

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: NH000-0095-01(167), Camden County
P.I. No.: 511430
New Interchange at
CR 138/ Horse Stamp Church Road

OFFICE: Engineering Services

DATE: April 23, 2009

FROM: Ronald E. Wishon, Acting Project Review Engineer *REW*

TO: Brent A. Story, P.E., State Road Design Engineer
Attention: Tim Matthews, Project Manager

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 No.	Description	Savings PW & LCC	Implement	Comments
ALIGNMENT (EA)				
EA-4	Realign Spring Bluff Road closer to the existing alignment.	\$445,000	No	Based on AASHTO requirements and to ensure efficient operations in the future, we recommend the separation between Spring Bluff Road and the Ramp to remain at 1,000-feet. This minimizes the potential for queue spill back on the ramp and cross road approaches to the ramp terminus.
EA-5	Realign the southbound off-ramp to the existing Spring Bluff Road alignment (mutually exclusive with EA-4).	(-\$255,000)	No	This recommendation would increase construction and ROW costs and could cause additional wetland impacts and displacements.

ALIGNMENT (EA) Continued				
EA-11	Use a loop ramp for the southbound off-ramp (mutually exclusive with EA-4 and EA-5).	\$525,000	No	Increased wetland impacts, could change from Nationwide Permit to Individual Permit.
TYPICAL SECTION (T)				
T-1	Use 11-foot lanes for local roads.	Proposed= \$250,000 Actual= \$90,000	Yes	This should be done. Designer has recalculated cost savings for the side road lane width reduction from 12-feet to 11-feet.
T-4	Eliminate the additional two lanes on Horse Stamp Church Road.	\$1,070,000	No	The current five lane typical section has been developed based on the projected population growth and extensive planned development. The additional lanes are required to facilitate future double left turn movements on and off the Interstate based on projected traffic. Horse Stamp Church Road will also provide access to the Interstate evacuation route during FEMA mandated coastal evacuations.
T-5	Grade for five lane section but pave only three.	\$970,000	No	Same response as to T-4 above.
T-6	Use asphalt paving for 10-foot ramp shoulder.	\$250,000	No	Concrete shoulders improve durability and have less constructability issues.

TYPICAL SECTION (T) Continued				
T-9	Reduce the paved width of the outside shoulder from 10-feet to 6-feet.	\$310,000	No	This recommendation should be viewed independently of T-6 as the cost savings is predicated on the use of concrete ramps. Reducing the paved width to 6-feet would hamper the operation of the ramps in the event of a breakdown. Also, emergency vehicles ability to maneuver would be restricted.
BRIDGE (B)				
B3	Widen existing bridge.	Proposed= \$720,000 Actual= (-\$861,865)	No	To widen the existing bridge, half of the existing bridge would have to be jacked and rotated as well as overlaid to achieve the final superelevation desired and then widened with similar beam type, i.e. Steel beams which are expensive. See attached cost estimates.
B-4	Use Type 3 girders in lieu of Bulb Tees (mutually exclusive).	Proposed= \$20,000 Actual= (-\$86,050)	No	Even though the cost per beam of the Type III girder may be cheaper than a Bulb Tee, the number of beams is increased. Moreover, the concrete strength would have to be increased to beyond 8,000 psi threshold pushing the price even higher.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 4/23/09
Gerald M. Ross, P. E., Chief Engineer

Approved:  Date: 5/4/2009
for Rodney Barry, P.E., FHWA Division Administrator

REW / DMF

NH000-0095-01(167), Camden County
P.I. No. 511430
Implementation of Value Engineering Study Alternatives
Page 4.

Attachments

c: R. Wayne Fedora
Carlos Figueroa
Genetha Rice Singleton
Brent Story
Andy Casey
Tim Matthews
Paul Liles
Bill Ingalsbe
Bill Duvall
Stanley Kim
Bobby Dollar
Funmi Adesesan
James Magnus
Will Murphy
Corey Knox
Bryan Czech
Ken Werho
LaShore Alexander
Lisa Myers
General Files

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-95-1(167)
Camden County
P.I. No. 511430
New Interchange @ I-95 & Horsestamp Church Road/CR 138

OFFICE Road Design
Atlanta, Georgia

DATE March 25, 2009

FROM 
Brent A. Story, P.E., State Road Design Engineer

TO Ron Wishon, Acting Project Review Engineer

SUBJECT Value Engineering Study Report Response

The project proposes to construct a new diamond interchange and replace the existing substandard bridge over I-95. The project would include the relocation of Spring Bluff Road/CR 147 approximately 700 feet west of its existing location so that the road would not impact the new interstate ramp. The total length of project is approximately 0.7 mile along Horse Stamp Church Road. The current management right of way date is March 2009.

This office has received and reviewed the recommendations of the Value Engineering Study Workshop Report dated February 25, 2009. Attached are the responses to the recommendations.

For additional information please contact Tim Matthews, P.E. at 404-631-1552.

BAS:CAC:twm

Attachments

cc: Director of Preconstruction
Attn: Genetha Rice-Singleton, Assistant Director of Preconstruction
Lisa Myers, Engineering Services
Tim Matthews, Road Design
Paul Liles – Bridge Design
Glenn Bowman/Bobby Dollar – OEL
James Magnus – Construction
Bill Murphy – District 5 Construction
Carlos Baker – TS&D
Carlos Figueroa, Transportation Engineer, FHWA
Scott Brazell, Camden County Board of Commissioners Road Department
PO Box 99, 1004 Bedell Old Plantation Rd, Woodbine, GA 31569
Shrujal Amin, Project Manager, Moreland Altobelli Associates, Inc.

Moreland Altobelli Associates, Inc

2211 Beaver Run Road, Suite 100 • Norcross, Georgia 30071 • 770/263-5545 • Fax: 770/263-2156 • ma@maai.net



Thomas D. Moreland, PE
President

Bridley Chatham, PE
Executive Vice President

George M. Byrd, PE
Senior Vice President

Walter E. Moreland
Senior Vice President

Richard C. Bruffin, PE
Vice President

Henry E. Collins, Jr.
Vice President

William H. Deea, PE
Vice President

Bridley M. Hale, PE
Vice President

Albert J. Lopez, Jr.
Vice President

March 25, 2009

Mr. Tim Matthews, PE
Georgia Department of Transportation
Office of Road Design
600 West Peachtree Street - 25th Floor
Atlanta, GA 30308

Re: New interchange: I-95 at CR 138/Horse Stamp Church Road
NH000-0095-01(167) Camden County
P.I. No. 511430

Dear Mr. Matthews:

Outlined below are responses to the design suggestions included in the Value Engineering Report for the above referenced project.

IDEA EA-4

Description: Realign Spring Bluff Road Closer to Existing Alignment

Cost savings: \$445,000

Response: *Based on AASHTO Requirements and to ensure efficient operations in the future, we recommend the separation between Spring Bluff Road and the Ramp remain at 1000 feet. This minimizes potential for queue spill back on the ramp and cross road approaches to the ramp terminus.*

Final Disposition: **REJECT**

IDEA EA-5

Description: Realign the SB off-ramp to the Existing Spring Bluff Road Alignment

Cost savings: -\$255,000

Response: *This recommendation would not only increase the construction and right of way costs, it could cause additional impacts to wetlands in the southwest quadrant of the interchange based on a preliminary scan. Furthermore, the spacing requirements addressed in EA-4, would cause a greater shift in the current alignment of Spring Bluff Road. This would further increase construction costs and could cause displacements.*

Final Disposition: **REJECT**

IDEA EA-11

Description: Use a Loop Ramp for the SB Off-Ramp

Cost savings: \$525,000

Response: *Incorporating a loop ramp design could pose several unintended consequences as follows:*

- *There is a strong possibility that the loop ramp location runs through a large contiguous wetland and could require a change from the current Nationwide Permit to an Individual Permit. The IP requirements would add a year to the schedule and additional design and mitigation. The property owner that has approached the Camden County about donating their land has been explicit in relaying that a delay in schedule*



could jeopardize their intent to donate.

- There is a safety issue in that drivers on southbound Spring Bluff Road could unintentionally continue going straight and end up driving backwards down the interstate ramp and even onto I-95.
- The Horse Stamp Church Road Bridge would have to be lengthened in order to provide an adequate taper length. This coupled with the fact the piers would impose additional sight distance constraints could pose an overwhelming safety issue. The added costs of redesign and construction on the bridge and I-95 would be significant.

Final Disposition: **REJECT**

IDEA T-1

Description: Use 11' Lanes for Local Roads

Cost savings: \$250,000

Response: *This roadway corridor is poised for explosive growth. With the increased speed design and increased traffic, the cost savings would not outweigh the safety and functionality of keeping the proposed 12' lanes on the mainline. However the side roads (Horseshoe Cove and Spring Bluff) could potentially be reduced. In reducing the lane width of the sideroads, there would still be a cost savings of approximately \$90,000. Also, reducing the lane widths would force a re-design of the current bridge and roadway at an additional cost of at least \$150,000. The bridge redesign would involve re-spacing of beams and therefore re-designing the deck, beams, and bents.*

Final Disposition: **PARTIALLY IMPLEMENT**

IDEA T-4

Description: Eliminate the Additional Two Lanes on Horse Stamp Church Road

Cost savings: \$1,070,000

Response: *The current five lane typical section has been developed based on the projected population growth and extensive planned development. The additional lanes are required to facilitate future double left turn movements on and off the interstate based on projected traffic. Horse Stamp Church Road will also provide access to the interstate evacuation route during FEMA mandated coastal evacuations. The elimination of two lanes would fail the objective of providing a viable access point to the main evacuation route for the northern portion of the county.*

Final Disposition: **REJECT**

IDEA T-5

Description: Grade For Five-Lane Section, but Pave Only Three Lanes

Cost savings: \$970,000

Response: *See response to IDEA T-4.*

Final Disposition: **REJECT**

IDEA T-6

Description: Use Asphalt Paving for 10' Ramp Shoulder

Cost savings: \$250,000

Response: *The 10' ramp shoulder should not be detrimentally impacted by heavy truck traffic.*

Final Disposition: ACCEPT

IDEA T-9

Description: Reduce the Paved Width of the 10' Ramp Shoulder
Cost savings: \$310,000
Response: *This recommendation should be viewed independently of Idea T-6 as the cost savings is predicated on the use of concrete ramps. Reducing the paved width to six feet would hamper operation of the ramps in the event of a breakdown. Also emergency vehicles ability to maneuver would be restricted.*

Final Disposition: REJECT

IDEA B-3

Description: Widen Existing Bridge
Cost savings: \$720,000
Response: *To widen the existing bridge, half of the existing bridge would have to be jacked and rotated as well as overlaid to achieve the final super-elevation desired and then widened with similar beam type. I.e. Steel beams which are expensive. See attached cost estimates.
Widen with existing: \$3,057,570 VE TEAM
Replacement: \$2,195,705 DESIGNER
Difference: \$861,865 INCREASE*

Final Disposition: REJECT

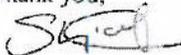
IDEA B-4

Description: Type 3 AASHTO Girders in Lieu of Bulb Tees
Cost savings: \$20,000
Response: *Even though the cost per beam of Type III girder maybe cheaper than a Bulb Tee, the number of beams is increased. Moreover, the concrete strength would have to be increased to beyond 8000 psi threshold pushing the price even higher.
Type III Beams Only: \$2,281,577 VE TEAM
Combination Type II & BT 54: \$2,195,705 DESIGNER
Difference: \$86,050 INCREASE*

Final Disposition: REJECT

If there are any questions concerning this information, or if any additional information is needed, please do not hesitate to contact me at 770-263-5945.

Thank you,



Shrujal Amin, P.E.
Project Manager

Enclosure

cc: File 95994G
Sam Desb
Scott Brazell

DESIGNER

Cost Estimate
Four Span
TYPE III/BT 54-Endrollis

Project : 09694g HorseStamp Church
 Project Number : FTC-T 221-000-0095-01(167)
 Made By : HHD Date : 20-Mar-09
 Checked By : - Date : -

Tag	Pay Item	Description	Quantity	Unit	Unit Cost	Cost
56	207-0203	FOUND BK/FILL MATL, TP II	69	CY	\$ 54.34	\$ 3,749.46
64	211-0300	BRIDGE EXCAVATION, GRADE SEPARATION	510	CY	\$ 34.58	\$ 17,658.90
121	441-0304	CONC SLOPE PAV, 4 IN	1693	SY	\$ 45.81	\$ 77,556.33
170	500-0103	GROOVED CONCRETE	2615	SY	\$ 4.67	\$ 12,212.05
171	500-1006	SUPERSTR CONCRETE, CL AA, BR NO -	770	LS	\$ 782.56	\$ 587,171.20
174	500-2100	CONCRETE BARRIER	582	LF	\$ 42.80	\$ 24,953.60
175	500-3002	CLASS AA CONCRETE	535	CY	\$ 436.44	\$ 231,315.40
185	507-8002	PSC BEAMS, AASHTO TYPE II, BR NO -	878	LF	\$ 124.69	\$ 109,228.44
193	507-9030	PSC BEAMS, AASHTO, BULB TEE, 54 IN, BR NO -	2233	LF	\$ 162.30	\$ 362,415.90
202	511-1000	BAR REINF STEEL	74611	LB	\$ 0.86	\$ 65,657.68
203	511-3000	SUPERSTR REINF STEEL, BR NO -	175360	LS	\$ 0.92	\$ 161,331.20
225	520-2214	PILING, PSC, 14 IN SQ	1060	LF	\$ 50.80	\$ 55,404.70
227	520-2218	PILING, PSC, 18 IN SQ	2840	LF	\$ 57.38	\$ 162,959.20
247	520-1147	PILOT HOLES	355	LF	\$ 503.43	\$ 179,221.08
259	540-1101	REMOVAL OF EXISTING BR, STA NO -	1	LS	\$ 115,792.88	\$ 115,792.88

Bridge Sub Total =	\$	2,195,704.92
Deck Area Per Side (sq ft) = BL (BW) =	\$	3,997.50
Unit Cost (\$ / sq ft) =	\$	549.27
5% Mobilization	\$	109,785.00
5% MOT	\$	109,785.00
2% Contingency	\$	43,914.00
Total Bridge Cost =	\$	2,459,188.92

VE TEAM B-3

Cost Estimate
 Widen Four Span
 Steel Beams--Endrolls

Project: 99594g HorseStamp Church
 Project Number: FTC-T 220-000-0095-01(167)
 Made By: HHD Date: 20-Mar-09
 Checked By: - Date: -

Tag	Pay Item	Description	Quantity	Unit	Unit Cost	Cost
56	207-0203	FOUND BK FILL MATL, TP II	69	CY	\$ 54.34	\$ 3,749.46
64	211-0200	BRIDGE EXCAVATION, GRADE SEPARATION	510	CY	\$ 34.58	\$ 17,635.80
121	441-0004	CONC SLOPE PAV, 4 IN	1693	SY	\$ 45.81	\$ 77,556.33
170	500-0100	GROOVED CONCRETE	2815	SY	\$ 4.67	\$ 12,212.05
171	500-1006	SUPERSTR CONCRETE, CL AA, BR NO -	770	LS	\$ 762.55	\$ 587,171.20
174	500-2100	CONCRETE BARRIER	552	LF	\$ 42.80	\$ 24,053.60
176	500-3002	CLASS AA CONCRETE	535	CY	\$ 458.44	\$ 251,315.40
191	501-3000	STR STEEL, BR NO -	546372	LS	\$ 2.19	\$ 1,200,934.83
202	511-1000	BAR REINF STEEL	74611	LB	\$ 0.89	\$ 65,657.68
203	511-3000	SUPERSTR REINF STEEL, BR NO -	175350	LS	\$ 0.92	\$ 161,331.20
225	520-2214	PILING, PSC, 14 IN SQ	1090	LF	\$ 60.85	\$ 55,404.70
227	520-2218	PILING, PSC, 18 IN SQ	2540	LF	\$ 57.38	\$ 162,959.20
247	520-1147	PILOT HOLES	356	LF	\$ 503.43	\$ 179,221.08
208	518-1000	RAISE EXISTING BRIDGE, STA -	1	LS	\$ 103,759.09	\$ 103,759.09
209	519-0400	CONCRETE OVERLAY, PORTLAND CEMENT VARB THK	432	SY	\$ 335.00	\$ 144,608.33

Bridge Sub Total = \$ 3,057,569.95
 Deck Area Per Side (sq ft) = BL (BW) = \$ 3,997.50
 Unit Cost (\$ / sq ft) = \$ 764.37

5% Mobilization \$ 152,878.00
 5% MOT \$ 152,878.00
 2% Contingency \$ 61,151.00

Total Bridge Cost = \$ 3,424,476.95

VE TEAM B-4

Cost Estimate

Four Span

TYPE III--Endrolls

Project : 99594g HorseStamp Church
 Project Number : FTC-T 227-000-0095-01(167)
 Made By : HHD Date : 20-Mar-00
 Checked By : - Date : -

Tag	Pay Item	Description	Quantity	Unit	Unit Cost	Cost
66	207-0203	FOUND BK FILL MATL, TP II	69	CY	\$ 34.34	\$ 3,749.46
64	211-0200	BRIDGE EXCAVATION, GRADE SEPARATION	510	CY	\$ 34.55	\$ 17,635.50
121	441-0004	CONC SLOPE PAV, 4 IN	1693	SY	\$ 45.91	\$ 77,553.33
170	500-0100	GROOVED CONCRETE	2615	SY	\$ 4.67	\$ 12,212.05
171	500-1006	SUPERSTR CONCRETE, CL AA, BR NO -	770	LS	\$ 762.56	\$ 587,171.20
174	500-2100	CONCRETE BARRIER	562	LF	\$ 42.30	\$ 24,053.60
175	500-3032	CLASS AA CONCRETE	535	CY	\$ 468.44	\$ 261,315.40
196	507-9003	PSC BEAMS, AASHTO TYPE III, BR NO -	3905	LF	\$ 142.77	\$ 557,516.85
202	511-1000	BAR REINF STEEL	74611	LB	\$ 0.89	\$ 65,557.88
203	511-3000	SUPERSTR REINF STEEL, BR NO -	175360	LS	\$ 0.92	\$ 161,331.20
225	520-2214	PILING, PSC, 14 IN SQ	1090	LF	\$ 50.83	\$ 55,404.70
227	520-2219	PILING, PSC, 18 IN SQ	2840	LF	\$ 57.35	\$ 162,959.20
247	520-1147	PILOT HOLES	356	LF	\$ 503.43	\$ 179,221.08
259	540-1101	REMOVAL OF EXISTING BR, STA NO -	1	LS	\$ 115,792.88	\$ 115,792.88
Bridge Sub Total =						\$ 2,281,577.43
Deck Area Per Side (sq ft) = BL (BW) =						\$ 25,040.75
Unit Cost (\$ / sq ft) =						\$ 91.11
5% Mobilization						\$ 114,079.00
5% MOT						\$ 114,079.00
2% Contingency						\$ 45,632.00
Total Bridge Cost =						\$ 2,555,367.43

Fadool, Douglas

From: Matthews, Tim
Sent: Friday, April 17, 2009 10:20 AM
To: 'Carlos.Figueroa@dot.gov'
Cc: Myers, Lisa; Wishon, Ron; Fadool, Douglas; Shrujal Amin
Subject: RE: VE NH000-0095-01(167) Camden PI No. 511430

Carlos,

You are correct. The amended response for T-6 should be "reject" the use of asphalt on the ramps. We will use concrete on the shoulders.

Thank you,

Tim W. Matthews, P.E.
Design Engineer Group Manager
Georgia Department of Transportation
600 West Peachtree Street - 25th Floor
Atlanta, GA 30308
Office of Road Design
Phone: 404-631-1552
Fax: 404-631-1949

From: Carlos.Figueroa@dot.gov [mailto:Carlos.Figueroa@dot.gov]
Sent: Thursday, April 16, 2009 8:43 PM
To: Matthews, Tim
Subject: RE: VE Study Report for NH000-0095-01(167) Camden PI No. 511430

Tim,

Thanks for addressing my questions. I don't have further comments regarding EA-5, EA-11, and B-4. On T-6, let's go ahead and keep the ramps in concrete. I think Shrujal meant to say to revise the final disposition to "reject" instead of "accept". Please clarify this.

Thanks,

Carlos F. Figueroa

From: Matthews, Tim [mailto:tmatthews@dot.ga.gov]
Sent: Monday, April 13, 2009 8:43 AM
To: Figueroa, Carlos <FHWA>; Myers, Lisa; Liles, Paul; Wishon, Ron
Cc: Story, Brent; Casey, Andy; 'Shrujal Amin'; Scott Brazell; Sam Deeb
Subject: FW: VE Study Report for NH000-0095-01(167) Camden PI No. 511430

Carlos,

Thank you for the comments you sent regarding the VE proposal for Horse Stamp Church Road. After review of your comments, Shrujal Amin from MAII has prepared the responses below. You will also find attachments to this email in reference to below. We are still waiting on a response from GDOT's bridge office regarding idea B-4. Should you have any other questions or concerns please let us know.

Thanks so much,

Tim W. Matthews, P.E.

Design Engineer Group Manager
Georgia Department of Transportation
600 West Peachtree Street - 25th Floor
Atlanta, GA 30308
Office of Road Design
Phone: 404-631-1552
Fax: 404-631-1949

From: Shrujal Amin [mailto:samin@maai.net]
Sent: Saturday, April 11, 2009 12:38 PM
To: Matthews, Tim
Cc: Buddy Gratton; Jerry Brinson; Scott Brazell; Sam Deeb
Subject: RE: VE Study Report for NH000-0095-01(167) Camden PI No. 511430

Tim,

Here are our responses to the FHWA questions. Let me know if you need any more information. Sam Deeb, of our structural group has spoken with several folks in your Bridge Office about the fourth comment. We are fairly confident that they will agree with our recommendation. I will let you know more once we get their conclusion. If you need anything else in the meantime, please let me know.

1. Idea E-5. Please provide additional information about how the realignment of the SB exit ramp could cause additional impacts to wetlands in the SW quadrant.

In addition to the \$255,000 in added construction costs and potential displacement, Idea E-5 would increase the wetland impacts in the southwest quadrant based on the sketch in the Value Engineering Study Report. Realignment of the southbound exit ramp (in the northwest quadrant of the interchange), in and of itself, would have no impact on the southwest quadrant. However, Idea E-5 would entail reconfiguring the southbound entrance ramp location and this would impact the wetlands. The sketch is attached for reference.

2. Idea E-11. Verify more in detail whether the loop ramp is really going to run through the wetland area. In addition, verify, calculate, and provide in detail the wetland area to be impacted in order to have a better idea about the type of permit is needed for the impact.
There could be approximately 1200 linear feet of impact. Based on the terrain and the template for the joined ramps, the affected wetland area would be approximately 3 acres. (see attached wetland overlay sketch and wetland locations).

3. Idea T-6. Please provide the percentage of truck traffic and the projected percentage of truck traffic with the expected county growth. In previous responses, it was stated that the county is expecting significant growth which involves economic growth, and involves a large percentage of truck traffic. Having concrete ramps with concrete shoulders is ideal when expecting a large percentage of truck traffic. I also believe GDOT prefers to build concrete ramps with concrete shoulders. I understand they are easier to build and provide less constructability issues at the shoulder-ramp joint.

We have no issue with keeping the ramps concrete. It is, in fact, better in terms of constructability and durability. We propose revising the final disposition to "Accept".

4. Idea B-4. Please talk to the Bridge Office and see what they have to say about the increase in costs if this idea is implemented. I think this is a good idea since it will be lowering the profile and reducing earthwork quantities. I'm not convinced how this would increase the cost.

We have contacted the Bridge Office. Paul Liles is reviewing the comments.

Shrujal Amin, PE
Moreland Altobelli Associates, Inc.
2211 Beaver Run Road, Suite 190
Norcross, GA 30071
770-263-5945 (office)
404-840-2741 (mobile)
770-263-0166 (fax)
www.maai.net

-----Original Message-----

From: Matthews, Tim [mailto:tmatthews@dot.ga.gov]
Sent: Tuesday, April 07, 2009 11:29 AM
To: 'Shrujal Amin'
Subject: FW: VE Study Report for NH000-0095-01(167) Camden PI No. 511430
Importance: High

Shrujal,

Have you had a chance to address the comments by FHWA regarding the VE study? You can send them to me via email and I will forward them on to FHWA.

Tim W. Matthews, P.E.
Design Group Manager
Georgia Department of Transportation
600 West Peachtree Street - 25th Floor
Atlanta, GA 30308
Office of Road Design
Phone: 404-631-1552
Fax: 404-631-1949

From: Fadool, Douglas
Sent: Tuesday, April 07, 2009 11:25 AM
To: Matthews, Tim
Cc: Myers, Lisa
Subject: RE: VE Study Report for NH000-0095-01(167) Camden PI No. 511430

Tim,
When do you expect to have the comments below addressed by?
Thank you.

Douglas Fadool, AVS
Value Specialist
404-631-1764

From: Carlos.Figueroa@dot.gov [mailto:Carlos.Figueroa@dot.gov]
Sent: Thursday, April 02, 2009 5:32 PM
To: Matthews, Tim; Myers, Lisa; Liles, Paul; Wishon, Ron
Cc: Fadool, Douglas; samin@maai.net; sbrazell@co.camden.ga.us; R.Wayne.Fedora@dot.gov
Subject: RE: VE Study Report for NH000-0095-01(167) Camden PI No. 511430

Tim,

I have the following comments on the responses for the VE Study for the above referenced project:

1. Idea E-5. Please provide additional information about how the realignment of the SB exit ramp could cause additional impacts to wetlands in the SW quadrant.

2. Idea E-11. Verify more in detail whether the loop ramp is really going to run through the wetland area. In addition, verify, calculate, and provide in detail the wetland area to be impacted in order to have a better idea about the type of permit is needed for the impact.

3. Idea T-6. Please provide the percentage of truck traffic and the projected percentage of truck traffic with the expected county growth. In previous responses, it was stated that the county is expecting significant growth which involves economic growth, and involves a large percentage of truck traffic. Having concrete ramps with concrete shoulders is ideal when expecting a large percentage of truck traffic.

I also believe GDOT prefers to build concrete ramps with concrete shoulders. I understand they are easier to build and provide less constructability issues at the shoulder-ramp joint.

4. Idea B-4. Please talk to the Bridge Office and see what they have to say about the increase in costs if this idea is implemented. I think this is a good idea since it will be lowering the profile and reducing earthwork quantities. I'm not convinced how this would increase the cost.

Thanks,

Carlos F. Figueroa

Transportation Engineer
Federal Highway Administration
Georgia Division
61 Forsyth St. SW Suite 17T100
Atlanta, GA 30303
404-562-3644

From: Matthews, Tim [mailto:tmatthews@dot.ga.gov]

Sent: Wednesday, March 25, 2009 4:30 PM

To: Myers, Lisa; Rice-Singleton, Genetha; Story, Brent; Casey, Andy; Liles, Paul; Ingalsbe, Bill; DuVall, Bill; Kim, Stanley; Dollar, Robert (Bobby); Adesesan, Olufunmilayo (Funmi); Magnus, James; Murphy, Will; Knox, Cory; Czech, Bryan; Werho, Ken; Wishon, Ron

Cc: Figueroa, Carlos <FHWA>; Fadool, Douglas; 'Shrujal Amin'; Scott Brazell

Subject: RE: VE Study Report for NH000-0095-01(167) Camden PI No. 511430

Attached you will find the responses to the VE study for the above subject project. If you need me to mail you a hard copy please let me know.

Thank you,

Tim W. Matthews, P.E.

Design Group Manager
Georgia Department of Transportation
600 West Peachtree Street - 25th Floor
Atlanta, GA 30308
Office of Road Design
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From: Myers, Lisa

Sent: Thursday, February 26, 2009 1:15 PM

To: Rice-Singleton, Genetha; Story, Brent; Casey, Andy; Matthews, Tim; Liles, Paul; Ingalsbe, Bill; DuVall, Bill; Kim, Stanley; Dollar, Robert (Bobby); Adesesan, Olufunmilayo (Funmi); Magnus, James; Murphy, Will; Knox, Cory; Czech, Bryan; Werho, Ken
Cc: Figueroa, Carlos; Fedora, R.Wayne; Fadool, Douglas
Subject: VE Study Report for NH000-0095-01(167) Camden PI No. 511430

The Final Report for the Value Engineering Study conducted on the above referenced project has been completed. To access a copy of this report, please go to the VE Study folder on PC Common or the FTP site. The VE Study reports are labeled by PI Number.

<\\Gdot.ad.local\gdot\UniversalCommon\Pccommon\VE Study Reports\511430.pdf>

Thanks for your help with the VE process.

Lisa Myers, AVS 😊
Design Review Engineer Manager/VE Coordinator

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PRECONSTRUCTION STATUS REPORT FOR PI:511430-

PROJ ID : 511430- Camden
COUNTY : 0.70
LENGTH (MI) : NH000-0095-01(167)
PROJ NO.: Matthews, Tim
PROJ MGR: Road Design
OFFICE : Local Design, Local PE funds
CONSULTANT: GDOT
SPONSOR :
DESIGN FIRM:

MGMT LET DATE : 03/15/2010
MGMT ROW DATE : 03/15/2009
SCHED LET DATE : 6/3/2010
WHO LETS?: GDOT Let
LET WITH :

DOT DIST: 5
CONG. DIST: 1
BIKE: N
MEASURE: E
NEEDS SCORE: 4
BRIDGE SUFF:

MPO: Not Urban
TIP #:
MODEL YR : Interchange
TYPE WORK: INTERCHANGE
CONCEPT: New Construction
PROG TYPE: N
Prov. for ITS:

BOND PROJ :

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
5/19/2009		Concept Development	6/1/2005	3/23/2006	100
		Concept Meeting	9/15/2005	9/15/2005	100
		PM Submit Concept Report	2/7/2006	2/7/2006	100
		Receive Preconstruction Concept Approval	2/17/2006	2/24/2006	100
		Management Concept Approval Complete	2/24/2006	3/23/2006	100
		Value Engineering Study	10/29/2008		85
		Public Information Open House Held	2/2/2006	2/2/2006	100
		Environmental Approval	1/24/2002	11/3/2008	100
		Field Surveys/SDE	3/1/2004	6/1/2004	100
		Preliminary Plans	3/3/2006	8/1/2008	100
		Preliminary Bridge Design	6/29/2006	1/18/2007	100
		Underground Storage Tanks	1/3/2008	2/18/2008	100
		404 Permit Obtainment	11/17/2008	12/15/2008	0
5/8/2009	9/25/2009	FFPR Inspection	12/23/2008	1/2/2009	100
		R/W Plans Preparation	1/21/2009	1/30/2009	85
5/28/2009	4/7/2010	L & D Approval	1/15/2009		100
8/21/2009	9/3/2009	R/W Acquisition			0
		Stake R/W	9/11/2006	9/13/2006	0
		Soil Survey	8/25/2006	12/21/2006	100
5/8/2009	1/15/2010	Bridge Foundation Investigation			0
		Final Design			0
7/1/2009	10/20/2009	Final Bridge Plans Preparation			0
2/8/2010	2/9/2010	FFPR Inspection			0
2/23/2010	3/8/2010	Submit FFPR Responses (OES)			0

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2008	2008	171,095.00	HY10	AUTHORIZED	12/21/1999
PE	2008	2008	401,600.00	LY10	AUTHORIZED	12/21/1999
PE	2000	2000	327,305.00	Q05	AUTHORIZED	12/21/1999
ROW	LOCL	LOCL	585,600.00	LOC	PRECST	
CST	2010	2011	4,101,300.00	H640	PRECST	
CST	2010	2011	13,087,225.15	L050	PRECST	

Phase	Cost	Fund
PE Cost Est. Amt:		Q05
PE Cost Est. Amt:	401,600.00	LY10
PE Cost Est. Amt:	585,600.00	HY10
ROW Cost Est. Amt:	3,720,000.00	LOC
CST Cost Est. Amt:	11,870,499.00	L050
CST Cost Est. Amt:	9,520,000.00	H640

ACTIVITY
 ASSIGNED ROAD DESIGN ON 3/26/1999. IJR not approved. 9/30/03. IJR approved in May 2005. 8/23/05.
 PSR 02/04/08
 TWM-MAIL Addressing FHWA ROW comments (4-2009)
 CE/Arvd 11-3-08(On SchedR/W)updated 3-2-09) Dollar
 PFA SGN CAMDEN DO ROW/UTIL 100% PE OVER \$800K 5-30-07.
 FHWA approved IJR 5-10-05. Need to pave Ella Park Church Rd and provide adequate access control on east side of 195
 FY 05 EARMARK H640 NCPD \$
 # 1 12-05/#2 6-07/#3 6-08/#4 12-08
 CAHNSID LCL CNSLNT PLNSARE:VW/032801\$?PFPRsent11/21/08R/W
 1st submissions 3 of 3 to Design; ready for PEPR 09/15/06
 INTERCHANGE, PE BY COUNTY

ACTUAL START
 6/1/2005
 9/15/2005
 2/7/2006
 2/17/2006
 2/24/2006
 10/29/2008
 2/2/2006
 1/24/2002
 3/1/2004
 3/3/2006
 6/29/2006
 1/3/2008
 11/17/2008
 12/23/2008
 1/21/2009
 1/15/2009
 9/11/2006
 8/25/2006

ACTUAL FINISH
 3/23/2006
 9/15/2005
 2/7/2006
 2/24/2006
 3/23/2006
 2/2/2006
 11/3/2008
 6/1/2004
 8/1/2008
 1/18/2007
 2/18/2008
 12/15/2008
 1/2/2009
 1/30/2009
 9/13/2006
 12/21/2006

STIP AMOUNTS

Phase **Cost** **Fund**
 PE 0.00 Q05
 PE 0.00 LY10
 PE 0.00 HY10
 ROW 9,520,000.00 LOC
 CST 3,000,000.00 H640

District Comments
 TAS \$ 3.6 million in Earmark money; 5-10-05/FHWA approved interchange in letter to Commissioner, pending final approval; this includes completion of the Concept, environmental process, and review of final design plans; also Ella Park Church Rd must be improved from interchange to Dover Bluff Rd/9-13-05/Initial Concept meeting 9-15-05/9-26-05/concept report ready to submit for review; 2-2-06/PIOH held/2-12-07/CE has been sent back to consultant to address comments 1-07

Acquired by: LOC
Acquisition MGR: Cravey, Mack (LOC)
R/W Cert Date:

Cond. Filed:
Relocations:
Acquired:

Pre. Parcel CT: 10 **Total Parcel in ROW System:**
Under Review: **Options - Pending:**
Released: **Condemnations- Pend:**

DEEDS CT:

