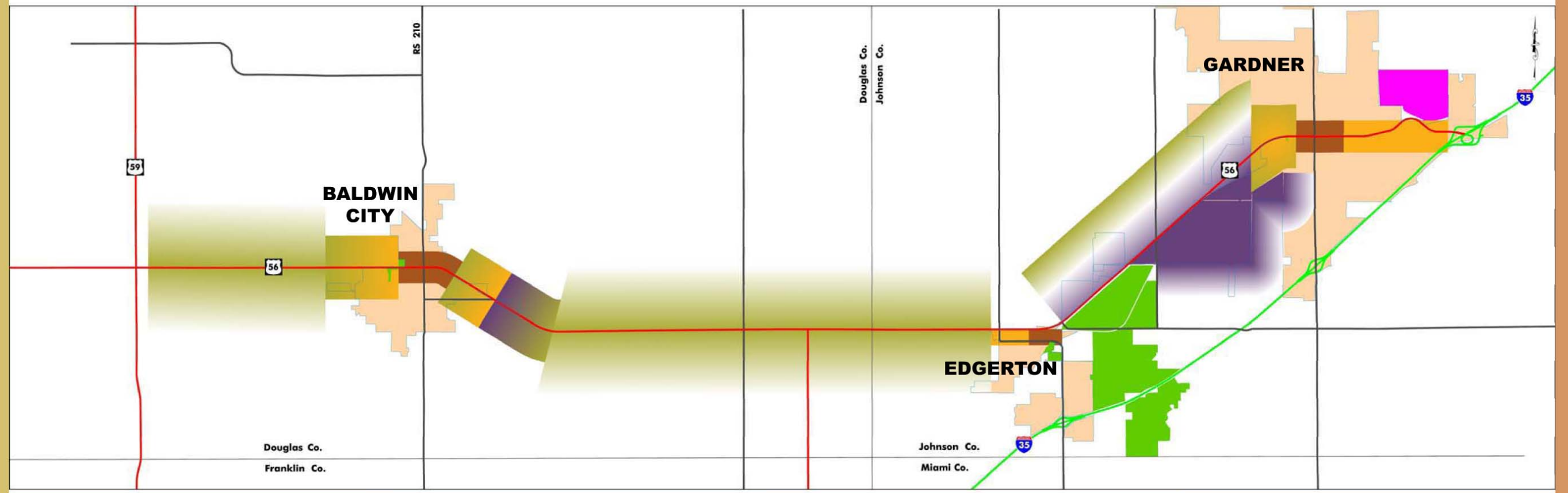


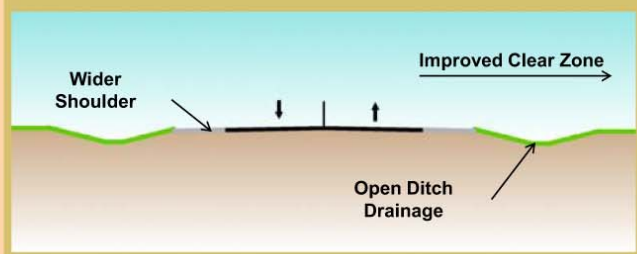
EXAMPLES



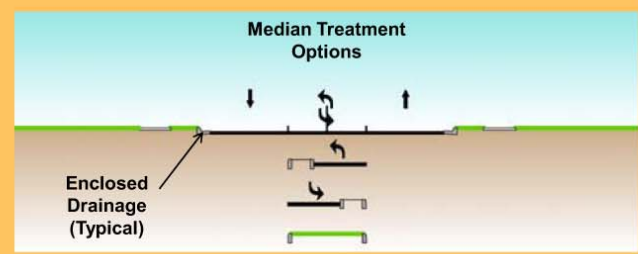
ACCESS MANAGEMENT PLAYS A KEY ROLE IN DETERMINING THE LOCATION AND SPACING OF PUBLIC AND PRIVATE ACCESS POINTS



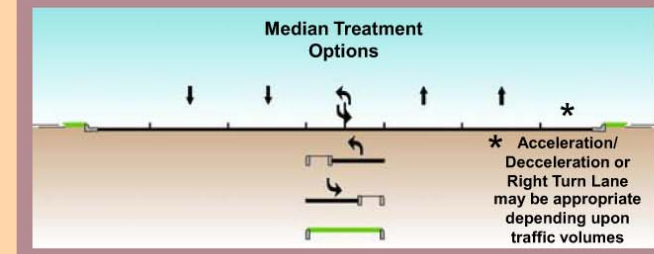
POTENTIAL



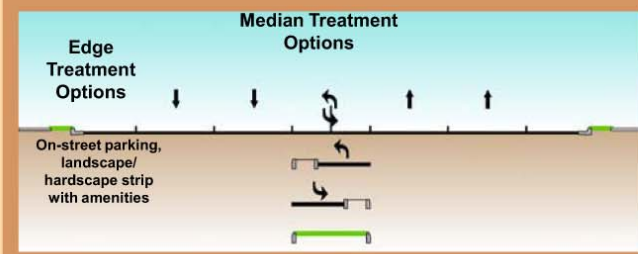
**Rural**  
 At junctions with collector roadways and supporting traffic volumes, exclusive turn lanes may be necessary. An improved profile would allow for more passing opportunities.  
 SPEED – Typically 55 mph or greater  
 CONTROL – Side street under STOP control



**Suburban**  
 Multi-lane roadway, sometimes with median treatment that varies from a center turn lane to a raised median or even without a turn lane. Sidewalks can also be present.  
 SPEED – Typically between 30 - 45 mph  
 CONTROL – Major intersections often controlled by traffic signals



**Industrial**  
 Often multi-lane roadways, and sometimes with median treatment. To accommodate large vehicles, acceleration and deceleration lanes as well as large turning radii are often present.  
 SPEED – Typically between 30 – 45 mph  
 CONTROL – Major intersections sometimes controlled by traffic signals



**Town Center**  
 Multi-lane roadway sometimes with median treatment. On-street parking, sidewalks and other amenities (such as landscape and hardscape) may be present.  
 SPEED – Typically 35 mph or less  
 CONTROL – Major intersections often controlled by traffic signals

The number of lanes and their configurations will be determined by projected traffic volumes.