

MAGNOLIA

CLIPPING & BROADCAST MONITORING SERVICE

D'IBERVILLE PRESS

BILOXI, MS

Circulation = 5659

WEEKLY

05/14/2015



Traffic flow improvements expected

By David A. 'Hank' Rogers
D'Iberville Community
Development Director

All around the City there is activity...extensive highway work, a Casino rising into the skyline, new residences being built and businesses moving into the City of every kind and nature.

There are currently 729 active privilege licenses in the City of D'Iberville. These do not include seasonal licenses that are activated during the summer months. A number of these businesses are located along the Promenade and the Sangani Boulevard corridors. This is the center point for D'Iberville's economic engine. However, the City has seen new resurgence in the Lemoyne Boulevard track, as space near the Interstate becomes scarce and land more expensive. With all of this activity comes the problem of...traffic. We have been working with traffic engineers and the MDOT to try to alleviate some of these traffic woes.

One innovation that should help with the movement of traffic in and around the rear entrance to the Promenade is the "Diverging Diamond Interchange" or DDI. This is a diamond interchange in which two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. What? Ok, ok...it is unusual in that it requires traffic on the freeway overpass (think Old Hwy 67 / D'Iberville Blvd over Interstate 10) to briefly drive on the opposite side of the road from what is customary. You heard me correctly; you cross over to the left side for the North bound lane and then back over to the normal lane once you are on the other side of the overpass.

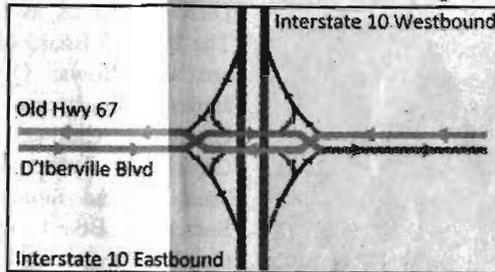
So why the DDI? The diverging diamond intersection allows for two-phase operation at all sig-

nalized intersections within the interchange. This is a significant improvement in safety; since no long turns must clear (cross the path of) opposing traffic and all movements are discrete, with most controlled by traffic signals.

Additionally, the design will improve the efficiency of interchanges, as the time lost for phases in the light cycle can be redistributed as green time - there are two clearance intervals (the time for traffic signals to change from green to yellow to red) instead of the six or more found in other designs.

So what are the disadvantages? Well obviously those of us not familiar with the configuration, particularly with the regards to merging maneuvers along the left side of the roadway or the crossover flow of traffic will find

this maneuver very strange at first. Another issue, free-flowing traffic in both directions of the non-freeway is impossible, as the signals cannot be green at both intersections for both directions simultaneously. Also, pedestrian access would require at least four



D'Iberville's Diverging Diamond

crosswalks (two must cross the two signalized crossover intersections, while two more

cross the local road at each end of the interchange). Whew!

But as with all innovations there is a learning curve for the new user. I will plan on practicing the "diverging diamond interchange" when the traffic volume is at its lowest. I will then take my mother and father through the intersection to make sure they can maneuver it on their own. My mother made me promise.