The District Line Road project near Americus, Georgia, is a 5.5 mile widening and reconstruction project beginning at US 280 and extending to SR 49 (South Georgia Tech Parkway). This $8.5 million dollar project is being funded by the Georgia Transportation Investment Act (TIA), and is one of 23 projects identified as an essential need determined by the Southwest Georgia Multi-County Transportation Study. It will serve as a northeast bypass around Americus that provides a wider pavement structure, graded shoulders, intersection improvements, pedestrian pathways, and the construction of a roundabout.

In 2012, voters in three Georgia regions approved a 10-year one percent sales tax to fund regional and local transportation improvement projects. The regions are called the River Valley (RV), Central Savannah River Area (CSRA), and the Heart of Georgia Altamaha (HOGA). A tax to fund improvements in the Southern Georgia (SG) region was later passed in 2018. Prior to voting, local elected officials held roundtable discussions, along with public input, to prioritize and select the projects. A list was publicized prior to the election so that voters knew exactly where the money would be spent. Overall, a total of 1,022 projects were approved for the original 3 regions totaling $1.58 billion.

The District Line Road project was one of the 23 projects approved by voters in the River Valley Region (RV). According to the Southwest Georgia Multi-County Transportation Study, the extension and realignment of District Line Road would greatly improve mobility and connectivity around northern and eastern Americus. Trucks and automobiles would be able to utilize this route to avoid downtown congestion on US 280. If not for the TIA program, District Line Road, deemed as a mid-range need, would have been a locally-funded project constructed in two phases.

As with many rural road systems, District Line Road was originally constructed over an unconsolidated soil-base not designed for trucks or heavy traffic. TIA Regional Administrator William Eastin said, “For the District Line Road Improvement Project (PH# 0011439), Georgia Department of Transportation (GDOT) evaluated the existing pavement and concluded that full-depth replacement would be required to provide an adequate paved surface for the projected traffic load. This project is funded through the Transportation Investment Act of 2010, which means the budgets have been set for some time. Full-Depth Reclamation with Cement was decided to be the most economical option that would provide the best solution for freight and the traveling public.” Given the need to increase structural value and maintain a strict budget, Full-Depth Reclamation with Cement (FDR) was utilized.

The prime contractor, Reeves Construction Company, Inc., began FDR operations on January 22, 2020. Since GDOT administers oversight for the TIA program, construction was executed in accordance with GDOT Standard Specifications. Quality Control/Quality Assurance testing services were provided through GDOT’s Office of Materials & Testing (OMAT) North Roadway Testing.
Testing Technician (RTT) Contract. FDR construction was executed in accordance with Section 315 Cement Stabilized Reclaimed Base Construction (CRSB) of the Standard Specifications. TTL, Inc. conducted the design study and was required to submit materials and paperwork to OMAT for comparison testing and approval. S&ME, Inc. who was awarded GDOT’s RTT contract for this area provided inspection and roadway testing.

FDR construction operations consisted of premixing the in-situ pavement with the underlying sub-base to a depth of approximately 10-inches. Specifications required an 8-inch compacted base with a +/- ½ inch tolerance. Cement was applied at the spread rate indicated in the mix design study. Two sections required 65 lbs/SY (9% by volume) and one section at 53 lbs/SY (7% by volume). After the cement was thoroughly incorporated, the stabilized base was then compacted with a vibratory steel wheel and pneumatic rubber tire roller. Very little water was needed given the abundant amount of rainfall the area had received over the previous several weeks. The stabilized base course was brought to thickness and grade requirements then primed with a MC70 cutback asphalt. Pavement will consist of 275 lbs/SY (2.5 inches) of 25 mm, 220 lbs/SY of 19 mm (2 inches), and topped with 165 lbs/SY of 12.5 mm (1.5 inches) Superpave hot mixed asphalt. The project is anticipated to be completed by the fall of 2020. A total of 68,670 SY of FDR will have been construction using 1,760 tons of cement.

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