

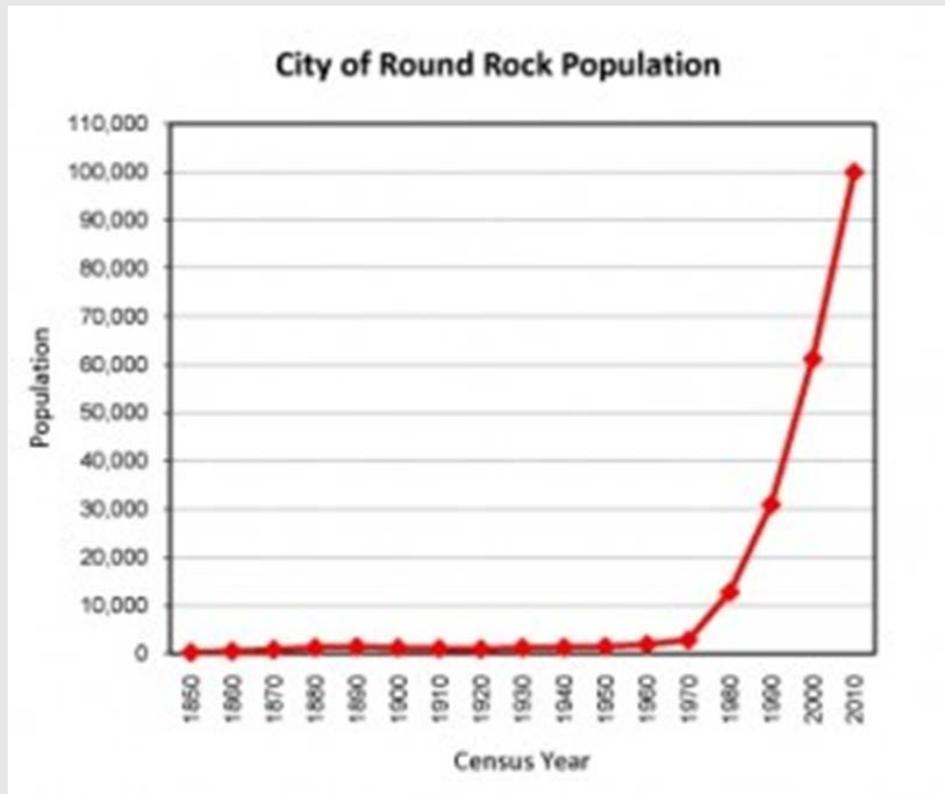


DIVERGING DIAMOND INTERSECTION

Texas Department of Transportation



Growing population



- Population figures
- 2015 : 106,011
- 2025 : 200,312

<http://www.roundrocktexas.gov/departments/planning-and-development-services/demographic-census-information/>



Worldwide perspective



<http://www.divergingdiamond.com/ddi-map.html>

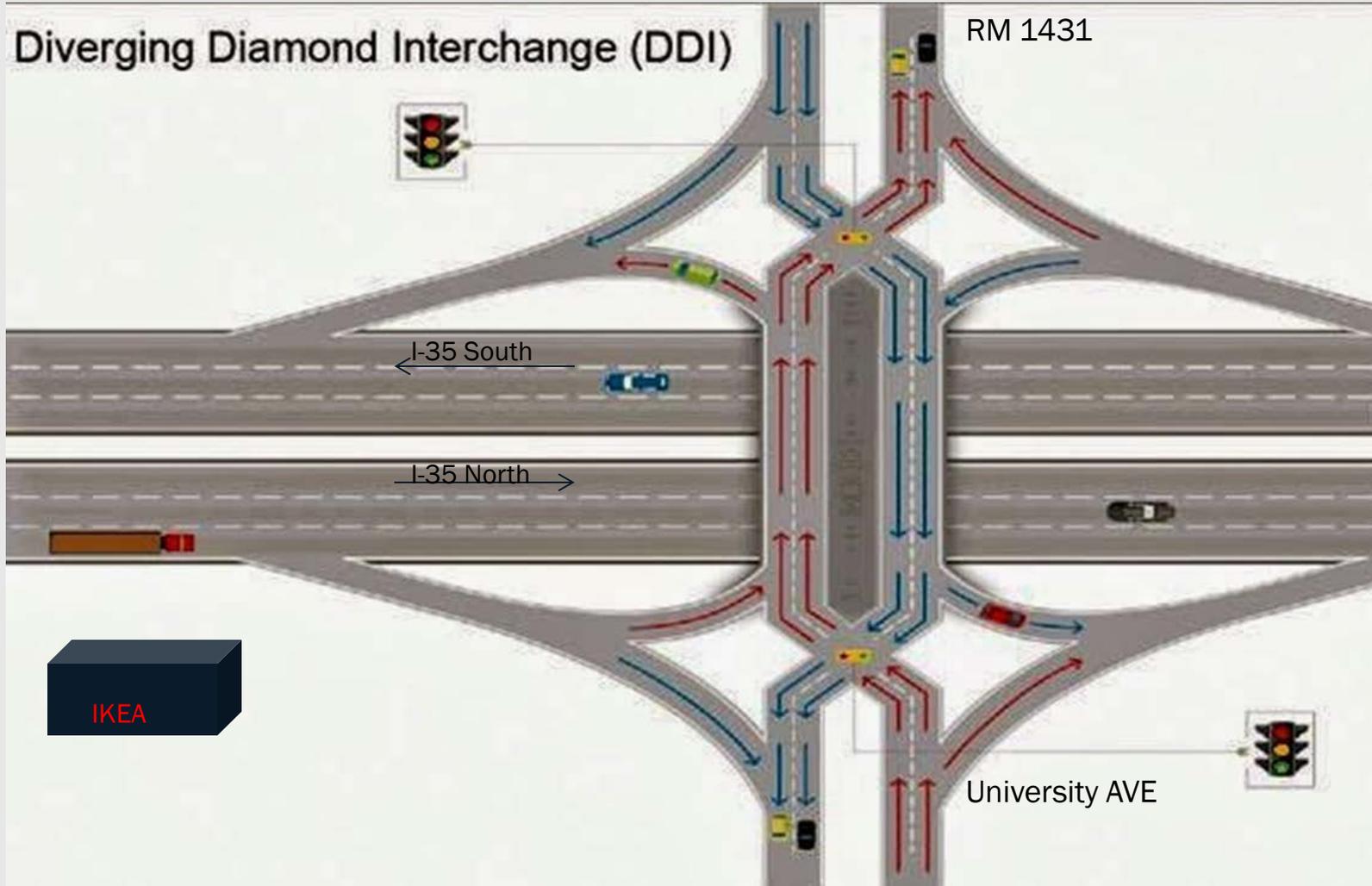
-  Planning
-  Design
-  Construction
-  Active

Benefits

This innovative design enhances safety and mobility by reducing potential crash points at intersections and by allowing more cars to move through an intersection. This means a reduction in delays and travel time. It is particularly effective at locations that have high volumes of left-turn traffic.

- Fewer conflict points (14 for DDI, 26 for conventional)
- Motorists bypass the intersection without stopping at a traffic signal
- Improved travel time because additional "green time" at traffic signals allow more cars to move through the intersection
- Additional sidewalks increase safety via shorter crossings and can better accommodate bicyclists/pedestrians
- Relatively low-cost improvement

Overview of movement



How it works:

- Two-phase traffic signals are installed at the roadway crossover points.
- Once on the left side of the road, drivers can freely turn left, rather than waiting for oncoming traffic to clear or for a left-turn signal. Or, drivers can continue straight and will switch back to the right side of the roadway once they've cleared the intersection.
- U-turn lanes are also included in a DDI, making left-turns from the cross-streets safer and more efficient.
- Through-traffic on the frontage road bypasses the intersection via a collector-distributor lane, or frontage road bypass lane, and proceeds straight through the cross-street intersection, allowing drivers to avoid the traffic signal.



QUESTIONS?



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Watch YouTube video:
<https://youtu.be/GnukMEsezJ U>

