

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-3711-00(009), Floyd County
P.I. No.: 650540
SR 101/North 2nd Avenue

OFFICE: Engineering Services

DATE: March 24, 2009

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

TO: James B. Buchan, P. E., State Urban Design Engineer
Attention: Jan Hilliard, 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
ROADWAY				
A-2	Shift the alignment of SR 101 one to two feet west, towards the levee.	\$209,906	No	The current alignment is shifted to the east side without having to relocate businesses while minimizing the amount of encroachment into the levee. If the levee is deemed historic, a 4-f document may be needed. The environmental document was approved on 6-2-08. This recommendation only takes into account reduced ROW, no cost was given to the additional ROW due to the alignment shift.

ROADWAY - continued				
A-3	Reduce the shoulder width on the east side from Station 13+40 to 39+70 as well as on both sides of Turner McCall Blvd. between Stations 50+00 and 63+59.	\$493,811	Yes	This should be done. Requires a design variance approval for reduced shoulder width.
A-5	Reduce improvements to West 5 th Street and reduce radii.	Proposed= \$162,905 Actual= \$94,043	Yes	Reduce improvements to West 5 th Street but do not reduce the radii.
C-1	Reduce the pavement thickness on the side streets.	\$49,000	No	The Office of Materials and Research Pavement branch recommends a full depth pavement reconstruction on the side roads.
E-3	Mill old asphalt to existing PCC base on North 2 nd Avenue; retain PCC base and overlay.	\$271,020	Yes	This should be done.
E-4	Retain, level and overlay the existing pavement along Turner McCall Blvd.	\$248,268	Yes	This should be done.
Q-1	Use the Area Office as the Engineers Field Office.	\$65,859	Yes	This should be done.
C-3 & G-1	Set the profile grade to the East side referencing edge of pavement.	Design Suggestion	No	Urban Design recommends maintaining the currently proposed alignment. See A-2 for discussion.

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

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Implementation of Value Engineering Study Alternatives
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Approved: G.M.R. Date: 3/23/09
Gerald M. Ross, P. E., Chief Engineer

REW/DMF

Attachments

c:	Genetha Rice Singleton	VE Team –	Brad McManus
	Ben Buchan		Brent Story
	Darrell Richardson		Margaret Reitz
	Jan Hilliard		Steve Adewale
	Paul Liles		Susan Beck
	Bill Ingalsbe		Ron Grimes
	Bill DuVall		
	Patrick Bowers		
	Ken Werho		
	Lisa Myers		
	Douglas Fadool		
	General Files		

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-3711-00(009), Floyd County **OFFICE** Urban Design
SR 101/North 2nd Avenue
P.I. No. 650540 **DATE** March 23, 2009
James B. Buchan
FROM James B. Buchan, P.E., State Urban Design Engineer
TO Ron Wishon Acting Project Review Engineer
SUBJECT VALUE ENGINEERING STUDY RECOMMENDATION
RESPONSES

In accordance with current Department policy, a Value Engineering Study was completed for the referenced project. The Value Engineering Study Team generated seven "Creative Ideas" and two "Design Suggestions" for consideration and this office has reviewed each idea and suggestion, and offers the following responses and recommendations regarding each.

Creative Ideas

Idea A-2: Shift the alignment to the west side of SR 101.
Total Cost Savings \$209,906.00
This office **does not recommend** implementing this idea.

Explanation: The idea to hold the east side edge of pavement and shift the alignment to the west side (levee side) was evaluated during the concept development phase of this project. However, after much discussion during the initial concept team meeting and the concept meeting consensus was reached to minimize impacts to the levee by encroaching into its slope as minimal as possible.

The current proposed alignment is shifted to the east side without having to relocate businesses while minimizing the amount of encroachment into the levee thereby achieving a delicate balance. It is also important to emphasize that the levee is deemed historic, and any additional impacts to the levee could force the need of a 4-f document, which could extend the project schedule up to an additional year. The environmental document was approved on June 2, 2008.

The VE Study Team's cost savings evaluation only accounted for the reduction of right of way on the east side, but they did not take into consideration the increase in the amount of right of

way on the west side, the cost for the increase in wall height or the additional time should a full blow 4-f document be required. Although they noted these costs would occur.

Idea A-3: Reduce shoulder width on east side from station 13+40 to 39+70, as well as on both sides of Turner McCall Blvd between stations 50+00.00 and 63+59.00
Total Cost Savings \$493,811.00
This office recommends to implement this idea

Explanation: The use of a 10-ft urban shoulder will reduce right of way cost. The designer will coordinate with utilities to ensure relocations can be accomplished in this reduced shoulder width and will also seek approval of a design variance from the Chief Engineer.

Idea A-5: Reduce improvements to West 5th Street and reduce radii.
Total Cost Savings \$162,905.00
This office recommends to implement the idea to reduce improvements to West 5th Street, however it is recommended not to implement the reduced radii.

Explanation: The design vehicle for this project is WB-40; if the radius is reduced from 50' to 35', the maximum size vehicle that will be able to turn without running over the shoulder will be single unit vehicles. This is taking into consideration that West 5th Street is proposed to be the main entrance for the Floyd Medical Center and that distribution trucks might have to use this street frequently. Therefore the revised total cost savings would be \$94,043.00 (See Attachment).

Idea C-1: Reduce pavement thickness on side streets.
Total Cost Savings \$49,000.00
This office does not recommend implementing this idea.

Explanation: The existing pavement on the side roads is in poor condition. The Office of Materials and Research Pavement branch recommends a full-depth pavement reconstruction on the side roads and this office recommends complying.

Idea E-3: Retain existing pavement along 2nd Ave (SR 101) and
Total Cost Savings \$271,020.00

Idea E-4: Retain existing pavement along Turner McCall Blvd
Total Cost Savings \$248,268.00

This office recommends is to implement the ideas for E-3 and E-4.

Explanation: The existing pavement evaluation was not available to the designer before the PFPR. As per the recommendations of the office of Materials and Research, North 2nd Ave/SR101 and Martha Berry Blvd/SR1/US27 will be milled and the existing PCC will be

retained as the base and then overlaid. Shorter Ave/SR20 and Turner McCall Blvd will be overlaid as recommended.

Idea Q-1: Use Area office as Engineers field office.
Total Cost Savings \$65,859.00
This office recommends to implement this idea.

Explanation: After consulting with the Assistant Area Construction Engineer, it was established that this idea is feasible. Area Four Construction Office is located about three miles from the project.

Design Suggestions

C-3 & G-1: Set Profile Grade to East Side Referencing EOP
This office recommends is to not implement this idea.

This office recommends maintaining the current proposed alignment. See idea A-2 for discussion.

Urban Design has evaluated the seven "Creative Ideas" and two "Design Suggestions" based on these studies. This office recommends the implementation of four of the "Creative Ideas" (A-3, E-3, E-4, Q-1), partially implementing A-5 and none of the "Design Suggestions". If additional information is needed, please contact Francis Alomia at 404-631-1681 or Jan C. Hilliard at 404-631-1679.

JCH
JBB:FNA

Idea A-5 Revised Cost Savings West 5th Street

Pavement	200-ft * 33-ft 6600-ft ²	733-yd ² * \$ 46.57	\$ 34,135.81
R/W		2894.38-ft ² * \$ 6.86	\$ 19,855.44
Easment		7645-ft ² * \$ 3.43	\$ 26,222.35
Curb and Gutter		400-ft * \$ 16.26	\$ 6,504.00
Sidewalk	400-ft * 5-ft 200-ft ²	222-yd ² * \$ 33.09	\$ 7,345.00
TOTAL			\$ 94,062.60

PRECONSTRUCTION STATUS REPORT FOR PI:650540-

PROJ ID : 650540- SR 1/SR 101 FROM OOSTANAULA RIVER TO N OF SR 20
COUNTY : Floyd
LENGTH (MI) : 0.73
PROJ NO.: STP00-37111-00(009)
PROJ MGR: Hilliard, Jan
OFFICE : Urban Design
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : GDOT
DESIGN FIRM:

MGMT LET DATE : 02/15/2011
MGMT ROW DATE : 06/19/2009
SCHED LET DATE : 2/14/2011
WHO LETS? : GDOT Let
LET WITH :

DOT DIST: 6
CONG. DIST: 11
BIKE: Y
MEASURE: E
NEEDS SCORE: 06
BRIDGE SUFF:

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2003	2003	564,000.00	Q20	AUTHORIZED	8/13/2002
ROW	2008	2011	19,677,968.75	L200	PRECST	
UTL	NONE	2011	529,200.00	L200	PRECST	
CST	LR	LR	10,602,976.41	L200	PRECST	

Phase	Cost	Fund
PE	17,187,500.00	Q20
ROW	480,000.00	L200
UTL	6,509,307.75	L200
CST	0.00	L200

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2003	2003	564,000.00	Q20	AUTHORIZED	8/13/2002
ROW	2008	2011	19,677,968.75	L200	PRECST	
UTL	NONE	2011	529,200.00	L200	PRECST	
CST	LR	LR	10,602,976.41	L200	PRECST	

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
5/11/2009		Concept Development	7/25/2003	1/31/2007	100
		Concept Meeting	10/16/2006	10/16/2006	100
		PM Submit Concept Report	1/3/2007	1/3/2007	100
		Receive Preconstruction Concept Approval	1/17/2007	1/24/2007	100
		Management Concept Approval Complete	1/24/2007	1/31/2007	100
		Value Engineering Study	10/31/2008		80
		Public Information Open House Held	7/25/2006	7/25/2006	100
		Environmental Approval	7/31/2005	6/30/2008	100
		Field Surveys/SDE	8/15/2005	11/7/2007	100
		Preliminary Plans	9/26/2006	11/26/2008	100
		Underground Storage Tanks	1/29/2009	1/22/2009	100
		PFPR Inspection	1/22/2009	2/12/2009	100
		R/W Plans Preparation	12/5/2008		0
		R/W Plans Final Approval	2/13/2009	2/20/2009	100
		L & D Approval			0
		R/W Acquisition			0
		Stake R/W			0
		Soil Survey	10/19/2007	1/24/2008	100
3/27/2009		Final Design			0
5/17/2010		FPFR Inspection			0
6/1/2010		Submit FPFR Responses (OES)			0

District Comments

PDD: REASSIGNED TO URBAN DESIGN. 3/5/99
Bridge: SWAW 6/04/07 - RET WALL- 90% P.L.
Design: UDI Alema
EIS: CE/Avy46.30.08[On Sched ROW(April 2009)] Updated John 1-15-09
LGPA: NOTIFICATION LETTER SENT TO ROME 4-18-05
Planning: SR 101/2nd Ave. from West 3rd St. to SR 1/20 is on the Rome and Floyd County Trail Facilities Plan
Prog. Develop: RW STIP AMENDMENT #44 5-07
Programing: Include Lever Improvements/1/ 6-07
Traffic Op: >PA-LTN:PPFR plans sent 2/1/08:PPFRsent12/18/08KW/NR
Utility: SUE
FMG: RECAST/REHAB (WIDENING); FULL FIELD SURVEY;FLY 6641/08
Engr Services: Design Variance for no sidewalk behind proposed C&G

Pred. Parcel CT: 36 **Total Parcel in ROW System:** DOT
Under Review: Options - Pending: **Acquired by:** Acquisition MGR:
Released: Condemnations- Pend: **R/W Cert Date:**

