DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-8016(3) Muscogee
P. I. No.: 350730
S.R. 982/Talbotton Road Widening/Reconstruction

OFFICE: Engineering Services

DATE: September 19, 2007

FROM: Brian Summers, P.E., Project Review Engineer

TO: James B. Buchan, P.E. State Urban Design 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
TYPICAL SECTION (TS)				
TS-3	Eliminate Sidewalk – Use trail	$60,000	Yes	This should be done.
TS-4	Reduce Median to 3.6m (12')	$305,000	No	The median width as proposed is 16'. Using a 12' width on the median would result in Raised Pavement Markers, Delineator Posts, or other devices being used to separate traffic at left turn lanes. This route has a traffic volume of 31,000 ADT and the accident rate is substantially higher than the statewide average.
TS-5	Reduce Lanes to 3.2m (10.5')	$100,000	No	This route has a traffic volume of 31,000 ADT and the accident rate is substantially higher than the statewide average.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ALIGNMENT (PB)				
PB-5	Use Railroad and Talbotton Alignments	$7,000,000	No	The Environmental Document has not been approved. A great deal of effort has taken place to minimize impacts. There are numerous historical resources along this corridor. Any changes to the alignment would require a reevaluation of the Document and would delay the current schedule of the project.
PB-8	Cul-de-Sac 27th Street	$246,000	Yes	This should be done.
PB-11	Eliminate Relocated 17th Avenue	$800,000	Yes	This should be done.
EARTHWORK (EW)				
EW-3/4	Use Alternate Wall Type/Reduce Walls	$110,000	No	The Bridge Design Office's policy is not to allow Modular Block Walls next to traffic.
MAINTENANCE OF TRAFFIC (MT)				
MT-3	Close intersections/Side Roads	Design Suggestion	Yes	This will be addressed in the Staging of the project.
MT-4	Use Talbotton Road for Detour	Design Suggestion	Yes	This will be addressed in the Staging of the project.

A meeting was held on September 19, 2007 to discuss the above recommendations. Neal O'Brien and Jill Franks with Urban Design, and Brian Summers, Ron Wishon and Lisa Myers with Engineering Services were in attendance.

Approved: _____ **Date:** 10/10/07

Gerald M. Ross, P. E., Chief Engineer

BKS/REW

Attachments

c: Gus Shanine
Todd Long
Lamar Pruitt
Wayne Pittman
Mark Williams
Marc Mastronardi
Ken Werho
Laura Rish
Lisa Myers

DEPARTMENT OF TRANSPORTATION
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INTERDEPARTMENT CORRESPONDENCE

FILE STP-8016(3), Muscogee County
P.I. No. 350730
SR 982/Talbotton Road from 7th Avenue
to Woodruff/Hilton Drive

OFFICE Urban Design

DATE August 28, 2007

FROM James B. Buchan, P.E., State Urban Design Engineer

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

SUBJECT **Value Engineering Study Report Response**

This office has received and reviewed the recommendations of the Value Engineering Study Workshop Report dated July 16, 2007. Below are our responses to the recommendations:

ROADWAY/PROFILE (RW) ALTERNATIVES

TS-3 Eliminate sidewalk – Use Trail

This will be implemented between 12th Street to Woodlawn Ave.

TS-4 Reduce Median Width 3.6m (12')

GDOT Design Policy Manual prefers a 24' raised median. The current design is a 4.8 m (16') raised median. The project length is approximately 3210 meters long. If the median width is reduced to 3.6 meters and raised pavement markers are utilized in lieu of a raised median then approximately 2/3 of the project would not have a raised median. Eleven hundred meters of median would be left to construct out of 3210 meters.

The use of raise pavement markers in lieu of a raised median, as suggested in the VE study, is not an adequate barrier to stop vehicles from turning in undesignated areas and would not eliminate safety concerns along with being a maintenance issue. The accident rate along this corridor has been significantly higher than the state wide average for the past 6 years. The traffic volumes are at 21,500 ADT (base year) and 30,000 ADT (design year). The GDOT Design Policy Manual in section 6.8.2 requires a raised median when the volumes of the roadway are greater than 18,000 ADT (base year) and 24,000 ADT (design year) or when the accident rate is greater that the state wide average. This project has both of these conditions.

For these reasons, we do not recommend implementing this alternative.

TS-5 Reduce Lane Width to 3.2 Meters (10.5')

Further reduction of the lane width will have a negative impact to the capacity of the roadway. Also there is a potential cost increase in the reduction of the safety of the roadway. By the GDOT Design Policy Manual in section 6.2.1 for Urban Area Type A characteristics, which this project falls under, "Lane width may be reduced to no less than 11-ft."

For these reasons, we do not recommend implementing this alternative.

PB-5 Utilize Talbotton and Railroad Alignments – Options A, B & C

Option A – Use the abandoned railroad right of way to shift the alignment to the south.
The railroad is a historic property. Making this change would cause significant impacts to the historic railroad and the historic Buck Ice property. The railroad corridor is currently owned by the City of Columbus. This corridor is being converted into a pedestrian trail under PI 0000099.

Option B – Use the Talbotton Road alignment in lieu of Warm Springs and tie-in to Warm Springs at Woodlawn.
If the project was to widen along Talbotton Road instead of Warm Springs, then Warm Springs Road would need to be cul-de-saced near 12th Avenue and Woodlawn. This option would result in significant business loss for the businesses located along Warm Springs Road. Payment for loss of business damages would significantly increase the cost of the project.

Option C – Create a one-way pair with Warm Springs and Talbotton
This option will create major impacts to the historic property of Buck Ice. Their access is currently directly off of Talbotton/Warm Springs road. If a one-way pair was constructed, access to Buck Ice would have to be configured completely different causing major changes to the facility and the historic status.

An exhaustive public involvement process has been completed and project stakeholders agree with the current design. This option is neither prudent nor feasible.

For these reasons, we do not recommend implementing these alternatives.

PB-8 Convert 27th Street to a Cul-de-sac

This will be implemented.

PB-11 Eliminate Relocation 17th Avenue

This will be implemented.

EW-3/4 Alternate Retaining Wall Type

The two walls suggested to be eliminated, cannot be eliminated because it would cause the existing structure to be acquired.

The cost of a modular block wall in a cut section is more expensive than a gravity wall. The Bridge Design Office's policy does not allow modular block walls next to traffic and behind the sidewalks is considered next to traffic. This office will coordinate with the City of Columbus to determine if a specific type of finish is desired.

For these reasons, we do not recommend implementing these alternatives.

MOT-3 Close Cross Streets During Construction.

The City of Columbus is in favor of closing selected cross street traffic during construction for a short period of time as long as access to businesses is maintained. More consideration and coordination with the City of Columbus is required as to which side streets can be closed during construction.

We will consider implementation of this alternative during development of the maintenance of traffic plans.

MOT-4 Use Talbotton Road as a Detour

The City of Columbus is in favor of using Talbotton Road as a Detour during constructions as long as access to businesses is maintained.

We will consider implementation of this alternative during development of the maintenance of traffic plans.

If there are any questions or comments concerning these recommendations, please contact Neal O'Brien or Jill Franks at (404) 656-5442.

JBB:JLF

cc: Todd Long, Director of Preconstruction
Ron Morris w/ PBS&J