

## Pickering, John

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**From:** Pickering, John  
**Sent:** Tuesday, November 16, 1999 1:26 PM  
**To:** Jerry McCorkle; Jim Kidd; Lowe, Greg; Reese, John; Richard Pittman; Whitfield, Robert  
**Cc:** Purvis, Keith  
**Subject:** Interchange Designs  
**Importance:** High

On normal diamond type interchanges, we design the ramps near the cross-road with a 300' taper and a 16' offset that helps with the channelized intersection for the right-turning vehicles that have a yield sign. Our recent designs near urban areas utilize a loop for the high-volume left-turning traffic and a right-turn yield for the reverse flow high-volume traffic. An example of this type interchange is at I-55 and Byram, where a loop is provided in the southeast quadrant for the AM peak hour traffic. The PM traffic is handled by the standard diamond right-turn yield.

On the southbound exit ramp of the Byram Interchange, it has come to our attention that a few vehicles queued for the left-turn movement onto eastbound Byram Road, can block the high-volume right-turning vehicles. On this particular ramp, the 300' taper will be modified to a parallel lane for several hundred feet so the right-turning vehicles will not be blocked and can continue on to the yield sign.

We need to review all of our interchange designs to see if a parallel type lane would be more practical than the 300' taper. This is especially true within interchanges where we are providing a loop in one quadrant for the high-volume left-turning vehicles. The reverse flow ramp should be looked at very seriously for a parallel type right-turn lane.

Thanks.