

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** CSNHS-M003-00(998) Lowndes **OFFICE:** Engineering Services  
P.I. No.: M003998  
Resurfacing of I-75 **DATE:** June 4, 2009

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

**TO:** David Crim, State Maintenance Engineer  
Attn.: Willie Webb

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

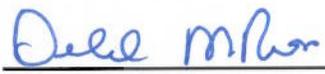
The VE Study for the above project was held on May 7, 2009. Responses were received on May 29, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

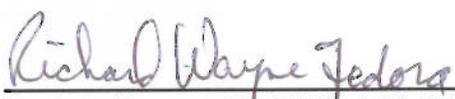
ALT #	Description	Potential Savings/LCC	Implement	Comments
1	Use open graded friction course (OGFC) instead of PEM	Design Suggestion	No	PEM is the preferred final surface course. This area is relatively flat and PEM has the ability for increased rainwater removal. PEM also lasts longer than OGFC.
2	Review Section 150.11 regarding coordination with Florida DOT	Design Suggestion	No	The district Communications Officer will advise Florida DOT of proposed lane closures and potential traffic impacts after the Contractor has submitted his proposed lane closures.
3	Limit contract to 12 months with 180 calendar days to complete paving once work begins.	Design Suggestion	No	The Maintenance Resurfacing Manual allows a maximum of 90 days to complete the resurfacing with an overall completion date of one year for similar lengths of projects. Due to the scope of the work for this project (milling of 2 3/4", sealing cracks greater than 1/4 inch in width after the milling, and then inlaying 2" of 12.5mm SMA and later placing another lift of 1 1/4" of 12.5mm PEM), the District suggests that a 300 day period should be allowed to complete the paving operation.

4	Allow daytime work at ramps	Design Suggestion	No	This recommendation limits the lane closures to a 2000' work zone from 9AM to 3PM. Due to the scope of work, there will be very little benefit from this suggestion to allow the contractor to install a short lane closure. Generally this project is a continuous operation starting at the beginning of the project and proceeding to the ending termini with each stage of construction. There has been many similar situations on other paving projects within the District on I-75 and access has been successfully maintained during nighttime lane closures.
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At the request of FHWA, 100 tons of asphalt patching will be added to the plans.

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

Approved:  Date: 6/15/09  
Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 6/15/2009  
for Rodney Barry, PE, FHWA Division Administrator

REW/LLM  
Attachments

- c: R. Wayne Fedora/Aric Mance/Carlos Figueroa - FHWA  
Genetha Rice Singleton  
David Crim/Eric Pitts/Willie Webb/Reid Mathews/Robert Huff  
Joe Cowan  
Tracy Bullard  
Lisa Myers  
Matt Sanders

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STATE OF GEORGIA**

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INTERDEPARTMENT CORRESPONDENCE

**FILE** CSNHS-M003-00(998) Lowndes **OFFICE** Maintenance  
Resurfacing of I-75  
PI: M003998 **DATE** May 29, 2009

**FROM** Willie L. Webb, Maintenance Design Manager

**TO** Lisa Myers, Transportation Engineer Assistant Administrator- VE Coordinator

**SUBJECT** VE Study Response

Reference is made to the recommendations that were contained in the Value Engineering Study Report dated May 7, 2009 for the above referenced project. Responses and recommendations are as follows.

**1. Value Engineering Recommendation Number 1: Use open graded friction course (OGFC) instead of porous European mixture (PEM).**

This recommendation **will not** be implemented due to the following reasons:

- PEM is the preferred final surface due to the relative flat location profiles, ability of the material for increased rainwater removal, and the extended material life expectancy.

**2. Value Engineering Recommendation Number 2: Review Section 150.11 regarding coordination with Florida DOT.**

This recommendation **will not** be implemented:

- The District Communications Office will advise Florida DOT Communications Office of the proposed resurfacing project and potential traffic impacts after notification of proposed lane closures from the contractor. No coordination will be required of the contractor.

**3. Value Engineering Recommendation Number 3: Limit contract to 12 months with 180 calendar days to complete paving once work begins.**

This recommendation **will not** be implemented due to the following reason:

- The District and the Area have determined that this is not in the best interest of the project given the large amount of joint sealing.

**4. Value Engineering Recommendation Number 4: Allowing day time work in vicinity of ramps.**

This recommendation **will not be** implemented due to the following reason:

- The District and the Area have determined that this is not in the best interest of the project and agree that this schedule is best for the location.

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The responses are a collaboration of the District Construction, District Maintenance and Maintenance Offices. If additional information is needed, please contact us.  
DCC:wlw/rwh

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**From:** Myers, Lisa  
**Sent:** Wednesday, June 03, 2009 6:24 AM  
**To:** Webb, Willie  
**Subject:** FW: Responses to I-75 VE Study M003998

Please address these issues in your revised responses.

**Lisa Myers, AVS** ☺  
*Transportation Engineer Assistant Administrator - VE Coordinator*

*GA DOT - Engineering Services  
One Georgia Center - 5th Floor  
600 W. Peachtree Street NW  
Atlanta, GA 30308*

*Voice: 404-631-1770  
Fax: 404-631-1956  
[lmyers@dot.ga.gov](mailto:lmyers@dot.ga.gov)*

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**From:** Carlos.Figueroa@dot.gov [mailto:Carlos.Figueroa@dot.gov]  
**Sent:** Tuesday, June 02, 2009 7:20 PM  
**To:** Myers, Lisa; Aric.Mance@dot.gov  
**Subject:** RE: Responses to I-75 VE Study M003998

Lisa,

I have the following comments:

1. **VE Alternative # 3.** Provide the current contract time.  
Also, explain more in details why this is not in the best interest of the project "given the large amount of joint sealing". I would think this project could be completed in 12 months. The I-16 grinding project which I recognize is a simpler scope of work (just grinding and joint sealing), but same project length (18 miles) was finished in 5 months. I would think this project (17.45 miles of milling and inlay) could be completed in 12 months. Once the milling work is completed, the inlay, joint sealing work, and guardrail terminal replacement should not take that long.
2. **VE Alternative # 4.** Explain more in depth why a lane closure between 9 am to 3 pm from Monday to Thursday is not in the best interest of the project. This recommendation is in line with VE Alternative # 3 and would contribute to reduce the contract time to 12 months.
3. **Section "Observations" from VE Study.** Verify that we considered and implemented the recommendation of increasing the quantity for asphalt patching like the VE study team recommended in the report.
4. **Milling depth.** What is the final milling depth? It looks like OMR approved only to mill 2.75" instead of the 3.25". If that's the case, the plans need to be updated to reflect this change. The detailed estimate does have the pay item with the 2.75 inches of asphalt milling.

Thanks,

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**Carlos F. Figueroa**  
Transportation Engineer  
FHWA GA Division  
61 Forsyth St. SW Suite 17T100  
Atlanta GA 30303  
404-562-3644

## Myers, Lisa

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**From:** Hall, Ronnie  
**Sent:** Wednesday, June 03, 2009 11:12 AM  
**To:** Myers, Lisa; Huff, Robert W.; Webb, Willie  
**Cc:** Stinson, Wayne; Bullard, Tracy  
**Subject:** FW: Responses to I-75 VE Study M003998

District 4's revised responses for VE Study:

**VE Alternative #3-**The Maintenance Resurfacing Manual allows a maximum of 90 days to complete the resurfacing with an overall completion date of one year for similar lengths of projects. However due to the scope of the work for this project-milling of 2¾", sealing cracks greater than ¼ inch in width after the milling, and then inlaying 2" of 12.5mm SMA and later placing another lift of 1¼" of 12.5mm PEM, the District suggests that a 300 day period should be allowed to complete the paving operation. Basically, the project should be compared to a project with double the mileage due to the initial mill and inlay and then the final surface construction. Also, we are of the opinion that the asphalt crack filling will slow down the operation due to the identification of the cracks that will require sealing immediately after the initial milling operation, the actual sealing of the cracks and the time that will be required for the material to cool before the 1<sup>st</sup> lift of 12.5mm SMA can be completed. We did not consider additional time for the guardrail anchorages replacement because that work has no bearing on the major component of the project.

**VE Alternative #4-**This recommendation limited the lane closures to a 2000' work zone from 9AM to 3PM. Due to the scope of the project, basically a mill, sealing joints and inlay as the first stage of construction and then the 2<sup>nd</sup> stage of placing the asphalt surface mix, we are of the opinion that there will be very little benefit from this suggestion to allow the contractor to install a short lane closure and could decrease safety due to the installation of a lane closure with higher traffic volumes. Generally this project is a continuous operation starting at the beginning of the project and proceeding to the ending termini with each stage of construction. We suggest this flexibility would not benefit the contractor due to having to mobilize to a different location on the project to accomplish this work only during these hours at these locations. Also, there has been many similar situations on other paving projects within the District on I-75 and we have been successful maintaining access to the ramps and completing the work due to decreased traffic volumes during nighttime lane closures.

**Section "Observations" from VE Study-**We did consider patching quantities for the project. We do have some PCC slab work that our maintenance forces are scheduling to do immediately before the project is let. These locations were considered minor and we were of the opinion that we could perform the work much cheaper than requiring a concrete construction crew to be a subcontractor on an asphalt paving project. However, we can add 100 tons of Asphalt Patching to address potential problem locations during construction.

**Milling depth-**The project generally requires milling 2¾" and inlaying and resurfacing. There are some locations that require 3¾" milling depth to maintain existing vertical clearances for overpass bridges. There is a pay item for the 2¾" depth and for variable depth milling to transition into the 3¾" depth.

Thanks and if you should have any questions, please call.  
Ronnie

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*Ronnie E. Hall*  
*District Maintenance Engineer*  
*229-386-3312 (office)*  
*229-309-9567 (cell)*

**PRECONSTRUCTION STATUS REPORT FOR PI: M003988**

**PROJ ID :** M003988  
**COUNTY :** Bibb  
**LENGTH (MI) :** 0.27  
**PROJ NO.:** CSSTPM00300988  
**PROJ MGR:** Webb, Willie  
**OFFICE :** Maintenance  
**CONSULTANT:** No Consultant, GDOT In-House Design  
**SPONSOR :** GDOT  
**DESIGN FIRM:**

**SR 49 FROM W OF SR 22 TO E OF SR 11**  
**MPO:** Macon  
**TIP #:**  
**MODEL YR :**  
**TYPE WORK:** Resurface & Maintenance  
**CONCEPT:** RESURFACING  
**PROG TYPE:** Maintenance  
**Prov. for ITS:** N  
**BOND PROJ :**

**MGMT LET DATE :** 09/18/2009  
**MGMT ROW DATE :**  
**SCHED LET DATE :** 8/18/2009  
**WHO LETS?:** GDOT Let  
**LET WITH :** M003987

**DOT DIST:** 3  
**CONG. DIST:** 8  
**BIKE:** N  
**MEASURE:** E  
**NEEDS SCORE:**  
**BRIDGE SUFF:**

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
		Environmental Approval	1/30/2009	3/20/2009	100

PROGRAMMED FUNDS					
Phase	Approved	Proposed	Cost	Fund	Date Auth
CST	LUMP	LUMP	498,042.65	L240	PRECST

STIP AMOUNTS			
CST Cost Est Amt:	498,042.65	Date:	1/22/2009
Phase	Cost	Fund	
CST	0.00	L240	

**Bridge:** NO BRIDGE REQUIRED  
**EIS:** PCE APVD and Certified for Let on 03.20.09/Philips 5-1-09 \*  
**LGPA:** NOT APPLICABLE  
**Programming:** LUMP SUM 0006180

**Pre. Parcel CT:** Total Parcel in ROW System:  
**Under Review:** Options - Pending:  
**Released:** Condemnations- Pend:

**Acquired by:** N/R  
**Acquisition MGR:**  
**R/W Cert Date:** 3/10/09

**Cond. Filed:**  
**Relocations:**  
**Acquired:**

District Comments