

If for some reason, the District does not have the capability to run the subject computer programs, the Central Office Roundabout Review Committee can provide assistance upon request.

### **Alternative Intersection Design Guides**

- Displaced Left-Turn Intersection – (Also known as Continuous Flow Intersection (CFI), Crossover Displaced Left-Turn Intersection)
- Median U-Turn Intersection – (Also Known as Median U-Turn Crossover, Boulevard Turnaround, Michigan Loop and Thru-Turn Intersection)
- Restricted Crossing U-Turn Intersection (Also known as Superstreet Intersection, J-Turn Intersection and Synchronized Street Intersection)
- Diverging Diamond Interchange (Also known as Double Crossover Diamond (DCD))

For more information on the above mentioned Alternative Intersection Designs see; [http://www.virginiadot.org/info/alternative\\_intersection\\_informational\\_design\\_guides.asp](http://www.virginiadot.org/info/alternative_intersection_informational_design_guides.asp)

### **Diverging Diamond Interchange (DDI)**

A diverging diamond interchange (DDI), sometimes referred to as a double crossover diamond (DCD), is a diamond interchange that facilitates heavy left-turn movements. The upstream area consists of distance for travel during a perception-reaction time, travel for maneuvering and deceleration, and queue storage. The downstream area includes the length of road downstream from the intersection needed to reduce conflicts between through traffic and vehicles entering and exiting a property ( See Figure 2-16 for layout.) Refer to Appendix F, Figure 4-2A for Physical and Functional Areas of Intersection and Figure 4-3 to determine Functional Area of Intersection along the minor roadway. The Access Management Manual published by the Transportation Research Board notes that “Stopping sight distance is one method of establishing the downstream functional areas of an intersection.” When calculating downstream functional area with this method, traffic control at the intersection is not a factor.

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