



## Georgetown County, South Carolina

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### ADDENDUM #1 TO BID #21-032

BID NUMBER: 21-032

ISSUE DATE: Monday, April 26, 2021

OPENING DATE: Wednesday, May 5, 2021

OPENING TIME: 3:30 PM (ET)

Pre-Bid Conference/Site Inspection: VOLUNTARY- Friday, April 23, 2021 at 11:00 AM ET-  
[CLOSED]

**PROCUREMENT FOR: Runway 5-23 Rehabilitation at Georgetown County Airport**

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This addendum will amend **Bid #21-032, Runway 5-23 Rehabilitation at Georgetown County Airport** originally issued on Friday, April 16, 2021. 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](http://www.gtcounty.org), select "Bid Opportunities" from the Quick Links section and "View Current Bid Solicitations."

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

1. To the Specifications, Technical Specifications, Item P-101 Preparation / Removal of Existing Pavements, DELETE pages P-101-1 to P-101-6 and REPLACE with Pages P-101-1(Addendum 1) to P-101-6(Addendum 1) attached to the end of this Addendum.
2. To the Specifications, Appendix 'A' - Proposal Requirements and Conditions, DELETE Proposal Page A-1 and REPLACE with revised Proposal Page A-1 (Addendum 1) attached to the end of this Addendum.
3. To the Plans, DELETE Drawings A1.2, A1.4, A1.7, A1.8, and A1.9 and REPLACE with Drawings A1.2, A1.4, A1.7, A1.8, and A1.9 with Revision 1 dated 04/20/21.
4. Pre-Bid Meeting: A Pre-Bid meeting for the project was conducted on Friday, April 23, 2021 at the Georgetown County Airport. A brief meeting summary and attendee

list is attached at the end of this Addendum for information purposes. The meeting summary includes questions that were asked by attendees at the meeting and provides responses to those questions.

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## ITEM P-101

### PREPARATION/REMOVAL OF EXISTING PAVEMENTS AND MISCELLANEOUS ITEMS

#### DESCRIPTION

- 101-1** This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

#### EQUIPMENT AND MATERIALS

- 101-2** All equipment and materials shall be specified here and in the following paragraphs or approved by the ENGINEER. The equipment shall not cause damage to the pavement to remain in place.

#### CONSTRUCTION

**101-3.1 Removal of Existing Pavement.**

The Contractor's removal operation shall be controlled to not damage adjacent pavement structure, and base material, cables, utility ducts, pipelines, or drainage structures which are to remain under the pavement.

**A. Concrete Pavement Removal.** Not Used.

**B. Asphalt Pavement Removal.** Not Used.

**C. Repair or Removal of Base, Subbase, and/or Subgrade.** Not Used.

**101-3.2 Preparation of Joints and Cracks Prior to Overlay/Surface Treatment.**

Remove all vegetation and debris from cracks to a minimum depth of 1 inch. If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the ENGINEER. Fill all cracks greater than 1/4 inch wide with a crack sealant per ASTM D6690. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch, not to exceed 1/4 inch. Any excess joint or crack sealer shall be removed from the pavement surface.

Wider cracks (over 1-1/2 inch wide , along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below.

Cracks and joints may be filled with a mixture of emulsified asphalt and aggregate. The aggregate shall consist of limestone, volcanic ash, sand, or other material that will cure to form a hard substance. The combined gradation shall be as shown in the following table.

<b>Gradation</b>	
<b>Sieve Size</b>	<b>Percent Passing</b>
No. 4	100
No. 8	90-100
No. 16	65-90
No. 30	40-60
No. 50	25-42
No. 100	15-30
No. 200	10-20

Up to 3% cement can be added to accelerate the set time. The mixture shall not contain more than 20% natural sand without approval in writing from the ENGINEER.

The proportions of asphalt emulsion and aggregate shall be determined in the field and may be varied to facilitate construction requirements. Normally, these proportions will be approximately one-part asphalt emulsion to five parts aggregate by volume. The material shall be poured or placed into the joints or cracks and compacted to form a void less mass. The joint or crack shall be filled to within +0 to -1/8 inches of the surface. Any material spilled outside the width of the joint shall be removed from the pavement surface prior to constructing the overlay. Where concrete overlays are to be constructed, only the excess joint material on the pavement surface and vegetation in the joints need to be removed.

**101-3.3.1 Removal of Foreign Substances/Contaminates Prior to (Overlay) (Seal-Coat) (Marking). Not Used.**

**101-3.4 Concrete Spall or Failed Asphaltic Concrete Pavement Repair.**

**A. Repair of Concrete Spalls in Areas to be Overlaid with Asphalt. Not Used.**

**B. Asphalt Pavement Repair. Not Used.**

**101-3.5 Cold Milling.** Milling shall be performed with a power-operated milling machine or grinder, capable of producing a uniform finished surface. The milling machine or grinder shall operate without tearing or gouging the underlying surface. The milling machine or grinder shall be equipped with grade and slope controls, and a positive means of dust control. All millings shall be removed and disposed of off Airport property. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material removed with new material at the Contractor's Expense.

**A. Patching.** The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. The Contractor shall layout the area to be milled with a straightedge in increments of 1-foot widths. The area to be milled shall cover only the failed area. Any excessive area that is milled because the Contractor does not have the appropriate milling machine, or areas that are damaged because of his negligence, shall be repaired by the Contractor at the Contractor's Expense.

**B. Profiling, Grade Correction, or Surface Correction.** The milling machine shall have a minimum width of 7 feet, and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability to remove the millings or cuttings from the pavement and load them into a truck. All millings shall be removed and disposed of off the Airport.

The milling for the pavement surface for Runway 5-23 shall be variable depth and shall meet the proposed longitudinal and transverse grades as shown on the plans. The milling machine shall be equipped with a control system capable of milling the surface to the proposed grades.

The milling for the transition areas including taxiway tie in and shoulder tie ins shall be variable depth. Milling shall be completed as required to meet the proposed transition details as shown on the plans.

**C. Surface Tolerances.** After the milling of the existing surface course has been completed, the surface shall be tested for smoothness and accuracy of grade and crown by the Contractor. The Contractor shall perform all final

smoothness and grade checks in the presence of the RPR/ENGINEER. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be milled (if milled surface is high) as required to meet the proposed grades until the required smoothness and accuracy are provided to and approved by the ENGINEER. If area is identified is low, the Contractor shall mark the area and correct the low area during placement of the initial lift of surface course. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense. top layer when

1. **Smoothness.** The finished surface shall not vary more than 1/4-inch when tested with a 12-foot straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot straightedge for the full length of each line on a 50-foot grid.
2. **Grade.** The grade and crown shall be measured on a 50-foot grid and shall be within +0 and -1/2 inch of the specified grade.

**D. Clean-Up.** The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow off the surface to remove loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed of off Airport.

**101-3.6. Preparation of Asphalt Pavement Surfaces Prior to Surface Treatment.** Not Used.

**101-3.7 Maintenance.** The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the ENGINEER. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

**101-3.8 Preparation of Joints in Rigid Pavement Prior to Resealing.** Not Used.

**101-3.8.1 Removal of Existing Joint Sealant.** Not Used.

**101-3.8.2 Cleaning Prior to Sealing.** Immediately before sealing, joints shall be cleaned by removing any remaining laitance and other foreign material. Allow sufficient

time to dry out joints prior to sealing. Joint surfaces will be surface-dry prior to installation of sealant.

**101-3.8.3 Joint Sealant.** Not Used.

**101-3.9 Preparation of Cracks in Flexible Pavement Prior to Sealing.** Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture, and other foreign matter. The Contractor shall demonstrate, in the presence of the ENGINEER/RPR, that the method used cleans the cracks and does not damage the pavement.

**101-3.9.1 Preparation of Crack.** Widen crack with router by removing a minimum of 1/16 inch from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.

**101-3.9.2 Removal of Existing Crack Sealant.** Existing sealants will be removed by routing. Following routing and sawing, any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.

**101-3.9.3 Crack Sealant.** Crack sealant material and installation will be in accordance with Item P-605.

**101-3.9.4 Removal of Pipe and other Buried Structures.** Not Used.

## METHOD OF MEASUREMENT

**101-4.1 Joint and Crack Cleaning and Sealing.** The unit of measurement for joint and crack cleaning and sealing shall be the linear foot of joint.

**101-4.2 Cold Milling.** The unit of measure for cold milling shall be variable in depth profile and transition milling per square yard. The location and average depth of the cold milling shall be as shown on the plans. If the initial cut does not correct the condition, the Contractor shall re-mill the area and will be paid for the total depth of milling.

## BASIS OF PAYMENT

**101-5.1 Payment.** Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the

material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P-101-5.1 Crack Cleaning and Sealing – per Linear Foot

Item P-101-5.2 Variable Depth Profile Milling-Bituminous Pavement (Runway 5-23) – per Square Yard

Item P-101-5.3 Variable Depth Transition Milling – Bituminous Pavement - per Square Yard

## **REFERENCES**

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

### **Advisory Circulars (AC)**

AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements.

### **ASTM International (ASTM)**

ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

**END OF ITEM P-101**



## PROPOSAL REQUIREMENTS AND CONDITIONS

### RUNWAY 5-23 REHABILITATION

#### GEORGETOWN COUNTY AIRPORT GEORGETOWN, SOUTH CAROLINA

DATE: \_\_\_\_\_

In compliance with the Advertisement (Notice to Bidders), the undersigned hereby proposes to furnish the materials and perform the work for completion of all items, listed below in strict accordance with the Advertisement (Notice to Bidders), Plans, and General Provisions, Special Provisions of the Specifications, and all contract documents for the consideration of the price quoted in the following items and agrees, upon receipt of written notice of the acceptance of this Proposal, that within one hundred twenty (120) days after the date of the opening of the Proposals, that it will execute a contract in accordance with the Proposal as accepted, and give the required Performance and Payment Bond with good and sufficient surety or sureties, within fifteen (15) days after receipt of notice of formal award of contract and presentation of the prescribed forms.

**Bidder shall complete all line items and total amount of Base Bid and Owner Optional Add Alternate.** Failure to submit prices and amount for each item shall be cause for rejection of Bid. The Owner reserves the right to reject any and all bids and to waive any and all technical defects in the execution and submission of any bid. It is the intent of the Owner to award one contract for all work depending on the availability of local, state, and federal funding.

Contract award will be made on the basis of the lowest responsive qualified bidder (at the time of initial award) for work in the best interest of the Owner and subject to the availability of local, state, and federal funding. The Owner reserves the right to reject any or all bids and to waive formalities and technicalities.

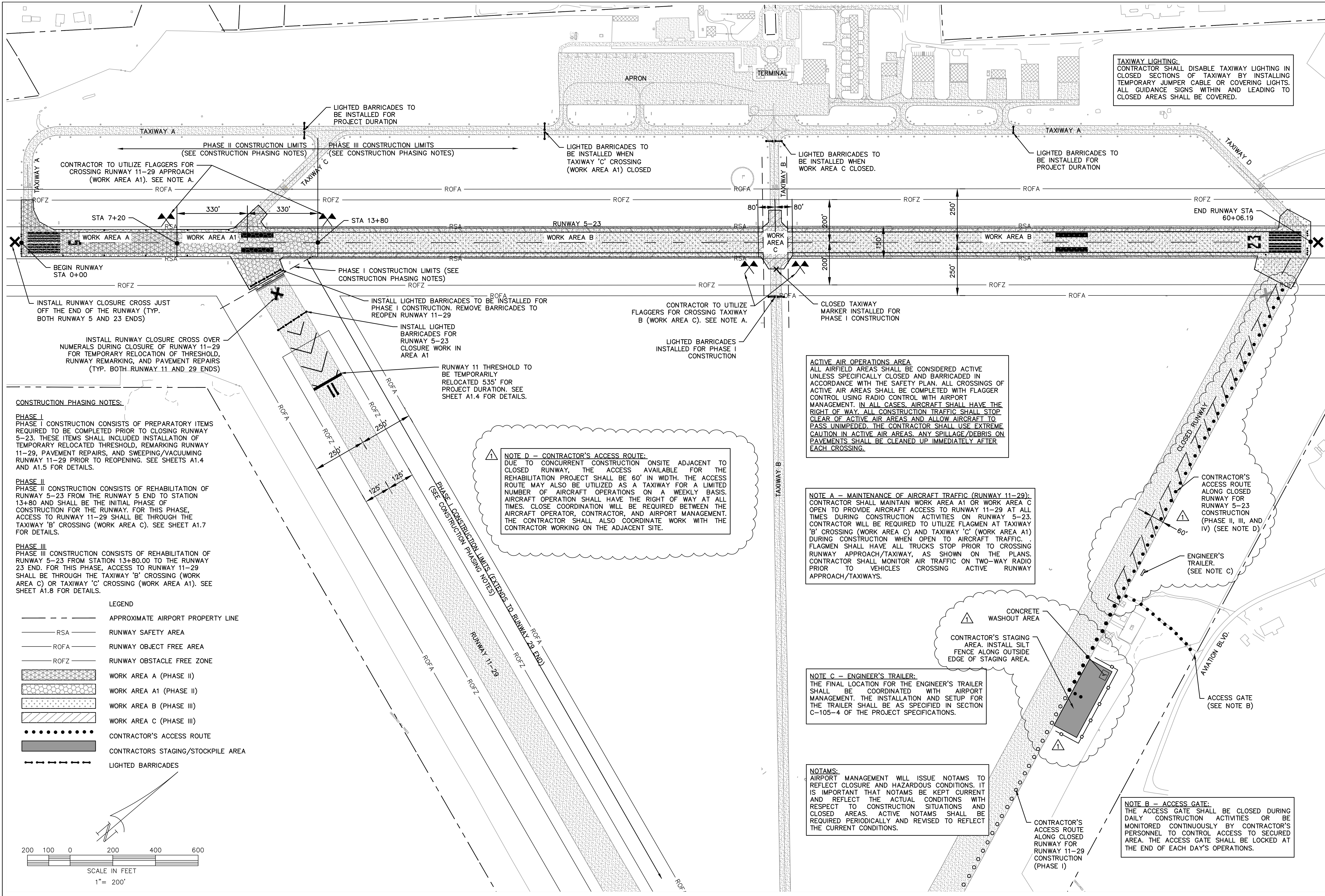
#### IMPORTANT NOTICE

**Each bidder for this project shall be registered as a prequalified bidder with the SCDOT at the time of the bid opening.**

The Contractor's attention is directed to the requirements of Appendix "B", Disadvantaged Business Enterprise Program, and the Equal Employment Opportunity Requirements (attached), **which must be submitted with the Proposal.**

**The undersigned understands that the entirety of Section 20, Appendix "B" and "C" of these specifications shall be considered a part of the Proposal, and that if we are notified by the ENGINEER that we are the low bidder(s), we shall submit the**





**TAXIWAY LIGHTING:**  
 CONTRACTOR SHALL DISABLE TAXIWAY LIGHTING IN CLOSED SECTIONS OF TAXIWAY BY INSTALLING TEMPORARY JUMPER CABLE OR COVERING LIGHTS. ALL GUIDANCE SIGNS WITHIN AND LEADING TO CLOSED AREAS SHALL BE COVERED.

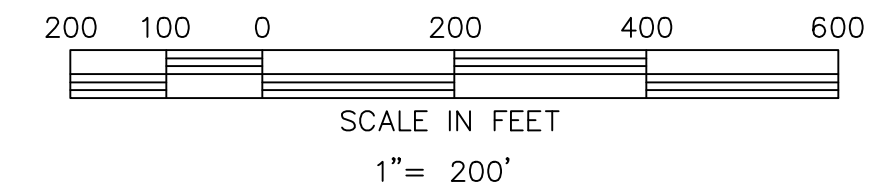
**CONSTRUCTION PHASING NOTES:**

**PHASE I**  
 PHASE I CONSTRUCTION CONSISTS OF PREPARATORY ITEMS REQUIRED TO BE COMPLETED PRIOR TO CLOSING RUNWAY 5-23. THESE ITEMS SHALL INCLUDE INSTALLATION OF TEMPORARY RELOCATED THRESHOLD, REMARKING RUNWAY 11-29, PAVEMENT REPAIRS, AND SWEEPING/VACUUMING RUNWAY 11-29 PRIOR TO REOPENING. SEE SHEETS A1.4 AND A1.5 FOR DETAILS.

**PHASE II**  
 PHASE II CONSTRUCTION CONSISTS OF REHABILITATION OF RUNWAY 5-23 FROM THE RUNWAY 5 END TO STATION 13+80 AND SHALL BE THE INITIAL PHASE OF CONSTRUCTION FOR THE RUNWAY. FOR THIS PHASE, ACCESS TO RUNWAY 11-29 SHALL BE THROUGH THE TAXIWAY 'B' CROSSING (WORK AREA C). SEE SHEET A1.7 FOR DETAILS.

**PHASE III**  
 PHASE III CONSTRUCTION CONSISTS OF REHABILITATION OF RUNWAY 5-23 FROM STATION 13+80.00 TO THE RUNWAY 23 END. FOR THIS PHASE, ACCESS TO RUNWAY 11-29 SHALL BE THROUGH THE TAXIWAY 'B' CROSSING (WORK AREA C) OR TAXIWAY 'C' CROSSING (WORK AREA A1). SEE SHEET A1.8 FOR DETAILS.

- LEGEND**
- APPROXIMATE AIRPORT PROPERTY LINE
  - RSA --- RUNWAY SAFETY AREA
  - ROFA --- RUNWAY OBJECT FREE AREA
  - ROFZ --- RUNWAY OBSTACLE FREE ZONE
  - [Pattern] WORK AREA A (PHASE II)
  - [Pattern] WORK AREA A1 (PHASE II)
  - [Pattern] WORK AREA B (PHASE III)
  - [Pattern] WORK AREA C (PHASE III)
  - [Dotted] CONTRACTOR'S ACCESS ROUTE
  - [Shaded] CONTRACTORS STAGING/STOCKPILE AREA
  - LIGHTED BARRICADES



**NOTE D - CONTRACTOR'S ACCESS ROUTE:**  
 DUE TO CONCURRENT CONSTRUCTION ON-SITE ADJACENT TO CLOSED RUNWAY, THE ACCESS AVAILABLE FOR THE REHABILITATION PROJECT SHALL BE 60' IN WIDTH. THE ACCESS ROUTE MAY ALSO BE UTILIZED AS A TAXIWAY FOR A LIMITED NUMBER OF AIRCRAFT OPERATIONS ON A WEEKLY BASIS. AIRCRAFT OPERATION SHALL HAVE THE RIGHT OF WAY AT ALL TIMES. CLOSE COORDINATION WILL BE REQUIRED BETWEEN THE AIRCRAFT OPERATOR, CONTRACTOR, AND AIRPORT MANAGEMENT. THE CONTRACTOR SHALL ALSO COORDINATE WORK WITH THE CONTRACTOR WORKING ON THE ADJACENT SITE.

**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 WITH FLAGGER CONTROL USING 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.

**NOTE A - MAINTENANCE OF AIRCRAFT TRAFFIC (RUNWAY 11-29):**  
 CONTRACTOR SHALL MAINTAIN WORK AREA A1 OR WORK AREA C OPEN TO PROVIDE AIRCRAFT ACCESS TO RUNWAY 11-29 AT ALL TIMES DURING CONSTRUCTION ACTIVITIES ON RUNWAY 5-23. CONTRACTOR WILL BE REQUIRED TO UTILIZE FLAGMEN AT TAXIWAY 'B' CROSSING (WORK AREA C) AND TAXIWAY 'C' (WORK AREA A1) DURING CONSTRUCTION WHEN OPEN TO AIRCRAFT TRAFFIC. FLAGMEN SHALL HAVE ALL TRUCKS STOP PRIOR TO CROSSING RUNWAY APPROACH/TAXIWAY, AS SHOWN ON THE PLANS. CONTRACTOR SHALL MONITOR AIR TRAFFIC ON TWO-WAY RADIO PRIOR TO VEHICLES CROSSING ACTIVE RUNWAY APPROACH/TAXIWAYS.

**NOTE C - ENGINEER'S TRAILER:**  
 THE FINAL LOCATION FOR THE ENGINEER'S TRAILER SHALL BE COORDINATED WITH AIRPORT MANAGEMENT. THE INSTALLATION AND SETUP FOR THE TRAILER SHALL BE AS SPECIFIED IN SECTION C-105-4 OF THE PROJECT SPECIFICATIONS.

**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.

**NOTE B - 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.

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REV. NO.	DESCRIPTION	DATE
1	REVISED ACCESS ROUTE AND STAGING AREA	4/20/21

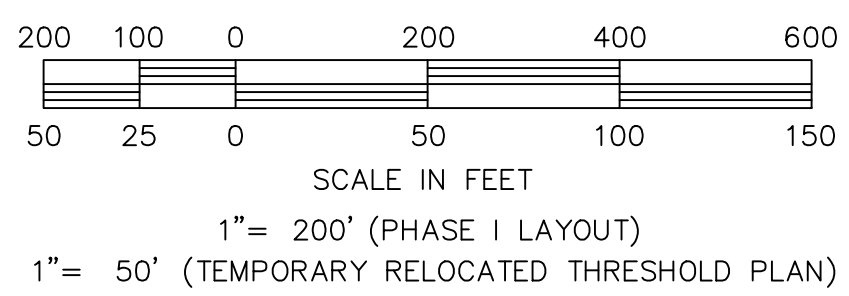
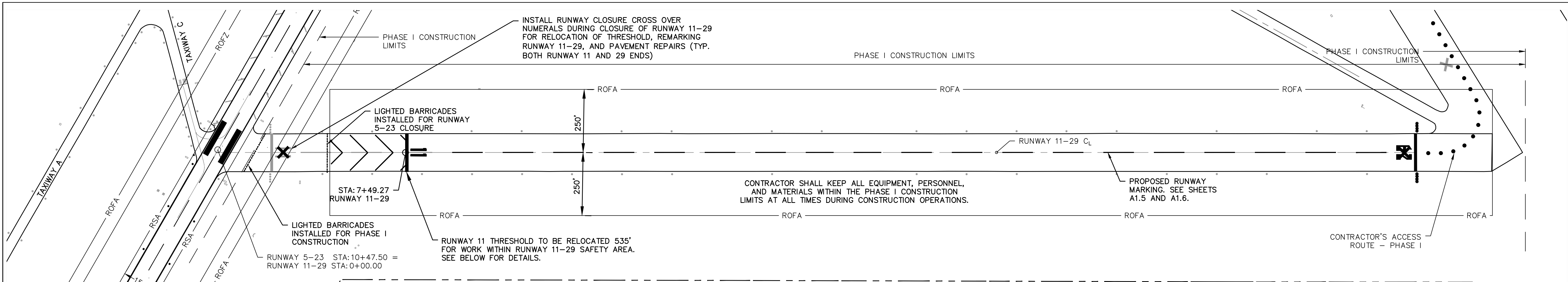
GEORGETOWN COUNTY AIRPORT  
 GEORGETOWN, SOUTH CAROLINA  
**RUNWAY 5-23 REHABILITATION**  
**PROJECT LAYOUT AND SAFETY PLAN**



Date	DECEMBER 2020
Scale	1" = 200'
Drawn	PCC
Checked	AMS
Project No.	2601-2001
Sheet No.	

**A1.2**



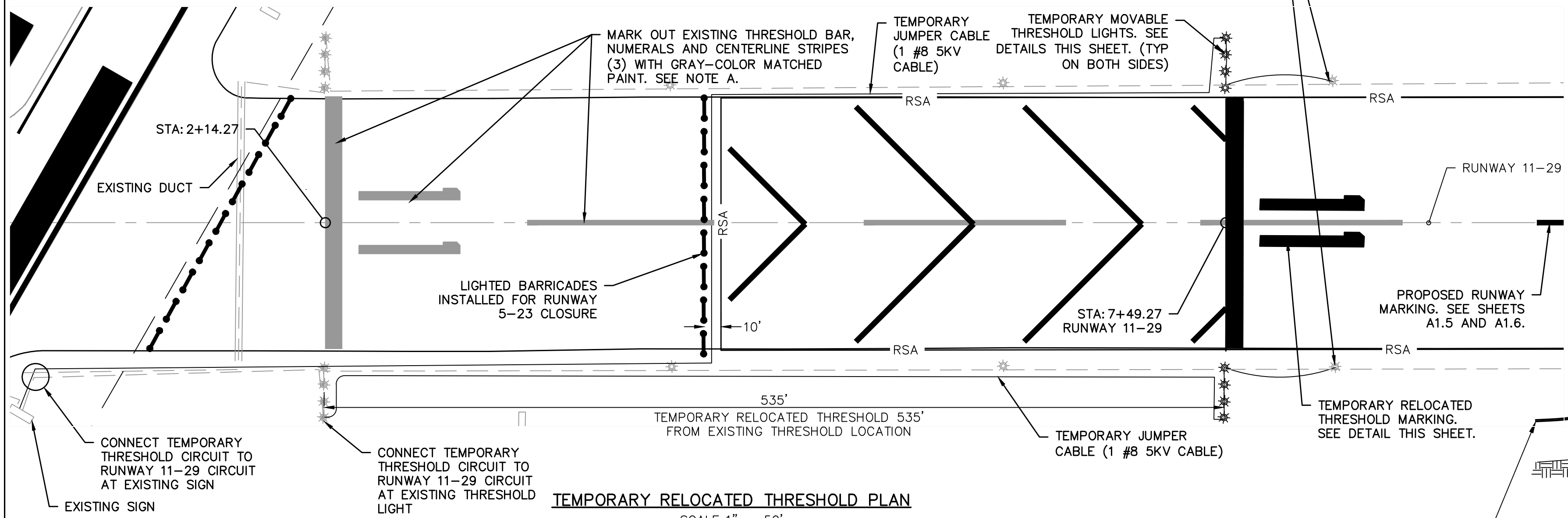


**PHASE I LAYOUT**  
1" = 200'

**NOTE A:** CONTRACTOR SHALL MIX BLACK AND WHITE PAINT TO CREATE A GRAY-COLOR PAINT TO MATCH GENERAL COLOR OF EXISTING PAVEMENT SURFACE. CONTRACTOR SHALL APPLY PAINT AT ONE-THIRD TO ONE-HALF RATE OF STANDARD APPLICATION RATE. CONTRACTOR SHALL MARK OUT EXISTING MARKINGS ON RUNWAY 11 AS CURRENTLY EXISTING TO REMOVE THE VISUAL APPEARANCE OF THE EXISTING MARKINGS. MARKING OUT OF EXISTING MARKINGS SHALL BE PAID UNDER ITEM 'TEMPORARY RELOCATED THRESHOLD, INSTALLATION AND REMOVAL (RUNWAY 11)'

**TEMPORARY RELOCATED THRESHOLD INSTALLATION AND REMOVAL**  
CONTRACTOR SHALL CLOSE RUNWAY 11-29 WITH CLOSURE CROSSES AND CLOSE ALL CONNECTING TAXIWAY B WITH LIGHTED BARRICADES AS SHOWN ON SHEET A1.2. CLOSURE OF RUNWAY 11-29 SHALL BE COORDINATED WITH AIRPORT MANAGEMENT A MINIMUM OF 48 HOURS IN ADVANCE. SEE PROJECT SPECIAL PROVISIONS.

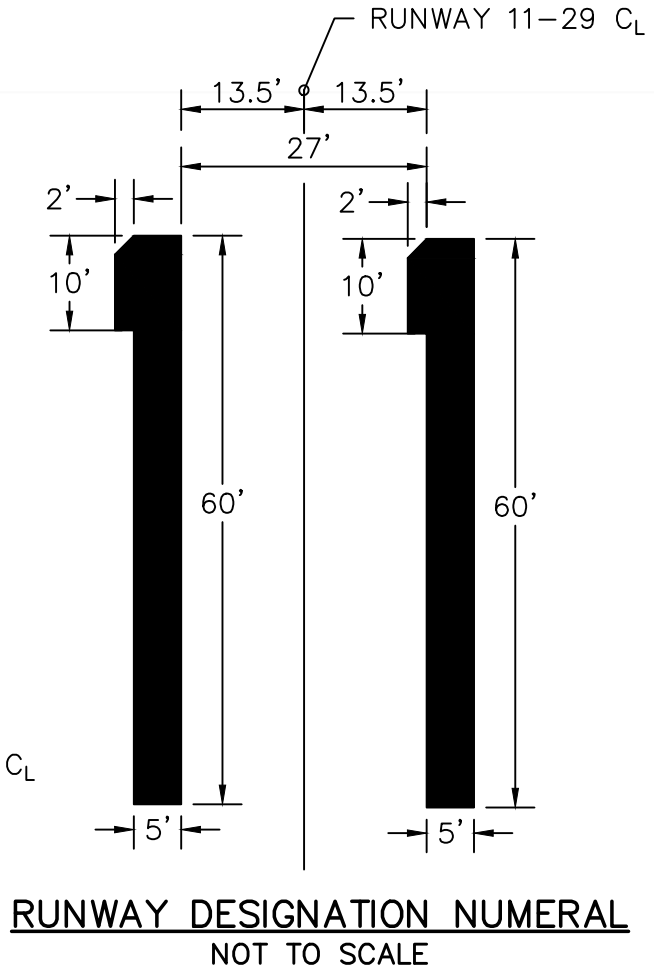
- LEGEND**
- APPROXIMATE AIRPORT PROPERTY LINE
  - RSA RUNWAY SAFETY AREA
  - ROFA RUNWAY OBJECT FREE AREA
  - ROFZ RUNWAY OBSTACLE FREE ZONE



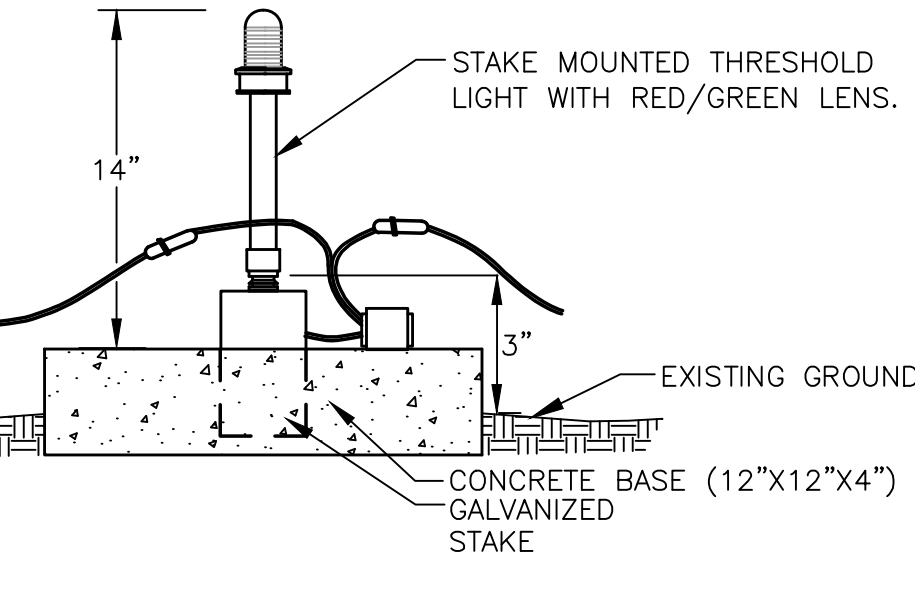
**SEQUENCE OF CONSTRUCTION - PHASE I:**  
PHASE I CONSISTS OF MARKING AND REHABILITATION WORK ON TAXIWAY B AND RUNWAY 11-29, INCLUDING INSTALLATION OF A TEMPORARY RELOCATED THRESHOLD ON THE RUNWAY 11 END.

1. COMPLETE INSTALLATION OF CONTRACTOR'S STAGING AREA. SEE SHEET A1.2 FOR LOCATION.
2. CLOSE RUNWAY 11-29 BY PLACING LIGHTED CLOSURE CROSSES ON EACH END AND LIGHTED BARRICADES ADJACENT TO RUNWAY 5-23 AS SHOWN ON THIS SHEET.
3. CLOSE TAXIWAY B SOUTH OF RUNWAY 5-23 WITH INSTALLATION OF LIGHTED BARRICADES LOCATED 260' FROM RUNWAY 5-23 CENTERLINE AND INSTALL TEMPORARY CLOSED TAXIWAY MARKER LOCATED OUTSIDE OF RUNWAY 5-23 SAFETY AREA.
4. COMPLETE PAVEMENT REPAIRS ON TAXIWAY B AND REPAIRS ON RUNWAY 11-29 AS SHOWN ON SHEET A1.5 AND A1.6.
5. COMPLETE MARKING OF RUNWAY 11-29 AS SHOW ON SHEETS A1.5 AND A1.6. MARK TEMPORARY RELOCATED THRESHOLD FOR RUNWAY 11 535' FROM EXISTING THRESHOLD AS SHOWN ON THIS SHEET.
6. COMPLETE TEMPORARY LIGHTING MODIFICATIONS FOR TEMPORARY RELOCATED THRESHOLD.
7. INSTALL LIGHTED BARRICADES APPROXIMATELY 10' FROM RSA/ROFA LIMITS OF TEMPORARY RELOCATED THRESHOLD.
8. SWEEP OR VACCUUM RUNWAY 11-29 TO REMOVE LOOSE MATERIAL, GRAVEL AND FOD.
9. COMPLETE SAFETY INSPECTION OF RUNWAY 11-29 AND TAXIWAY B PRIOR TO REOPENING.
10. REMOVE CLOSURE CROSSES AND BARRICADES AND REOPEN TAXIWAY B AND RUNWAY 11-29 WITH TEMPORARY RELOCATED THRESHOLD.

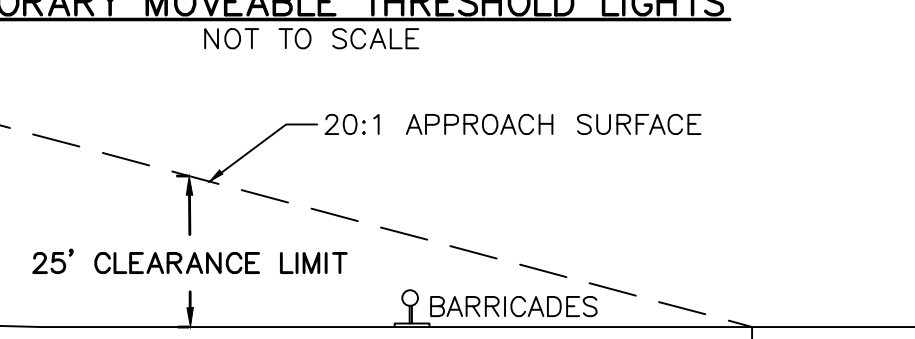
- NOTES:**
1. ITEM FOR "TEMPORARY RELOCATED THRESHOLD, INSTALLATION AND REMOVAL (RUNWAY 11)" SHALL INCLUDE TEMPORARY MOVEABLE RELOCATED THRESHOLD LIGHTS, MARKING OUT EXISTING MARKINGS WITH GRAY PAINT, MARKING FOR RELOCATED THRESHOLD, ALL LIGHTING MODIFICATIONS INCLUDING DISCONNECTION OF LIGHTS AND TEMPORARY WIRING REQUIRED FOR RELOCATION, AND TEMPORARY LIGHT GLOBE CHANGES. REMOVAL OF RELOCATED THRESHOLD SHALL INCLUDE REMOVAL OF TEMPORARY MARKINGS, REMARKING GRAYED OUT MARKINGS, AND THE RECONNECTION OF LIGHTS AND CIRCUITS, REMOVAL OF TEMPORARY WIRING, AND REINSTALLATION OF LIGHT GLOBES WHEN THE TEMPORARY RELOCATED THRESHOLD IS REMOVED.
  2. CONTRACTOR SHALL DISCONNECT ALL RUNWAY LIGHTS BEHIND RELOCATED THRESHOLD AREA. CONTRACTOR MAY ELECT TO UTILIZE TEMPORARY JUMPERS TO BYPASS LIGHTS. TEMPORARY JUMPERS SHALL BE LOCATED BEHIND LIGHTED BARRICADES.
  3. TEMPORARY MARKING: MARKING SHALL BE APPLIED AT ONE-THIRD TO ONE-HALF OF STANDARD APPLICATION RATE WITH NO REFLECTIVE BEADS.
  4. TEMPORARY LENSES AND TEMPORARY MOVEABLE RELOCATED THRESHOLD LIGHTS SHALL BE PROVIDED BY THE CONTRACTOR.
  5. WHEN TEMPORARY RELOCATED THRESHOLD IS TO BE REMOVED, CONTRACTOR SHALL REMOVE TEMPORARY LIGHTS AND CIRCUIT AND RECONNECT EXISTING RUNWAY LIGHTS AND CIRCUIT, REMARK GRAYED OUT MARKINGS, REMOVE TEMPORARY RUNWAY NUMERALS, THRESHOLD AND CHEVRONS TO RESTORE ORIGINAL THRESHOLD AND RUNWAY LENGTH. FINAL RUNWAY MARKINGS SHALL BE APPLIED AT THE RATE OF 115 SF/GAL WITH REFLECTIVE BEADS.



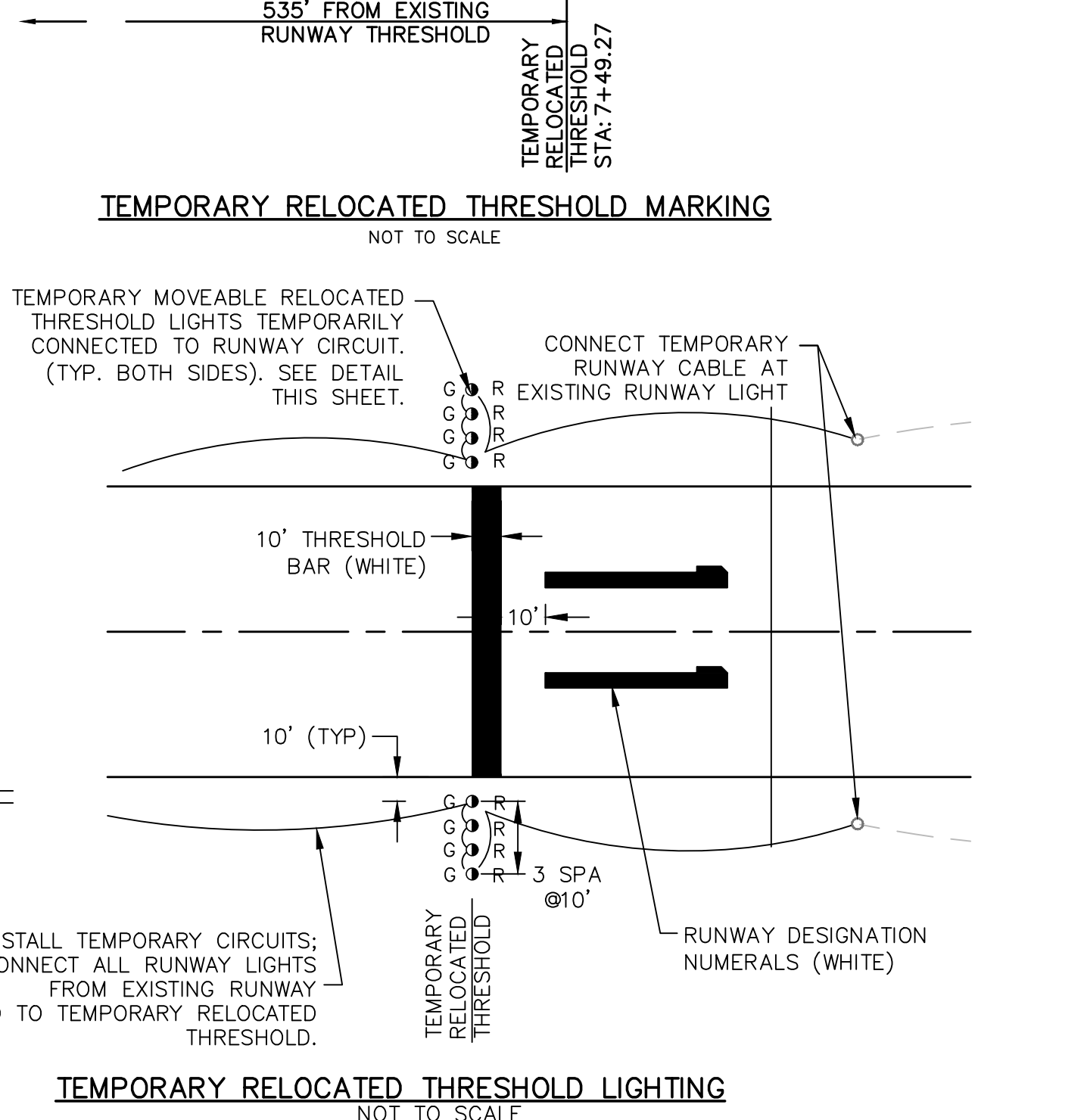
**TEMPORARY RELOCATED THRESHOLD MARKING**  
NOT TO SCALE



**TEMPORARY MOVEABLE THRESHOLD LIGHTS**  
NOT TO SCALE



**TEMPORARY RELOCATED THRESHOLD - EQUIPMENT**  
NOT TO SCALE

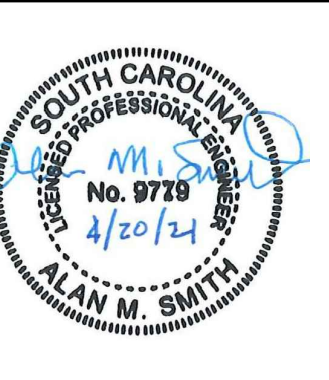


**TEMPORARY RELOCATED THRESHOLD LIGHTING**  
NOT TO SCALE

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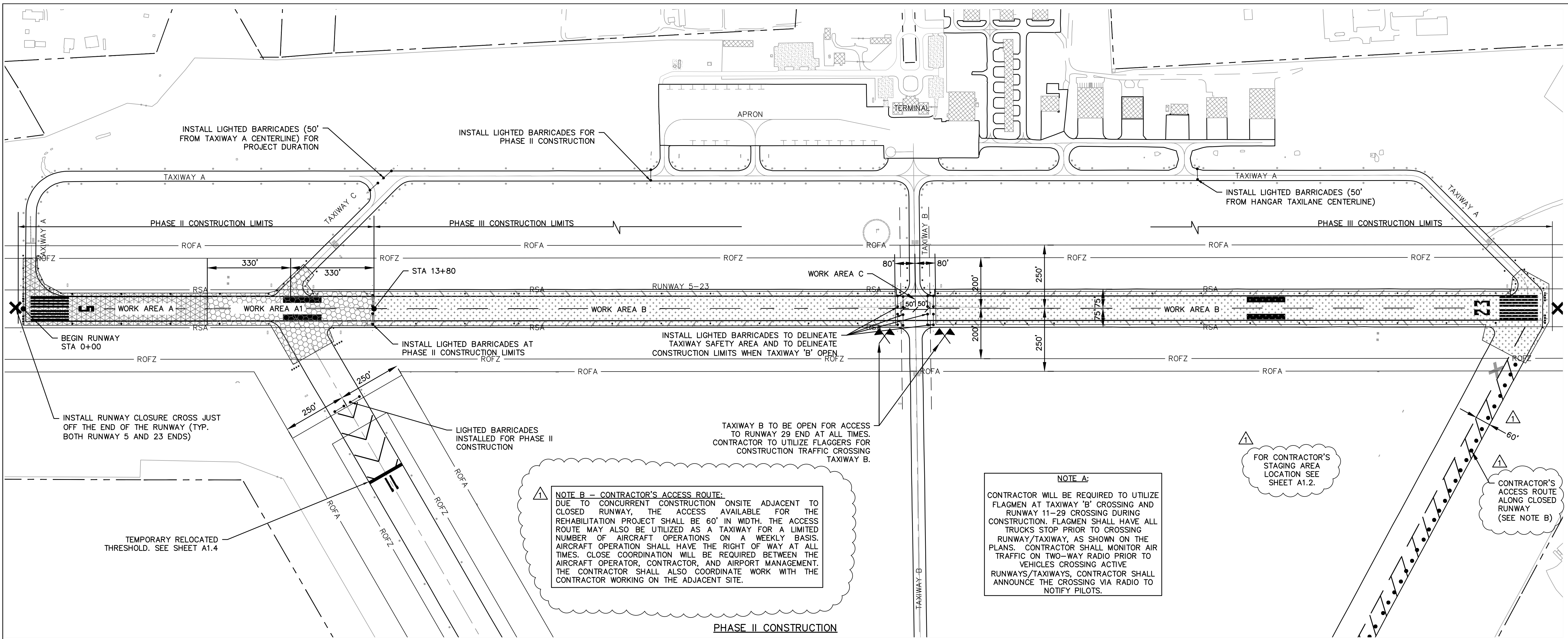
REV. NO.	DESCRIPTION	DATE
1	ADDED NOTE 1	4/20/21

GEORGETOWN COUNTY AIRPORT  
GEORGETOWN, SOUTH CAROLINA  
RUNWAY 5-23 REHABILITATION  
PHASE I - TEMPORARY RELOCATED THRESHOLD (RUNWAY 11)



Date	DECEMBER 2020
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Project No.	2601-2001
Sheet No.	





**PHASE II CONSTRUCTION**

**SEQUENCE OF CONSTRUCTION - PHASE II:**  
 PHASE II CONSISTS OF REHABILITATION OF RUNWAY 5-23 (WORK AREA A) AND RUNWAY 11-29/TAXIWAY C CROSSING OF RUNWAY 11-29 (WORK AREA A1) TO APPROXIMATELY STATION 13+80. TAXIWAY B AND RUNWAY 11-29 (WITH TEMPORARY RELOCATED THRESHOLD) SHALL REMAIN OPEN. THE CONTRACTOR SHALL HAVE SEVEN CALENDAR DAYS TO COMPLETE WORK SPECIFIED WITHIN PHASE I AREA.

- CLOSE RUNWAY 5-23 BY PLACING LIGHTED CLOSURE CROSSES ON EACH END.
- INSTALL TEMPORARY SEDIMENTATION EROSION CONTROL ITEMS AS REQUIRED.
- INSTALL LIGHTED BARRICADES ACROSS TAXIWAYS, APRON CONNECTOR TAXIWAY AND ACROSS RUNWAY 5-23 AS SHOWN.
- COMPLETE PROFILE MILLING OF RUNWAY 5-23 IN PHASE I AREA. CONTRACTOR MAY COMPLETE MILLING OPERATIONS WITHIN AREA B CONCURRENTLY WITH WORK IN PHASE I AREA. ACCESS TO RUNWAY 11-29 USING CROSSING AT TAXIWAY 'B' SHALL REMAIN OPEN AT ALL TIMES. SEE NOTE A.
- COMPLETE CRACK CLEANING AND SEALING AS REQUIRED PER SPECIFICATION P-101. CONTRACTOR MAY COMPLETE CRACK CLEANING AND SEALING WITHIN AREA B CONCURRENTLY WITH WORK IN PHASE I AREA. ACCESS TO RUNWAY 11-29 USING CROSSING AT TAXIWAY 'B' SHALL REMAIN OPEN AT ALL TIMES. SEE NOTE A.
- APPLY TACK COAT AND PAVE FIRST 2" LIFT OF P-401. CONTRACTOR MAY COMPLETE PAVING OF FIRST 2" LIFT OF P-401 WITHIN AREA B CONCURRENTLY WITH WORK IN PHASE I AREA. ACCESS TO RUNWAY 11-29 USING CROSSING AT TAXIWAY 'B' SHALL REMAIN OPEN AT ALL TIMES. SEE NOTE A.

**SEQUENCE OF CONSTRUCTION - PHASE III (SEE SHEET A1.8)**  
 PHASE III CONSISTS OF REHABILITATION OF RUNWAY 5-23 FROM APPROXIMATELY STATION 13+80 TO THE RUNWAY 23 END.

- ONCE FIRST LIFT OF PAVING IS COMPLETE IN PHASE II, CONTRACTOR SHALL WORK TO COMPLETE PAVING OF FIRST 2" LIFT OF PAVEMENT IN PHASE III AREA.
- COMPLETE PROFILE MILLING AND CRACK CLEANING AND SEALING IN WORK AREA B.
- APPLY TACK COAT AND PAVE FIRST 2" LIFT OF P-401 WITHIN WORK AREA B.
- BY MAINTAINING THE TAXIWAY 'B' CROSSING OPEN, THE CONTRACTOR MAY CONCURRENTLY BEGIN OPERATIONS TO PAVE SECOND 2" LIFT OF P-401 STARTING AT THE RUNWAY 5 END. PAVING OPERATIONS SHALL BE PLANNED TO MINIMIZE THE NUMBER OF TRANSVERSE JOINTS IN THE FINAL LIFT OF PAVEMENT.
- ONCE THE TAXIWAY 'B' CROSSING IS CLOSED, AIRCRAFT TRAFFIC TO RUNWAY 11-29 SHALL UTILIZE THE TAXIWAY 'C' CROSSING. TRANSITIONS SHALL BE COMPLETED AS REQUIRED AND BARRICADES INSTALLED IN ACCORDANCE WITH DETAILS SHOWN.
- CONTRACTOR SHALL COMPLETE PROFILE MILLING OPERATIONS, CLEANING AND CRACK FILLING AND PLACEMENT OF FIRST 2" LIFT OF P-401 WITHIN WORK AREA C.
- COMPLETE PAVING OF FINAL 2" LIFT OF P-401 AND ALL PAVEMENT TRANSITIONS. CONTRACTOR SHALL BEGIN FINAL LIFT OF PAVEMENT ON THE RUNWAY 5 END AND PROCEED TO THE RUNWAY 23 END MINIMIZING THE NUMBER OF JOINTS IN THE FINAL LIFT OF P-401, MAINTAINING ACCESS TO RUNWAY 11-29 AT ALL TIMES.
- COMPLETE SHOULDER GRADING OPERATIONS.
- MODIFY TAXIWAY AND RUNWAY LIGHTS TO PROVIDE 14" HEIGHT.
- COMPLETE SODDING AND SEEDING AND MULCHING OPERATIONS FOR ALL DISTURBED AREAS.
- COMPLETE FIRST APPLICATION OF PAVEMENT MARKING FOR RUNWAY 5-23 AND ALL CONNECTING TAXIWAYS. CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO RUNWAY 11-29 DURING MARKING OPERATIONS.
- AFTER CONSTRUCTION AND FINAL PUNCH LIST ITEMS ARE COMPLETED, A FINAL SAFETY INSPECTION FOR RUNWAY 5-23 AND TAXIWAYS SHALL BE COMPLETED PRIOR TO REOPENING. REMOVE BARRICADES AND CLOSURE CROSSES AND REOPEN RUNWAY 5-23 AND TAXIWAYS TO AIR OPERATIONS.
- AFTER RUNWAY 5-23 IS REOPENED, RUNWAY 11-29 SHALL BE CLOSED PLACING BARRICADES AND CLOSURE CROSSES AS REQUIRED. THE TEMPORARY RELOCATED THRESHOLD SHALL BE REMOVED AND NEW MARKING WITH BEADS SHALL BE COMPLETED ON ORIGINAL RUNWAY 11 THRESHOLD MARKINGS. REMOVE BARRICADES AND CLOSURE CROSSES AND REOPEN RUNWAY 11-29 TO AIR OPERATIONS.
- REMOVE ANY TEMPORARY SILT FENCE AND SEDIMENTATION CONTROL MEASURES WITHIN THE PROJECT AREA AS DIRECTED BY THE ENGINEER. RESTORE DISTURBED AREAS AND SEED AND MULCH.
- CONTRACTOR SHALL REMOVE ALL EQUIPMENT, MATERIALS, AND DEBRIS. REMOVE STAGING AREA. REGRADE AND RESTORE DISTURBED AREAS AND SEED AND MULCH.
- AFTER SPECIFIED CURING PERIOD, CONTRACTOR SHALL COMPLETE GROOVING OPERATIONS AND APPLY FINAL APPLICATION OF MARKING WITHIN PROJECT WITH REFLECTIVE BEADS AS REQUIRED. SEE PHASE IV PHASING PLAN ON SHEET A1.9.

**LEGEND**

- APPROXIMATE AIRPORT PROPERTY LINE
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- ROFZ — RUNWAY OBSTACLE FREE ZONE
- [Pattern] WORK AREA A (PHASE II)
- [Pattern] WORK AREA A1 (PHASE II)
- [Pattern] WORK AREA B (PHASE III)

**NOTE A:**  
 CONTRACTOR WILL BE REQUIRED TO UTILIZE FLAGMEN AT TAXIWAY 'B' CROSSING AND RUNWAY 11-29 CROSSING DURING CONSTRUCTION. FLAGMEN SHALL HAVE ALL TRUCKS STOP PRIOR TO CROSSING RUNWAY/TAXIWAY, AS SHOWN ON THE PLANS. CONTRACTOR SHALL MONITOR AIR TRAFFIC ON TWO-WAY RADIO PRIOR TO VEHICLES CROSSING ACTIVE RUNWAYS/TAXIWAYS, CONTRACTOR SHALL ANNOUNCE THE CROSSING VIA RADIO TO NOTIFY PILOTS.

**NOTE B - CONTRACTOR'S ACCESS ROUTE:**  
 DUE TO CONCURRENT CONSTRUCTION ONSITE ADJACENT TO CLOSED RUNWAY, THE ACCESS AVAILABLE FOR THE REHABILITATION PROJECT SHALL BE 60' IN WIDTH. THE ACCESS ROUTE MAY ALSO BE UTILIZED AS A TAXIWAY FOR A LIMITED NUMBER OF AIRCRAFT OPERATIONS ON A WEEKLY BASIS. AIRCRAFT OPERATION SHALL HAVE THE RIGHT OF WAY AT ALL TIMES. CLOSE COORDINATION WILL BE REQUIRED BETWEEN THE AIRCRAFT OPERATOR, CONTRACTOR, AND AIRPORT MANAGEMENT. THE CONTRACTOR SHALL ALSO COORDINATE WORK WITH THE CONTRACTOR WORKING ON THE ADJACENT SITE.

**FOR CONTRACTOR'S STAGING AREA LOCATION SEE SHEET A1.2.**

**CONTRACTOR'S ACCESS ROUTE ALONG CLOSED RUNWAY (SEE NOTE B)**

**TAXIWAY B TO BE OPEN FOR ACCESS TO RUNWAY 29 END AT ALL TIMES. CONTRACTOR TO UTILIZE FLAGGERS FOR CONSTRUCTION TRAFFIC CROSSING TAXIWAY B.**

**INSTALL LIGHTED BARRICADES (50' FROM TAXIWAY A CENTERLINE) FOR PROJECT DURATION**

**INSTALL LIGHTED BARRICADES FOR PHASE II CONSTRUCTION**

**INSTALL LIGHTED BARRICADES (50' FROM HANGAR TAXILANE CENTERLINE)**

**INSTALL LIGHTED BARRICADES AT PHASE II CONSTRUCTION LIMITS**

**INSTALL LIGHTED BARRICADES TO DELINEATE TAXIWAY SAFETY AREA AND TO DELINEATE CONSTRUCTION LIMITS WHEN TAXIWAY 'B' OPEN**

**INSTALL RUNWAY CLOSURE CROSS JUST OFF THE END OF THE RUNWAY (TYP. BOTH RUNWAY 5 AND 23 ENDS)**

**LIGHTED BARRICADES INSTALLED FOR PHASE II CONSTRUCTION**

**BEGIN RUNWAY STA 0+00**

**TEMPORARY RELOCATED THRESHOLD. SEE SHEET A1.4**

**PHASING PLAN - PHASE II**

**SEQUENCE OF CONSTRUCTION - PHASE II:**

**SEQUENCE OF CONSTRUCTION - PHASE III (SEE SHEET A1.8)**

**LEGEND**

**NOTE A:**

**NOTE B - CONTRACTOR'S ACCESS ROUTE:**

**FOR CONTRACTOR'S STAGING AREA LOCATION SEE SHEET A1.2.**

**CONTRACTOR'S ACCESS ROUTE ALONG CLOSED RUNWAY (SEE NOTE B)**

**TAXIWAY B TO BE OPEN FOR ACCESS TO RUNWAY 29 END AT ALL TIMES. CONTRACTOR TO UTILIZE FLAGGERS FOR CONSTRUCTION TRAFFIC CROSSING TAXIWAY B.**

**INSTALL LIGHTED BARRICADES (50' FROM TAXIWAY A CENTERLINE) FOR PROJECT DURATION**

**INSTALL LIGHTED BARRICADES FOR PHASE II CONSTRUCTION**

**INSTALL LIGHTED BARRICADES (50' FROM HANGAR TAXILANE CENTERLINE)**

**INSTALL LIGHTED BARRICADES AT PHASE II CONSTRUCTION LIMITS**

**INSTALL LIGHTED BARRICADES TO DELINEATE TAXIWAY SAFETY AREA AND TO DELINEATE CONSTRUCTION LIMITS WHEN TAXIWAY 'B' OPEN**

**INSTALL RUNWAY CLOSURE CROSS JUST OFF THE END OF THE RUNWAY (TYP. BOTH RUNWAY 5 AND 23 ENDS)**

**LIGHTED BARRICADES INSTALLED FOR PHASE II CONSTRUCTION**

**BEGIN RUNWAY STA 0+00**

**TEMPORARY RELOCATED THRESHOLD. SEE SHEET A1.4**

**PHASING PLAN - PHASE II**

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**GEORGETOWN COUNTY AIRPORT  
 GEORGETOWN, SOUTH CAROLINA**

**RUNWAY 5-23 REHABILITATION**

**PHASING PLAN - PHASE II**

REV. NO.	DESCRIPTION	DATE
1	REVISED NOTES AND ADDED NOTE B	4/20/21

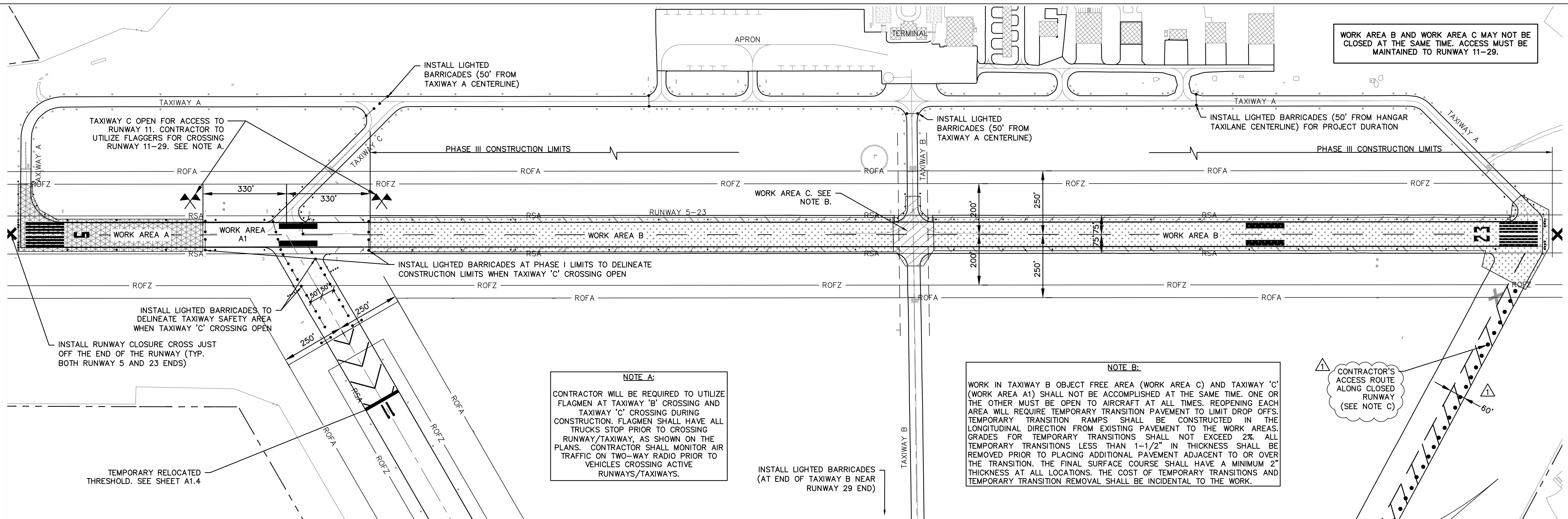
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 Sheet No.:

**A1.7**





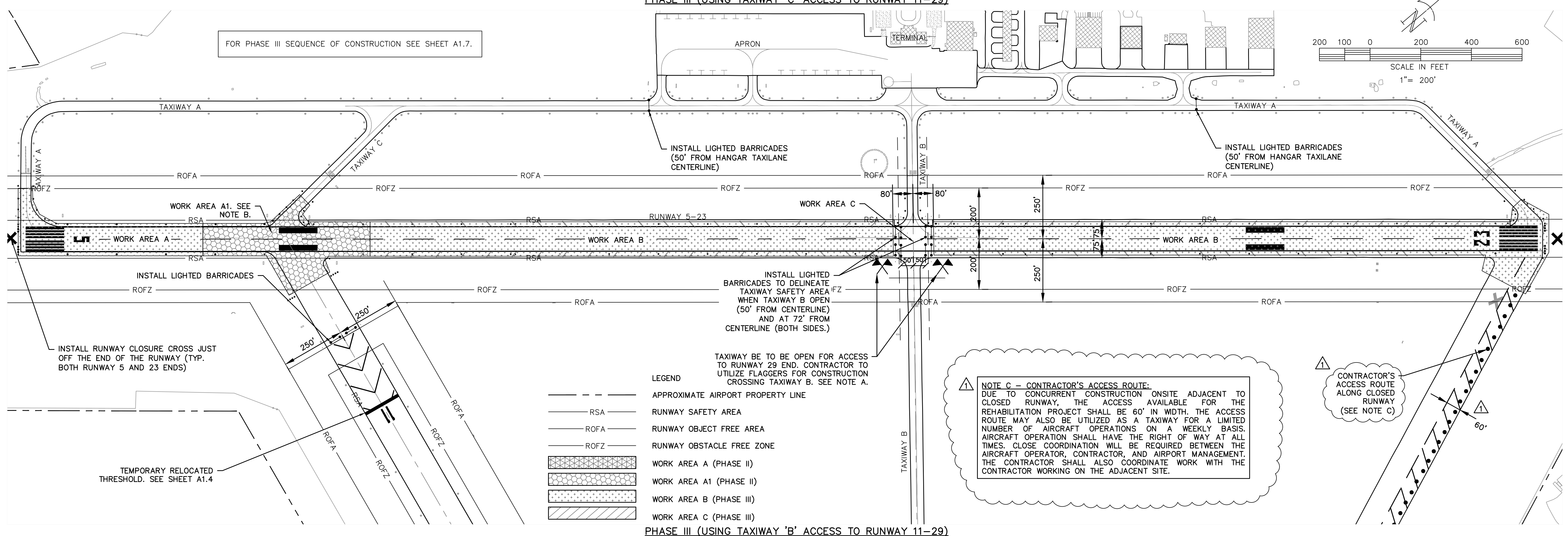
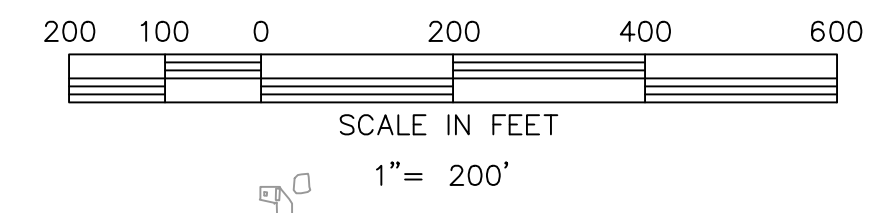
WORK AREA B AND WORK AREA C MAY NOT BE CLOSED AT THE SAME TIME. ACCESS MUST BE MAINTAINED TO RUNWAY 11-29.

**NOTE A:**  
CONTRACTOR WILL BE REQUIRED TO UTILIZE FLAGMEN AT TAXIWAY 'B' CROSSING AND TAXIWAY 'C' CROSSING DURING CONSTRUCTION. FLAGMEN SHALL HAVE ALL TRUCKS STOP PRIOR TO CROSSING RUNWAY/TAXIWAY, AS SHOWN ON THE PLANS. CONTRACTOR SHALL MONITOR AIR TRAFFIC ON TWO-WAY RADIO PRIOR TO VEHICLES CROSSING ACTIVE RUNWAYS/TAXIWAYS.

**NOTE B:**  
WORK IN TAXIWAY B OBJECT FREE AREA (WORK AREA C) AND TAXIWAY 'C' (WORK AREA A1) SHALL NOT BE ACCOMPLISHED AT THE SAME TIME. ONE OR THE OTHER MUST BE OPEN TO AIRCRAFT AT ALL TIMES. REOPENING EACH AREA WILL REQUIRE TEMPORARY TRANSITION PAVEMENT TO LIMIT DROP OFFS. TEMPORARY TRANSITION RAMPS SHALL BE CONSTRUCTED IN THE LONGITUDINAL DIRECTION FROM EXISTING PAVEMENT TO THE WORK AREAS. GRADES FOR TEMPORARY TRANSITIONS SHALL NOT EXCEED 2% ALL TEMPORARY TRANSITIONS LESS THAN 1-1/2" IN THICKNESS SHALL BE REMOVED PRIOR TO PLACING ADDITIONAL PAVEMENT ADJACENT TO OR OVER THE TRANSITION. THE FINAL SURFACE COURSE SHALL HAVE A MINIMUM 2" THICKNESS AT ALL LOCATIONS. THE COST OF TEMPORARY TRANSITIONS AND TEMPORARY TRANSITION REMOVAL SHALL BE INCIDENTAL TO THE WORK.

CONTRACTOR'S ACCESS ROUTE ALONG CLOSED RUNWAY (SEE NOTE C)

FOR PHASE III SEQUENCE OF CONSTRUCTION SEE SHEET A1.7.



INSTALL LIGHTED BARRICADES TO DELINEATE TAXIWAY SAFETY AREA WHEN TAXIWAY B OPEN (50' FROM CENTERLINE) AND AT 72' FROM CENTERLINE (BOTH SIDES.)

TAXIWAY B TO BE OPEN FOR ACCESS TO RUNWAY 29 END. CONTRACTOR TO UTILIZE FLAGGERS FOR CONSTRUCTION CROSSING TAXIWAY B. SEE NOTE A.

**NOTE C - CONTRACTOR'S ACCESS ROUTE:**  
DUE TO CONCURRENT CONSTRUCTION ON SITE ADJACENT TO CLOSED RUNWAY, THE ACCESS AVAILABLE FOR THE REHABILITATION PROJECT SHALL BE 60' IN WIDTH. THE ACCESS ROUTE MAY ALSO BE UTILIZED AS A TAXIWAY FOR A LIMITED NUMBER OF AIRCRAFT OPERATIONS ON A WEEKLY BASIS. AIRCRAFT OPERATION SHALL HAVE THE RIGHT OF WAY AT ALL TIMES. CLOSE COORDINATION WILL BE REQUIRED BETWEEN THE AIRCRAFT OPERATOR, CONTRACTOR, AND AIRPORT MANAGEMENT. THE CONTRACTOR SHALL ALSO COORDINATE WORK WITH THE CONTRACTOR WORKING ON THE ADJACENT SITE.

CONTRACTOR'S ACCESS ROUTE ALONG CLOSED RUNWAY (SEE NOTE C)

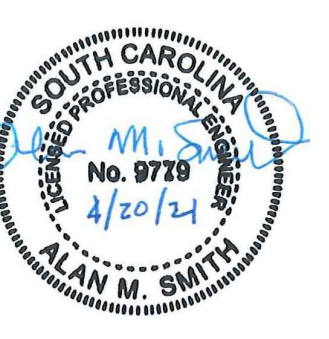
- LEGEND**
- APPROXIMATE AIRPORT PROPERTY LINE
  - RSA RUNWAY SAFETY AREA
  - ROFA RUNWAY OBJECT FREE AREA
  - ROFZ RUNWAY OBSTACLE FREE ZONE
  - [Pattern] WORK AREA A (PHASE II)
  - [Pattern] WORK AREA A1 (PHASE II)
  - [Pattern] WORK AREA B (PHASE III)
  - [Pattern] WORK AREA C (PHASE III)

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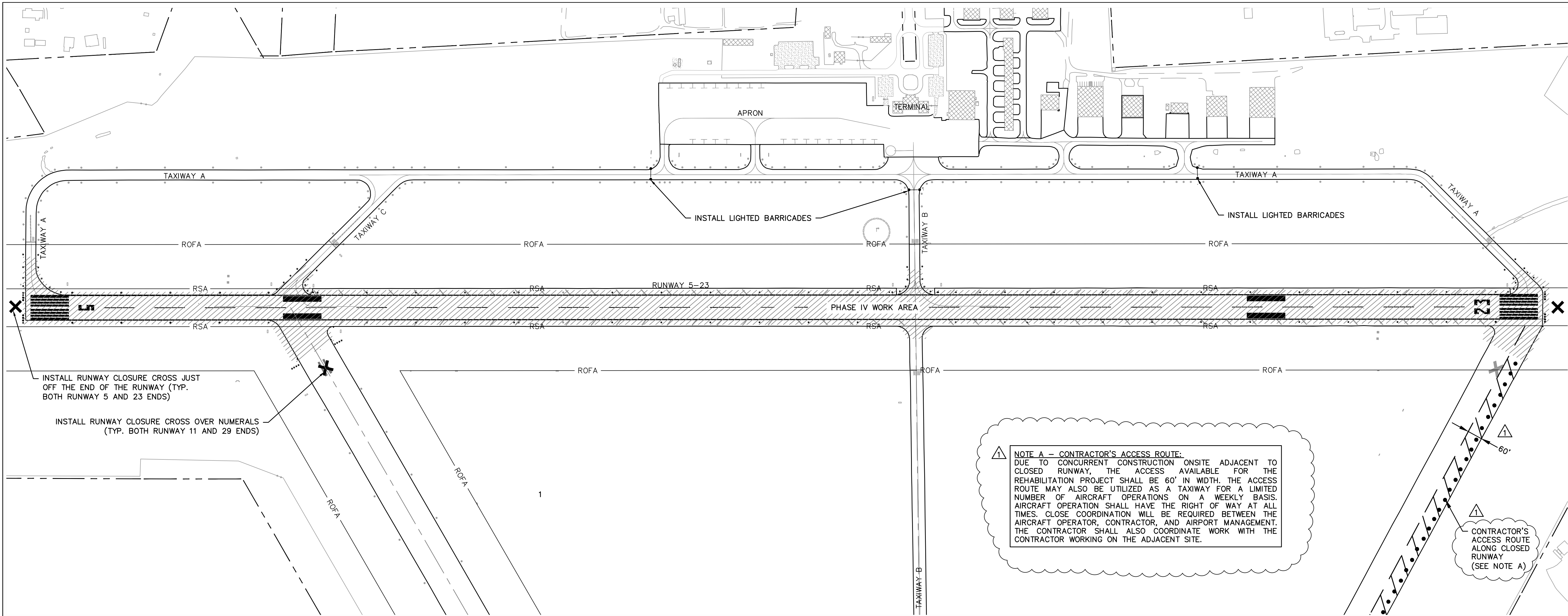
GEORGETOWN COUNTY AIRPORT  
GEORGETOWN, SOUTH CAROLINA  
**RUNWAY 5-23 REHABILITATION**  
**PHASING PLAN - PHASE III**



Date: DECEMBER 2020  
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Project No.: 2601-2001  
Sheet No.:

**A1.8**





**PHASE IV**

**LEGEND**

- APPROXIMATE AIRPORT PROPERTY LINE
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- ▨ PHASE IV WORK AREA

**SEQUENCE OF CONSTRUCTION - PHASE IV:**

PHASE IV CONSISTS OF GROOVING RUNWAY 5-23 AND FINAL MARKING OF RUNWAY 5-23 WHICH SHALL TAKE PLACE AFTER SPECIFIED CURING PERIOD. THE GEORGETOWN COUNTY AIRPORT WILL BE CLOSED FOR WORK IN PHASE IV AS DESCRIBED BELOW.

**GROOVING:**

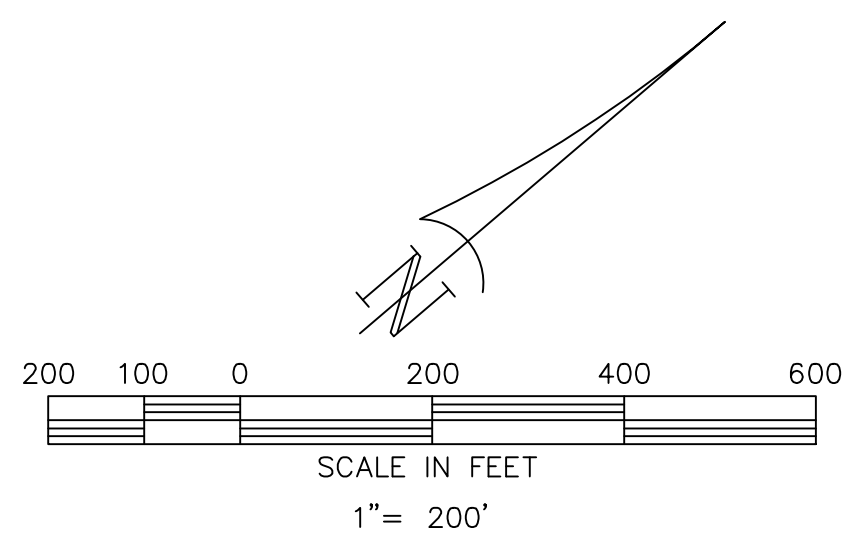
THE CONTRACTOR SHALL HAVE 10 CALENDAR NIGHTS BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM TO COMPLETE THE GROOVING ON RUNWAY 5-23. EACH NIGHT THE CONTRACTOR SHALL CLOSE THE RUNWAY AND TAXIWAYS BY PLACING BARRICADES AND CLOSURE CROSSES AS SHOWN ON THIS SHEET. EACH MORNING ALL RUNWAYS AND TAXIWAYS SHALL BE REOPENED FOR USE BY AIRCRAFT BY 6:00 AM.

1. CLOSE RUNWAY 5-23 AND RUNWAY 11-29 BY PLACING LIGHTED CLOSURE CROSSES ON EACH END. INSTALL LIGHTED BARRICADES AS SHOWN TO CLOSE TAXIWAYS AND KEEP AIRCRAFT FROM TAXIING ON TO CLOSED RUNWAYS.
2. COMPLETE GROOVING OPERATIONS.
3. AFTER GROOVING IS COMPLETE, CONTRACTOR TO THOROUGHLY CLEAN (INCLUDING PRESSURE WASHING AS NEEDED) RUNWAY 5-23 PRIOR TO MARKING TO BE SURE ALL SEDIMENT AND FROM GROOVING OPERATIONS IS REMOVED AND PAVEMENT IS READY FOR MARKING.
4. EACH MORNING COMPLETE SAFETY INSPECTION, REMOVE CLOSURE CROSSES AND BARRICADES, AND REOPEN RUNWAY 5-23 TO AIR OPERATIONS.

**MARKING:**

AFTER GROOVING AND THOROUGH CLEANING, THE CONTRACTOR SHALL HAVE ONE CALENDAR DAY FOR A TWELVE HOUR PERIOD TO COMPLETE THE FINAL MARKING INCLUDING REFLECTIVE BEADS AS REQUIRED ON RUNWAY 5-23. THE ONE DAY CLOSURE SHALL OCCUR ON EITHER A TUESDAY OR WEDNESDAY AS COORDINATED WITH THE AIRPORT MANAGEMENT. CONTRACTOR SHALL CLOSE THE RUNWAY AND TAXIWAYS BY PLACING BARRICADES AND CLOSURE CROSSES AS SHOWN ON THIS SHEET.

1. CLOSE RUNWAY 5-23 AND RUNWAY 11-29 BY PLACING LIGHTED CLOSURE CROSSES ON EACH END. INSTALL LIGHTED BARRICADES AS SHOWN TO CLOSE TAXIWAYS AND KEEP AIRCRAFT FROM TAXIING ON TO CLOSED RUNWAYS.
2. COMPLETE FINAL MARKING AND BEAD APPLICATION AS REQUIRED.
3. COMPLETE SAFETY INSPECTION, REMOVE CLOSURE CROSSES AND BARRICADES, AND REOPEN RUNWAY 5-23 TO AIR OPERATIONS.



**NOTE A - CONTRACTOR'S ACCESS ROUTE:**  
 DUE TO CONCURRENT CONSTRUCTION ONSITE ADJACENT TO CLOSED RUNWAY, THE ACCESS AVAILABLE FOR THE REHABILITATION PROJECT SHALL BE 60' IN WIDTH. THE ACCESS ROUTE MAY ALSO BE UTILIZED AS A TAXIWAY FOR A LIMITED NUMBER OF AIRCRAFT OPERATIONS ON A WEEKLY BASIS. AIRCRAFT OPERATION SHALL HAVE THE RIGHT OF WAY AT ALL TIMES. CLOSE COORDINATION WILL BE REQUIRED BETWEEN THE AIRCRAFT OPERATOR, CONTRACTOR, AND AIRPORT MANAGEMENT. THE CONTRACTOR SHALL ALSO COORDINATE WORK WITH THE CONTRACTOR WORKING ON THE ADJACENT SITE.

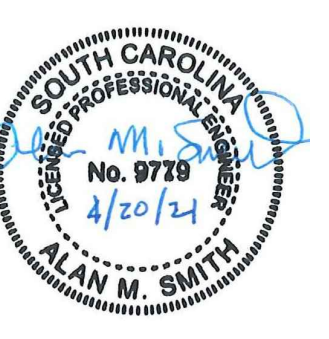
CONTRACTOR'S ACCESS ROUTE ALONG CLOSED RUNWAY (SEE NOTE A)

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GEORGETOWN COUNTY AIRPORT  
 GEORGETOWN, SOUTH CAROLINA  
**RUNWAY 5-23 REHABILITATION**  
**PHASING PLAN - PHASE IV**



Date	DECEMBER 2020
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Checked	AMS
Project No.	2601-2001
Sheet No.	

**A1.9**

## Memorandum

To: Interested Parties

From: Alan M. Smith, PE

RE: Pre-Bid Meeting Summary  
Georgetown County Airport  
Runway 5-23 Rehabilitation - Bid No.21-032  
TBI No. 2601-2001

Date: April 26, 2021

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A Pre-bid Meeting for the subject project was held on April 23, 2021, at 11:00 a.m. in the Conference Room, at the Georgetown County Airport. An attendee list for those participating in the pre-bid meeting is attached for informational purposes. The following items were discussed.

- 1. Bid Submission Procedures:** The bid opening is scheduled for Wednesday, May 5, 2021 at 3:30 p.m. Bids must be submitted electronically. Bidders are responsible for on time delivery of their bids. The bid opening will be conducted as a virtual meeting.
- 2. Bid Package Requirements:** The bid package shall be delivered electronically. Detailed information is contained in the "Invitation for Bid / Instruction for Bidders" in the project specifications. The Bid Form BF-1 to BF-4 shall be filled out completely including unit prices written in words and numbers and extended totals provided for all items of work shown on the bid form. The Proposal Form must be completed and signed. The Bidder must provide unit prices for all items of work in Base Bid – Runway 5-23 Rehabilitation included on the bid forms.

The project includes requirements for DBE participation. The DBE Goal is 10.9%. Page A-13 - DBE Committal Sheet and Page A-14 - DBE Subcontractor Data are to be utilized for the project and must be submitted with the bid. The Contractor may also be required to submit Page A-15 - DBE Contact Schedule and Page A-16 - Identified Unavailable DBEs, if necessary. If the Bidder is not meeting the DBE goal included in the bid documents, the Contractor will be required to complete documentation of a "Good Faith Effort" for the project in accordance with the requirements of Appendix 'B' of the specifications. The Good Faith Effort documentation shall be submitted within 3 days of the bid letting.

A bid bond or certified check made payable to the Georgetown County in the amount of 5% of the Bidder's maximum bid price for the Base Bid shall also be included. All addenda issued for the project shall be signed and attached to the bid proposal and returned with the bid.

3. **Federal Requirements (Appendix C of the Specifications):** The project is federally funded and includes contract requirements for Equal Employment Opportunity requirements. The project also includes provisions for Davis Bacon Requirements. The Contractor and all subcontractors will be required to submit two (2) copies each of certified payrolls for work completed on the project. The Contractor will be required to comply with the Wage Rate Decision included in Appendix 'C' of the specifications. The contract also includes Buy American Requirements which must be adhered to. The Contractor is required to submit a certification for Buy American Requirements with the bid.
4. **Addenda:** Addendum No. 1 will be issued to answer any questions and will include a Pre-bid Meeting Summary and Attendee List. The Addendum will also address modification to the Safety and Phasing Plans(Sheets A1.2, A1.4, A1.7, A1.8, and A1.9), due to a new project that is being developed that may be constructed simultaneously with the rehabilitation project. The addendum will also include a revised page A-1 of the Proposal Requirements and Conditions to correct reference to SCDOT form NCDOT and a revised technical specification for Item P-101 Preparation / Removal of Existing Pavement. The first addendum will be issued Monday, April 19th.
5. **Questions:** Contractors shall address any questions concerning items required for the project and the Plans and Specifications in writing by email or fax. The questions shall be submitted no later than April 28, 2021 at 3:30 pm. Questions submitted later than that date will not be answered. Questions shall be submitted in writing Georgetown County Purchasing Office at [purch@gtcounty.org](mailto:purch@gtcounty.org) or by fax at (843) 545-3500.
6. **Electronic Copy of Bid Forms:** An electronic copy of the bid form is available as indicated in PSP-36 of the Project Special Provisions. The electronic version of the bid form is available on the Georgetown County Purchasing website.
7. **DBE Requirements:** The project DBE goal established for the project is 10.9%. All DBE contractors to be utilized on a project shall be certified through the South Carolina Unified Certification Program. DBE contractors are listed in the South Carolina Unified Certification Program DBE Directory. The Contractor should confirm that the proposed contractors that are listed in the proposal are certified DBE's. All DBE subcontractors are to be certified as a DBE at the time of bid opening.
8. **DBE Forms to be Submitted with Bid:** Page A-13 - DBE Committal Sheet and Page A-14 - DBE Subcontractor Data are to be utilized for the project and must be submitted with the bid. The Contractor may also be required to submit Page A-15 - DBE Contact Schedule and Page A-16 - Identified Unavailable DBEs, if necessary. If the Contractor fails to meet the DBE goal, the Contractor will be required to submit a Good Faith Effort document for review by the Owner. The Good Faith Effort documentation is required to be submitted within 3 days of the bid opening.



Recommended information and documentation to be included in the Good Faith Effort submittal is included in Appendix 'B'. The Good Faith Effort should document the efforts that the Contractor completed to meet the project goal requirements.

9. **Contractor Qualifications:** The prime contractor for the project shall be a Prequalified Bidder with the SCDOT or if not qualified, submit "Evidence of Competency" and "Evidence of Financial Responsibility" as required in Section 20-02. The Contractor shall also have a South Carolina General Contractor's License appropriate for the project.
10. **Contract Award:** The award for the project will be made on the basis of the lowest responsive, qualified Bidder for the Base Bid depending on availability of Local, State, and Federal funds.
11. **Project Work Elements:** This project includes the Rehabilitation of the Runway 5-23 pavement at the Georgetown County Airport in Georgetown, SC. Runway 5-23 is 6006' in length. Runway 11-29 will be utilized to keep the Airport open during the construction. This project has been divided into four phases of construction to minimize closure periods and operational issues during construction. The project includes site preparation (profile milling, transitional milling, and crack cleaning and sealing), bituminous paving, sedimentation and erosion control, lighting modifications, marking, grooving, pavement repairs, seeding, sodding, and mulching.
12. **Contract Time:** The project contract time for completion is as follows:
  - Base Bid: 40 Calendar Days.
  - Phase I – Runway 11-29 Preparatory Work: 7 additional Calendar Days.
  - Phase IV – Runway Grooving and Final Marking Application: 10 additional Calendar Days (9:00 pm to 6:00 am) for runway Grooving after a 30 day cure period and 1 additional Calendar Day (daytime 12 hour shift) for final marking application after grooving operations are completed.
  - Runway 11-29 Removal of Temporary Relocated Threshold: 2 Calendar Days
  - Removal of Sedimentation and Erosion Control: 3 Calendar Days.

Liquidated damages in the amount of \$1,500.00 per calendar day will be assessed for failure on part of the Contractor to complete the work within the specified contract time for each schedule of work unless noted otherwise.

13. **Project Safety Plan:** The Contractor will be required to follow all components of the Project Safety Plan as included in the contract documents. Several items of note concerning the safety plan are the project access and proposed staging area. The Contractor shall utilize the staging area and access route as shown on the plans. No access to the project will be allowed through the terminal area. The Contractor's personnel shall not be allowed to enter the ROFZ or TOFA without permission when active air operations are ongoing. Additional information related to project safety is

also included in the Construction Safety Phasing Plan (CSPP) included in Appendix 'G' of the specifications.

14. **Engineer's Trailer:** An Engineer's Trailer is required for this project. Location shall be as shown on the plans or coordinated with Airport Management.
15. **Survey Requirements:** The Contractor will be responsible for all construction surveys for layout and grading. See PSP-17 – Layout and Control , PSP-18 - As Constructed Drawings, and Section 50-07 Construction Layout and Stakes for survey requirements.
16. **Quality Assurance Testing and Quality Control Testing:** Quality Assurance Testing for project items to confirm that work elements meet specification requirements and for acceptance for payment will be the responsibility of the Owner through Talbert & Bright, Inc. Testing for quality assurance purposes will be completed on as requested basis by the Contractor as he completes items and is ready for testing. It is recommended that the Contractor take the necessary steps to make sure that the materials and work efforts on site meet the requirements of the specifications prior to requesting Quality Assurance testing. The cost for failing quality assurance tests will be deducted from payment due the Contractor. Quality Control Testing is the responsibility of the Contractor. See Item C-100 - Contractor Quality Control Program (CQCP) for details and requirements.
17. **P-610 Structural Portland Cement Concrete:** Contractor should note reactivity testing requirements for aggregates utilized in mix design. This testing can have an impact on time and costs. The Contractor shall coordinate this testing with concrete supplier so as not impact project schedule. All items that reference utilization of P-610 Concrete will require reactivity testing for the mix.
18. **P-209 Aggregate Base Course:** The Contractor will be required to submit a job mix formula for aggregate base in accordance with the sieve stack shown in the P-209 specifications. The ABC will be tested for gradation by the Contractor in accordance with the specifications. Samples will be taken from each 'lot' placed as it is placed on site before compaction. The gradation results will be compared against the Job Mix Formula submittal with tolerances applied in accordance with the specifications. Material not meeting the gradation requirements will be required to be adjusted by adding material to meet the specified gradation or removed and replaced. Gradation testing will be completed by the Owner's laboratory.

The Contractor will be required to complete straight edge smoothness verification and a grade check of the final surface prior to beginning placement of the first lift of bituminous pavement..

19. **Bituminous Surface Course:** The pavement section will be constructed in two lifts of 2 inches of P-401 Surface Course. The Contractor will be required to submit a mix design prepared by certified laboratory (ASTM D3666) and signed and sealed by a

PE. A Control strip will be required. The control strip shall be placed within the project limits and shall consist of at least 250 tons and two paving lanes in width with a cold joint. Test strips usually take most of one day to complete with production paving typically started the next day.

The Contractor shall be required to complete straight edge smoothness verification for each lift of surface course and complete a profilograph roughness analysis for final lift. The Contractor shall also be required to complete grade checks for initial lift and final surface.

**20. Permits:** Sedimentation and Erosion Control(DHEC) and Georgetown County Stormwater Permits have been prepared for the project. The permits are under review by the applicable agencies. Copies of the permits and applicable forms required will be provided to the Contractor when available. The plan requirements for the permits are shown on the project plans. The Contractor is responsible for complying with the conditions and requirements of the permit including site inspections and record keeping. See PSP-27.

**21. Site Visit:** A site visit was offered at the end of the meeting. The Contractors were also provided contact information to schedule a site visit at another time.

**22. Questions:** The following questions were asked at the meeting. Answers for the questions follow.

A. Question: Can we get the Bid Item sheet in Excel format?

Response: Section PSP-36 of the Project Special Provisions specifies that the Bid Form is available. The Bid Form is available on the Georgetown County Purchasing website.

B. Question: Are the CAD files available to bidders?

Response: Cad files will be made available to the low bidder for the project after contract award.

C. Question: Specifications state that "each bidder shall be registered as a prequalified bidder with the NCDOT at the time of bidding." Are we to assume that SCDOT Prequalification will be acceptable?

Response: SCDOT Prequalification is correct as specified in Section 20-02 of the Supplemental Requirements and Conditions. The above reference is from page A-1, fourth paragraph of the Proposal Requirements and Conditions. Page A-1 will be revised as part of Addendum No. 1.

D. Question: Does Georgetown County Purchasing maintain a Plan Holders list and can we get a copy of it?

Response: Georgetown County Purchasing does not maintain a Plan Holders List. The listing below is copy of the Downloads and Views from the Vendor Registry for the Runway 5-23 Rehabilitation Project for your information. Please keep in mind however that this information is not an accurate portrayal of all plan holders as Purchasing do not require a vendor to be registered in order to view or download the bid information. This report only lists vendors who were registered and logged into their Vendor Registry account when they viewed or downloaded the information. The totals provided are a more accurate representation.

<u>Event Date</u>	<u>Actions</u>	<u>CompanyName</u>	<u>Email</u>	<u>City</u>	<u>County</u>	<u>State</u>	<u>Diversities</u>	<u>Minority Status</u>
4/17/2021 2:28	View	IMS	ims_bids@construction.com	San Diego	San Diego	CA	None	none
4/17/2021 2:29	Download - (Bid21032.pdf)	IMS	ims_bids@construction.com	San Diego	San Diego	CA	None	none
4/20/2021 14:29	View	Kiewit Infrastructure South Co.	jeff.sullivan@kiewit.com	North Charleston	Charleston	SC	None	none
4/20/2021 14:29	View	Kiewit Infrastructure South Co.	john.krupilis@kiewit.com	North Charleston	Charleston	SC	None	none
4/20/2021 14:29	Download - (Bid21032.pdf)	Kiewit Infrastructure South Co.	jeff.sullivan@kiewit.com	North Charleston	Charleston	SC	None	none
4/20/2021 14:29	Download - (Bid21032.pdf)	Kiewit Infrastructure South Co.	john.krupilis@kiewit.com	North Charleston	Charleston	SC	None	none
4/20/2021 21:06	View	RFX Analyst Inc.	rfp@rfxanalyst.com	Dana Point	Orange	CA	None	none
4/20/2021 21:06	Download - (Bid21032.pdf)	RFX Analyst Inc.	rfp@rfxanalyst.com	Dana Point	Orange	CA	None	none
4/20/2021 21:07	Download - (Bid21032Drawings.pdf)	RFX Analyst Inc.	rfp@rfxanalyst.com	Dana Point	Orange	CA	None	none
4/20/2021 12:44	View	United Refrigeration Inc	branch462@uri.com	Murrells Inlet	Georgetown	SC	None	none
4/20/2021 12:46	Download - (Bid21032.pdf)	United Refrigeration Inc	branch462@uri.com	Murrells Inlet	Georgetown	SC	None	none

**Total Views = 113**

**Total Downloads = 78**

E. Question: Is there an estimated cost or budget for the above cost?

Response: The estimated range for the construction cost for the project is \$4,000,000 to \$4,400,000.

F. Question: Are there set dates for which work might begin or when it must be completed by?

Response: Contract award should be made within 120 calendar days of the project bid date. Award and issuance of the contract will be made after the FAA grant is received. The tentative schedule for the issuance of the Notice to Proceed is on after September 7, 2021. All construction must be completed within the contract times contained in the specifications.

G. Question: Is there any flexibility in the DBE Goal established for the project?

Response: There is not any flexibility in the project DBE Goal established. The goal was set as part of a 3 year goal update coordinated and approved by the FAA. If the Contractor is not able to meet the project DBE goal, documentation of a Good Faith Effort to meet the goal will be required.

H. Question: Can there be any consideration in the requirement to maintain either Taxiway 'B' or 'C' open at all times to allow the final lift of surface course to be placed in continuous pulls to eliminate transverse joints?

Response: Consideration of modifications of this requirement will be discussed during the project prior to beginning the placement of the final lift of surface course. This modification would have an impact on maintaining Runway 11-29 open which would need to be coordinated with the Airport.

I. Question: Is the work on Runway 11-29 included in the 40 day contract time for Runway 5-23?

Response: No, the work on Runway 11-29 is included under Phase I which has a separate 7 calendar day contract time for the work to be completed.

J. Question: Which County facility are bituminous millings to be hauled to?

Response: As specified in PSP-23 of the Project Special Provisions, bituminous millings are to be hauled and disposed of at the Georgetown County Public Works facility at 2236 Browns Ferry Road, Georgetown, SC 29440.

- K. Question: In maintaining runway crossing at Taxiway 'B' or Taxiway 'C' open, can aircraft cross a milled surface.

Response: We would prefer that the construction sequence be developed so that this is not required due to safety concerns for aircraft crossing the milled surface. Consideration may be given to allowing crossing aircraft after the first lift of surface course is placed. This would require coordination with the Airport.

- L. Question: When was Runway 11-29 last paved?

Response: Runway 11-29 was constructed in 1943 and has not been overlaid.

- M. Question: For the repair on Taxiway 'B' shown on Drawing A1.6 what work is anticipated or required?

Response: The pipe and depressed area has been repaired previously. For the project, the depression area shall be milled and leveled with surface course. Pipe repairs will not be completed in this project.

- N. Question: Can items such as setup of staging area and survey be completed prior to starting project?

O.

Response: Yes, those items may be completed prior to beginning of the project construction. Access to the airfield will need to be coordinated with the Airport Manager.

- P. Question: The proposed pavement repairs for Runway 11-29 are shown to be 4'x4'. If a required repair area is larger than 4'x4', how will payment be made for the additional area?

Response: Payment for the 4'x4' repairs to be made is on a per 'Each' basis. If a larger repair is required the quantity for the repair will be adjusted by comparing to the 16 SF repair area to the actual area of the repair. For instance, if a repair is required to be 24 SF the repair would be measured at 1.5 units for payment.

**End of Memorandum**

**Pre-Bid Meeting Attendance**  
**Georgetown County Airport**  
**Runway 5-23 Rehabilitation - Bid No. 21-032**  
**TBI No. 2601-2001**  
**Friday, April 23, 2021 @ 11:00 am**

Name	Company Name & Address	Phone	Fax	E-mail
1. Scott <del>Cunningham</del>	PALMETTO CORP. 3873 Hwy 701 N, Conway, SC	843- 365-2156		scunningham @palmettocorp.com
2. Alexa Gaspar	CP & G 829 Suite B Front of Georgetown	843-545- 1589		Centuryprints@yahoo.com
3. Lee Harrelson	Coastal Asphalt, LLC 2142 Winburn Sr Conway, SC	843-250- 1467		Lee@CoastalAsphalt.com
4. Heath Guyton	Coastal Asphalt			Heathg@coastal Asphalt.com
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## **ADDENDUM ACKNOWLEDGEMENT**

**BID #21-032**

### **Runway 5-23 Rehabilitation at Georgetown County Airport** **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: \_\_