

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** EDS-72(39) Madison/Elbert  
P. I. No.: 122650  
S.R. 72 widening/reconstruction

**OFFICE:** Engineering Services

**DATE:** September 26, 2006

**FROM:** Brian K. Summers, P.E., Project Review Engineer *REW*

**TO:** Babs Abubakari, P.E., State Consultant Design/Program Delivery Engineer

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

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT NO	Description	Savings PW & LCC	Implement	Comments
2	Provide a Pedestrian Overpass at the S.R. 72/S.R. 98 Intersection	-\$203,734 (Cost Increase)	No	It appears that the cost estimate is missing additional costs for R/W, curb and gutter, and sidewalk. In addition, ramps or an elevator system would be required to provide ADA accessibility.
3	Eliminate the Paoli Road (CR 294) Connector	\$154,981	No	Current GDOT policy is to provide median openings at all State Routes and County Roads that meet minimum spacing requirements. In addition, the Public Information Open House has been held with the median openings as currently shown.

**Implementation of Value Engineering Study Alternatives**  
**EDS-72(39) Madison/Elbert**  
**Page 2**

ALT NO	Description	Savings PW & LCC	Implement	Comments
4	Eliminate the S.R. 72/S.R. 98 Intersection and provide an eastbound exit ramp from S.R. 72 to S.R. 72 BUSINESS	\$188,564	No	Current GDOT policy is to provide median openings at all State Routes and County Roads that meet minimum spacing requirements. In addition, the Public Information Open House has been held with the median openings as currently shown.
6	Signalize the S.R. 72/S.R. 98 Intersection and add a Concrete Island	-\$61,892 (Cost Increase)	Yes	This should be done. Pedestrian and Signal Studies should also be accomplished on this project.
11	Eliminate the Pine Valley Farm Road (CR 302) Intersection	\$191,493	No	Current GDOT policy is to provide median openings at all State Routes and County Roads that meet minimum spacing requirements. In addition, the Public Information Open House has been held with the median openings as currently shown.
12	Eliminate the Duckworth-Brown Road (CR 304) Intersection	\$235,949	No	Current GDOT policy is to provide median openings at all State Routes and County Roads that meet minimum spacing requirements. In addition, the Public Information Open House has been held with the median openings as currently shown.

**Implementation of Value Engineering Study Alternatives**  
**EDS-72(39) Madison/Elbert**  
**Page 3**

ALT NO	Description	Savings PW & LCC	Implement	Comments
13	Extend Paoli Road (CR 294) on the north side of the mainline to New Town Church Road (CR 287) and eliminate the intersection	-\$195,515 (Cost Increase)	No	Current GDOT policy is to provide median openings at all State Routes and County Roads that meet minimum spacing requirements. In addition, the Public Information Open House has been held with the median openings as currently shown.
15	Shorten the length of relocation of New Town Church Road (CR 287)	\$67,251	Yes	This should be done.
19	Eliminate the Noble Road (CR 297) Intersection	\$943,507	No	Current GDOT policy is to provide median openings at all State Routes and County Roads that meet minimum spacing requirements. In addition, the Public Information Open House has been held with the median openings as currently shown.

A meeting was held on September 26, 2006 to discuss the above recommendations. Robert Moses of Parsons Brinkerhoff Quade and Douglas, Inc., Tom Hodges of Consultant Design and Brian Summers, Ron Wishon, and Lisa Myers of the Office of Engineering Services were in attendance.

Approved:  Date: 9/29/06  
 David E. Studstill, Jr., P. E., Chief Engineer

BKS/REW

**Implementation of Value Engineering Study Alternatives**  
**EDS-72(39) Madison/Elbert**  
**Page 4**

Attachment

c: Gus Shanine  
Tom Hodges  
Jenny Harris-Dunham  
Alexis John  
James Moore  
Todd Wood  
Nabil Raad  
Lisa Myers

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE EDS-72(39) Madison/Elbert OFFICE Consultant Design and Program Delivery  
P.I. No. 122650 DATE September 19, 2006

FROM   
Mohammed Babs Abubakari, P.E.  
State Consultant Design/Program Delivery Engineer

TO Brian Summers, P.E., Project Review Engineer

SUBJECT Value Engineering – responses to recommendations

The following are responses for each of the VE recommendations contained in the VE Study Report for this project dated May 2006:

**Alternative 2 - Provide a pedestrian overpass at the SR 78/SR 98 intersection.**

*We question the need and desirability of a pedestrian overpass. Pedestrians will not use an overpass unless a physical barrier, police enforcement or heavy traffic volumes preclude the pedestrians from crossing at grade. This road is a relatively low volume road and there is no practical method to place a barrier to prevent pedestrians from crossing at will.*

*We believe the cost will be substantially higher than indicated in the VE Report as either a ramp system or elevator or both will be required for handicapped accessibility to the bridge, and the ramp system will require additional R/W and the ditches will be replaced with pipes. There will be additional costs for curb and gutter and sidewalk shown in sketch. Also, the pedestrian bridge with spans as shown would introduce additional obstacles (bridge columns) to the roadway clear zones and would limit visibility to a traffic signal if they were installed.*

*If a pedestrian bridge is constructed it should be part of a pedestrian system or it will not be used.*

*We do not recommend implementation of VE Alternative 2.*

**Alternative 6 - Signalize the SR 72/SR 98 intersection and add a concrete island.**

*The traffic study prepared for this project found that this intersection does not meet traffic signal warrants #1 (Minimum Volume), #2 (Interruption of Continuous Flow) or #8 (Combination of Warrants). A pedestrian traffic and school crossing study would have to be performed to evaluate the expected number of pedestrian crossings. Normally the GDOT does not allow a concrete median island unless the speed limit is reduced to 45 mph.*

*We recommend that a pedestrian traffic and school crossing study be performed. If a signal is warranted for pedestrians the speed limit should be reduced to 45 mph for the approaches to this intersection.*

**\*Alternative 3 - Eliminate the Paoli Road (CR 294) Connector.**

**\* Alternative 4 - Eliminate the SR 72/SR 98 Intersection and provide an eastbound exit ramp from SR 72 to Business SR 72.**

**\* Alternative 11 - Eliminate the Pine Valley Farm Road (CR 302) intersection.**

**\* Alternative 12 - Eliminate the Duckworth-Brown Road (CR 304) intersection.**

**\* Alternative 13 - Extend Paoli Road (CR 294) on the north side of the mainline to New Town Church Road (CR 287) and eliminate the intersection.**

**\* Alternative 19 - Eliminate the Noble Road (CR 297) intersection.**

*\* Alternatives 3, 4, 11, 12, 13 and 19 all are recommendations to eliminate intersections. The Department's policy is to provide median openings to accommodate intersections at all State Routes and County Roads that meet minimum requirements for median spacing. These intersections meet the established criteria. To eliminate any of these intersections would not provide a facility that is equal or better than the currently proposed design.*

*We do not recommend implementation of VE Alternatives 3, 4, 11, 12, 13 and 19.*

**Alternative 15 - Shorten the length of relocation of New Town Church Road (CR 287).**

*New Town Church Road (CR 287) (shown in the plans as River Road) is a minor unpaved road. The relocation of New Town Church Road was designed to provide higher design level than is required assuming that it may be advantageous in the future. The plans can be changed to approximately match the VE proposal if the Department does not believe it is desirable to improve the alignment at this time.*

*We do not recommend implementation of VE Alternative 15.*

Cc: Tom Hodges, P.E., Project Manager