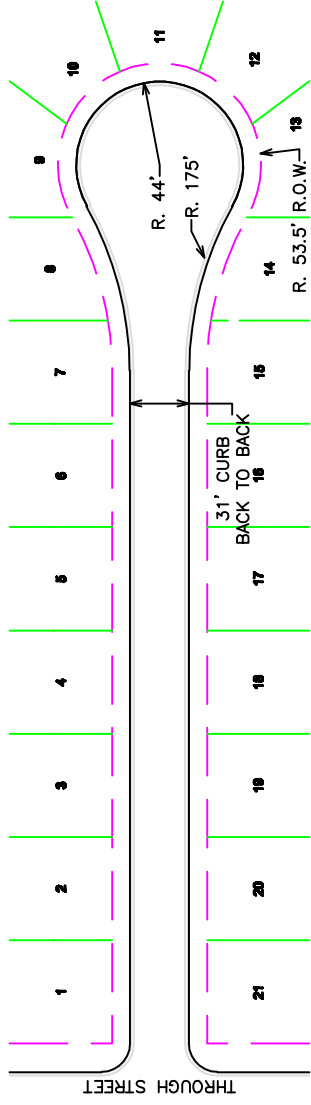


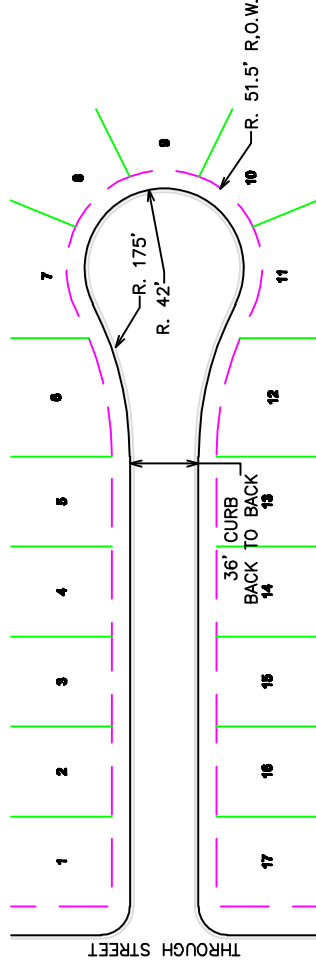
**48' RADIUS STANDARD  
CUL-DE-SAC  
(ROUND OR OFFSET TERMINAL)  
250 MAXIMUM ADT  
(25 DWELLING UNITS)**

**FIGURE 1**



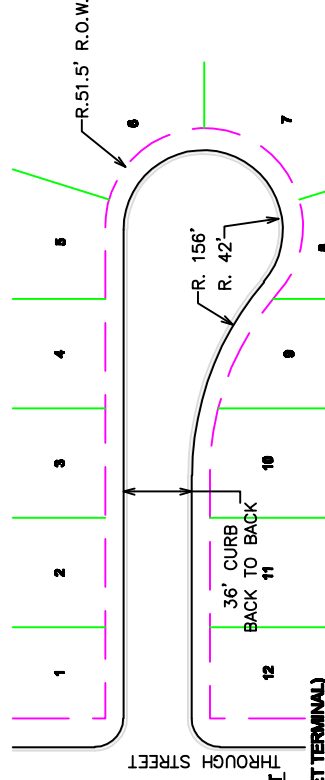
**44' RADIUS TEARDROP  
CUL-DE-SAC  
(TEARDROP TERMINAL)  
210 MAXIMUM ADT  
(21 DWELLING UNITS)**

**FIGURE 2**



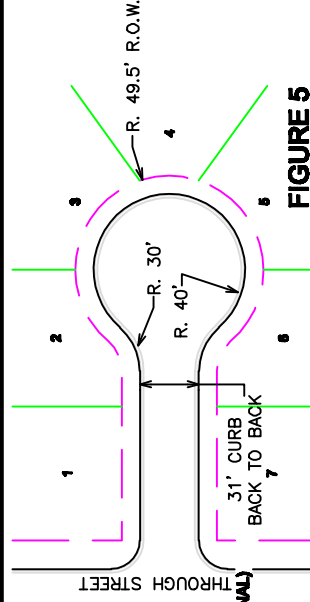
**42' RADIUS TEARDROP  
CUL-DE-SAC  
(TEARDROP TERMINAL)  
170 MAXIMUM ADT  
(17 DWELLING UNITS)**

**FIGURE 3**



**42' RADIUS OFFSET  
CUL-DE-SAC  
(ROUND OR TEARDROP OFFSET TERMINAL)  
120 MAXIMUM ADT  
(12 DWELLING UNITS)**

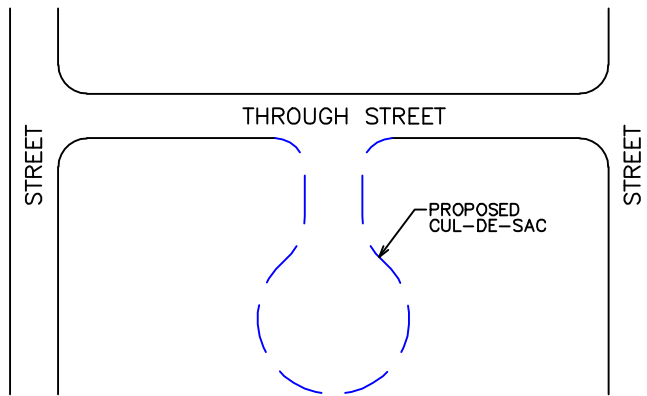
**FIGURE 4**



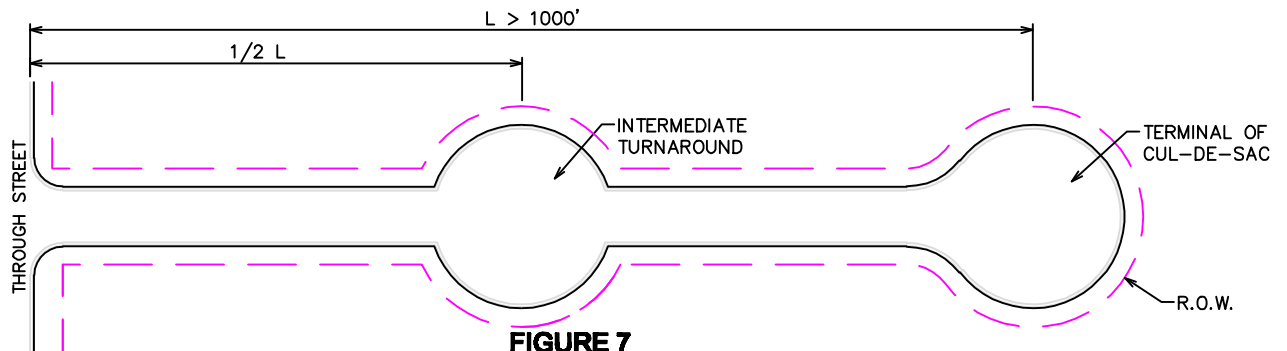
**40' RADIUS LOW DENSITY  
CUL-DE-SAC  
(ROUND OR TEARDROP TERMINAL)  
70 MAXIMUM ADT  
(7 DWELLING UNITS)**

**FIGURE 5**





**FIGURE 6**  
**THROUGH STREET DIAGRAM**



**FIGURE 7**  
**INTERMEDIATE TURNAROUND**

**GENERAL NOTES FOR ALL CUL-DE-SACS**

1. A THROUGH STREET IS DEFINED AS A STREET THAT EXTENDS CONTINUOUSLY BETWEEN TWO OR MORE STREETS. (SEE FIG. 6)
2. PARKING SHALL NOT BE PERMITTED IN THE TERMINAL OF A CUL-DE-SAC WHEN DESIGNED PER FIGURES 2,3, OR 4 UNLESS SUCH CUL-DE-SAC'S ARE ALSO SERVED BY ALLEYS OR DWELLINGS ARE PROTECTED WITH AN APPROVED, OPERATIONAL FIRE SPRINKLER SYSTEM.
3. WHEN EACH DWELLING ON A CUL-DE-SAC IS PROTECTED WITH AN APPROVED, OPERATIONAL FIRE SPRINKLER SYSTEM, THE CUL-DE-SAC MAY BE DESIGNED WITH A MINIMUM TERMINAL RADIUS OF 40'.
4. COMMERCIAL CUL-DE-SACS SHALL HAVE A MINIMUM 50' RADIUS AND 60' OF RIGHT OF WAY.
5. CUL-DE-SAC LOTS THAT ARE ACCESSIBLE BY ALLEYS MAY BE DESIGNED WITH A MINIMUM 40' TERMINAL RADIUS WITH EITHER A ROUND, TEARDROP, OR OFFSET TERMINAL.
6. INTERMEDIATE TURNAROUNDS ARE REQUIRED WHEN THE LENGTH OF A CUL-DE-SAC IS GREATER THAN 1000'. CONSIDERATION OF THE NUMBER OF INTERMEDIATE TURNAROUNDS SHALL BE BASED ON THE OVERALL LENGTH. (SEE FIG. 7)
7. THE PLANNING DIRECTOR MAY APPROVE UP TO A 15% INCREASE IN ADT'S WHEN OVERALL SUBDIVISION STREET DESIGN INCLUDES TRAFFIC ENHANCING DESIGN FEATURES SUCH AS: 1) STREET LAYOUT THAT PROMOTES ORDERLY AND CONVENIENT TRAFFIC FLOW 2) TRAFFIC CALMING FEATURES, OR 3) SUBDIVISION ENTRANCE DESIGN THAT FACILITATES EASE OF TRAFFIC FLOW AND ACCESS.
8. A FUTURE INTERSECTING STREET, THAT IS NOT A CUL-DE-SAC, MAY BE USED IN CALCULATING ADT'S FOR A CUL-DE-SAC, PROVIDED SUCH A FUTURE INTERSECTING STREET IS PART OF AN APPROVED PRELIMINARY OR FINAL PLAT.
9. CUL-DE-SAC'S DESIGNED TO COLLECTOR STREET WIDTH STANDARDS MAY BE DESIGNED WITH A MINIMUM 40' TURNAROUND RADIUS AND MAY BE EITHER ROUND, TEARDROP, OR OFFSET TERMINAL.
10. CONSIDERATION TO REDUCE RIGHT OF WAY IN CUL-DE-SAC WILL BE SUBJECT TO APPROVAL OF ENGINEERING DEPARTMENT. CITY STAFF MAY APPROVE ALTERNATIVE CUL-DE-SAC TERMINAL RIGHT OF WAY DESIGN TO PARTIALLY MITIGATE LOSS OF LAND RESULTING FROM INCREASED CUL-DE-SAC RADIUS REQUIREMENTS. ALTERNATIVE DESIGNS MUST PROVIDE CITY RIGHT OF WAY AT WATER AND WASTEWATER SERVICE POINTS ADEQUATE FOR CITY SERVICE ACCESS.
11. RADIUS ON INTERMEDIATE TURNAROUNDS SHALL BE THE SAME SIZE AS THE TERMINAL.

**SHEET 2 OF 2**



**CITY OF TEMPLE  
ENGINEERING DEPARTMENT**

3210 E. Avenue H, Bldg. A

TEMPLE, TX 76661-8402

APPROVED BY: Michael C. Newman, P.E.

DESIGN APPROVED DATE: 1 OCTOBER 2008

DRAWN BY: Chris Peel

FILE NAME: CULDESACS1.dwg

**DESIGN CRITERIA-CUL-DE-SACS**

**SCALE:  
1"=100'**