**Intersection Types**

**Roundabout**
- Nearly continuous flow
- Reduced speed while navigating the roundabout
- Reduced conflict points

**Traffic Signal**
- Protected turning movements
- Improved side street accessibility
- Signal timing optimized for Route 15 through movements

**Unsignalized Stop Control**
- Free flow along Route 15
- Side street stop-controlled at the intersection

**Realignment of Cross Streets**
*(Corridorwide)*
- Consolidates access and turning movements
- Removes skew and reduces the number of access points to Route 15
- Can be implemented with intersection improvements
Driveway Access Options  
(Corridorwide)

**Right-Turn In, Right-Turn Out**
- Driveways and minor uncontrolled roadways typically must turn right onto Route 15.
- Entrance is typically only permitted from Route 15 by turning right (no direct left turn).
- Consolidates median breaks to minimize conflicts and increase traffic flow.
- Removes crossover traffic and safer access.

**Median Left Turns**
- Provides a median break wide enough for left turn bays and U-turns.
- Creates a refuge for turning without interrupting the through movement.
- Allows left turn access into businesses and developments.

**U-Turns at Key Locations**
- Provides a median break for U-turn movements at key locations along the corridor.
- Designed to accommodate large trucks and horse trailers.