

ORIGINAL TO GENERAL FILES
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(159) Clay-Randolph Counties OFFICE Preconstruction
P.I. No. 422230
DATE March 9, 1995

FROM  C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Bob Mustin
David Studstill
Herman Griffin
Toni Dunagan
James Kennerly
Darrell Elwell
Marion Waters
Paul Liles
Shell Hartley

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(159) Clay-Randolph Counties OFFICE Preconstruction
P.I. No. 422230 DATE February 22, 1995

FROM Hoyt J. Levely, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening, reconstruction and relocation of US 27/SR 1 from the proposed Bluffton Bypass to the Cuthbert Bypass for a total of 24.6 km. The existing roadway consists of 2-3.6 m lanes with 2.1 m rural shoulders on 30.5 m of existing right-of-way. The existing major structures are: (1) Little Pachitla Creek - double 3.0 m x 1.8 m bridge culvert with a sufficiency rating of 87.0; (2) Carter Creek - double 3.0 m x 3.0 m bridge culvert with a sufficiency rating of 75.8; (3) CSX Railroad Overpass - 41.1 m x 7.3 m bridge with a sufficiency rating of 28.8. The base year traffic (1997) is 2050 VPD and the design year traffic (2017) is 3300 VPD. The posted speed and the design speed is 90 km/h.

Because of the length of this project (24.6 km), it is recommended that the project be divided into two projects. The first project limits would be from the Bluffton Bypass (457.2 m south of CR 20) to Carnegie Viluluh Road/CR 153 (MP 1.06) for a total of 12.0 km. It is recommended that this project be EDS-27(159), Clay/Randolph Counties, P.I. No. 422230.

The second project would extend from Carnegie Viluluh Road/CR 153 to the Cuthbert Bypass for a total of 12.6 km. It is recommended that the project be EDS-27(X), Randolph County, P.I. No. 4222XX. The unit number and P.I. number would be determined by the Office of Programming.

EDS-27(159), Clay/Randolph Counties

The proposed construction will provide 4-3.6 m lanes with a 13.4 m depressed grassed median for the entire project length. From Koram Road/CR 19 to just north of the Clay/Randolph County Line, four new lanes would be constructed east of the existing roadway, abandoning the existing roadway for approximately 4.6 km. This relocation would minimize impacts to an historic property.

Wayne Shackelford

Page 2

February 22, 1995

EDS-27(159) Clay/Stewart Counties

The proposed right-of-way would vary from 70 m along the existing roadway to 80 m on new location. The double 3.0 m x 1.8 m bridge culvert at Little Pachitla Creek will be extended to accommodate the new lanes. Approximately 70% of the existing roadway will require reconstruction. This roadway will remain open to traffic during construction.

EDS-27(X) Randolph Counties

The proposed construction will provide 4-3.6 m lanes with a 13.4 m depressed grassed median for the entire project length. The proposed right-of-way is 70 m. At the CSX Railroad, two new parallel 41 m x 12.5 m bridges will be constructed, and the double 3.0 m x 3.0 m bridge culvert over Carter Creek will be extended to accommodate the new lanes. Approximately 70% of the existing roadway will require reconstruction. This roadway will remain open to traffic during construction.

Environmental concerns for both projects include requiring a COE 404 permit, 3.5 hectares of wetlands impacted; an Environmental Assessment will be prepared; 9 displacements - 6 residences, 1 business, 2 mobile homes; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for these projects are:

| | <u>PROPOSED</u> <u>EDS-27(159)</u> | <u>PROPOSED</u> <u>EDS-27(X)</u> | <u>APPROVED</u> | <u>PROG. DATE</u> |
|------------------|---------------------------------------|-------------------------------------|-----------------|-------------------|
| Constr(Infl&E/C) | \$11,538,000 | \$13,817,000 | \$15,890,000 | 1997 |
| Right-of-way | \$1,119,000 | \$922,000 | \$2,028,000 | 97-04 |
| Utilities* | \$123,000 | \$199,000 | --- | |

*LGPA sent 10-20-93 requesting Randolph do utilities; Clay County refused 12-2-93.

These projects are part of the Governors Road Improvement Program. I recommend these project concepts be approved.

HJL/JDQ/se

CONCUR:


Frank Danchetz, P.E.
Chief Engineer

APPROVED:


Wayne Shackelford
Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

JAN 31 1995

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(159) CLAY-RANDOLPH OFFICE Atlanta, Georgia
P.I. NO. 422230 DATE JANUARY 30, 1995

FROM Bob Mustin, P.E., Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted January 24, 1995 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

| | (PART 1) | (PART 2) |
|------------------------|--------------|---------------|
| Construction | \$ 9,535,000 | \$ 11,419,000 |
| Inflation | \$ 954,000 | \$ 1,142,000 |
| E & C | \$ 1,049,000 | \$ 1,256,000 |
| Right of Way | \$ 1,119,000 | \$ 922,000 |
| Reimbursable Utilities | \$ 123,000 | \$ 199,000 |

DTM

c: David Studstill

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(159)Clay/Randolph **OFFICE** Environment/Location
 Counties
 P.I. No.: 422230

David E. Studstill **DATE** January 23, 1995

FROM David E. Studstill, P.E., State Environment/Location Engineer

TO Bobby Mustin, Project Review Engineer

SUBJECT Concept Report - U.S. 27 Improvements

Attached is the Concept Report for the section of the U.S.27/S.R.1 improvements in Clay & Randolph Counties from the Bluffton Bypass to the Cuthbert Bypass.

Please review and process the report in accordance with the Plan Development Process.

A copy of the project concept on aerial photography is attached for your use in reviewing the report. Please forward the copy of the photography to Wayne Hutto when finished with it.

If you have any questions, contact David Adams of this office at 699-4463.

DES/DCA/da

Attachment

cc: C. Wayne Hutto
 Jim Kennerly
 Marion Waters
 Paul Liles
 Shell Hartley/Tifton District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-27(159)
CLAY/RANDOLPH COUNTIES
P.I. NO. 422230

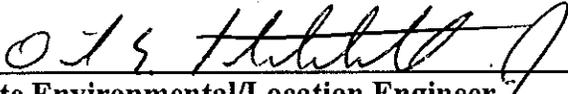
Federal Route No.: F27-2

Date of Report: December 19, 1994

State Route No.: 1

RECOMMENDATION FOR APPROVAL

1/20/95
Date


State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

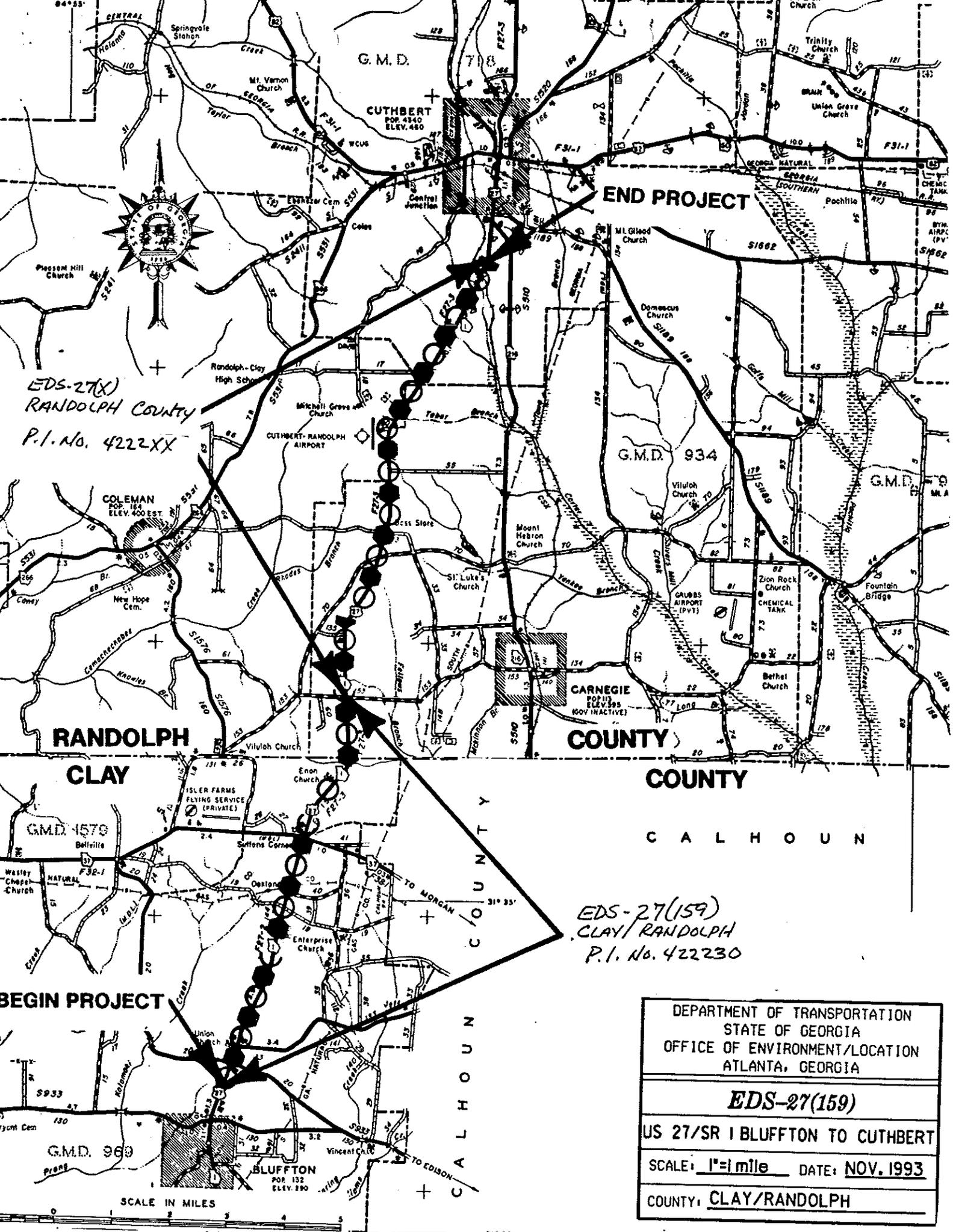
State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Engineer



| |
|--|
| DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA OFFICE OF ENVIRONMENT/LOCATION ATLANTA, GEORGIA |
| EDS-27(159) |
| US 27/SR 1 BLUFFTON TO CUTHBERT |
| SCALE: 1"=1 mile DATE: NOV. 1993 |
| COUNTY: CLAY/RANDOLPH |

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-27(159) Clay/Randolph

PROJECT LOCATION AND DESCRIPTION

This project is the widening and reconstruction of US 27/SR 1 between the proposed Bluffton Bypass and the Cuthbert Bypass. Total project length is 24.6 km.

The project consists of 4-3.6 m lanes with a 13.4 m depressed-grassed median. The proposed right-of-way for widening sections would be a total of 70 m and new location sections 80 m. The project begins just south of Harrison Mill Rd. (CR 20). This is also the northern end of the proposed Bluffton Bypass. The roadway immediately shifts to the west side of the existing roadway to avoid and historic property at Harrison Mill Rd. (CR 20). Then the roadway shifts back to the east side of the existing roadway to avoid a church and cemetery at Cooper Shop Rd. (CR 133). Beginning at Cooper Shop Rd. (CR 133), the widening would be on the east side of the existing roadway. Approximately 2.8 km north of Cooper Shop Rd. (CR 133), the widening would shift to the west side and continues to just north of Koram Rd. (CR 19). From Koram Rd. (CR 19) to just north of the Clay/Randolph County line, four new lanes would be built east of the existing roadway, abandoning the existing roadway for about 4.6 km. This shift is necessary to minimize impacts to an historic property.

Just north of the Clay/Randolph County line, the widening would again be on the west side of the existing roadway and continues to Carnegie Viluluh Rd. (CR 153). The widening shifts to the east side just north of CR 153 and continues to just south of Airport Rd. (CR 190). Beginning just south of Airport Rd. (CR 190), four new lanes would be built on the east side of the existing roadway, abandoning the existing substandard vertical alignment. Approximately 1.2 km south of the CSX Railroad, four new lanes would be built west of the existing roadway, abandoning the substandard vertical alignment. From here the new lanes would tie into the Cuthbert Bypass.

TRAFFIC

CURRENT

PROJECTED

| YEAR | AADT | YEAR | AADT |
|------|------|------|------|
| 1997 | 2050 | 2017 | 3300 |

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR / EXISTING

RURAL ARTERIAL

NON-CA ()

CA ()

EXEMPT ()

(X) N/A FOR GRIP PROJECTS

NEED AND PURPOSE

U.S.27/S.R.1 IS A MAJOR NORTH-SOUTH CORRIDOR SERVING THE WESTERN SECTION OF THE STATE IDENTIFIED AS A PART OF THE GOVERNOR'S ROAD IMPROVEMENT PROGRAM. THE GOVERNOR'S ROAD IMPROVEMENT PROGRAM (GRIP) WAS INITIATED IN THE 1980'S TO ADDRESS THE IMPORTANCE OF STIMULATING ECONOMIC GROWTH VIA AN IMPROVED TRANSPORTATION NETWORK.

EXISTING ROADWAY

| | | |
|-------------------------|--------------------------------------|----------------------------|
| TYPICAL SECTION: | 2 - 3.6 m lanes with 2.1 m shoulders | R/W WIDTH 30.5 m |
| POSTED SPEED | MINIMUM RADIUS OF CURVE | MAX GRADE |
| -89 kph <i>90 km/h</i> | 582 m | 6.0% |

MAJOR STRUCTURES

| FEATURES INTERSECTED/TYPE | LENGTH | WIDTH | PRIORITY RATING | SUFF. RATING |
|--|--------|-------|-----------------|--------------|
| Little Pachitla Creek / Dbl 3.0 m x 1.8 m Bridge Culvert | 6.4 m | ---- | 1819 | 87.0 |
| Carter Creek / Dbl 3.0 m x 3.0 m Bridge Culvert | 6.4 m | ---- | 0000 | 75.8 |
| CSX Railroad / Bridge Overpass | 41.1 m | 7.3 m | 1169 | 28.8 |

RECOMMENDATION

Because of its 24.6 km length, it is recommended that this project be broken into two projects. The first part would be from the Bluffton Bypass to ~~Harrison Mill Rd.~~ *CARNEGIE VILLOVA RD* (CR 153). Length = 12.0 km. Part 2 would be from ~~Harrison Mill Rd.~~ *CARNEGIE VILLOVA RD* (CR 153) to the Cuthbert Bypass. Length = ~~12.6~~ km.
12.6

PROPOSED ROADWAY (PART 1)

| | | | | |
|-------------------------|---|---------------|------------------|-------|
| TYPICAL SECTION: | 4-3.6 m LANES W/13.4 m DEPRESSED-GRASSED MEDIAN RURAL | | | |
| DESIGN SPEED | MINIMUM RADIUS OF CURVE | | MAX GRADE | |
| 90 kph | ALLOWABLE | 305 m RADIUS | ALLOWABLE | 4.50% |
| | PROPOSED | 1200 m RADIUS | PROPOSED | 4.25% |

MAJOR STRUCTURES

| FEATURES INTERSECTED/TYPE | LENGTH | WIDTH |
|---|--------|-------|
| Little Pachitla Creek / Extend Dbl 3.0 m x 1.8 m Bridge Culvert | 35 m | ---- |

PROPOSED RIGHT-OF-WAY

| RIGHT-OF-WAY WIDTH | PARCELS IMPACTED | DISPLACEMENTS | | | | | |
|--------------------|------------------|---------------|---|-------|---|-------|---|
| 70 m | 33 | RES.: | 3 | BUS.: | 1 | M.H.: | 1 |

TYPE OF ACCESS CONTROL: BY DRIVEWAY PERMIT ALONG EXISTING ROADWAY

ESTIMATED COST (PART 1)

| | | | |
|------------------------------|---------------------|--|---------------|
| CONSTRUCTION: | \$ 9,535,000 | RIGHT-OF-WAY: | \$ 1,119,000 |
| E & C (10%): | \$ 954,000 | ACQUIRED BY: | D.O.T. |
| INFLATION: | \$ <u>1,075,000</u> | UTILITIES: | \$ 123,000 |
| (2 yrs at 5% per yr): | | ADJUSTED BY: | LGPA & D.O.T. |
| TOTAL CONS'T COST: | \$ 11,564,000 | Requested Randolph Co. do utilities 10-20-93 Clay Co. refused 12-2-93 | |

PROPOSED ROADWAY (PART 2)

| | | | |
|-------------------------|---|--------------|------------------------|
| TYPICAL SECTION: | 4-3.6 m LANES W/13.4 m DEPRESSED-GRASSED MEDIAN RURAL | | |
| DESIGN SPEED | MINIMUM RADIUS OF CURVE | | MAX GRADE |
| 90 kph | ALLOWABLE | 305 m RADIUS | ALLOWABLE 4.50% |
| | PROPOSED | 1200m RADIUS | PROPOSED 4.50% |

MAJOR STRUCTURES

| FEATURES INTERSECTED/TYPE | LENGTH | WIDTH |
|--|--------|--------|
| Carter Creek / Extend Dbl 3.0 m x 3.0 m Bridge Culvert | 21 m | ---- |
| CSX Railroad / Bridge Overpass (2 parallel bridges) | 41 m | 12.6 m |

PROPOSED RIGHT-OF-WAY

| RIGHT-OF-WAY WIDTH | PARCELS IMPACTED | DISPLACEMENTS | | | |
|--------------------|------------------|---------------|---------|---------|--|
| 70 m | 28 | RES.: 3 | BUS.: 0 | M.H.: 1 | |

TYPE OF ACCESS CONTROL: BY DRIVEWAY PERMIT ALONG EXISTING ROADWAY

ESTIMATED COST (PART 2)

| | | | |
|------------------------------|---------------------|--|---------------|
| CONSTRUCTION: | \$ 11,419,000 | RIGHT-OF-WAY: | \$ 922,000 |
| E & C (10%): | \$ 1,142,000 | ACQUIRED BY: | D.O.T. |
| INFLATION: | \$ <u>1,287,000</u> | UTILITIES: | \$ 199,000 |
| (2 yrs at 5% per yr): | | ADJUSTED BY: | LGPA & D.O.T. |
| TOTAL CONS'T COST: | \$ 13,848,000 | Requested Randolph Co. do utilities 10-20-93 Clay Co. refused 12-2-93 | |

COORDINATION

CONCEPT TEAM MEETING DATE: 28 OCTOBER 1993

LOCATION INSPECTION DATE: NONE

PERMITS REQUIRED: C.O.E. 404 (APPROX. 1.2 HECTARES WETLANDS PART 1)
 (APPROX. 3.3 HECTARES WETLANDS PART 2)

LEVEL OF PUBLIC INVOLVEMENT: A PUBLIC HEARING IS REQUIRED

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA: EDS-27(148)Clay (Bluffton Bypass) south
 EDS-27(134)Randolph (Cuthbert Bypass) north

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: MAINTAIN EXISTING ONE LANE IN EACH DIRECTION

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT

UNDERGROUND STORAGE TANKS: NONE KNOWN. INVESTIGATION REQUESTED

HAZARDOUS WASTE SITES: NONE KNOWN. INVESTIGATION REQUESTED

DESIGN VARIATIONS REQUESTED:

| | YES | NO | UNDETERMINED |
|----------------------------|-----|-------|--------------|
| SUBST HORIZ ALIGNMENT | () | (X) | () |
| SUBST ROADWAY WIDTH | () | (X) | () |
| SUBST SHOULDER WIDTH | () | (X) | () |
| SUBST VERTICAL GRADES | () | (X) | () |
| SUBST CROSS SLOPES | () | (X) | () |
| SUBST STOPPING SIGHT DIST | () | (X) | () |
| SUBST SUPERELEV RATES | () | (X) | () |
| SUBST HORIZONTAL CLEARANCE | () | (X) | () |
| SUBST SPEED DESIGN | () | (X) | () |
| SUBST VERTICAL CLEARANCE | () | (X) | () |
| SUBST BRIDGE WIDTH | () | (X) | () |
| SUBST BR STRUCT CAPACITY | () | (X) | () |

ALTERNATIVES CONSIDERED

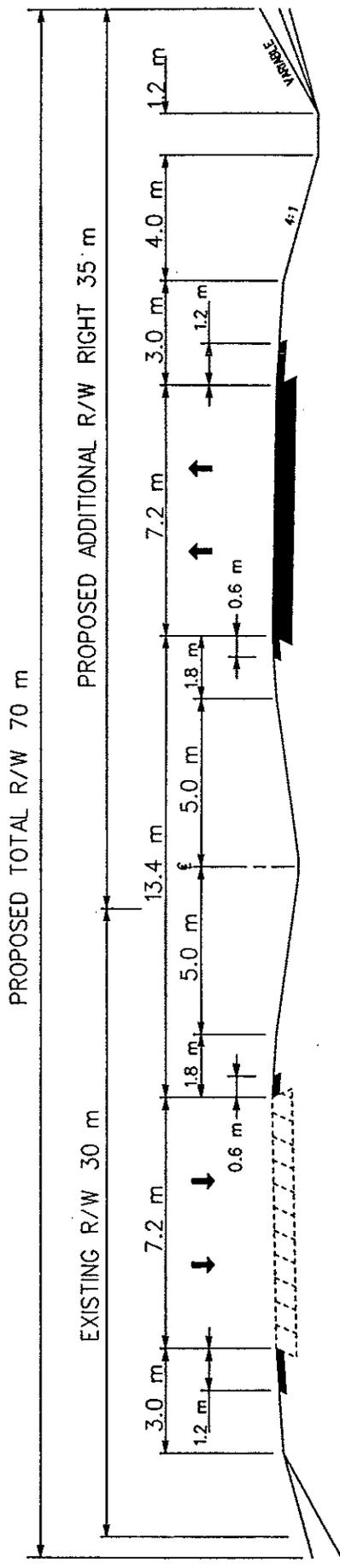
1. NO BUILD

COMMENTS

1. Approximately 68% of the existing roadway requires horizontal and vertical reconstruction.
2. This project would impact historic properties and displace historic structures.

ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, TEAM MEETING MINUTES

PREPARED BY: David Adams, T.E. III



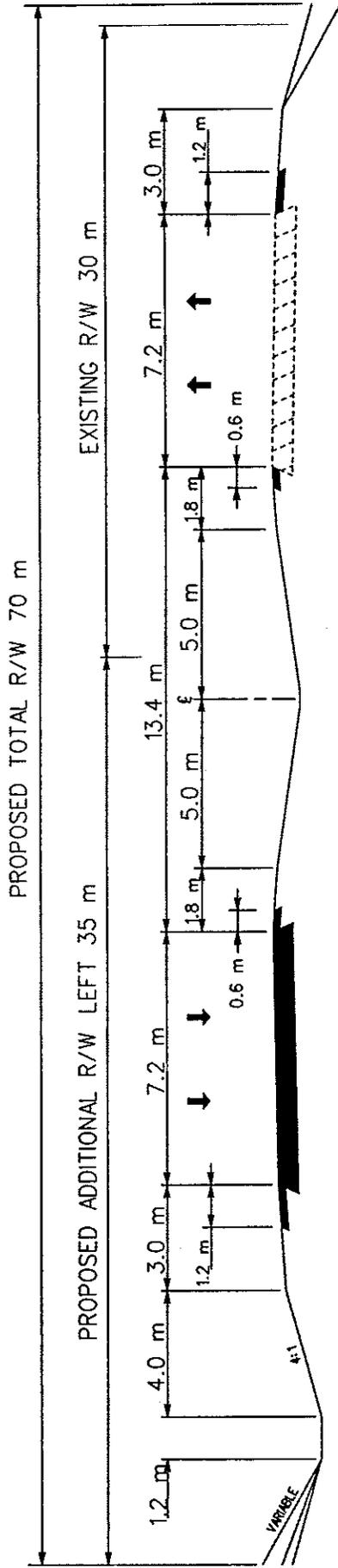
EXISTING LANES

PROPOSED LANES

**TYPICAL CROSS SECTION #1
 US 27/SR 1 IMPROVEMENTS
 EDS-27(159), CLAY-RANDOLPH COUNTIES**

**THIS SECTION APPLIES:
 CR 133 TO 2.8 km NORTH OF CR 133
 CR 153 TO CR 190**

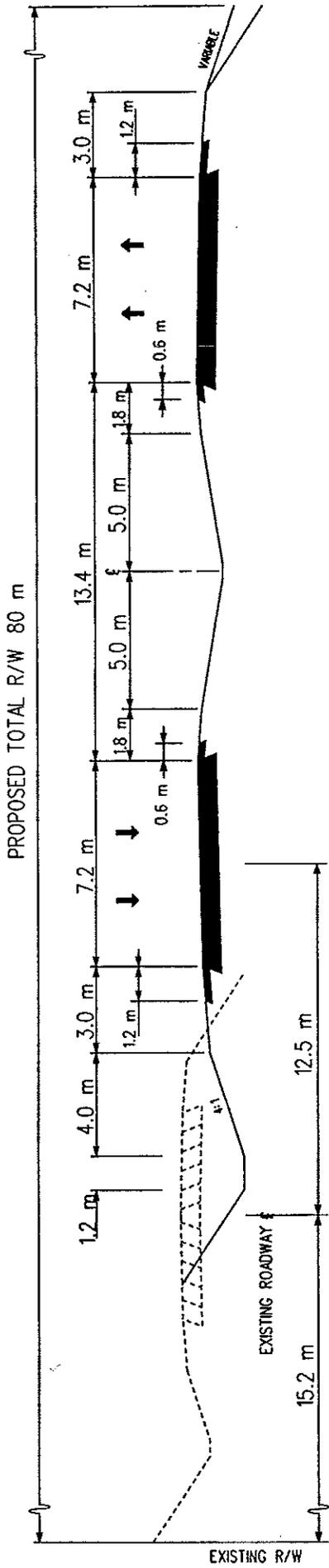
NOT TO SCALE



**TYPICAL CROSS SECTION #2
 US 27/SR 1 IMPROVEMENTS
 EDS-27(159), CLAY-RANDOLPH COUNTIES**

**THIS SECTION APPLIES:
 FROM 2.8 km NORTH OF CR 133 TO CR 19
 CLAY/RANDOLPH CO. LINE TO CR 153**

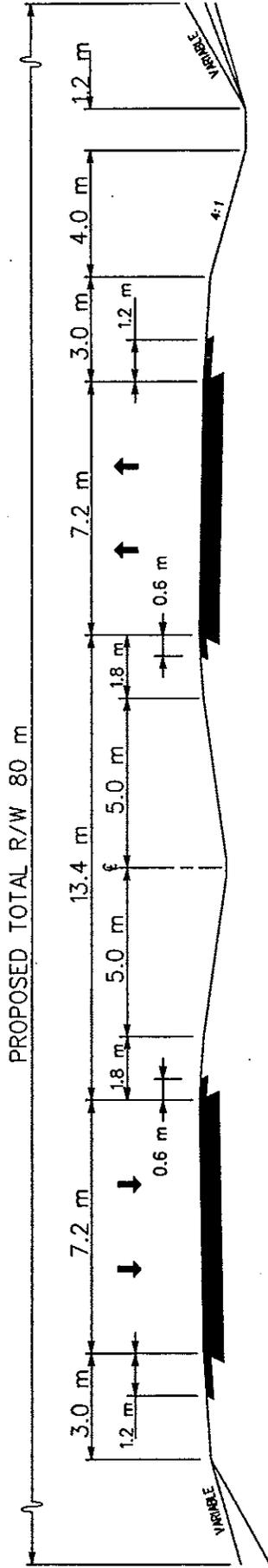
NOT TO SCALE



**TYPICAL CROSS SECTION #3
 US 27/SR 1 IMPROVEMENTS
 EDS-27(159), CLAY-RANDOLPH COUNTIES**

**THIS SECTION APPLIES:
 CR 190 TO 1.2 km SOUTH OF CSX RR**

NOT TO SCALE



**TYPICAL CROSS SECTION #4
 US 27/SR 1 IMPROVEMENTS
 EDS-27(159), CLAY-RANDOLPH COUNTIES**

**THIS SECTION APPLIES:
 VARIOUS RECONSTRUCTED SECTIONS OF PROJECT
 AND NEW LOCATION SECTION BETWEEN
 CR 40 & CLAY/RANDOLPH CO. LINE**

NOT TO SCALE

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 422230

DATE: 12-14-1994

PROJECT NO: EDS-27(159)

PROJECT NAME: US 27/SR 1 IMPROVEMENTS

COUNTY: CLAY/RANDOLPH

PROJECT DESCRIPTION: WIDEN AND RECONSTRUCT US 27/SR 1 FROM THE BLUFFTON
BYPASS TO THE CUTHBERT BYPASS

PROJECT LENGTH: 15.320 MILES

SECTION LENGTH: 5.140 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 125 ft

EXISTING ROADWAY (If Applicable): 2 LANES WITH 7 FT SHOULDERS

TRAFFIC:

INITIAL DESIGN YEAR: 1997

DAILY VOLUME (AADT): 2,050

FINAL DESIGN YEAR: 2017

DAILY VOLUME (AADT): 3,300

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

COMMENTS: THIS IS PART 1 OF 2 FROM BLUFFTON BYPASS TO CR 153

PREPARED BY: DCA

PROJECT COSTS

| | | |
|--|-----------------|---------------------|
| A. RIGHT-OF-WAY | | |
| 1. PROPERTY (Land and Easements) | | \$ 257,000 |
| 2. DISPLACEMENTS | | \$ 384,000 |
| 3. OTHER COST | | \$ 478,000 |
| | SUBTOTAL | \$ 1,119,000 |
| B. REIMBURSABLE UTILITIES | | |
| 1. RAILROAD | | \$ 0 |
| 2. TRANSMISSION LINES | | \$ 0 |
| 3. SERVICES | | \$ 123,000 |
| | SUBTOTAL | \$ 123,000 |
| C. MAJOR STRUCTURES | | |
| 1. WALLS | | \$ 0 |
| <hr/> | | |
| 2. BRIDGE STREAM CROSSING | | \$ 0 |
| <hr/> | | |
| 3. BRIDGE OVER/UNDERPASS | | \$ 0 |
| <hr/> | | |
| 4. BOX CULVERTS | | \$ 86,000 |
| LITTLE PACHITLA CK NEW DBL 10' x 6' x 115' | | |
| | SUBTOTAL | \$ 86,000 |
| D. GRADING AND DRAINAGE | | |
| 1. EARTHWORK | | |
| a. UNCLASSIFIED EXCAVATION SOIL | | \$ 782,000 |
| 391,000 CY @ \$2.00 | | |
| b. UNCLASSIFIED EXCAVATION ROCK | | \$ 0 |
| 0 CY @ \$4.00 | | |
| c. BORROW EXCAVATION | | \$ 0 |
| 0 CY @ \$3.00 | | |
| 2. DRAINAGE | | |
| a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) | | \$ 422,000 |
| 5.140 MILES @ \$82,080 | | |
| b. CURB AND GUTTER | | \$ 0 |
| 0 LF @ \$8.06 | | |
| | SUBTOTAL | \$ 1,204,000 |

PROJECT COSTS

con't.

| | |
|---|--------------|
| E. BASE AND PAVING | |
| 1. GRADED AGGREGATE BASE | \$ 1,342,000 |
| 12.00" -- 117,241 T @ \$11.45 | <hr/> |
| 2. ASPHALT PAVING | |
| a. ASPHALTIC CONCRETE "E" | \$ 473,000 |
| 1.50" -- 15,605 T @ \$30.31 | <hr/> |
| b. ASPHALTIC CONCRETE "B" | \$ 651,000 |
| 2.00" -- 20,807 T @ \$31.31 | <hr/> |
| c. ASPHALTIC CONCRETE BASE | \$ 1,002,000 |
| 4.00" -- 33,291 T @ \$30.09 | <hr/> |
| d. BITUMINOUS TACK COAT | \$ 13,000 |
| 15,644 G @ \$0.80 | <hr/> |
| 3. CONCRETE PAVING | \$ 0 |
| 4. OTHER PAVING | \$ 348,000 |
| | <hr/> |
| SUBTOTAL | \$ 3,829,000 |
| | |
| F. LUMP ITEMS | |
| 1. TRAFFIC CONTROL | \$ 25,000 |
| 2. CLEARING AND GRUBBING | \$ 366,000 |
| 78 ACRES @ \$4,700 | <hr/> |
| 3. LANDSCAPING | \$ 262,000 |
| 5.140 MILES @ \$51,000 | <hr/> |
| 4. EROSION CONTROL | \$ 247,000 |
| 5.140 MILES @ \$48,000 | <hr/> |
| 5. DETOURS (INCL. TEMP. BRIDGES) | \$ 0 |
| | <hr/> |
| SUBTOTAL | \$ 900,000 |
| | |
| G. MISCELLANEOUS | |
| 1. SIGNING/STRIPING | \$ 190,000 |
| 5.140 MILES @ \$37,000 | <hr/> |
| 2. GUARDRAIL | \$ 0 |
| 0 LF @ \$11.85 + 0 Anchors @ \$912.63 | <hr/> |
| 3. OTHER | \$ 828,000 |
| 5.140 MILES @ \$161,100 | <hr/> |
| | <hr/> |
| SUBTOTAL | \$ 1,018,000 |
| | |
| H. SPECIAL FEATURES | \$ 2,498,000 |
| THIS ESTIMATE INCLUDES 2.3 MILES OF WIDENING 2 TO 4 LANES | <hr/> |
| WITH A 44 FT MEDIAN AND CROSS ROAD RELOCATIONS | <hr/> |

ESTIMATE SUMMARY

| | | SECTION COST (per mile) |
|--------------------------------|--------------|----------------------------|
| A. RIGHT-OF-WAY..... | \$ 1,119,000 | \$ 218,000 |
| B. REIMBURSABLE UTILITIES..... | \$ 123,000 | \$ 24,000 |

CONSTRUCTION COST SUMMARY

| | | |
|---|---------------------|--------------|
| C. MAJOR STRUCTURES..... | \$ 86,000 | |
| D. GRADING AND DRAINAGE..... | \$ 1,204,000 | |
| E. BASE AND PAVING..... | \$ 3,829,000 | |
| F. LUMP ITEMS..... | \$ 900,000 | |
| G. MISCELLANEOUS..... | \$ 1,018,000 | |
| H. SPECIAL FEATURES..... | \$ <u>2,498,000</u> | |
| | | |
| SUBTOTAL CONSTRUCTION COST..... | \$ 9,535,000 | \$ 1,855,000 |
| | | |
| E. & C. (10%)..... | \$ 954,000 | |
| | | |
| INFLATION... <u>2 yr(s) @ 5% per year</u> | \$ <u>1,075,000</u> | |
| | | |
| TOTAL CONSTRUCTION COST..... | \$ 11,564,000 | \$ 2,250,000 |

GRAND TOTAL CONSTRUCTION COST * 12,806,000 * 2,491,000

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 422230

DATE: 12-14-1994

PROJECT NO: EDS-27(159)

PROJECT NAME: US 27/SR 1 IMPROVEMENTS

COUNTY: CLAY/RANDOLPH

PROJECT DESCRIPTION: WIDEN AND RECONSTRUCT US 27/SR 1 FROM THE BLUFFTON
BYPASS TO THE CUTHBERT BYPASS

PROJECT LENGTH: 15.320 MILES

SECTION LENGTH: 5.350 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 125 ft

EXISTING ROADWAY (If Applicable): 2 LANE RURAL WITH 7 FT SHOULDERS

TRAFFIC:

INITIAL DESIGN YEAR: 1997

DAILY VOLUME (AADT): 2,050

FINAL DESIGN YEAR: 2017

DAILY VOLUME (AADT): 3,300

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

COMMENTS: THIS ESTIMATE IS PART 2 OF 2 FROM CR 153 TO THE CUTHBERT BYPASS
LENGTH = 8.21 MILES

PREPARED BY: DCA

PROJECT COSTS

| | | |
|--|-----------------|---------------------|
| A. RIGHT-OF-WAY | | |
| 1. PROPERTY (Land and Easements) | \$ | <u>253,000</u> |
| 2. DISPLACEMENTS | \$ | <u>310,000</u> |
| 3. OTHER COST | \$ | <u>359,000</u> |
| | SUBTOTAL | \$ <u>922,000</u> |
| B. REIMBURSABLE UTILITIES | | |
| 1. RAILROAD | \$ | <u>0</u> |
| 2. TRANSMISSION LINES | \$ | <u>0</u> |
| 3. SERVICES | \$ | <u>199,000</u> |
| | SUBTOTAL | \$ <u>199,000</u> |
| C. MAJOR STRUCTURES | | |
| 1. WALLS | \$ | <u>0</u> |
| <hr/> | | |
| 2. BRIDGE STREAM CROSSING | \$ | <u>0</u> |
| <hr/> | | |
| 3. BRIDGE OVER/UNDERPASS | \$ | <u>546,000</u> |
| 2 PARALLEL BRIDGES AT CSX RAILROAD 41.3' x 135' | | |
| <hr/> | | |
| 4. BOX CULVERTS | \$ | <u>71,000</u> |
| CARTER CREEK EXTEND DBL 10' x 10' 68' | | |
| <hr/> | | |
| | SUBTOTAL | \$ <u>617,000</u> |
| D. GRADING AND DRAINAGE | | |
| 1. EARTHWORK | | |
| a. UNCLASSIFIED EXCAVATION SOIL | \$ | <u>902,000</u> |
| 451,000 CY @ \$2.00 | | |
| b. UNCLASSIFIED EXCAVATION ROCK | \$ | <u>0</u> |
| 0 CY @ \$4.00 | | |
| c. BORROW EXCAVATION | \$ | <u>0</u> |
| 0 CY @ \$3.00 | | |
| 2. DRAINAGE | | |
| a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) | \$ | <u>439,000</u> |
| 5.350 MILES @ \$82,080 | | |
| b. CURB AND GUTTER | \$ | <u>0</u> |
| 0 LF @ \$8.06 | | |
| | SUBTOTAL | \$ <u>1,341,000</u> |

PROJECT COSTS

con't.

| | | |
|---|-----------------|---------------------|
| E. BASE AND PAVING | | |
| 1. GRADED AGGREGATE BASE | | \$ <u>1,397,000</u> |
| 12.00" -- 122,031 T @ \$11.45 | | |
| 2. ASPHALT PAVING | | |
| a. ASPHALTIC CONCRETE "E" | | \$ <u>492,000</u> |
| 1.50" -- 16,243 T @ \$30.31 | | |
| b. ASPHALTIC CONCRETE "B" | | \$ <u>678,000</u> |
| 2.00" -- 21,657 T @ \$31.31 | | |
| c. ASPHALTIC CONCRETE BASE | | \$ <u>1,043,000</u> |
| 4.00" -- 34,651 T @ \$30.09 | | |
| d. BITUMINOUS TACK COAT | | \$ <u>13,000</u> |
| 16,283 G @ \$0.80 | | |
| 3. CONCRETE PAVING | | \$ <u>0</u> |
| 4. OTHER PAVING | | \$ <u>362,000</u> |
| | SUBTOTAL | \$ <u>3,985,000</u> |
| F. LUMP ITEMS | | |
| 1. TRAFFIC CONTROL | | \$ <u>25,000</u> |
| 2. CLEARING AND GRUBBING | | \$ <u>381,000</u> |
| 81 ACRES @ \$4,700 | | |
| 3. LANDSCAPING | | \$ <u>273,000</u> |
| 5.350 MILES @ \$51,000 | | |
| 4. EROSION CONTROL | | \$ <u>257,000</u> |
| 5.350 MILES @ \$48,000 | | |
| 5. DETOURS (INCL. TEMP. BRIDGES) | | \$ <u>0</u> |
| | SUBTOTAL | \$ <u>936,000</u> |
| G. MISCELLANEOUS | | |
| 1. SIGNING/STRIPING | | \$ <u>198,000</u> |
| 5.350 MILES @ \$37,000 | | |
| 2. GUARDRAIL | | \$ <u>0</u> |
| 0 LF @ \$11.85 + 0 Anchors @ \$912.63 | | |
| 3. OTHER | | \$ <u>862,000</u> |
| 5.350 MILES @ \$161,100 | | |
| | SUBTOTAL | \$ <u>1,060,000</u> |
| H. SPECIAL FEATURES | | \$ <u>3,480,000</u> |
| THIS ESTIMATE INCLUDES 3.2 MILES OF WIDENING 2 LANES TO 4 LANES WITH A 44 FT MEDIAN | | |

ESTIMATE SUMMARY

| | | SECTION COST (per mile) |
|--------------------------------|------------|----------------------------|
| A. RIGHT-OF-WAY..... | \$ 922,000 | \$ 172,000 |
| B. REIMBURSABLE UTILITIES..... | \$ 199,000 | \$ 37,000 |

CONSTRUCTION COST SUMMARY

| | | |
|---|---------------------|--------------|
| C. MAJOR STRUCTURES..... | \$ 617,000 | |
| D. GRADING AND DRAINAGE..... | \$ 1,341,000 | |
| E. BASE AND PAVING..... | \$ 3,985,000 | |
| F. LUMP ITEMS..... | \$ 936,000 | |
| G. MISCELLANEDOUS..... | \$ 1,060,000 | |
| H. SPECIAL FEATURES..... | <u>\$ 3,480,000</u> | |
| | | |
| SUBTOTAL CONSTRUCTION COST..... | \$ 11,419,000 | \$ 2,134,000 |
| | | |
| E. & C. (10%)..... | \$ 1,142,000 | |
| | | |
| INFLATION... <u>2 yr(s) @ 5% per year</u> | \$ 1,287,000 | |
| | | |
| TOTAL CONSTRUCTION COST..... | \$ 13,848,000 | \$ 2,588,000 |
| <hr/> | | |
| | | |
| GRAND TOTAL CONSTRUCTION COST | \$ 14,969,000 | \$ 2,798,000 |

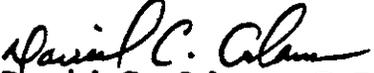
RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27 (157) (160) (159) (158) **OFFICE** Environment/Location
Miller/Early/Clay/Randolph/Stewart Counties
P.I. Nos.: 422210, 422220, 422230 & 422240

DATE November 1, 1993

FROM 
David C. Adams, T.E. II

TO See Distribution List

SUBJECT Concept Team Meeting Minutes

On October 28, 1993 a concept team meeting was held for the widening and reconstruction of U.S. 27/S.R. 1 between Colquitt and Blakely. The meeting was held at the Office of Environment/Location. Attending the meeting were: Jerry Lindsey, Joseph E. Cowan, Don R. Gaskins, and Freddie A. Walker - District Four; Ron Braziel, Mike Reynolds, Kevin Hosey, Ray Vender, Raymond J. Meyer, and Jerry Morris - Road Design; Walter Boyd - FHWA; Kenneth Gibbs - SHPO; Lisa M. LaSala - Engineering Services; Terry Rogers - Pre-Construction; Jim Tolson - Planning; Reba P. Scott - Programming; Del Clippard - Traffic Operations; Jayne Maxwell, Tom Queen, Jerry Hobbs, Fred Matheny, David Studstill, Bascombe Hughes and David Adams - Environment/Location.

The meeting was opened by Jerry Hobbs who gave a brief description of the four projects to be discussed at this meeting. The projects were then described in detailed by David Adams using aerial photographic displays.

GENERAL DESCRIPTION

These four projects are the widening and reconstruction of U.S. 27/S.R. 1 between Colquitt in Miller County and Lumpkin in Stewart County, excluding the towns of Blakely, Bluffton, and Cuthbert. The proposed typical section is 2 12' travel lanes in each direction separated by a 44' grassed median. Proposed minimum right-of-way is 125' from the proposed centerline or 159' from the existing centerline along widened sections. And 250' minimum along new location sections. Generally, two lanes will be added parallel to the existing lanes. Several county road intersections are proposed to be realigned to improve their intersection angles.

The projects were thoroughly reviewed and the following comments and recommendations were made:

EDS-27(157), Miller/Early
P.I. No.: 422210

DESCRIPTION

This project begins at the end of project EDS-27(135), Miller and ends at the beginning of the Blakely Bypass, project EDS-27(129), Early. Total length of this project is approximately 17 miles. The number of residential displacements is 39, commercial displacements is 3, mobile homes displaced is 4 and one irrigation pump would be displaced.

COMMENTS:

DESIGN

Concerns included:

- 1) Additional curves in a relative straight roadway.
The additional curves are necessary to avoid impacting many historic properties and wetlands.
- 2) Existence of red-cockaded woodpeckers.
The environmental consultant found no endangered species within the project corridor.
- 3) Length of project.
The project will be handled in the document as one project but the project can be broken into more than one contract for letting.
- 4) Impact to golf course near Blakely.
The Blakely Golf Course is privately owned and shouldn't be a problem.

Road Design recommends changing the southern tie-in for the Blakely Bypass such that the U.S. 27 corridor can be continuous around the bypass. Currently the Blakely Bypass is being constructed as a "T" intersection with U.S. 27.

DISTRICT

Joseph Cowan recommended avoiding the Georgia Power transmission tower, 3.1 miles north of the Blakely County line, if possible because it would cost the state approximately \$100,000. Jerry Lindsey will discuss the Blakely Bypass tie-in with the local government officials.

PRE-CONSTRUCTION

The existing bridge at Blue Creek Tributary will have to be looked at closer to determine if federal replacement funds can be used in its reconstruction. It was noted that the bridge at Wamble Creek is already programmed for reconstruction.

TRAFFIC OPERATIONS

Agrees with Road Design on changing the Blakely Bypass tie-in.

IAS

This project will require 106 permits and 4f documentation.

EDS-27(160), Early
P.I. No.: 422220

DESCRIPTION

This project begins at the northern end of the Blakely Bypass, project EDS-27(129), Early, and ends at the southern end of the Bluffton Bypass, project EDS-27(148), Clay. The new lanes would be added on the east side of the existing roadway to County Road 120 where they would shift to the west side to avoid an historic structure. Total length of this project is approximately 7 miles. The number of residential displacements is 5, mobile homes displaced is 1 and one church would be displaced.

COMMENTS:

DESIGN

Asked about amount of vertical reconstruction on this project.
No vertical reconstruction is necessary on this project.

RECOMMENDATIONS:

Location is to replace the substandard horizontal curve at the beginning of the project with a desirable length curve and try not to displace the church in the process.

EDS-27(159), Clay/Randolph
P.I. No.: 422230

DESCRIPTION

This project begins at the northern end of the Bluffton Bypass, project EDS-27(148), Clay, and ends at the southern end of the Cuthbert Bypass, project EDS-27(134), Randolph. Total length of this project is approximately 16 miles. The number of residential displacements is 15, commercial displacements is 2, and one mobile home would be displaced.

COMMENTS:

DESIGN

Concerns included:

1) Length of project.

The project will be handled in the document as one project but it could be broken into more than one contract for letting.

2) Is Sutton's Corner a registered historic district?

Sutton's Corner is eligible for the historic register.

3) Will we be required to go with an alternative at Sutton's Corner?

The SHPO strongly recommends we find an alternative route through Sutton's Corner either west or east of the existing roadway would suit them.

The design office suggested constructing on new location east of the existing U.S. 27 to bypass the Sutton's Corner historic district and returning to U.S. 27 at the second curve north of SR 37. The east side would provide for a better alignment than the western alternative presented at the concept meeting.

SHPO

The SHPO representative said they could agree with either a west or east bypass for Sutton's Corner. However, the east alternative is more favorable because it would be behind the main house.

TRAFFIC OPERATIONS

Asked about railroad crossings.

There are two crossings on this project. One north of Bluffton is at grade and the other south of Cuthbert is separated. A bridge is not required at either crossing because of the low Hazard Index.

EDS-27(158), Randolph/Stewart P.I. No.: 422240

DESCRIPTION

This project begins at the northern end of the Cuthbert Bypass, project EDS-27(134), Randolph, and ends at the southern end of the Lumpkin Bypass, project EDS-27(144). Total length of this project is approximately 17.5 miles. The number of residential displacements is 5, commercial displacements is 2 and 1 Forest Service building will be displaced.

COMMENTS:

DESIGN

Comments included:

1) Length of project.

The project will be handled in the document as one project but the project can be broken into more than one contract for letting.

2) Extending the Lumpkin Bypass project south to include the approaches to the bridge over Hodchodkee Creek. This is being recommended to the State Pre-Construction Engineer.

3) Need to coordinate projects with the Multi-Modal office in the future if railroads are involved. Even if Hazard Index is low the crossing might still be recommended for a grade separation. Consider inviting the Multi-Modal Office to team meetings.

Recommendations and assignments

- 1) Location will look at the length of curve at the beginning of unit 160 and try to miss the church.
- 2) Change the southern tie-in of the Blakely Bypass so U.S. 27 is continuous along the bypass.
- 3) The district will check with the local government in Blakely on the change to the bypass.
- 4) Location will look at an eastern alternative to bypass the Sutton's Corner Historic District.
- 5) Location will look at taking out some curves on unit 158 through the vertical reconstruction sections.

Distribution: C. Wayne Hutto
Ronald Collins/Attn: Melvin Collins
Herman Griffin/Attn: Frank Golder
Shell Hartley/Tifton
Toni Dunagan
Jim Kennerly
Paul Liles
Marion Waters
Bobby Mustin
Dudley Ellis
Don Welch
Jayne Maxwell
Jim Schell
Wink Kirk

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27 (159) Clay/Randolph
P.I. No. 422230

OFFICE Tifton, GA

DATE January 23, 1995

FROM Freddie A. Walker, District Preconstruction Engineer

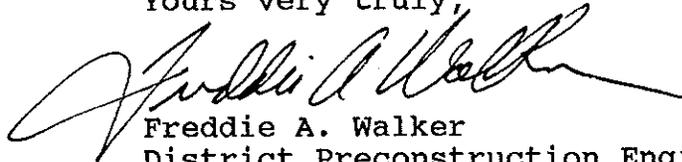
TO Bobby Mustin, Project Review Engineer
Atlanta, Georgia

SUBJECT SIGNED APPROVAL SHEET

Please find attached one (1) copy of signed approval sheet for the project concept report for the above project.

If further information is needed, please advise.

Yours very truly,



Freddie A. Walker
District Preconstruction Engineer
GIST 342-3300

JSL:bc

Attachment



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-27(159)
CLAY/RANDOLPH COUNTIES
P.I. NO. 422230

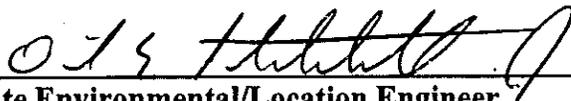
Federal Route No.: F27-2

Date of Report: December 19, 1994

State Route No.: 1

RECOMMENDATION FOR APPROVAL

1/20/95
Date


State Environmental/Location Engineer

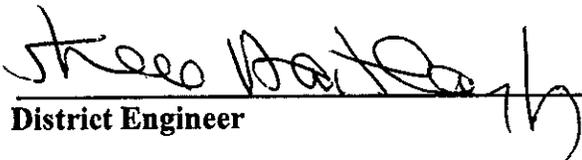
Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

2-4-95
Date


District Engineer

Date

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
JAN 30 1995
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(159) Clay/Randolph Counties OFFICE Traffic Operations
P.I. No. 422230 Atlanta, Georgia
DATE January 25, 1995

FROM *ABR* Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of US 27/SR 1 between the proposed Bluffton Bypass and the Cuthbert bypass for a total project length of 24.6 km (15.3 miles). The project will provide four 3.6 m lanes divided by a 13.4 m depressed grassed median. Approximately 68% of the existing roadway will require reconstruction to correct vertical and horizontal alignment. Some shifting to new location will be made to avoid historic properties. Due to the length of this project, it is proposed to split it into two almost equal length projects, divided at CR 153 (Harrison Mill Road) in Randolph County.

We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

cc: David Studstill (Attention: David Adams)
Jim Kennerly
Bob Mustin, w/attachment
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-27(159)
CLAY/RANDOLPH COUNTIES
P.I. NO. 422230

Federal Route No.: F27-2

Date of Report: December 19, 1994

State Route No.: 1

RECOMMENDATION FOR APPROVAL

1/20/95
Date

[Signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

1/66/95
Date

M. G. Waters, PE
State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Engineer