Diverging Diamond Interchange Frequently Asked Questions

Why Build the Diverging Diamond Interchange (DDI)?

DDIs are ideal for interchanges with significant left-turning traffic, as left-turning traffic at traditional diamond interchanges can significantly delay through traffic on the cross road. They also improve safety by reducing vehicle-to-vehicle conflict points from 26 — as in a conventional diamond interchange — to 14 points. Improving traffic flow on SR-181, specifically near the I-10 interchange will reduce the number of vehicle crashes. A DDI is designed to improve traffic flow efficiency and safety by reducing the number of traffic lights while providing safer entry and exit lanes to and from the interstate. The improved traffic flow with fewer conflict points is proven to reduce accidents and increase safety of motorists.

What are the benefits of a Diverging Diamond Interchange?

- Eliminates left-hand turns across free flowing traffic
- Has fewer conflict points
- Provides better sight distance at turns
- Results in fewer crashes, and any crashes that do occur are generally of lower severity than crashes in conventional interchanges

The improved traffic flow efficiency with fewer conflict points is proven to reduce congestion and accidents as well as increase safety of motorists.

How do I Navigate the DDI?

Motorists on SR-181 will proceed through the first traffic signal and follow their lane to the opposite side of the road. Traffic accessing, I-10 will turn left onto the ramp. Through traffic will continue to the second traffic signal and follow their lane back to the right side of the road. Traffic on I-10 will access existing ramps to enter SR-181.

What keeps motorists from driving on the wrong side of the road?

Traffic signals, pavement markings/stripes, and concrete median barrier rail serve as physical and visual barriers between opposing lanes of traffic. Opposing lanes of traffic cross over at traffic signals at the ends of the interchange.

When will the project be done?

Currently, the anticipated completion date for the project is Summer 2020. Completion dates are subject to change based on unforeseen delays.