

Facility Types

After development of the Universe of Options, a facility type was determined in order to establish the ROW width, typical sections, and design speeds for the possible routes. Several facility types were considered.

Facility Type	Capacity (ADT ^{**})	ROW Width (feet)	Corridor Width (feet)	Interchange Variable ^{***} (feet)
Expressway 1	> 100,000	350 – 400	800	1,500
Expressway 2	75,000	180 – 250	600	1,000
Parkway	50,000	130 – 150	500	800
Principal Arterial	40,000	130 – 150	500	400
Minor Arterial*	20,000	100 – 120	500	200

* A hypothetical 7-lane Minor Arterial facility would have a capacity of 30,000 ADT and would require 120 – 140 feet of ROW. This information is provided for informational purposes only to allow for equal consideration with facilities all having the same number of lanes.

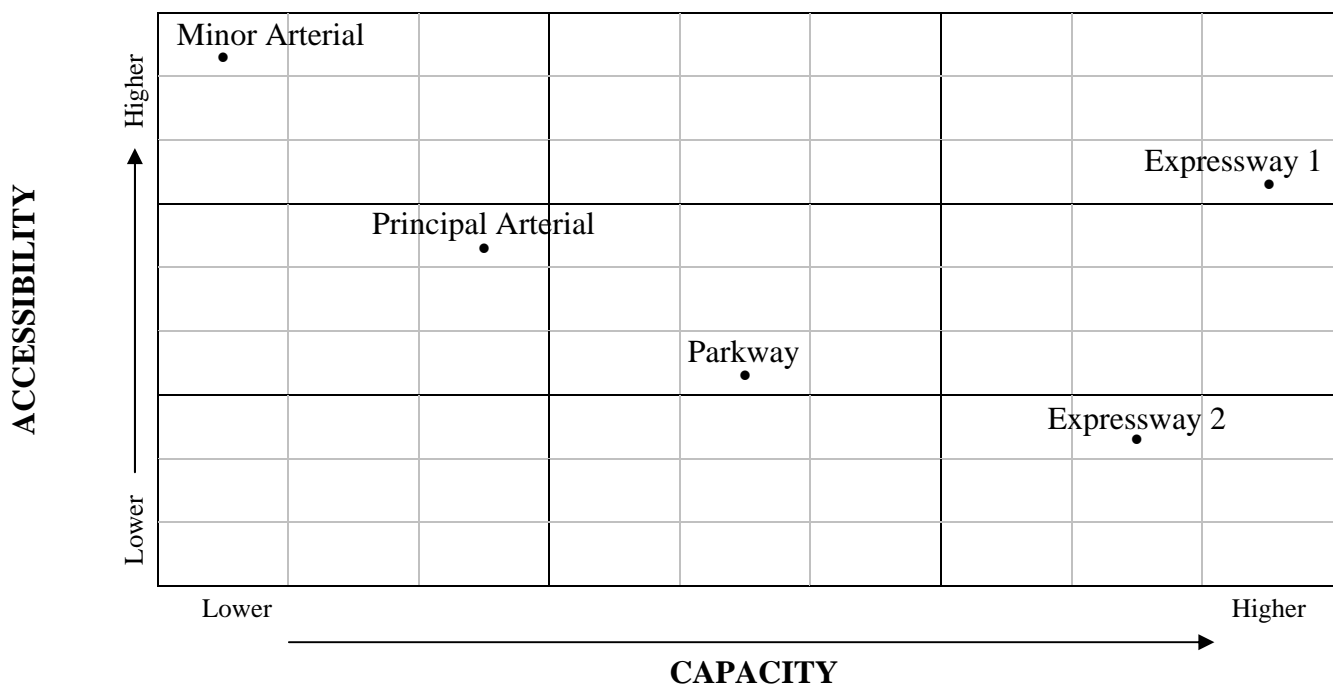
** ADT = Average Daily Traffic

*** These are estimates only. For more info on potential interchange layouts refer to Figures 18 – 23 in Chapter 8 of the NBOL Study Report.

Facility Types Balance of Attributes

Roads streets and highways are classified according to their function. The two primary considerations in the classification are capacity and access. Mobility and access are inversely related – that is, as access is increased, mobility is decreased; and as mobility is increased, access is decreased.

How to read the table: The table below shows the relationship that exists between accessibility and capacity for the different facility types that were considered in the NBOL Study. Capacity is represented on the horizontal axis and accessibility is represented on the vertical axis.



Facility Type Definitions/Illustrations

Expressway 1

Features: typical six lane divided, frontage roads, median and inner/outer shoulders

- controlled access facility
- bridges over major cross streets
- entrance and exit ramps

Expressway 2

Features: typical six lanes divided, median and inner/outer shoulders

- similar to Expressway 1 without the frontage roads
- bridges over major cross streets
- entrance and exit ramps

Parkway

Features: typical six lane divided, raised median and sidewalk

- similar to Expressway 2 but with some access from cross streets
- bridges over major cross streets

Principal Arterial

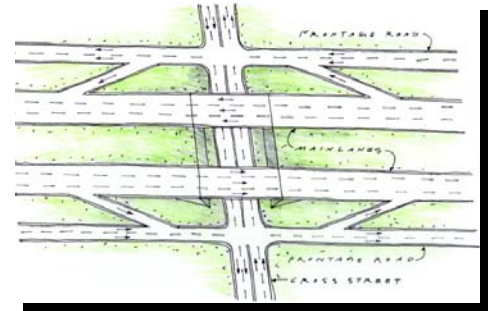
Features: typical six lane divided, raised median, sidewalk

- similar to Parkway except that you do have access across the median and left turn access in some of the minor cross streets

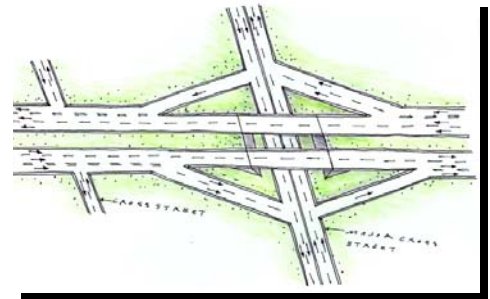
Minor Arterial

Features: typical four lane divided, continuous left turn lane, bike lane and sidewalk

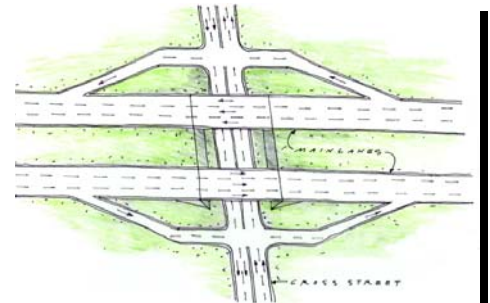
- has the most access and the least mobility
- traffic signals would be at the major cross streets
- no bridges over major cross streets



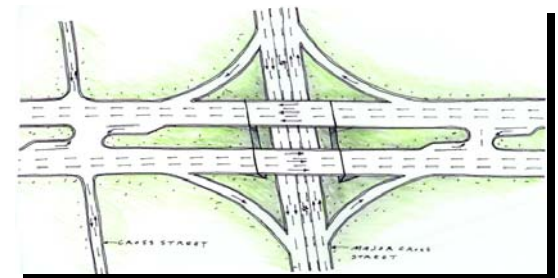
Expressway 1 (Similar to I 35 at 46)



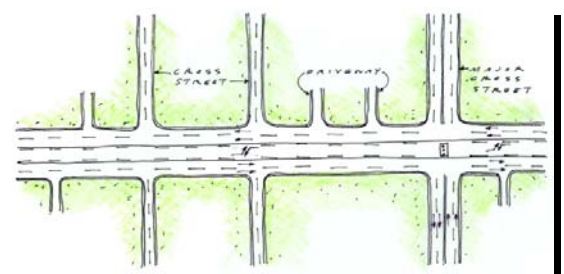
Parkway (Similar to 337 at 46 West)



Expressway 2 (Similar to I-10 at Business 123 in Seguin)



Principal Arterial (Similar to Loop 281 at 46)



Minor Arterial (Similar to Loop 337 near Common St.)

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Expressway 1	> 100,000	350 – 400	800	1,500
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