

File
D.O.T.
EDS-441(13) Telfair
GIP-341(23) " "

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(13) Telfair-Wheeler Counties OFFICE Preconstruction
P.I. No. 561470
DATE October 11, 1988

FROM *R.L. Alston*
R. L. Alston, Assistant Director of Preconstruction

TO Frank Danchetz, State Environmental/Location Engineer

SUBJECT REVISED PROJECT CONCEPT REPORT

The attached revised Project Concept Report is returned to you without further action. The segment of US 341 from the end of GIP-TSAP-27(88) now under construction, through this project is included in GIP-341(23), (McRae to Lumber City). The program implementation of EDS-441(13), EDS-441(12) and GIP 341(23) are tentatively to be let at the same time. If this should change, a segment of GIP 341(23) can be implemented with either of the McRae Bypass projects. The estimate for the 0.6 mile segment of US 441 can be used under the GIP designation.

I have discussed this with Mr. Lewis and he agrees with this procedure. If you have questions please let me know.

RLA/se

Attachment

cc: Charles Lewis
Robert E. Humphrey
Gene Skeen
Ron Colvin
William Durrence
Paul Liles

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441 (13) Telfair/Wheeler Counties **OFFICE** Atlanta, Georgia
P.I. No. 561470
North McRae Bypass **DATE** September 28, 1988

FROM Robert E. Humphrey, P.E., Project Review Engineer 

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT - REVISED

We have reviewed the attached revised Concept Report for this Major project and have the following comment:

The original Concept Report was approved May 18, 1988. The estimated cost shown below is a combination of submitted costs on the Concept Report of May 18, 1988 and the costs of the revised Concept Report.

We have not received any signed cover sheets from other offices.

This report is satisfactory for approval.

The estimated costs of this project are as follows:

| | |
|------------------------------|-------------|
| Construction | \$7,048,759 |
| Inflation (5% per year) | 722,500 |
| E & C (10%) | 777,126 |
| Preliminary Engineering (5%) | 352,500 |
| Right of Way | 570,000 |
| Utilities | 140,000 |

JKM/jmf

Attachments

c: Frank Danchetz

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**



INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(13), Telfair/Wheeler Counties **OFFICE** Environment/Location
P.I. No. 561470
Prev. Proj. No. EDS-441(8) **DATE** August 17, 1988

FROM Frank L. ^{FDJ}Danchetz, P.E., State Environmental/Location Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT REVISED CONCEPT REPORT

The attached concept report is a revision of the original concept report which was approved May 18, 1988. The original report has been revised to include widening a section of U.S. 341 between the end of Project GIP-TSAP-27(88), which is under construction through McRae, and the proposed North McRae Bypass. This change is recommended because the project to widen U.S. 341 between McRae and Lumber City, Project GIP-341(23), is scheduled for construction one year later than the North McRae Bypass. This would leave a 2 lane gap between the end of Project GIP-TSAP-27(88) and the bypass. It is proposed to widen U.S. 341 to 5 lanes through this section which will require a minimum of 130' of right-of-way. The limits would be from the end of the 5 lane presently under construction to the cemetery just east of the proposed bypass.

The concept report also includes an updated estimate for the bypass. If you have any questions, you can contact Jerry Hobbs at 699-4463.

FLD/JLH/sb

Attachment

cc: R.L. Alston
Walker Scott
Charles Lewis
Ron Colvin
William J. Durrence

PROJECT CONCEPT REPORT

DATE: 8/17/88

PROJECT NUMBER: EDS-441(13) COUNTY: Taylor/Wheeler

PROJECT NAME: North McRae Bypass

P. I. NUMBER: 561470 FEDERAL ROUTE NO: F-42-1 STATE ROUTE NO:

PROJECT LENGTH: Bypass 2.4 U.S. 341 0.6 BEGINNING: U.S. 341 east of McRae

ENDING: U.S. 441 near entrance to Little Ocmulgee Park

TRAFFIC: CURRENT (1990) 1200 to 2900 PROJECTED (2010) 2100 to 5100

PDP CLASSIFICATION: Major project on new location

FUNCTIONAL CLASSIFICATION: Rural principal arterial

PROJECT NEED: This is part of the economic development highway system

DESIGN SPEED: 55 MAXIMUM ALLOWABLE DEGREE OF CURVE: 2°-30' MAXIMUM ALLOWABLE GRADE: 2.0%

EXISTING TYPICAL SECTION: New location and 2 lanes

PROPOSED TYPICAL SECTION: 4 lanes with a 44' grass median on bypass; 5 lanes on US 341

TYPE ACCESS: Partial limited on bypass; By permit on US 341

MAJOR STRUCTURES: 2 bridges over the Little Ocmulgee River

ESTIMATED COST:

BASE YEAR: 1988 INFLATION/YR: 5% ESTIMATE YEAR: 1990

CONSTRUCTION: \$8,404,000

R/W: \$ 507,000

UTILITIES: \$140,000 (R.R.Xings only) TOTAL: \$9,114,000

PROJECT CONCEPT REPORT

PROJECT NO. : EDS-441(3)

LEVEL OF ENVIRONMENTAL ANALYSIS: State Aid Environmental Impact Study

LEVEL OF PUBLIC INVOLVEMENT: Public hearing held May 26, 1988

TIME SAVING PROCEDURES APPROPRIATE: YES X NO

DESIGN VARIATIONS REQUIRED: N/A

OTHER PROJECTS IN AREA: GIP-TSAP-27(88), under construction. EDS-341(23), Widening of US 341 between McRae and Lumber City.

CONCEPT TEAM MEETING DATE:

LOCATION INSPECTION DATE:

PERMITS REQUIRED (4f, COE 404, etc.): COE 404

NUMBER OF RELOCATIONS (HOUSES & BUSINESSES DISPLACED): 4 res., 1 comm. bldg.

OTHER ALTERNATES CONSIDERED: No Build

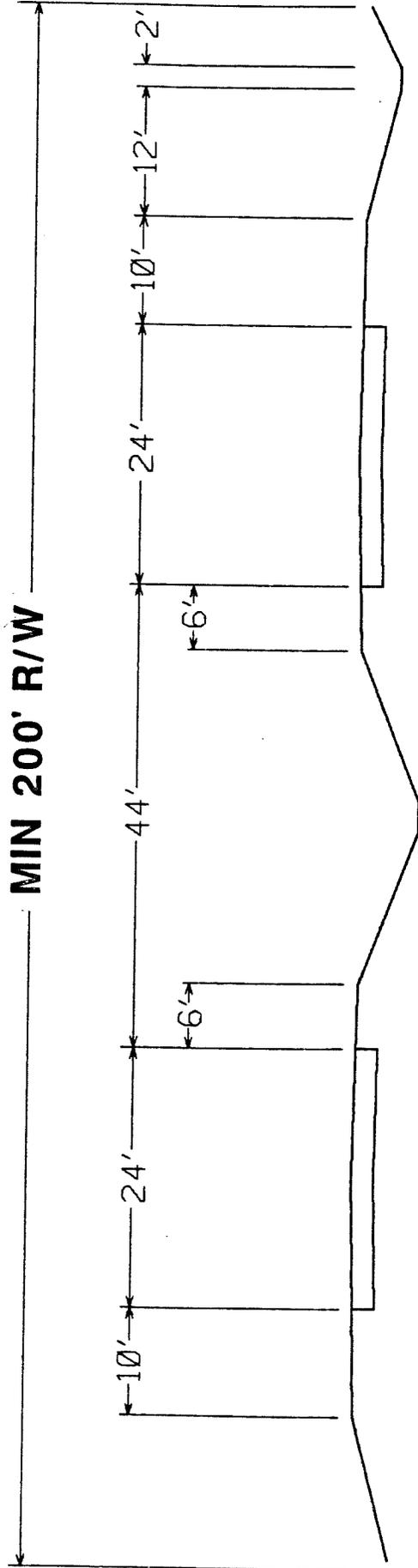
COMMENTS: This report revises the original report dated 2/3/87 which was approved on May 18, 1988. It now includes widening a section of U.S. 341 from the end of project GIP-TSAP-27(88), now under construction, to a point approximately 1000' S.E. of the intersection of U.S. 341 with the proposed bypass.

ATTACHMENTS:

TYPICAL SECTION XX

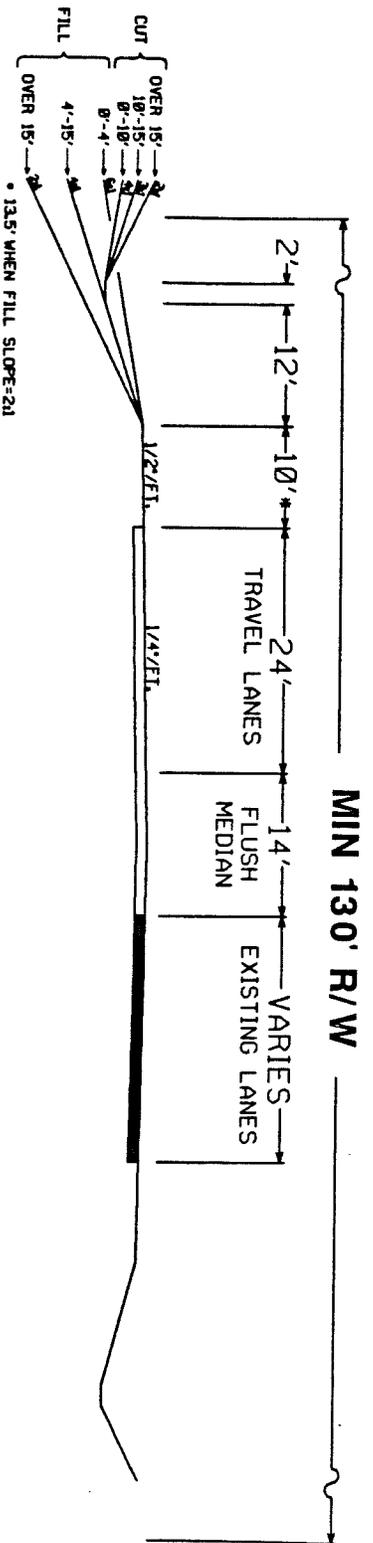
COST ESTIMATE XX

OTHER:



BYPASS

TYPICAL SECTION
 4-LANE WITH 44' MEDIAN



TYPICAL CROSS SECTION

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 561470

REVISED:

PROJECT NO: EDS-441(13)

REVISED:

PROJECT NAME: N. McRAE BYPASS

REVISED: 08-15-1988

COUNTY: TELFAIR/WHEELER

DATE: 02-03-87

PROJECT DESCRIPTION: WIDENING OF US 341 FROM THE END OF PROJ
GIP-TSAP-27(88) TO 1000' EAST OF BYPASS

PROJECT LENGTH: 0.600 MILES

TYPICAL SECTION: RURAL WIDENING-2 TO 4 LANES WITH 14' FLUSH MEDIAN
& 150' MIN R/W

EXISTING ROADWAY (If Applicable): 2 LANES

TRAFFIC:

INITIAL DESIGN YEAR: 1990 DAILY VOLUME (AADT): 4,500

FINAL DESIGN YEAR: 2010 DAILY VOLUME (AADT): 7,900

() PROGRAMMING PROCESS (X) PRE-PROGRAMMING PROCESS () FEASIBILITY STUDY

COMMENTS:

PREPARED BY: JLH

PROJECT COSTS

A. RIGHT-OF-WAY

| | | |
|----------------------------------|----------|------------------|
| 1. PROPERTY (Land and Easements) | \$ | <u>10,000</u> |
| <hr/> | | |
| 2. DISPLACEMENTS | \$ | <u>0</u> |
| <hr/> | | |
| 3. OTHER COST | \$ | <u>5,000</u> |
| <hr/> | | |
| | SUBTOTAL | \$ <u>15,000</u> |

B. REIMBURSABLE UTILITIES

| | | |
|-----------------------|----------|-------------|
| 1. RAILROAD | \$ | <u>0</u> |
| <hr/> | | |
| 2. TRANSMISSION LINES | \$ | <u>0</u> |
| <hr/> | | |
| 3. SERVICES | \$ | <u>0</u> |
| <hr/> | | |
| | SUBTOTAL | \$ <u>0</u> |

C. MAJOR STRUCTURES

| | | |
|---------------------------|----------|-------------|
| 1. WALLS | \$ | <u>0</u> |
| <hr/> | | |
| 2. BRIDGE STREAM CROSSING | \$ | <u>0</u> |
| <hr/> | | |
| 3. BRIDGE OVER/UNDERPASS | \$ | <u>0</u> |
| <hr/> | | |
| 4. BOX CULVERTS | \$ | <u>0</u> |
| <hr/> | | |
| | SUBTOTAL | \$ <u>0</u> |

D. GRADING AND DRAINAGE

1. EARTHWORK

| | | |
|---|----|---------------|
| a. UNCLASSIFIED EXCAVATION | \$ | <u>30,000</u> |
| 13,200 CY @ \$1.75 ^{2²⁵} | | <u>23,100</u> |
| 0 CY @ \$0.00 | | |

| | | |
|----------------------|----|----------|
| b. BORROW EXCAVATION | \$ | <u>0</u> |
| 0 CY @ \$0.00 | | |

2. DRAINAGE

| | | |
|--|----|---------------|
| a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) | \$ | <u>20,400</u> |
| 0.600 MILES @ \$34,000 | | |

| | | |
|---|----|--------------|
| b. CURB AND GUTTER | \$ | <u>4,000</u> |
| 400 LF @ \$2.00 ^{10⁰⁰} | | <u>3,200</u> |

| | | |
|----------|----|---------------|
| SUBTOTAL | \$ | <u>54,400</u> |
| | | <u>46,700</u> |

E. BASE AND PAVING

| | | |
|---|----|---------------|
| 1. GRADED AGGREGATE BASE | \$ | <u>95,000</u> |
| 8.00" — 6,337 T @ \$12.00 ^{15⁰⁰} | | <u>76,553</u> |

| | | |
|---|----|---------------|
| 2. ASPHALT PAVING | | <u>68,500</u> |
| a. ASPHALTIC CONCRETE "E" | \$ | <u>58,534</u> |
| 1.50" — 1,800 T @ \$32.51 ^{38⁰⁰} | | |

| | | |
|---|----|---------------|
| b. ASPHALTIC CONCRETE "B" | \$ | <u>53,500</u> |
| 2.00" — 1,484 T @ \$31.22 ^{36⁰⁰} | | <u>46,230</u> |

| | | |
|---|----|----------------|
| c. ASPHALTIC CONCRETE BASE | \$ | <u>195,500</u> |
| 7.50" — 5,748 T @ \$27.92 ^{34⁰⁰} | | <u>171,245</u> |

| | | |
|---|----|--------------|
| d. BITUMINOUS TACK COAT | \$ | <u>2,637</u> |
| 2,637 G @ \$0.77 ^{1⁰⁰} | | <u>2,084</u> |

| | | |
|--------------------|----|----------|
| 3. CONCRETE PAVING | \$ | <u>0</u> |
|--------------------|----|----------|

| | | |
|-----------------|----|---------------|
| 4. OTHER PAVING | \$ | <u>35,547</u> |
|-----------------|----|---------------|

| | | |
|----------|----|----------------|
| SUBTOTAL | \$ | <u>450,684</u> |
| | | <u>391,022</u> |

F. LUMP ITEMS

| | | |
|--|-------------|------------------------------------|
| 1. TRAFFIC CONTROL | \$ | <u>15,000</u> 15,100 |
| <hr/> | | |
| 2. CLEARING AND GRUBBING | \$ | <u>17,500</u> 30,764 |
| 7 ACRES @ \$4,700 | | 2500 |
| <hr/> | | |
| 3. LANDSCAPING | \$ | <u>10,500</u> 7,200 |
| 0.600 MILES @ \$12,000 | | 7ac @ 1500/ac |
| <hr/> | | |
| 4. EROSION CONTROL | \$ | <u>9,000</u> |
| 0.600 MILES @ \$15,000 | | |
| <hr/> | | |
| 5. DETOURS (INCL. TEMP. BRIDGES) | \$ | <u>0</u> |
| <hr/> | | |
| | SUBTOTAL \$ | <u>52,000</u> 57,064 |

G. MISCELLANEOUS

| | | |
|------------------------|-------------|-------------------|
| 1. LIGHTING | \$ | <u>0</u> |
| <hr/> | | |
| 2. SIGNING/STRIPING | \$ | <u>18,000</u> |
| 0.600 MILES @ \$30,000 | | |
| <hr/> | | |
| 3. GUARDRAIL | \$ | <u>0</u> |
| 0 LF @ \$10.25 + | | 0 ANCHORS @ \$795 |
| <hr/> | | |
| 4. OTHER | \$ | <u>30,600</u> |
| 0.600 MILES @ \$51,000 | | |
| <hr/> | | |
| | SUBTOTAL \$ | <u>48,600</u> |

H. SPECIAL FEATURES

| | | |
|-------|----|----------|
| | \$ | <u>0</u> |
| <hr/> | | |

ESTIMATE SUMMARY

A. RIGHT-OF-WAY.....\$ 15,000

B. REIMBURSABLE UTILITIES.....\$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....\$ 0

D. GRADING AND DRAINAGE.....\$ ~~46,700~~ 54,400

E. BASE AND PAVING.....\$ ~~391,022~~ 450,684

F. LUMP ITEMS.....\$ ~~57,664~~ 52,000

G. MISCELLANEOUS.....\$ 48,600

H. SPECIAL FEATURES.....\$ 0

SUBTOTAL CONSTRUCTION COST.....\$ ~~545,385~~ 605,684

INFLATION (5% per year).....\$ ~~62083~~ 55,902 2 yr(s)

E. & C. (10%).....\$ ~~60568~~ 54,539

TOTAL CONSTRUCTION COST.....\$ ~~655,826~~ 728,335
=====

GRAND TOTAL CONSTRUCTION COST \$ ~~670,826~~ 743,335

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 561470

REVISED:

PROJECT NO: EDS-441(13)

REVISED:

PROJECT NAME: NORTH McRAE BYPASS

REVISED: 08-15-1988

COUNTY: TELFAIR/WHEELER

DATE: 02-03-87

PROJECT DESCRIPTION: FORM US 341 EAST OF McRAE TO US 441 NEAR THE
ENTRANCE TO LITTLE OCMULGEE STATE PARK

PROJECT LENGTH: 2.400 MILES

TYPICAL SECTION: RURAL NEW LOCATION-4-LANES WITH 44' MEDIAN
& 200' MIN R/W

EXISTING ROADWAY (If Applicable):

TRAFFIC:

INITIAL DESIGN YEAR: 1990

DAILY VOLUME (AADT): 2,900

FINAL DESIGN YEAR: 2010

DAILY VOLUME (AADT): 5,100

() PROGRAMMING PROCESS (X) PRE-PROGRAMMING PROCESS () FEASIBILITY STUDY

COMMENTS:

PREPARED BY: JLH

PROJECT COSTS

A. RIGHT-OF-WAY

| | |
|----------------------------------|-------------------|
| 1. PROPERTY (Land and Easements) | \$ <u>152,000</u> |
| <hr/> | |
| 2. DISPLACEMENTS | \$ <u>195,000</u> |
| <hr/> | |
| 3. OTHER COST | \$ <u>208,000</u> |
| <hr/> | |
| SUBTOTAL | \$ <u>555,000</u> |

B. REIMBURSABLE UTILITIES

| | |
|-----------------------|-------------------|
| 1. RAILROAD | \$ <u>140,000</u> |
| <hr/> | |
| 2. TRANSMISSION LINES | \$ <u>0</u> |
| <hr/> | |
| 3. SERVICES | \$ <u>0</u> |
| <hr/> | |
| SUBTOTAL | \$ <u>140,000</u> |

C. MAJOR STRUCTURES

| | |
|---------------------------|---------------------|
| 1. WALLS | \$ <u>0</u> |
| <hr/> | |
| 2. BRIDGE STREAM CROSSING | \$ <u>2,880,000</u> |
| <hr/> | |
| 3. BRIDGE OVER/UNDERPASS | \$ <u>0</u> |
| <hr/> | |
| 4. BOX CULVERTS | \$ <u>0</u> |
| <hr/> | |
| SUBTOTAL | \$ <u>2,880,000</u> |

D. GRADING AND DRAINAGE

1. EARTHWORK

| | | |
|----------------------------|----|----------------|
| a. UNCLASSIFIED EXCAVATION | \$ | <u>441,000</u> |
| 252,000 CY @ \$1.75 + | | |
| 0 CY @ \$0.00 | | |
| <hr/> | | |
| b. BORROW EXCAVATION | \$ | <u>0</u> |
| 0 CY @ \$0.00 | | |
| <hr/> | | |

2. DRAINAGE

| | | |
|--|----|----------------|
| a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) | \$ | <u>196,800</u> |
| 2.400 MILES @ \$82,000 | | |
| <hr/> | | |
| b. CURB AND GUTTER | \$ | <u>3,200</u> |
| 400 LF @ \$8.00 | | |
| <hr/> | | |
| SUBTOTAL | \$ | <u>641,000</u> |

E. BASE AND PAVING

| | | |
|----------------------------|----|------------------|
| 1. GRADED AGGREGATE BASE | \$ | <u>402,878</u> |
| 8.00" — 33,351 T @ \$12.08 | | |
| <hr/> | | |
| 2. ASPHALT PAVING | | |
| a. ASPHALTIC CONCRETE "E" | \$ | <u>181,265</u> |
| 1.50" — 5,576 T @ \$32.51 | | |
| <hr/> | | |
| b. ASPHALTIC CONCRETE "B" | \$ | <u>235,321</u> |
| 2.00" — 7,537 T @ \$31.22 | | |
| <hr/> | | |
| c. ASPHALTIC CONCRETE BASE | \$ | <u>889,151</u> |
| 7.50" — 29,718 T @ \$29.92 | | |
| <hr/> | | |
| d. BITUMINOUS TACK COAT | \$ | <u>7,594</u> |
| 9,613 G @ \$0.79 | | |
| <hr/> | | |
| 3. CONCRETE PAVING | \$ | <u>0</u> |
| <hr/> | | |
| 4. OTHER PAVING | \$ | <u>171,621</u> |
| <hr/> | | |
| SUBTOTAL | \$ | <u>1,887,830</u> |

F. LUMP ITEMS

| | | |
|----------------------------------|-------------|----------------|
| 1. TRAFFIC CONTROL | \$ | <u>20,000</u> |
| <hr/> | | |
| 2. CLEARING AND GRUBBING | \$ | <u>273,455</u> |
| 58 ACRES @ \$4,700 | | |
| <hr/> | | |
| 3. LANDSCAPING | \$ | <u>122,400</u> |
| 2.400 MILES @ \$51,000 | | |
| <hr/> | | |
| 4. EROSION CONTROL | \$ | <u>115,200</u> |
| 2.400 MILES @ \$48,000 | | |
| <hr/> | | |
| 5. DETOURS (INCL. TEMP. BRIDGES) | \$ | <u>0</u> |
| <hr/> | | |
| | SUBTOTAL \$ | <u>531,055</u> |

G. MISCELLANEOUS

| | | |
|---|-------------|----------------|
| 1. LIGHTING | \$ | <u>0</u> |
| <hr/> | | |
| 2. SIGNING/STRIPING | \$ | <u>88,800</u> |
| 2.400 MILES @ \$37,000 | | |
| <hr/> | | |
| 3. GUARDRAIL | \$ | <u>27,990</u> |
| 1,800 LF @ \$10.25 + 12 ANCHORS @ \$795 | | |
| <hr/> | | |
| 4. OTHER | \$ | <u>386,400</u> |
| 2.400 MILES @ \$161,000 | | |
| <hr/> | | |
| | SUBTOTAL \$ | <u>503,190</u> |

| | | |
|---------------------|----|----------|
| H. SPECIAL FEATURES | \$ | <u>0</u> |
| <hr/> | | |

ESTIMATE SUMMARY

| | | |
|--------------------------------|----|---------|
| A. RIGHT-OF-WAY..... | \$ | 555,000 |
| B. REIMBURSABLE UTILITIES..... | \$ | 140,000 |

CONSTRUCTION COST SUMMARY

| | | |
|---------------------------------|----|-----------------|
| C. MAJOR STRUCTURES..... | \$ | 2,880,000 |
| D. GRADING AND DRAINAGE..... | \$ | 641,000 |
| E. BASE AND PAVING..... | \$ | 1,887,830 |
| F. LUMP ITEMS..... | \$ | 531,055 |
| G. MISCELLANEOUS..... | \$ | 503,190 |
| H. SPECIAL FEATURES..... | \$ | 0 |
| | | ----- |
| SUBTOTAL CONSTRUCTION COST..... | \$ | 6,443,075 |
| INFLATION (5% per year)..... | \$ | 660,415 2 yr(s) |
| E. & C. (10%)..... | \$ | 644,307 |
| | | ----- |
| TOTAL CONSTRUCTION COST..... | \$ | 7,747,797 |
| | | ===== |
| GRAND TOTAL CONSTRUCTION COST | \$ | 8,442,797 |

**REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM**

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
- DELETION FROM THE PROGRAM PE ROW CONST.
- SHIFT IN THE PROGRAM FROM FY _____ To FY _____
- CHANGE IN COST ESTIMATE
- OTHER

PROJECT DATA

| COUNTY | PROJECT No. P.I. No. | TYPE WORK | DESCRIPTION |
|------------------|-------------------------|---------------------|--|
| Telfair | GIP-341(23) 561960 | Widen & Reconstruct | S.R. 27/U.S. 341/Golden Isles Parkway: From S.R. 27 Loop just east of McRae southeast to the Lumber City city limits. Length = 14.4 miles |
| EDS Corridor "G" | | | |

| ESTIMATED COST (\$1,000's) | LOW ROAD | HIGH ROAD | FISCAL YEAR | CONG. DISTRICT | FIELD DISTRICT |
|-------------------------------|-------------|--------------|----------------|-------------------|-------------------|
| PE | X | | 1988 | | |
| ROW \$3,435 | | X | 1989 | | |
| CONST \$17,666 | | X | 1990 | 8 | 5 |

REASON FOR REVISIONS:

To add the estimated cost of rights-of-way and construction to the "High Road" Program for information until "EDS" funding is approved for the next phase. This is as approved in the Project Concept Report.

Funding for P.E. was approved in 1988.

The bridge at Sugar Creek is to be widened from 27.7' to 43.25' and a new parallel bridge constructed under project no. BHF-002-2(29) P.I. #521760.

RECOMMENDED *Stanley G. Hardy*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED _____
COMMISSIONER

APPROVED BY
Director of

JUL 08 1988

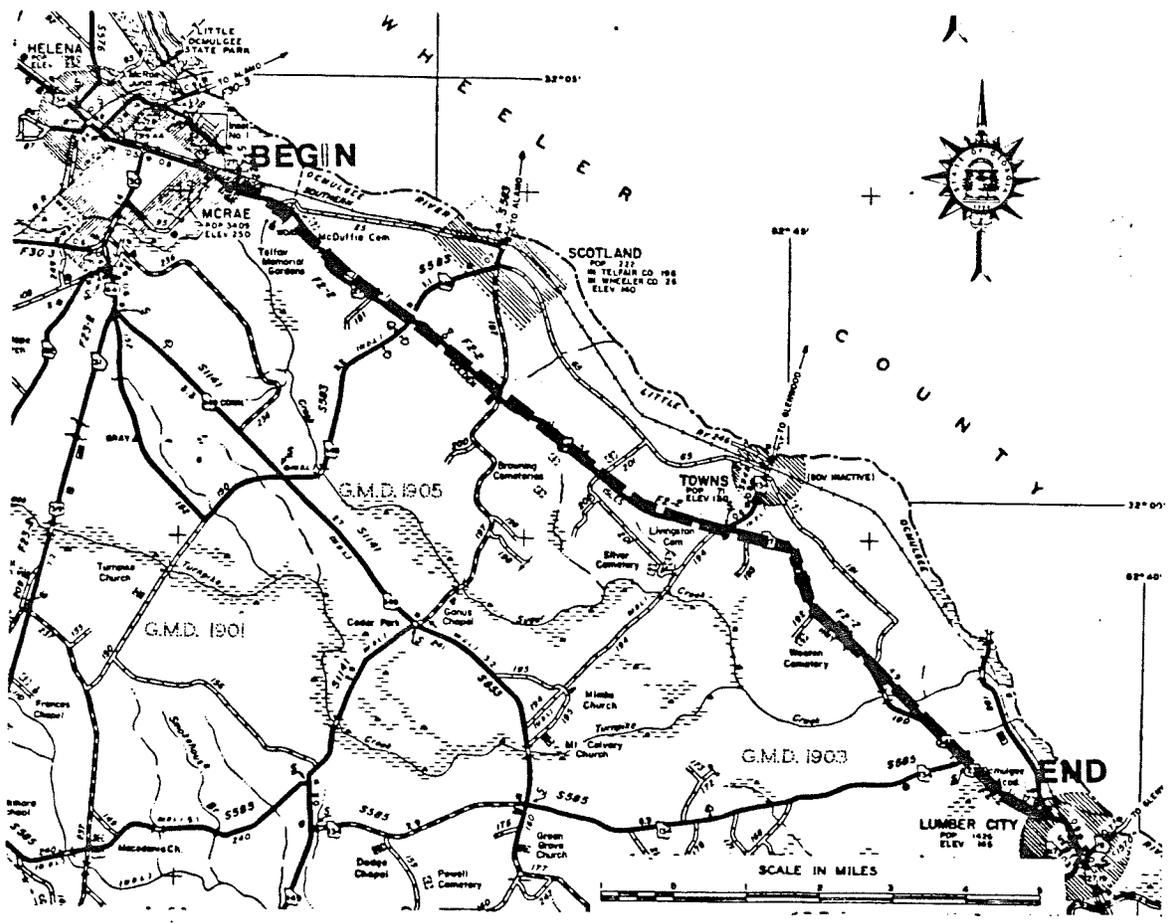
Planning and
Programming

OFFICE OF ENVIRONMENT/LOCAL N

PROJECT CONCEPT REPORT



Project Number: GIP-341(23) Telfair County
 P.I. Number: 561960
 Federal Route Number: F2-2
 State Route Number: S.R. 27



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT March 25, 1988

MARCH 25, 1988
DATE

Frank L. Dauchetz
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

DATE

DISTRICT ENGINEER/TENNILLE

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER