

ALL ABOUT DDIs

What is a Diverging Diamond Interchange (DDI)?

A Diverging Diamond Interchange (DDI) is a type of interchange that connects a freeway with a major roadway. Based on a conventional diamond interchange, DDIs offer an alternative to roundabouts, traditional traffic signals, and stop signs for managing traffic flow.

Advantages of a DDI

DDIs have many operational and safety benefits and are designed to meet the needs of all road users.

✓ SAFETY

Reduces the number of ways vehicles can collide by almost half (14 compared to 26 for a conventional diamond interchange).

✓ GREATER EFFICIENCY AND REDUCED BACKUPS

At intersections where there is a high volume of left turns onto a freeway, DDIs accommodate more traffic capacity compared to a conventional interchange by allowing free-flow left turn movements. Free-flow left turns allow traffic to access the freeway ramp without having to stop.

✓ EASY NAVIGATION

Guides drivers with overhead signs, pavement marking, and traffic signals.

✓ MEETS THE NEEDS OF ALL ROAD USERS

Accommodates large trucks, vehicles, bicyclists, and pedestrians.



CURIOUS HOW TO NAVIGATE A DDI?

Unfold this flap to learn how vehicles, bicycles, and pedestrians can all safely move through a DDI.

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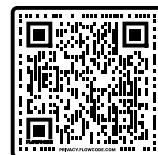
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Navigating a DIVERGING DIAMOND INTERCHANGE



The image above shows a Diverging Diamond Interchange (DDI) on I-43 in Milwaukee.



U.S. Department of Transportation
Federal Highway Administration



ABOUT THE PROJECT

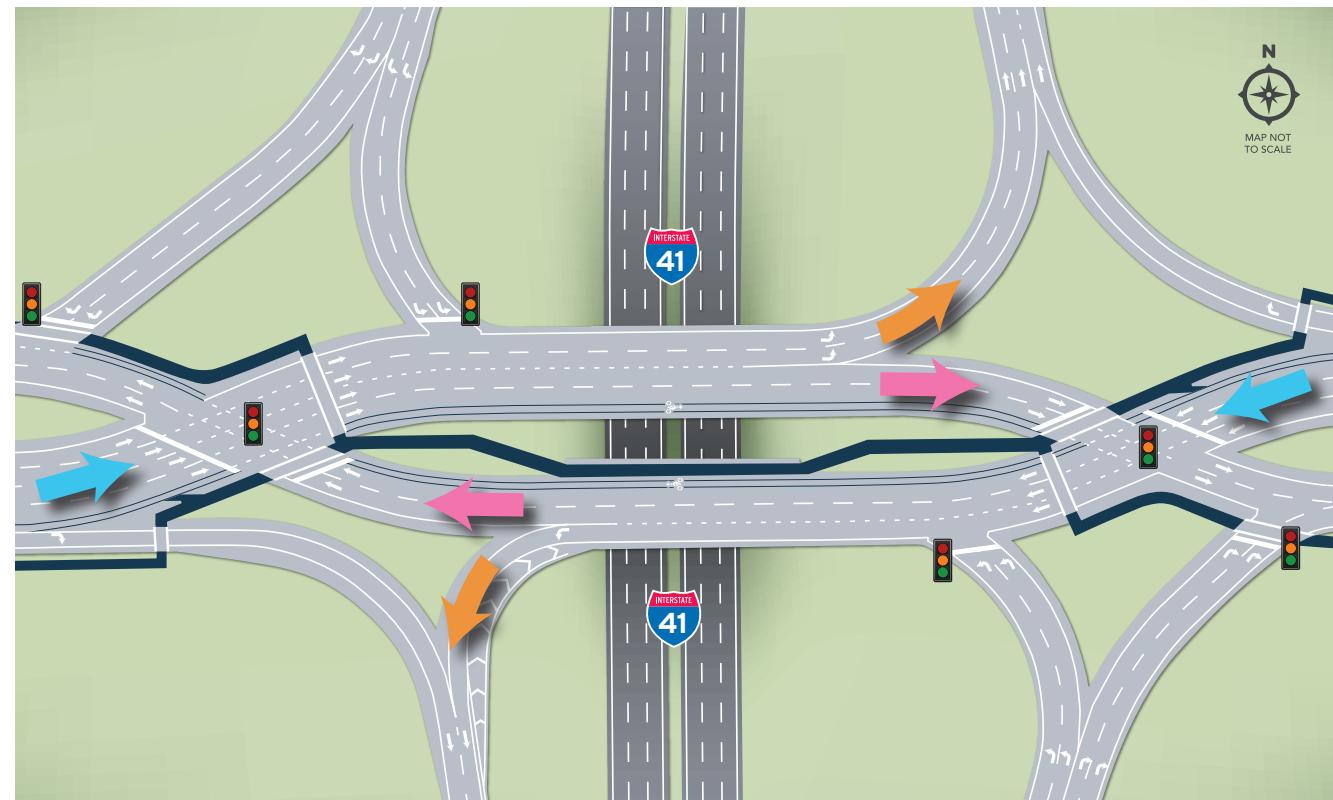
The I-41 Project is expanding 23-miles of I-41 from four to six lanes between WIS 96 (Wisconsin Avenue) near Appleton and County F (Scheuring Road) in De Pere.

DDIs along the I-41 Project

As part of the I-41 Project, the Wisconsin Department of Transportation (WisDOT) is constructing three Diverging Diamond Interchanges (DDIs) in Outagamie County. Construction began along WIS 15 (Northland Avenue) and Ballard Road (County E) in early 2025, with both interchanges completed in late 2025. Construction along WIS 47 (Richmond Street) is scheduled to begin in spring 2026 and is scheduled to be completed by the end of 2026.



The DDI design will increase vehicle capacity at the interchange, helping to improve traffic flow and reduce congestion. For example, WIS 15 (Northland Avenue) has a significant amount of traffic making left turns onto the interstate ramps. During peak hours, an average of 1,430 vehicles are expected to merge onto northbound I-41 from WIS 15.



DRIVING THE DDI

Following the signage, signals, and pavement markings, **motorists cross over to the left side of the road** after the first set of traffic lights.

All left turns onto the freeway are free flow, meaning vehicles do not have to stop to access the ramp.

Vehicles going straight simply proceed through a second set of traffic lights and cross back to the right side of the road.

BICYCLES AND PEDESTRIANS



Bicyclist on the road - use the designated bicycle lanes to navigate through the DDI. If you are not comfortable riding in the designated bicycle lane, use the multiuse path and crosswalks.



Crossing as a pedestrian - always stay on the designated multiuse path and cross only at the crosswalks following walk signals when present.

Multiuse paths and crosswalks are shared by both cyclists and pedestrians. Stay aware of your fellow travelers, and stay safe.



Scan the QR code to check out animations that visualize DDIs and other I-41 project designs at i41project.wisconsindot.gov/about#Visualize-Improvements