



Exit 16 DDI

Diverging Diamond Interchange



www.Exit16DDI.vtransprojects.vermont.gov

PROJECT MILESTONES

PRELIMINARY PLANS

September 28, 2012

PERMITTING

November 28, 2016

RIGHT OF WAY CLEAR

Winter 2022

BID ADVERTISEMENT

PHASE 1

Summer 2022

PHASE 2

Spring 2025

CONTRACT AWARD

PHASE 1

Summer 2022

PHASE 2

Spring 2025

TARGET CONSTRUCTION SCHEDULE

PHASE 1 WORK

Winter 2023 - Fall 2023

PHASE 2 WORK

Fall 2025 - Summer 2027

The Vermont Agency of Transportation (VTrans) is improving the roadway along the U.S. Routes 2/7 (U.S. 2/7) corridor, in the vicinity of Interstate 89 (I-89) Exit 16, to enhance mobility and safety in Colchester, Vermont. The project area extends from the Colchester-Winooski town line north for approximately 1 mile to just beyond the intersection of Sunderland Woods Road at U.S. 2/7. The core of the project is to reconfigure the existing tight diamond interchange at I-89 Exit 16 to a diverging diamond interchange (DDI). Other improvements include:

- Adding turn lanes at the Mountain View Drive, Hercules Drive and Rathe Road intersections
- Constructing dedicated pedestrian and shared pedestrian/bicycle facilities.
- Modernizing traffic signals at South Park Drive, I-89 Exit 16, Mountain View Drive, Hercules Drive, Rathe Road and at Tigan Street in the City of Winooski.

The current interchange at Exit 16 is a grade separated tight diamond interchange with I-89 crossing over U.S. 2/7 via two bridges. The existing interchange yields frequent traffic congestion, lengthy delays, and significant queuing during peak hours. These existing conditions are a safety concern with a high number of incidents, collisions and a lack of accommodations for non-motorized travel.

Construction of the Exit 16 DDI project will be completed in two phases under two separate contracts, executed sequentially. The contract for Phase 1 was advertised for contractor bid and awarded in Summer 2022 and construction for this phase began in Winter of 2023 and was completed in Fall 2023. The second contract for Phase 2 was advertised and awarded in Spring 2025 with construction for this phase anticipated to begin in Fall 2025 and be completed by Summer 2027. The first phase of construction consisted mainly of utility relocation, ledge removal, the installation of retaining walls, and drainage work, with the bulk of the roadway construction, including the installation of the DDI, the addition of turning lanes, and the implementation of the pedestrian and bicycle accommodations taking place in the following phase.

Prior to and throughout construction, educational materials will be provided at the Town offices and distributed at local community events in the greater Colchester and Winooski area to prepare the traveling public for changes in traffic patterns resulting from the construction of the DDI. Educational materials can be found on the project website.

VTrans' comprehensive communications and public outreach program will keep the public informed throughout the life of the project, and beyond, as drivers learn to navigate the new interchange.



EXIT 16 DDI DIVERGING DIAMOND INTERCHANGE

STAY INFORMED

ONLINE RESOURCES

www.Exit16DDI.vtransprojects.vermont.gov
www.vtrans.vermont.gov

WEEKLY UPDATES

During construction, weekly Construction Updates will be distributed to notify the public of construction activities and travel conditions for the following week. Project Updates and Traffic Alerts will be issued on an as needed basis throughout the life of the project. Sign-up to receive project updates on the website.

SOCIAL MEDIA

Follow VTrans social media accounts for updates on this and other projects around Vermont.

X: @AOTVermont

Facebook: @VTransontheroad

Instagram: @AOTVermont

YouTube: VTrans TV

CONTACT US

For more information on Exit 16 DDI Project visit

www.Exit16DDI.vtransprojects.vermont.gov

Email us info@Exit16DDI.vtransprojects.vermont.gov

or call the 24-hour project hotline

1-802-595-4399



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IMPROVED LEFT HAND MOVEMENTS

In a DDI, traffic crosses to the left side of the roadway allowing for ease of access to the interstate by eliminating difficult left turns. With traffic diverted to the left side of the roadway, vehicles making a left onto the interstate entrance ramps do not have to cross oncoming traffic, creating fewer conflict points. The reduction of conflict points reduces potential user collisions, thus improving safety and vehicle throughput.

With left turn movements operating freely within the DDI, the traffic signals no longer require dedicated left turn phasing, improving overall traffic operations at the interchange. Additional benefits include reducing driver discomfort, fuel consumption and lost time.



COST BENEFITS

In addition to the safety and operational benefits of the DDI, the construction is cost effective. The DDI can be constructed utilizing the existing I-89 bridge structures, eliminating the need to modify or replace them, therefore reducing potential construction costs.

The construction duration of a DDI is much shorter than that of more common interchanges, not only reducing overall cost, but also impacts to the traveling public.



NON-MOTORIZED TRAVEL AND SAFETY

Pedestrian and bicycle facilities such as sidewalks and shared-use paths along U.S. 2/7 will be constructed within the project area.

Raised islands within the interchange create short crossing distances, which increase overall safety for non-motorized users such as pedestrians and bicyclists. The DDI's channelizing raised islands significantly reduce the number of wrong-way entrances onto the interstate.

To facilitate pedestrian and bicycle movements during construction of the DDI, a temporary path will be constructed early to minimize non-motorized and vehicular conflicts.



CONSTRUCTION IMPACTS

In 2023, activities consisted of utility relocation, ledge removal, retaining wall and drainage work. The construction of the DDI is anticipated to begin in Fall 2025. Lane closures and other impacts to traffic should be expected throughout the duration of construction.

Motorists should be aware that short term I-89 ramp closures may be required depending on the construction activity. No detours are anticipated.

Most of the construction will occur during nighttime hours between 7PM – 6AM. Some construction activity outside of the roadway will be allowed during the day. Attention should be paid throughout the project limits at all times of day.

