

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0008-00(358)(359) **OFFICE:** Engineering Services
 Chatham County
 P.I. No.: 0008358, 0008359, 0010236
 DeRenne Avenue Corridor Improvements **DATE:** June 10, 2013

FROM: Lisa L. Myers, State Project Review Engineer *llm*

TO: Genetha Rice-Singleton, State Program Delivery Engineer
 Attn.: David Moyer

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held September 10-13, 2012. Responses were received on June 10, 2013. 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. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

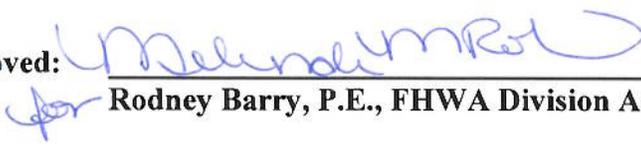
ALT #	Description	Potential Savings/ LCC	Implement	Comments
West DeRenne/Hampstead Ave. Connector: Boulevard Concept (PI No. 0008358)				
58-2	Replace proposed Right of Way (ROW) with parallel ROW and Construction Easement.	\$350,000	No	Hunter Airfield will allow the City to have long term use of impacted property for the implementation of the project at no cost. Other areas identified in this alternative involve properties with existing structures which require fee simple acquisition making permanent easement and this suggestion unfeasible.
58-3	Eliminate the first span and last 1 ½ spans of the curved bridge by extending the MSE Walls and adding MSE Walls at the end of the bridge.	Proposed = \$1,439,000 Actual = \$1,237,000	Yes, with modifications	At this time, it is expected that the first and last spans can be eliminated with the expanded use of MSE walls which will result in the revised savings (see attached calculations).
58-4	Construct Boulevard at grade and Montgomery Street over Boulevard with two lanes and sidewalks on both sides.	\$1,691,000	No	Approaches for the Montgomery Street bridge spanning over the Boulevard would extend both on to Hunter Airfield and into the adjacent neighborhood. The approach extending into Hunter Airfield would

				negatively impact the existing security gate configuration such that it would need to be relocated for a substantial expense of approximately \$4 million.
58-5	Change Boulevard/Hunter interchange to a signalized at-grade intersection.	\$4,398,000	No	New traffic volumes were requested and two operational scenarios were analyzed. The results of the analysis for this alternative would extend AM southbound queues between 1,831 - 2468 feet which exceeds the 1,600 feet distance from I-516 to this intersection. The PM eastbound queues would extend 619 - 1,348 feet which is well beyond the security gate into Hunter Airfield. Both of these conditions make this alternative unacceptable to consider. (See 5/17/13 letter from Savannah)
58-6	Maximize profile gradients.	\$818,000	Yes	This will be done.
58-9	Reduce median width to 4 feet along Hampstead Ave. connector.	\$422,000	No	The intent of the wide median is to transition (traffic calm) traffic flows between I-516 and the four lane median divided White Bluff Road. The median also promotes the character of a Savannah boulevard, a common cross section in Savannah and will be eligible for mitigation for the Section 4(f) and 106 impacts.. The City will bring this idea to the public during the PIOH for their official feedback, but based on the strong community input and consensus building, reducing the median width along Hampstead Avenue will not be supported.
58-9.1	Reduce the median width to 4 feet along the connector.	\$785,000	Yes	This will be done.
58-10	Shift Boulevard alignment east of Montgomery Street.	\$68,000	Yes	This will be done.
58-11	Narrow the outside shoulder to 4 feet and the inside shoulder to 6 feet for the ramp Bridge #1.	\$503,000	No	The Office of Bridge Design concurs that the use of 8'-0" outside shoulders is appropriate for this project which follows Department Policy 4265-10 that is based on factors such as traffic volume, truck traffic, drainage, and AASHTO guidelines.

58-12	Shift local roundabout and keep Montgomery Street open between the ramp roundabout and DeRenne Avenue.	\$524,000	Yes	This will be done.
58-13	Reduce the inner lane width from 12 feet to 11 feet for Boulevard between I-516 and the Hunter Interchange.	\$356,000	Yes	This will be done.
East DeRenne from Abercorn St. to Harry S. Truman Pkwy (PI No. 0008359)				
59-1	Reduce sidewalk widths to 6 feet on both sides	\$76,000	No	One of the goals of this project is to provide and/or enhance pedestrian accommodations along DeRenne Avenue for residents on the east and west side of the corridor to access the supportive retail. Any cost savings associated with narrowing the sidewalk will decrease the value and benefit of this pedestrian system.
59-5	Use entire width of corridor for East DeRenne Street	Design Suggestion	No	This idea was previously explored and was highly opposed by the public.
SR 21 from CS 346 to SR 204kwy (PI No. 0010236)				
36-2	Reduce sidewalk widths to 6 feet on both sides	\$27,000	No	One of the goals of this project is to provide and/or enhance pedestrian accommodations along DeRenne Avenue for residents on the east and west side of the corridor to access the supportive retail. Any cost savings associated with narrowing the sidewalk will decrease the value and benefit of this pedestrian system.
36-3	Reduce road width by eliminating the striped area on the southern leg of Montgomery Street.	\$48,000	No	36-3 will not be implemented because 58-12 was selected to be implemented instead.

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

Approved:  Date: 6/17/13
Russell McMurry, P.E., Chief Engineer

Approved:  Date: 7/8/13
for Rodney Barry, P.E., FHWA Division Administrator

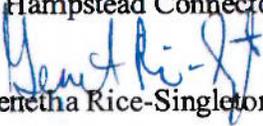
LLM/RLR/MJS
Attachments

- c: Melinda Roberson/Victor Dang/Kevin Korth - FHWA
Joe Carpenter/Paul Liles
Genetha Rice-Singleton/Albert Shelby/David Moyer
Andy Casey/Darrell Richardson/Jim Simpson
Marc Mastronardi
Ben Rabun/Bill Duvall
Keisha Jackson
Brad Saxon/Will Murphy/Troy Pittman/Slade Cole
Ken Werho
Robert Reid Jr/Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0008-00(358), Chatham County OFFICE Program Delivery
CSSTP-0008-00(359),
P.I. No. 0008358, 0008359, 0010236
DeRenne Avenue from I-516 to Truman Parkway DATE 06/05/13
& Hampstead Connector

FROM  Genetha Rice-Singleton, State Program Delivery Engineer

TO Lisa Myers, State Project Review Engineer
Attention: Matt Sanders

SUBJECT **Value Engineering Study Report Responses**

The three projects referenced above propose to build a new alignment connector from DeRenne Avenue along Hampstead Avenue connecting to White Bluff Road and to also improve intersections, construct medians and turn lanes along DeRenne Avenue.

In the attached letter, Kimley Horn, the City of Savannah's design consultant for this project, has responded to the Value Engineering Study Report recommendations. Concurrences from the appropriate GDOT Offices are also attached.

The Office of Program Delivery concurs with Kimley Horn's implementation recommendations, as well as recommendations provided by the Office of Right of Way, the Office of Design, and the Office of Bridge Design.

If there are any questions please contact David Moyer of this Office at (404) 631-5880.

GRS:AVS:DGM

Attachments

Cc: Joe Carpenter, Director of Engineering

PROJECT MEMORANDUM

FILE: PI 0008358, 0008359, 0010236
City of Savannah, Chatham County
DeRenne Avenue Improvements

TO: David Moyer, P.E. - Georgia Department of Transportation

FROM: Rob Hume, P.E. - Kimley-Horn and Associates, Inc.

CC: Mike Weiner, P.E. - City of Savannah, Traffic Engineer
Susan Broker- City of Savannah, Citizen Office

Date: March 11, 2013 (updated May 29, 2013)

Re: Value Engineering Response

The Value Engineering Study for the above referenced project dated September 26, 2012, contained 16 recommendations requiring responses for three projects associated with Project DeRenne:

- PI 0008358 West DeRenne/Hampstead Avenue Connector: 11 Recommendations
- PI 0008359 East DeRenne-Abercorn to Harry S. Truman Parkway: 2 Recommendations
- PI 0010236 West DeRenne from Montgomery to Abercorn: 2 Recommendations

Below are the responses to the value engineering recommendations:

- **Idea 58-2:** Replace a portion of ROW with PE

Potential VE Savings: \$350,000

Recommendation: No, will not implement the recommendation

The City of Savannah has a Memorandum of Understanding with Hunter Army Airfield that will allow for the long term temporary use of needed base property for implementation of the project. This arrangement is at no cost to the project so there is no associated savings with reducing it or converting it. The other areas identified within the exhibit on sheet 2 of 4 of item 58-2 involve properties that have existing structures impacted by the project. It is assumed that impacts to the existing structures will require fee simple acquisition of the underlying parcels (all or portion) making a permanent easement infeasible.

- **Idea 58-3:** Eliminate the first span and last 1.5 spans of curved bridge. Expand the use of MSE

Potential VE Savings: \$1,439,000

Recommendation: Yes, will implement with modifications.

As the project moves out of the concept phase and into the Preliminary Design phase, MSE wall use will be expanded to reduce bridge deck area. At this point, it is expected that the

first and last spans can be eliminated with the expanded use of MSE walls. This will result in a revised savings of \$1,237,000 per the attached calculations. The final bridge and MSE wall limits will be determined during the Preliminary Plans phase with the development and approval of Preliminary Bridge Layouts and Preliminary Retaining Wall Layouts.

- **Idea 58-4:** Construct Boulevard at grade and Montgomery Street (2-12 foot lanes with sidewalks on both sides) over Boulevard

Potential VE Savings: \$1,691,000

Recommendation: No, will not implement the recommendation

The roadway approaches for the Montgomery bridge concept over the Boulevard would extend both on to Hunter Army Airfield (HAAF) and into the adjacent neighborhood. The approach extending into Hunter would impact their existing security gate configuration such that it would need to be relocated. Though possible, it would come with impacts to Hunter gate operations and would entail substantial expense (approximated by HAAF to be in the range of \$4 million dollars) as the gate has an array of imbedded security features.

- **Idea 58-5:** Change Boulevard and HAAF interchange to at grade intersection with signalization

Potential VE Savings: 4,398,000

Recommendation: No, will not implement the recommendation

An at grade intersection of the Boulevard with the HAAF entrance and Montgomery Street was analyzed for the 2020 base year traffic condition to explore the operational characteristics associated with Level of Service (LOS) and queuing. The analysis was performed for two operational scenarios and is briefly summarized below.

Scenario 1:

Assumptions:

- Boulevard Laneage (NB and SB Approaches) : Dual through lanes, single left turn lane, single right turn lane
- Montgomery Street and HAAF Entrance Laneage (WB and EB Approaches): Single through lane, left turn and right turn lane.
- Permitted and protected phasing for left turns along the Boulevard

Scenario 2:

Assumptions:

- Boulevard Laneage (NB and SB Approaches) Dual through lanes, single left turn lane, single right turn lane
- Montgomery Street Laneage (WB approach): Single through lane, left turn and right turn lane.
- HAAF Entrance Laneage (EB approach): Dual left turn lanes, single through lane, single right turn lane
- Protected phasing for left turns on the Boulevard and HAAF Entrance

Results:

	AM SB Queue	AM LOS (delay)	PM EB Queue	PM LOS (delay)
Scenario 1	1,831 ft	LOS D (40.4 s)	1,348 ft	LOS D (40.8s)
Scenario 2	2,468 ft	LOS D (53.7s)	619 ft	LOS D (40.2s)

Note: Southbound queue lengths extend toward I-516, eastbound queue lengths extend back onto HAAF.

The results of this analysis indicate AM southbound queues (for both scenarios) that extend between 1,831-2,468 feet back toward I-516. The distance from the intersection to I-516 is approximately 1,600 feet, so these queues would extend onto the Interstate during the AM peak hour. The PM eastbound queues resulting from this analysis extend between 619-1,348 feet, a distance which is well beyond the security gate of HAAF. Both of these queuing conditions would be unacceptable.

While reviewing the VE response memo (dated March 11, 2013), GDOT recommended that a Continuous Flow Intersection (CFI) be considered at this location. The City of Savannah has considered the CFI, however does not feel that a CFI at this location brings value to Project DeRenne and therefore does not warrant further study. The City believes that the implementation of a CFI would not improve level of service at this location, would eliminate HAAF's direct access to I-516, would require additional right-of-way (potentially from Section 4(f) resources), and would disrupt the planned Montgomery Street reconfiguration. Please refer to the memo from the City of Savannah to David Moyer, GDOT, dated May 17, 2013, for additional information (attached).

- **Idea 58-6:** Maximize Profile Grade

Potential VE Savings: \$818,000

Recommendation: **Yes, will implement the recommendation**

- **Idea 58-9.0:** Reduce median width along Hampstead Avenue

Potential VE Savings: \$422,000

Recommendation: **No, will not implement the recommendation**

Based on strong community input and consensus building, reducing the median width along Hampstead (approximately sta 210+00 – 231+00) will not be supported by the City of Savannah nor the public. The intent of the wide median is to transition (traffic calm) traffic flows between I-516 and 4 the lane median divided White Bluff Road. In addition, the median promotes the character of a Savannah boulevard, a common cross section in Savannah. However, the City will bring this idea to the public during the PIOH for their official feedback. It is also anticipated that the wide median along Hampstead will be eligible for mitigation for the Section 4(f) and 106 impacts.

- **Idea 58-9.1:** Reduce median width along Connector

Potential VE Savings: \$785,000

Recommendation: **Yes, implement the recommendation**

- **Idea 58-10:** Shift Boulevard alignment east of Montgomery Street

Potential VE Savings: \$68,000

Recommendation: **Yes, will implement the recommendation**

- **Idea 58-11:** Narrow the outside shoulder to 4 feet from 8 feet

Potential VE Savings: \$503,000

Recommendation: **No, will not implement the recommendation**

The bridge width for the bridges on this project is consistent with Department Policy 4265-10. The shoulder widths in the policy were developed by GDOT through an implemented Value Engineering study and based on factors such as traffic volume, truck traffic, roadway drainage and AASHTO guidelines. The use of the 8'-0" outside shoulders is appropriate for this project.

- **Idea 58-12:** Shift local roundabout and keep Montgomery Street open between ramp roundabout and DeRenne Avenue

Potential VE Savings: \$524,000

Recommendation: **Yes, will implement the recommendation**

- **Idea 58-13:** Reduce the inner lane width from 12 feet to 11 feet for Boulevard between I-516 and HAAF interchange

Potential VE Savings: \$356,000

Recommendation: **Yes, will implement the recommendation**

- **Idea 59-1:** Reduce sidewalk width to 6 feet on both sides of the project

Potential VE Savings: \$76,000

Recommendation: **No, will not implement the recommendation**

One of the goals of Project DeRenne is to provide and/or enhance pedestrian accommodations along DeRenne Avenue for residents on the east and west side of the corridor to access the supportive retail. Any cost savings associated with narrowing the sidewalk will decrease the value and benefit of this pedestrian system.

- **Idea 59-5:** Use entire width of corridor for East DeRenne Street

Potential Cost Increase of \$TBD

Recommendation: **No, will not implement the recommendation**

This idea was previously explored and was highly opposed by the public.

- **Idea 36-2:** Reduce sidewalk width to 6 feet on both sides of the project

Potential VE Savings: \$27,000

Recommendation: **No, will not implement the recommendation**

One of the goals of Project DeRenne is to provide and/or enhance pedestrian accommodations along DeRenne Avenue for residents on the east and west side of the corridor to access the supportive retail. Any cost savings associated with narrowing the sidewalk will decrease the value and benefit of this pedestrian system.

- **Idea 36-3:** Reduce road width of southern leg of Montgomery Street

Potential VE Savings: \$48,000

Recommendation: **No, will not implement the recommendation**

The intended implementation of Idea 58-12 negates the need for this recommendation

DEVELOPMENT AND RECOMMENDATION PHASE

**West DeRenne / Hampstead Ave. Connector
PI No. 0008358**

IDEA No.: 58-3	PAGE No.: 1 of 3	CREATIVE IDEA: Eliminate the first span and last two span of the curved bridge by extending the MSE walls and adding MSE walls at the end of the bridge.
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Comp By: ~~AG~~ Date: ~~9/12/12~~ Checked By: ~~DEW~~ Date: ~~9/12/12~~

REV: ~~PLS~~ 3/7/13

Original Concept:

Construct westbound Boulevard PSC Bulb-Tee beam bridge (six spans) 41.25 ft. X 684 ft. long over I-516 expressway with MSE walls on either side of the bridge.

~~REVISION~~
Proposed Change:

458

Construct westbound Boulevard PSC Bulb-Tee beam bridge 41.25 ft. X ~~684~~ ft. long (four spans) over I-516 expressway by extending MSE walls to the beginning of the bridge and adding MSE walls at the end of the bridge.

Justification:

Extending the walls and moving the begin station of the bridge to Sta. 21+49.00; moving back the end station of the bridge to ~~25+67.00~~; and adding MSE walls at the end of the bridge will result in construction cost savings. ~~267,000~~

LIFE CYCLE COST SUMMARY	CAPITAL COST	FUTURE COST	PRESENT WORTH
INITIAL COST - Original	5,199,000		
- Proposed	3,962,000 3,760,000		
- Savings	1,237,000		1,439,000
FUTURE COST - Savings			-0-
TOTAL PRESENT WORTH SAVINGS			1,439,000

1,237,000



May 17, 2013

David Moyer
600 West Peachtree Street
25th Floor
Atlanta, GA 30308

Re: PI 0008358, 0008359 & 0010236
Continuous Flow Intersection

It has been brought to my attention, that GDOT is requesting the City of Savannah to study the prospect of a Continuous Flow Interchange (CFI) at the intersection of Hunter Army Airfield's (HAAF) Montgomery gate access road (Duncan Drive) and the proposed Boulevard Concept (PI 0008358) alignment, as an extension of the VE study and recommendations. It is my understanding that this proposed CFI would take the place of the proposed bridge and roundabout at HAAF as shown on the current concept that was presented at the PIOH on April 23.

The City of Savannah does not feel that implementing a CFI at this location would bring value to this project, and subsequently does not need to be studied for the following reasons:

- It is my understanding that a CFI is considered to address heavy left turn movements on a main line roadway. When applied to Project DeRenne, the main line would be the Boulevard, with the minor streets being HAAF's entrance and Montgomery Street. Based on approved 2020 traffic volumes, the low volume of left turns off the Boulevard (120 vehicles/hour in AM and 115 vehicles/hour in PM) and onto HAAF would not warrant a CFI. In contrast, the volume of left turns exiting the base during the PM peak hour is significant at 725 vehicles. It would be our opinion that these left turning movements would not be handled any more efficiently with a CFI than they would with an at grade intersection given that the through movement from Montgomery Street onto HAAF is minimal at 115 vehicles during the PM peak hour. An at grade intersection (conventional signal controlled) was recommended and studied at this location as part of the VE study. This recommendation was rejected for a number of reasons, but primarily due to queuing on the Boulevard extending back to I-516.

- Implementation of a CFI at this location would significantly change the character of Montgomery Street, which is planned to be reduced from a 4 lane divided section to a 2 lane divided with on-street parking section. Montgomery Street is located between two neighborhoods that are Section 4(f) resources. Through Project DeRenne, the City is reconfiguring Montgomery Street to enhance the potential for redevelopment of the commercial properties based on the forecast decrease in traffic volume from removing a majority of the traffic that uses Montgomery Street to access the base. Implementing a CFI at this location would result in a larger intersection footprint, creating the need for additional right-of-way (potentially Section 4(f) impacts) and the potential to negate some of the traffic reduction on Montgomery Street (which is strongly supported by the adjacent residences).
- The City of Savannah has been in discussions with HAAF for the past 3 years pertaining to the Boulevard concept. Over these 3 years, HAAF and the City of Savannah have worked through multiple design issues pertaining to access and security and have both agreed on the concept as currently shown. In exchange for free-flow access to Interstate 516 (which is typical installations of this magnitude), HAAF and the Department of Defense have agreed to grant a permanent easement on base property to construct the Boulevard. Without cooperation from HAAF, this project would not be feasible.

In closure, we do not feel that the implementation of a CFI at this location brings value to Project DeRenne and therefore does not warrant further study. Implementation of a CFI would not improve level of service at this location, would eliminate HAAF's direct access to I-516, would require additional right-of-way (potentially from Section 4(f) resources), and would disrupt the planned Montgomery Street reconfiguration.

Please contact me if you have any questions.



Michael Weiner, P.E., PTOE
Traffic Engineering Director

cc: Rob Hume, P.E - Kimley-Horn and Associates, Inc.
John L Sawyer, P.E., Public Works & Water Resources Bureau Chief

Sanders, Matt

From: Copeland, Howard (Phil)
Sent: Friday, March 29, 2013 2:13 PM
To: Moyer, David; Casey, Andy; Rabun, Ben; DuVall, Bill
Cc: Shelby, Albert
Subject: RE: 0008358, 0008359, 0010236 DRAFT VE Response Memo Review for concurrence

Follow Up Flag: Follow up
Flag Status: Completed

ROW concurs with comments applicable to Idea 58-2.

Howard P. Copeland
Georgia Department of Transportation
Right of Way Administrator
Office of Right of Way
600 West Peachtree Street
Room 1433
Atlanta, Georgia 30308
404-347-0227

From: Moyer, David
Sent: Friday, March 29, 2013 1:50 PM
To: Casey, Andy; Rabun, Ben; DuVall, Bill; Copeland, Howard (Phil)
Cc: Shelby, Albert
Subject: RE: 0008358, 0008359, 0010236 DRAFT VE Response Memo Review for concurrence

Andy, Bill, Phil

Please let me know if your offices concur with the attached VE Responses. Engineering services needs concurrence from the appropriate office before they will accept the responses.

Thank You,

David G. Moyer, P.E.
Associate Project Manager
Georgia Department of Transportation
Office of Program Delivery
600 West Peachtree Street
25th Floor
Atlanta, GA 30308
404-291-5880

From: Moyer, David
Sent: Thursday, March 14, 2013 1:49 PM
To: Casey, Andy; Rabun, Ben; DuVall, Bill; Copeland, Howard (Phil)
Cc: Shelby, Albert
Subject: 0008358, 0008359, 0010236 DRAFT VE Response Memo Review for concurrence

Sanders, Matt

From: Richardson, Darrell
Sent: Monday, April 15, 2013 8:31 AM
To: Moyer, David
Cc: Casey, Andy
Subject: RE: 0008358, 0008359, 0010236 DRAFT VE Response Memo Review for concurrence

David,

I offer the following recommendations from the **Office of Roadway Design**:

Idea 58-2 – agree with response

Idea 58-3 - agree with response(mostly bridge issue anyway)

Idea 58-4 – agree with response

Idea 58-5 – I disagree with response at this time. I do not see the scenario (alternate) of using a CFI in lieu of the grade separation (can look at 2-leg or 4-leg CFI). All that was analyzed conventional intersections with single or dual turn lanes. This effects many other responses and therefore can render the null if implemented.

Idea 58-6 - agree with response

Idea 58-9.0 – agree with response

Idea 58-9.1 – agree with response

Idea 58-10 – agree with response

Idea 58-11 – agree with response

Idea 58-12 – agree with response

Idea 58-13 – agree with response

Idea 59-1 – agree with response

Idea 59-5 – agree with response

Idea 36-2 – agree with response

Idea 36-3 – agree with response

Darrell M. Richardson, P.E.
Assistant State Roadway Design Engineer
Georgia Department of Transportation
404-631-1705 (O)
404-895-5005 (M)

From: Casey, Andy
Sent: Tuesday, April 02, 2013 9:38 AM
To: Richardson, Darrell
Subject: FW: 0008358, 0008359, 0010236 DRAFT VE Response Memo Review for concurrence

Darrell,

Take a look at these VE responses and let me know what you think.

Thanks,

C. Andy Casey, P.E.
State Roadway Design Engineer
Georgia Department of Transportation
600 West Peachtree Street - 27th Floor

Sanders, Matt

From: DuVall, Bill
Sent: Thursday, March 07, 2013 8:05 PM
To: David.Stricklin@kimley-horn.com
Cc: fran.west@kimley-horn.com; Rob.Hume@kimley-horn.com; Moyer, David
Subject: RE: VE Final Report: CSSTP-0008-00(358)(359) PI No. 0008358,0008359, & 0010236 Chatham (DeRenne Ave Corridor)

David,

I think your approach/response are adequate; please respond accordingly.

Bill

Bill DuVall, PE, MSCE

Assistant State Bridge Engineer

Office of Bridge Design

(404) 631-1883 work

(404) 895-4943 mobile

From: David.Stricklin@kimley-horn.com [mailto:David.Stricklin@kimley-horn.com]
Sent: Thursday, March 07, 2013 8:53 AM
To: DuVall, Bill
Cc: fran.west@kimley-horn.com; Rob.Hume@kimley-horn.com; Moyer, David
Subject: RE: VE Final Report: CSSTP-0008-00(358)(359) PI No. 0008358,0008359, & 0010236 Chatham (DeRenne Ave Corridor)

Bill –

I needed to check back with you regarding VE responses / resolution for this project. We received the following comment from Matt Sanders regarding one of our responses.

- *58-3: The Design team did answer "Yes, with modifications" and according to my previous directions any answer like this must include revised calculations to be included as an attachment or shown in the response itself. An estimate at this point is fine if this recommendation will be implemented in some form. Later, if nothing ever gets implemented related to the final bridge plans then the PM must do a Request for a VE Reversal Letter.*

Below in the string of e-mails is our original response. Attached are the bridge sheets that were provided to the VE team as reference. This project is still in the concept phase and of course Preliminary Layouts have not been done. We responded the way we did recognizing that it's reasonable to do bridge versus wall optimization, but limits really can't be fully nailed down until the project gets into preliminary design and Preliminary Layouts are done and approved. I guess at this point our options for a revised response include:

1. Implement as proposed in VE Study. In the end, we may not trade off as much as the VE team recommended (2.5 spans). What we end up with after approved preliminary layouts will likely be different.
2. Continue to use Implement with Modifications. We make up something for span trade off and submit revised cost savings estimate per Matt's comment. Again, what we end up with after approved preliminary layouts may be different.

My recommendation for a revised response is below. This wouldn't lock us into the full original recommendation in the study, but acknowledges we think we can do something.

VE Item 58-3 – “Eliminate the first span and last 1.5 spans of curved bridge. Expand use of MSE walls.”

Recommendation: Implement with modifications. As the project moves out of the concept phase and into the Preliminary Design phase, MSE wall use will be expanded to reduce bridge deck area. At this point, it is expected that the first and last spans can be eliminated with the expanded use of MSE walls. This will result in a revised savings of \$1,237,000 per the attached calculations. The final bridge and MSE wall limits will be determined during the Preliminary Plans phase with the development and approval of Preliminary Bridge Layouts and Preliminary Retaining Wall Layouts.

Do you have any comments or suggestions on how we should respond?

Thanks,
David

David L. Stricklin, Jr., P.E., S.E (IL)

Kimley-Horn and Associates, Inc.
817 West Peachtree St., NW
The Biltmore, Suite 601
Atlanta, GA 30308-1148

(404) 419-8783 direct phone
(404) 419-8701 fax
david.stricklin@kimley-horn.com

From: DuVall, Bill [<mailto:bduvall@dot.ga.gov>]
Sent: Tuesday, November 27, 2012 6:59 AM
To: Stricklin, David
Cc: West, Fran (McCutcheon); Hume, Rob
Subject: RE: VE Final Report: CSSTP-0008-00(358)(359) PI No. 0008358,0008359, & 0010236 Chatham (DeRenne Ave Corridor)

David,

The responses are acceptable to the Bridge Office, please proceed with the official submittal. If you have any further questions or comments please let me know.

Thanks,
Bill

Bill DuVall, PE, MSCE
Assistant State Bridge Engineer
Office of Bridge Design
(404) 631-1883 work
(404) 895-4943 mobile