SPALDING COUNTY
SR-155 Re-Designation along CR498/McDonough Road from SR-155 to SR-16

FROM: SPALDING COUNTY
PURCHASING
119 EAST SOLOMON STREET
GRIFFIN, GA 30223

TO: ALL INTERESTED PARTIES

RE: Addendum No. 2, dated October 8, 2020

This Addendum modifies the original RFP documents dated September 11, 2020.

This Addendum consists of two (2) pages. Attached documents include pavement evaluations for McDonough Road.

Add. 1.1 *Question 1: Is any coring data available on N. McDonough Road?*

Response: No coring data is available.

Add. 1.2 *Question 2: Who will be on the selection committee?*

Response: Spalding County staff and possibly a City of Griffin representative, a GDOT representative, and a community representative.

Add. 1.3 *Question 3: Does Spalding County have pavement evaluation data on the existing pavement along N. McDonough Road?*

Response: McDonough Road has an overall score of 94.89 in accordance with the GDOT Paces Manual. Pavement evaluations for the individual sections are attached to this Addendum. The attached reports are in order from SR16/Author K. Bolton Parkway headed North to Jackson Road. The sections are defined as crossroad to crossroad.

Add. 1.4 *Does the County want mapping and field surveying to an accuracy level that it can be used to prepare construction drawings?*

Response: The County wants a level of accuracy consistent with the requirements to produce an approved GDOT concept report.

Add. 1.5 *Does the County also want a SUE survey?*

Response: The County wants a SUE inspection consistent with the requirements to produce an approved GDOT concept report.

Add. 1.6 *On page 8 section A.2 asks for Backlog Curves and availability charts for the PM and KTL. Would the County accept the commitment chart that is used by GDOT in their solicitations or would the County provide the format they desire the curves to be in (axis identification)?*

Response: The County will accept GDOT's format.

End of Addendum No. 2

Spalding County
Pavement Condition Report

PARAGON CONSULTING GROUP

Road Segment Information

Road Name:	S MCDONOUGH RD	Road Width:	20 ft
Surface Type:	Asphalt	Length:	2080 ft
Collection Date:	5/9/2018	Location:	33.23784019335474 -84.19096416801604|

Asphalt Condition Factor

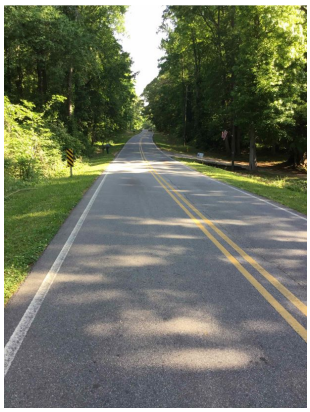
	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:



Spalding County
Pavement Condition Report

PARAGON CONSULTING GROUP

Road Segment Information

Road Name:	S MCDONOUGH RD	Road Width:	19 ft
Surface Type:	Asphalt	Length:	803 ft
Collection Date:	5/9/2018	Location:	33.243325604156816 -84.19068169787916|

Asphalt Condition Factor

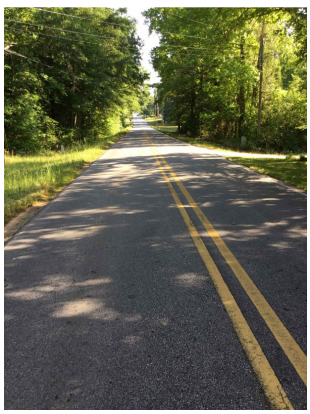
	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:



Spalding County
Pavement Condition Report

PARAGON CONSULTING GROUP

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	627 ft
Collection Date:	5/9/2018	Location:	33.24549634944018 -84.19064305730554|19

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample	15	
	Severity (1, 2, 3)	1	5
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 91 %

Remarks:

Spalding County
Pavement Condition Report

PARAGON CONSULTING GROUP

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	1525 ft
Collection Date:	5/9/2018	Location:	33.24706757909921 -84.19059419081005|81

Asphalt Condition Factor

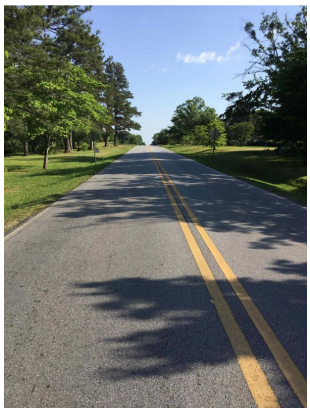
	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:



Spalding County
Pavement Condition Report

PARAGON CONSULTING GROUP

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	544 ft
Collection Date:	5/9/2018	Location:	33.251171358891995 -84.19051087469252|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample	15	
	Severity (1, 2, 3)	1	5
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 91 %

Remarks:

Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	1562 ft
Collection Date:	5/9/2018	Location:	33.25311939700809 -84.19038514614495|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
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Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
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	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

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Score: 96 %

Remarks:

Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	24 ft
Surface Type:	Asphalt	Length:	2588 ft
Collection Date:	5/9/2018	Location:	33.25748863167433 -84.19017853223177|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
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	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
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	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:

Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	24 ft
Surface Type:	Asphalt	Length:	2244 ft
Collection Date:	5/9/2018	Location:	33.265033517995164 -84.19014014311524|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample	15	
	Severity (1, 2, 3)	1	5
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
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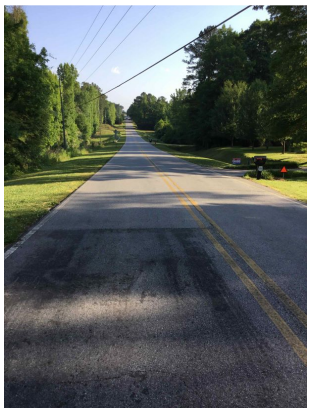
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 91 %

Remarks:



Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	24 ft
Surface Type:	Asphalt	Length:	772 ft
Collection Date:	5/9/2018	Location:	33.27067479028671 -84.19012472041341|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
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	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:

Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	24 ft
Surface Type:	Asphalt	Length:	979 ft
Collection Date:	5/9/2018	Location:	33.27231110542386 -84.19012899518403|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:

Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	24 ft
Surface Type:	Asphalt	Length:	580 ft
Collection Date:	5/9/2018	Location:	33.275039331087164 -84.1901093815306|101

Asphalt Condition Factor

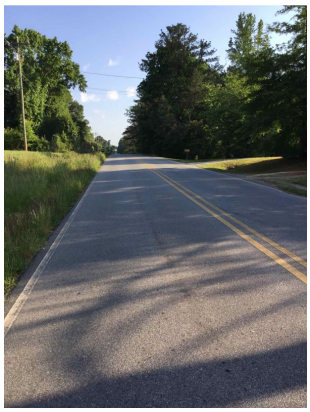
	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample	5	
	Severity (1, 2, 3)	1	3
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 93 %

Remarks:



Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	24 ft
Surface Type:	Asphalt	Length:	1144 ft
Collection Date:	5/9/2018	Location:	33.27717617157221 -84.19001743205281|

Asphalt Condition Factor

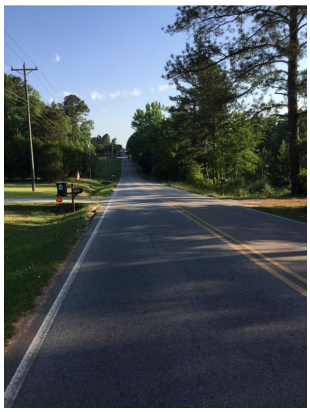
	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample	5	
	Severity (1, 2, 3)	1	3
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 93 %

Remarks:



Spalding County
Pavement Condition Report

PARAGON CONSULTING GROUP

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	637 ft
Collection Date:	5/8/2018	Location:	33.280287575939 -84.19002547867986|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:

Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	301 ft
Collection Date:	5/8/2018	Location:	33.281560284116566 -84.19003763243946|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:

Spalding County
Pavement Condition Report

PARAGON CONSULTING GROUP

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	898 ft
Collection Date:	5/8/2018	Location:	33.282559113608 -84.1899037734458|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks:

Spalding County
Pavement Condition Report

Road Segment Information

Road Name:	N MCDONOUGH RD	Road Width:	23 ft
Surface Type:	Asphalt	Length:	2876 ft
Collection Date:	5/8/2018	Location:	33.28499879225463 -84.1898109857777|

Asphalt Condition Factor

	Observations		Deductions
Rut Depth *Ruts are longitudinal depressions greater than 20 feet in length, formed in the direction of traffic in the wheel path (W.P.) Estimated to the nearest 1/8 of an inch.*	Outside W.P. (in.)	1 in.	2
	Inside W.P. (in.)	1 in.	2
Load Cracking *Load Cracks are single longitudinal cracks that occur in the W.P., with transverse cracking intersecting them. Eventually, these cracks form polygons as deterioration continues. Measured on a severity scale from 1-4, by percentage of roadway affected.*	Severity (1) (%)		
	Severity (2) (%)		
	Severity (3) (%)		
	Severity (4) (%)		
Block / Transverse Cracking *Block and Transverse cracks are unrelated to loading due to traffic. Block patterns form uniformly throughout roadway due to weathering or shrinkage of cement materials.*	% of Sample		
	Severity (1, 2, 3)		
Reflection Cracks *Reflection cracks are caused by the "reflection" of joints and cracks in underlying PCC concrete pavement, and progress to very wide cracks with spalling. The progress to very wide cracks with fragments breaking off. Measured by length and severity.*	No. of Cracks		
	Total Length (ft)		
	Severity (1, 2, 3)		
Loss of Section *A deviation of the pavement surface, typically resulting from settlement, slope failure, or heavy loads. Usually occurs in outside half of lane.*	% of Sample		
	Severity (1, 2, 3)		
Oxidation *Exposure to oxygen breaks down cement, making it more susceptible to cracking. It also fades the color of asphalt. Rated by color observed on scale of 1-10.*	Oxidation (1-10)		
Total Number of Failures *Local Base Failure (L.B.F.) occurs in sections of roadway where water has entered the base material, and rutting and shoving is occurring. Patches and Potholes are due to pavement and/or base failures.*	# of L.B.Fs		
	# of Patches		
	# of Potholes		
	Failures per Mile	0	

Grade

Roadways are given an initial score of 100 and receive deductions according to the above factors in accordance to the GDOT Paces Manual.

Score: 96 %

Remarks: