THE FOLLOWING 'STANDARD' AND 'ALTERNATE' ENTRANCE STREET DESIGNS ARE TO BE USED WHEN DESIGNING TEMPLE RESIDENTIAL SUBDIVISIONS. ALTERNATE DESIGNS AFFORD INCREASED FLEXIBILITY AND MAY BE UTILIZED TO INCREASE THE RATIO OF LOTS TO ENTANCE.

RESIDENTIAL SUBDIVISION ENTRANCE/ACCESS DESIGN STANDARDS

NUMBER OF LOTS	STANDARD DESIGN MINIMUM ENTRANCES (LOCAL OR COLLECTOR STREET) **(FIGURES 1,2,3,or4)**	ALTERNATE DESIGNS MINIMUM ENTRANCES (MINIMUM CUMULATIVE STREET WIDTH 41' CB/CB) **(FIGURES 2,3,4,&5or6)**
1–75	1	
76–150	2(b)	1(d)
151–300	3(b&c)	2(b,c,&d)
301+	N/A	3(a,b,c,&d)

Subdivision Street Entrance/Access Design Requirements maybe satisfied with a combination of standard or alternate designs in combination with access to other subdivisions, in accordance with the table above and figures 1–7.

Fire Sprinkler Subdivisions. When all dwelling units within a subdivision are served by approved fire sprinkler systems, multiple entrance access is not required to meet fire safety requirements

Street Width and Curb Radii are determined by respective street classifications.

(a) Subdivisions with more than 300 residential lots may be required to have more than three entrance/access streets (or provision for future street connections with adjacent property) to facilitate adequate traffic flow and safety.
The Planning Director may waive the requirement for more than three entrance access street design includes traffic–enhancing features such as: 1) street layout that promotes orderly and convenient traffic flow with local street to collector street to subdivision entrance/access 2) traffic calming features, 3) continuous left and right turn exit traffic lanes, 4) direct access to a multi–lane arterial street, arterial with center turn lane, boulevard, or acceleration/deceleration lanes to/from the entrance, 5) increased radii at entrance corners.

b) Second or Third Entrance Access required under this standard may be temporarily satisfied by the execution of a development agreement between the City and the developer and the subsequent dedication and construction of a "Temporary Emergency Vehicle Access" across a public lot or easement if the "access" is constructed in accordance with Figure 7.
The development agreement must, in addition to addressing construction standards for the "Temporary Emergency Vehicle Access" provide that the City shall maintain the temporary access paving and retain the right to access until such time as the "Temporary Emergency Vehicle Access" is replaced by a permanent subdivision entrance/access constructed in accordance with these standards and accepted by the City. The development agreement shall also provide that as a condition of acceptance of a "Temporary Emergency Vehicle Access" by the City, that the developer shall create a home owners association with responsibility for maintaining vegetation adjacent to the "Temporary Emergency Vehicle Access" or shall provide financial guaranty acceptable to the City Attorney.

(c) Future Street Access may satisfy additional entrance access requirements when a future street access is a component of an approved Preliminary or Final Plat.

(d) Residential Driveway access to Entrance Streets is not permitted.

NOTES:

1. ADT IS A REFERENCED TERM FROM THE TRIP GENERATION MANUAL PUBLISHED BY THE INSTITUTE of TRANSPORTATION ENGINEERS. RESIDENTIAL LOT IS ASSUMED AT 10 ADT/DWELLING UNIT.

2. AN ENTRANCE ACCESS STREET IS A STREET THAT EXTENDS CONTINUOUSLY BETWEEN TWO OR MORE STREETS. WHEN THE ACCESS OF A PROPOSED SUBDIVISION IS FROM AN EXISTING LOCAL STREET, THE AVERAGE DAILY TRIPS ("ADT's") OF THE EXISTING SUBDIVISION MUST BE INCLUDED IN THE ADT CALCULATION FOR THE PROPOSED SUBDIVISION.

CITY OF TEMPLE
ENGINEERING DEPARTMENT
3210 E. Avenue H, Bldg. A
TEMPLE, TX. 76501-5402

APPROVED BY: Michael C. Newman, P.E.
DRAWN BY: Chris Peel
D&AB APPROVED DATE: 1 OCTOBER 2008
FILE NAME: SUBDIVENTRY.dwg

DESIGN CRITERIA-
RESIDENTAIL SUBDIVISION ENTRANCES

SCALE: 1"=100'

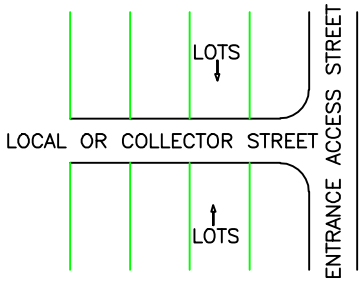

FIGURE 1
STANDARD ENTRANCE
(LOTS FACE ENTRANCE STREET)

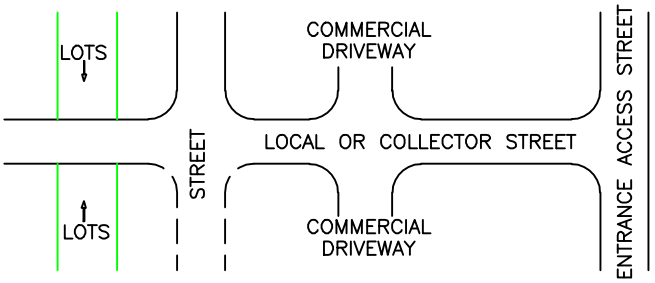

FIGURE 2
STANDARD ENTRANCE
(LOTS FACE ENTRANCE STREET AFTER INTERSECTION)
-----LINES DEPICT OPTIONAL STREET DESIGNS THAT MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

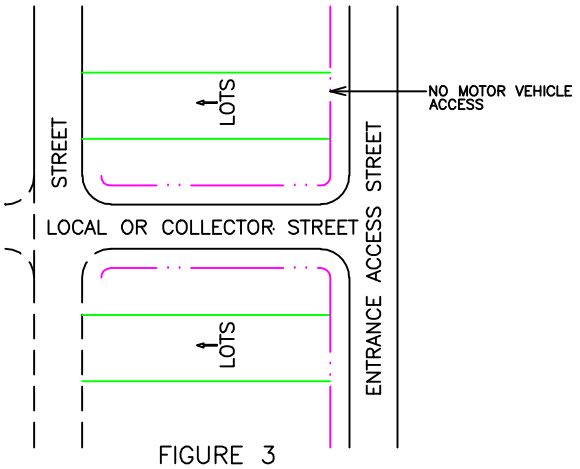

FIGURE 3
STANDARD ENTRANCE
(LOTS DO NOT FACE ENTRANCE STREET)
-----LINES DEPICT OPTIONAL STREET DESIGNS THAT MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

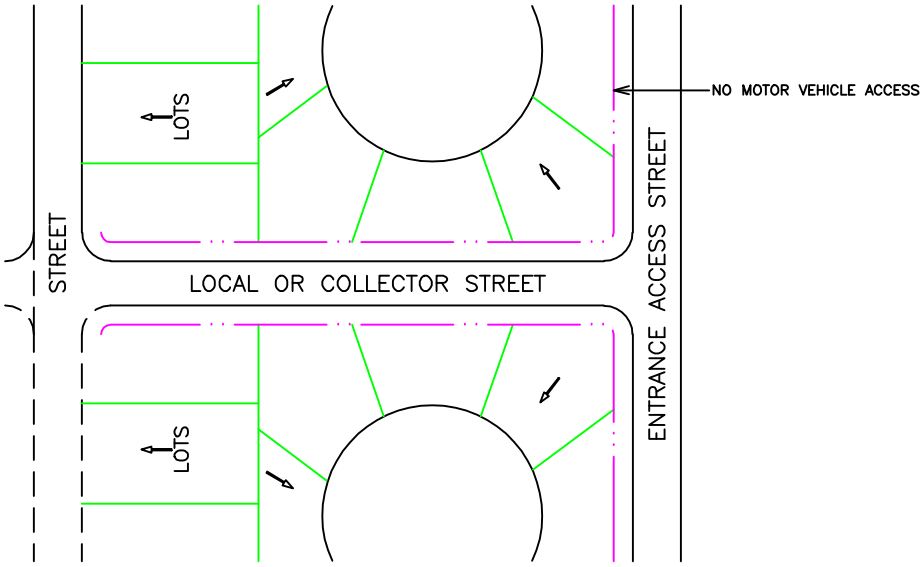

FIGURE 4
STANDARD ENTRANCE
(LOTS DO NOT FACE ENTRANCE STREET)
-----LINES DEPICT OPTIONAL STREET DESIGNS THAT MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

APPROVED BY: Michael C. Newman, P.E.	DBAB APPROVED DATE: 1 OCTOBER 2008	CITY OF TEMPLE ENGINEERING DEPARTMENT	
DRAWN BY: Chris Paul	FILE NAME: SUBDIVENTRY.dwg	3210 E. Avenue H, Bldg. A TEMPLE, TX. 76501-8402	
		DESIGN CRITERIA- RESIDENTAIL SUBDIVISION ENTRANCES	SCALE: 1"=100'

NOTE:
THIS ALTERNATIVE IS THE EQUIVALENT OF TWO ENTRANCES.

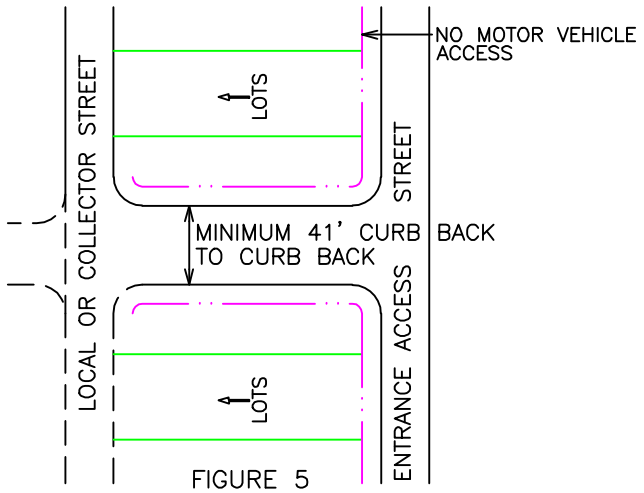

FIGURE 5
ALTERNATE ENTRANCE
MINIMUM 41' CB/CB
(LOTS DO NOT FACE ENTRANCE STREET)

-----LINES DEPICT OPTIONAL STREET DESIGNS THAT MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

NOTE:
THIS ALTERNATIVE IS THE EQUIVALENT OF TWO ENTRANCES.

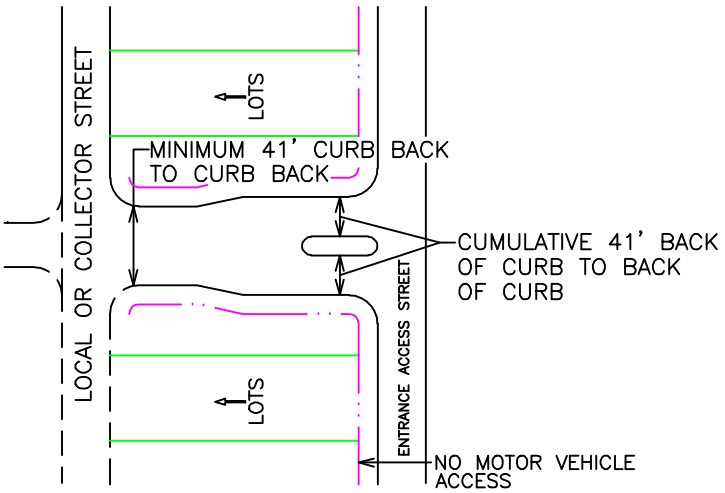

FIGURE 6
ALTERNATE ENTRANCE (BOULEVARD)
MINIMUM 41' CB/CB
(LOTS DO NOT FACE ENTRANCE STREET)

-----LINES DEPICT OPTIONAL STREET DESIGNS THAT MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

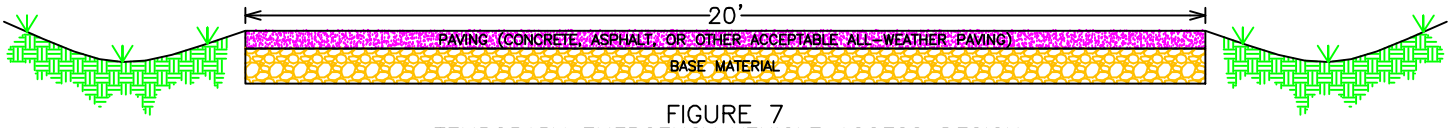

FIGURE 7
TEMPORARY EMERGENCY VEHICLE ACCESS DESIGN

MINIMUM PAVEMENT DESIGN BASED ON A GEOTECHNICAL REPORT RECOMMENDATION, MUST BE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHING AT LEAST 70,000 POUNDS, AND MEET STREET GRADE REQUIREMENTS OF THE MOVEABLE BARRICADES OR GATES, TO RESTRICT USE TO EMERGENCY VEHICLES, MAY BE INSTALLED WITH "NO PARKING FIRE LANE" SIGNS PER THE TEMPLE FIRE CODE.

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		DESIGN CRITERIA- RESIDENTAIL SUBDIVISION ENTRANCES	SCALE: 1"=100'