

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0159-01(014) Meriwether **OFFICE:** Engineering Services
P.I. No.: 321880
CSX Railroad Bridge over SR 41 **DATE:** September 29, 2009

FROM: Ronald E. Wishon, Project Review Engineer

TO: Thomas Howell, PE, District Engineer - Thomaston *REW*

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held August 6-9, 2009. Responses were received on September 29, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
RD-1	Use an 8 ft shoulder with Type 2 curb and gutter	\$85,627	No	The proposed design utilizes a 10 ft shoulder. The paved portion of the shoulder varies from 6.5 ft to 10 ft and incorporates a valley gutter and inlets for handling the drainage. The existing roadway has a rural section without curb and gutter. V-gutter was proposed since it is traversable and will provide a safety benefit in this rural environment. This area has a higher than reported accident rate according to locals. The existing bridge is on a skew, creating a sight distance issue; thus it is imperative that standard horizontal clearance is provided at this location. See Attachment I and II showing images reinforcing the safety concerns.

BR-5	Minimize horizontal clearance to 50 ft; use current bridge design modified for the reduced span length, and use the direct rail fastening system to accommodate the existing road profile	\$4,399,233	No	Direct rail fastening systems are not commonly used on heavy rails. Additional excavation will be required in order to provide 16.5 ft of vertical clearance. Reduced horizontal clearance eliminates the benefit of increasing the capacity of SR 41 without replacing the bridge in the future. One of the main reasons for replacing this bridge is the existing substandard horizontal clearance. This recommendation retains that substandard clearance. The Office of Bridge Design indicated that CSX would not agree to this recommendation.
BR-7	Modify bridge design using pre-cast pre-stressed concrete to accommodate current proposed bridge length (93 ft) and to accommodate the existing road profile	\$4,608,231	No	Pre-casting and pre-stressing the tub on site is very expensive and requires special skills, equipment and a combination of crane activities to lift it in place. Though the section can be pre-cast and pre-stressed in individual segments, the segments are tied together with tie-rods. The tie rods require maintenance. Additional excavation will be required in order to lower the roadway profile to achieve required vertical clearance. The Office of Bridge Design indicated that CSX would not agree to this recommendation.

BR-8	Minimize horizontal span to 80 ft; use steel through girder design to accommodate a future road widening and to accommodate the existing profile	\$4,514,525	No	The steel through girder bridge would not incorporate the historic features of the concrete railing (recessed panels) of the existing bridge and would be in violation of the SHPO requirement that the new bridge replicate the existing bridge concrete recessed panels. This recommendation would increase design effort and may not completely eliminate lowering the existing grade to provide the required vertical clearance. The Office of Bridge Design indicated that CSX would not agree to this recommendation.
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The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 9/30/09
Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments

- c: Genetha Rice Singleton
- Paul Liles/Bill Duvall/Bill Ingalsbe/Jennifer Tait
- David Millen/Bill Rountree/Jack Reed/William Boyd
- Debra Pruitt
- Lamar Pruitt
- Nabil Raad
- Lisa Myers
- Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0159-01(014), Meriwether County
P.I. No. 321880
Replacement of CSX RR Bridge over SR 41

OFFICE: District 3, Thomaston

DATE: September 29, 2009

FROM: Thomas Howell, P.E., District Engineer

TO: Ronald E. Wishon, State Project Review Engineer

SUBJECT: Value Engineering Study-Responses

Reference is made to the recommendations that were contained in the Value Engineering Study Report dated August 19, 2009 for the above referenced projects. Our responses and recommendations are as follows:

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response and Comments</i>	
<i>Alternative Number</i>	<i>Description of Alternative & Initial Cost Savings</i>	<i>Recommendation Response</i>	<i>Comments</i>
<p><i>This is to be noted that extensive value engineering exercises were performed during the concept development phase of this project to come up with the best value for this project. The original approved concept proposed a 195-ft long bridge and required construction of a mile of railroad tracks. It was proposed to reconstruct SR 41 as a two lane road on a five lane rural right-of-way width of 200-ft. The original approved concept proposed a Design speed of 55 mph. The total construction cost including right-of-way cost was \$14.05 Million.</i></p> <p><i>As part of the value engineering measures it was determined to construct a 50-ft long temporary bridge south of the existing bridge to maintain railroad traffic during construction of the permanent bridge and construct only 1554 feet of temporary railroad tracks as opposed to a mile of new tracks proposed under the original scope. The right-of-way width was reduced from 200-ft to 100-ft to avoid large scale property impacts, environmental impacts on historic properties and impacts to the waters of the US. The five-lane rural section was changed to two-lane rural section resulting in reduction in the bridge length from 195-ft to 93-ft. The lowering of design speed from 55-mph to 45-mph helped reduce the length of construction of SR 41 by 1165 feet. All these measures helped reduce the total cost of the project including right-of-way to \$7.25 million resulting in an overall cost savings of about \$6.8 million.</i></p> <p><i>The current cost estimate for the project of \$7.25 Million is less than \$10.0 Million threshold cost requirement for a value engineering study to be conducted on a project. However, since a value engineering study had already been requested it was decided to continue with the value engineering study.</i></p>			
Roadway (RD)			

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response and Comments</i>	
RD-1	Use an 8' shoulder with Type 2 curb and gutter. Savings = \$85,627	Approval Not Recommended	<ul style="list-style-type: none"> • As per GDOT's Design Policy Manual Chapter 6, Page. 6-4, Table 6.3 - GDOT Design Standards for Arterial Roadways, the overall width of outside shoulder should be 10-ft. • Reducing the overall outside shoulder width from 10 ft to 8 ft. would require approval of a design exception. • The existing horizontal clearance is only 23'-8" and the vertical clearance is only 13'-8". This creates an unsafe environment for the traffic on SR 41 as well as the CSX RR, hence the need to replace the bridge. Also, the accident rate exceeds the statewide average rate. Please see Attachment I and II showing images and data reinforcing the safety concerns due to the insufficient horizontal and vertical clearance. • Area residents have reported that there are much more accidents at this location than actually reported. Most of these accidents did not involve collision with another vehicle rather collision with the bridge itself. • Reducing shoulder width, thus the horizontal clearance, will be contrary to the need and purpose of this project. • In addition, the existing railroad bridge is on a skew, creating a sight distance issue. Thus, it is imperative that standard horizontal clearance is provided at this location. • The reason for valley gutter is that the existing roadway has rural section without curb and gutter. The type 2 curb and gutter is usually used in urban areas. Although, the cost of providing curb and gutter will be less as compared to v-gutter, but v-gutter's are traversable and will provide a more safety benefit in a rural environment.
Bridge (BR)			

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response and Comments</i>	
BR-5	<p>Minimize horizontal clearance to 50', use current bridge design modified for the reduced span length, and use the direct rail fastening system to accommodate the existing road profile.</p> <p>Savings =\$4,399,233</p>	Approval Not Recommended	<ul style="list-style-type: none"> • Direct rail fastening systems are not commonly used on heavy rails. Ordinarily they are more expensive to construct and maintain than ballasted tract and are more susceptible to cracking under heavy rail. Concrete approach slab may also be required at both ends of bridge to transition back to ballasted sub-grade. Direct Fixation tracts also tend to require deeper main supporting structural members than ballasted deck because they are less efficient in distributing live load • A 48' span will require approximately 40" deep steel girder. With 8" rail, 3" plinth or tie, and 12" slab gives a total structure depth of 63". Top of rail elevation is at 860.50 and existing grade elevation is at 841.00. About 2.3 feet of roadway still need to be excavated to provide 16.5' vertical clearance. • In addition, the reduced horizontal clearance eliminates the benefit of increasing capacity of SR 41 without replacing the bridge in future • One of the main reasons for replacing this bridge is the substandard horizontal clearance and this VE recommendation retains that substandard clearance. • Also, the GDOT Bridge Design has reviewed this VE recommendation and concurs with our assessment that this VE recommendation may not be implemented as CSX will not agree with the direct fixation of tracks.

<i>VE Recommendation No. & Description w/ Projected Cost Savings</i>		<i>Recommendation Response and Comments</i>	
BR-7	<p>Modify bridge design using a pre-cast pre-stressed concrete to accommodate current bridge length desired (93') and to accommodate the existing road profile.</p> <p>Savings =\$4,608,231</p>	Approval Not Recommended	<ul style="list-style-type: none"> As VE team recognized, pre-stressed concrete trough of the size of this bridge cross section will be too heavy to transport to job site. Pre-casting and pre-stressing the tub on site is not only very expensive, it will require special skills, equipments and a combination of crane activities to lift it in-place. Though the section can be precast and pre-stressed in individual longitudinal segments and the segments tied together in-place with tie rods. One problem with this method is that the segments will camber differently and additional concrete topping may be required to provide level surface and prevent water leakage. Also, tie rods are maintenance items. Preliminary estimate shows total structure depth from top of rail to superstructure soffit is about 57" which will still require lowering of the roadway profile by a foot to achieve required vertical clearance. Concrete tubs are more economical in cast-in-place construction for light rails. The GDOT Bridge Design concurs with our assessment that this VE recommendation may not be implemented as this will not be acceptable to the CSX Railroad.
BR-8	<p>Minimize horizontal span to 80', use steel through girder design to accommodate a future road widening and to accommodate the existing road profile.</p> <p>Savings +\$4,514,525</p>	Approval Not Recommended	<ul style="list-style-type: none"> The Steel through Girder Bridge would not incorporate the historic features of concrete railing (recessed panels) of the existing bridge and hence, will be in violation of the SHPO requirement that new bridge replicate the existing bridge concrete recessed panels. Precast concrete panels may be incorporated by attaching it to the exterior faces of the through girders to provide concrete railing appearance of existing historic bridge but this may not be acceptable to SHPO. Connection of these panels will have to be designed for high vibratory loading of a freight rail. This option may increase design effort and may not completely eliminate lowering existing grade to provide 16.5' clearance. Estimated total structure depth for steel through girder from top of rail to low chord is approximately 4.5'. Thus, it would require lowering of roadway profile by a foot. The GDOT Bridge Design has reviewed this VE recommendation and concurs with our assessment that this VE recommendation may not be acceptable to CSX Railroad and hence not be implemented.

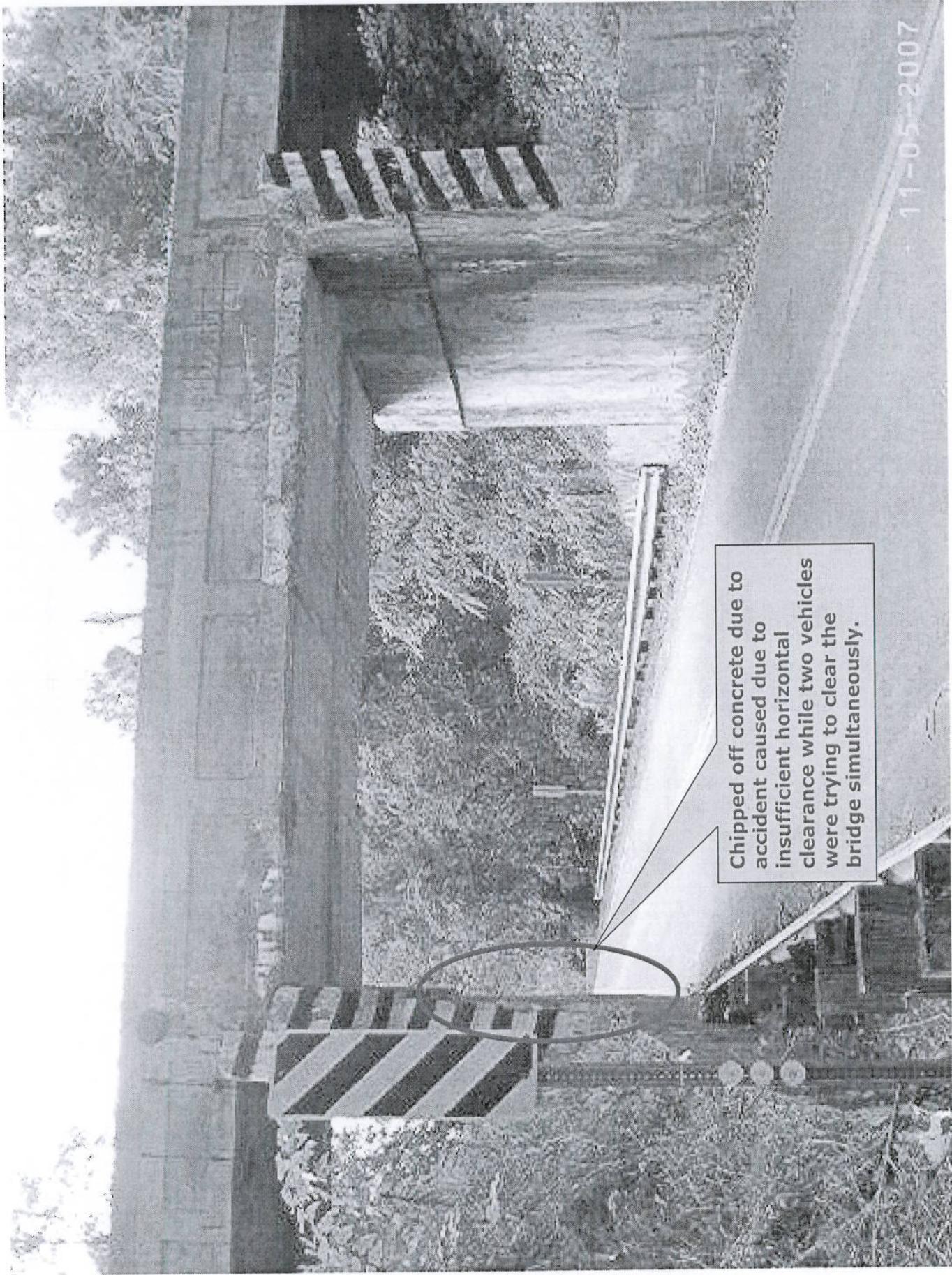
ATTACHMENT 1



13'-8"

23'-8"

11-29-2005



Chipped off concrete due to accident caused due to insufficient horizontal clearance while two vehicles were trying to clear the bridge simultaneously.

11-05-2007



Chipped off concrete due to accident caused by vehicle trying to cross the bridge with insufficient vertical clearance.

10-09-2008

ATTACHMENT 2

Accident Data along SR 41 from White House Parkway (SR 85AL) to Crowder Road (CR 377), Meriwether County

Accident No	Date	Time	Route	Milelog	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface	MnvrVeh1	MnvrVeh2
'41060546	1/24/2004	2:13 PM	'004100	7.37	0	0	Bridge Parapet End	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	Straight	
'44440270	11/19/2004	4:30 PM	'004100	7.01	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Snowy	Negotiating a Curve	Negotiating a Curve
'53520173	8/10/2005	6:20 PM	'004100	6.81	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	Turning Left	Straight
'54430238	10/19/2005	4:12 PM	'004100	7.19	0	0	Other Fixed Object	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	Straight	
'50210785	2/1/2005	1:50 PM	'004100	7.29	1	0	Overturn	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Dry	Straight	
'53520180	8/18/2005	8:03 AM	'004100	7.79	0	0	Tree	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Dry	Straight	
'52610028	6/28/2005	5:36 PM	'004100	8.28	1	0	Ditch	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Wet	Negotiating a Curve	Negotiating a Curve
'63060284	8/16/2006	5:15 PM	'004100	6.81	2	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Wet	Negotiating a Curve	Negotiating a Curve
'60280726	2/1/2006	1:55 AM	'004100	7.37	0	0	Bridge Parapet End	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	Straight	
'64170325	10/23/2006	4:41 PM	'004100	8.28	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	Straight	Straight

ATTACHMENT 3

2.2.5 Curbs and Sidewalks

The face of the curb is defined as the vertical or sloping surface on the roadway side of the curb. Horizontal measurements of roadway curbs are from the bottom of the face, or, in the case of stepped back curbs, from the bottom of the lower face. Maximum width of brush curbs, if used, shall be 9 inches.

Where curb and gutter sections are used on the roadway approach, at either or both ends of the bridge, the curb height on the bridge may equal or exceed the curb height on the roadway approach. Where no curbs are used on the roadway approaches, the height of the bridge curb above the roadway shall be not less than 8 inches, and preferably not more than 10 inches.

Where sidewalks are used for pedestrian traffic on urban expressways, they shall be separated from the bridge roadway by the use of a combination railing as shown in Figure 2.7.4B.

In those cases where a New Jersey type parapet or a curb is constructed on a bridge, particularly in urban areas that have curbs and gutters leading to a bridge, the same widths between curbs on the approach roadways will be maintained across the bridge structure. A parapet or other railing installed at or near the curb line shall have its ends properly flared, sloped, or shielded.

2.3 HIGHWAY CLEARANCES FOR BRIDGES

2.3.1 Width

The horizontal clearance shall be the clear width and the vertical clearance the clear height for the passage of vehicular traffic as shown in Figure 2.3.1.

The roadway width shall generally equal the width of the approach roadway section including shoulders. Where curbed roadway sections approach a structure, the same section shall be carried across the structure.

2.3.2 Vertical Clearance

The provisions of Article 2.2.3 shall be used.

2.4 HIGHWAY CLEARANCES FOR UNDERPASSES

See Figure 2.4A.

2.4.1 Width

The pier columns or walls for grade separation structures shall generally be located a minimum of 30 feet from the edges of the through-traffic lanes. Where the practical

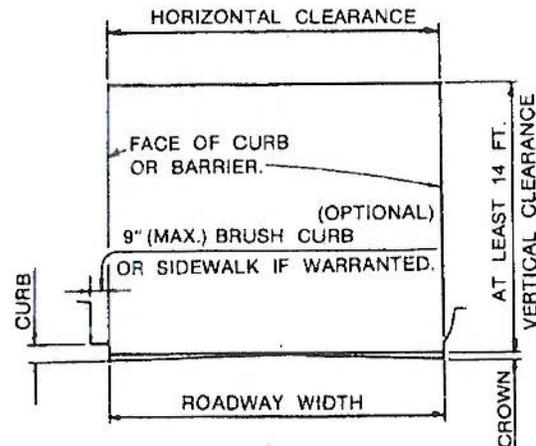


FIGURE 2.3.1 Clearance Diagram for Bridges

limits of structure costs, type of structure, volume and design speed of through traffic, span arrangement, skew, and terrain make the 30-foot offset impractical, the pier or wall may be placed closer than 30 feet and protected by the use of guardrail or other barrier devices. The guardrail or other device shall be independently supported with the roadway face at least 2 feet 0 inches from the face of pier or abutment.

The face of the guardrail or other device shall be at least 2 feet 0 inches outside the normal shoulder line.

2.4.2 Vertical Clearance

A vertical clearance of not less than 14 feet shall be provided between curbs, or if curbs are not used, over the entire width that is available for traffic.

2.4.3 Curbs

Curbs, if used, shall match those of the approach roadway section.

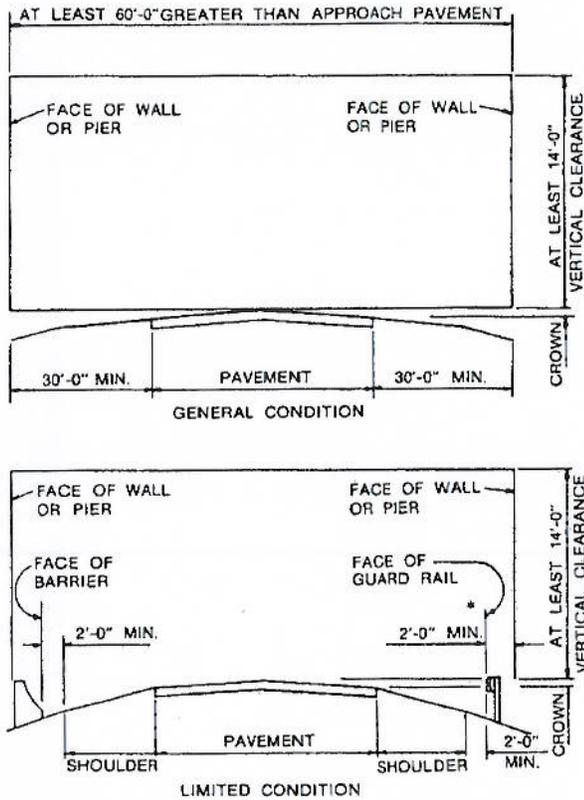
2.5 HIGHWAY CLEARANCES FOR TUNNELS

See Figure 2.5.

2.5.1 Roadway Width

The horizontal clearance shall be the clear width and the vertical clearance the clear height for the passage of vehicular traffic as shown in Figure 2.5.

Unless otherwise provided, the several parts of the structures shall be constructed to secure the following limiting dimensions or clearances for traffic.



*The barrier to face of wall or pier distance should not be less than the dynamic deflection of the barrier for impact by a full-sized automobile at impact conditions of approximately 25 degrees and 60 miles per hour. For information on dynamic deflection of various barriers, see AASHTO *Roadside Design Guide*.

FIGURE 2.4A Clearance Diagrams for Underpasses (See Article 2.4 for General Requirements.)

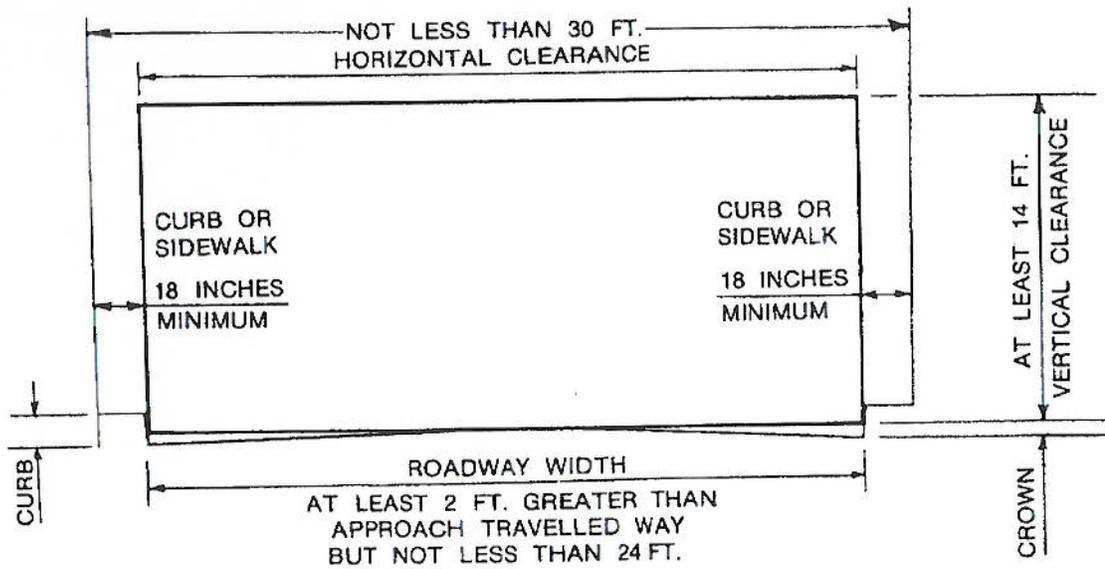


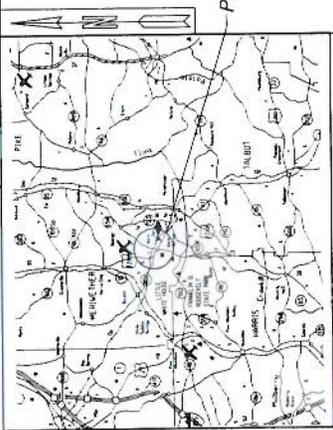
FIGURE 2.5 Clearance Diagram for Tunnels—Two-Lane Highway Traffic

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED CSX RAIL ROAD BRIDGE OVER SR 41 IN WARM SPRINGS, GA MERIWETHER COUNTY FEDERAL AID PROJECT STP00-0159-01(014)



FEDERAL ROUTE NOS - US 27
STATE ROUTE NO - 41 321680
GEORGIA D. D. T. P. I. NO. 321680



LOCATION SKETCH

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 83) WITH WEST ZONE AND THE NORTH AMERICAN VERTICAL DATUM (NAVD 83).

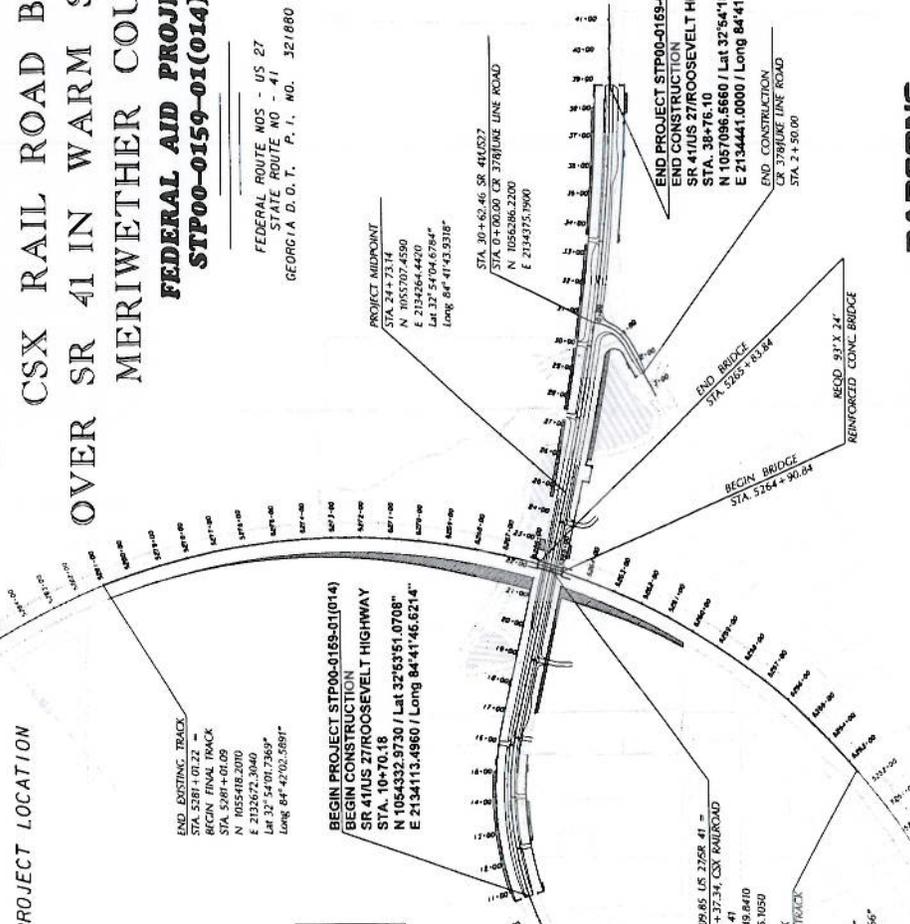
NOTE: ALL REFERENCES IN THIS DOCUMENT INCLUDE ALL DASHED WORDS. ALL REFERENCES TO "STATE HIGHWAY" OR "STATE ROUTE" ARE TO BE USED IN CONNECTION WITH THIS DOCUMENT TO STATE HIGHWAY DEPARTMENT OF GEORGIA. STATE HIGHWAY DEPARTMENT OF GEORGIA STATE HIGHWAY DEPARTMENT OF GEORGIA DEPARTMENT OF TRANSPORTATION. WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, IT SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

DESIGN DATA
FUNCTIONAL CLASS: RURAL MINOR ARTERIAL
TRAFFIC A.D.T.: 3000 VPD (2000) - SR-41
TRAFFIC A.D.T.: 600 VPD (200) - SR-41
TRAFFIC DATA: 595 VPH (200) - SR-41
DIRECTIONAL DIST: 54%
% TRUCKS: 8%
24 HR. PEAKS: 2: 12%
SPEED DESIGN: 45 MPH

LENGTH OF PROJECT		COUNT No. 71
		STATIONING
		PLAN 320880
		MILES
NET LENGTH OF ROADWAY	0.53	
NET LENGTH OF BRIDGES	0.09	
NET LENGTH OF PROJECT	0.53	
NET LENGTH OF EXCEPTIONS	0	
GROSS LENGTH OF PROJECT	0.53	

THIS PROJECT IS 100% IN MERIWETHER COUNTY AND IS 100% IN CONG-DIST-NO. 11.
PROJECT DESIGNATION: EXEMPT
DESIGNED IN ENGLISH UNITS.

NOTE: SR 41/27 ROADWAY WILL BE CLOSED DURING CONSTRUCTION OF PROPOSED BRIDGE AND ALL TRAFFIC DETOUR WILL BE PROVIDED DURING THE CONSTRUCTION.



PARSONS
2300 TRIANGLE PARKWAY, SUITE 100
NORCROSS, GA 30092

PREPARED BY:	DESIGN
RECOMMENDED FOR SUBMISSION BY:	DESIGN
SUBMITTED BY:	STATE
DESIGN ENGINEER:	
DATE:	
LOCATION AND DESIGN APPROVAL DATE:	
PLANS COMPLETED:	
REVISIONS:	
CHIEF ENGINEER:	

THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREON WHETHER BY DRAWINGS OR NOTES OR IN ANY OTHER MANNER ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. CONDITIONS ARE SHOWN AS INFORMATION OBTAINED FROM THE DESIGNER'S FIELD INVESTIGATIONS AND ARE NOT TO BE CONSIDERED AS A GUARANTEE OF ACCURACY. THE DESIGNER IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE PLANS OR FOR ANY DAMAGE TO PROPERTY OR PERSONS ARISING FROM THE USE OF THESE PLANS UNLESS IT IS SPECIFICALLY DIRECTED TO SUBJECTS REGULATED AND GOVERNED BY THE SPECIFICATIONS.

PRECONSTRUCTION STATUS REPORT FOR PI:321880-0007414

PROJ ID: 321880-
COUNTY: Menwether
LENGTH (MI): 0.53
PROJ NO.: STP00-0159-01(014)
PROJ MGR: Rountree, Bill
AOHD Initials: WJB-TK
OFFICE: District 3
CONSULTANT: Turnkey Consultant, (Contract with GDOT)
SPONSOR: GDOT
DESIGN FIRM: Parsons Transportation Group, Inc.

SR 41 REPL SCL RR BR OVER SR41 W OF WARM SPRINGS/INCL DETOUR
MPO: Not Urban
TIP #:
MODEL YR:
TYPE WORK: Bridges
CONCEPT: BR REPL
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ.:

MGMT LET DATE: 10/15/2015
MGMT ROW DATE: 07/15/2014
BASELINE LET DATE: 10/14/2015
SCHED LET DATE: 10/14/2015
WHO LETS?: GDOT Let
LET WITH:

LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
						Activity	Approved	Proposed	Cost		Fund	Status
		Concept Development	7/3/1990	6/5/2008	100	PE	1992	1992	1,936,470.75	Q24	AUTHORIZED	2/26/1992
		Concept Meeting	6/28/1990	6/28/1990	100	ROW	LR	LR	1,193,077.30	L240	PRECST	
		PM Submit Concept Report	5/12/2008	5/12/2008	100	UTL	NONE	LR	135,524.04	L240	PRECST	
		Receive Preconstruction Concept Approval	5/19/2008	6/2/2008	100	CST	LR	LR	10,684,349.36	L240	PRECST	
		Management Concept Approval Complete	6/2/2008	6/5/2008	100							
10/20/2009		Value Engineering Study	5/21/2009	6/18/2009	82							
12/17/2009		Public Information Open House Held	6/18/2009	6/18/2009	100							
		Environmental Approval	9/15/2007	8/30/1992	48							
8/1/2011		Field Surveys/SDE	7/15/1992	7/15/2008	100							
10/9/2009		Preliminary Plans	9/15/2008	9/15/2008	38							
2/18/2010		Preliminary Bridge Design			0							
12/29/2011		Underground Storage Tanks			0							
9/5/2011		404 Permit Obtainment			0							
12/26/2011		PFPR Inspection			0							
12/27/2011		R/W Plans Preparation			0							
10/12/2011		R/W Plans Final Approval			0							
8/18/2015		L & D Approval			0							
11/5/2014		R/W Acquisition			0							
3/25/2010		Stake R/W			0							
7/13/2010		Soil Survey			0							
8/21/2013		Bridge Foundation Investigation			0							
7/16/2012		Final Design			0							
12/13/2013		Final Bridge Plans Preparation			0							
1/9/2014		PFPR Inspection			0							
		Submit PFPR Responses (OES)			0							

STIP AMOUNTS		District Comments	
Activity	Cost	Activity	Cost
PE	1,936,470.75	PE	0.00
ROW	606,500.00	ROW	0.00
UTL	83,200.00	UTL	0.00
CST	6,559,263.68	CST	0.00

PE Cost Est Amt: 1,936,470.75 **Date:** 7/23/2009
ROW Cost Est Amt: 606,500.00 **Date:** 7/23/2009
Utility Cost Est Amt: 83,200.00 **Date:** 7/23/2009
CST Cost Est Amt: 6,559,263.68 **Date:** 7/23/2009

WJB-TK [7-02-09] PREPARING PRELIMINARY PLANS [3-30-09] REQUESTED SHIFT R/W DATE [3-2-09] PRELIMINARY DESIGN UNDERWAY; [3-5-07]NTP PARSONS 8-15-06:[8/24/04]LONG RANGE-RW & CST - WILL HAVE CONFLICT W/FDR POOLS & OTHER RESOURCES

PPDD: DIFFICULT RR DETOUR, 4/12/95 - OCT99 BOARD MOVED FROM LONG RANGE
Bridge: RAG 09/02/09 - 90% P.L.
Design: [5-4-09-10-01-09]responses drafted&preparing prem plans
DES: CE[OnSchedR/W] Pruitt (7-24-09)
JGPA: CO SGN 12/14/88 FOR UTILITIES] OTHER SHARE = CSX RR.
Programming: PR2 PE/4-13-92]#1 11-05]#2 6-06]#3 5-09]#4 6-09]#5 6-09
Railroad: CSX
Traffic Op: SM PLANS n/r.
UST: NONE
Utility: OCD SUE:TK2,C18
EMG: RECST/REHAB (R/R BRIDGE REPLACEMENT)

Pre. Parcel CT: 12 **Total Parcel in ROW System:**
Under Review: Options - Pending:
Released: Condemnations- Pend:

Acquired by: DOT
Acquisition MGR:
R/W Cert Date:

DEEDS CT: