AGLC Shorted Casings Program
Remaining Casing Details

Reference Docket #s:
37024-165737
37024-165738
37024-168753
37024-169278

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Casing 222 (Augusta)

Background:

- This is a **Reactivated** casing that was originally closed in 2019.
- CPDM data historically fluctuates between “Appears Shorted” and “Not Shorted”
    - Not Shorted: 2010 – 2014, 2016, 2018 – 2019, 2020 – 2021,
    - Appears Shorted: 2022 - 2025

Field Investigation	Appeared Shorted	4/13/2024
	PEM Test	4/13/2024
AR	Condition Identified	4/27/2024
	WO Creation Date – Leak Tests Start	4/27/2024
CPDM	Appeared Shorted	5/14/2015
	PEM Test	-

- Confirmed shorted on April 13, 2024, with a PEM test and was reactivated and assigned to engineering to design a bypass / retirement.

Updates:

- Engineering team determined that coordination was required between an ongoing nearby station design and retirement for the shorted casing.
- September 2024 Hurricane Helene hit project site. Required site visit re-scheduled.
- Site visit occurred November 2024 to finalize design.
- Bid issued & awarded to contractor to complete both station & casings project January 2025.
- Issue for Construction (IFC) drawings finalized & issued February 28, 2025.
- Local permit to begin construction received on May 21, 2025.

Remaining Activities:

- Permitting team must receive schedule from flagger / monitor to begin construction.
    - Current flagger expected date July 14, 2025.
- Construction contractor will mobilize to site & complete construction bypass
    - Mobilization date July 18, 2025.
    - **Currently scheduled to be completed by September 4, 2025**.

Casing 240 (Brunswick)

Background:

- No test station installed when the original casings was installed; no CPDM data due to missing test station.

Field Investigation	Appeared Shorted	No Test Station
	PEM Test	No Test Station
AR	Condition Identified	1/25/2008
	WO Creation Date	11/30/2017
CPDM	Appeared Shorted	No Test Station
	PEM Test	No Test Station

- Part of the 2022 shorted casings program plan as an Investigation casing (to install test station and perform PEM test).
- Excavation to attach casing wire is in the limited access of I-95. The original permitting package was developed in September 2022 and was submitted to GDOT in October 2022. The permit was denied by GDOT in December 2023 due to issues with ongoing work in the area but was resubmitted later that month.
- AGLC & GDOT negotiated since May 2024 & have yet to receive permit approval because it is in limited access (shoulder of on-ramp).
- Unknown if casing is shorted or not shorted without excavating & installing a test wire.

Updates:

- AGLC permit team continues to work with both local & state department for approval to excavate & install a test station at the end of the casing.
- Scope of work is assigned to contractor to excavate & test the casing.

Remaining Activities:

- Current expected permit date July 25, 2025.
- Construction contractor will mobilize to site & complete construction bypass
    - Mobilization date July 28, 2025.
    - **Currently scheduled to be completed by August 6, 2025.**

Casing 563 (Clayton)

Background:

- This is a **Reactivated** casing.
    - This casing was unable to be determined as shorted due to the pipe having insufficient voltage reading: Casing was more positive than -0.850 mV 3/10/2021 - 9/12/2022 & 2/27/2023 - 2/19/2024
    - Casing indicated shorted:
        - 1/24/2023 - shorted
        - 1/24/2025 - shorted

Field Investigation	Appeared Shorted	9/12/2022
	PEM Test	9/12/2022
AR	Condition Identified	9/8/2023
	WO Creation Date	9/8/2023
CPDM	Appeared Shorted	2/16/2015
	PEM Test	-

- Added back to casings tracker June 15, 2023.
- Issued for construction (IFC) drawings completed on November 29, 2023.

Updates:

- September 2024, AGLC notified construction contractor they had approval to begin construction.
- Contractor mobilized to complete bypass & retirement of existing casing on October 29, 2024.
- The proposed design crosses an existing utility.
- AGLC's Operating Procedures Manual does not allow drilling to cross an existing utility without locating the existing utility's depth.
- The existing utility depth could not be provided by the railroad company & excavation was not permitted to locate the existing utility.
- A re-design was required to retire the casing. The re-design issue for construction drawings were complete on January 27, 2025.
- Three local permits received.
- Received land approval on crossing private spurs from Owens Corning June 12, 2025.

Remaining Activities:

- Receive the railroad permits for construction.
    - All permits received Friday June 20th.
- Construction contractor will mobilize to site & complete test station install
    - Contractor mobilized June 26th.
    - **Currently scheduled to be completed by August 11, 2025.**

Casings 474 & 475 (Peachtree)

Background:

- These are **Reactivated** casings that was originally closed in 7/1/2019.
- Casing is located within MARTA track ROW; no test station to read casing.

Field Investigation	Appeared Shorted	No Test Station
	PEM Test	No Test Station
AR	Condition Identified	11/30/2012
	WO Creation Date	11/20/2017
CPDM	Appeared Shorted	No Test Station
	PEM Test	No Test Station

- Previously closed out and re-activated due to no documentation; added back to casings program tracker in 2024.

Updates:

- AGLC sent a local corrosion tech on site to review if test station could be located on December 20, 2024. No visible test station installed.
- January 6, 2025, AGLC contracted a contractor to install a test station for the two casings.
- The contractor sent individuals to required MARTA training prior to accessing the site. The training was completed on Thursday January 30, 2025.
- The individuals who completed the training left the company & new employees had to be sent to complete the required training. The scheduled training for the new individuals was completed on April 16, 2025.
- Track access request form is required by MARTA. Surview completed & submitted to AGLC on May 8, 2025.
    - MARTA completed a site visit with Surview on June 4, 2025. They requested additional documentation prior to mobilization. Documentation included a Comprehensive safety plan (site specific work plan, JHA, hot work plans), drawings of the work to be completed, Wayside training for all employees, and a pedestrian detour plan.

Remaining Activities:

- MARTA accept & provide dates Surview can complete the required work.
- Construction contractor will mobilize to site & complete test station install

- Mobilization date July 21, 2025
- **Currently scheduled to be completed by July 28, 2025.**

Casing 642 (Rome)

Background:

- This is a **Reactivated** casing that was originally closed on March 26, 2019 by review of CPDM as supported by a resolution report.

Field Investigation	Appeared Shorted	No Test Station
	PEM Test	No Test Station
AR	Condition Identified	4/2/2002 & 2/13/2024
	WO Creation Date	10/12/2017 & 2/13/2024
CPDM	Appeared Shorted	No Test Station
	PEM Test	No Test Station

- Casing was added to the program due to lack of readings in CPDM and missing test station.
- Added to casings tracker on February 13, 2024.
- Investigation by corrosion contractor completed June 7, 2024.
- Investigation resulted in the conclusion that no test station or vents were installed when the casing was originally installed.
- Proposed test station installation is within the right of way of Norfolk Southern railroad.

Updates:

- Norfolk Southern railroad permit received September 30, 2024.

Remaining Activities:

- Norfolk Southern provide flaggers on site to inspect construction activities.
    - Current expected flagger date July 14, 2025.
- Contractor to mobilize on site and install test station to determine if casing is shorted.
    - Mobilization date July 15, 2025.
    - **Currently scheduled to be completed by July 28, 2025.**

Casing 646 (Savannah)

Background:

- This is a **Reactivated** casing that was originally closed in July 1, 2019 using PEM test results dated 3/30/2018.

Field Investigation	Appeared Shorted	No Test Station
	PEM Test	No Test Station
AR	Condition Identified	3/6/2014 & 2/13/2024
	WO Creation Date	9/28/2017 & 2/13/2024
CPDM	Appeared Shorted	3/10/2014
	PEM Test	3/30/2018

- Casing was reactivated due to no test station. A PEM test was conducted because Casing to Carrier potential difference varied more than 20% as defined in OPM.
- Added back to casings tracker February 13, 2024.
- Investigation by corrosion contractor completed May 13, 2024.
- Investigation resulted in the conclusion that no test station was installed to obtain readings on the carrier pipe. Casing vents existed on both ends of the casing to obtain readings from the casing.
- Proposed test station installation is within the right of way of GWRR.
- GWRR language concerns and negotiations began in June 2023.
    - Continued between initial investigation in May 2024 & permit issuance in 2025.

Updates:

- GWRR requested permit acceptance & insurance purchase prior to starting work.
- All paperwork is submitted & under review prior to construction start.

Remaining Activities:

- GWRR provide a flagger date to begin construction.
    - Current expected flagger date July 14, 2025.
- Contractor will mobilize on site and install test station to determine if casing is shorted
    - Mobilization date July 15, 2025.
    - **Currently scheduled to be completed by July 28, 2025.**

Casing 330 (Vidalia)

Background:

- CPDM data historically fluctuates between “Appears Shorted” and “Not Shorted”
    - Not Shorted: 2012, 2017 – 2018, 2022
    - Appears Shorted: 2010 – 2011, 2013 – 2016, 2019 – 2021, 2023 - 2024.

Field Investigation	Appeared Shorted	12/20/2023
	PEM Test	12/20/2023
AR	Condition Identified	8/26/2019
	WO Creation Date	8/26/2019
CPDM	Appeared Shorted	2/4/2010
	PEM Test	8/6/2019

- Construction bypass drawings issued for construction on May 2, 2022.

Updates:

- In June of 2023, AGLC and railroad owner (GWRR) negotiated language for permit acceptance. AGLC could not come to terms with the language requests from GWRR.
- In July of 2024, AGLC requested for the contractors completing the work to agree to the railroad (GWRR) language for permit acceptance.
- GWRR contacts & response times began to fluctuate. After several failed attempts to change the language that the construction contractor requested, AGLC determined to re-bid the project to a contractor who is willing to accept GWRR language.
- On April 11, 2025, a new construction contractor was awarded the work.
- GWRR requested permit acceptance & insurance purchase prior to work starting
- All paperwork is submitted & under review prior to construction start.

Remaining Activities:

- GWRR provide a flagger date to begin construction.
    - Current expected flagger date July 28, 2025.
- Construction contractor will mobilize to site & complete construction bypass
    - Mobilization date July 29, 2025.
    - **Currently scheduled to be completed by August 4, 2025.**

Casing 672 (Vidalia)

Background:

Field Investigation	Appeared Shorted	9/12/2022
	PEM Test	9/12/2022
AR	Condition Identified	12/2/2002
	WO Creation Date	9/25/2017
CPDM	Appeared Shorted	5/22/2013
	PEM Test	9/19/2024 & 6/18/2018

- Shorted reading in June 2018.
- Construction bypass drawings issued for construction on November 21, 2022.

Updates:

- In June of 2023, AGLC and railroad owner (GWRR) negotiated language for permit acceptance. AGLC could not come to terms with the language requests from GWRR.
- In July of 2024, AGLC requested for the contractors completing the work to agree to the railroad (GWRR) language for permit acceptance.
- GWRR contacts & response times began to fluctuate. After several failed attempts to change the language that the construction contractor requested, AGLC determined to re-bid the project to a contractor who is willing to accept GWRR language.
- On April 11, 2025, a new construction contractor was awarded the work.
- GWRR requested permit acceptance & insurance purchase prior to work starting
- All paperwork is submitted & under review prior to construction start.

Remaining Activities:

- GWRR provide a flagger date to begin construction.
    - Current expected flagger start date July 14, 2025.
- Construction contractor will mobilize to site & complete construction bypass
    - Mobilization date July 15, 2025.
    - **Currently scheduled to be completed by August 4, 2025.**

Casing 679 (Vidalia)

Background:

- Shorted reading in 2018.

Field Investigation	Appeared Shorted	-
	PEM Test	-
AR	Condition Identified	12/2/2002
	WO Creation Date	9/25/2017
CPDM	Appeared Shorted	2/23/2010
	PEM Test	1/23/2018

- Construction bypass drawings issued for construction on March 30, 2022.

Updates:

- In June of 2023, AGLC and railroad owner (GWRR) negotiated language for permit acceptance. AGLC could not come to terms with the language requests from GWRR.
- In July of 2024, AGLC requested for the contractors completing the work to agree to the railroad (GWRR) language for permit acceptance.
- Contractor (Pride) agreed to terms on June 19, 2024.
- On March 21, 2025, GWRR requested additional insurance requirements to begin & complete construction. Pride submitted the required paperwork & billing information.
- GWRR contacts & response times began to fluctuate.
- All paperwork is submitted & under review prior to construction start.

Remaining Activities:

- GWRR provide a flagger date to begin construction.
    - Current expected flagger date July 14, 2025.
- Construction contractor will mobilize to site & complete construction bypass
    - Mobilization date July 15, 2025.
    - **Currently scheduled to be completed by August 4, 2025.**