

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** HPP-NH-012-1(85)LP Floyd, PI# 621660- **OFFICE:** Engineering Services  
NH-012-1(86)LP Floyd, PI# 621670-

**DATE:** August 15, 2002

**FROM:** David Mulling,  Project Review Engineer

**TO:** Ben Buchan, Consultant 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 projects

| ALT #                        | Description  | Savings PW & LLC | Implement? | Comments                           |
|------------------------------|--|------------------|------------|------------------------------------|
| <b>Southwest Bypass (SW)</b> |  |                  |            |                                    |
| SW-2                         | Change median from 44' to 20' with Conc. Barrier in cut areas                    | \$6,560,480      | Yes        |                                    |
| SW-5                         | Adjust the sag vertical curve near 1169+00 to reduce cut                         | \$2,752,965      | Yes        |                                    |
| SW-8                         | Utilize rock cut materials for PCC aggregates                                    | \$3,569,603      | Yes        | Depends on acceptable rock quality |
| SW-10                        | Connect SR 53 Near 1169+00 of Bypass to eliminate mainline bridges.              | \$1,576,520      | No         | See attached comments              |
| SW-22                        | Flatten fill slopes to eliminate retaining walls 1100+00 to 1103+00              | \$1,909,985      | Yes        | Already implemented                |
| SW-27                        | Utilize existing rock cuts for graded aggregate base                             | \$1,200,089      | Yes        | Depends on acceptable rock quality |
| <b>West Bypass (WB)</b>      |  |                  |            |                                    |
| WB-3                         | Lay back cut slopes to eliminate retaining wall proposed for unstable conditions | \$1,667,400      | Yes        | OMR has concurred                  |
| WB-11                        | Relocate Horseleg Creek Rd. to eliminate median crossover at 165+00.             | \$36,907         | Yes        |                                    |
| WB-15                        | Eliminate intersection with Turner Bend Road. Cul-de-sacs at ends.               | \$621,483        | No         | See attached comments.             |
| <b>General (GN)</b>          |  |                  |            |                                    |
| G-1                          | Combine the West & Southwest Bypasses into one contract for letting              | \$2,500,000      | Yes        | Alternate to separate contracts.   |

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Design suggestions are indicated in the table below. Consider the design suggestions in the design of the projects.

| Design Suggestions |  |          |
|--------------------|--|----------|
| Item #             | Description  | Comments |
| GN-2               | Coordinate these units of the Rome Bypass with the other bypass segments.                        |          |
| GN-3               | Review mineral rights situation  |          |
| GN-4               | Coordinate the proposed typical sections for the projects  |          |
| GN-5               | Designate haul roads to be utilized during construction  |          |
| GN-6               | Review wetland mitigation and stream impacts   |          |
| SW-26              | Review stream impacts on the ease end of the alignment   |          |
| SW-11              | Pipe/channel streams that appear to be drained & filled. Adjust drainage to reduce bridge width. |          |
| WB-10              | Avoid use of CR 260 as eastbound connector   |          |

Approved:  Date: 9/3/02  
**Frank L. Danchetz, P. E., Chief Engineer**

DTM

Attachment

- c: Nabil Raad, Traffic Safety and Design, TMC  
 Mary Mitchell, Office of Environment/Location  
 Vince Wilson, Bridge Design, G. O.  
 John Erigha, Materials and Research, Forest Park  
 Dickey Forrester, Construction, G. O.  
 Jerry Milligan, Right of Way, West Annex  
 Ron Wishon, Engineering Services, G. O.

## Reasons not to implement Value Engineering Alternatives SW-10 and WB-15.

### **SW-10**

Initial investigation of the feasibility for a direct connection from U 411/SR 53 to the proposed bypass indicates that the cost to construct a 2-lane connector road for US 411/SR 53 would outweigh the cost of bridges over U 411/SR 53. There is an eligible historic resource at the location of the connector, as shown on the map in the report. The alignment of the connector would need to be shifted eastward toward Jones Lake, which would make the connector longer and traversing hilly terrain. If the abandoned railroad just north of U 411/SR 53 is found to be historic, it would need to be intersected at grade or grade separated. Due to the length of the connector and the terrain, it may be difficult to intersect the railroad at-grade. It may have to be bridged or separated with the use of a large culvert, which would increase the cost of the connector. Large Flowered Skullcap (endangered species) have been found in many areas near the proposed alignment, which means there is a good chance there could be more in the area where the connector road is recommended. A detailed study would need to be completed to determine the exact cost of the recommended connector road, and the area would need to be surveyed by ecologists to determine if there are endangered species along that alignment. US 411/SR 53 currently has multi-lane access from US 27/SR 1 to US 411 east of Rome, which decreases any need for a direct connection to the proposed bypass.

### **WB-15**

Inland Container Corporation, Floyd County's second largest employer, is located to the west of the proposed alignment for the West Rome Bypass at SR 20 and Mays Bridge Road. Floyd County has made a commitment to improve Turner Bend Road and Mays Bridge Road in order to provide better access for Inland employees and truck traffic from the West Rome Bypass. The median opening at Turner Bend Road is vital to efficient operations in this area.