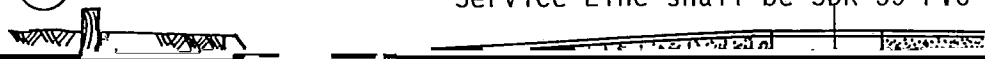


Property Line

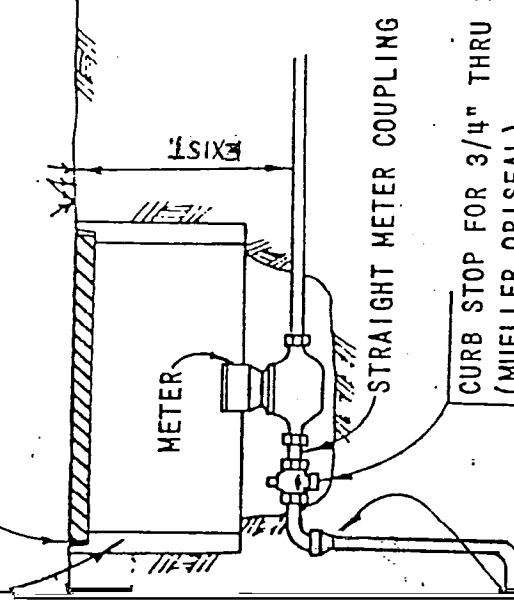
1

Service Line shall be SDR 35 PVC



STANDARD PLASTIC BOX FOR SINGLE 3/4" AND 1" METERS (Mueller H-13215 or Approved Equal)

CONC. BOX FOR SINGLE 1 1/2" & 2" METERS (Type and Dimensions to be Approved by City)



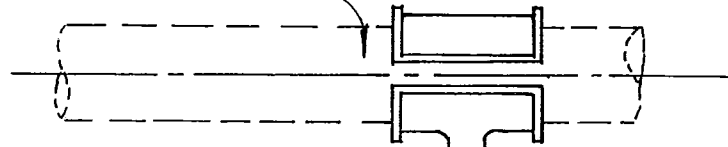
CURB STOP FOR 3/4" THRU 2" METERS (MUELLER ORISEAL)
GATE VALVE FOR 2 1/2" & LARGER METERS

PER SERVICE COUPLING
MUELLER H-15530 FOR
SINGLE (MUELLER H-15362
15368 FOR DOUBLE. 7"
TO CTR.)
INSTALLATION.

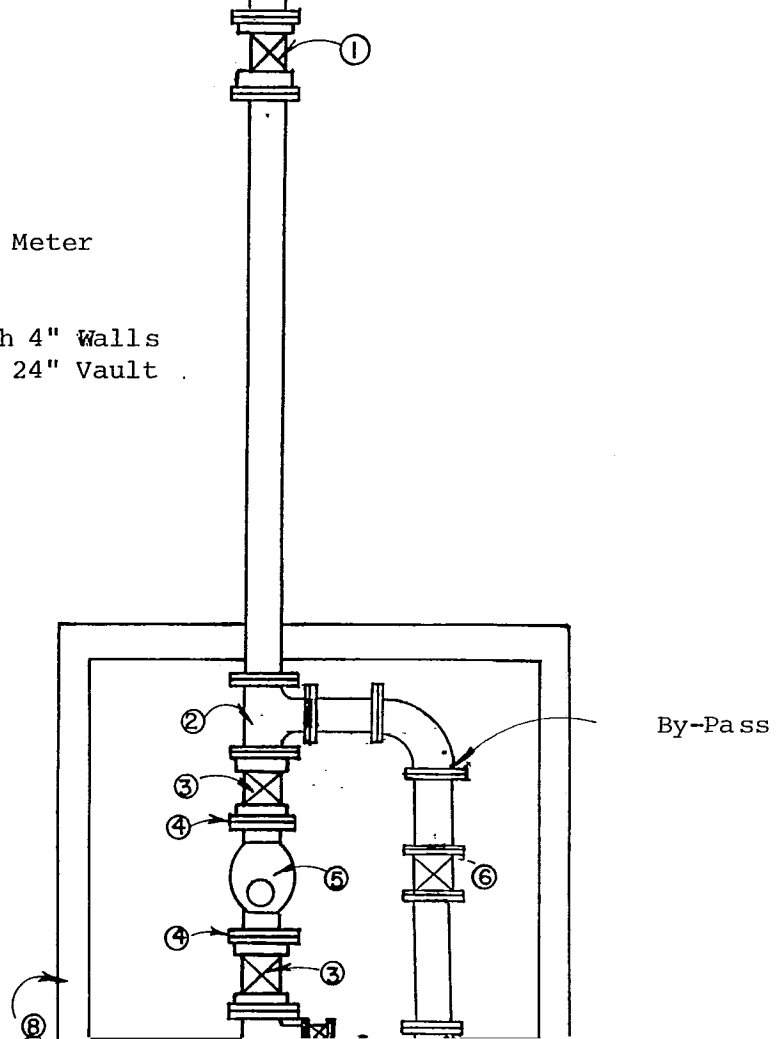
ATION

all Standard Residential Water Service connections do otherwise has been granted by the City.

Existing water main



- ① Tapping Tee & Gate Valve
- ② Two Tee
- ③ Two Gate Valves
- ④ Two Flg. Coup. Adapt's
- ⑤ 2" to 10" Turbine Compound Meter
- ⑥ One 2" Gate Valve
- ⑦ 2" Test Tee (corp. stop)
- ⑧ Reinforced Conc. Vault with 4" Walls and 4" Top Slab with 24" x 24" Vault Frame and Cover.



CHAPTER 6.

STREET SYSTEM STANDARDS

601. GENERAL PRINCIPLES OF STREET SYSTEM LAYOUT

- (1) The developer shall provide public street access to every lot the developer creates.
- (2) The developer shall locate and align streets to conform to the Comprehensive Plan of the City. Streets shall be desi TJ 0 TdE0.09 Tw -4.95 -1.15 Td [(f)3(unc)4(t)-2(i)-2(on)3(t)302020

Arterial	A-1; A-2	10,000-30,000
Collector	C-1	5,000-10,000
Local Commercial	LC-1	2,000-5,000
High Volume Residential	LR-1	1,000-2,000
Medium Volume	LR-2	500-1,000
Low Volume	LR-3	500

601.2 Official street map

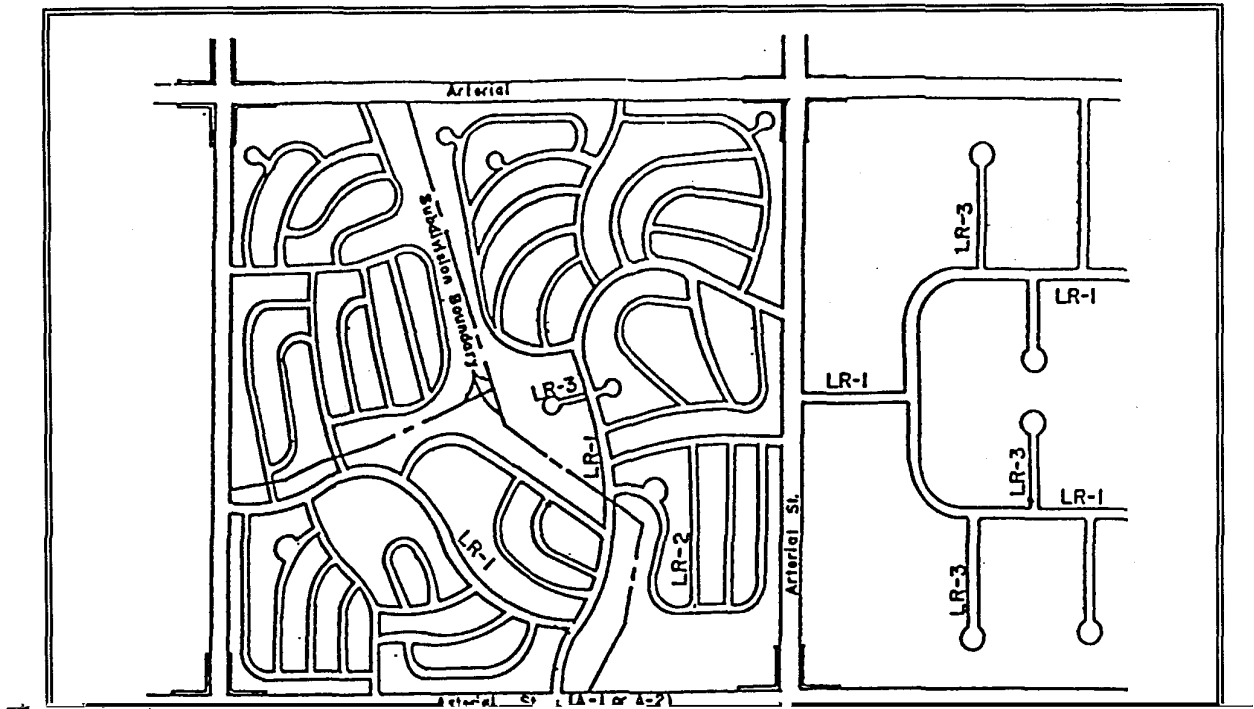
City Council makes the Official Street Map, and any amendments thereto, of the Comprehensive Plan, a part of this Code. The Street Map is the basis for all decisions regarding classification, reservation, or dedication of rights-of-way by this Code.

601.3 Construction and design standards

All roads, sidewalks, parking lots or other required paving shall conform to the construction and design standards of the City.

See also Sections 614 and 615 of this Code.

601.4 Dedication of street rights



609. ALLEYS

A developer shall not create public alleys. If a developer needs secondary access to a development, the developer shall construct private alleys that meet or exceed private street standards contained in Section 611.

610. CUL-DE-SAC AND DEAD-END PUBLIC STREETS**610.1 General standards**

The developer shall design cul-de-sac streets to prohibit future extensions by arranging lots around the turnaround. The developer shall construct a circular turnaround conforming to City standards for all cul-de-sac and dead-end public streets. The turnaround shall have a pavement radius of forty (40) feet and a right-of-way radius of fifty (50) feet.

The developer shall not design or construct a dead-end street unless it is intended to connect with a future street on adjacent land. The developer shall construct temporary turnarounds within the standard right-of-way at the end of any dead-end street. In a commercial/industrial development, however, the Commission may waive construction of a temporary turnaround if adequate alternatives are available for vehicles to turn around.

610.2 Length

The length of cul-de-sac and dead end streets is the distance from the right-of-way line of the intersecting street along the centerline of the cul-de-sac or dead-end street to the center of the circular turnaround. Expected traffic volume, expressed in vehicle trips per day (VTD) of the street at the time of full development, shall limit the maximum length of cul-de-sac and dead-end streets. The developer shall furnish the City data to justify the length of the proposed street. VTD for residential areas is (15) trips per day per dwelling unit. The maximum length of any cul-de-sac or dead end street shall be:

VTD	Maximum length (in feet)
100 or less	1,000
101 or greater	600

611. PRIVATE STREETS

The developer shall design and construct private streets according to this section. A developer shall designate private streets by plat; private streets are allowed only within the following types of developments: Unified Developments, (see Section 505.2) where the lot or tract is retained under one ownership or multiple ownerships through undivided interests; and Recreational Vehicle Parks (see Section 503.3).

The developer shall design private streets according to the geometric and construction standards established for local public streets (see Sections 614 and 615).

(2) Pavement width

The minimum unobstructed width of any private street shall not be less than twenty-eight (28) feet. If parking is proposed along a private street, the developer shall widen the street to accommodate such parking.

(3) Private street easement width

The developer shall locate private streets within private access easements (see Example 2-1 for dedicatory statement) of sufficient size to accommodate the private streets and related construction and maintenance activities.

(4) Cul-de-sac and dead ends

**TABLE 6-2
STREET RIGHTS-OF-WAY**

STREET CLASSIFICATION	TRAVEL LANES	PARKING LANES	MINIMUM ROW WIDTH (IN FEET)	MINIMUM PAVEMENT WIDTH (IN FEET)*
ARTERIAL				
Standard with Parking, A-1	5	2	110	85
Standard without Parking, A-2	5	0	80	61
COLLECTOR				
Standard, C-1	2	2	70	41
LOCAL				
Local Commercial, LC-1 ⁽¹⁾	2	2	60	41
High Volume Residential, LR-1	2	2	60	41
Medium Volume Residential, LR-2	2	1	50	32
Low Volume Residential, LR-3 ⁽²⁾	1	2	50	28
Alternative Local Residential 1 ⁽³⁾	2	0	60	28'
ALR-1				
Alternative Local Residential 2 ⁽³⁾	2	0	60	28'
ALR-2				
PRIVATE				
Private Streets/Emergency Access				
Easements	2	0	28'	28'

(1) With Council or Commission approval, a developer may reduce pavement width if the developer furnishes and installs "No Parking" signs. Never, shall pavement width be less than 28 feet, b-b; and increased driveway and intersection radii may be required for truck turning movements if developer reduces pavement width.

(2) Low Volume provides access to 20 or less dwelling units (d.u.) or equivalent or short connecting streets.

(3) All local residential streets shall be designated as LR-1, LR-2 or LR-3. Alternative construction standards, as established in Section 614.2 and Figures 6-6 and 6-7 may be used where the conditions shown in Section 614 exist.

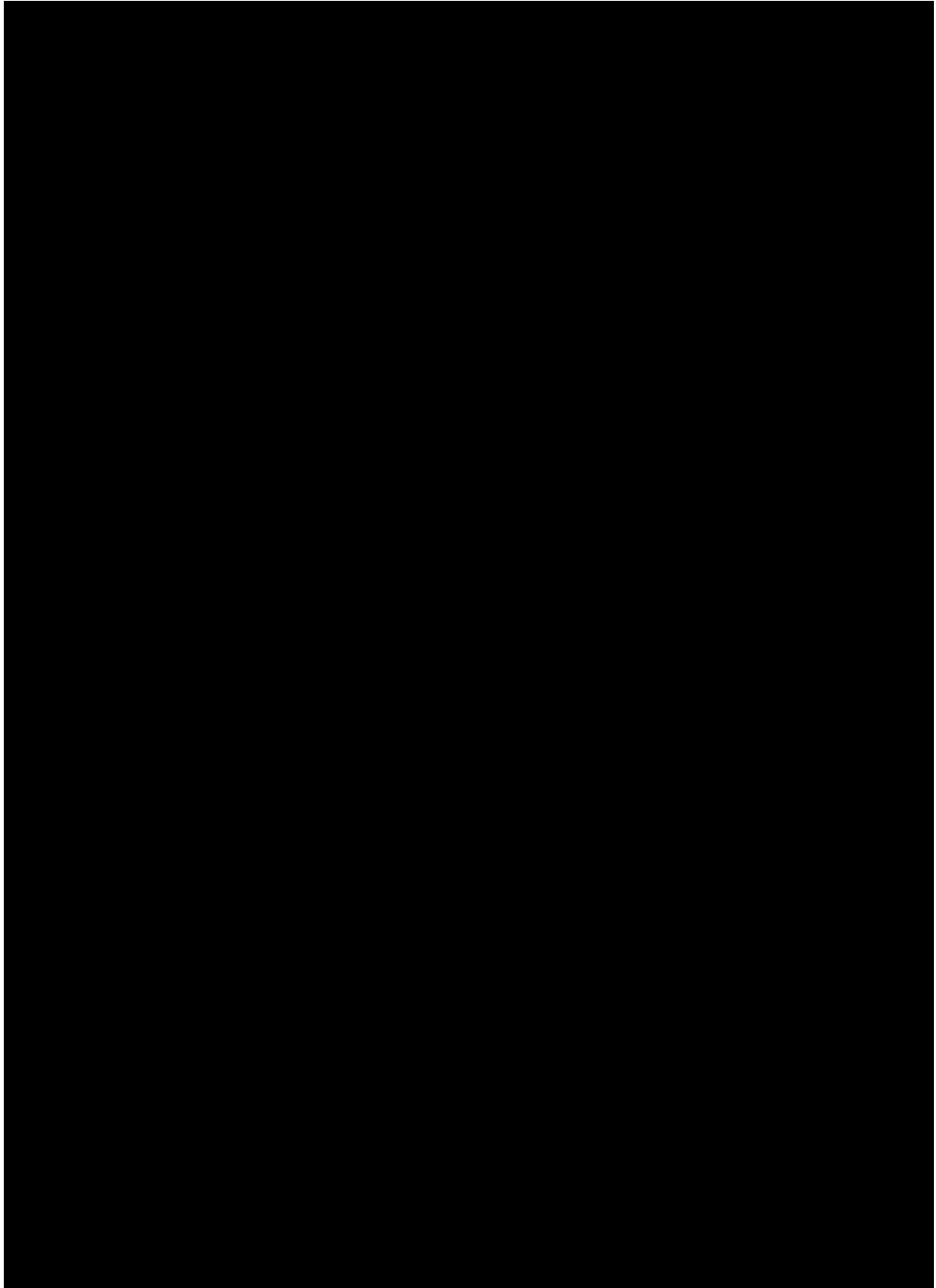
* Back of curb to back of curb or edge to edge.

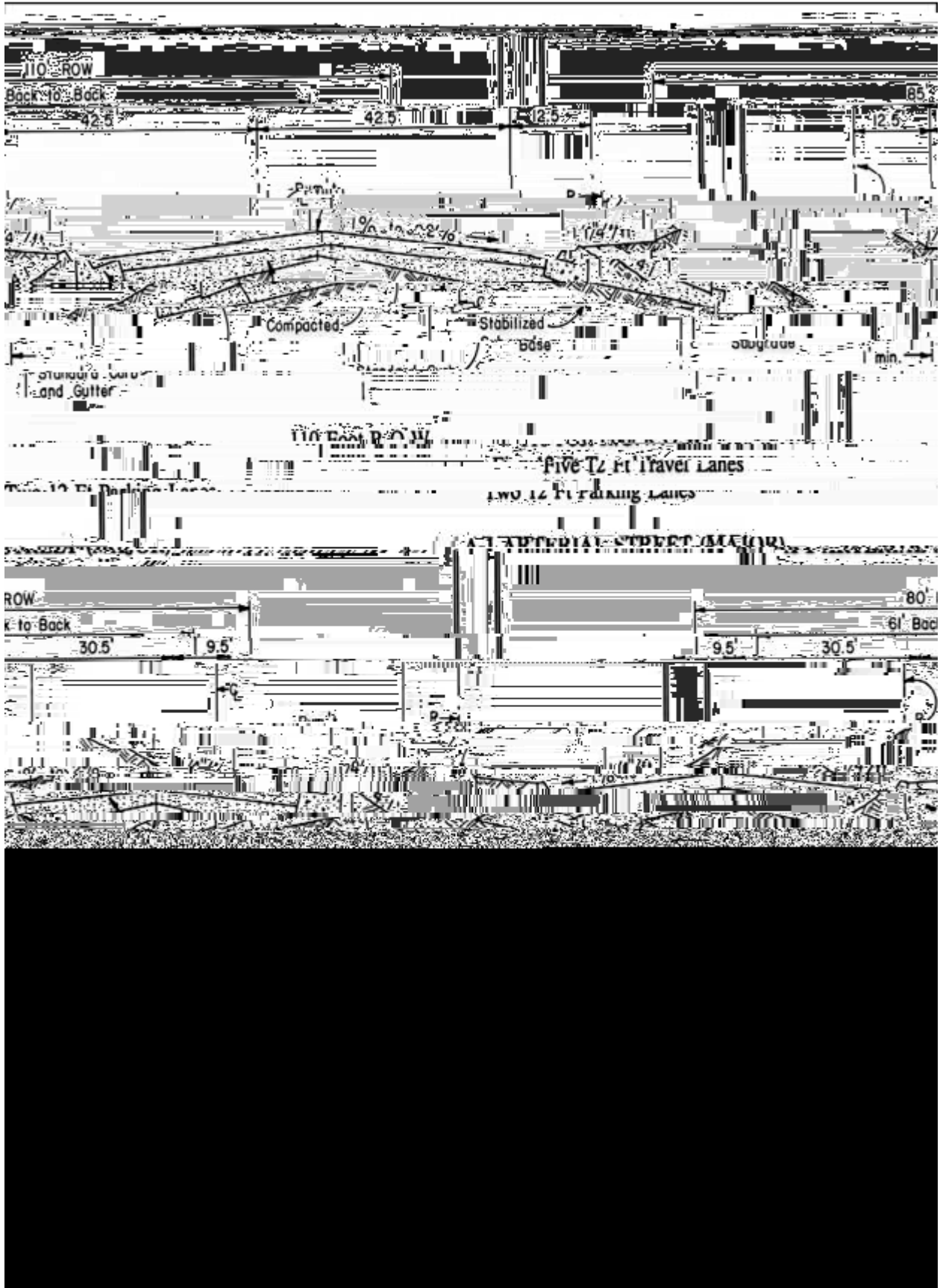
TABLE 6-3
GEOMETRIC DESIGN CRITERIA FOR PUBLIC STREETS

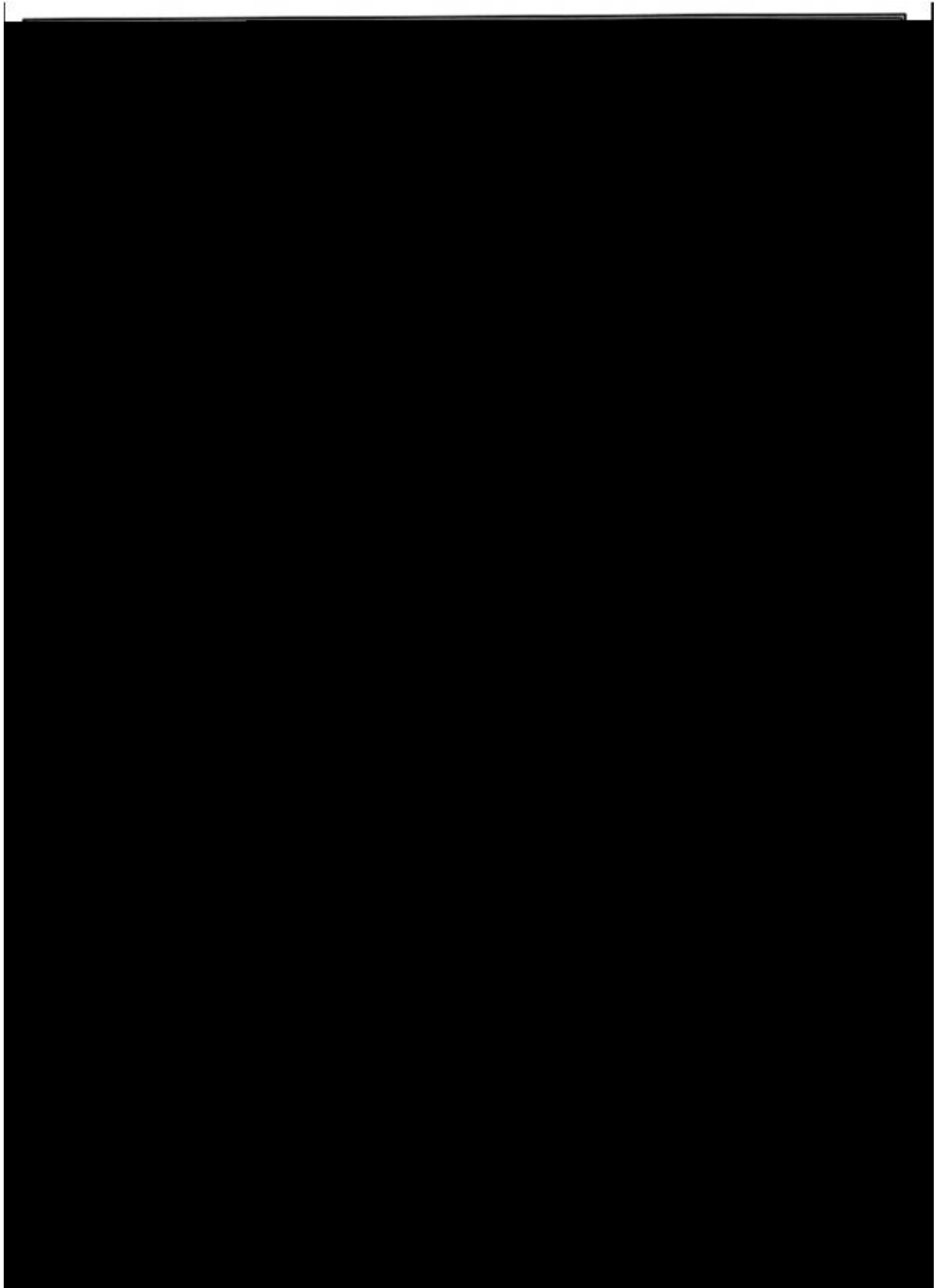
STANDARD CATEGORY

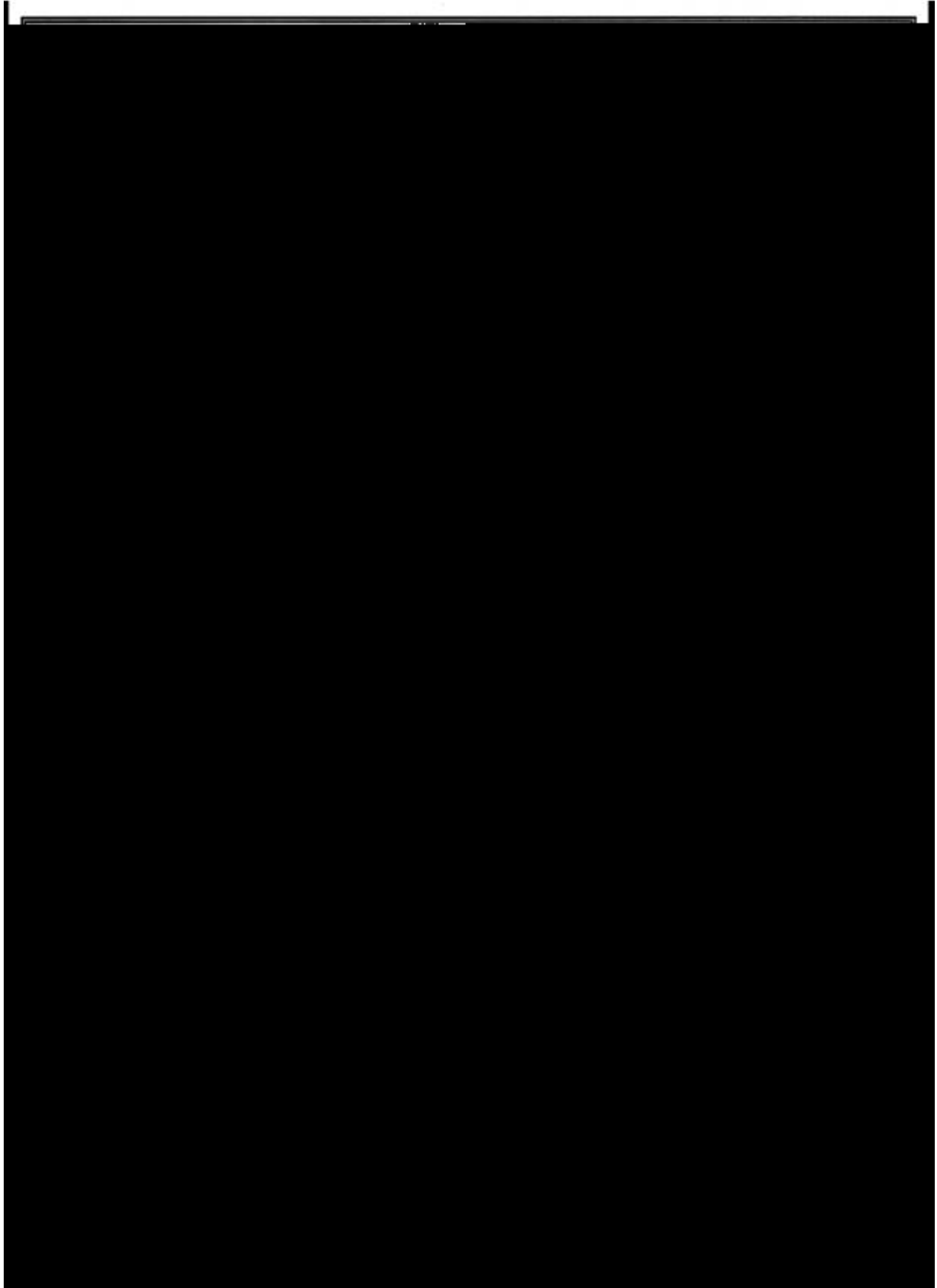
STREET CLASSIFICATION

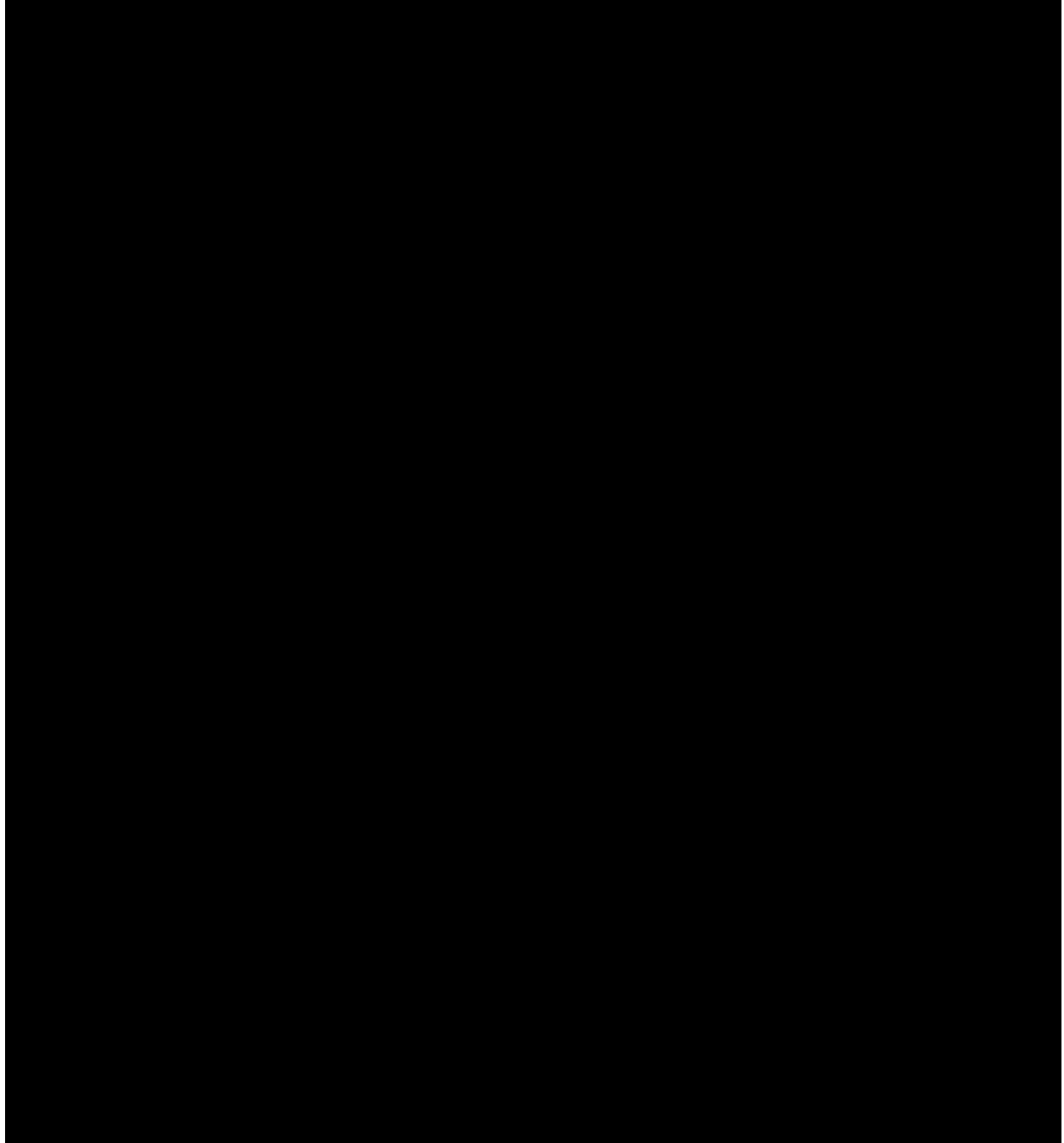
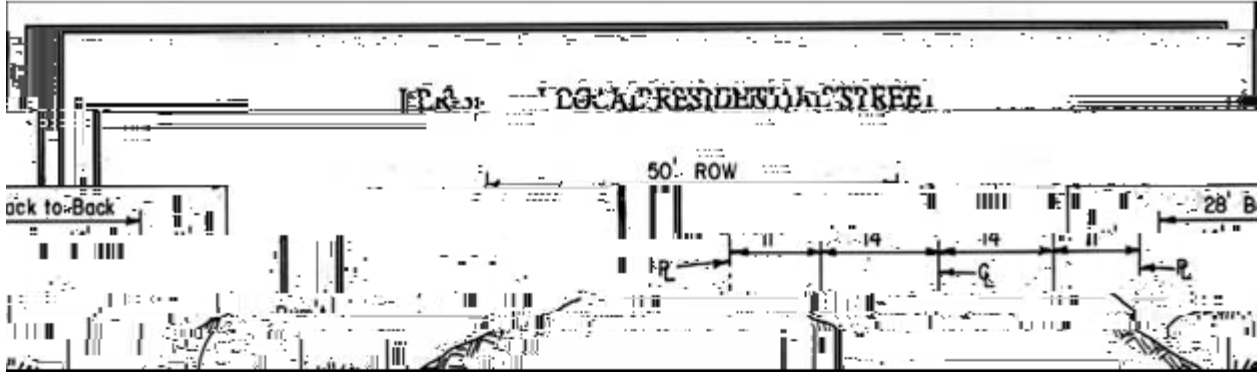
ARTERIAL











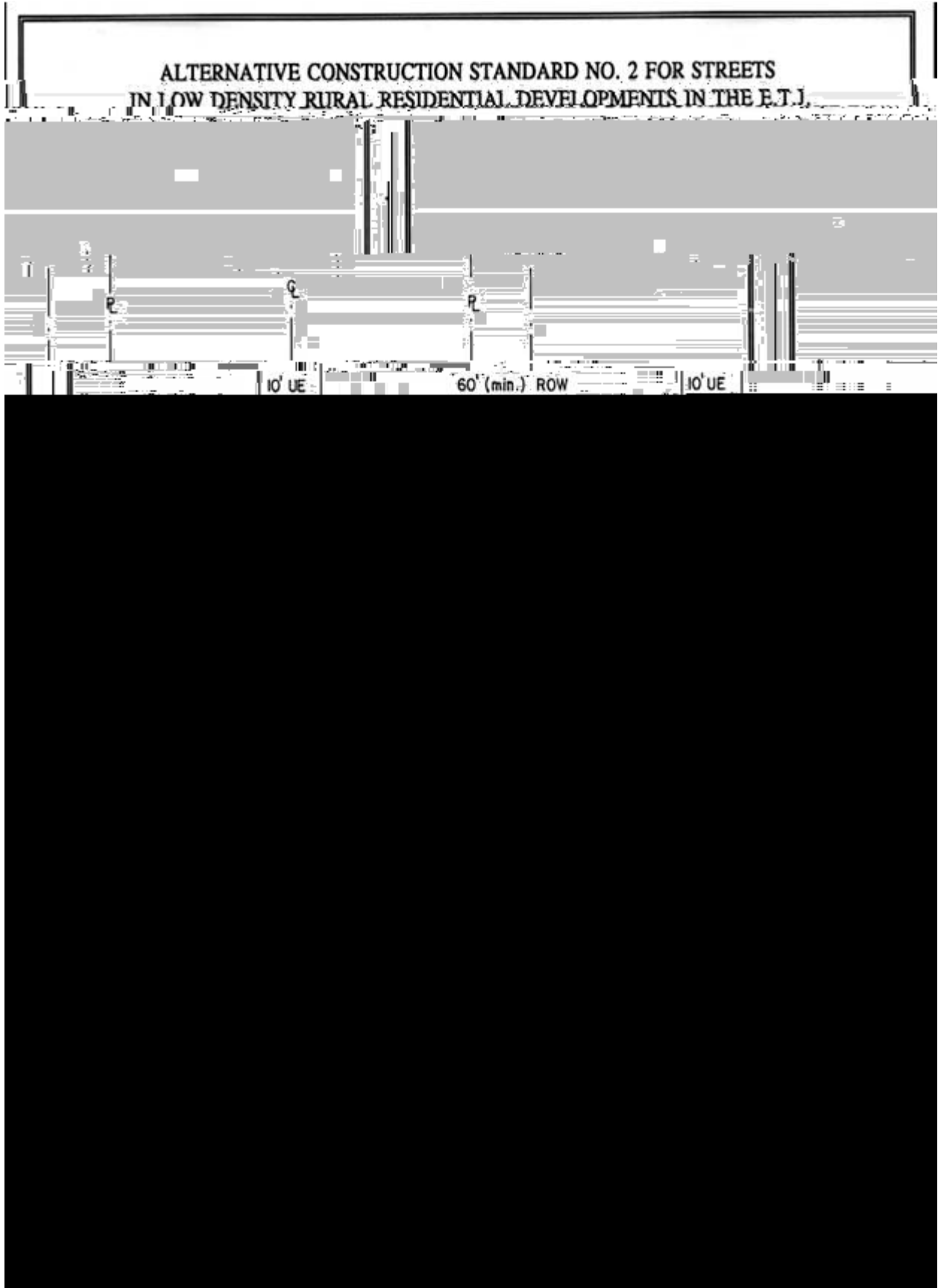


TABLE 6-4

- (3) The developer shall stabilize all subgrade soils with a P.I. of fifteen (15) or more:
 - (a) if the standard structural section design for paved local streets is used, five (5%) percent lime by weight may be used, otherwise,
 - (b) the developer shall have a certified testing laboratory conduct lime (or other approved material) series test to find the percent of stabilizing agent necessary to lower the P.I. below fifteen (15).
- (4) A developer may use native soils with a P.I. of less than fifteen (15) as subgrade material if they can meet this Code's compaction requirements (see S* [(i)-2lt2qu4(n f)7(15)) T1(sh6(t)-

no less than 12 feet long. Luminaries shall be (preferably) 100-watt high pressure sodium or (alternatively) 175-watt mercury vapor. See Table 6-5.

If the electrical system for the development is underground, the electrical service to the street lights shall also be underground. If the electrical system for the development is overhead wires with power poles located along the rear lot lines, the electrical service to the street lights shall be underground. If the power poles are located adjacent to the street, the electrical service to the street lights may be overhead and the street light mast arms may be mounted on the power poles provided that the required lighting intensity is maintained. The developer shall submit a street lighting plan including specific mounting height, type of luminaire, arm length, etc., and shall be subject to approval of the City Engineer during the final plat preparation phase. Location, type and other pertinent data shall be shown on the public improvement plans and specifications submitted by the developer with the final plat. See Table 6-5.

(2) Arterial streets

Specifications for lighting on arterial streets shall be the same as for local and collector streets except that minimum mounting height shall be increased to 30 feet and mounting arm length shall be increased to 15 feet.

(3) State and Federal highways

Street lights along state and federal highways for which there is a maintenance agreement between the city and other governmental entities shall be installed in accordance with the agreement or, if lighting specifications are not a part of the agreement, specifications shall be determined by the governmental agency and the City Engineer.

616.5 Financial responsibility

(1) Installation

In new developments, installation costs (if any) shall be the burden of the developer. In

The City of Huntsville shall bear the burden of all operating and maintenance costs for all street lighting meeting the design and location criteria set forth in Section 616.3 and Section 616.4 of this document except on private streets.

616.6 Engineered plans and approvals

The developer shall show street light locations and intensities on the Utility Layout Master Plan (see Section 207.4) for approval by the City and the applicable electrical utility service. The City will accept street lighting installations upon receipt of a written recommendation by the applicable electrical utility service.

616.7 Construction

Street lighting shall be installed only by the electrical utility company franchised to serve the area of the City of Huntsville in which the light is placed, or by a contractor approved by the utility company and the City Engineer.

616.8 Ownership and maintenance

All street lighting installed according to this policy shall be and shall remain property of the electric utility franchised to serve that area of the City of Huntsville and shall be serviced by the utility company.

TABLE 6-5
STREET LIGHTING INTENSITY

Street Classification	Lighting Intensity in foot candles (fc)
------------------------------	--

REVISED FEBRUARY 16, 2010

6-23

CITY OF HUNTSVILLE, TEXAS