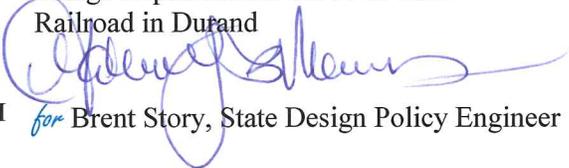


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0007043 **OFFICE** Design Policy & Support
CSBRG-0007-00(043)
Meriwether County
GDOT District 3 - Thomaston **DATE** 2/5/2016
Bridge Replacement: SR 18 at CSX
Railroad in Durand

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Todd Price, District 2 Design Group Manager
Michael Presley, District Engineer
Adam Smith, District Preconstruction Engineer
Scott Parker, District Utilities Engineer
Justin Banks, Project Manager
BOARD MEMBER - 3rd Congressional District

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA PROJECT CONCEPT REPORT

Project Type:	<u>Bridge Replacement</u>	P.I. Number:	<u>0007043</u>
GDOT District:	<u>3</u>	County:	<u>Meriwether</u>
Federal Route Number:	<u></u>	State Route Number:	<u>18</u>
	Project Number:	<u>CSBRG-0007-00(043)</u>	

Project Description (Reconstruction/Rehabilitation of Bridge on SR 18 @ CSX RR in Durand)

Submitted for approval:

<u>[Signature]</u> <u>D2-Design</u>	<u>12-1-15</u>
GDOT Concept/Design Phase Office Head & Office	Date

Local Government Sponsor	Date
<u>Albert Shelby</u> <u>8/6</u>	<u>12-9-15</u>

State Program Delivery Engineer	Date
<u>[Signature]</u> <u>KE80</u>	<u>12/3/15</u>
GDOT Project Manager	Date

Recommendation for approval:

* <u>HIRAL PATEL</u>	<u>12/19/2015</u>
State Environmental Administrator	Date

* <u>KEN WERTHO</u>	<u>12/15/2015</u>
State Traffic Engineer	Date

Project Review Engineer	Date
* <u>MERISHIA ROBINSON</u>	<u>12/22/2015</u>

State Utilities Engineer	Date
* <u>MICHAEL PRESLEY</u>	<u>12/15/2015</u>

District Engineer	Date
* <u>Bill DuVal</u>	<u>1/4/2016</u>

State Bridge Engineer	Date
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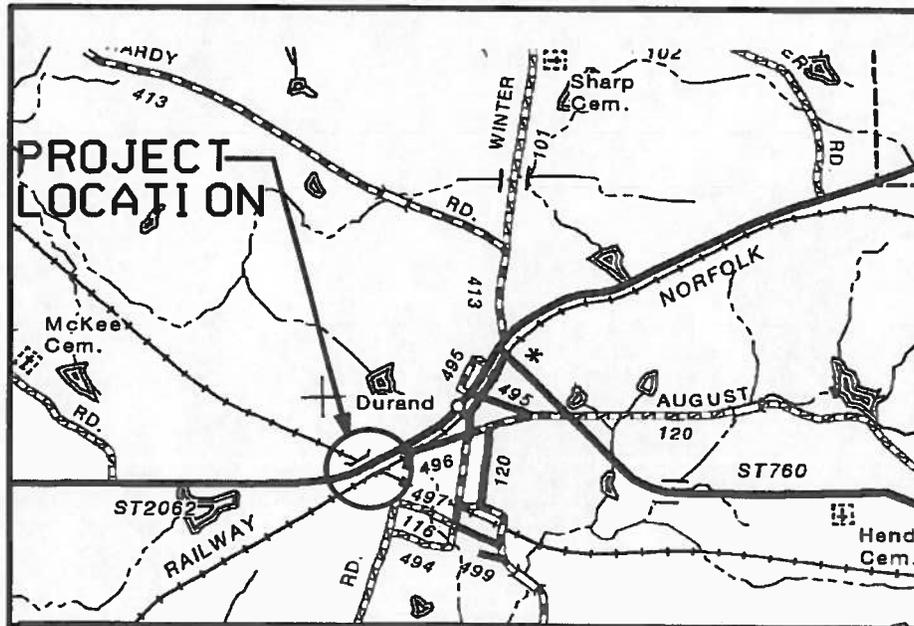
MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

* <u>CYNTHIA L. VANDYKE</u>	<u>12/22/2015</u>
State Transportation Planning Administrator	Date

* RECOMMENDATION ON FILE: [Signature]

PROJECT LOCATION MAP



NOT TO SCALE

PLANNING AND BACKGROUND

The bridge on SR 18 over CSX Railroad, Structure ID 199-0007-0, was built in 1941. The bridge consists of five spans of steel beams on concrete caps and concrete columns. This bridge was designed using an H-15 vehicle, which is below the current design standards. The overall condition of this bridge would be classified as good to poor. The deck is in good condition with minor concrete cracking. The superstructure is in poor condition due to advance corrosion and section loss in the steel beams. The substructure is in fair conditions with moderate concrete cracking, efflorescence and delamination. Due to the structural integrity of the bridge, replacement is recommended.

Existing conditions: SR 18 consists of (2) 12' lanes and 2' paved shoulder. On SR 18 over CSX RR is Structure ID 199-0007-0, a bridge that consists of five spans of steel beams on concrete caps and concrete columns. Currently the beams are 21" steel beams. This bridge is a 150' x 24' bridge with a 5' Conc sidewalk on the right side only.

Other projects in the area: M005246 (Maintenance – SR 18 From Harris County to SR 41), M005247 (Maintenance – SR 18 From SR 41 To SR 109), and 330091 (SR 194 From SR 18/Durand To SR 41 W OF Warm Springs)

MPO: N/A - Project not in MPO

TIP #: *if applicable*

TIA Regional Commission

:N/A

Mainline Design Features: State Route 18 – Rural Major Collector

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12	12	12
- Median Width & Type	n/a	n/a	n/a
- Outside Shoulder or Border Area Width	2	10	10
- Outside Shoulder Slope	n/a	6%	6%
- Inside Shoulder Width	n/a	n/a	n/a
- Sidewalks	n/a	n/a	n/a
- Auxiliary Lanes	n/a	n/a	n/a
- Bike Lanes	n/a	n/a	n/a
Posted Speed	55	55	55
Design Speed	55	55	55
Min Horizontal Curve Radius	2388	1060	1060
Maximum Superelevation Rate	3%	6%	6%
Maximum Grade	2.9%	7%	7%
Access Control	Permit	Permit	Permit
Design Vehicle	P/WB67	P/WB67	P/WB67
Pavement Type	HMA	HMA	HMA

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: N/A

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undetermined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undetermined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: Railroad coordination is needed with TYO Freight Company. Georgia Southwestern Railroad Inc. abandoned the rail line in 2007 and removed the rails. Since the rail line is abandoned, right of way will be acquired by the District 3 Right of Way Office. The proposed bridge would be constructed over an active CSX Transportation, Inc. railroad. CSX has specific requirements for the construction over an active railroad, and the distance from the roadway, both vertical and horizontal. With 100 ft. of right of way at the SR 18 overpass, CSX will probably ask that the Bridge Span the entire right of way. See attached email from the Office of Environmental Services.

Utility Involvements: BellSouth d/b/a AT&T (Telecommunication), Diverse Power, (Electrical Distribution), and Georgia Power Transmission (Electrical Transmission); If the transmission line has to be relocated their seasonal outages could affect the contract time.

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: 200ft. Proposed width: 250ft.
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 4
 Displacements anticipated: Businesses: 0
 Residences: 0
 Other: 0

Total Displacements: 0Location and Design approval: Not Required RequiredImpacts to USACE property anticipated? No Yes Undetermined**CONTEXT SENSITIVE SOLUTIONS**

Issues of Concern: Four properties have been determined eligible for the National Register (NR) within the project Area: Columbus & Rome Railway (C&R Railway), CSX/Birmingham & Atlantic Railroad, Mitcham-Banks house, and Aruajo House. These environmental resources are on both sides of SR 18.

Context Sensitive Solutions Proposed: All alternatives considered will take into account all surrounding context sensitive issues. Only designs with minimal impacts to the sensitive resources which are necessary to reconstruct this bridge and roadway will be considered. These impacts will be a key consideration in determining the preferred alternative.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EISMS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not expected but unknown at this time
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not expected but unknown at this time
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Expect SP 107.23G for protection of migratory birds
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coordination with GA Pacific Mill

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: Categorical Exclusion expected. Issues include historic resources in all four quadrants of project. Anticipate programmatic 4(f) for minor use of land from historic resource if de minimis not possible.

Ecology: Waters and habitat survey to be documented with Ecology Resource Survey and Assessment of Effects Report. No protected species habitat or seasonal survey requirements anticipated. Expect SP 107.23G for protection of migratory birds.

History: Multiple potentially eligible historic properties are located in the project area and include two railroads (and a railroad bridge) and residences. Both railroad alignments in the project's APE would likely be determined historic by the SHPO. Additional potential historic resources include an intact, circa 1900, Folk Victorian-style Georgian cottage located just west of the SR 18 bridge; an active farm including a circa 1960 Ranch house located just northeast of the bridge; and a circa 1900, plain-style Georgian cottage located southeast of the bridge on Barentine Drive. All of these properties indicate historic significance and may be determined eligible. The historic resources survey is pending and will require SHPO concurrence.

Potential project effects could include temporary construction impacts due to easements which may impact vegetation or other elements within historic boundaries. Project design should take all identified historic properties into account and limit the project's footprint to the extent possible to minimize encroachment.

Archeology: No known cemeteries or archaeological resources are located within the project area. A phase I archaeological survey will be conducted and SHPO concurrence may be required.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Carbon Monoxide hotspot analysis: Required Not Required TBD

Noise Effects: Noise Screening Assessment for Type III projects

Public Involvement: PIOH to be scheduled after approval of concept. Specialized outreach anticipated for adjacent land owners and Ga Pacific Mill.

Major stakeholders: Ga Pacific Plywood Mill – Warm Springs/Ga Pacific Corporation/Koch Industries

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: There are environmental resources on both sides of SR 18, with a historical bridge on the south side of SR 18 and a historical property on the north side of going west on SR 18. Also, the profile grade for Bridge Structure ID 199-0007-0 over CSX RR may have to be raised.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: N/A

Concept Meeting: Concept Meeting was held on 04/17/2015 at the One Georgia Center on the 24th floor in the Office of Program Delivery Conference Room. See attached Concept Team Meeting Minutes.

Other coordination to date: TA SHPO Meeting was held on 08/25/2015 at the One Georgia Center on the 16th floor. See attached TA SHPO Meeting Minutes.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – DISTRICT 2 DESIGN
Design	GDOT – DISTRICT 2 DESIGN
Right-of-Way Acquisition	GDOT – DISTRICT 3
Utility Coordination/Relocation	GDOT/UTILITY OWNERS
Letting to Contract	GDOT – DISTRICT 3
Construction Supervision	GDOT – DISTRICT 3
Providing Material Pits	GDOT – DISTRICT 3
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT – OES
Environmental Mitigation	GDOT – OES
Construction Inspection & Materials Testing	GDOT – DISTRICT 3

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	554,627.93	170,000.00	216,939.15	1,661,777.76	0.00	2,603,344.84
Date of Estimate	04/07/2015	07/17/2015	04/07/2015	10/15/2015	11/16/2015	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Remove existing RR bridge and walls, construct a new bridge south of the centerline of the existing roadway bridge, and realignment of SR 18. Traffic will be maintained on the existing bridge while the new structure is being built. Two way traffic will then be shifted to the new structure and alignment and the old roadway bridge structure will be removed.

Estimated Property Impacts:	0.30 ACRES	Estimated Total Cost:	2,603,344.84
Estimated ROW Cost:	170,000.00	Estimated CST Time:	12-18 mths
Rationale: As per Office of Environmental Services' recommendations, the project will have an adverse effect to both resources (historic house on the north of SR 18 and the historic railroad bridge south of SR 18), so we must choose which alternative is least adverse. GDOT historians have determined the least adverse action is to remove the contributing railroad bridge from a larger linear resource than to remove a historic and individually eligible house. See attached email from the Office of Environmental Services.			

No-Build Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	0.00
Estimated ROW Cost:	0	Estimated CST Time:	0
Rationale: This alternate would not address the need and purpose of this project.			

Alternative 1: Construction of a new bridge north of the centerline of the existing bridge and realignment of SR 18 to allow for two way traffic operation during construction. Traffic will be maintained on the existing bridge while the new structure is being built. Two way traffic will then be shifted to the new structure and alignment and the old roadway bridge structure will be removed.			
Estimated Property Impacts:	0.65 acres	Estimated Total Cost:	2,402,646.46
Estimated ROW Cost:	170,000.00	Estimated CST Time:	12-18 mths
Rationale: Significant impacts to the historic house north of SR 18. There is crash history on the SR 18 existing alignment. In this area, the use of compound curves would be a discouragement for the use of this design.			

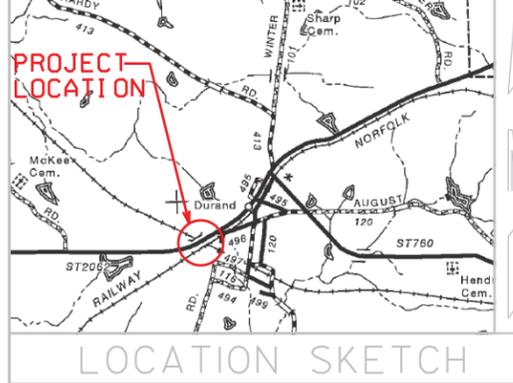
Alternative 2: Construction of a new bridge north of the centerline of the existing bridge and realignment of SR 18. Traffic will be maintained on the existing bridge while a portion of the new structure is being built that will accommodate one way traffic. One way traffic will be controlled by a temporary signal. The old roadway bridge structure will be removed and construction of the bridge to allow for two way traffic will be completed.			
Estimated Property Impacts:	0.65 acres	Estimated Total Cost:	2,456,806.40
Estimated ROW Cost:	170,000.00	Estimated CST Time:	18-24 mths
Rationale: Longer construction time, severely impact the Georgia-Pacific Corporation Company. There is crash history on the SR 18 existing alignment. In this area, the use of broken back curves would be a discouragement for the use of this design.			

Comments: Several other alternatives were considered but quickly ruled out:

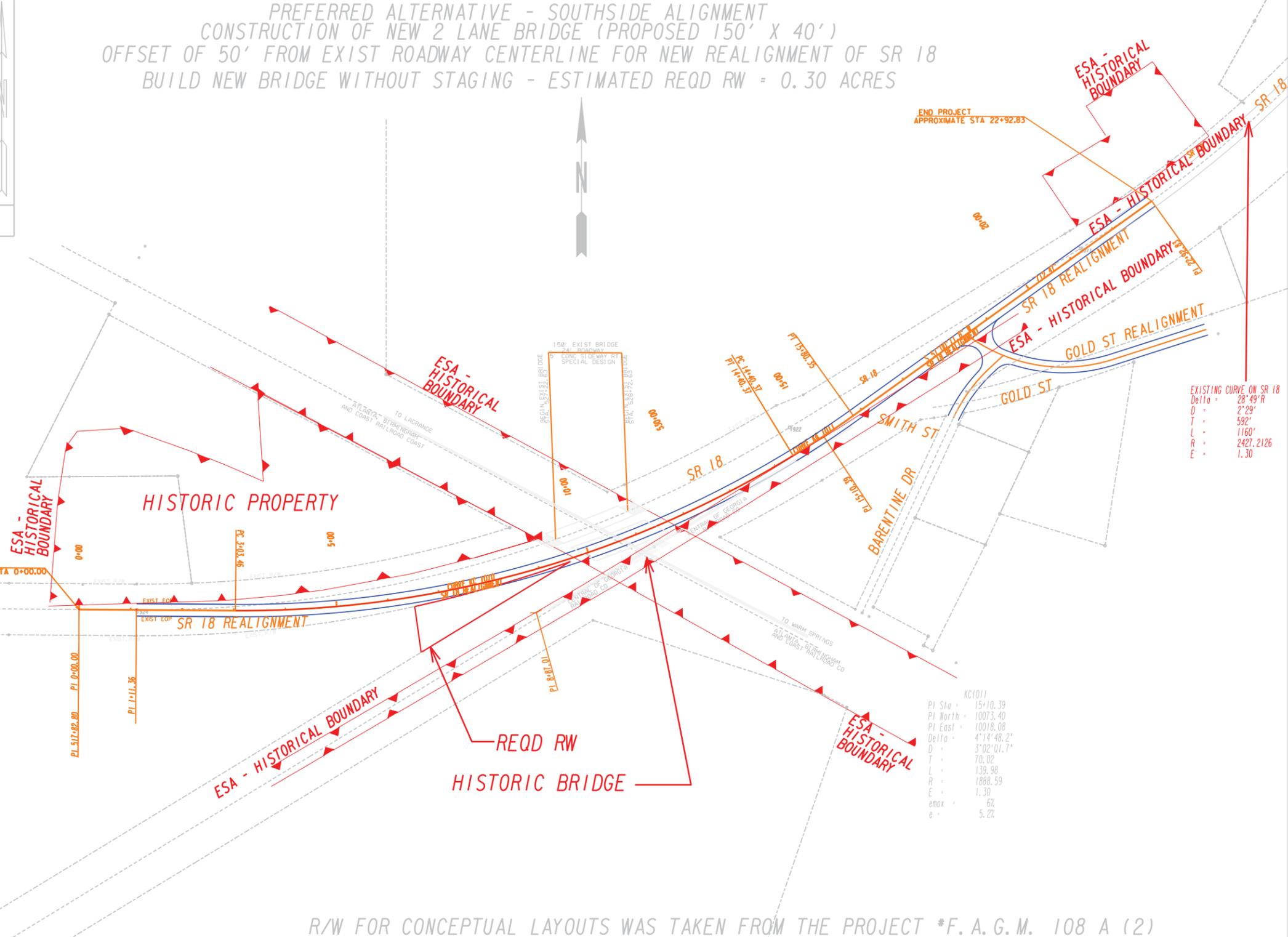
A) Staging bridge construction north of SR 18 while controlling traffic with a temporary signal. One half of the old bridge structure will be removed and construction of the bridge will be staged to allow for two way traffic will be completed. **Rationale:** Substructure of bridge is not sufficient for cutting, impacts the Georgia-Pacific Corporation Company

B) Construction of a detour bridge (24' travel lanes) north of SR 18. The old bridge structure will be removed and construction of the bridge to allow for two way traffic will be completed. **Rationale:** Cost of detour bridge over railroad is costly.

C) Offsite detour of SR 18. **Rationale:** No suitable routes. Lengthy detours would severely impact the Georgia-Pacific Corporation Company.



PREFERRED ALTERNATIVE - SOUTHSIDE ALIGNMENT
 CONSTRUCTION OF NEW 2 LANE BRIDGE (PROPOSED 150' X 40')
 OFFSET OF 50' FROM EXIST ROADWAY CENTERLINE FOR NEW REALIGNMENT OF SR 18
 BUILD NEW BRIDGE WITHOUT STAGING - ESTIMATED REQD RW = 0.30 ACRES



KC1010

PI Sta	8+87.01
PI North	10445.93
PI East	10555.09
Delta	31°50'00.0"
D	2'48'00.0"
T	583.54
L	1136.90
R	2046.28
E	81.58
emax	62
e	52

KC1011

PI Sta	15+10.39
PI North	10073.40
PI East	10018.08
Delta	4°14'48.2"
D	3'02'01.7"
T	70.02
L	139.98
R	1888.59
E	1.30
emax	62
e	5.22

EXISTING CURVE ON SR 18

Delta	28°49'R
D	2'29"
T	592'
L	1160'
R	2427.2126
E	1.30

R/W FOR CONCEPTUAL LAYOUTS WAS TAKEN FROM THE PROJECT *F. A. G. M. 108 A (2)



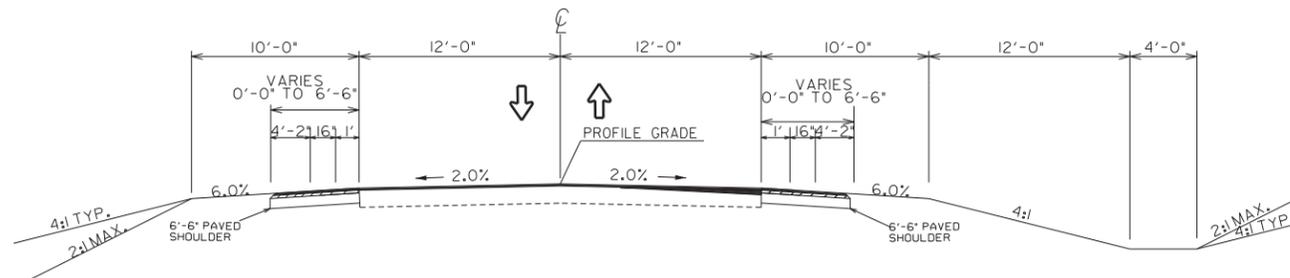
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT 2 - TENNILLE
MAINLINE PLAN
 SR 18 BRIDGE REPLACEMENT
 PREFERRED ALTERNATIVE
 MERIWETHER COUNTY

DRAWING No. 13-001

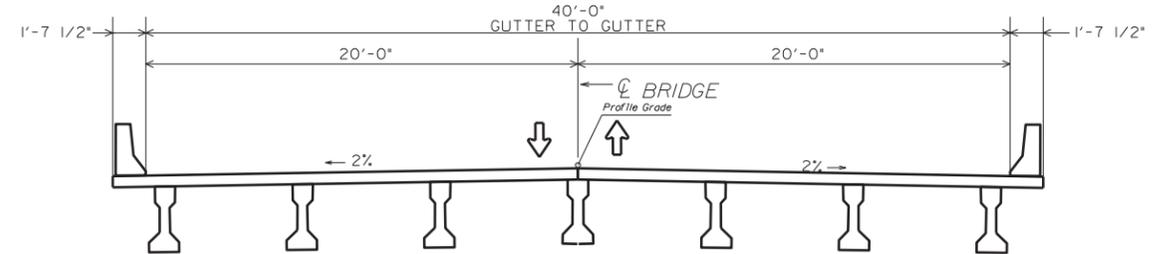
TYPICAL SECTION NO.1

SR 18 OVERLAY SECTION



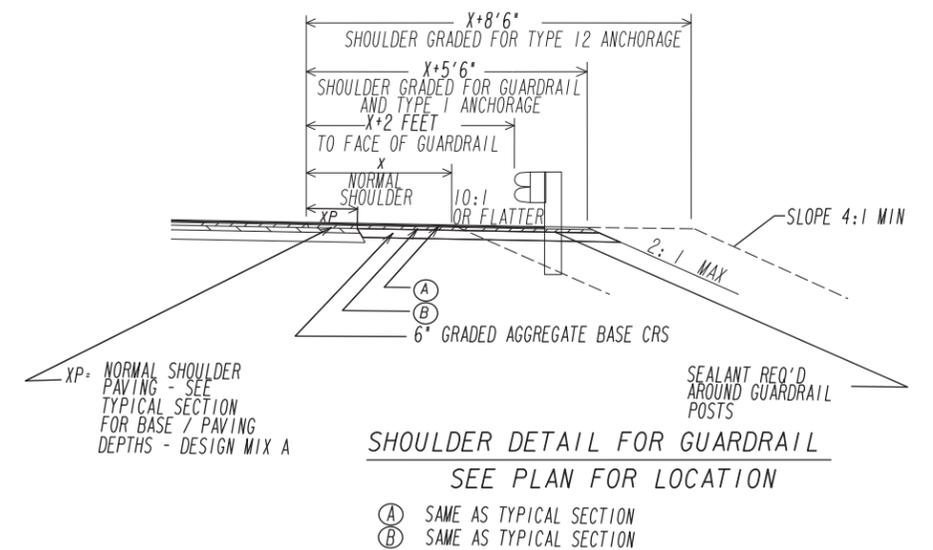
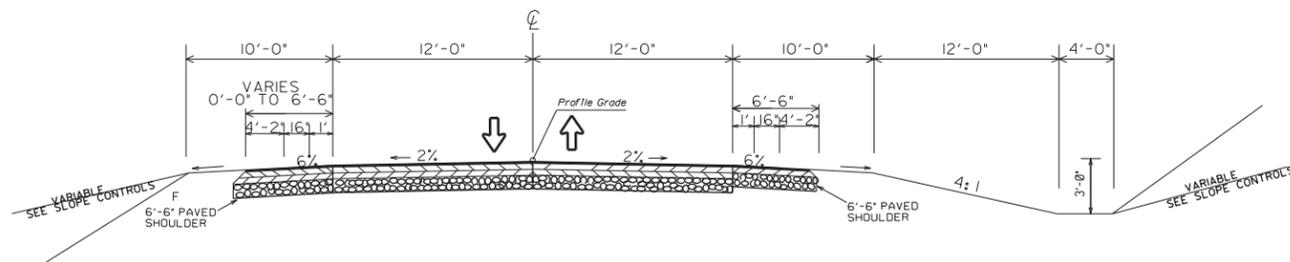
TYPICAL SECTION NO.3

SR 18 BRIDGE SECTION



TYPICAL SECTION NO.2

SR 18 TANGENT SECTION



NOT TO SCALE

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 2 - TENNILLE
TYPICAL SECTIONS

CSBRG-0007-00(043)
MERIWETHER COUNTY

DRAWING No.
05-001

DETAILED COST ESTIMATE



Job: 0007043_AS_ALTC

JOB NUMBER 0007043_AS_ALTC

FED/STATE PROJECT NUMBER CSBRG-0007-00(167)

SPEC YEAR: 01

DESCRIPTION: BRIDGE REPLACEMENT ON SR 18 @ CSX RR IN DURAND

ITEMS FOR JOB 0007043_AS_ALTC

10 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$50,000.00000	TRAFFIC CONTROL - CSBRG-0007-00(043)	\$50,000.00
0010	210-0100	1.000	LS	\$166,000.00000	GRADING COMPLETE - CSBRG-0007-00(043)	\$166,000.00
0015	310-1101	5357.000	TN	\$21.32496	GR AGGR BASE CRS, INCL MATL	\$114,237.81
0020	318-3000	125.000	TN	\$18.68701	AGGR SURF CRS	\$2,335.88
0025	402-1802	50.000	TN	\$125.80034	RECYL AC PATCHING, INCL BM&HL	\$6,290.02
0030	402-1812	500.000	TN	\$69.54964	RECYL AC LEVELING, INC BM&HL	\$34,774.82
0035	402-3102	623.000	TN	\$69.66453	REC AC 9.5 MM SP, TPII, BL 1 INCL BM & HL	\$43,401.00
0040	402-3121	1664.000	TN	\$66.71443	RECYL AC 25MM SP, GP1/2, BM&HL	\$111,012.81
0045	402-3190	955.000	TN	\$68.22418	RECYL AC 19 MM SP, GP 1 OR 2 ,INC BM&HL	\$65,154.09
0050	413-1000	996.000	GL	\$2.35432	BITUM TACK COAT	\$2,344.90
0055	432-5010	155.000	SY	\$12.31532	MILL ASPH CONC PVMT, VARB DEPTH	\$1,908.87
0060	433-1000	267.000	SY	\$133.97051	REINF CONC APPROACH SLAB	\$35,770.13
0070	436-1000	800.000	LF	\$10.81932	ASPH CONC CURB - 6 IN	\$8,655.46
0075	441-0301	4.000	EA	\$1,122.87028	CONC SPILLWAY, TP 1	\$4,491.48
0080	446-1100	310.000	LF	\$5.00000	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	\$1,550.00
0085	456-2015	1.000	GLM	\$3,505.57882	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	\$3,505.58
0090	500-3101	1.000	CY	\$413.85929	CLASS A CONCRETE	\$413.86
0095	576-1015	120.000	LF	\$26.89604	SLOPE DRAIN PIPE, 15 IN	\$3,227.52
0100	634-1200	2.000	EA	\$116.21041	RIGHT OF WAY MARKERS	\$232.42
0008	641-1100	83.000	LF	\$60.55267	GUARDRAIL, TP T	\$5,025.87
0110	641-1200	800.000	LF	\$17.99759	GUARDRAIL, TP W	\$14,398.07
0115	641-5001	2.000	EA	\$522.99067	GUARDRAIL ANCHORAGE, TP 1	\$1,045.98
0120	641-5012	2.000	EA	\$1,884.63000	GUARDRAIL ANCHORAGE, TP 12	\$3,769.26
0125	643-8200	1800.000	LF	\$1.99703	BARRIER FENCE (ORANGE), 4 FT	\$3,594.65
SUBTOTAL FOR ROADWAY:						\$683,140.48

20 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0130	163-0240	80.000	TN	\$229.55891	MULCH	\$18,364.71
0135	700-6910	6.000	AC	\$1,083.95762	PERMANENT GRASSING	\$6,503.75
0140	700-7000	17.000	TN	\$56.80140	AGRICULTURAL LIME	\$965.62
0145	700-8000	34.000	TN	\$397.32373	FERTILIZER MIXED GRADE	\$13,509.01
0150	700-8100	280.000	LB	\$2.35304	FERTILIZER NITROGEN CONTENT	\$658.85
SUBTOTAL FOR EROSION CONTROL:						\$40,001.94

DETAILED COST ESTIMATE



Job: 0007043_AS_ALTC

30 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0155	163-0232	3.000	AC	\$662.80952	TEMPORARY GRASSING	\$1,988.43
0160	163-0240	1.000	TN	\$201.02560	MULCH	\$201.03
0165	163-0300	2.000	EA	\$1,608.44200	CONSTRUCTION EXIT	\$3,216.88
0170	163-0520	192.000	LF	\$16.29073	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	\$3,127.82
0175	165-0030	1900.000	LF	\$0.77452	MAINT OF TEMP SILT FENCE, TP C	\$1,471.59
0180	165-0101	4.000	EA	\$582.70175	MAINT OF CONST EXIT	\$2,330.81
0185	167-1000	2.000	EA	\$830.04410	WATER QUALITY MONITORING AND SAMPLING	\$1,660.09
0190	167-1500	18.000	MO	\$905.45638	WATER QUALITY INSPECTIONS	\$16,298.21
0195	171-0030	4586.000	LF	\$3.45267	TEMPORARY SILT FENCE, TYPE C	\$15,833.94
0200	700-8000	9.000	TN	\$422.77245	FERTILIZER MIXED GRADE	\$3,804.95
0205	716-2000	5000.000	SY	\$1.06180	EROSION CONTROL MATS, SLOPES	\$5,309.00
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$55,242.75

40 - TRAFFIC SIGNS AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0210	636-1020	12.000	SF	\$16.13976	HWY SGN,TP1MAT,REFL SH TP3	\$193.68
0215	636-1033	18.000	SF	\$22.74742	HWY SIGNS, TP1MAT,REFL SH TP 9	\$409.45
0220	636-2070	91.000	LF	\$8.92237	GALV STEEL POSTS, TP 7	\$811.94
0225	653-1501	4586.000	LF	\$0.41711	THERMO SOLID TRAF ST 5 IN, WHI	\$1,912.87
0230	653-1502	4586.000	LF	\$0.44802	THERMO SOLID TRAF ST, 5 IN YEL	\$2,054.62
0235	654-1002	58.000	EA	\$5.04219	RAISED PVMT MARKERS TP 2	\$292.45
0240	657-1085	300.000	LF	\$6.24638	PRF PL SD PVT MKG,8",B/W,TP PB	\$1,873.91
0245	657-3086	300.000	GLF	\$3.35100	FPR PL SK PVMT MKG,8",B/Y,TPPB	\$1,005.30
SUBTOTAL FOR TRAFFIC SIGNS AND MARKING:						\$8,554.22

50 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0305	540-1101	1.000	LS	\$44,000.00000	REM OF EX BR, STA NO - REM OF EX ROADWAY BR, ST NO 510+00.00	\$44,000.00
0309	540-1101	1.000	LS	\$44,000.00000	REM OF EX BR, STA NO - REM OF EX RAILROAD BR, ST NO 510+00.00	\$44,000.00
0310	543-9000	1.000	LS	\$462,000.00000	CONSTR OF BRIDGE COMPLETE - CSBRG-0007-00(043)	\$462,000.00
SUBTOTAL FOR BRIDGE:						\$550,000.00

TOTALS FOR JOB 0007043_AS_ALTC

ITEMS COST:	\$1,336,939.39
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,336,939.39
CONTINGENCY PERCENT:	0.15
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,604,327.27

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0007043** **OFFICE** Office of Program Delivery

PROJECT DESCRIPTION

Reconstruction/Rehabilitation of Bridge on SR 18 @ CSX RR in Durand

DATE November 19, 2015

From: Albert V. Shelby III, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Justin Banks **MGMT LET DATE** 4/15/2018
MGMT ROW DATE 5/15/2017

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION	\$	7,384,450.96	DATE	10/21/2014
RIGHT OF WAY	\$	152,000.00	DATE	10/21/2014
UTILITIES	\$	170,000.00	DATE	10/21/2014

REVISED COST ESTIMATES

CONSTRUCTION*	\$	1,661,777.76
RIGHT OF WAY	\$	170,000.00
UTILITIES	\$	216,939.15

*Cost Contains **15** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

A Contingency of 15% was used due to the complexity of the scope at the Concept phase.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,336,939.39	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	66,846.97	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	210,567.95	Base Estimate (A) + E & I (B) x	15 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	47,423.45	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	1,661,777.76	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
AT&T Georgia	\$ -
Diverse Power	\$ 13,539.15
Georgia Power Company - Transmission	\$ 50,000.00
CSX Transportation, Inc	\$ 153,400.00
TOTAL	\$ 216,939.15

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS Liquid AC Adjustment Spreadsheet
--

PROJ. NO. CSBRG-0007-00(043)
P.I. NO. 0007043
DATE 11/19/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Nov-15	\$ 2.054
DIESEL		\$ 2.430
LIQUID AC		\$ 413.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				46363.38	\$	46,363.38
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	660.80		
Monthly Asphalt Cement Price month project let (APL)			\$	413.00		
Total Monthly Tonnage of asphalt cement (TMT)				187.1		

ASPHALT	Tons	%AC	AC ton
Leveling	500	5.0%	25
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	623	5.0%	31.15
25 mm SP	1664	5.0%	83.2
19 mm SP	955	5.0%	47.75
	3742		187.1

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	1,060.07	\$	1,060.07
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	660.80			
Monthly Asphalt Cement Price month project let (APL)			\$	413.00			
Total Monthly Tonnage of asphalt cement (TMT)				4.277920518			

Bitum Tack

Gals	gals/ton	tons
996	232.8234	4.27792052

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	660.80			
Monthly Asphalt Cement Price month project let (APL)			\$	413.00			
Total Monthly Tonnage of asphalt cement (TMT)				0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 47,423.45

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 7/17/2015 Project: CSBRG-0007-00(043)
 Revised: County: Meriwether
 PI: 0007043

Description: SR 18 @ CSXRR
 Project Termini: Bridge Replacements

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 4

Land and Improvements _____ \$71,250.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$25,000.00

Valuation Services _____ \$15,000.00

Legal Services _____ \$40,200.00

Relocation _____ \$8,000.00

Demolition _____ \$0.00

Administrative _____ \$35,500.00

TOTAL ESTIMATED COSTS _____ \$169,950.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$170,000.00

Preparation Credits	Hours	Signature

Prepared By: Dashone Alexander CG#: 286999 07/17/2015 (DATE)
 Approved By: Dashone Alexander CG#: 286999 07/17/2015 (DATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: PI # 0007043, Meriwether County **OFFICE:** State Utilities Office
FROM: *Jill Franks For:*
Lee E. Upkins, State Utility Engineer **DATE:** May 12, 2015
TO: Albert Shelby, State Program Delivery Engineer
Attn: Justin Banks, Project Manager
SUBJECT: PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
CSX Transportation, Inc.		
– P.E. cost for bridge over railroad	\$0.00	\$46,200.00–GDOT
– Const. cost for bridge over railroad	\$0.00	\$107,200.00–GDOT
Total Reimbursement Cost:	\$0.00	\$153,400.00

Total railroad surface work reimbursable cost for the above project is estimated to be:
\$153,400.00

Please note that this amount does not include other reimbursable utility costs that may be associated with this project. This project is GDOT funded.

If you have any questions, please contact Jill Franks, (404) 631-1370, jfranks@dot.ga.gov or Marcela Coll, (404)631-1372 mcoll@dot.ga.gov.

LEU:JLF:mgc

cc: Jun Birnkammer, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Kerry Gore, District 3 Utilities Engineer

Brown, Jason

From: Banks, Justin
Sent: Monday, November 16, 2015 10:57 AM
To: Brown, Jason
Cc: Price, Todd; Van, Audrey K (Audrey.Van@atkinsglobal.com)
Subject: RE: 0007043

Jason,

Let's just leave it out, so it can get reviewed. If OES requests the cost, I will request it from Madeline at that time.

Thanks,

Justin A. Banks
Project Manager
Office: (404) 631-1153
Mobile: (404) 985-0486

From: Brown, Jason
Sent: Monday, November 16, 2015 10:52 AM
To: Banks, Justin
Cc: Price, Todd; Van, Audrey K (Audrey.Van@atkinsglobal.com)
Subject: FW: 0007043

Justin,

Please see below and advise.

Jason M. Brown
Design Engineer III
Georgia Department of Transportation
District II – Tennille
Office of Design
478-553-3394
Email Address: jasbrown@dot.ga.gov

From: Van, Audrey K [<mailto:Audrey.Van@atkinsglobal.com>]
Sent: Monday, November 16, 2015 10:39 AM
To: Brown, Jason
Cc: Banks, Justin; Burgess, Aaron T; Price, Todd; Dyson, Wendy E
Subject: RE: 0007043

Jason,

At this point, there is no firm idea of what the mitigation costs would be for history. SHPO and FHWA would need to come to an agreement of what mitigation methods they would want for the planned destruction of the railroad bridge. It may be best to leave out the history mitigation in the concept report since we don't know the details of this mitigation.

We also don't have a good estimate for what costs would be if, for example, photography documentation was required. Madeline White, the GDOT historian for this project, may have a better idea. But again this would be speculation on what SHPO requests for mitigation.

Audrey Van

Senior Planner I, Transportation NEPA

ATKINS

1600 Riveredge Parkway, Suite 600, Atlanta, GA 30328 | Direct: 678.247.2473 | Fax: 770.933.1083
Email: Audrey.Van@atkinsglobal.com | Web: www.atkinsglobal.com | Careers: www.atkinsglobal.com/careers

From: Brown, Jason [<mailto:jasbrown@dot.ga.gov>]
Sent: Monday, November 09, 2015 3:49 PM
To: Van, Audrey K <Audrey.Van@atkinsglobal.com>
Cc: Banks, Justin <jubanks@dot.ga.gov>; Burgess, Aaron T <ABurgess@dot.ga.gov>; Price, Todd <tprice@dot.ga.gov>
Subject: RE: 0007043

Audrey,

What negligible cost do you have in mind for me to add? I don't have any expertise or idea of what is reasonable for mitigation cost estimate?

Jason M. Brown
Design Engineer III
Georgia Department of Transportation
District II – Tennille
Office of Design
478-553-3394
Email Address: jasbrown@dot.ga.gov

From: Van, Audrey K [<mailto:Audrey.Van@atkinsglobal.com>]
Sent: Monday, November 09, 2015 3:36 PM
To: Brown, Jason
Cc: Banks, Justin; Burgess, Aaron T
Subject: RE: 0007043

Jason,

I spoke with Wendy to confirm there would be no mitigation. Although, there would be no mitigation for U.S. waters impacts there is significant historical impacts for the proposed project. The historical mitigation would involve documentation and photography of the railroad bridge that would be demolished. At this time we don't know the cost of these services. Can you add negligible cost to the concept report to cover the historical mitigation? Thanks!

Audrey Van

Senior Planner I, Transportation NEPA

ATKINS

1600 Riveredge Parkway, Suite 600, Atlanta, GA 30328 | Direct: 678.247.2473 | Fax: 770.933.1083
Email: Audrey.Van@atkinsglobal.com | Web: www.atkinsglobal.com | Careers: www.atkinsglobal.com/careers

From: Van, Audrey K
Sent: Monday, November 09, 2015 2:36 PM

To: Brown, Jason <jasbrown@dot.ga.gov>
Cc: Banks, Justin <jubanks@dot.ga.gov>; 'Burgess, Aaron T' <ABurgess@dot.ga.gov>
Subject: RE: 0007043

Jason,

There is only one U.S. water identified on the proposed project, Wetland 1. Wetland 1 is split onto either side of the railroad tracks. Each section of the wetland totals approximately 0.03 acre, totaling 0.06 acre for the entire Wetland 1. Since the threshold for compensatory mitigation for impacts to waters is 0.1 acre for wetlands, the proposed project would not require wetland or stream mitigation credits.

Audrey Van
Senior Planner I, Transportation NEPA

ATKINS

1600 Riveredge Parkway, Suite 600, Atlanta, GA 30328 | Direct: 678.247.2473 | Fax: 770.933.1083
Email: Audrey.Van@atkinsglobal.com | Web: www.atkinsglobal.com | Careers: www.atkinsglobal.com/careers

From: Banks, Justin [<mailto:jubanks@dot.ga.gov>]
Sent: Monday, November 09, 2015 11:17 AM
To: Dyson, Wendy E <Wendy.Dyson@atkinsglobal.com>; Price, Todd <tprice@dot.ga.gov>; Clements, Lyn <lcllements@dot.ga.gov>; McKissick, Gene <gmckissick@dot.ga.gov>; Burgess, Aaron T <ABurgess@dot.ga.gov>; Brown, Jason <jasbrown@dot.ga.gov>; Van, Audrey K <Audrey.Van@atkinsglobal.com>
Subject: 0007043

All,

The call-in number for today's team meeting below:

Date of Event: 11/09/2015 .
Bridge Time Start (Test time): 1:50PM .
Start Time of Event: 2:00PM .
End Time of Event: 3:00PM .
Telephone Call in Number: 404-631-1009
Meeting ID Number: 22657 .
Meeting Entry Password: 110915 .

Thank you,

Justin A. Banks

Project Manager
Office of Program Delivery
Georgia Department of Transportation
600 W. Peachtree St., 25th Floor
Atlanta, Ga 30308
Phone: (404) 631-1153
Mobile: (404) 985-0486
Fax: (404) 631-1588
Email: jubanks@dot.ga.gov

Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

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Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSBRG-0007-00(043), Meriwether County **OFFICE** Planning
P.I. # 0007043
DATE November 5, 2014

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Albert Shelby, State Program Delivery Engineer
Attention: Justin Banks

SUBJECT **Estimated** Traffic Assignments for SR 18 @ CSX RR

We are furnishing estimated traffic assignments for the above project as follows:

	NO BUILD	BUILD
	BRIDGE ID 199-0007-0	BRIDGE ID 199-0007-0
2014 ADT	2300	2300
2021 ADT	2450	2450
2041 ADT	2800	2800
2014 DHV	175	175
2021 DHV	185	185
2041 DHV	215	215
D	51%	51%
K	7.6%	7.6%
T	7.25%	7.25%
S.U.	4.00%	4.00%
COMB.	3.25%	3.25%
24 HR. T.	11.00%	11.00%
S.U.	4.75%	4.75%
COMB.	6.25%	6.25%

If you have any questions concerning this information please contact
Andre Washington at (404) 631-1925.

Traffic Projections/Forecasting Summary Sheet

P.I. # 0007043

MERIWETHER COUNTY

Year Counts Were Taken: 2014

Growth Factors

Build

Growth for Build

Existing Year to Base Year:

Mainline (SR0018) 0.91%

Base Year to Design Year:

Mainline (SR0018) 0.67%

Mainline (SR0018)

K = 7.6%

Mainline (SR0018)

D = 51%

No Build

Growth for No Build

Existing Year to Base Year:

Mainline (SR0018) 0.91%

Base Year to Design Year:

Mainline (SR0018) 0.67%

Mainline (SR0018)

K = 7.6%

Mainline (SR0018)

D = 51%

Assumptions

- Reviewed GDOT AADT Historical Traffic Growth Trends for the past 25 Years, 20 Years, 15 Years, 10 Years, and 5 Years for the following:
 - a. 2 Traffic Counter Locations within the scope of this project.
 - b. 1 Traffic Counter Location within the scope of this project.
- Reviewed Meriwether County Comprehensive Land Use Plan.
- Reviewed Georgia Residential Population Projections Based on The 2000 Census Count and The 2010 Census Count for the following.

- a. Meriwether County
- b. Zip Code 31830 (Encompasses The Municipality of Warm Springs, and The Area Surrounding Warm Springs Georgia within Meriwether County)
- c. Zip Code 31822 (Encompasses The Western Area of Warm Springs Georgia within Meriwether County, The Northern Portion Of Harris County West Of Pine Mountain & North Of Pine Mountain Valley, and The Southeastern Portion Of Troup County Around The Borderline of Harris, Troup, & Meriwether Counties)
- d. Zip Code 30222 (Encompasses The Municipality of Greenville, and The Area Surrounding Greenville Georgia within Meriwether County)

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:199-0007-0

Meriwether

SUFF. RATING: 33.01

Location & Geography

Structure ID: 199-0007-0
 200 Bridge Information: 07
 *6A Feature Int: CSX RAILROAD
 *6B Critical Bridge: 0
 *7A Route No Carried: SR00018
 *7B Facility Carried: SR 18
 9 Location: IN DURAND
 2 Dot District: 3
 207 Year Photo: 2012
 *91 Inspection Frequency: 24 Date: 04/09/2012
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 0 Date: 02/01/1901
 92C Other Spc. Insp Freq: 0 Date: 02/01/1901
 * 4 Place Code: 24852
 *5 Inventory Route(O/U): 1
 Type: 3
 Designation: 1
 Number: 00018
 Direction: 0
 *16 Latitude: 32 54.9967 HMMS Prefix:SR
 *17 Longitude: 84 -46.5250 HMMS Suffix:00 MP:6.03
 98 Border Bridge: 000%Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0
 12 Base Highway Network: 1
 13A LRS Inventory Route: 1991001800
 13B Sub Inventory Route: 0
 101 parallel Structure: N
 *102 Direction of Traffic: 2
 *264 Road Inventory Mile Post: 005.84
 *208 Inspection Area: 3 Initials: EFP
 Engineer's Initials: eep
 * Location ID No: 199-00018D-006.03E

*104 Highway System: 0
 *26 Functional Classification: 07
 *204 Federal Route Type: S No: 02062
 105 Federal Lands Highway: 0
 *110 Truck Route: 0
 2006 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 *19 Bypass Length: 13
 *20 Toll: 3
 *21 Maintanance: 01
 *22 Owner: 01
 *31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 03
 27 Year Constructed: 1941
 106 Year Reconstructed: 0000
 33 Bridge Medium: 0
 34 Skew: 40
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 2
 *42 Type of Service On: 5
 Type of Service Under: 2
 214 Movable Bridge: 0
 203 Type Bridge: J
 259 Pile Encasement: 3
 *43 Structure Type Main: 3 02
 45 No.Spans Main: 005
 44 Structure Type Appr: 0 00
 46 No Spans Appr: 0000
 226 Bridge Curve Horz: 1 Vert: 0
 111 pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Structure Type: 6
 Membrane Type: 0
 Deck Protection: 8

Signs & Attachments

225 Expansion Joint Type: 02
 242 Deck Drains: 0
 243 Parapet Location: 0
 Height: 0
 Width: 0
 238 Curb Height: 1
 Curb Material: 1
 239 Handrail: 11
 *240 Medium Barrier Rail: 0
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 3
 Fwrd: 3
 Oppo. Dir. Rear: 0
 Oppo. Fwrd: 0
 244 Approach Slab: 3
 224 Retaining Wall: 5
 233Posted Speed Limit: 55
 236 Warning Sign: 0.00
 234 Delineator: 1.00
 235 Hazzard Boards: 1
 237 Utilities Gas: 00
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0
 *248 County Continuity No.: 00

Processed Date:6/8/2015

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:199-0007-0

Programming Data		Measurements:				
201 Project No:	FAGM-108-A	*29ADT	001900	Year:2011	65 Inventory Rating Method:	2
202 Plans Available:	4	109%Trucks:	1		63 Operating Rating Method:	2
249 Prop Proj No:	00000000000000000000000000000000	* 28 Lanes On:	02	Under:00	66 Inventory Type:	2 Rating: 24
250 Approval Status:	0000	210 No. Tracks On:	00	Under:01	64 Operating Type:	2 Rating: 24
251 PI Number:	M005110	* 48 Max. Span Length	0030		231 Calculated Loads:	
252 Contract Date:	02/01/1901	* 49 Structure Length:	150		H-Modified:	20 0
260 Seismic No:	00000	51 Br. Rwdy. Width	23.90		HS-Modified:	25 0
75 Type Work:	34 1	52 Deck Width:	31.00		Type 3:	27 0
94 Bridge Imp. Cost:	\$586	* 47 Tot. Horiz. Cl:	24		Type 3s2:	38 0
95 Roadway Imp. Cost:	59	50 Curb / Sidewalk Width	5.00 / 1.00		Timber:	35 0
96 Total Imp Cost:	879	32 Approach Rdwy. Width	027		Piggyback:	40 0
76 Imp Length:	001470	*229 Shoulder Width:			261 H Inventory Rating:	15
97 Imp Year:	2013	Rear Lt:	2.00	Type:2 Rt:2.00	262 H Operating Rating	23
114Furure ADT:	002850	Fwd. Lt:	2.00	Type:2 Rt:2.00	67 Structural Evaluation:	4
Hydraulic Data		Permanent Width:			58 Deck Condition:	7
215Waterway Data:		Rear:	23.00	Type:2	59 Superstructure Condition:	4
High Water Elev:	0000.0	Year:1900			* 227 Collision Damage:	0
Flood Elev:	0000.0	Freq:00			60A Substructure Condition:	5
Avg Streambed Elev:	0000.0				60B Scour Condition:	N
Drainage Area:	00000	Interaction Rear:	0	Fwd: 0	60C Underwater Condition	N
Area of Opening:	000000	36Safety Features Br. Rail:	2		71 Waterway Adequacy:	N
113 Scour Critical	N	Transition:	2		61 Channel Protection Cond.:	N
216Water Depth:	00.0	App. G. Rail:	2		68 Deck Geometry:	3
222Slope Protection:	0	App. Rail End:	2		69 UnderClr. Horz/Vert:	4
221Slope Protection	0	Fwd:0			72 Appr. Alignment:	5
219Fender System	0	53 Minimum Cl. Over:	99' 99"		62 Culvert:	N
220Dolphin:	0	Under:			Posting Data	
223Current Cover:	000	*228 Minimum Vertical Cl			70 Bridge Posting Required	5
Type:	0	Act. Odm Dir.:	99' 99"		41 Struct Open, Posted, CL:	A
No. Barrels:	0	Oppo. Dir:	99' 99"		* 103 Temporary Structure:	0
* Width:	0.00	Posted Odm. Dir:	00' 00"		232 Posted Loads	
* Length:	0	Oppo. Dir:	00' 00"		H-Modified:	00
265 U/W Insp. Area	0	55 Lateral Undercl. Rt:	R 9 9		HS-Modified:	00
Location ID No:	199-00018D-006.03E	56 Lateral Undercl. Lt:	0.00		Type 3:	00
		*10 Max Min Vert Cl:	99' 99" Dir:0		Type 3s2:	00
		39 Nav Vert Cl:	000 Horiz:0000		Timber:	00
		116 Nav Vert Cl Closed:	000		Piggyback	00
		245 Deck Thickness Main	7.00		253 Notification Date:	02/01/1901
		Deck Thick Approach:	0.00		258 Fed Notify Date:	2/1/1901 12:00:00AM
		246 Overlay Thickness:	3.00			
		212 Year Last Painted:	Sup:1990Sub:0000			

Safety Assessment

The Georgia Department of Public Safety was searched for incidents that may have occurred on SR 18 @ CSX RR in Durand during the time period of January 1, 2011 through January 08, 2015. Five crashes were found to have occurred during this 5 year period. None of the crashes involved any reported facilities. A breakdown of the crashes that occurred is shown below.

Year	Total Crashes	Angle	Rear End	Sideswipe	Not a collision with a motor vehicle	Property Damage Only	Injury	Fatal
2011	1	0	0	0	1	1	1	0
2012	1	0	0	0	1	0	2	0
2013	1	0	0	0	1	0	1	0
2014	1	0	0	0	1	0	1	0
2015	1	0	0	0	1	0	1	0

Table 1-Crash Data 2011 through 2015

Brown, Jason

From: Lawrence, Sandy
Sent: Tuesday, September 29, 2015 12:16 PM
To: Price, Todd; Stovall-Dixon, Krystal E.; Banks, Justin
Cc: wendy.dyson@atkinsglobal.com; Clements, Lyn; Burgess, Aaron T; O'Brien, Neal; Brown, Jason; Lotti, Terri
Subject: RE: 0007043 - Meriwether Concept Meeting

Categories: Important

That's fine.
Thank you,
Sandy

From: Price, Todd
Sent: Tuesday, September 29, 2015 10:57 AM
To: Lawrence, Sandy; Stovall-Dixon, Krystal E.; Banks, Justin
Cc: wendy.dyson@atkinsglobal.com; Clements, Lyn; Burgess, Aaron T; O'Brien, Neal; Brown, Jason; Lotti, Terri
Subject: RE: 0007043 - Meriwether Concept Meeting

Sandy,

I think we can take your verbiage below and add it to the concept. If it is ok I would like to add your email below which references the meeting with SHPO as an attachment to the concept report.

Thanks,
Todd

From: Lawrence, Sandy
Sent: Tuesday, September 29, 2015 8:38 AM
To: Stovall-Dixon, Krystal E.; Price, Todd; Banks, Justin
Cc: wendy.dyson@atkinsglobal.com; Clements, Lyn; Burgess, Aaron T; O'Brien, Neal; Brown, Jason; Lotti, Terri
Subject: RE: 0007043 - Meriwether Concept Meeting

From a purely Section 106 perspective, the project will have an adverse effect to both resources, so we must choose which alternative is least adverse. In this case, it is less adverse to remove the contributing railroad bridge from a larger linear resource than to remove a historic and individually eligible house. This was SHPO's determination during the meeting held with them.

Sandy

Sandy Lawrence, Cultural Resources Section Chief

Georgia Department of Transportation
Office of Environmental Services
600 West Peachtree Street, NW, 16th Floor
Atlanta, Georgia 30308
404.631.1150 (direct)
404.631.1100 (main)

From: Stovall-Dixon, Krystal E.
Sent: Tuesday, September 29, 2015 8:33 AM
To: Price, Todd; Banks, Justin
Cc: wendy.dyson@atkinsglobal.com; Clements, Lyn; Burgess, Aaron T; O'Brien, Neal; Brown, Jason; Lotti, Terri; Lawrence, Sandy
Subject: RE: 0007043 - Meriwether Concept Meeting

Todd,
Someone is currently living in the farm house. That is why the Historians deem it more beneficial to impact a railroad bridge that is not in use versus a house someone is living in.

Terri and Sandy – please chime in if you can provide additional information.

Thanks,
Krystal

From: Price, Todd
Sent: Tuesday, September 29, 2015 8:00 AM
To: Banks, Justin
Cc: wendy.dyson@atkinsglobal.com; Stovall-Dixon, Krystal E.; Clements, Lyn; Burgess, Aaron T; O'Brien, Neal; Brown, Jason
Subject: RE: 0007043 - Meriwether Concept Meeting

Justin,

The email chain below don't really give us any justification as to why we are choosing one alternative over the other. We need someone from History to provide us with some type of written justification to add to the concept report as to why removing one history resource being the railroad bridge has less of importance over impacting the old farm house. Currently construction estimates show it is cheaper to go to the farm house side so we need reasons as to why we are choosing a more experience alternative over a cheaper one.

Thanks,
Todd

From: Banks, Justin
Sent: Monday, September 28, 2015 3:21 PM
To: Brown, Jason; Price, Todd
Cc: wendy.dyson@atkinsglobal.com; Stovall-Dixon, Krystal E.; Clements, Lyn; Burgess, Aaron T; O'Brien, Neal
Subject: FW: 0007043 - Meriwether Concept Meeting

Jason/Todd,

Per the email chain below and recommendation from SHPO, we will be using the alignment that will affect the abandoned rail line and railroad bridge.

Thanks,

Justin A. Banks
Project Manager
Office: (404) 631-1153
Mobile: (404) 985-0486

From: Stovall-Dixon, Krystal E.
Sent: Tuesday, September 15, 2015 8:12 AM
To: Dyson, Wendy E
Cc: Banks, Justin
Subject: FW: 0007043 - Meriwether Concept Meeting

Hi Wendy,
FYI - Please see email chain below regarding the abandoned RR parcel.

From: Coll, Marcela
Sent: Monday, September 14, 2015 4:30 PM
To: Stovall-Dixon, Krystal E.; Mack, Stenley K.
Cc: Franks, Jill L.; Banks, Justin
Subject: RE: 0007043 - Meriwether Concept Meeting

Kystal,

We don't have information on this company.
I will ask intermodal if they do.

Stenley,

Would you have any information regarding TYO Freight Company, whom have seemed to purchase an abandoned railroad property?
Thank you,

Marcela G. Coll
Railroad Crossing Engineer
Georgia Department of Transportation
Office of Utilities – One Georgia Center
Phone: (404) 631-1372

From: Stovall-Dixon, Krystal E.
Sent: Monday, September 14, 2015 3:57 PM
To: Coll, Marcela; Banks, Justin
Cc: Franks, Jill L.
Subject: RE: 0007043 - Meriwether Concept Meeting

Hi Marcela,
We have learned that the abandoned track was purchased by TYO Freight Company out of Omaha, NE. Do you all have any contact information for them?

From: Coll, Marcela
Sent: Monday, September 14, 2015 3:50 PM
To: Banks, Justin
Cc: Stovall-Dixon, Krystal E.; Franks, Jill L.
Subject: RE: 0007043 - Meriwether Concept Meeting

Justin,

The Parcel is not treated as a Railroad Parcel since the railroad abandoned it. The Right of Way Office would treated the parcel as a private owned parcel. If you are purchasing property from that parcel a number should be used. If you **are not** purchasing property then do not assign a parcel number.

Thank you,

Marcela G. Coll
Railroad Crossing Engineer
Georgia Department of Transportation
Office of Utilities – One Georgia Center
Phone: (404) 631-1372

From: Banks, Justin
Sent: Monday, September 14, 2015 3:11 PM
To: Coll, Marcela
Cc: Stovall-Dixon, Krystal E.
Subject: FW: 0007043 - Meriwether Concept Meeting

See **highlighted** below

Does that mean a RR parcel or a non-RR parcel?

Thanks,

Justin A. Banks
Project Manager
Office: (404) 631-1153
Mobile: (404) 985-0486

From: Coll, Marcela
Sent: Monday, April 20, 2015 11:30 AM
To: Banks, Justin
Cc: Franks, Jill L.
Subject: RE: 0007043 - Meriwether Concept Meeting

Justin,

Sure, I'll try to be there.

There are two comments that Jill and I will like to pass along to the Team.

1. The railroad tracks that parallel SR 18 are abandoned, so if Right of Way needs to be purchased the Parcel should be treated as a regular parcel by the Right of Way Office.
2. CSX's Right of Way is 100 FT at the SR 18 overpass (Inventory number 63688T, Railroad Milepost ANJ-799.83, please include this information in the plans).

CSX will probably ask that the Bridge Span the entire CSX Right of Way. Please make sure Bridge Design is aware of this when designing their Bridge Preliminary Layout.

If you have any questions please let us know.

Thank you,

Marcela G. Coll
Railroad Crossing Engineer
Georgia Department of Transportation
Office of Utilities – One Georgia Center
Phone: (404) 631-1372

From: Banks, Justin
Sent: Monday, April 20, 2015 11:10 AM
To: Coll, Marcela
Cc: Franks, Jill L.
Subject: RE: 0007043 - Meriwether Concept Meeting

Marcela,

I am having a team meeting on 5/11/15 from 1:30 to 2:30 on the 25th floor. If you are available I would like for you to come to see if there are any questions from the designers and/or environmental services.

Thanks,

Justin A. Banks
Project Manager
Office: (404) 631-1153
Mobile: (404) 985-0486

From: Coll, Marcela
Sent: Monday, April 20, 2015 11:00 AM
To: Banks, Justin
Cc: Franks, Jill L.
Subject: 0007043 - Meriwether Concept Meeting

Justin,

I am sorry I couldn't attend Friday's Concept meeting for this project.
Do you have any questions regarding this project that I can help you with?

Thank you,

Marcela G. Coll
Railroad Crossing Engineer
Georgia Department of Transportation
Office of Utilities – One Georgia Center
600 W. Peachtree Street NW, 10th Floor
Atlanta, GA 30308
Phone: (404) 631-1372
Email: mcoll@dot.ga.gov

Georgia DOT has launched a new, more relevant, professional and user-friendly website. Take a look at www.dot.ga.gov. A brief video explaining the new site can be viewed at <https://youtu.be/e3Mu5jW9VKM>. Also, see our Fact Sheet at www.dot.ga.gov/AboutGeorgia/Pages/TravelSmart.aspx. If you have questions and feedback, drop us a line at TravelSmart@dot.ga.gov

Meeting notes

Project:	PI 0007043, Meriwether County		
Subject:	TA SHPO Meeting Minutes		
Date and time:	Aug 25, 2015 - 1:30	Meeting no:	1
Meeting place:	GDOT, 16th Floor	Minutes by:	Audrey Van, Atkins
Present:	Christine Quinn Jennifer Dixon Madeline White Terri Lotti Justin Banks Lyn Clements Tom Price Neal O'Brien Matt McDaniel Wendy Dyson Audrey Van Amanda von Oldenburg	Representing:	Georgia Historic Preservation Division (HPD) Georgia HPD GDOT Office of Environmental Services (OES) GDOT OES GDOT Project Manager GDOT Bridge GDOT District 2 Design GDOT District 2 Preconstruction Mulkey Engineers & Consultants Atkins Atkins Atkins

Meeting Background: The meeting was held to discuss the three alignments for a bridge replacement on SR 18 over CSX railroad the SHPO and to gather input from SHPO on which alignment should be the preferred. All three of the proposed project alternatives would cause an adverse effect to one of the four eligible historic resources in the project area.

1. The meeting was started by Ms. White with introductions of the attendees. Mr. McDaniel followed with a description of the National Register eligible resources. Ms. White also reviewed the minimization methods researched.
2. Mr. Price then began to describe the different alternatives (see attached handout used at the meeting).
 - a. Alternative 1 would align to the north and result in a broken back curve. This alt would have an adverse effect on the Mitcham-Banks House due to loss of set-back and contributing features (tree, well house). In order to avoid displacing the residence, a gravity wall with barrier face positioned approximately 25 feet from the centerline of Alternative 1 and would be constructed and would measure approximately 150-feet long, 3.25-feet high, and 3.25-foot wide. A hand rail would be located on top of the wall and would measure 3.5 feet high. At its closest point, there would be approximately 3 feet between the wall and the Mitcham-Banks House.
 - b. Alternative 2 would also realign to the north as with Alt 1 but would result in a compound curve. Alt 2 would have a similar effect to the house; however, the proposed retaining wall would be approximately 1-foot from the corner of the porch.
 - c. The overall cost for Alternative 1 or Alternative 2 would be less expensive than Alternative 3.

Next meeting:	TBD		
Distribution:	Meeting Attendees		
Date issued:	8/26/15	File ref:	PI 0007043, Meriwether County

NOTE TO RECIPIENTS:

These meeting notes record Atkins understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

- d. Alternative 3 would construct the new bridge to the south and would have an adverse effect to the C&R Railway. The C&R Railway bridge crosses over the active CSX rail line and would be removed to construct the proposed bridge due to impacts to the support walls. The C&R Railway alignment is a National Register-eligible resource; however, the C&R Railway bridge is not eligible on its own. Alternative 3 would also require right-of-way from the CSX railroad.
3. Several concerns about the Mitcham-Banks House were discussed during the meeting.
 - a. One concern is the structural integrity of the house. The house is in poor condition according to the Meriwether County Tax Assessor’s website information. Installation of the wall or piers for the proposed bridge could cause vibrations in the house that would impact the structure.
 - b. Mr. Price brought in the District 2 Right-of-way engineer to answer questions. The right-of-way engineer stated building a wall would not require a “take” of the house. If steps or porches are removed, this would be considered a take. It was verified by Ms. Clements that the footprint of the house did not include the front steps. A survey would be needed to include the steps on the plans.
 - c. Mr. O’Brien suggested building a wall in front of the home may make the home impossible to resell. He asked if it would be a better situation to take the home instead.
 - d. Ms. Clements asked if a curb and gutter could be installed on SR 18 to reduce the right-of-way required near the house. Ms. Clements will discuss with design to determine if feasible.
 4. Several concerns about the C&R Railway bridge were discussed during the meeting.
 - a. The structural integrity of the C&R Railway bridge was discussed. Ms. Lotti stated the bridge was built in 1907. Ms. Clements stated the bridge was in use as an active railroad approximately 10 years ago. The bridge was closed because another bridge along the railroad was washed out and not replaced. It was noted that the rails and ties have been removed.
 - b. It was noted that although the bridge is associated with the C&R Railway, because the C&R Railway was constructed prior to the CSX alignment, CSX likely built the bridge/underpass and has control over some or all of the structure.
 - c. The plans for the C&R Railway alignment are unknown at this time. Mr. McDaniel spoke with Meriwether County Tax Assessor and they stated the railroad was owned by TYO, Inc. a freight shipping and trucking company running a freight hauling business. In adjacent Harris County, Ms. Clements stated there are plans to build a rail-to-trails project on the same railroad. Atkins will speak with the Meriwether County Planning Department to determine if there are any plans.
 - d. Ms. Clements spoke of the problems with demolition of the C&R Railway bridge. Other than the age of the bridge, work would need to be performed for CSX and their standards. The original SR 18 bridge, prior to the existing bridge, may have piers remaining near the alignment of Alternative 3. If the C&R Railway bridge was removed and not required to be rebuilt, features of the bridge may be required by CSX to be constructed. Such as, the supporting walls may be serving as an erosion control feature for the active CSX railroad.
 - e. Ms. Lotti inquired on the height of the existing bridge and if more clearance would be required for double-stacked trains. Ms. Clements stated the current clearance is approximately 23-feet and the proposed bridge would be close to the same height.

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
1	Survey to locate front steps of Mitcham-Banks House needed to determine potential impact	ASAP	GDOT
2	Determine if curb and gutter section would reduce required right-of-way near the Mitcham-Banks House	ASAP	GDOT

ITEM	DESCRIPTION & ACTION	DEADLINE	RESPONSIBLE
3	Determine if Meriwether County Planning Department knows of plans for C&R Railway	August 31, 2015 (complete)	Audrey Van
4	Determine if secondary water well exists on Mitcham-Banks House	ASAP	GDOT
5	Determine CSX requirements regarding C&R Railway bridge over CSX alignment	ASAP	GDOT

Communication record

Person spoken with:	Director Ron Garrett		
Representing:	Meriwether County Building & Zoning		
Subject:	Plans for Columbus & Rome Railway	Date and time:	August 26, 2015 - 1:03 PM
Atkins representative:	Audrey Van	Phone:	(706) 672-1283

Details:

Director Ron Garrett was called to determine the potential plans for the inactive Columbus & Rome Railway. Ms. Audrey Van of Atkins called the Meriwether County Building & Zoning Office since a planning office does not exist for Meriwether County. Ms. Van informed Mr. Garrett about the proposed Georgia Department of Transportation (GDOT) project on SR 18 over the CSX railroad in Durand, Georgia. Ms. Van inquired about future plans for the inactive railroad. Mr. Garrett stated there were no plans. Ms. Van asked about a potential *Rails to Trails* plan. Mr. Garrett stated the conversion of the rail line is planned; however, he does not think any funding has been committed to the project. He said nothing concrete has been discussed about the proposed project and it was a long term project. He further stated the project would likely begin in Greenville and eventually arrive near Durand. This would likely be a multi-phase project and the Durand portion would be one of the later phases. Mr. Garrett did not have an estimated project date but guessed the project would be at least 10-20 years in the future for completion. Ms. Van inquired about the Harris County portion of the trails plan along the same railway. Mr. Garrett stated he did not believe they had started building that portion. The last information he had heard was Harris County was having problems purchasing the right-of-way from the private company that owned the railroad. Ms. Van asked if this was the same company that owned the Meriwether portion, and Mr. Garrett stated it was.

Action required:	None		
Distribute to:	TA SHPO Meeting Attendees	cc:	
File ref:	PI 0007043, Meriwether County		

Synopsis of Potential Impacts to Historic Resources
GDOT Project CSBRG-0007-00(043), PI 0007043, Meriwether County
August 25, 2015

Proposed project CSBRG-0007-00(043), PI 0007043 would replace the existing, substandard SR 18 bridge over the CSX railroad in Meriwether County. Four properties have been determined eligible for the National Register (NR) within the project area: Columbus & Rome Railway (C&R Railway), CSX/Birmingham & Atlantic Railroad, Mitcham-Banks House, and Aruajo House. The project is currently in the concept phase and three alternatives have been developed. Each alternative is described below.

Alternative 1 (current preferred)

Alternative 1 would construct the proposed bridge on a new alignment approximately 47 feet north of the existing bridge and would require the realignment of SR 18 to allow for two way traffic operation during construction. Two way traffic would remain on the existing bridge until construction of the proposed bridge is complete; traffic would then be shifted to the new bridge and SR 18 alignment and the old bridge structure would be removed. Alternative 1 would introduce a broken back curve and would result in the displacement of the Mitcham-Banks House unless a retaining wall is constructed. The proposed retaining wall would be a gravity wall with barrier face positioned approximately 25 feet from the centerline of Alternative 1 and would be approximately 150-feet long, 3.25-feet high, and 3.25-foot wide at a cost of approximately \$50,000. A hand rail would be located on top of the wall and would measure 3.5 feet high. At its closest point, there would be approximately 3 feet between the wall and the Mitcham-Banks House.

Alternative 2

Alternative 2 would construct the proposed bridge on new alignment approximately 50 feet north of the centerline of the existing bridge and would require realignment of SR 18. Traffic would be maintained on the existing bridge while a portion of the new bridge is constructed. Once constructed, the portion of the new bridge would accommodate one-way traffic controlled by a temporary signal while the old bridge is removed and the remaining construction of the new bridge is completed. Alternative 2 would introduce a compound curve and would also result in the displacement of the Mitcham-Banks House unless a retaining wall is constructed. The retaining wall would be the same as described in Alternative 1; however, at its closest point, there would be approximately 1-foot between the wall and the Mitcham-Banks House

Alternative 3

Alternative 3 is would construct the proposed bridge on new alignment approximately 47 feet to the south of the centreline of the existing bridge. Two-way traffic would be maintained on the existing bridge while the new bridge is constructed. Traffic would then be shifted to the new bridge and SR 18 alignment and the old bridge structure would be removed. Alternative 3 would result in the removal of the C&R Railway bridge. The C&R Railway is currently inactive and railroad ties have been removed. The stability of the bridge is unknown, and there is a concern that vibrations from construction work may impact the structural integrity of the railroad bridge even if removal of the bridge is avoided.

Other Avoidance and Minimization Measures Considered

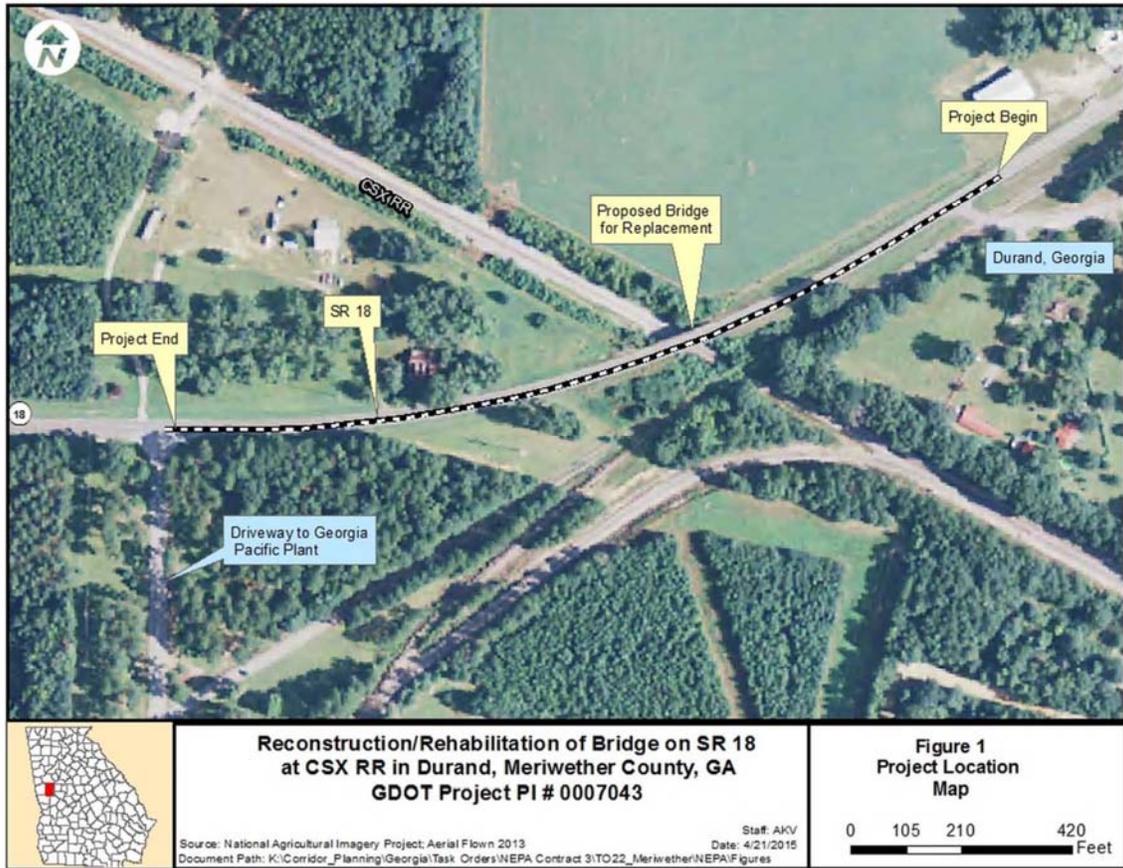
1. Narrowing lane widths from the standard 12 feet to 11 feet was considered. However, due to the heavy truck traffic, this is not a viable option.
2. Replacing the bridge on existing alignment was also considered. However, an off-site detour would be over 30 miles in length and is not considered viable due to the heavy truck traffic created by the nearby Georgia Pacific plant.
3. Reducing the offset of the replacement bridge and utilizing a temporary two-lane, detour bridge was also considered. However, construction of a detour bridge over railroad is cost prohibitive.

Other Considerations

The proposed bridge would be constructed over an active CSX railroad. CSX has specific requirements for construction over an active railroad, and distance from the roadway, both vertical and horizontal. Existing transmission lines also parallel SR 18 west of the proposed bridge and cross SR 18 to continue south along the CSX railroad. Modifying or moving these transmission lines would be costly.

According to the Meriwether County Tax Assessor, the C&Y Railway is owned by TYO, Inc., Omaha, Nebraska. TYO, Inc. is a freight shipping and trucking company running freight hauling business. Plans for the C&Y Railway are unknown; however, it should be noted that the rails and ties have been removed and

the stability of the existing bridge is unknown. Should the C&Y Railway line become active again, minimum horizontal clearance allowed between the roadway and the track is 18 feet for CSX controlled tracks and 22 feet for Central of Georgia controlled tracks.



SERVICE DATE – AUGUST 29, 2008

SURFACE TRANSPORTATION BOARD

DECISION AND NOTICE OF INTERIM TRAIL USE OR ABANDONMENT

STB Docket No. AB-1000 (Sub-No. 1X)

GEORGIA SOUTHWESTERN RAILROAD, INC.—ABANDONMENT AND
DISCONTINUANCE EXEMPTION—IN HARRIS AND MERIWETHER COUNTIES, GA

Decided: August 28, 2008

By decision served on December 10, 2007, the Board, under 49 U.S.C. 10502, exempted from the prior approval requirements of 49 U.S.C. 10903 the abandonment by Georgia Southwestern Railroad, Inc. (GSRW) of 43 miles of rail line extending between milepost R-12.0 at Florida Rock and milepost R-55.0 at Allie, in Harris and Meriwether Counties, GA (the line), subject to trail use, public use,¹ environmental, and standard employee protective conditions. The exemption was scheduled to become effective on January 9, 2008, unless stayed by the Board or unless an offer of financial assistance (OFA) under 49 U.S.C. 10904 and 49 CFR 1152.27 was filed on or before December 20, 2007.

On December 20, 2007, Kern Valley Railroad Company (KVRC) timely filed an OFA under 49 U.S.C. 10904 and 49 CFR 1152.27(c) to purchase the line. In a decision served on December 21, 2007 (December 21 Decision), KVRC was found financially responsible and the effective date of the exemption authorizing the abandonment was postponed to permit the OFA process to proceed. The December 21 Decision stated that either party could request the Board to establish terms and conditions for the sale if no agreement was reached on or before January 22, 2008. The December 21 Decision further stated that, if no agreement is reached and no request for the Board to establish terms and conditions was submitted by that date, the Board would serve a decision vacating the December 21 Decision and allowing the abandonment exemption to become effective.

By decision served on February 15, 2008, the Board vacated the December 21 Decision to the extent it postponed the effective date of the abandonment exemption to permit the OFA process to proceed. The February 15 Decision indicated that KVRC had not filed a request to set terms and conditions. The Board terminated the OFA process and made the abandonment exemption effective on the service date of the February 15 Decision, subject to any previously imposed conditions. Also, the February 15 Decision stated that the previously imposed public use and trail use conditions would extend until August 13, 2008. The public use condition, which is limited by statute to 180 days, expired on August 13, 2008, and may not be extended.

¹ A request for imposition of a public use condition and for issuance of a notice of interim trail use (NITU) was filed by Harris County, GA (the County), a local government entity of the State of Georgia.

On August 13, 2008, the County filed a request for an extension of the NITU negotiating period for 180 days until February 9, 2009, for the portion of the line between milepost R-12.0 and milepost R-33.5. The County states that it continues to negotiate with GSWR. GSWR, in a letter filed on August 14, 2008, consents to the extension request.

Where, as here, the carrier has not consummated the abandonment at the end of the previously imposed negotiating period and is willing to continue trail use negotiations, the Board retains jurisdiction, and the NITU negotiating period may be extended.² Under the circumstances, extension of the negotiating period is warranted. See Birt v. STB, 90 F.3d 580, 588-90 (D.C. Cir. 1996); Grantwood Village v. Missouri Pac. R.R. Co., 95 F.3d 654, 659 (8th Cir. 1996). Accordingly, the NITU negotiating period will be extended to February 9, 2009.

By request filed on August 18, 2008, TYO, Inc. (TYO) sought issuance of a NITU, under the National Trails System Act, 16 U.S.C. 1247(d) (Trails Act), for the 21.5-mile portion of the right-of-way that extends from milepost R-33.5, at the Harris County-Meriwether County line, and milepost R-55.0, at Allie. TYO submitted a statement indicating its willingness to assume full responsibility for management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for payment of any and all taxes that may be levied or assessed against the right-of-way, as required at 49 CFR 1152.29, and acknowledged that the use of the right-of-way for trail purposes is subject to future reactivation for rail service. GSWR, in a letter filed on August 21, 2008, states that it is willing to negotiate with TYO for interim trail use.

A trail use request may be accepted as long as the Board retains jurisdiction over the involved railroad right-of-way³ and the carrier is willing to enter into negotiations. Inasmuch as GSWR has not consummated the abandonment and is willing to negotiate with TYO for trail use over the requested portion of the right-of-way, a NITU will be issued for that portion of the right-of-way from milepost R-33.5, at the Harris County-Meriwether County line, and milepost R-55.0, at Allie, with the trail use negotiating period extending until February 9, 2009. If no agreement is reached within that time period, GSWR may fully abandon the line. Use of the right-of-way for trail purposes is subject to restoration for railroad purposes. See 49 CFR 1152.29(d)(2).

² See Rail Abandonments—Supplemental Trails Act Procedures, 4 I.C.C.2d 152, 157-58 (1987).

³ See Rail Abandonments—Supplemental Trails Act Procedures, 4 I.C.C.2d 152, 157-58 (1987); Soo Line Railroad Company—Exemption—Abandonment in Waukesha County, WI, Docket No. AB-57 (Sub-No. 23X) (ICC served May 14, 1987); and Missouri—Kansas—Texas Railroad Company—Abandonment—In Pettis and Henry Counties, MO, Docket No. AB-102 (Sub-No. 16) (ICC served Apr. 26, 1991).

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is reopened.
2. Upon reconsideration, the decision served on December 10, 2007, exempting the abandonment of the line described above is modified to the extent necessary to implement interim trail use/rail banking as set forth below until February 9, 2009, to permit TYO to negotiate with GSWR for trail use of the 21.5-mile portion of the right-of-way that extends from milepost R-33.5, at the Harris County-Meriwether County line, and milepost R-55.0, at Allie.
3. The County's request to extend the NITU negotiating period for the 21.5-mile portion of the line that extends from milepost R-12.0, at Florida Rock, to milepost R-33.5, at the Harris County-Meriwether County line, is granted.
4. The negotiating period under the NITU for the 21.5-mile portion of the line that extends from milepost R-12.0, at Florida Rock, to milepost R-33.5, at the Harris County-Meriwether County line, is extended until February 9, 2009.
5. If an interim trail use/rail banking agreement is reached, it must require the trail user to assume, for the term of the agreement, full responsibility for management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against, the right-of-way.
6. Interim trail use/rail banking is subject to the future restoration of rail service and to the user's continuing to meet the financial obligations for the right-of-way.
7. If interim trail use is implemented, and subsequently the user intends to terminate trail use, it must send the Board a copy of this decision and notice and request that it be vacated on a specified date.
8. If an agreement for interim trail use/rail banking is reached by February 9, 2009, interim trail use may be implemented. If no agreement is reached by that time, GSWR may fully abandon the line, subject to the conditions imposed in the December 10, 2007 decision. See 49 CFR 1152.29(d)(1).

9. This decision is effective on its service date.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Anne K. Quinlan
Acting Secretary



SUBJECT: SR 18 @ CSX RR

MEETING DATE: 4/17/15

LOCATION: GDOT 24th Floor Office of Program Delivery Conference Room

MEETING ATTENDEES:

Name	Organization	Phone No.	Email Address
Justin A. Banks	Program Delivery	404-631-1153	jubanks@dot.ga.gov
Todd Price	D2 Design	478-553-3405	tprice@dot.ga.gov
Jason Brown	D2 Design	478-553-3394	jasbrown@dot.ga.gov
Wendy Dyson	Atkins/Env	770-933-0780	Wendy.dyson@atkinsglobal.com
Daniel Pass	D3 Preconstruction	404-631-1605	dpass@dot.ga.gov
David Neighbors	D3 Area 5 Engineer	706-845-4115	dneighbors@dot.ga.gov
Dan Miller	D3 Area 5 Ass. Eng.	706-845-4115	dmiller@dot.ga.gov
Jack Reed	D3 Planning and Programming Eng	706-646-7566	jreed@dot.ga.gov
Gene McKissick	D3 Utilities	706-646-7604	gmckissick@dot.ga.gov
Tyler Peek	D3 Traffic Ops	706-646-7589	tpeek@dot.ga.gov
Ken Robinson	D3 Construction	706-646-7508	krobinson@dot.ga.gov
Matt Sanders	Engineering Services	404-631-1752	msanders@dot.ga.gov
Lynn Pietak	EPEI	770-333-9484	lpietak@edwards-pitman.com
Neal O'Brien	D2 Design	478-553-3408	nobrien@dot.ga.gov
Lyn Clements	Bridge Design	404-631-1849	lclements@dot.ga.gov

MEETING SUMMARY

Justin Banks, GDOT Project Manager began the meeting with introductions.

The team went through the concept report and received comments from meeting attendees

SURVEY

- The survey was completed 3/25/15.

DESIGN

- GDOT District - Revise GDOT District 2 to District 3.
- Concept Report - Remove all italics notes and guidance instruction in the Concept Report
- Concept Report - Delete all inapplicable signature lines in the Concept Report
- Planning and Background – Revise the wordings for the Existing Conditions description
- Other projects in the area - Add three projects and their descriptions (M005246, M005247, and 330091)
- Design and Structural – Revise the Existing and Proposed condition descriptions
- Mainline Design Features – Revise Min Horizontal Curve Radius (Proposed) from 1920 to
- 2291.83. Revise Maximum Super elevation Rate (Existing, Standard, and Proposed) information.
- Design Variances to GDOT Standard Criteria Anticipated – Revise GDOT Standard Criteria #11, 12, and 13 from Undetermined to No.
- Railroad Involvement – Add Railroad company Georgia Southwestern Railroad, Inc and notes
- Utility Involvements – List Bellsouth, Georgia Power Transmission and Diverse Power to the description and their notes.
- Right of Way - Revise proposed with from None to 250 ft.
- Required Right of Way Anticipated – Revise from Undetermined to Yes.
- Context Sensitive Solution Proposed – Revise the Description and Alternative to be consistent with the rest of the Concept and Attachments.
- Construction – Issue potentially affecting constructability/construction schedule: Revise note stating CRX RR will have to be raised to may have to be raised.
- Party Responsible for Performing Tasks (s) – Add GDOT – District 2 for the Design Project Activity Task and GDOT District 3 for the remainder of the Project Activity Tasks.
- Alternative Discussion – Revise descriptions for Alternatives, update cost for Alternatives, list reasons why an alternative was or was not selected.
- Both alternate alignments presented include a broken back curve, effort should be made to eliminate this condition or engineering study prepared to demonstrate that this will not have significant adverse impact to safety. Crash history should be thoroughly evaluated. The effort to avoid impact to potentially historic property is appreciated, but must be balanced against safety for the travelling public.
- Recommendation was made that alternates be updated and then discussed with District 3 and other CTM attendees before submission of the concept report for review and approval.

- [The alternative which manages traffic on one lane with a signal during construction of the new bridge should be reviewed with District 3 Traffic Operation to ensure that is an acceptable approach for this location.](#)

ENVIRONMENTAL

- [Historic boundary needs to be defined and resources identified, both should be shown on layouts.](#)

UTILITIES

- [Recommendation was made to avoid impacts to the existing electric power transmission line.](#)

Other Items