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ADDENDUM No. TWO

Date: June 18, 2024

Project: Flemington Road Improvements, MES No. 2023-80

Engineer: M.E. Sack Engineering
Hinesville, Georgia

The original plans, specifications, and bid documents are amended to include the following:

Plan Set:

- Replace the entire plan set with enclosed of the same. Note the Engineer has decided to include 1.5" Open Graded Crack Relief Interlayer as a required item. The Engineer has also decided NOT to perform the Full-Depth Asphalt Removal, but instead the Full-Depth Concrete Removal and 10" GAB backfill. Details on sheet C300 have been updated to reflect the required paving sections.

Table of Contents:

- Replace the previous Table of Contents with the enclosed of the same. Note Section 301 – Soil-Cement Construction has been replaced with Section 315 – Cement Stabilized Reclaimed Base Construction under Section V-D: Georgia Department of Transportation (GDOT) Specifications.

Bid Form:

- Replace the previous Bid Form with the enclosed of the same. Note Full Depth Roadway Removal, and 4" Granular Roadway Base have been removed, that Adjust Manhole Top and Shoulder Fill & Grading have been added, and that the quantities have changed for 10" Granular Roadway Base, Full-Depth Roadway Reclamation, and Recycling Agent.

Technical Specifications:

- Replace the previous Section 01150 – Measurement and Payment with the enclosed of the same. Note that the order of a few items has been adjusted, Shoulder Fill & Grading has been added, and additional language is included for Full-Depth Roadway Reclamation.

GDOT Specifications:

- Replace Section 301 – Soil-Cement Construction with the enclosed Section 315 – Cement Stabilized Reclaimed Base Construction.

The following clarifications are offered for questions received:

1. *Wrong GDOT Spec?*
   - GDOT Section 301 is replaced with GDOT Section 315 by this addendum.

2. *If the alternates are chosen, will items be added for removal of existing dirt/agg?*
   - Alternative A for 4" GAB is being removed from the bid form by this addendum. There will not be an item for removal of dirt/aggregate; however, there will be an additional item for shoulder fill and grading that will be required to match the new surface elevation.

3. *Is shoulder scrapping & grubbing similar to Clear and Grubb?*
   - Please refer to the enclosed Section 01150 – Measurement and Payment, Paragraph 2.04 Shoulder Scraping & Grubbing.

4. *Will a jobsite trailer be needed for this job?*
   - No.

-END-

TABLE OF CONTENTS

SECTION I **Invitation for Bids 1**
SECTION II **Instructions to Bidders 2**
A. Submission of Proposals 2
B. Interpretations 2
C. Basis of Contract Award 3
D. Forms and Bonds 3
E. Inspecting and Testing of Materials 3
F. Construction Schedule 3
G. Insurance 4
H. Construction Staking 4
I. Utility Contractor Licensing Law 4
SECTION III **Bid Submission Forms 5**
A. Bidder Declaration, Part 1 5
B. Bid Form 6
C. Bidder Declaration, Part 2 7
D. Bonding Agent and Underwriter 8
E. Addendum Acknowledgement 8
F. Bidder Qualification Form 9
G. Bidder Experience and References 10
H. Site Visit Certification 11
I. Utility Certification 12
J. Lawful Presence Affidavit 13
K. Contractor Affidavit 14
L. Subcontractor Affidavit 15
SECTION IV **Sample Contract 16**
A. Payment and Performance Bond 19
SECTION V **Other Conditions of Contract by Attachment ..... V**
A. Supplemental Conditions ..... V-A
B. General Conditions ..... V-B
C. Technical Specifications ..... V-C
SECTION 01001 General Requirements
SECTION 01150 Measurement and Payment
SECTION 02100 Clearing and Grubbing
SECTION 02611 Base and Paving
SECTION 02616 Pavement Removal and Replacement
SECTION 02821 Grassing
SECTION 03300 General Concrete
D. Georgia Department of Transportation (GDOT) Specifications ..... V-D
SECTION 315 Cement Stabilized Reclaimed Base Construction
SECTION 611 Relaying, Reconstructing, or Adjusting to Grade of Miscellaneous Roadway Structures
SECTION 919 Raised Pavement Markers
E. Geotechnical Engineering Report ..... V-E

B. BID FORM

Bid Item	Quantity	Units	Description	Unit Price	Cost
1	35	SY	Concrete Pavement Removal	$	$
2	1	LS	Shoulder Scraping & Grubbing	-	$
3	35	SY	10" Granular Roadway Base	$	$
4	36,165	SY	Full-Depth Roadway Reclamation	$	$
5	1,400	TN	Recycling Agent (Stabilization) for Base Course (Cement)	$	$
6	36,200	SY	1.5" Open Graded Crack Relief Interlayer	$	$
7	36,200	SY	2.5" 9.5mm Asphalt Paving	$	$
8	4	EA	Adjust Manhole Top	$	$
9	15	SY	Concrete Valley Gutter	$	$
10	1	LS	Shoulder Fill & Grading	-	$
11	1	LS	Shoulder Grassing	-	$
12	11	LF	24" Thermoplastic Stop Bar	$	$
13	280	LF	8" Thermoplastic Crosswalk Striping	$	$
14	635	LF	4" Thermoplastic Solid White Line Striping	$	$
15	270	LF	5" Thermoplastic Double Solid Yellow Line Striping	$	$
16	24	LF	24” Paint & Bead Stop Bar	$	$
17	25,465	LF	4” Paint & Bead Solid White Line Striping	$	$
18	6,330	LF	5” Paint & Bead Double Solid Yellow Line Striping	$	$
19	1,240	LF	5" Paint & Bead Dashed Yellow Line Striping	$	$
20	4,100	LF	5" Paint & Bead Dashed/Solid Yellow Line Striping	$	$
21	20,150	LF	Rumble Strips on 4” White Striping	$	$
22	3	EA	Transverse Rumble Strips before Stop Sign	$	$
23	12,700	LF	Raised Pavement Markers	$	$
24	1	LS	Traffic Control	-	$
25	1	LS	Mobilization (5% Max)	-	$
				SUBTOTAL	$
				TOTAL BID	$

SECTION 01150
MEASUREMENT AND PAYMENT

PART 1 - GENERAL

1.01 QUANTITIES

A. Quantities: Quantities listed in the Proposal are approximate only and are intended to serve as a guide in comparing bids, and may be increased or decreased without invalidating the unit price bid.

B. Payment: Contractor shall be paid for actual in place quantities as determined by the Engineer field measurements.

C. Discrepancies: In case of discrepancies between the figures shown in the unit prices and totals, the unit prices shall apply and the totals shall be corrected to agree with the unit price.

PART 2 - MEASUREMENT AND PAYMENT

2.01 CONCRETE PAVEMENT REMOVAL

A. Measurement: Measurement shall be made on the basis of the number of square yards of graded aggregate base applied to the roadway at the specified thickness as shown on the construction plans. Irregular areas such as turnouts, filler strips, and intersections will be measured to the closest square yard.

B. Payment: Payment will be made on the basis of the number of square yards of granular crusher run (graded aggregated) base at the specified thickness applied to the roadway at the unit price state in the bid. The price shall include all labor, equipment, and material to complete the task. The task shall include, but not be limited to, furnishing, hauling, placing and compaction of the crusher run base in order to bring the base to the lines, grades, and cross sections shown of the construction plans or established by the Engineer.

2.02 SHOULDER SCRAPING & GRUBBING

A. Measurement: Measurement shall be made on the basis of the percentage complete of the task in accordance with the plans and specifications.

B. Payment: Payment will be made at the lump sum stated in the bid. The price bid shall include furnishing all labor, materials, and equipment necessary to complete this item. Work shall include, but is not limited to, removal of all trees, shrubs, grass, soil, sand, and undergrowth that presently exist along the shoulder, preventing the construction of this project. All material removed including vegetation, roots and organic mat shall be removed from the site and disposed of at a permitted site. The contractor shall take special care not to disturb the roots of trees that are marked to remain. Trees to be saved shall be marked and approved by the engineer prior. Trees to be saved shall have the appropriate tree protection installed.

2.03 GRANULAR ROADWAY BASE

A. Measurement: Measurement shall be made on the basis of the number of square yards of graded aggregate base applied to the roadway at the specified thickness as shown on the construction plans. Irregular areas such as turnouts, filler strips, and intersections will be measured to the closest square yard.

B. Payment: Payment will be made on the basis of the number of square yards of granite crusher run (graded aggregated) base at the specified thickness applied to the roadway at the unit price stated in the bid. The price shall include all labor, equipment, and material to complete the task. Work shall include, but not be limited to, the furnishing, hauling, placing, and compaction of the crusher run base in order to bring the base to the lines, grades, and cross sections shown on the construction plans or established by the Engineer.

2.04 FULL-DEPTH ROADWAY RECLAMATION

A. Measurement: Measurement shall be made on the basis of each square yard of pavement to undergo full-depth reclamation and each ton of Portland Cement to be added to the mix in accordance with the plans, specifications, and bid documents. Refer to Section 315.4 of GDOT specification 315 for measurement of Cement Stabilized Reclaimed Base and Portland Cement. Contractor shall provide the engineer with weight tickets for each load of cement additive that is used.

B. Payment: Payment will be made on the basis of the unit price stated in the bid. The unit price shall include furnishing all labor, materials, and equipment necessary to complete this item of work. Work shall in include, but not be limited to, pulverization of roadway and base material, addition of chemical stabilizers, compaction of new base mix, and curing of mix. Refer to Section 315.5 of GDOT specification 315 for payment of Cement Stabilized Reclaimed Base and Portland Cement.

2.05 ASPHALT PAVING OVERLAY/CRACK PROOF INTERLAYER

A. Measurement: Measurement will be made on the basis of each square yard of asphalt in place, in accordance with the plans and specifications and accepted by the Engineer.

B. Payment: Payment will be made on the basis of the number of square yards of asphalt in place, in accordance with the unit price bid as stated in contract. Work shall include, but is not limited to, the furnishing, hauling, placing, and compaction of the asphalt and aggregate in order to bring the pavement to the lines, grades and cross sections as designated on the construction plans. The unit price shall also include all surface cleaning, prime, tack, and pavement markings. All striping shall be in accordance with the current MUTCD and local specifications.

2.06 ADJUSTING TO GRADE OF MISCELLANEOUS ROADWAY STRUCTURES

A. Measurement: Measurement will be made on the basis of adjusting each structure to grade, to determine the unit or units of each type completed and accepted, in accordance with the plans and specifications and accepted by the engineer. Structure tops to be raised or lowered 2 ft. (600 mm) or less are considered “Adjust to Grade.”

B. Payment: Payment will be made on the basis of each structure adjusted to grade. The unit price bid shall include all labor, materials and equipment necessary, including, but

not limited to, excavation, shoring and sheeting, dewatering, gravel bedding, castings, backfill, compaction and complete surface restoration. Payment is full compensation for adjusting to grade the structures as specified in this Specification.

2.07 CURB AND GUTTER, VALLEY GUTTER, AND CONCRETE BANDS

A. Measurement: Measurement will be made on the basis of each linear foot of curb and gutter installed to the lines and grades shown on the plan. The size of the curb and gutter will be shown on the plans and indicated on the bid documents.

B. Payment: Payment shall be made on the basis of the unit price stated in the bid. The price bid shall include all materials, labor, and equipment necessary to complete the work. Work shall include, but is not limited to, all excavation, forming, grade staking, compaction, curb and gutter installation, dewatering, form wrecking, cleanup, and surface restoration

2.08 SHOULDER FILL & GRADING

A. Measurement: Measurement shall be made on the basis of the percentage complete of the lump sum bid in accordance with the construction plans and bid items.

B. Payment: Payment shall be made on the basis of the percentage complete of the lump sum price stated in the bid as determined by the project engineer. The unit price shall include, but is not limited to, furnishing all labor, materials, and equipment necessary for the grading of new shoulders to match the final pavement elevation and tie to the existing grade in order to drain towards the roadside ditches, in accordance with plans and specifications. Work shall include, but not be limited to, furnishing all materials, leveling, compacting, and surface restoration.

2.09 GRASSING

A. Measurement: Measurement shall be made on the basis of the completed item in accordance with the construction plans and bid items.

B. Payment: Payment will be made in accordance with the price stated in the bid. The unit price shall include, but is not limited to, furnishing all labor, materials, and equipment necessary for the satisfactory growth of grass on all disturbed areas in accordance with plans and specifications. Work shall include, but not be limited to, furnishing all materials, fertilizer, soil samples, grass seed, raking, leveling, watering, maintenance, and final surface restoration. Final payment will not occur until permanent grass is established.

2.10 THERMOPLASTIC PAVEMENT MARKING

A. Measurement: Measurement shall be made on the basis of each linear foot of pavement markings in place in accordance with the plans and specifications.

B. Payment: Payment shall be made at the linear footage stated in the bid. The unit price bid shall include all labor, materials, and equipment necessary to complete the task. The task shall include, but is not limited to, supplying and installing all thermoplastic pavement markings to replace existing in accordance with construction plans, surface restoration, and cleanup.

2.11 PAINT AND BEAD PAVEMENT MARKING

A. Measurement: Measurement shall be made on the basis of each linear foot of pavement markings in place in accordance with the plans and specifications.

B. Payment: Payment shall be made at the linear footage stated in the bid. The unit price bid shall include all labor, materials, and equipment necessary to complete the task. The task shall include, but is not limited to, supplying and installing all paint and bead pavement markings to replace existing in accordance with construction plans, surface restoration, and cleanup.

2.12 RUMBLE STRIPS ON SHOULDER

A. Measurement: Measurement shall be made on the basis of each linear foot of rumble strips in place in accordance with the plans and specifications.

B. Payment: Payment shall be made at the linear footage stated in the bid. The unit price bid shall include all labor, materials, and equipment necessary to complete the task. The task shall include, but is not limited to, installing all rumble strips to replace existing in accordance with construction plans, surface restoration, and cleanup.

2.13 TRANSVERSE RUMBLE STRIPS BEFORE STOP SIGN

A. Measurement: Measurement shall be made on the basis of each transverse rumble strip in place in accordance with the plans and specifications.

B. Payment: Payment shall be made at the unit price stated in the bid. The unit price bid shall include all labor, materials, and equipment necessary to complete the task. The task shall include, but is not limited to, installing all rumble strips to replace existing in accordance with construction plans, surface restoration, and cleanup.

2.14 RAISED PAVEMENT MARKERS

A. Measurement: Measurement shall be made on the basis of each linear foot of raised pavement markers in place in accordance with the plans and specifications.

B. Payment: Payment shall be made at the linear footage stated in the bid. The unit price bid shall include all labor, materials, and equipment necessary to complete the task. The task shall include, but is not limited to, installing all raised pavement markers in accordance with construction plans, surface restoration, and cleanup

2.15 TRAFFIC CONTROL

A. Measurement: Measurement shall be made on the basis of the percentage complete of the lump sum bid in accordance with the construction plans and bid items.

B. Payment: Payment shall be made on the basis of the percentage complete of the lump sum price stated in the bid as determined by the project engineer. The lump sum shall include furnishing all labor, materials, and equipment necessary to complete the task. The task shall include, but is not limited to, the placing, moving, and maintenance of all signage, barricades, cones, barrels, flagging, flag men, and guide vehicles throughout the construction process to safely reroute traffic from existing traffic patterns. Traffic control shall be done in a manner to safely warn, reroute, and lead vehicles to their

destination. Additional signage will be required if the engineer deems that the traffic control in place does not fully meet the required intent of the task. Changing of existing traffic patterns shall be communicated with the engineer no less than 48 hours prior to.

2.16 MOBILIZATION

A. Payment will be made for the price as stated in the Contract once the Contractor has established his construction yard, and met the requirements established in the Contract Documents. Mobilization will be recognized complete once the Contractor has provided a construction schedule and moved his equipment and a substantial amount of material to the job site. Construction must be underway and progressing. Payment for mobilization will be limited to a maximum amount not to exceed 5% of the bid price.

END OF SECTION

Section 315—Cement Stabilized Reclaimed Base Construction (CSRB)

315.1 General Description

This work includes constructing a cement stabilized base course by pulverizing the existing flexible pavement, underlying base and subgrade, and mixing with Portland cement. Construct according to these specifications and to the lines, grades, thickness, and typical cross-sections shown on the plans or established by the Engineer.

315.1.01 Related References

General Provisions 101 through 150

A. Standard Specifications

Section 109—Measurement and Payment

Section 301—Soil Cement Construction

Section 412—Bituminous Prime

Section 814—Soil Base Materials

Section 821—Cutback Asphalt

Section 824—Cationic Asphalt Emulsion

Section 830—Portland Cement

Section 880—Water

B. Referenced Documents

GDT 19 – Determining Maximum Density of Soil-Cement mixtures

GDT 20 – Determining Field Density of soils with <45% retained on the No. 10 sieve and < 10% retained on the 1 in. sieve

GDT 21 - Determining Field Density of soils containing >45% retained on the No.10 sieve or >10% retained on the 1 in. sieve

GDT 59 - Testing Density of roadway materials with Nuclear Gauge

GDT 65 – Laboratory Design of Soil-Cement and Cement Stabilized Graded Aggregate

GDT 67 – Family of Curves Method for determining Maximum Density of soils

GDT 86 – Determining the compressive strength of Cement Stabilized Base cores taken from the roadway

315.1.02 Submittals

Prior to construction, submit a Construction Work Plan to the Engineer consisting of the proposed equipment, materials, and operation procedures. If the Engineer determines that the work plan is not satisfactory, revise the procedures and augment or replace equipment, as necessary, to complete the work.

315.1.03 Mix Design

The Contractor shall submit a mix design to the Office of Materials and Testing for approval at least three weeks prior to construction. The Mix Design process shall be completed in accordance with GDOT Test Method/GDT 65 by an accredited materials laboratory. The sampling, testing, proportioning, and documentation shall be completed by an accredited materials laboratory. The Contractor will be responsible for ensuring that appropriate traffic control measures are in place during the sampling operations. In-place samples of the road structure shall be taken at a minimum frequency of 1000 ft. (300m) per two lanes; alternating the sample locations to achieve a sample every 500 lane-feet (152m). Additional samples may be needed to represent material changes and/or problem areas. Each sample shall contain at least 30 lbs. (14kg) of proportionally blended materials to be reclaimed. The Portland cement used in the design process must be from an approved source listed on GDOT's Qualified Products List/QPL3 and representative of the same material to be used in construction.

The mix design submittal to the Office of Materials and Testing shall include the following:

1. Approximately 100 lbs. (45kg) of proportionally blended material from all in-place samples taken from the roadway.
2. A one-gallon sample (plastic container) of the stabilizer used in the mix design.
3. All Test Data (charts, graphs, spreadsheets, etc.) along with design parameters. Test data should include the target gradation of the blended material, optimum moisture content of mixing, and application rate of the stabilizer to meet the design requirements.

Note: Since the Mix Design is based on source specific materials, any changes to materials or sources will render the design invalid.

315.2 Materials

Ensure that materials meet the requirements of the following GDOT Standard Specifications:

Material	Section
Blotter material (sand)	412.3.05.G.3
Soil Base Material	814.2.02
Cutback asphalt, RC-30, RC-70, RC-250 or MC-30, MC-70, MC-250, CSS-1h, AE-P, CRS-2	821.2.01
Portland Cement (Type I or Type II)	830.2.01
Water	880.2.01

315.3 Construction Requirements

315.3.01 Personnel

Ensure that only experienced and capable personnel operate equipment.

315.3.02 Equipment

Equipment used in CSRB construction must meet the following requirements and be approved by the Engineer prior to the beginning of construction. All equipment shall be in satisfactory condition and capable of its intended purpose. The Engineer may at any time reject any equipment that is deemed unsafe, erratic, or produces an inadequate performance.

Note: Equipment type, size, operation and condition are subject to the Engineer's approval and must be adjusted and/or replaced upon their request.

A. Reclaimer

CSRB will require a reclaimer unit that meets the following requirements:

1. Designed expressly for reclamation capable of pulverizing and mixing through asphaltic pavement, granular/soil base, Subbases, and subgrade down to depths of at least 12 in. (300mm).
2. Having a cutting drum with a minimum width of 8 ft. (2m).
3. Capable of continuously mixing materials to a homogenous blend and at a consistent depth.
4. Powered by an engine of at least 500 horsepower with steerable front and rear wheels.
5. Controlled by an electronic metering system capable of injecting mix water directly into the mixing chamber and has automatic sensors to monitor water application and mixing depth.

B. Spreader

For CSRB construction, use a cyclone-type mechanical spreader or its equivalent that will spread Portland cement in a relatively dust-free process. Spreader must have an electronic or mechanical metering system which monitors the application rate.

Note: The use of pneumatic tubes to transfer cement or lime directly onto the roadway will not be allowed.

C. Additional Equipment (Water Truck, Compaction and Grading equipment, and Prime Distributer)

Additional equipment necessary to complete the work must be in satisfactory condition and proper for its intended purpose. Compactive equipment includes a sheep's foot roller, vibratory steel wheel roller and a pneumatic rubber tire roller. Use the correct size/type rollers or combination thereof that is capable of achieving the required density. A pressure distributor that complies with GDOT Standard Specifications/Subsection 424.3.02.B will be required to apply the bituminous prime coat.

Note: Equipment type, size, operation and condition are subject to the Engineer's approval and must be adjusted and/or replaced upon their request.

315.3.03 Preparation

Prior to commencing reclaiming operations, blade grass and excess soil a minimum of 12 in. (300mm) from the edge of pavement. Locate, mark and preserve existing centerline, manholes, and utilities (gas, water, and electric lines). Relocate mailboxes and other appurtenances within such proximity to the roadway as to risk damage or interfere with the work. Remove sections of driveway aprons in the right-of-way where necessary to permit the reclaimer to operate without damaging the machinery or driveway pavement. If necessary, saw-cut a neat parallel line to the proposed edge of pavement and remove the concrete along the road. After all work is complete, replace appurtenances to their original location as nearly as possible.

315.3.04 Construction

A. Weather Limitations

1. Mix only when the weather permits the course to be finished without interruption and within the time specified.
2. Mix materials only when the moisture of the materials to be used in the mixture meets the specified limits.
3. Begin mixing only when the air temperature is above 40°F in the shade and rising.

B. Moisture Adjustment

Adjust the moisture content of the roadway materials to within 100 to 120 percent of the optimum moisture immediately before spreading the cement. The optimum moisture content is determined by the Job Mix Design and can be adjusted by the Engineer.

C. Cement Application

1. Apply cement on days when wind will not interfere with spreading.
2. Apply cement at the rate specified on the Job Mix Design (as established by GDT-65) and mix to the depth shown on the Plans. The Engineer may alter the spread rate during the progress of construction if necessary. Maintain the application rate within ± 10 percent of that specified by the Engineer.
3. Provide both equipment and personnel to measure the application rate of cement placed. Each tanker of cement shall be checked by using a square yard cloth/certified scales and by determining the overall coverage area of each tanker. Multiple checks may be necessary to ensure that the spread rate is maintained within the ± 10 percent limit.
4. If the cement content falls below the 10 percent limit in the mixing area, add additional cement to bring the affected area within the tolerance specified, make necessary adjustments to the spreader, and perform additional checks to ensure the problem is corrected. If the cement content is more than the 10 percent limit in the mixing area, the excess quantity will be deducted from the Contractor's pay for cement.
5. Regulate operations to limit the application of cement to sections small enough so that all of the mixing, compacting, and finishing operations can be completed within the required time limits.
6. Pass only spreading and mixing equipment over the spread cement and operate this equipment so that it does not displace cement.
7. Replace damaged cement at no cost to the Department when damage is caused by:
   a. Hydration due to rain, before or during mixing operations.
   b. Spreading procedures are contrary to the requirements stated above.
   c. Displacement by the Contractor's equipment or other traffic.

D. Mixing

1. Begin mixing as soon as possible after the cement is spread and continue until a homogeneous and uniform mixture is produced. The Engineer at any time may require adjustments or replacement of equipment if a homogeneous and uniform mixture conforming to these Specifications is not achieved.
2. Continue pulverizing until the base mixture is uniform in color and conforms to the following gradation requirements:
   a. 100 percent passing the 3 in. sieve (76.1mm) or the natural size of the in-situ aggregate.
   b. 55 percent of the roadway material, excluding gravel, passes the No. 4 sieve (4.75mm).
3. Add water as needed to maintain or bring the moisture content to within the moisture requirements immediately after the preliminary mixing of the cement and roadway material.
4. Mix the additional water homogeneously into the full depth of the mixture.

E. Compaction and Finishing

1. Test Section
   a. A test section shall be constructed with the first tanker of cement delivered to the project. The length of the test section will be determined by area in which the entire tanker of cement will cover.
   b. The Engineer will evaluate compaction, moisture, homogeneity of mixture, thickness of stabilization, and finished base surface. If the Engineer deems necessary, revise the compaction procedure or replace equipment.
2. Time Limits
   a. Complete compaction within 2 hours after the cement has been applied.
   b. Do not perform vibratory compaction on materials more than 90 minutes old, measured from the time cement was added to the mixture.
   c. Complete all operations within 4 hours from adding cement to finishing the surface.
3. Moisture Control
   a. During compaction, ensure that the moisture is uniformly distributed throughout the mixture at a level of between 100 and 120 percent of the optimum moisture content.
4. Compaction Requirements
   a. Use a sheep's foot roller, steel wheel roller or pneumatic-tired roller for initial compactive effort unless an alternate method is approved by the Engineer.
   b. Compact the cement-stabilized base course to at least 98 percent of the maximum dry density established on the Job Mix Design.
   c. Uniformly compact the mixture and then shape to the grade, line, and cross- section shown on the Plans.
   d. Remove all loosened material accumulated during the shaping process. Do not use additional layers of cement-treated materials in order to conform to cross-sectional or grade requirements.
   e. Use a pneumatic-tired roller to roll the finished surface until it is smooth, closely knit, and free from cracks or deformations, and conforming to the proper line, grade, and cross-section.
   f. In places inaccessible to the roller, obtain the required compaction with mechanical tampers approved by the Engineer. Apply the same compaction requirements as stated above in Subsection 315.3.04.E.4.
   g. Perform grading operations immediately after the placement and compaction operations. Roll the stabilized base course again with a pneumatic-tired roller.

F. Construction Joints

1. Form a straight transverse joint at the end of each day's construction or whenever the work is interrupted.
2. Create the straight transverse joint by cutting back into the completed work to form a true vertical face free of loose or shattered material.
3. Form the joint at least 2 ft. (0.6m) from the point where the spreader strike-off plate comes to rest at the end of the day's work, or at the point of interruption.
4. Form a longitudinal joint as described above if cement-stabilized mixture is placed over a large area where it is impractical to complete the full width during one day's work. Use the procedure for forming a straight transverse joint. Remove all waste material from the compacted base.

G. Priming the Base

1. The surface of the completed base course must be moist cured until the bituminous prime is applied.
2. Apply prime only to an entirely moist surface. If weather delays prime application, apply prime as soon as the surface moisture is adequate.
3. Apply bituminous prime according to GDOT Standard Specifications/Section 412 as soon as possible and in no case later than 24 hours after completion of the finishing operations.
4. Protect finished portions of the cement-stabilized base course that are used by equipment in the construction of an adjoining section to prevent marring or damaging of the completed work. Protect the stabilized area from freezing during the curing period.

H. Opening to Traffic

1. Correct any failures caused by traffic at no additional cost to the Department. Make repairs specified in GDOT Standard Specifications/Subsection 300.3.06.B whenever defects appear. This preservation action does not relieve the Contractor of his responsibility to maintain the work until final acceptance as specified in GDOT Standard Specifications/Section 105.

315.3.05 Quality Acceptance

A. Compaction Tests

1. Determine the maximum dry density from representative samples of compacted material, according to GDOT Test Method/GDT 19 or GDT 67.
2. Determine the in-place density of finished courses according to GDOT Test Method/GDT 20, GDT 21 or GDT 59 as soon as possible after compaction, but before the cement sets.

B. Gradation Tests

1. Ensure that the gradation of the completely mixed cement-stabilized base course meets the requirements as stated above in Subsection 315.3.04.D.2.

C. Finished Surface Tests

1. Check the finished surface of the cement-stabilized base course transversely using one of the following tools:
   a. A template, cut true to the required cross-section and set with a spirit level on non-super elevated sections.
   b. A system of ordinates measured from a string line.
   c. A surveyor' level.
2. Ensure the ordinates measured from the bottom of the template, string line, or straightedge, to the surface do not exceed ½ in. (12.5mm) at any point.

D. Thickness Tolerances

1. Determine the thickness of the cement-stabilized base course by making as many checks as necessary to determine the average thickness, but not less than one check per 1000 ft. (300m) per 2 lanes. Checks shall be taken after the completion of the base course and prior to priming.
2. If any measurement is deficient in thickness by more than ½ in. (12.5mm), make additional measurements to isolate the affected area. Correct any area deficient by more than ½ in. (12.5mm) to the design thickness by using one of the following methods:
   a. Apply GDOT approved asphaltic concrete 9.5mm Superpave.
   b. Reconstruct to the required thickness.

   No payment will be made for any Asphaltic Concrete 9.5mm Superpave used to correct deficiencies nor will pavement be made for removing and reconstructing the deficient work.
3. If any measurement exceeds thickness by more than ½ in. (12.5mm), make additional measurements to isolate the affected area. If the basis of payment is per cubic yard and the average thickness for any mile increment exceeds the allowable ½ in. (12.5mm) tolerance the excess quantity in that increment will be deducted from the Contractor's payments. The excess quantity is calculated by multiplying the average thickness that exceeds the allowable ½ in. (12.5mm) tolerance by the surface area of the base, as applicable.

315.4 Measurement

A. Cement-Stabilized Base Course

Measure the surface length along the centerline when payment is specified by the square yard. The width is specified on the plans. Measure irregular areas, such as turnouts and intersections, by the square yard.

B. Portland Cement

Measure Portland cement by the ton.

C. Bituminous Prime

Bituminous prime is not measured for separate payment. Include the cost of furnishing and applying bituminous prime according to the provisions of GDOT Standard Specifications/Section 412 in the Unit Price Bid for each individual base item.

315.5 Payment

A. Cement-Stabilized Base Course

Cement-stabilized base, in-place and accepted, will be paid for at the Contract Unit Price per square yard. Payment will be full compensation for roadbed preparation, mixing on the road, shaping, pulverizing, watering, compaction, defect repair, bituminous prime and maintenance.

B. Portland Cement

Portland cement will be paid for at the Contract Unit Price per ton. Payment is full compensation for furnishing, hauling, and applying the material. Only Type I or Type II Portland cement incorporated into the finished course will be paid for and no payment will be made for cement used to correct defects due to the Contractor's negligence, faulty equipment, or error.

Payment will be made under:

Item No. 315	Cement Treated Base Course	Per square yard (meter)
Item No. 315	Portland Cement	Per ton (megagram)

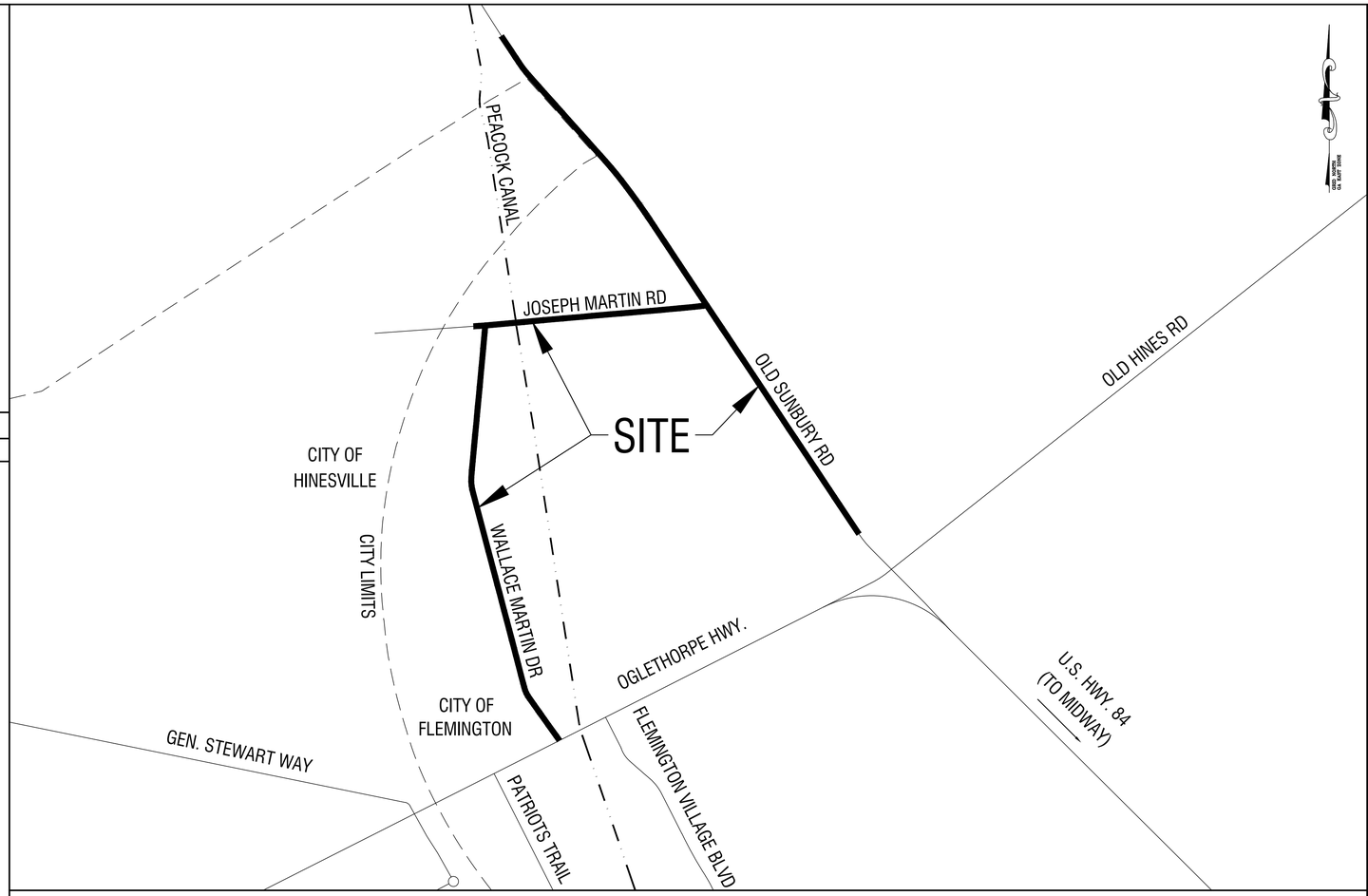
FLEMINGTON ROAD IMPROVEMENTS
FOR CITY OF FLEMINGTON
LIBERTY COUNTY, GEORGIA
DATE: OCTOBER 23, 2023

SHEET INDEX:

DESCRIPTION	SHEET
1. WALLACE MARTIN DEMOLITION PLAN	SHEET C101-102
2. JOSEPH MARTIN DEMOLITION PLAN	SHEET C103
3. OLD SUNBURY DEMOLITION PLAN	SHEET C104-105
4. WALLACE MARTIN SITE PLAN	SHEET C201-202
5. JOSEPH MARTIN SITE PLAN	SHEET C203
6. OLD SUNBURY SITE PLAN	SHEET C204-205
7. DETAILS	SHEET C300

DRAWING LEGEND

DESCRIPTION	PROPOSED	EXISTING
SANITARY SEWER	SS	SS
UNDERGROUND WATER LINE	W	W
FORCE MAIN	FM	FM
STORM DRAINAGE PIPE		
UNDERGROUND TELEPHONE LINE	T	T
UNDERGROUND TELEPHONE CONDUIT	TC	TC
UNDERGROUND GAS LINE	12"G	12"G
DITCH CENTERLINE		
SPOT ELEVATION	X=90.00	X=90.00
TOP OF CURB ELEVATION	TC=90.00	TC=90.00
FIRE HYDRANT		
SEWER MANHOLE		
WATER VALVE	WV	WV
TELEPHONE MANHOLE		
LIGHT POLE		
SIGN		
WATER METER		
BENCHMARK		
CONCRETE MONUMENT FOUND		
GUY POLE		
IRON PIN FOUND		
IRON PIN SET		
TELEPHONE PEDESTAL		
POWER POLE		
HANDICAP SPACE		
SEDIMENT BASIN MARKER W/NOTCH	SBM	SBM



VICINITY MAP
Not To Scale

GEORGIA 811
Utilities Protection Center, Inc.
Know what's **below.**
Call before you dig.

Owner:
CITY OF FLEMINGTON
PAUL HAWKINS
156 OLD SUNBURY ROAD
FLEMINGTON, GA 31313
TEL: (912) 876-3223

DATUM: NAVD88

24 HOUR CONTACT:
MARCUS SACK - M.E. SACK ENGINEERING
515 NORTH MAIN STREET
P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212
EMAIL: MARCUS@MESACK.COM

DESIGN PROFESSIONAL:
GEORGIA REGISTERED No. 39000 PROFESSIONAL ENGINEER MARCUS E. SACK
DATE: 6/18/2024

M.E. SACK ENGINEERING
515 NORTH MAIN STREET
P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212

10375 FORD AVENUE
UNIT A-2
RICHMOND HILL, GA 31324

GENERAL NOTES

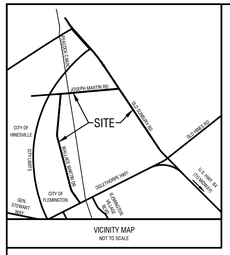
1. ALL EXISTING UTILITIES SHOWN ARE LOCATED FROM BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACTUAL FIELD LOCATION AND PROTECTION OF EXISTING UTILITIES. OVERHEAD LINES ARE NOT SHOWN FOR CLARITY.
2. ALL DISTURBED AREAS TO BE REVEGETATED IMMEDIATELY AFTER CONSTRUCTION, IN ACCORDANCE WITH THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA.
3. ALL EROSION AND SEDIMENTATION CONTROL STRUCTURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY PROPERTY CORNERS, RIGHT OF WAY MONUMENTS, SIGNS OR OTHER STRUCTURES DISTURBED DURING CONSTRUCTION.
5. ALL TRAFFIC AND SIGNAGE CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES, MUTCD, CURRENT EDITION.

JOB NO. 2023-80 PRJ

REVISION NO.	DATE	DESCRIPTION
1	6/11/2024	ADDENDUM 1
2	6/18/2024	ADDENDUM 2

COVER SHEET

PLOT DATE: June 18, 2024



ZONE AE
ZONE X SHADED
ZONE X
N/F
1979 HINESVILLE LLC
PARCEL ID: 069C 034
N/F
SOUTHEERN BREAD PROPERTIES LLC
PARCEL ID: 069D 001
N/F
MARTIN W F EST
PARCEL ID: 069B 001
U.S. HWY 84 EAST
S.R. 196/38
E. OGLETHORPE HWY
(100' R/W)
WALLACE MARTIN DR
(80' R/W)
TREMAIN DR
(60' R/W)
JOSEPH MARTIN RD
(80' R/W)
MATCHLINE WALLACE MARTIN DR STA.9+52.73
MATCHLINE WALLACE MARTIN DR STA.21+77.12
(SEE SHEET C102 FOR CONTINUATION)
APPROXIMATE R/W LINE
EXISTING 4" SOLID WHITE PAINT STRIPING
EXISTING 4" DOUBLE SOLID YELLOW PAINT STRIPING
EXISTING 4" SKIP WHITE STRIPING
EXISTING 5" DOUBLE SOLID YELLOW PAINT STRIPING
EXISTING 5" SINGLE DASHED AND SOLID YELLOW PAINT STRIPING
EXISTING 4" WHITE PAINT STRIPING
EXISTING 5" DASHED YELLOW PAINT STRIPING
EXISTING SANITARY SEWER MANHOLE TOP = 22.46
EXISTING SANITARY SEWER MANHOLE TOP = 21.94
EXISTING SANITARY SEWER MANHOLE TOP = 22.40
EXISTING SANITARY SEWER MANHOLE TOP = 21.80
EX. STORM INLET TOP=21.05
EX. 12" RCP INV OUT=19.63 (E)
EX. STORM INLET TOP=21.29
EX. STORM MH TOP=21.96 INV IN=19.16 (W) INV IN=19.16 (N) INV OUT=19.11 (S)
EX. 12" ELLIPTICAL RCP
EX. 24" RCP INV IN=19.50 (N) INV OUT=19.41 (S)
EX. 24" RCP INV OUT=19.17(N)
EX. 24" RCP
EX. STORM MH TOP=22.02 INV IN=19.32 (E) INV IN=19.22 (N) INV OUT=19.17 (S)
EX. 15" RCP
EX. STORM INLET TOP=20.86 INV OUT=18.76 (W)
EX. 24" RCP
EX. STORM INLET TOP=22.06 INV OUT=17.86 (E)
EX. 24" RCP INV OUT=17.71 (E)
EX. 18" RCP INV IN=18.38 (N) INV OUT=18.18 (S)
EX. 18" RCP INV IN=18.68 (S) INV OUT=18.31 (N)
EX. 19" X 30" ELLIPTICAL RCP INV IN=19.61 (S) INV OUT=19.36 (N)
(2) EX. 14" X 23" ELLIPTICAL RCP INV IN=18.40 (W) INV OUT=18.25 (E)
CONTRACTOR TO REMOVE 11 S.Y. EXISTING CONCRETE AND BASE
CONTRACTOR TO REMOVE 15 S.Y. EXISTING CONCRETE VALLEY GUTTER
CONTRACTOR TO PROTECT SEWER MANHOLE DURING FULL-DEPTH RECLAMATION
CONTRACTOR TO PROTECT AND MAINTAIN RAISED CONCRETE ISLAND AND STOP SIGN
CONTRACTOR TO TERMINATE CONSTRUCTION AT GDOT R/W
EXISTING 24" WHITE THERMOPLASTIC STOP BAR
WALLACE MARTIN DR BP: 0+00.00
EXISTING 8" WHITE THERMOPLASTIC CROSSWALK
ASPHALT AND CEMENT BASE PULVERIZATION FOR FULL-DEPTH RECLAMATION
0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
9+00
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
21+00

GENERAL NOTES:

1. UTILITY AND STREET INSTALLATION TO BE IN ACCORDANCE WITH THE CITY OF FLEMINGTON STANDARD SPECIFICATIONS.
2. TOPOGRAPHICAL SURVEY SUPPLIED BY M.E. SACK ENGINEERING.
3. THIS PROJECT IS IN A ZONE "AE", ZONE "X", AND ZONE "X" (0.2%) ACCORDING TO THE LIBERTY COUNTY FLOOD MAP COMMUNITY-PANEL NUMBER 13179C0227F, DATED SEPTEMBER 29, 2022, AND HAS A VARYING BASE FLOOD ELEV. BETWEEN 22.5 FEET AND 24.1 FEET M.S.L.
4. ALL STREETS ARE PUBLIC IN NATURE.
5. SEWAGE DISPOSAL SYSTEM: CITY OF HINESVILLE
6. WATER DISTRIBUTION SYSTEM: CITY OF HINESVILLE
7. ROADWAY REPLACEMENT CENTERLINE LENGTHS

   WALLACE MARTIN DRIVE = 4,413.09 LF
   JOSEPH MARTIN ROAD = 2,411.73 LF
   OLD SUNBURY ROAD = 5,859.09 LF

SCALE BAR: 1"= 40'
40 0 20 40 80 160

DRAWING COMPLETED BY: DEBBIE HEDGLIN

REVISIONS:	
1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
MARCUS E. SACK
GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

515 NORTH MAIN STREET
P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212

GEORGIA REGISTERED No. 39000 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
CITY OF FLEMINGTON
PAUL HAWKINS
156 OLD SUNBURY ROAD
FLEMINGTON, GA 31313
(912) 876-3223

24 HOUR CONTACT:
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HINESVILLE, GA 31313
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MARCUS @MESACK.COM

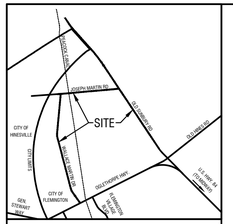
FLEMINGTON ROAD IMPROVEMENTS

WALLACE MARTIN DEMOLITION PLAN

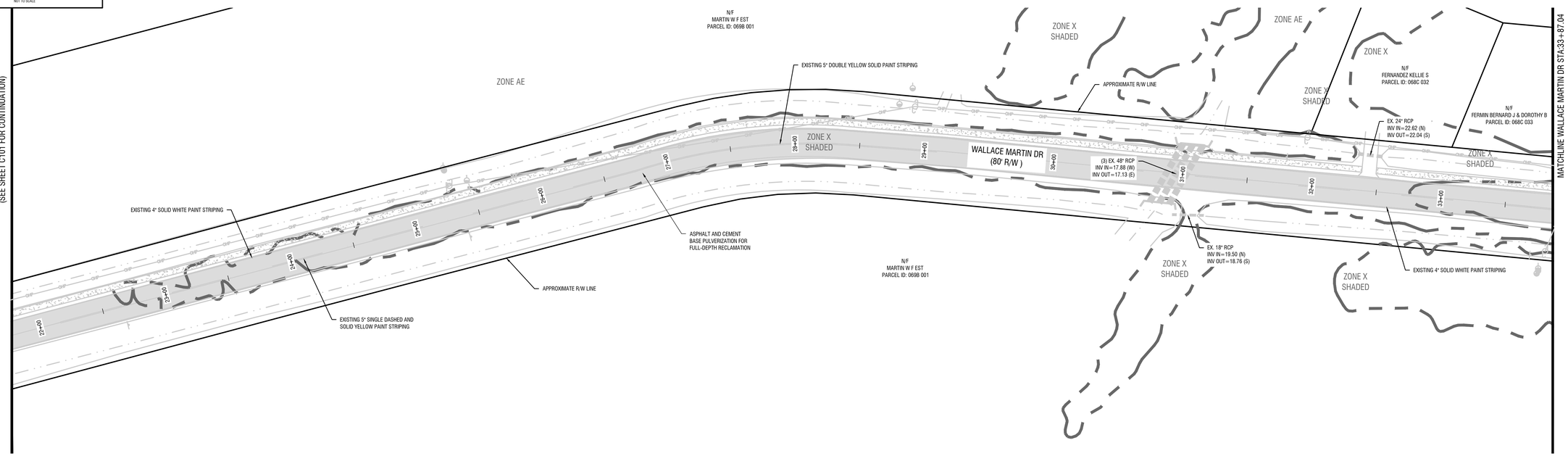
C101

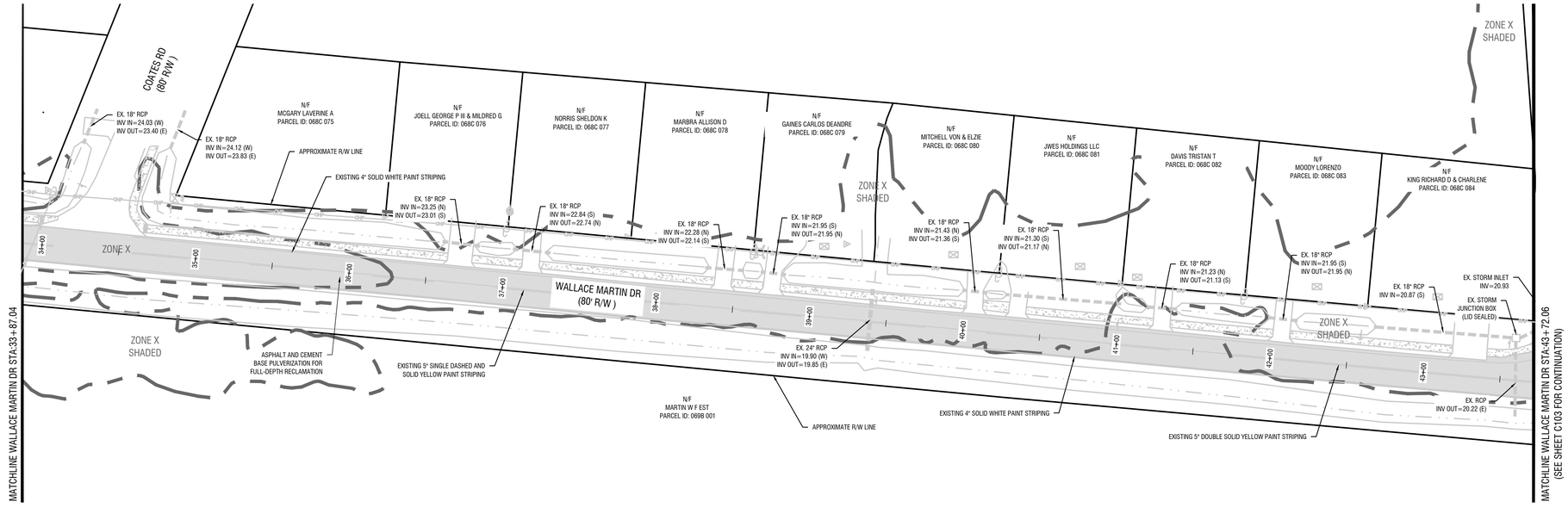
FILE NO: 2023-80

PLOT DATE: June 18, 2024



VICINITY MAP
NOT TO SCALE





SCALE BAR: 1"= 40'
40 0 20 40 80 160

DRAWING COMPLETED BY: CHRIS HESOLD

REVISIONS:	
1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
MARCUS E. SACK
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GEORGIA REGISTERED No. 39508 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
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24 HOUR CONTACT:
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MARCUS @MESACK.COM

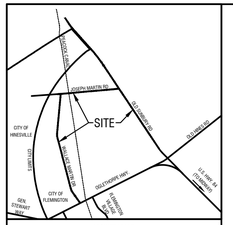
FLEMINGTON ROAD IMPROVEMENTS

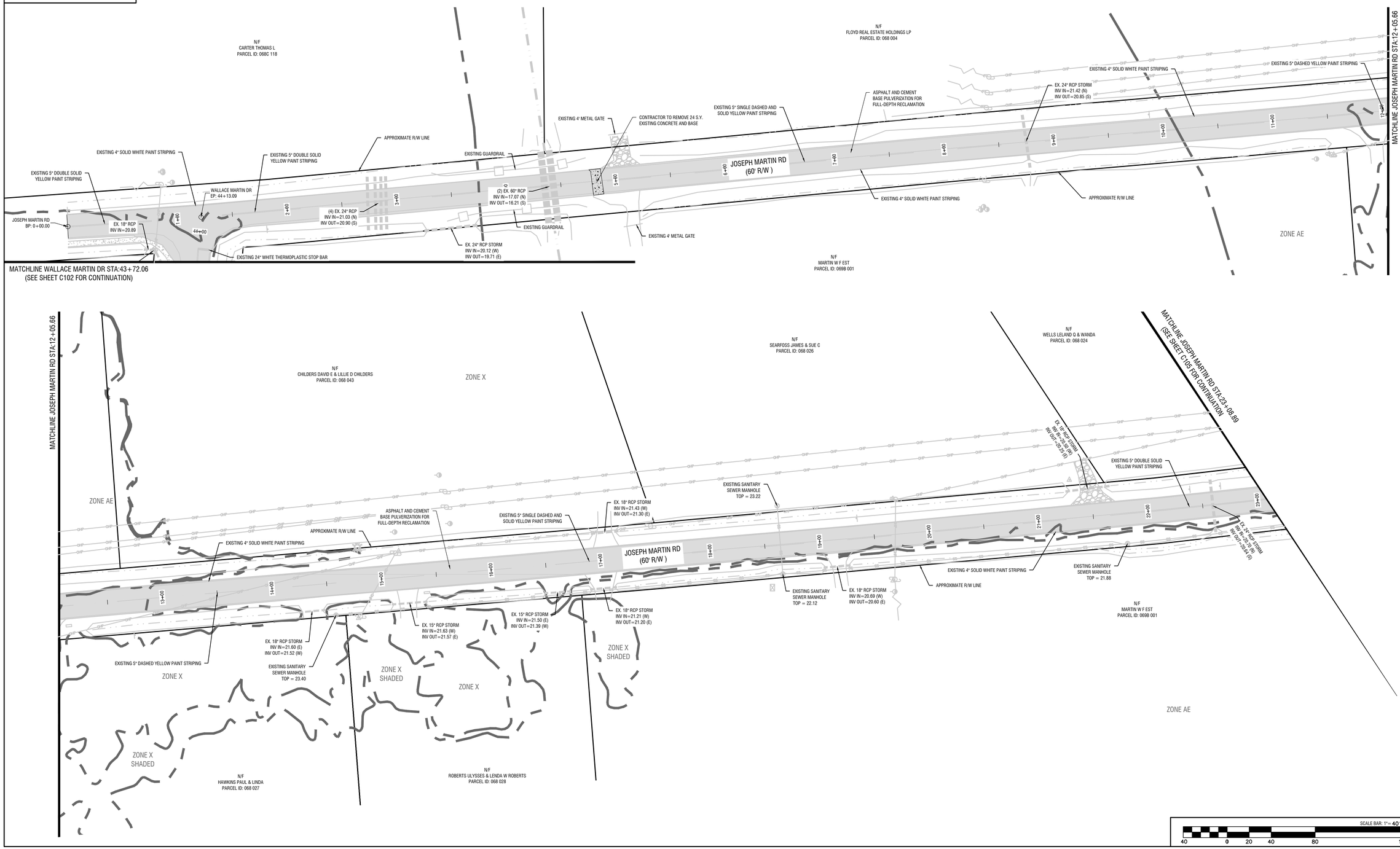
WALLACE MARTIN DEMOLITION PLAN

C102

FILE NO: 2023-80

PLOT DATE: June 18, 2024





SCALE BAR: 1" = 40'
40 0 20 40 80 160

REVISIONS:

1	ADDENDUM 1
2	ADDENDUM 2

DRAWING COMPLETED BY: CHRIS HESOLD

DESIGN PROFESSIONAL:
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GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

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GEORGIA REGISTERED No. 39538 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
CITY OF FLEMINGTON
PAUL HAWKINS
156 OLD SUNBURY ROAD
FLEMINGTON, GA 31313
(912) 876-3223

24 HOUR CONTACT:
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HINESVILLE, GA 31313
(912) 368-5212
MARCUS @MESACK.COM

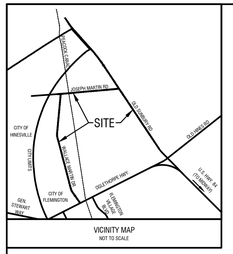
FLEMINGTON ROAD IMPROVEMENTS

JOSEPH MARTIN DEMOLITION PLAN

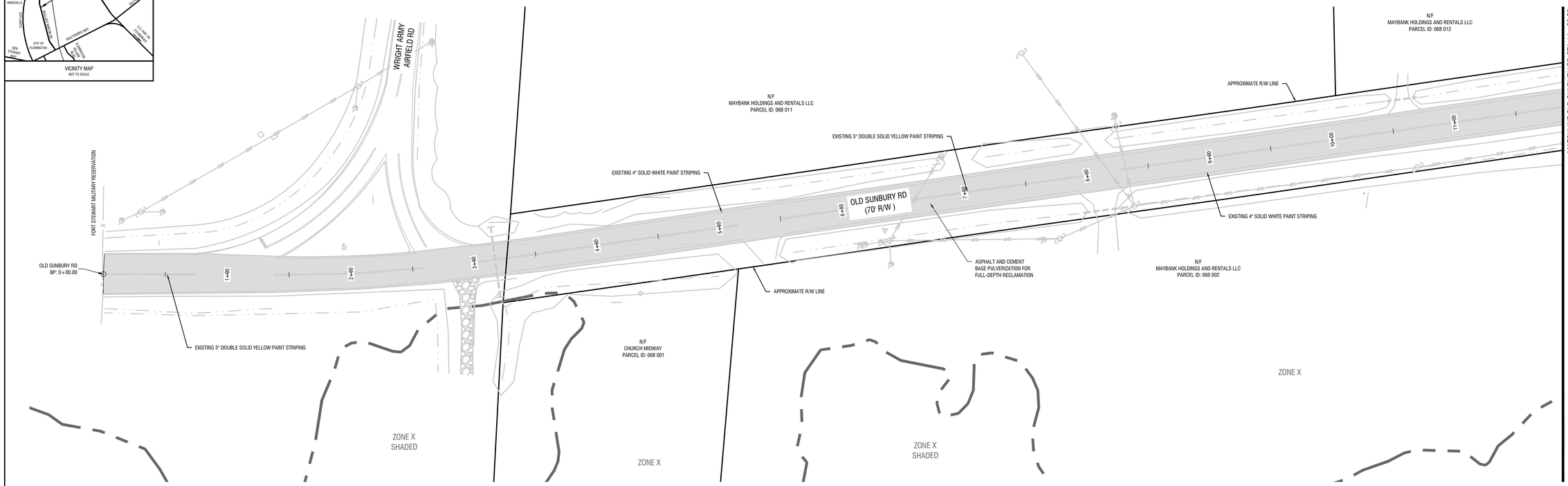
C103

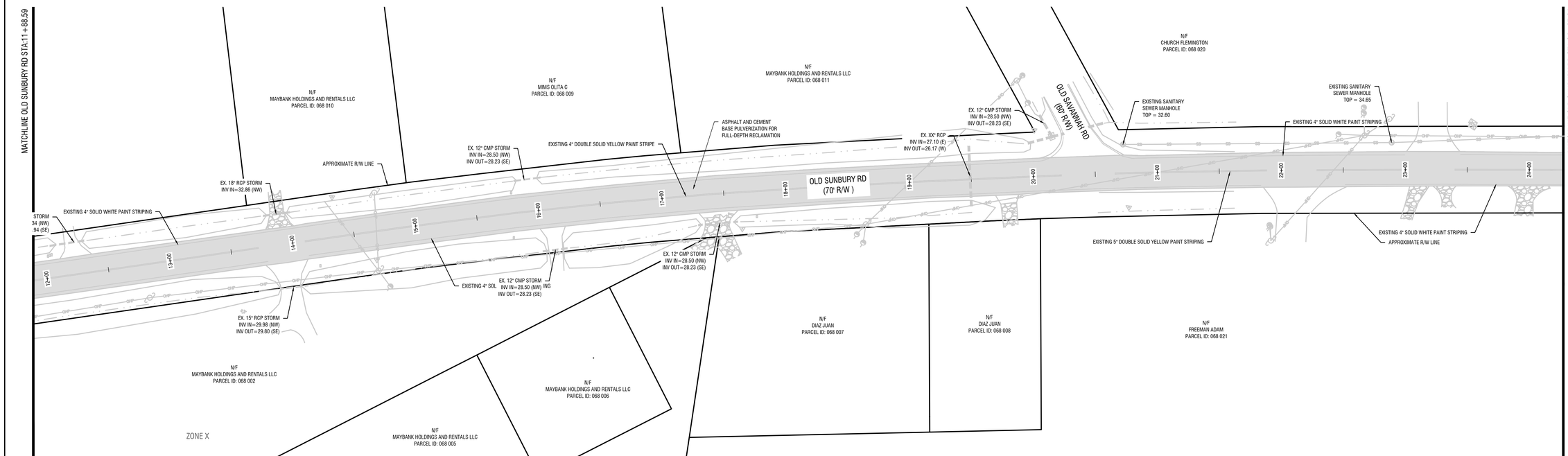
FILE NO: 2023-80

PLOT DATE: June 18, 2024



VICINITY MAP
NOT TO SCALE





SCALE BAR: 1"= 40'
40 0 20 40 80 160

DRAWING COMPLETED BY: CHRIS HESOLD

REVISIONS:	
1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
MARCUS E. SACK
GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

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TEL: (912) 368-5212

GEORGIA REGISTERED No. 39508 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
CITY OF FLEMINGTON
PAUL HAWKINS
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MARCUS SACK
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(912) 368-5212
MARCUS @MESACK.COM

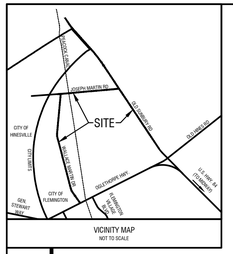
FLEMINGTON ROAD IMPROVEMENTS

OLD SUNBURY DEMOLITION PLAN

C104

FILE NO: 2023-80

PLOT DATE: June 18, 2024



VICINITY MAP
NOT TO SCALE

MATCHLINE OLD SUNBURY RD STA:24+27.61
(SEE SHEET C104 FOR CONTINUATION)

N/F
CHURCH FLEMINGTON
PARCEL ID: 068 020

EXISTING SANITARY SEWER MANHOLE TOP = 33.45

EXISTING SANITARY SEWER MANHOLE TOP = 27.60

ASPHALT AND CEMENT BASE PULVERIZATION FOR FULL-DEPTH RECLAMATION

EXISTING SANITARY SEWER MANHOLE TOP = 23.35

JOSEPH MARTIN RD EP: 24+11.73

APPROXIMATE R/W LINE

EXISTING 4" SOLID WHITE PAINT STRIPING

ZONE X

25+00 26+00 27+00 28+00 29+00 30+00 OLD SUNBURY RD (70' R/W) 31+00 32+00 33+00 24+00 34+00 35+00 36+00

EXISTING 24" THERMOPLASTIC STOP BAR

EXISTING 4" DOUBLE SOLID YELLOW PAINT STRIPING

EXISTING 4" SOLID WHITE PAINT STRIPING

APPROXIMATE R/W LINE

ZONE X

EXISTING SANITARY SEWER MANHOLE TOP = 22.61

EXISTING 4" DOUBLE SOLID YELLOW PAINT STRIPING

ZONE AE

MATCHLINE OLD SUNBURY RD STA:36+61.61

MATCHLINE JOSEPH MARTIN RD STA:23+08.89
(SEE SHEET C103 FOR CONTINUATION)

MATCHLINE OLD SUNBURY RD STA:36+61.61

N/F
G & S SOURCE MATERIALS LLC
PARCEL ID: 068 039

ZONE X

N/F
HALL WILLIAM JR & LYNDA E
PARCEL ID: 068 038

N/F
DELOACH HARLEY G
PARCEL ID: 068 036

N/F
BYLER TIMOTHY & CINDY L
PARCEL ID: 068 035

EX. 15" RCP STORM
INV IN=20.68 (NW)
INV OUT=20.55 (SE)

EX. 15" RCP STORM
INV IN=20.68 (NW)
INV OUT=20.55 (SE)

EX. 15" RCP STORM
INV IN=20.40 (NW)
INV OUT=20.20 (SE)

ZONE X

37+00 38+00 39+00 40+00 EX. 24" RCP STORM INV IN=19.08 (NE) INV OUT=19.00 (SW) 41+00 42+00 OLD SUNBURY RD (70' R/W) 43+00 44+00 45+00 46+00 47+00 48+00

N/F
CITY OF FLEMINGTON
PARCEL ID: 068 029

EX. 18" RCP STORM
INV IN=20.27 (NW)
INV OUT=19.71 (SE)

N/F
MARTIN W F EST
PARCEL ID: 0698 001

EX. 18" RCP STORM
INV IN=20.41 (NW)
INV OUT=20.29 (SE)

EX. 18" RCP STORM
INV IN=19.51 (NW)
INV OUT=19.18 (SE)

N/F
FLANDERS NORWOOD
PARCEL ID: 068 030

N/F
SMITH WILLIAM & DONNIE
PARCEL ID: 068 030

ZONE X
SHADED

ZONE AE

MATCHLINE OLD SUNBURY RD STA:48+95.62

N/F
BYLER TIMOTHY & CINDY L
PARCEL ID: 068 034

N/F
G & S SOURCE MATERIALS LLC
PARCEL ID: 068 033

N/F
LINTZ ROY & ROSALBA M
PARCEL ID: 068 028

EX. 15" RCP STORM
INV IN=19.14 (SE)
INV OUT=18.84 (NW)

ASPHALT AND CEMENT BASE PULVERIZATION FOR FULL-DEPTH RECLAMATION

PROPOSED 5" DOUBLE SOLID YELLOW PAINT STRIPING

APPROXIMATE R/W LINE

ZONE X

49+00 50+00 51+00 52+00 EX. 24" RCP STORM INV IN=17.50 (SW) INV OUT=17.70 (NE) OLD SUNBURY RD (70' R/W) 54+00 55+00 56+00 57+00 58+00

EX. RCP STORM
INV IN=21.01 (SW)
INV OUT=20.05 (NE)

OLD SUNBURY RD
EP: 58+59.09

EX. 18" RCP STORM
INV IN=19.34 (SE)
INV OUT=19.25 (NW)

EX. 18" RCP STORM
INV IN=19.24 (NW)
INV OUT=18.88 (SE)

APPROXIMATE R/W LINE

EX. 18" RCP STORM
INV IN=18.62 (SE)
INV OUT=18.58 (NW)

EXISTING SANITARY SEWER MANHOLE TOP = 20.52

BAKER BEALS LN

EX. 18" RCP STORM
INV IN=19.25 (SE)
INV OUT=18.81 (NW)

PROPOSED 4" SOLID WHITE PAINT STRIPING

ZONE AE

N/F
SMITH WILLIAM N & DONNIE
PARCEL ID: 068 031

N/F
DRIGGERS BARBARA A
PARCEL ID: 068 032

N/F
DAVIS JACQUELYN P
PARCEL ID: 068 014

N/F
HUMPHRIES DAVID & GWENDOLYN WILSON
PARCEL ID: 068 027

ZONE X
SHADED

N/F
EDWARDS DAVID B & BEVERLY M EDWARDS
PARCEL ID: 0698 008

SCALE BAR: 1"= 40'
40 0 20 40 80 160

REVISIONS:

1	ADDENDUM 1
2	ADDENDUM 2

DRAWING COMPLETED BY: DBRS,HESD,LL

DESIGN PROFESSIONAL:
MARCUS E. SACK
GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

515 NORTH MAIN STREET
P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212

GEORGIA REGISTERED No. 39508 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
CITY OF FLEMINGTON
PAUL HAWKINS
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HINESVILLE, GA 31313
(912) 368-5212
MARCUS @MESACK.COM

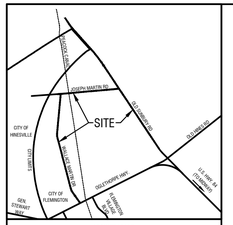
FLEMINGTON ROAD IMPROVEMENTS

OLD SUNBURY DEMOLITION PLAN

C105

FILE NO: 2023-80

PLOT DATE: June 18, 2024



VICINITY MAP
NOT TO SCALE

PAVEMENT MARKING NOTES:

1. RAISED PAVEMENT MARKERS TO BE INSTALLED ALONG CENTERLINE AT 40' O.C. IN ACCORDANCE WITH GDOT STANDARD SPECIFICATIONS.

GRADING NOTES:

1. CONTRACTOR SHALL PLACE FILL MATERIAL ON SHOULDERS TO MATCH FINAL ROADWAY SURFACE ELEVATION AND TIE TO EXISTING GRADE IN ORDER TO DRAIN TO THE ROADSIDE DITCHES.

SCALE BAR: 1"= 40'
40 0 20 40 80 160

DRAWING COMPLETED BY: CHRIS HESOLD

REVISIONS:

1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
MARCUS E. SACK
GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

515 NORTH MAIN STREET
P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212

GEORGIA REGISTERED No. 39508 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
CITY OF FLEMINGTON
PAUL HAWKINS
156 OLD SUNBURY ROAD
FLEMINGTON, GA 31313
(912) 876-3223

24 HOUR CONTACT:
MARCUS SACK
515 NORTH MAIN STREET
HINESVILLE, GA 31313
(912) 368-5212
MARCUS @MESACK.COM

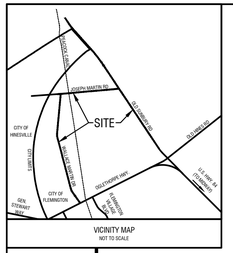
FLEMINGTON ROAD IMPROVEMENTS

WALLACE MARTIN SITE PLAN

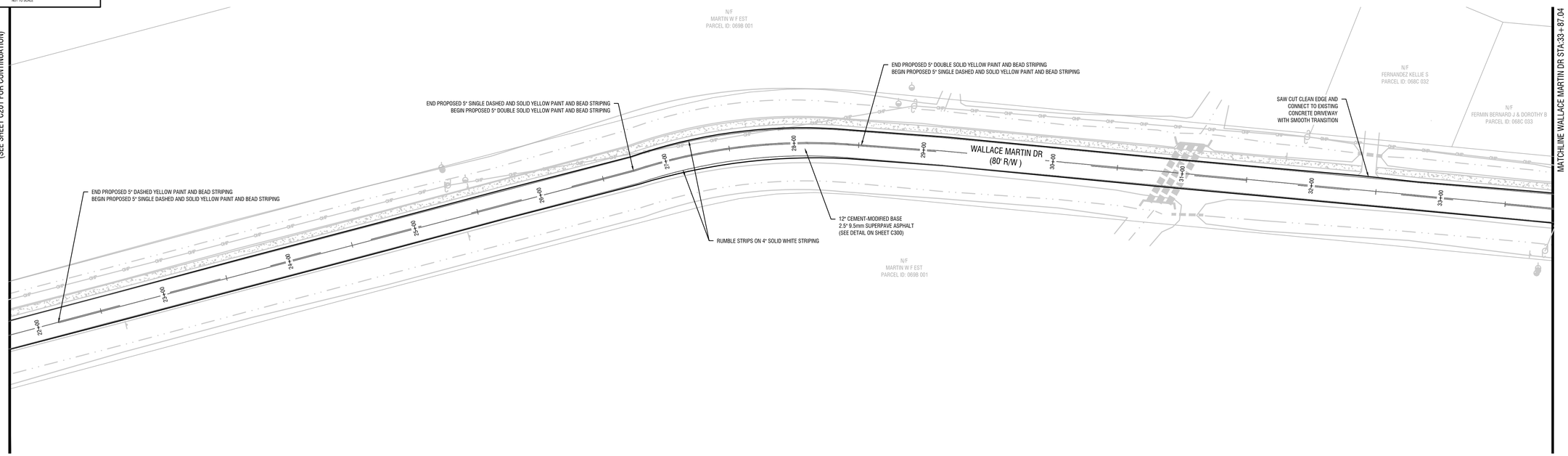
C201

FILE NO: 2023-80

PLOT DATE: June 18, 2024

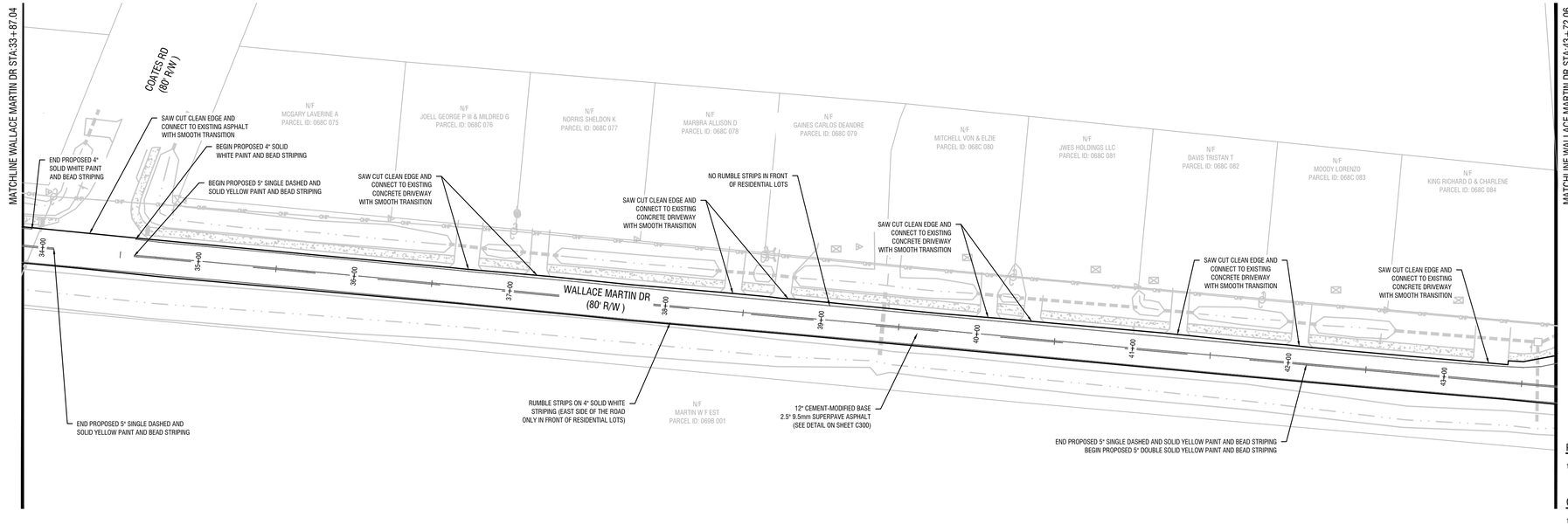


MATCHLINE WALLACE MARTIN DR STA:21+77.12
(SEE SHEET C201 FOR CONTINUATION)



MATCHLINE WALLACE MARTIN DR STA:33+87.04

MATCHLINE WALLACE MARTIN DR STA:33+87.04



MATCHLINE WALLACE MARTIN DR STA:43+72.06
(SEE SHEET C203 FOR CONTINUATION)

PAVEMENT MARKING NOTES:

1. RAISED PAVEMENT MARKERS TO BE INSTALLED ALONG CENTERLINE AT 40' O.C. IN ACCORDANCE WITH GDOT STANDARD SPECIFICATIONS.

GRADING NOTES:

1. CONTRACTOR SHALL PLACE FILL MATERIAL ON SHOULDERS TO MATCH FINAL ROADWAY SURFACE ELEVATION AND TIE TO EXISTING GRADE IN ORDER TO DRAIN TO THE ROADSIDE DITCHES.

SCALE BAR: 1"= 40'
40 0 20 40 80 160

DRAWING COMPLETED BY: CHRIS HESOLD

REVISIONS:	
1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
MARCUS E. SACK
GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

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P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212

GEORGIA REGISTERED No. 39508 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
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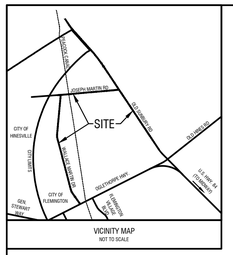
FLEMINGTON ROAD IMPROVEMENTS

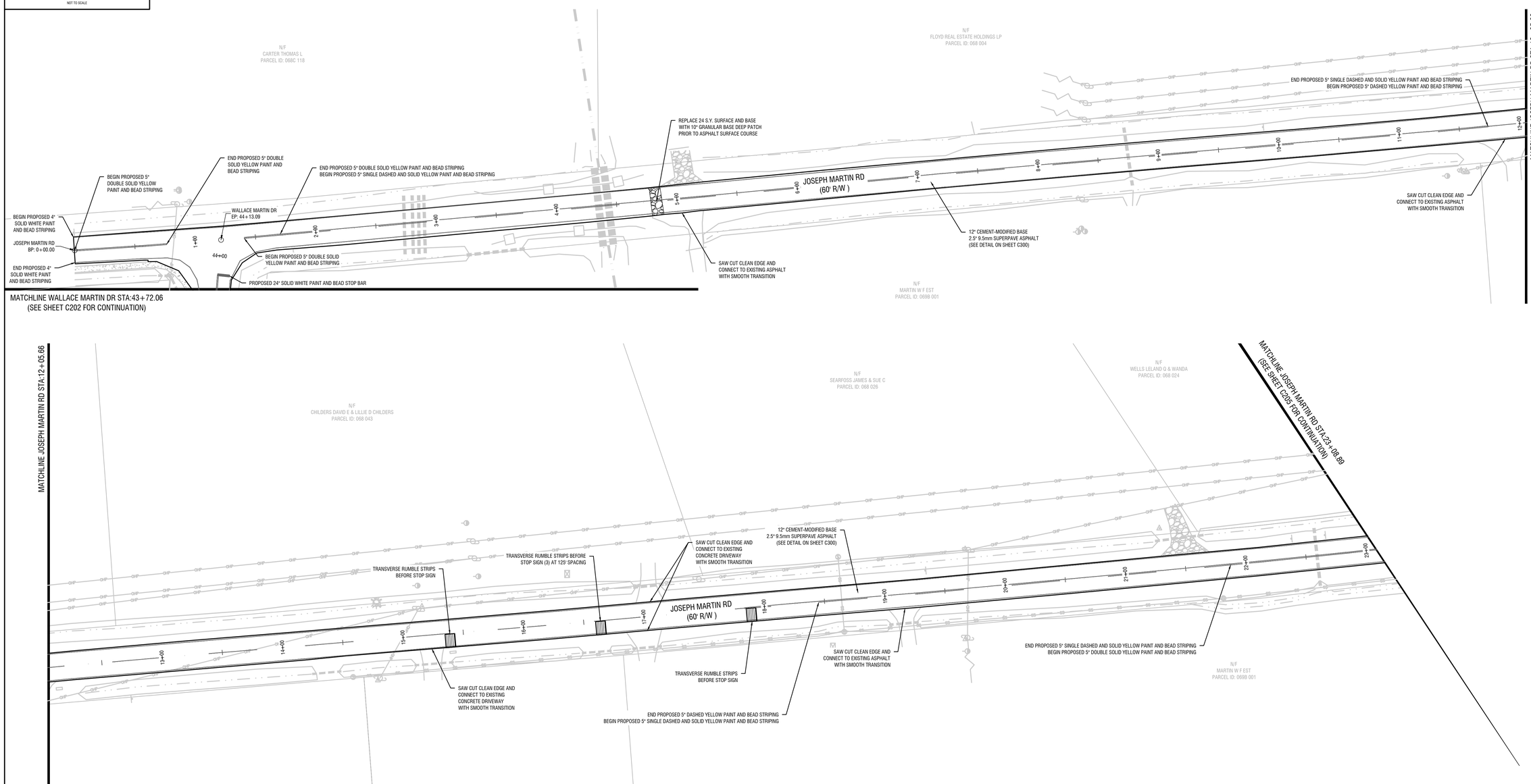
WALLACE MARTIN SITE PLAN

C202

FILE NO: 2023-80

PLOT DATE: June 18, 2024





PAVEMENT MARKING NOTES:

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1. CONTRACTOR SHALL PLACE FILL MATERIAL ON SHOULDERS TO MATCH FINAL ROADWAY SURFACE ELEVATION AND TIE TO EXISTING GRADE IN ORDER TO DRAIN TO THE ROADSIDE DITCHES.

SCALE BAR: 1"= 40'
40 0 20 40 80 160

DRAWING COMPLETED BY: DEBRA HEDGLIN

REVISIONS:

1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
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GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

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HINESVILLE, GA 31313
TEL: (912) 368-5212

GEORGIA REGISTERED No. 39508 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

MUNICIPALITY:
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COUNTY:
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MARCUS @MESACK.COM

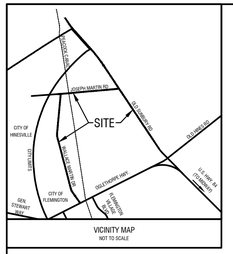
FLEMINGTON ROAD IMPROVEMENTS

JOSEPH MARTIN SITE PLAN

C203

FILE NO: 2023-80

PLOT DATE: June 18, 2024



VICINITY MAP
NOT TO SCALE

MATCHLINE OLD SUNBURY RD STA:11+88.59

WRIGHT ARMY AIRFIELD RD

FORT STEWART MILITARY RESERVATION

OLD SUNBURY RD
(70' R/W)

N/F
MAYBANK HOLDINGS AND RENTALS LLC
PARCEL ID: 068 011

N/F
MAYBANK HOLDINGS AND RENTALS LLC
PARCEL ID: 068 012

N/F
MAYBANK HOLDINGS AND RENTALS LLC
PARCEL ID: 068 002

N/F
CHURCH MIDWAY
PARCEL ID: 068 001

- BEGIN PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING
- BEGIN PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING
- END PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING
- END PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING
- SAW CUT CLEAN EDGE AND CONNECT TO EXISTING ASPHALT WITH SMOOTH TRANSITION
- BEGIN RUMBLE STRIPS ON 4" SOLID WHITE STRIPING
- RUMBLE STRIPS ON 4" SOLID WHITE STRIPING
- 12" CEMENT-MODIFIED BASE 2.5" 9.5mm SUPERPAVE ASPHALT (SEE DETAIL ON SHEET C300)

MATCHLINE OLD SUNBURY RD STA:24+27.61
(SEE SHEET C205 FOR CONTINUATION)

OLD SAVANNAH RD
(60' R/W)

N/F
CHURCH FLEMINGTON
PARCEL ID: 068 020

N/F
MIMS OLITA C
PARCEL ID: 068 009

N/F
MAYBANK HOLDINGS AND RENTALS LLC
PARCEL ID: 068 010

N/F
DIAZ JUAN
PARCEL ID: 068 007

N/F
DIAZ JUAN
PARCEL ID: 068 008

N/F
FREEMAN ADAM
PARCEL ID: 068 021

N/F
MAYBANK HOLDINGS AND RENTALS LLC
PARCEL ID: 068 006

N/F
MAYBANK HOLDINGS AND RENTALS LLC
PARCEL ID: 068 005

ZONE X

- END PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING
- BEGIN PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING
- END PROPOSED 4" SOLID WHITE PAINT AND BEADSTRIPING
- BEGIN PROPOSED 4" SOLID WHITE PAINT AND BEADSTRIPING
- BEGIN PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING
- END PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING
- END PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING
- BEGIN PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING
- SAW CUT CLEAN EDGE AND CONNECT TO EXISTING CONCRETE DRIVEWAY WITH SMOOTH TRANSITION

PAVEMENT MARKING NOTES:

1. RAISED PAVEMENT MARKERS TO BE INSTALLED ALONG CENTERLINE AT 40' O.C. IN ACCORDANCE WITH GDOT STANDARD SPECIFICATIONS.

GRADING NOTES:

1. CONTRACTOR SHALL PLACE FILL MATERIAL ON SHOULDERS TO MATCH FINAL ROADWAY SURFACE ELEVATION AND TIE TO EXISTING GRADE IN ORDER TO DRAIN TO THE ROADSIDE DITCHES.

SCALE BAR: 1"= 40'
40 0 20 40 80 160

DRAWING COMPLETED BY: DARIS HESOLD

REVISIONS:	
1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
MARCUS E. SACK
GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

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P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212

GEORGIA REGISTERED No. 39000 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

M.E. SACK ENGINEERING 00

MUNICIPALITY:
CITY OF FLEMINGTON

COUNTY:
LIBERTY COUNTY

OWNER:
CITY OF FLEMINGTON
PAUL HAWKINS
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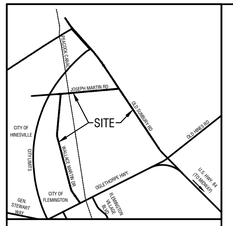
FLEMINGTON ROAD IMPROVEMENTS

OLD SUNBURY SITE PLAN

C204

FILE NO: 2023-80

PLOT DATE: June 18, 2024



MATCHLINE OLD SUNBURY RD STA:24+27.61
(SEE SHEET C204 FOR CONTINUATION)

END PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING CONCRETE DRIVEWAY WITH SMOOTH TRANSITION

BEGIN PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING

12" CEMENT-MODIFIED BASE 2.5" 9.5mm SUPERPAVE ASPHALT (SEE DETAIL ON SHEET C300)

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING ASPHALT WITH SMOOTH TRANSITION

RUMBLE STRIPS ON 4" SOLID WHITE STRIPING

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING CONCRETE DRIVEWAY WITH SMOOTH TRANSITION

END PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING

END PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING

JOSEPH MARTIN RD
EP: 24+11.73

BEGIN PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING

BEGIN PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING

PROPOSED 24" SOLID WHITE PAINT AND BEAD STOP BAR

END PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING

N/F
CHURCH FLEMINGTON
PARCEL ID: 068 020

OLD SUNBURY RD
(70' R/W)

25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 23+00 24+00 34+00 35+00 36+00

MATCHLINE OLD SUNBURY RD STA:36+61.61

MATCHLINE JOSEPH MARTIN RD STA:23+08.89
(SEE SHEET C203 FOR CONTINUATION)

MATCHLINE OLD SUNBURY RD STA:36+61.61

N/F
G & S SOURCE MATERIALS LLC
PARCEL ID: 068 039

N/F
HALL WILLIAM JR & LYNDA E
PARCEL ID: 068 038

N/F
DELOACH HARLEY G
PARCEL ID: 068 036

N/F
BYLER TIMOTHY & CINDY L
PARCEL ID: 068 035

RUMBLE STRIPS ON 4" SOLID WHITE STRIPING

12" CEMENT-MODIFIED BASE 2.5" 9.5mm SUPERPAVE ASPHALT (SEE DETAIL ON SHEET C300)

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING ASPHALT WITH SMOOTH TRANSITION

OLD SUNBURY RD
(70' R/W)

37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING ASPHALT WITH SMOOTH TRANSITION

N/F
CITY OF FLEMINGTON
PARCEL ID: 068 029

PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING ASPHALT WITH SMOOTH TRANSITION

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING ASPHALT WITH SMOOTH TRANSITION

N/F
MARTIN W F EST
PARCEL ID: 0698 001

N/F
FLANDERS NORWOOD
PARCEL ID: 068 030

N/F
SMITH WILLIAM & DONNIE
PARCEL ID: 068 030

MATCHLINE OLD SUNBURY RD STA:48+95.62

N/F
BYLER TIMOTHY & CINDY L
PARCEL ID: 068 034

N/F
G & S SOURCE MATERIALS LLC
PARCEL ID: 068 033

N/F
LINTZ ROY & ROSALBA M
PARCEL ID: 068 028

PROPOSED 4" SOLID WHITE PAINT AND BEAD STRIPING

RUMBLE STRIPS ON 4" SOLID WHITE STRIPING

END PROPOSED 4" WHITE PAINT AND BEAD STRIPING

OLD SUNBURY RD
EP: 58+59.09

END PROPOSED 5" DOUBLE SOLID YELLOW PAINT AND BEAD STRIPING

OLD SUNBURY RD
(70' R/W)

49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING CONCRETE DRIVEWAY WITH SMOOTH TRANSITION

12" CEMENT-MODIFIED BASE 2.5" 9.5mm SUPERPAVE ASPHALT (SEE DETAIL ON SHEET C300)

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING CONCRETE DRIVEWAY WITH SMOOTH TRANSITION

BAKER BEALS LN

SAW CUT CLEAN EDGE AND CONNECT TO EXISTING ASPHALT WITH SMOOTH TRANSITION

END PROPOSED 4" WHITE PAINT AND BEAD STRIPING

N/F
SMITH WILLIAM N & DONNIE
PARCEL ID: 068 031

N/F
DRIGGERS BARBARA A
PARCEL ID: 068 032

N/F
DAVIS JACQUELYN P
PARCEL ID: 068 014

N/F
HUMPHRIES DAVID & GWENDOLYN WILSON
PARCEL ID: 068 027

N/F
EDWARDS DAVID B & BEVERLY M EDWARDS
PARCEL ID: 0698 008

PAVEMENT MARKING NOTES:

1. RAISED PAVEMENT MARKERS TO BE INSTALLED ALONG CENTERLINE AT 40' O.C. IN ACCORDANCE WITH GDOT STANDARD SPECIFICATIONS.

GRADING NOTES:

1. CONTRACTOR SHALL PLACE FILL MATERIAL ON SHOULDERS TO MATCH FINAL ROADWAY SURFACE ELEVATION AND TIE TO EXISTING GRADE IN ORDER TO DRAIN TO THE ROADSIDE DITCHES.

SCALE BAR: 1" = 40'

40 0 20 40 80 160

DRAWING COMPLETED BY: CHRIS HESOLD

REVISIONS:	
1	ADDENDUM 1
2	ADDENDUM 2

DESIGN PROFESSIONAL:
MARCUS E. SACK
GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

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GEORGIA REGISTERED No. 39509 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

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COUNTY:
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FLEMINGTON ROAD IMPROVEMENTS

OLD SUNBURY SITE PLAN

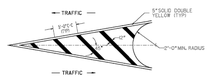
C209

FILE NO: 2023-80

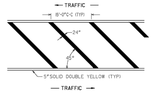
PLOT DATE: June 18, 2024

COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS

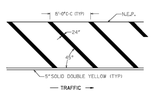
DETAIL "A"(YELLOW)



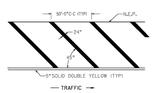
DETAIL "B"(YELLOW)



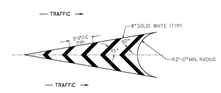
DETAIL "C"(YELLOW)



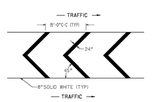
DETAIL "D"(YELLOW)



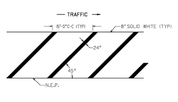
DETAIL "A"(WHITE)



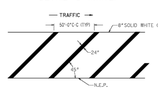
DETAIL "B"(WHITE)



DETAIL "C"(WHITE)



DETAIL "D"(WHITE)



GENERAL NOTES:

1. FOR YELLOW STRIPING, THE SQUARE YARDS SHOWN ON PLAN, SUMMARY AND DETAILED ESTIMATE SHEETS INCLUDE THE AREA WITHIN THE BORDERS AND THE 5" SOLID DOUBLE YELLOW BORDER.
2. FOR WHITE STRIPING, THE SQUARE YARDS SHOWN ON PLAN, SUMMARY AND DETAILED ESTIMATE SHEETS INCLUDES THE AREA WITHIN THE BORDERS AS WELL AS THE 8" SOLID WHITE BORDER.

GEORGIA
DEPARTMENT OF TRANSPORTATION

- NO SCALE -

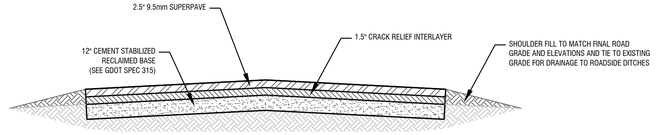
DATE	REVISIONS
6/25/04	Modified general note 1
1/18/05	CHANGED BORDER
11/21/08	Modified general note 1

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE - TRAFFIC OPERATIONS
SIGNING AND MARKING PLANS

DETAIL OF PAVEMENT MARKING HATCHING

JANUARY 2000

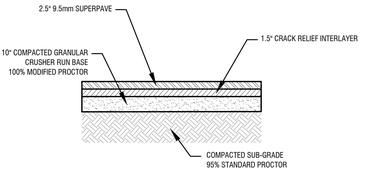
NUMBER T-14



NOTE:
1. CROSS-SECTION OF CEMENT STABILIZED RECLAIMED BASE SHALL MATCH EXISTING SECTION.

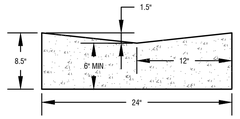
PAVEMENT DETAIL
(FULL-DEPTH RECLAMATION)

N.T.S.



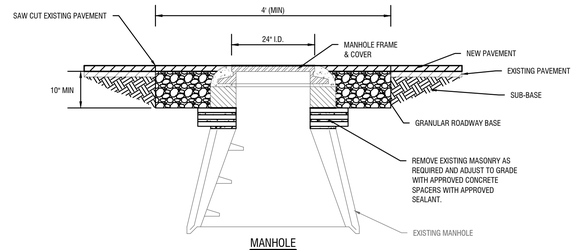
PAVEMENT DETAIL
(CONCRETE PATCH REMOVAL)

N.T.S.



VALLEY TYPE
CURB & GUTTER

N.T.S.



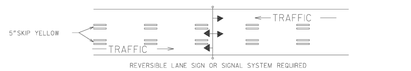
MANHOLE

NOTE:
1. STRUCTURES SHALL NOT BE ADJUSTED FOR A PERIOD OF 24 HOURS AFTER RESURFACING IS COMPLETED IN THAT AREA
2. ASMPHALT SHALL BE SAWCUT TO MAKE A SMOOTH, EVEN EDGE.
3. STRUCTURE SHALL BE ADJUSTED TO FIT FLUSH WITH STREET SURFACE.
4. USE AT LEAST 3/4" NON-SHRINK GROUT BETWEEN SPACERS AND MANHOLE FRAME
5. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THAT MORTAR AND CONSTRUCTION MATERIAL DOES NOT DROP INTO MANHOLE OR SEWER LINES.
6. CONTRACTOR SHALL MAINTAIN TRAFFIC BARRIERS AND STEEL PLATES AROUND MANHOLE UNTIL CONCRETE CURBS.
7. THE COMBINED HEIGHT OF STACKED GRADE RINGS SHALL BE A MAXIMUM OF 12 INCHES. ADJUSTMENTS EXCEEDING A HEIGHT OF 12 INCHES REQUIRE THE USE OF A MANHOLE RISER SECTION.

STRUCTURE ADJUSTMENT IN TRAFFIC AREAS

N.T.S.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

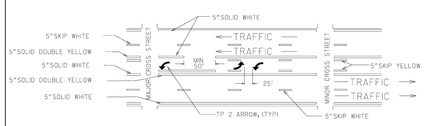


REVERSIBLE LANE SIGN OR SIGNAL SYSTEM REQUIRED
TWO-WAY TRAFFIC WITH A REVERSIBLE CENTER LANE

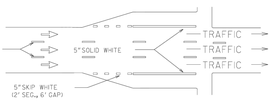
TWO-WAY TRAFFIC WHERE MOTORISTS IN A SINGLE LANE ARE PERMITTED TO PASS

TWO-WAY TRAFFIC WHERE MOTORISTS IN A SINGLE LANE ARE NOT PERMITTED TO PASS

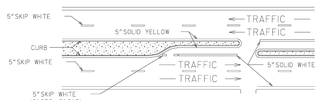
TWO-LANE, TWO-WAY TRAFFIC WITH PASSING PERMITTED



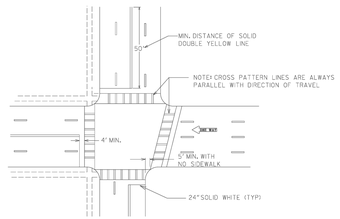
MULTI-LANE, TWO-WAY TRAFFIC WITH SINGLE LANE, TWO-WAY LEFT TURN CHANNELIZATION



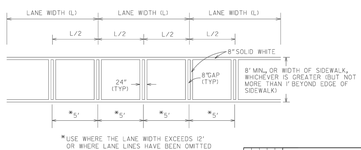
ONE-WAY TRAFFIC WITH ADDED TURN LANES



DIVIDED HIGHWAY WITH RAISED MEDIAN



TYPICAL LOCATION OF CROSSWALKS AND STOP BARS



*USE WHERE THE LANE WIDTH EXCEEDS 12' OR WHERE LANE LINES HAVE BEEN OMITTED

CROSSWALK DETAIL

GENERAL NOTES:
1. SPACING BETWEEN DOUBLE LINES SHALL BE EQUAL TO THE LINE WIDTH.
2. EDGE LINES SHALL BE PLACED A MINIMUM OF 4 INCHES FROM THE NORMAL EDGE OF PAVEMENT.
3. CONTRAST MARKINGS FOR SKIP STRIPING SHALL BE AS SHOWN IN DETAIL T-11B.

DATE	REVISION
9-24-08	ADDED GENERAL NOTE 3

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

PAVEMENT MARKING PLACEMENT
NON-LIMITED ACCESS ROADWAY

NO SCALE — JANUARY 2000

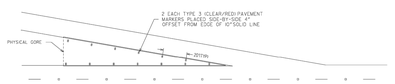
DESIGNED — DRAWN — TRACED — CHECKED — DPR

NUMBER T-11A

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

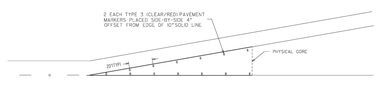
GORE AREA RPM SPACING

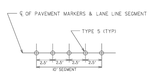
EXIT RAMP



ENTRANCE RAMP

FREE-FLOW RAMP





ALTERNATE PAVEMENT MARKER INSTALLATION
(USE ON ALL LANE LINES WHEN LANE LINES CROSS LONGITUDINAL CONCRETE PAVEMENT JOINTS)

MAINLINE RPM SPACING

SKIP WHITE 10' SEGMENT (30' GAP)

SKIP WHITE W/ CONTRAST 20' SEGMENT (20' GAP)

SKIP WHITE 3' SEGMENT (9' GAP)

SKIP WHITE W/ CONTRAST 6' SEGMENT (6' GAP)

GENERAL NOTES:
1. FOR SPECIFICATIONS REFER TO STANDARD SPECIFICATIONS; SECTION 654-RAISED PAVEMENT MARKERS.
2. CENTERLINE OF TYPE 3 RAISED PAVEMENT MARKERS SHALL COINCIDE WITH CENTERLINE OF MARKINGS.
3. CLEAR FACE OF TYPE 3 RAISED PAVEMENT MARKERS SHALL BE ORIENTED TOWARD APPROACHING TRAFFIC.

DATE	REVISION
9-24-08	REDRAWN

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

RAISED PAVEMENT MARKER LOCATION
LIMITED ACCESS ROADWAY

NO SCALE — JANUARY 2000

DESIGNED — DRAWN — TRACED — CHECKED — DPR — BY

NUMBER T-15B

DRAWING COMPLETED BY: CHRIS HESOLD

REVISIONS:

DESIGN PROFESSIONAL:
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GSWCC LEVEL II # 70248
EXPIRES: 06/14/2026
MARCUS@MESACK.COM

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P.O. BOX 649
HINESVILLE, GA 31313
TEL: (912) 368-5212

GEORGIA REGISTERED No. 38559 PROFESSIONAL ENGINEER MARCUS E. SACK

DATE: 6/18/2024

ME SACK ENGINEERING

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COUNTY:
LIBERTY COUNTY

OWNER:
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FLEMINGTON ROAD IMPROVEMENTS

DETAILS

C300

FILE NO: 2023-80

PLOT DATE: June 18, 2024