



What is a Diverging Diamond Interchange?

A Diverging Diamond Interchange (DDI) allows two directions of traffic to temporarily cross to the left side of the road. A DDI moves high volumes of traffic through an intersection without increasing the number of lanes and traffic signals. This movement provides easier access to an interstate.

How do motorists drive through a Diverging Diamond Interchange?

If you look at an aerial picture of a DDI, you may think it could be a challenge driving through the intersection. But in reality, a DDI has pavement markings and traffic signals just like any intersection.

When driving a DDI, motorists proceed through a traffic signal at the entrance to the interchange, and simply follow their lane to the opposite side of the roadway. Motorists needing to access the interstate turn left on the on-ramp without having to stop for additional traffic signals or wait for oncoming traffic to pass. Motorists needing to drive straight through the intersection proceed through a second traffic signal and follow their lane back to the right side of the road. Pavement markings and signals direct motorists to where they need to go.

How do pedestrians and cyclists use a DDI?

Pedestrians use signalized pedestrian crossings and then are directed to a center pedestrian island in the middle of the road. Bicyclists can use a bike lane adjacent to the right lane or a median bike lane if one is provided.

What are the benefits of a DDI?

A DDI reduces congestion by allowing traffic to keep moving through an intersection. It also improves safety by allowing free flowing turns when entering and exiting an interstate, eliminating the left turn against oncoming traffic and limiting the number of traffic signal phases. They are easy to navigate and eliminate last minute lane changes.

The DDI provides better sight distance at turns which results in fewer crashes.

Is a DDI cost effective?

Yes. For improvement projects, a DDI can often be constructed using the existing bridge structure and the existing right-of-way, eliminating the cost of building new structures and purchasing additional right of way. Because many of the existing interchange features remain intact, the DDI is often constructed in less time than it would take to construct a new interchange and with significantly less impact to motorists. When constructing a new interchange, a DDI usually requires the purchase of less right of way and the construction of fewer lanes and bridge structures than traditional interchange types.

Where else are DDI's used?

The United States' first DDI was built in Springfield, Mo. at the intersection of I-44 and MO 13. Missouri DOT was able to construct the DDI in about six months, while maintaining traffic at the location throughout construction. The DDI opened to traffic in 2009. Since then, four others have been built in Missouri, Utah and Tennessee. DDIs are currently being considered or constructed in 13 other states, including North Carolina.

As part of the interstate construction projects in Concord, a DDI is being constructed at the intersection of I-485 and Mallard Creek Road, as well as on I-85 at both Poplar Tent Road and N.C. 73.

Additionally, the following locations have DDIs currently being considered for construction:

- Asheville** I-26 at N.C. 280 (Asheville Airport)
- Cornelius** I-77 at Catawba Avenue
- Kernersville** I-40 at Union Cross Road
- Lumberton** I-95 at U.S. 301 (Fayetteville Road)
- Leland** U.S. 17 at N.C. 133 (River Road)

