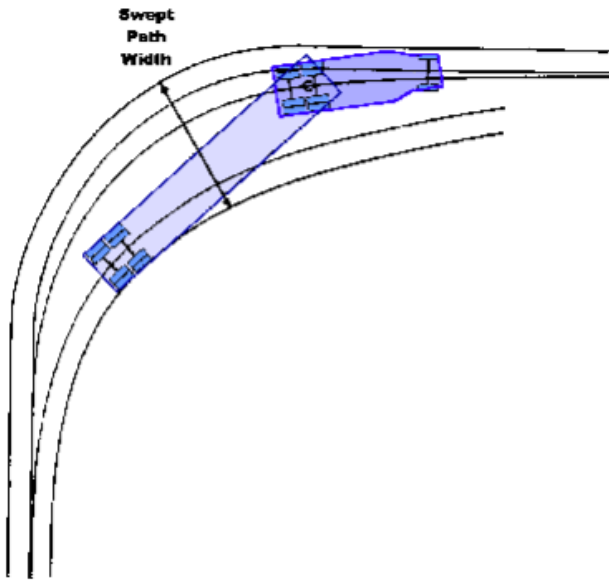


**Table 5. Removal of geometric constraints at intersections.**

<b>Initiative 5: Removal of Geometric Constraints at Intersections</b>	
<b>Description:</b> Improvements to the geometric design at intersections to better accommodate trucks in areas with high truck traffic and in truck routes	
<b>Targeted mode:</b> All traffic	<b>Geographic scope:</b> Point
<b>Type of initiative:</b> Infrastructure management: minor improvements	<b>Primary objective:</b> Improve inadequate infrastructure/ enhance safety
<b>Expected costs and level of effort to implement:</b> A cautious cost-benefit analysis is required. Cost to update design standards at intersections is minimal. Implementation costs vary, but are often high.	
<b>Advantages:</b> <ul style="list-style-type: none"> <li>• Enhances safety</li> <li>• Reduces congestion</li> <li>• Reduces infrastructure damage</li> <li>• Low to no probability for unintended consequences</li> </ul>	<b>Disadvantages:</b> <ul style="list-style-type: none"> <li>• Could require high capital investments</li> <li>• May require moderate implementation times</li> <li>• May conflict with pedestrian traffic</li> <li>• May impact private-sector locations</li> </ul>
<b>Examples:</b> <ul style="list-style-type: none"> <li>• AASHTO standards (AASHTO 2001)</li> <li>• Swept Path: Amount of roadway space that truck needs to make to turn without hitting something (U.S. Department of Transportation 2000).</li> </ul> <div style="text-align: center;">  <p>Swept Path Source: U.S. Department of Transportation 2000</p> </div>	
<b>Related alternatives:</b> 1. <a href="#">Freight Parking and Loading Zones</a> ; 2. <a href="#">Vehicle Size and Weight Restriction</a> ; 3. <a href="#">Truck Routes</a>	
<b>References:</b> Fambro et al. 1988; Hummer et al. 1988; Ogden 1992; Mason Jr. et al. 1993; Harkey et al. 1996; Harwood et al. 1999; AASHTO 2001; Fitzpatrick and Wooldridge 2001; Garber et al. 2008	