

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: EDS00-0441-00(028) Rabun **OFFICE:** Engineering Services
P.I. No.: 122090
SR 15/US 441 Widening **DATE:** October 6, 2009

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

TO: Bobby Hilliard, PE, State Program Delivery Engineer

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held June 22-25, 2009. Responses were received on October 1, 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
A-2	Use 2:1 front slopes and guardrail versus 4:1 front slopes and no guardrail.	Proposed = \$552,200 Actual = \$250,000	Yes, where possible	This will be implemented on a case by case basis. The determining factors in using the guardrail will be the height of the fill and the potential length of the guardrail. Potential maintenance of the guardrail will be considered. If additional maintenance for the guardrail negates the savings, this recommendation will be applied less frequently.
A-3	Use permanent easements versus ROW for a portion of the land acquisition	Proposed = \$33,640,000 Actual = \$18,000,000	Yes	This will be done. With the implementation of H-1, the potential for savings for A-3 has been reduced.
B-1	Reduce lane width from 12 ft to 11 ft	\$2,723,000	No	This corridor has a truck volume of 16%. There are also a large number of camping facilities in the area that are utilized by a significant number of recreational vehicles.

B-2	Replace sidewalks and bike lanes with wider sidewalks to be used as multi-use trails throughout urban shoulder section	Proposed = \$6,205,000 Actual = \$2,724,200	Yes	This will be done. The proposed bike lanes in areas with curb and gutter will be replaced with a multipurpose trail on the east side of the road. The cost savings were reduced due to updated ROW costs.
B-3	Reduce urban shoulders from 16 ft to 12 ft	\$5,755,000	No	This cannot be done since B-2 will be implemented.
B-4	Use 5-lane typical section through entire length of project	\$2,882,000	No	Two way left turn lanes are usually implemented when future traffic volumes are projected to be less than 24,000 VPD. Projected traffic for this corridor is 29,600 VPD. The accident rate along this corridor is higher than average for this type of roadway.
D-1	Use a 17 ft raised median in lieu of the proposed 20 ft median	\$2,871,000	No	A median width less than 20 ft at un-signalized intersections raises safety concerns with the left turn movements along the mainline as well as storage for crossover or left turn movements from side roads. This area is rapidly developing and will require more turning movements in the future. The 20 ft median will allow additional median openings to be easily constructed without the need to widen the roadway and buy additional right of way.
D-3	Use a 16 ft raised median in lieu of the proposed 20 ft raised median	\$3,828,000	No	A median width less than 20 ft at un-signalized intersections raises safety concerns with the left turn movements along the mainline as well as storage for crossover or left turn movements from side roads. This area is rapidly developing and will require more turning movements in the future. The 20 ft median will allow additional median openings to be easily constructed without the need to widen the roadway and buy additional right of way.

H-1	Use additional walls instead of slopes to reduce the need to purchase new ROW	Proposed = \$32,280,000 Actual = \$13,450,000	Yes	This will be done on a case by case basis. With the implementation of A-3, the potential for savings for H-1 has been reduced. The cost savings were also reduced due to updated ROW costs.
J-1	Evaluate traffic control cost used in cost estimate	Design Suggestion	Yes	This will be done.
J-2	Use the existing bridge at Little Tennessee River as it is without widening	\$290,700	No	The proposed design requires the widening of the bridge to accommodate the left turn lane for John Beck Dockins Road.
J-3	Use 2 in 19 mm recycled asphalt concrete sidewalks on 3 in GAB in lieu of 4 in concrete sidewalks	Proposed = \$1,042,000 Actual = \$105,000	Yes	In conjunction with the implementation of B-2 (multipurpose trails), the sidewalk will be constructed of asphalt. The savings have been revised due to differences in the typical section of the multiuse path.
J-4	Delete the 5 in thermoplastic white edge stripe against the concrete gutter	\$61,300	No	This area has a high occurrence of fog compared to other areas in Georgia. The pavement edge stripe is necessary because of directional and safety concerns.

Additional information was provided on October 2, 2009.

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

Approved:  Date: 10/6/09
 Gerald M. Ross, PE, Chief Engineer

REW/LLM
 Attachments

- c: Genetha Rice Singleton
 Paul Liles/Bill Duvall/Bill Ingalsbe/Joe King
 Bobby Hilliard/Mike Haithcock/David Norwood/Hiral Patel
 Alexis John
 Randy Davis/Rob Mabry
 Ken Werho
 Nabil Raad
 Lisa Myers
 Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 122090
EDS00-0441-00(028), Rabun County **OFFICE** Office of Program Delivery
US 441/SR 15 Widening and Median Construction
DATE October 01, 2009
FROM Bobby Hilliard, P.E., State Program Delivery Engineer
TO Ron Wishon, P.E., State Project Review Engineer
SUBJECT VE Study Responses – US 441/SR 15 Widening, Rabun County, P.I. No. 122090

NOTE: All calculated costs are shown as present worth values.

Idea A-2 - Use 2:1 slopes with guardrail

The current design proposes 4:1 slopes to eliminate guardrail. Using 2:1 and guardrail reduces necessary R/W and earthwork and results in a substantial net savings. Adequate safety is still provided with the anticipated 45 mph posted speed.

A-2 will be implemented on a case by case basis. The determining factors in using the guardrail will be the height of the fill and the potential length of the guardrail. The item life-cycle cost will also be reviewed, as adding guardrail substantially increases maintenance per mile cost to the corridor. If the additional maintenance cancels the potential programmed savings, this idea will be used less frequently. A potential savings of \$250,000 is estimated with the implementation of idea A-2.

Idea A-3 – Use permanent easements vs right-of-way takes

In the areas past the toe of slope in cut sections and shoulder breakpoint in fill sections, use permanent easements for R/W acquisition in lieu of total purchase. According to the ROW department, this can save approximately 40% in acquisition costs.

A-3 will be implemented. With the implementation of idea H-1, using retaining walls in more locations to reduce right-of-way, the potential savings for A-3 will be less than originally calculated by the VE team. A potential savings of \$15,000,000 is more appropriate when looking at using idea A-3 in conjunction with H-1.

Idea B-1 – Reduce lane widths from 12 to 11 feet

This proposes reducing all 4 travel lanes to 11 feet in width. This is feasible as the proposed speed is to be 45 mph. This saves in earthwork, pavement and R/W costs.

B-1 will not be implemented. This corridor has a truck volume of 16%, which translates to 2,832 trucks per day according to the base year (2013) traffic. Also, due to the

mountainous region and the large number of camp sites in the area, there are a significant number of recreational vehicles that travel through the US 441 corridor. A savings of \$1,325,000 will not be taken because a lane width of 11 ft. is not recommended with this truck volume and in this setting.

Idea B-2 – Use multipurpose areas for bike lanes and sidewalks

A 4 foot bike lane is included in both directions where curb and gutter is included, and one on the shoulder for rural sections. The proposed idea is to remove the bike lanes from the pavement and place them with the sidewalk area in a 10 wide multi-use space. Removing them from the pavement area with projected 16% truck use will improve safety and save in pavement thickness items.

B-2 will be implemented. The proposed bike lanes in areas with curb and gutter will be replaced with a multipurpose trail on each side of the road. This is consistent with the Georgia Mountains Regional Commissions effort to create the Tallulah Falls “Rails to Trails” project. The multipurpose trails will provide an important segment of their total project and accomplish our goal of providing bike access. A savings of \$2,724,200 will be utilized with the implementation of idea B-2 as opposed to a savings of \$2,600,000 that would have occurred with the implementation of idea B-3.

Idea B-3 – Reduce urban shoulders from 16 to 12 feet

The 12 foot wide shoulder will have adequate room to 2.5 ft. curb and gutter; 5 ft. sidewalk; 2 ft. grass buffer between curb and sidewalk and a 2.5 ft shoulder from sidewalk to shoulder break. Right-of-way and earthwork are reduced at a substantial savings. This could not be combined with Item B-2 as there is not adequate room.

B-3 will not be implemented. Idea B-3 cannot be implemented since idea B-2 will be used.

Idea B-4 – Use a 5 lane typical section through the entire project

A five lane section is currently in place in the section to the south of this project (just recently improved by GDOT) as well as the section to the north in North Carolina. With a 14 wide center lane, 12 foot travel lanes and a posted speed of 45 mph, all current and future AADT traffic demands could be accommodated. The total roadway section is reduced for a substantial savings.

B-4 will not be implemented. Two-way left turn lanes (TWLTL) are usually implemented when future traffic volumes are projected to be less than 24,000 vpd, the access point density is between 10 and 85 ap/mi, and the left-turn volume is less than 100 vph. Due to the US 441 projected future traffic volume of 29,600 vpd and the high number of access points and left-turn movements, it is recommended to have a median to ensure safe roadway operation. The accident rates along the project corridor are also above average for the US 441 functional classification of a principal arterial. The calculated potential savings of \$2,660,000 by the VE team was approximately \$1,000,000 higher than our calculated savings of \$1,623,000.

Idea D-1 – Use a 17 foot raised median in lieu of the 20 foot original design

This will function the same as the 20 foot median. At the left turn bays it will provide an area 1' wide between the face of curbs to shield the turn lane. A 3 foot savings in right-of-way and earthwork will result in the savings shown below.

D-1 will not be implemented. The proposed 20 ft. median width is suitable for un-signalized intersections. A median width less than 20 ft. at un-signalized intersections raises safety concerns with the left turn movements along the mainline as well as storage for crossover or left turn movements from side roads that require shelter in the median. Also, by keeping the typical section consistent with the 20 ft. median throughout the project, the chance for accidents will be decreased by not having median transitions at each median opening. This area is rapidly developing and will require more turning movements in the future; therefore, the 20 ft. median will also be good for future development along the corridor. Additional median openings could be constructed easily without the need to widen the median and buy additional right-of-way at the new openings. The accident rates along the project corridor are also above average for the US 441 functional classification of a principal arterial. The calculated potential savings of \$1,291,400 will not be taken.

Idea D-3 – Use a 16 foot raised median in lieu of the 20 foot original design

As in D-1, this results in a savings in right-of-way and earthwork. The left turn lane can be accommodated with a 2 foot raised median by reducing the gutter width to 1' in the adjacent travel way and eliminate the gutter in the turn lane

D-3 will not be implemented. The proposed 20 ft. median width is suitable for un-signalized intersections. A median width less than 20 ft. at un-signalized intersections raises safety concerns with the left turn movements along the mainline as well as storage for crossover or left turn movements from side roads that require shelter in the median. Also, by keeping the typical section consistent with the 20 ft. median throughout the project, the chance for accidents will be decreased by not having median transitions at each median opening. This area is rapidly developing and will require more turning movements in the future; therefore, the 20 ft. median will also be good for future development along the corridor. Additional median openings could be constructed easily without the need to widen the median and buy additional right-of-way at the new openings. The accident rates along the project corridor are also above average for the US 441 functional classification of a principal arterial. The calculated potential savings of \$1,721,400 will not be taken.

Idea H-1 – Increase number and type of retaining walls in lieu of extensive cuts and fill with extensive right-of-way purchases

This idea proposes 6 locations for walls in addition to the three proposed under the original design. It appears to be cost effective to build the walls in lieu of buying the land due to the extensive earthwork needed for this project. This is true even if Idea A-3 is accepted only with a lesser savings.

H-1 will be implemented on a case by case basis. The cost savings is not anticipated to be as high as calculated by the VE team, but there will still be a cost savings of

approximately \$13,450,000 with the implementation of idea H-1. The construction cost estimate was based solely on the concept plan. Retaining walls will be considered in preliminary design to limit right-of-way impacts and reduce costs.

Idea J-2 – Do not widen the Little Tennessee Bridge

The original design calls for a widening of this bridge of approximately 1 foot. This is not feasible, and the existing bridge has a high sufficiency rating of 88. The proposed median can be reduced 1 ft. in width in this area and no work be performed on the bridge.

J-2 will not be implemented. Idea J-2 is not feasible with the proposed typical section. The design will require the bridge to be widened a total of 15 ft. from 82 ft. to 97 ft. to accommodate the required typical section with the left turn lane for John Beck Dockins Road at STA 295+40 LT. The savings of \$170,775 will not be utilized since the bridge will be widened.

Idea J-3 – Use asphalt sidewalks with GAC base in lieu of concrete

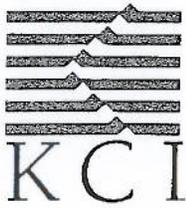
The proposed alternate to concrete would save substantial initial costs for this project. In areas adjacent to trees, asphalt performs better than concrete as it will flex around roots vs cracking / popping up as concrete does. With the limited loading involved, asphalt should have a similar lifespan to concrete with the total cost of maintenance being about equal.

J-3 will be implemented. Along with the implementation of idea B-2, the use of multipurpose trail for bike lanes and sidewalks, the trail will be constructed using asphalt. The typical section of the multipurpose trail will consist of 3-inch thick asphalt and 6-inch thick GAB base, which is different from the recommended typical section of 2-inch thick asphalt and 3-inch thick GAB base by the VE team. The calculated savings for the use of asphalt instead of concrete is \$105,000. This savings is not concurrent with the cost savings of \$612,000 calculated by the VE team due to the difference in the typical section of the multiuse path.

Idea J-4 – Delete 5 inch solid white pavement edge stripe next to concrete gutter

The elimination of white striping on black asphalt next to bleached white concrete curb and gutter does not diminish directional or safety concerns. Past GDOT policy did not include edge line striping in typical curb and gutter roadway sections.

J-4 will not be implemented. This area has a high occurrence of fog compared to other areas in Georgia and the potential savings of \$36,000 is very small when compared to the overall cost of the project. It is also listed as the third rainiest county in the country. Therefore, the pavement edge stripe is deemed necessary because of directional and safety concerns.



SUBJECT US 441, Rabun County - VE Study Calculations
JOB NUMBER 122090 SHEET 1 OF 3
DESIGN GJN DATE 9/30/09
CHECK _____ DATE _____
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A-2

New estimated ROW cost given by Hiral Patel as \$11.73/SF

Original

$$\text{ROW} \rightarrow 34,000 \text{ SF} * (11.73) = \$398,820$$

$$\text{Incl. exc.} \rightarrow \frac{(34,000 * 10)}{27} * (3.71) = \$46,719$$

SDP \rightarrow

3,773

Total \$449,312

New \rightarrow Used VE estimate

Total \$206,680

$$\text{Savings} \rightarrow \$449,312 - \$206,680 = 242,632 \approx \boxed{\$250,000}$$

A-3

Original

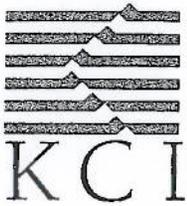
$$\text{ROW} \rightarrow 3,159,842 \text{ SF} * (11.73) = \$37,064,947$$

New

$$\text{Permanent Easement} = \$11.73 * 0.60 = \$7.04 / \text{SF}$$

$$\text{Perm. Eas.} \rightarrow 3,159,842 \text{ SF} * (7.04) = \$22,245,288$$

$$\text{Savings} \rightarrow \$37,100,000 - \$22,250,000 = \$14,850,000 = \boxed{\$15,000,000}$$



SUBJECT US 441, Rabun County - VE Study Calculations

JOB NUMBER 122090 SHEET 2 OF 3

DESIGN CJN DATE 9/30/09

CHECK _____ DATE _____

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B-2

Original

$$\text{ROW} \rightarrow 202,800 \text{ SF} * (11.73) = \$2,378,844$$

$$\text{Borrow} \rightarrow \text{Assume } 2.5' \text{ Fill Height} * 1.5 \text{ sides instead of } 2$$
$$\frac{(25,350 \text{ LF} * 4' * 1.5 * 2.5')}{27} * 5.50 = \$77,500$$

$$\text{Paving total from VE} \rightarrow \$1,169,835$$

$$\text{Total} = 2,378,844 + 77,500 + 1,169,835 = \$3,626,179$$

New \rightarrow Used VE estimate

$$\text{Total } \$905,784$$

$$\text{Savings} \rightarrow \$3,630,000 - \$905,800 = \boxed{\$2,724,200}$$

H-1

Original

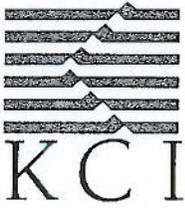
$$\text{ROW} \rightarrow 1,257,750 \text{ SF} * (11.73) = \$14,753,408$$

$$\text{Unc. Exc.} \rightarrow \text{VE calcs.} \rightarrow \quad \quad \quad \$6,696,667$$

$$\text{Total } \$21,450,075$$

$$\text{New} \rightarrow \text{Estimated cost of 6 walls} = \$8,000,000$$

$$\text{Savings} \rightarrow \$21,450,000 - \$8,000,000 = \boxed{\$13,450,000}$$



SUBJECT US 441, Rabun County - VE Study Calculations

JOB NUMBER 122090 SHEET 3 OF 3

DESIGN GJN DATE 9/30/09

CHECK _____ DATE _____

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J-3

Original → Used VE estimate
Total \$ 838,685

New

Asphalt → \$ 28 / SY includes 6" GAB, 3" Asphalt, & 2 overlays
26,111 SY * (\$28) = \$ 731,108

Savings → \$ 840,000 - \$ 735,000 = \$ 105,000

Myers, Lisa

From: Patel, Hiral
Sent: Friday, October 02, 2009 3:02 PM
To: Myers, Lisa
Cc: Kirby, Brandon
Subject: FW: 122090, Rabun - VE Study
Attachments: 122090_VE_Calculations.pdf, VE Study responses.1pdf.pdf

As requested the attached are calculations and a revised letter due to an error in the previous letter. The J-1 response is concerned, see below.

J-1 – Evaluate traffic control cost:

The unit cost for traffic control has been reduced to \$65,000/mile, therefore the cost of the traffic control will be reduced to \$500,000.

Thank you,
Hiral Patel, P.E.
Project Manager
Office of Program Delivery
706-601-1849

From: Greg Nicolas [mailto:Greg.Nicolas@kci.com]
Sent: Friday, October 02, 2009 9:14 AM
To: Patel, Hiral
Cc: Mike Stoltzfus
Subject: 122090, Rabun - VE Study
Hiral,

Here are the calculations for A-2, A-3, B-2, H-1, and J-3.

Thanks,
Greg Nicolas, EIT
Transportation Engineer
KCI Technologies, Inc.
3235 Satellite Boulevard
Building 400, Suite 500
Duluth, GA 30096
678.990.6215, direct
678.990.6222, fax
678.990.6200, main

From: Patel, Hiral
Sent: Thursday, October 01, 2009 3:17 PM
To: Mike Stoltzfus
Subject: FW: PI 122090, Rabun

Can you please e-mail me your calculations?

PRECONSTRUCTION STATUS REPORT FOR PI:122090-

SR 15/US 441 FM NORTH CL/CLAYTON TO NORTH CAROLINA LINE
 MPO: Not Urban
 TIP #: 7.40
 MODEL YR: 2011
 TYPE WORK: Widening
 CONCEPT: ADD 4R/U(MED20)
 PROG TYPE: Reconstruction/Rehabilitation
 Prov. for ITS: N
 BOND PROJ.: GRIP FEDERAL

122090-Rabun
 COUNTY: Rabun
 LENGTH (MI): 7.40
 PROJ NO.: EDS00-0441-00(028)
 PROJ MGR: Patel, Hiral P.
 AOHD Initials: MAH
 OFFICE: Program Delivery
 CONSULTANT: Turnkey Consultant, (Contract with GDOT)
 SPONSOR: GDOT
 DESIGN FIRM: KCI Technologies, Inc.

MGMT LET DATE: 12/15/2013
 MGMT ROW DATE: 05/15/2011
 BASELINE LET DATE: 12/11/2013
 SCHED LET DATE: 5/29/2014
 WHO LETS?: GDOT Let
 LET WITH:

LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS						
						Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
12/24/2010	6/9/2011	Concept Development	1/9/1991	2/29/1992	100	PE	2002	2002	1,503,051.49	CFTS	AUTHORIZED	2/22/1993
	2/17/2011	Concept Meeting	10/1/1991	10/1/1991	100	PE	1993	1993	316,000.00	EDS	AUTHORIZED	2/22/1993
	10/29/2009	PM Submit Concept Report	12/16/1991	12/16/1991	100	PE	2002	2002	5,039,073.45	GRVA	AUTHORIZED	2/22/1993
	11/12/2009	Receive Preconstruction Concept Approval	2/23/1992	2/23/1992	100	ROW	LR	2018	44,780,725.28	EDS	PRECST	
	1/27/2011	Management Concept Approval Complete	2/29/1992	2/29/1992	100	ROW	2009	2011	43,599,404.05	L050	PRECST	
	4/15/2010	Reverse or Re-validate Approved Concept	11/30/2006	1/2/2007	100	ROW	NONE	LR	2,249,749.89	LY20S	PRECST	
	6/9/2011	Value Engineering Study	1/22/2009	4/19/2005	83	UTL	LR	LR	1,399,220.48	EDS	PRECST	
	2/17/2011	Public Information Open House Held	12/14/1993		100	CST	LR	LR	86,293,950.64	EDS	PRECST	
	10/29/2009	Environmental Approval	9/18/2007		0							
	10/9/2009	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	4/16/2001		99							
	6/4/2010	Mapping	2/17/1994		50							
	7/1/2011	Field Surveys/SDE	5/19/2008		8							
	7/5/2011	Preliminary Plans	7/1/1992		100	PE Cost Est Amt			1,503,051.49	PE		0.00
	8/29/2011	Preliminary Bridge Design			0	PE Cost Est Amt			316,000.00	PE		0.00
	10/9/2009	Underground Storage Tanks			0	PE Cost Est Amt			5,039,073.45	PE		0.00
	6/4/2010	404 Permit Obtainment			0	ROW Cost Est Amt			21,275,000.00	ROW		2,500,000.00
	7/1/2011	PPFR Inspection			0	ROW Cost Est Amt			25,375,250.11	ROW		25,400,000.00
	8/24/2011	R/W Plans Preparation			0	ROW Cost Est Amt			2,249,749.89	ROW		0.00
	8/24/2011	L & D Approval			0	Utility Cost Est Amt			859,000.00	UTL		0.00
	8/24/2011	R/W Acquisition			0	CST Cost Est Amt			52,977,000.00	CST		0.00
	10/11/2011	Stake R/W			0							
	6/8/2012	Soil Survey			0							
	10/9/2009	Bridge Foundation Investigation			0							
	4/16/2010	Final Design			0							
	8/29/2011	Final Bridge Plans Preparation			0							
	10/20/2011	Final Bridge Plans Preparation			0							
	10/17/2012	FPFR Inspection			0							
	11/1/2012	Submit FPFR Responses(OES)			0							

STIP AMOUNTS		Activity	Cost	Fund
PE Cost Est Amt	1,503,051.49	PE	0.00	EDS
PE Cost Est Amt	316,000.00	PE	0.00	GRVA
PE Cost Est Amt	5,039,073.45	PE	0.00	CFTS
ROW Cost Est Amt	21,275,000.00	ROW	2,500,000.00	LY20S
ROW Cost Est Amt	25,375,250.11	ROW	25,400,000.00	L050
ROW Cost Est Amt	2,249,749.89	ROW	0.00	EDS
Utility Cost Est Amt	859,000.00	UTL	0.00	EDS
CST Cost Est Amt	52,977,000.00	CST	0.00	EDS

District Comments
 District received revised layouts 01/04. VE study recommendations received on 7/15/2009 HP

PDD: BOND, HDR is closing shop 5/25/04.
Bridge: BRIDGE REQUIRED
Design: PHOH scheduled on 08/20/09. ENV on sched for Nov 2010.
EIS: EA/NotApvd/OnSchedRW/John5-26-09
LGPA: REQ RABUN/CLAYTON DO UTIL 3/92 MT CITY & DILLARD REFI/ESTATE SGN NC DO PE/GDOT
 TO DO RW/UTL & REIMBURSE NC FOR CST + UP TO 5% CST INSP & SUP 2-13-91.
 #1 11-01/#2 4-02/#3 12-02/#4 4-07/#5 2-08/#6 6-08/#7 7-08
Programming: NO
Railroad: CCB SND CNLSLNT PLNS FOR REVIEW 11-7-07
Traffic Op: OCD SUE; NEED 2ND SUBMISSION PLNS 01/26/05
Utility: 1358M(H85-W/V29)DTM COMBINED;C-M/S/D/HDR/WL JORDAN/LOWE ENG
EMG: Conceptual Design/CONCEPT REVISED/COMPLETED & XFERRED TO OCD - 01-22-07
Pre/Parcel CT: 188 **Total Parcel in ROW System:** **Cond. Filed:**
Under Review: **Options - Pending:** **Relocations:**
Released: **Condemnations- Pend:** **Acquired:**
Acquired by: DOT
Acquisition MGR:
R/W Cert Date:
DEEDS CT: