

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 122150, Hall & Jackson Counties OFFICE Program Delivery  
SR 11/US 129 from SR 332 @ Talmo to SR 323 Widening

P.I. No. 121340, Jackson County DATE December 4, 2015  
SR 11/US 129 @ Allen Creek N of Talmo Bridge Replacement

FROM Albert V. Shelby, III, State Program Delivery Engineer *Albert Shelby*

TO Lisa Myers, State Project Review Engineer

SUBJECT **Request for a VE Reversal**

Reference is made to the VE Implementation letter dated December 30, 2004 for the subject project. Clark Patterson Lee (CPL), the design consultant on this project, requests a Value Engineering (VE) Study Implementation Revision.

CPL recommends the reversal of Options 1-A & 1-B of Alternate #2. As stated in the Implementation of Value Engineering Study Alternatives dated December 30, 2004, Option 1-A recommended using a 175-ft long three span bridge and Option 1-B recommended a 120-ft long three span bridge at Allen Creek based on the creek's existing conditions in 2004. During the development of the preliminary bridge plans, it was determined that the exiting condition of the creek had changed due to erosion of the creek banks. The final bridge design spans were determined based on the new creek existing banks conditions and the final hydraulic study of the bridge. As a result, a new span length was evaluated and selected. The final bridge plans were approved as a 196-ft long bridge containing three separate spans of 40-ft, 100-ft, and 46-ft respectively.

This office concurs with this request.

If you have any questions or comments or concerns, please contact Anthony Tate at (404) 631-1769.

Approve: *Lisa L Myers*  
State Project Review Engineer

12/10/15  
Date

Approve: *Blaine Bonner*  
Director of Engineering

12/11/2015  
Date

Approve: *Margaret B. Pirkle*  
Chief Engineer

12.15.15  
Date

*PT/KLN*



**Clark Patterson Lee**  
DESIGN PROFESSIONALS

October 15, 2015

Mr. Albert V. Shelby, III, State Program Delivery Engineer  
Georgia Department of Transportation  
Office of Program Delivery – 25<sup>th</sup> Floor  
600 West Peachtree Street, NW  
Atlanta Georgia 30308  
Attn: Anthony Tate

**RE:** NH000-0002-06(051) & BHN00-0002-06(038) Jackson/Hall Counties  
P. I. Number: 122150 & 121340  
Widening & Reconstruction of US 129/SR 11

Dear Mr. Shelby

Clark Patterson Lee (CPL) requests a Value Engineering (VE) Study Implementation Revision for PI No. 122150. The VE Implementation letter was issue by the Department on December 30, 2004 for the reference project.

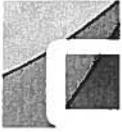
CPL requests to revise the implementation of Alternative A-2, Options 1-A and 1-B. Option 1-A of this alternative recommended eliminating 2 interior bents and using 2- 60 feet spans and 1 center span of 55 ft. for a total length of approximately 175 feet; Option 1-B recommended eliminating 2 Interior Bents and using approximately 2-33 feet spans and 1- 55 feet center span for a total length of 120 ft.

As stated in the December 30 2004 Value Engineering Implementation Letter, the final structure type/ length and footing type depended on the result of the final hydraulic study and BFI.

CPL requests reversing full Implementation of Alternative A-2. Based on the changes of the creek banks and topography of the area since the VE study was held and updated terrain data, full implementation of Alternative A-2 is not suitable for the project. Implementation of Alternate A-2 options were based on the preliminary 175 feet five spans bridge approved by the Bridge Office in 2001 and the exiting Creek banks conditions at the time of development of the preliminary bridge plans in 2001.

During a 2006 site visit of the bridge site, it was noted that the Creek banks and the topography in the field differed significantly from the topography files used to prepare the “As Proposed” preliminary layout use during the VE Study. In 2006 a new topography study was requested and completed.

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Suite 201  
Suwanee, Georgia 30024  
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**Clark Patterson Lee**  
DESIGN PROFESSIONALS

of the alternates in the VE study, including the original "As Proposed" bridge were based off of topography which varied significantly with the conditions in the field at the time of final design. Therefore, none of these three alternates presented a viable design. The results of this new topo confirmed that the creek banks extended much farther than originally shown, and a revised preliminary layout was prepared in 2006, and later approved by the bridge office on 10/6/2006.

This new revised preliminary layout for a 196 feet long bridge with three spans of 40 feet, 100 feet, and 46 feet, matches the current approved final bridge plans.

We respectfully request your consideration of reversing full Implementation of Alternative A-2. If you have any questions or require any additional information, please do not hesitate to contact me at (678) 318-1063.

Sincerely,  
Clark Patterson Lee

A handwritten signature in cursive script that reads "Adolfo A. Guzman".

Adolfo A. Guzman  
Principal

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**Implementation of Value Engineering Study Alternatives**  
**NH-002-6(51) Jackson/Hall**  
**Page 2**

ALT NO	Description	Savings PW & LCC	Implement	Comments
**2 VE Alt. No. 3 (Old Castle)	Use multiple precast modular bottomless culvert segments at Allen Creek	-\$1,095,226 (Cost increase)	No	A bottomless culvert is not required by the Environmental Document.
3	Replace the small box culverts with pipes and make the cross drain pipes perpendicular.	\$63,957	Yes	
***4 (Conspan)	Replace culvert at Sta. 306+39 with precast modular bottomless culvert segment	-\$239,652 (Cost increase)	No	A bottomless culvert is not required by the Environmental Document..
***4 (Old Castle)	Replace culvert at Sta. 306+39 with precast modular bottomless culvert segment	-\$347,836 (Cost increase)	No	A bottomless culvert is not required by the Environmental Document.
5	Shift the alignment to eliminate the curb and gutter and sidewalk and drain the SB pavement to the median	\$118,497	No	Would result in an inconsistent typical section with the cross slope changing from a normal crown to a reverse crown in a tangent section. Would also require additional drainage structure costs in the median that weren't included with the VE Alternate.
6	Use 20' raised median in lieu of the 44' depressed median	\$1,579,712	No	This is a rural section which normally requires a 44' depressed median. Additional longitudinal drainage costs for the raised median were not included with the VE Alternate. Would also require additional Consultant design fees.
DC1	TS Nos. 7 though 11 should not have the GAB shown in Metric units	Design Suggestion	Yes	
DC2	Relocate CR 205 further to the south to obtain a better right angle intersection and to shift away from Historic boundary	Design Suggestion	Yes	
DC3	Use Type "B" Median Openings in lieu of Type "A" Median Openings	Design Suggestion	Yes	

**Implementation of Value Engineering Study Alternatives  
 NH-002-6(51) Jackson/Hall  
 Page 3**

ALT NO	Description	Savings PW & LCC	Implement	Comments
DC4	Include right turn/decel lanes at all county roads and major traffic generators	Design Suggestion	Yes	
DC5	Be consistent in labeling slopes on cross sections	Design Suggestion	Yes	
DC6	Use typical cross drain pipe configuration in lieu of a cross drain/slope drain configuration in areas where proposed fill is not excessively high	Design Suggestion	Yes	
DC7	Show Right of Way line on cross sections	Design Suggestion	Yes	

\*These VE Alternates are mutually exclusive and are an "either/or" option. This is based on the use of a three span bridge either 120' or 175' long at Allen Creek. The length will be determined by the Hydraulic Study. Minimum savings would be \$561,916.

\*\*These VE Alternates are mutually exclusive and are an "either/or" option. This is based on the use of precast bottomless culvert alternatives at Allen Creek.

\*\*\*These VE Alternates are mutually exclusive and are an "either/or" option. This is based on the use of precast bottomless culvert alternatives at Sta. 306+39.

A meeting was held on December 29, 2004 to discuss the above recommendations. Jim Simpson and Christy Poon of Road Design and Ron Wishon of the Office of Engineering Services were in attendance.

Approved:  Date: 1/3/05  
**Paul V. Mullins, P. E., Chief Engineer**

DTM/REW

Attachment

- |    |              |              |
|----|--------------|--------------|
| c: | Gus Shanine  | James Magnus |
|    | Jim Simpson  | Mike Dover   |
|    | Christy Poon | Alexis John  |
|    | Paul Liles   | Mike Nash    |
|    | Doug Franks  | Lisa Myers   |

Preconstruction Status Report

SR 11/JUS 129 FM SR 332 @ TALMADGE/JACKSON TO SR 323/HALL

PI Number: 122150-

COUNTY: Hall, Jackson  
 LENGTH (MI): 6.72  
 PROJ NO: NH000-0002-08(031)  
 PROJ MGR: Tate, Anthony  
 AOHJ INITIALS: KWN  
 OFFICE: Program Delivery  
 CONSULTANT: Consultant Design (DOT contract)  
 SPONSOR: GDOT  
 MPO: Gainesville, Not Urban  
 GH-008  
 TIP #: 2015  
 MODEL YR: Widening  
 TYPE WORK: ADD 4R(MED 44)  
 CONCEPT: Reconstruction/Rehabilitation  
 BOND PROJ: Clark Patterson Associates, Inc.  
 DESIGN FIRM:

PRIORITY CD: 1  
 DOT DIST: 9  
 CONG. DIST: N  
 BIKE: N  
 MEASURE: E  
 SUFF: 90.51  
 BARRELIN LET DAT: 2/18/16  
 SCHED LET DATE: 4/8/16  
 LIGHTING TYPE: None  
 ENV DOC TYPE: NEPA  
 ENV CONSULTANT:

MGMT LET DATE: 4/22/16  
 MGMT ROW DATE: 12/31/11  
 WHO LETS? GDOT Let  
 LET WITH: 121340-  
 Print Date 12/4/15  
 Page 1

BASE START	BASE FINISH	TASKS	START DATE	FINISH DATE	ACTUAL START	ACTUAL FINISH	%
2/8/97	2/8/97	Concept Development Summary	2/8/97	2/8/97	2/8/97	1/9/00	100
2/8/97	2/8/97	Concept Meeting	2/8/97	2/8/97	2/8/97	2/8/97	100
3/10/97	4/11/97	PM Submit Concept Report	3/10/97	4/11/97	3/10/97	4/11/97	100
8/16/97	8/16/97	Management Concept Approval Complete	8/16/97	8/16/97	8/16/97	8/16/97	100
9/1/04	1/3/05	VE Study Summary	9/1/04	1/3/05	9/1/04	1/3/05	100
1/9/00	1/9/00	Public Information Open House Held	1/9/00	1/9/00	1/9/00	1/9/00	100
1/27/98	1/27/98	Environmental Summary	1/27/98	1/27/98	1/27/98	9/7/04	100
2/28/01	2/28/01	Pub Hear Held/Com Resp (EA/FONSI, GEPA)	2/28/01	2/28/01	2/28/01	2/28/01	100
12/21/98	12/21/98	Database Summary	12/21/98	4/13/00	12/21/98	4/13/00	100
3/15/99	3/15/99	Preliminary Roadway Plans	3/15/99	3/15/99	3/15/99	3/15/99	100
7/10/00	9/1/00	Preliminary Bridge Design Summary	7/10/00	9/1/00	7/10/00	9/1/00	100
4/18/14	10/8/14	404 Permit Summary	8/23/14	10/8/14	8/23/14	10/8/14	100
1/17/05	1/18/05	FFPR Inspection	1/17/05	1/18/05	1/17/05	1/18/05	100
1/9/08	2/27/08	ROW Plans Preparation	1/9/08	2/27/08	1/9/08	2/27/08	100
2/28/08	4/7/08	ROW Plans Final Approval	2/28/08	4/7/08	2/28/08	4/7/08	100
1/6/08	1/12/08	L & D Approval	1/6/08	1/12/08	1/6/08	1/12/08	100
9/1/08	1/14/14	ROW Acquisition Summary	9/1/08	9/1/15	9/1/08	9/1/15	100
2/8/11	2/8/11	ROW Authorization	2/8/11	2/8/11	2/8/11	2/8/11	100
1/9/99	7/27/01	Soil Survey Summary	1/9/99	7/27/01	1/9/99	7/27/01	100
1/15/99	1/17/08	BFI Report Summary	1/15/99	1/17/08	1/15/99	1/17/08	100
6/1/08	6/24/14	Final Construction Plans	6/1/08	5/7/15	6/1/08	5/7/15	100
11/20/08	1/13/10	Final Bridge Plans Preparation	11/20/08	1/13/10	11/20/08	1/13/10	100
5/15/14	1/14/14	Buffer Variance Applied for	9/10/14	12/31/15	9/10/14	1/13/10	79
8/21/14	8/21/14	FFPR Inspection	8/21/14	8/18/15	8/21/14	8/18/15	100
11/28/14	11/28/14	Submit Final Plans	1/28/16	1/28/16	1/28/16	1/28/16	0
12/18/14	12/18/14	Construction Authorization	2/15/16	2/15/16	2/15/16	2/15/16	0

Bridge: WEI 105/11 CONSUL-CR&A (FINAL PLANS SENT 1/4/11)  
 Design: (CPL) Cant Authorize ROW, NOT in TIP (Apr 2009)  
 EIS: On Sched Cert for April 16 Leil FONSI/Jul04 RVL12Dec05 Alimia 23Nov15  
 EMG: C-M(HYS)(WJ)(CP) PHOTOS RETURNED  
 Engr Services: VE Impl Complete 1/3/05  
 Estimating: Need 18 Weeks Plans Package & CES by 9/18/15. TJC: 31AUG2015 accepted FFPR responses, TJC: 16NOV2015 Sent out Supplemental FFPR Report. Wng on Supplemental FFPR responses.  
 LGPA: REQ HALL DO UTL 6-96/JACKSON SGN DO UTL 3-98/RED GAINESVILLE DO UTL 11-98/RESCISSON LETTER SENT TO GAINESVILLE/HALL/JACKSON 4-7-06.  
 PDD: [01R] BRIDGE @ 121340. 105999. Need (48)(49) before (50)(51)(55)(21). 2/17/03. Need SBV. 2/13/04.  
 Planning: COORDINATE W/121340.  
 Prog. Develop: RW/STIP AMENDMENT #1 10-06  
 Programming: CONFIRMED EXEMPT PER FHWA 6-1-2014[PR2/PE-6-10-92]#1 10-97]#2 3-00]#3 6-00]#4 11-02]#5 4-05]ADV ACQ \$1,501,000]#6 10-07]#7 10-2012  
 Railroad: CSX7  
 ROW: Pre-Acq. Coord. T.Hill / Appeals T.Hill  
 STIP: Right of way acquisition activities resumed, 8/7/2012 wdw  
 Widened from 2 to 4 lanes - reduce congestion - improve operation and mobility - reduce crash frequency - enhance economic development.

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1992	1992	\$2,685,413.22	315	AUTHORIZED	6/10/92
PE	2013	2013	\$1,000,000.00	315	AUTHORIZED	6/10/92
ROW	2002	2002	\$1,501,000.00	005	AUTHORIZED	2/8/11
ROW	2011	2011	\$21,220,000.00	60901	AUTHORIZED	2/8/11
CSST	2018	2018	\$41,290,770.28	M001	PRECST	
UTL	2016	2016	\$2,088,767.22	M001	PRECST	

Phase	Activity	Cost	Fund
PE	11/11/10	\$3,686,413.22	315
ROW	9/19/15	\$22,721,000.00	60901
CSST	6/19/15	\$40,481,147.32	005
UTL	6/19/15	\$2,047,811.00	M001
		\$41,290,770.28	M001
		\$2,088,767.22	M001

**COST ESTAMTS**  
 PE \$3,686,413.22  
 ROW \$22,721,000.00  
 CSST \$40,481,147.32  
 UTL \$2,047,811.00

Distict Comments

CPL-Adolfo Guzman 900 274 9000  
 AERDDDES070088-Exp 9/30/15  
 AGuzman@ClarkPatterson.com  
 ATT(23Nov15)  
 BL7 12 mths late shift from 9/15 to 12/15, to 1/16 to 4/16 Let  
 FFPR(em): Held 6/17-18/15  
 FFPR Resp: 8/31/15  
 2nd FFPR: 11/12/15 & 11/13/15  
 Cor FFPR Plan: Exp 12/18/15  
 PP to CBA: Exp 2/12/16  
 UT/ENV: Due 2/15/16  
 RW Cert: 9/17/16  
 404: 10/8/16  
 SBV: 11/1/15  
 CST Auth: Due 3/4/16  
 Plan Repro: Due 3/18/16  
 On schedule for Let  
 Risk/Issue: Environmental reevaluation needed

Pre Parcel CT	Under Review	Released:	Total Parcel in ROW System:	Cond Filled:	Relocations:	Acquired:	Acquired by:	DOT	Acquisition MGR:	R/W Cert Date:	DEEDS CT:
188	0	199	205	12	27	205	York, Kevin			11/30/15	193