



## **Crossing-Diamond Interchange** *Also known as Diverging Diamond Interchange*

At the December 6, Citizens Advisory Committee-Project Development Team will learn about a different type of interchange.

It's called a Crossing-Diamond Interchange, also known as a Diverging Diamond Interchange. With a Crossing Diamond Interchange, drivers are directed to the left side of the bridge to cross the interstate. This allows drivers to make a 'free' left turn. The experience is similar to driving on a one way street.

Crossing Diamond Interchanges can be less disruptive to established businesses near the interchange. The width of the structure is typically less than that required for a conventional diamond interchange.

Oregon Bridge Delivery Partners brought it to ODOT's attention recently as a possible cost-effective, efficient interchange option.

Crossing Diamonds move traffic quicker than other interchanges because they reduce the number of stops and improve interchange efficiency. There are only two clearance phases – places where traffic stops -- instead of three or more found at other interchanges. Conflict points are also reduced so safety is improved. Some intersections in the design won't require a traffic signal. In some cases, it cuts the Volume to Capacity (V/C) ratio in half. It allows for capacity near or better than a Single Point Urban Interchange (SPUI).

There is a significant improvement in safety, up to a 50% reduction in crashes, since there are no left turns crossing opposing traffic. Pedestrians and bicyclists can be accommodated through the interchange in a safe manner. Various options are currently being explored.

The first US diverging diamond interchange is currently being planned for Kansas City, Missouri (I-435 & Front Street). It is also being studied for possible use in Maryland along the Baltimore-Washington Parkway near Baltimore-Washington International Thurgood Marshall Airport.

