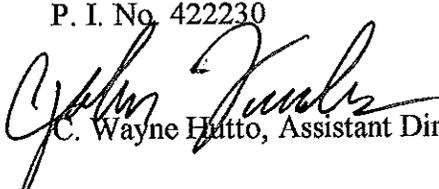


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(159) Clay-Randolph Counties **OFFICE** Preconstruction
P. I. No. 422230
DATE June 7, 2002
FROM  C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

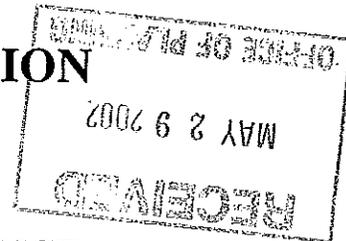
CWH/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
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Marta Rosen
Ben Buchan
David Crim
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENTAL CORRESPONDENCE

FILE *Harvey D. Keeper/ky*
EDS-27(159) Clay/Randolph Counties OFFICE Environment/Location
P.I. No. 422230 DATE May 28, 2002

FROM Harvey D. Keeper, State Environmental/Location Engineer

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Revised Project Concept Report – US 27 Improvements

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 changes to the approved concept would be revisions to the speed design and alignment. The speed design of the approved concept would be increased from 55 mph to 65 mph in accordance with the Department's current policy for GRIP corridor roadways. The alignment would be revised at the beginning of the project to allow for a smooth transition from the Bluffton Bypass to existing US 27. The alignment would also be revised to minimize environmental and social impacts near the Sutton's Corner historic district.

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

DATE 6-3-02

State Transportation Planning Administrator

Distribution:

David Mulling
Phillip Allen
Marta Rosen
Herman Griffin
Ben Buchan
David Crim

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 multilaned. 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 proposed concept would be located along US 27/SR 1 beginning at mile post 2.3 in Clay County and ending at mile post 1.09 in Randolph County.

Description of the approved concept: The approved concept for project EDS-27(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 would consist of adding two lanes parallel to the existing two lanes with a 44' grassed median. The proposed right-of-way would vary between 225'-250'. The project begins just south of CR 20/Harrison Mill Road. This is also the northern end of the Bluffton Bypass. The roadway immediately shifts to the west side of the existing roadway to avoid a historic property at CR 20/Harrison Mill Road. Then the roadway shifts back to the east side of the existing roadway to avoid a church and cemetery at CR 133/Cooper Shop Road. Beginning at CR 133/Cooper Shop Road, the widening would be on the east side of the existing roadway. Approximately 1.7 miles north of CR 133/Cooper Shop Road, the widening would shift to the west side and continue to just north of CR 19/Koram Road. From CR 19/Koram Road to just north of the Clay/Randolph County line, four new lanes would be built just east of existing US 27, abandoning the existing roadway for about 2.9 miles. This shift is necessary to minimize impacts to a historic property. Just north of the Clay/Randolph County line, the widening would again be on the west side of the existing roadway and continue to CR 153/Carnegie Vilulah Road. The total length of the concept would be approximately 7.4 miles.

PDP Classification: Major/Construction on along existing roadway

Full Oversight (), Exempt (X), SF (), 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 Traffic		Design Traffic
Year: 1997	AADT: 2050	Year: 2017	AADT: 3300

Proposed Features to be revised:

- In order to remain consistent with the Department policy for GRIP Corridor roadways, the speed design is recommended for revision.
- Due to the change in speed design and to allow for a smooth transition from the Bluffton Bypass back to the existing roadway along US 27, the proposed alignment at the beginning of the project is recommended for revision.
- In order to reduce environmental and social impacts at and north of the Sutton's Corner historic district, the proposed alignment is recommended for revision.

Revised feature(s) to be approved:

- The speed design would be 65 mph. The approved right-of-way varying between 225'-250' would accommodate the new slopes for the revised speed design.
- The project would continue the four lane section from the Bluffton bypass up to US 27 just south of CR 20/Harrison Mill Road. At that point, the western right-of-way of existing US 27 would be held and four new lanes would be constructed east of the existing roadway. This alignment is necessary to maintain the 65 mph speed design and avoid a church and cemetery located on the west side at CR 133. As a result, the new project length would be 7.2 miles.
- Beginning at CR 40, the proposed roadway would go on new location to the east and roughly parallel to existing US 27. It would intersect SR 37 approximately 0.2 mile east of US 27. This is necessary to minimize impacts to the Sutton's Corner historic district and avoid an eligible archeological site located north of SR 37 on the eastern side of existing US 27. The alignment returns to the east side of the existing roadway approximately 0.7 mile north of SR 37. At this point, the western right-of-way would be held and four new lanes would be constructed east of the existing roadway. This alignment is necessary to avoid a church and cemetery on the west side of the roadway. Just north of the Clay/Randolph county line, the eastern right-of-way would be held and four new lanes constructed west of the existing roadway. This alignment is necessary to reduce residential displacements along the eastern side of US 27 just north of the Clay/Randolph County line.

Updated traffic data (AADT):

	Current Traffic		Design Traffic
Year: 2006	AADT: 2,100 – 2,700	Year: 2026	AADT: 3,800 – 4,900

Programmed/Schedule:

P.E. September 01 R/W 2003 Construction 2004

Revised Cost Estimates:

1. Construction cost including inflation and E&C:	\$14,821,000
2. Right-of-way:	\$5,768,600
3. Utilities:	\$695,387

Is the project located in a Non-attainment area? _____ Yes _____ X No

Recommendation: It is recommended that the proposed revisions to this concept be approved for implementation.

HDK/ADS

Attachments:

- Cost Estimate
- Sketch Map

Concur: Thomas P. Johnson 6/5/02
Director of Preconstruction

Approve: J. L. Danahy
Chief Engineer

PRELIMINARY COST ESTIMATE

Office of Environment/Location

February 6, 2002

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Existing Roadway

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

<input type="text" value="Rural New Location: 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="6.3"/> Miles
<input type="text" value="Rural Widening: 2 To 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="0.9"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

NO	LOCATION	QTY	TYPE *		W(FT)	L(FT)	UNIT COST	TOTAL
			S/G/R	W/N				
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

* S = Stream Crossing G = Grade Separation R = Railroad W = Widening N = New

2. Bridge Culverts

NO	LOCATION	TYPE	SIZE	L(FT)	UNIT COST	TOTAL
		S/D/T/Q	W x H (FT)			
1	Little Pachitla Creek	Double	10 x 6	115.0	1,043.48	120,000
2						
3						
4						
5						
6						
7						

3. Walls

NO	LOCATION	TYPE	H(FT)	L(FT)	UNIT COST	TOTAL
1						
2						
3						
4						

MAJOR STRUCTURES SUBTOTAL \$ 120,000

Typical Section

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

- 1. EARTHWORK
 - a. Unclassified Excavation Soil
 - b. Unclassified Excavation Rock
 - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
453,000 CY	2.50	1,133,000
23000 CY	10.00	230,000
CY	3.72	
6.3 MI	101,000	636,000
GRADING AND DRAINAGE SUBTOTAL		\$1,999,000

BASE AND PAVING

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	139,262 TN	13.05	1,817,000
1 1/4" (135 LB/SY)	16,216 TN	34.55	560,000
3" (330 LB/SY)	39,640 TN	34.54	1,369,000
4" (440 LB/SY)	42,282 TN	34.62	1,464,000
	22,026 GL	0.82	18,000
	0 LF	9.39	0
	0 MI	42,000	0
BASE AND PAVING SUBTOTAL			\$5,751,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
6.3 MI	41,000	258,000
191 AC	6,000	1,145,000
6.3 MI	80,002	504,000
6.3 MI	97,000	611,000
6.3 MI	19,321	122,000
6.3 MI	96,000	605,000
LUMP ITEM SUBTOTAL		\$3,245,000

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY	UNIT COST	TOTAL
2,470 LF	10.11	25,000
12 EA	435.59	5,000
MI	300,000.00	0
MISCELLANEOUS SUBTOTAL		\$30,000

SPECIAL FEATURES

Typical Section

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

- 1. EARTHWORK
 - a. Unclassified Excavation Soil
 - b. Unclassified Excavation Rock
 - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
	CY	2.50	
	CY	10.00	
	CY	3.72	
0.9	MI	100,927	91,000
GRADING AND DRAINAGE SUBTOTAL			\$91,000

BASE AND PAVING

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
10"	11,816	TN	13.05	154,000
1 1/4" (135 LB/SY)	2,317	TN	34.55	80,000
3" (330 LB/SY)	3,572	TN	34.54	123,000
4" (440 LB/SY)	3,252	TN	34.62	113,000
	2,052	GL	0.82	2,000
	0	LF	9.39	0
	0	MI	28,410	0
				47,000
BASE AND PAVING SUBTOTAL				\$519,000

LUMP ITEMS

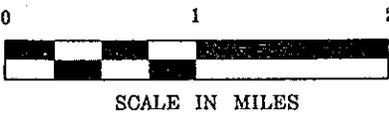
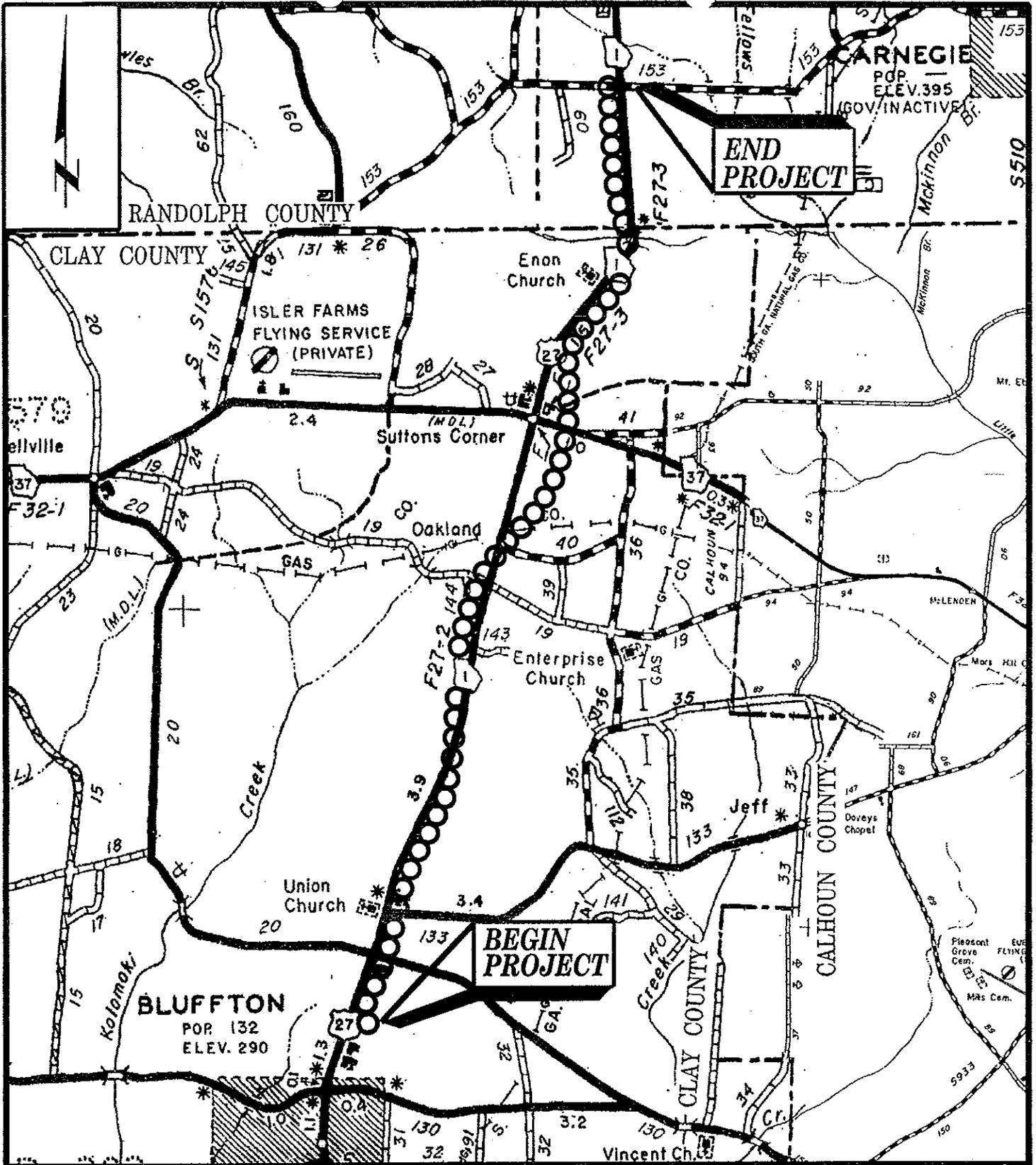
- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
0.9 MI	88,000	79,000
25 AC	6,000	147,000
0.9 MI	40,527	36,000
0.9 MI	99,000	89,000
0.9 MI	17,594	16,000
0.9 MI	110,500	99,000
LUMP ITEM SUBTOTAL		\$466,000

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 44 ft Divided Median	\$1,745,000
2. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$1,196,000

PROJECT COST	
A. MAJOR STRUCTURES	\$120,000
B. GRADING AND DRAINAGE	\$2,090,000
C. BASE AND PAVING	\$6,270,000
D. LUMP ITEMS	\$3,711,000
E. MISCELLANEOUS	\$30,000
F. SPECIAL FEATURES	
SUBTOTAL CONSTRUCTION COST	\$12,221,000
E. & C. (10%)	\$1,222,000
INFLATION 2 yrs @ 5 % per yr	\$1,377,908
GRAND TOTAL CONSTRUCTION COST	\$14,821,000



STRIPMAP
EDS-27(159)
US 27/SR 1 IMPROVEMENTS
CLAY/RANDOLPH COUNTIES
P.I.# 422230

SOURCE: GENERAL HIGHWAY MAP, CLAY/RANDOLPH/CALHOUN CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1987/88