



FREEWAYS ARE SPACED EVERY 10 KM (5 MI) ON A GRID PATTERN. THEY ARE ON A RIGHT-OF-WAY ADEQUATE FOR AN ULTIMATE 10 LANE FREEWAY WITH AUXILIARY LANES AND A 20 M (60 FT) GRADE ZONE OF TREES ON EACH SIDE. INITIALLY FREEWAYS WILL BE 4 LANES WITH AUXILIARY LANES, AND EXPANDED AS NEEDED. THE EXCESS ROW ON THE EDGES WILL BE FILLED WITH TREES.

INTERCHANGES WITH ARTERIALS WILL BE SINGLE POINT URBAN INTERCHANGES. INTERCHANGES WITH OTHER FREEWAYS WILL BE FOUR LEVEL STACKS.

ARTERIALS ARE SPACED EVERY 2 KM (1 MILE) ON A GRID PATTERN. THEY ARE ON A RIGHT-OF-WAY ADEQUATE FOR AN ULTIMATE 6 LANE DIVIDED ROAD WITH A 10 M (30 FT) MEDIAN AND A FULL RIGHT SHOULDER FOR RIGHT-IN, RIGHT-OUT, STREETS, AND BYPASSES. HOWEVER, THE LEVEL OF DEVELOPMENT WILL DICTATE THE TYPE OF FACILITY EACH ARTERIAL WILL BE. MANY WILL STILL BE 2 LANE ROADS WITH FULL SHOULDER, WHILE SOME WILL BE 4 LANE ROADS.

THE INTERSECTIONS OF ARTERIALS WILL BE CONTROLLED BY TRAFFIC SIGNALS. ON RARE OCCASION, COLLATERAL INTERCHANGES WILL BE PUT IN PLACE WHERE TWO 6 LANE ARTERIALS MEET.

- PRIMARY TRAFFIC SIGNALS FOR COLLECTORS - ON THE 1 KM (1/2 MILE) ALWAYS ALWAYS IN PLACE
- SECONDARY TRAFFIC SIGNALS FOR COLLECTORS - ON THE 1/2 KM (1/4 MILE) INSTALLED ONLY WHEN NECESSARY

TRAFFIC SIGNALS WILL BE COORDINATED.
ONLY OTHER ARTERIAL ACCESS IS VIA RIGHT IN - RIGHT OUT

