

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS00-0000-00(297) Upson **OFFICE:** Engineering Services
P.I. No.: 0000297
Widening/Reconstruction of SR 3/US 19 **DATE:** September 30, 2009

FROM: Ronald E. Wishon, Project Review Engineer *REW*

TO: Thomas Howell, PE, District Engineer, Thomaston

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held August 24-27, 2009. Responses were received on September 30, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
RD-4	Build 11 ft inside lanes	\$404,922	No	The SR 3/US 19 corridor mostly carries commercial vehicles. The truck percentage is 8%; traffic counts are 9,230 VPD (2006) and 23,800 VPD (2033). Design speed is 45 mph. For approximately 1/3 of the project, there is no safety off-set adjacent to the 4 ft raised median. Reducing the lane width in this area will cause drivers to shy away from the median and encroach into the right lane. According to AASHTO (p. 473), if substantial truck traffic is anticipated, additional lane width may be desirable.
R-7	Provide a 2 ft offset to the 4 ft raised median	Design Suggestion	No	The 2 ft offset was eliminated to minimize impact to the historic properties on the west side and the cemetery on the east side. The current design provides the maximum widening possible without impacting the adjacent cultural resources.

RD-10	Eliminate the sidewalk on the east side between Jimmerson Road and Wynbrook Drive	\$7,465	Yes	Eliminating the sidewalk in this area will eliminate a dead end situation where pedestrians no longer have a designated pathway. Approximately 470 ft of sidewalk will be eliminated.
RD-20	Signalize the existing Delray Road intersection at present location	\$4,060,495	No	If Delray Road is not relocated, a signal will be warranted at both the Delray Road and Jimmerson Road intersections on SR 3/US 19. Traffic generated from the recently built GDOT district office complex has been added to the original traffic forecast. According to GDOT regulations for driveway and encroachment control (Table 3-3), the desirable spacing for urban signalized intersections is 1,320 ft with a minimum of 1,000 ft. As the existing spacing is 950 ft, it does not meet the minimum spacing requirement. By realigning Delray Road, both signal requirements would be met at the new intersection, and there would be no minimum spacing issues.
RD-22	Selectively reduce sidewalks	\$78,481	No	Eliminating 4,200 LF of sidewalk would negatively impact pedestrian access and those with disabilities. With the sidewalk being eliminated from a short portion of the east side (RD-10), eliminating the sidewalk on the west side would cause a major discontinuity along the corridor. At least one side of the corridor should have continuous sidewalk for ease of pedestrian access. There is evidence of pedestrians in the area as worn dirt trails are found along SR 3/US 19.

RD-25	Build 5-lane roadway section from S. Echols Circle to Atwater Road	\$360,538	No	<p>The ADT for this corridor in open year (2013) and design year (2033) is projected to be 14,800 and 23,800 VPD, respectively. The opening year traffic justifies a 5-lane section; however according to GDOT Design Policy Manual (Table 6.8), the project should be designed to incorporate a future 20 ft raised median. Therefore, the current proposed footprint should be maintained, lowering the cost savings noted by the VE Team. This project is a continuation of an adjacent project that also utilizes a 20 ft raised median. The raised median will control left turn movements to and from connecting side streets. There have been numerous driveway permit requests for commercial development along this section of roadway and building a 5-lane section would be counterproductive for future safety along the corridor.</p>
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The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 9/30/09
 Gerald M. Ross, PE, Chief Engineer

REW/LLM
 Attachments

- c: Genetha Rice Singleton
- David Millen/Bill Rountree/Jack Reed/William Boyd
- Michael Presley
- Debra Pruitt
- Lamar Pruitt
- Ken Werho
- Lisa Myers
- Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS00-0000-00(297), Upson County
P.I. No. 0000297
Widening/Reconstruction of SR 3/US 19

OFFICE: Thomaston
DATE: September 30, 2009

FROM: Thomas Howell, P.E., District Engineer

TO: Ronald E. Wishon, State Project Review Engineer

SUBJECT: Value Engineering Study-Responses

Reference is made to the recommendations that were contained in the Value Engineering Study Report dated September 10, 2009 for the above referenced projects. Our responses and recommendations are as follows:

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response and Comments</i>	
<i>Alternative Number</i>	<i>Description of Alternative & Initial Cost Savings</i>	<i>Recommendation Response</i>	<i>Comments</i>
RD-4	Build 11' Lane (inside) Savings = \$404,922	Approval Not Recommended	<p>The current year (2006) traffic for the SR 3 / US 19 corridor is 9,230 vehicles per day while design year (2033) traffic will reach 23,800 vehicles per day with design speed of 45 mph. The SR 3 / US 19 within the project area mostly carries commercial vehicles with 8% truck traffic. Thus, there will be a large number of truck traffic utilizing the left lane to access their destinations. In addition, for about 1/3rd of the project length there is no safety off-set adjacent to the 4-ft raised median. Reducing the lane width to 11-ft in this area will cause the drivers to shy away from the median and tend to encroach into the right lane creating a very unsafe conditions for traffic in the outer lane.</p> <p>According to AASHTO 11ft lane width is adequate for through lanes, continuous two-way left-turn lanes, and lanes adjacent to a painted median. However, if substantial truck traffic is anticipated, additional lane width may be desirable (AASHTO, p. 473). Given the amount of traffic along with the commercial traffic it is recommended that this VE recommendation be not implemented. Also, implementation of this VE recommendation would require additional redesign cost.</p>
RD-7	Provide a 2 foot offset to the 4 foot raised median	Approval Not Recommended	<p>Due to the presence of historic properties on the west side and the cemetery on the east side, the 2' offset was eliminated to minimize impact to these areas. The current design provides the maximum widening possible without impacting the adjacent cultural resources. Any additional widening would have an adverse impact on the historic properties or the cemetery.</p>

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response and Comments</i>	
RD-10	<p>Eliminate sidewalk on east side between Jimmerson Road and Wynbrook Drive.</p> <p>Savings = \$7,465</p>	Approval Recommended	<p>Eliminating sidewalk between Jimmerson Road and Wynbrook Drive on the east side (approximately 470 ft) will avoid a dead end situation where pedestrians no longer have a designated pathway.</p>
RD-20	<p>Signalize the existing Delray Road Intersection at present location.</p> <p>Savings = \$4,060,495</p>	Approval Not Recommended	<p>Due to current traffic data, not relocating Delray Road will warrant a signal be installed at both Delray Road and Jimmerson Road intersections. The traffic generated from the recently built GDOT district office campus was added to the original traffic forecast.</p> <p>According to GDOT Regulations for Driveway and Encroachment Control (Table 3-3), the desirable spacing of signalized intersections under urban conditions is 1,320 ft, with a minimum of 1000 ft. The existing spacing between these two intersections is approximately 950 ft which does not meet the minimum spacing requirement.</p> <p>By realigning Delray Road, both signal requirements (Delray and Jimmerson Road) would be met at the one new signalized intersection along with meeting the minimum spacing requirement; therefore, we recommend retaining the current design.</p>
RD-22	<p>Selectively reduce sidewalks</p> <p>Savings = \$78,481</p>	Approval Not Recommended	<p>Eliminating 4,200 LF of sidewalk will negatively impact pedestrian access and those with disabilities. With the sidewalk currently being eliminated on the east side from Jimmerson Road to the north terminus of the project, further eliminating sidewalk on the west side will cause a major discontinuity along the corridor. At least one side should have continuous sidewalk for ease of pedestrian traffic.</p> <p>According to the GDOT Design Policy Manual, sidewalk shall be provided wherever curb and gutter is utilized along the outside edges of pavement of the mainline roadway (p.6-12).</p> <p>Also, there are warn dirt pedestrian trails along the SR 3/US 19 in these other sections suggested by the VE team to be removed; therefore, we recommend keeping the sidewalk in these other sections.</p>

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response and Comments</i>	
RD-25	<p>Build 5-lane roadway section from S. Echols Circle to Atwater Road.</p> <p>Savings = \$360,538</p>	Approval Not Recommended	<p>The annual daily traffic (ADT) for the SR 3 / US 19 corridor in open year (2013) and design year (2033) will be 14,800 and 23,800 vehicles per day, respectively. The opening year and design year ADT justifies a 5-lane section. However, according to the GDOT Design Policy Manual (Table 6.8), the project shall be designed to incorporate a future 20 ft raised median, or preferably a 24 ft raised median. Therefore, the current proposed footprint will have to be maintained, lowering the cost savings of not constructing a median at this time.</p> <p>Additionally, this project is a continuation of an adjacent project that is also constructing a 20ft raised median. As an Urban Minor Arterial, a continuous cross section should be maintained to control left turn movements to and from the connecting streets.</p> <p>There have also been numerous driveway permit requests for commercial development along this section of the road and building a 5-lane section here would be counterproductive for future safety along the roadway; therefore, we recommend retaining the current 20' median design.</p>

PRECONSTRUCTION STATUS REPORT FOR PI:0000297

PROJ ID : 0000297
COUNTY : Upson
LENGTH (MI) : 2.00
PROJ NO.: NHS00-0000-00(297)
PROJ MGR: Rountree, Bill
AOHD Initials: WJB-TK
OFFICE : District 3
CONSULTANT: Turnkey Consultant, (Contract with GDOT)
SPONSOR : GDOT
DESIGN FIRM: Parsons Transportation Group, Inc.

SR 3/US 19 FM CR 73/EAST-WEST COUNTY RD TO CR 8/ATWATER RD
MPO: Not Urban
TIP #:
MODEL YR :
TYPE WORK: Widening
CONCEPT: ADD 4U(MED 20)
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ.:

MGMT LET DATE : 12/15/2011
MGMT ROW DATE : 12/15/2009
BASELINE LET DATE:
SCHED LET DATE : 5/1/2012
WHO LETS?: GDOT Let
LET WITH :

LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth					
						Activity	Approved	Proposed	Cost		Fund	Status			
10/20/2009		Concept Development	8/30/2006	4/24/2008	100	PE	2006	2006	3,365,543.13	L050	AUTHORIZED	6/19/2006			
		Concept Meeting	11/1/2007	11/1/2007	100	ROW	LR	LR	32,654,712.53	L050	PRECAST				
		PM Submit Concept Report	3/11/2008	3/11/2008	100	CST	LR	LR	14,906,014.73	L050	PRECAST				
		Receive Preconstruction Concept Approval	4/2/2008	4/11/2008	100										
		Management Concept Approval Complete	4/15/2008	4/24/2008	100										
		Value Engineering Study	6/11/2009	1/17/2008	81										
		Public Information Open House Held	1/17/2008		100										
		Environmental Approval	8/1/2007		20										
1/1/2010		Pub Hear Held/Com Resp (EA/FONSI, GEPA)	9/15/2006	8/1/2007	100										
		Mapping	6/2/2007	7/25/2008	100										
		Field Surveys/SIDE	1/7/2008		27										
10/9/2009		Preliminary Plans			0	PE Cost Est Amt:	3,365,543.13	Date:	4/24/2008	Activity	PE	Cost	0.00	Fund	L050
6/4/2010		Underground Storage Tanks			0	ROW Cost Est Amt:	16,600,000.00	Date:	4/24/2008	Activity	ROW	Cost	0.00	Fund	L050
4/16/2010		404 Permit Obtainment			0	CST Cost Est Amt:	9,151,000.00	Date:	4/24/2008	Activity	CST	Cost	0.00	Fund	L050
4/19/2010		PFPR Inspection			0										
5/17/2010		R/W Plans Preparation			0										
5/25/2010		R/W Plans Final Approval			0										
10/13/2010		L & D Approval			0										
10/9/2009		R/W Acquisition			0										
5/28/2010		Stake R/W			0										
4/29/2011		Soil Survey			0										
5/16/2011		Final Design			0										
		FFPR Inspection			0										
		Submit FFPR Responses (OES)			0										

PDD: OCT 1999 LR- ASSIGNED ROAD DESIGN 11/12/99
Bridge: NO BRIDGE REQUIRED
Design: 10-01-09 draft VE responses being sent
EIS: On Sched R/W Pruitt (7-09-09)
LGPA: NOTIFICATION LETTER SENT TO THOMASTON 12-28-04.
Prog. Develop: PE STIP AMENDMENT #36 10-05
Programming: #1 5-09
Traffic Op: kw
Utility: SUE PLANS TO UTILITY 10-6-08
EMG: RECAST/REHAB (WIDENING), TURNKEY

Distric Comments
 WJB-TK [7-7-09] SUPPL APPVD & FUNDN IN PLACE, NTP GIVEN; [3-30-09 TO 5-4-09] ENV DOC WILL BE AN EA. STILL NEED APPROVAL OF SUPP AND VE STUDY FUNDS [1-11-09 TO 3-2-09] 1625 SUBMITTED FOR EXECUTED DELAY SUPPL AND VE STUDY; [1-29-08] [IOH 1-17-08; [8-22-06] [PE AUTH; [4/27/05] [TURNKEY; [9/6/04] [PROJECT NEEDS TO MOVE IN BEFORE FY 2007 PE, DISTRICT COMPLEX NEAR NORTH END

Pre. Parcel CT: 95 **Total Parcel in ROW System:** **Cond. Filled:** **Acquired by:** DOT
Under Review: **Options - Pending:** **Relocations:** **Acquisition MGR:**
Released: **Condemnations- Pend:** **Acquired:** **R/W Cert Date:** **DEEDS CT:**