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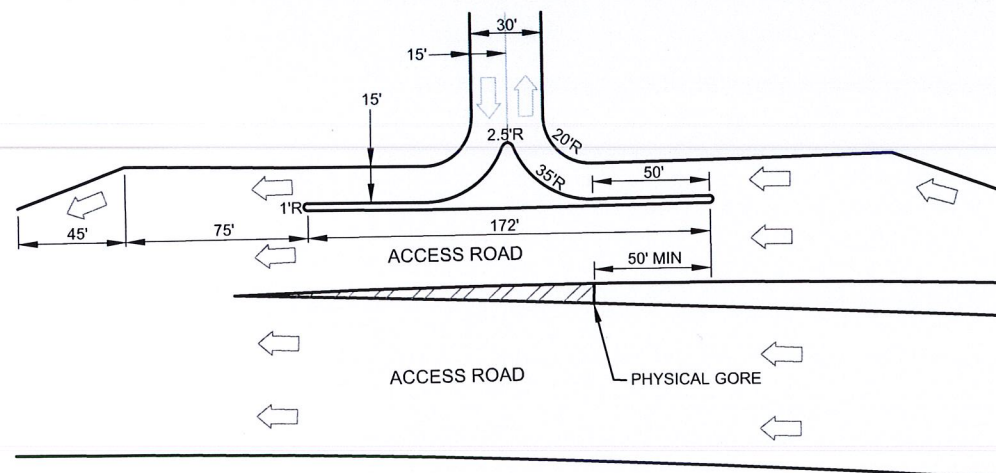
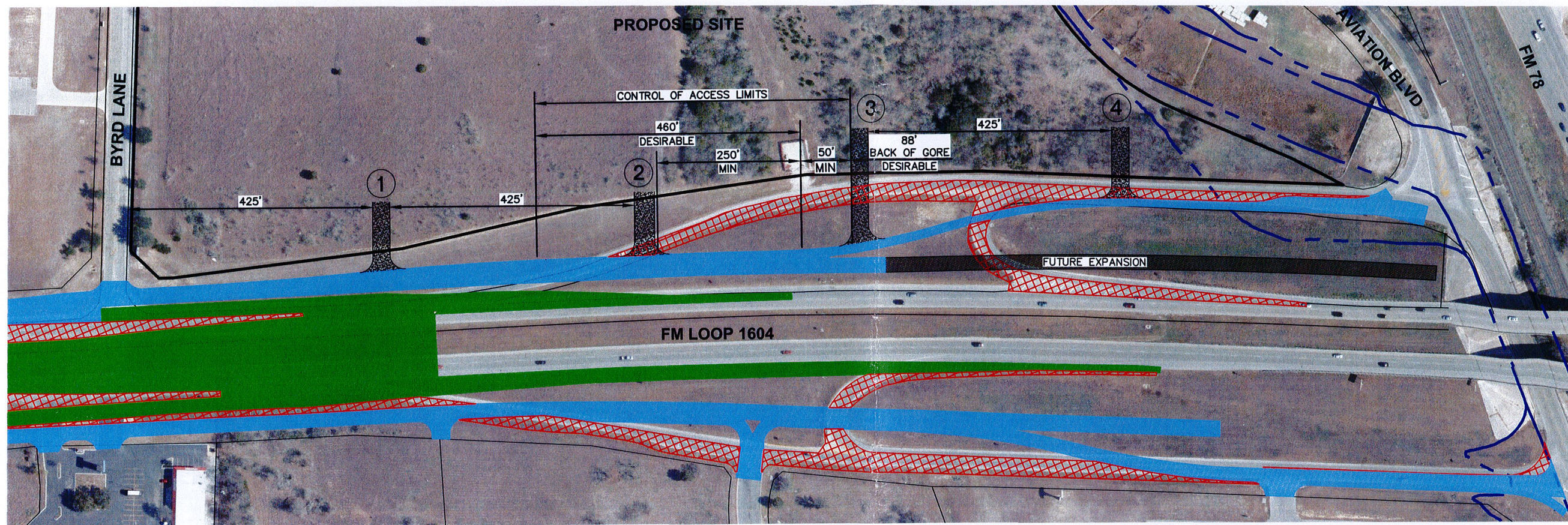
KEY NOTE

- ① PROPOSED DRIVEWAY SHALL BE A STANDARD RIGHT IN - RIGHT OUT
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- ③ PROPOSED "LONGHORN" DRIVEWAY NEAR ON RAMP; SEE DETAIL FOR SCHEMATIC DESIGN.
- ④ PROPOSED DRIVEWAY SHALL BE A STANDARD RIGHT IN - RIGHT OUT

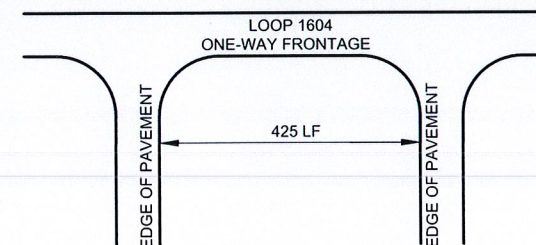
NOTES:

1. FRONTAGE ROAD SPEED LIMIT IS NOT POSTED (ASSUME SPEED LIMIT IS GREATER THAN 50)
2. MAXIMUM DRIVEWAY SPACING IS 425' (FROM EDGE TO EDGE OF DRIVEWAY)
3. ALL DRIVEWAYS WILL REQUIRE RIGHT TURN LANES UNLESS A TIA SHOWS OTHERWISE.
4. ALL DRIVEWAYS SHALL PROVIDE SHARED CROSS ACCESS.
5. NUMBER OF DRIVEWAYS COULD CHANGE BASED ON TRAFFIC FOR THE DEVELOPMENT.

SCALE: 1" = 200'



"LONGHORN" DRIVEWAY NEAR RAMP
NTS



ACCESS CONNECTION SPACING DIAGRAM
NTS

TABLE 2-1: FRONTAGE ROAD CONNECTION SPACING CRITERIA

MINIMUM CONNECTION SPACING CRITERIA FOR FRONTAGE ROADS		
POSTED SPEED (MPH)	MINIMUM CONNECTION SPACING (FEET)	
	ONE-WAY FRONTAGE ROADS	TWO-WAY FRONTAGE ROADS
≤ 30	200	200
35	250	300
40	305	360
45	360	435
≥ 50	425	510

NORTHLAKE BUSINESS CENTER
UNIVERSAL CITY, TEXAS

PROPOSED DRIVEWAYS

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