

## CONTINUOUS GREEN-T (CGT)\*

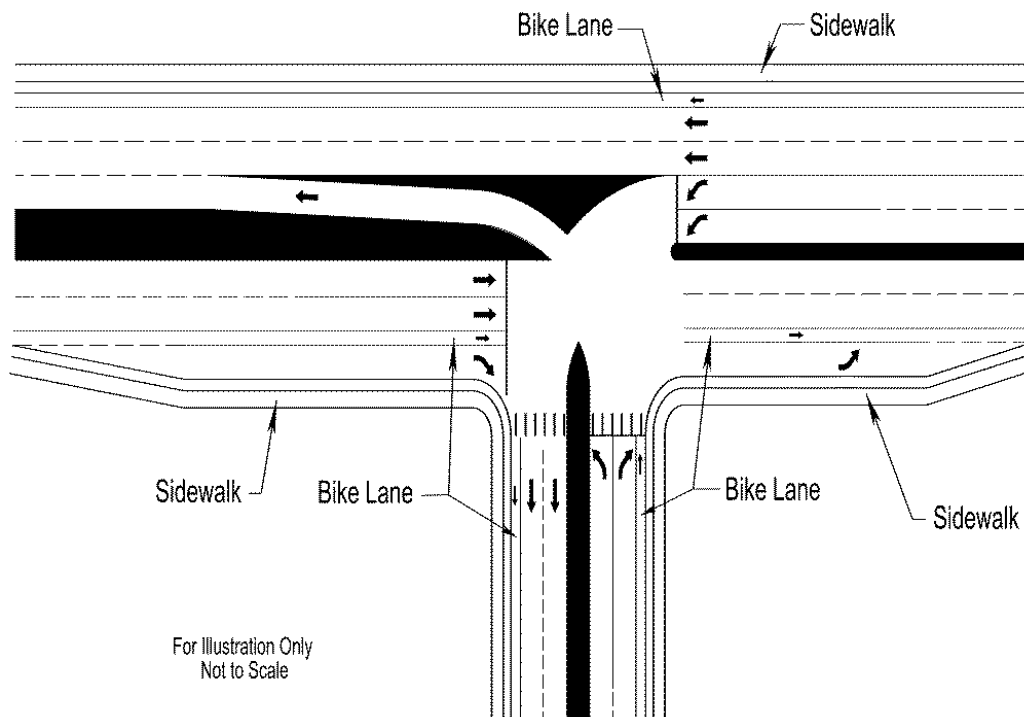
The design provides free-flow operations in one direction on the major street and can reduce the number of approach movements that need to stop to three by using free-flow right turn lanes on the arterial and cross streets and acceleration/merge lanes for left turn movements from the cross street. Physical separation or barrier is typically required between the acceleration/merge lanes and the mainline free flow movement.

For more information on the above mentioned Innovative Intersection Designs see:

<https://www.fhwa.dot.gov/publications/research/safety/16036/16036.pdf>

<https://safety.fhwa.dot.gov/intersection/innovative/others/casestudies/fhwasa09016/fhwasa09016.pdf>

[https://attap.gitbooks.io/muid/content/at-grade & signalized/continuous green-t.html](https://attap.gitbooks.io/muid/content/at-grade-&-signalized/continuous-green-t.html)



\* Added 7/17