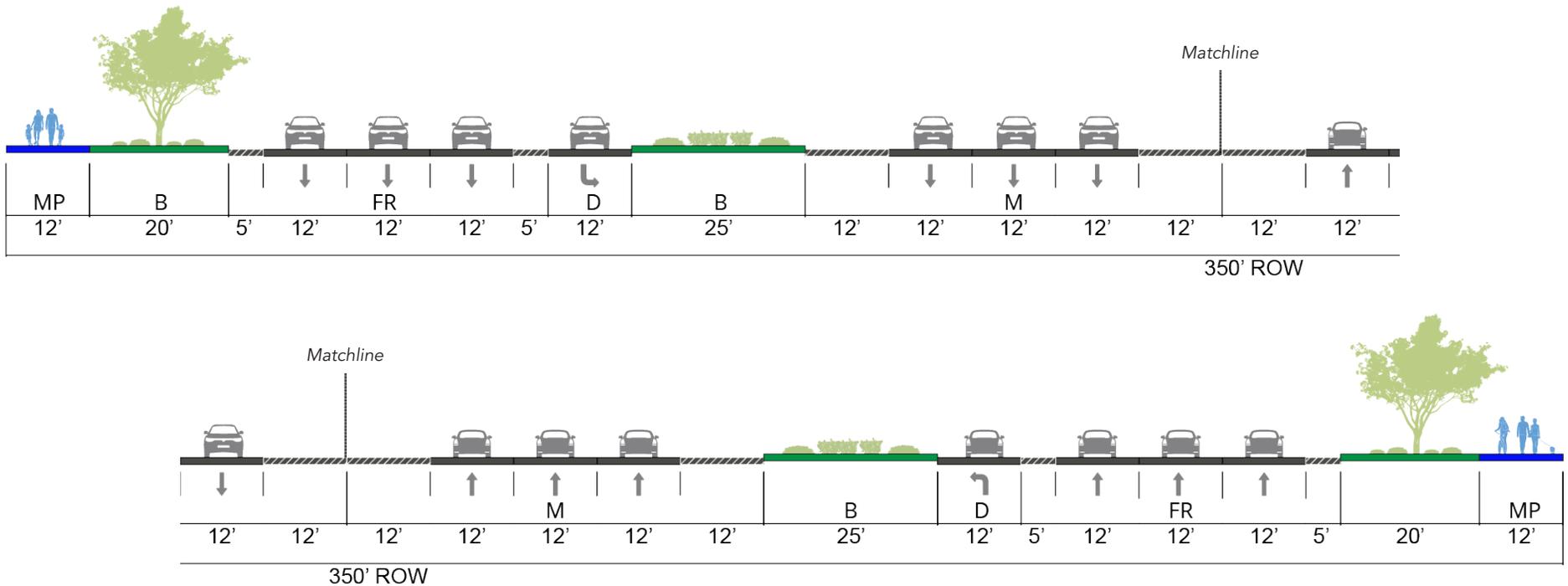


EXPRESSWAY - 350' ROW

SH 290 and SH 130 are the only roadways through Manor that should have an Expressway functional classification in the future. These access-restricted, divided facilities should be designed to provide a high degree of mobility, have high operational speeds, and service a significant portion of travel through Manor. Ideally, a designated multiuse path that is appropriately separated from vehicular conflicts would accommodate cyclists and pedestrians traveling the same route.

	Element	Size	Material
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
B	Buffer/Clear Zone	20 ft. & 25 ft.	Landscape
FR	3-Lane Frontage Road + Shoulders	12 ft. (per lane) & 5 ft. (per shoulder)	Concrete or asphalt
D	Diamond Interchange Ramp	12 ft.	Concrete
M	3-Lane Main Expressway + Shoulders	12 ft. (per lane) & 12 ft. (per shoulder)	Concrete or asphalt

Figure 4.11.Expressway Section



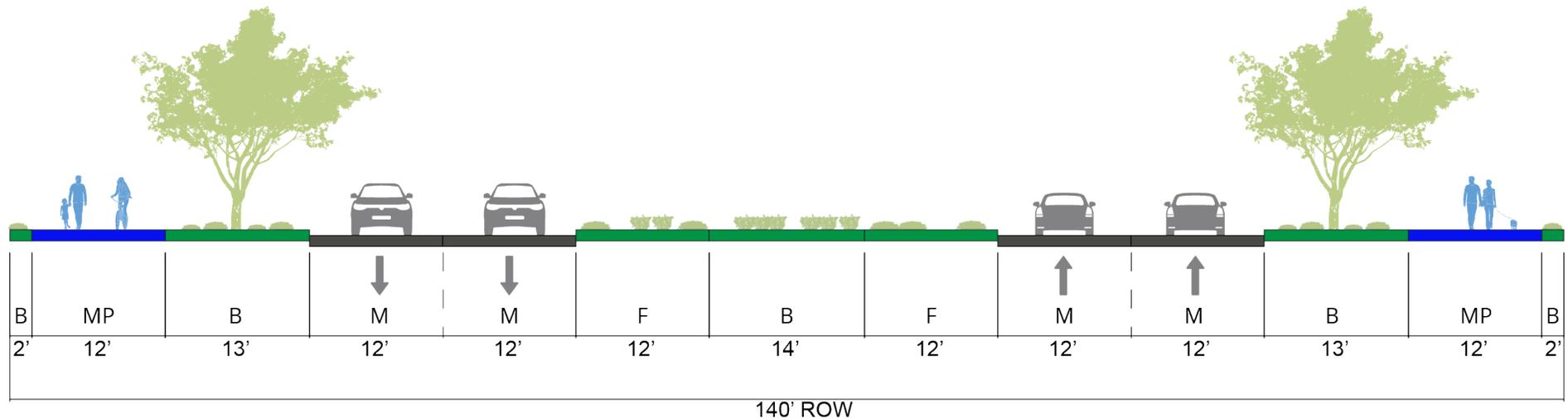
REGIONAL HIGHWAY - 140' ROW

A regional highway—a four- or six- lane divided roadway with space for expansion—should be designed to provide a high degree of mobility, service relatively high traffic volumes, have relatively high operational speeds, and service a significant portion of through travel. FM 973 should be the primary regional highway through Manor.

Expansion of FM 973 should be timed to correspond with the 30-year useful pavement lifecycle, if possible. This would allow expansion, rehabilitation, and new travel lanes to be executed concurrently.

	Element	Size	Material
B	Buffer/Median	2 - 13 ft.	Landscape
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
M	Main Travel Lane	12 ft.	Concrete or asphalt
F	Future 3rd Lane	12 ft.	Concrete or asphalt

Figure 4.12. Regional Highway Section



MAJOR ARTERIAL - 100'-120' ROW

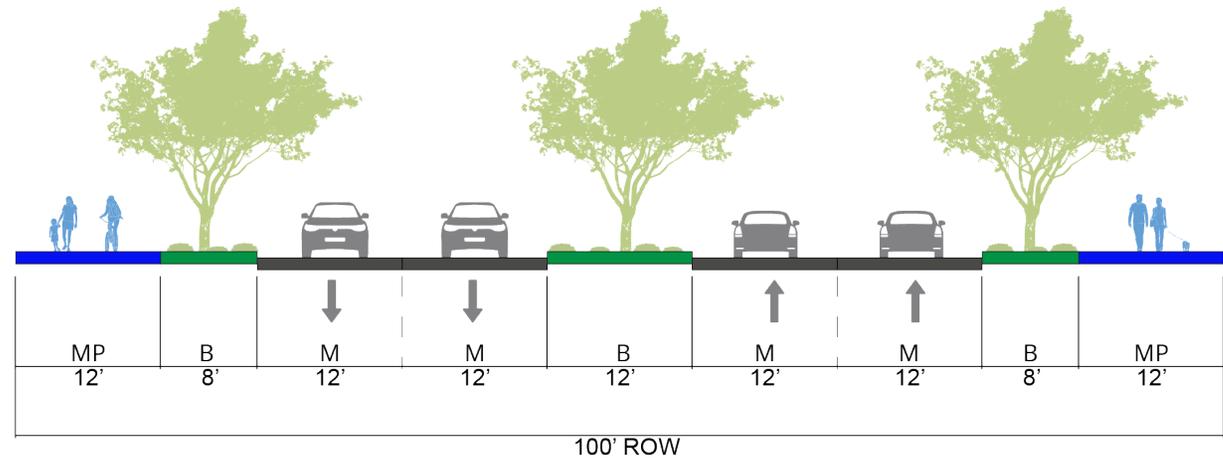
A four-lane divided roadway within 100-120' ROW, major arterials should provide a relatively high degree of mobility and connectivity, serving as a primary grid for network accessibility. They should also be capable of bearing a significantly large portion of through travel, but, as parallel alternatives to the major thoroughfares, can be expected to be used primarily for trips that may be more local in nature. Corridors in Manor such as Gregg Manor Road, Old Highway 20, Bois d'Arc Road, Lexington Road, Parmer Lane, Tower Road, FM 1100, Kimbro West Road, and Blake Manor Road, among others, should be classified and improved as major arterial facilities.

A conceptual typical section is shown in Figure 4.14, and includes two 12-foot main travel lanes in each direction and buffers of at least 8 feet. A center turn lane may be added in place of the median along a divided facility, where necessary. The section shown occupies a 100' envelope, so additional flexibility is available for these wider buffers/medians or added turn lanes.

The minimum recommended spacing between major arterials is one mile, with one mile minimum spacing between signalized arterial to arterial intersections and one-half mile minimum spacing between arterial to urban/local intersections.

	Element	Size	Material
B	Buffer/Median	8 - 12 ft.	Landscape
MP	Multi-use path/sidewalk	12 ft.	Concrete
M	Main Travel Lane	12 ft.	Concrete or asphalt

Figure 4.13. Major Arterial Section



MINOR ARTERIAL - 70'-90' ROW

Connecting commercial and residential areas to the major arterial system and providing access to local and neighborhood businesses is the primary function of a minor arterial. These facilities are typically three or four lane roadways containing 70'-90' ROW and varying pavement width. This road type also typically serves to support commercial and transitional areas from residential development.

Alternatives for minor arterials in Manor (Figure 4.15 and Figure 4.16) include 10- to 12-foot main travel lanes, with space available for a center turn lane where necessary. The displayed sections encompass a 70' envelope, which leaves an additional 20' for additional turn lanes, medians, or buffers along wider corridors.

Minimum spacing between minor arterials is one-half-mile with one-half-mile minimum spacing between signalized arterial to arterial intersections.

	Element	Size	Material
B	Buffer	3 - 8+ ft.	Landscape
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
M	Main Travel Lane	10 - 12 ft.	Concrete or asphalt
T	Two-way Left Turn Lane	10 ft.	Concrete or asphalt

Figure 4.14.Minor Arterial Section

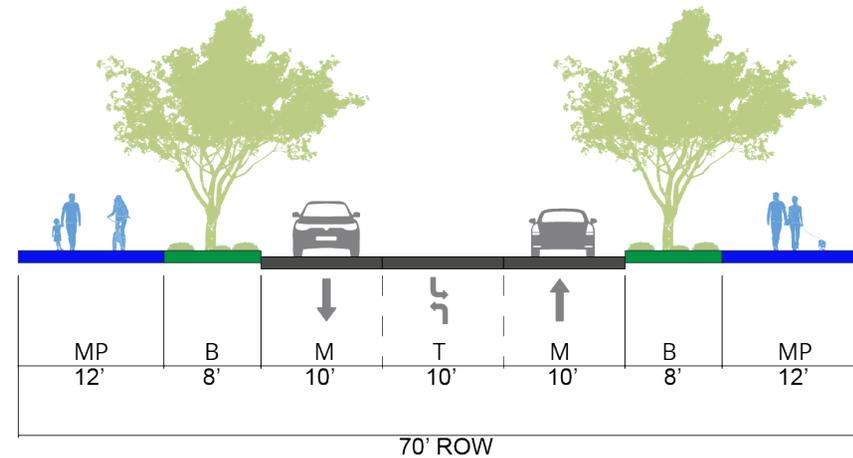
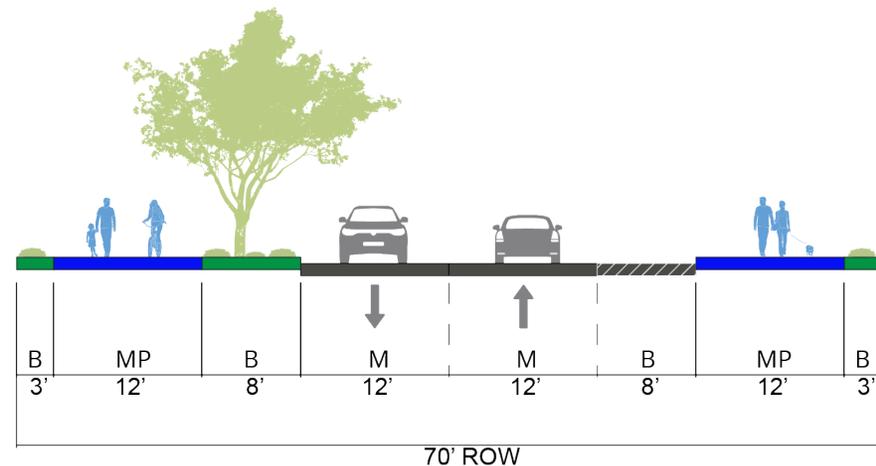


Figure 4.15.Minor Arterial Section (Alternative)



URBAN MAIN STREET - 80' ROW

Urban main streets (such as the portions of Old Highway 20 and Lexington through downtown) should be oriented towards commercial and mixed uses and multimodal traffic. Designed to provide on-street, angled parking, they should encourage pedestrian traffic via the use of street trees, sidewalks, and relatively low speeds. These facilities will also be available as alternative, parallel routes to major thoroughfares in case of an emergency.

Landscaped bump-outs situated between every 3-8 parking spaces should provide shade trees to add to the pedestrian-friendly nature of the corridor. An alternative section with parallel parking on one side instead of angled would allow for a center turn lane in areas where necessary to access cross streets or unconsolidated driveways.

	Element	Size	Material
MP	Multiuse Path/ Sidewalk	10ft.	Concrete
P	45° angle parking Parallel Parking	19 ft. 8 ft.	Concrete or asphalt
M	Main Travel Lane	11 ft.	Concrete or asphalt
T	Two-way left turn lane	11 ft.	Concrete or asphalt

Figure 4.16. Urban Main Street Section

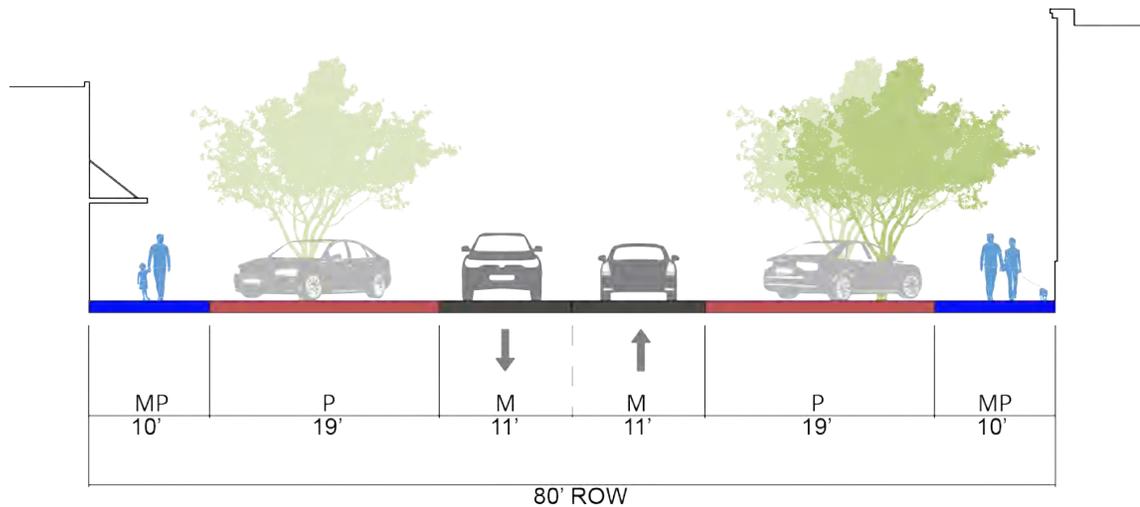
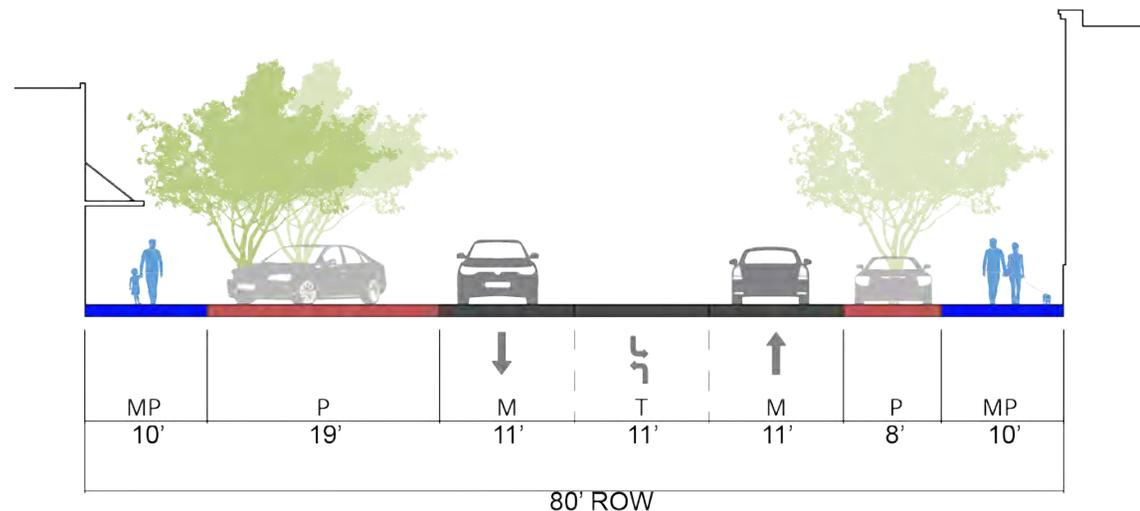


Figure 4.17. Urban Main Street Section (Alternative)



URBAN STREET - 60' ROW

Urban street sections should also be focused in the downtown area, and provide on-street parking to encourage shorter trips to commercial destinations on foot or bike. Depending on the environment, alternatives to this section can include either landscaped bump-outs situated between every 3-6 parking spaces (retail/commercial), or space for trees in landscape areas or tree grates along the sidewalk (residential). Shade trees may also already be present within the building setbacks in a residential setting.

	Element	Size	Material
B	Buffer/Median	5-7 ft.	Landscape
MP	Multiuse Path/ Sidewalk	6-11 ft.	Concrete
M	Main Travel Lane	11 ft.	Concrete or asphalt
P	Parallel parking	8 ft.	Concrete or asphalt

Figure 4.18. Urban Street Section (Retail/Commercial)

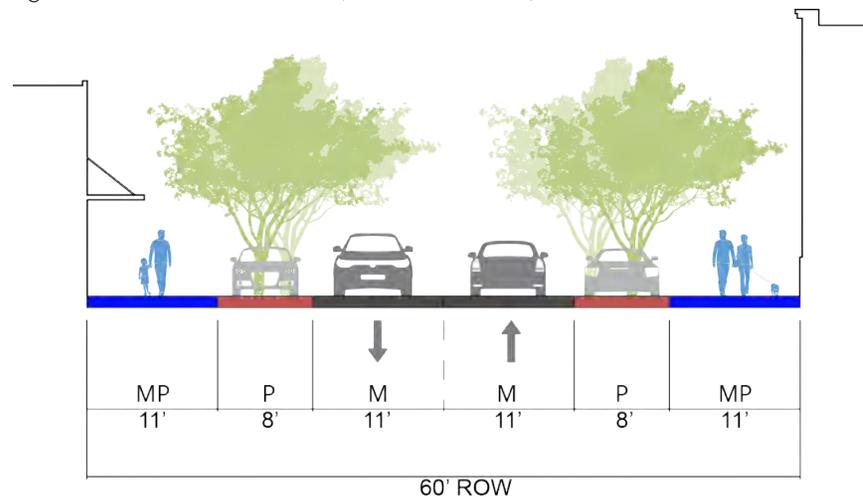
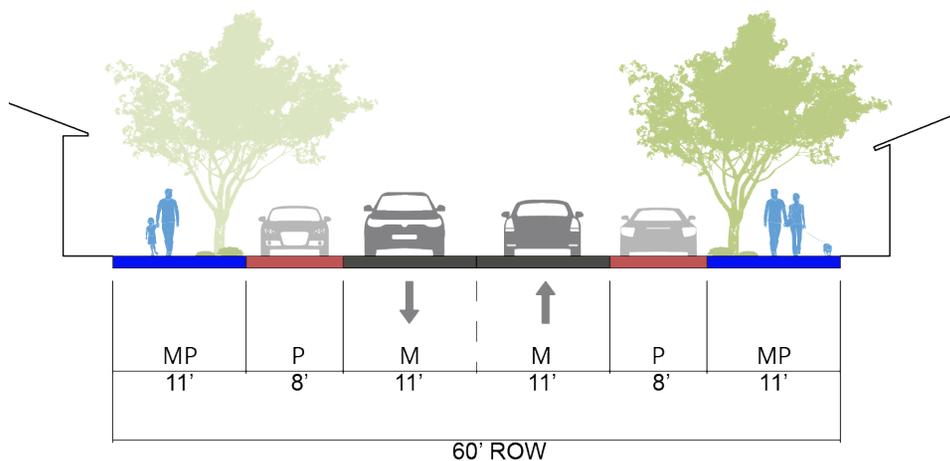


Figure 4.19. Urban Street Section (Residential)



LOCAL STREET - 50' ROW

The purpose of this type of facility is to primarily serve residential land uses, and typically provide access for neighborhoods to collector roadways. Local Streets are contained within a 50' ROW.

	Element	Size	Material
B	Buffer	6 ft.	Landscape
S	Sidewalk	6 ft.	Concrete
M	13' main travel lanes w/ parking one side (unmarked "yield street")	26 ft.	Concrete or asphalt

Figure 4.20. Local Street Section

