

**ACTIVE AIR OPERATIONS AREA**  
 ALL AIRFIELD AREAS SHALL BE CONSIDERED ACTIVE UNLESS SPECIFICALLY CLOSED AND BARRICADED IN ACCORDANCE WITH THE SAFETY PLAN. ALL CROSSINGS OF ACTIVE AIR AREAS SHALL BE COMPLETED UNDER RADIO CONTROL WITH AIRPORT MANAGEMENT. IN ALL CASES, AIRCRAFT SHALL HAVE THE RIGHT OF WAY. ALL CONSTRUCTION TRAFFIC SHALL STOP CLEAR OF ACTIVE AIR AREAS AND ALLOW AIRCRAFT TO PASS UNIMPEDED. THE CONTRACTOR SHALL USE EXTREME CAUTION IN ACTIVE AIR AREAS. ANY SPILLAGE/DEBRIS ON PAVEMENTS SHALL BE CLEANED UP IMMEDIATELY AFTER EACH CROSSING.

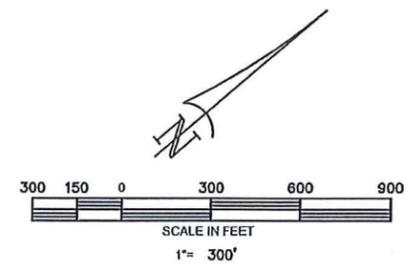
CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO PROTECT ANY EXISTING PAVEMENT THAT CONSTRUCTION EQUIPMENT CROSSES. CONTRACTOR SHALL REPAIR ANY DAMAGE FROM HIS OPERATIONS IN ACCORDANCE WITH SPECIFICATIONS

**CONSTRUCTION ACCESS ROADS**  
 CONTRACTOR SHALL USE CONSTRUCTION ACCESS ROADS TO PROJECT SITE AS SHOWN. ANY DAMAGE TO EXISTING ROADS AND AIRFIELD PAVEMENT DAMAGED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY CONTRACTOR. COST OF DAMAGE REPAIR SHALL BE INCLUDED IN COST OF MOBILIZATION.

- LEGEND**
- APPROXIMATE AIRPORT PROPERTY LINE
  - RSA — RUNWAY SAFETY AREA
  - ROFA — RUNWAY OBJECT FREE AREA
  - ROFZ — RUNWAY OBSTACLE FREE ZONE
  - [Pattern] PHASE 1 WORK AREA
  - [Pattern] PHASE 1 (WORK AREA 1)
  - [Pattern] PHASE 2 WORK AREA
  - [Pattern] CONTRACTOR'S ACCESS ROUTE
  - [Pattern] CONTRACTOR'S STAGING/STOCKPILE AREA
  - LIGHTED BARRICADES

**NOTE A - ACCESS GATE:**  
 THE ACCESS GATE SHALL BE CLOSED DURING DAILY CONSTRUCTION ACTIVITIES OR BE MONITORED CONTINUOUSLY BY CONTRACTOR'S PERSONNEL TO CONTROL ACCESS TO SECURED AREA. THE ACCESS GATE SHALL BE LOCKED AT THE END OF EACH DAY'S OPERATIONS. CONTRACTOR TO PROVIDE LOCK AND INTERLOCK WITH AIRPORT LOCK.

**NOTAMS:**  
 AIRPORT MANAGEMENT WILL ISSUE NOTAMS TO REFLECT CLOSURE AND HAZARDOUS CONDITIONS. IT IS IMPORTANT THAT NOTAMS BE KEPT CURRENT AND REFLECT THE ACTUAL CONDITIONS WITH RESPECT TO CONSTRUCTION SITUATIONS AND CLOSED AREAS. ACTIVE NOTAMS SHALL BE REQUIRED PERIODICALLY AND REVISED TO REFLECT THE CURRENT CONDITIONS.



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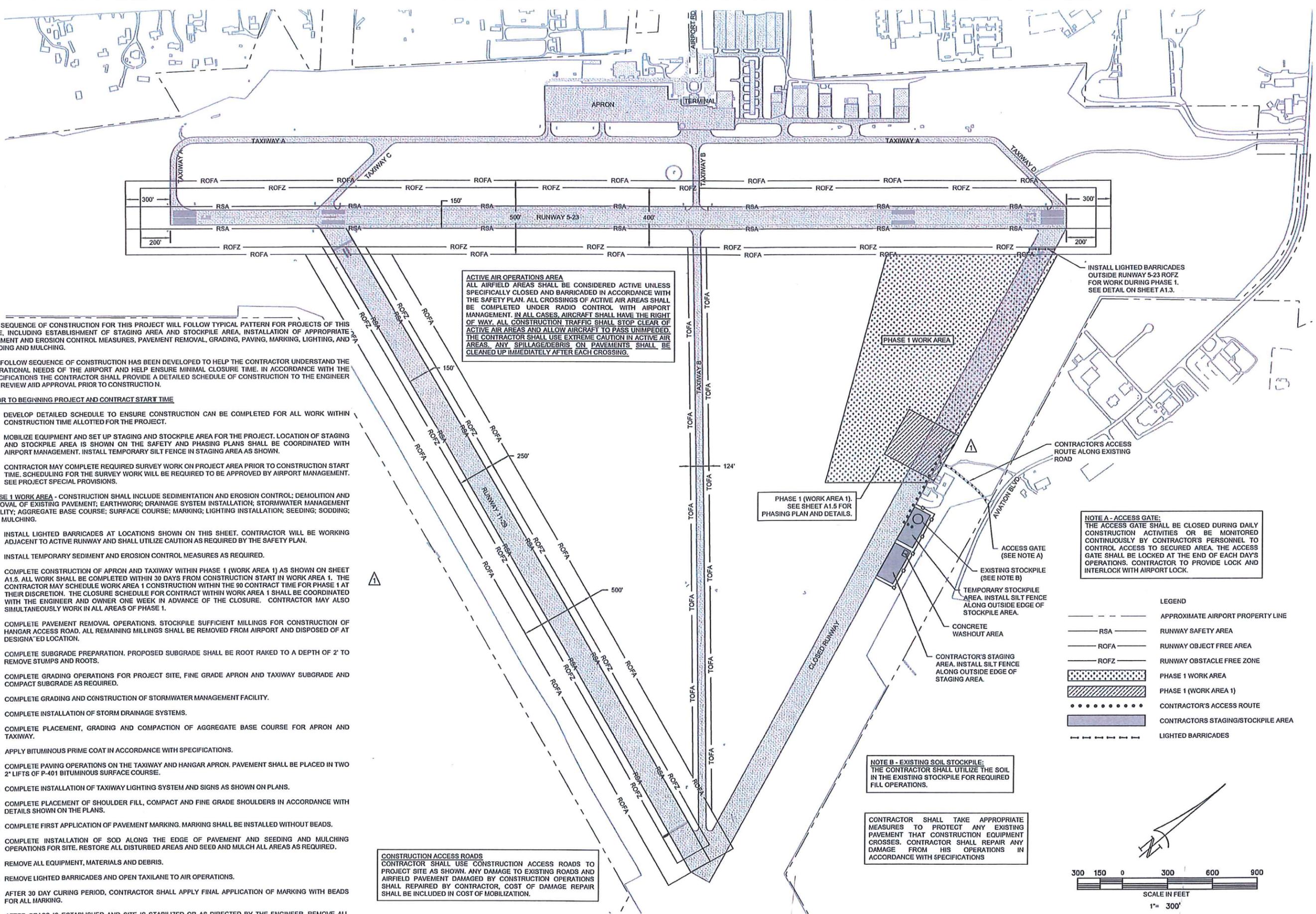
REV. NO.	DESCRIPTION	DATE
1	REVISED WORK AREA 1 LIMITS	9/7/23

GEORGETOWN COUNTY AIRPORT  
 GEORGETOWN, SOUTH CAROLINA  
**HANGAR TAXILANE IMPROVEMENTS  
 AND HANGAR SIEWORK**  
**PROJECT LAYOUT AND SAFETY PLAN**



Date: FEBRUARY 2023  
 Scale: 1" = 300'  
 Drawn: NT  
 Checked: AMS  
 Project No.: 2601-2101  
 Sheet No.:

**A1.2**



THE SEQUENCE OF CONSTRUCTION FOR THIS PROJECT WILL FOLLOW TYPICAL PATTERN FOR PROJECTS OF THIS TYPE, INCLUDING ESTABLISHMENT OF STAGING AREA AND STOCKPILE AREA, INSTALLATION OF APPROPRIATE SEDIMENT AND EROSION CONTROL MEASURES, PAVEMENT REMOVAL, GRADING, PAVING, MARKING, LIGHTING, AND SEEDING AND MULCHING.

THE FOLLOWING SEQUENCE OF CONSTRUCTION HAS BEEN DEVELOPED TO HELP THE CONTRACTOR UNDERSTAND THE OPERATIONAL NEEDS OF THE AIRPORT AND HELP ENSURE MINIMAL CLOSURE TIME. IN ACCORDANCE WITH THE SPECIFICATIONS THE CONTRACTOR SHALL PROVIDE A DETAILED SCHEDULE OF CONSTRUCTION TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

**PRIOR TO BEGINNING PROJECT AND CONTRACT START TIME**

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 IS SHOWN ON THE SAFETY AND PHASING PLANS SHALL BE COORDINATED WITH AIRPORT MANAGEMENT. INSTALL TEMPORARY SILT FENCE IN STAGING AREA AS SHOWN.
3. CONTRACTOR MAY COMPLETE REQUIRED SURVEY WORK ON PROJECT AREA PRIOR TO CONSTRUCTION START TIME. SCHEDULING FOR THE SURVEY WORK WILL BE REQUIRED TO BE APPROVED BY AIRPORT MANAGEMENT. SEE PROJECT SPECIAL PROVISIONS.

**PHASE 1 WORK AREA - CONSTRUCTION SHALL INCLUDE SEDIMENTATION AND EROSION CONTROL; DEMOLITION AND REMOVAL OF EXISTING PAVEMENT; EARTHWORK; DRAINAGE SYSTEM INSTALLATION; STORMWATER MANAGEMENT FACILITY; AGGREGATE BASE COURSE; SURFACE COURSE; MARKING; LIGHTING INSTALLATION; SEEDING; SODDING; AND MULCHING.**

1. INSTALL LIGHTED BARRICADES AT LOCATIONS SHOWN ON THIS SHEET. CONTRACTOR WILL BE WORKING ADJACENT TO ACTIVE RUNWAY AND SHALL UTILIZE CAUTION AS REQUIRED BY THE SAFETY PLAN.
2. INSTALL TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES AS REQUIRED.
3. COMPLETE CONSTRUCTION OF APRON AND TAXIWAY WITHIN PHASE 1 (WORK AREA 1) AS SHOWN ON SHEET A1.5. ALL WORK SHALL BE COMPLETED WITHIN 30 DAYS FROM CONSTRUCTION START IN WORK AREA 1. THE CONTRACTOR MAY SCHEDULE WORK AREA 1 CONSTRUCTION WITHIN THE 90 CONTRACT TIME FOR PHASE 1 AT THEIR DISCRETION. THE CLOSURE SCHEDULE FOR CONTRACT WITHIN WORK AREA 1 SHALL BE COORDINATED WITH THE ENGINEER AND OWNER ONE WEEK IN ADVANCE OF THE CLOSURE. CONTRACTOR MAY ALSO SIMULTANEOUSLY WORK IN ALL AREAS OF PHASE 1.
4. COMPLETE PAVEMENT REMOVAL OPERATIONS. STOCKPILE SUFFICIENT MILLINGS FOR CONSTRUCTION OF HANGAR ACCESS ROAD. ALL REMAINING MILLINGS SHALL BE REMOVED FROM AIRPORT AND DISPOSED OF AT DESIGNATED LOCATION.
5. COMPLETE SUBGRADE PREPARATION. PROPOSED SUBGRADE SHALL BE ROOT RAKED TO A DEPTH OF 2' TO REMOVE STUMPS AND ROOTS.
6. COMPLETE GRADING OPERATIONS FOR PROJECT SITE, FINE GRADE APRON AND TAXIWAY SUBGRADE AND COMPACT SUBGRADE AS REQUIRED.
7. COMPLETE GRADING AND CONSTRUCTION OF STORMWATER MANAGEMENT FACILITY.
8. COMPLETE INSTALLATION OF STORM DRAINAGE SYSTEMS.
9. COMPLETE PLACEMENT, GRADING AND COMPACTION OF AGGREGATE BASE COURSE FOR APRON AND TAXIWAY.
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 P-401 BITUMINOUS SURFACE COURSE.
12. COMPLETE INSTALLATION OF TAXIWAY LIGHTING SYSTEM AND SIGNS AS SHOWN ON PLANS.
13. COMPLETE PLACEMENT OF SHOULDER FILL, COMPACT AND FINE GRADE SHOULDERS IN ACCORDANCE WITH DETAILS SHOWN ON THE PLANS.
14. COMPLETE FIRST APPLICATION OF PAVEMENT MARKING. MARKING SHALL BE INSTALLED WITHOUT BEADS.
15. COMPLETE INSTALLATION OF SOD ALONG THE EDGE OF PAVEMENT AND SEEDING AND MULCHING OPERATIONS FOR SITE. RESTORE ALL DISTURBED AREAS AND SEED AND MULCH ALL AREAS AS REQUIRED.
16. REMOVE ALL EQUIPMENT, MATERIALS AND DEBRIS.
17. REMOVE LIGHTED BARRICADES AND OPEN TAXILANE TO AIR OPERATIONS.
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.

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**CONSTRUCTION ACCESS ROADS**  
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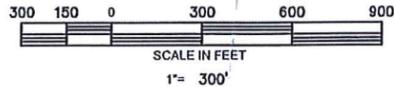
**PHASE 1 (WORK AREA 1).**  
 SEE SHEET A1.5 FOR PHASING PLAN AND DETAILS.

**NOTE B - EXISTING SOIL STOCKPILE:**  
 THE CONTRACTOR SHALL UTILIZE THE SOIL IN THE EXISTING STOCKPILE FOR REQUIRED FILL OPERATIONS.

CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO PROTECT ANY EXISTING PAVEMENT THAT CONSTRUCTION EQUIPMENT CROSSES. CONTRACTOR SHALL REPAIR ANY DAMAGE FROM HIS OPERATIONS IN ACCORDANCE WITH SPECIFICATIONS

**NOTE A - ACCESS GATE:**  
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- LEGEND**
- APPROXIMATE AIRPORT PROPERTY LINE
  - RSA RUNWAY SAFETY AREA
  - ROFA RUNWAY OBJECT FREE AREA
  - ROFZ RUNWAY OBSTACLE FREE ZONE
  - ▨ PHASE 1 WORK AREA
  - ▨ PHASE 1 (WORK AREA 1)
  - ..... CONTRACTOR'S ACCESS ROUTE
  - ▭ CONTRACTOR'S STAGING/STOCKPILE AREA
  - - - - - LIGHTED BARRICADES



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1	REV. WORK AREA 1 LIMITS/NOTE 3	9/7/23

GEORGETOWN COUNTY AIRPORT  
 GEORGETOWN, SOUTH CAROLINA  
**HANGAR TAXILANE IMPROVEMENTS AND HANGAR SITEMWORK**  
**PHASING PLAN - PHASE 1**



Date	FEBRUARY 2023
Scale	1" = 300'
Drawn	NT
Checked	AMS
Project No.	2601-2101
Sheet No.	

**A1.4**

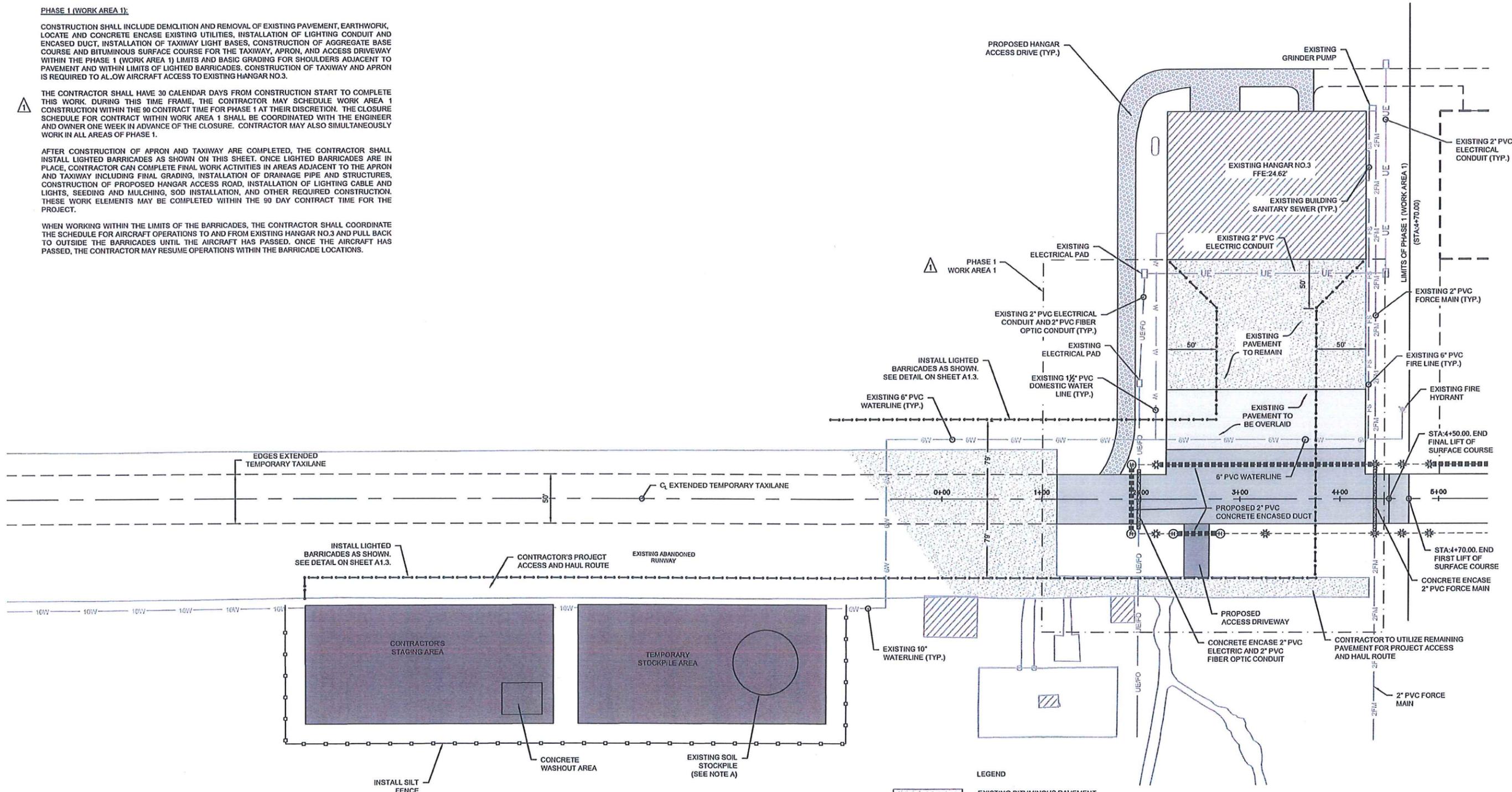
**PHASE 1 (WORK AREA 1):**

CONSTRUCTION SHALL INCLUDE DEMOLITION AND REMOVAL OF EXISTING PAVEMENT, EARTHWORK, LOCATE AND CONCRETE ENCASE EXISTING UTILITIES, INSTALLATION OF LIGHTING CONDUIT AND ENCASED DUCT, INSTALLATION OF TAXIWAY LIGHT BASES, CONSTRUCTION OF AGGREGATE BASE COURSE AND BITUMINOUS SURFACE COURSE FOR THE TAXIWAY, APRON, AND ACCESS DRIVEWAY WITHIN THE PHASE 1 (WORK AREA 1) LIMITS AND BASIC GRADING FOR SHOULDERS ADJACENT TO PAVEMENT AND WITHIN LIMITS OF LIGHTED BARRICADES. CONSTRUCTION OF TAXIWAY AND APRON IS REQUIRED TO ALLOW AIRCRAFT ACCESS TO EXISTING HANGAR NO.3.

THE CONTRACTOR SHALL HAVE 30 CALENDAR DAYS FROM CONSTRUCTION START TO COMPLETE THIS WORK. DURING THIS TIME FRAME, THE CONTRACTOR MAY SCHEDULE WORK AREA 1 CONSTRUCTION WITHIN THE 90 CONTRACT TIME FOR PHASE 1 AT THEIR DISCRETION. THE CLOSURE SCHEDULE FOR CONTRACT WITHIN WORK AREA 1 SHALL BE COORDINATED WITH THE ENGINEER AND OWNER ONE WEEK IN ADVANCE OF THE CLOSURE. CONTRACTOR MAY ALSO SIMULTANEOUSLY WORK IN ALL AREAS OF PHASE 1.

AFTER CONSTRUCTION OF APRON AND TAXIWAY ARE COMPLETED, THE CONTRACTOR SHALL INSTALL LIGHTED BARRICADES AS SHOWN ON THIS SHEET. ONCE LIGHTED BARRICADES ARE IN PLACE, CONTRACTOR CAN COMPLETE FINAL WORK ACTIVITIES IN AREAS ADJACENT TO THE APRON AND TAXIWAY INCLUDING FINAL GRADING, INSTALLATION OF DRAINAGE PIPE AND STRUCTURES, CONSTRUCTION OF PROPOSED HANGAR ACCESS ROAD, INSTALLATION OF LIGHTING CABLE AND LIGHTS, SEEDING AND MULCHING, SOD INSTALLATION, AND OTHER REQUIRED CONSTRUCTION. THESE WORK ELEMENTS MAY BE COMPLETED WITHIN THE 90 DAY CONTRACT TIME FOR THE PROJECT.

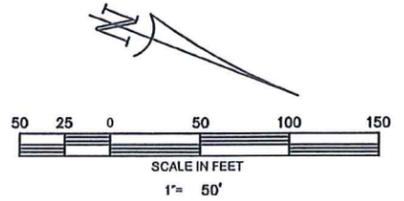
WHEN WORKING WITHIN THE LIMITS OF THE BARRICADES, THE CONTRACTOR SHALL COORDINATE THE SCHEDULE FOR AIRCRAFT OPERATIONS TO AND FROM EXISTING HANGAR NO.3 AND PULL BACK TO OUTSIDE THE BARRICADES UNTIL THE AIRCRAFT HAS PASSED. ONCE THE AIRCRAFT HAS PASSED, THE CONTRACTOR MAY RESUME OPERATIONS WITHIN THE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



- NOTES:**
- FOR LOCATIONS OF EXISTING UTILITIES SEE EX1.1. FOR UTILITIES TO BE CONCRETE ENCASED SEE SHEET G1.1 AND FOR DETAILS SEE SHEET TS1.1.
  - FOR LOCATIONS OF PROPOSED ELECTRICAL CONDUIT, CONCRETE ENCASED DUCT, AND LIGHT BASES SEE SHEET L1.1 AND SHEET LD1.1 AND LD1.2.
  - CONTRACTOR SHALL UTILIZE PROPOSED TAXIWAY PAVEMENT FOR INSTALLATION OF CONTROL STRIP FOR P-401 BITUMINOUS PAVEMENT.

**NOTE A - EXISTING SOIL STOCKPILE:**  
THE CONTRACTOR SHALL UTILIZE THE SOIL IN THE EXISTING STOCKPILE FOR REQUIRED FILL OPERATIONS.

- 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 1 LIMITS



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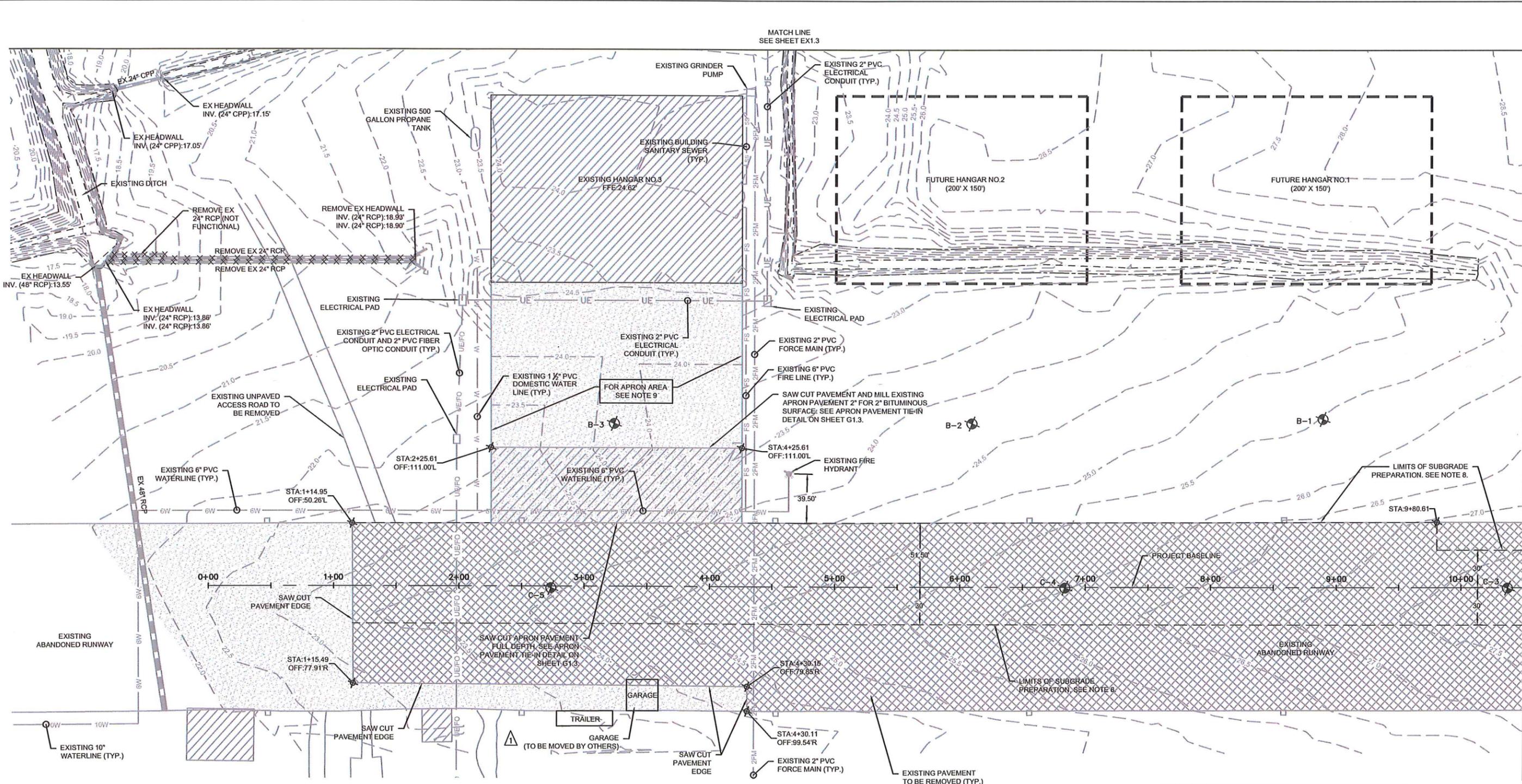
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REV. NO.	DESCRIPTION
1	REVISED WORK AREA 1 LIMITS/NOTE 9/7/23

GEORGETOWN COUNTY AIRPORT  
GEORGETOWN, SOUTH CAROLINA

**HANGAR TAXILANE IMPROVEMENTS  
AND HANGAR SITework**

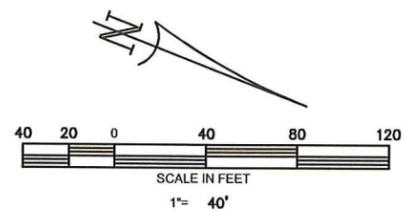
PHASING PLAN - PHASE 1 (WORK AREA 1)

Date	FEBRUARY 2023
Scale	1" = 50'
Drawn	NT
Checked	AMS
Project No.	2001-2101
Sheet No.	<b>A1.5</b>



- GENERAL NOTES:**
- SOIL BORING LOGS AND TEST DATA PERFORMED BY SOIL CONSULTANTS, INC. ARE CONTAINED IN APPENDIX 'F' OF THE PROJECT SPECIFICATIONS AND ARE 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 SL1.1 AND SL1.2.
  - 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.
  - ALL DEBRIS AND EXCESS SOIL REMOVED SHALL BE DISPOSED OFF AIRPORT PROPERTY IN A PROPERLY PERMITTED LOCATION.
  - THE CONTRACTOR SHALL STOCKPILE SUFFICIENT MILLINGS FROM REMOVAL OF ABANDONED RUNWAY TO CONSTRUCT PROPOSED HANGAR ACCESS DRIVE. ALL EXCESS MILLINGS SHALL BE DISPOSED OFF AIRPORT PROPERTY AT GEORGETOWN COUNTY SITE LOCATED AT 1324 AVIATION BLVD. CONTRACTOR SHALL DUMP MILLINGS AT SPECIFIED SITE. COUNTY STAFF SHALL BE RESPONSIBLE FOR STOCKPILE MAINTENANCE.
  - LOCATION OF EXISTING CIRCUITS/CONDUCTORS SHOWN ARE APPROXIMATE. LOCATIONS OF EXISTING LIGHTS, SIGNS, DUCT BANKS, AND HANDHOLES ARE BASED ON AVAILABLE INFORMATION. APPROXIMATE LOCATION OF EXISTING UTILITIES HAS BEEN PROVIDED BY OWNER. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND CONDUITS, CIRCUITS, AND UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION AND USE HAND EXCAVATION IN THE VICINITY OF EXISTING INSTALLATIONS TO REMAIN IN PLACE AND SERVICE. CONTRACTOR SHALL PROTECT ALL FACILITIES AND OTHER IMPROVEMENTS WHETHER OR NOT THEY ARE SHOWN ON THE PLANS.

- AFTER EXISTING BITUMINOUS PAVEMENT HAS BEEN REMOVED AND EXCAVATED TO PROPOSED SUBGRADE, THE PROPOSED SUBGRADE SHALL BE BROKEN UP AND ROOT RAKED TO A DEPTH OF TWO (2) FEET BELOW THE EXISTING SURFACE TO APPROXIMATELY FIVE (5) FEET OUTSIDE THE PAVING LIMITS. STUMPS, ROOTS, AND OTHER ORGANIC MATERIALS ARE NOT ACCEPTABLE IN THE SUBGRADE AND SHALL BE REMOVED. ALL ORGANIC MATERIAL SHALL BE REMOVED FROM THE PROJECT AND DISPOSED OF OFF AIRPORT PROPERTY IN A PROPERLY PERMITTED LOCATION. CONTRACTOR SHALL LOCATE 2" PVC ELECTRIC AND FIBER OPTIC CONDUIT AND 2" FORCE MAIN CROSSING WORK AREA AND ADJUST SUBGRADE PREPARATION DEPTH TO NOT DAMAGE THE EXISTING INSTALLATIONS. SEE NOTE 7.
- THE EXISTING APRON AREA HAS BEEN INSTALLED BY OTHERS. FOR THE PROPOSED OVERLAY AREA, THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXISTING SURFACE COURSE GRADES AND COMPLETE THE BITUMINOUS LEVELING LIFT PRIOR TO INSTALLATION OF FINAL TWO (2) LIFTS OF BITUMINOUS SURFACE COURSE. SEE G1.1 FOR APPROXIMATE AREA OF LEVELING REQUIRED AND G1.3 FOR APRON PAVEMENT TIE-IN DETAIL.



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

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1	ADDED TRAILER AND GARAGE	9/7/23

GEORGETOWN COUNTY AIRPORT  
GEORGETOWN, SOUTH CAROLINA  
**HANGAR TAXILANE IMPROVEMENTS  
AND HANGAR SITework**  
**EXISTING CONDITIONS AND DEMOLITION PLAN**  
(SHEET 1 OF 4)



Date FEBRUARY 2023  
Scale 1" = 40'  
Drawn NT  
Checked AMS  
Project No. 2601-2101  
Sheet No.

**EX1.1**