



# Department of Transportation

State of Georgia

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October 12, 2006

Thank you for attending this evening's Public Information Open House and Detour Meeting for the proposed improvement of the overpass of County Road (CR) 107/Wesley Rigdon Road over I-75 and the modification of the I-75 interchanges with CR 410/Brighton Road, CR 421/Chula Brookfield Road, and CR 11/Willis Still Road, Project NHS-0000-00(803), P.I. No. 0000803. The purpose of this open house is to inform the community and gather your input regarding the proposed project and the proposed detours. 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 and detours, talk with project representatives, receive answers to your questions, and share your views and concerns. This handout package contains a project description with the proposed detour routes, a project location map, detour route maps, and a comment form.

As you enter the room, you will notice displays of the project with the proposed detour routes. Project representatives, who can be identified by the nametags they are wearing, are available to discuss the project and detour routes and answer your questions. Please take this opportunity to discuss the proposed project and detour routes 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 and detour routes. You may also complete a comment form and deposit it into the box provided here or send in written comments about the project and detour routes until October 26, 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](http://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 and Detour Meeting 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 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 Detour Meeting and for giving us your comments.

Sincerely,

A handwritten signature in black ink that reads "Todd Long" followed by a stylized set of initials "SLK".

Todd Long, P.E.  
Director of Preconstruction

TL/LBR/EPEI-slt

Attachments

**NHS-0000-00(803), Tift County, PI No. 0000803**  
**CR 107/Wesley Rigdon Road Over I-75 Overpass Improvements and**  
**I-75 Interchange Modifications at CR 410/Brighton Road,**  
**CR 421/Chula-Brookfield Road, and CR 11/Willis Still Road**

**Project Description and Detour Routes**

Georgia Department of Transportation (GDOT) Project NHS-0000-00(803) consists of improvements to the I-75 overpass at County Road (CR) 107/Wesley Rigdon Road and I-75 interchange modifications at CR 410/Brighton Road, CR 421/Chula-Brookfield Road, and CR 11/Willis Still Road.

Due to the substandard lateral clearances from the edge of the I-75 lanes to the face of the bridge columns, the bridges would be replaced with new bridges that would correct sight distance deficiencies and allow for the widening of I-75. The new bridges would provide for two 12-foot lanes, one in each direction, with a 14-foot median turn lane. Exit and entrance ramps at the interchanges would be relocated to achieve separation and greater sight distance. Specific existing and proposed conditions at each interchange are described below.

**CR 410/Brighton Road:**

The interchange at CR 410/Brighton Road would be reconstructed to provide a loop ramp in the southwest quadrant for the I-75 southbound exit movement. All other ramps would be reconstructed as diagonal ramps. The existing two-lane bridge is approximately 210 feet long and 34 feet wide. The proposed bridge would be approximately 290 feet long and 58 feet wide. CR 410/Brighton Road would be widened from the existing two-lane typical section to two through-lanes with a 14-foot median turn lane on the west side of the bridge to the intersection with US 41. On the east side of the bridge over I-75, CR 410/Brighton Road would be tapered down to tie into the existing two-lane section. The project limits on CR 410/Brighton Road would extend east to approximately 1,300 feet east of I-75 and west to US 41. Ten-foot wide outside shoulders (6.5 feet paved, 3.5 feet unpaved) would be provided on both sides of CR 410/Brighton Road to accommodate a future potential bike route. Retaining walls would be constructed on both sides of CR 410/Brighton Road on the west side of the bridge to the intersection with southbound I-75 ramps to minimize impacts to wetlands and the University of Georgia Veterinary Diagnostics and Investigational Laboratory.

The proposed improvements would correct substandard lateral clearance on I-75 under the bridge. The vertical profile on CR 410/Brighton Road would be improved to conform to a design speed of 55 miles per hour (mph) on the east side of I-75 and 45 mph on the west side of I-75. The corrected profile would provide adequate intersection sight distance for vehicles exiting I-75.

Existing width of right-of-way on CR 410/Brighton Road ranges from 80 to 100 feet. The required right-of-way width on CR 410/Brighton Road ranges from 150 to 200 feet. Approximately 64 acres of right-of-way would be acquired to accommodate the proposed improvements at this interchange.

This interchange would be temporarily closed during construction for approximately seven months. Traffic would be routed to an offsite detour as described below.

The use of noise barriers along the west side of the southbound I-75 exit ramp and along the north side of CR 410/Brighton Road east of the entrance to the Northgate Lakes Subdivision is being considered as a possible measure to mitigate noise impacts to the University of Georgia Veterinary Diagnostics and Investigational Laboratory and the Northgate Lakes Subdivision.

**CR 107/Wesley Rigdon Road:**

The existing CR 107/Wesley Rigdon Road overpass bridge provides two lanes and is 225 feet long and 33 feet wide. The existing bridge would be replaced with a new two-lane bridge that would be approximately 380 feet long by 30 feet wide. CR 107/Wesley Rigdon Road is currently paved to accommodate two 10-foot wide travel lanes for a length of approximately 400 feet on both sides of the bridge. The proposed bridge would provide two 12-foot wide travel lanes for a length of approximately 800 feet on both sides of the bridge. Ten-foot wide shoulders (three feet paved, seven feet unpaved) would be provided on both sides of the road. CR 210/HM Berry Road would be realigned to provide adequate sight distance at the intersection with Wesley Rigdon Road.

The proposed improvements would correct substandard lateral clearance on I-75 under the bridge.

Existing width of right-of-way on CR 107/Wesley Rigdon Road ranges from 80 to 200 feet. The required right-of-way width on CR 107/Wesley Rigdon Road ranges from 140 to 200 feet. Approximately two acres of right-of-way would be acquired to accommodate the proposed improvements at this location.

This overpass would be temporarily closed during construction for approximately seven months. Traffic would be routed to an offsite detour as described below.

**CR 421/Chula Brookfield Road:**

The interchange at CR 421/Chula Brookfield Road would be reconstructed as a full diamond interchange. The existing two-lane bridge is approximately 215 feet long and 34 feet wide. The proposed bridge would be approximately 361 feet long and 58 feet wide. Outside the bridge, CR 421/Chula Brookfield Road would be tapered down to tie into the existing two-lane section. The project limits on CR 421/Chula Brookfield Road would extend approximately 1,250 feet east and 1,500 feet west of I-75. Ten-foot wide outside shoulders (6.5 feet paved, 3.5 feet unpaved) would be provided on both sides of CR 421/Chula Brookfield Road to accommodate a future potential bike route. Ramp separation of approximately 1,000 feet would be provided on CR 421/Chula Brookfield Road.

The proposed improvements would correct substandard lateral clearance on I-75 under the bridge. The vertical profile on CR 421/Chula Brookfield Road would be improved to conform to a design speed of 55 mph and to provide adequate intersection sight distance for vehicles exiting I-75.

Existing width of right-of-way on CR 421/Chula Brookfield Road ranges from 80 to 130 feet. The required right-of-way width on CR 421/Chula Brookfield Road ranges from 160 to 200 feet. Approximately 38.5 acres of right-of-way would be acquired to accommodate the proposed improvements at this interchange.

This interchange would be temporarily closed during construction for approximately seven months. Traffic would be routed to an offsite detour as described below.

**CR 11/Willis Still Road:**

The interchange at CR 11/Willis Still Road would be reconstructed as a full diamond interchange. The existing two-lane bridge is approximately 225 feet long and 34 feet wide. The proposed bridge would provide two through travel lanes and a 14-foot median turn lane. The proposed bridge would be approximately 320 feet long and 58 feet wide. CR 11/Willis Still Road would be tapered down to tie into the existing two-lane section outside the bridge. The project limits on CR 11/Willis Still Road would extend approximately 1,900 feet east and approximately 1,600 feet west of I-75. Ten-foot wide outside shoulders (6.5 feet paved, 3.5 feet unpaved) would be provided on both sides of CR 11/Willis Still Road

to accommodate a future potential bike route. Ramp separation of approximately 1,000 feet would be provided on CR 11/Willis Still Road. Frontage roads would be realigned to provide adequate separation from the I-75 ramp intersections.

For safety and operational purposes, access to the I-75 southbound entrance ramp from Academy Drive would be discontinued. Two alternatives at this location are being evaluated. Alternative 1 would realign Academy Drive to tie into Willis Still Road approximately 660 feet west of the intersection with the southbound entrance ramp. Alternative 2 would terminate Academy Drive with a cul-de-sac.

The proposed improvements would correct substandard lateral clearance on I-75 under the bridge. The vertical profile on CR 11/Willis Still Road would be improved to conform to a design speed of 55 mph and to provide adequate intersection sight distance for vehicles exiting I-75.

Existing width of right-of-way on CR 11/Willis Still Road is approximately 100 feet. Additional right-of-way would be required for this project. The required right-of-way width on CR 11/Willis Still Road ranges from 150 to 200 feet. Approximately 52 acres of right-of-way would be acquired to accommodate the proposed improvements at this interchange.

This interchange would be temporarily closed during construction for approximately seven months. Traffic would be routed to an offsite detour as described below.

**Detour Routes:**

**Stage 1** of the project would consist of constructing the bridges at CR 11/Willis Still Road and CR 410/Brighton Road. The detour routes for Stage 1 would be in effect for approximately seven months.

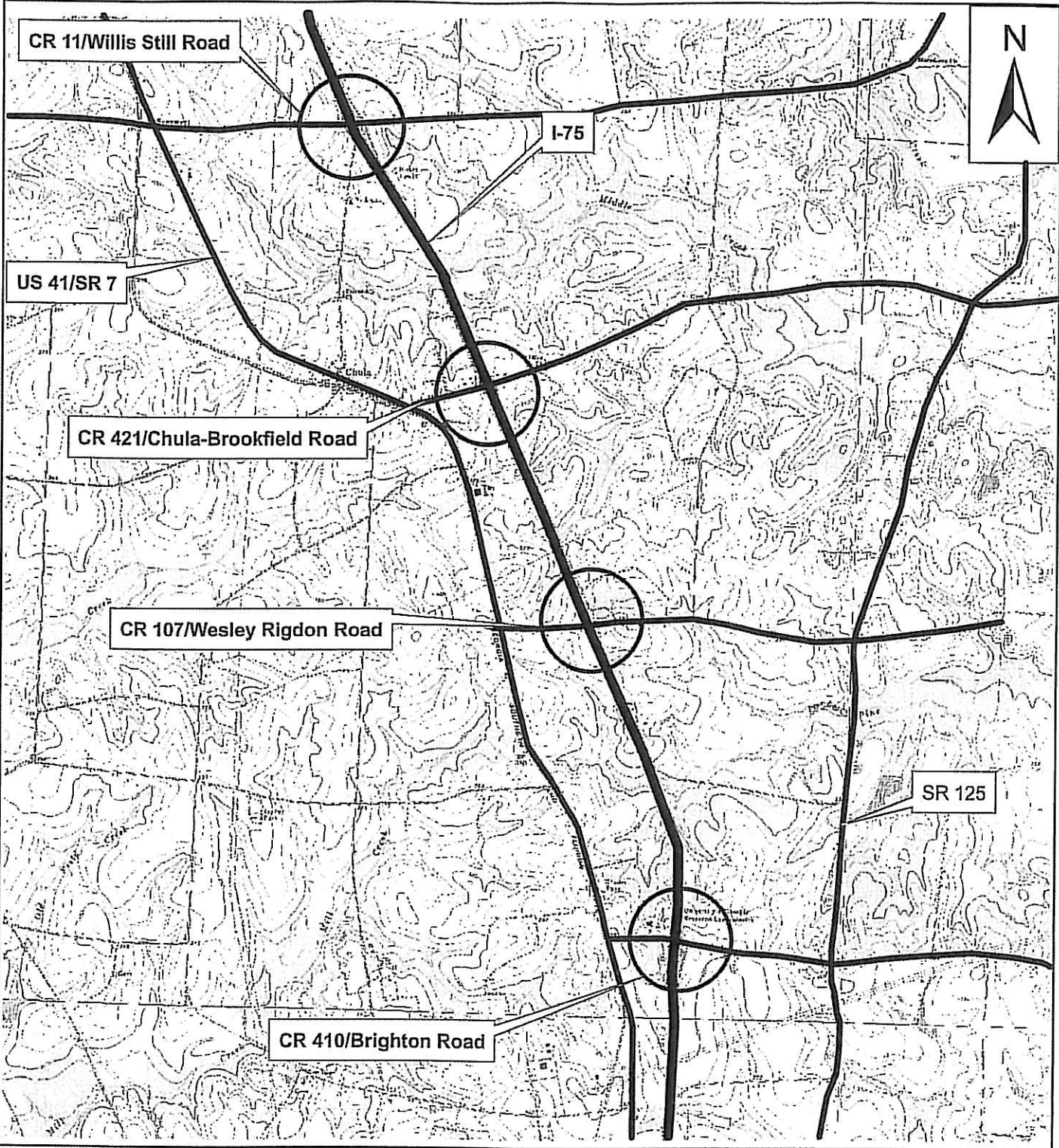
Traffic for CR 11/Willis Still Road would be detoured to CR 421/Chula Brookfield Road using US 41/SR 7 and CR 110/Adams Road. The gross detour length would be approximately 5.5 miles, and the net detour length would be approximately 2.0 miles.

Traffic for CR 410/Brighton Road would be detoured to CR 413/20<sup>th</sup> Street using US 41/SR 7 and SR 125. The gross detour length would be approximately 6.7 miles, and the net detour length would be approximately 5.8 miles.

**Stage 2** of the project would consist of constructing the bridges at CR 421/Chula Brookfield Road and CR 107/Wesley Rigdon Road. The detour routes for Stage 2 would be in effect for approximately seven months.

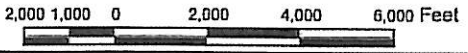
Traffic for CR 421/Chula Brookfield Road would be detoured to CR 11/Willis Still Road using US 41/SR 7 and CR 110/Adams Road. The gross detour length would be approximately 7.7 miles, and the net detour length would be approximately 6.4 miles.

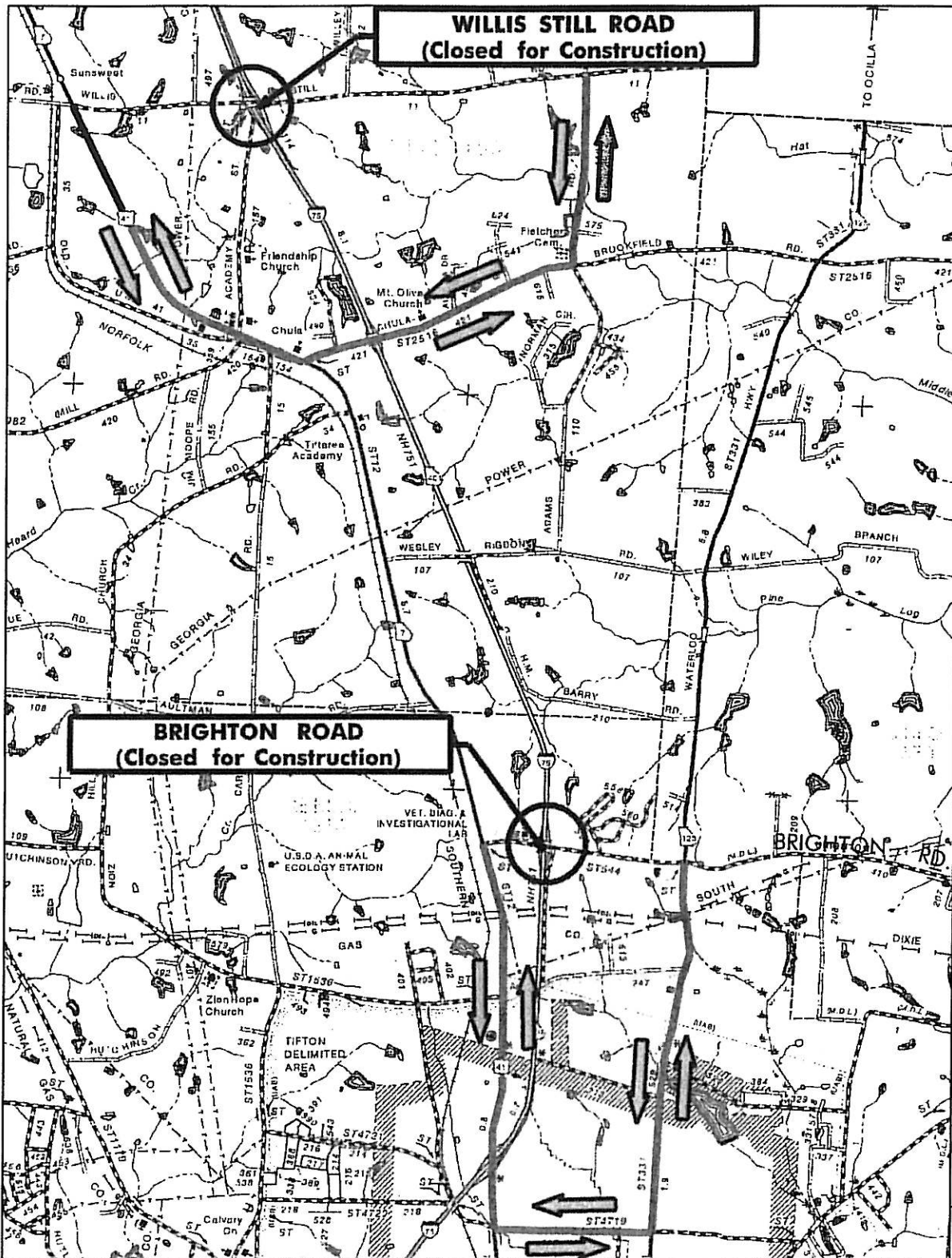
Traffic for CR 107/Wesley Rigdon Road would be detoured to CR 410/Brighton Road using US 41/SR 7 and SR 125. The gross detour length would be approximately 5.3 miles, and the net detour length would be approximately 3.9 miles.



PROJECT LOCATION  
 NHS-0000-00(803)  
 Tift County  
 P.I. No. 0000803

Source: Chula, GA  
 Quadrangle/USGS 7.5'  
 Series (Topographic)



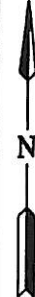


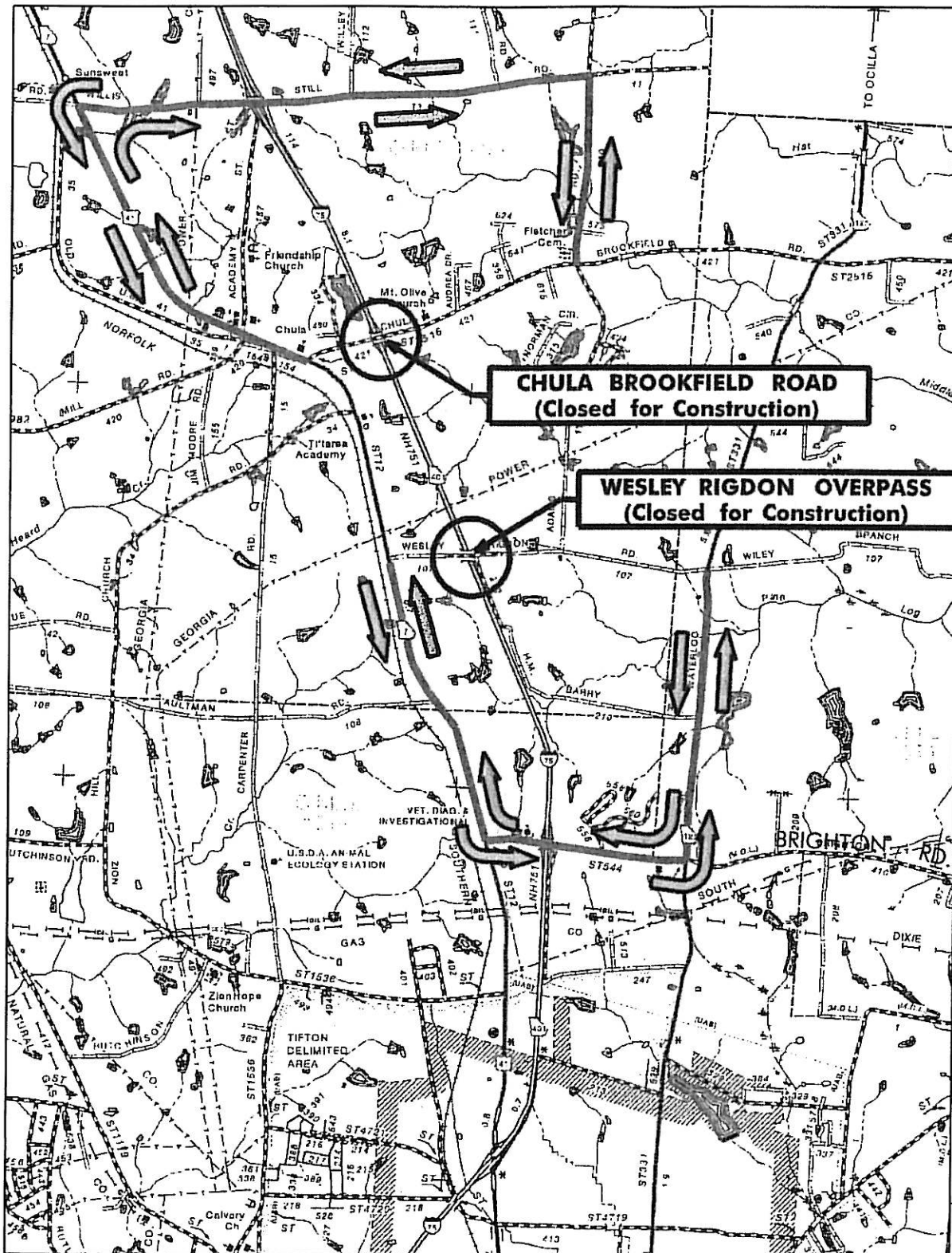
**OFFSITE DETOUR PLAN FOR BRIDGE CONSTRUCTION**

STAGE 1:  
 CONSTRUCT BRIDGES AT  
 WILLIS STILL ROAD  
 & BRIGHTON ROAD

WILLIS STILL ROAD  
 GROSS DETOUR LENGTH: 5.5 MI  
 NET DETOUR LENGTH: 2.0 MI

BRIGHTON ROAD  
 GROSS DETOUR LENGTH: 6.7 MI  
 NET DETOUR LENGTH: 5.8 MI



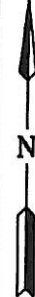


**OFFSITE DETOUR PLAN FOR BRIDGE CONSTRUCTION**

STAGE 2:  
 CONSTRUCT BRIDGES AT  
 CHULA BROOKFIELD RD. &  
 WESLEY RIGDON RD.

CHULA BROOKFIELD ROAD  
 GROSS DETOUR LENGTH: 7.7 MI  
 NET DETOUR LENGTH: 6.4 MI

WESLEY RIGDON ROAD  
 GROSS DETOUR LENGTH: 5.3 MI  
 NET DETOUR LENGTH: 3.9 MI



Georgia Department of Transportation  
Public Information Open House Comment Card  
Project NHS-0000-00(803), Tift County, P.I. No. 0000803  
October 12, 2006

*Please print responses.*

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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

Which Academy Drive Alternative do you prefer (optional)?

Alternative 1 – Connect Academy Drive to CR 11/Willis Still Road

Alternative 2 – Terminate Academy Drive in a cul-de-sac

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*