

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-8060-00(002) Muscogee
STP00-0005-00(749) Muscogee
P.I. Nos.: 351010 & 0005749
Whittlesey Road Widening/Reconstruction

OFFICE: Engineering Services

DATE: June 12, 2008

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

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 the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
2	Eliminate all sidewalks	\$4,661,137	No	Most of the savings was in Right of Way; however, Right of Way acquisition began prior to the VE Study and most of the Right of Way has already been acquired or is in the process of being acquired.
3	Selectively retain sidewalk installations	\$3,321,627	No	Most of the savings was in Right of Way; however, Right of Way acquisition began prior to the VE Study and most of the Right of Way has already been acquired or is in the process of being acquired.

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ALT #	Description	Potential Savings/LCC	Implement	Comments
4	Close off West Hamilton Park Drive	\$310,042	No	Closing off Hamilton Park Drive would require a Cul-de-sac which would require more Right of Way. This was not included in the VE Study cost estimate. This would minimize or negate any savings. The City of Columbus also opposes this VE Alternative.
5	Allow right-in/right-out only at West Hamilton Park Drive	\$23,828	No	This would remove the median opening which has already been shown to the public at a Public Information Open House.
6	Delay sidewalk paving	\$553,966	No	There are numerous pedestrian traffic generators along the corridor. These pedestrians would not be accommodated if the sidewalk was not installed.
7	Close off Bradley Park Drive at Whittlesey Road	\$1,300,674	No	The Design Office has made changes to this intersection but did not close it off. The changes did result in savings of \$375,000 from what was originally shown.
8	Allow right-in/right-out only at Bradley Park Drive	\$1,271,137	No	Same as noted for VE Alternative No. 7.

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ALT #	Description	Potential Savings/LCC	Implement	Comments
9	Eliminate west end of the projects from Whitesville Parkway to Bradley Park Drive and improve the intersections at Whittlesey Road/Whitesville Road and Whittlesey Road/ Bradley Park Drive	\$13,544,407	No	This would not provide logical termini required for the NEPA Process.
11	If Alternative Nos. 4 and 7 are accepted, use a narrower median from Veterans Parkway to Whitesville Road	\$1,832,508	No	Since VE Alternatives Nos. 4 and 7 will not be implemented this one does not apply.
13/14	Use a 14-ft. median throughout the project	\$3,216,666	No	The Design Year traffic is 33,500 which supports using a raised median. Much of the cost savings shown is in a reduction of Right of Way limits. Most of the Right of Way has already been purchased or is in the process of being purchased.
15	Use parapet retaining walls in lieu of gravity walls	\$168,363	Yes	This should be done.
17	Use a monolithic median pour where existing pavement is retained	\$264,658	Yes	This should be done.
18	Use a precast arch in lieu of the dual box culverts	-\$25,097 (cost increase)	No	This results in a cost increase. There could be even more costs since the cost estimate did not include any costs for foundation work.

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ALT #	Description	Potential Savings/LCC	Implement	Comments
20	Incorporate Parcel No. 12 in the green space	-\$183,023 (cost increase)	No	All of Parcel No. 12 is not needed for the roadway widening. The property owner does not want to relocate.
22	Raise the profile of the facility from the railroad crossing to Veterans Parkway	\$167,753	Yes	This should be done where feasible.
23	Use 10-ft. shoulders throughout the project where possible	\$5,157,442	No	Most of the savings was in Right of Way; however, Right of Way acquisition began prior to the VE Study and most of the Right of Way has already been acquired or is in the process of being acquired. In addition, many Utility Companies have facilities along the corridor that will have to be relocated. These include Ga. Power Distribution, Midiacom, Atmos Energy, AT&T, Knology, and Columbus Water Works.

A meeting was held on June 9, 2008 and Neal O'Brien, Jill Franks, and Jason O'Neal with Urban Design, and Brian Summers, Ron Wishon and Lisa Myers of Engineering Services were in attendance.

Additional information was provided by the Project Manager on 6/10/08 and 6/12/08.

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The results above reflect the consensus of those in attendance and those who provided input.

Approved:  Date: 6/17/08
Gerald M. Ross, P. E., Chief Engineer

BKS/REW

Attachments

c: Gus Shanine
R. Wayne Fedora
Todd Long
James Magnus
Lamar Pruitt
Wayne Pittman
Ben Buchan
Chuck Hasty
Neal O'Brien
Jill Franks
Jason O'Neal
Ken Werho
Nabil Raad
Laura Rish
Emmanuella Myrthil
Lisa Myers



Preconstruction Status Report By PI Number

Print Date: 06/09/2008

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
351010-	Muscogee	WHITTLESEY RD & VETERANS PKWY FM ROLLINS WAY TO GEPCA	Nov-06	Aug-09	Mar-09
DR					
STP00-8060-00(002)	FIELD DIST: 3				
TIP #: 86-SR-2006	TWIN:	US:	Phase	Approved	Proposed
MPO: Columbus		EST DATE: 5/4/2006	PE	1999	1999
MODEL YEAR:			ROW	LOCL	LOCL
PROJ MGR: O'Brien, Neal	PROJ LENGTH: 1.61		ROW	2007	2007
PROG: Reconstruction/Rehabili	TYPE: Widening		CST	LR	LR
TYPE: tation	WORK:		CST	LR	LR
CONCEPT: ADD 4U(MED 20)	LET RESP: DOT				
		Congressional			3

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	6/6/2000	8/18/2000	100	UTILS-- RELO UTILS WILL
		Concept Meeting	9/26/2000	9/26/2000	100	AFFECT HISTORIC
		Concept Submittal and Review	12/12/2001	12/31/2001	100	PROPERTIES-THIS WILL
		Receive Preconstruction Concept Approval	2/14/2002	3/7/2002	100	IMPACT THE ENV EVAL - WE
		Management Concept Approval Complete	3/18/2002	3/18/2002	100	CAN DETERMINE IMPACT AS
		Revise or Re-validate Approved Concept	9/1/2004	9/29/2004	100	WE WORK THRU RELOC
6/25/2008	7/1/2008	Value Engineering Study	7/2/2007		97	PLANS 09/9/03, UTILS COST
		Public Information Open House Held	5/15/2001	5/15/2001	100	EST 1-28-02 - (R) \$214,000 -
		Environmental Approval	7/1/2002	9/12/2005	100	(NR) \$2,271,789 - EA @ FHWA
		Public Hearing Held	5/15/2001	5/15/2001	100	8/29/02 - TIP CHANGE NEEDED
		Field Surveys/SDE	10/18/2000	11/15/2000	100	FOR TERMINI - CHANGE TO
		Preliminary Plans	3/29/2002	11/1/2005	100	BRADLEY PK. - LOGICAL
6/20/2008	6/26/2008	Underground Storage Tanks	5/30/2004		100	TERM. TO BRADLEY PARK DR
6/20/2008	11/6/2008	404 Permit Obtainment			0	3-10-03 - GOES W/0005749 - EA
		PFPR Inspection	12/6/2005	12/6/2005	100	GOING BACK TO FHWA VERY
		R/W Plans Preparation	3/3/2006	4/14/2006	100	SOON 2-24-04: DFT EA @
		R/W Plans Final Approval	5/24/2006	6/30/2006	100	FHWA 8/26/04 30 DAY REV
		L & D Report Development and Approval	4/28/2006	5/4/2006	100	OEL PUSH! PH LIKELY LATE
6/20/2008	6/26/2009	R/W Acquisition			0	OCT 04 8/27/04 - PH 11/30/04
9/26/2008	10/9/2008	Stake R/W			0	[10/12/04] - FONSI 9/12/05: - 18
		Soil Survey	5/9/2003	1/14/2005	100	MOS. FOR RW ACQ.
10/17/2008	10/16/2008	Final Design	7/1/2006		86	[4/27/05];NEED 07 RW\$
11/7/2008	11/10/2008	FFPR Inspection			0	[2-27-06];TWIN:0005749
11/24/2008	12/5/2008	FFPR Response			0	[3-19-07]

BIKE PROVISIONS INCLUDED?: N MEASUREMENT SYSTEM: E CONSULTANT: C UT EST:

PDD: DOT PE, 9/1/99, Coord. with 0005749, 10/28/04.
Bridge: NO BRIDGE REQUIRED
Design: KCA|WORKING FINAL PLANS (10-29-07) WNO
EIS: FONSI|Apvd9-12-05|Re6-27-06|OnSchedCST|Rish(5/28/08)
LGPA: MUSCOGEE SGN DO ROW & UTIL 3-5-99|MSW 11-30-99
Programming: PR2/P=1-27-99|#1 3-1-2000|#2 12-03|#3 2-07|#4 9-07
ROW: R- ACQ CT exe by LOC 12/21/06; exe by DOT 1/17/
Traffic Op: CAH|SND CNSL TNT PLNS FR REV|030601|\$+!PFPR sent 11/30/05 n/k
Utility: 2ND TO UTILS 03/02/07
EMG: C=M(H)/S(TSD)/D(KC); !PHOTOS TRANS!

R/W INFORMATION:

PREL PARCEL CT: 25 TOTAL PARCEL CT: 66 ACQUIRED BY: LOC ACQ MGR: Gooch, Audrey (LOC)
 UNDER-REVIEW CT: 6 RELEASED CT: 36 OPT-PEND CT: 4 DEEDS CT: 15 COND-PEND CT: 0 COND-FILED CT: 0
 RW CERT DT: ACQUIRED CT: 15 RELOCATION CT: 7

Wishon, Ron

From: O'Brien, Neal
Sent: Thursday, June 12, 2008 10:47 AM
To: Wishon, Ron
Cc: Franks, Jill L.; Myers, Lisa
Subject: PI 351010 - Alternate 15

Ron,
As discussed on the phone, we will replace all gravity wall next to sidewalk with the parapet wall. All gravity walls in the plans are next to sidewalk so all will be done as parapet.

My new email address is nobrien@dot.ga.gov

*Neal O'Brien
Design Group Manager
Office of Urban Design
404-631-1725
FAX 404-631-1947*

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Wishon, Ron

From: Franks, Jill L.
Sent: Tuesday, June 10, 2008 10:46 AM
To: Wishon, Ron
Cc: Myers, Lisa; O'Brien, Neal; O'Neal, Jason L.
Subject: FW: PI 351010; Whittlesey Road

Ron,
In the email below is a list of utilities along the corridor or PI 351010; Whittlesey Road.

Lisa,
The coversheets are on their way for both VE's.

Please note new address and phone number.

*Jill Franks, P.E.
Assistant Design Group Manager
Georgia Department of Transportation
One Georgia Center
Urban Design, 27th Floor
600 W. Peachtree St. NW; Atlanta, GA 30308
phone: 404-631-1726 fax 404-631-1947
jfranks@dot.ga.gov*

From: Gore, Kerry
Sent: Tuesday, June 10, 2008 8:36 AM
To: Franks, Jill L.
Cc: O'Brien, Neal; O'Neal, Jason L.; Williams, Glenn
Subject: RE: PI 351010; Whittlesey Road

GPC Dist
Mediacom
Atmos Energy
AT&T formerly BellSouth
Knology
Columbus Water Works

From: Franks, Jill L.
Sent: Tuesday, June 10, 2008 8:34 AM
To: Gore, Kerry
Cc: O'Brien, Neal; O'Neal, Jason L.; Williams, Glenn
Subject: PI 351010; Whittlesey Road

Kerry,
Can you provide us with a list of existing utilities along Whittlesey Road from Rollins Way to Veterans Parkway. It is for PI 351010; STP00-8060-00(002).

It is needed to support the VE study done on Whittlesey.

Please note new address and phone number.

*Jill Franks, P.E.
Assistant Design Group Manager
Georgia Department of Transportation
One Georgia Center
Urban Design, 27th Floor
600 W. Peachtree St. NW; Atlanta, GA 30308
phone: 404-631-1726 fax 404-631-1947
jfranks@dot.ga.gov*

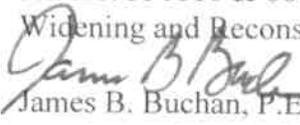
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE STP00-8060-00(002), Muscogee County
STP00-0005-00(749), Muscogee County
P.I. No. 351010 & 0005749
Widening and Reconstruction of Whittlesey Road
OFFICE Urban Design
DATE May 28, 2008

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 (VE) Study Workshop Report dated October 10, 2007. Below are Urban Design's responses to the recommendations:

Alternatives:

2 *Eliminate all Sidewalks*

The report states that the bulk of the commercial businesses are not the type conducive to pedestrians. These businesses are at each end of the project. Whittlesey Road from Whitesville Road to West Hamilton Parkway is a half mile section comprised of residences and churches. Eliminating the sidewalk would create an inhospitable environment for pedestrians.

This office disagrees with the cost savings the study provided. The \$4,661,136 includes reduction in right of way by 5' on each side of the road as well as the elimination of the concrete sidewalk. Of the amount \$4,103,666 is right of way cost savings. Right of way acquisition began a year before this VE Study was done by the City of Columbus. A majority of the right of way has been acquired. This was brought to the attention of the VE team at their presentation and their suggestion was to sell it back to the previous owner. That recommendation is not practical. The savings therefore for this alternative is only for the removal of the concrete sidewalk which is \$557,470.

For the reasons discussed above, this office does not recommend this alternative.

3 *Retain Sidewalks in Select Areas*

If alternative 2 is not implemented the VE Study recommends retaining sidewalk in select areas. The VE report recommends only providing sidewalks around residential areas and the Hughston Orthopedic Hospital. This segmentation of sidewalks makes

pedestrian access to businesses difficult. As in alternative 2 the majority of the cost savings is in reduction of right of way and that right of way has been acquired or is in the process of being acquired. Thus the actual savings by implementing alternative 3 is only \$397,327.

For the reasons discussed above, this office does not recommend this alternative.

4 ***Close off West Hamilton Park Drive***

This alternative would close West Hamilton Drive at Whittlesey Road to remove access. The Whittlesey Road corridor is a mix of commercial, residential, and industrial. The alternate will force eastbound vehicles to utilize the intersection of Whittlesey Road and Veterans Parkway to access West Hamilton Park Drive. This could create a negative impact to operations of that major intersection. The cost savings reported by the VE Study for this alternate is \$310,042. The alternate does not give a recommendation on how to remove the access. To remove access a cul-de-sac will be required on West Hamilton Park Drive. The cost of this construction and the right of way required for a cul-de-sac will reduce the cost savings and possibly increase cost. Both Whittlesey Road and West Hamilton Park Drive are city streets and the City of Columbus opposes this alternative. This alternative will require going back to the public with a PIOH to get comments on the change.

For the reasons discussed above, this office does not recommend this alternative.

5 ***Allow right in/right out only at West Hamilton Park Drive***

This alternate will remove the median break and provide only right in/right out access from West Hamilton Park Drive onto Whittlesey Road. This will remove the queue across the railroad tracks. This left turn is for u-turns and access to parcel 33. Removing this u-turn will require additional vehicles to make u-turns at the intersection of Whittlesey Road and Veterans Parkway. The removal of the left turn queue across the railroad crossing is a safety improvement. This alternate may require going back to the public with a PIOH to get comments on the change.

This office recommends implementing this alternative.

6 ***Delay sidewalk paving.***

Sidewalks provide for an alternate mode of transportation. The VE Study alternate recommends delaying adding the sidewalk until walking pathways are established in the same way an academic campus allows students and faculty to establish walking paths prior to installing sidewalk. This office disagrees with this thought process. Academic campuses establish walking paths across campus grounds between buildings not along roadway corridors. Pedestrian movement along roadway corridors is primarily along the side of the road. There are already established walking paths along the existing Whittlesey Road.

For the reasons discussed above, this office does not recommend this alternative.

7 *Close off Bradley Park at Whittlesey Road*

Bradley Park Drive carries a large amount of traffic and serves numerous businesses along it. Since the VE Study this office has revised the intersection of Bradley Park Drive at Whittlesey Road. The dual left from Whittlesey Road has been reduced to a single left turn to direct more traffic down Whittlesey Road to Whitesville Road and Bradley Park Road. The width of Bradley Park Road was reduced eliminating right of way acquisition from three parcels. These revisions result in a cost savings of \$375,000 based on the unit costs and inflation rates used in the VE Study Report. This alternate will require going back to the public with a PIOH to get comments on the change.

For the reasons discussed above, this office does not recommend this alternative. The savings from the revisions implemented by the Office of Urban Design are \$375,000.

8 *Allow right in/right out only at Bradley Park Drive.*

See comments for alternate 7.

For the reasons discussed above, this office does not recommend this alternative.

9 *Eliminate the west end of the project from Whittlesey Road/Whitesville Road to Whittlesey Road/Bradley Park Drive.*

The alternate will not provide logical termini required for NEPA. The currently limits are logical based on traffic. These limits were established and coordinated with FHWA. The Whittlesey Road corridor provides access between Veterans Parkway on the east end of the project and Bradley Park Drive on the west end.

For the reasons discussed above, this office does not recommend this alternative.

11 *If Alternates 4 and 7 are accepted, use a narrower median from Veterans Parkway to Whitesville Road.*

This office does not recommend implementing alternates 4 and 7, therefore it does not recommend implementing alternate 11.

13/14 *Use 14-foot flush median throughout project.*

The VE Study states the project is at the “maximum cusp of using a flush median”. That is an incorrect statement. The ADT’s are 23,500 (2008) and 33,500 (2028). These numbers are well above the minimum requirements for including a raised median on this project. The raised median will separate traffic and concentrate all turning movements at intersections. This should provide a safer roadway than allowing “unlimited left turns” as stated in the report. Of the cost savings projected, \$1,802,475 is for reduction in right of way take. As stated previously the right of way acquisition was well underway when this VE Study was conducted.

of 8' when calculating the savings. The areas along the corridor with a height of fill over 6' will require guardrail and an additional 3' of shoulder for the guardrail. This would significantly reduce the amount of savings with the additional cost of guardrail and widening the shoulder 3.5' for the guardrail. The 10-foot shoulders also do not provide room for utilities along the corridor.

For the reasons discussed above, this office does not recommend this alternative.

Urban Design Recommendation

The VE Study did not make any recommendation on narrowing the lane width for the above projects. The current lane width for the travel lanes is 12'. This office is already considering reducing the lane width along Veterans Parkway from 12' to 11'. By including this lane width reduction on Whittlesey Road, the savings is \$377,937 using the same criteria as the VE study. This office recommends reducing the lane width from 12' to 11' along both Whittlesey Road and Veterans Parkway.

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

JBB:WNO

cc: Todd Long, Director of Preconstruction

