

Certification of Utility and Railroad Coordination for Federally Funded Projects

Project ID Number: LPA 11-13
Project Description (Road/MP Location): Town of McClellanville Bike/Pedestrian Connection Project (Pinckney Street across Jeremy Creek)

I. Utility Coordination/Relocation:

- No Utility coordination/relocation is required for this highway project (No Utility Conflicts).
- All Utility coordination/relocation has been completed and properly documented.
- Utility coordination has determined that it is not feasible to complete the needed utility relocations in advance of this highway project. Utility relocations shall be carried out concurrently with this highway project and appropriate notification has been included in the highway contract proposal.

Certified by: _____
State Utility Engineer Date

II. Railroad Coordination:

- No Railroad coordination is required for this highway project.
- The necessary Railroad Agreements have been executed for this highway project.

Certified by: Kathryn S. Backa _____
Project Manager Date 1/19/17

III. Railroad / Highway Crossings:

- No railroad crossings are "within the limits or near the terminus" of this highway project.
- Railroad crossings "within the limits or near the terminus" of this highway project are protected by flashing light signals and gates.
- Railroad crossings "within the limits or near the terminus" of this highway project are not protected by flashing light signals and gates. An investigation of the railroad crossings were necessary. The results of this investigation are indicated below.

Certified by: Kathryn S. Backa _____
Project Manager Date 1/19/17

Summary of Railroad Crossing Investigation

- An investigation of Railroad/Highway Crossings "within the limits or near the terminus" of this project concluded that railroad warning devices are sufficient. The following crossings listed below were evaluated:

- An investigation of Railroad /Highway Crossings "within the limits or near the terminus" of this project concluded that the following sites require railroad warning device upgrades. These upgrades have been included in the project cost and the work will be completed prior to substantial completion of the highway project.

Certified by: _____
SCDOT Rail and Research Engineer Date