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ADDENDUM No. TWO

Date: September 17, 2025
Project: Jones Street Reclamation, MES No. 2025-06
Engineer: M.E. Sack Engineering
Hinesville, Georgia

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

Appendix F:

- Replace the previous Traffic Control Plan with the enclosed of the same. Note that existing labels were updated, a label for a 5th phase was included, and a general note was added.

We offer the following clarifications for questions received:

- 1) *I understand this project will need to be performed in phases to maintain the traffic flow. Would you consider allowing the Asphalt surface course to be completed at the end (I would call phase 5)? This would prevent having cold joints at each phase on the final surface. This would be performed with a single lane closure and flagging operations.*
 - The Engineer will concur with a 5th phase to perform surface asphalt paving per lane in one run to avoid cold joints at each reclamation phase.
- 2) *Based on the addendum, we are no longer patching the areas identified on the plans, however the areas identified to patch are concrete pavement. Is the intent to remove the concrete before reclamation or do we reclaim up to the concrete pads and pave over the concrete? If we are to pave over, will the binder and surface be overlaid on the concrete or just the surface mix only?*
 - The intent is to remove the concrete before reclamation, with these areas being filled with surrounding CSRB material prior to asphalt courses.
- 3) *While the FDR is to be done in 4 phases, can all of the asphalt paving be done at the end of the project? I would assume that you wouldn't want multiple transverse joints in the asphalt surface from the different phases.*
 - See response to question #1.

-END-



CHEMICAL PLANT RD

PHASE 4

DURING PHASE 4, CONTRACTOR SHALL BARREL A TOW LANE TRUCK ENTRY ALONG CHEMICAL PLANT ROAD. FLAGMEN SHALL BE ON SITE TO ASSIST TRUCK STACKING, PARKING, AND MANEUVERING.

PHASE 4
FROM CHEMICAL PLANT ROAD TO TRUCK ENTRANCE. PERFORM FULL DEPTH RECLAMATION THROUGH INTERMEDIATE 19mm COURSE. SECTION CAN BE FULLY CLOSED. TRAFFIC CONTROL, BARRELS AND FLAGGING TO BE PROVIDED.

PHASE 1
FROM JUST BEYOND TRUCK ENTRANCE TO THE LAST DRIVE FOR PARKING AREA. PERFORM FULL DEPTH RECLAMATION THROUGH INTERMEDIATE 19mm COURSE. SECTION CAN BE FULLY CLOSED. PARKING VEHICLES TO ENTER FROM NCF PLANT ROAD. TRUCKS ENTER NORMALLY.

PHASE 5
PERFORM 12.5mm SURFACE ASPHALT PAVING FOR ENTIRE ROAD. TO BE PERFORMED ONE LANE AT A TIME WITH FLAGMEN, CONES, AND BARRELS AS NEEDED.

PHASE 2
FROM PARKING DRIVE TO NCF PLANT ROAD. PERFORM FULL DEPTH RECLAMATION THROUGH INTERMEDIATE 19mm COURSE. SECTION CAN BE FULLY CLOSED.

PHASE 3
FROM NCF PLANT ROAD TO END OF JONES STREET. PERFORM FULL DEPTH RECLAMATION THROUGH INTERMEDIATE 19mm COURSE. ROAD SHALL BE PERFORMED ONE LANE AT A TIME WITH FLAGMEN, CONES, AND BARRELS AS NEEDED.

NOTE:
1. CONTRACTOR TO VERIFY WITH ENGINEER IF ALTERNATIVES ARE TO BE CONSTRUCTED

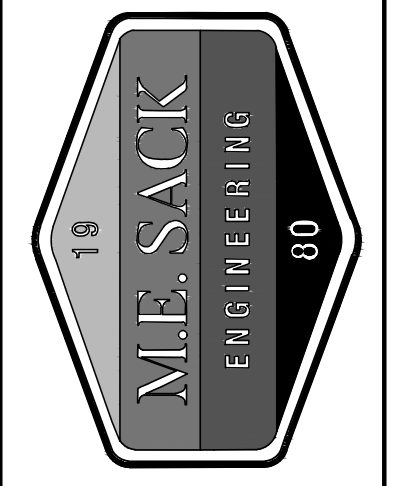
REVISIONS:

DRAWING COMPLETED BY: SEAN D. COLBERTS

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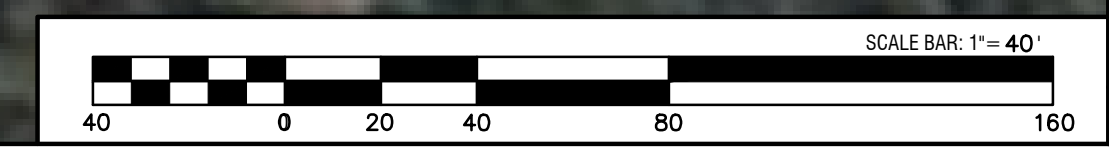
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JONES STREET RECLAMATION

TRAFFIC CONTROL PLAN

C100



FILE NO: 2025-06
PLOT DATE: September 16, 2025