

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSSTP-0007-00(414) Camden County      OFFICE: Program Delivery  
PI No.: 0007414  
CR90/Colerain Rd. from I-95 to Kings Bay Rd.      DATE: February 3, 2012

FROM:  Bobby K. Hilliard, P.E, State Program Delivery Engineer

TO: Lisa Myers, Acting State Project Review Engineer  
Attn: Matt Sanders

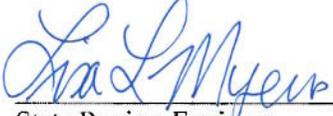
SUBJECT: **Value Engineering Study-Reversal**

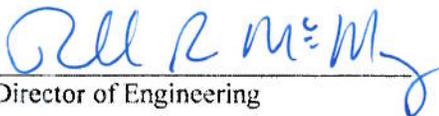
Reference is made to the VE Implementation letter dated September 29, 2009 for the above referenced project. Attached is a request to reverse implementation of Alternate RD-15. FHWA recently requested that the third leg (on the north side of CR 90) of the intersection of CR 90 and Wildcat Dr., at approximate Sta. 120+00, be closed and not shown on the plans. The reason given for the request is that the drive will not permit access to any properties at the time the project is open to traffic.

This Office concurs with the request.

If you have any questions, please contact Matt Bennett at (912) 271-7404.

BKH: MAH: JMB  
Attachments

Approved:  \_\_\_\_\_      2/3/12  
State Review Engineer      Date

Approved:  \_\_\_\_\_      2/6/12  
Director of Engineering      Date

Approved:  \_\_\_\_\_      2/5/2012  
Chief Engineer      Date

Approved:  \_\_\_\_\_      2/10/12  
FHWA      Date

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** CSSTP-0007-00(414) Camden                      **OFFICE:** Engineering Services  
P.I. No.: 0007414  
Colerain Road Widening and Reconstruction    **DATE:** September 29, 2009

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

**TO:** Glenn Durrence, District Engineer - Jesup

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

The VE Study for the above project was held June 8-11, 2009. Responses were received on September 29, 2009. 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
DR-1	Eliminate the reverse crown	Design Suggestion	Yes	This will be done, with modifications. The proposed widening typical section uses a reverse crown to achieve minimum cover over the extended cross drain pipes. The proposed reverse crown section at the triple 30" cross drain at Sta. 218+75 will be retained. See Attachment "A". The proposed reverse crown section between Sta. 109+40 to Sta. 116+40 Lt. and Sta. 123+20 to Sta. 130+30 Lt. will be revised to a normal crown section.
DR-2	Modify or replace box culverts and utilize existing pavement from Sta. 265+00 to Sta. 295+00	\$115,371	Yes	This will be done. See Attachment "B" for details.
DR-3	Slope urban section shoulders away from roadway to reduce earthwork and drainage	\$130,310	Yes	This will be done.

BR-1	Use a two span bridge with MSE walls	Proposed = \$707,879  Actual = (-\$35,398) cost increase	No	Use of MSE walls limit the ability for future modifications that sloped embankments offer. Additionally, calculations performed by the design consultant indicate this recommendation would cause a cost increase of \$35,398. See Attachment "C" for calculations and Bridge Office concurrence.
BR-2	Reduce multi-use trail from 16 ½ ft to 12 ft	\$145,035	No	As proposed in the plans, the 10 ft multiuse path on the bridge meets the minimum clear width as indicated on page 55 of the AASHTO Guide for the Development of Bicycle Facilities. The 6'6" separation between the edge of shoulder and the shared use path eliminates the need for a physical barrier as noted on pages 35 and 36 of the above noted guide.
BR-3	Use twin bridges	\$555,968  (-\$297,260) cost increase	No	Calculations provided by the design consultant indicate that the use of twin bridges would cause a cost increase of \$274,965. Using a rural shoulder vs. urban shoulder would increase the cost by \$22,295. See Attachment "C" for calculations and Bridge Office concurrence.
RD-2	Utilize a 4 ft paved shoulder in the rural section	\$126,328	Yes	This will be done.
RD-3	Reconstruct ramps as a Tight Urban Diamond	\$1,094,467	No	The current design provides sufficient spacing (1606 ft) between the existing SB and NB ramps to allow for proposed and future left turn storage. The current ramp spacing also provides sufficient sight distances.

RD-12	Utilize the rural typical section from Sta. 186+21 to Sta. 251+00	\$785,367	No	There is substantial residential development planned for this portion of the project. The proposed sidewalks would serve the county high school. Using urban shoulders in this area also minimizes impacts to the existing tree canopy on the south side of Colerain Road by eliminating the roadside ditch.
RD-15	Add left turn lane eastbound at Wildcat Drive	Design Suggestion	Yes	This will be done.
RD-16	Reduce construction on Brazell Road	\$25,345	No	In order to comply with FHWA's limited access requirements, Brazell Road must be relocated to the proposed location.
RD-18	Make Jimmy Lane and Bessie Lane Right-in/Right-out	\$264,811	Yes	This will be done.
RD-19	Overlay existing ramps and widen to the inside	\$2,406,111	Yes	This will be done. See Attachment "D" for OMR concurrence.
RD-20	Reduce the sum of the ramp shoulders from 14 ft to 12 ft	\$249,137	No	Implementation of RD-19 will result in the overlay or short reconstruction of the existing ramp shoulders. The sum of the existing on-ramp shoulders is 14 ft (4 ft inside, 10 ft outside). The sum of the existing shoulders for the SB off-ramp is 14 ft and the sum of the existing shoulders for the NB off-ramp is 10 ft (4 ft inside, 6 ft outside).

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

Approved:                     G M R                     Date:                     9/30/09                      
 Gerald M. Ross, PE, Chief Engineer