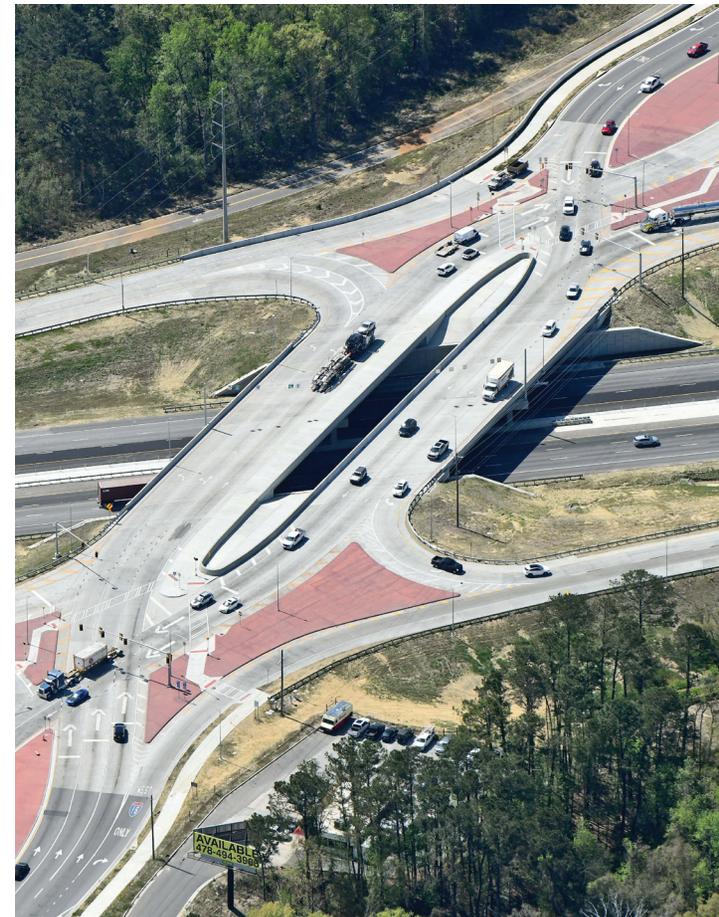




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DIVERGING DIAMOND INTERCHANGE (DDI)

State Route 307 I-16 Garden City, GA

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Diverging Diamond Interchange (DDI)

One of Georgia DOT's focus areas is intersection safety. Nearly one-third of fatal and serious injury crashes in Georgia are intersection related and more than 90% are angle collisions. An angle collision occurs when a motorist entering an intersection is struck or strikes a vehicle entering the intersection from an opposing direction or turning in an opposing direction.

To reduce the number and injury severity of intersection crashes Georgia DOT is installing alternative intersections/ interchanges such as roundabouts, displaced left-turns (DLT), or diverging diamond interchanges (DDI).

What is a DDI?

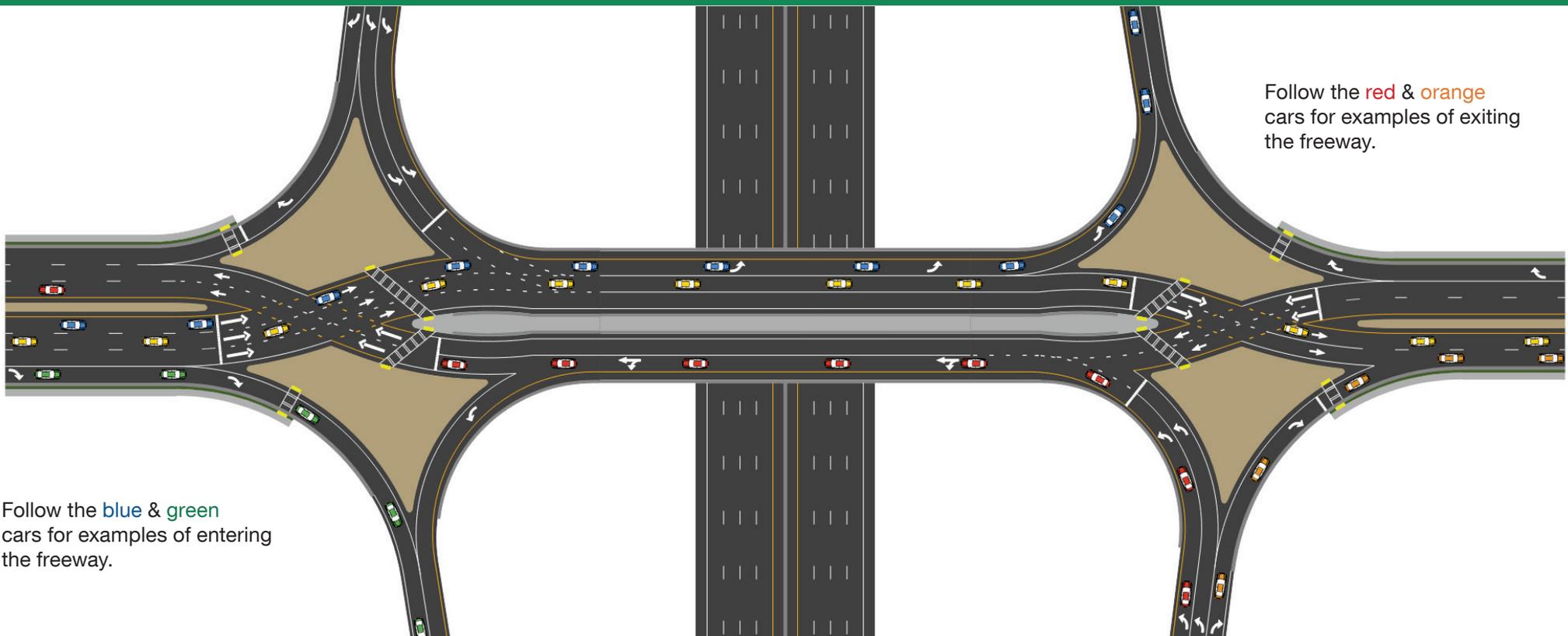
A DDI includes two signalized crossover intersections. Entrance and exit ramps connect the freeway to the surface street at these crossover intersections above or below the freeway grade. Since a portion of the surface street traffic runs on the left side of opposing traffic, all left turns on the interchange can operate directly and do not cross conflicting traffic. Ramps can be configured to include one or more lanes, and to enter the surface street with free flowing, yield, or signal control.

Benefits of a DDI

- Greater capacity for left turns compared to traditional diamond interchange.
- Improves efficiency and reduces delay.
- Fewer and less severe conflict points compared to traditional interchange, generally resulting in better safety.
- Can often fit in existing interchange footprint.

Challenges of a DDI

- Needs signal coordination with adjacent signals.
- Access management with nearby driveways.
- Can be more complex for inexperienced cyclists than conventional intersections.
- Need for robust signing and marking to prevent wrong way movements.



Follow the blue & green cars for examples of entering the freeway.

Follow the red & orange cars for examples of exiting the freeway.