



Department of Transportation

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June 15, 2006

Thank you for attending this evening's Public Information Open House for the proposed interchange modifications for the I-75 interchanges with CR 251/Rountree Bridge Road, CR 253/Barneyville Road, and CR 246/Kinard Bridge Road, Project NHS-0000-00(764), P.I. No. 0000764. The purpose of this open house is to inform the community and gather your input regarding the proposed project. The proposed project is being sponsored by the Georgia Department of Transportation.

You will have an opportunity to look at displays of the proposed project, talk with project representatives, receive answers to your questions, and share your views and concerns. This handout package contains a project description, a project location map, and a comment form.

As you enter the room, you will notice displays of the project. Project representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the proposed project with a project representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment form and deposit it into the box provided here or send in written comments about the project until June 29, 2006. Written comments should be sent to Mr. Harvey D. Keepler, State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593. Comments can also be made via the web at www.dot.state.ga.us. Click on **Public Outreach** from the list of Featured Links. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays and plans will be available for review for ten days after the Public Information Open House at the Georgia Department of Transportation District 4 Office located at 710 West Second Street, Tifton, GA 31793-3280. A copy of all comments received will be available for public review at this same location and at the Office of Environment/Location, 3993 Aviation Circle, Atlanta, GA 30336-1593, as soon as compilation is completed.

Again, thank you for attending this Public Information Open House and for giving us your comments.

Sincerely,

A handwritten signature in black ink that reads "Buddy Gratton" followed by a stylized monogram "BGK".

Buddy Gratton, P.E.
Director of Preconstruction

BG/LBR/EPEI-slt

Attachments

Georgia Department of Transportation

Public Information Open House Comment Card

NHS-0000-00(764), Cook County, P.I. No. 0000764

I-75 Interchange Modifications with CR 251/Rountree Bridge Road,
CR 253/Barneyville Road, and CR 246/Kinard Bridge Road

June 15, 2006

Please print responses.

Name _____

Address _____

Do you support the project? *For* *Against* *Conditional* *Uncommitted*

Comments _____

How did you hear about this meeting? *Radio* *Newspaper* *Signs* *Word of Mouth*

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. _____

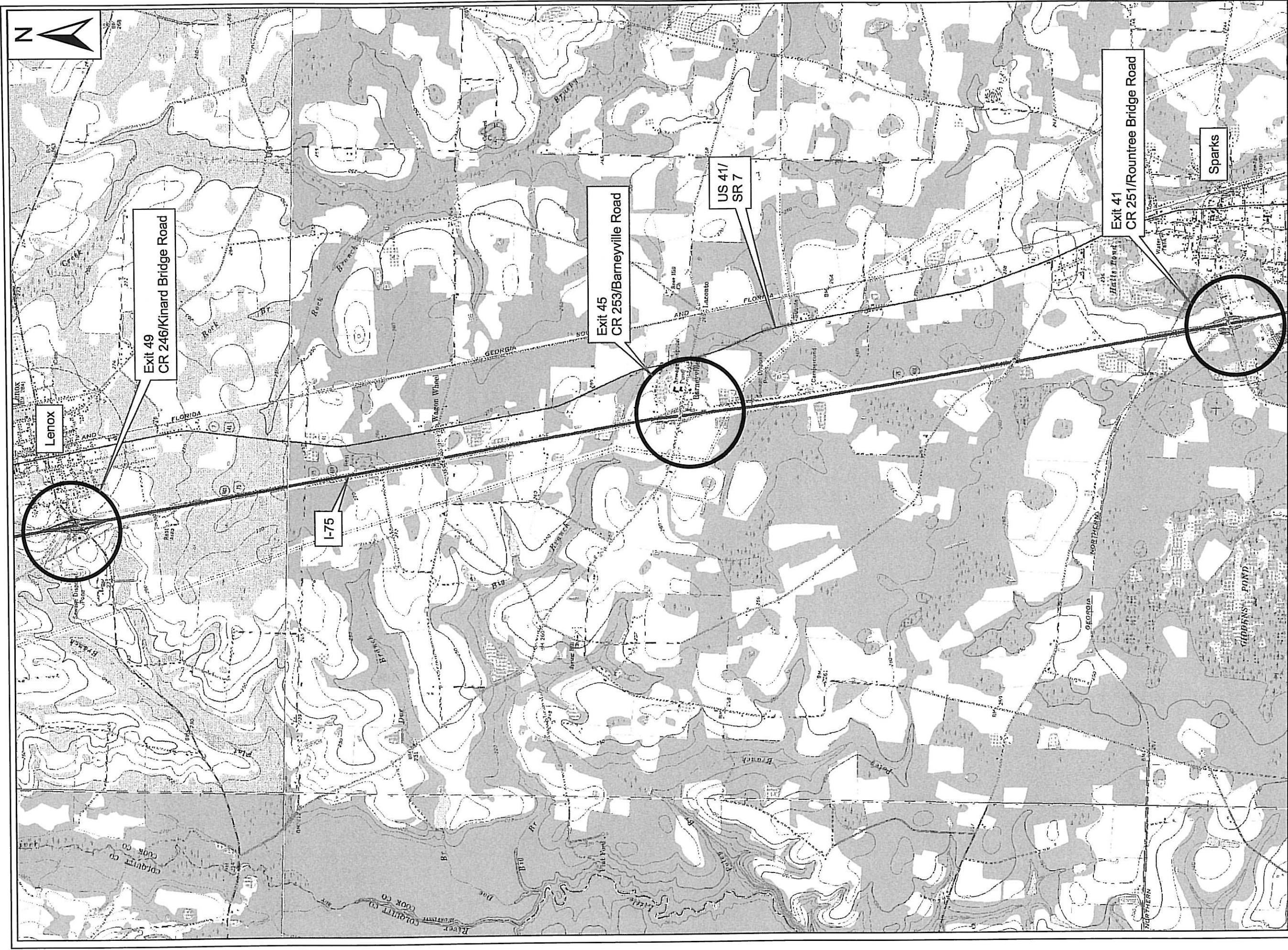
Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

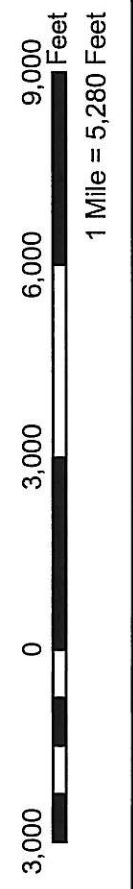
Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:

*Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593*



Project Location
Project NHS-0000-00(764)
Cook County,
P.I. No. 0000764



Source: Adel, Ellenton, Lenox, Omega,
 GA Quadrangles/USGS 7.5' Series
 (Topographic)

NHS-0000-00(764), Cook County, PI No. 0000764
I-75 Interchange Modifications with CR 251/Rountree Bridge Road,
CR 253/Barneyville Road, and CR 246/Kinard Bridge Road

Project Description

Georgia Department of Transportation (GDOT) Project NHS-0000-00(764) consists of modifications for the I-75 interchanges with CR 251/Rountree Bridge Road, CR 253/Barneyville Road, and CR 246/Kinard Bridge Road.

The bridges would be replaced with new bridges that would correct sight distance deficiencies. The new bridges would provide a single 12-foot lane in each direction and a center left turn lane with adequate storage as to not impede traffic on the travel lanes. Exit and entrance ramps at the interchanges would be relocated to achieve separation, adequate acceleration and deceleration, and proper sight distance. Specific existing and proposed conditions at each interchange are described below.

CR 251/Rountree Bridge Road/West Colquitt Street:

The interchange at CR 251/Rountree Bridge Road would be reconstructed as a diamond interchange. The bridge is proposed to have two travel lanes with a center turn lane with CR 251 tapering back to two travel lanes outside the rural diamond ramp terminals. Right turn deceleration lanes would be employed on CR 251 as well as the exit ramps at the ramp terminals. A rural shoulder is proposed on CR 251 west of the ramp terminals while an urban shoulder is proposed on the east side of the ramp terminals as CR 251 enters the City of Sparks.

On the west side of I-75, the CR 251/Rountree Bridge Road intersection with Sparks Cut-Off Road would be relocated farther away from the diamond ramp terminals. The Federal Highway Administration minimum of 300 feet limited access would be stipulated from the outsides of both ramp terminals.

CR 253/Barneyville Road:

The interchange at CR 253/Barneyville Road would be reconstructed as a diamond interchange. The bridge is proposed to have two travel lanes with a center turn lane with CR 253 tapering back to two travel lanes outside the rural diamond ramp terminals. Right turn deceleration lanes would be employed on CR 253 as well as the exit ramps at the ramp terminals. Rural shoulders are proposed to be used exclusively at this interchange. The Federal Highway Administration minimum of 300 feet limited access would be stipulated from the outsides of both ramp terminals.

CR 246/Kinard Bridge Road:

The interchange at CR 246/Kinard Bridge Road would be reconstructed with a collector-distributor road and half diamond ramps for southbound traffic at both CR 246 and the rest area immediately south of CR 246. In addition, the interchange would include a partial cloverleaf exit ramp and a partial diamond entrance ramp for northbound traffic. The bridge is proposed to have two travel lanes with a center turn lane with CR 246 tapering back to two travel lanes

outside the ramp terminals. Right turn deceleration lanes would be employed on CR 246 as well as the exit ramps at the ramp terminals.

For the southbound traffic on I-75, a collector-distributor road is proposed alongside the through travel lanes from immediately north of the CR 246 overhead bridge to immediately south of the nearby rest area. Two sets of entrance and exit ramps in half diamond configurations would provide access to both CR 246 and the rest area to I-75 southbound via the collector-distributor road.

For the I-75 northbound traffic, an exit loop ramp is utilized to access CR 246 in order to avoid impacts to a cemetery on the south side of CR 246. An entrance partial diamond ramp is employed as the access to I-75 northbound from CR 246. A rural shoulder is proposed on CR 246 west of the ramp terminals while an urban shoulder is proposed on the east side of the ramp terminals as CR 246 enters the City of Lenox.

On the west side of I-75, the CR 246/Kinard Bridge Road intersection with CR 244/Old Union Road would be relocated farther away from the ramp terminals, with CR 244 being tied into Church Street. The Federal Highway Administration minimum of 300 feet limited access would be stipulated from the outsides of both ramp terminals.