

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0000-00(411) Walton **OFFICE:** Engineering Services
P.I. No.: 0000411
SR 83 Connector **DATE:** September 16, 2011

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

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Tim Matthews

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held June 27-30, 2011. Responses were received on September 16, 2011. 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.

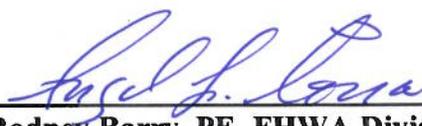
ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1	Reduce the width of the ROW to 100 ft and use permanent easements for the remainder of the area needed to build the project	\$1,278,000	Yes	This will be done.
A-3	Revise the bypass alignment: Use the first 10,000 ft of the original alignment, tie into Gene Bell Road, and shift back to SR 83 north of Good Hope Road at the north terminus	\$1,151,000	No	The proposed route is limited access and using Gene Bell Road would introduce numerous existing driveways that could not be accommodated on the limited access route. The existing road networks pavement structure and vertical and horizontal alignment are not designed for the proposed speed design.
A-3.1	Revise the bypass alignment: Use Dial Road, extend Dial Road northeast to Gene Bell Road, and follow Gene Bell Road to SR 83	\$3,239,000	No	The proposed route is limited access and could not accommodate the number of driveways on the existing Dial Road and Gene Bell Road alignment. The existing road networks pavement structure and vertical and horizontal alignment are not designed for the proposed speed design.

B-2	Revise the roundabout intersection to provide a direct right turn lane for NB SR 11 to NB SR 83 traffic	Cost Increase (\$-80,000)	Yes	The direct right lane will include positive separation for the NB SR 11 to NB SR 83 movement.
B-6	Reduce the paved shoulder width from 6 ½ ft to 4 ft	\$209,000	Yes	This will be done.
B-6.1	Reduce the width of the paved shoulder from 6 ½ ft to 2 ft	\$376,000	No	This no longer applies since B-6 will be implemented.
B-6.2	Pave a full depth roadway width of 24 ft with 2 ft paved shoulders and 8 ft grassed shoulders	\$125,000	No	This no longer applies since B-6 will be implemented.
B-6.3	Pave a full depth roadway width of 26 feet with 4 ft paved shoulders and 5 ft grassed shoulders	\$0	No	This no longer applies since B-6 will be implemented.
B-9	Revise the SR 83/Monroe Madison Rd. intersection to reduce the skew angle and amount of side road reconstruction	\$217,000	Yes	This will be done.
B-10	Revise the horizontal alignment between Sta. 62+00 and Sta. 100+00 to avoid displacing the Hardin residence	\$578,000	No	In order to meet design criteria, the Hardin residence cannot be avoided without either impacting the Blassingame residence to the east, the Brackett residence to the west, or the King residence to the south.
E-1	Perform clearing and grubbing only within the construction limits	\$186,000	Yes	This will be done. ROW will be cleared to the clear zone and sight distance limits. With the information available at the concept stage. This is approximately in line with the construction limits.
J-2	Use 3-strand barbed wire fence in lieu of woven wire fence to delineate project ROW	\$159,000	No	Due to the rural nature of the route and the fact that this is limited access, woven wire fence will be utilized to reduce the potential of people and wildlife from entering the highway.

J-2.1	Use 3-strand barbed wire fence in lieu of woven wire in wooded areas and woven wire fence in open farm land	\$119,000	No	Due to the rural nature of the route and the fact that this is limited access, woven wire fence will be utilized to reduce the potential of people and wildlife from entering the highway.
-------	---	-----------	----	--

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 9/19/11
Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 9/29/2011
Rodney Barry, PE, FHWA Division Administrator

REW/LLM
Attachments

c: Angel Correa/Kendra Bunker - FHWA
Russell McMurry
Bobby Hilliard/Stanley Hill/Tim Matthews
Laura Dixon
Randall Davis
Ken Werho
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0000-00(411). Walton County **OFFICE:** Program Delivery
P.I. No.: 0000411
SR 83 Connector **DATE:** September 16, 2011

FROM: *S.H. son* Bobby K. Hilliard, PE, State Program Delivery Engineer

TO: Ronald E. Wishon, State Project Review Engineer
Attn.: Lisa Myers

SUBJECT: RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES

Attached are the responses for the Value Engineering Study. This office concurs with the responses.

If you have any questions, please contact the Project Manager, Tim Matthews, PE at 404-631-1568.

S.H.
BKH:SH:twm

c: Russell McMurry



Infrastructure · Water · Environment · Buildings

ARCADIS U.S., Inc.
2410 Paces Ferry Road
#400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

MEMO

To:
Tim Matthews

Copies:
Floyd Potter
Carl Hofstadter

ARCADIS U.S., Inc.

From:
Douglas Tilt

Date:
September 16, 2011

ARCADIS Project No.:
GA063152

Subject:
VE Response
STP-0000-00(411) Walton County
PI #0000411
SR 83 Connector

1) Recommendation A-1: Buy only 100 feet of R/W and buy the remainder as permanent Easement

VE Team Savings: \$ 1,278,000

Yes, will implement

2) Recommendation A-3: Revise the bypass alignment: Use the first 100 Stations of the original alignment, tie into Gene Bell Road, and shift back to SR 83 north of Good Hope Road at the north terminus.

VE Team Savings: \$ 1,151,000

No, will not implement. The proposed route is limited access and we would not be able to accommodate the number of driveways on the existing Gene Bell Road alignment. The existing road network pavement's structure and vertical and horizontal alignments are not designed for the proposed design speed or design vehicle.

3) Recommendation A-3.1: Revise the bypass alignment: Use Dial Road, extend Dial Road northeast to Gene bell Road, and following Gene Bell Road to SR 83.

VE Team Savings: \$ 3,239,000

No, will not implement. The proposed route is limited access and we would not be able to accommodate the number of driveways on the existing Dial Road and Gene Bell Road alignment. The existing road network pavement's structure and vertical and horizontal alignments are not designed for the proposed design speed or design vehicle.

4) Recommendation B-2: Revise Roundabout to provide a direct right turn lane for NB SR 11 to NB SR 83

VE Team Savings: -\$80,000

Yes, will implement. The direct right lane will include positive separation for the NB SR 11 to NB SR 83 movement.

5) Recommendation B-6: Reduce the paved shoulder width from 6.5 feet to 4 feet.

VE Team Savings: \$ 209,000

Yes, will implement. Reducing the paved shoulder width to 4 ft is consistent with GDOT's design policy manual table 6.6 for 2-lane arterial with 55 mph design speed.

6) Recommendation B-6.1: Alternative to Idea B-6, reduce the paved shoulder width from 6.5 feet to 2 feet.

VE Team Savings: \$376,000

No, will not implement. We are implementing B-6.

7) Recommendation B-6.2: Alternative to Idea B-6, Pave a full width of 24 feet with a 2-foot full depth paved should and an 8-foot grass shoulder

VE Team Savings: \$125,000

No, will not implement. We are implementing B-6.

8) Recommendation B-6.3: Alternative to Idea B-6, 26 feet with a 4-foot paved shoulder and a 5-foot grass shoulder.

VE Team Savings: \$ 0

No, will not implement. We are implementing B-6.

9) Recommendation B-9: Revise the SR 83/Monroe/Madison Road intersection to reduce the skew angle and amount of side road reconstruction

VE Team Savings: \$217,000

Yes, will implement.

10) Recommendation B-10: Revise the horizontal alignment between Station 62 and Station 100 to eliminate displacing the Hardin residence

VE Team Savings: \$578,000

No, will not implement. We are not able to avoid Hardin residence and meet design criteria without impacting either the Blassingame residence to the east, the Brackett residence to the west, or the King residence to the south.

11) Recommendation E-1: Clear R/W to the construction limits

VE Team Savings: \$186,000

Yes, will implement. Right of way will be cleared to clear zone and sight distance limits. With the information available at the concept stage, this is approximately in line with construction limits.

12) Recommendation J-2: Use a 3-strand barbed wire fence in-lieu-of a woven wire fence.

VE Team Savings: \$159,000

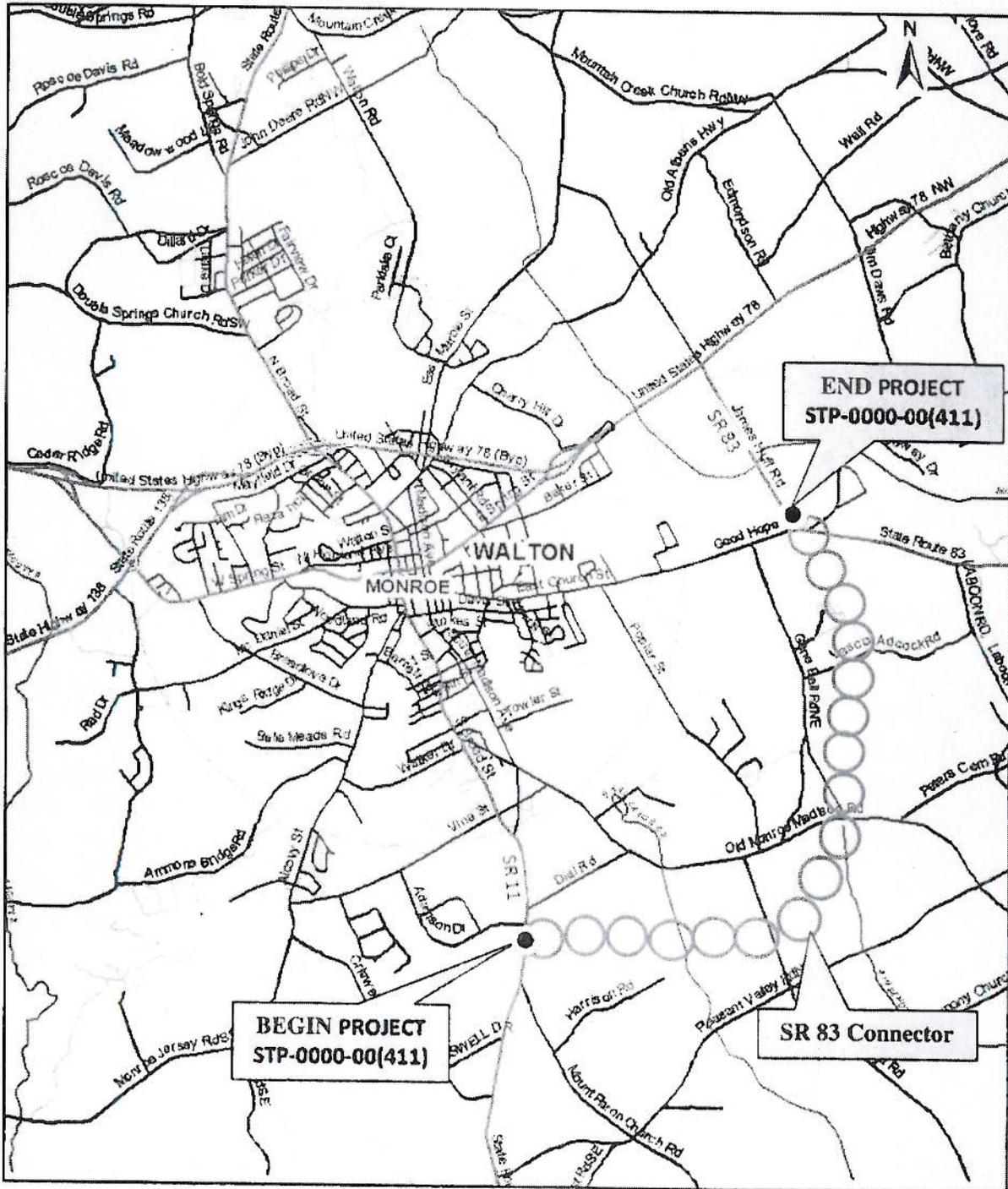
No, will not implement. Due to the rural nature of the route and the fact that this is limited access, we will retain woven wire fence to reduce the potential of people and wildlife from entering the highway

13) Recommendation J-2.1: Use a 3-strand barbed wire fence in wooded areas and a woven wire fence in open farm areas.

VE Team Savings: \$119,000

No, will not implement. Due to the rural nature of the route and the fact that this is limited access, we will retain woven wire fence to reduce the potential of people and wildlife from entering the highway

Project Location Map



PRECONSTRUCTION STATUS REPORT FOR PI:0000411

SR 11/MONROE E BYP FM SO. CITY LIMITS NORTH TO US78 TO SR 11

MGMT LET DATE: 11/15/2013
 MGMT ROW DATE: 12/15/2012
 BASELINE LET DATE: 11/15/2013
 SCHED LET DATE: 1/9/2015
 WHO LETS?: GDOT Let
 LET WITH:

PRIORITY CODE: 1
 DOT DIST: 7
 CONG. DIST: N
 BIKE: E
 MEASURE: 06
 NEEDS SCORE: 06
 BRIDGE SUFF:

MPO: Atlanta TMA, Not Urban
 TIP #: WA-003
 MODEL YR: 2020
 TYPE WORK: Roadway Project
 CONCEPT: NL 2R
 PROG TYPE: New Construction
 Prov. for ITS: N
 BOND PROJ:

PROJ ID: 0000411
 COUNTY: Walton
 LENGTH (MI): 12.00
 PROJ NO.: STP00-0000-00(411)
 PROJ MGR: Matthews, Tim
 AOH Initials: SSH
 OFFICE: Program Delivery
 CONSULTANT: Local Design, Local PE funds
 SPONSOR: Monroe City
 DESIGN FIRM: Hofstadter and Associates, Inc.

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS					STIP AMOUNTS			
								Activity	Approved	Proposed	Cost	Fund	Status	Date Auth	Activity	Cost
5/10/2010	6/18/2010	12/19/2011	1/27/2012	Concept Development	2/2/2008	12/15/2010	75	PE	LOC.L	LOC.L	110,000.00	LOC	PRECST			
6/18/2010	6/18/2010	1/27/2012	1/27/2012	PM Submit Concept Report	3/9/2011	3/9/2011	100	PE	2003	2003	55,000.00	Q25	AUTHORIZED	11/18/2002		
5/11/2010	6/24/2010	1/27/2012	12/28/2011	Concept Report Review and Comments			0	ROW	2013	2013	1,061,208.00	L240	PRECST			
6/21/2010	3/30/2012	1/27/2012	5/24/2013	Management Concept Approval Complete	3/10/2011	12/4/2007	67	ROW	2015	2014	6,576,669.46	L240	PRECST			
12/5/2011	1/27/2012	1/28/2013	3/22/2013	Value Engineering Study	8/15/2008		12	UTL	LOC.L	2016	506,773.09	LOC	PRECST			
8/9/2010	8/27/2010	1/27/2012	1/27/2012	Public Information Open House Held	2/8/2008		100	CST	2017	2016	17,009,057.16	L240	PRECST			
8/31/2010	10/4/2010	1/27/2012	1/27/2012	Environmental Approval	6/15/2008		100									
10/7/2010	1/25/2012	2/1/2012	5/21/2013	Pub Hear Held/Comm Resp (E.A.FONSI, GEPA)			0									
6/7/2010	10/29/2010	1/30/2012	6/8/2012	Field Surveys/SDE			0									
10/15/2012	3/29/2013	12/9/2013	5/23/2014	Preliminary Plans			0									
4/23/2012	4/23/2012	6/17/2013	6/17/2013	Underground Storage Tanks			0									
4/24/2012	8/13/2012	6/18/2013	10/7/2013	404 Permit Obtainment			0									
8/14/2012	10/12/2012	10/8/2013	12/6/2013	PFPR Inspection			0									
5/30/2012	6/1/2012	7/24/2013	7/26/2013	R/W Plans Preparation			0									
1/12/2012	12/7/2012	1/6/2014	1/31/2014	R/W Plans Final Approval			0									
2/18/2013	3/1/2013	4/14/2014	4/25/2014	L & D Approval			0									
1/13/2011	8/29/2011	5/9/2012	12/21/2012	R/W Authorization			0									
6/4/2012	2/12/2013	7/29/2013	4/8/2014	Stake R/W			0									
3/6/2013	3/6/2013	4/30/2014	4/30/2014	Soil Survey			0									
3/20/2013	4/2/2013	5/14/2014	5/27/2014	Final Design			0									
				FFPR Inspection			0									
				Submit FFPR Responses (OIES)			0									

PDD: NOV99 LR ASSIGNED ROAD DESIGN 12/14/99

Bridge: NO BRIDGE REQUIRED

Design: KP-ARCADIS REVISE ALIGNMENT AS PER PIM 8/20/03

EIS: EA/FONSI\NotAvpl\OnSchr\W\Updated\07-27-11\JDIXON

LGA: REV PFA REQ CITY OF MONROE DO UTL/100% PE ->\$55K & 100% CST ->\$19,110.816.65(GDOT TO DC ROW/\$55K FOR GDOT REVIEW 1-6-2011

Programming: #1 5-2010(CHANGED TO FOS PER FHWA 12-20-2010

Traffic Op: CAHSND CNSL/TNT PLNS FR REVW/021403

Utility: NEED IST SUBMISSION PLANS 09/27/07

EMG: PE BY LOCAL

Engr Services: VE Study held June 27-30, 2011

Acquired by: DOT

Acquisition MGR:

R/W Cert Date:

DEJIS CT:

Cond. Filed:

Relocations:

Acquired:

Total Parcel in ROW System: 45

Options - Pending:

Condemnations- Pend: