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DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-IM-16-1(92), NH-IM-16-1(131), Bibb
NH-IM-75-2(177) and NH-16-1(104)
PI Nos.: 311000, 311005, 311400 & 311410

OFFICE Engineering Services

DATE April 15, 2002

REW

FROM David T. Mulling, P.E., Project Review Engineer

TO See Below

SUBJECT VALUE ENGINEERING STUDY – FINAL REPORT

Attached is the Final Report for the Value Engineering Study conducted on the above referenced projects. In accordance with the requirements in TOPPS 2450-1, the VE Implementation Team should reach a consensus on the VE recommendations and submit them to the Chief Engineer for approval. The results should be forwarded to this Office and will then be forwarded to the VE Team Members.

If there are any questions, please contact Ron Wishon at (404) 651-7469 or by e-mail at Ron.Wishon@dot.state.ga.us for an electronic copy, if desired.

DTM/REW

Attachments

c: Wayne Hutto, G.O. - Preconstruction
David Graham, G.O. - Construction
Larry Seabrook, T.M.C - Maintenance
Keith Golden, T.M.C. - Traffic Operations
Joe Palladi, G.O. - Urban Design
Genetha Rice-Singleton/Marlo Clowers, G.O. - Urban Design
Bill Ingalsbe/Joe King, G.O. - Bridge Office
Scott Zehngraff, T.M.C. - Traffic Operations
Andy Aiello, Environment/Location
Olu Adeyemi, FHWA
Joshua Grzegorzewski, FHWA
Marc Mastronardi/Brink Stokes, District Three Construction
Ron Wishon

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SUMMARY OF RECOMMENDATIONS

It is the recommendation of the Value Engineering Team that the following Value Engineering Alternatives be carried into the Project Development process for further development.

Recommendation Number 1- Ramps CDE2, F, E and C

The Value Engineering Team recommends that the Value Engineering Alternative No. 1 be implemented. This alternative uses a split diamond.

If this recommendation can be implemented, there is a possible savings of **$ 12,850,329.**

Recommendation Number 2- Coliseum Drive Bridge

The Value Engineering Team recommends that the Value Engineering Alternative be implemented. This alternative widens and raises the existing bridge.

If this recommendation can be implemented, there is a possible savings of **$ 3,702,966.**

Recommendation Number 3- Ramps INN, ISS and IWN

The Value Engineering Team recommends that the Value Engineering Alternative be implemented. This alternative rehabs the existing roadways and bridges.

If this recommendation can be implemented, there is a possible savings of **$ 3,124,567.**

Recommendation Number 4- Mainline CDWN & CDW2, Ramp CDW2, Ramp CDWS, Ramp INS & Spring Street

The Value Engineering Team recommends that the Value Engineering Alternative be implemented. This alternative combines ramps CDWS and IWS, reduces lanes where possible and eliminates thee loop ramp on Spring Street.

If this recommendation can be implemented, there is a possible savings of **$ 8,245,395**

Recommendation Number 5- Ramps INE, ISE, CDNE and CDSE

The Value Engineering Team recommends that the Value Engineering Alternative be implemented. This alternative reduces the ramps by one lane where possible.

If this recommendation can be implemented, there is a possible savings of **$ 3,860,372.**

Recommendation Number 6- I-75 and I-16 Mainlines

The Value Engineering Team recommends that the Value Engineering Alternative be implemented. This alternative reduces one lane in each direction where possible including the bridges at the railroad, Spring Street, Coliseum Drive and the river.

If this recommendation can be implemented, there is a possible savings of **$ 10,991,899.**