Diverging Diamond Interchanges (DDI) Improve Safety, Traffic Operations, and Non-Motorized Travel





ABOVE AVERAGE CRASH RATE





Injury crashes at O'Malley Rd and Seward Hwy interchange from 2008-2021



~16 crashes (7 involving injuries) occur each year at this interchange



1 in 3 of these crashes are left-turn crashes



Half of those crashes involve vehicles turning left from O'Malley Rd onto the NB Seward Hwy ramp

DOT&PF evaluated roundabouts at this interchange and determined they could not handle the projected peak traffic volumes. The DDI will improve traffic operations, safety, and nonmotorized travel.



DDIs reduce vehicle conflict points from 26 to 14 and ALL left-turn angle conflict points are eliminated

Converting signalized diamond interchanges to DDIs have been shown to reduce interchange crashes by approximately 50%

Drivers coming from Brayton Drive and H2Oasis who are heading north have multiple options, including:

- U-turn at Commodore Dr
- U-turn at O'Malley Centre
- Old Seward Hwy, C St, Lake Otis Pkwy, and others

The project team has been consulting with the Alaska Trucking Association and the AMATS Freight Advisory Committee throughout project design.

EMERGENCY RESPONSE AFD has reviewed the DDI configuration and does not anticipate any overall negative impact on outcomes.



U-TURNS ARE NOT INHERENTLY UNSAFE



On average, a U-turn at Commodore Dr is estimated to take less time than the current NB through signal delay during peak hours.

TRUCK TRAFFIC