



NEWS REPORT NO. 5020 FEBRUARY 15, 2008

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GDOT Apparent Low Bidders 2.15.08
Article - ENR.com
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GDOT APPARENT LOW BIDDERS – FEBRUARY 15, 2008 LETTING

Call Order	County	Vendor Name	Bid Amount
Call 002	BROOKS...	SOUTHERN CONCRETE CONSTRUCTION CO., INC. (2SO510)	\$2,388,308.05
Call 003	BULLOCH	BATIR BRIDGE COMPANY (2BA830)	\$2,059,035.14
		ROGERS BRIDGE COMPANY, INC. (2RO450)	\$2,146,696.48
		GREGORY BRIDGE COMPANY (2GR560)	\$2,241,263.10
		MCLENDON ENTERPRISES, INC. (2MC800)	\$2,276,735.04
		ELLIS WOOD CONTRACTING, INC. (2WO070)	\$2,331,440.29
		CAROLINA BRIDGE CO., INC. (2CA520)	\$3,645,071.52
Call 004	CHEROKEE	DALTON PAVING & CONSTRUCTION, INC. (2DA270)	\$1,796,583.75
		NORTHWEST GEORGIA PAVING, INC. (2NO820)	\$1,943,132.80
		C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$1,971,448.61
		BALDWIN PAVING CO., INC. (2BA150)	\$2,014,962.79
		COLDITZ TRUCKING, INC. (2CO177)	\$2,057,183.75
		BUTCH THOMPSON ENTERPRISES, INC. (2TH710)	\$2,061,304.93
		LEWIS TRUCKING & GRADING, INC. (2LE965)	\$2,317,628.33
		G.P.S ENTERPRISES, INC. (2GP050)	\$2,800,048.24
Call 005	COBB...	C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$16,734,922.77
		THE LIONS GROUP, INC. (2LI538)	\$18,271,751.43
		SCOTT BRIDGE COMPANY, INC. (2SC570)	\$18,626,129.44
		E. R. SNELL CONTRACTOR, INC. (2SN250)	\$19,151,842.82
		ARCHER WESTERN CONTRACTORS, LTD. (2AR060)	\$19,165,589.65
		G.P.S ENTERPRISES, INC. (2GP050)	\$20,397,810.22
Call 006	COBB...	BROOKS-BERRY-HAYNIE & ASSOC., INC. (2BR530)	\$1,600,751.22
		R. J. HAYNIE & ASSOCIATES, INC. (2HA970)	\$2,156,240.35
		WORLD FIBER TECHNOLOGIES, INC. (2WO500)	\$2,475,094.41
Call 007	COWETA	MASSANA CONSTRUCTION, INC. (2MA773)	\$2,586,457.80
		ROGERS BRIDGE COMPANY, INC. (2RO450)	\$2,938,897.13
		LEWIS TRUCKING & GRADING, INC. (2LE965)	\$2,965,483.15
		SUNBELT STRUCTURES, INC. (2SU520)	\$2,998,000.00
		CORNETT BRIDGE, INC. (2CO820)	\$3,152,710.13
		C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$3,432,292.66
		SCOTT BRIDGE COMPANY, INC. (2SC570)	\$3,444,578.90

Call 008	COWETA	MCCOY GRADING, INC. (2MC260)	\$1,414,645.79
		BUTCH THOMPSON ENTERPRISES, INC. (2TH710)	\$1,467,483.34
		SOUTHEASTERN SITE DEVELOPMENT, INC. (2SO373)	\$1,484,942.68
		JHC CORPORATION, INC. (2JH002)	\$1,492,133.00
		LEWIS TRUCKING & GRADING, INC. (2LE965)	\$1,494,988.24
		E. R. SNELL CONTRACTOR, INC. (2SN250)	\$1,530,772.29
		PIEDMONT PAVING, INC. (2PI273)	\$1,592,119.19
		R. J. HAYNIE & ASSOCIATES, INC. (2HA970)	\$1,595,591.13
		C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$1,613,255.84
Call 010	FAYETTE	BROOKS-BERRY-HAYNIE & ASSOC., INC. (2BR530)	\$1,718,847.81
		WORLD FIBER TECHNOLOGIES, INC. (2WO500)	\$2,150,665.44
		R. J. HAYNIE & ASSOCIATES, INC. (2HA970)	\$2,367,802.96
Call 011	FORSYTH	C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$8,262,902.42
		BALDWIN PAVING CO., INC. (2BA150)	\$8,513,990.77
		CMES, INC. (2CM100)	\$8,591,098.48
		MERRITT CONTRACTING, INC. (2ME790)	\$8,626,305.53
		BLOUNT CONSTRUCTION COMPANY, INC. (2BL590)	\$8,688,505.23
		GARYS GRADING AND PIPELINE CO., INC. (2GA880)	\$8,923,260.38
		REID & REID CONTRACTORS, LLLP (2RE470)	\$8,969,121.11
		E. R. SNELL CONTRACTOR, INC. (2SN250)	\$9,347,398.09
		G.P.S ENTERPRISES, INC. (2GP050)	\$9,492,842.60
		STRICKLAND & SONS PIPELINE, INC. (2ST830)	\$9,944,949.00
		THE L. C. WHITFORD CO., INC. (2WH850)	\$10,088,887.00
		PITTMAN CONSTRUCTION COMPANY (2PI780)	\$10,416,670.13
Call 012	FORSYTH	STRICKLAND & SONS PIPELINE, INC. (2ST830)	\$4,049,580.38
		BALDWIN PAVING CO., INC. (2BA150)	\$4,256,234.68
		MERRITT CONTRACTING, INC. (2ME790)	\$4,529,255.58
		GARYS GRADING AND PIPELINE CO., INC. (2GA880)	\$4,543,391.25
		C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$4,675,504.50
		BUTCH THOMPSON ENTERPRISES, INC. (2TH710)	\$4,703,509.82
		E. R. SNELL CONTRACTOR, INC. (2SN250)	\$4,811,220.29
		G.P.S ENTERPRISES, INC. (2GP050)	\$4,950,597.43
		BLOUNT CONSTRUCTION COMPANY, INC. (2BL590)	\$4,998,786.33
		PITTMAN CONSTRUCTION COMPANY (2PI780)	\$5,256,135.29
		THE L. C. WHITFORD CO., INC. (2WH850)	\$5,298,887.00
Call 013	FULTON	CORNETT BRIDGE, INC. (2CO820)	\$3,661,105.56
		TIDWELL CONSTRUCTION COMPANY (2TI250)	\$3,920,961.15
		ROGERS BRIDGE COMPANY, INC. (2RO450)	\$3,975,006.40
		MASSANA CONSTRUCTION, INC. (2MA773)	\$4,152,675.80
		SUNBELT STRUCTURES, INC. (2SU520)	\$4,299,889.00
		C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$4,618,293.80
		THE LIONS GROUP, INC. (2LI538)	\$4,783,532.21
		SCOTT BRIDGE COMPANY, INC. (2SC570)	\$4,991,276.05
Call 014	FULTON	CORNETT BRIDGE, INC. (2CO820)	\$1,210,466.56
		ROGERS BRIDGE COMPANY, INC. (2RO450)	\$1,369,880.07
		LEWIS TRUCKING & GRADING, INC. (2LE965)	\$1,398,691.69
		THE L. C. WHITFORD CO., INC. (2WH850)	\$1,428,887.00
		C. W. MATTHEWS CONTRACTING CO., INC. (2MA850)	\$1,585,291.78
		MASSANA CONSTRUCTION, INC. (2MA773)	\$1,606,353.60
Call 015	MITCHELL	SHAMROCK ENVIRONMENTAL CORPORATION (2SH048)	\$3,350,928.00
		ENVIRONMENTAL QUALITY RESOURCES LLC (2EN487)	\$4,249,582.31
		J. M. WILKERSON CONSTRUCTION CO., INC. (2WI155)	\$4,345,192.40

Bush Proposal Roughs Up Construction Funds

Fiscal 2009 budget cuts highways, airport grants, Corp but has hikes for DOD, embassy work

Reprinted from ENR.com 2/06/08
by Tom Ichniowski

President Bush's \$3.1-trillion fiscal 2009 budget proposal would clamp down hard on domestic spending, with widespread cutbacks in federal construction accounts, including the highway program. The budget, sent to Congress on Feb. 4, does have some construction increases, such as for Dept. of Defense work and State Dept. embassies. But there will be a protracted battle between the White House and congressional Democrats over the budget. Construction industry officials hope that when the smoke clears, Congress will reject Bush's proposed cuts.

The President's 2009 budget plan recommends a total of \$102 billion for a group of about 60 construction accounts, a 2.9% reduction from 2008 enacted levels, says Karen Bachman, Associated General Contractor's congressional relations director for environment, federal markets and procurement. There are some wide swings with that total: The General Services Administration's construction account would more than double, but the federal Bureau of Prisons buildings program would be chopped a whopping 74%.

In general, construction's winners and losers follow one of the President's overall spending themes. His budget seeks to hike funding 8.2% for discretionary "security funding." That's good news for DOD Secretary Robert Gates and Secretary of State Condoleezza Rice, whose departments are included in that sector. But there would be a near-freeze for non-security programs, which include most construction accounts. The nonsecurity sector would edge up just 0.3%, to a total of \$393 billion.

Construction industry officials who follow transportation weren't at all happy with the Bush proposal. For highways, the largest federally assisted construction program, the budget recommends a \$39.4-billion obligation limit, an amount down 4% from 2008 and less than industry says is called for by the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

To address a projected \$3.2-billion deficit in 2009 in the Highway Trust Fund's highway account, the administration proposes a transfer from the fund's transit account, which is expected to have a \$4.4-billion balance that year. But the idea was blasted by

Lobbyists note that budgets submitted in the last year of a presidency are often dead on arrival.

state and industry officials. John Horsley, executive director of the American Association of State Highway and Transportation Officials, calls it a "rob-Peter-to-pay-Paul strategy." American Public Transportation Association President William Millar adds: "Funding highways should not be done on the back of public-transit riders."

The plan's recommended cut in federal Airport Improvement Program construction grants also drew fire. Greg Principato, Airports Council International-North America president, says that with the proposal, "The administration is virtually guaranteeing more congestion and delays to a system already stretched to its limit."

Pam Whitted, National Stone, Sand and Gravel Association's vice president for government affairs, says that at a time when an economic stimulus bill is being debated, "it makes no sense to cut back on your transportation infrastructure." She says such spending "is one of the fastest ways to put people to work."

The Army Corps of Engineers' civil works construction account also would be sliced, a move that House Transportation and Infrastructure Committee Chairman James L. Oberstar (D-Minn.) blasted. "The administration refuses to accept defeat on the Water Resources Development Act of 2007," Oberstar says. He points out that the WRDA measure, enacted over Bush's veto, authorizes \$23 billion for more than 900 Corps projects.

The budget also recommends a new user fee to be paid by commercial barges that use Corps-operated river locks. Under the plan, the fee would be phased in, and the current barge fuel tax would be phased out.

Bush's budget does have money for some big projects. GSA's \$620-million construction request includes \$346.6 million for a new Dept. of Homeland Security complex on the St. Elizabeth's Hospital site in the District of Columbia and \$110.4 million for a federal courthouse annex in San Diego.

The State Dept. says its proposed embassy funding would cover 11 new facilities, including projects in Bangkok, Bucharest, Dakar, Kabul, Krakow, Pretoria and Santo Domingo. EPA's water infrastructure

program remains a favorite target of budget-cutters. The proposal would slice Clean Water State Revolving Funds to \$555 million.

Construction advocates will be pushing for help from Congress. "The general feeling is that usually budgets submitted in the last year of a presidency are DOA dead on arrival," says Whitted. This year's legislative session will be abbreviated, as lawmakers seek to adjourn by early October to campaign for reelection. As a result, Larry Bory, HDR vice president for federal government relations, thinks final spending bills won't be finished by Oct. 1, when fiscal year 2009 begins. ■

Gridlock, Congestion Get Attention from Georgia State Legislature

Reprinted from AASHTO Journal, February 8, 2008

A 1 cent regional sales tax hike to provide revenue for transportation projects is one of the recommendations made by a special Joint Study Committee on Transportation Funding in the Georgia legislature.

The proposal, which would require a constitutional amendment and a referendum, would grant authority to metropolitan areas including Atlanta to impose a local sales tax for transportation. Some state legislators appreciate the need for more transportation funding and appear to be backing the measure.

The process of passing new legislation can take up to 18 months, the *Atlanta Journal-Constitution* reports. State leaders intend to push the process along as swiftly as possible. At a news conference to announce the initiative, Senate Majority Leader Tommie Williams (R-Lyons) said, "We're not far apart on the funding. We're going to get a funding bill out this session."

Over the next few weeks, legislators will introduce a list of committee recommendations that includes tax proposals. Supporters of transportation funding tried to pass a tax bill last year but were bogged down. The Joint Study Committee on Transportation Funding was created to deal with these proposals and spent last year listening to the suggestions of transportation experts.

Facing Opposition

The funding proposals have already been met with resistance from Georgia Gov. Sonny Perdue (R). On January 30, the governor sent a letter to chairmen of the House and Senate transportation committees expressing his views. The governor thanked the committees for their work, but expressed concern about delays that have occurred in the delivery of

projects under his Fast Forward program, designed to speed congestion relief and encourage economic growth. Perdue said, "Over the course of the six-year program, we anticipated completing what would normally take 18 years to accomplish. However, in a recent review of Fast Forward by the Department of Transportation's new Commissioner, Gena Abraham, we have found that only 20 percent of the projects are complete even though more than 60 percent of time has elapsed."

The governor has said he cannot support a tax increase at this time, *Atlanta Journal-Constitution* reports. A sales tax increase would benefit wealthy parts of the state, such as Atlanta, while overlooking other areas, the governor said. He has pledged to work with the committee to develop a solution to the state's transportation woes. ■

State Transportation Board Elections

Dana Lemon of Clayton County was re-elected to the State Transportation Board Friday by a caucus of state senators and representatives from the 13th Congressional District. This is the second term on the board for Lemon, who was first elected in 2003. Lemon serves on the Board's Consultant Services, Equal Access, Finance, Intermodal and Public-Private Initiatives committees.

Representative Johnny Floyd of Crisp County was elected Friday to the State Transportation Board of Georgia by a caucus of state representatives and senators from the 2nd Congressional District. Representative Floyd replaces Board member W.P. "Billy" Langdale of Valdosta, who decided not to seek re-election after 20 years of service. Floyd, 69, will retire from the Legislature after the 2008 session ends and will serve a full five-year term on the Board, beginning in April.

Emory McClinton of Fulton County was re-elected Friday to serve a fourth five-year term on the State Transportation Board by a caucus of State Senators and Representatives from the 5th Congressional District. McClinton was first elected to the board in 1993. He served as Chairman from April 2001 to April 2002 and as Vice Chairman from April 2000 to April 2001.

Raybon Anderson of Statesboro was re-elected Friday to a five-year term on the State Transportation Board by a caucus of state representatives and senators from the 12th Congressional District. He serves on the State Transportation Board's Consultant Services, Equal Access, Highway Contractors, Intermodal and Legislative committees.

Mike Evans of Forsyth County was elected Friday to a second term by a caucus of the 9th Congressional District legislators. Evans is currently Chairman of the Board and has played a leading role in bringing change to the Department of Transportation. He thanked the 9th Congressional District legislators for his re-election and promised to improve the transportation infrastructure in the District and across the state. "We have lots of work to do in transportation," Evans said. As Chairman of the State Transportation Board, he sets the monthly agendas and names members to the 12 committees of the Board.

The Georgia Department of Transportation is governed by the State Transportation Board. Its 13 members, representing each of the state's Congressional Districts, exercise general control and supervision of the Department. Each member serves a five-year term and the terms are staggered. Board members are elected by the state representatives and senators whose state districts fall within the Congressional District, whether it's all of their District or just a portion.▪