



VALUE ENGINEERING STUDY

**Project: CSSTP-0007-00(125) Houston Peach
PI No.: 0007125
SR 11/US 41 from south of SR 49 to north of CR
535/Houston Lake Road**

Conducted on November 5, 2010

By

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I. INTRODUCTION

GENERAL

This Value Engineering report summarizes the results of the Value Engineering study performed on November 5, 2010.

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: CSSTP-0007-00(125)
County: Houston Peach
PI No.: 0007125

Proposed Letting: December 2010
Right of Way plans have been approved; all parcels have been acquired or condemned.

PE Cost:	32,600
ROW Cost:	2,880,000
Construction Cost:	<u>7,633,105</u>
TOTAL	\$ 10,545,705

Project Length: 1.20 miles
Functional Classification: SR 11/US 41 is classified as a rural minor arterial south of the intersection with Houston Lake Road (CR 535)/Houston Road (CR 681) and a rural principal arterial north of the intersection.

Traffic ADT: 18,700 (2012)
27,800 (2032)
% Trucks: 9
24 Hr. Trucks: 13.5
Speed Design: Mainline: 55 mph
Houston Road (CR 681) & SR 49: 55 mph
Houston Lake Road (CR 535): 40 mph

Bridge Work Required: No

Date of PFPR: 1/31/2008
Date of FFPR: 7/13/2010

This project is located on SR 11/US 41 in Houston and Peach counties. It will improve SR 11/US 41 and revise the two existing intersections into three "T" intersections at 90° with SR 11/US 41. SR 11/US 41 will maintain the existing two lanes in each direction with turn lanes at the three intersections. The median will be widened to a 44-foot depressed median. The existing intersection of Houston Lake Road/Houston Road at SR 11/US 41 will be separated into two intersections. The Houston Road intersection will be relocated approximately 900 feet north of the existing intersection. The Houston Lake Road intersection will be relocated approximately 1,100 feet south of the existing intersection. The existing "Y" intersection of SR 49 and SR 11/US 41 will be improved with SR 11/US 41 intersecting SR 49 at 90° approximately 1,000 feet south of the existing intersection. Houston Road and Houston Lake Road will be two lane roadways with turn lanes at SR 11/US 41. SR 11/US 41 will be a two lane roadway with turn lanes at SR 49.

Design of Project is 100% complete. Project exceeded the \$10 million Value Engineering threshold when the estimate was prepared for letting.

III. SPECULATION PHASE

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

- A. 11 foot lanes
- B. Reduce 44 ft median to 32 ft

IV. EVALUATION PHASE

- A. 11 foot lanes
SR 11/US 41 is posted at 55 mph. Right of Way has already been acquired; therefore, minimizing the lane width would not result in any ROW savings.
- B. Reduce 44 ft median to 32 ft
The 44 ft median was used to match other roadways in the area. Right of Way has already been acquired; therefore, minimizing the median width would not result in any ROW savings. Changes to the median would require extensive plan revisions, thereby delaying the letting of the project.

V. DEVELOPMENT PHASE

No items were considered for development. The suggested recommendations are beyond the intended scope of this project.

VI. CONCLUSION

The proposed Right of Way has already been acquired. The design of the project is complete. Letting is scheduled for December, 2010. Any changes to the project would delay the project and not add any additional value.