

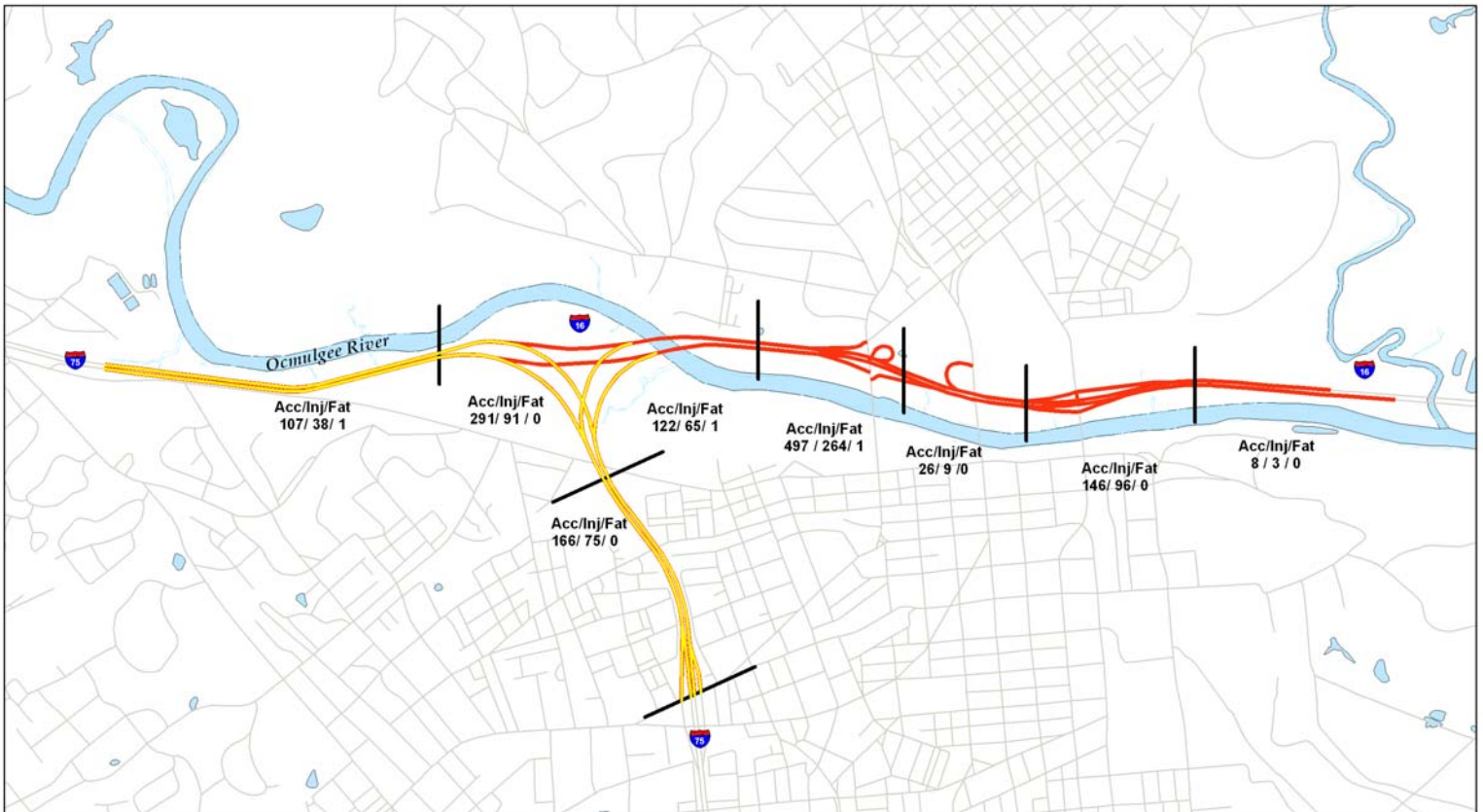
**I-16/I-75 WIDENING AND
INTERCHANGE MODIFICATIONS
CONCEPT ALTERNATE #9
Project Information – November 21, 2005**

Purpose:

- 1) Improve safety
- 2) Relieve current and anticipated congestion
- 3) Improve hurricane evacuation route

Accident Statistics (2001 – 2003):

- 1,363 total accidents
- 641 injuries
- 3 fatalities
- Accident rates are 40% higher than statewide averages on similar roadways



Contributing Factors to High Accident Rates

- Congestion
- Long traffic queues on exit ramps
- Inadequate decision times and sight distances (roadway geometry)
- Undesirable weaving movements (short distances between merge and diverge points)

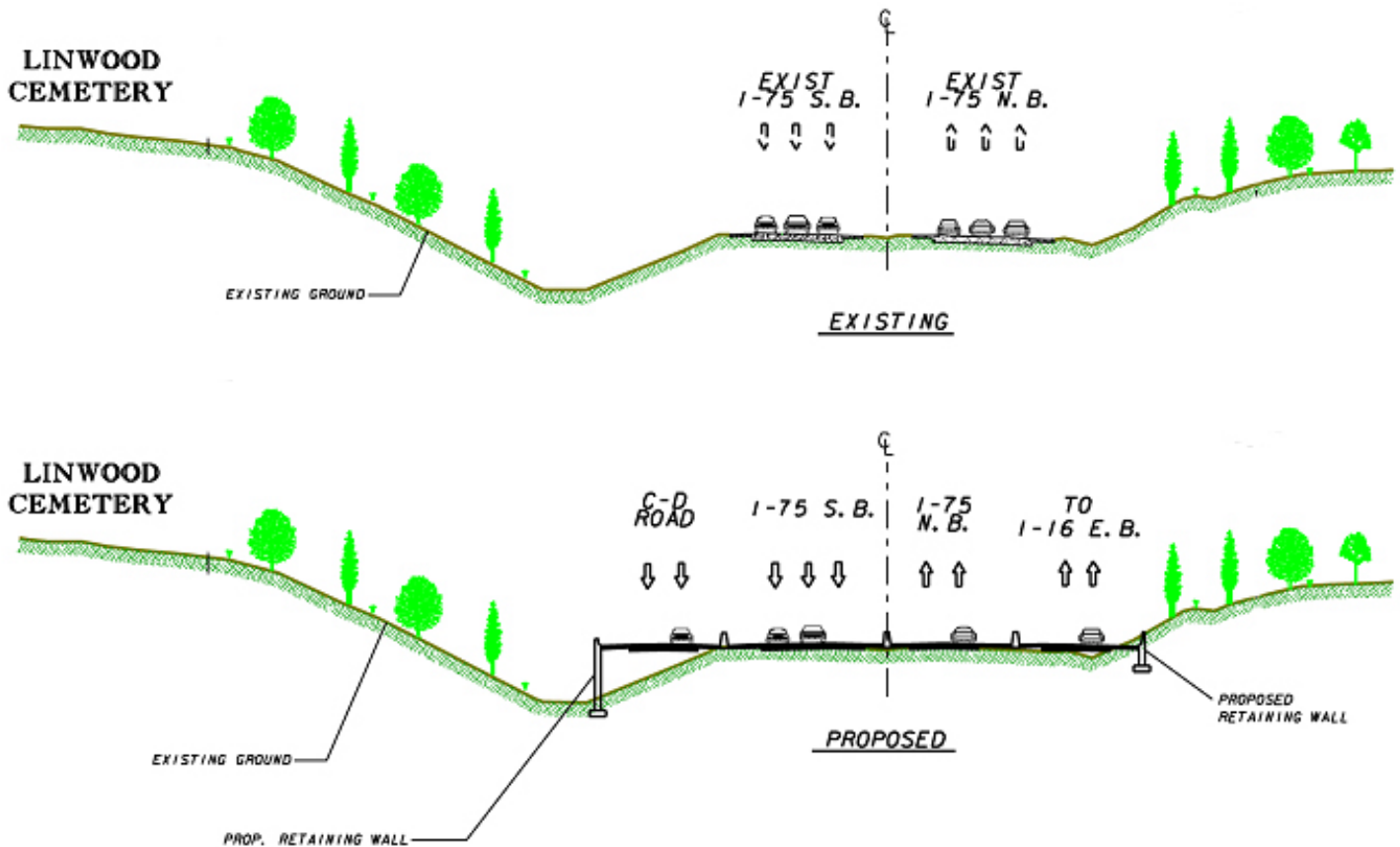
Traffic Projections (Average Daily Traffic – ADT)

Roadway	2004 ADT	2012 ADT	2032 ADT
I-16	86,020	108,100	151,200
I-75	85,300	103,200	149,900

Proposed Improvements:

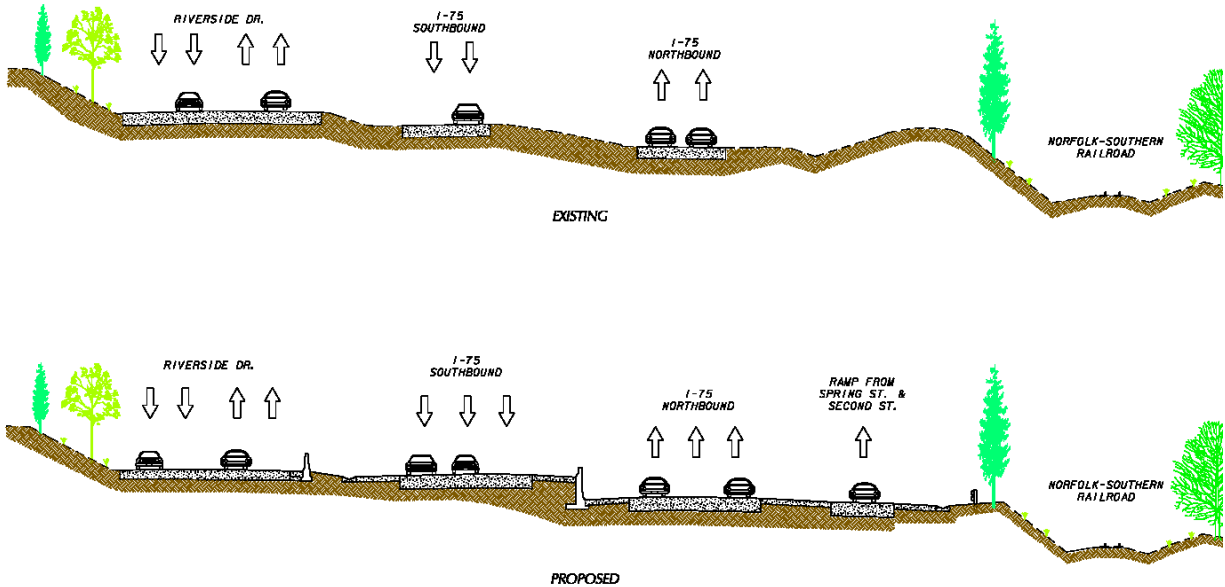
I-75 from Hardeman Ave. to I-16

Mainline I-75 will remain a six-lane section. The I-75 NB exit to I-16 will be shifted 3500 ft to the south. The I-16 merge with I-75 SB will be shifted 1500 ft south, and will enter I-75 on the right. A two-lane Collector-Distributor (C-D) road will be constructed parallel to I-75 SB. The Riverside Drive, Walnut Street, and David Lucas Pedestrian Bridge overpasses will all be reconstructed.



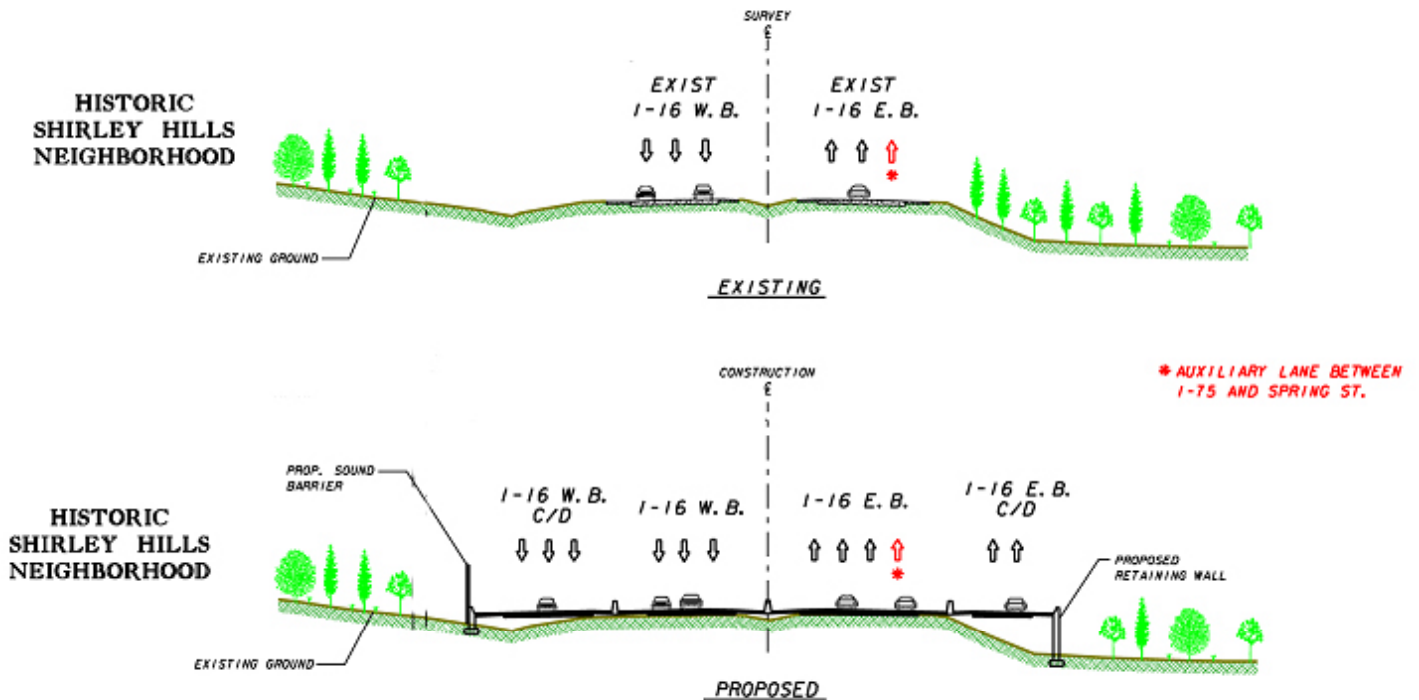
I-75 from I-16 to Pierce Ave.

The existing four-lane interstate will be widened to six through-lanes with twelve ft paved shoulders and a concrete median barrier. A fourth auxiliary lane will be constructed on I-75 NB between I-16 and Pierce Avenue. The majority of the construction will occur within the existing right-of-way of the interstate.



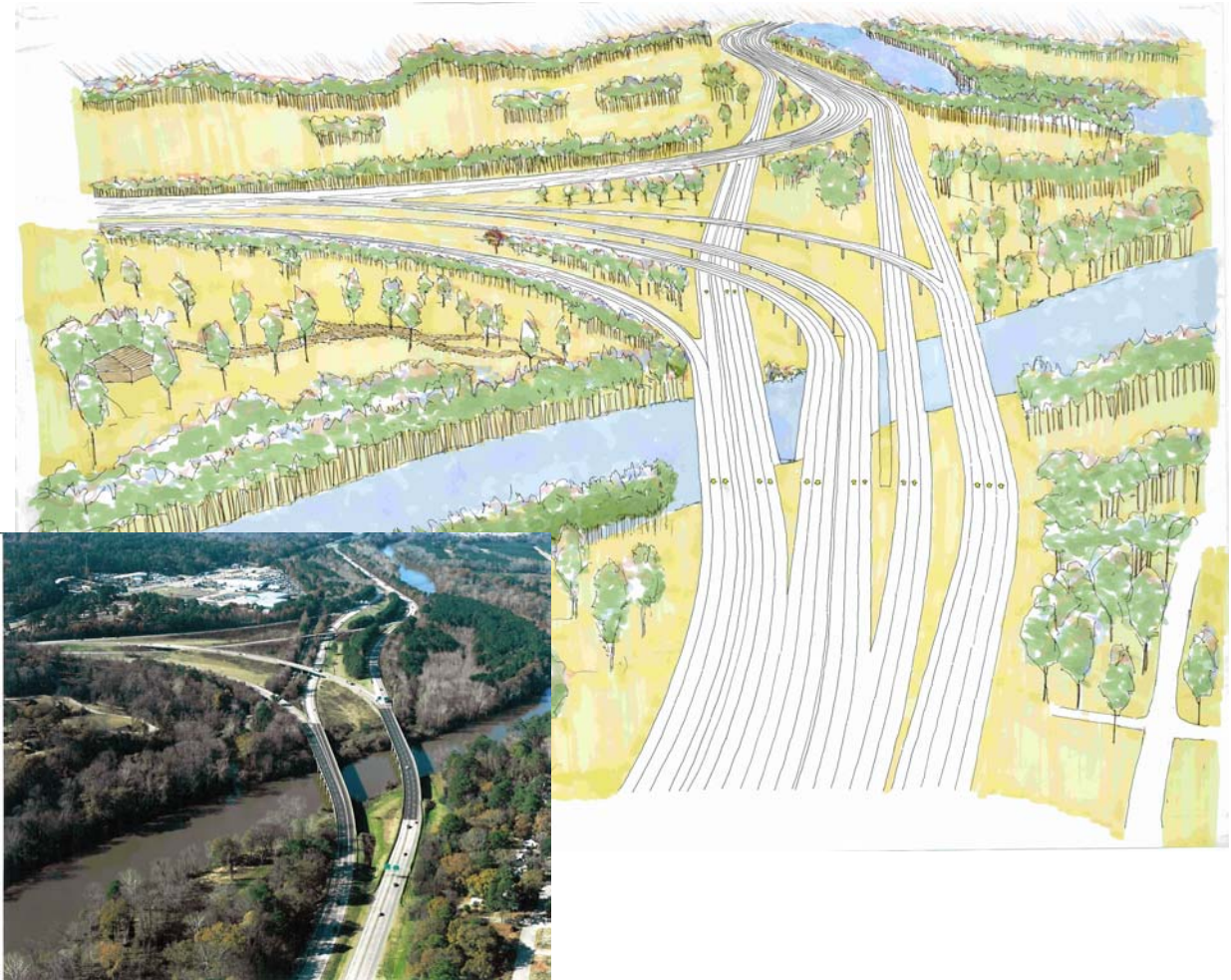
I-16 from I-75 to Coliseum Dr.

The existing interstate (four through-lanes) will be widened to six through-lanes with twelve ft paved shoulders and a concrete median barrier. Collector-Distributor (C-D) roads will be constructed parallel to the interstate. The C-D roads will vary from one to three lanes wide depending on location.



I-16/I-75 Interchange

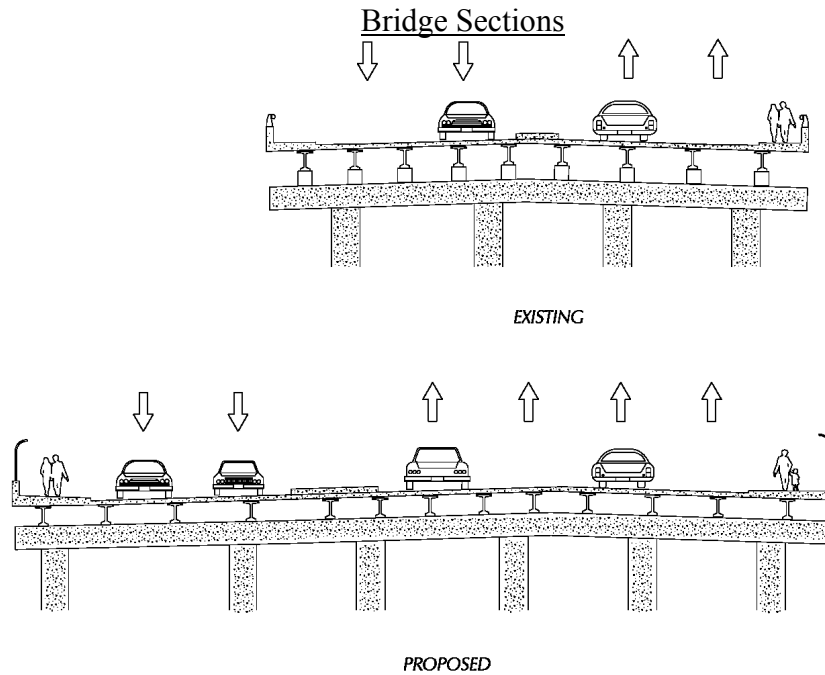
Each of the existing ramps will be reconstructed to meet current design criteria. All ingress and egress on I-75 will be on the right. Three additional ramps will be constructed to connect I-75 with the I-16 C-D roads.



I-16 / I-75 Interchange existing (inset) and proposed looking northwest

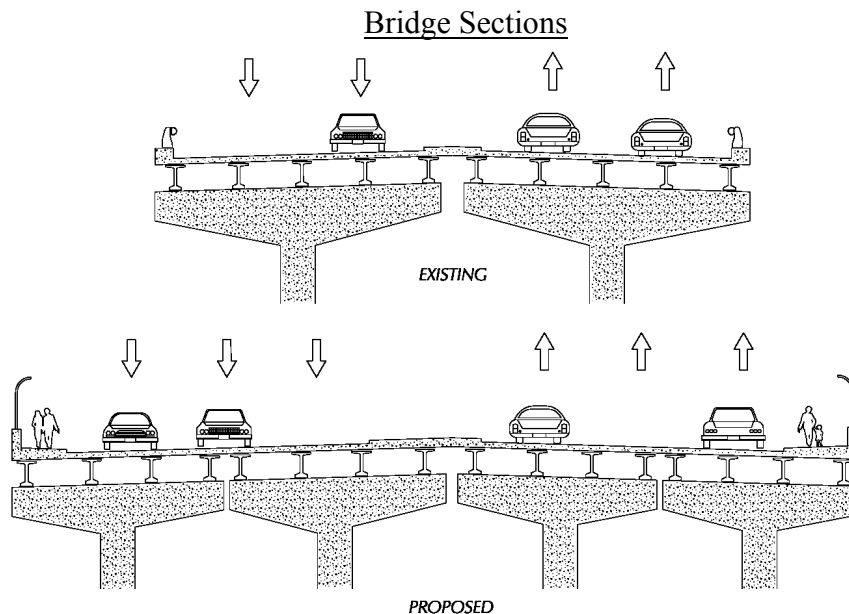
Coliseum Dr. from Riverside Dr. to the Macon Centreplex

The existing four-lane roadway will be widened to six lanes with a raised, landscaped median. The "Otis Redding Bridge" over the Ocmulgee River will be widened to accommodate the additional lanes and reconstructed as a pedestrian friendly gateway to Macon. Special features on the proposed bridge include 10-ft sidewalks and lighting.



Second St. from Walnut St. to Emery Hwy.

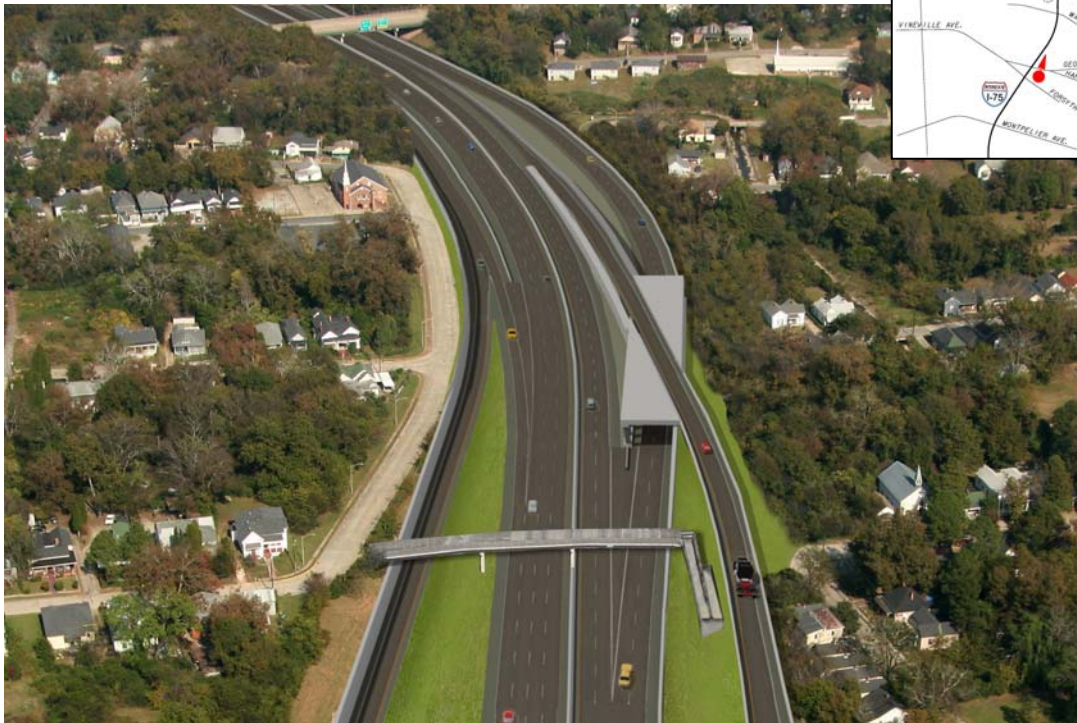
The existing four-lane road will be widened to six lanes. A ten-ft sidewalk will be added to the East side of the bridge. The bridge over Norfolk Southern Railroad, Ocmulgee River, and I-16 will be reconstructed to accommodate the new interstate section.



I-75 Improvements Adjacent to Pleasant Hill District



I-75 looking northbound - Before



I-75 looking northbound - After

Mitigating the Impacts

Impacts to environmental and cultural resources will be avoided or minimized whenever possible. GDOT and FHWA are committed to mitigating impacted resources through appropriate noise abatement, architectural features, landscaping, etc.

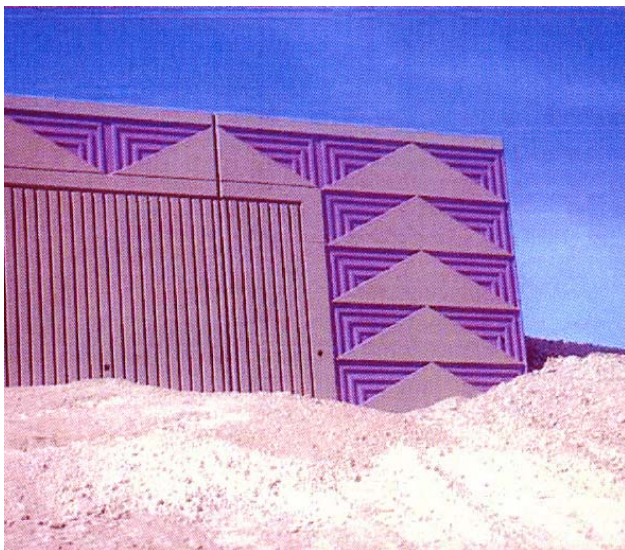
Sound and Visual Barrier Alternatives



Standard steel barrier with landscaping added to improve aesthetics.



Brick barrier



Textured concrete wall



Transparent barrier

Streetscaping Example

Downtown Buford, GA – Before and After



Pedestrian Bridge Examples



US-41 in Cobb County, GA.



US-60, Arizona