

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0149-01(030) Bulloch **OFFICE:** Engineering Services
P.I. No.: 522460-
SR 67 Widening **DATE:** May 14, 2012

FROM: Lisa L. Myers, State Project Review Engineer *llm*

TO: Bobby K. Hilliard, P.E. State Program Delivery Engineer
Attn.: David Moyer, Office of Program Delivery

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held January 23-26, 2012. Responses were received on May 10, 2012. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

ALT #	Description	Potential Savings/ LCC	Implement	Comments
A-1 & A-2	Construct SR 67 as a 5-lane roadway from the I-16 N ramp intersection to the north side of the Griffin-Futch House historic area (Sta. 380+00).	\$397,000	No	The 55 mph speed design for this rural arterial warrants a 44 feet wide median, but it was reduced to 32 feet wide and the only reduction to the five lane undivided sections is to minimize historical impacts along this corridor. The current design which uses a variety of these typical sections was established through several studies and public meetings. District designers have determined that the use of grassed median sections will add long term value to this project.
A-9	Shift the new SB bridge closer to the existing bridge and reduce the median width from 44 feet to 32 feet (Sta. 330+00 /Woodcock Branch).	\$32,000	Yes	This will be done.

A-10	Keep the 5-lane roadway and shift the alignment to the west from Sta. 343+00 to Sta. 370+00 to reduce or eliminate impacts to historic property on the east side.	\$0	No	The current design was developed in consultation and coordination with SHPO and by shifting the alignment west the additional required right of way would adversely affect the Griffin/Futch House/Resource #11. Besides impacting the existing pecan tree grove, this shift would move the road even closer to a historic barn located only 35 feet from the current edge of pavement. These negative effects are not worth implementing when there is no value added documented in the form of cost savings for this idea.
A-10.1	Continue the divided 4-lane roadway and shift the mainline alignment to the west from Sta. 343+00 to Sta. 370+00 to reduce or eliminate impacts to historic property on the east side.	Cost increase (\$54,000)	No	The current design was developed in consultation and coordination with SHPO and by shifting the alignment west the additional required right of way would adversely affect the Griffin/Futch House/Resource #11. Besides impacting the existing pecan tree grove, this shift would move the road even closer to a historic barn located only 35 feet from the current edge of pavement. These negative effects are not worth implementing when there are added costs associated with this idea.
B-10	Construct a V Gutter through the 5-lane section at Sta. 370+00 to Sta. 374+00 in lieu of the standard curb and gutter.	Cost increase (\$3,000)	Yes	This will be done.
I-2	Shift the new SB roadway alignment closer to the existing box culvert location and reduce the median width from 44 feet to 32 feet (Sta. 391+50).	\$30,000	Yes	This will be done.

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

Approved: Gerald M. Ross Date: 5/15/12
Gerald M. Ross, PE, Chief Engineer

**STP00-0149-01(030) Bulloch County
Implementation of Value Engineering Study Alternatives**

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LLM/MJS

Attachments

c: Russell McMurry
Bobby Hilliard/Stanley Hill/David Moyer
Brad Saxon/Dennis Odom/Rebecca Thigpen
Paul Liles/Ben Rabun/Bill Duvall
Melissa Harper
Bobby Dollar
Will Murphy/Claude "CR" Jackson
Ken Werho
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE STP00-0149-01(030), Bulloch County OFFICE Program Delivery
P.I. No. 522460
SR 67 from I-16 to Statesboro Bypass DATE May 7, 2012

FROM ^{S.H.}_{SH} Bobby K. Hilliard, P.E., State Program Delivery Engineer

TO Lisa Myers, State Project Review Engineer
Attention: Matt Sanders

SUBJECT **Value Engineering Study Report Responses**

The above referenced project consists of widening of SR 67 to four travel lanes from I-16 to the Statesboro Bypass.

In the attached letter, District 5 Design, the design for this project, has responded to the Value Engineering Study Report recommendations. Concurrences from the appropriate GDOT Offices are also attached.

The Office of Program Delivery concurs with District 5 Design's implementation recommendations, as well as recommendations provided by the Division of Engineering (Office of Bridge Design).

If there are any questions, please contact David Moyer of this Office at (404) 291-588

^{S.H.}
BKH: SH: DGM
Attachments

cc: Russell McMurray, Director of Engineering

- **Idea A-10:** Keep the 5-lane roadway and shift the alignment to the west between Stations 343-370 to reduce/eliminate impacts to historic property on the east side.

VE Savings: \$0

Recommendation: No, will not implement.

Resource 11/Griffin-Futch House is an agricultural property that contains a historic house, pecan grove, and agricultural fields on the west side of SR 67, as well as a historic barn and agricultural fields on the east side. The project has been designed to minimize impacts to the farm in order to avoid adverse effects to the resource. These effects would involve 4(f) and cause delays in project implementation. Although the current design does impact three of the pecan trees on the west side, it avoids impacting the historic barn which is located 35 feet from the current edge of pavement. This design was developed in consultation with SHPO, and their agreement with the current design and its effect will allow the project to advance. SHPO has in the past been in favor of reworking ditches, etc. for drainage purposes on historical properties. By shifting the alignment to the west as proposed by this study, we run the risk of affecting the REQD RW even further in the north-west quadrant of Resource no. 11, which could further affect the existing pecan tree grove. This would be an immediate adverse effect to the historical resource. There are no proposed savings to implement either the VE studies recommendation, or to keep the design the same. Right of way impacts would change locations, but the cost would remain the same.

- **Idea A-10.1: Alternative to Idea A-10-** Continue the divided 4-lane roadway and shift the mainline alignment to the west between Station 343-370 to reduce/eliminate impacts to historic property on the east side.

VE Savings: (\$54,000)

Recommendation: No, will not implement

Resource 11/Griffin-Futch House is an agricultural property that contains a historic house, pecan grove, and agricultural fields on the west side of SR 67, as well as a historic barn and agricultural fields on the east side. The project has been designed to minimize impacts to the farm in order to avoid adverse effects to the resource. These effects would involve 4(f) and cause delays in project implementation. Although the current design does impact three of the pecan trees on the west side, it avoids impacting the historic barn which is located 35 feet from the current edge of pavement. This design was developed in consultation with SHPO, and their agreement with the current design and its effect will allow the project to advance. SHPO has in the past been in favor of reworking ditches, etc. for drainage purposes on historical properties. By shifting the alignment to the west as proposed by this study, we run the risk of affecting the REQD RW even further in the north-west quadrant of Resource no. 11, which could further affect the existing pecan tree grove. This would be an immediate adverse effect to the historical resource.

Also, this also creates a very short 950' 5-lane section of roadway between the Griffin-Futch House and the 32' median beginning just prior to the culvert extension@ Zetterower Branch. There is no cost savings with this recommendation.

- **Idea B-10:** Use V-Gutter in the 5-lane roadway section at Stations 370-374 in-lieu-of standard Type 7 Curb and Gutter.

VE Savings: (\$3,000)

Recommendation: **Yes, will implement.**

- **Idea I-2:** Shift the new SB roadway alignment closer to the existing box culvert and reduce the median width from 44 feet to 32 feet (Station 391+50)

VE Savings: \$30,000

Recommendation: **Yes, will implement.**

The office of bridge design concurs with this decision. "The bridges can be built with a reduced median width."-Bill Duvall (Office of Bridge Design).

If you have any questions and/or comments, please contact Brad Saxon at (912)427-5715/ bsaxon@dot.ga.gov or Rebecca Thigpen at (912) 427-5794/ rethigpen@dot.ga.gov.

BWS:ADO:RYT

Copy: Bill Duvall, Bridge Office
Atlanta Files
Jesup Files