transportation modes. The context are defined based on development density (existence of structures and structure types), land use (primarily residential, commercial, industrial and/or agricultural), and building setbacks (distance of structures to adjacent roadway), which are easy to identify by observing the landscape adjacent to an existing or planned facility. For definitions of each of the 5 context zones, see Chapter 1, Sections 1.5 through 1.9.

Roads in rural areas should be designed for either the rural or rural town context. Each of these contexts is discussed below.

### **RURAL CONTEXT\***

The rural context applies to roads in rural areas that are not within a developed community. These include areas with the lowest development density; few houses or structures; widely dispersed or no residential, commercial, and industrial land uses; and usually large building setbacks. The rural context may include undeveloped land, farms, outdoor recreation areas, or low densities of other types of development. Most roads in rural areas fit the rural context and should be designed in a manner similar to past design criteria for rural facilities.

### **RURAL TOWN CONTEXT\***

The rural town context applies to roads in rural areas located within developed communities. Rural towns generally have low development densities with diverse land uses, on-street parking, and sidewalks in some locations, and small building setbacks. Rural towns may include residential neighborhoods, schools, industrial facilities, and commercial main street business districts, each of which present differing design challenges and differing levels of pedestrian and bicycle activity. The rural town context recognizes that rural highways change character where they enter a small town, or other rural community, and that design should meet the needs of not only through travelers, but also the residents of the community. Speed expectations of through travelers change when they enter a rural town. Guidance on the selection of design speeds and other design elements for the rural town context is presented in Chapters 5, 6, and 7 for local roads and streets, collectors, and arterials, respectively. Additional information on design for the rural town environment can be found in *When Main Street is a State Highway (17)* developed by the Maryland Department of Transportation and *Main Street... When a Highway Runs Through It (19)*, developed by the Oregon Department of Transportation. Guidance on design and speed management for transition zones where a rural highway enters a rural town may be found in and NCHRP Report 737, *Design Guidance for High-Speed to Low-Speed Transition Zones for Rural Highways (23)*.

Roads and streets in urban areas may be designed for the suburban, urban, and urban core contexts. These contexts differ in development density, land use, and building setbacks. Speed expectations of drivers vary markedly as drivers move between (and even within)

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\* Added 10/20