

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENTAL CORRESPONDENCE

FILE: HPPNH-0012-01(085), Floyd County
P.I. No. 621660
West Rome Bypass

OFFICE: Program Delivery
DATE: March 30, 2011

FROM: Bobby Hilliard, P.E., State Program Delivery Engineer *Son S.H.*

TO: Ron Wishon, State Project Review Engineer

SUBJECT: **Value Engineering Implementation Revision Request**

This office requests a (VE) Study Implementation Revision on the above noted project. The VE Implementation Letter was issued by your office September 3, 2002.

We request to revise the implementation of Alternative # WB-11 from implement to not implement. This alternate as written in the VE study would relocate Horseleg Creek Road to eliminate a median crossover at Sta. 165+00 with a cost savings of \$36,907.

As design progressed, an access road was provided to give access to two properties across from Horseleg Creek Road. This section of Horseleg Creek Road has driveways for three properties. The length to the next median opening for Horseleg Creek Road traffic accessing West Rome Bypass wanting to travel northbound would be at Sta. 117+00, approximately 4800 ft., at which point vehicles would have to make a u-turn movement to travel that direction. For the Access Road traffic accessing West Rome Bypass wanting to travel southbound, vehicles would have to travel to Sta. 188+00, approximately 2500 ft., to make a u-turn movement to travel southbound on West Rome Bypass. Due to these lengths, the median crossover was left in. The negotiations on these properties were based on this median crossover being constructed. Right of way was certified on December 15, 2010. This project has a current Let Date of July 22, 2011.

Because of these reasons, it is recommended to revise Alternative WB-11 from implement to not implement.

Concur: *Ronald E. Wishon*
Project Review Engineer
Date 4-5-11

Concur: *James B. Bule*
Director of Engineering
Date 4/11/11

Approved: *David M. P...*
Chief Engineer
Date 4/14/2011

Approved: *Michael J. Conner*
FHWA Division Administrator
Date 4/19/2011

S.H.
BKH:SH:tr

Attachments: Plan sheets 54, 55; Implementation letter
cc:

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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
Southwest Bypass (SW)				
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
West Bypass (WB)				
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.
General (GN)				
G-1	Combine the West & Southwest Bypasses into one contract for letting	\$2,500,000	Yes	Alternate to separate contracts.

14,200
21,700

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Implementation of Value Engineering Study Alternatives
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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.