

Georgetown County, South Carolina

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ADDENDUM #3 TO BID #23-037

BID NUMBER: 23-037

ISSUE DATE: Monday, September 11, 2023

OPENING DATE: Tuesday, September 19, 2023

OPENING TIME: 3:00 PM ET

Pre-Bid Conference/Site Inspection: **VOLUNTARY-Tuesday, September 5, 2023 at 10:00 AM ET – [CLOSED]**

PROCUREMENT FOR: Hangar Taxilane Improvements and Hangar Sitework at Georgetown County Airport (GGE)

This addendum will amend **BID #23-037, Hangar Taxilane Improvements and Hangar Sitework at Georgetown County Airport (GGE)** originally issued on Wednesday, August 16, 2023. This clarification is being provided to all known and registered correspondents in response to questions received. All addenda and original bid documents are also available online at: www.gtcounty.org, select “Bid Opportunities” from the Quick Links section.

Contractors and other interested parties are directed to make the following changes:

1. To the Specifications, General Conditions Section 80, Execution and Progress, DELETE pages 80-1 thru 80-10 and REPLACE with Pages 80-1 (Addendum 3) thru 80-10 (Addendum 3) attached to the end of this Addendum. See Section 80-08, Failure To Complete On Time, Table 1, Note 2, page 80-08 (Addendum 3) for revision.
2. To the Specifications, Project Special Provisions, DELETE Pages PSP-1 thru PSP-21 and REPLACE with revised Pages PSP-1 (Addendum 3) thru PSP-21 (Addendum 3) attached to the end of this Addendum. See Section PSP-5, Contract Time and Liquidated Damages, Table 1, Note 2, page PSP-4 (Addendum 3) for revision.

3. To the Project Plans, DELETE Sheets A1.2, A1.4, A1.5, and EX1.1 and REPLACE with revised Sheets A1.2, A1.3, A1.4, and EX1.1 with Revision Date of 9/7/23 attached to the end of this Addendum.

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SECTION 80

EXECUTION AND PROGRESS

80-01 ~~**Subletting of Contract.** The Owner will not recognize any subcontractor on the work. The Contractor shall at all times when work is in progress be represented either in person, by a qualified superintendent, or by other designated, qualified representative who is duly authorized to receive and execute orders of the Resident Project Representative (RPR).~~

~~The Contractor shall perform, with his organization, an amount of work equal to at least [] percent of the total contract cost.~~

~~Should the Contractor elect to assign their contract, said assignment shall be concurred in by the surety, shall be presented for the consideration and approval of the Owner, and shall be consummated only on the written approval of the Owner.~~

~~**The Contractor shall provide copies of all subcontracts to the RPR [14] days prior to being utilized on the project. As a minimum, the information shall include the following:**~~

- ~~• Subcontractor's legal company name.~~
- ~~• Subcontractor's legal company address, including County name.~~
- ~~• Principal contact person's name, telephone and fax number.~~
- ~~• Complete narrative description, and dollar value of the work to be performed by the subcontractor.~~
- ~~• Copies of required insurance certificates in accordance with the specifications~~
- ~~• Minority/ non-minority status.~~

~~See Supplemental General Conditions, Section 80-01~~

80-02 ~~**Notice to Proceed (NTP).** The Owner's notice to proceed will state the date on which contract time commences. The Contractor is expected to commence project operations within [] days of the NTP date. The Contractor shall notify the RPR at least 24 hours in advance of the time contract operations begins. The Contractor shall not commence any actual operations prior to the date on which the notice to proceed is issued by the Owner. See Supplemental General Conditions, Section 80-02~~

80-03

~~Execution and Progress. Unless otherwise specified, the Contractor shall submit their coordinated construction schedule showing all work activities for the RPR's review and acceptance at least 10 days prior to the start of work. The Contractor's progress schedule, once accepted by the RPR, will represent the Contractor's baseline plan to accomplish the project in accordance with the terms and conditions of the Contract. The RPR will compare actual Contractor progress against the baseline schedule to determine that status of the Contractor's performance. The Contractor shall provide sufficient materials, equipment, and labor to guarantee the completion of the project in accordance with the plans and specifications within the time set forth in the proposal.~~

~~If the Contractor falls significantly behind the submitted schedule, the Contractor shall, upon the RPR's request, submit a revised schedule for completion of the work within the contract time and modify their operations to provide such additional materials, equipment, and labor necessary to meet the revised schedule. Should the execution of the work be discontinued for any reason, the Contractor shall notify the RPR at least 24 hours in advance of resuming operations.~~

~~The Contractor shall not commence any actual construction prior to the date on which the NTP is issued by the Owner.~~

~~The project schedule shall be prepared as a network diagram in Critical Path Method (CPM), Program Evaluation and Review Technique (PERT), or another format, or as otherwise specified. It shall include information on the sequence of work activities, milestone dates, and activity duration. The schedule shall show all work items identified in the project proposal for each work area and shall include the project start date and end date.~~

~~The Contractor shall maintain the work schedule and provide an update and analysis of the progress schedule on a twice monthly basis, or as otherwise specified in the contract. Submission of the work schedule shall not relieve the Contractor of overall responsibility for scheduling, sequencing, and coordinating all work to comply with the requirements of the contract. See Supplemental General Conditions, Section 80-03.~~

80-04

~~**Limitation of Operations.** The Contractor shall control their operations and the operations of their subcontractors and all suppliers to provide for the free and unobstructed movement of aircraft in the air operations areas (AOA) of the Airport.~~

~~When the work requires the Contractor to conduct their operations within an AOA of the Airport, the work shall be coordinated with Airport operations (through the RPR) at least 48 hours prior to commencement of such work. The Contractor shall not close an AOA until so authorized by the RPR and~~

~~until the necessary temporary marking, signage and associated lighting is in place as provided in Section 70, Paragraph 70-08, Construction Safety and Phasing Plan (CSPP).~~

~~When the contract work requires the Contractor to work within an AOA of the Airport on an intermittent basis (intermittent opening and closing of the AOA), the Contractor shall maintain constant communications as specified; immediately obey all instructions to vacate the AOA; and immediately obey all instructions to resume work in such AOA. Failure to maintain the specified communications or to obey instructions shall be cause for suspension of the Contractor's operations in the AOA until satisfactory conditions are provided. The areas of the AOA identified in the Construction Safety Phasing Plan (CSPP) and as listed below, cannot be closed to operating aircraft to permit the Contractor's operations on a continuous basis and will therefore be closed to aircraft operations intermittently as follows:~~

~~The Contractor shall be required to conform to safety standards contained in AC 150/5370-2G, Operational Safety on Airports During Construction and the approved CSPP. See Supplemental General Conditions, Section 80-04.~~

80-04.1 Operational Safety on Airport During Construction. All Contractors' operations shall be conducted in accordance with the approved project Construction Safety and Phasing Plan (CSPP) and the Safety Plan Compliance Document (SPCD) and the provisions set forth within the current version of AC 150/5370-2G, Operational Safety on Airports During Construction. The CSPP included within the contract documents conveys minimum requirements for operational safety on the Airport during construction activities. **The Contractor shall prepare and submit a SPCD that details how it proposes to comply with the requirements presented within the CSPP.**

The Contractor shall implement all necessary safety plan measures prior to commencement of any work activity. The Contractor shall conduct routine checks to assure compliance with the safety plan measures.

The Contractor is responsible to the Owner for the conduct of all subcontractors it employs on the project. The Contractor shall assure that all subcontractors are made aware of the requirements of the CSPP and SPCD and that they implement and maintain all necessary measures.

No deviation or modifications may be made to the approved CSPP and SPCD unless approved in writing by the Owner. The necessary coordination actions to review Contractor proposed modifications to an approved CSPP or approved SPCD can require a significant amount of time.

80-05

Character of Workers, Methods, and Equipment. ~~The Contractor shall, at all times, employ sufficient labor and equipment for prosecuting the work to full completion in the manner and time required by the contract, plans, and specifications.~~

~~All workers shall have sufficient skill and experience to perform properly the work assigned to them. Workers engaged in special work or skilled work shall have sufficient experience in such work and in the operation of the equipment required to perform the work satisfactorily.~~

~~Any person employed by the Contractor or by any subcontractor who violates any operational regulations or operational safety requirements and, in the opinion of the RPR, does not perform his work in a proper and skillful manner or is intemperate or disorderly shall, at the written request of the RPR, be removed immediately by the Contractor or subcontractor employing such person, and shall not be employed again in any portion of the work without approval of the RPR.~~

~~Should the Contractor fail to remove such person or persons or fail to furnish suitable and sufficient personnel for the proper execution of the work, the RPR may suspend the work by written notice until compliance with such orders.~~

~~All equipment that is proposed to be used on the work shall be of sufficient size and in such mechanical condition as to meet requirements of the work and to produce a satisfactory quality of work. Equipment used on any portion of the work shall not cause injury to previously completed work, adjacent property, or existing Airport facilities due to its use.~~

~~When the methods and equipment to be used by the Contractor in accomplishing the work are not prescribed in the contract, the Contractor is free to use any methods or equipment that will accomplish the work in conformity with the requirements of the contract, plans, and specifications.~~

~~When the contract specifies the use of certain methods and equipment, such methods and equipment shall be used unless otherwise authorized by the RPR. If the Contractor desires to use a method or type of equipment other than specified in the contract, the Contractor may request authority from the RPR to do so. The request shall be in writing and shall include a full description of the methods and equipment proposed and of the reasons for desiring to make the change. If approval is given, it will be on the condition that the Contractor will be fully responsible for producing work in conformity with contract requirements. If, after trial use of the substituted methods or equipment, the RPR determines that the work produced does not meet contract requirements, the Contractor shall discontinue the use of~~

~~the substitute method or equipment and shall complete the remaining work with the specified methods and equipment. The Contractor shall remove any deficient work and replace it with work of specified quality or take such other corrective action as the RPR may direct. No change will be made in basis of payment for the contract items involved nor in contract time as a result of authorizing a change in methods or equipment under this Paragraph. See Supplemental General Conditions, Section 80-05.~~

80-06 **Temporary Suspension of the Work.** ~~The Owner shall have the authority to suspend the work wholly, or in part, for such period or periods the Owner may deem necessary, due to unsuitable weather, or other conditions considered unfavorable for the execution of the work, or for such time necessary due to the failure on the part of the Contractor to carry out orders given or perform any or all provisions of the contract.~~

~~In the event that the Contractor is ordered by the Owner, in writing, to suspend work for some unforeseen cause not otherwise provided for in the contract and over which the Contractor has no control, the Contractor may be reimbursed for actual money expended on the work during the period of shutdown. No allowance will be made for anticipated profits. The period of shutdown shall be computed from the effective date of the written order to suspend work to the effective date of the written order to resume the work. Claims for such compensation shall be filed with the RPR within the time period stated in the RPR's order to resume work. The Contractor shall submit with their own claim information substantiating the amount shown on the claim. The RPR will forward the Contractor's claim to the Owner for consideration in accordance with local laws or ordinances. No provision of this article shall be construed as entitling the Contractor to compensation for delays due to inclement weather or for any other delay provided for in the contract, plans, or specifications.~~

~~If it becomes necessary to suspend work for an indefinite period, the Contractor shall store all materials in such manner that they will not become an obstruction nor become damaged in any way. The Contractor shall take every precaution to prevent damage or deterioration of the work performed and provide for normal drainage of the work. The Contractor shall erect temporary structures where necessary to provide for traffic on, to, or from the Airport. See Supplemental General Conditions, Section 80-06.~~

80-07 **Determination and Extension of Contract Time.** The number of calendar days shall be stated in the proposal and contract and shall be known as the Contract Time.

If the contract time requires extension for reasons beyond the Contractor's control, it shall be adjusted as specified in Section 80-07.1.

80-07.1 Contract Time Based on Calendar Days. Contract Time based on calendar days shall consist of the number of calendar days stated in the contract counting from the effective date of the Notice to Proceed and including all Saturdays, Sundays, holidays, and non-workdays. All calendar days elapsing between the effective dates of the Owner's orders to suspend and resume all work, due to causes not the fault of the Contractor, shall be excluded.

At the time of final payment, the contract time shall be increased in the same proportion as the cost of the actually completed quantities bears to the cost of the originally estimated quantities in the proposal. Such increase in the contract time shall not consider either cost of work or the extension of contract time that has been covered by a change order or supplemental agreement. Charges against the contract time will cease as of the date of final acceptance.

If the Contractor finds it impossible for reasons beyond their own control to complete the work within the contract time as specified, or as extended in accordance with the provisions of this paragraph, the Contractor may, at any time prior to the expiration of the contract time as extended, make a written request to the Owner for an extension of time setting forth the reasons which the Contractor believes will justify the granting of their own request. Requests for extension of time, caused by inclement weather, shall be supported with National Weather Bureau data showing the actual amount of inclement weather exceeded what could normally be expected during the contract period. The Contractor's plea that insufficient time was specified is not a valid reason for extension of time. If the supporting documentation justify the work was delayed because of conditions beyond the control and without the fault of the Contractor, the Owner may extend the time for completion by a change order that adjusts the contract time or completion date. The extended time for completion shall then be in full force and effect, the same as though it were the original time for completion.

80-08 Failure to Complete on Time. For each calendar day as specified in the contract, that any work remains uncompleted after the contract time (including all extensions and adjustments as provided in Paragraph 80-07, *Determination and Extension of Contract Time*) the sum specified in the contract and proposal as liquidated damages (LD) will be deducted from any money due or to become due the Contractor or their own surety. Such deducted sums shall not be deducted as a penalty but shall be considered as liquidation of a reasonable portion of damages including but not limited to additional engineering services that will be incurred by the Owner should the Contractor fail to complete the work in the time provided in their contract.

TABLE 1 - CONTRACT TIME AND LIQUIDATED DAMAGES (SCHEDULE I)

Schedule I – Hangar Taxilane Improvements and Hangar Sitework			
Work Phase	Contract Time	Allowable Hours of Operations	Liquidated Damages
Schedule I – Hangar Taxilane Improvements and Hangar Sitework (Phase I and II) ¹	90 Calendar Days	24 Hours per Day	\$1,500 per Calendar Day
Phase I (Work Area 1) ²	30 Calendar Days	24 Hours per Day	\$1,500 per Calendar Day
Phase II - Runway 5-23 Closure – Work in ROFA ³	16 Contract Days	9:00 pm to 6:00 am	\$1,500 per Calendar Day
Phase II - Runway 5-23 Closure – Work in ROFA ³	Failure to Reopen by 6:00 am	---	\$500 Per Hour or Portion Thereof
Phase II - Final Marking Application – Work in ROFA ⁴	1 Contract Day	9:00 pm to 6:00 am	\$1,500 per Hour or Portion Thereof
Removal of Erosion Control Items ⁵	2 Calendar Days	24 Hours per Day	\$1,500 per Calendar Day

Notes:

1. **Schedule I - Hangar Taxilane Improvements and Hangar Sitework.** The Contractor shall complete all work for Phase I and II of the Hangar Taxilane Improvements and Hangar Sitework within 90 calendar days of the Project Notice to Proceed. Failure to complete the project within the specified time will result in the assessment of liquidated damages in the amount of \$1500.00 per calendar day.
2. **Phase I (Work Area 1).** Construction shall include demolition and removal of existing pavement, earthwork, locate and encase existing utilities, installation of lighting conduit and encased duct, installation of taxiway light bases, construction of aggregate base course and bituminous surface for the taxiway, apron, and

driveway, overlay of existing apron pavement, and basic grading for shoulders adjacent to the pavement and within limits of the lighted barricades within the Phase I (Work Area 1) limits. *The Contractor shall have 30 calendar days from the construction start in Work Area 1 to complete this work. The Contractor may schedule Work Area 1 construction during the 90-day contract time for Phase I at his discretion. The closure schedule for Work Area I shall be coordinated with the ENGINEER and Owner one week in advance of the closure. During this time frame the Contractor may also work in all areas of Phase I.*

3. **Runway 5-23 Closure – Work in ROFA.** Work in the ROFA of Runway 5-23 will require closure of Runway 5-23. The Contractor will be allowed 16 contract days between the hours of 9:00 pm and 6:00 am to complete work within the ROFA area. The closures do not have to be completed on consecutive days, with the closures schedule dependent on work activities to be completed. The Contractor shall be required to provide a minimum 48 hour notice to the Airport and ENGINEER for a scheduled closure. Failure to reopen Runway 5-23 after 16 contract days will result in the assessment of liquidated damages of \$1,500.00 per contract day or portion thereof. Failure to reopen Runway 5-23 by 6:00 am each morning will result in the assessment of liquidated damages of \$500.00 per hour or portion thereof. The contract time for these activities is included in Total Contract Time shown for the Hangar Taxilane Improvements and Hangar Sitework.
4. **Final Marking Application – Work in the ROFA.** Final Marking Application for work within the ROFA may begin after a 30 day curing period after final paving operations are completed. The Contractor will be allowed 1 contract day between the hours of 9:00 pm and 6:00 am to complete the final marking application within the ROFA area. The Contractor shall be required to provide a minimum 48 hour notice to the Airport and ENGINEER for the scheduled closure. Failure to reopen Runway 5-23 by 6:00 am will result in the assessment of liquidated damages of \$500.00 per hour or portion thereof. The contract time for this activity is not included in Total Contract Time shown for the Hangar Taxilane Improvements and Hangar Sitework.
5. **Removal of Erosion Control Items.** The removal of erosion control items shall be scheduled after the site is stabilized with permanent grass. The Contractor shall periodically inspect the site until it is stabilized and notify the Engineer for a review. The work shall be scheduled after the Engineer has coordinated project closure with Georgetown County and has notified the Contractor to proceed. The contract time shown is not included in Total Contract Time shown for the Hangar Taxilane Improvements and Hangar Sitework

Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a wavier on the part of the Owner of any of its rights under the contract.

80-09

~~Default and Termination of Contract. The Contractor shall be considered in default of their contract and such default will be considered as cause for the Owner to terminate the contract for any of the following reasons, if the Contractor:~~

~~A. Fails to begin the work under the contract within the time specified in the Notice to Proceed, or~~

~~B. Fails to perform the work or fails to provide sufficient workers, equipment and/or materials to assure completion of work in accordance with the terms of the contract, or~~

~~C. Performs the work unsuitably or neglects or refuses to remove materials or to perform anew such work as may be rejected as unacceptable and unsuitable, or~~

~~D. Discontinues the execution of the work, or~~

~~E. Fails to resume work which has been discontinued within a reasonable time after notice to do so, or~~

~~F. Becomes insolvent or is declared bankrupt, or commits any act of bankruptcy or insolvency, or~~

~~G. Allows any final judgment to stand against the Contractor unsatisfied for a period of 10 days, or~~

~~H. Makes an assignment for the benefit of creditors, or~~

~~I. For any other cause whatsoever, fails to carry on the work in an acceptable manner.~~

~~Should the Owner consider the Contractor in default of the contract for any reason above, the Owner shall immediately give written notice to the Contractor and the Contractor's surety as to the reasons for considering the Contractor in default and the Owner's intentions to terminate the contract.~~

~~If the Contractor or surety, within a period of 10 days after such notice, does not proceed in accordance therewith, then the Owner will, upon written notification from the RPR of the facts of such delay, neglect, or default and the Contractor's failure to comply with such notice, have full power and authority without violating the contract, to take the execution of the work out of the hands of the Contractor. The Owner may appropriate or use any or all materials and equipment that have been mobilized for use in the work and are acceptable and may enter into an agreement for the completion of said contract according to the terms and provisions thereof, or use such~~

~~other methods as in the opinion of the RPR will be required for the completion of said contract in an acceptable manner.~~

~~All costs and charges incurred by the Owner, together with the cost of completing the work under contract, will be deducted from any monies due or which may become due the Contractor. If such expense exceeds the sum which would have been payable under the contract, then the Contractor and the surety shall be liable and shall pay to the Owner the amount of such excess. See Supplemental General Conditions, Section 80-09.~~

80-10

~~**Termination for National Emergencies.** The Owner shall terminate the contract or portion thereof by written notice when the Contractor is prevented from proceeding with the construction contract as a direct result of an Executive Order of the President with respect to the execution of war or in the interest of national defense.~~

~~When the contract, or any portion thereof, is terminated before completion of all items of work in the contract, payment will be made for the actual number of units or items of work completed at the contract price or as mutually agreed for items of work partially completed or not started. No claims or loss of anticipated profits shall be considered.~~

~~Reimbursement for organization of the work, and other overhead expenses, (when not otherwise included in the contract) and moving equipment and materials to and from the job will be considered, the intent being that an equitable settlement will be made with the Contractor.~~

~~Acceptable materials obtained or ordered by the Contractor for the work and that are not incorporated in the work shall, at the option of the Contractor, be purchased from the Contractor at actual cost as shown by receipted bills and actual cost records at such points of delivery as may be designated by the RPR.~~

~~Termination of the contract or a portion thereof shall neither relieve the Contractor of their responsibilities for the completed work nor shall it relieve their surety of its obligation for and concerning any just claim arising out of the work performed. See Supplemental General Conditions, Section 80-10.~~

80-11

~~**Work Area, Storage Area, and Sequence of Operations.** The Contractor shall obtain approval from the RPR prior to beginning any work in all areas of the Airport. No operating runway, taxiway, or air operations area (AOA) shall be crossed, entered, or obstructed while it is operational. The Contractor shall plan and coordinate work in accordance with the approved GSPP and SPCD. See Supplemental General Conditions, Section 80-11.~~

END OF SECTION 80

PROJECT SPECIAL PROVISIONS

PSP-1 PROJECT DESCRIPTION, PHASING, AND CONSTRUCTION SEQUENCE

The Hangar Taxilane Improvements and Hangar Sitework project at the Georgetown County Airport has been developed to include construction of paving for new apron for the existing hangar, new taxiway from Runway 23 and hangar sitework for two future 200' x 150' hangars adjacent to the proposed taxiway. Work elements include erosion control installation, bituminous pavement removal, removal of existing pipe and drainage structures, grading, storm drainage installation, aggregate base course placement, bituminous paving (P-401 and SCDOT Type 'A' Base), marking, lighting and signage installation, sodding, seeding and mulching.

Detailed project phasing plans have been developed for the project and are included in the project plans. The Contractor will be expected to follow the project phasing for each phase of the project as specified. A detailed Sequence of Construction has also been developed for the project and is shown on the project plans. The Sequence of Construction has been developed to help the Contractor understand the operational needs of the Airport and help ensure minimal closure times to Runway 5-23 and surrounding active air operations areas.

PSP-2 PRE-BID CONFERENCE

A Pre-Bid Conference will be held for this project at 10:00 a.m., Friday, September 1, 2023 in the Conference Room at the Georgetown County Airport, 129 Airport Road, Georgetown, South Carolina 29440. Contractors will be allowed to ask questions and to discuss the project with the Owner and ENGINEER. Site visits will be available following the meeting with weather permitting. If a tour is unable to be conducted at this time, an alternative time will be scheduled for a later date. Individual tours of the project area will not be conducted. ***It is strongly recommended that all prospective bidders have a qualified representative at this Pre-Bid Conference, however attendance is not mandatory.***

PSP-3 GENERAL REQUIREMENTS - SCHEDULE OF WORK

It is the intent of the Owner and these specifications that the Georgetown County Airport will remain open to air traffic, during the work accomplished under this project. Runway 11-29 will remain open to air traffic at all times and Runway 5-23 will be temporary closed on a nightly basis for work within Runway Object Free Area for Runway 5-23. ***The Contractor will be required to submit for approval a detailed Schedule of Work to the ENGINEER seven days prior to the Preconstruction Conference.*** After the ENGINEER approves the progress schedule, the Contractor will be required to follow the approved schedule of work unless deviations therefrom are approved by the ENGINEER.

The Contractor's attention is directed to the following requirements in developing his Schedule of Work:

1. The purpose of the Schedule of Work is to assure a safe area of operation for the

Contractor and Airport traffic, to coordinate the efforts of various Contractors, to assure maintenance of traffic on the runways and taxiways adjacent to the construction area, and to assure performance of the construction in an acceptable manner and time frame.

2. The Contractor shall develop a detailed schedule for all work areas to ensure that construction can be completed within the time allotted. Many of the work items will have to be constructed simultaneously.
3. There may be more than one Contractor working at the Georgetown County Airport performing construction simultaneously. The Contractor will be required to coordinate all work with the ENGINEER to minimize conflicts with other Contractors.
4. The Contractor shall make his own estimate of the difficulties involved in arranging the work to comply with the above requirements and shall not claim any added compensation by reason of delay or increased cost due to these requirements.
5. The schedule shall include, but is not limited to, approximate dates and exact time intervals for performing each work task, sub-schedules for shop drawing submittals, review times, procurement schedules, and delivery dates.
6. If Contractor utilizes cranes, bucket trucks, or other equipment exceeding 25' in height, Contractor is responsible for filing a "Notice of Proposed Construction" (Form 7460) with FAA review and approval prior to erecting the equipment. **In order to avoid delaying the start of the work, Contractor shall submit 7460 within 14 days of notice of contract award.** Contractor should allow at least 45 days for FAA review. The notice may be filed on-line; detailed instructions can be found on the FAA website: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

FAA may require tall equipment to be lighted and flagged. Any tall equipment used for the project shall be lowered when not in use. Equipment over 25' cannot be utilized until such time as FAA has completed their review and determined that the proposed equipment does not pose a hazard to air navigation.

7. Except where otherwise specified, work shall be allowed during daylight hours only in all work areas.
8. Due to the tight project schedule for the project, the Contractor may be required to perform certain items prior to the actual beginning of construction. These items include mobilization of equipment and materials; setting up staging areas; and preliminary survey work. The surveyor will be required to work under radio control with the Airport. The surveyor may be required to abandon or vacate his position if instructed by Airport. No additional compensation will be considered if Contractor cannot work or must stop work due to movement of aircraft or weather conditions which may prohibit or prevent completion of preliminary survey work.

PSP-4 APRON, TAXIWAY, and RUNWAY CLOSURES

Runway 5-23 and sections of Taxiway ‘A’ will be closed intermittently during this project. See the Project Safety Plan and Phasing Plans for detailed information and for closure schedules. The runway and taxiway closures will impact Airport and tenant operations. For this reason, the schedule for each closure shall be closely coordinated with the Airport at least 72 hours prior to the closure.

PSP-5 CONTRACT TIME AND LIQUIDATED DAMAGES

Total Contract time allowed for completion of each schedule of work and for each phase work, and associated liquidated damages are shown in the Table 1 - Contract Time and Liquid Damages. The project Phasing Plans included in the plans detail requirements for each Phase as indicated in the table below. The liquidated damages shown are minimum amounts that will be assessed. All actual cost associated with the Contractor’s failure to complete specified work items within the time allotted, will be passed on to the Contractor. Note that Contract Time shown is based on CALENDAR DAYS.

TABLE 1 - CONTRACT TIME AND LIQUIDATED DAMAGES (SCHEDULE I)

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Phase II - Final Marking Application – Work in ROFA ⁴	1 Contract Day	9:00 pm to 6:00 am	\$1,500 per Hour or Portion Thereof

Removal of Erosion Control Items ⁵	2 Calendar Days	24 Hours per Day	\$1,500 per Calendar Day
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Notes:

1. **Schedule I - Hangar Taxilane Improvements and Hangar Sitework.** The Contractor shall complete all work for Phase I and II of the Hangar Taxilane Improvements and Hangar Sitework within 90 calendar days of the Project Notice to Proceed. Failure to complete the project within the specified time will result in the assessment of liquidated damages in the amount of \$1500.00 per calendar day.
2. **Phase I (Work Area 1).** Construction shall include demolition and removal of existing pavement, earthwork, locate and encase existing utilities, installation of lighting conduit and encased duct, installation of taxiway light bases, construction of aggregate base course and bituminous surface for the taxiway, apron, and driveway, overlay of existing apron pavement, and basic grading for shoulders adjacent to the pavement and within limits of the lighted barricades within the Phase I (Work Area 1) limits. *The Contractor shall have 30 calendar days from the construction start in Work Area 1 to complete this work. The Contractor may schedule Work Area 1 construction during the 90-day contract time for Phase I at his discretion. The closure schedule for Work Area 1 shall be coordinated with the ENGINEER and Owner one week in advance of the closure. During this time frame the Contractor may also work in all areas of Phase I.*
3. **Runway 5-23 Closure – Work in ROFA.** Work in the ROFA of Runway 5-23 will require closure of Runway 5-23. The Contractor will be allowed 16 contract days between the hours of 9:00 pm and 6:00 am to complete work within the ROFA area. The closures do not have to be completed on consecutive days, with the closures schedule dependent on work activities to be completed. The Contractor shall be required to provide a minimum 48 hour notice to the Airport and ENGINEER for a scheduled closure. Failure to reopen Runway 5-23 after 16 contract days will result in the assessment of liquidated damages of \$1,500.00 per contract day or portion thereof. Failure to reopen Runway 5-23 by 6:00 am each morning will result in the assessment of liquidated damages of \$500.00 per hour or portion thereof. The contract time for these activities is included in Total Contract Time shown for the Hangar Taxilane Improvements and Hangar Sitework.
4. **Final Marking Application – Work in the ROFA.** Final Marking Application for work within the ROFA may begin after a 30 day curing period after final paving operations are completed. The Contractor will be allowed 1 contract day between the hours of 9:00 pm and 6:00 am to complete the final marking application within the ROFA area. The Contractor shall be required to provide a minimum 48 hour notice to the Airport and ENGINEER for the scheduled closure. Failure to reopen Runway 5-23 by 6:00 am will result in the assessment of liquidated damages of

\$500.00 per hour or portion thereof. The contract time for this activity is not included in Total Contract Time shown for the Hangar Taxilane Improvements and Hangar Sitework.

5. **Removal of Erosion Control Items.** The removal of erosion control items shall be scheduled after the site is stabilized with permanent grass. The Contractor shall periodically inspect the site until it is stabilized and notify the Engineer for a review. The work shall be scheduled after the Engineer has coordinated project closure with Georgetown County and has notified the Contractor to proceed. The contract time shown is not included in Total Contract Time shown for the Hangar Taxilane Improvements and Hangar Sitework

PSP-6 ADJUSTMENT OF CONTRACT TIME

Contract time for this project may be adjusted only by change order, when requested by the Contractor in writing and approved by the ENGINEER and Owner, for reasons outside of the Contractor's control, as follows:

- a. Strikes, lockouts, or other labor actions which delay delivery of critical materials or performance of critical segments of work.
- b. Natural disasters affecting the project site.
- c. Excessive rainfall during an entire calendar month, defined as total number of days with more than 0.1" of rainfall in excess of the normal number of such days for that calendar month. Normal values for Georgetown County shall be taken as published by the Temperature and Precipitation in the USDA Soil Survey for Georgetown County, South Carolina as shown below.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
7	6	7	4	6	8	9	8	7	5	4	6

- d. Extreme low temperatures, defined as the average daily temperatures falling below the normal average daily temperature for that date and below the minimum allowable temperature specified for a critical component of the work, for 15 days or more in a calendar month. Average daily temperature and normal average daily temperature values shall be as reported by the National Weather Services, the Southeast Regional Climate Center, or other reliable source provided by the Contractor and acceptable to the ENGINEER.
- e. Suspension of the work as ordered by the ENGINEER or Owner.
- f. Delays in critical work by others.
- g. Significant additions to the scope of work.

Time extension will not be granted for rain, wind, snow, or other natural phenomena of

normal intensity for the locality where work is performed.

Daily weather logs shall be kept on the job site by the Contractor reflecting the effect of the weather on progress of the work and initialed by the ENGINEER's representative. Time extensions for weather delays do not entitle the Contractor to "extended overhead" recovery.

The Contractor shall bear the burden of proof that a delay has been caused by factors outside his control, shall clearly demonstrate how the delay impacts the critical path of the work as shown on his work schedule as last revised, and shall demonstrate that he has made reasonable and prudent efforts to overcome the impact of the delay on the critical path.

Refer also to Section 80 of the General Conditions.

PSP-7 NOTAMS

- a. The Airport Management will issue the necessary NOTAMS to reflect hazardous conditions. It is important that NOTAMS be kept current and reflect the actual conditions with respect to construction situations. Active NOTAMS shall be reviewed periodically and revised to reflect the current conditions.
- b. Inspection - Frequent inspections may be made by the Airport Management during critical phases of the work to ensure that the Contractor is following the recommended safety procedures.

PSP-8 NIGHTTIME CONSTRUCTION OPERATIONS

Nighttime construction operations are required for this project. The Contractor shall be responsible for providing adequate lighting for all work which he performs at night. All power for such lighting shall come from portable generators or batteries provided by the Contractor. Adequate lighting will be as determined by the ENGINEER and should provide adequate light to allow safe and continuous operation for all ongoing construction activities. Light provided should allow all equipment operators to see the work and to allow the ENGINEER to provide adequate inspection. The Contractor shall provide a minimum 72 hours' notice prior to any nighttime construction operations.

PSP-9 AIRPORT SAFETY PLAN AND PHASING PLAN

An Airport Safety Plan and Phasing Plan has been prepared and included in the Contract Documents. This project involves construction on Airport property at the Georgetown County Airport. The Airport is open on a 24-hour, seven days per week basis, and is used by a variety of aircraft types, including jets and helicopters. The runway is served by instrument approach and departure procedures which allow aircraft operations during low visibility and low cloud ceiling conditions. The purpose of the Airport Safety Plan and Phasing Plan is to establish requirements intended to assure the safety of the public, aircraft operations, and construction operations on the Airport. The Contractor shall be responsible for implementation and compliance with the requirements of the Safety Plans.

No separate measurement or payment will be made for labor, equipment or materials required to implement the Safety and Phasing Plan. All costs shall be included in the lump sum bid price for "Temporary Construction Items".

The Contractor shall read the Construction Safety & Phasing Plan (CSPP) (see Appendix G) and prepare a Safety Plan Compliance Document (SPCD). The SPCD shall state that the Contractor understands the operational safety requirements of the CSPP and will not deviate from the approved CSPP unless written approval is granted by the Airport. The document shall include contact information for Contractor's personnel responsible for monitoring compliance with the CSPP during construction of the project. Contractor shall submit the SPCD to the ENGINEER for submittal to FAA in compliance with FAA Advisory Circular 150/5370-2G.

The Contractor shall provide initial and continuing instructions to all supervisors, employees, subcontractors, and suppliers to enable them to conduct their work in a manner that will provide the maximum safety with the least hindrance to air and ground traffic, the general public, Airport employees, and to the workmen employed on the site. All safety provisions specified by the plans and documents or received from the ENGINEER, and those required by laws, codes, and ordinances, shall be thoroughly disseminated, and enforced by Contractor.

Contractor is responsible for providing such barricades, warning signs and other measures as required to identify construction areas to aircraft traffic and the public and to protect the aircraft traffic and public from hazards.

The Contractor shall conduct his operations in such a manner as to assure that such operations do not impede access to any area of the Airport at any time for fire fighting vehicles and other emergency vehicles. The Contractor shall cooperate fully and immediately with any directives issued by Airport or emergency service/fire personnel relative to emergency access.

PSP-10 LOCATION OF SAFETY AND OBJECT FREE AREAS

The Contractor shall locate and mark in the field the location of all runway safety and taxiway object free areas in the vicinity of the project work areas as shown on the plans. These areas shall be identified with red top stakes, survey flagging, or other approved methods, so that the areas are clearly indicated to the Contractor's personnel. The intent is to minimize the potential for accidental/unauthorized entry into the "safety areas" by the Contractor's personnel.

PSP-11 AIRPORT ENTRY AND DEPARTURE PROCEDURES

The Contractor shall coordinate ingress-egress requirements with the Airport Management and Resident Project Representative. All open gates to secured airport areas shall be monitored by Contractor's personnel to control access to secured area and shall be closed and locked at the end of each day's operation. Contractor personnel shall not allow any unauthorized personnel to enter through construction gates. The Contractor shall be responsible for securing and/or locking all gates when not in use and at the end

of each day's operations. **The Contractor will be required to supply a padlock to interlock with existing padlocks at all gates. The Contractor shall be required to provide copies of all keys to the Resident Project Representative and Airport.**

All construction vehicles must be cleared for access by the Airport Management and Resident Project Representative. Personal cars shall be parked outside of secured airfield areas. All vehicles operating in active air operation areas shall be lighted or flagged in accordance with FAA Advisory Circular 150/5370-2G. Copies of the Advisory Circular will be made available upon request.

PSP-12 EMERGENCY VEHICLE ACCESS

The Contractor shall conduct his operations in such a manner as to assure that such operations do not impede access to any area of the airfield at any time for emergency vehicles. The Contractor shall cooperate fully and immediately with any directive issued by Airport Management relative to emergency access.

PSP-13 CONSTRUCTION GENERAL REQUIREMENTS

The Contractor shall use equipment and construction methods appropriate for each work area. All debris shall be removed from the project area and disposed of off Airport property at a properly permitted site. It will be the responsibility of the Contractor to obtain all necessary permits and coordinate all activities with the appropriate agencies for disposal of debris and for traffic control on public roadways. The Contractor will be responsible for cleaning up and removing all debris at the completion of the project. All disturbed areas shall be smooth graded, seeded, and mulched. No ruts, depressions, holes, etc., will be allowed to be left on site.

PSP-14 SUPERINTENDANT / FOREMAN EXPERIENCE

The Superintendent / Foreman on the project responsible for each major work element (paving, lighting, and marking) shall be able to demonstrate experience with similar work on at least three other Airport projects.

PSP-15 CONSTRUCTION LAYOUT AND CONTROL

The ENGINEER shall furnish control points for horizontal control and benchmarks for vertical control as shown on the plans. It shall be the Contractor's responsibility to lay out the work from these points and to provide all other measurements to ensure positive horizontal and vertical control of the work. All survey work shall be performed under the supervision of a Registered Land Surveyor or a Registered Professional Engineer, in the State of South Carolina and shall be sealed.

The Contractor will be required to reference and maintain all control points and establish temporary benchmarks as required. Contractor will be required to reinstall control points as required during the project.

During the initial Mobilization, the Contractor shall verify by survey all control points

provided for project as shown on plans, including tying the project control network to the PACS and SACS as required by Section 50-07 of the General Conditions. This work shall be performed by a Registered Land Surveyor and shall be considered part of "preliminary survey work". The Contractor shall immediately notify the ENGINEER of any discrepancies in the control network between the information shown on the Plan sheets and his survey. The Contractor shall provide survey notes or data files from verification survey to ENGINEER for review prior to beginning work. The Contractor shall verify in writing his acceptance of the existing survey prior to utilizing.

See Specification Section 50-07 CONSTRUCTION LAYOUT AND STAKES for specific requirements for verification of survey and layout.

As described here and contained in the individual specifications, the following topographic/drainage surveys shall be performed by the Contractor as required for documentation of grade control, quantities, and for as constructed drawings.

1. Top of Existing Ground/ Pavement
2. Top of Stripped Ground.
3. Areas of Undercut.
4. Top Ground in Pavement Removal Areas.
5. Top of Subgrade.
6. Top of Aggregate Base Course or Type 'A' Base Course.
7. Top of First Lift of Bituminous Surface Course.
8. Top of Proposed Final Ground (Required for Project Record Documents).
9. Top of Proposed Bituminous Surface Course (Required for Project Record Documents).

The Contractor shall provide the ENGINEER one (1) set of the survey notes or data files (AutoCAD 2019 format), point files, and plotted topographic maps for all surveys. The maps shall be plotted at a scale acceptable to the ENGINEER and shall be based on elevation shots taken at intervals not exceeding 50 foot stations. All sections for all surfaces shall be taken at same interval and location based established and referenced centerline stationing. Survey notes shall be in a format that is easily read and contain station, offsets, and elevations based on the established project baseline. All costs for performing these surveys shall be included in the price bid for the item which it pertains.

The Contractor will be allowed to complete initial layout and topographic surveys prior to the Notice to Proceed for beginning construction. The Contractor will be required to schedule the survey work in advance with the ENGINEER, who shall coordinate with the Airport Management. The Contractor shall provide a minimum 48-hour advance notice. All survey work shall be completed in accordance with the requirements of the Project Safety Plan, local airfield rules and regulations, and directives from Airfield Management.

PSP-16 AS-CONSTRUCTED DRAWING

The Contractor shall provide a sealed final as constructed topographic survey for the project (see requirements below). The as constructed drawing shall be provided in hard copy and electronic drawing format. The electronic drawing shall be in AutoCAD format.

The survey must be provided to the ENGINEER for review and will be used to calculate and measure applicable quantities for payment as required in the Technical Specifications. The as constructed drawing shall be provided within seven (7) days of project completion and prior to the final inspection.

As-Constructed Survey Requirements:

1. The Contractor shall provide an "As-Constructed" survey drawing prepared and certified by a Licensed South Carolina Public Land Surveyor.
2. The drawing shall provide final contours shown over the entire site at the same contour interval as shown on the plans. The electronic version shall provide the capability to depict the final contours and/or the spot elevations used to develop the as constructed drawing.
3. The drawing shall include grades and contours for all ditches and basins. Cross sections shall include ditch bottom elevations, top of bank elevations, and elevations 10 foot each side of top of bank. The ditch and basin survey shall also show contours, top and bottom of bank, bottom width, and the side slopes of the ditch and basins.
4. Provide elevations and dimensions of all structures, including pipe and orifice sizes, inverts diameters, weir elevations and dimensions, riser elevations and dimensions, top of structure elevations and dimensions, and locations and inverts for all pipes.
5. Provide drainage pipes size, material, length, slope, and invert elevations.
6. Provide location for all new conduits, new taxiway lights, runway lights and guidance signs, new duct locations, and home run locations if required.
7. Survey shall include cross sections of the final surface course and grades taken at a minimum of 50 foot longitudinal spacings and at all longitudinal grade breaks. Minimum cross section grade points shall include the grade at centerline, at joint lines, at grade breaks, and at edges of pavement (on/off pavement). Shots in grassed areas shall not exceed 25' transverse spacing.
8. The Contractor shall also provide an additional sealed digital drawing in AutoCAD format that shows the location of pavement lots and sublots that were utilized for the final lift of bituminous pavement for the project. The Contractor shall maintain accurate records showing the limits of each days paving. The drawing shall clearly delineate the limits of the lots and sublots and identify the date the material was placed for each day's paving.

The Surveyor shall review the finish grades of the final surface course compared to the plan grades and shall identify and clearly delineate all areas that are not within the specified grade tolerance of ½ inch vertically within each subplot as required in Section P-401-6.2 of the specifications. Any areas not meeting the grade tolerance in each subplot shall be compared to the area of the subplot and the

Surveyor shall determine if the calculated area exceeds 25% of the subplot and delineate those subplot areas not meeting the requirements of the specification. A sealed copy of the survey showing the requested data shall be provided to the ENGINEER.

The Contractor shall provide a summary report detailing results from the survey review. For those areas not meeting the specification requirements, the Contractor shall identify sublots where a pay deduction is required and shall show the calculation for the amount of the deduct based on the surface course tonnage placed within the identified sublots.

All information shall be provided to the ENGINEER for review, and the ENGINEER will use this information to confirm adjustments to the payment for the item "Asphalt Surface Course" in accordance with the requirements of Section P-401-6.2 of the specifications.

9. Provide an AutoCAD digital drawing and PDF file of the as-built drawing on SC State Plan Coordinate System NAD 83 Datum. The AutoCAD drawing file shall be in AutoCAD 2019 format. The Drawings shall be signed and sealed by a Registered Surveyor in the State of South Carolina.

All survey work must be tied to the Primary Airport Control Station (PACS) and the project baseline. Ties and monuments shall be shown on record drawings.

PSP-17 PROTECTION OF EXISTING FACILITIES

All existing facilities, structures, and utilities to remain will be carefully protected by the Contractor (See also PSP-18 and PSP-19). Any facilities damaged by the Contractor will be repaired immediately and restored to original condition at Contractor's cost. All runway lights, taxiway lights, signs, paved/concrete surfaces, and the existing hangar to shall be protected during grading, paving, and seeding and mulching operations by suitable means. All airfield lighting systems on open taxiways and Runway 5-23 shall be operational at all times.

PSP-18 EXISTING AIRFIELD LIGHTING FIXTURES

The Contractor shall exercise care to avoid damage to existing airfield lighting fixtures and lighted signs. The Contractor will be responsible for the prompt repair or replacement of any such fixtures damaged by his operations, including all costs thereof. Removed lighting fixtures and transformers shall be carefully removed and shall remain property of the Airport. The Contractor shall deliver salvaged lights and transformers to location on the Airport specified by Airport Management. All other removed equipment and debris shall be disposed of off Airport property at a properly permitted location by the contractor.

PSP-19 PROTECTION OF CABLES, CONTROLS, NAVAIDS, AND UTILITIES

1. The Contractor is hereby informed that there are installed on the Airport navigational aids (NAVAIDs), airfield lighting, other electric power cables serving other facilities,

and other utilities. Such NAVAIDS, airfield lighting and other electric cables and other utilities to remain in service, and other utilities must be fully protected during the entire construction time unless shown otherwise on the plans. **It shall be the Contractor's responsibility to locate and protect all underground facilities along and in the work area at the Contractor's expense.**

Work under this Contract can be accomplished in the vicinity of these facilities and cables only at approved periods of time, which approval is subject to withdrawal at any time because of changes in the weather, emergency conditions on the existing airfield areas, anticipation of emergency conditions, and for any other reason as determined by the ENGINEER acting under the orders and instructions of the Airport Management. Any instructions to the Contractor to clear any given area, at any time, by the ENGINEER or the Airport Management, shall be immediately executed. Construction work will commence in the cleared area only when additional instructions are issued by the proper authorities.

2. The Contractor is responsible for arrangements to locate and mark in the field all power and control cables leading to and from any NAVAIDS, weather systems, electric power and communications cable, and other facilities and utilities before any work in the general vicinity is started. Thereafter, through the entire time of this construction, Contractor shall protect them from any possible damage, including crossing with unauthorized equipment, etc. Known facilities, utilities, and buried cables, and the approximate location thereof in the construction area, are shown on the plans.
3. These special provisions intend to make perfectly clear the need for protection of Airport NAVAIDS, weather equipment, utilities, and other facilities and cables by the Contractor at all times.
4. The Contractor shall immediately repair, with identical material by skilled workmen, any underground cables serving NAVAIDS, weather equipment, utilities and other Airport facilities which are damaged by his workmen, equipment, or work. Prior approval of the Airport must be obtained for the materials, workmen, time of day or night, method of repairs, for any temporary or permanent repairs the Contractor proposes to make to any NAVAIDS, Weather Bureau facilities, or other cables and controls serving such NAVAIDS and facilities damaged by the Contractor. Prior approval of the ENGINEER or of the representative designated by the Airport Management must be obtained for the materials, workmen, time of day or night, method of repairs, for any temporary or permanent repairs the Contractor proposes to make to any other Airport facilities and cables damaged by this Contractor.

PSP-20 STOCKPILE/ MATERIAL HANDLING REQUIREMENTS

Location of stockpile areas shall be as shown on the plans and coordinated with and approved by the Owner. Stockpiles shall be neat in appearance and should be piled to a maximum height of eight feet. The Contractor will be required to manipulate and push up stockpiled materials as required, to promptly remove stockpiled waste materials from site for proper disposal to minimize stockpile ground areas, and to maintain piles in a neat

and orderly fashion. When stockpiles are installed outside the limits of disturbance shown on the Plans, temporary silt fence shall be installed at the base of the stockpile on the downstream side of all stockpiles. There shall be no separate payment for multiple handling of materials by Contractor. See Plans for proposed location of stockpile areas and details for temporary silt fence installation.

PSP-21 DISPOSAL OF SOIL, DEBRIS, AND ASPHALT MILLINGS

The Contractor shall promptly dispose of concrete debris, excess or unsuitable soil, silt excavation, debris from pipe and structure removal, pavement removal, and other debris off Airport property in a properly permitted location in accordance with applicable laws and regulations. All costs for offsite disposal shall be included in the bid costs for the related items bid upon.

Asphalt millings in excess of those required to construct the Hangar Access Drive shall be disposed of off Airport property at the Georgetown County site located at 1324 Aviation Blvd. The Contractor shall dump the millings at designated area at the County site and County staff shall be responsible for stockpile maintenance.

PSP-22 MATERIAL MANIPULATION

The specifications for P-152, Excavation and Embankment and P-209 Crushed Aggregate Base Course require that these materials be compacted within specific limits of optimum moisture content. The Contractor shall be responsible for all efforts necessary to adjust the moisture content of soil materials in order to achieve stability and specified compaction. This includes but is not limited to proactive control of surface runoff and groundwater, soil drying efforts (spreading, scarifying, etc.) and watering. Soils which are found to be wet of optimum will not be considered unsuitable. All costs for soil moisture conditioning shall be incidental to the prices of items of work bid upon.

PSP-23 DEWATERING AND EXCAVATION SUPPORT

The Contractor may encounter wet conditions during removal and demolition of existing drainage system and structures and installation of new drainage system and structures. Wet conditions may include existence of water in excavations and the existing pipe systems. Wet conditions may also result in unstable soil conditions during construction. The methods used for dewatering and excavation support are at the Contractor's discretion including well pointing, temporarily plugging, and pumping the existing drainage system or other selected methods. All costs for dewatering and excavation support including required equipment, materials, preparation, and installation of these materials, and for all labor, tools, and incidentals necessary to complete these tasks shall be included in the costs of items of work bid upon.

PSP-24 CONTROL STRIP FOR P-401 BITUMINOUS PAVEMENT

The Contractor will be required to complete a control strip for P-401 bituminous pavement in accordance with requirements of the Specifications. The location for the control strip will be coordinated with Airport, ENGINEER, and Contractor. The control strip may be completed at any time after mix design has been approved and after the aggregate base course has been placed, compacted, and has passing QA test results. The control strip will be paid for in accordance with the requirements of Section P-401 of the Specifications.

PSP-25 DUST CONTROL

It is the intent of these specifications that the Contractor will, by watering, chemicals, vegetation, or other means, prevent the occurrence of dust which will be objectionable to the Airport or the residents of the area or violate existing laws or regulation or cause hazards to air traffic.

PSP-26 EROSION AND SEDIMENT CONTROL PERMIT REQUIREMENTS

The OWNER will obtain Erosion and Sediment Control Plan approval through SCDHEC and the associated coverage under the South Carolina NPDES General Permit for Stormwater Discharges from Construction Sites and Georgetown County Stormwater. The responsibility for complying with the conditions and requirements of the plan approval and general permit, including but not limited to site inspection and record keeping requirements, are hereby assigned to the Contractor. Site inspections and record keeping shall continue until a good stand of grass has been established at the site and the project has been closed out by SCDHEC. The Contractor will be required to provide an "As-Built" survey/drawing for the project, including data and information below. All costs associated with this item shall be included in the item "Mobilization," and no other compensation will be made. The Contractor shall notify the ENGINEER when the project is ready for closeout, and the ENGINEER will request a closeout inspection by Georgetown County and SCDHEC.

Erosion control measure shall be inspected daily during active construction. During times when construction is not on-going, erosion control measures shall be inspected weekly and after each rainfall event measuring ½" or more at a minimum.

Needed repairs/replacement shall be made immediately upon discovery or upon notification by the ENGINEER or Resident Project Representative. Cost of all repairs shall be included in items bid upon.

The Contractor will be required to provide an as-built survey for the project as specified in Section PSP-16 As-Constructed Drawing.

PSP-27 TESTING – GENERAL

All testing required by the Contract specifications for acceptance of the work (except as noted in the individual specification sections and as explained below) will be initiated by the ENGINEER with the full cooperation of the Contractor. Quality assurance testing will be scheduled after the Contractor confirms to the ENGINEER that an area is ready for

testing. **NOTE: Contractor is responsible for his own quality control testing and is not to request quality assurance testing until he has satisfied himself that the materials are ready for such testing. The Contractor will be required to pay for all retests of failing quality assurance tests taken throughout the project which are performed by the testing laboratory after the ENGINEER has been notified by the Contractor that the item is ready for testing.**

An independent QA testing laboratory will be used on the project, which laboratory technicians will be under the direction of the Resident Project Representative. There is no cost to the Contractor for QA testing under this heading (except as noted in the individual specifications section and as explained above). Testing to be completed during construction is indicated for each bid item in the individual sections.

The Contractor will be required, at his expense, to furnish proposed job mix formulas for the P-401 Hot Mix Asphalt, SCDOT Type 'A' Bituminous Base, and structural concrete to the ENGINEER for his approval at least thirty (30) days prior to the proposed date for use. The Contractor may be requested to submit the necessary materials to the designated laboratory for verification and will be required to furnish all required test data, graphs, etc., as required and specified in the item specifications. The cost for the materials and delivery of these items shall be included in the unit costs for the applicable items under this Contract.

The Contractor will also be required to furnish a density gauge for use on this project during paving. This density gauge shall be operated by a trained laboratory technician to provide for continuous monitoring of paving operations and their conformance with the specifications. The cost of furnishing the density gauge and trained laboratory technician shall be borne by the Contractor. The density gauge is to be used by the Contractor as an aid in construction operations; the Owner will not use density gauge test results to determine acceptance and/or rejection of the bituminous pavement.

PSP-28 SHOP DRAWINGS

The Contractor is responsible for the preparation of detailed shop drawings and data submittals necessary for the fabrication, erection, and construction of all parts of the work in conformity with the Contract Documents. **Six (6) copies of shop drawings or a digital scanned copy submitted by email shall be submitted to the ENGINEER in accordance with the procedures herein described.**

"Shop Drawings", wherever referred to, shall be defined as drawings, diagrams, illustrations, schedules, catalog cuts, performance charts, brochures, and other data prepared by the Contractor or any Subcontractor, Manufacturer, supplier or distributor, which illustrate how specific portions of the work shall be fabricated and/or installed.

Where it is difficult to provide "shop drawing transparencies such as for "catalog cuts", "brochures" or "photographs", the Contractor shall submit a minimum of six (6) copies of such "cuts", "brochures" or "photographs". Additional copies shall be supplied when required by the ENGINEER.

All submissions of shop drawings, brochures and catalog cuts shall be accompanied by a transmittal letter listing the drawings submitted by number and title.

Each shop drawing shall have listed on it all Contract references, drawing numbers, plus shop drawing numbers on related work by other Subcontractors, if available.

Non-reproducible shop drawings shall be submitted with a cover sheet containing all the information required on reproducible shop drawings.

Shop drawings shall be complete in every detail, including a location plan relating the work to space identification and column numbers. Materials, gauges, method of fastening, size and spacing of fastenings, connections with other work, cutting, fitting, drilling, and any and all other necessary information as per usual trade practice or as required for any specific purpose must be clearly shown.

The Contractor shall check and approve all shop drawings to make sure that they conform to the drawings, specifications, and other Contract requirements, and correct the drawings found to be inaccurate or otherwise in error. The Contractor shall verify all field dimensions and criteria and shall be responsible for the coordination of work by all Subcontractors.

Shop drawings, at the time of submission, shall bear the signature of the Contractor's checker, date and stamp of approval for submission to the ENGINEER as evidence that such drawings and/or details have been reviewed, checked and approved by the Contractor. Drawings submitted without such stamp of approval will be returned to the Contractor unapproved and will require resubmission. In such event, it will be deemed that the Contractor has not complied with the requirements of this subsection and shall bear the risks of delays as if no drawings or details had been submitted. Both sepia and prints must bear Contractor's stamp.

The Contractor, by approving and submitting shop drawings, represents that he has determined and verified all field measurements and quantities, field construction criteria, materials, catalog numbers, and similar data, and that he has reviewed and coordinated the information in the shop drawings with the requirements of the work and the Contract documents.

At the time of submission, the Contractor shall inform the ENGINEER in writing of any deviation in the shop drawings or samples from the requirements of the Contract documents.

The ENGINEER will review and approve shop drawings and samples with reasonable promptness to minimize delay, but only for conformance with the design concept of the Contract and with the information given in the Contract documents. The ENGINEER'S approval of a separate item shall not indicate approval of an assembly in which the item functions. The ENGINEER will return the shop drawings transparency/sepia to the Contractor for his use and distribution.

The ENGINEER'S approval of shop drawings or samples shall not relieve the Contractor

of responsibility for any deviation from the requirements of the Contract documents unless the Contractor has informed the ENGINEER in writing of such deviation at the time of submission and the ENGINEER has given written approval to the specific deviation, nor shall the ENGINEER'S approval relieve the Contractor from responsibility for errors or omissions in the shop drawings or samples.

No materials shall be ordered and no portion of the work requiring shop drawings or sample submission shall be commenced until the submission has been approved by the ENGINEER. All such materials and portions of work shall be in accordance with approved shop drawings and samples.

The Contractor shall, when requested by the ENGINEER in writing, submit additional shop drawings to those required by the technical specifications or special provisions.

The Contractor shall deliver to the ENGINEER three (3) complete sets of all maintenance manuals, parts list, operating instructions and other necessary documents required for all installed materials, equipment, or machinery. Such documents shall be furnished concurrently with the installations of the respective materials, equipment or machinery. All shop drawings submitted by the Contractor and approved by the ENGINEER become part of the Contract documents.

PSP-29 WEEKLY PROGRESS MEETING

A Progress Meeting will be held weekly throughout the project. Progress meetings will be alternated on a weekly basis between a Zoom Meeting and an On-site Meeting. The weekly meeting will be scheduled at the Pre-construction Meeting. The purpose of these meetings will be scheduling and coordination of the work between Contractors, review of project progress, and discussion of project work items and issues. The Contractor will be required to have a qualified representative at each of these meetings.

PSP-30 PAY ESTIMATE DOCUMENTATION

The Contractor's attention is directed to various documentation requirements of the project. All documentation must be current as of the date of each partial pay estimate. Delinquent paperwork may result in delays in processing pay estimates. Documentation requirements include but are not limited to materials on-hand documentation (Section 90), DBE Vendor Commitments / Awards / Payments Report, and Certified Payrolls (Contractor and Subcontractors). A sample of the documents is contained in Appendix "E" - Forms, of the specifications.

PSP-31 COPIES OF CONSTRUCTION DOCUMENTS

ENGINEER will furnish at no charge to Contractor five (5) complete sets of plans and specifications including cross-sections for Contractor's use during construction. One set shall be maintained as the Project Record Documents. Additional sets of plans and specifications or individual sheets of plans will be furnished to Contractor at the cost of reproduction and postage.

PSP-32 CONTRACTS AND BONDS

The Contractor's attention is directed to Appendix "D" which includes the form of the construction contract and performance and payment bonds. The contract form contains numerous important contract provisions including insurance requirements.

PSP-33 AS CONSTRUCTED DRAWINGS

The Contractor will be required to maintain a set of "as constructed plans" on the project at all times, noting any changes, deviations, etc., with the responsibility to furnish the Owner, at the completion of the project, a set of as constructed plans. A set of sealed "as constructed plans" shall be delivered to the ENGINEER prior to final acceptance and payment and in addition to final cross-sections, pavement elevations/edges, and final as-built ground and pavement grades (see PSP-16 AS CONSTRUCTED DRAWING for as constructed drawing requirements). All survey work must be tied to the Primary Airport Control Station and shall be on the same datum as the plans.

PSP-34 WARRANTY

A one-year warranty is applicable for all materials and workmanship for the completed project. The warranty includes the establishment and maintenance of a good stand of grass of uniform color and density as required in the specifications.

PSP-35 WATER FOR CONSTRUCTION OPERATIONS

Water for the construction operations for this project shall be paid for by the Contractor. The Contractor will be required to obtain a permit and meter from the Georgetown County Water and Sewer District. The meter shall be installed at a hydrant located inside the fenced airport area. All water utilized for the project shall be obtained from the metered hydrant.

For permit required and meter, contact:

Michael Yip
Georgetown County Water and Sewer District
PO Box 2730
456 Clearwater Drive
Pawley's Island, SC 29585
(843) 546-8408

The Contractor shall be responsible for any cost required for obtaining the permit and meter, and all water required for the project.

The Contractor shall use care when obtaining water for the project from the hydrant. The Contractor will be required to open the hydrant slowly to minimize the pressure drop in the system.

PSP-36 MISCELLANEOUS PAY ITEMS

Payment for miscellaneous items not included in the Technical Specifications shall be as follows:

Item – “Concrete Encasement for Utilities”

The Contractor will be required to concrete encase specified existing utilities located under the proposed pavement. The Contractor shall locate and mark all utility locations prior to beginning grading operations. The Contractor shall hand dig to expose the existing utilities at random locations to determine utility depth. The Contractor shall carefully excavate trenches over the utilities to fully expose the full length of the utility to be concrete encased. The Contractor shall place concrete encasement over the utilities in accordance with the details shown on Sheet TS1.1. After the concrete has cured, the Contractor shall backfill and compact the trenches in accordance with Section P-152 of the specifications.

The items for Concrete Encasement shall be measured and paid for on a linear foot basis. The linear foot cost bid shall be full compensation for all excavation, concrete encasement, backfill, and compaction of the trenches, and for furnishing all materials and for preparation, delivery, and installation of the materials, and for all labor, equipment, tools, and incidentals necessary to complete these items.

Payment will be made under:

- “Concrete Encasement -Existing 2” PVC Forcemain” – Per Linear Foot
- “Concrete Encasement – Existing 2” PVC Electric and Fiber Optic Conduit” - Per Linear Foot

Item – “Rip Rap Emergency Spillway and Concrete Weir”

The Contractor will be required to construct the emergency spillway and concrete weir for the proposed stormwater basin. The Contractor shall grade for installation of the spillway and concrete weir, construct the reinforced concrete weir, and install Class ‘A’ rip rap for the emergency spillway and bank protection in accordance with the details shown on Sheets TS1.4 and TS1.5.

The item for “Emergency Spillway and Weir” shall be measured and paid for on a lump sum basis. The lump sum cost bid shall be full compensation for all excavation, grading, rip rap placement, construction of the concrete weir, and for furnishing all materials and for preparation, delivery, and installation of the materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

- “Rip Rap Emergency Spillway and Concrete Weir” – Per Lump Sum

Item – “Hangar Access Drive”

The Contractor will be required to construct the Hangar Access Drive utilizing millings salvaged from the removal of the abandoned runway in accordance with the details shown on the plans. The Contractor shall prepare, grade, and compact the subgrade in accordance with the requirements of Item P-152 of the specifications. The millings shall be placed to required grade utilizing a paver and thoroughly compacted to provide smooth access drive in accordance with the grading plan and typical section shown on the plans.

The item for “Hangar Access Drive ” shall be measured and paid for on a square yard basis. The square yard cost bid shall be full compensation for all grading, subgrade preparation, placement, and compaction of the millings surface course, and for furnishing all materials and for preparation, delivery, and installation of the materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

- “Hangar Access Drive” – Per Square Yard

Item - “Lighting System Drainage Sump”

The Contractor shall construct drainage sumps to provide for drainage of the taxiway lighting system to be constructed in accordance with the details shown on the plans. The item shall include trenching and installation of a 2” conduit drain from the adjacent light base and excavation and installation of a gravel sump at locations shown for a complete installation.

The item for “Light Base Drainage Sump, Installed” shall be measured and paid for on per each basis. The cost per each bid shall be full compensation for all excavation, construction of the drainage sump, and connection to the taxiway lighting system, and for furnishing all materials and for preparation, delivery, and installation of the materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

- “Light Base Drainage Sump” – Per Each

Item – “EDA Project Sign”

The Contractor will be required to provide and construct the “EDA Project Sign” in accordance with the attached sign specifications and details. The sign shall be installed at the location as directed by Airport Management.

The item for “EDA Project Sign” shall be measured and paid for on a lump sum basis. The lump sum cost bid shall be full compensation for preparation and providing the sign in accordance with details provided and for installation at location as directed by Airport Management, and for furnishing all materials and for preparation, delivery, and installation

of the materials, and for all labor, equipment, tools, and incidentals necessary to complete this item.

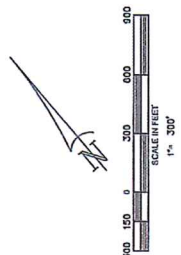
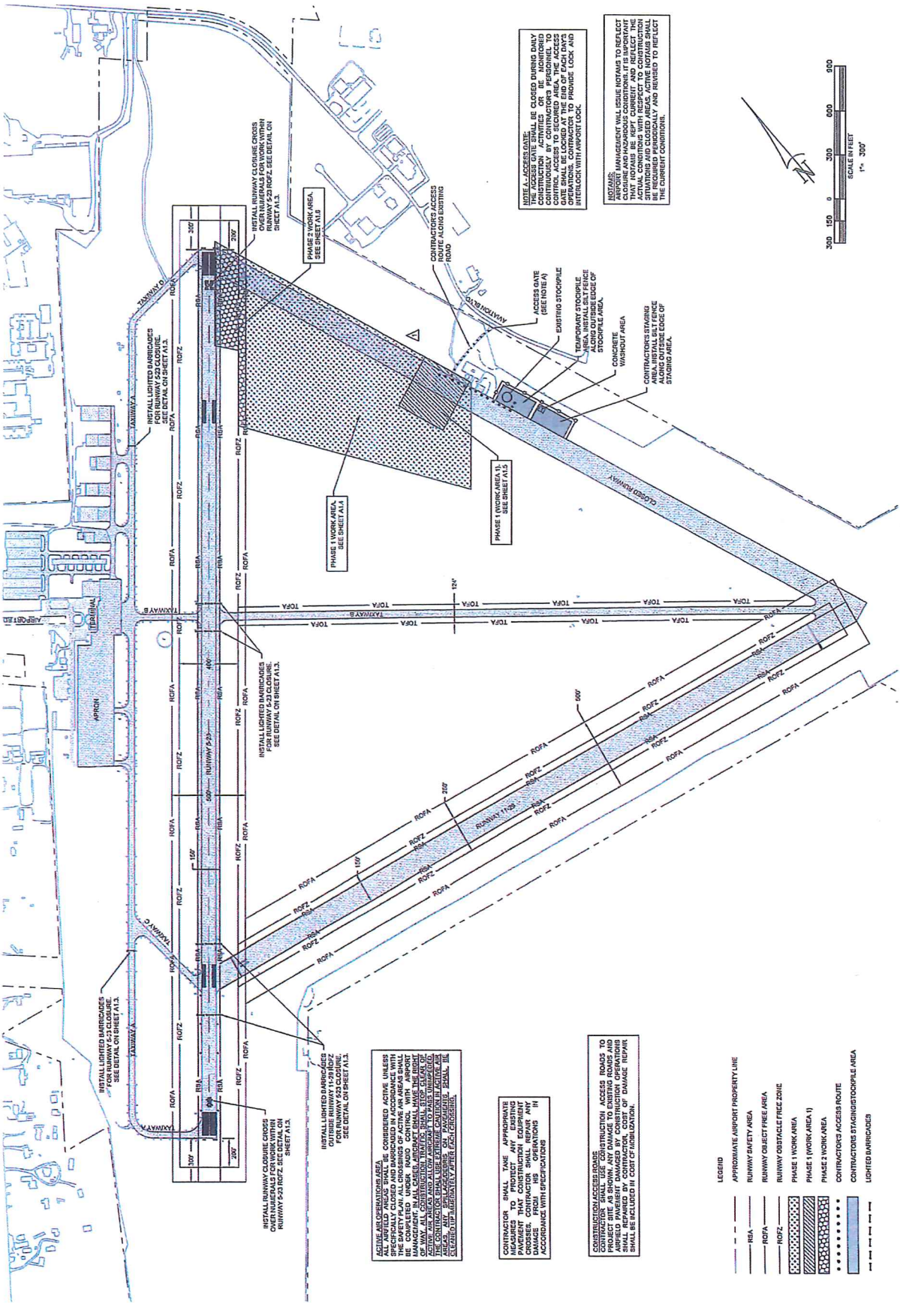
Payment will be made under:

- “EDA Project Sign” – Per Lump Sum

REV. NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	1/2024

HANGAR TAXILANE IMPROVEMENTS
 GEORGETOWN, SOUTH CAROLINA
 PROJECT LAYOUT AND SAFETY PLAN

DATE: FEBRUARY 2023
 SCALE: 1" = 300'
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: 2024-001
 SHEET NO.: A1.2



NOTE A-1 ACCESS DATE:
 CONTRACTORS SHALL BE ALLOWED TO ENTER THE PROJECT SITE AS SHOWN ANY DAMAGE TO EXISTING ROADS AND UTILITIES SHALL BE REPAIRED BY CONTRACTOR. COST OF DAMAGE REPAIR SHALL BE INCLUDED IN COST OF MOBILIZATION.

NOTE A-2 ACCESS DATE:
 CONTRACTORS SHALL BE ALLOWED TO ENTER THE PROJECT SITE AS SHOWN ANY DAMAGE TO EXISTING ROADS AND UTILITIES SHALL BE REPAIRED BY CONTRACTOR. COST OF DAMAGE REPAIR SHALL BE INCLUDED IN COST OF MOBILIZATION.

CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO PROTECT ANY EXISTING UTILITIES FROM HIS OPERATIONS IN ACCORDANCE WITH SPECIFICATIONS.

CONSTRUCTION ACCESS ROADS:
 CONTRACTORS SHALL MAINTAIN ACCESS ROADS TO PROJECT SITE AS SHOWN ANY DAMAGE TO EXISTING ROADS AND UTILITIES SHALL BE REPAIRED BY CONTRACTOR. COST OF DAMAGE REPAIR SHALL BE INCLUDED IN COST OF MOBILIZATION.

- LEGEND**
- APPROXIMATE AIRPORT PROPERTY LINE
 - RUNWAY SAFETY AREA
 - RSA
 - ROFZ
 - ROFA
 - RUNWAY OBSTACLE FREE ZONE
 - PHASE 1 WORK AREA
 - PHASE 2 WORK AREA
 - PHASE 1 WORK AREA (I)
 - PHASE 2 WORK AREA (I)
 - CONTRACTORS ACCESS ROUTE
 - CONTRACTORS STAGING/STOCKPILE AREA
 - LIGHTED BARRICADES

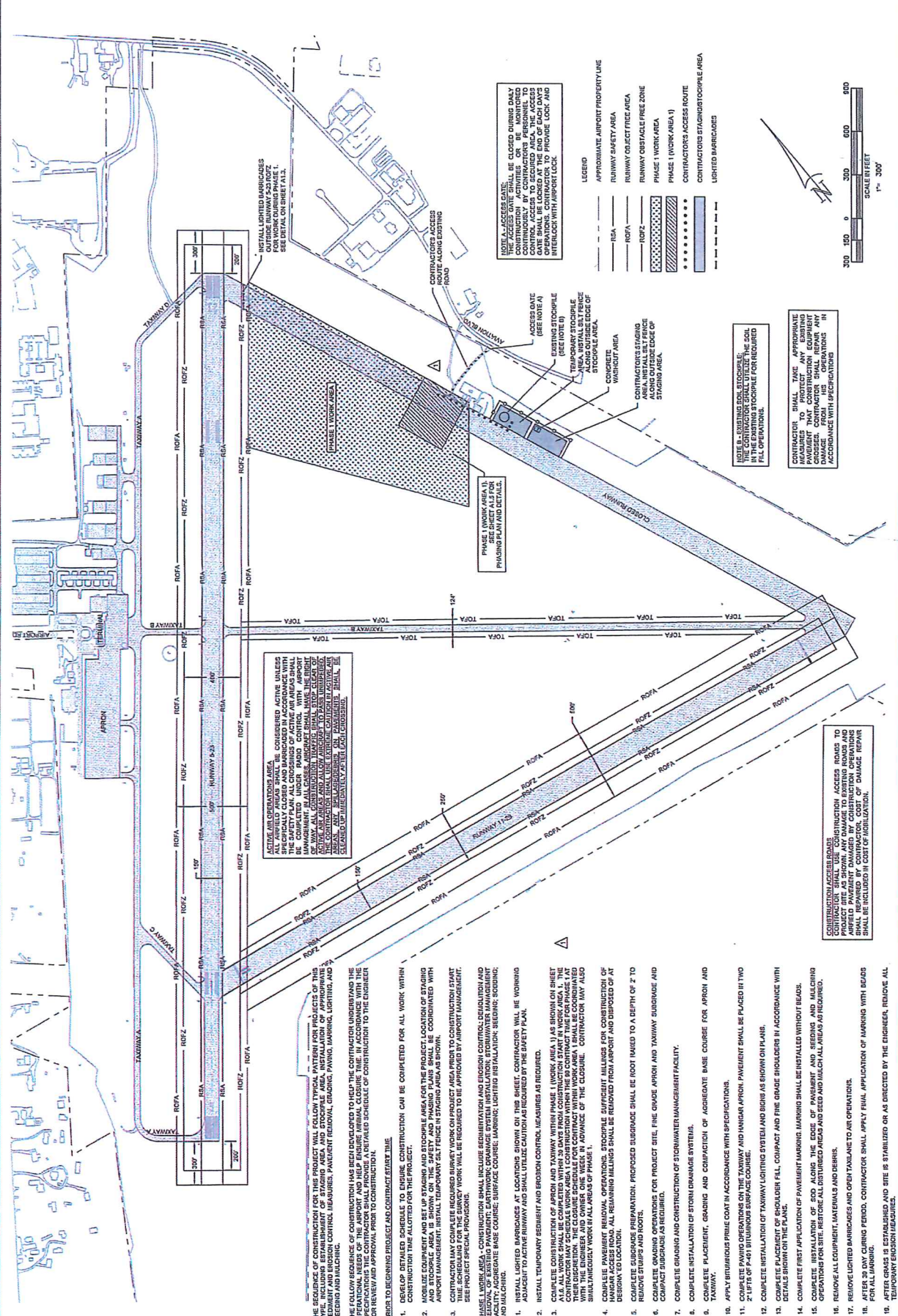
REV. NO.	DESCRIPTION	DATE
1	REV. WORK AREA 1 LIMITS/NOTE 3	7/7/23
2	REV. WORK AREA 1 LIMITS/NOTE 3	7/7/23

**HANGAR AND TAXIWAY IMPROVEMENTS
 PHASING PLAN - PHASE 1**

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA



DATE: FEBRUARY 2023
 SCALE: 1" = 300'
 SHEET: 11T
 CHECKED: JMS
 PROJECT NO.: 2020-101
 DRAWING NO.: A1.4



ALL OPERATIONS ARE TO BE CONSIDERED ACTIVE UNLESS SPECIFICALLY CLOSED AND BARRICADED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE. CONTRACTORS SHALL MAINTAIN ADEQUATE SAFETY AND SECURITY THROUGHOUT THE PROJECT. ALL OPERATIONS SHALL BE CONDUCTED UNDER THE CLOSE SUPERVISION OF THE CONTRACTOR'S SUPERVISOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES.

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1. DEVELOP DETAILED SCHEDULE TO ENSURE CONSTRUCTION CAN BE COMPLETED FOR ALL WORK WITHIN CONSTRUCTION TIME ALLOTTED FOR THE PROJECT.
2. MOBILIZE EQUIPMENT AND SET UP STAGING AND STOCKPILE AREA FOR THE PROJECT LOCATION OF STAGING AND STOCKPILE AREA. CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY AND SECURITY THROUGHOUT THE PROJECT. ALL OPERATIONS SHALL BE CONDUCTED UNDER THE CLOSE SUPERVISION OF THE CONTRACTOR'S SUPERVISOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES.
3. CONTRACTOR MAY CONDUCT SURVEY WORK ON PROJECT AREA PRIOR TO CONSTRUCTION START TIME. SCHEDULING FOR THE SURVEY WORK WILL BE APPROVED BY AIRPORT MANAGEMENT. SEE PROJECT SPECIAL PROVISIONS.

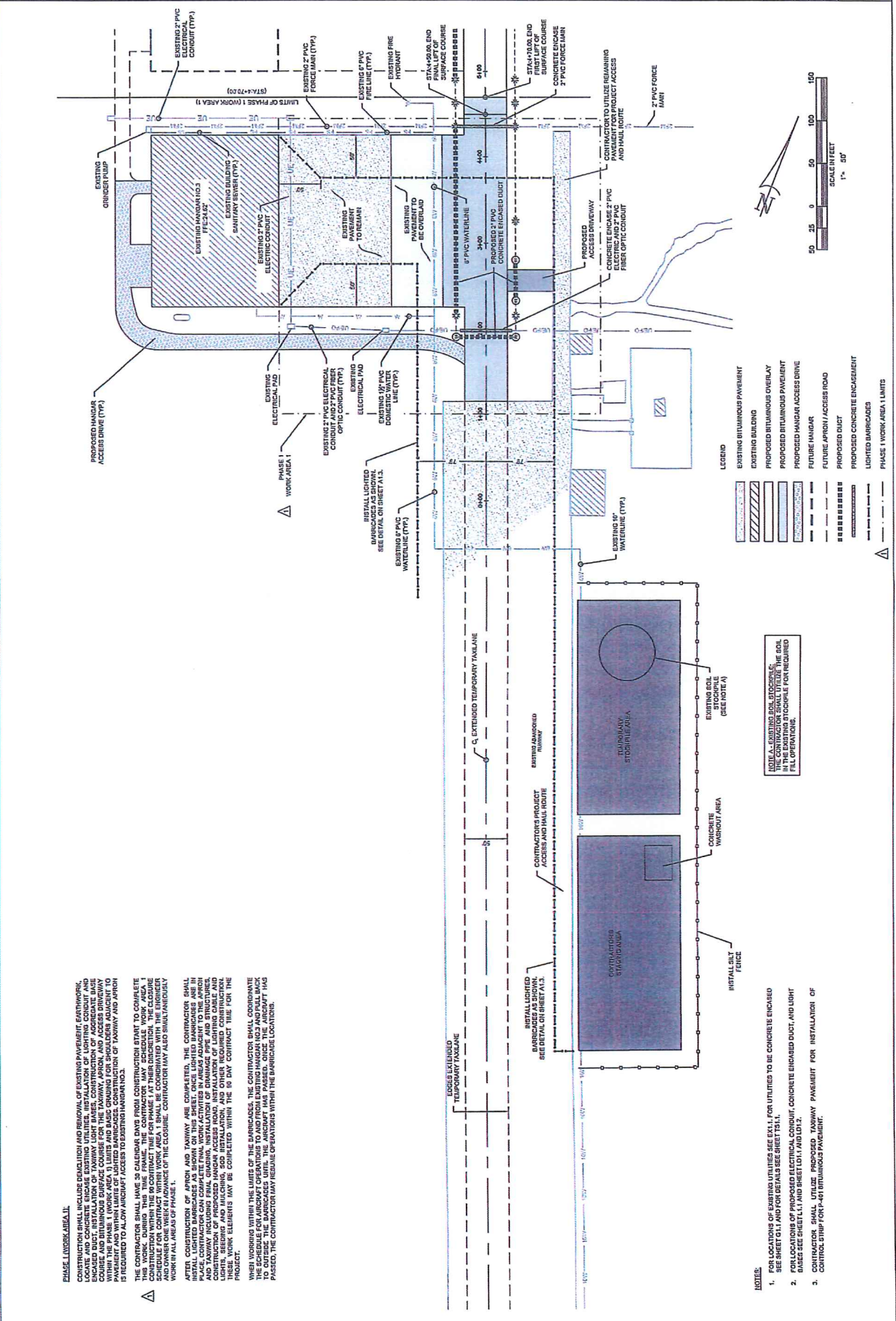
4. COMPLETE CONSTRUCTION OF PHASE 1 WORK AREA 1 (WORK AREA 1) AS SHOWN ON SHEET 11T. CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY AND SECURITY THROUGHOUT THE PROJECT. ALL OPERATIONS SHALL BE CONDUCTED UNDER THE CLOSE SUPERVISION OF THE CONTRACTOR'S SUPERVISOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES.
5. COMPLETE CONSTRUCTION OF PHASE 1 WORK AREA 2 (WORK AREA 2) AS SHOWN ON SHEET 11T. CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY AND SECURITY THROUGHOUT THE PROJECT. ALL OPERATIONS SHALL BE CONDUCTED UNDER THE CLOSE SUPERVISION OF THE CONTRACTOR'S SUPERVISOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES.
6. COMPLETE CONSTRUCTION OF PHASE 1 WORK AREA 3 (WORK AREA 3) AS SHOWN ON SHEET 11T. CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY AND SECURITY THROUGHOUT THE PROJECT. ALL OPERATIONS SHALL BE CONDUCTED UNDER THE CLOSE SUPERVISION OF THE CONTRACTOR'S SUPERVISOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AIRPORT AUTHORITY AND LOCAL AGENCIES.
7. COMPLETE GRASSING AND CONSTRUCTION OF STORMWATER MANAGEMENT FACILITY.
8. COMPLETE GRASSING AND CONSTRUCTION OF STORMWATER MANAGEMENT FACILITY.
9. COMPLETE GRASSING AND CONSTRUCTION OF STORMWATER MANAGEMENT FACILITY.
10. APPLY BITUMINOUS PRIME COAT IN ACCORDANCE WITH SPECIFICATIONS.
11. COMPLETE PAVING OPERATIONS ON THE TAXIWAY AND HANGAR APRON. PAVEMENT SHALL BE PLACED IN TWO 2" LIFTS OF 4" TO 6" BITUMINOUS SURFACE COURSE.
12. COMPLETE INSTALLATION OF TAXIWAY LIGHTING SYSTEM AND SIGNS AS SHOWN ON PLANS.
13. COMPLETE INSTALLATION OF CHALLENGER FILL CONTACT AND FINE GRADE SHOULDERS IN ACCORDANCE WITH DETAILS SHOWN ON THE PLANS.
14. COMPLETE FIRST APPLICATION OF PAVEMENT MARKING SHALL BE INSTALLED WITHOUT BEADS.
15. COMPLETE INSTALLATION OF 200 ALONG THE EDGE OF PAVEMENT AND SEEDING AND MULCHING OPERATORS FOR SITE RESTORE. ALL DISTURBED HEAD AND SEED MULCH AREAS AS REQUIRED.
16. REMOVE ALL EQUIPMENT, MATERIALS AND DEBRIS.
17. REMOVE LIGHTED BARRICADES AND OPEN TAXIWAY TO AIR OPERATORS.
18. AFTER 30 DAY CURING PERIOD, CONTRACTOR SHALL APPLY FINAL APPLICATION OF MARKING WITH BEADS FOR ALL MARKING.
19. AFTER GRASS IS ESTABLISHED AND SITE IS STABILIZED OR AS DIRECTED BY THE ENGINEER, REMOVE ALL TEMPORARY EROSION MEASURES.

REV.	NO.	DESCRIPTION	DATE
1	1	ISSUE FOR PERMIT	02/17/23

HANGAR TAXILANE IMPROVEMENTS
 AND HANGAR SITEMORK
 GEORGETOWN, SOUTH CAROLINA

DATE: FEBRUARY 2023
 SCALE: 1" = 50'
 SHEET NO.: 2041-2103
 PROJECT NO.: 2041-2103

A1.5



PHASE 1 WORK AREA I:
 CONTRACTOR SHALL INCLUDE DESIGN AND INSTALLATION OF EXISTING PAVEMENT EARTHWORK, EXISTING DUCT, INSTALLATION OF TAXIWAY LIGHT BARRIERS, INSTALLATION OF LIGHTING CONDUIT AND CONCRETE ENCASED EXISTING UTILITIES, INSTALLATION OF AGGREGATE BASE COURSE, AND CONSTRUCTION OF TAXIWAY PAVEMENT. CONTRACTOR SHALL PROVIDE SHOULDER ADJACENT TO PAVEMENT AND SHALL MAINTAIN ACCESS TO EXISTING HANGAR.

THE CONTRACTOR SHALL HAVE 90 CALENDAR DAYS FROM CONSTRUCTION START TO COMPLETE THIS WORK. DURING THIS TIME FRAME, THE CONTRACTOR MAY SCHEDULE WORK AREA I CONSTRUCTION WITHIN THE 90 CONTRACT TIME FOR PHASE I CONSTRUCTION WITH THE UNDERSTANDING THAT THE CONTRACTOR SHALL MAINTAIN ACCESS TO EXISTING HANGAR AND APRON IN ALL AREAS OF PHASE I.

AFTER CONSTRUCTION OF APRON AND TAXIWAY ARE COMPLETED, THE CONTRACTOR SHALL PLACE, CONTRACTOR CAN COMPLETE FINAL WORK ACTIVITIES IN AREAS ADJACENT TO THE APRON AND TAXIWAY. CONTRACTOR SHALL PROVIDE SHOULDER ADJACENT TO PAVEMENT AND SHALL MAINTAIN ACCESS TO EXISTING HANGAR AND APRON. CONTRACTOR SHALL PROVIDE SHOULDER ADJACENT TO PAVEMENT AND SHALL MAINTAIN ACCESS TO EXISTING HANGAR AND APRON. CONTRACTOR SHALL PROVIDE SHOULDER ADJACENT TO PAVEMENT AND SHALL MAINTAIN ACCESS TO EXISTING HANGAR AND APRON.

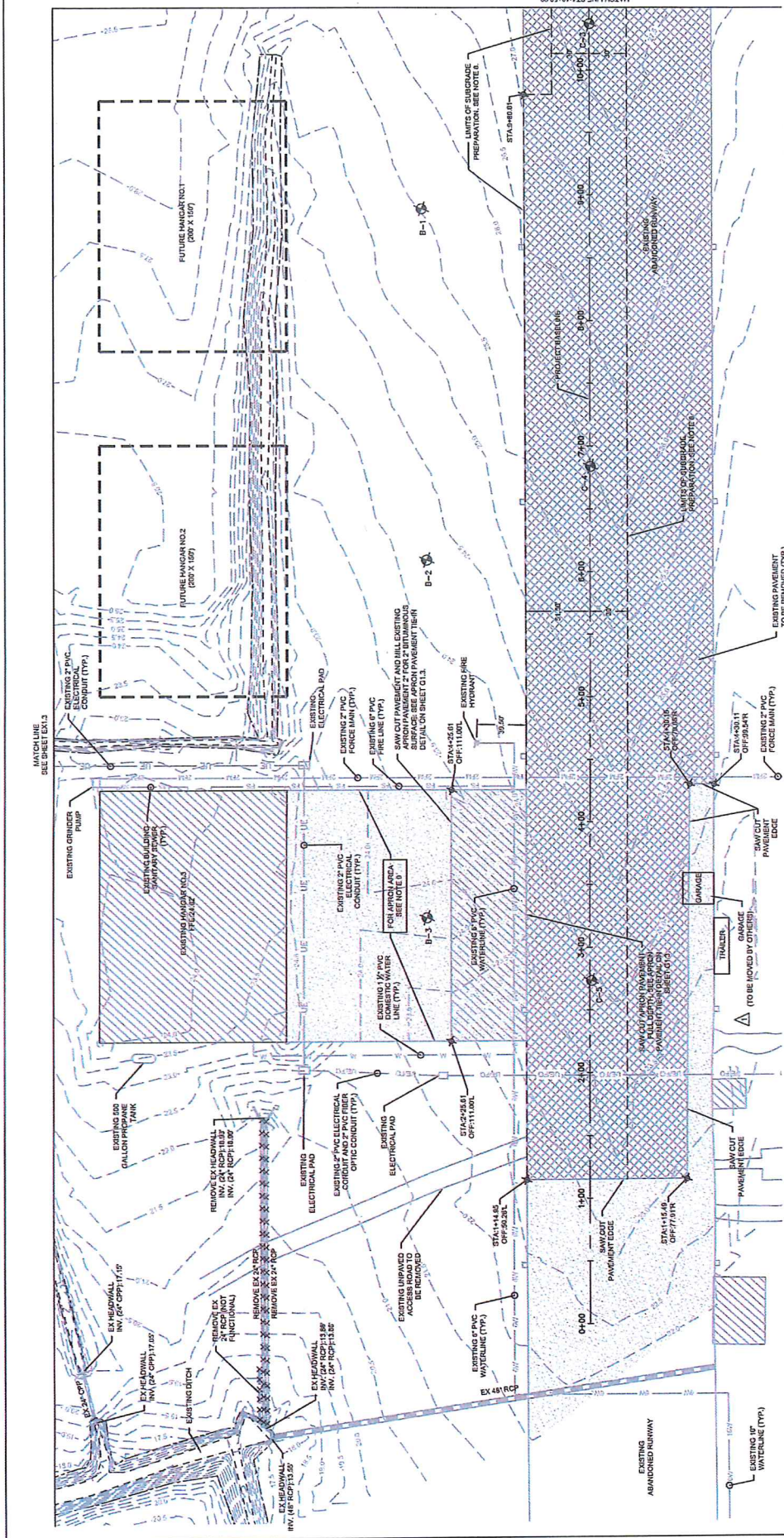
WHEN WORKING WITHIN THE LIMITS OF THE BARRICADES, THE CONTRACTOR SHALL COORDINATE THE SCHEDULE FOR AIRCRAFT OPERATIONS TO AND FROM EXISTING HANGAR NO. 3 AND PULL BACK THE BARRICADES TO ALLOW AIRCRAFT OPERATIONS TO PROCEED. THE CONTRACTOR MAY RESUME OPERATIONS WITHIN THE BARRICADE LOCATIONS.

NOTES:
 1. FOR LOCATIONS OF EXISTING UTILITIES SEE EX. 1.1 FOR UTILITIES TO BE CONCRETE ENCASED. SEE SHEET G.1.1 AND FOR DETAILS SEE SHEET T.5.1.
 2. FOR LOCATIONS OF PROPOSED ELECTRICAL CONDUIT, CONCRETE ENCASED DUCT, AND LIGHT BARRIERS SEE SHEET L.1 AND SHEET L.1 AND G.1.1.
 3. CONTRACTOR SHALL UTILIZE BITUMINOUS PAVEMENT FOR INSTALLATION OF CURBS AND STRIPS FOR BITUMINOUS PAVEMENT.

- LEGEND**
- EXISTING BITUMINOUS PAVEMENT
 - EXISTING BUILDING
 - PROPOSED BITUMINOUS OVERLAY
 - PROPOSED BITUMINOUS PAVEMENT
 - PROPOSED HANGAR ACCESS DRIVE
 - FUTURE HANGAR
 - FUTURE APRON / ACCESS ROAD
 - PROPOSED DUCT
 - PROPOSED CONCRETE ENCASEMENT
 - LIGHTED BARRICADES
 - PHASE 1 WORK AREA I LIMITS

REV. NO.	DESCRIPTION	DATE
1	ADDED TRACK AND GARAGE	7/7/23

DATE: FEBRUARY 2023
 SCALE: 1" = 40'
 DRAWN: HT
 CHECKED: AUS
 PROJECT NO.: 2002-201
 SHEET NO.: EX1.1



LEGEND

- EXISTING BITUMINOUS PAVEMENT
- EXISTING BUILDING
- EXISTING PAVEMENT TO BE REMOVED
- EXISTING PAVEMENT TO BE OVERLAD
- EXISTING CONTOUR
- EXISTING STORM DRAIN PIPE
- EXISTING TOP OF DITCH
- EXISTING BOTTOM OF DITCH
- APPROXIMATE BORING LOCATION
- FUTURE HANGAR
- LIMITS OF SUBGRADE PREPARATION

1. AFTER EXISTING BITUMINOUS PAVEMENT HAS BEEN REMOVED AND EXCAVATED TO PROPOSED SUBGRADE, THE EXISTING SUBGRADE SHALL BE REPAIRED TO ORIGINAL FINISH OR BETTER. ALL EXCESS MILLINGS SHALL BE DISPOSED OFF AIRPORT PROPERTY AT A PROPERLY LICENSED FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING VERTICAL AND HORIZONTAL CONTROL FOR THE DURATION OF THE PROJECT. BENCHMARKS AND CONTROL POINTS ARE AS SHOWN ON SHEETS S1.1 AND S1.2.

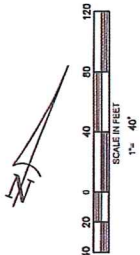
2. CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING IN THE VICINITY OF EXISTING UNDERGROUND CABLES AND UTILITIES TO PREVENT DAMAGE. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

3. TOPOGRAPHY IS BASED ON GROUND SURVEY PERFORMED BY PARKER LAND SURVEYING, LLC DATED SEPTEMBER, 2022.

4. ALL DEBRIS AND EXCESS SOIL REMOVED SHALL BE DISPOSED OFF AIRPORT PROPERTY IN A PROPERLY PERMITTED LOCATION.

5. THE CONTRACTOR SHALL STOOPIPLE SUFFICIENT MILLINGS FROM REMOVAL OF ABANDONED RUNWAY TO CONSTRUCT PROPOSED HANGAR ACCESS DRIVE. ALL EXCESS MILLINGS SHALL BE DISPOSED OFF AIRPORT PROPERTY AT A PROPERLY LICENSED FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STOOPIPLE MAINTENANCE.

6. LOCATION OF EXISTING CRUISE/CONSTRUCTORS SHOWN ARE APPROXIMATE. LOCATIONS OF EXISTING LIGHTS, SIGNS, DUCT BANKS, AND HANDRAILS ARE BASED ON AVAILABLE INFORMATION. APPROXIMATE LOCATION OF EXISTING UTILITIES HAS BEEN INDICATED BY BORING LOGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF UTILITIES AND USE HAND EXCAVATION IN THE VICINITY OF EXISTING INSTALLATIONS TO REMAIN IN PLACE AND SERVICE. THE CONTRACTOR SHALL PROTECT ALL FACILITIES AND OTHER IMPROVEMENTS WHETHER OR NOT THEY ARE SHOWN ON THE PLAN.



GENERAL NOTES:

- SOIL BORING LOGS AND TEST DATA PERFORMED BY SOIL CONSULTANTS, INC. ARE CONTAINED IN APPENDIX T OF THE PROPOSAL. LOCATIONS AND USE FOR INFORMATIONAL PURPOSES ONLY. SOIL BORING LOCATIONS SHOWN ARE APPROXIMATE.
- CONTRACTOR IS RESPONSIBLE FOR MAINTAINING VERTICAL AND HORIZONTAL CONTROL FOR THE DURATION OF THE PROJECT. BENCHMARKS AND CONTROL POINTS ARE AS SHOWN ON SHEETS S1.1 AND S1.2.
- CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING IN THE VICINITY OF EXISTING UNDERGROUND CABLES AND UTILITIES TO PREVENT DAMAGE. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- TOPOGRAPHY IS BASED ON GROUND SURVEY PERFORMED BY PARKER LAND SURVEYING, LLC DATED SEPTEMBER, 2022.
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ADDENDUM ACKNOWLEDGEMENT

BID #23-037

Hangar Taxilane Improvements and Hangar Sitework at Georgetown County Airport (GGE) Mandatory Submittal Form

To be returned with the final proposal submission to Georgetown County.

COMPANY NAME: _____

Addendum #1 Received Date: _____ Initialed By: _____

Addendum #2 Received Date: _____ Initialed By: _____

Addendum #3 Received Date: _____ Initialed By: _____

Addendum #4 Received Date: _____ Initialed By: _____

Addendum #5 Received Date: _____ Initialed By: _____

Addendum #6 Received Date: _____ Initialed By: _____