

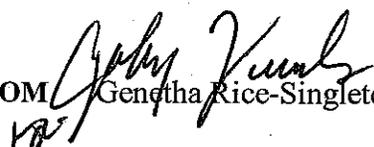
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 422230-, Clay/Randolph Counties
EDS00-0027-00(159)
SR 1/US 27 Widening from Bluffton Bypass
To CR 153/Carnegie Vilulah Road

OFFICE: Program Control

DATE August 11, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Rachel Brown
Paul Liles
Joe Sheffield
Bobby Hilliard
Karyn Matthews
BOARD MEMBER

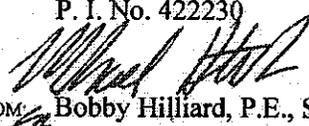
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS00-0027-00(159)
Clay and Randolph Counties
P. I. No. 422230

OFFICE Program Delivery

DATE July 22, 2009


FROM Bobby Hilliard, P.E., State Program Delivery Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

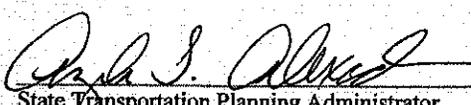
SUBJECT **Revised Project Concept Report**

Attached is the original copy of the Revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The proposed alignment is recommended for revision in order to further minimize social and agricultural impacts at and to the south of the Sutton's Corner historic district. The revised alignment is described as follows: Beginning 0.4 miles south of CR 19/ Chulee Road, the proposed roadway would go on new location to the west and roughly parallel to existing US 27. It would intersect SR 37/ Hartford Road 0.2 miles to the west from US 27's existing location. The alignment would then return to the east side of the existing US 27 roadway approximately 0.5 miles north of SR 37/ Hartford Road. The portion of the existing US 27/ SR 1 roadway from CR 19/ Chulee Road to approximately 0.3 miles north of SR 37/ Hartford Road would be retained for local traffic. As a result of the above, the new project length would be 7.9 miles.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 8/3/09


State Transportation Planning Administrator

Distribution:

Ron Wishon, State Project Review Engineer
Glen Bowman, State Environmental/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Angela Alexander, State Transportation Planning Administrator
Angela Whitworth, State Transportation Financial Management Administrator
Joe Sheffield, District Four Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose: US 27/SR 1 is a major north-south corridor serving the western section of the state. It has been identified as a part of the Governor's Road Improvement Program (GRIP). As part of this program, the existing two-lane US 27/SR 1 is to be multi-laned. GRIP was initiated in the 1980's to address the importance of stimulating growth via an improved transportation network.

The GRIP has identified a system of economic development highways that consists of approximately 2,627 miles of existing primary routes, and an additional 113 miles of truck connector routes. The system would place 98 percent of the State's population within 20 miles of a multilane highway. It would provide access for oversized trucks to cities having populations of 5,000 or more, and to most cities having populations between 2,000 and 5,000. Among the many benefits of such a system is that areas lagging in growth would be provided greater opportunities to attract industry, business, and jobs. Commodity and raw material movements would be enhanced. In addition, tourism industries would benefit, as would accessibility to recreation and historic sites.

Project location: The project is located along US 27/SR 1 beginning at milepost 2.3 in Clay County and ending at milepost 1.09 in Randolph County.

Description of the approved concept: The approved concept for project EDS00-0027-00(159) is proposed to improve US 27/SR 1 from the Bluffton Bypass in Clay County northward to CR 153/Carnegie Vilulah Road in Randolph County. Improvements will consist of four 12' travel lanes separated by a 44' grassed median. The proposed right of way will vary in width from 225'-250' and the speed design is 65 mph. The project begins just south of CR 20/ Mill Pond Road, which is also the northern end of the Bluffton Bypass. The proposed alignment is initially on the east side of the existing roadway so that the existing western right of way of US 27/SR 1 can be held. This allows the proposed roadway to be built for the design speed and avoids a church and cemetery at CR 133/ Fains Hatchery Road. Approximately 1.7 miles north of CR 133 / Fains Hatchery Road, the alignment shifts to the west side of the existing roadway and continues to CR 40/ Oakland Avenue. At CR 40/ Oakland Avenue, the alignment goes on an eastern new location that is roughly parallel to the existing US 27. This new location roadway will intersect SR 37/ Hartford Road 0.2 miles east from US 27's existing location. This is necessary to minimize impacts to the Sutton's Corner historic district and avoid an eligible archeological site located north of SR 37/ Hartford Road and along the east side of existing US 27. The new location alignment returns to the east side of the existing roadway approximately 0.7 miles north of SR 37 / Hartford Road. At this point, the existing western right of way is again held along US 27/ SR 1, avoiding a church and cemetery. Just north of the Clay/ Randolph county line, the alignment switches to the west side of existing US 27 and continues just past CR 153/Carnegie Vilulah Road. The existing eastern right of way will then be held, which is necessary to reduce displacements along the eastern side of US 27 just north of the county line. The total length of the project would be 7.2 miles.

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), or Other ()

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): 27 **State Route Number(s):** 1

Traffic (AADT) as shown in the approved concept:

Current Year (2006): 2,100 – 2,700 Design Year (2026): 3,800 – 4,900

Updated traffic data (AADT):

Current Year (2009): 2700 Design Year (2029): 4900

Approved Programmed/Schedule:

P.E. 1994 R/W: 2006 Construction: 2010

VE Study Required Yes (X) No ()

Benefit/Cost Ratio 0.31

Is the project located in an Ozone Non-attainment area? Yes () No (X)

Is the project in a PM2.5 Non-Attainment area? Yes () No (X)

| | |
|--|---|
| <p>Approved Features: The proposed alignment is recommended for revision in the vicinity of the Sutton's Corner community. In addition, the proposed mainline widths of the inside travel lanes and outside paved shoulder are recommended for revision.</p> | <p>Proposed Features: Beginning 0.4 miles south of CR 19/ Chulee Road, the proposed roadway would go on new location to the west and roughly parallel to existing US 27. It would intersect SR 37/ Hartford Road 0.2 miles to the west from US 27's existing location. This is necessary to further minimize impacts to the Sutton's Corner historic district. The alignment would then return to the east side of the existing US 27 roadway approximately 0.5 miles north of SR 37/ Hartford Road. The portion of the existing US 27/ SR 1 roadway from CR 19/ Chulee Road to approximately 0.3 miles north of SR 37/ Hartford Road would be retained for local traffic. As a result of the above, the new project length would be 7.9 miles.</p> <p>The width of the US 27/SR 1 mainline inside travel lanes would be reduced from 12 ft to 11 ft. Conversely, the width of the depressed median would increase from 44 ft to 46 ft.</p> |
| <p>Reason for Change: The proposed alignment is recommended for revision in order to further minimize social and agricultural impacts at and to the south of the Sutton's Corner historic district.</p> <p>A value engineering study report, dated September 2008, was performed for the project. Based upon the implementation of the value engineering study report, dated November 26, 2008, the typical section is recommended for revision in order to reduce construction costs by having less pavement.</p> | |

| Updated Cost Estimate | |
|--------------------------------------|--|
| Construction including Contingencies | |
| \$26,193,378.30 | |
| Fuel Adjustment | |
| \$2,404,381.09 | |
| Liquid AC Adjustment | |
| \$2,773,959.72 | |
| Right-of-Way | |
| \$5,769,000.00 | |
| Utilities (reimbursable) | |
| \$592,164.00 | |
| Utility Contingencies | |
| \$177,649.00 | |

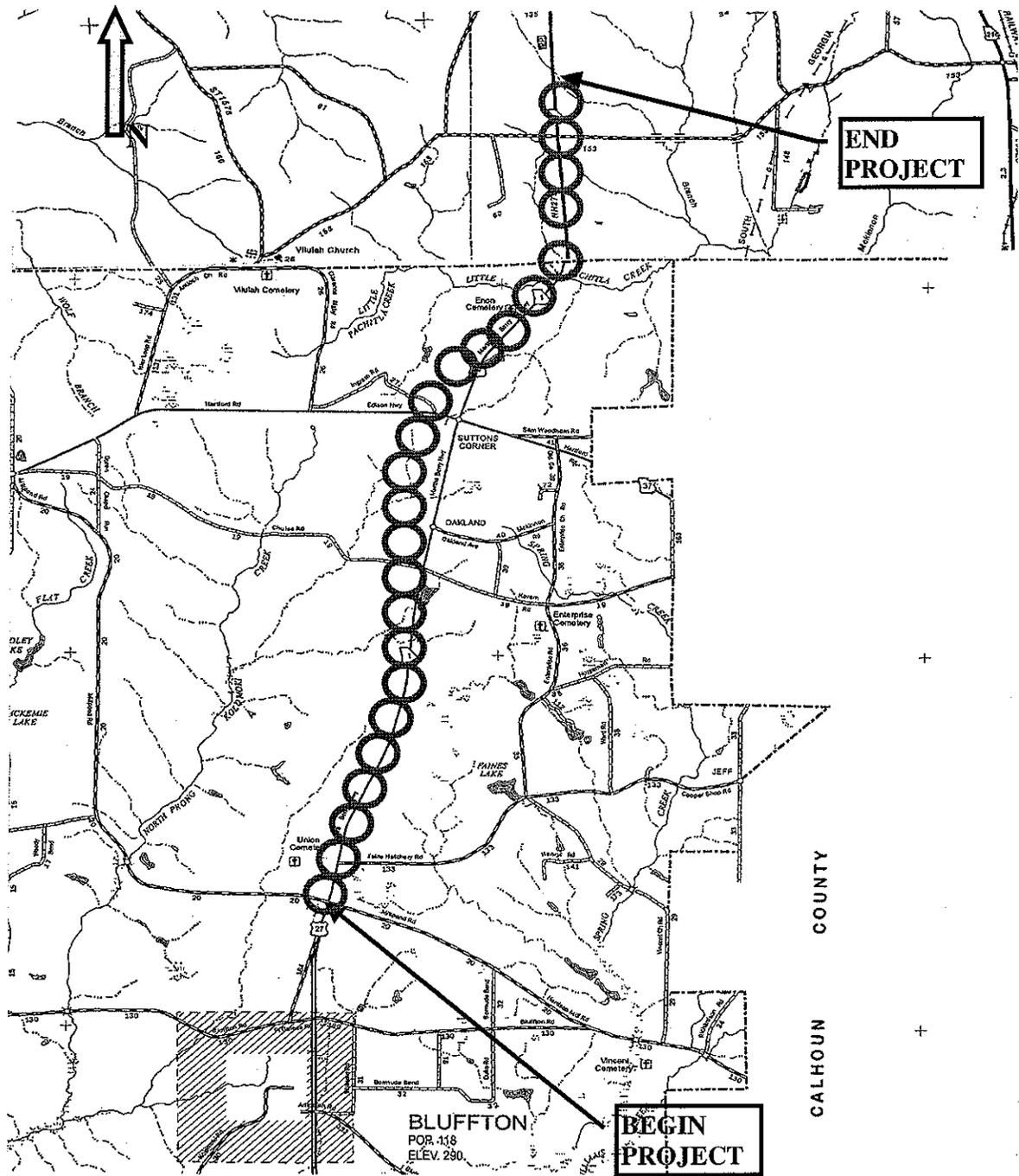
Recommendation: We recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch Map,
2. Cost Estimate,
3. Typical Section,
4. B/C ratio form
5. 2007 Public Meeting Comments Report.

Concur: *Bertha Rice-Singleton for Director*
Director of Preconstruction

Approve: *D. O. O. M. R.*
Chief Engineer



Location Map
Georgia DOT Project EDS00-0027-00(159), PI No. 422230
Clay and Randolph Counties

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. EDS00-0027-00(159), Clay
SR 1/US 27 fm Bluffton Byp to CR 153
P.I. No. 422230-

OFFICE Program Delivery

DATE 7/16/2009

FROM Bobby Hilliard, P.E., State Program Delivery Engineer

TO Concept Revision

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Karyn Matthews

MNGT LET DATE 12/11/2009

MNGT R/W DATE 1/15/2006

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$30,597,000.00

DATE 3/26/2008

RIGHT OF WAY \$5,769,000.00

DATE 6/24/2005

UTILITIES \$N/A

DATE N/A

REVISED COST ESTIMATES

CONSTRUCTION* \$31,400,000.00

RIGHT OF WAY \$5,769,000.00

UTILITIES** \$769,813.00

* Costs contain 5% Engineering and Inspection and 4% Construction Contingencies.

** Costs contain 30% contingency.

REASON FOR COST INCREASE Change in construction prices, add fuel/AC index

CONTINGENCY SUMMARY

| | | |
|-----------------------------|------------------------|--|
| Construction Cost Estimate: | \$24,030,622.28 | (Base Estimate) |
| Engineering and Inspection: | \$1,201,531.12 | (Base Estimate x 5 %) |
| Construction Contingency: | \$961,224.90 | (Base Estimate x 4 %) (The Construction Contingency is based on the Project Improvement Type in TPro.) |
| Total Fuel Adjustment | \$ 2,404,381.09 | (From attached worksheet) |
| Total Liquid AC Adjustment | \$ 2,773,959.72 | (From attached worksheet) |
| Construction Total: | \$31,372,719.11 | |
| Utility Cost Estimate: | \$592,164.00 | |
| Utility Contingency: | \$177,649.00 | 30 % |
| Utility Total: | \$769,813.00 | |

REIMBURSABLE UTILITY COST

| Utility Owner | Reimbursable Costs |
|--------------------------------------|--------------------|
| Cobb EMC, Pataula District | \$80,000.00 |
| Georgia Power Company (Distribution) | \$190,000.00 |
| Georgia Power Company (Transmission) | \$104,000.00 |
| Southern Natural Gas Co. | \$218,164.00 |
| Windstream | \$0.00 |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | \$592,164.00 |

Attachments

C:

Estimate Report for file "EDS00-0027-00(159)"

| Section ROADWAY ITEMS | | | | | |
|-----------------------|----------|-------|------------|--|------------|
| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
| 150-1000 | 1 | LS | 200000.00 | TRAFFIC CONTROL - EDS00-0027-00(159) | 200000.00 |
| 150-5010 | 7 | EA | 10631.33 | TRAFFIC CONTROL, PORTABLE IMPACT ATTENUATOR | 74419.31 |
| 153-1300 | 1 | EA | 76009.21 | FIELD ENGINEERS OFFICE TP 3 | 76009.21 |
| 201-1500 | 1 | LS | 1350000.00 | CLEARING & GRUBBING - EDS00-0027-00 (159) | 1350000.00 |
| 205-0001 | 861900 | CY | 2.91 | UNCLASS EXCAV | 2508129.00 |
| 206-0002 | 16300 | CY | 5.43 | BORROW EXCAV, INCL MATL | 88509.00 |
| 207-0203 | 580 | CY | 54.77 | FOUND BK FILL MATL, TP II | 31766.60 |
| 212-1000 | 4530 | CY | 16.81 | GRANULAR EMBANKMENT, INCL MATL & HAUL | 76149.30 |
| 310-5060 | 8100 | SY | 14.20 | GR AGGR BASE CRS, 6 INCH, INCL MATL | 115020.00 |
| 310-5100 | 400 | SY | 16.44 | GR AGGR BASE CRS, 10 INCH, INCL MATL | 6576.00 |
| 318-3000 | 90 | TN | 20.87 | AGGR SURF CRS | 1878.30 |
| 402-3121 | 100 | TN | 59.88 | RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | 5988.00 |
| 402-3131 | 700 | TN | 68.71 | RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME | 48097.00 |
| 402-3192 | 1000 | TN | 68.49 | RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL | 68490.00 |
| 413-1000 | 910 | GL | 2.13 | BITUM TACK COAT | 1938.30 |
| 429-1000 | 25 | EA | 840.75 | RUMBLE STRIPS | 21018.75 |
| 441-0016 | 200 | SY | 36.83 | DRIVEWAY CONCRETE, 6 IN TK | 7366.00 |
| 441-0204 | 1600 | SY | 38.59 | PLAIN CONC DITCH PAVING, 4 IN | 61744.00 |
| 441-3999 | 1050 | LF | 21.37 | CONCRETE V GUTTER | 22438.50 |
| 441-5057 | 3200 | LF | 15.60 | CONC DOWELED INTEGRAL CURB, TP 7, INCL DOWELS | 49920.00 |
| 446-1100 | 16000 | LF | 4.80 | PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH | 76800.00 |
| 456-2015 | 20 | GLM | 1840.67 | INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP) | 36813.40 |
| 500-3101 | 1300 | CY | 287.52 | CLASS A CONCRETE | 373776.00 |
| 500-3200 | 5 | CY | 412.45 | CLASS B CONCRETE | 2062.25 |
| 500-3800 | 190 | CY | 716.88 | CLASS A CONCRETE, INCL REINF STEEL | 136207.20 |
| 511-1000 | 148800 | LB | 0.90 | BAR REINF STEEL | 133920.00 |
| 550-1180 | 6940 | LF | 36.84 | STORM DRAIN PIPE, 18 IN, H 1-10 | 255669.60 |
| 550-1181 | 90 | LF | 36.54 | STORM DRAIN PIPE, 18 IN, H 10-15 | 3288.60 |
| 550-1240 | 780 | LF | 44.59 | STORM DRAIN PIPE, 24 IN, H 1-10 | 34780.20 |
| 550-1300 | 670 | LF | 58.37 | STORM DRAIN PIPE, 30 IN, H 1-10 | 39107.90 |
| 550-1360 | 1120 | LF | 66.08 | STORM DRAIN PIPE, 36 IN, H 1-10 | 74009.60 |
| 550-1420 | 210 | LF | 87.70 | STORM DRAIN PIPE, 42 IN, H 1-10 | 18417.00 |
| 550-1421 | 120 | LF | 84.41 | STORM DRAIN PIPE, 42 IN, H 10-15 | 10129.20 |
| 550-1480 | 880 | LF | 104.89 | STORM DRAIN PIPE, 48 IN, H 1-10 | 92303.20 |
| 550-1720 | 190 | LF | 230.00 | STORM DRAIN PIPE, 72 IN, H 1-10 | 43700.00 |
| 550-2180 | 2800 | LF | 34.29 | SIDE DRAIN PIPE, 18 IN, H 1-10 | 96012.00 |
| 550-2240 | 400 | LF | 32.24 | SIDE DRAIN PIPE, 24 IN, H 1-10 | 12896.00 |
| 550-3618 | 29 | EA | 539.72 | SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE | 15651.88 |
| 550-4118 | 63 | EA | 408.89 | FLARED END SECTION 18 IN, SIDE DRAIN | 25760.07 |
| 550-4124 | 14 | EA | 530.00 | FLARED END SECTION 24 IN, SIDE DRAIN | 7420.00 |
| 550-4218 | 36 | EA | 617.22 | FLARED END SECTION 18 IN, STORM DRAIN | 22219.92 |
| 550-4224 | 5 | EA | 703.29 | FLARED END SECTION 24 IN, STORM DRAIN | 3516.45 |
| 550-4230 | 6 | EA | 842.29 | FLARED END SECTION 30 IN, STORM DRAIN | 5053.74 |
| 550-4236 | 2 | EA | 1079.74 | FLARED END SECTION 36 IN, STORM DRAIN | 2159.48 |
| 550-4242 | 2 | EA | 1570.22 | FLARED END SECTION 42 IN, STORM DRAIN | 3140.44 |
| 576-1010 | 450 | LF | 25.00 | SLOPE DRAIN PIPE, 10 IN | 11250.00 |
| 577-1100 | 15 | EA | 1748.23 | METAL DRAIN INLET - COMPLETE ASSEMBLY | 26223.45 |
| 610-9099 | 2 | LS | 2340.69 | REM WINGWALLS & PARAPETS, STA - 345+95 | 4681.38 |
| 610-9099 | 2 | LS | 2340.69 | REM WINGWALLS & PARAPETS, STA - 424+21 | 4681.38 |
| 610-9099 | 2 | LS | 2340.69 | REM WINGWALLS & PARAPETS, STA - 36+00 | 4681.38 |
| 610-9099 | 2 | LS | 2340.69 | REM WINGWALLS & PARAPETS, STA - 170+15 | 4681.38 |
| 610-9099 | 2 | LS | 2340.69 | REM WINGWALLS & PARAPETS, STA - 184+34 | 4681.38 |
| 620-0100 | 4400 | LF | 29.69 | TEMPORARY BARRIER, METHOD NO. 1 | 130636.00 |
| 634-1200 | 196 | EA | 97.93 | RIGHT OF WAY MARKERS | 19194.28 |
| 641-1200 | 3200 | LF | 18.23 | GUARDRAIL, TP W | 58336.00 |
| 641-5001 | 12 | EA | 686.63 | GUARDRAIL ANCHORAGE, TP 1 | 8239.56 |

| | | | | | |
|---------------------------|------|----|---------|------------------------------|-----------------------|
| 641-5012 | 8 | EA | 1862.80 | GUARDRAIL ANCHORAGE, TP 12 | 14902.40 |
| 643-8200 | 2700 | LF | 2.28 | BARRIER FENCE (ORANGE), 4 FT | 6156.00 |
| 668-2100 | 100 | EA | 2488.45 | DROP INLET, GP 1 | 248845.00 |
| 668-2110 | 20 | LF | 304.67 | DROP INLET, GP 1, ADDL DEPTH | 6093.40 |
| 668-2200 | 10 | EA | 3135.95 | DROP INLET, GP 2 | 31359.50 |
| 668-2210 | 20 | LF | 298.46 | DROP INLET, GP 2, ADDL DEPTH | 5969.20 |
| 668-8011 | 820 | SF | 98.00 | SAFETY GRATE, TP 1 | 80360.00 |
| 668-8013 | 200 | SF | 32.00 | SAFETY GRATE, TP 3 | 6400.00 |
| Section Sub Total: | | | | | \$7,017,643.09 |

Section ALTERNATE PAVEMENT BASE 1

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|---|------------------------|
| 310-5060 | 56000 | SY | 11.84 | GR AGGR BASE CRS, 6 INCH, INCL MATL | 663040.00 |
| 310-5100 | 294100 | SY | 15.95 | GR AGGR BASE CRS, 10 INCH, INCL MATL | 4690895.00 |
| 402-1812 | 1100 | TN | 70.59 | RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME | 77649.00 |
| 402-3121 | 59600 | TN | 61.76 | RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | 3680896.00 |
| 402-3131 | 27400 | TN | 67.03 | RECYCLED ASPHALT CONC 9.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME | 1836622.00 |
| 402-3190 | 39600 | TN | 76.00 | RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | 3009600.00 |
| 413-1000 | 56100 | GL | 2.17 | BITUM TACK COAT | 121737.00 |
| Section Sub Total: | | | | | \$14,080,439.00 |

Section UTILITY RELATED CONTRACT ITEMS

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|----------------------|--------------------|
| 670-7000 | 195 | LF | 81.22 | STEEL CASING - 12 IN | 15837.90 |
| Section Sub Total: | | | | | \$15,837.90 |

Section SIGNING AND MARKING ITEMS

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|---|---------------------|
| 636-1020 | 425 | SF | 16.89 | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3 | 7178.25 |
| 636-1029 | 170 | SF | 14.78 | HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3 | 2512.60 |
| 636-1033 | 880 | SF | 19.95 | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9 | 17556.00 |
| 636-1041 | 110 | SF | 47.52 | HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9 | 5227.20 |
| 636-2070 | 13 | LF | 9.23 | GALV STEEL POSTS, TP 7 | 119.99 |
| 636-2080 | 2635 | LF | 11.65 | GALV STEEL POSTS, TP 8 | 30697.75 |
| 653-0120 | 150 | EA | 75.51 | THERMOPLASTIC PVMT MARKING, ARROW, TP 2 | 11326.50 |
| 653-0170 | 80 | EA | 82.96 | THERMOPLASTIC PVMT MARKING, ARROW, TP 7 | 6636.80 |
| 653-1501 | 118600 | LF | 0.44 | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE | 52184.00 |
| 653-1502 | 114700 | LF | 0.44 | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW | 50468.00 |
| 653-1704 | 310 | LF | 3.53 | THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE | 1094.30 |
| 653-3501 | 87500 | GLF | 0.27 | THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE | 23625.00 |
| 653-3502 | 790 | GLF | 0.18 | THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW | 142.20 |
| 653-6004 | 26600 | SY | 2.75 | THERMOPLASTIC TRAF STRIPING, WHITE | 73150.00 |
| 653-6006 | 790 | SY | 2.70 | THERMOPLASTIC TRAF STRIPING, YELLOW | 2133.00 |
| 654-1001 | 370 | EA | 3.19 | RAISED PVMT MARKERS TP 1 | 1180.30 |
| 654-1003 | 2900 | EA | 3.75 | RAISED PVMT MARKERS TP 3, CLEAR AND RED | 10875.00 |
| 654-1010 | 15 | EA | 31.56 | RAISED PVMT MARKERS TP 10 | 473.40 |
| Section Sub Total: | | | | | \$296,580.29 |

Section SIGNAL ITEMS

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|--|-------------------|
| 999-5234 | 2 | EA | 2600.00 | BEACON, SOLAR-POWERED, COMPACT, 12 IN, LED | 5200.00 |
| Section Sub Total: | | | | | \$5,200.00 |

Section LANDSCAPING ITEMS

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|--|--------------------|
| 702-0520 | 107 | EA | 200.00 | JUNIPERUS VIRGINIANA - BRODIE | 21400.00 |
| 702-0630 | 77 | EA | 250.00 | MAGNOLIA GRANDIFLORA - BRACKENS BROWN BEAUTY | 19250.00 |
| 702-0775 | 145 | EA | 4.00 | PINUS PAULISTRIS | 580.00 |
| Section Sub Total: | | | | | \$41,230.00 |

Section BRIDGE CULVERT STA 345+89.62 ITEMS

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|---------------------------|----------|-------|------------|---------------------------|---------------------|
| 207-0203 | 55 | CY | 54.77 | FOUND BK FILL MATL, TP II | 3012.35 |
| 500-3101 | 1065 | CY | 287.52 | CLASS A CONCRETE | 306208.80 |
| 511-1000 | 132900 | LB | 0.90 | BAR REINF STEEL | 119610.00 |
| Section Sub Total: | | | | | \$428,831.15 |

Section TEMPORARY EROSION CONTROL ITEMS

| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
|-------------|----------|-------|------------|--|-----------|
| 163-0232 | 89 | AC | 470.24 | TEMPORARY GRASSING | 41851.36 |
| 163-0240 | 4400 | TN | 171.00 | MULCH | 752400.00 |
| 163-0300 | 28 | EA | 1208.53 | CONSTRUCTION EXIT | 33838.84 |
| 163-0501 | 4 | EA | 886.14 | CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1 | 3544.56 |
| 163-0502 | 3 | EA | 399.64 | CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2 | 1198.92 |
| 163-0503 | 78 | EA | 487.56 | CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3 | 38029.68 |
| 163-0520 | 1440 | LF | 14.74 | CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN | 21225.60 |
| 163-0523 | 1909 | EA | 143.27 | CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE | 273502.43 |
| 163-0530 | 13152 | LF | 2.55 | CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK | 33537.60 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 188+00 LT | 11255.64 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 242+00 RT | 11255.64 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 242+00 LT | 11255.64 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 44+75 RT HARTFORD RD | 11255.64 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 284+50 LT | 11255.64 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 289+75 RT | 11255.64 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 304+25 LT | 11255.64 |
| 163-0531 | 1 | EA | 11255.64 | CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 340+00 LT | 11255.64 |
| 163-0541 | 40 | EA | 412.39 | CONSTRUCT AND REMOVE ROCK FILTER DAMS | 16495.60 |
| 163-0550 | 101 | EA | 210.99 | CONSTRUCT AND REMOVE INLET SEDIMENT TRAP | 21309.99 |
| 165-0010 | 53371 | LF | 0.77 | MAINTENANCE OF TEMPORARY SILT FENCE, TP A | 41095.67 |
| 165-0030 | 2838 | LF | 0.87 | MAINTENANCE OF TEMPORARY SILT FENCE, TP C | 2469.06 |
| 165-0040 | 955 | EA | 56.58 | MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS | 54033.90 |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT | 1876.32 |

| | | | | | |
|---------------------------|--------|----|---------|--|-----------------------|
| | | | | BASIN, STA NO - 188+00 LT | |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 242+00 LT | 1876.32 |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 242+00 RT | 1876.32 |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 44+75 RT HARTFORD RD | 1876.32 |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 284+50 LT | 1876.32 |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 289+75 RT | 1876.32 |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 304+25 LT | 1876.32 |
| 165-0060 | 1 | EA | 1876.32 | MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 340+00 LT | 1876.32 |
| 165-0070 | 6577 | LF | 2.02 | MAINTENANCE OF BALED STRAW EROSION CHECK | 13285.54 |
| 165-0085 | 4 | EA | 287.76 | MAINTENANCE OF SILT CONTROL GATE, TP 1 | 1151.04 |
| 165-0086 | 3 | EA | 199.64 | MAINTENANCE OF SILT CONTROL GATE, TP 2 | 598.92 |
| 165-0087 | 78 | EA | 124.48 | MAINTENANCE OF SILT CONTROL GATE, TP 3 | 9709.44 |
| 165-0101 | 28 | EA | 494.45 | MAINTENANCE OF CONSTRUCTION EXIT | 13844.60 |
| 165-0105 | 101 | EA | 90.49 | MAINTENANCE OF INLET SEDIMENT TRAP | 9139.49 |
| 167-1000 | 4 | EA | 664.40 | WATER QUALITY MONITORING AND SAMPLING | 2657.60 |
| 167-1500 | 24 | MO | 714.87 | WATER QUALITY INSPECTIONS | 17156.88 |
| 171-0010 | 106741 | LF | 2.51 | TEMPORARY SILT FENCE, TYPE A | 267919.91 |
| 171-0030 | 5671 | LF | 3.34 | TEMPORARY SILT FENCE, TYPE C | 18941.14 |
| 715-2200 | 1993 | SY | 1.61 | BITUMINOUS TREATED ROVING, WATERWAYS | 3208.73 |
| Section Sub Total: | | | | | \$1,797,202.18 |

| Section PERMANENT EROSION CONTROL ITEMS | | | | | |
|--|-----------------|--------------|-------------------|---------------------------------|---------------------|
| Item Number | Quantity | Units | Unit Price | Item Description | Cost |
| 603-2181 | 350 | SY | 34.43 | STN DUMPED RIP RAP, TP 3, 18 IN | 12050.50 |
| 603-7000 | 350 | SY | 4.48 | PLASTIC FILTER FABRIC | 1568.00 |
| 700-6910 | 178 | AC | 894.81 | PERMANENT GRASSING | 159276.18 |
| 700-7000 | 178 | TN | 67.62 | AGRICULTURAL LIME | 12036.36 |
| 700-7010 | 445 | GL | 21.67 | LIQUID LIME | 9643.15 |
| 700-8000 | 36 | TN | 399.20 | FERTILIZER MIXED GRADE | 14371.20 |
| 700-8100 | 8894 | LB | 2.28 | FERTILIZER NITROGEN CONTENT | 20278.32 |
| 716-2000 | 120852 | SY | 0.98 | EROSION CONTROL MATS, SLOPES | 118434.96 |
| Section Sub Total: | | | | | \$347,658.67 |

Total Estimated Cost: \$24,030,622.28

P.I. Number 422230

County Clay/Randolph

Date 6/24/2009

Project Number EDS00-0027-00(159)

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

| | |
|------------------|-------|
| ENTER FPL DIESEL | 2.419 |
| ENTER FPM DIESEL | 5.443 |

| | |
|--------------------|-------|
| ENTER FPL UNLEADED | 2.448 |
| ENTER FPM UNLEADED | 5.508 |

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

| |
|----------------------------|
| INCREASE ADJUSTMENT |
| 125.00% |

| |
|----------------------------|
| INCREASE ADJUSTMENT |
| 125.00% |

| ROADWAY ITEMS | QUANTITY | DIESEL FACTOR | GALLONS DIESEL | UNLEADED FACTOR | GALLONS UNLEADED | REMARKS |
|--|------------|---------------|----------------|-----------------|------------------|--------------------------|
| Excavations paid as specified by Sections 205 (CUBIC YARD) | 861900.000 | 0.29 | 249951.00 | 0.15 | 129285.00 | Unclassified Excav. |
| Excavations paid as specified by Sections 206 (CUBIC YARD) | 16300.000 | 0.29 | 4727.00 | 0.15 | 2445.00 | Borrow Excav. |
| GAB paid as specified by the ton under Section 310 (TON) | 187290.000 | 0.29 | 54314.10 | 0.24 | 44949.60 | 6 in and 10 in thick GAB |
| Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON) | | 2.90 | | 0.71 | | |
| Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON) | 129500.000 | 2.90 | 375550.00 | 0.71 | 91945.00 | |
| PCC Pavement paid as specified by the square yard under Section 430 (SY) | | 0.25 | | 0.20 | | |

| BRIDGE ITEMS | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS |
|---|----------|------------|----------|---------------|----------------|-----------------|------------------|---|
| Bridge Excavation (CY) Section 211 | | | | 8.00 | | 1.50 | | |
| Class __ Concrete (CY) Section 500 | 1300.00 | 287.52 | 373.7760 | 8.00 | 2990.21 | 1.50 | 560.66 | class A concrete for box culverts |
| Class __ Concrete (CY) Section 500 | 5.00 | 412.45 | 2.0623 | 8.00 | 16.50 | 1.50 | 3.09 | class B concrete for minor drainage |
| Class __ Concrete (CY) Section 500 | 190.00 | 716.88 | 136.2072 | 8.00 | 1089.66 | 1.50 | 204.31 | class A, incl reinf steel for headwalls |
| Superstru Con Class __ (CY) Section 500 | | | | 8.00 | | 1.50 | | |
| Superstru Con Class __ (CY) Section 500 | | | | 8.00 | | 1.50 | | |
| Superstru Con Class __ (CY) Section 500 | | | | 8.00 | | 1.50 | | |
| Concrete Handrail (LF) Section 500 | | | | 8.00 | | 1.50 | | |
| Concrete Barrier (LF) Section 500 | | | | 8.00 | | 1.50 | | |

| BRIDGE ITEMS | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS |
|--------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|
|--------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|

| | | | | | | | | |
|--|-----------|------------------|----------|-------------------------|---------|------------------|--------|------------------|
| Stru Steel Plan Quantity (LB) Section 501 | | | | 8.00 | | 1.50 | | |
| Stru Steel Plan Quantity (LB) Section 501 | | | | 8.00 | | 1.50 | | |
| PSC Beams____ (LF) Section 507 | | | | 8.00 | | 1.50 | | |
| PSC Beams____ (LF) Section 507 | | | | 8.00 | | 1.50 | | |
| PSC Beams____ (LF) Section 507 | | | | 8.00 | | 1.50 | | |
| Stru Reinf Plan Quantity(LB) Section 511 | | | | 8.00 | | 1.50 | | |
| Stru Reinf Plan Quantity(LB) Section 511 | | | | 8.00 | | 1.50 | | |
| Bar Reinf Steel (LB) Section 511 | 148800.00 | 0.90 | 133.9200 | 8.00 | 1071.36 | 1.50 | 200.88 | For box culverts |
| Piling____ inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____ inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____ inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____ inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____ inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Piling____ inch (LF) Section 520 | | | | 8.00 | | 1.50 | | |
| Drilled Caisson,____ (LF) Section 524 | | | | 8.00 | | 1.50 | | |
| Drilled Caisson,____ (LF) Section 524 | | | | 8.00 | | 1.50 | | |
| Drilled Caisson,____ (LF) Section 524 | | | | 8.00 | | 1.50 | | |
| Pile Encasement,____ (LF) Section 547 | | | | 8.00 | | 1.50 | | |
| Pile Encasement,____ (LF) Section 547 | | | | 8.00 | | 1.50 | | |
| SUM QF DIESEL= | | 689709.82 | | SUM QF UNLEADED= | | 269593.55 | | |
| DIESEL PRICE ADJUSTMENT(\$) | | | | \$1,918,669.27 | | | | |
| UNLEADED PRICE ADJUSTMENT(\$) | | | | \$758,959.76 | | | | |

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

| Use this side for Asphalt Emulsion Only | | |
|---|------|----------------------------|
| L.I.N. | TYPE | ASPHALT EMULSION (GALLONS) |
| | | |
| TMT = <input style="width: 150px;" type="text"/> | | |
| REMARKS: <input style="width: 95%;" type="text"/> | | |

| Use this side for Asphalt Cement Only | | |
|---|------|----------------|
| L.I.N. | TYPE | TACK (GALLONS) |
| | | |
| TMT = <input style="width: 150px;" type="text"/> | | |
| REMARKS: <input style="width: 95%;" type="text"/> | | |

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$1,918,669.27

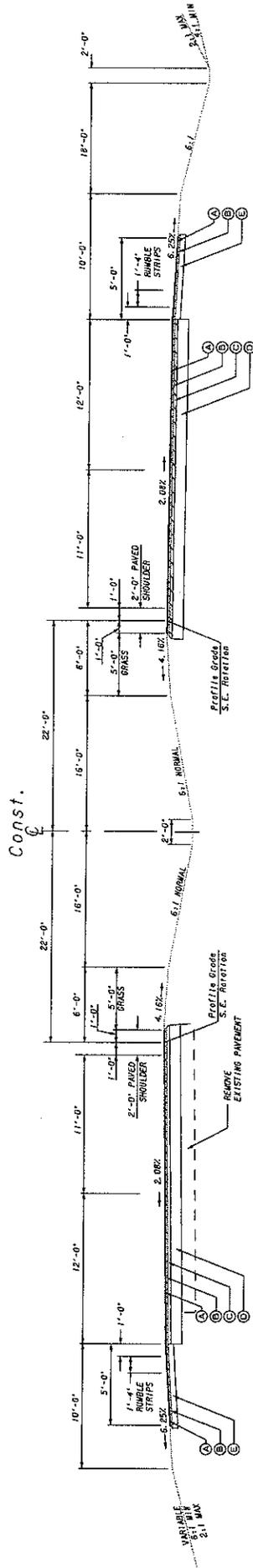
UNLEADED PRICE ADJUSTMENT(\$) \$758,959.76

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$101,079.72

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$2,672,880.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

| | |
|----------|--|
| REMARKS: | <input style="width: 95%;" type="text"/> |
|----------|--|



Tangent Section

REQUIRED PAVEMENT

- Ⓐ RECYCLED ASPHALTIC CONCRETE 3.5 IN. TYPE 11 SUPERPAVE, GP 2 ONLY, INCL. BITUM MAT'L & H. LINE (135 LB/SD. YD.)
- Ⓑ RECYCLED ASPHALTIC CONCRETE 19 MM. SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LINE (220 LB/SD. YD.)
- Ⓒ RECYCLED ASPHALTIC CONCRETE 25 MM. SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LINE (330 LB/SD. YD.)
- Ⓓ GRADED AGGREGATE BASE, 10 IN (ALT *1)
- Ⓔ SOIL CEMENT BASE, 8 IN (ALT *2)
- Ⓕ RECYCLED ASPHALTIC CONCRETE 25 MM. SUPERPAVE, GP 1 OR 2, INCL. BITUM MAT'L & H. LINE (330 LB/SD. YD.) (ALT *2)

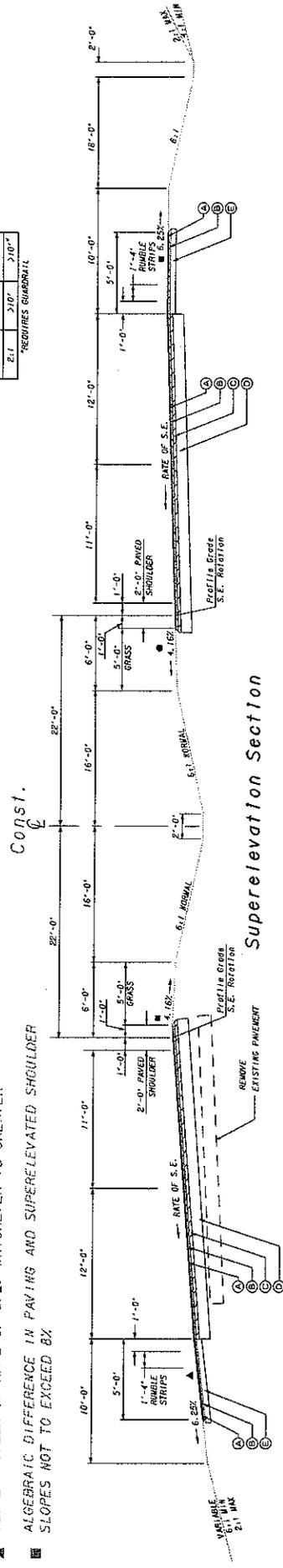
Typical Section No. 3
 US 27/SR 1

STA. 32+50.00 TO 418+07.72 AND 418+07.72 TO 421+17.80 (SOUTHBOUND SIDE ONLY)

- SLOPE 4.16% OR RATE OF S.E. WHICHEVER IS GREATER
- ▲ SLOPE 6.25% OR RATE OF S.E. WHICHEVER IS GREATER
- ALGEBRAIC DIFFERENCE IN PAVING AND SUPERELEVATED SHOULDER SLOPES NOT TO EXCEED 8%

| SLOPE SELECTION | |
|-----------------|-----------------|
| SLOPE | FILL |
| 4:1 | 0'-10" - 0'-10" |
| 2:1 | >10" - >10" |

*REQUIRES GUARDRAIL



Superelevation Section

GRESHAM SMITH AND PARTNERS



NOT TO SCALE

| DATE | REVISIONS | DATE | REVISIONS |
|------|-----------|------|-----------|
| | | | |
| | | | |
| | | | |
| | | | |

**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

Project Number:EDS00-0027-00(159)

PI Number:422230

County:Clay & Randolph Counties

Project Description:Widening of SR1/US27 CR061 to CR243

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

| | |
|-----------|----------------|
| *Db (hrs) | 0.028869 |
| ADT | 4,900.00 |
| Tb (\$s) | \$4,862,622.19 |

Commercial or Truck Time Savings Benefit (CMb)

| | |
|-----------------|----------------|
| Db (hrs) | 0.028869 |
| % Truck Traffic | 0.12 |
| ADT | 4,900.00 |
| CMb | \$3,083,079.29 |

Fuel Savings Benefit (Fb)

| | |
|----------|----------------|
| ADT | 4,900.00 |
| Fb (\$s) | \$1,694,550.16 |

| | |
|---------------------------------|------------------------|
| Total Congestion Benefit | \$9,640,251.63 |
| Total Project Cost | \$31,598,671.30 |
| B/C Ratio | 0.31 |

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 422230 OFFICE: Environmental/Location
DATE: March 6, 2007
FROM: *HDK/jem*
Harvey D. Keeper, State Environmental/Location Engineer
TO: Distribution Below
SUBJECT: PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTIES: EDS-27(159), Clay and Randolph
PROJECT DESCRIPTION: Proposed 3-mile realignment on SR 1/US 27 near Sutton's
Corner in Clay and Randolph Counties
DATE: February 28, 2007
NUMBER IN ATTENDANCE: 63
FOR: 42
Alternative A: 23
Alternative B: 17
2 comments in favor of the project were received, but no
preferred alternative was selected.
CONDITIONAL: 4
Alternative A: 0
Alternative B: 4
UNCOMMITTED: 1 – neither alternative was selected
AGAINST: 0
OFFICIALS IN ATTENDANCE: Trey Anderson, County Commission Chairman
Carolyn Copelan, Clay County Southwest Georgia Regional
Development Authority
Pam Ward, Clay County Administrator
Ken Penuel, Clay County EDC
Walt Killingsworth, Clay County Commissioner
ADDITIONAL COMMENTS:
PREPARED BY: Alexis John
TELEPHONE No.: (404) 699-4409
cc: David E. Studstill, Jr., P.E.
Joe W. Sheffield, P.E.



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR.,
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

April 6, 2007

To: Distribution

RE: US 27 in Clay County at Sutton's Corner

This letter is in reference to GDOT project EDS-27(159) in Clay and Randolph Counties. The Department held a Public Information Open House (PIOH) on February 27, 2007 in Fort Gaines. The purpose of this meeting was to seek public input on alternates to bypass the historic Sutton's Corner. The Department previously held a PIOH on this project on December 12, 2002 and at that time only presented an eastern bypass around Sutton's Corner. We received comments from the PIOH in 2002 asking the Department to consider studying a western bypass. Unfortunately, a western bypass was never studied and we proceeded with the eastern bypass.

Based upon comments gathered at the PIOH in February and looking closely at the impacts for the two alternates the Department has made the decision to revise the alignment around Sutton's Corner to the western side. The western alignment has no displacements of homes and the eastern alignment had two. The Right-of-Way costs for the western alignment is approximately \$500,000.00 less in total costs versus the eastern alignment. Construction of the western alignment is approximately \$365,000.00 less versus the eastern alignment. Environmental impacts to wetlands and streams were significantly less with the western alignment.

The schedule will be delayed approximately 18 months in order to complete the environmental analysis, design work, and Right-of-Way acquisition. The Department believes that this delay in project delivery versus the reasons for shifting the alignment mentioned above is minimal and will ultimately be a greater benefit to the citizens of Clay and Randolph Counties and the State of Georgia.

Please call my office at (404) 463-6133 if you have any questions or would like to discuss further.

Sincerely,

Mohammed (Babs) Abubakari, P.E.
State Program Delivery & Consultant Design Engineer



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR.,
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

April 20, 2007

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

To: Distribution
RE: US 27 in Clay County at Sutton's Corner

This letter is in reference to GDOT project EDS-27(159) in Clay and Randolph Counties. The Department held a Public Information Open House (PIOH) on February 27, 2007 in Fort Gaines. The purpose of this meeting was to seek public input on an additional alternate that was developed to bypass the historic Sutton's Corner as a result of concerns raised by the community significantly impacted by the original alignment through this corridor.

However, as a result of the comments gathered at the recent Public Information Meeting held in February and considering the extent of the impacts of the two alternates, the Department has made the decision to revise the alignment around Sutton's Corner to the western side. The western alignment would result in no displacements of homes and the eastern alignment had two displacements. The revised western alignment would also result in cost savings in property acquisition and construction cost as well as minimizes environmental impacts to wetlands and streams.

This alignment will however cause approximately an additional 18 months delay to having this project ready for construction. This is because additional work will be necessary to complete the environmental analysis.

The Department recognizes that the improvements along this corridor are important to your community and the traveling public. The Department will continue to take all the necessary steps to expedite the process as necessary to minimize the delay in the delivery of this project.

If the Department of Transportation can be of any further assistance to you on this matter, please call my office at (404) 463-6133.

Sincerely,

A handwritten signature in cursive script that reads "Mohammed (Babs) Abubakari". To the right of the signature is a circular stamp containing the number "1124".

Mohammed (Babs) Abubakari, P.E.
State Program Delivery & Consultant Design Engineer

Distribution

RE: US 27 in Clay County at Sutton's Corner

April 20, 2007

Page 2

MBA:MAH:DAN:dlw

cc: Harold E. Linnenkohl, Commissioner
Buddy Gratton, Deputy Commissioner
David E. Studstill Jr., Chief Engineer
Todd Long, Director of Preconstruction
Howard "Phil" Copeland, State Right-of-Way Administrator
Joe Sheffield, District Four Engineer, Tifton
Harvey Keeper, State Environmental/Location Engineer

Attached is a list of each individual who received a personal copy of this letter. These individuals include property owners, board members, and officials who have contacted us previously via letter, signed a petition, or left a comment at the 2002 PIOH.

Mary L. Banks
Route 1, Box 117
Fort Gaines, GA 39851

Jones S. Brady
Route 1, Box 28
Coleman, GA 39836

Bobby James and Betty Brooks
265 Enterprise Rd.
Edison, GA 39846

John Roger Bruner
4060 Leesburg Way
Dawson, GA 31742

John Travis Bruner
Route 1, Box 43A
Coleman, GA 31738

Paul C. and Pamela W. Clark Jr.
Route 1, Box 79
Coleman, GA 39836

Fred H. Darden Jr.
20937 US Hwy 27
Blakely, GA 39823

Travis J. and Glenda D. Ellis
Route 1, Box 41
Bluffton, GA 39823

Billy Fleming
PO Box 748
Blakely, GA 39823

William Glinn Gregory
21990 US Hwy 527
Bluffton, GA 39824

Cliff Hattaway
Route 1, Box 76A
Bluffton, GA 39824

John Timothy Ingram
24361 U.S. 27
Edison, GA 39846

Tim and Connie Ingram
Route 2, Box 140
Edison, GA 39846

Gerald Isler
2902 Edison Highway
Coleman, GA 39836

Christine Isler
Route 1, Box 71
Bluffton, GA 31724

Johnny Lewis Jones
24176 Hwy 27
Bluffton, GA 39824

Greg Lumpkin
Route 1, Box 29
Coleman, GA 39836

Thomas Lumpkin
Route 1, Box 32
Coleman, GA 39836

Kevin Lumpkin
Route 1, Box 66
Coleman, GA 39836

Robert Martin
39331 Lake Burns Road
Umatilla, FL 32784

Marvin and Cynthia McLeod
Route 2, Box 138
Edison, GA 39846

David Murphy
Route 1, Box 107M
Coleman, GA 39836

Tyrone Ragan
Route 1, Box 67
Coleman, GA 39836

Grant Richardson
724 Bob Dodson Rd
Plains, GA 31780

Randall and Mary Richardson
30 Oakland Avenue
Bluffton, GA 39824

Spurgeon Richardson Jr.
1671 Brookhaven Close N.E.
Atlanta, GA 30319.

Jon and Jody Rustin
24346 US Hwy 27
Edison, GA 39846

Richard West
21320 GA Hwy 37
Edison, GA 39846

Board Member W.P. Billy Langdale
3140 Huntington Ridge Circle
Valdosta, GA 31602

Board Member Roy Herrington
PO Box 130
Baxley, GA 31515

Board Member Raybon Anderson
PO Box 1447
Statesboro, GA 30458

Gerald Greene
State Representative
Route 3, Box 316
Cuthbert, GA 39840

Penny Houston
State Representative
1115 Ray City Road
Nashville, GA 31639

Michael Meyer S. von Bremen
State Senator
PO Box 72065
Albany, GA 30334

Gerald V. (Trey) Anderson III
Clay County Commission Chairman
PO Box 519
Fort Gaines, GA 39851

Charles E. Simmons
Randolph County Commission
Chairman
P.O. Box 221
Cuthbert, GA 39840

Sanford D. Bishop Jr.
U.S. Representative
235 Roosevelt Avenue
Albany Towers, Suite 114
Albany, GA 31701

Pamela Ward, County Administrator
Clay County Commissioners
PO Box 519
105 North Washington Street
Fort Gaines, GA 39851