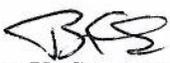


**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** STP-186-1(25), BHF-186-1(20) Paulding OFFICE: Engineering Services  
BRST-186-1(41) Paulding  
P.I. Nos. 621720, 621022, & 632921  
S.R. 92 Widening/Reconstruction

**DATE:** February 5, 2007

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

**TO:** Brent Story, P.E., State Road and Airport 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
1	Provide precast concrete arch in lieu of a conventional bridge over the Silver Comet Trail	\$338,115	No	The decision was made early in the design to accommodate a future commuter rail system. An arch culvert would not allow for future expansion.
2	Minimize the length of Nebo Road improvements	\$179,229	Yes	This will be done.
3	Minimize the length of Hiram-Sudie Road improvements	\$265,592	Yes	This will be done.
6	Eliminate Hardy Circle access to S.R. 92 at Sta. 279+00	\$162,366	No	This access has already gone through the GDOT Public Involvement Process.
8	Reduce the northbound left turn lane to Hiram-Sudie Road	\$13,601	No	The length is required per the capacity analysis using the Highway Capacity Software.
12	Reduce the northbound and southbound turn lanes to Macland Road	\$261,952	No	The length is required per the capacity analysis using the Highway Capacity Software.

**STP-186-1(25), BHF-186-1(20), & BRST-186-1(41) Paulding  
P.I. Nos. 621720, 621022, & 632921  
Implementation of Value Engineering Study Alternatives  
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ALT #	Description	Potential Savings/LCC	Implement	Comments
13	Eliminate sidewalks and associated curb and gutter south of Nebo Road	\$219,486	Yes	This will be done. There appears to be less pedestrian traffic in this area.
15	Reduce fill north of railroad by using guardrails and 2:1 embankment slopes	\$546,398	Yes	This will be done.
19	Eliminate sidewalks and curb and gutter south from Sta. 145+00 to S.R. 120	\$1,144,990	No	An urban section was used to minimize R/W impacts.
20	Eliminate all sidewalks and associated curb and gutter in non-business areas	\$1,254,767	No	An urban section was used to minimize R/W impacts.
22	Use landscaped medians	Design Suggestion	No	Would require a commitment from the local government to provide funding and future maintenance.
24	Use mechanically stabilized earth walls between Church and Dallas Streets	-\$717,491 (cost increase)	No	Could be considered during R/W negotiations

A meeting was held on February 2, 2007 and Clay Bastian and Walt Taylor of Road Design, and Brian Summers, Ron Wishon and Lisa Myers of Engineering Services were in attendance.

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

Approved: David E. Studstill, Jr. Date: 2/9/07  
David E. Studstill, Jr., P. E., Chief Engineer

BKS/REW

Attachments

**STP-186-1(25), BHF-186-1(20), & BRST-186-1(41) Paulding  
P.I. Nos. 621720, 621022, & 632921  
Implementation of Value Engineering Study Alternatives  
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c: Gus Shanine, FHWA  
Clay Bastian  
Walt Taylor  
Kenny Beckworth  
Paul Condit  
Ken Werho  
Judy Meisner  
Lisa Myers

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE STP-186-1(25) Paulding County OFFICE Road Design  
PI No.: 621720  
SR 92 Widening and Reconstruction DATE January 26, 2007  
FROM *Brent A. Story*  
Brent Story, P.E., State Road and Airport Design Engineer  
TO Brian Summers, P.E., Project Review Engineer  
Attention: Lisa Myers

**SUBJECT VALUE ENGINEERING STUDY – FINAL REPORT RESPONSE**

Below are the responses to the Value Engineering Study conducted on September 20-22, 2006, for the above referenced project. Each comment was studied and addressed by the Department's Project Manager.

**ALTERNATIVE NUMBER 1:**

*Provide pre-cast concrete arch in lieu of a conventional bridge over the Silver Comet Trail.*

COMMENTS:

Early in the design process we were instructed to design the bridge to accommodate a future commuter rail. A concrete arch would not provide the structural capacity or adequate horizontal clearance for a commuter train. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 2:**

*Minimize the length of Nebo Road improvements.*

COMMENTS:

We have verified that we can reduce the improvements along Nebo Road. The implementation of this alternative is recommended.

**ALTERNATIVE NUMBER 3:**

*Minimize the length of Hiram-Sudie Road improvements*

COMMENTS:

We have verified that we can reduce the improvements along Hiram-Sudie Road. The implementation of this alternative is recommended.

**ALTERNATIVE NUMBER 6:**

*Eliminate Hardy Circle access to SR 92 at Station 279+00.*

**COMMENTS:**

We can not eliminate this access because this is the only area along SR 92 where access can be allowed. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 8:**

*Reduce the northbound left turn lane to Hiram-Sudie Road.*

**COMMENTS:**

The length of the turn lane was determined using the Highway Capacity Software and is required to achieve a sufficient Level of Service for the intersection of SR 92 and Hiram-Sudie Road. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 12:**

*Reduce the northbound and southbound turn lanes to Macland Road.*

**COMMENTS:**

The length of the turn lane was determined using the Highway Capacity Software and is required to achieve a sufficient Level of Service for the intersection of SR 92 and Macland Road. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 13:**

*Eliminate sidewalks and associated curb and gutter south of Nebo Road.*

**COMMENTS:**

An urban shoulder (curb and gutter and sidewalks) was used on this project to reduce ROW impacts. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 15:**

*Reduce fill north of railroad by using guardrails and 2:1 embankment slopes.*

**COMMENTS:**

A wall has been used in this area to reduce impacts. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 19:**

*Eliminate sidewalks and curb and gutter south from Station 145+00 to SR 120.*

**COMMENTS:**

An urban shoulder (curb and gutter and sidewalks) was used on this project to reduce ROW impacts. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 20:**

*Eliminate all sidewalks and associated curb and gutter in non-business areas.*

**COMMENTS:**

An urban shoulder (curb and gutter and sidewalks) was used on this project to reduce ROW impacts. The implementation of this alternative is not recommended.

**ALTERNATIVE NUMBER 22:**

*Use landscaped medians.*

**COMMENTS:**

This alternate will be taken into consideration while the staging plans are being developed.

**ALTERNATIVE NUMBER 24:**

*Use mechanically stabilized earth walls between Church and Dallas Streets.*

**COMMENTS:**

This alternate will be taken into consideration during ROW negotiations.

Please contact Clay Bastian or Walt Taylor at (404) 656-5400 for any additional information or comments you may have.

BAS:CCB:WDT:ss