What are innovative interchanges?

Interchange designs where traffic movements are modified to improve safety, reduce delay, and increase efficiency.

Visit www.virginiadot.org/innovativeintersections to learn more.

What is a contraflow left?

- A grade-separated interchange where left-turn traffic on the arterial crosses opposing left-turn traffic via channelized lanes
- Left turns onto the freeway ramps in both directions are made during the same signal phase
- Interchange can be designed as an overpass or an underpass

When should a contraflow left be considered?

- At interchanges with limited right-of-way to add opposing left turn lanes
- At interchanges with heavy left-turn traffic volumes onto the freeway ramps
- At locations where there is limited roadway width for left-turn lanes between the ramp intersections and limited right-of-way to expand or to construct loops

What are the benefits of a contraflow left?

- **Improved safety**: Vehicles waiting to turn left onto the freeway are less likely to create a back-up, reducing the potential for rear-end crashes
- **Increased efficiency**: Interchange operates with three traffic signal phases rather than four phases, which reduces overall interchange delay
- **Better traffic flow**: Provides additional space for left-turn traffic waiting to enter the freeway, reducing congestion
- **Cost effective**: Because less space is required between ramps, the interchange can have a shorter bridge span, potentially reducing costs

State Route 869 (Sawgrass Expy) at Lyons Rd, Coconut Creek, FL
Depending on their level of comfort, cyclists may navigate the interchange using vehicle or pedestrian paths.

Pedestrians use marked crosswalks to safely cross the interchange.

To turn left onto a freeway ramp from the arterial, enter the channelized left-turn lane prior to the first ramp intersection and cross opposing left-turn traffic, then turn left at the second ramp intersection.

From the arterial, continue straight and turn right like at a conventional interchange.

From the freeway ramps, turn left and right like at a conventional interchange.

Note: For simplicity, only two directions of traffic are shown. Opposing traffic follows similar routes.

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