

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-002-4(26) Jones/Putnam
P. I. No.: 231620
S.R. 44 Widening/Reconstruction

OFFICE: Engineering Services

DATE: April 18, 2008

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

TO: Tony Collins, District Engineer, Tennille

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.

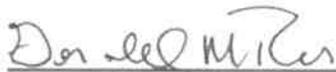
ALT No.	Description	Savings PW & LCC	Implement	Comments
ROADWAY (RD)				
RD-1	Use Type "A" Median Openings in lieu of Type "B" Median Openings	\$1,221,327	Yes	This should be done.
RD-2	Reduce the storage of the Type "B" Median Openings	\$737,007	Yes	This should be done.
RD-3	Utilize the existing Right of Way from Sta. 118+00 to Sta. 150+00	\$298,337	Yes	This should be done.
RD-5	Widen the existing roadway on one side to eliminate Right of Way taking on both sides (Sta. 45+00 to Sta. 115+00 and Sta. 155+00 to Sta. 210+00)	\$1,200,107 (proposed) \$672,046 (actual)	Yes/partial	This will be done between Sta. 45+00 and Sta. 115+00. Doing this between Sta. 155+00 and Sta. 210+00 would result in additional adverse impacts to a historic property and/or impacts to a gas station.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ROADWAY (RD) - continued				
RD-7	Use a 60 mph Design Speed in lieu of a 55 mph Design Speed	Design Suggestion	No	Using a 55 mph Design Speed allows the proposed design profile to better match the existing roadway profile. This would more than likely result in additional costs.
RD-8	Use the existing Right of Way from Sta. 210+00 to Sta. 245+00	\$307,435	Yes	This should be done.
RD-10	Use the existing Right of Way from Sta. 285+00 to Sta. 385+00	\$236,896	Yes	This should be done.
RD-11	Intersect Joe Wooten Road and CR 61 and CR 59 at Sta. 350+00	\$145,168	No	Would result in the side road having a profile grade greater than the maximum grade suggested by AASHTO.
RD-13	Use the existing Right of Way from Sta. 405+00 to Sta. 585+00 and use the existing Little River Bridge	\$2,309,027	Yes	This should be done.
RD-14	Connect existing S.R. 44 to new alignment at Sta. 418+00 and at Sta. 472+00; delete the tie at Sta. 449+20	Design Suggestion	No	Does not apply since this falls within the same area covered by VE Alternative "RD-13" which calls for utilizing the existing alignment rather than a new alignment.
RD-16	Provide tie in at Sta. 565+00 and delete the Cul-de-sac	Design Suggestion	No	Does not apply since this falls within the same area covered by VE Alternative "RD-13" which calls for utilizing the existing alignment rather than a new alignment.
RD-17	Provide tie in at Sta. 444+00 and delete the Cul-de-sac	Design Suggestion	No	Does not apply since this falls within the same area covered by VE Alternative "RD-13" which calls for utilizing the existing alignment rather than a new alignment.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ROADWAY (RD) - continued				
RD-18	Use a 32' depressed median width in lieu of a 44' depressed median width	\$1,234,645	Yes	This should be done.
RD-20	Shift the alignment easterly from Sta. 240+00 to Sta. 265+00 to reduce the Right of Way impacts	\$1,677,000	Yes	This should be done.
RD-21	Bifurcate the roadway in selected areas	\$512,692	Yes	This should be done.
RD-22	Increase the use of the existing Right of Way (for the overall project and includes RD-3, RD-8, RD-10, and RD-20)	\$2,519,668 (already included in other VE Alternatives)	Yes	This has already been done in the other VE Alternatives noted.

A meeting was held on April 9, 2008 to discuss the above recommendations. Chad Sweeney with W.R. Toole Engineers, Inc., Foster Grimes and Larry Morris with District Two Design and Brian Summers, Ron Wishon and Lisa Myers with Engineering Services were in attendance.

Additional information was provided by the Design Consultant on April 17, 2008.

Approved:  Date: 4/21/08
 Gerald M. Ross, P. E., Chief Engineer

BKS/REW

Attachments

c: Gus Shanine
 Todd Long
 Richard Marshall
 Lamar Pruitt

STP-002-4(26) Jones/Putnam

P. I. No.: 231620

VE Study Implementation

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Clinton Ford
Rusty Merritt
Lyn Bean
Kraig Collins
George Brewer
Alan Smith
Foster Grimes
Larry Morris
Jim Kitchings
Mike Nash
Lisa Myers



Preconstruction Status Report By PI Number

Print Date: 04/18/2008

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
231620-	Jones, Putnam	SR 44 FM MATHIS ROAD/JONES TO US 441/PUTNAM	Oct-08	Oct-10	Oct-10

STP00-0002-04(026) **FIELD DIST:** 2
TIP #: PT-002 **TWIN:** **US:** 129
MPO: Not Urban **EST DATE:** 8/20/2007
MODEL YR: 2020
PROJ MGR: Grimes, Foster **PROJ LENGTH:** 10.73
PROG: Reconstruction/Rehabili **TYPE:** Widening
TYPE: tation **WORK:**
CONCEPT: ADD 4R(MED 44) **LET RESP:** DOT Congressional 10, 8

Phase	Approved	Proposed	Cost	Fund	Status
PE	1999	1999	3,347,753.92	Q25	AUTHORIZED
ROW	LR	LR	14,741,000.00	L250	PRECST
CST	LR	LR	46,676,000.00	L250	PRECST

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	4/8/2004	4/8/2004	100	2/15/95 Util est \$1,318,200 w/city
		Concept Meeting	4/8/2004	4/8/2004	100	util 1/3/00 Svy ltrs to prop ownrs
		Concept Submittal and Review	4/8/2004	4/8/2004	100	1/6/00 Presvy mtg 7/19/02 Co
		Receive Preconstruction Concept Approval	4/8/2004	4/8/2004	100	reneg on LGPA signed 9-1-98
		Management Concept Approval Complete	4/8/2004	4/8/2004	100	4/8/04 Rev concept apprvd; 4
		Revise or Re-validate Approved Concept	3/30/2006	7/2/2007	100	lanes/44' median; 10.73 miles;
4/30/2008	5/6/2008	Value Engineering Study	9/29/2006		98	const=\$44,828,000;
		Public Information Open House Held	10/25/2007	10/25/2007	100	R/W=\$6,240,920;
4/25/2008	10/17/2008	Environmental Approval	4/12/2006		81	Util=\$1,961,400 5/4/04
4/25/2008	5/1/2008	Field Surveys/SDE	4/12/2006		99	Sponsor:Dist & Planning; needed
11/24/2008	11/21/2008	Preliminary Plans	8/1/2007		56	proj but will not make 05 R/W
4/25/2008	5/30/2008	Underground Storage Tanks			0	7/23/04 Concept photography
9/1/2008	1/16/2009	404 Permit Obtainment			0	requested 9/24/04 Concept
12/15/2008	12/16/2008	PFPR Inspection			0	photography received 7/15/05
1/21/2009	4/14/2009	R/W Plans Preparation			0	SOQ's due for turn-key consultant
6/10/2009	6/15/2009	R/W Plans Final Approval			0	3/2/06 NTP given to TOOLE
1/21/2009	1/23/2009	L & D Report Development and Approval			0	10/25/07 PIOH @ Middle School
6/16/2009	8/10/2010	R/W Acquisition			0	[Traf Counts 10400 (2012) 21800
11/6/2009	11/19/2009	Stake R/W			0	(2032)
1/21/2009	1/30/2009	Soil Survey			0	
1/26/2009	10/5/2009	Final Design			0	
10/27/2009	10/28/2009	FFPR Inspection			0	
11/11/2009	11/24/2009	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: Y MEASUREMENT SYSTEM: E CONSULTANT: T UT EST: \$ 314,650.00

Bridge: NO BRIDGE REQUIRED
Design: (FG) Turn-Key Consultant Project Need Asvy-APD-EC-UTL
EIS: CENotApvd/ Not onSched/R/WUpdated 2-5-08/(JK)
LGPA: PUTNAM REF FOR UTIL 7-19-02|EATONTON REF UTIL 6-18-02.
Planning: BY D PENNINGTON \$4 107 585/2-9-98 {FM E-MAIL 5/12/98}
Programming: PR2/P=1-27-99/#1 3-05/#2 6-05/#3 2-06
Railroad: NO
Traffic Op: DIST 2 TO HANDLE SIGN & MKG PLANS ABR 3/9/94
Utility: (JL) NEED 2ND SUB PLANS (2/12/08),OCD SUE,Tk1,C14
EMG: RECST/REHAB (WIDENING); (CONTROL ONLY); TURNKEY PROJECT

R/W INFORMATION:
PREL PARCEL CT: 50 **TOTAL PARCEL CT:** **ACQUIRED BY:** DOT **ACQ MGR:**
UNDER-REVIEW CT: **RELEASED CT:** **OPT-PEND CT:** **DEEDS CT:** **COND-PEND CT:** **COND-FILED CT:**
RW CERT DT: **ACQUIRED CT:** **RELOCATION CT:**

FILE STP-002-4(26)
P.I. No. 231620
Widening of SR 44
Jones/Putnam Counties

OFFICE

DATE April 17, 2008

FROM Bob Baisden, PE

TO

SUBJECT VE Study: Responses to Recommendations

These are the responses to the Value Engineering Alternatives recommended by the Value Engineering Team:

Recommendation Highlights

Recommendation RD-1: Use type "A" in-lieu of type "B"

Initial cost savings is \$1,221,327

Response: Will implement

Recommendation RD-2: Reduce "Storage" of type "B"

Initial cost savings is \$737,007

Response: Will implement

The plans submitted to the VE Study comply with the VE alternative.

Recommendation RD-3: From Sta. 118+00 to Sta. 150+00 utilize existing R/W.

Initial cost savings is \$298,337

Response: Will implement

Recommendation RD-5: Widen existing roadway on oneside to eliminate R/W taking on both sides (Sta. 45+00 to 115+00 and Sta. 155+00 to 210+00).

Initial cost savings is \$1,200,107

Response: Partial implement

Will implement from Sta. 45+00 to 115+00.

From Sta. 155+00 to 210+00, the proposed alignment minimizes adverse impacts to the historic property on the west side and the commercial gas station on the east side. Shifting the alignment to the east would have an adverse impact on the gas station and would possibly be a take.

Recommendation RD-7: Use 60 mph vs. 55 mph.

Initial cost savings is DS

Response: Do not implement

A design speed of 55 mph, allows the proposed design profile to closely match the existing roadway profile. A design speed of 60 mph will increase the construction cost due to increased amount of full depth pavement versus overlay.

Recommendation RD-8: Use existing R/W Sta. 210+00 to Sta. 245+00.

Initial cost savings is \$307,435

Response: Will implement

Recommendation RD-10: Use existing R/W Sta. 285+00 to Sta. 385+00.

Initial cost savings is \$236,896

Response: Will implement

Recommendation RD-11: Intersect Joe Wooten Road and CR 61 and CR 59 at Sta. 350+00.

Initial cost savings is \$145,168

Response: Do not implement

The proposed road realignment will result in the side road to have a profile grade greater than the maximum grade suggested by AASHTO.

Recommendation RD-13: Use existing R/W Sta. 405+00 to Sta. 580+00; use existing bridge.

Initial cost savings is \$2,309,027

Response: Will implement

Recommendation RD-14: Connect existing SR 44 to new alignment at Sta. 418+00 and at Sta. 472+00; delete tie at Sta. 449+20.

Initial cost savings is DS

Response: Do not implement

Not applicable, due to implementation of RD-13.

Recommendation RD-16: Provide tie at Sta. 565+00/delete cul-de-sac.

Initial cost savings is DS

Response: Do not implement

Not applicable, due to implementation of RD-13.

Recommendation RD-17: Provide tie in at Sta. 444+00/delete cul-de-sac.

Initial cost savings is DS

Response: Do not implement

Not applicable, due to implementation of RD-13.

Recommendation RD-18: 32' depressed median in-lieu of 44'.

Initial cost savings is \$1,234,645

Response: Will Implement

Recommendation RD-20: Shift alignment easterly from Sta. 240+00 to Sta. 265+00; reduce R/W impacts.

Initial cost savings is \$1,677,000

Response: Will implement

Recommendation RD-21: Bifurcate the roadway in selected areas.

Initial cost savings is \$512,692

Response: Will implement

The roadway alignment and cross sections will be reviewed to determine areas where bifurcated/split profile grades can be utilized to reduce earthwork quantities.

Recommendation RD-22: Increase use existing R/W (overall project and RD-3, and includes RD-3, RD-8, RD-10 and RD-20).

Initial cost savings is \$2,519,668

Response: Will implement