



VALUE ENGINEERING STUDY

Project: STP00-0000-00(298) Henry

PI No.: 0000298

**SR 155 from south of CR 666/Mosely Drive to north of
CR 104/Reagan Road**

Conducted on April 16, 2009

By

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I. INTRODUCTION

GENERAL

This Value Engineering report summarizes the results of the Value Engineering study performed on April 8, 2009.

The scope of the Value Engineering study was limited to a review of common recommendations from similar types of projects.

VALUE ENGINEERING METHODOLOGY

The Value Engineering Study followed the basic Value Engineering procedure for conducting this type of analysis.

This process included the following phases:

1. Investigation
2. Speculation
3. Evaluation
4. Development
5. Presentation (Report Preparation)

Evaluation criteria identified as a basis for the review of recommendations included the following:

- ❖ Constructability
- ❖ Environmental Impacts
- ❖ Delay of project
- ❖ Cost of Redesign
- ❖ Relevancy to need and purpose of project

II. INVESTIGATION PHASE

PROJECT INFORMATION

Project Number: STP00-0000-00(298)

County: Henry

PI No.: 0000298

Proposed Letting: April 2010

Right of Way plans have been approved; 6 parcels have been acquired.

PE Cost:	365,000
ROW Cost:	1,180,000
Construction Cost:	<u>8,943,771</u>
TOTAL	\$10,488,771

Project Length: 1.07 miles

Functional Classification: Urban Principal Arterial

Traffic ADT: 15,000 (2009)
27,000 (2029)

Traffic DHV: 1,600 (2009)

% Trucks: 5

24 Hr. Trucks: 8

Speed Design:	SR 155	Reagan Rd.	Kelleytown Road	Ford Rd.	Mosely Rd.
	55 mph	45 mph	45 mph	45 mph	45 mph

Bridge Work Required: No

Date of PFPR: 2/8/2007

Date of FFPR: not held

Design of Project was 75% complete before the new VE law became effective.

III. SPECULATION PHASE

Common recommendations that might apply to this project generated utilizing brainstorming method:

- A. 11 foot lanes
- B. Adjust vertical profile to minimize earthwork and/or utilize existing pavement
- C. Narrower shoulders
- D. Narrower sidewalks or elimination of sidewalks

IV. EVALUATION PHASE

- A. 11 foot lanes
SR 155 is posted at 55 mph. Much of the project is a two lane facility, with numerous turn lanes. There design year traffic is moderately high, and there is a school in the area so there will be school buses using the facility.
- B. Adjust vertical profile to minimize earthwork and/or utilize existing pavement
The plans propose matching the existing profile where possible.
- C. Narrower shoulders
The proposed urban shoulders are 12 feet. The proposed rural shoulders are 10 feet, with 2 feet paved. These represent the narrowest possible shoulders.
- D. Narrower sidewalks or elimination of sidewalks
There is a school within the project limits, and this is a residential area. Sidewalks have been included where appropriate.

V. DEVELOPMENT PHASE

No items were considered for development. The suggested recommendations are not consistent with the need and purpose of this project.

VI. CONCLUSION

Some of the proposed Right of Way has already been purchased. The majority of the design of the project was completed before the new VE law went into effect. Any changes to the project could delay the project and not add any additional value.