

16@95 Improvement Projects

Major Mobility Projects — P.I. Numbers: 0012757 and 0012758

Frequently Asked Questions

Project Overview

About the Projects

The 16@95 Improvement Projects will improve traffic flow and enhance safety along I-16 and I-95, one of Georgia's busiest freight corridors as well as the gateway to Georgia's growing port in Savannah, by reconstructing the interchange at I-16 and I-95 in Chatham County to increase operational efficiency and safety of passenger cars and trucks and widening I-16 to relieve traffic congestion.

All current project layouts and alignments are available in the Document Library on the project webpage: <https://majormobilityga.com/projects/i1695improvements/>

What is the MMIP?

The Major Mobility Investment Program, or MMIP, is a grouping of projects expected to yield a significant reduction in congestion along key freight and passenger corridors. The projects will create additional capacity, improve the movement of freight, provide operational improvements and efficiencies, enhance safety, and decrease travel times. More information on the MMIP is located at <http://www.dot.ga.gov/IS/MMIP>.

The 16@95 Improvement Projects will consist of:

- Constructing an additional inside lane and shoulder along the I-16 mainline corridor, increasing the existing roadway from two lanes to three lanes in each direction.
- Constructing three new bridges, replacing four existing bridges, and rehabilitating six existing bridges within the projects' limits.
- Replacing the two existing loop ramps located on the west side of I-16/I-95 Interchange with innovative turbine configuration ramps.
- Adding lighting at the I-16/I-95 Interchange.
- Building a two-lane, emergency-use median crossover on I-16 between I-95 and Dean Forest Road to facilitate hurricane evacuations.
- Installing Intelligent Transportation System (ITS) technology, such as cameras and changeable message signs, within the projects' limits.

Project Location



- Constructing collector-distributor (CD) lanes on I-95 northbound to help improve traffic flow and safety to and from I-16 and I-95.

What are Georgia DOT's goals for these Projects?

The 16@95 Improvement Projects will reduce congestion and enhance safety along I-16 and I-95 in Chatham County. The project is part of Georgia DOT's Major Mobility Investment Program (MMIP), which includes large-scale projects that will build a better Georgia by enhancing mobility and safety, fueling economic growth, and improving Georgians' quality of life.

What is the schedule for the project?

Georgia DOT has selected the Design-Build team, Savannah Mobility Contractors JV, that will design and construct the project using an accelerated process. Construction began in Q1 2020 and is scheduled for completion in 2022.

What are the construction hours?

The project will consist of night and day shift work, which includes weekend work. Construction activities that will require traffic interruptions will occur on I-16 or

I-95 between the hours of 7 p.m. to 6 a.m. and 9 a.m. to 3 p.m. No long-term closures of I-16 at I-95 Interchange ramps will occur, unless there are emergency repairs needing to take place. No work will be allowed on state or county road interchange ramps between the hours of 6 a.m to 6 p.m. daily. Traffic Impact Reports are distributed via email to provide advance notice about potential traffic impacts. Sign up to receive notifications on the project website at <https://majormobilityga.com/projects/i1695improvements/>.

Improvements and Impacts

What improvements will the traveling public see?

The project adds new lane miles on I-16 in metropolitan Savannah. The completed project is expected to add highway capacity for more than 100,000 vehicles. The improvements will reduce traffic congestion and improve safety in the area. Motorists will also see new lighting at the I-16/I-95 Interchange and Intelligent Transportation System (ITS) technology linked to Georgia NaviGator along the corridor.

What are the traffic impacts?

Travelers will experience lane closures along the project corridor and detours when construction is underway. Georgia DOT works diligently to minimize impacts to travelers, commuters, and businesses. The project team will communicate proactively with stakeholders, the media, transit agencies, and local organizations about any lane changes and closures in advance of construction activity. These construction notices will be communicated through the projects' web page, email announcements, Georgia NaviGator 511, social media, and traditional media. Sign up to receive notifications on the project website at <http://www.dot.ga.gov/BS/Projects/SpecialProjects/1695Improvement>.

Design Concept

How will the new turbine ramps be constructed over the existing on/off-ramps?

The new interchange design is commonly known as a "partial-turbine interchange." This is the first of its kind in Georgia! A turbine interchange, also known as a whirlpool interchange, has two or three levels with ramps forming a spiral around the interchange's center. Two of the four existing cloverleaves will be converted into turbine bridges spanning over I-95 and I-16.



Why is the full interchange not being replaced?

A full interchange replacement was considered, but it was determined, based on benefit/cost analysis, that a full replacement was not fiscally responsible. The proposed combination of turbine ramps on the west side and a new collector-distributor (CD) roadway and bridge on the east side will improve safety and efficiency. The CD will separate traffic that is exiting and/or entering I-95 northbound from the northbound through traffic, which will allow the through traffic to move without interruption of the weaving area associated with the loop ramps.

What are collector-distributor lanes?

Collector-distributor (CD) lanes run parallel to the main travel lanes of an interstate or highway, connecting them to access roads or entrance ramps in order to improve traffic flow, speed, and safety.

Will the hurricane crossovers remain?

The planned enhancements for emergency crossover are features of the 16@95 Improvement Projects. Georgia DOT will replace the two existing one-lane, emergency-use median crossovers with one, two-lane, emergency-use median crossover between I-95 and Dean Forest Road. The third mainline travel lanes will be constructed, and the existing crossovers will be striped as only one lane until the existing crossovers are closed. The existing crossovers will not be removed until the new crossover is functional.

What is the design for I-16?

I-16 West of Dean Forest Road

- Mainline: 10-foot paved inside shoulder, 50.5-foot median, two 12-foot general purpose lanes west of I-95/I-16 Interchange (included interchange), three 12-foot general purpose lanes between I-95/I-16 Interchange and I-16/I-516 Interchange, 12-foot paved outside shoulder.
- Double-faced guardrail to prevent vehicle interactions across the median, except where the emergency crossover is located.

I-16 East of Dean Forest Road

- Mainline: Shoulder widths vary. Typical section is 12-foot inside shoulder (10-foot paved), three 12-foot general purpose lanes, 12-foot outside shoulder (10-foot paved).
- On- and Off-Ramps: Typical section is 8-foot inside shoulder (4-foot paved), one 16-foot lane or two 12-foot lanes, 12-foot outside shoulder (10-foot paved).

When I-16 transitions from three lanes to two lanes, won't this cause an issue with congestion?

The transitions from three to two lanes will occur at transitions to other interstates (i.e., I-516 and I-95). Lanes will transition as exit/entrance ramps. In other words, instead of three lanes of traffic merging into two lanes of traffic, the third lane will be an entrance/exit to another portion of the interstate system. This new lane configuration, which avoids the use of a merge lane, accounts for the traffic volumes at each interchange and provides the necessary traffic movements to accommodate those volumes more efficiently than the current interchanges.

Air/Noise

How does Georgia DOT determine where noise walls will be placed?

Georgia DOT is currently reviewing the 2019 Noise Impact Reevaluation. The reevaluation is based on the Georgia DOT of Transportation's Highway Noise Abatement Policy for Federal-Aid Projects (2/26/2018) which determines the feasibility and reasonability for constructing noise abatement such as noise walls. Factors that go into this evaluation include the amount of noise reduction, constructability, safety, and cost. Thus, some residences may be impacted by noise but not qualify for noise abatement under the policy mentioned above.

Adjacent Projects

Is the Dean Forest Road project part of this project?

Additional activities for Dean Forest Road are programmed as a separate Georgia DOT project (GDOT P.I. No. 0013727).

Stay Connected

How do I stay informed about the project?

Georgia DOT will provide regular updates through the project web page, Georgia NaviGator 511, social media, newsletters, media announcements, and community outreach events. By bookmarking the project web page to phones/tablets and computers, travelers can stay updated throughout the project duration. Project representatives are also available to speak to groups. A speaker's request form can be sent to the project email at 1695improvements@dot.ga.gov. To be added to the project visit the project website at <https://majormobilityga.com/projects/>.

Stay Connected

<https://majormobilityga.com/projects/i1695improvements/>

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