



# Citizen Concerns I-16/I-75 Interchange Design

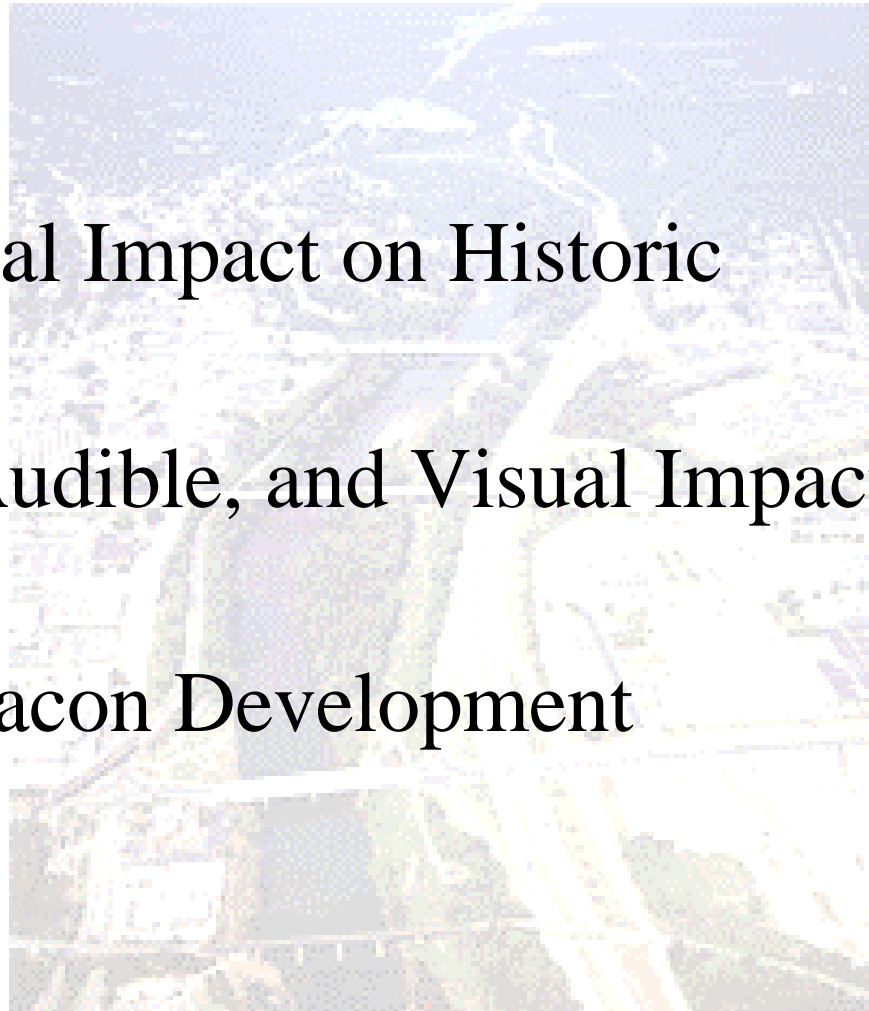
Project # NH-IM-16-1(92), NH-IM-16-1(131), NH-IM-75-2(177), & NM-16-1(104)  
P.I. # 311000, 311005, 311400, & 311410

Shirley Hills & North Highlands  
Neighborhood Associations  
February 2003

# Concerns

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- Project Scale
- Audible and Visual Impact on Historic Areas
- Environmental, Audible, and Visual Impact on Greenway
- Barrier to East Macon Development
- Alternatives



# Project Scale

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- Existing Roadway:
  - I-16 has 4-12 foot lanes with 40 foot grassed median
  - I-75 has 4-12 foot lanes with 40 foot median
  - I-16/I-75 Interchange at Walnut Street overpass has 8-12 foot lanes with median
  - I-16/I-75 Interchange has 1, 2, & 3 lane connecting ramps



# Project Scale

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- Proposed Roadway:
  - I-75 Mainline - 8-12 foot lanes with 12 foot shoulders (144 feet)
  - I-16 Mainline - 6-12 foot lanes with 12 foot shoulders (84 feet)
  - I-16 Mainline at Split - 8-12 foot lanes with 12 foot shoulders (144 feet)
  - Collector-Distributor Roads at Spring St. - 3-12 foot lanes with 8 and 10 foot shoulders (to I-75) & 2-12 foot lanes with 8 and 10 foot shoulders (from I-75) (240 feet)



I-16 Proposed by G.D.O.T. and Prepared by Joseph Passonneau & Partners  
Rendering by architect David B. Mooplan  
Sponsored by New Town Macon, Inc., Public Private Partnership



# Project Scale

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- Widest spot between Spring Street and Ocmulgee River - 13 lanes for a total width of 240 feet (80 yards) with shoulders
- Comparable Scale Roadways:
  - Downtown Connector through Atlanta is 14 lanes at North Avenue/Georgia Tech or 208 feet with shoulders
  - I-85 at the Tom Moreland Interchange (Spaghetti Junction) is 16 lanes or 232 feet with shoulders at its widest point

# Project Scale

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Current Width - 144 feet



Proposed Width - 240 feet

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# Project Scale

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Current View

Fly-over Bridges Looking  
from Riverside Drive



Projected View



# Project Scale

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Current View

Fly-over Bridges Looking  
from Rose Hill Cemetery



Projected View



# Project Scale

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Fly-over Bridges Looking  
from River's Edge



Current View



Projected View

# Project Scale

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- Traffic Counts

- ADT - Average Daily Traffic
- Estimated ADT Counts for the Interchange presented by Moreland/Altobelli and GDOT do not appear to coincide with actual collected GDOT Data
- The ADT counts from I-75 at Pierce Avenue and Hardeman Avenue combined with the ADT counts on I-16 at Spring Street in a single direction, into or out of the split, is the actual amount of traffic through the Interchange
- Estimated future Traffic (2025) by Moreland/Altobelli and GDOT appear to have used increased current traffic number to achieve a higher increase in vehicles

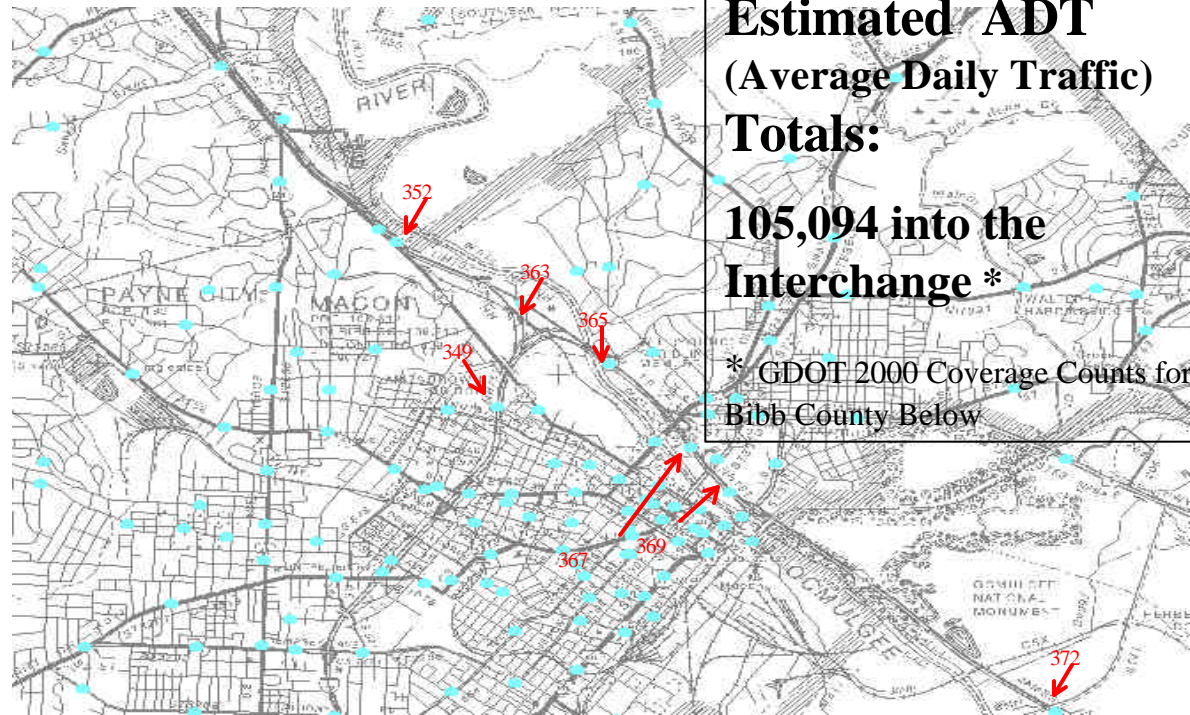
# Project Scale

## GDOT/Moreland Altobelli Traffic Counts:

- I-75 two-way ADT  
72,200\* (2005)  
96,100\* (2025)
- I-16 two-way ADT  
71,900\* (2005)  
101,800\* (2025)
- Total Interchange -  
130,000+ \*\*
- 200,000+ (2025) \*\*

\* Moreland Altobelli, I-16/I-75  
Widening and Interchange  
Modifications Fact Sheet

\*\* GDOT, The Interchange Vol  
1, No 2, Fall 2000



## Estimated ADT (Average Daily Traffic) Totals:

**105,094 into the  
Interchange \***

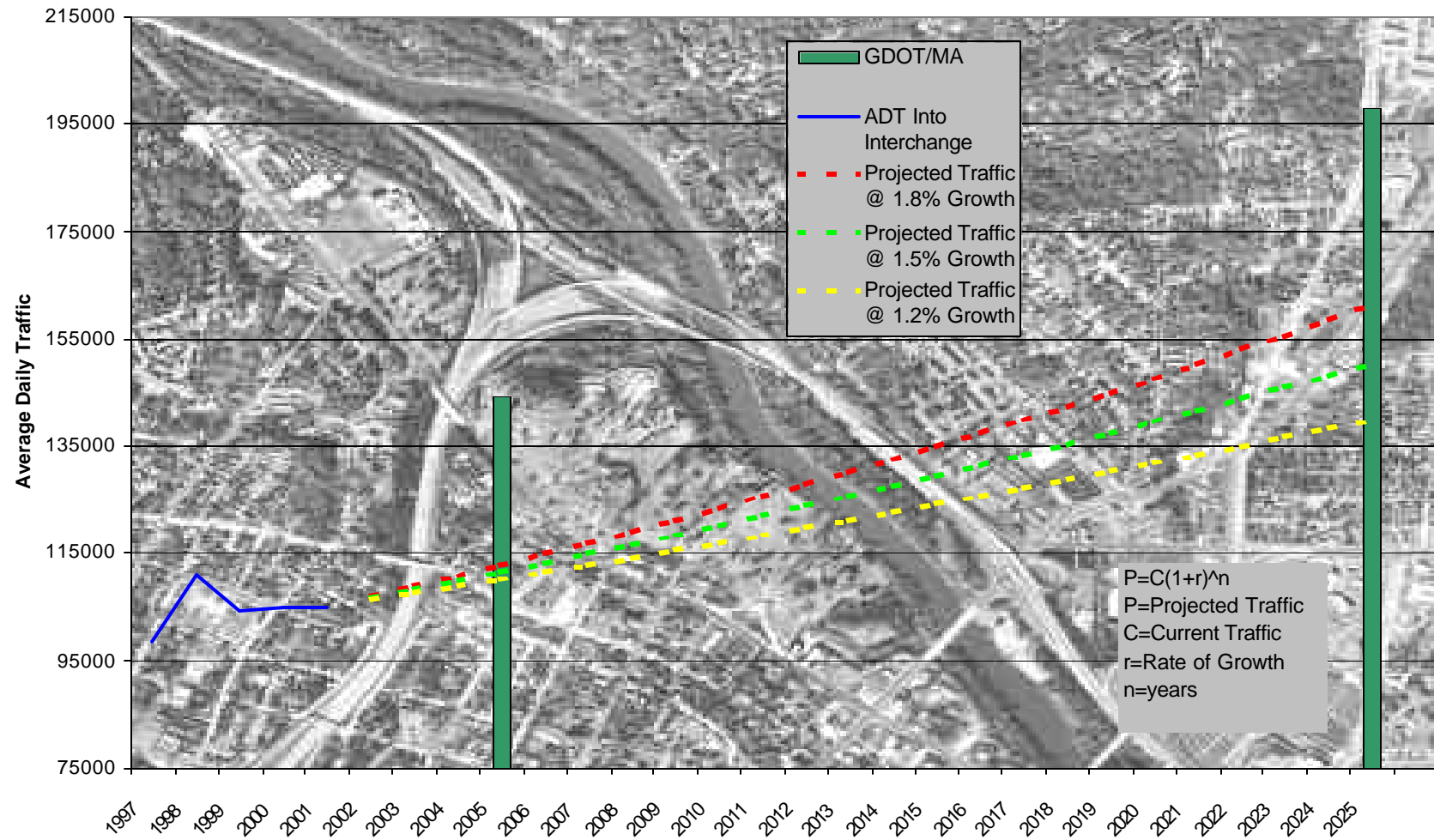
\* GDOT 2000 Coverage Counts for  
Bibb County Below

TC Number	State Road	Street Name/Position	2000 Traffic Counts					2001 Traffic Counts				
			North	South	East	West	Total	North	South	East	West	Total
352	401	I-75 @ Pierce	26482	29203			55685					56311
349	401	I-75 @ Hardeman	38333	35651			73984					76636
363	404	I-16 @ Split			15476	18084	33560					33640
365	404	I-16 @ Spring St.			34911	37558	72469					73002
367	404	I-16 @ Second St.			20728	20353	41081					42382
369	404	I-16 @ MLK					46271					47520
372	404	I-16 after Mounds			15685	15891	31576					32417



# Project Scale

## I-16/I-75 Traffic Count Data



# Project Scale

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- Growth Rate \*

	<b>Macon Metro Area</b>	<b>Bibb County</b>
<b>1970</b>	15.2%	1.5%
<b>1980</b>	12.4%	4.8%
<b>1990</b>	6.6%	-0.2%
<b>2000</b>	10.9%	2.6%
Ten Year Average Rate	11.28%	2.18%
Average Annual Rate	1.13%	0.22%

\* US Census 1960, 1970, 1980, 1990, 2000 for Bibb County and Metro Macon

# Audible and Visual Impact

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- Historic Areas

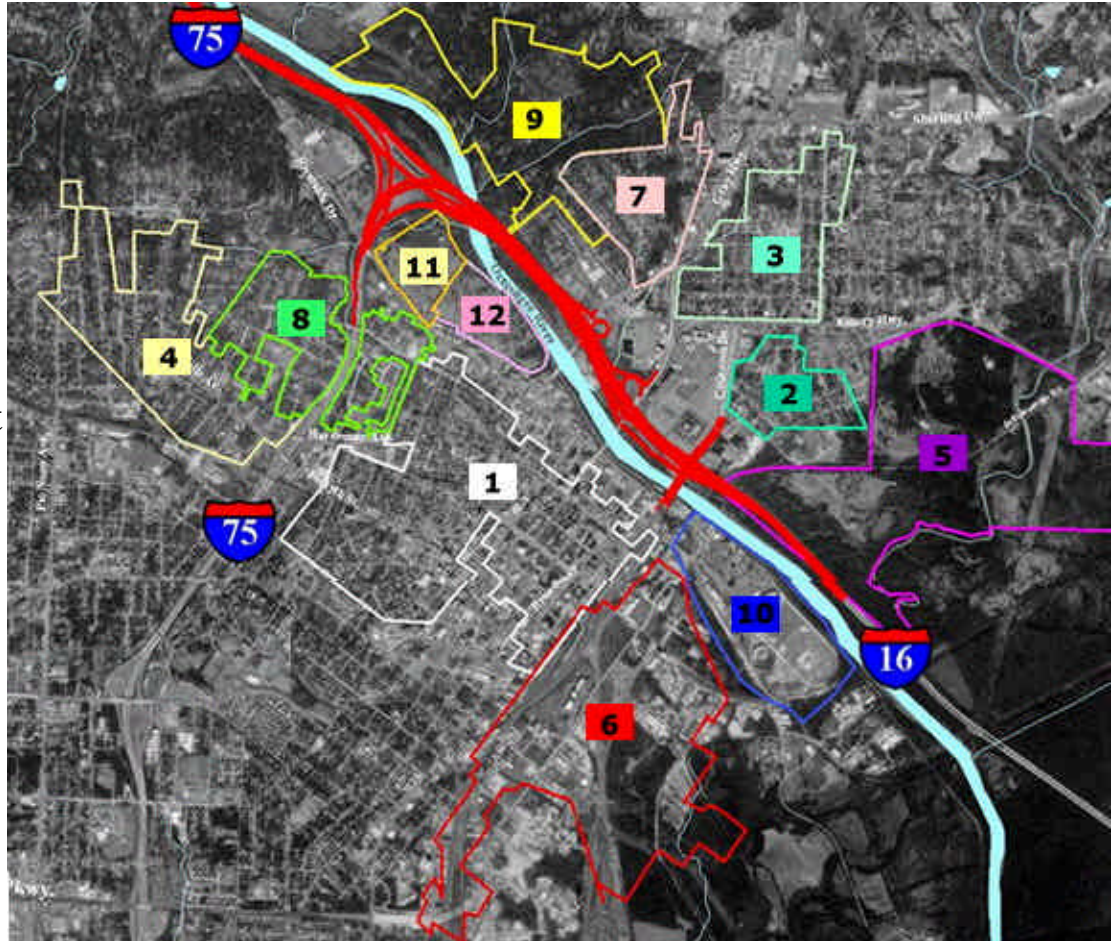
- Rose Hill Cemetery
- Riverside Cemetery
- Shirley Hills Historic District
- North Highlands Historic District
- Pleasant Hill Historic District
- East Macon Historic District
- Macon Historic District
- Vineville Historic District
- Fort Hill Historic District
- Central City Park
- Macon Railroad Industrial District
- Ocmulgee National Monument



# Audible and Visual Impact

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- 1 - Macon Historic District
- 2 - East Macon Historic District
- 3 - Fort Hill Historic District
- 4 - Vineville Historic District
- 5 - Ocmulgee National Monument
- 6 - Macon Railroad Industrial District
- 7 - North Highlands Historic District
- 8 - Pleasant Hill Historic District
- 9 - Shirley Hills Historic District
- 10 - Central City Park
- 11 - Riverside Cemetery
- 12 - Rose Hill Cemetery



\* GDOT Web Site [www.I16/I75.com](http://www.I16/I75.com)

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# Audible and Visual Impact

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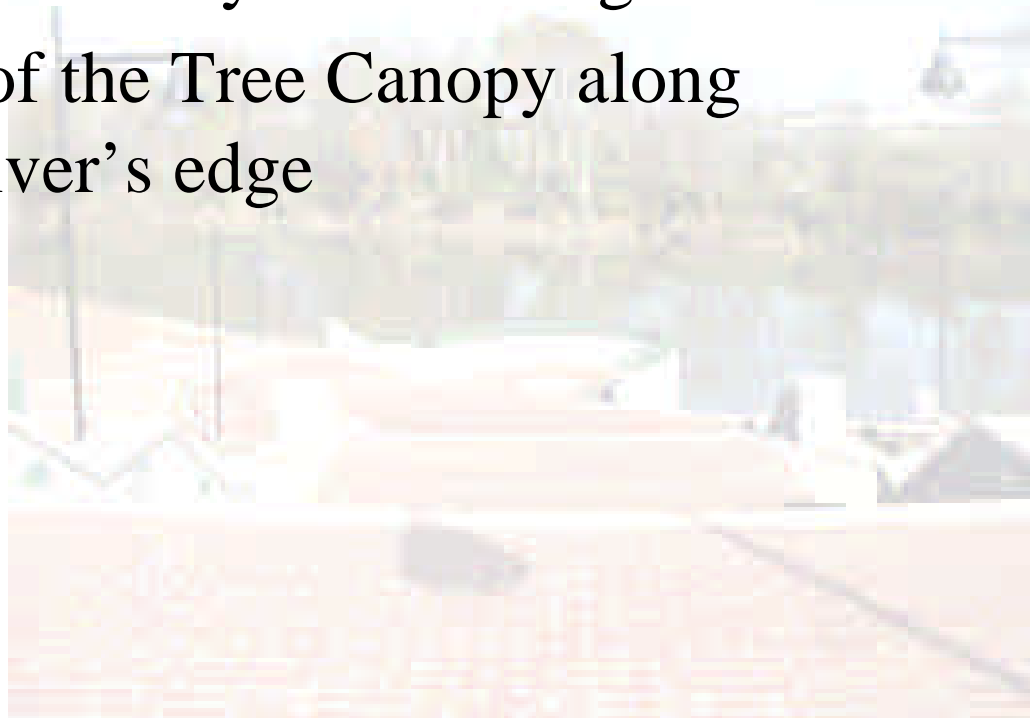
- Noise Barriers

- Only useful within a small area from roadway (200 to 300 feet) and a small reduction in sound (less than 20 dB)
- Unsightly walls will “bounce” sound into Rose Hill Cemetery, Riverside Cemetery, Macon Historic District, and Pleasant Hill Historic District
- 20 foot wall on Bridges will limit sight of the Ocmulgee River from Roadway as well as extend overall height of Bridge Structure to 90 feet above the River’s edge (Tom Moreland Interchange Bridges are approximately 90 feet)

# Impact on Greenway

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- Environmental Impact
  - Damage to Greenway Trail during Construction
  - Elimination of the Tree Canopy along Ocmulgee River's edge

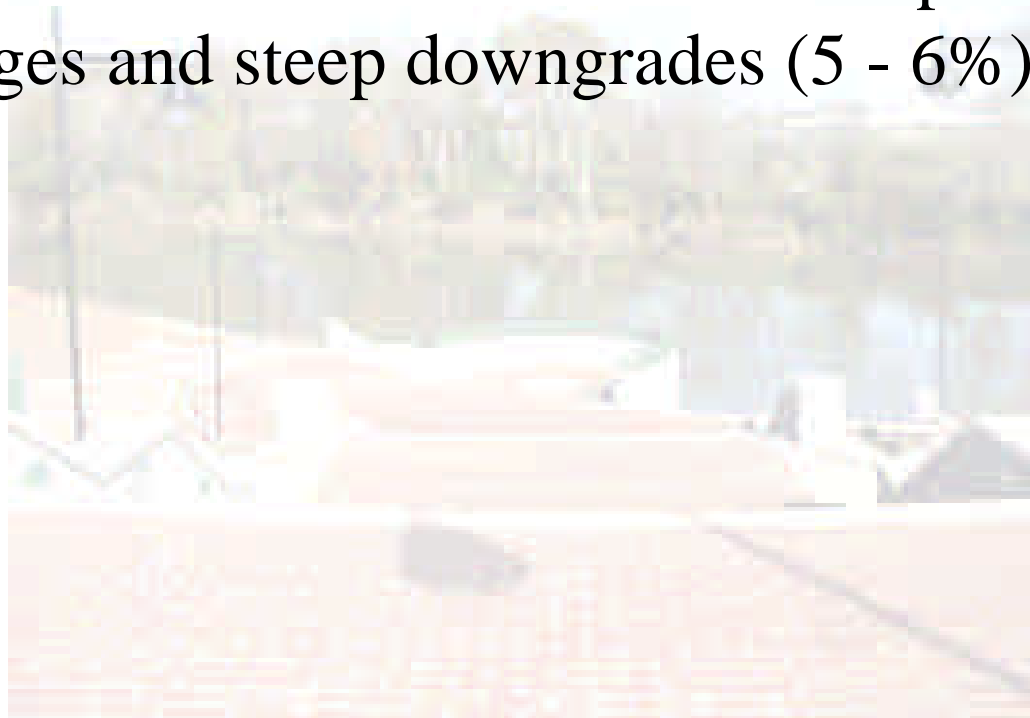




# Impact on Greenway

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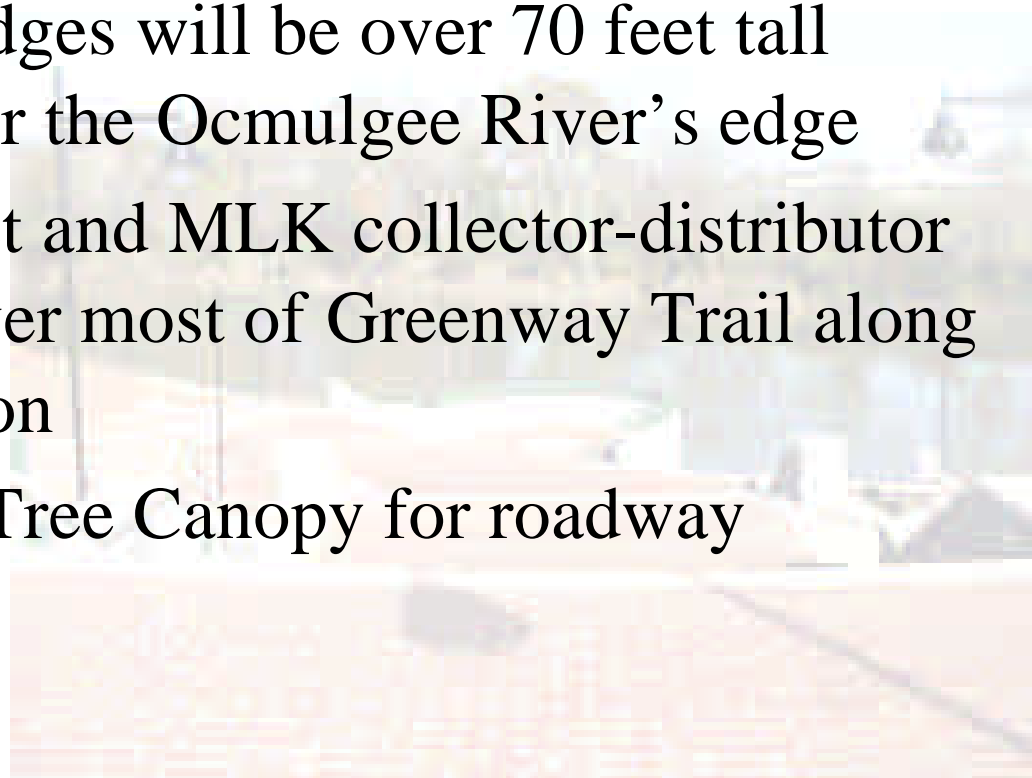
- Audible Impact
  - Increased Tractor-Trailer noise due to multiple fly-over bridges and steep downgrades (5 - 6%)



# Impact on Greenway

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- Visual Impact
  - Fly-over Bridges will be over 70 feet tall towering over the Ocmulgee River's edge
  - Second Street and MLK collector-distributor road will cover most of Greenway Trail along river in Macon
  - Removal of Tree Canopy for roadway construction



# Impact on Greenway

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Fly-over Bridges Looking  
from River's Edge



Current View



Projected View



# Impact on Greenway

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- Visual Impact

Fly-over Bridges Looking  
North from Greenway



Current View

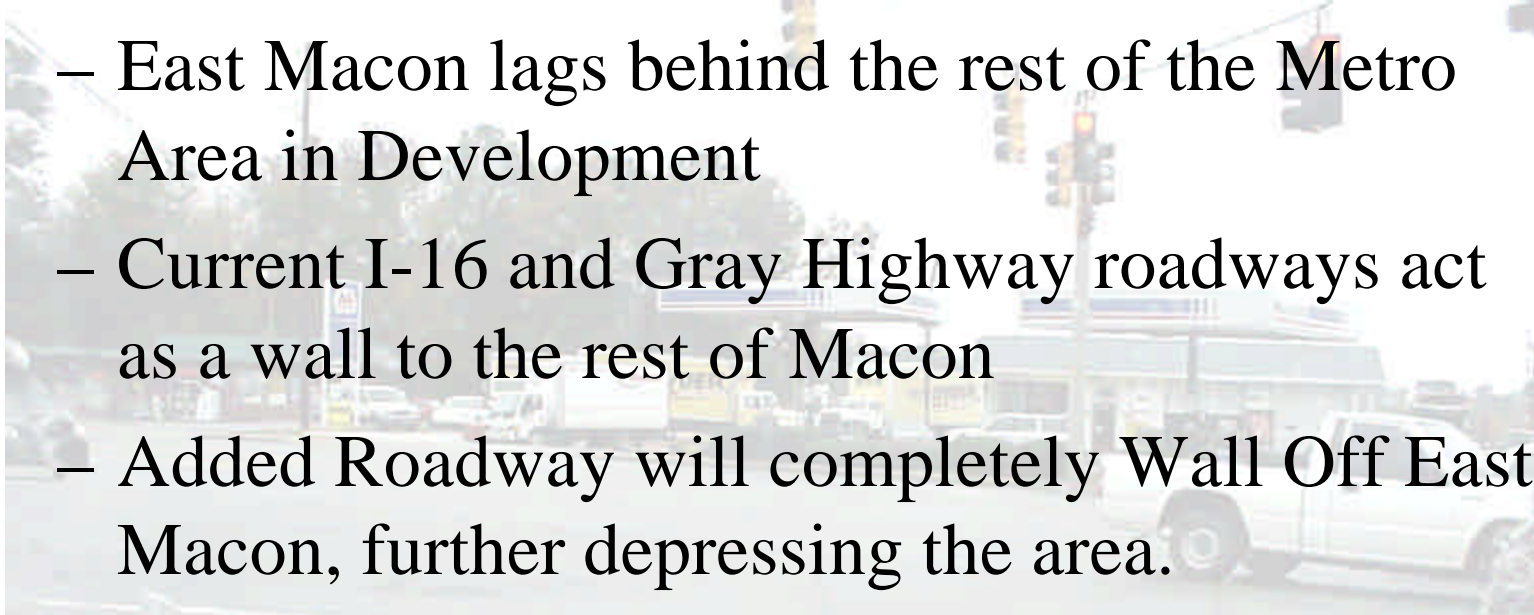


Projected View

# Barrier to East Macon

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- Barrier to East Macon Development
  - East Macon lags behind the rest of the Metro Area in Development
  - Current I-16 and Gray Highway roadways act as a wall to the rest of Macon
  - Added Roadway will completely Wall Off East Macon, further depressing the area.



# Alternatives

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- Scale Down of Project
  - Joseph Passonneau & Associates Design
  - McCullough Concept

# Alternatives

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- Joseph Passonneau & Associates Design
  - Raising of Spring Street over I-16
  - Removal of I-75 Southbound Spring Street Entrance
  - Removal of Spring Street exit from I-16 Eastbound and Southbound I-75

\* Moving of Railroad is shown in computer picture



Modified I-16, Proposed by Joseph Passonneau & Partners  
Computer image prepared by architect Davit B. Akopian



# Alternatives

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- McCullough Concept
  - Elimination of Spring Street Interchange with I-16
  - Second Street and MLK will be main entrances to Macon from Interstate
  - Better utilization of Second Street Freeway into Macon
  - Lengthens weaving area to exits (added safety)
  - Parts of Spring Street can be Pedestrian walkway to Greenway, Downtown Macon, and proposed RiverWalk
  - Improved access to East Macon



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# Conclusion

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- Project Scale
  - Too large for the middle of Macon
- Audible and Visual Impact on Historic Areas
  - Excessive roadway will add noise and visual pollution to Historic Areas
- Impact on Greenway
  - Beauty of the Ocmulgee River will be damaged
- Barrier to East Macon Development
  - Large roadway will wall off East Macon
- Alternatives
  - Changes to Spring Street exits