# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** CSSTP-0007-00(183) Colquitt Tift
P.I. No.: 0007183
SR 35/US 319 Safety Improvements

**OFFICE:** Engineering Services

**DATE:** February 10, 2010

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

**TO:** Kathy Zahul, PE, Assistant State Traffic Engineer
Attn.: Charity Belford

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

The VE Study for the above project was held October 5-9, 2009. Responses were received on February 10, 2010. 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-3 | Increase the thickness of the GAB and reduce the thickness of the 25 mm superpave | Proposed = $276,837<br><br>Actual = $1,000,000 | Yes, with modifications | The recently completed pavement evaluation from OMR provides 2 options for full depth pavement. Each of the options will provide approximately $1,000,000 savings when compared to the originally proposed pavement design. |
| A-10 | Eliminate the 12.5 mm overlay quantity | $1,100,000 | No | The VE Study was held before OMR completed the pavement evaluation. The recommendations of the pavement evaluation are to mill the existing pavement 3 ½ inches and inlay using 2 inches of 19 mm and 1 ½ inches of 12.5 mm. Based on these findings, the VE recommendation is no longer feasible. |
| A-12 | Decrease the paved shoulder width from 6 ft to 4 ft | Proposed = $625,491<br><br>Actual = $500,000 | Yes | This will be done. Updated unit prices were used to calculate the actual savings. |

| | | | | |
|---|---|---|---|---|
| B-1 | Convert ROW to easement | Proposed = $175,000<br><br>Actual = $88,000 | Yes, partially | It is anticipated that this can be done in approximately 50% of the locations assumed by the VE Team. |
| E-11 | Stage project to construct 4 or 5 intersections at a time | Design Suggestion | No | District Construction has indicated that phasing the project would lengthen construction time and increase the project cost. |
| F-6 | Extend the parapet of box culverts CD1 and CD15 up to meet the fill slope instead of lengthening the culvert | Proposed = $17,200<br><br>Actual = $1,800 | Yes, partially | This can be done for the left side of CD1. Because GA Standard 2312 only allows the extension of the parapet by 2 ½ ft, this cannot be done for CD15 or the right side of CD1. |
| K-1 | Eliminate the field office | $73,914 | Yes | This will be done. |

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

**Approved:** Gerald M. Ross **Date:** 2/11/10

**Gerald M. Ross, PE, Chief Engineer**

REW/LLM
Attachments

c: Ben Buchan
Kathy Zahul/Derrick Cameron/Charity Belford
Joe Cowan
Ken Werho
Lisa Myers
Matt Sanders

VE Team: Brad Ehrman
Ernay Robinson
Kevin Van Houten
Adam Smith
Chris Rudd

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** CSSTP-0007-00(183), Colquitt Tift County
P.I. No.: 0007183
SR 35 fm Indian Lake Rd

**OFFICE:** Traffic Operations

**DATE:** February 9, 2010

**FROM:** Kathy Zahul, P.E., Assistant State Traffic Engineer

**TO:** Ron Wishon, State Project Review Engineer
Attention: Lisa Myers

**SUBJECT: Value Engineering Study- Responses**

Reference is made to the recommendations that were contained in the Value Engineering Study-Final Report dated October 22, 2009. Responses and recommendations are as follows:

**A-3 Increase the graded aggregate base lift to 10 in. and reduce the 25 mm superpave lift to 550 lb/sy.**

The current proposed full-depth pavement section for SR 35/US 319 is as follows:

1 ½ in 12.5 mm
2 in 19 mm
6 in 25 mm
8 in graded aggregate base

Pavement Evaluation Option 1:

1 ½ in 12.5 mm
2 in 19 mm
3 in 25 mm
8 in graded aggregate base

Pavement Evaluation Option 2:

1 ½ in 12.5 mm
2 in 19 mm
3 in 25 mm
4 in 25 mm

The current typical section will be modified based on the recommendations of the pavement evaluation. The pavement evaluation has two options for full-depth pavement. The total cost of full depth pavement as currently designed is $4,435,000. The total cost for pavement Option 1 is $3,480,000. The total cost of pavement Option 2 is $3,538,000. Therefore the savings for either option 1 or 2 will be approximately $1,000,000.

**A-10 Eliminate the overlay quantity**

The recommendation to eliminate overlay on the corridor was made prior to the findings of the Pavement Evaluation. The recommendations of the Pavement Evaluation are to mill the existing pavement 3 ½ inches and inlay using 2 inches of 19 mm and 1 ½ in. of 12.5 mm. Based on the finding of OMR, this value engineering recommendation is not feasible.

**A-12 Reduce the paved shoulder width to 4 ft from 6 ft.**

This value engineering recommendation will be accepted. The calculated cost of savings on SR 35/US 319 will be approximately $500,000.

**B-1 Reduce required R/W by utilizing easement**

This value engineering recommendation will be accepted where the reduction is feasible. This recommendation can be followed in approximately 50% of the locations assumed by the Value Engineering Team. The reduction in R/W to easements should result in a savings of approximately $88,000.

**E-11 Change staged construction to allow phasing of erosion control**

The recommendation to phase the project to limit the maintenance of the erosion control measures will not be followed. Through discussions with District Construction the phasing of the project would lengthen the construction time and ultimately increase the project cost.

**F-6 Extend the parapet and wingwalls to function as a retaining wall and eliminate extension**

This value engineering recommendation will be accepted where allowable. GDOT Standard 2312 details the extension of parapets at culverts. Based on this standard the parapet can only be extended 2 ½ ft. Of the existing culverts to be extended only one side of one culvert met this criterion. So culvert CD-1, left side, will have its parapet extended. The total cost saving for this item is $1,800.

**K-1 Eliminate Field Engineer's Office**

This value engineering recommendation will be accepted.

If you have any questions or comments, please contact Charity Belford at (404) 635-8154 or Derrick Cameron at (404) 635-8153.

KZ:DDC:CLB
Attachments

9/9/2009
USER: 14300

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h:\6007\Safety Projects 2\007183\dgn\007183CV01.dgn[1-62, 64]
GRNCOV

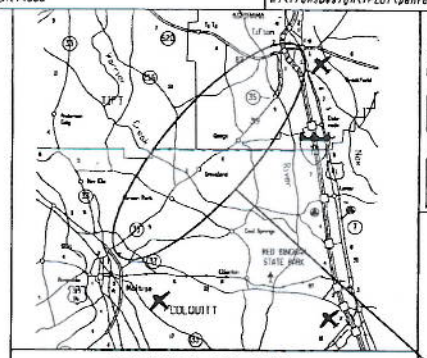
| STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| GA | CSSTP-0007-00(183) | | |

# DEPARTMENT OF TRANSPORTATION
# STATE OF GEORGIA

## PLAN AND PROFILE OF PROPOSED
## US 319/SR 35 INTERSECTION IMPROVEMENTS
## COLQUITT/TIFT COUNTIES

### FEDERAL AID PROJECT
### CSSTP-0007-00(183)

FEDERAL ROUTE # 319
STATE ROUTE # 35
P.I.NO. 0007183




LOCATION SKETCH

PROJECT
CSSTP-0007-00(183)

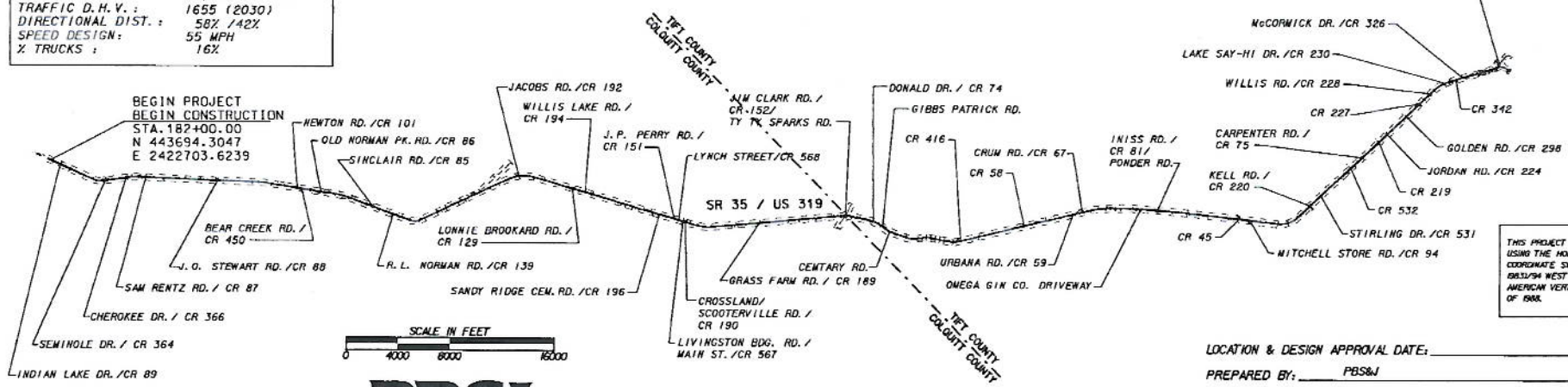
NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

DESIGN DATA:

| | |
|---|---|
| TRAFFIC A.D.T. : | 12,560 (2010) |
| TRAFFIC A.D.T. : | 16,928 (2030) |
| TRAFFIC D.H.V. : | 1655 (2030) |
| DIRECTIONAL DIST. : | 58% /42% |
| SPEED DESIGN: | 55 MPH |
| % TRUCKS : | 16% |

END PROJECT/
END CONSTRUCTION
STA. 1368+82.00
N 528001.2109
E 2495781.4351

BEGIN PROJECT
BEGIN CONSTRUCTION
STA. 1182+00.00
N 443694.3047
E 2422703.6239




THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983)/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

LOCATION & DESIGN APPROVAL DATE: _____

PREPARED BY: PBS&J

RECOMMENDED FOR SUBMISSION BY: _____
STATE TRAFFIC SAFETY AND DESIGN ENGINEER

DATE CHIEF ENGINEER

| | |
|---|---|
| PLANS COMPLETED | |
| REVISIONS | |

FUNCTIONAL CLASSIFICATION: RURAL/URBAN PRINCIPAL ARTERIAL
PDP CLASSIFICATION: MINOR EXISTING
PROJECT DESIGNATION: EXEMPT

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

| LENGTH OF PROJECT COLQUITT COUNTY - COUNTY NO. 071 TIFT COUNTY - COUNTY NO. 277 | COLQUITT COUNTY | TIFT COUNTY | TOTAL |
|---|---|---|---|
| | MILES | MILES | MILES |
| NET LENGTH OF ROADWAY | 11.828 | 10.311 | 22.139 |
| NET LENGTH OF BRIDGES | 0.155 | 0.120 | 0.275 |
| NET LENGTH OF PROJECT | 11.983 | 10.431 | 22.414 |
| GROSS LENGTH OF EXCEPTION | 0.000 | 0.069 | 0.069 |
| GROSS LENGTH OF PROJECT | 11.983 | 10.500 | 22.483 |

THIS PROJECT IS LOCATED 53.3% IN COLQUITT & 46.7% TIFT COUNTIES
THIS PROJECT IS LOCATED 100% IN CONGRESSIONAL DISTRICT 8

CSSTP-0007-00-(183) COLQUITT/TIFT COUNTIES

# PRECONSTRUCTION STATUS REPORT FOR PI:0007183

**SR 35/US 319 FM CR 89/INDIAN LAKE DR/COLQUITT TO SR 520/TIFT**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **PROJ ID :** | 0007183 | **MPO:** | Not Urban | **PRIORITY CODE:** | | **MGMT LET DATE :** | 05/15/2012 |
| **COUNTY :** | Colquitt, Tift | **TIP #:** | | **DOT DIST:** | 4 | **MGMT ROW DATE :** | 05/21/2010 |
| **LENGTH (MI) :** | 22.31 | **MODEL YR :** | | **CONG. DIST:** | 8 | **BASELINE LET DATE:** | |
| **PROJ NO.:** | CSSTP-0007-00(183) | **TYPE WORK:** | Miscellaneous Improvements | **BIKE:** | Y | **SCHED LET DATE :** | 10/11/2013 |
| **PROJ MGR:** | Cameron, Derrick | **CONCEPT:** | SAFETY IMP | **MEASURE:** | E | **WHO LETS?:** | GDOT Let |
| **AOHD Initials:** | KSZ | **PROG TYPE:** | Safety | **NEEDS SCORE:** | | **LET WITH :** | |
| **OFFICE :** | Traffic Operations | **Prov. for ITS:** | N | **BRIDGE SUFF:** | | | |
| **CONSULTANT:** | Consultant Design (DOT contract) | **BOND PROJ :** | | | | | |
| **SPONSOR :** | GDOT | | | | | | |
| **DESIGN FIRM:** | Post Buckley Schuh and Jernigan, Inc | | | | | | |

| BASE START | BASE FINISH | LATE START | LATE FINISH | TASKS | ACTUAL START | ACTUAL FINISH | % |
|---|---|---|---|---|---|---|---|
| | | | | Concept Development | 8/8/2006 | 8/8/2006 | 100 |
| | | | | PM Submit Concept Report | 7/10/2006 | 8/11/2006 | 100 |
| | | | | Receive Preconstruction Concept Approval | 7/11/2006 | 8/8/2006 | 100 |
| | | | | **Management Concept Approval Complete** | **8/8/2006** | **8/8/2006** | **100** |
| | | | 4/8/2010 | **Environmental Approval** | **8/20/2007** | | 50 |
| | | | **9/23/2010** | **Preliminary Plans** | **8/8/2006** | | 27 |
| | | 10/15/2010 | 10/18/2010 | PFPR Inspection | | | 0 |
| | | 10/19/2010 | 2/7/2011 | R/W Plans Preparation | | | 0 |
| | | **2/8/2011** | **4/8/2011** | **R/W Plans Final Approval** | | | **0** |
| | | 5/23/2011 | 6/17/2011 | R/W Authorization | | | 0 |
| | | 9/26/2011 | 10/7/2011 | Stake R/W | | | 0 |
| | | 2/26/2010 | 6/17/2010 | Soil Survey | | | 50 |
| | | **11/23/2010** | **12/20/2011** | **Final Design** | | | 17 |
| | | 1/11/2012 | 1/12/2012 | FFPR Inspection | | | 0 |
| | | 1/26/2012 | 2/8/2012 | Submit FFPR Responses (OES) | | | 0 |

**PROGRAMMED FUNDS**

| Activity | Approved | Proposed | Cost | Fund | Status | Date Auth |
|---|---|---|---|---|---|---|
| PE | 2006 | 2006 | 1,130,000.00 | LS30 | AUTHORIZED | 6/30/2006 |
| ROW | LUMP | LUMP | 2,847,288.00 | LS30 | PRECST | |
| CST | LUMP | LUMP | 16,823,748.00 | LS30 | PRECST | |

| | | | |
|---|---|---|---|
| PE Cost Est Amt: | | Date: | |
| ROW Cost Est Amt: | 2,847,288.00 | Date: | 1/6/2009 |
| CST Cost Est Amt: | 16,823,748.00 | Date: | 10/5/2009 |

**STIP AMOUNTS**

| Activity | Cost | Fund |
|---|---|---|
| PE | | LS30 |
| ROW | 0.00 | LS30 |
| CST | 0.00 | LS30 |

| | |
|---|---|
| **Bridge:** | NO BRIDGE REQUIRED |
| **Design:** | CLB\| bc= 6.75 request UST inv 1/15/09 |
| **EIS:** | CE\|NotApvd\|NotOnSched\|Pugh2 1.10 |
| **LGPA:** | NOTIFICATION LETTER SENT TO COLQUITT\|NORMAN PARK\|OMEGA\|TIFT\|TIFTON 11-14-06. |
| **Programming:** | LS 0006128\|#1 6-07 |
| **Railroad:** | Need Plans |
| **Traffic Op:** | CLB\| PBS&J working on prelim pl xpect env doc by 10/09 |
| **Utility:** | MPLANS to DZN (11) 11/20/2009 |
| **EMG:** | SAFETY (MISCELLANEIOUS IMPROV); M=LANDAIR MAPPING; S=PBS&J |

**District Comments**

PE PROJ NO PESTP000700183

new r/w estimate dated 10/6/08 $2,847,300 This cost does not include the 40% market appreciation.

new cst cost estimate is 18,090,802 submitted 2 S Carter 9/4/09

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Prel. Parcel CT:** | 125 | **Total Parcel in ROW System:** | **Cond. Filed:** | **Acquired by:** | DOT | ***DEEDS CT:*** | |
| **Under Review:** | | **Options - Pending:** | **Relocations:** | **Acquisition MGR:** | | | |
| **Released:** | | **Condemnations- Pend:** | **Acquired:** | **R/W Cert Date:** | | | |



*02 10 2010*