

ALT #	Description	Potential Savings/LCC	Implement	Comments
5	Eliminate 1' Granite Pavers and use two 11' and one 10' travel lanes	\$170,525	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
8	Use a single 6" Granite Curb in the medians	\$641,212	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
10	Use normal colored concrete instead of 1' Granite Pavers at the curbs	\$23,045	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
14	Use younger trees for the initial planting	\$216,816	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
15	Use smaller diameter trees at maturity in the clear zone	\$133,926	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
16	Use xeriscape and eliminate the drip irrigation system	\$290,087	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).

ALT #	Description	Potential Savings/LCC	Implement	Comments
17	Use perennials in lieu of seasonal color plantings	\$1,631,672	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
23	Use Concrete Pavers in lieu of Granite Pavers in Sidewalks, medians, and island areas	\$33,275	No	These items are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
24	Eliminate median street lighting	\$380,489	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).
25	Use stamped/colored asphalt at crosswalks only	-\$12,777 (cost increase)	No	There would be more long term maintenance issues with Asphalt Sidewalk. Does not match what is already installed on the adjacent project.
26	Use Leveling, Milling and Overlay at Side Streets and drives where possible	\$282,863	Yes	This should be done.
27	Use a Monolithic Concrete Curb to emulate Granite Curb at the medians	\$536,646	No	The items in the median are amenities that are being funded separately by the Buckhead Community Improvement District (CID).

ALT #	Description	Potential Savings/LCC	Implement	Comments
28	Use a Monolithic Concrete Curb to emulate Granite Curb next to Bicycle Lanes	\$266,035	No	These items are amenities that are being funded separately by the Buckhead Community Improvement District (CID).

A meeting was held on January 16, 2008 and Brian McHugh with the Buckhead CID, Sean Pharr with URS, Darrell Richardson, Butch Welch, and Larry Smith with Urban Design, and Brian Summers, Ron Wishon and Lisa Myers of Engineering Services were in attendance.

The results above reflect the consensus of those in attendance and those who provided input.

Approved: Gerald M. Ross Date: 1/15/08
 Gerald M. Ross, P. E., Chief Engineer

BKS/REW

Attachments

c: Gus Shanine, FHWA
 Todd Long
 Paul Liles

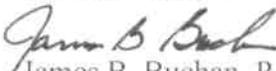
James Magnus
 Mickey McGee
 Darrell Richardson
 Butch Welch
 Marcella Cole
 Larry Smith
 Paul Condit
 Ken Werho
 Nabil M. Raad
 Lisa Myers

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSMSL-0006-00(683) Fulton County OFFICE: Urban Design
Peachtree Corridor Improvements, Phase 2
P. I. No: 0006683 DATE: December 12, 2007

FROM: 
James B. Buchan, P.E., State Urban Design Engineer

TO: Brian Summers, P.E., State Project Review Engineer

SUBJECT: **Value Engineering Study - Responses**

Reference is made to the recommendations that were contained in the Value Engineering Study – Final Report dated September 20, 2007 for the above referenced project. Our responses and recommendations are as follows:

1. Value Engineering Alternative No. 1 – Relocate bicycle lanes and use 12-ft travel lanes
Approval of the VE Alternative No. 1 is not recommended.

- *This facility is on a designated bicycle route. This has been accommodated for by use of 4-ft bicycle lanes adjacent to the travel way with additional 1 foot shy distance to the curb. The use of the sidewalk as a multi use path in lieu of the bicycle lanes is not feasible within the project corridor project because of the limiting factors created by the dense urban setting: limited right of way width to provide for a suitable width multi use path due to the pedestrian traffic that needs to be accommodated for. Also, a furniture zone containing waste receptacles and benches lies within the 11-ft sidewalk width that limits the width available of the multi use path from 11-ft to 6-ft.*
- *The current typical section reflects a lane configuration of 10-ft, 11-ft, 10-ft travel lanes with a 4-ft bike lane which contains an additional 1 foot shy distance from the curb. The effect on capacity in the VE study along this stretch of Peachtree Road is questionable due to the existing driver expectancy along the corridor. Currently there are 10-ft travel lanes along Peachtree Road, and no bike lanes, thus the overall curb to curb width is being increased by no less than 6-ft, which should have the overall effect of increasing traffic flow. Another point in the VE Study suggests the lane width increasing is warranted due to semi-trailers and bus traffic. It should be pointed out that there is a very small percentage of semi trailer traffic on Peachtree Road, and buses will be able to utilize the bike lane width when making stops along the corridor.*
- *The VE Study cites as part of the discussion, implementing 12-ft lanes will reduce accidents. The research cited in the discussion references two-lane rural roadways, a condition different than Peachtree Road in Buckhead.*
- *Locating two multi-use trails in this urban environment introduces a considerable number of vehicle/ bike conflicts at the intersections and driveways as well as pedestrian/ bike conflicts at building entrances etc.*

- *This recommendation will not conform with phase 1 construction which is complete.*

2. Value Engineering Alternative No. 2 - Use 10-ft wide sidewalks and two 11-ft/ one 10-ft travel lanes.
Approval of VE Study Alternative No. 2 is not recommended.

- *It appears the intent of this VE Study alternative is to increase the interior lane width to 11-ft by reducing the sidewalk width by one foot to 10-ft to improve safety for bus and truck traffic. This recommendation does not account for the fact that the interior lane is adjacent to a left turn lane at all of the intersection locations along the corridor creating the "feel" of additional pavement. Also, there is a 1 foot shy distance from the striping of the 10-ft interior lane to the median.*
- *This alternative will increase right of way costs in excess of \$500,000. A five foot wide area of sidewalk was required to be in fee simple right of way. The typical section described in Alternative No. 2 of the VE Study will require the purchase of an additional 1-ft in width of fee simple right of way acquired along both sides of the corridor. This is not only costly but will require revisions to all of the parcels in the corridor and result in major project delays.*
- *This recommendation will not conform to phase 1 construction which is complete.*

3. Value Engineering Alternative No. 3 - Use single 18-in granite curb in median.
Approval of VE Study Alternative No. 3 is not recommended.

- *Use of the granite curbing in the median is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *The offset curb will allow a vehicle tire to "brush" the curb without involving other portions of the vehicle. Using a single 18-in high curb will negate this feature.*
- *This recommendation will not conform to phase 1 construction which is complete.*

4. Value Engineering Alternative No. 4 - Eliminate 1-ft granite pavers and continue landscaping.
Approval of VE Study Alternative No. 4 is not recommended.

- *Use of the granite pavers is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is almost complete.*

5. Value Engineering Alternative No. 5 - Eliminate 1-ft granite pavers and widen the 10-ft travel lane to 11-ft.
Approval of VE Study Alternative No. 5 is not recommended.

- *The current typical section reflects a lane configuration of 10-ft, 11-ft, and 10-ft travel lanes with a 4-ft bike lane which contains an additional 1-ft shy distance from the curb. The effect on capacity cited in the VE study along this section of Peachtree Road is questionable due to the existing driver expectancy along the corridor. Currently there are 10-ft travel lanes along Peachtree Road, and no bike lanes, thus the overall curb to curb width is being increased by no less than 6-ft, which should have the overall effect of increasing traffic flow. Furthermore, the VE Study suggests the lane width increase is warranted due to semi-trailers and bus traffic. Again it should be pointed out that there is a very small percentage of semi trailer traffic on Peachtree Road, and buses will be able to utilize the bike lane width when making stops along the corridor.*
- *Use of the granite pavers is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*

- *The granite pavers are contained in the landscape buffer area. Use of this area for a travel lane will reduce the landscape buffer zone which will have a negative effect on the survivability of the Willow Oak trees. Also there are various utilities located in the buffer area such as, pull boxes, pedestrian lighting, ATMS communications fiber, City of Atlanta Water, telecommunications fiber and vaults, which would be impacted by a reduced width landscape zone.*
- *This recommendation will not conform to phase 1 construction which is complete.*

8. Value Engineering Alternative No. 8 - Use a single 6-in granite curb in the medians.

Approval of VE Study Alternative No. 8 is not recommended.

- *The use of the 18-in curb serves multiple functions that are unique to the design template of the Peachtree Corridor. The 18-in curb functions to discourage pedestrian mid-block crossings by the visual impact of the height of the median. The median height also serves as a deterrent to shield motorists from the plantings in the median as well as the lighting located in the median. The median design was chosen as a value engineering proposal early in the concept phase of the project to reduce the overall typical section width and make the use of the 6-ft wide median achievable.*
- *Use of the granite curbs are not being funded by federal or matching funds and are funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is complete.*

10. Value Engineering Alternative No. 10 - Use normal colored concrete instead of 1-ft granite pavers at the curbs. *Approval of VE Study Alternative No. 10 is not recommended.*

- *Use of the granite pavers at the curbs is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is complete.*

14. Value Engineering Alternative No. 14 - Use younger trees for initial plantings.

Approval of VE Study Alternative No. 14 is not recommended.

- *Use of the younger trees as initial plantings will not result in a cost savings since this feature is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *The use of smaller caliper trees will have a significant affect on the visual impact for the first several years following completion of this project. The loss of amenity will not be perceived as noted in the VE report, but will be both noticeable and real.*
- *This recommendation will not conform to phase 1 construction which is complete.*

15. Value Engineering Alternative No. 15 - Use smaller diameter trees at maturity in the clear zone.

Approval of VE Study Alternative No. 15 is not recommended.

- *The use of a mature tree planting will not result in a cost savings since this feature is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is complete.*

16. Value Engineering Alternative No. 16 - Use xeriscape and eliminate the drip irrigation system.
Approval of VE Study Alternative No. 16 is not recommended.

- *Elimination of the drip irrigation and use of xeriscape will not result in a cost savings since this feature is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is complete.*
- *The VE Study recommendation does not account for the need to use watering trucks in lieu of the drip irrigation, which is a long term maintenance cost, and possible a safety hazard.*

17. Value Engineering Alternative No. 17 - Use perennial plantings in lieu of seasonal color plantings.
Approval of VE Study Alternative No. 17 is not recommended.

- *The use of perennial plantings in lieu of seasonal color will not result in a cost savings since this feature is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *Furthermore the BCID is responsible for maintaining the plantings.*
- *The elimination of the seasonal color plantings will have a significant affect on the visual appeal of the corridor.*
- *This recommendation will not conform to phase 1 construction which is complete.*

23. Value Engineering Alternative No. 23 - Use concrete pavers instead of granite pavers in sidewalk, median, and island areas.
Approval of VE Study Alternative No.23 is not recommended.

- *The use of concrete pavers instead of granite pavers in the sidewalk, median areas, and island areas will not result in a cost savings since this feature is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is complete.*

24. Value Engineering Alternative No. 24 - Eliminate the double bracket streetlights.
Approval of VE Study Alternative No. 24 is not recommended.

- *The double bracket street lighting is for lighting of the roadway. The pedestrian lighting on the outside shoulders will not photometrically meet the lighting requirements for street lighting without the double bracket lighting in the median. While it may be possible to place street lighting on the outside shoulders, the lighting would have to meet photometric requirements which would require a total redesign of the lighting system. The street lighting serves its purpose for motor vehicle safety along a high volume road in a dense urban environment.*
- *The savings noted in the VE Report will be significantly diminished by the need to install additional lighting standards and luminaries along the outside shoulders to compensate for the elimination of the median double bracket streetlights.*
- *This recommendation will not conform to phase 1 construction which is complete.*

25. Value Engineering Alternative No. 25 - Use stamped/ colored asphalt at crosswalks only
Approval of VE Study Alternative No. 25 is not recommended.

- *The use of stamped/ colored asphalt at the crosswalks would create a long term maintenance cost to the Department.*
- *As mentioned in the VE Study report, Alternative No. 25 increases project costs.*
- *This recommendation will not conform to phase 1 construction which is complete.*

26. Value Engineering Alternative No. 26 - Use leveling, milling and overlay at the side streets and drives where possible.
Approval of VE Study Alternative No. 26 is recommended where possible.

- *Certain side street/ driveway locations require full depth construction due to the amount of grade change that is occurring at that location. The Lenox Mall Entrance as well as Lenox Road, Oak Valley, and Wieuca Road are locations where this is not feasible.*
- *This recommendation will be implemented where practical.*

27. Value Engineering Alternative No. 27 - Use monolithic concrete curb to emulate granite curbs at the medians.
Approval of VE Study Alternative No. 27 is not recommended.

- *The use of concrete to emulate the median will not result in a cost savings since this feature is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is complete.*

28. Value Engineering Alternative No. 28 - Use of monolithic concrete curb to emulate granite curbs at the bicycle lane.
Approval of VE Study Alternative No. 28 is not recommended.

- *The use of concrete curb to emulate the granite curb adjacent to the bicycle lane will not result in a cost savings since this feature is not being funded by federal or matching funds and is funded by the BCID (see attached funding breakdown).*
- *This recommendation will not conform to phase 1 construction which is complete.*

JBB:ASW:shp(URS)

Attachment

CSMSL-0006-00(683) - Amenity Upgrade Comparison to Standard Items

Date 10-31-07

AMENITY ITEMS**CONSTRUCTION ITEMS**

437-1300	STRAIGHT GRANITE CURB, 5 IN X 16 IN, TP A	5,920	LF	\$55.00	\$325,600.00	
437-1350	STRAIGHT GRANITE CURB, 5 IN X 23 IN, TP C	5,440	LF	\$95.00	\$516,800.00	
437-1571	STRAIGHT GRANITE CURB, 5 IN X 17 IN, TP A	4,142	LF	\$55.00	\$227,810.00	
437-2571	CIRCULAR GRANITE CURB, 5 IN X 17 IN, TP A	1,600	LF	\$95.00	\$152,000.00	
437-2600	CIRCULAR GRANITE CURB, 5 IN X 16 IN, TP A	576	LF	\$125.00	\$72,000.00	
437-2700	CIRCULAR GRANITE CURB, 5 IN X 23 IN TP C	256	LF	\$200.00	\$51,200.00	
500-3200	CLASS B CONCRETE --- Concrete Sidewalk(Colored)	1,377	CY	\$350.00	\$481,950.00	

Amenity Total \$1,827,360.00

Concrete Header Curb

12,238

LF

\$22.00

\$269,236.00

Concrete Sidewalk

2,200

SY

\$56.00

\$123,200.00

Standard Item Total \$392,436.00

upgrade
\$1,434,924.00**LIGHTING ITEMS(PEDESTRIAN LIGHTING)**

681-1150	Lighting STD, 14 FT MH, Post Top	51	EA	\$4,300.00	\$219,300.00	
681-1365	Lighting STD, Single, 37 FT MH	26	EA	\$4,100.00	\$106,600.00	
681-1370	Lighting STD, Twin, 37 FT MH	16	EA	\$4,100.00	\$65,600.00	

Amenity Total \$391,500.00

Standard 14 FT lighting

51

EA

\$3,000.00

\$153,000.00

Standard Street Lighting, single bracket

26

EA

\$3,500.00

\$91,000.00

Standard Street Lighting in double bracket

16

EA

\$4,500.00

\$72,000.00

Standard Item Total \$318,000.00

upgrade
\$75,500.00**LANDSCAPE ITEMS**

702-0489	Juniperus Chinensis - Hetzii Columnaris	48	EA	\$200.00	\$9,600.00	
702-0559	Liriope Muscari 'Big Blue'	7,196	EA	\$14.70	\$105,193.20	
702-0905	Quercus Phellos	104	EA	\$2,000.00	\$208,000.00	
702-1044	Seasonal Color (4 plantings one year)	21,394	EA	\$5.00	\$106,970.00	
702-9020	Mulch (3" depth)	3,500	SY	\$9.69	\$33,915.00	
708-1000	Plant Topsoil	446	CY	\$137.59	\$61,365.14	
766-7000	Irrigation	1	LS	\$107,000.00	\$107,000.00	

Amenity Total \$632,043.34

upgrade
\$632,043.34**HARDSCAPE ITEMS**

437-1200	Straight Granite Curb, 5 IN x 12 IN	4,345	LF	\$57.01	\$247,708.45	
500-3101	Class A Concrete	201	CY	\$494.00	\$99,294.00	
573-2006	Unddr Pipe INCL Drainage Aggr, 6 IN	2,977	LF	\$45.78	\$136,287.06	
643-8300	Ornamental Fence	752	LF	\$78.00	\$58,656.00	
660-0006	San Sewer Pipe, 6 IN, PVC	252	LF	\$72.25	\$18,207.00	
660-0806	San Sewer Pipe, 6 IN, Ductile Iron	433	LF	\$90.02	\$38,978.66	
	Trendrain - 6 Inches	400	LF	\$75.00	\$30,000.00	
668-7008	Drain Inlets - 8 IN	72	EA	\$225.00	\$16,200.00	
754-4000	Waste Receptacle Unit	25	EA	\$903.00	\$22,575.00	
754-5000	Bench	41	EA	\$2,297.00	\$94,177.00	
754-6000	Bike Rack	8	EA	\$331.00	\$2,648.00	
900-0037	Concrete Pavers	41,259	SF	\$21.03	\$867,676.77	
900-0100	Granite Pavers	6,588	SF	\$26.03	\$171,485.64	
900-0200	Granite Corner Piece	56	EA	\$225.14	\$12,607.84	
999-6500	Tree Protection and Trimming	1	LS	\$80,270.40	\$80,270.40	

Amenity Total \$1,896,771.82

Galv Steel Pipe Handrail, 2 IN, Round

752

LF

\$45.00

\$33,840.00

Standard Item Total \$33,840.00

upgrade
\$1,862,931.82

TOTAL AMENITY ITEMS \$4,747,675.16

Total Standard Items \$742,276.00

Total Upgrade Cost \$4,005,399.16