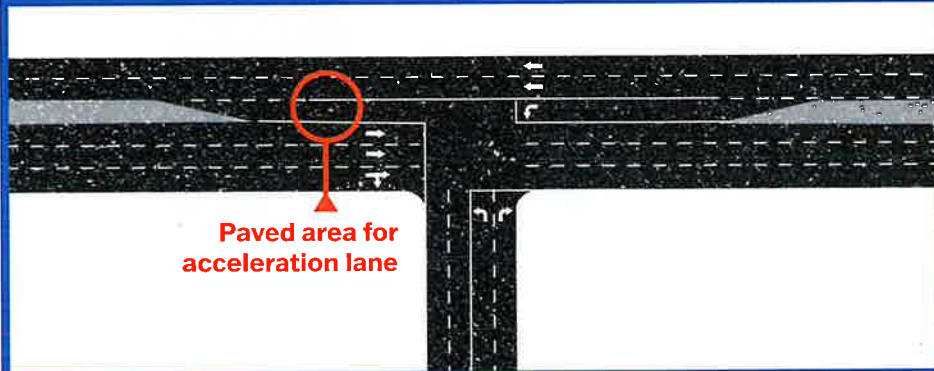
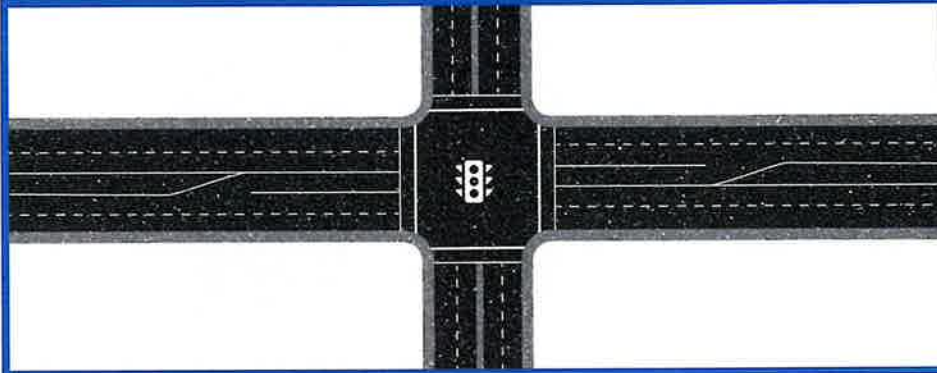


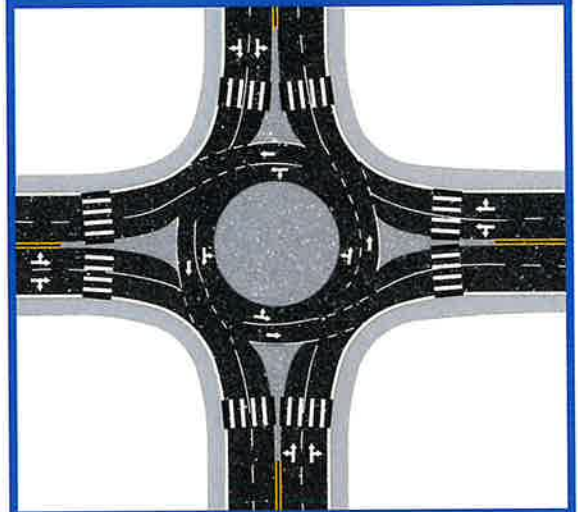
Continuous Green T (CGT)



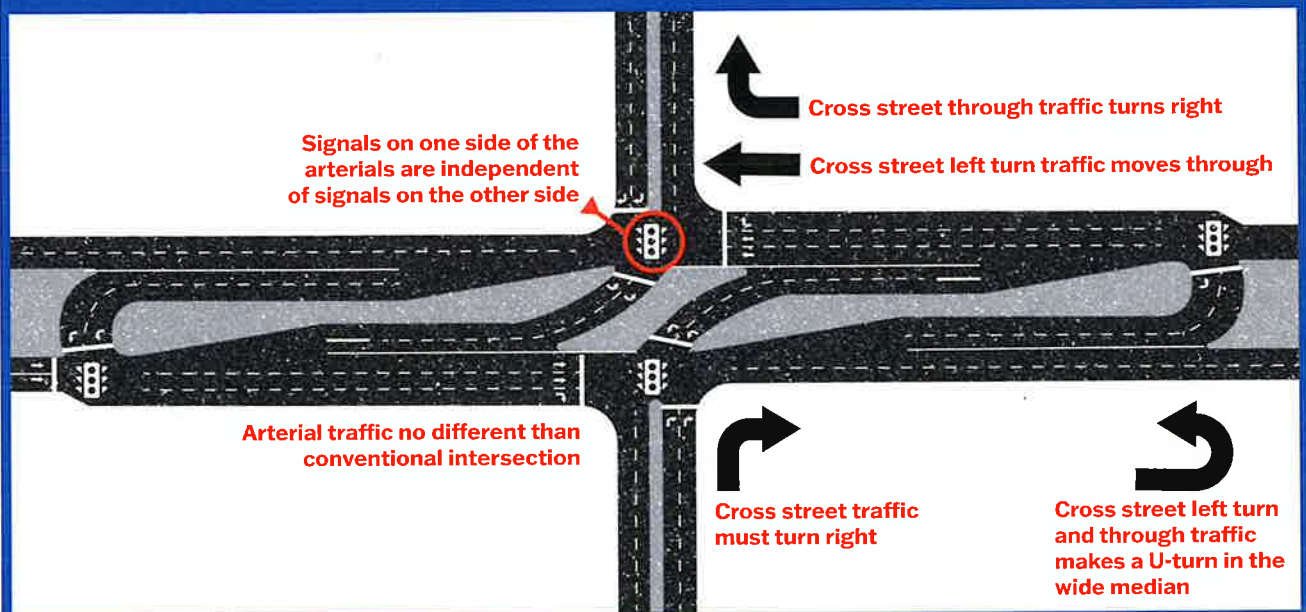
Signalized Intersection



Roundabout



Restricted Crossing U-turn (RCUT)



Intersection Treatments



	Restricted Crossing U-turn (RCUT)	Continuous Green T (CGT)	Roundabout	Signalized Intersection (requires warrant analysis)
Safety	Proven Safety Countermeasure (PSC); reduces conflict points and severe crash types.	Not a PSC; reduces conflict points for vehicles.	PSC; reduces severe crashes due to lower speeds/fewer conflict points.	Can control conflicts; red-light running and high-speed crashes remain concerns.
Traffic Flow	Improves flow for major road but may add delay for minor road.	Maintains mainline traffic flow with minimal stops.	Maintains traffic flow without signal delay, but not ideal for high volume through traffic.	Efficient when well-timed, but delays can occur with heavy side street demand.
Truck Movement	Large trucks may require additional space for U-turns.	Benefits through-movement on the main road but may not improve side street access.	Large trucks require wider spacing or truck aprons.	Accommodates large vehicles effectively with appropriate design.
Ped/Bike Mobility	Crossings are indirect, and additional treatments may be needed.	Can be challenging for pedestrians/cyclists crossing the main road.	Slower speeds improve safety, but crossings can be indirect.	Long crossing times and turning conflicts can be problematic.
Implementation Cost	HIGH: Requires roadway modifications but lower than grade-separated options.	MEDIUM: Requires signal adjustments; less costly than full intersection redesigns.	HIGH: Requires full intersection reconstruction, additional ROW.	MEDIUM: Requires signals, poles, controllers, and maintenance