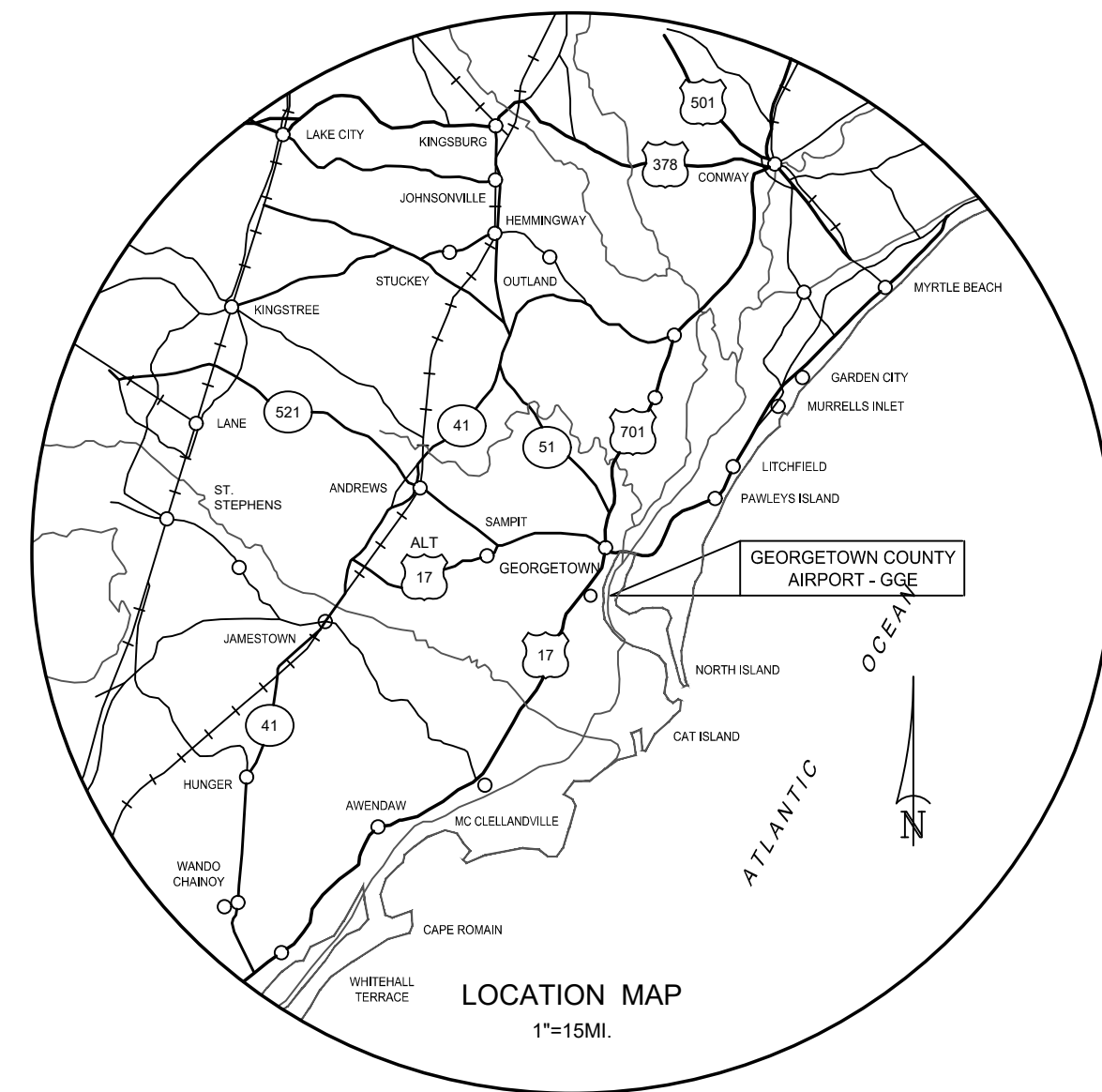


CONSTRUCTION PLANS FOR RUNWAY 5-23 REHABILITATION

AIP NO.: 3-4-0025-022-2020

GEORGETOWN COUNTY AIRPORT (GGE) GEORGETOWN, SOUTH CAROLINA



LOCATION MAP

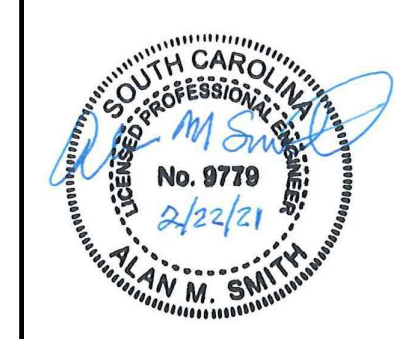
LIST OF DRAWINGS					
DRAWING #	TITLE OF DRAWING	DATE	DRAWING #	TITLE OF DRAWING	DATE
A1.1	COVER SHEET	DECEMBER 2020	G1.7	GRADING AND PAVING PLAN (SHEET 7 OF 8)	DECEMBER 2020
A1.2	PROJECT LAYOUT AND SAFETY PLAN	DECEMBER 2020	G1.8	GRADING AND PAVING PLAN (SHEET 8 OF 8)	DECEMBER 2020
A1.3	PROJECT LAYOUT AND SAFETY PLAN NOTES AND DETAILS	DECEMBER 2020	TS1.1	TYPICAL PAVEMENT SECTIONS AND MISCELLANEOUS DETAILS (SHEET 1 OF 2)	DECEMBER 2020
A1.4	PHASE I - TEMPORARY RELOCATED THRESHOLD (RUNWAY 11)	DECEMBER 2020	TS1.2	TYPICAL PAVEMENT SECTIONS AND MISCELLANEOUS DETAILS (SHEET 2 OF 2)	DECEMBER 2020
A1.5	PHASE I - RUNWAY 11-29 MARKING AND REPAIR PLAN (SHEET 1 OF 2)	DECEMBER 2020	TS1.3	LIGHTING MODIFICATION DETAILS	DECEMBER 2020
A1.6	PHASE I - RUNWAY 11-29 MARKING AND REPAIR PLAN (SHEET 2 OF 2)	DECEMBER 2020	GR1.1	RUNWAY GROOVING PLAN AND DETAILS	DECEMBER 2020
A1.7	PHASING PLAN - PHASE II	DECEMBER 2020	EC1.1	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
A1.8	PHASING PLAN - PHASE III	DECEMBER 2020	EC1.2	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
A1.9	PHASING PLAN - PHASE IV	DECEMBER 2020	EC1.3	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
EX1.1	EXISTING CONDITIONS AND REMOVAL PLAN (SHEET 1 OF 6)	DECEMBER 2020	EC1.4	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
EX1.2	EXISTING CONDITIONS AND REMOVAL PLAN (SHEET 2 OF 6)	DECEMBER 2020	EC1.5	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
EX1.3	EXISTING CONDITIONS AND REMOVAL PLAN (SHEET 3 OF 6)	DECEMBER 2020	EC1.6	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
EX1.4	EXISTING CONDITIONS AND REMOVAL PLAN (SHEET 4 OF 6)	DECEMBER 2020	EC1.7	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
EX1.5	EXISTING CONDITIONS AND REMOVAL PLAN (SHEET 5 OF 6)	DECEMBER 2020	EC1.8	SEDIMENTATION AND EROSION CONTROL PLAN	DECEMBER 2020
EX1.6	EXISTING CONDITIONS AND REMOVAL PLAN (SHEET 6 OF 6)	DECEMBER 2020	EC1.9	GENERAL NOTES AND DETAILS	DECEMBER 2020
SL1.1	SURVEY CONTROL PLAN	DECEMBER 2020	M1.1	MARKING PLAN (SHEET 1 OF 4)	DECEMBER 2020
G1.1	GRADING AND PAVING PLAN (SHEET 1 OF 8)	DECEMBER 2020	M1.2	MARKING PLAN (SHEET 2 OF 4)	DECEMBER 2020
G1.2	GRADING AND PAVING PLAN (SHEET 2 OF 8)	DECEMBER 2020	M1.3	MARKING PLAN (SHEET 3 OF 4)	DECEMBER 2020
G1.3	GRADING AND PAVING PLAN (SHEET 3 OF 8)	DECEMBER 2020	M1.4	MARKING PLAN (SHEET 4 OF 4)	DECEMBER 2020
G1.4	GRADING AND PAVING PLAN (SHEET 4 OF 8)	DECEMBER 2020	X1.1	CROSS SECTIONS (SHEET 1 OF 3)	DECEMBER 2020
G1.5	GRADING AND PAVING PLAN (SHEET 5 OF 8)	DECEMBER 2020	X1.2	CROSS SECTIONS (SHEET 2 OF 3)	DECEMBER 2020
G1.6	GRADING AND PAVING PLAN (SHEET 6 OF 8)	DECEMBER 2020	X1.3	CROSS SECTIONS (SHEET 3 OF 3)	DECEMBER 2020

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REV. NO.	DESCRIPTION	DATE

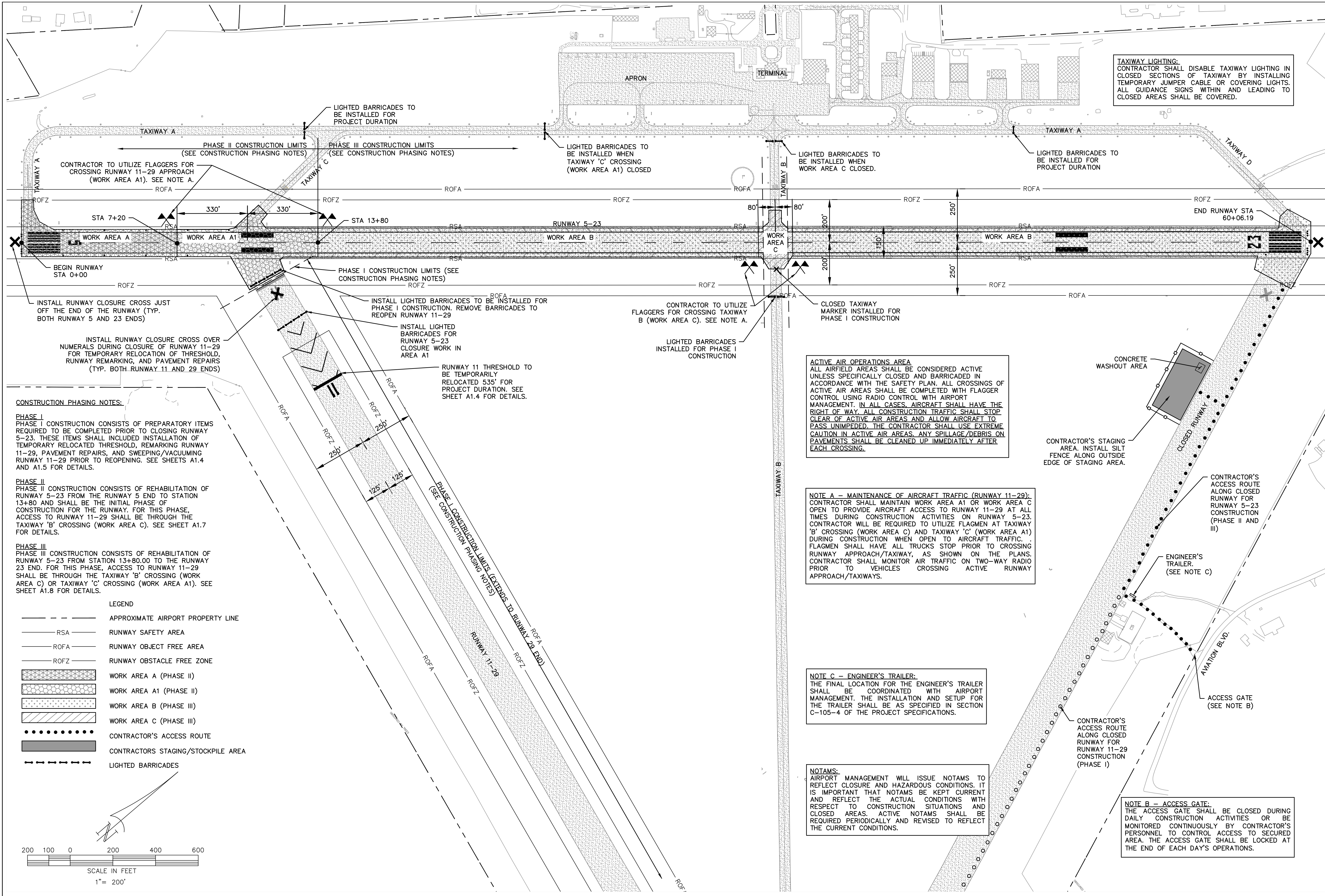
GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
COVER SHEET



Date	DECEMBER 2020
Scale	NONE
Drawn	NT
Checked	AMS
Project No.	2601-2001
Sheet No.	



A1.1



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.

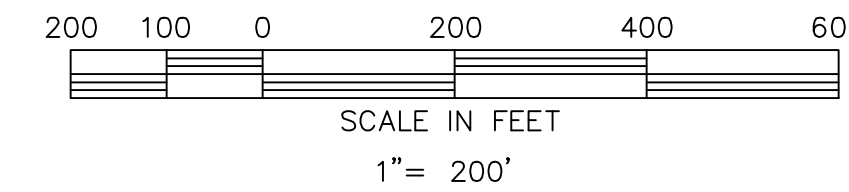
CONSTRUCTION PHASING NOTES:

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] CONTRACTOR'S STAGING/STOCKPILE AREA
 - LIGHTED BARRICADES



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.

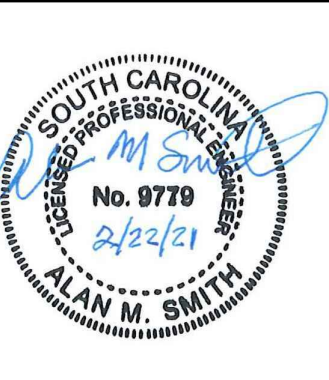
NOTE B - ACCESS GATE:
 THE ACCESS GATE SHALL BE CLOSED DURING DAILY CONSTRUCTION ACTIVITIES OR BE MONITORED CONTINUOUSLY BY CONTRACTOR'S PERSONNEL TO CONTROL ACCESS TO SECURED AREA. THE ACCESS GATE SHALL BE LOCKED AT THE END OF EACH DAY'S OPERATIONS.

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REV. NO.	DESCRIPTION	DATE

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.	2801-2001
Sheet No.	

A1.2

SAFETY PLAN REQUIREMENTS

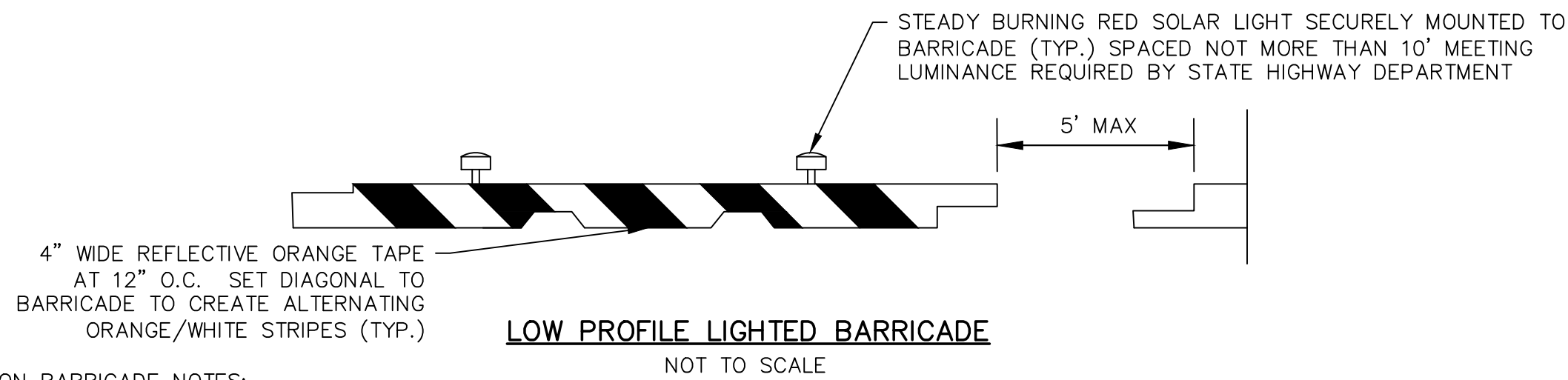
THE INTENT OF THIS PLAN IS TO ESTABLISH CERTAIN SAFETY REQUIREMENTS THAT MUST BE ADHERED TO BY THE CONTRACTOR DURING CONSTRUCTION OF THIS PROJECT. RUNWAY 5-23 WILL BE CLOSED TO AIR TRAFFIC AT ALL TIMES, AND VARIOUS OTHER TAXIWAYS WILL BE CLOSED ON AN INTERMITTENT BASIS TO FACILITATE CONSTRUCTION DURING THIS PROJECT. RUNWAY 11-29 WILL BE CLOSED TO RELOCATE THE RUNWAY 11 THRESHOLD TEMPORARILY, REMARK RUNWAY, AND COMPLETE REPAIRS. THE AIRPORT WILL REMAIN OPEN TO AIR TRAFFIC AT ALL TIMES. SEE SEQUENCE OF CONSTRUCTION ON PHASING SHEETS.

- THE PROJECT AREA IS LOCATED WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). THIS IS A CLOSELY MAINTAINED SECURITY AREA WITH RESTRICTED ACCESS. THE CONTRACTOR WILL BE REQUIRED TO MEET ALL REQUIREMENTS FOR ENTERING AND OPERATING IN THIS AREA AT ALL TIMES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE HIMSELF WITH ALL REQUIREMENTS FOR ENTERING AND OPERATING IN THE AOA. FURTHER, IT WILL REMAIN THE CONTRACTOR'S RESPONSIBILITY TO KEEP HIMSELF ADVISED OF ANY CHANGES IN REQUIREMENTS, TO ADHERE TO CURRENT REGULATIONS. CONTRACTOR SHALL ALSO HAVE PERSONNEL TRAINED TO OPERATE AND MONITOR AIRPORT SECURITY GATES USED DURING THE PROJECT.
- THE CONTRACTOR SHALL NOT BEGIN WORK UNLESS AND UNTIL 72 HOURS PRIOR NOTICE HAS BEEN GIVEN TO THE ENGINEER AND AIRPORT MANAGEMENT. CROSSING OF RUNWAYS OR TAXIWAYS IS ALLOWED ONLY IF THE RUNWAY OR TAXIWAY IS CLOSED OR WITH THE USE OF FLAGGERS AND NOTED AND SHOWN ON THIS PLAN. CONTRACTOR IS PROHIBITED FROM ENTERING THE RUNWAY 5-23 SAFETY AREA AT ANY TIME UNLESS THE RUNWAY IS CLOSED. SEE GENERAL NOTE 1.
- IN AN EMERGENCY SITUATION THE CONTRACTOR SHALL CALL 911 AND NOTIFY THE AIRPORT MANAGEMENT IMMEDIATELY. THE AIRPORT CAN BE REACHED BY PHONE AT 843-545-3638.
- SEE GENERAL NOTE 4 FOR AIRPORT ENTRY AND DEPARTURE PROCEDURES AND FOR VEHICLE MARKING REQUIREMENTS.
- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL DESIGNATE A REPRESENTATIVE AND ALTERNATE TO CONTACT ON A 24 HOUR BASIS SHOULD PROBLEMS ARISE. THE CONTRACTOR SHALL PROVIDE A CONTACT LIST FOR ALL SUPERVISORY PERSONNEL AND ALL SUBCONTRACTORS TO THE ENGINEER.
- A DAILY START-UP AND SHUT-DOWN CHECKLIST WILL BE JOINTLY PREPARED BY THE CONTRACTOR AND AIRPORT MANAGEMENT. THE CHECKLIST WILL BE FOLLOWED THROUGHOUT THE PROJECT. THIS CHECKLIST SHALL INCLUDE, BUT NOT BE LIMITED TO BARRICADES, FLAGMEN, HAUL ROUTES, SECURING OF ACCESS GATES, CLEAN UP, ETC. THE CONTRACTOR'S SITE SUPERVISOR AND LABOR CREW SHALL NOT LEAVE THE WORK SITE UNTIL SUCH TIME AS THE AIRPORT HAS INSPECTED THE AREA AND SIGNED OFF ON THE DAILY CHECKLIST.
- UNDERGROUND UTILITIES ARE KNOWN TO BE LOCATED IN THE PROJECT AREAS. EXISTING UNDERGROUND UTILITIES INCLUDING BUT NOT LIMITED TO AIRFIELD LIGHTING AND NAVAID POWER AND CONTROL CABLES AND OTHER UTILITIES MAY BE IN THE PATH OF CONSTRUCTION. LOCATIONS OF UTILITIES IF SHOWN ON THE PLANS ARE APPROXIMATE ONLY. ALL UTILITIES AND FACILITIES ARE NOT NECESSARILY INDICATED ON PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT EXISTING UTILITIES AND FACILITIES FROM DAMAGE. SEE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGEMENT WHEN WORKING IN AREAS CONTAINING AIRFIELD LIGHTING OR NAVAID CABLE.

CONTACTS ARE:
 AIRPORT MANAGER MR. JIM TAYLOR 843-545-3638

FOR ADDITIONAL REQUIREMENTS RELATED TO PROTECTION OF EXISTING UTILITIES, INCLUDING CABLES, CONTROLS, AND NAVAIDS SEE PROJECT SPECIAL PROVISIONS.

- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS IN REGARD TO CONSTRUCTION NOISE AND EROSION CONTROL DURING CONSTRUCTION.
- THE CONTRACTOR SHALL CLEAN ALL CONSTRUCTION AREAS OF LITTER, LOOSE PAPERS, DEBRIS, ETC. ON A DAILY BASIS, OR AS DIRECTED BY THE ENGINEER. PRIOR TO THE CLOSE OF DAILY OPERATIONS, CONTRACTOR SHALL INSPECT ALL ACTIVE AIR OPERATIONS AREAS AND CONSTRUCTION AREA FOR FOD AND LITTER. ALL DEBRIS SHALL BE CLEANED UP AND PROPERLY DISPOSED OF PRIOR TO RELEASE OF CREWS FROM EACH SHIFT.
- MEN, EQUIPMENT OR OTHER CONSTRUCTION-RELATED MATERIAL ARE NOT ALLOWED WITHIN THE RUNWAY OBJECT FREE AREA (ROFA) OF AN OPEN RUNWAY AT ANY TIME UNLESS THE RUNWAY IS CLOSED OR THE TAXIWAY OBJECT FREE AREA (TOFA) UNLESS THE SECTION OF TAXIWAY IS CLOSED (SEE GENERAL NOTE 1). MEN, EQUIPMENT OR OTHER CONSTRUCTION-RELATED MATERIAL WILL NOT BE PERMITTED CLOSER THAN 150 FEET FROM THE EDGE OF THE RUNWAY OR 50 FEET FROM THE EDGE OF ANY TAXIWAY WITHOUT PRIOR PERMISSION FROM THE AIRPORT MANAGEMENT.
- DURING CONSTRUCTION, ADJACENT TAXIWAYS AND RUNWAY WILL BE OPEN TO AIRCRAFT UNLESS OTHERWISE NOTED. AIRCRAFT HAVE THE RIGHT OF WAY AT ALL TIMES. CONTRACTOR SHALL BE AWARE OF THE AIRCRAFT MOVEMENTS AND THE JETBLAST AND/OR PROP-WASH ASSOCIATED WITH THESE AIRCRAFT. THE CONTRACTOR SHALL SECURE LOOSE ITEMS AT ALL TIMES AND SHALL LOCATE STOCKPILES OF MATERIALS OR EQUIPMENT AWAY FROM AIRCRAFT OPERATION AREAS.
- INSPECTION - FREQUENT INSPECTIONS WILL BE MADE BY AIRPORT MANAGEMENT DURING CRITICAL PHASES OF THE WORK TO ENSURE THAT THE CONTRACTOR IS FOLLOWING THE RECOMMENDED AIRFIELD SAFETY PROCEDURES.
- EXCAVATIONS - CONTRACTOR MUST PROMINENTLY MARK OPEN TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE WITH RED OR ORANGE FLAGS, AS APPROVED BY THE AIRPORT, AND BACKFILL OR LIGHT THEM WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN 200 FEET OF THE RUNWAY CENTERLINE WHILE THE RUNWAY IS OPEN. IF THE RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER OR BACKFILL THE EXCAVATIONS APPROPRIATELY. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY.
- ALL AIRFIELD LIGHTING AND LIGHTED SIGNS OUTSIDE AREAS CLOSED FOR CONSTRUCTION SHALL BE KEPT OPERATIONAL THROUGHOUT THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL DISABLE TAXIWAY LIGHTING IN CLOSED SECTIONS OF TAXIWAYS BY INSTALLING TEMPORARY JUMPER CABLE OR COVERING LIGHTS. ALL GUIDANCE SIGNS WITHIN CLOSED AREAS AND LEADING TO CLOSED AREAS SHALL BE COVERED.
- NO WORK OR CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE RUNWAY OBJECT FREE AREA OF AN ACTIVE RUNWAY OR TAXIWAY OBJECT FREE AREA OF AN ACTIVE TAXIWAY. ANY WORK WITHIN AN ACTIVE RUNWAY OBJECT FREE AREA WILL REQUIRE CLOSURE OF THE RUNWAY. NO WORK OR CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA. ANY WORK WITHIN A ACTIVE TAXIWAY OBJECT FREE AREA WILL REQUIRE CLOSURE OF THE EFFECTED SECTION OF TAXIWAY. PULLBACKS FOR MEN AND EQUIPMENT WITHIN THE RUNWAY OBJECT FREE AREA WILL NOT BE ALLOWED (SEE GENERAL NOTE 1).



AVIATION BARRICADE NOTES:

- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AVIATION BARRICADES IN SUFFICIENT QUANTITIES TO COMPLETE THE WORK FOR THIS CONTRACT.
- LOW PROFILE LIGHTED BARRICADES SHALL BE MULTI-BARRIER AIRPORT RUNWAY BARRICADE AR10X96 AND SOLAR LIGHTS SHALL BE PROVIDED FOR THE BARRICADES AS MANUFACTURED BY OFF THE WALL PRODUCTS, LLC. OR APPROVED EQUAL. THE CONTRACTOR SHALL PROVIDE WATER NECESSARY TO FILL THE BARRICADES AND ENSURE ADEQUATE WATER HAS BEEN PROVIDED TO ANCHOR THE BARRICADES IN PLACE.
- CONTRACTOR SHALL CHECK LIGHTS DAILY TO VERIFY THAT THEY ARE IN WORKING CONDITION AND SHALL REPLACE LIGHTS AS REQUIRED.
- CONTRACTOR SHALL INSTALL BARRICADES AT LOCATIONS SHOWN ON INDIVIDUAL PLAN SHEETS. BARRICADES SHALL BE MOVED AND RELOCATED AS REQUIRED. BARRICADES SHALL BE INSTALLED WITH MAXIMUM 5' SPACE BETWEEN BARRICADE AND CONTRACTOR SHALL LEAVE ONE 15' SPACE FOR EMERGENCY VEHICLES. PROVIDE HOLD DOWN AND LATERAL SUPPORT TO PREVENT OVERTURNING FROM PROP WASH AND JET BLAST.

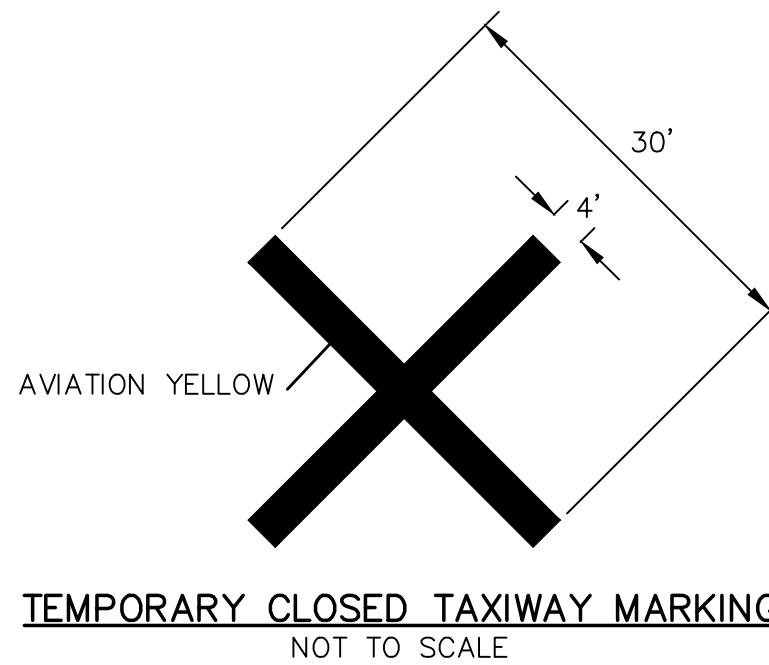
GENERAL NOTES:

- IT IS THE INTENT OF THE OWNER THAT THE GEORGETOWN COUNTY AIRPORT WILL REMAIN OPEN TO AIR TRAFFIC AT ALL TIMES. RUNWAY 5-23, RUNWAY 11-29, AND VARIOUS TAXIWAY CLOSURES WILL BE REQUIRED. CONTRACTOR SHALL PROVIDE A MINIMUM 7 BUSINESS DAYS NOTICE TO AIRPORT MANAGEMENT AND ENGINEER PRIOR TO ANY PROPOSED CLOSURE DATES. PRIOR TO REOPENING ANY PAVEMENT, CONTRACTOR MUST REMOVE BARRICADES AND PERFORM A WALK THROUGH OF THE CONSTRUCTION AREA WITH AIRPORT MANAGEMENT, THE RESIDENT PROJECT REPRESENTATIVE, AND ENGINEER TO CONFIRM THAT THE PAVEMENT AND SAFETY AREAS ARE FREE OF FOD OR OTHER HAZARDS.
- PRIOR TO LEAVING WORK EACH DAY, CONTRACTOR SHALL RETURN HIS EQUIPMENT AND MATERIALS TO THE STAGING AREA IDENTIFIED ON THE PLANS.
- ALL CONTRACTOR PERSONNEL, INCLUDING BUT NOT LIMITED TO, GENERAL LABORERS, SUBCONTRACTORS, DRIVERS, AND JOURNEYMEN WORKING WITHIN ACTIVE AIR OPERATIONS AREAS MUST AT ALL TIMES REMAIN WITHIN VISUAL AND VOICE RANGE OF CONTRACTOR SUPERVISORY PERSONNEL. FOR THE PURPOSES OF THIS PROJECT, THE AIR OPERATIONS AREA (AOA) REFERS TO ALL AREAS WITHIN THE AIRPORT SECURITY FENCE.
- PRIOR TO ENTERING THE SECURED AOA OF THE AIRPORT EACH DAY, THE CONTRACTOR SHALL CHECK IN WITH THE AIRPORT. CLOSE COORDINATION FOR ACCESS TO WORK AREAS AND SCHEDULES BETWEEN THE CONTRACTOR, AND AIRPORT WILL BE REQUIRED THROUGHOUT THE PROJECT.

THE CONTRACTOR SHALL COORDINATE INGRESS-EGRESS REQUIREMENTS WITH THE AIRPORT MANAGEMENT AND RESIDENT PROJECT REPRESENTATIVE (RPR). ALL OPEN GATES TO SECURED AIRPORT AREAS SHALL BE MONITORED CONTINUOUSLY BY CONTRACTOR'S PERSONNEL TO CONTROL ACCESS TO SECURED AREA OR SHALL BE CLOSED AND LOCKED. CONTRACTOR PERSONNEL SHALL NOT ALLOW ANY UNAUTHORIZED PERSONNEL TO ENTER THROUGH THE CONSTRUCTION GATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING AND LOCKING ALL GATES WHEN NOT IN USE AND AT THE END OF EACH DAY'S OPERATIONS. CONTRACTOR SHALL INTERLOCK AT PADLOCKED GATES. CONTRACTOR SHALL PROVIDE A COPY OF ALL GATE KEYS TO THE AIRPORT AND RPR. CONTRACTOR SHALL PROVIDE A LIST OF ALL KEY HOLDERS WHICH SHALL BE KEPT UPDATED THROUGHOUT THE PROJECT.

ALL CONSTRUCTION VEHICLES MUST BE CLEARED FOR ACCESS BY THE AIRPORT MANAGEMENT AND RESIDENT PROJECT REPRESENTATIVE. PERSONAL CARS SHALL BE PARKED IN STAGING AREA. ALL VEHICLES OPERATING IN THE AOA 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.

- 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 THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLES AND OTHER EMERGENCY VEHICLES. EMERGENCY VEHICLE ACCESS SHALL BE A STANDING AGENDA ITEM FOR ALL PROGRESS MEETINGS. THE CONTRACTOR SHALL COOPERATE FULLY AND IMMEDIATELY WITH ANY DIRECTIVES ISSUED BY AIRPORT MANAGEMENT RELATIVE TO EMERGENCY ACCESS.
- ACCESS ROADS TO BE USED UNDER THIS CONTRACT SHALL BE THOSE DESIGNATED AND APPROVED BY THE ENGINEER. IN GENERAL, THE CONTRACTOR SHALL CONFINE HIS EQUIPMENT AND HAULING WHERE PRACTICAL TO EXISTING ROADS ON THE AIRPORT. IF EXISTING PAVEMENT OR ROAD SURFACE IS DAMAGED BY THE CONTRACTOR'S HAULING OPERATIONS, IT SHALL BE REPAIRED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. HAUL ROADS ACROSS TURFED AREAS SHALL BE REPAIRED, SCARIFIED, SEEDED, MULCHED, AND FERTILIZED AT THE CONTRACTOR'S EXPENSE. METAL TRACK VEHICLES WILL NOT BE PERMITTED TO OPERATE ON OR ACROSS EXISTING PAVEMENT WITHOUT PROTECTIVE MATTING TO PREVENT MARRING OF THE PAVEMENT SURFACE. ACCESS ROADS SHALL BE CONSTRUCTED BY CONTRACTOR AS REQUIRED. ALL COSTS ASSOCIATED WITH SUPPLYING, CONSTRUCTING, MAINTAINING AND RESTORING TEMPORARY HAUL AND ACCESS ROADS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "TEMPORARY CONSTRUCTION ITEMS"
- ALL EXISTING FACILITIES WILL BE CAREFULLY PROTECTED BY THE CONTRACTOR. ANY FACILITIES DAMAGED BY THE CONTRACTOR WILL BE REPAIRED IMMEDIATELY AND RESTORED TO ORIGINAL CONDITION AT CONTRACTOR'S COST.
- CONTRACTOR WILL, BY WATERING, CHEMICALS, VEGETATION, OR OTHER MEANS, PREVENT THE OCCURRENCE OF DUST WHICH WILL BE OBJECTIONABLE TO THE RESIDENTS OF THE AREA OR VIOLATE EXISTING LAWS OR REGULATION OR CAUSE HAZARDS TO AIR TRAFFIC.
- CONTRACTOR MAY ENCOUNTER WET CONDITIONS DURING CONSTRUCTION. ALL COST FOR DEWATERING IS CONSIDERED INCIDENTAL TO COST OF ITEMS OF WORK BID UPON.
- SEE PROJECT SPECIAL PROVISIONS FOR PROTECTION OF UTILITIES.



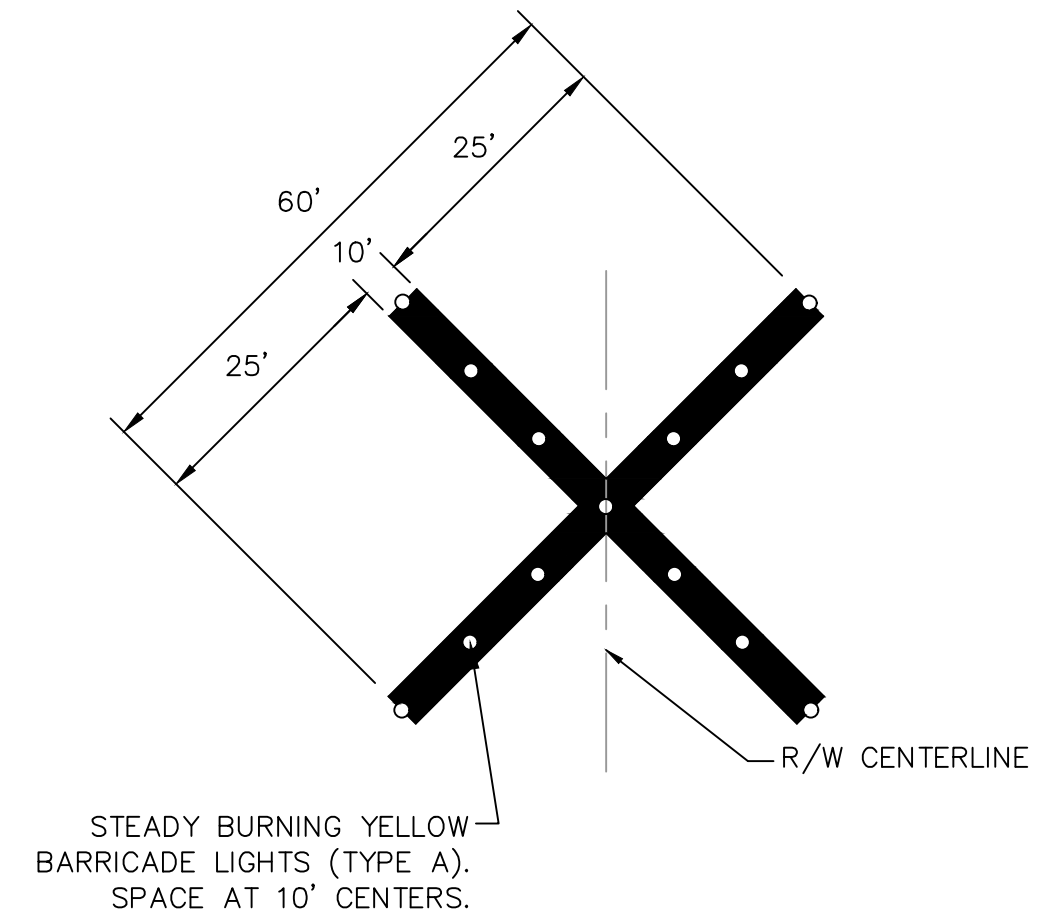
- TEMPORARY CLOSED TAXIWAY MARKING SHALL BE CONSTRUCTED FROM ANY OF THE FOLLOWING MATERIALS: FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD, OR SIMILAR MATERIALS. THEY MUST BE PROPERLY CONFIGURED AND APPROPRIATELY SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST, OR OTHER WIND CURRENTS. TEMPORARY CLOSED TAXIWAY MARKING SHALL NOT BE PAINTED ON PAVEMENT.
- ALL WORK ASSOCIATED WITH SUPPLYING CLOSED TAXIWAY MARKING, INSTALLING AND REMOVING THEM AND ALL OTHER INCIDENTALS NECESSARY SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR "CLOSURE CROSSES AND LIGHTED BARRICADES".

CONSTRUCTION CONTRACTOR'S RESPONSIBILITIES

- CONTRACTOR SHALL HAVE AVAILABLE A COPY OF THE CONSTRUCTION SAFETY AND PHASING PLAN (CSP) AND PROJECT AIRPORT SAFETY PLAN ON SITE AT ALL TIMES. SEE APPENDIX 'G' OF THE SPECIFICATIONS.
- CONTRACTOR SHALL COMPLY WITH THE AIRPORT SAFETY PLAN ASSOCIATED WITH THE CONSTRUCTION PROJECT AND ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE AIRPORT.
- CONTRACTOR SHALL PROVIDE A POINT OF CONTACT WHO WILL COORDINATE AN IMMEDIATE RESPONSE TO CORRECT ANY CONSTRUCTION-RELATED ACTIVITY THAT MAY ADVERSELY AFFECT THE OPERATIONAL SAFETY OF THE AIRPORT.
- CONTRACTOR SHALL PROVIDE A SAFETY/CONSTRUCTION INSPECTOR FAMILIAR WITH AIRPORT SAFETY TO MONITOR CONSTRUCTION ACTIVITIES.
- CONTRACTOR SHALL RESTRICT MOVEMENT OF CONSTRUCTION VEHICLES TO CONSTRUCTION AREAS BY FLAGGING AND BARRICADING, ERECTING TEMPORARY FENCING, OR PROVIDING FLAGMEN OR ESCORTS AS APPROPRIATE.
- CONTRACTOR SHALL ENSURE THAT NO CONSTRUCTION EMPLOYEES, EMPLOYEES OF SUBCONTRACTORS OR SUPPLIERS, OR OTHER PERSONS ENTER ANY PART OF THE ACTIVE AIR OPERATIONS AREAS (AOA) FROM THE CONSTRUCTION SITE UNLESS AUTHORIZED.

NOTAMS (NOTICE TO AIRMEN)

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.



RUNWAY CLOSURE CROSS NOTES

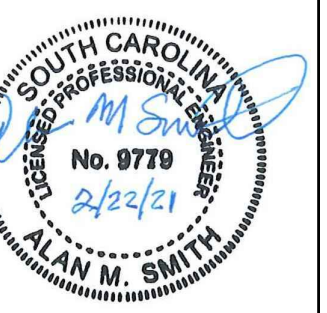
- PLACE RUNWAY CLOSURE CROSSES ON THE RUNWAY NUMERALS ON THE RUNWAY CENTERLINE OR OFF THE END OF THE RUNWAY PAVEMENT WITHIN THE RUNWAY SAFETY AREA BEFORE BEGINNING WORK IN A CLOSED OPERATION AREA.
- CROSSES SHALL BE AVIATION YELLOW IN COLOR AND CONSTRUCTED OF FABRIC, PLASTIC OR OTHER MATERIAL APPROVED BY THE ENGINEER. CONTRACTOR SHALL PROVIDE A MEANS OF SECURING CROSSES IN PLACE.
- CONTRACTOR SHALL INSPECT CROSSES FREQUENTLY AND MAKE ANY NECESSARY REPAIRS. ALL LIGHTS SHALL BE INSPECTED FREQUENTLY AND BATTERIES REPLACED AS NECESSARY.
- RUNWAY CLOSURE SHALL BE REQUIRED WHEN WORKING WITHIN THE RUNWAY OBSTACLE FREE ZONE (ROFZ) AND RUNWAY SAFETY AREA (RSA). CONTRACTOR SHALL INSTALL CLOSURE CROSSES PRIOR TO COMMENCING WORK AND SHALL BE REMOVED AT THE END OF EACH CLOSURE PERIOD.
- ALL WORK ASSOCIATED WITH SUPPLYING CLOSURE CROSSES AND LIGHTED BARRICADES, INSTALLING AND REMOVING THEM WHEN WORKING WITHIN ROFZ, MAINTAINING THE CLOSURE CROSSES & BARRICADES AND ALL OTHER INCIDENTALS NECESSARY SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR "RUNWAY CLOSURE CROSSES AND LIGHTED BARRICADES".

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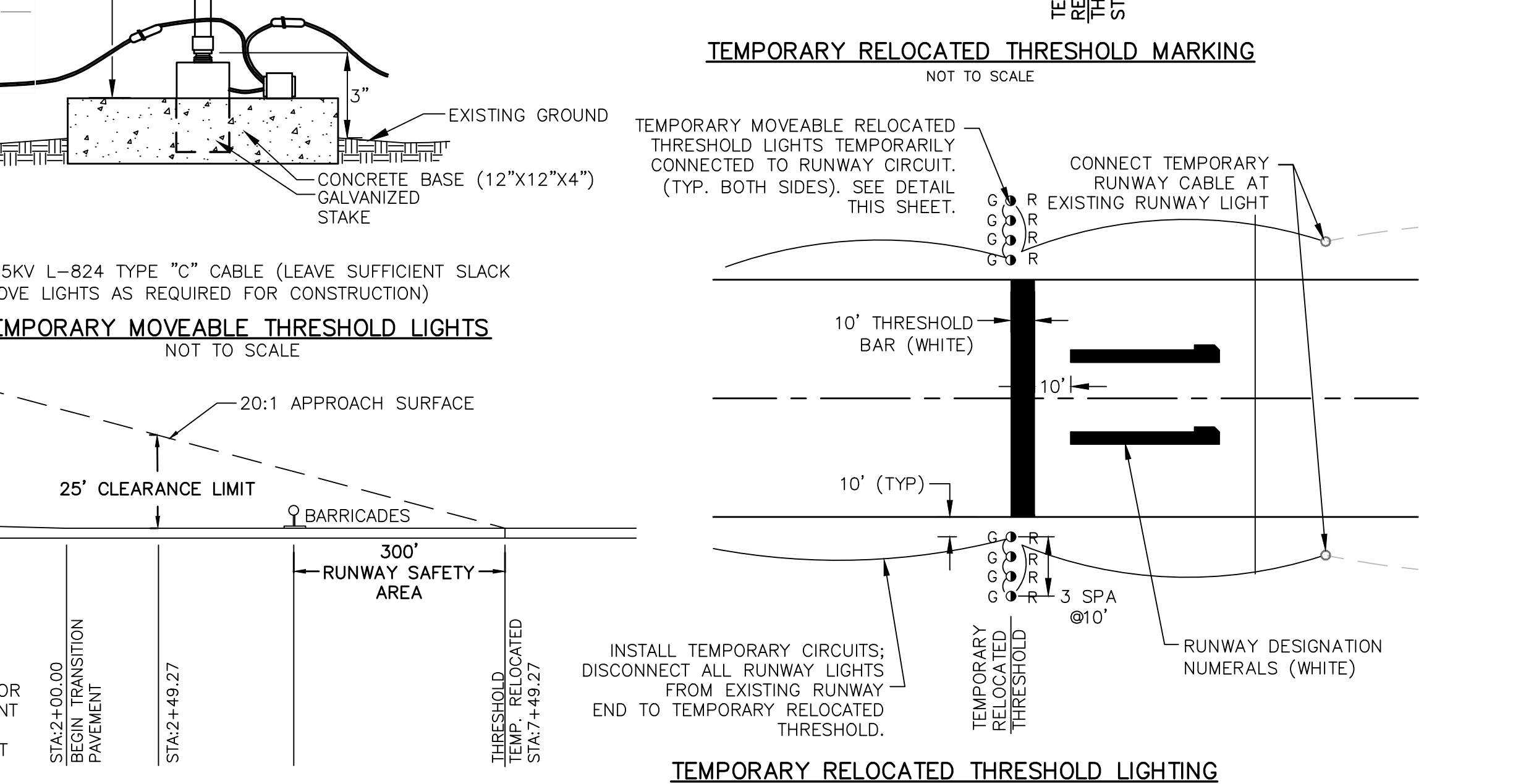
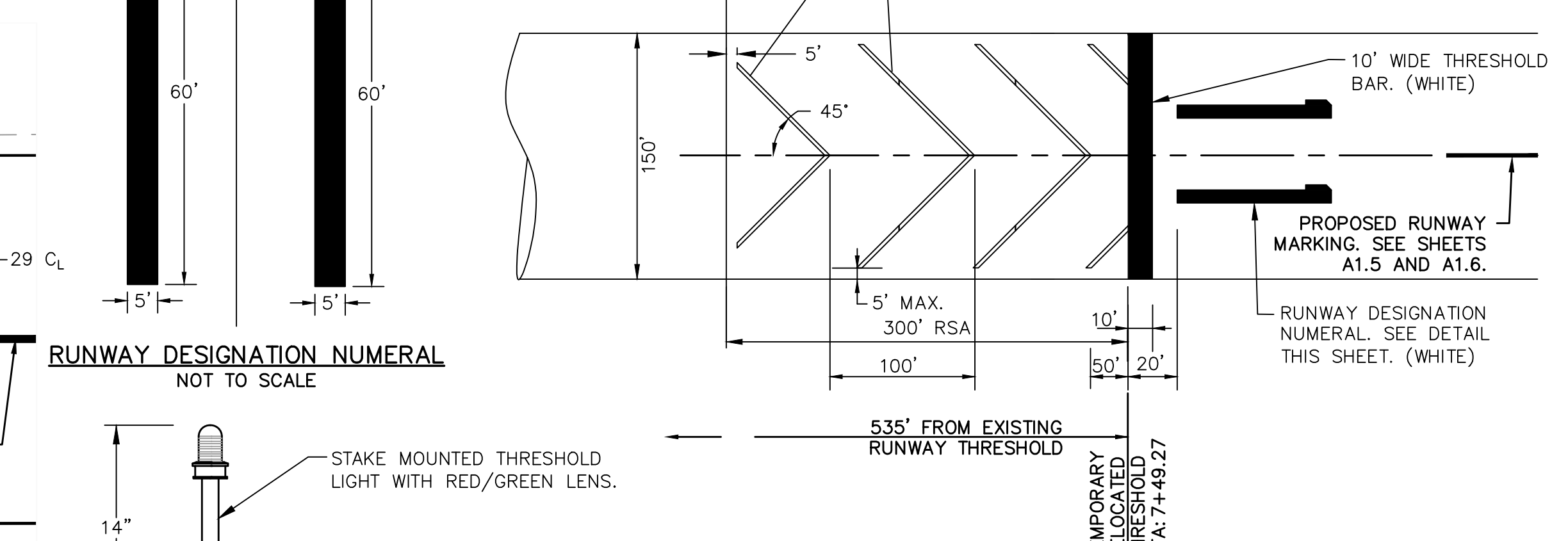
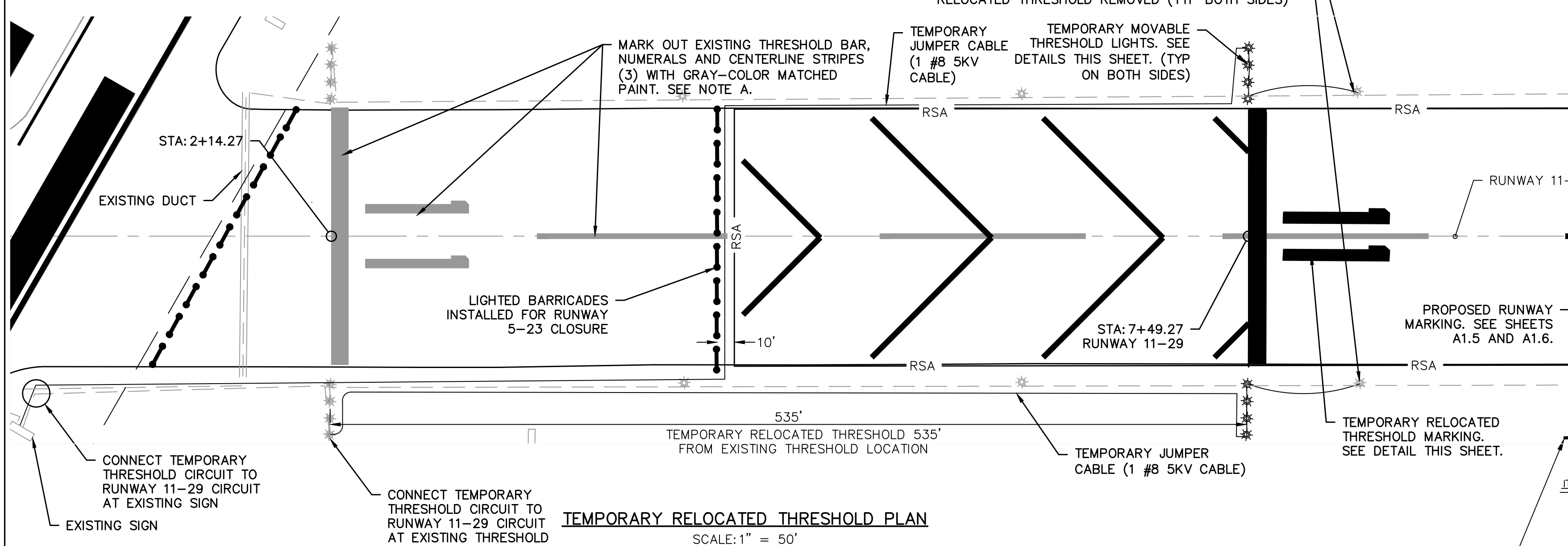
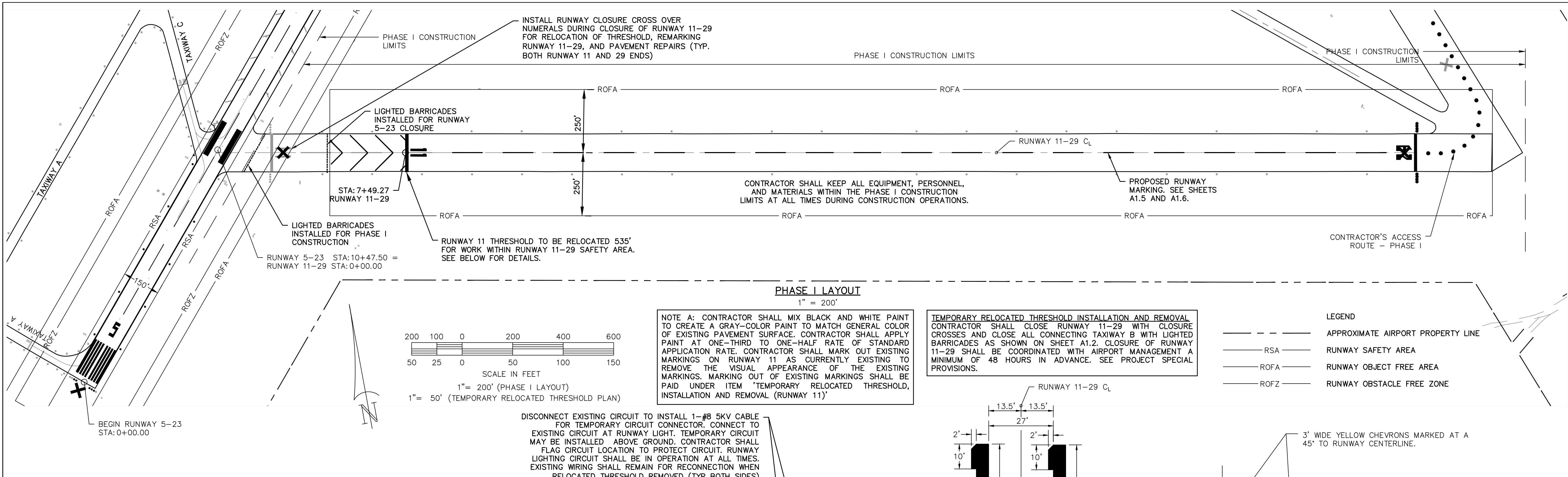
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GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
PROJECT LAYOUT AND SAFETY PLAN
NOTES AND DETAILS



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

A1.3



- 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. 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.
 2. 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.
 3. COMPLETE PAVEMENT REPAIRS ON TAXIWAY B AND REPAIRS ON RUNWAY 11-29 AS SHOWN ON SHEET A1.5 AND A1.6.
 4. 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.
 5. COMPLETE TEMPORARY LIGHTING MODIFICATIONS FOR TEMPORARY RELOCATED THRESHOLD.
 6. INSTALL LIGHTED BARRICADES APPROXIMATELY 10' FROM RSA/ROFA LIMITS OF TEMPORARY RELOCATED THRESHOLD.
 7. SWEEP OR VACCUM RUNWAY 11-29 TO REMOVE LOOSE MATERIAL, GRAVEL AND FOD.
 8. COMPLETE SAFETY INSPECTION OF RUNWAY 11-29 AND TAXIWAY B PRIOR TO REOPENING.
 9. 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 MOVABLE 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 MOVABLE 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.

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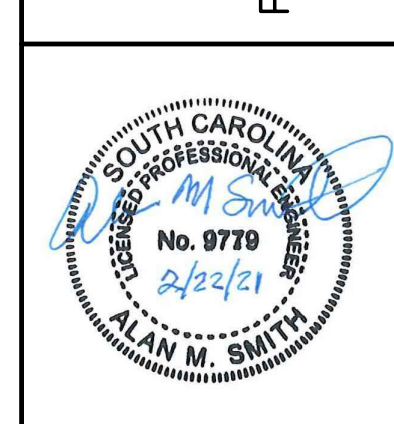
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GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA

RUNWAY 5-23 REHABILITATION

PHASE I - TEMPORARY RELOCATED THRESHOLD (RUNWAY 11)



Date: DECEMBER 2020

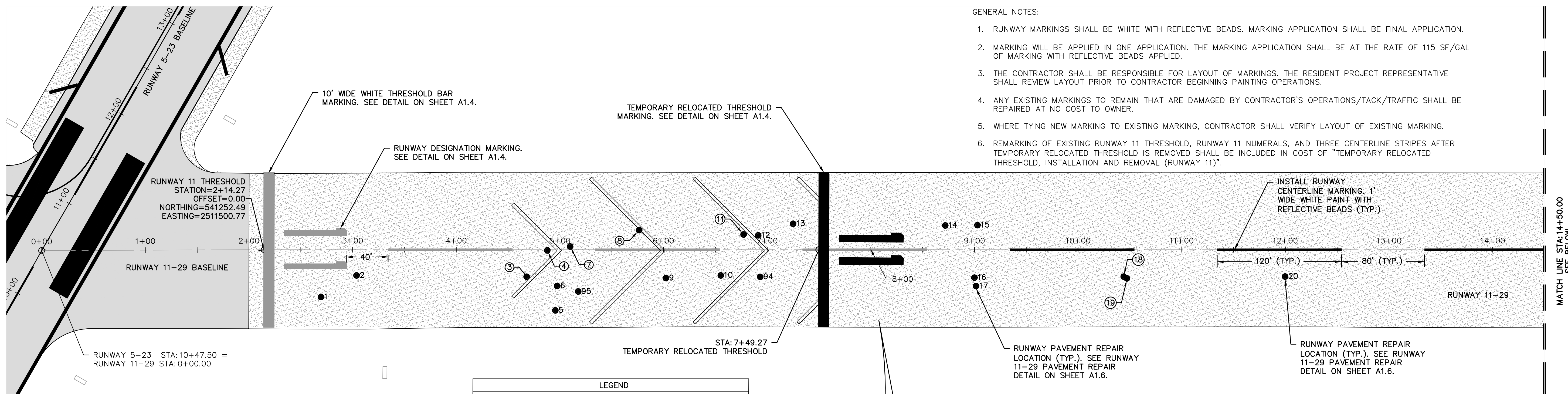
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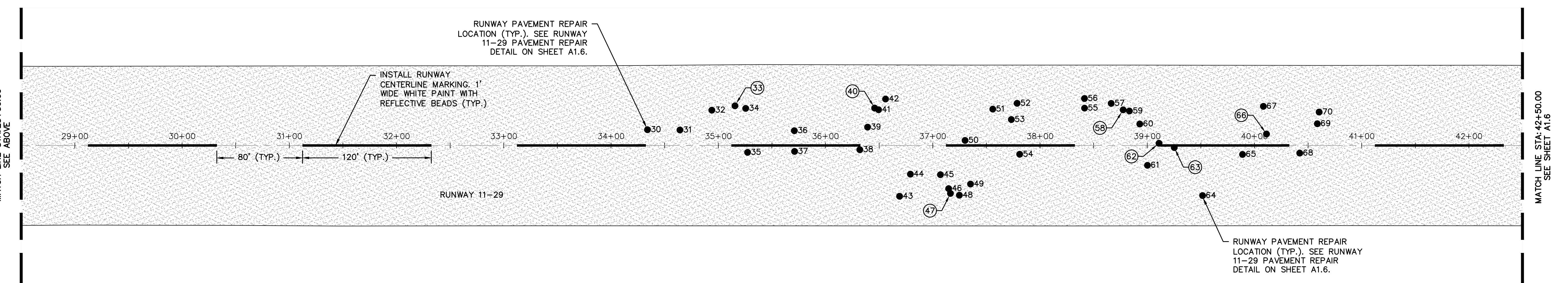
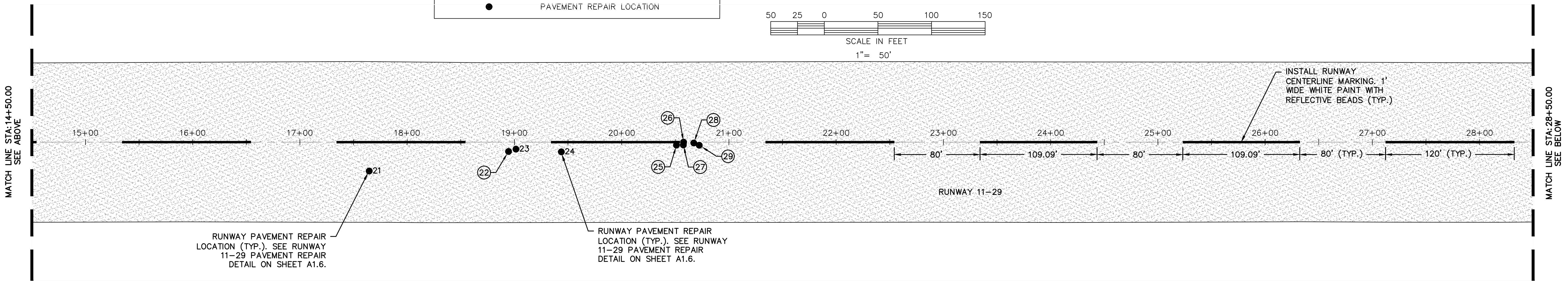
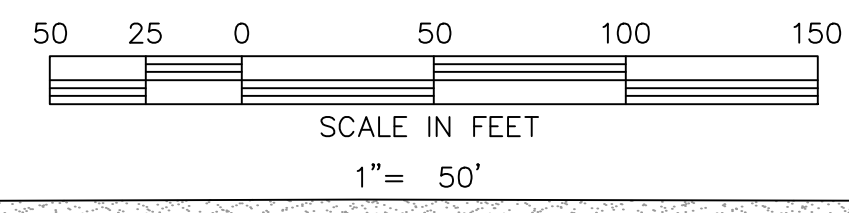
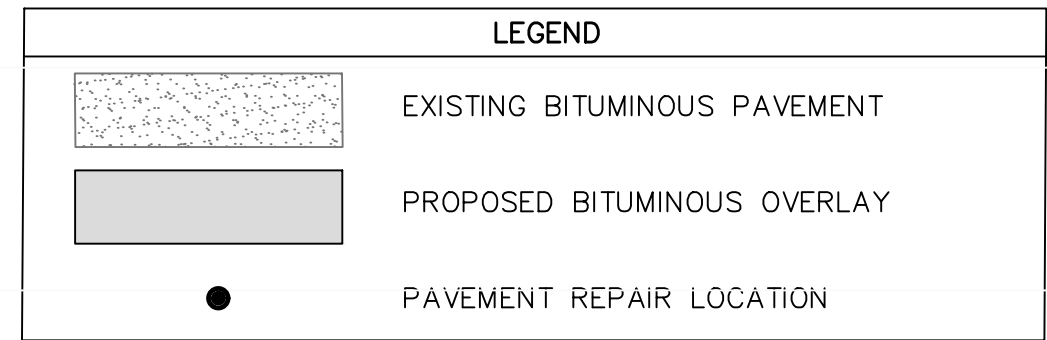
Project No.: 2801-2001

Sheet No.:



GENERAL NOTES:

1. RUNWAY MARKINGS SHALL BE WHITE WITH REFLECTIVE BEADS. MARKING APPLICATION SHALL BE FINAL APPLICATION.
2. MARKING WILL BE APPLIED IN ONE APPLICATION. THE MARKING APPLICATION SHALL BE AT THE RATE OF 115 SF/GAL OF MARKING WITH REFLECTIVE BEADS APPLIED.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT OF MARKINGS. THE RESIDENT PROJECT REPRESENTATIVE SHALL REVIEW LAYOUT PRIOR TO CONTRACTOR BEGINNING PAINTING OPERATIONS.
4. ANY EXISTING MARKINGS TO REMAIN THAT ARE DAMAGED BY CONTRACTOR'S OPERATIONS/TACK/TRAFFIC SHALL BE REPAIRED AT NO COST TO OWNER.
5. WHERE TYING NEW MARKING TO EXISTING MARKING, CONTRACTOR SHALL VERIFY LAYOUT OF EXISTING MARKING.
6. REMARKING OF EXISTING RUNWAY 11 THRESHOLD, RUNWAY 11 NUMERALS, AND THREE CENTERLINE STRIPES AFTER TEMPORARY RELOCATED THRESHOLD IS REMOVED SHALL BE INCLUDED IN COST OF "TEMPORARY RELOCATED THRESHOLD, INSTALLATION AND REMOVAL (RUNWAY 11)".

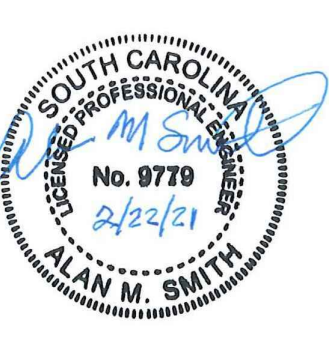


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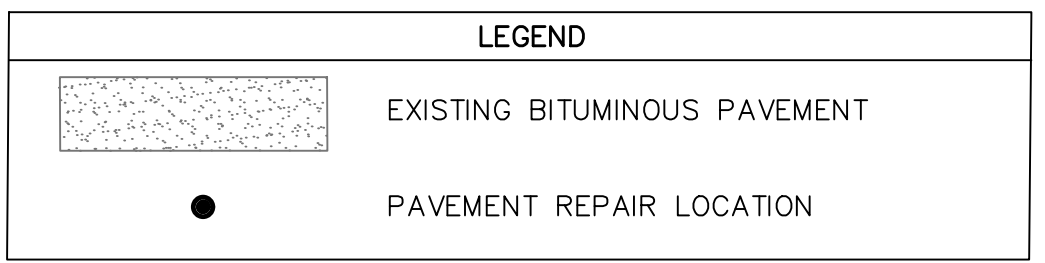
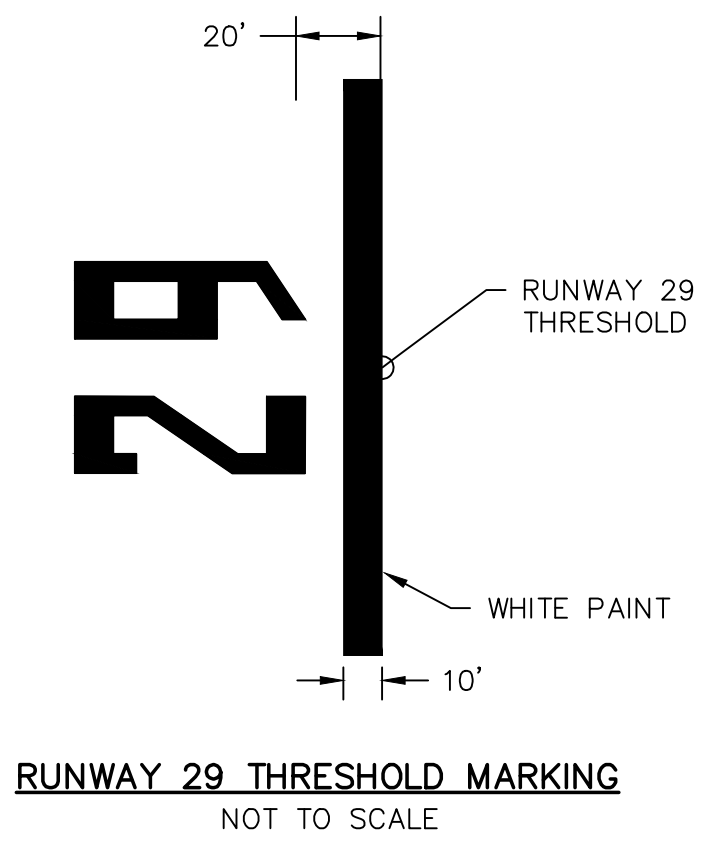
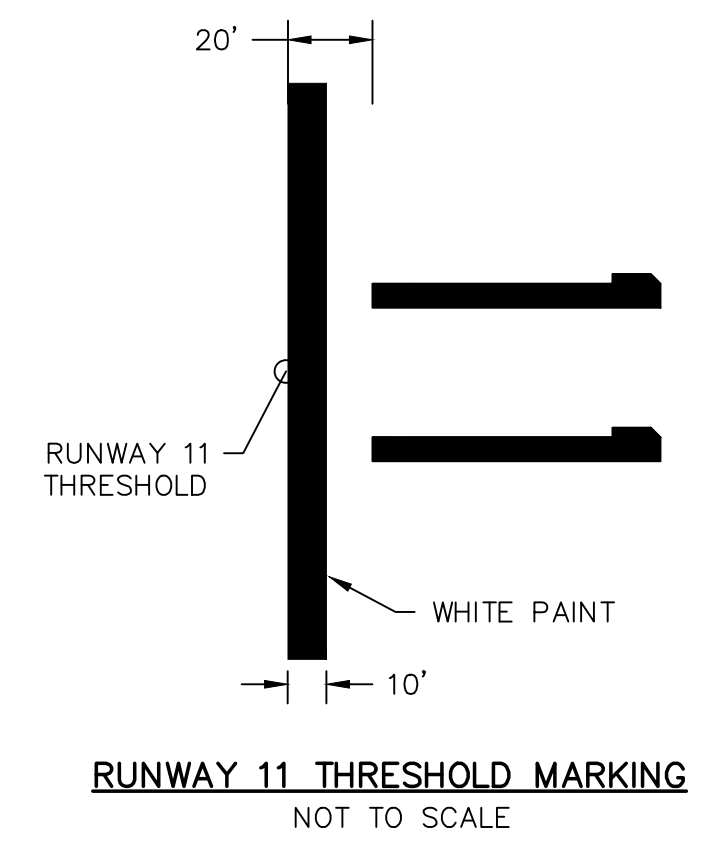
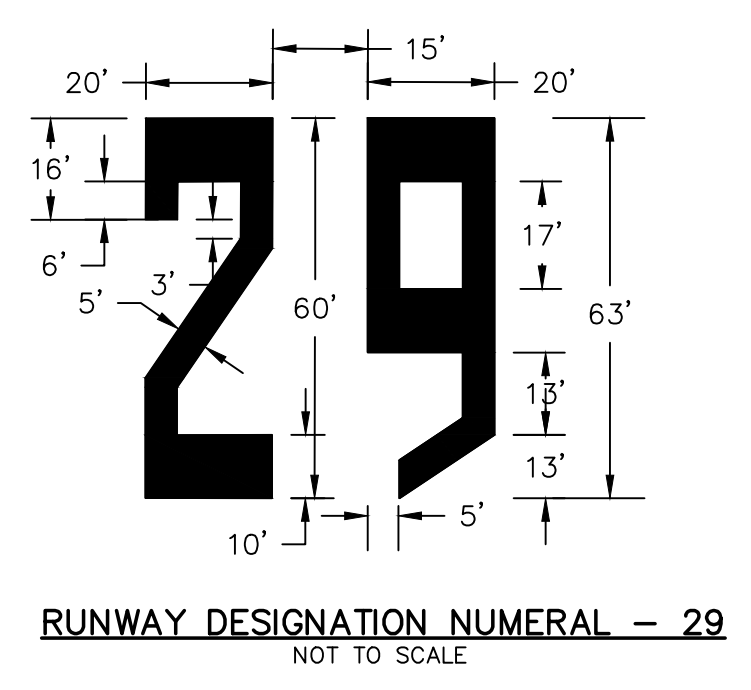
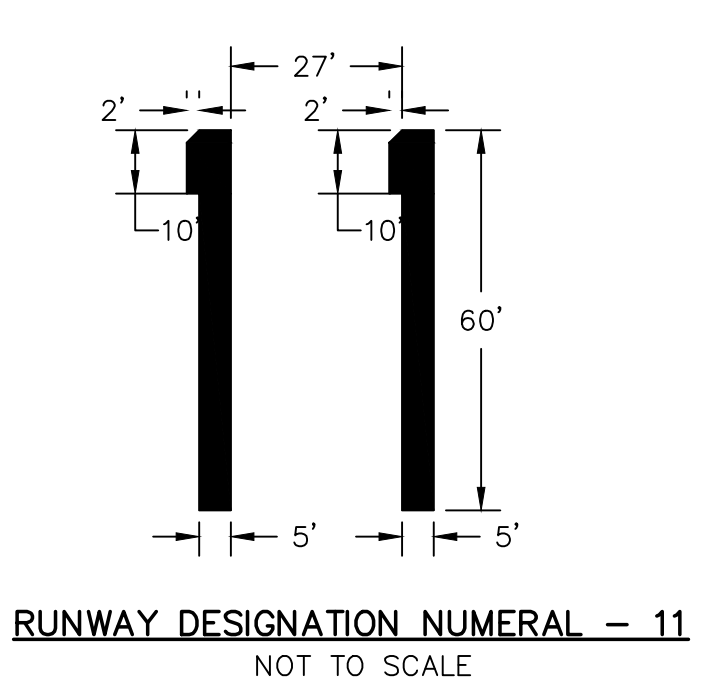
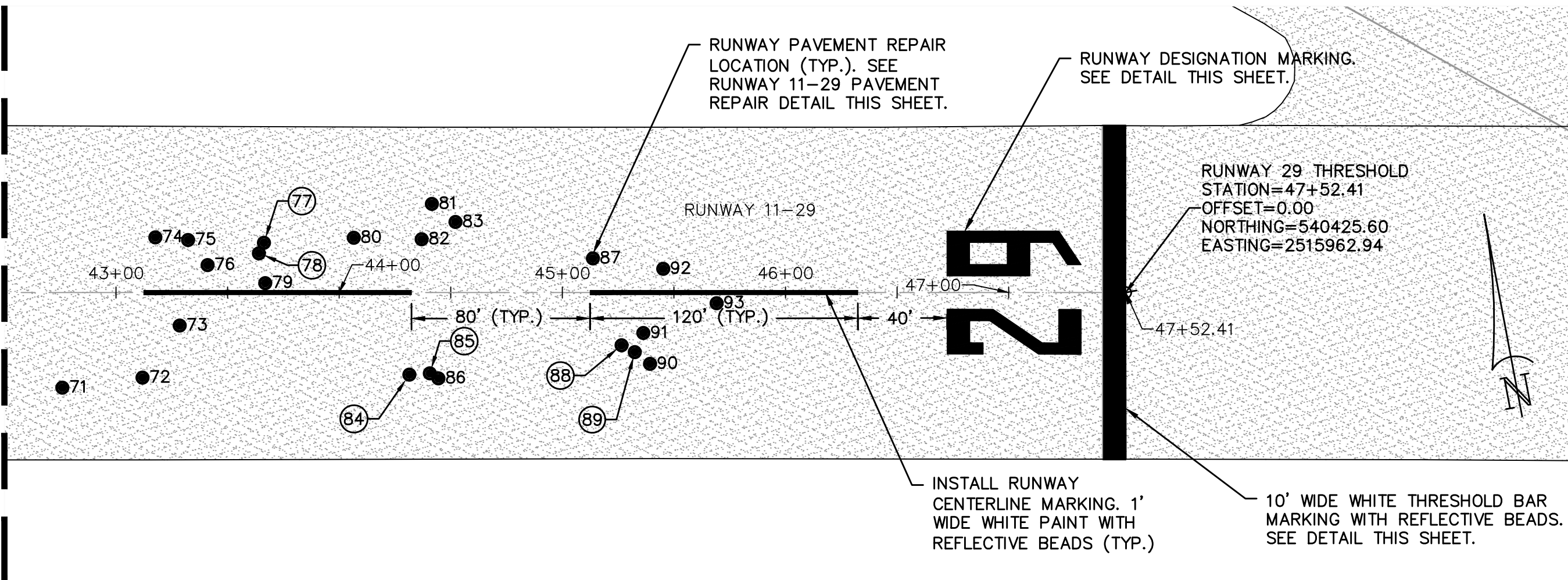
GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
PHASE I - RUNWAY 11-29 MARKING
AND REPAIR PLAN (SHEET 1 OF 2)



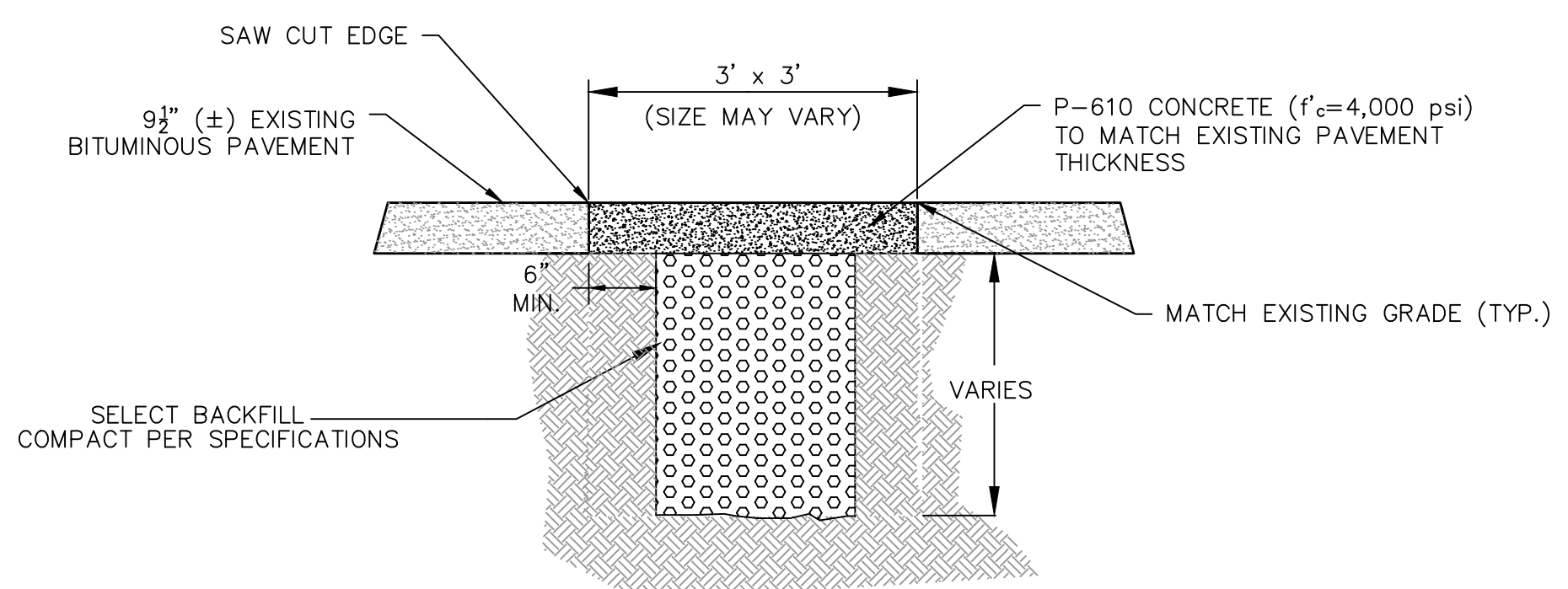
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MATCH LINE STA: 42+50.00
SEE SHEET A1.5

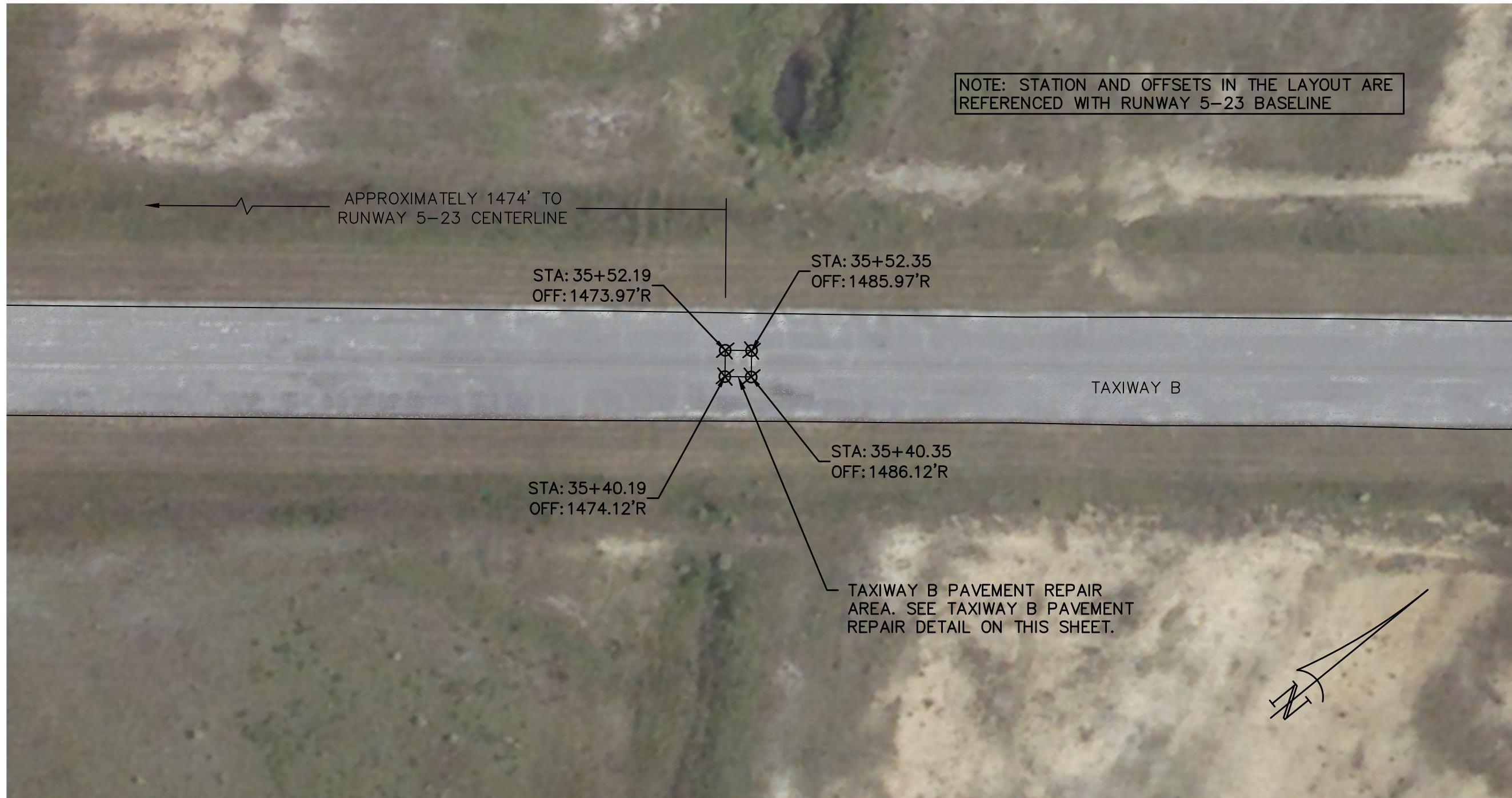


RUNWAY 11-29 REPAIR LOCATIONS											
POINT #	NORTHING	EASTING	POINT #	NORTHING	EASTING	POINT #	NORTHING	EASTING	POINT #	NORTHING	EASTING
1	541197.71	2511546.80	20	541047.45	2512465.08	39	540645.30	2514871.61	58	540617.73	2515108.84
2	541211.81	2511584.27	21	540943.58	2513020.30	40	540661.64	2514881.27	59	540615.60	2515114.41
3	541180.69	2511745.51	22	540937.84	2513151.33	41	540659.40	2514884.63	60	540601.92	2515121.71
4	541202.06	2511769.68	23	540938.69	2513158.56	42	540668.08	2514892.84	61	540562.72	2515121.70
5	541143.74	2511766.72	24	540928.52	2513199.74	43	540576.37	2514889.11	62	540580.96	2515135.97
6	541166.58	2511772.86	25	540915.08	2513306.40	44	540594.88	2514902.80	63	540574.41	2515149.25
7	541201.76	2511791.99	26	540916.64	2513313.43	45	540589.24	2514930.29	64	540525.56	2515167.06
8	541205.09	2511860.38	27	540914.12	2513312.74	46	540575.08	2514935.47	65	540556.55	2515210.74
9	541154.91	2511877.33	28	540914.08	2513322.64	47	540570.34	2514936.21	66	540571.23	2515236.12
10	541147.82	2511929.90	29	540911.14	2513327.28	48	540567.18	2514944.14	67	540597.13	2515237.96
11	541182.61	2511958.71	30	540680.32	2514669.37	49	540575.53	2514956.28	68	540548.01	2515263.35
12	541179.19	2511972.39	31	540674.53	2514699.06	50	540616.55	2514958.72	69	540572.00	2515284.54
13	541184.09	2512007.56	32	540687.31	2514731.68	51	540640.58	2514989.42	70	540582.42	2515288.15
14	541155.65	2512151.57	33	540687.40	2514753.59	52	540641.77	2515012.74	71	540470.57	2515486.77
15	541150.30	2512182.26	34	540683.23	2514763.00	53	540627.87	2515004.67	72	540468.44	2515522.90
16	541101.08	2512170.11	35	540642.49	2514757.23	54	540594.52	2515006.43	73	540488.35	2515543.48
17	541092.78	2512170.19	36	540654.46	2514803.79	55	540625.88	2515073.74	74	540529.19	2515539.98
18	541075.78	2512311.97	37	540635.41	2514800.53	56	540634.69	2515075.31	75	540525.38	2515554.22
19	541073.54	2512314.71	38	540625.91	2514860.61	57	540625.69	2515099.00	76	540512.73	2515560.75
									77	540517.91	2515587.36
									78	540513.72	2515584.28
									79	540500.08	2515584.67
									80	540512.79	2515627.35
									81	540521.36	2515664.55
									82	540506.58	2515657.17
									83	540511.43	2515673.46
									84	540447.97	2515640.72
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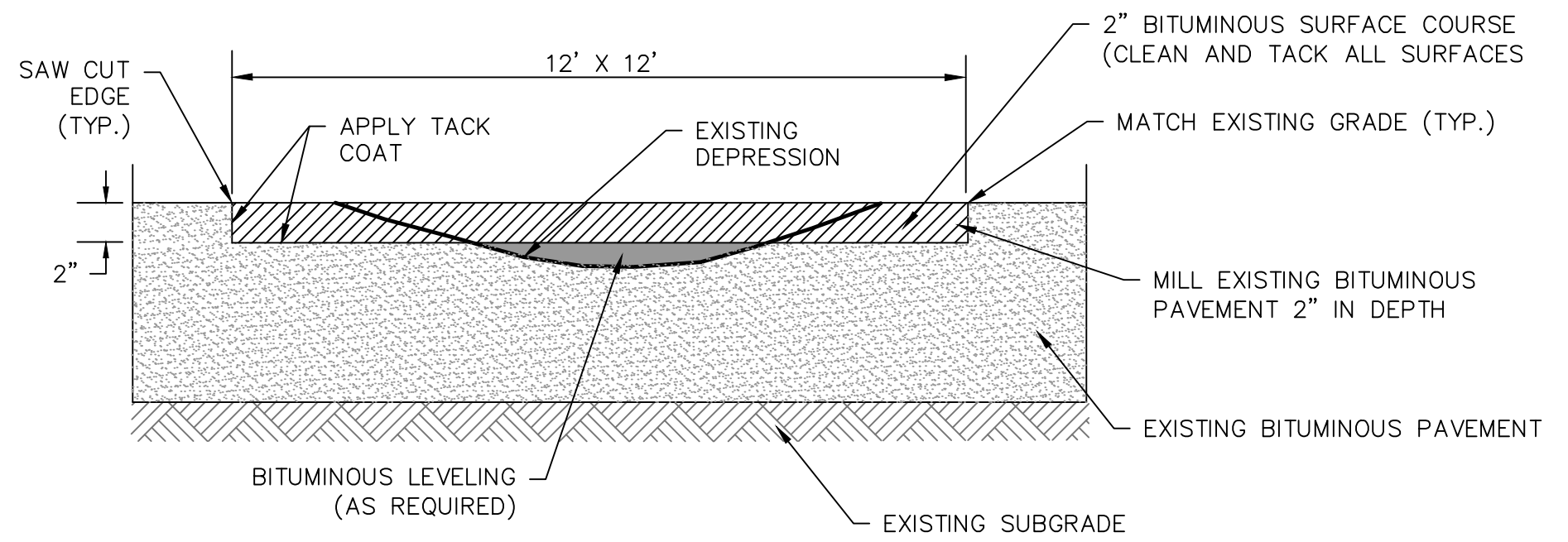


RUNWAY 11-29 PAVEMENT REPAIR
NOT TO SCALE

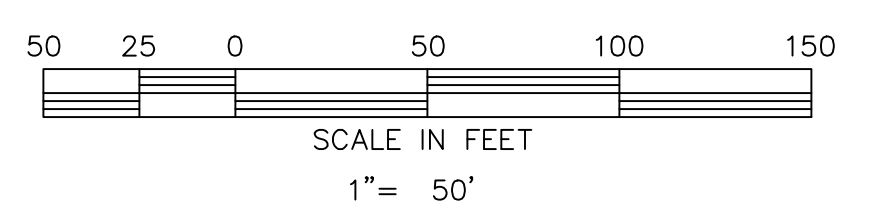
- NOTE:
- CONTRACTOR SHALL SAW CUT AROUND DEPRESSION, REMOVE EXISTING PAVEMENT, LOCATE VOID WITH PROBE ROD, COLLAPSE VOID AND REMOVE ORGANIC MATERIAL IF FOUND. LOOSE SOIL FROM THE EXISTING SUBGRADE MAY BE COMPACTED WITH THE FIRST LIFT.
 - BACKFILL TO BE INSTALLED IN 12" LIFTS (MAXIMUM). THE SUBGRADE SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% IN ACCORDANCE WITH THE SPECIFICATIONS. BACKFILL SHALL MEET THE REQUIREMENTS OF AN SM, SP, OR SC SOIL AND SHALL BE OBTAINED FROM BORROW SOURCE LOCATED OFF AIRPORT PROPERTY OR USE CRUSHED AGGREGATE BASE COURSE, IF MORE COST EFFECTIVE.



TAXIWAY B PAVEMENT REPAIR



TAXIWAY B PAVEMENT REPAIR DETAIL
NOT TO SCALE

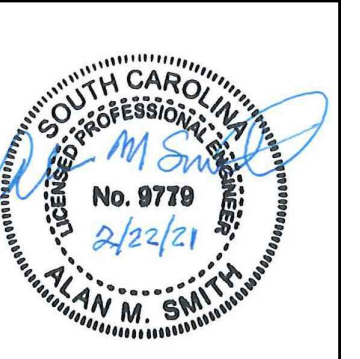


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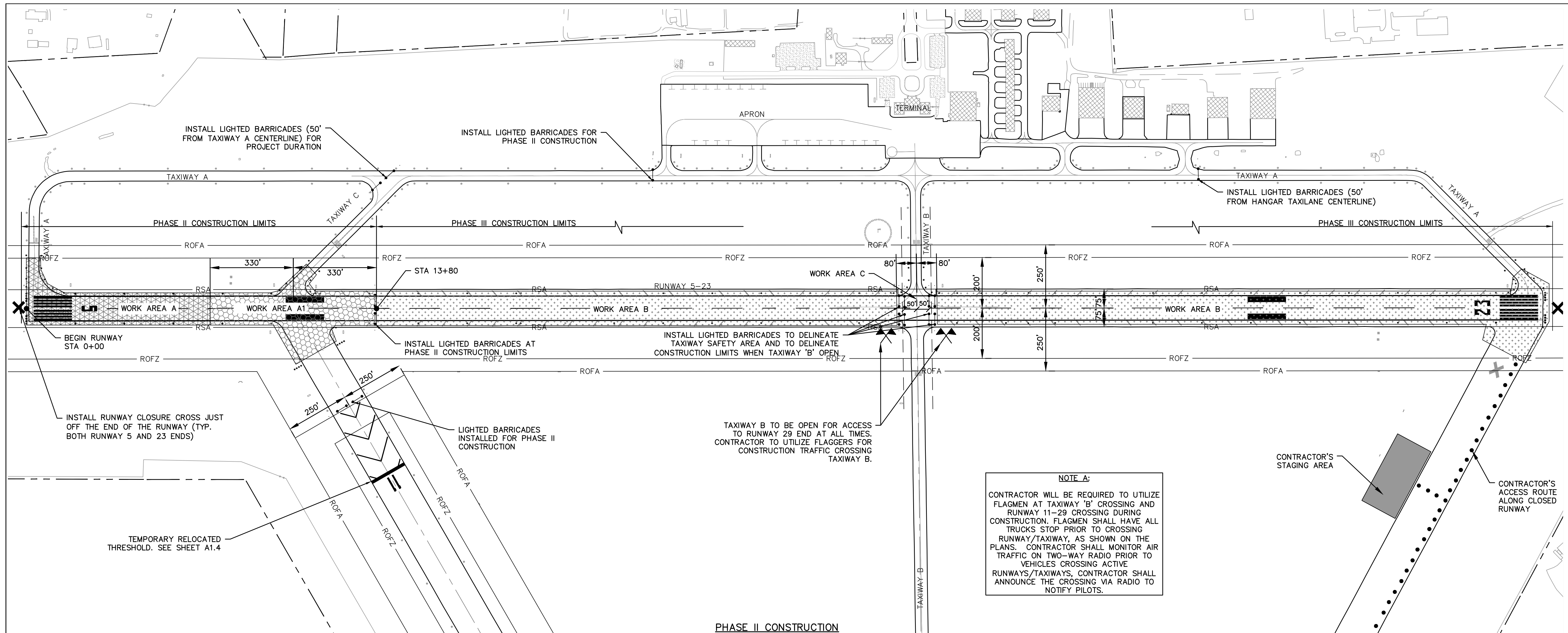
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
PHASE I - RUNWAY 11-29 MARKING
AND REPAIR PLAN (SHEET 2 OF 2)



Date	DECEMBER 2020
Scale	1"=50'
Drawn	NT
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Project No.	2601-2001
Sheet No.	

A1.6



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 5-23 (WORK AREA A1) TO APPROXIMATELY STATION 13+80. TAXIWAY B AND RUNWAY 11-29 (WITH TEMPORARILY RELOCATED THRESHOLD) SHALL REMAIN OPEN. THE CONTRACTOR SHALL HAVE SEVEN CALENDAR DAYS TO COMPLETE WORK SPECIFIED WITHIN PHASE I AREA.

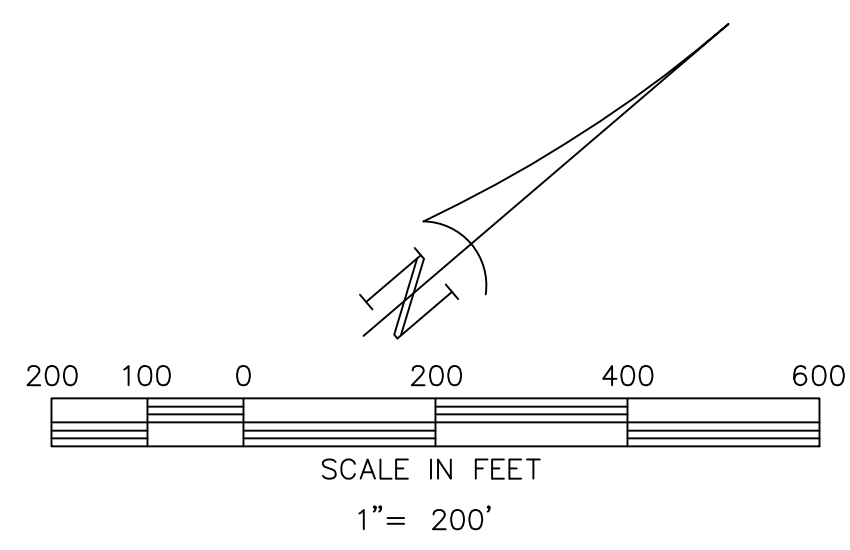
1. CLOSE RUNWAY 5-23 BY PLACING LIGHTED CLOSURE CROSSES ON EACH END.
2. INSTALL TEMPORARY SEDIMENTATION EROSION CONTROL ITEMS AS REQUIRED.
3. INSTALL LIGHTED BARRICADES ACROSS TAXIWAYS, APRON CONNECTOR TAXIWAY AND ACROSS RUNWAY 5-23 AS SHOWN.
4. COMPLETE PROFILE MILLING OF RUNWAY 5-23 IN PHASE I AREA. 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.
5. 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.
6. 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.

1. 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.
2. COMPLETE PROFILE MILLING AND CRACK CLEANING AND SEALING IN WORK AREA B.
3. APPLY TACK COAT AND PAVE FIRST 2" LIFT OF P-401 WITHIN WORK AREA B.
4. 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.
5. 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.
6. CONTRACTOR SHALL COMPLETE PROFILE MILLING OPERATIONS, CLEANING AND CRACK FILLING AND PLACEMENT OF FIRST 2" LIFT OF P-401 WITHIN WORK AREA C.
7. 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.
8. COMPLETE SHOULDER GRADING OPERATIONS.

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.

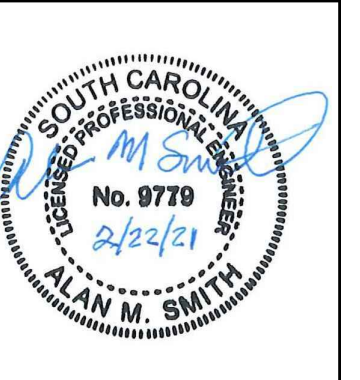
- LEGEND**
- APPROXIMATE AIRPORT PROPERTY LINE
 - RSA — RUNWAY SAFETY AREA
 - ROFA — RUNWAY OBJECT FREE AREA
 - ROFZ — RUNWAY OBSTACLE FREE ZONE
 - [Pattern] WORK AREA A (PHASE II)
 - [Pattern] WORK AREA A1 (PHASE II)
 - [Pattern] WORK AREA B (PHASE III)



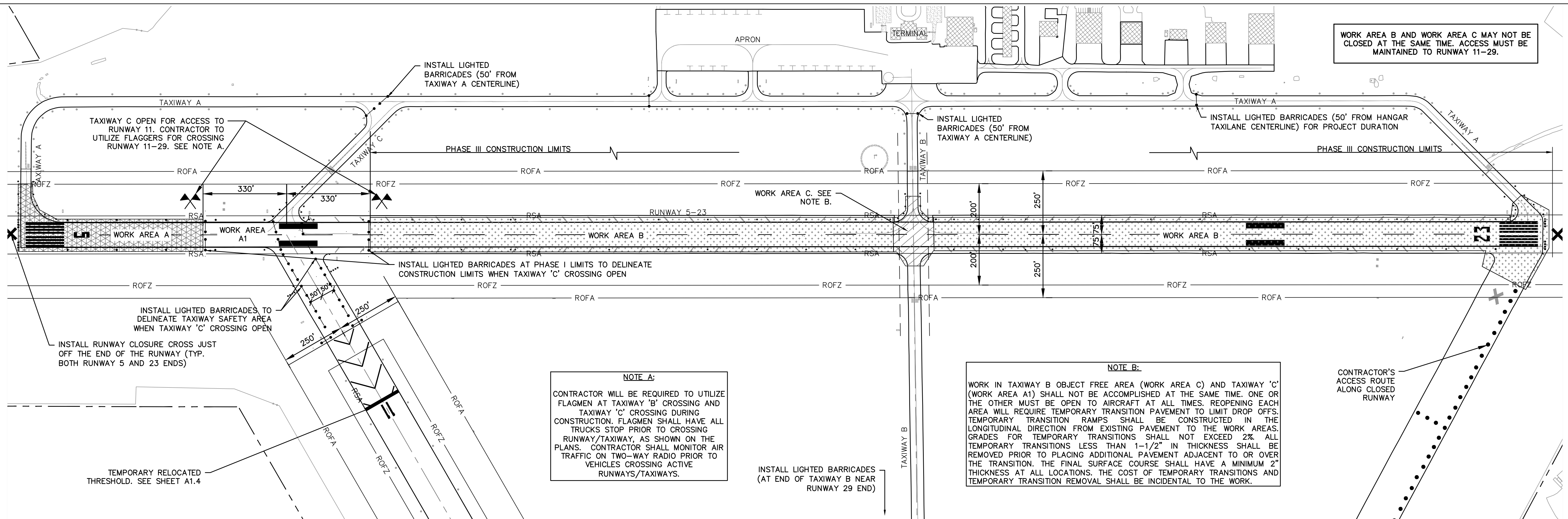
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GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
PHASING PLAN - PHASE II



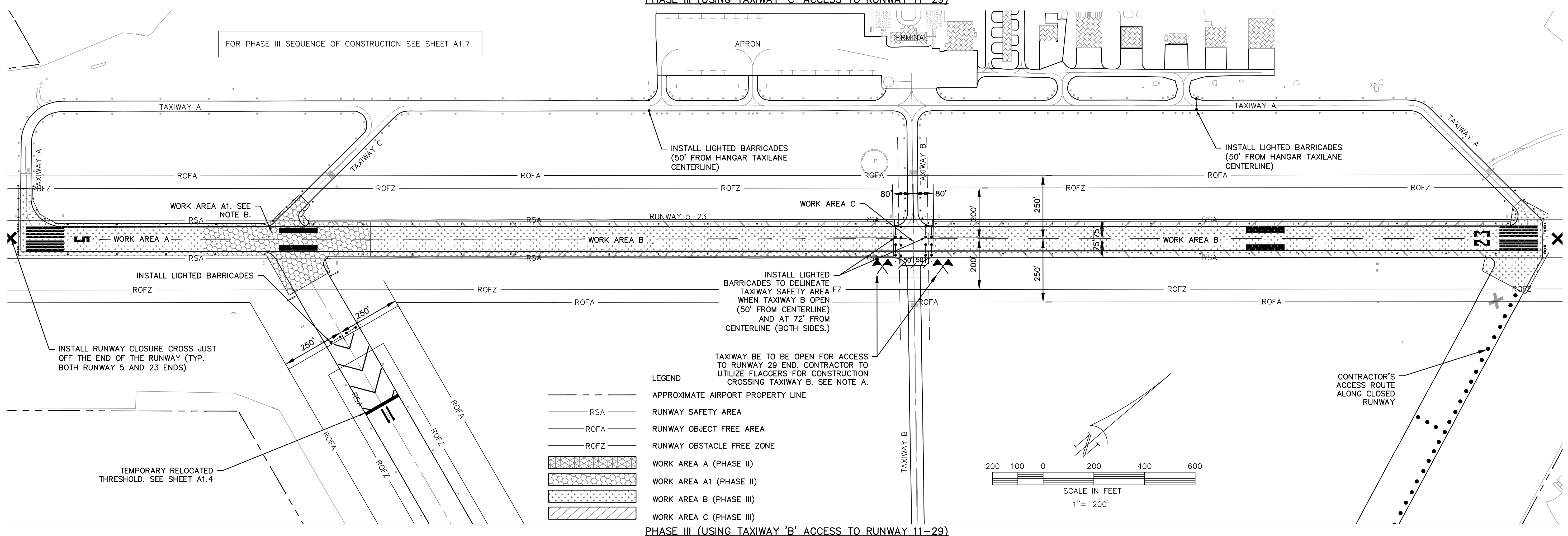
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Project No.	2801-2001
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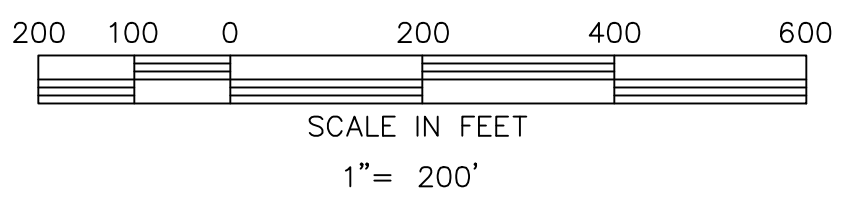
NOTE A:
 CONTRACTOR WILL BE REQUIRED TO UTILIZE FLAGMEN AT TAXIWAY 'B' CROSSING AND TAXIWAY 'C' CROSSING DURING CONSTRUCTION. FLAGMEN SHALL HAVE ALL TRUCKS STOP PRIOR TO CROSSING RUNWAY/TAXIWAY, AS SHOWN ON THE PLANS. CONTRACTOR SHALL MONITOR AIR TRAFFIC ON TWO-WAY RADIO PRIOR TO VEHICLES CROSSING ACTIVE 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.

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



- 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)

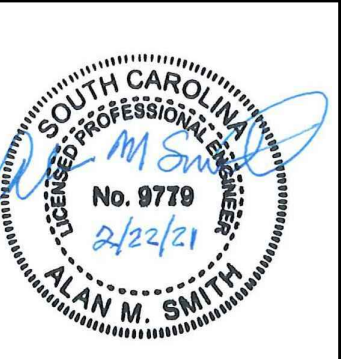


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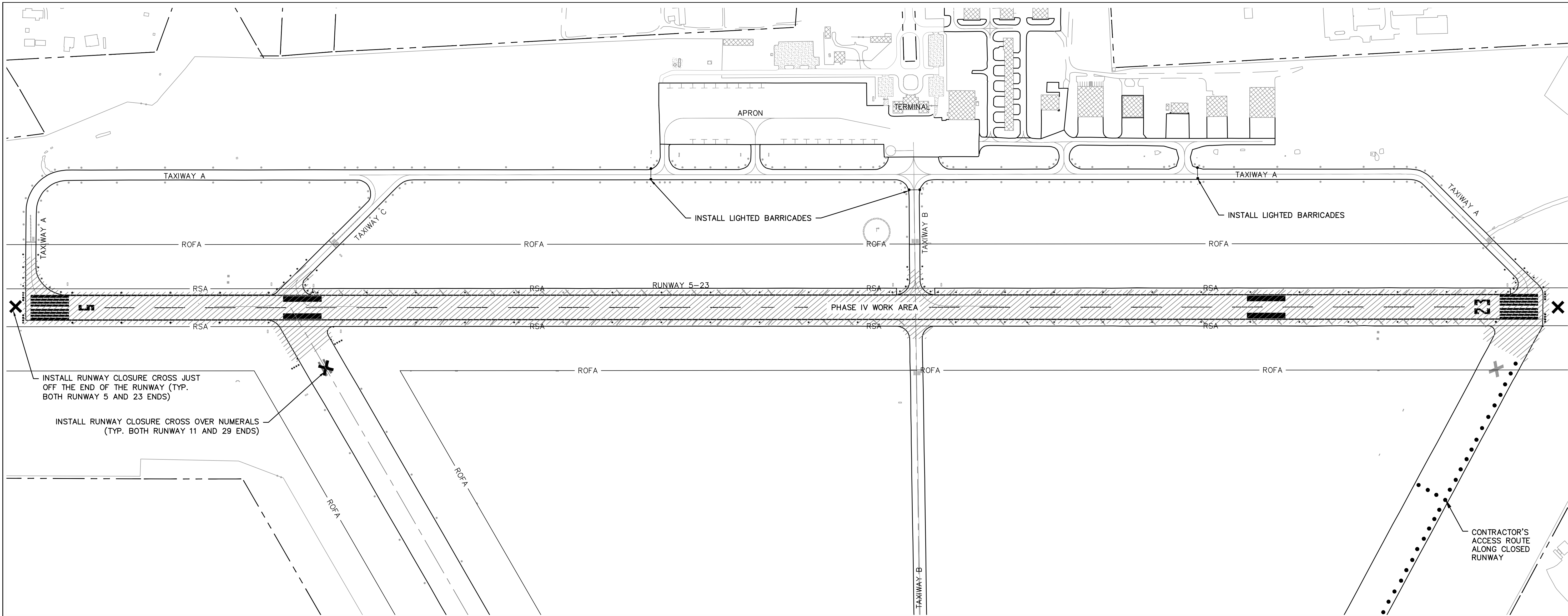
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	REVISIONS	

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



Date: DECEMBER 2020
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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:

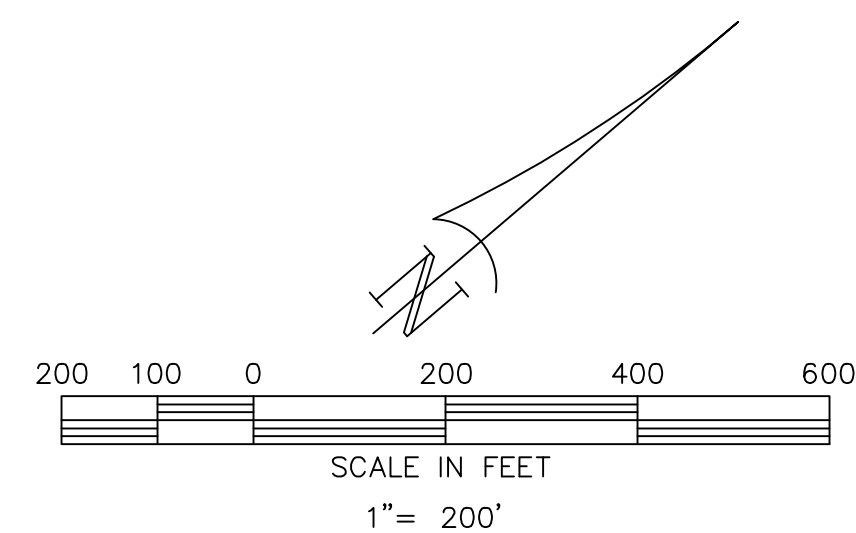
THE CONTRACTOR SHALL HAVE 10 CALENDAR NIGHTS BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM TO COMPLETE THE GROOVING ON RUNWAY 5-23. EACH NIGHT THE CONTRACTOR SHALL CLOSE THE RUNWAY AND TAXIWAYS BY PLACING BARRICADES AND CLOSURE CROSSES AS SHOWN ON THIS SHEET. EACH MORNING ALL RUNWAYS AND TAXIWAYS SHALL BE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

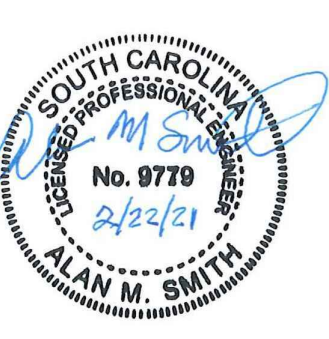


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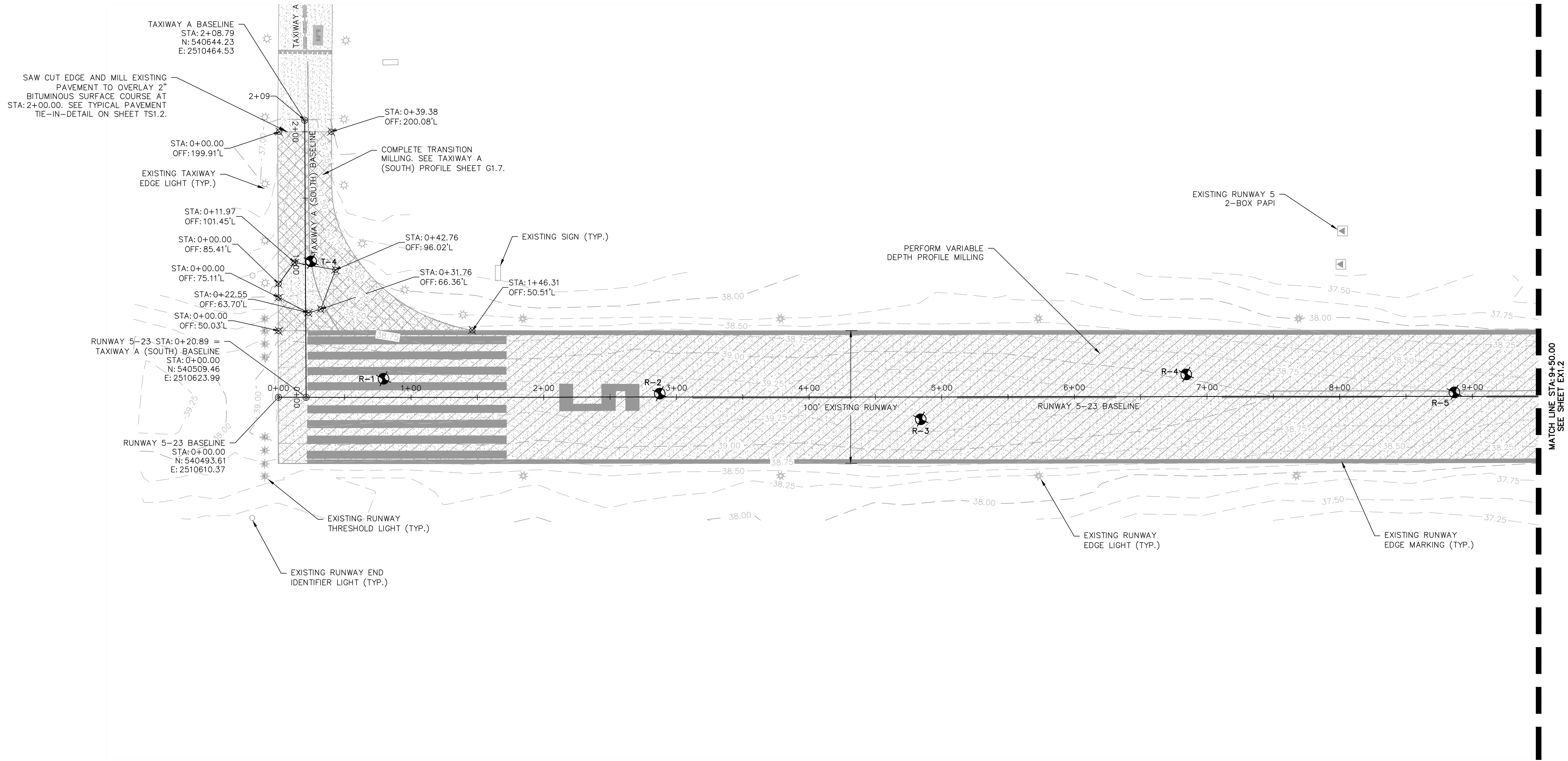
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GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
PHASING PLAN - PHASE IV



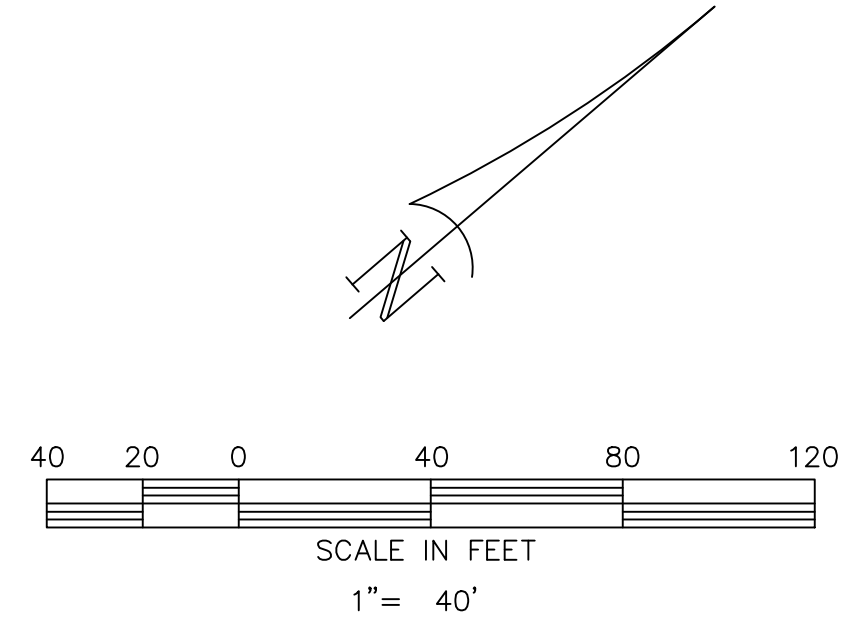
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A1.9



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 - TOPOGRAPHY IS BASED ON GROUND SURVEY PERFORMED BY PARKER LAND SURVEYING, LLC, DATED SEPTEMBER, 2020.
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LEGEND	
	EXISTING BITUMINOUS PAVEMENT
	VARIABLE DEPTH PROFILE MILLING
	TRANSITION MILLING
	EXISTING CONTOUR
	EXISTING RUNWAY THRESHOLD LIGHT
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING RUNWAY EDGE LIGHT
	APPROXIMATE BORING LOCATION
	EXISTING RUNWAY END IDENTIFIER LIGHT
	EXISTING PAPI
	EXISTING SIGN

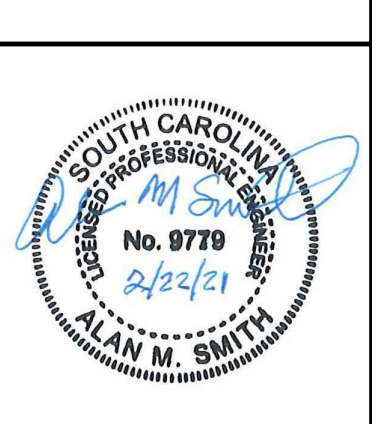


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GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
EXISTING CONDITIONS AND REMOVAL PLAN
(SHEET 1 OF 6)



Date	DECEMBER 2020
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EX1.1

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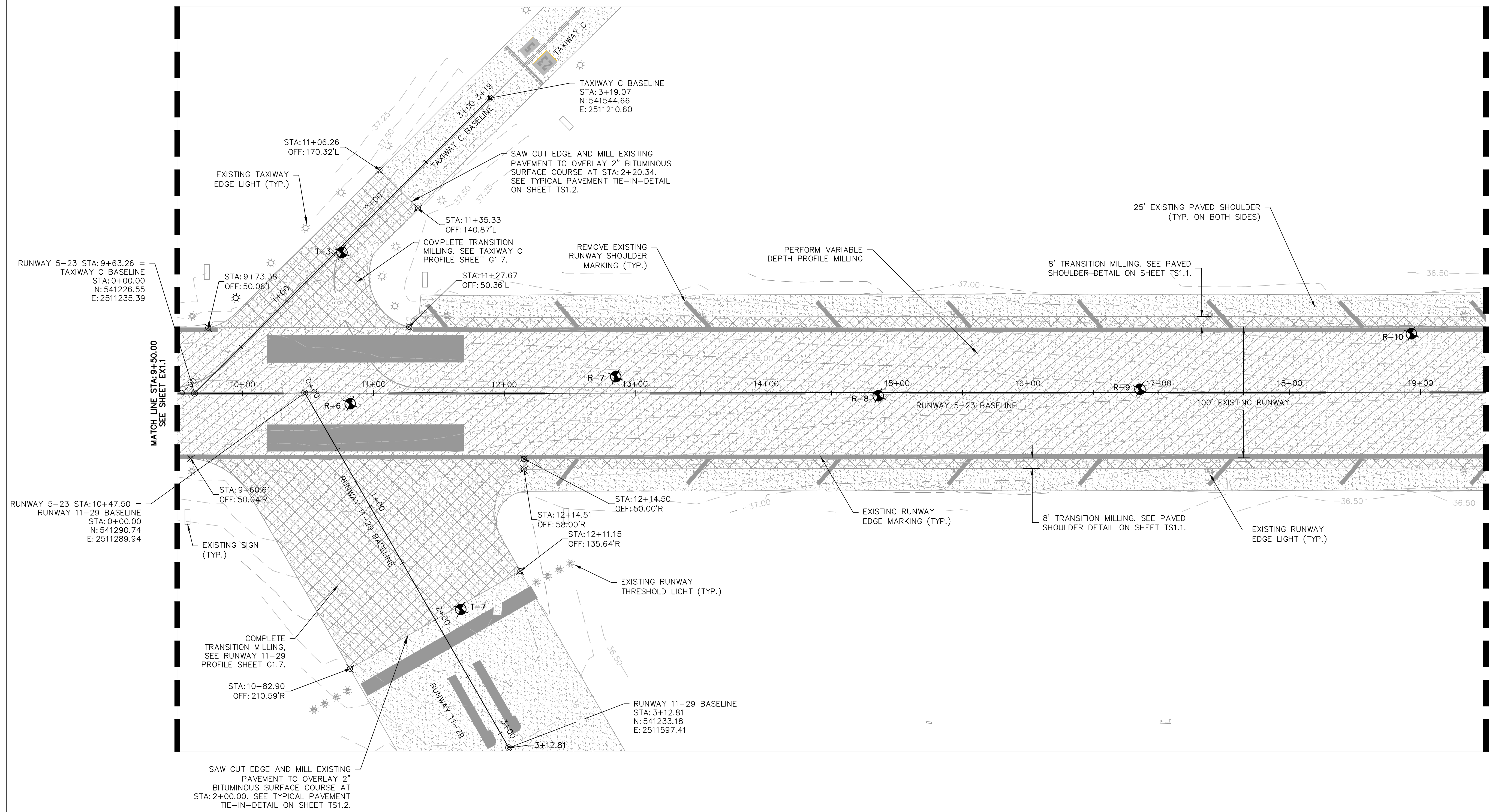
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GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
EXISTING CONDITIONS AND REMOVAL PLAN
 (SHEET 2 OF 6)



Date	DECEMBER 2020
Scale	1" = 40'
Drawn	NT
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Project No.	2801-2001
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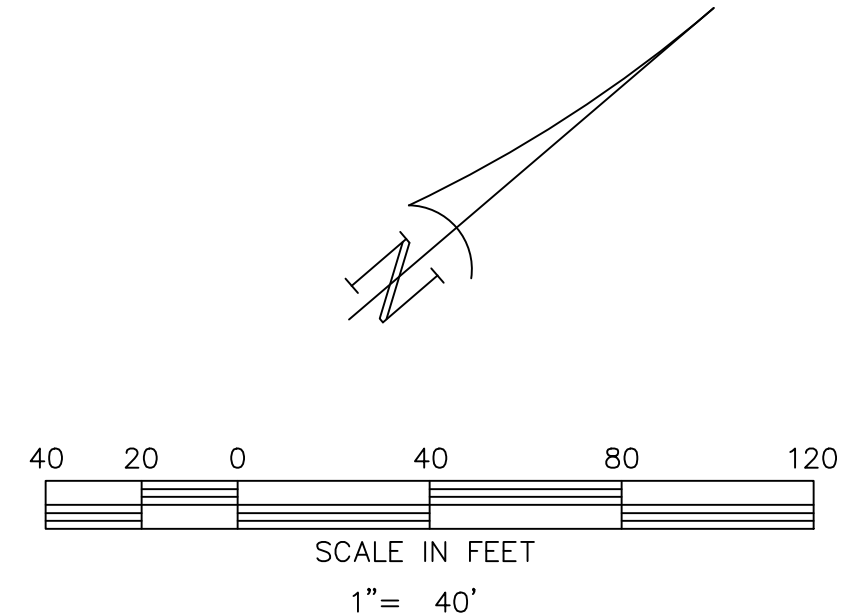
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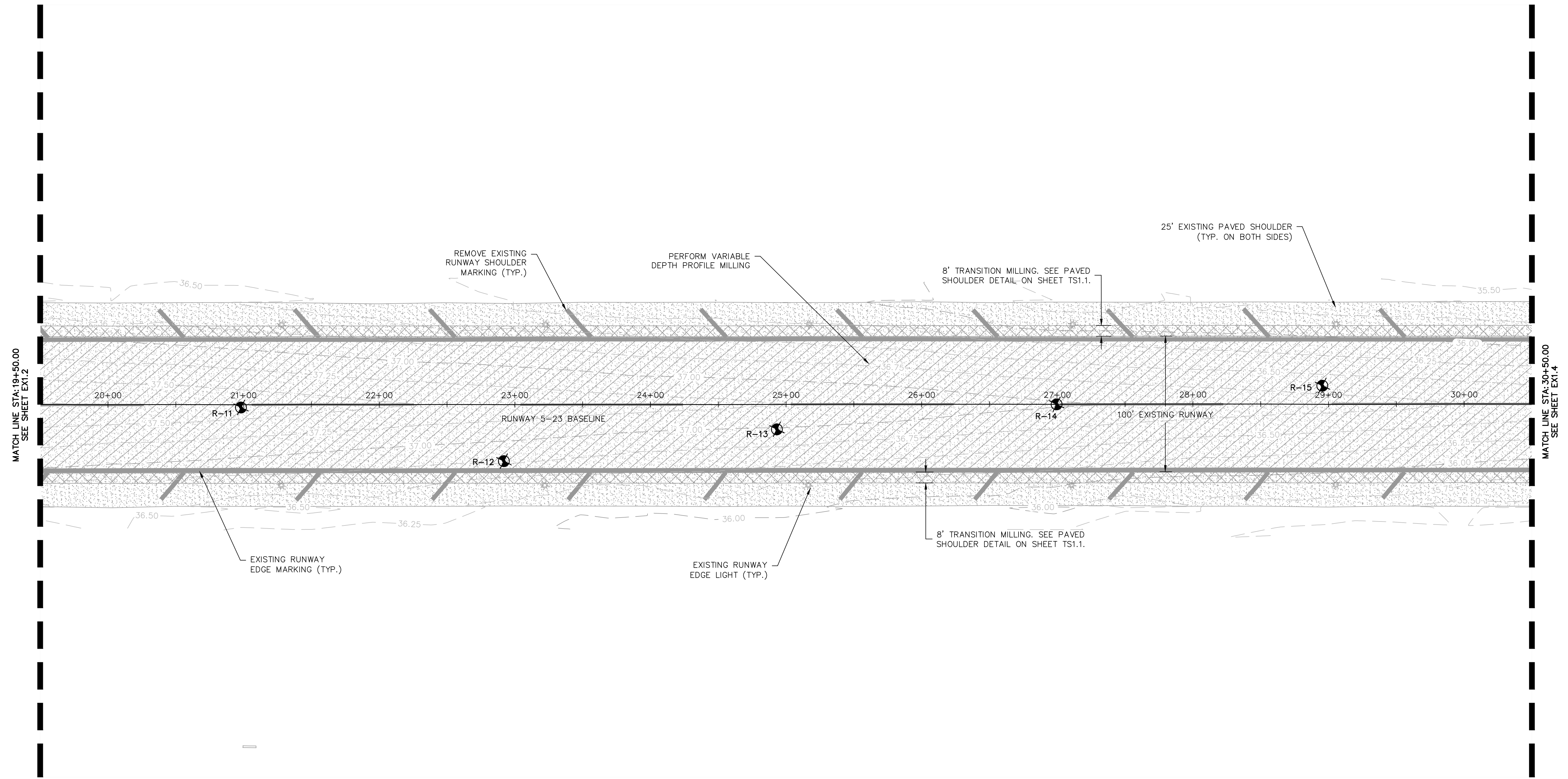


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LEGEND

	EXISTING BITUMINOUS PAVEMENT
	VARIABLE DEPTH PROFILE MILLING
	TRANSITION MILLING
	EXISTING CONTOUR
	EXISTING RUNWAY THRESHOLD LIGHT
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING RUNWAY EDGE LIGHT
	APPROXIMATE BORING LOCATION
	EXISTING SIGN





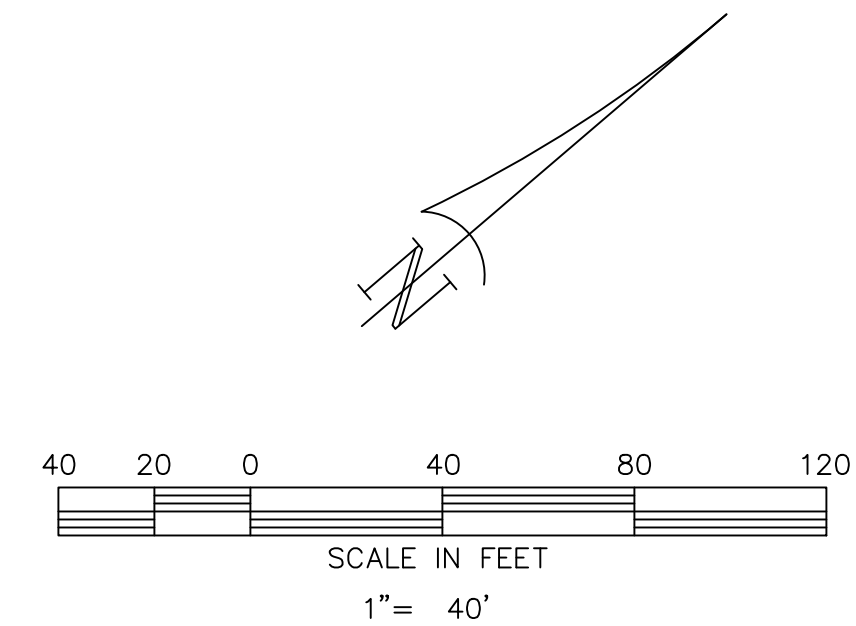
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SEE SHEET EX1.2

MATCH LINE STA: 30+50.00
SEE SHEET EX1.4

GENERAL NOTES:

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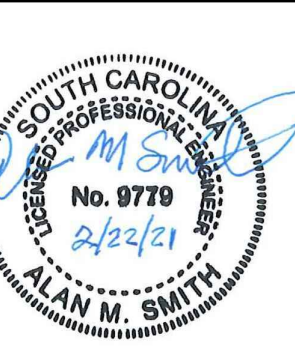
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	VARIABLE DEPTH PROFILE MILLING
	TRANSITION MILLING
- - - 36.00 - - -	EXISTING CONTOUR
	EXISTING RUNWAY EDGE LIGHT
R-1	APPROXIMATE BORING LOCATION



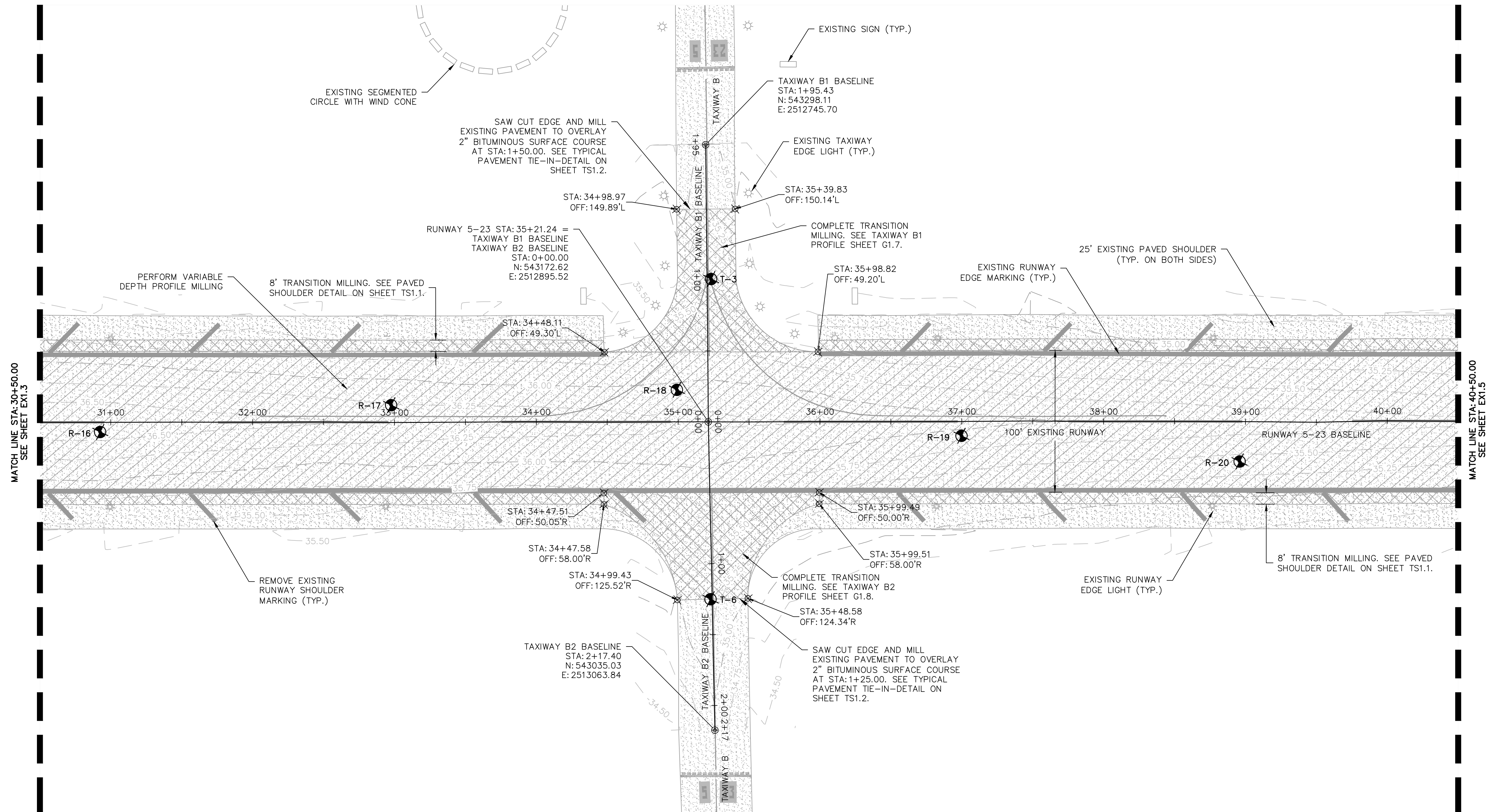
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GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
EXISTING CONDITIONS AND REMOVAL PLAN
(SHEET 3 OF 6)



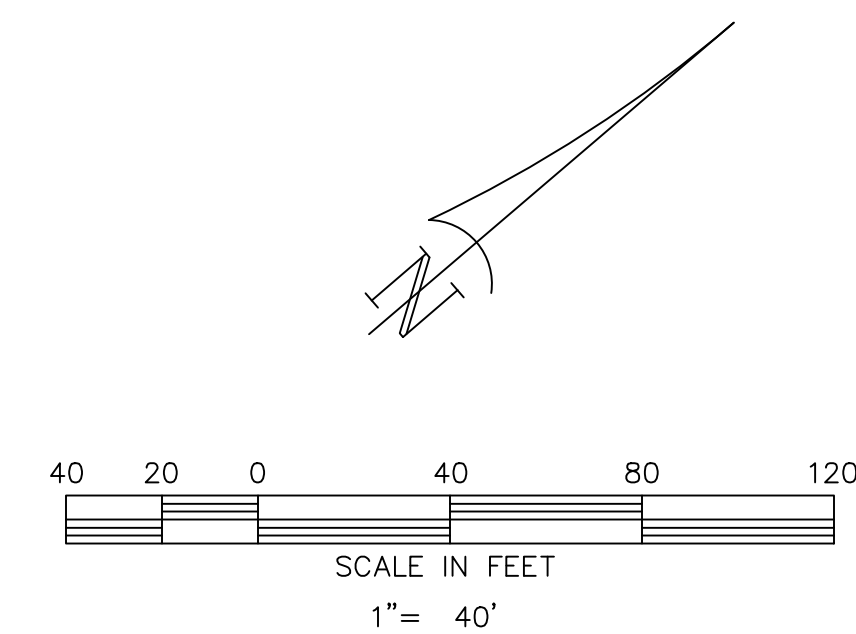
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LEGEND	
	EXISTING BITUMINOUS PAVEMENT
	VARIABLE DEPTH PROFILE MILLING
	TRANSITION MILLING
	EXISTING CONTOUR
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING RUNWAY EDGE LIGHT
	APPROXIMATE BORING LOCATION
	EXISTING SIGN



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GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
EXISTING CONDITIONS AND REMOVAL PLAN
(SHEET 4 OF 6)



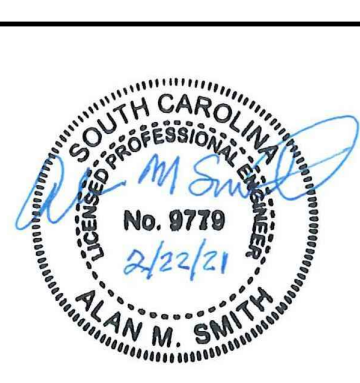
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EX1.4

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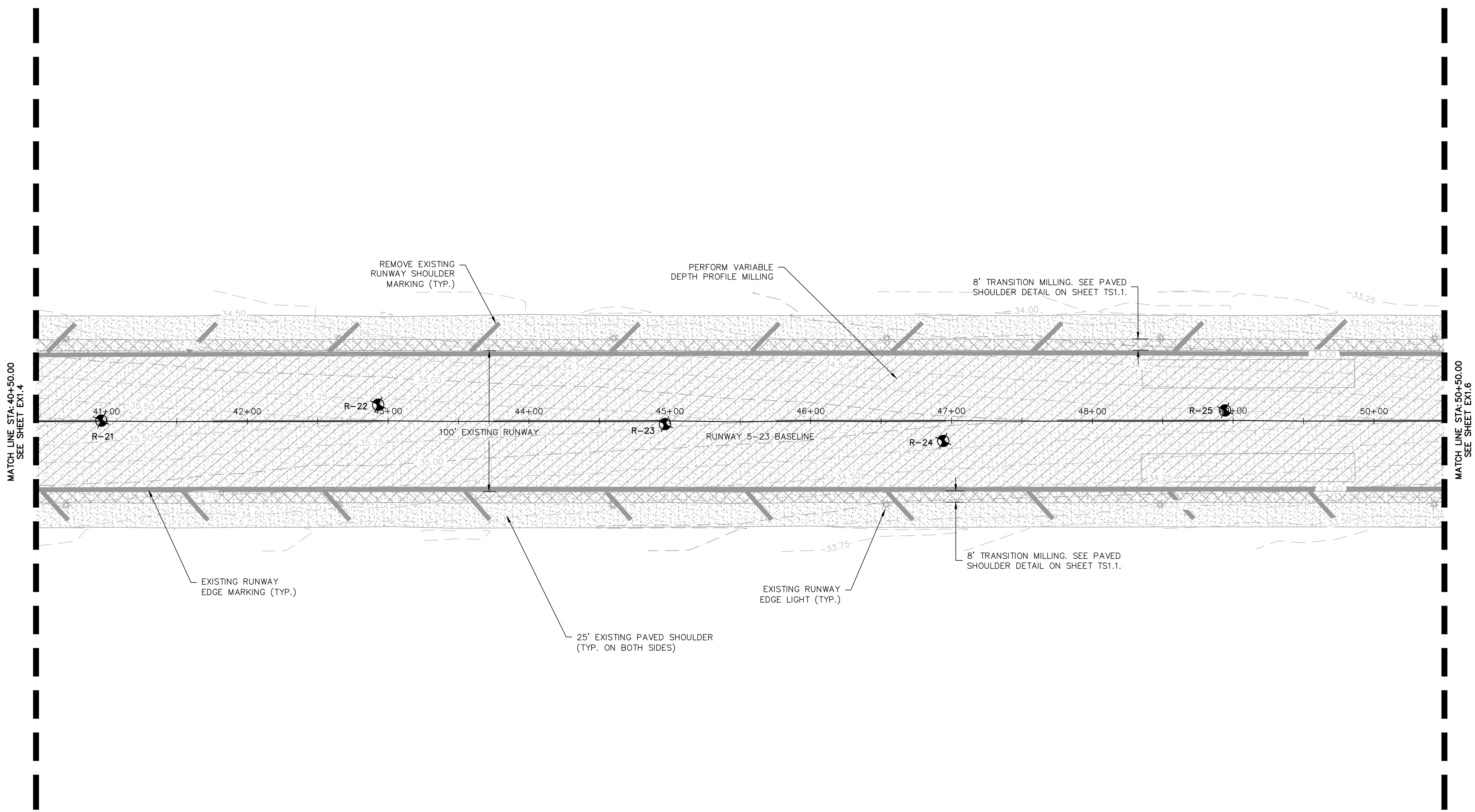
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GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
EXISTING CONDITIONS AND REMOVAL PLAN
 (SHEET 5 OF 6)



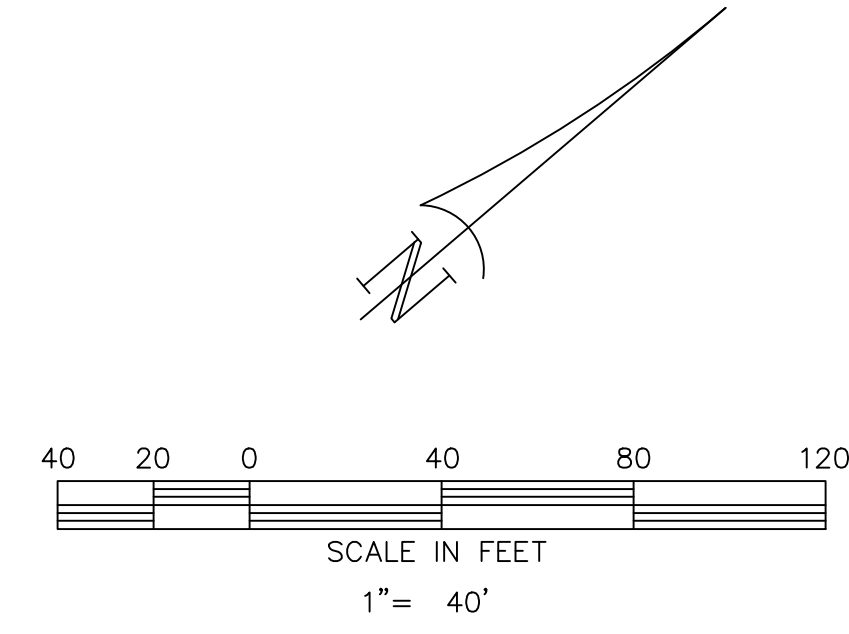
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EX1.5



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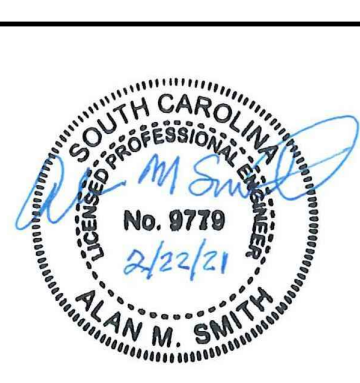
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	VARIABLE DEPTH PROFILE MILLING
	TRANSITION MILLING
	EXISTING CONTOUR
	EXISTING RUNWAY EDGE LIGHT
	APPROXIMATE BORING LOCATION



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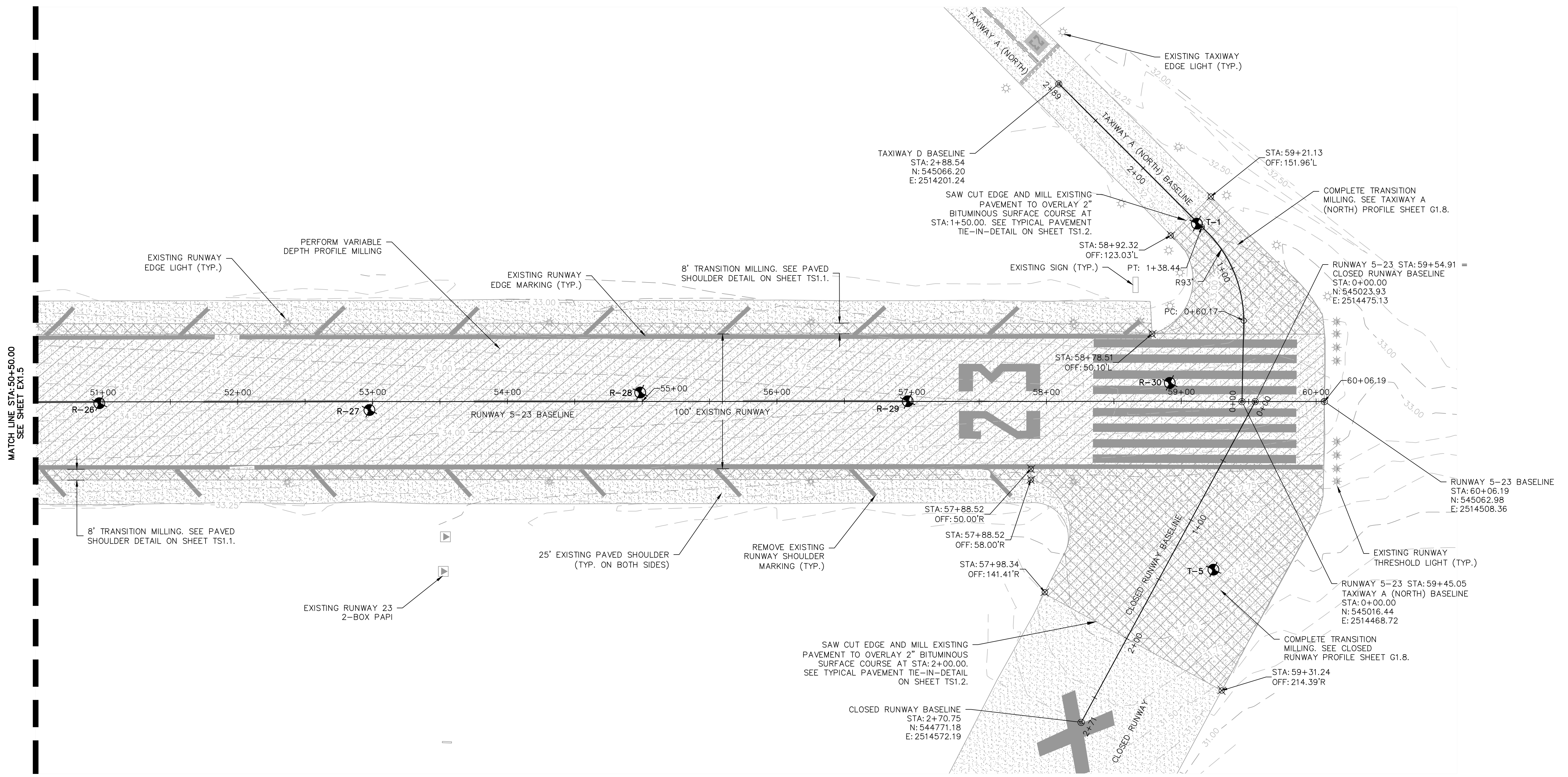
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
EXISTING CONDITIONS AND REMOVAL PLAN
 (SHEET 6 OF 6)



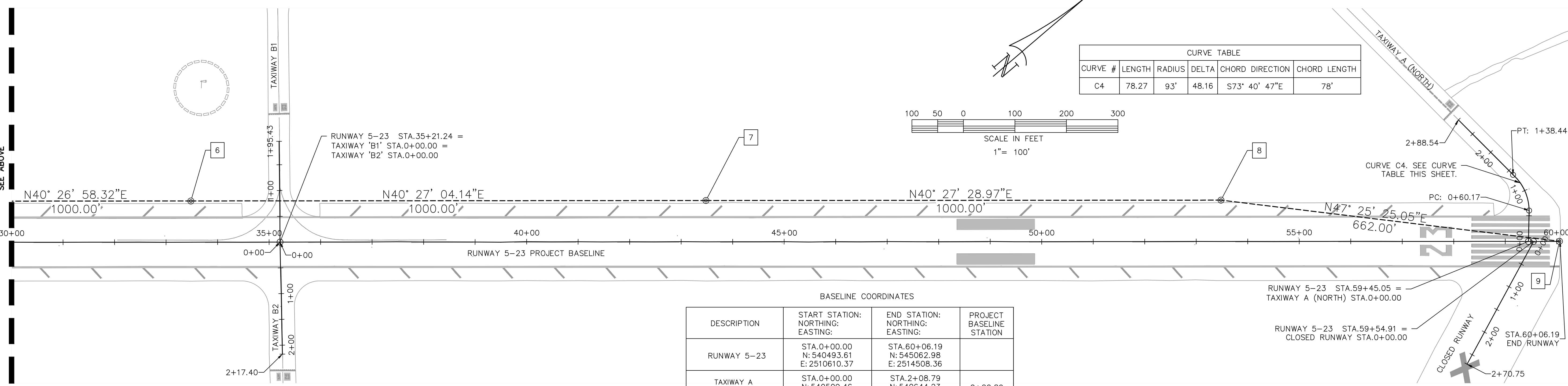
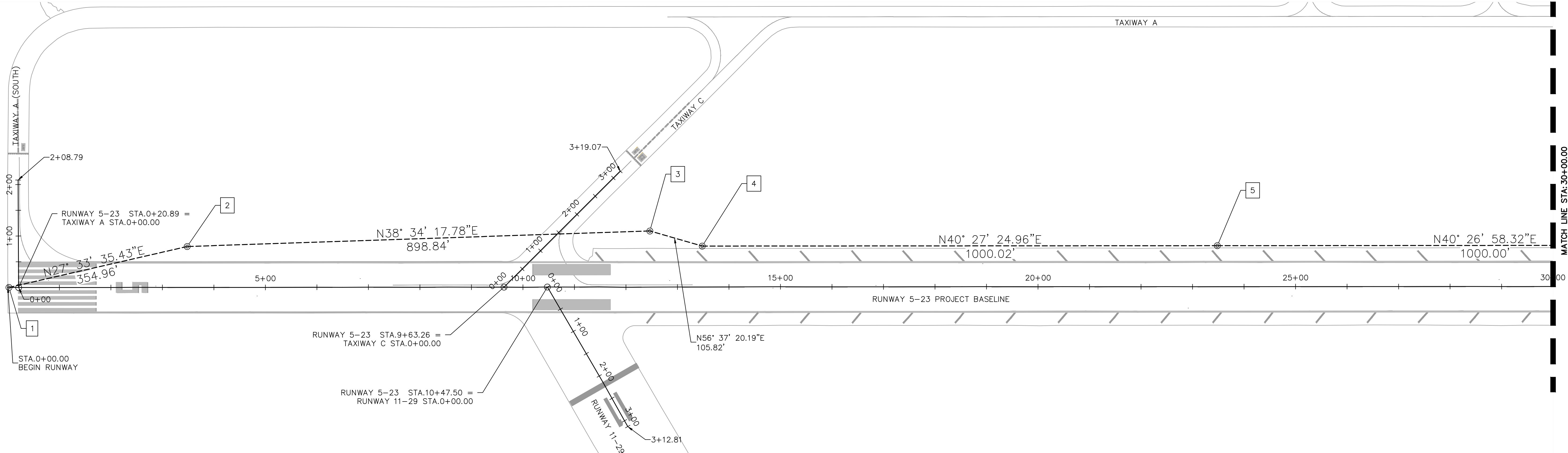
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Sheet No.	

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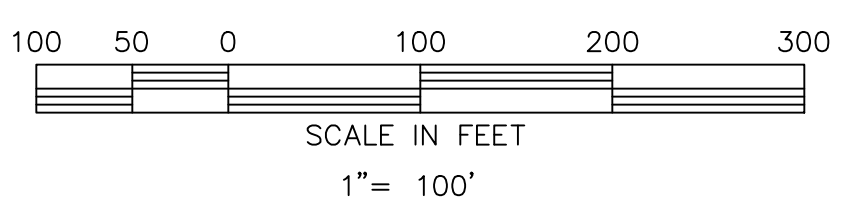


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 - ALL DEBRIS AND MILLING MATERIALS REMOVED SHALL BE DISPOSED OFF AIRPORT PROPERTY IN A PROPERLY PERMITTED LOCATION.

LEGEND	
	EXISTING BITUMINOUS PAVEMENT
	VARIABLE DEPTH PROFILE MILLING
	TRANSITION MILLING
	EXISTING CONTOUR
	EXISTING RUNWAY THRESHOLD LIGHT
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING RUNWAY EDGE LIGHT
	APPROXIMATE BORING LOCATION
	EXISTING PAPI
	EXISTING SIGN



CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C4	78.27	93'	48.16	S73° 40' 47\"E	78'



BASELINE COORDINATES

DESCRIPTION	START STATION: NORTHING: EASTING:	END STATION: NORTHING: EASTING:	PROJECT BASELINE STATION
RUNWAY 5-23	STA.0+00.00 N: 540493.61 E: 2510610.37	STA.60+06.19 N: 545062.98 E: 2514508.36	
TAXIWAY A (SOUTH)	STA.0+00.00 N: 540509.46 E: 2510623.99	STA.2+08.79 N: 540644.23 E: 2510464.53	0+20.89
TAXIWAY B1	STA.0+00.00 N: 543172.62 E: 2512895.52	STA.1+95.43 N: 543298.11 E: 2512745.70	35+21.24
TAXIWAY B2	STA.0+00.00 N: 543172.62 E: 2512895.52	STA.2+17.40 N: 543035.03 E: 2513063.84	35+21.24
TAXIWAY C	STA.0+00.00 N: 541226.55 E: 2511235.39	STA.3+19.07 N: 541544.66 E: 2511210.60	9+63.26
TAXIWAY A (NORTH)	STA.0+00.00 N: 545016.44 E: 2514468.72	STA.2+88.54 N: 545066.20 E: 2514201.24	59+45.05
RUNWAY 11-29	STA.0+00.00 N: 541290.74 E: 2511289.94	STA.3+12.81 N: 541233.18 E: 2511597.41	10+47.50
CLOSED RUNWAY	STA.0+00.00 N: 545023.93 E: 2514475.13	STA.2+70.75 N: 544771.18 E: 2514572.19	59+54.91

AIRPORT CONTROL POINTS				
#	DESCRIPTION	COORDINATES NORTHING: EASTING:	ELEVATION	PROJECT BASELINE STATION
1	PKF @ RWY 5 END	N: 540495.26 E: 2510611.70	39.50'	0+02.12
3	CMF - AERO 1962	N: 541512.68 E: 2511336.35	36.77'	
9	PKF @ RWY 23 END	N: 545062.52 E: 2514507.56	33.57'	60+05.32

TEMPORARY CONSTRUCTION CONTROL POINTS/BENCHMARKS

#	DESCRIPTION	COORDINATES	ELEVATION
2	5/8" IRON/CAP	N: 540809.94 E: 2510775.93	38.02'
4	5/8" IRON/CAP	N: 541570.90 E: 2511424.72	37.24'
5	5/8" IRON/CAP	N: 542331.81 E: 2512073.61	36.07'
6	5/8" IRON/CAP	N: 543092.79 E: 2512722.39	35.37'
7	5/8" IRON/CAP	N: 543853.75 E: 2513371.19	34.41'
8	5/8" IRON/CAP	N: 544614.63 E: 2514020.08	33.29'

NOTES:

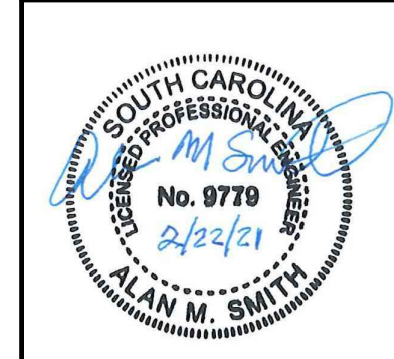
- SURVEY WAS PERFORMED BY PARKER LAND SURVEYING, DATED SEPTEMBER 2020.
- ALL BEARINGS AND COORDINATES SHOWN ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM.
- ELEVATIONS SHOWN ARE BASED ON NAVD 88.

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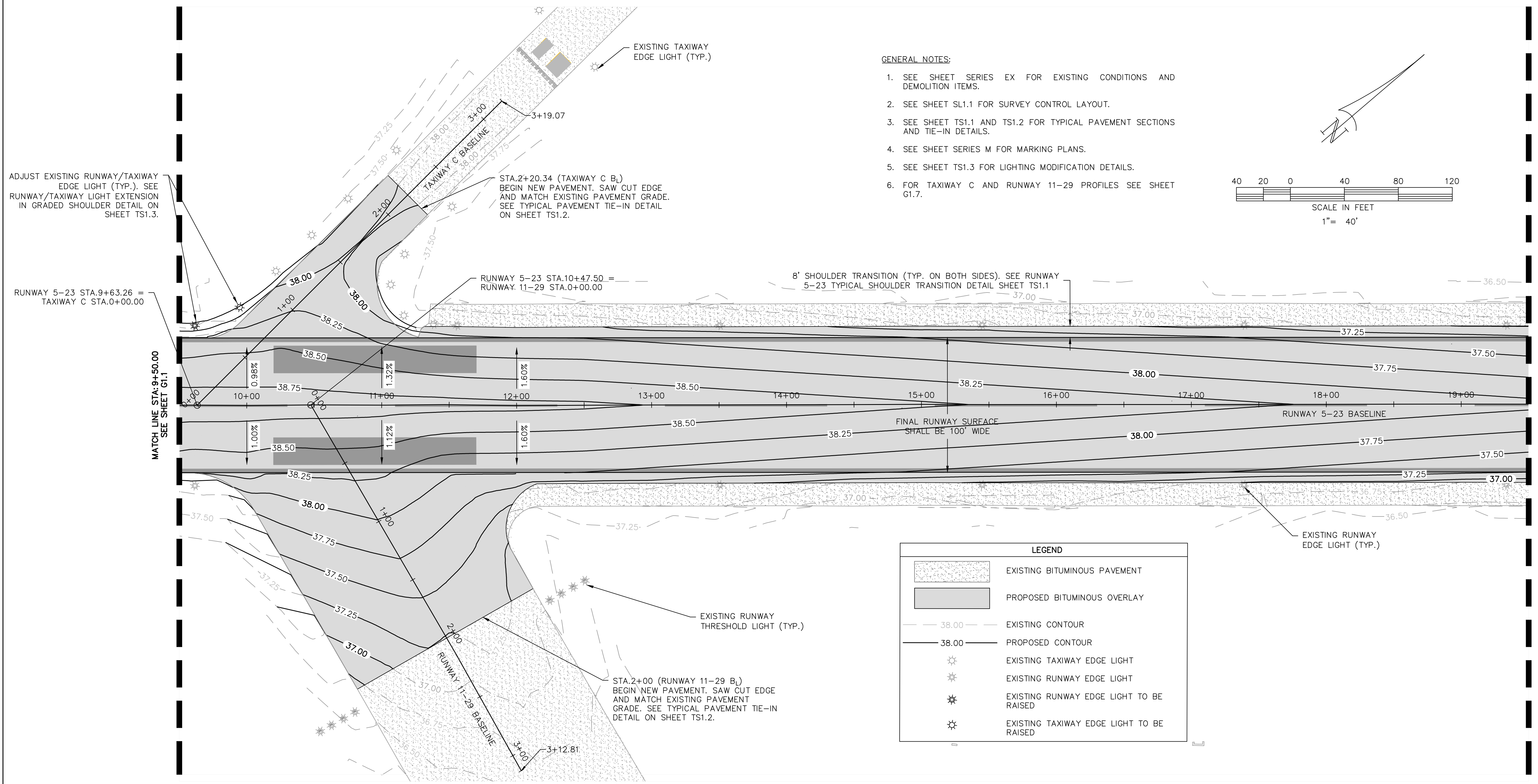
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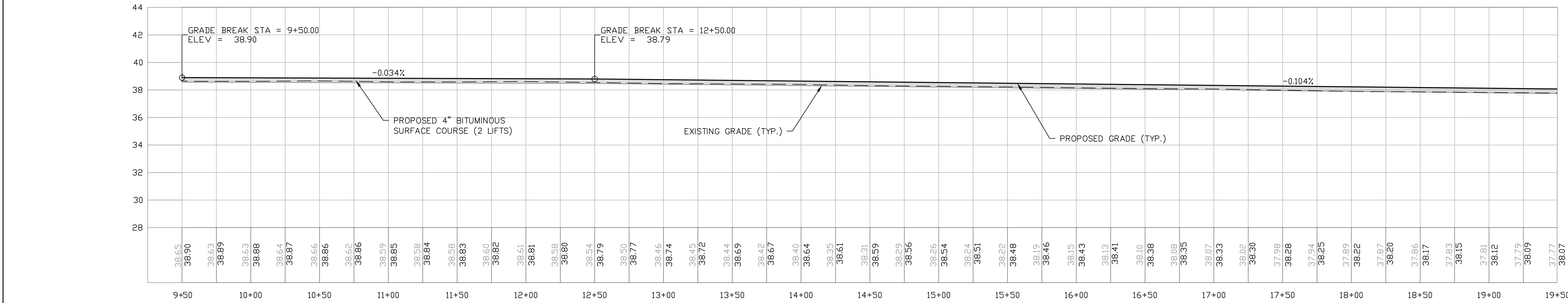
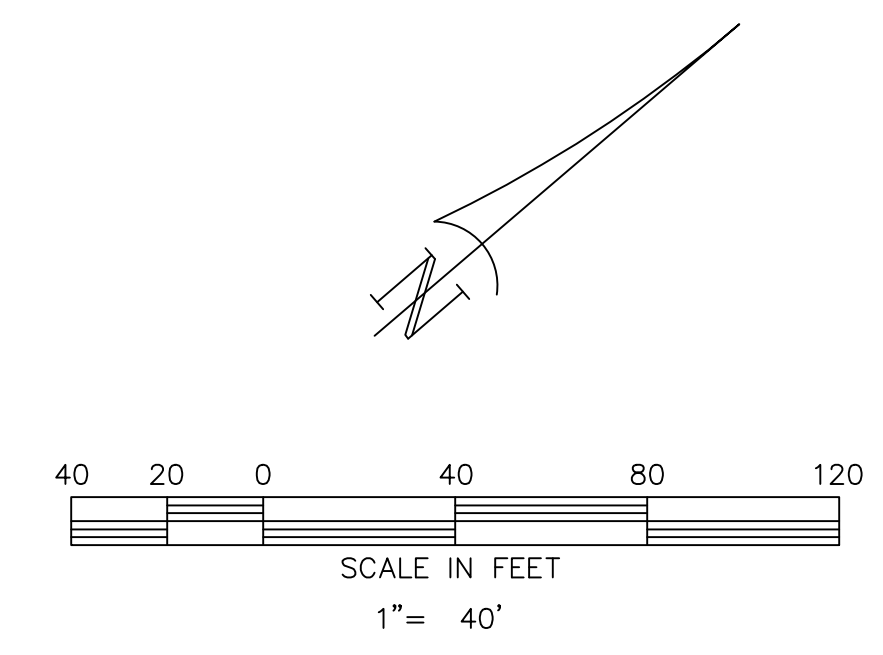
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GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
SURVEY CONTROL PLAN



Date	DECEMBER 2020
Scale	1"=100'
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Project No.	2601-2001
Sheet No.	



- GENERAL NOTES:
- SEE SHEET SERIES EX FOR EXISTING CONDITIONS AND DEMOLITION ITEMS.
 - SEE SHEET SL1.1 FOR SURVEY CONTROL LAYOUT.
 - SEE SHEET TS1.1 AND TS1.2 FOR TYPICAL PAVEMENT SECTIONS AND TIE-IN DETAILS.
 - SEE SHEET SERIES M FOR MARKING PLANS.
 - SEE SHEET TS1.3 FOR LIGHTING MODIFICATION DETAILS.
 - FOR TAXIWAY C AND RUNWAY 11-29 PROFILES SEE SHEET G1.7.

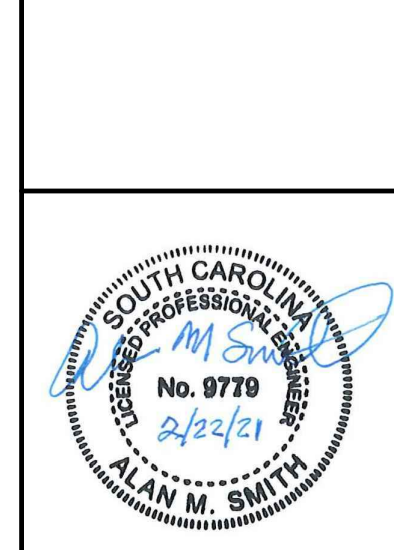


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GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
GRADING AND PAVING PLAN
(SHEET 2 OF 8)



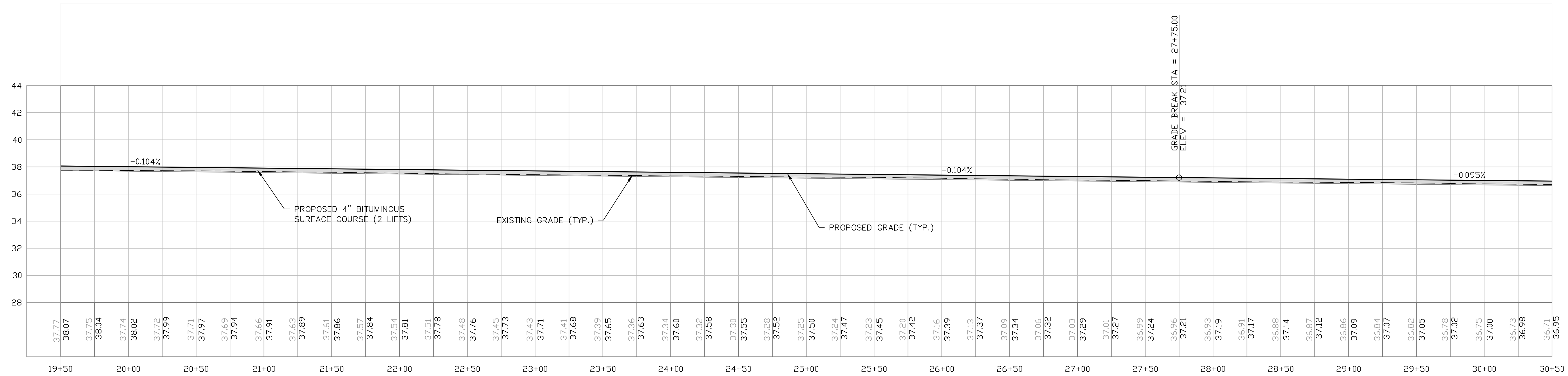
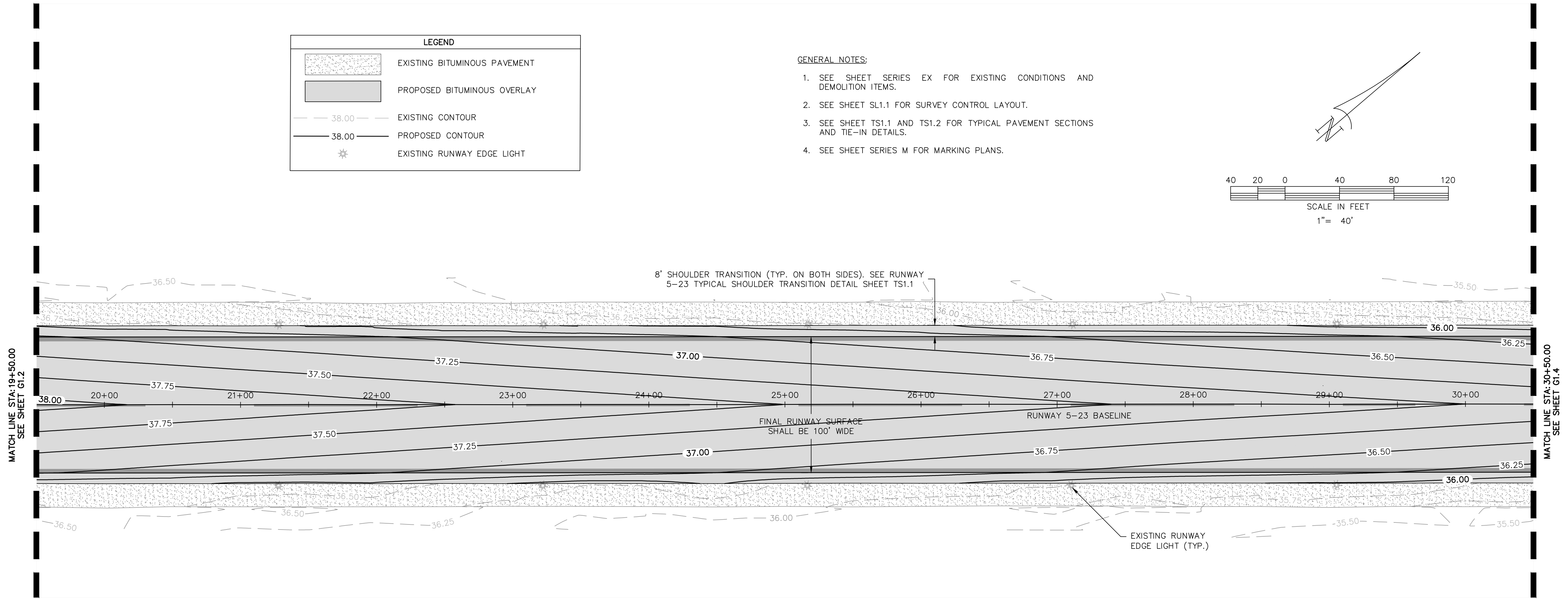
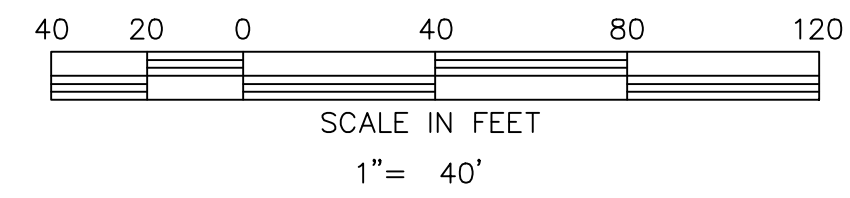
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Scale	1" = 40'
Drawn	NT
Checked	AMS
Project No.	2601-2001
Sheet No.	

G1.2

LEGEND	
	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS OVERLAY
	EXISTING CONTOUR
	PROPOSED CONTOUR
	EXISTING RUNWAY EDGE LIGHT

GENERAL NOTES:

1. SEE SHEET SERIES EX FOR EXISTING CONDITIONS AND DEMOLITION ITEMS.
2. SEE SHEET SL1.1 FOR SURVEY CONTROL LAYOUT.
3. SEE SHEET TS1.1 AND TS1.2 FOR TYPICAL PAVEMENT SECTIONS AND TIE-IN DETAILS.
4. SEE SHEET SERIES M FOR MARKING PLANS.

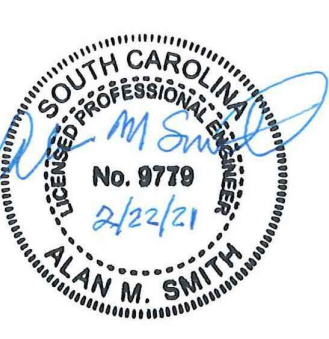


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 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
GRADING AND PAVING PLAN
 (SHEET 3 OF 8)

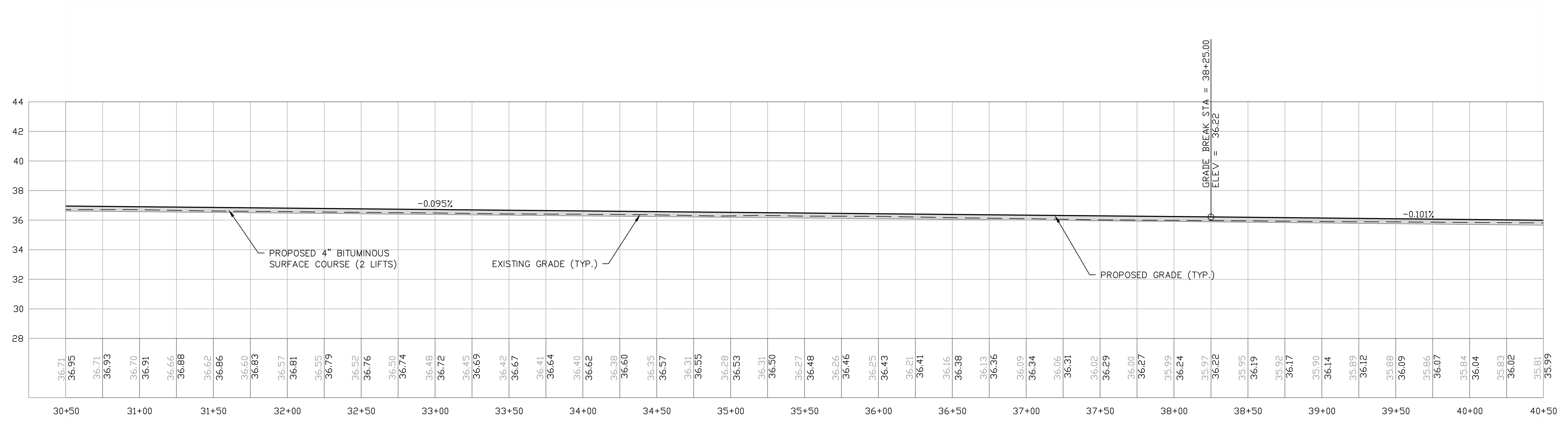
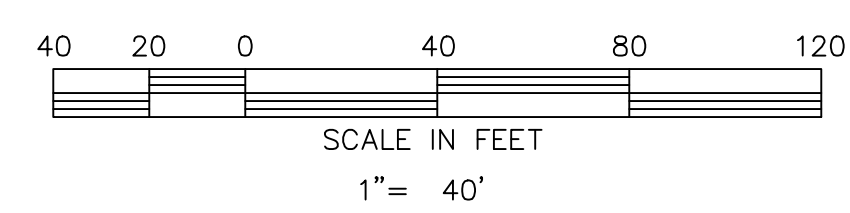
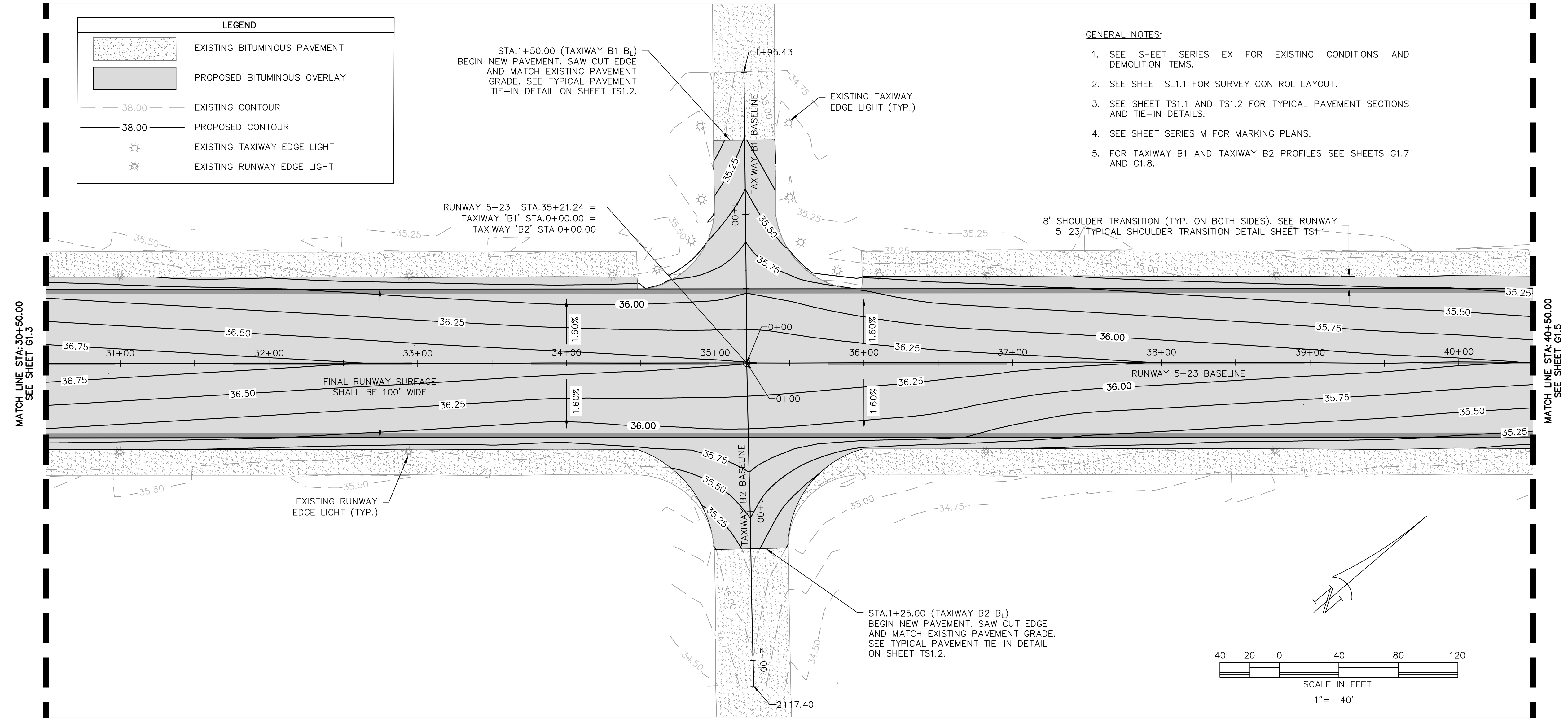


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Checked	AMS
Project No.	2601-2001
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G1.3

LEGEND	
	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS OVERLAY
	EXISTING CONTOUR
	PROPOSED CONTOUR
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING RUNWAY EDGE LIGHT

- GENERAL NOTES:
- SEE SHEET SERIES EX FOR EXISTING CONDITIONS AND DEMOLITION ITEMS.
 - SEE SHEET SL1.1 FOR SURVEY CONTROL LAYOUT.
 - SEE SHEET TS1.1 AND TS1.2 FOR TYPICAL PAVEMENT SECTIONS AND TIE-IN DETAILS.
 - SEE SHEET SERIES M FOR MARKING PLANS.
 - FOR TAXIWAY B1 AND TAXIWAY B2 PROFILES SEE SHEETS G1.7 AND G1.8.

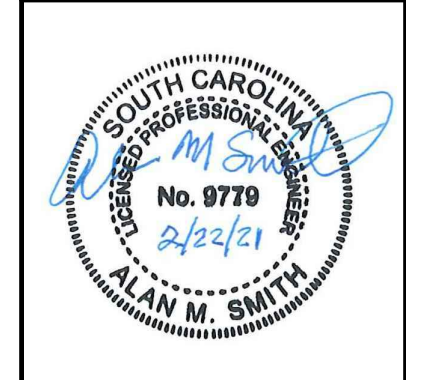


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GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
GRADING AND PAVING PLAN
(SHEET 4 OF 8)

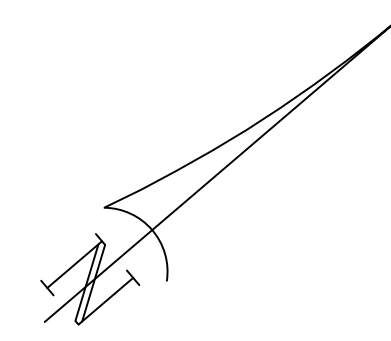
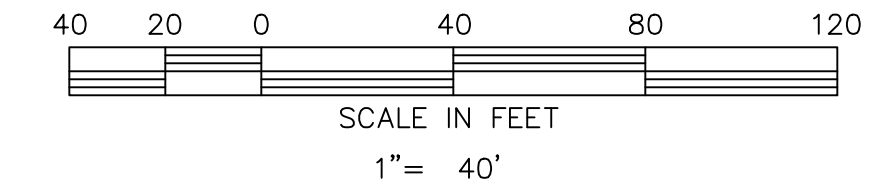


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G1.4

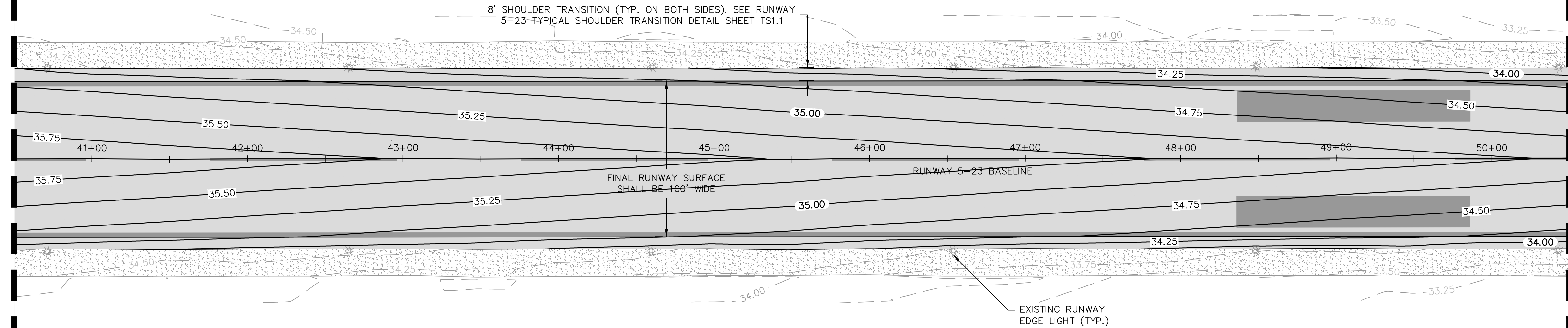
GENERAL NOTES:

1. SEE SHEET SERIES EX FOR EXISTING CONDITIONS AND DEMOLITION ITEMS.
2. SEE SHEET SL1.1 FOR SURVEY CONTROL LAYOUT.
3. SEE SHEET TS1.1 AND TS1.2 FOR TYPICAL PAVEMENT SECTIONS AND TIE-IN DETAILS.
4. SEE SHEET SERIES M FOR MARKING PLANS.

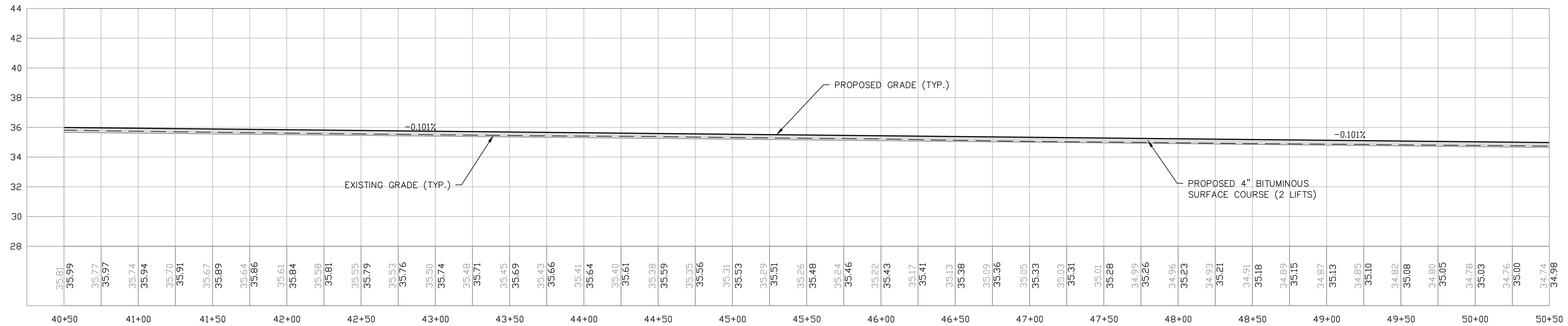


MATCH LINE STA: 40+50.00
SEE SHEET G1.4

MATCH LINE STA: 50+50.00
SEE SHEET G1.8



LEGEND	
	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS OVERLAY
	EXISTING CONTOUR
	PROPOSED CONTOUR
	EXISTING RUNWAY EDGE LIGHT



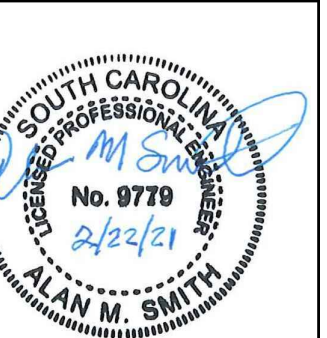
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GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
GRADING AND PAVING PLAN
(SHEET 5 OF 8)



Date	DECEMBER 2020
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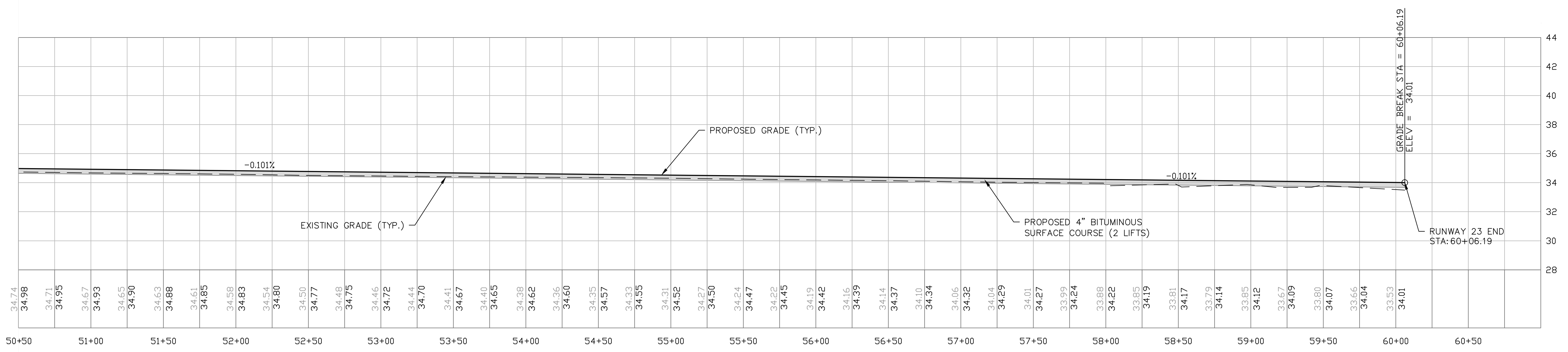
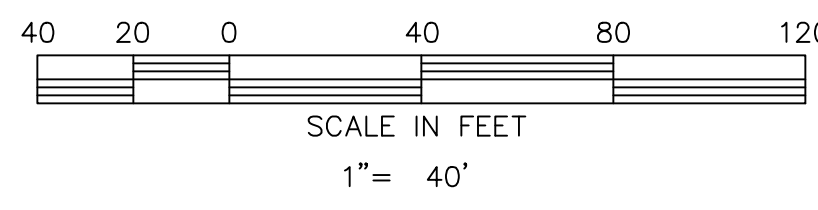
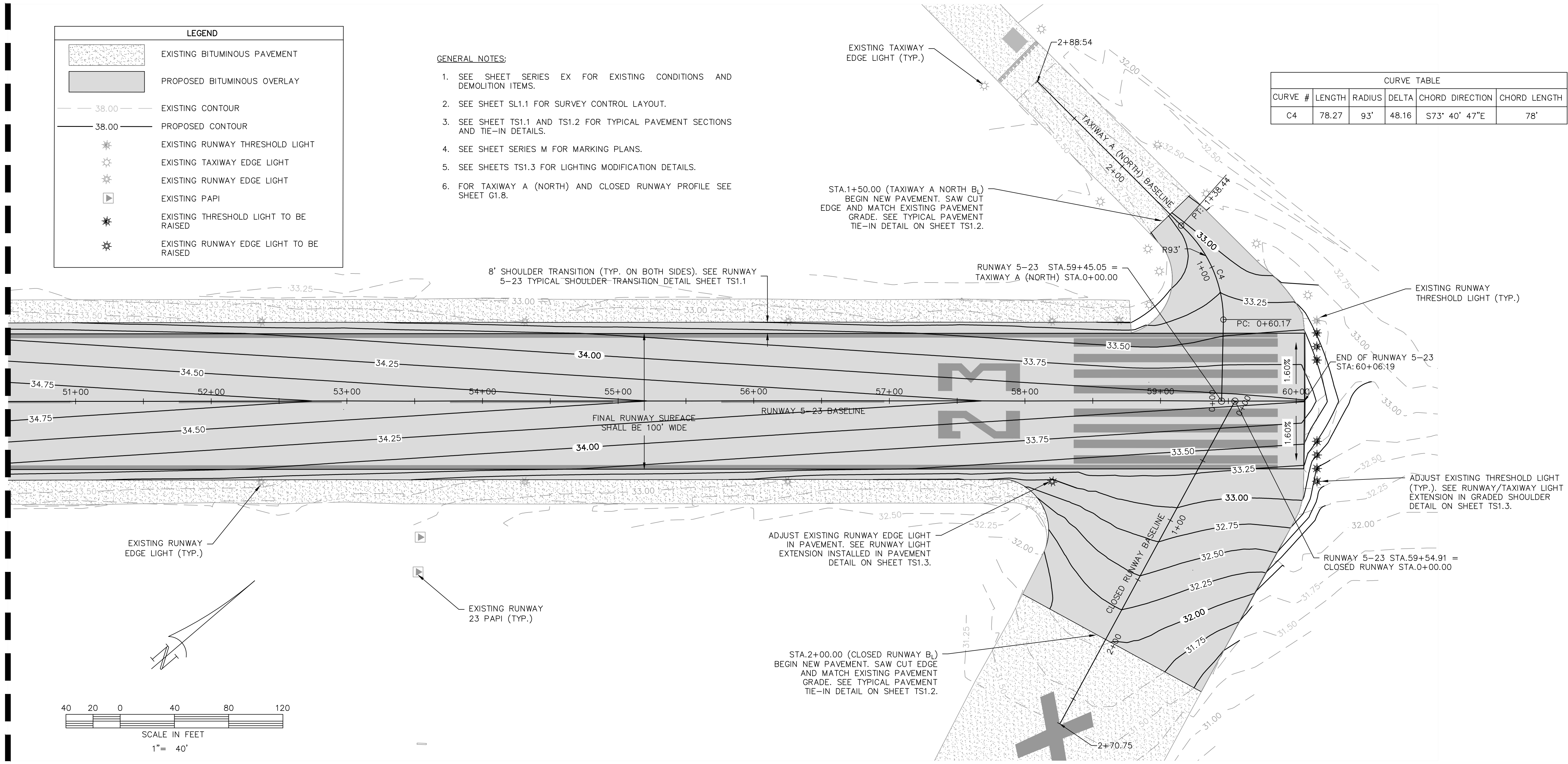
G1.5

LEGEND	
	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS OVERLAY
	EXISTING CONTOUR
	PROPOSED CONTOUR
	EXISTING RUNWAY THRESHOLD LIGHT
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING RUNWAY EDGE LIGHT
	EXISTING PAPI
	EXISTING THRESHOLD LIGHT TO BE RAISED
	EXISTING RUNWAY EDGE LIGHT TO BE RAISED

- GENERAL NOTES:**
- SEE SHEET SERIES EX FOR EXISTING CONDITIONS AND DEMOLITION ITEMS.
 - SEE SHEET SL1.1 FOR SURVEY CONTROL LAYOUT.
 - SEE SHEET TS1.1 AND TS1.2 FOR TYPICAL PAVEMENT SECTIONS AND TIE-IN DETAILS.
 - SEE SHEET SERIES M FOR MARKING PLANS.
 - SEE SHEETS TS1.3 FOR LIGHTING MODIFICATION DETAILS.
 - FOR TAXIWAY A (NORTH) AND CLOSED RUNWAY PROFILE SEE SHEET G1.8.

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C4	78.27	93'	48.16	S73° 40' 47"E	78'

MATCH LINE STA+50+50.00
SEE SHEET G1.5



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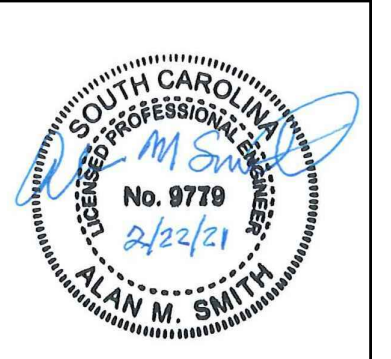
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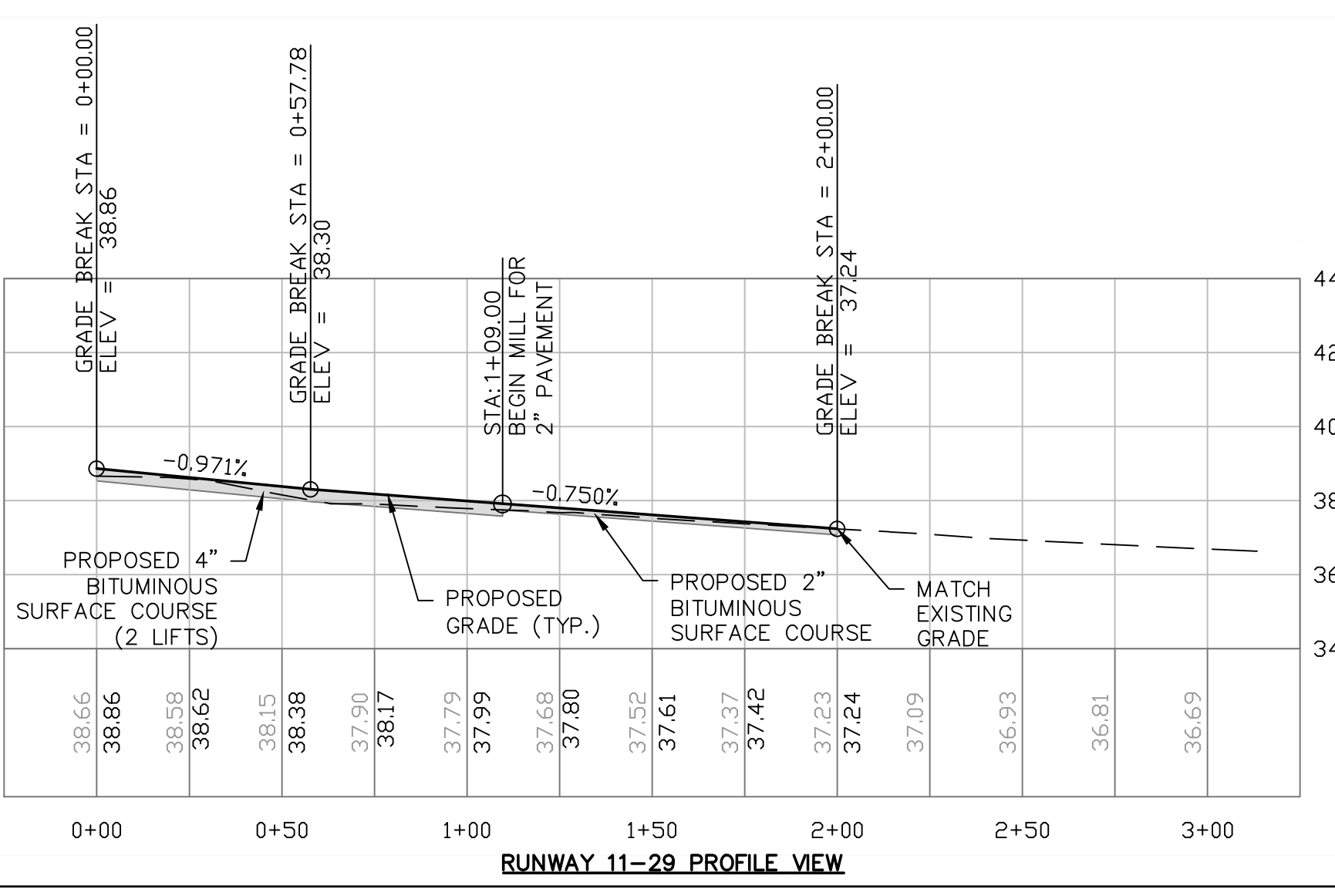
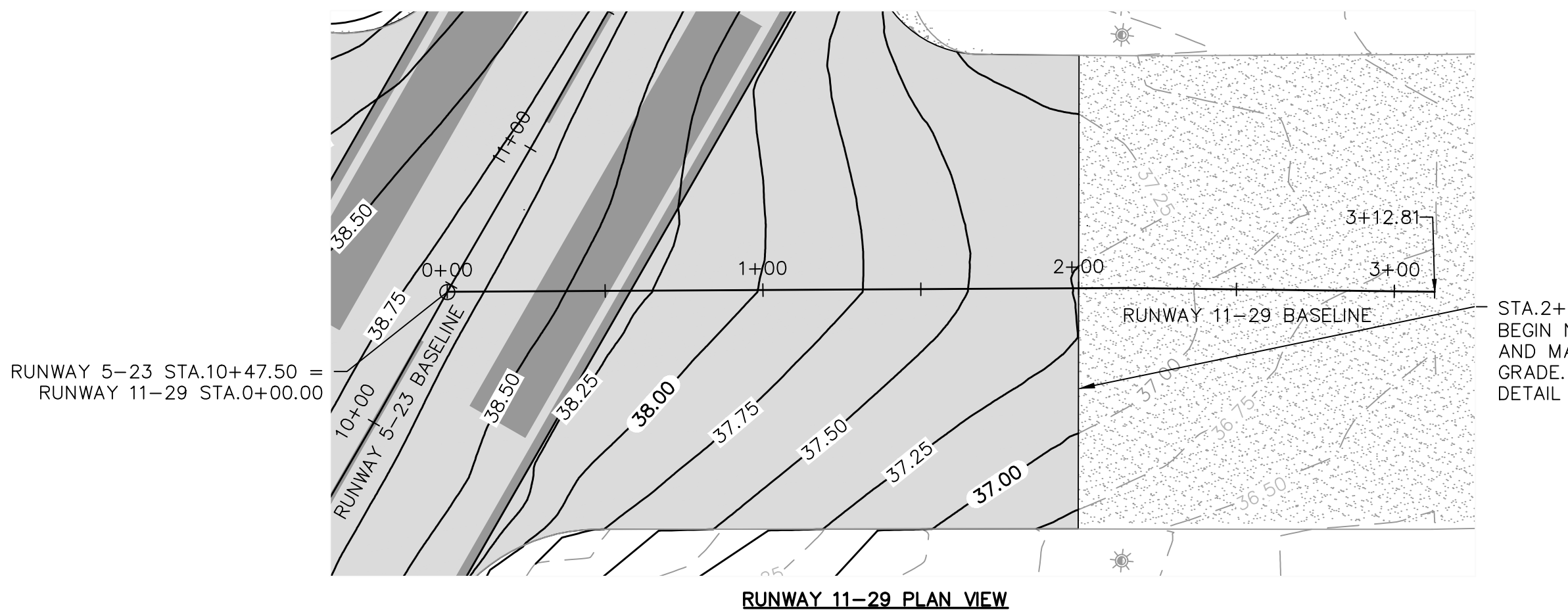
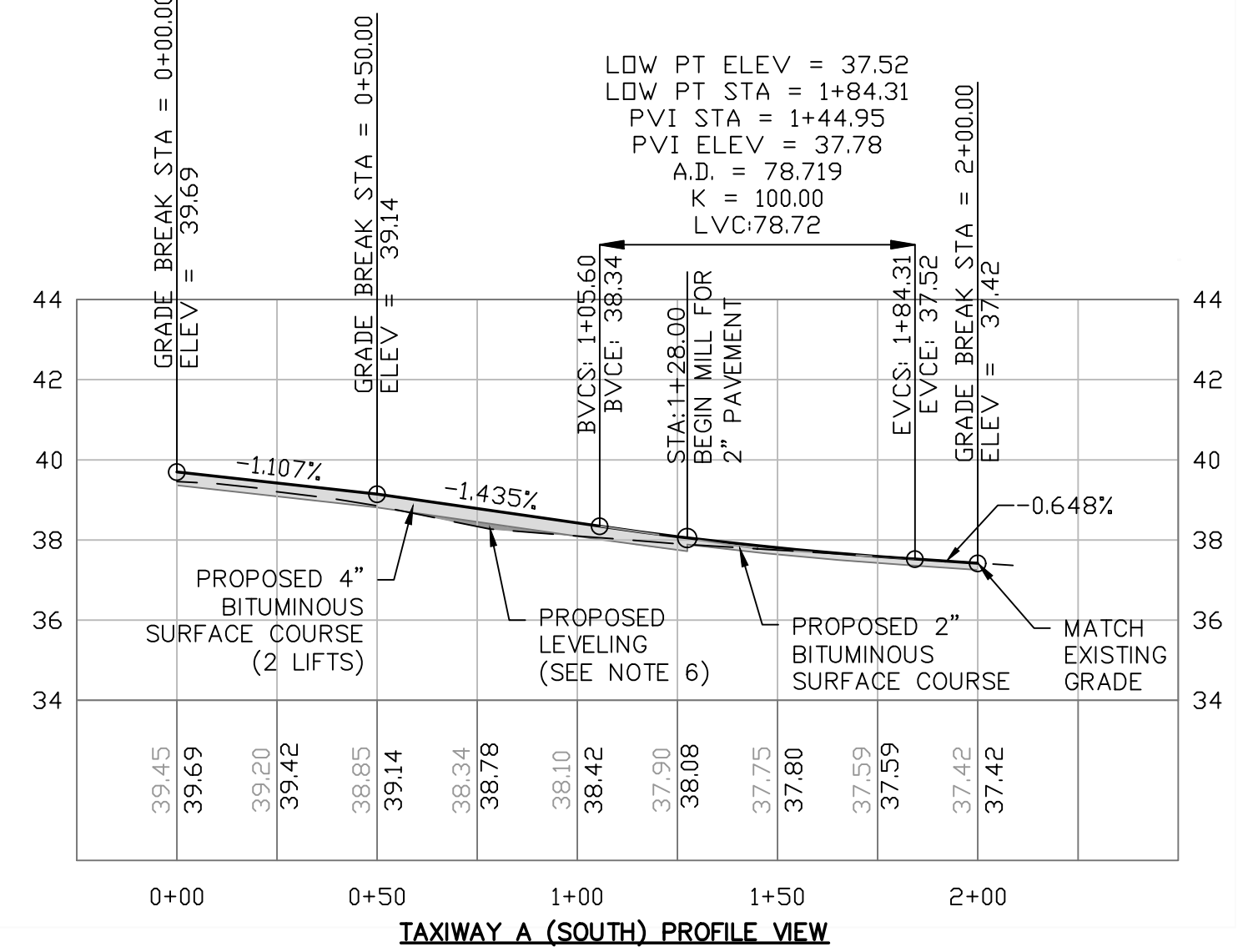
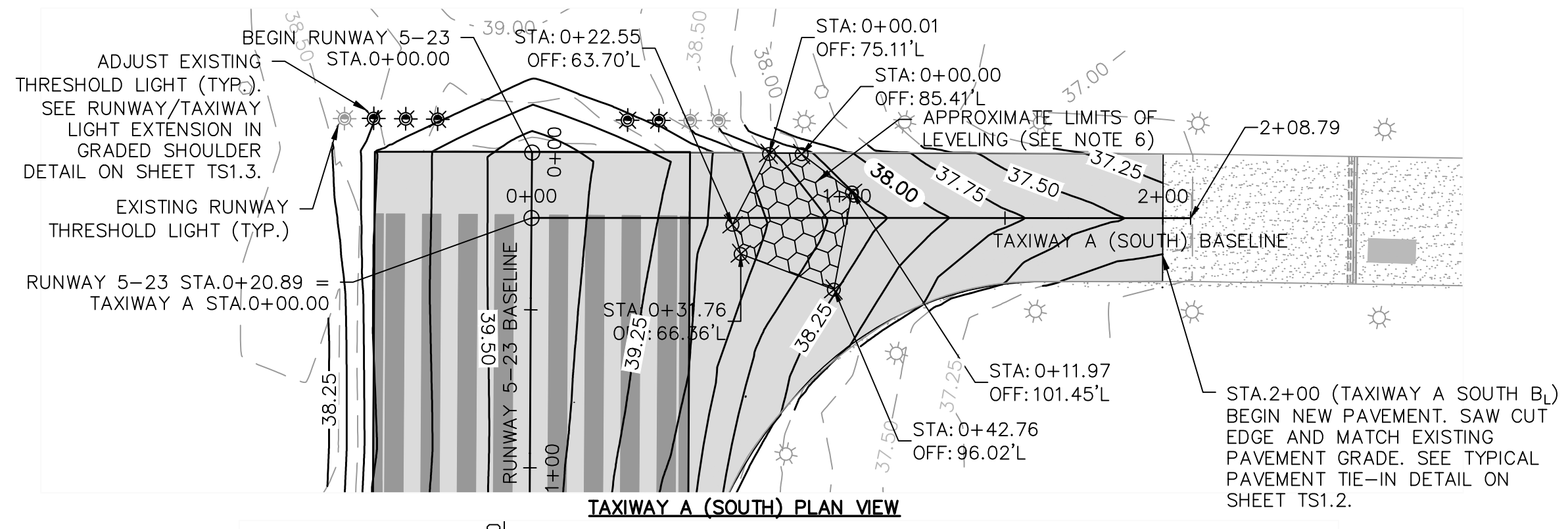
RUNWAY 5-23 REHABILITATION

GRADING AND PAVING PLAN
(SHEET 6 OF 8)



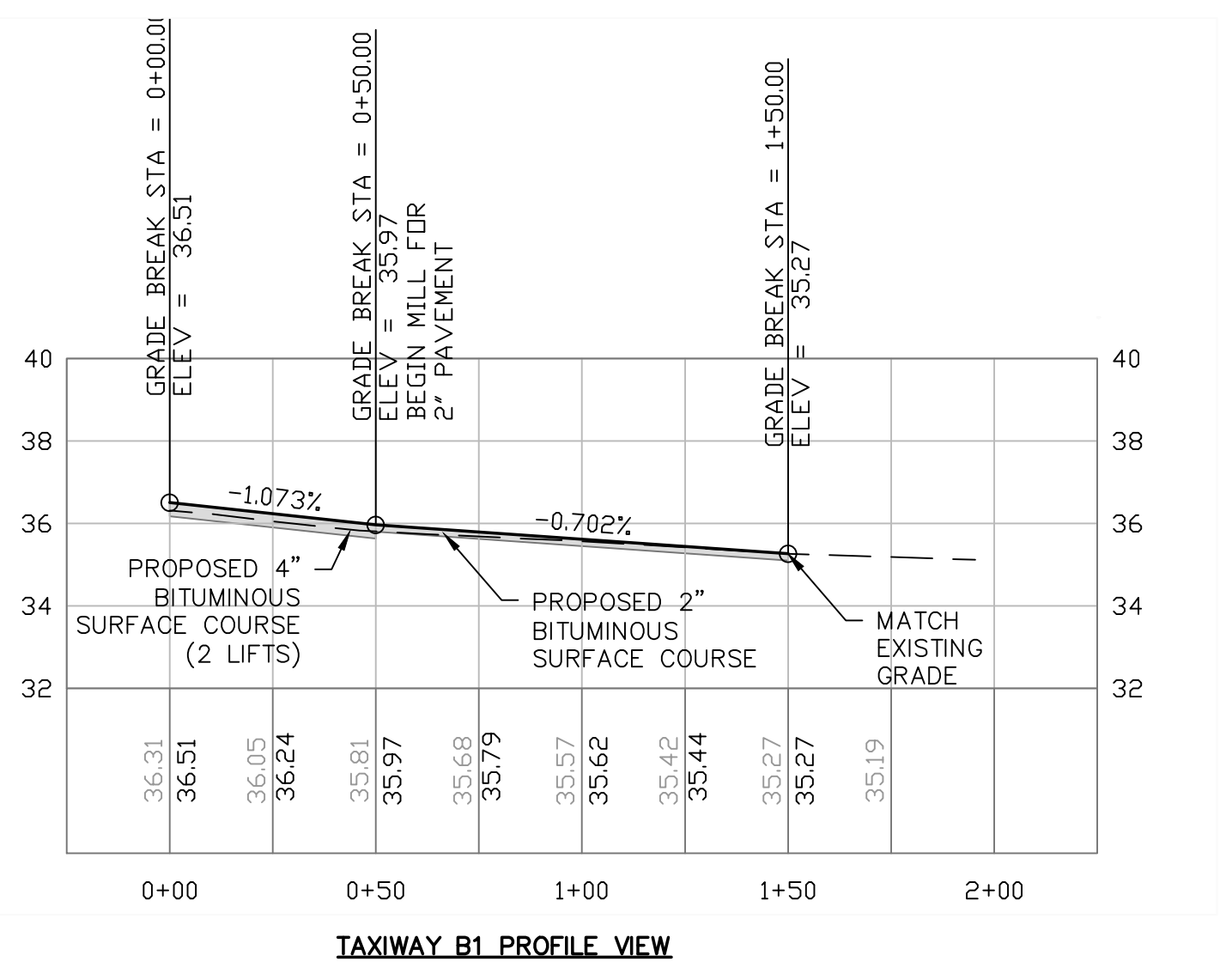
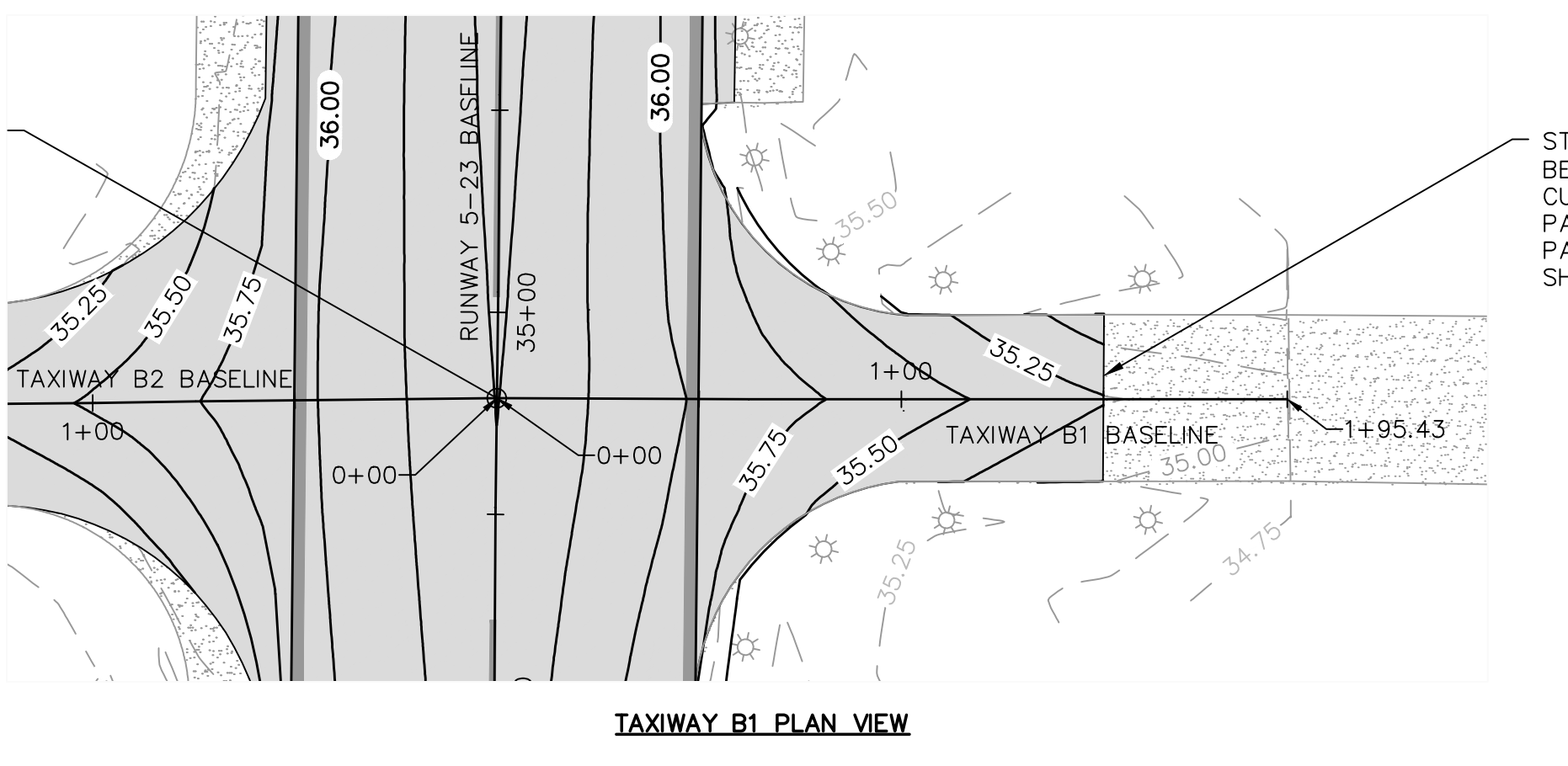
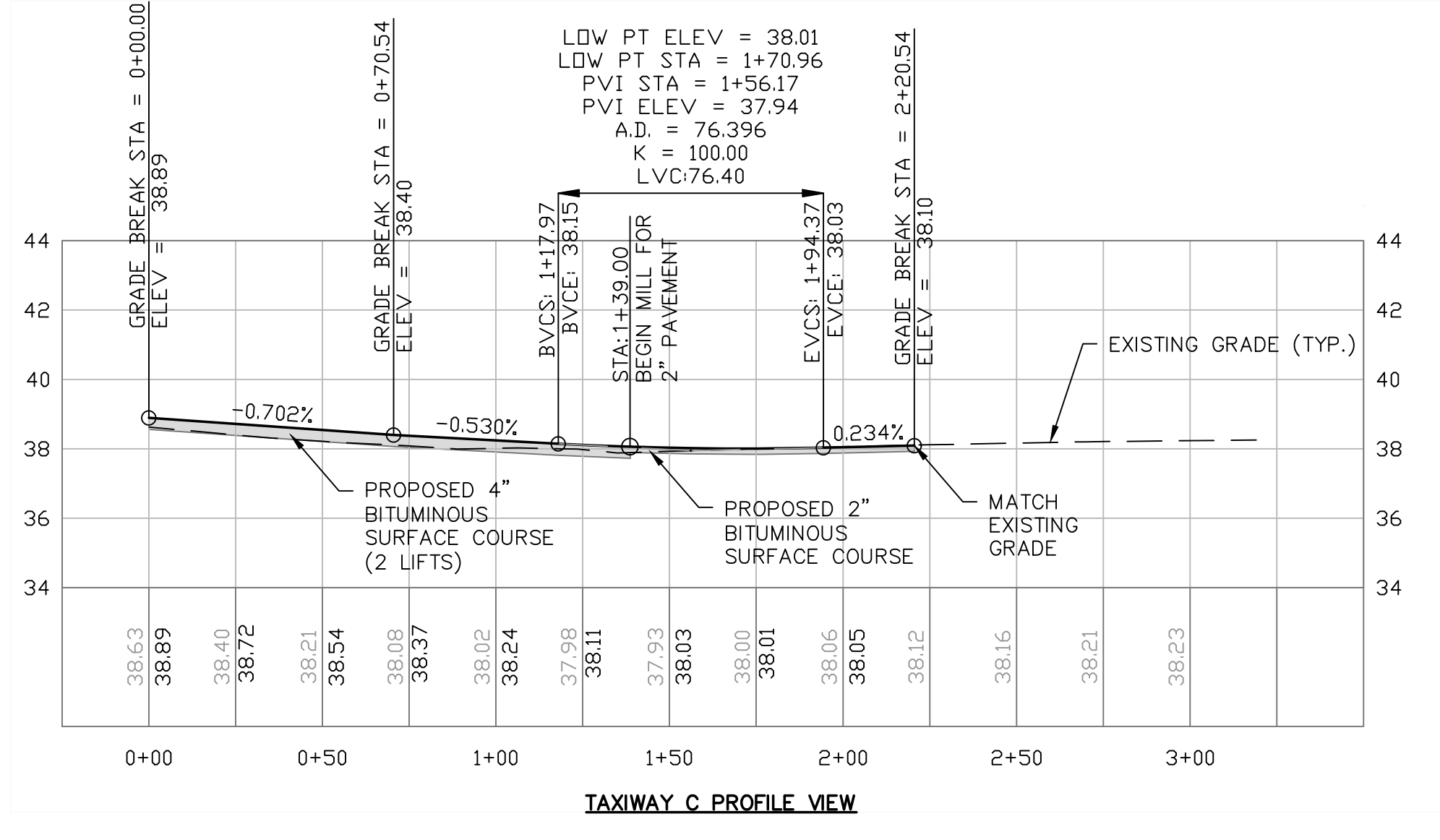
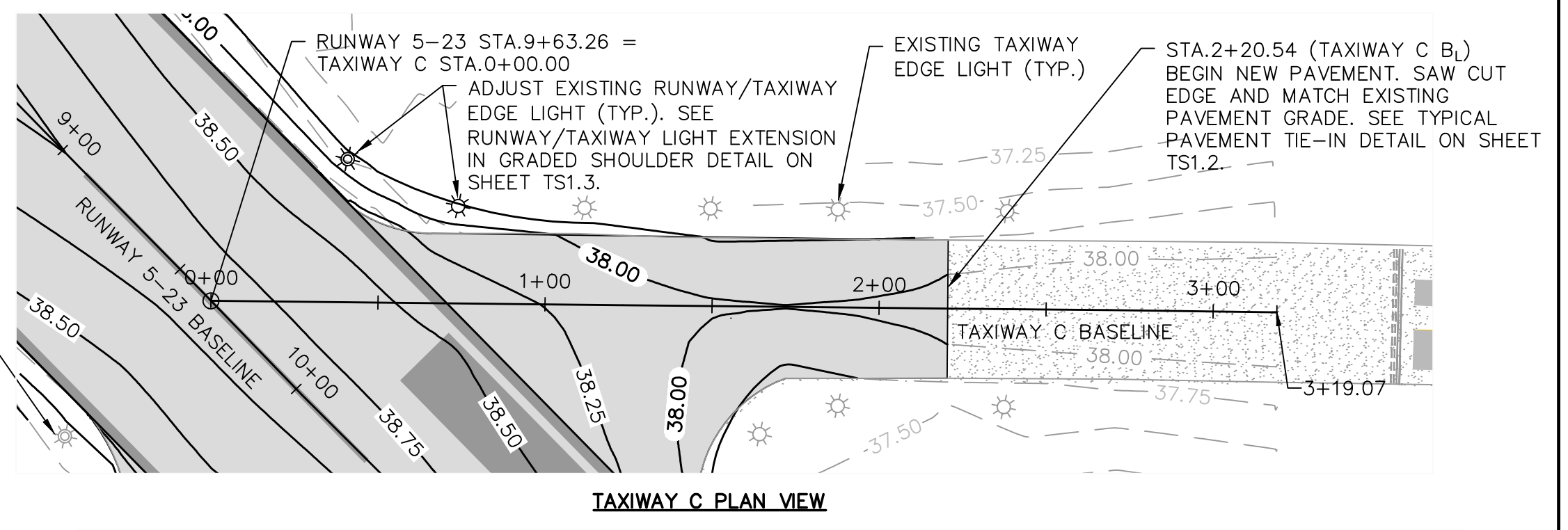
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G1.6

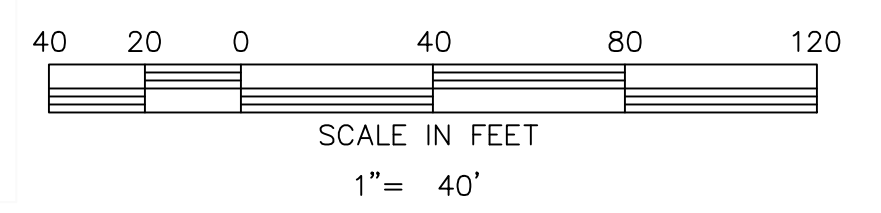


LEGEND

- EXISTING BITUMINOUS PAVEMENT
- APPROXIMATE LIMITS OF LEVELING
- PROPOSED BITUMINOUS OVERLAY
- 38.00 EXISTING CONTOUR
- 38.00 PROPOSED CONTOUR
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY END IDENTIFIER LIGHT
- EXISTING THRESHOLD LIGHT TO BE RAISED
- EXISTING TAXIWAY EDGE LIGHT TO BE RAISED
- EXISTING RUNWAY EDGE LIGHT TO BE RAISED



- GENERAL NOTES:**
- SEE SHEET SERIES EX FOR EXISTING CONDITIONS AND DEMOLITION ITEMS.
 - SEE SHEET SL.1 FOR SURVEY CONTROL LAYOUT.
 - SEE SHEET TS1.1 AND TS1.2 FOR TYPICAL PAVEMENT SECTIONS AND TIE-IN DETAILS.
 - SEE SHEET SERIES M FOR MARKING PLANS.
 - SEE SHEET TS1.3 FOR LIGHTING MODIFICATION DETAILS.
 - APPROXIMATE AREA OF LEVELING VARIES UP TO APPROXIMATELY 1". ADDITIONAL THICKNESS REQUIRED MAY BE PLACED WITH FIRST LIFT OF SURFACE COURSE.

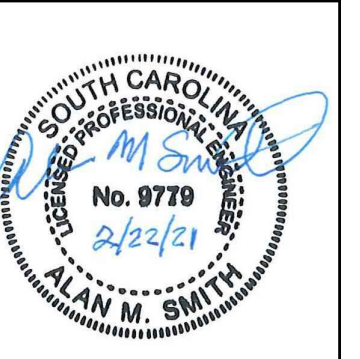


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GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
GRADING AND PAVING PLAN
(SHEET 7 OF 8)



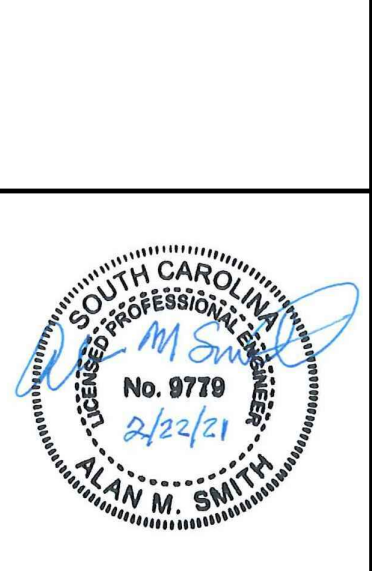
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G1.7

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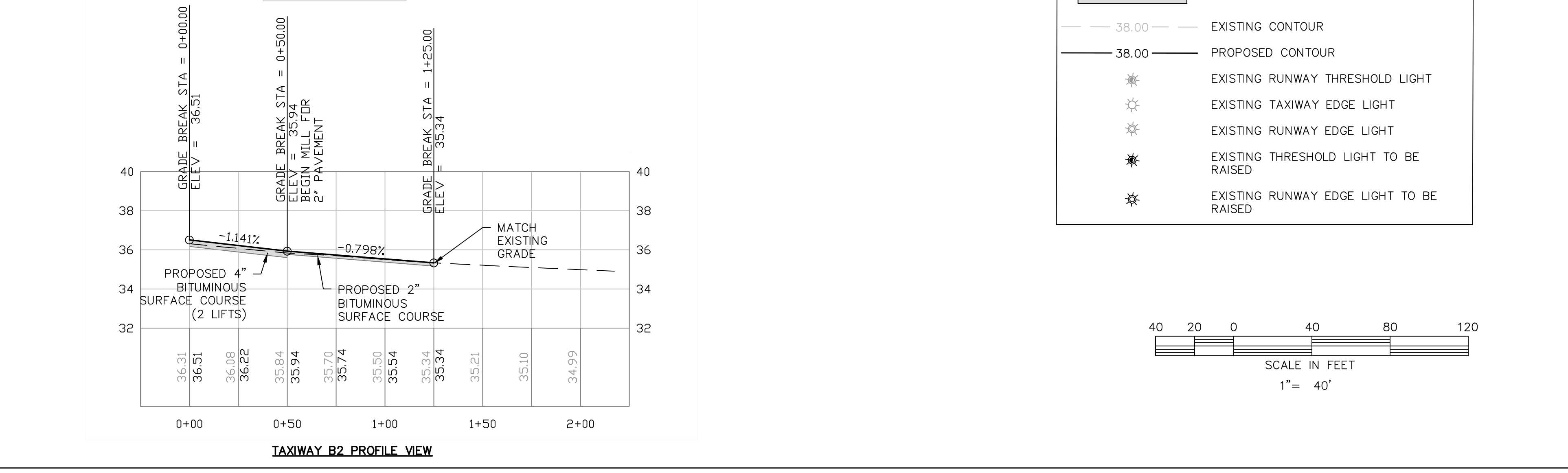
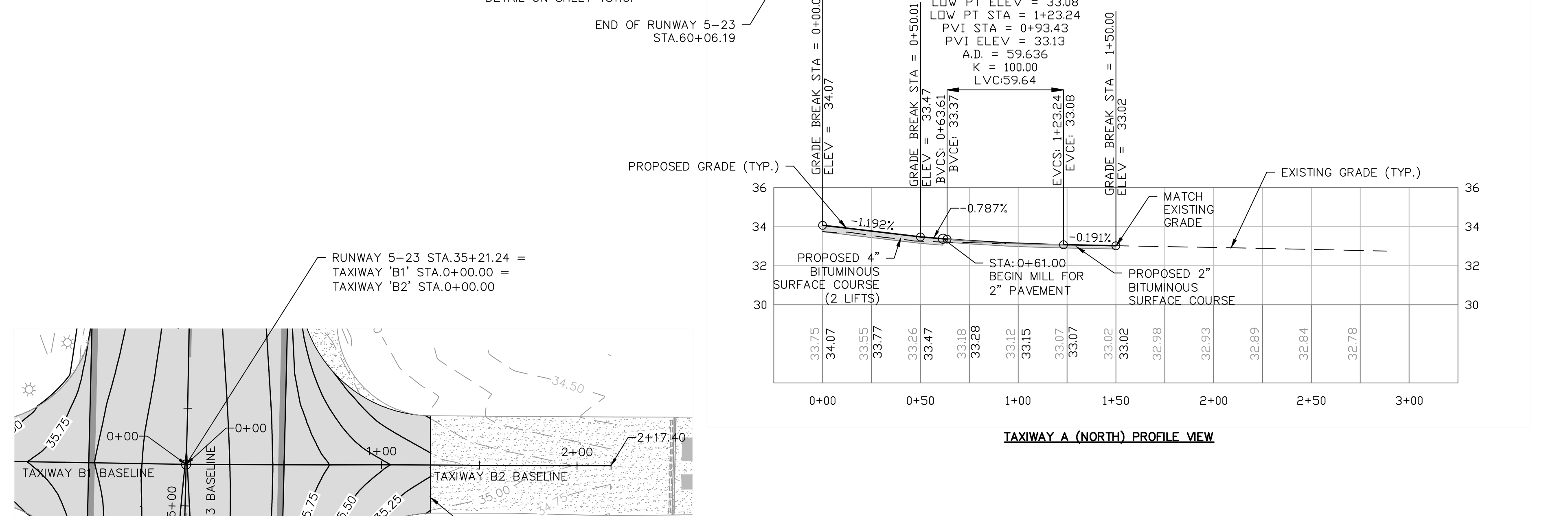
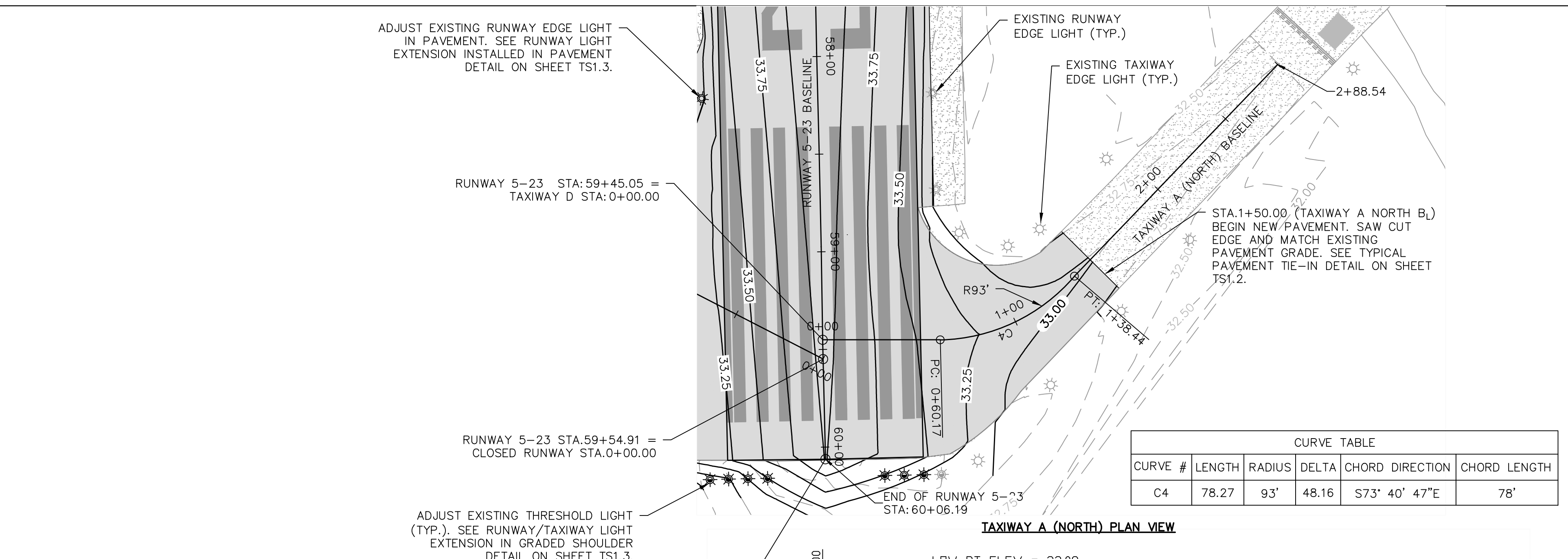
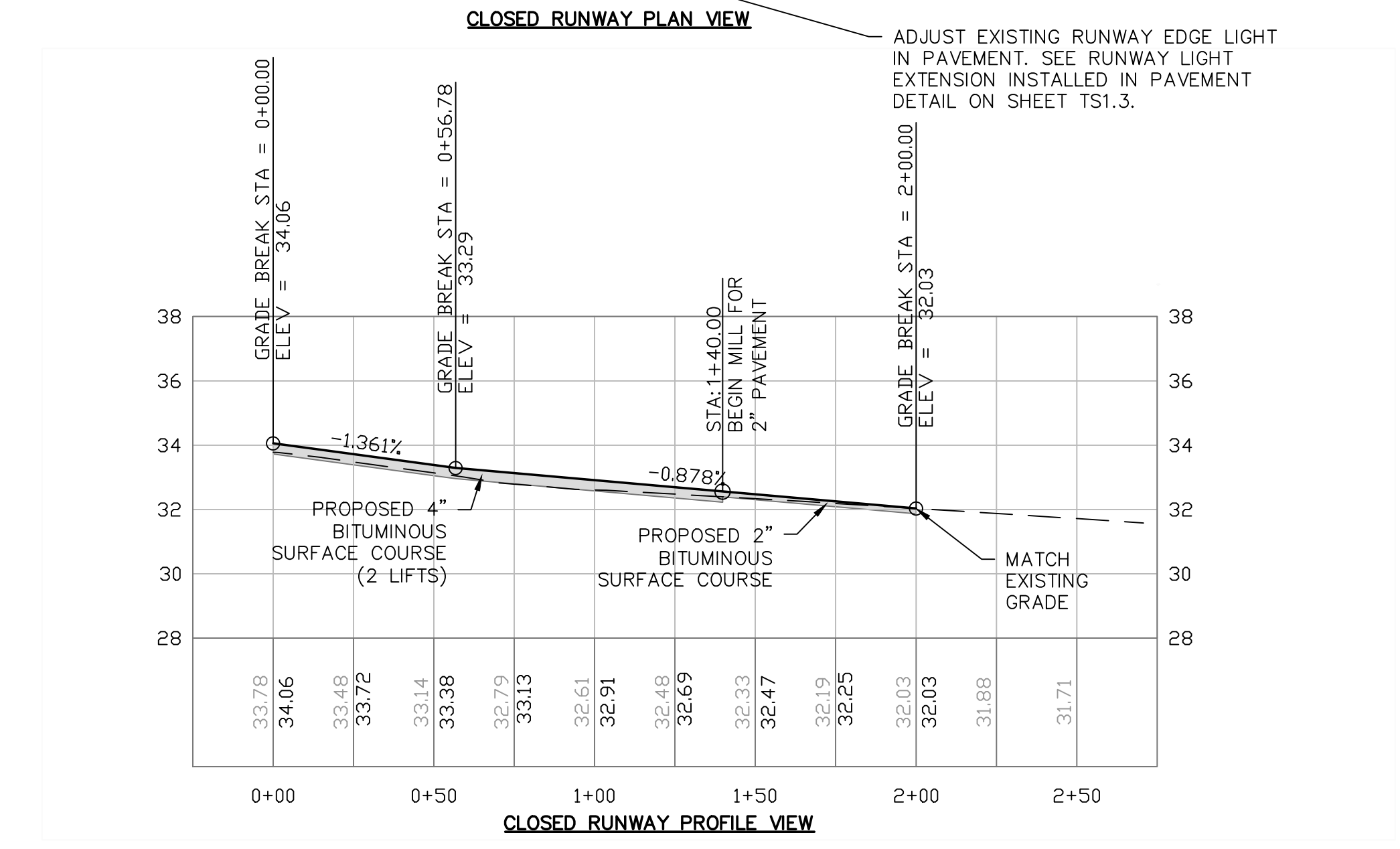
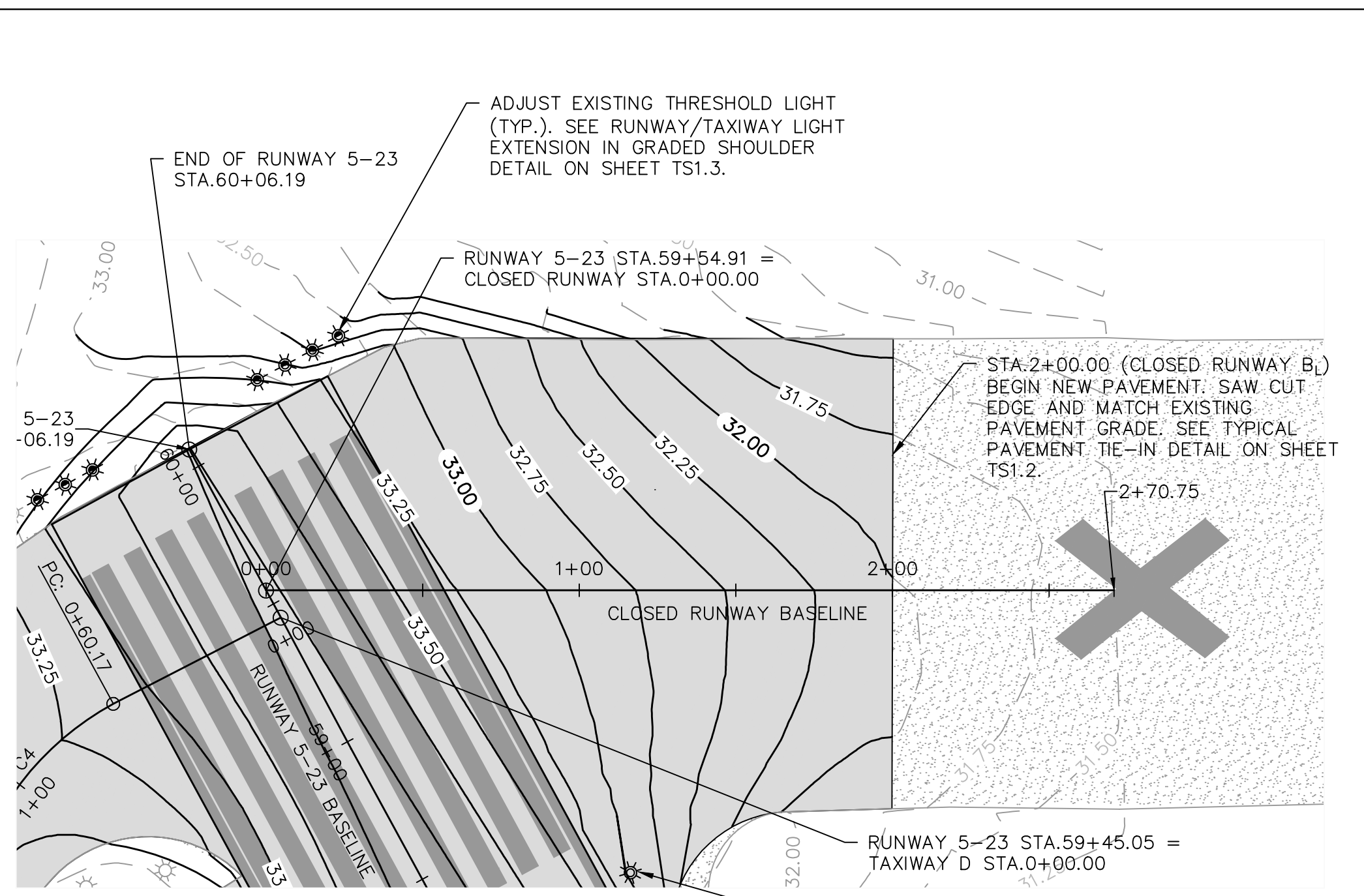
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 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
GRADING AND PAVING PLAN
 (SHEET 8 OF 8)



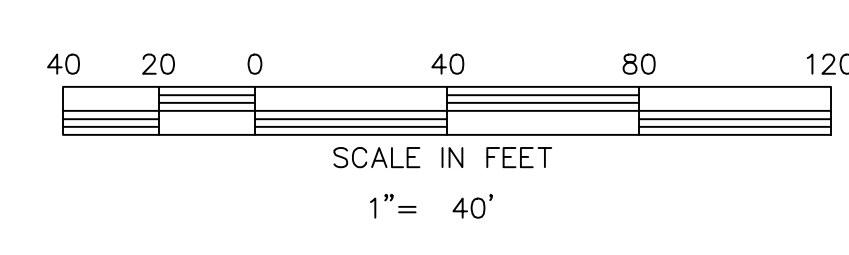
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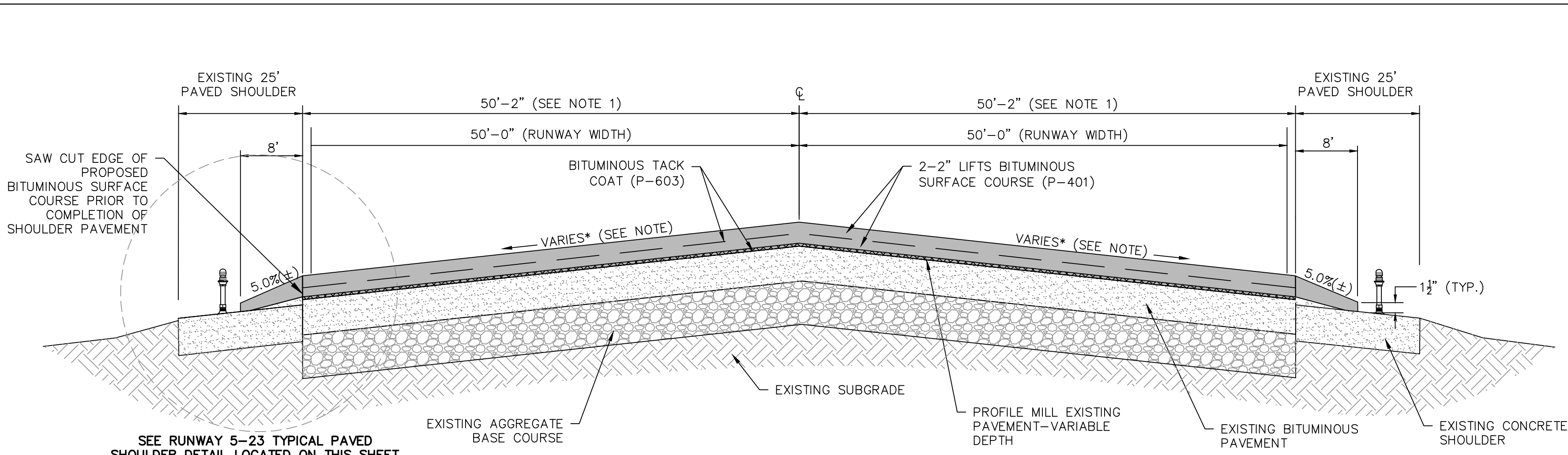


LEGEND

	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS PAVEMENT
	EXISTING CONTOUR
	PROPOSED CONTOUR
	EXISTING RUNWAY THRESHOLD LIGHT
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING RUNWAY EDGE LIGHT
	EXISTING THRESHOLD LIGHT TO BE RAISED
	EXISTING RUNWAY EDGE LIGHT TO BE RAISED



- GENERAL NOTES:**
- SEE SHEET SERIES EX FOR EXISTING CONDITIONS AND DEMOLITION ITEMS.
 - SEE SHEET SL1.1 FOR SURVEY CONTROL LAYOUT.
 - SEE SHEET TS1.1 AND TS1.2 FOR TYPICAL PAVEMENT SECTIONS AND TIE-IN DETAILS.
 - SEE SHEET SERIES M FOR MARKING PLANS.
 - SEE SHEETS TS1.2 AND TS1.3 FOR LIGHTING MODIFICATION DETAILS.

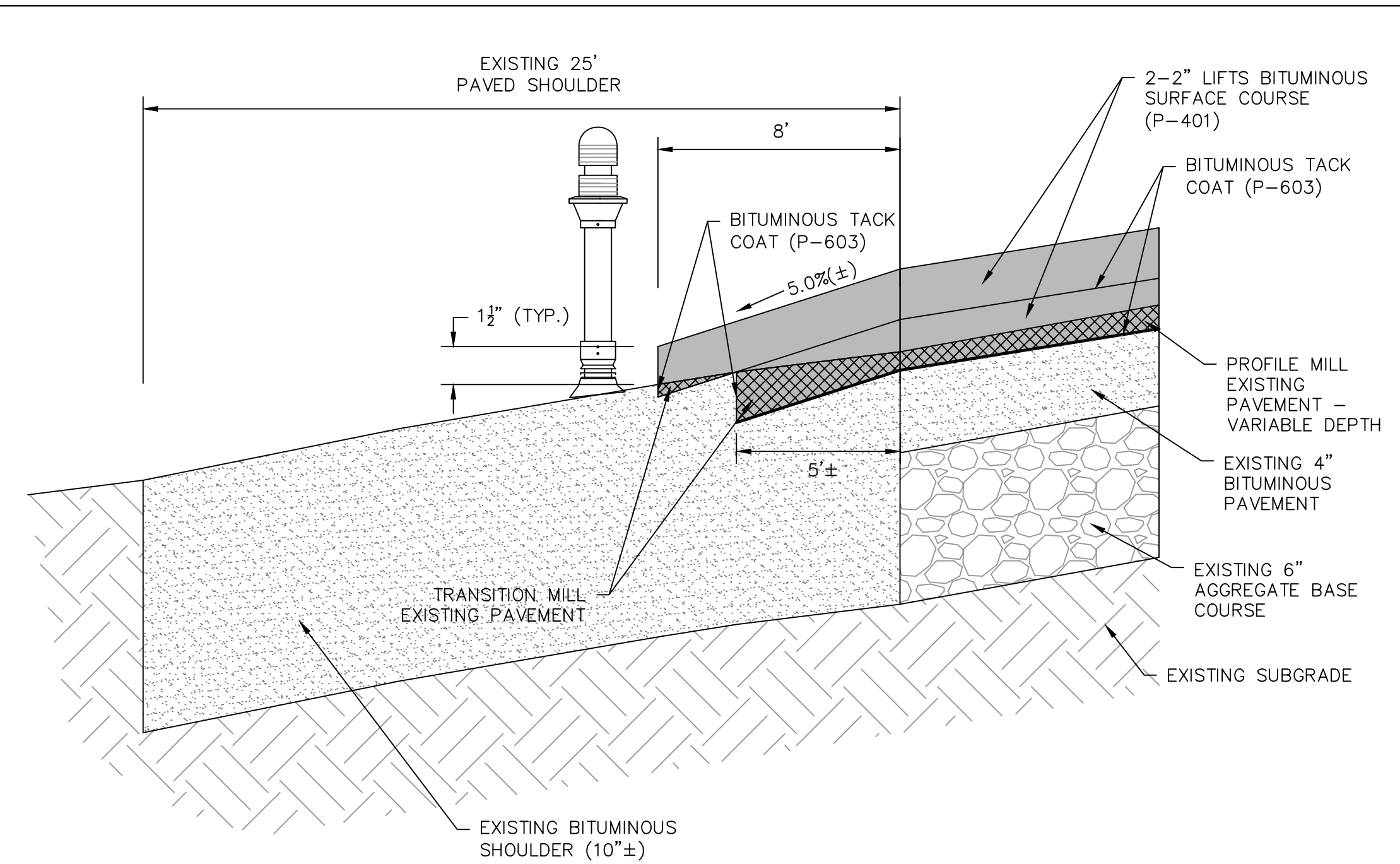


SEE RUNWAY 5-23 TYPICAL PAVED SHOULDER DETAIL LOCATED ON THIS SHEET

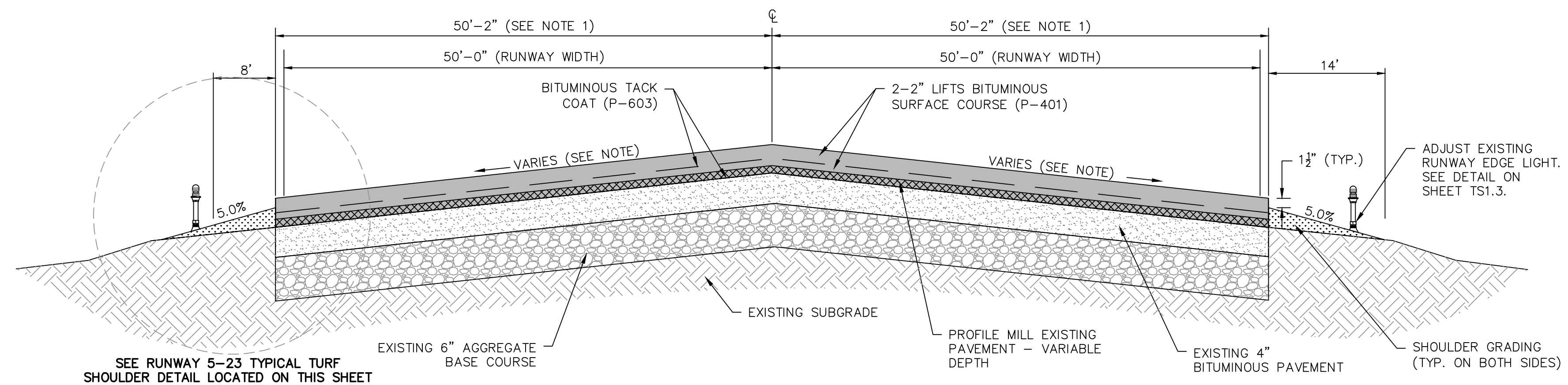
* TRANSVERSE GRADE IS 1.6% FOR RUNWAY 5-23 FROM STA:12+00 TO STA:34+00 AND STA:36+00 TO STA:60+00 SEE PLAN SHEETS G1.2 THROUGH G1.6.

RUNWAY 5-23 TYPICAL SECTION FROM STA:10+00 TO RUNWAY 23 END
NOT TO SCALE

NOTE 1: CONTRACTOR SHALL PAVE FINAL LIFT OF PAVEMENT TO 50'-2" TO ALLOW FOR FULL WIDTH MARKING OF RUNWAY. CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS IN MILLING LIMITS ON PAVED SHOULDERS TO PROVIDE SPECIFIED RUNWAY PAVEMENT WIDTH.



RUNWAY 5-23 TYPICAL PAVED SHOULDER DETAIL
NOT TO SCALE

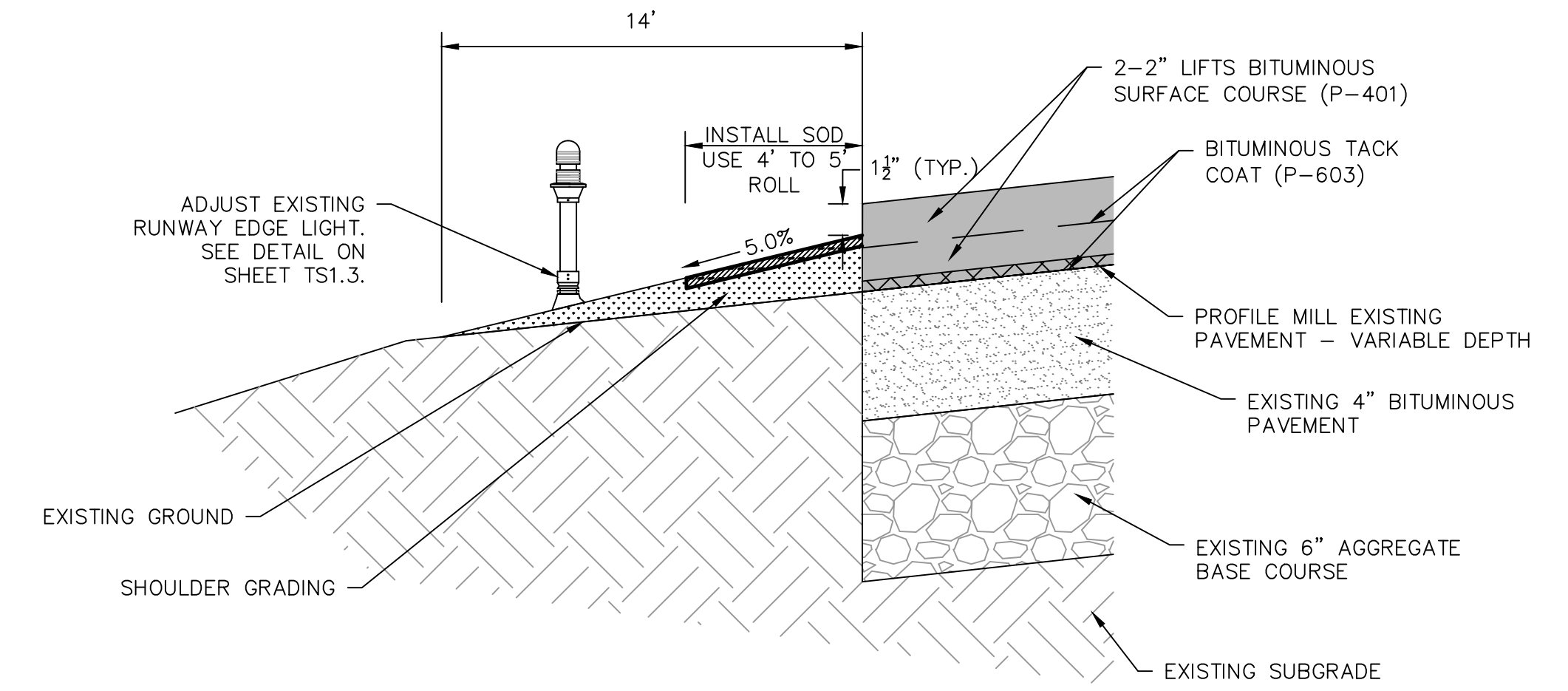


SEE RUNWAY 5-23 TYPICAL TURF SHOULDER DETAIL LOCATED ON THIS SHEET

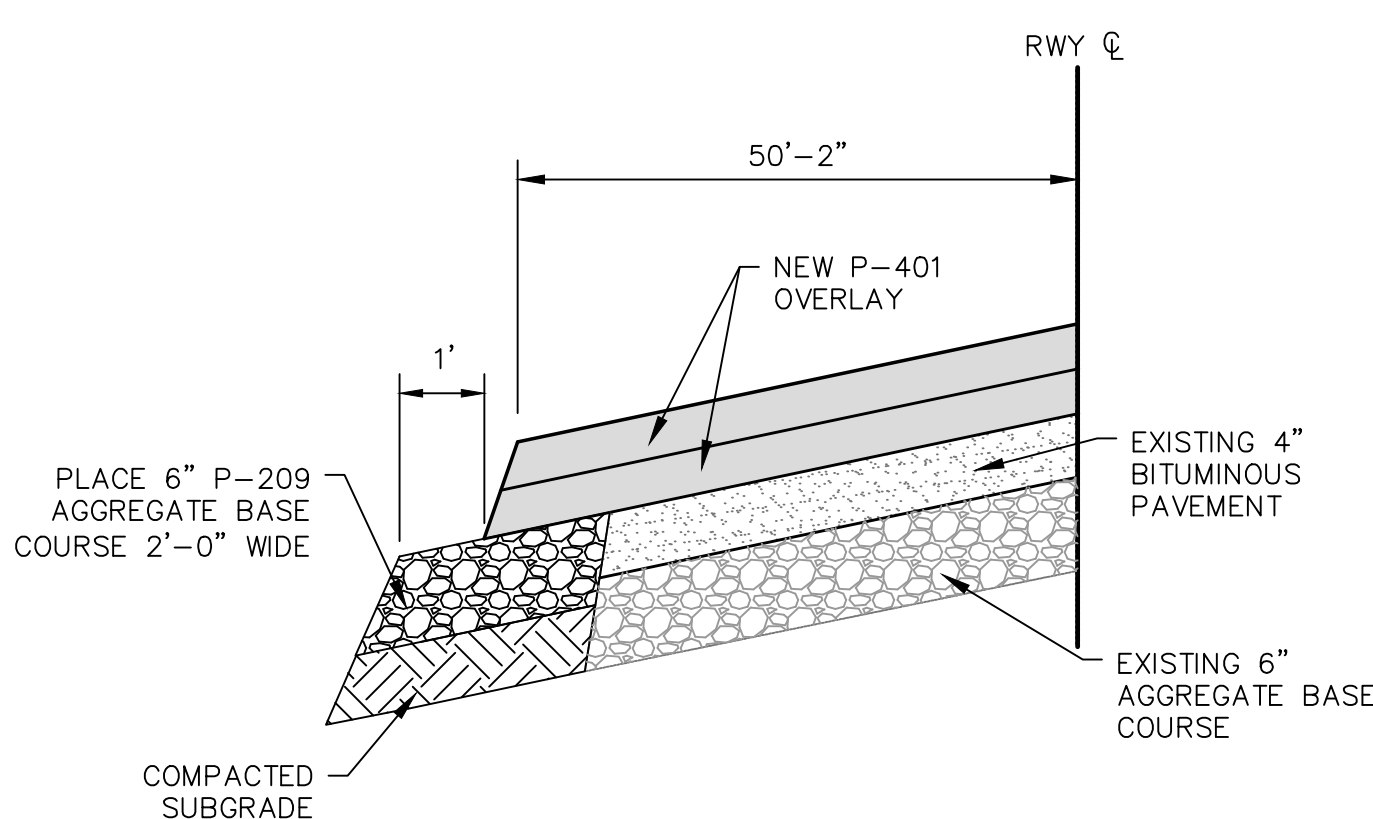
RUNWAY 5-23 TYPICAL SECTION FROM STA:0+00 TO STA:10+00
NOT TO SCALE

* TRANSVERSE GRADE VARIES. SEE PLAN SHEET G1.1.

NOTE 1: CONTRACTOR SHALL PAVE FINAL LIFT OF PAVEMENT TO 50'-2" TO ALLOW FOR FULL WIDTH MARKING OF RUNWAY. CONTRACTOR SHALL VERIFY CONDITION OF PAVEMENT EDGE AND EXISTING WIDTH OF PAVEMENT AND DETERMINE IF EDGE NEEDS TO BE STABILIZED AND/OR WIDENED TO PROVIDE SPECIFIED RUNWAY PAVEMENT WIDTH. SEE STABILIZATION/WIDENING OF EXISTING RUNWAY PAVEMENT EDGE DETAIL THIS SHEET.



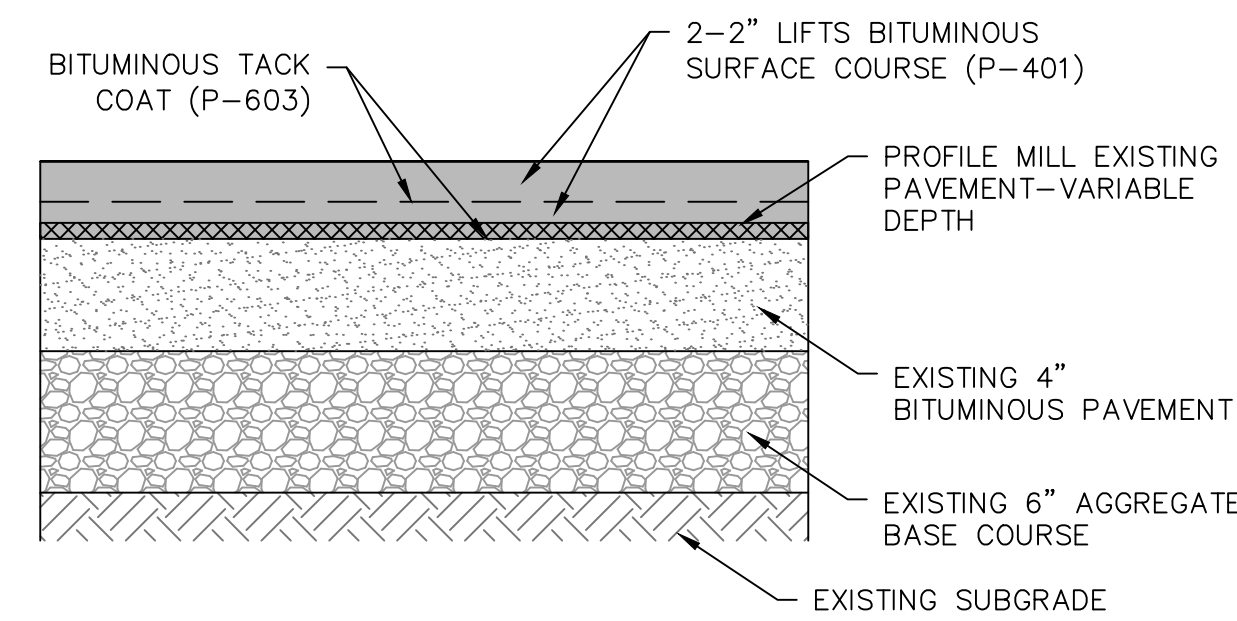
RUNWAY 5-23 TYPICAL TURF SHOULDER DETAIL
NOT TO SCALE



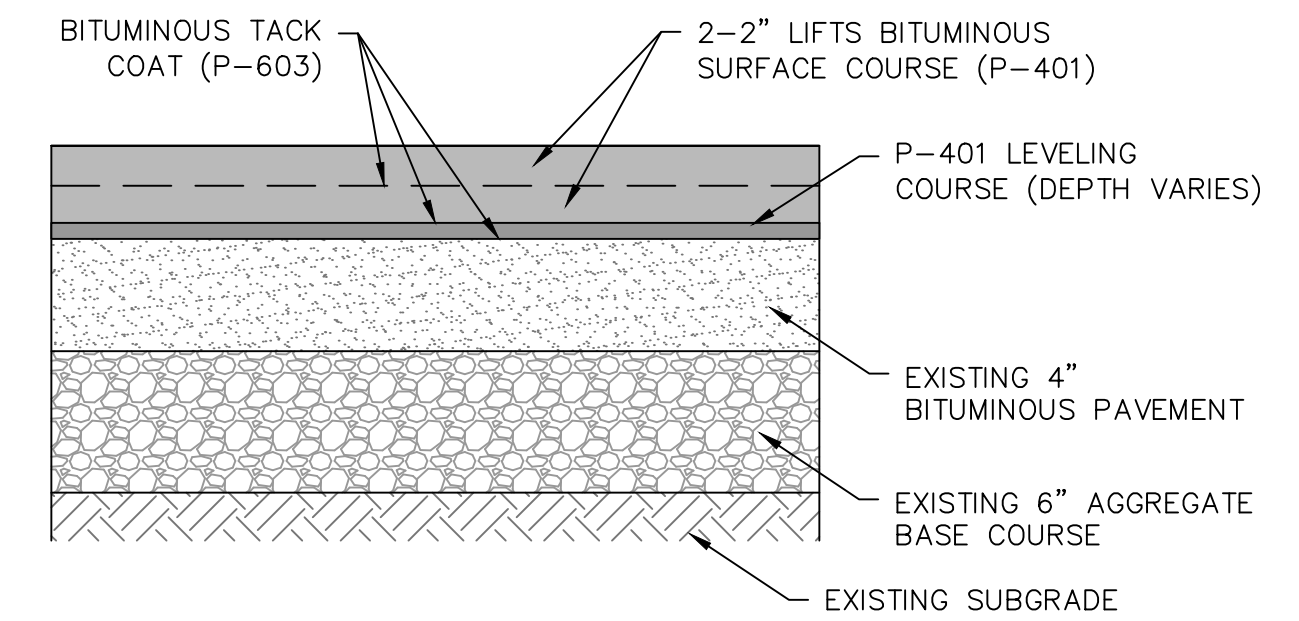
STABILIZATION/WIDENING OF EXISTING RUNWAY PAVEMENT EDGE DETAIL
NOT TO SCALE

NOTES:

1. THE CONTRACTOR SHALL DETERMINE THE CONDITION AND WIDTH OF THE EXISTING RUNWAY EDGE OF PAVEMENT. FOLLOWING SHOULDER TURF STRIPPING AND PAVEMENT MILLING OPERATIONS, MARK A LINE OFFSET 49'-0" FROM THE RUNWAY CENTERLINE. INSPECT THE PAVEMENT EDGE TO VERIFY WHETHER THE EXISTING EDGE OF PAVEMENT IS SOUND/STABLE AND A SUFFICIENT WIDTH TO ALLOW PAVING OPERATIONS TO THE WIDTH TOLERANCES SPECIFIED.
2. MARK ANY LOCATIONS WHERE THE EXISTING RUNWAY PAVEMENT EDGE IS FOUND TO BE UNSOUND/UNSTABLE AND/OR OF INSUFFICIENT LATERAL WIDTH. REVIEW CONDITIONS ENCOUNTERED WITH RPR.
3. AS REQUIRED OR DIRECTED, EXCAVATE ALONG THE EXISTING PAVEMENT EDGE TO REMOVE UNSOUND/UNSTABLE PAVEMENT AND SOIL OR CORRECT INSUFFICIENT WIDTH. COMPACT THE EXCAVATED SUBGRADE WITH AT LEAST TWO PASSES OF A SMALL VIBRATORY ROLLER OR PLATE COMPACTOR. PLACE, AND COMPACT A 6" LIFT OF P-209 AGGREGATE BASE COURSE TO STABILIZE OR WIDEN THE PAVEMENT EDGE. COMPLETE PAVING OPERATIONS TO PROVIDE FINAL SPECIFIED WIDTH OF RUNWAY SURFACE COURSE.



TYPICAL PAVEMENT SECTION WITH VARIABLE DEPTH MILLING
NOT TO SCALE



TYPICAL PAVEMENT SECTION WITH LEVELING COURSE
NOT TO SCALE

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REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
TYPICAL PAVEMENT SECTIONS AND MISCELLANEOUS DETAILS (SHEET 1 OF 2)



Date	DECEMBER 2020
Scale	NONE
Drawn	NT
Checked	AMS
Project No.	2801-2001
Sheet No.	

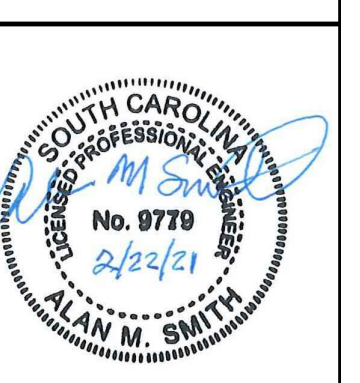
TS1.1

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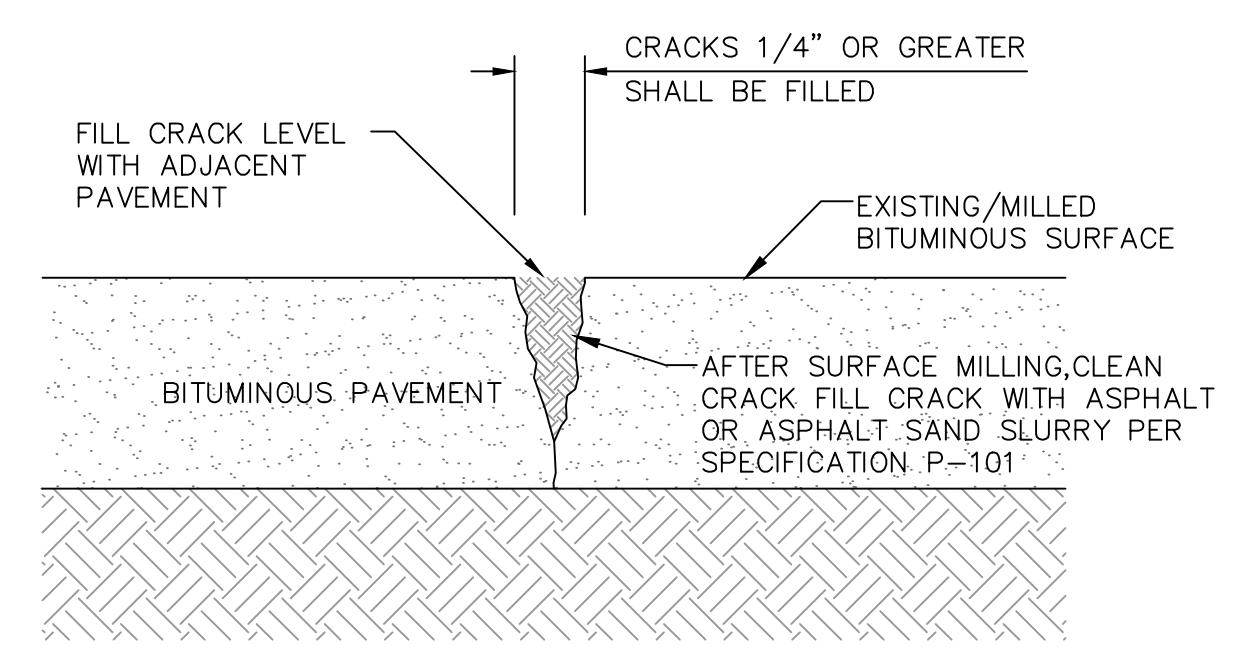
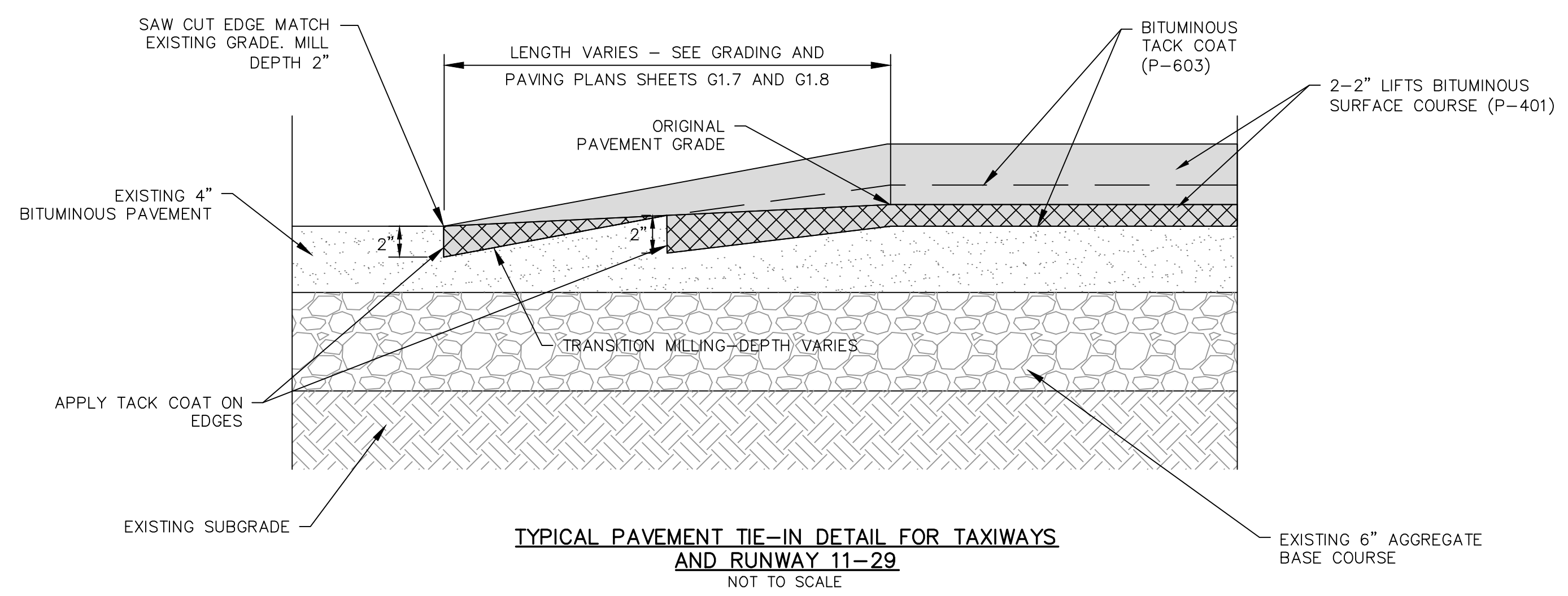
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
 RUNWAY 5-23 REHABILITATION
 TYPICAL PAVEMENT SECTIONS AND
 MISCELLANEOUS DETAILS (SHEET 2 OF 2)



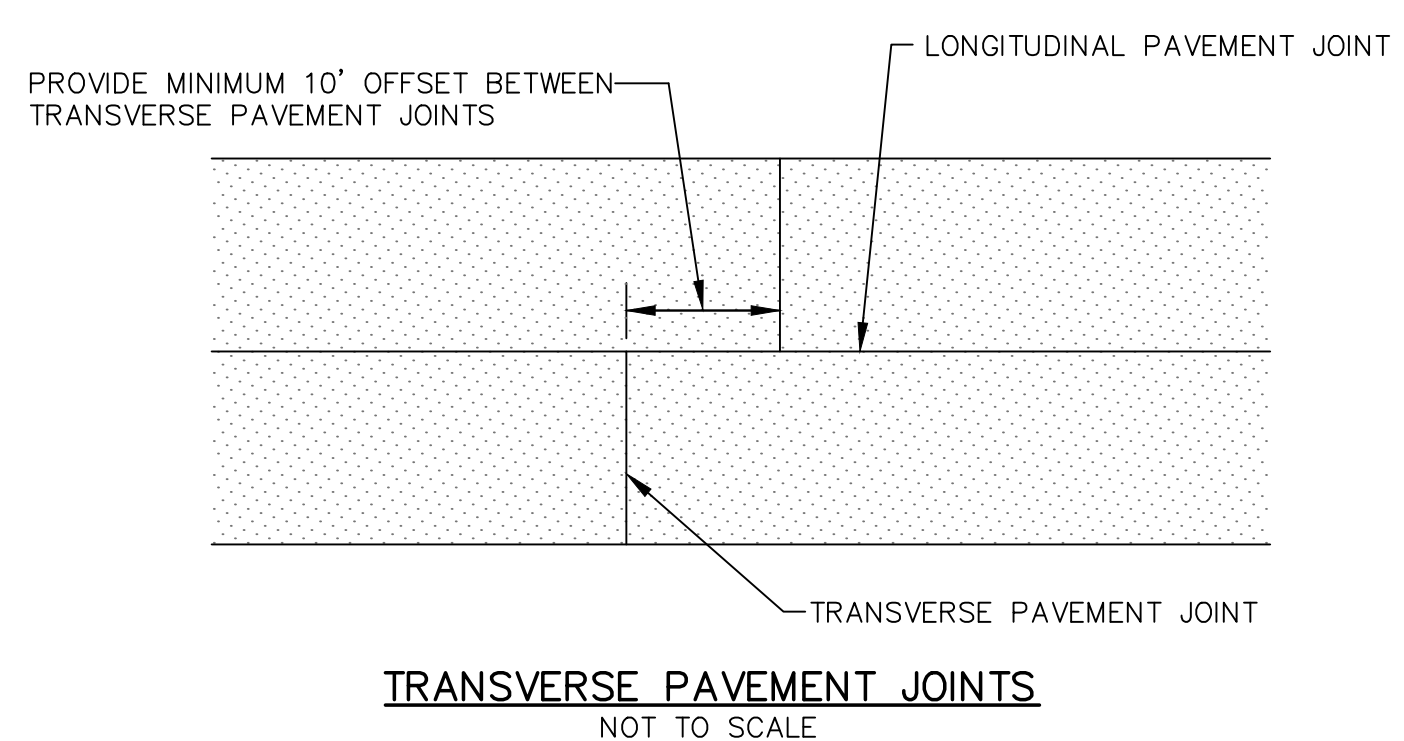
Date	DECEMBER 2020
Scale	NONE
Drawn	NT
Checked	AMS
Project No.	2601-2001
Sheet No.	

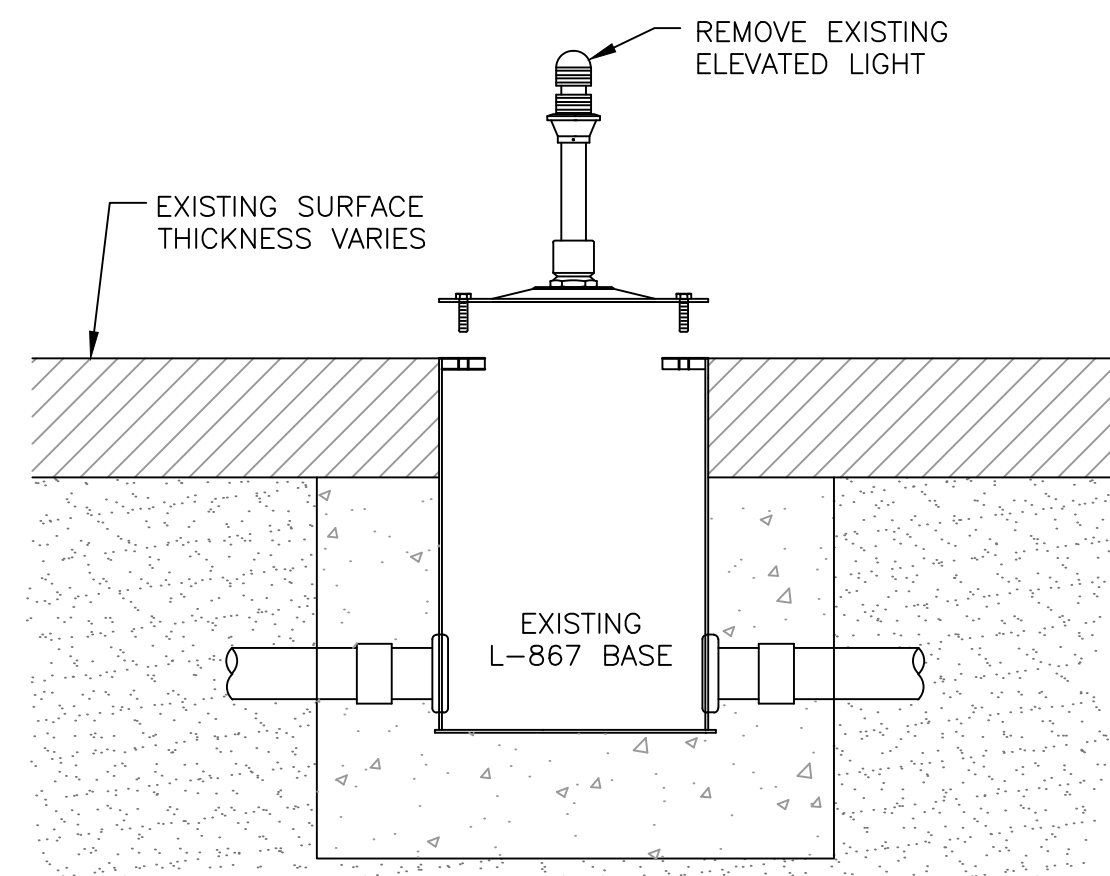
TS1.2



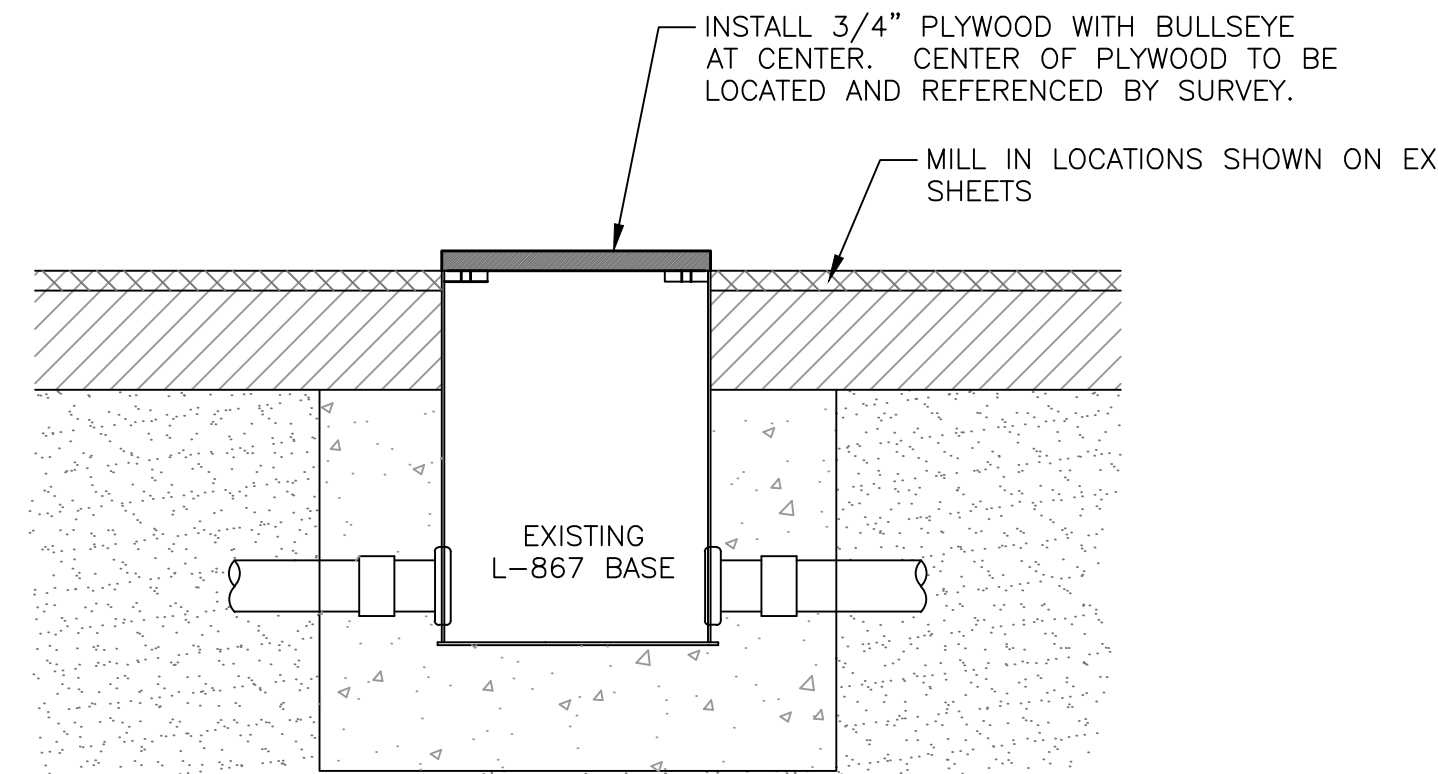
CRACK FILLING DETAIL - BITUMINOUS PAVEMENT
NOT TO SCALE

NOTE: EXISTING CRACKS IN BITUMINOUS PAVEMENT SHALL BE CLEANED OF ALL SEALANT, DIRT, VEGETATION, AND DEBRIS. IF VEGETATION IS FOUND IN CRACK, IT SHALL BE STERILIZED PER SPECIFICATIONS PRIOR TO CLEANING.

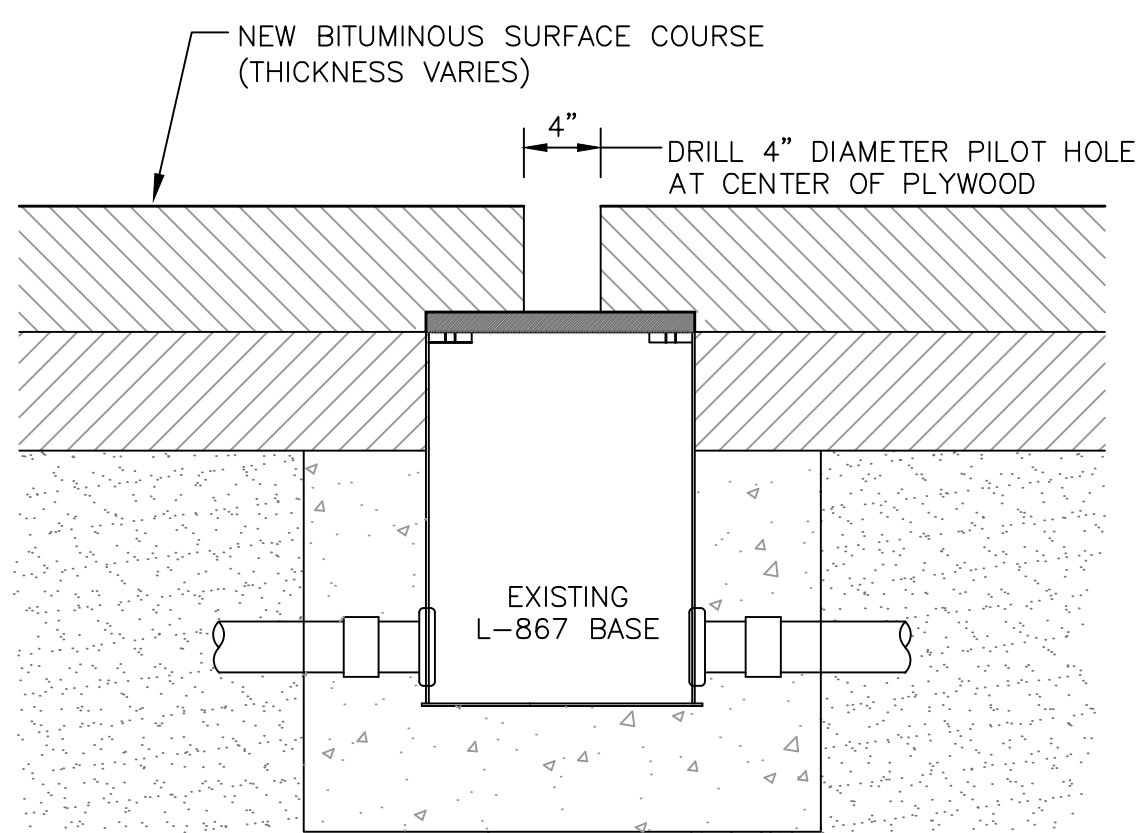




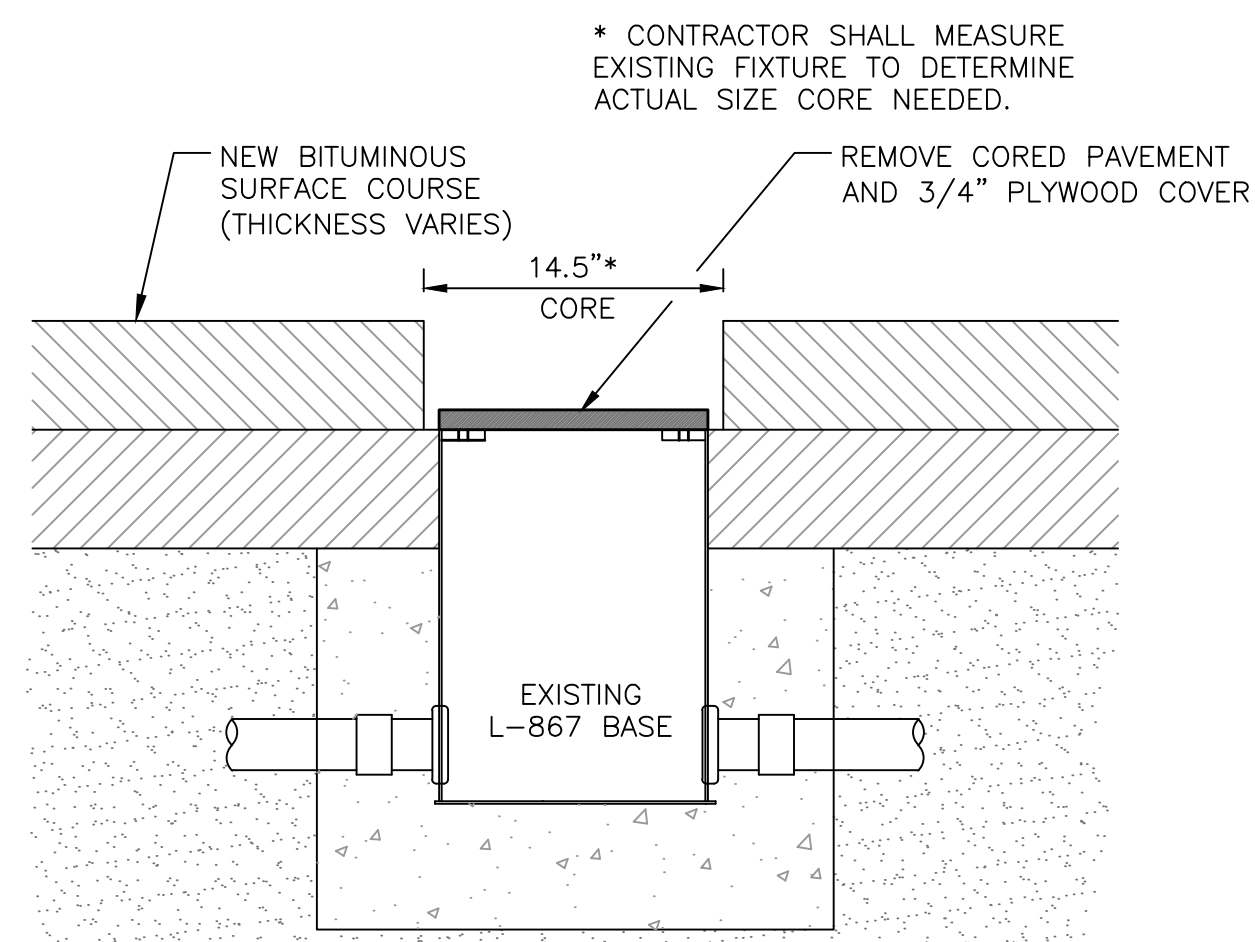
STEP 1



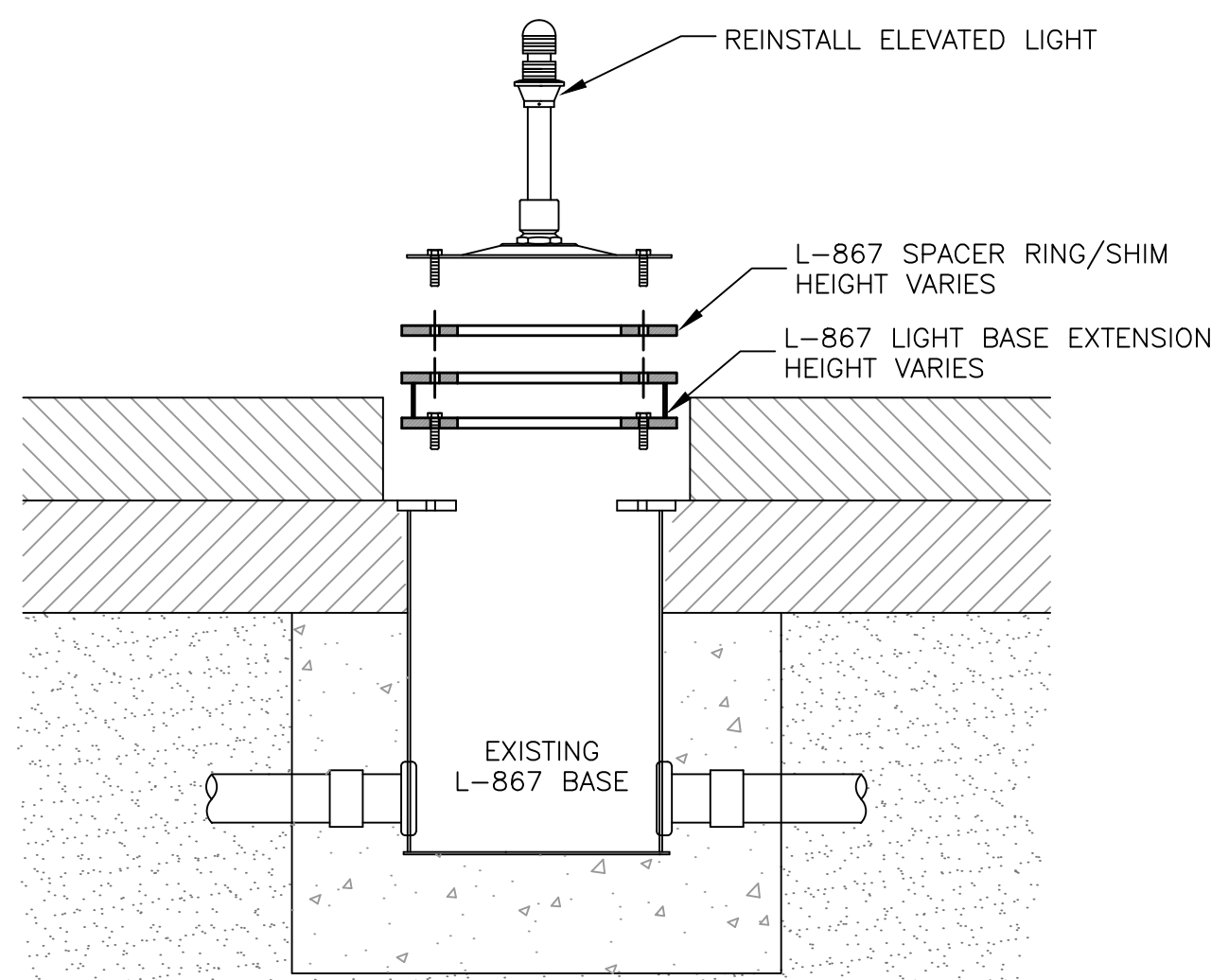
STEP 2



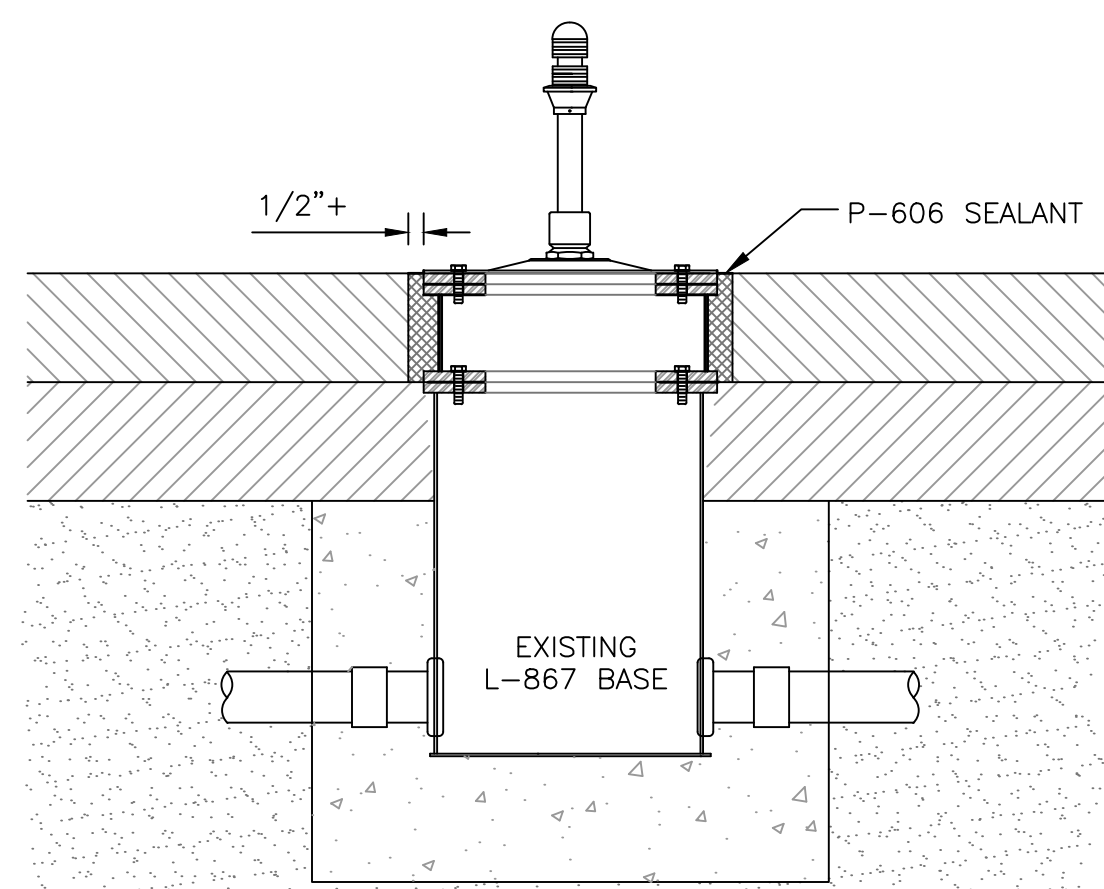
STEP 3



STEP 4



STEP 5



STEP 6

RUNWAY LIGHT EXTENSION INSTALLED IN PAVEMENT

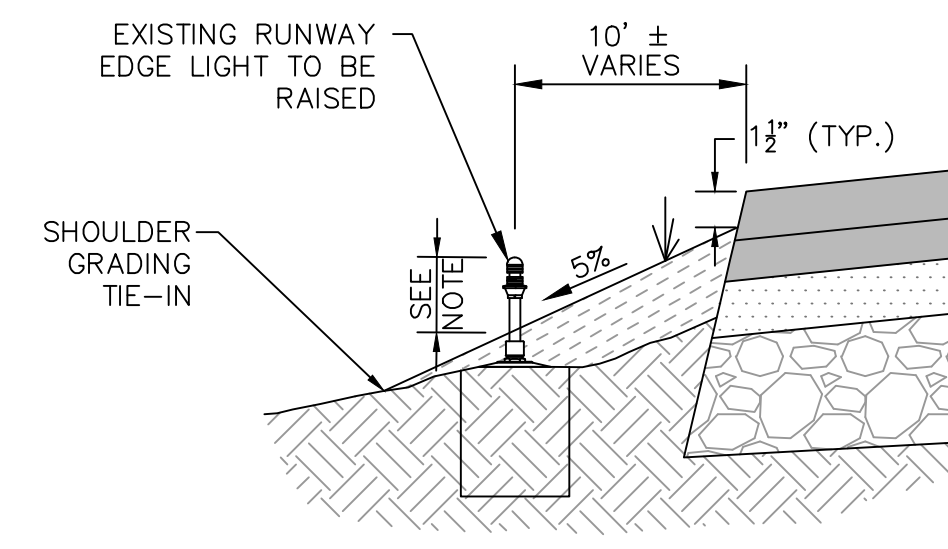
NOT TO SCALE

NOTES:

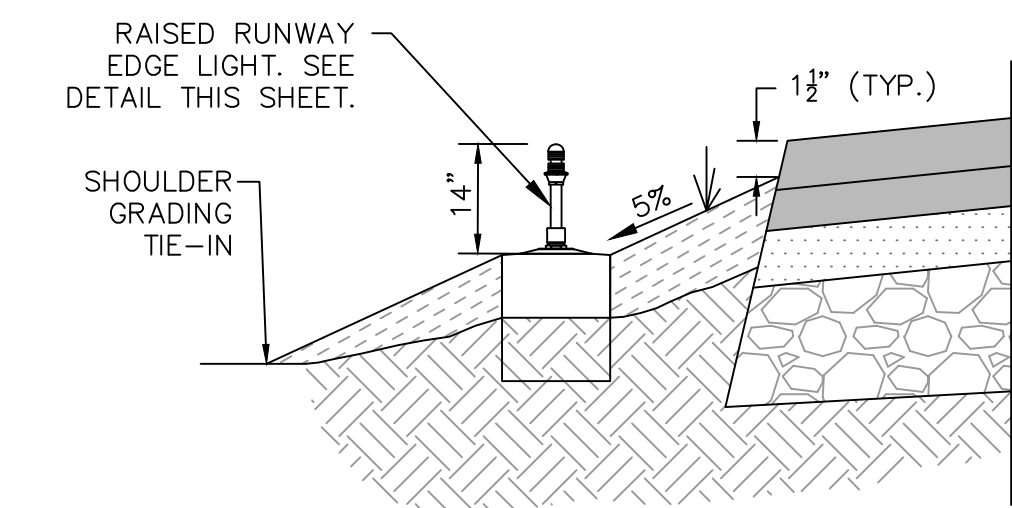
1. INSTALLATION SEQUENCE SHALL BE AS DETAILED IN STEP 1 THROUGH 6, AND AS DESCRIBED BELOW.
2. REMOVE LIGHT FIXTURE FROM EXISTING BASE. INSTALL PLYWOOD COVER WITH BULLSEYE AND SURVEY LOCATION OF COVER BULLSEYE. PERFORM MILLING ALONG SHOULDERS WHERE INDICATED IN "EX" SHEETS, INCLUDING MILLING ADJACENT TO LIGHT BASE. MILLING ADJACENT TO LIGHT BASE CANS SHALL BE PERFORMED WITH SMALL MILLING MACHINE AND SHALL NOT DAMAGE BASE CAN.
3. AFTER FINAL PAVING AT THE FIXTURE LOCATION, CORE A 4" DIAMETER PILOT HOLE TO LOCATE THE CENTER OF THE BULLSEYE ON THE PLYWOOD COVER. CORE A 14.5" DIAMETER HOLE (LEAVING 1/2"+ ANNULAR SPACE BETWEEN BASE CAN AND SURROUNDING PAVEMENT) CENTERED ON THE FIXTURE BASE AND REMOVE CORED PAVEMENT AND PLYWOOD COVER.
4. INSTALL L-867 LIGHT BASE EXTENSION AND ANY REQUIRED SPACER RINGS/SHIMS TO OBTAIN THE REQUIRED ELEVATION. REINSTALL LIGHT ASSEMBLY OR COVER PLATE.
5. AFTER FIXTURE INSTALLATION, BACKFILL THE ANNULAR SPACE BETWEEN THE BASE EXTENSION AND THE SURROUNDING PAVEMENT WITH P-606 SEALANT.

6. THE HEIGHT OF THE L-867 BASE EXTENSION SHALL BE DETERMINED AS FOLLOWS:

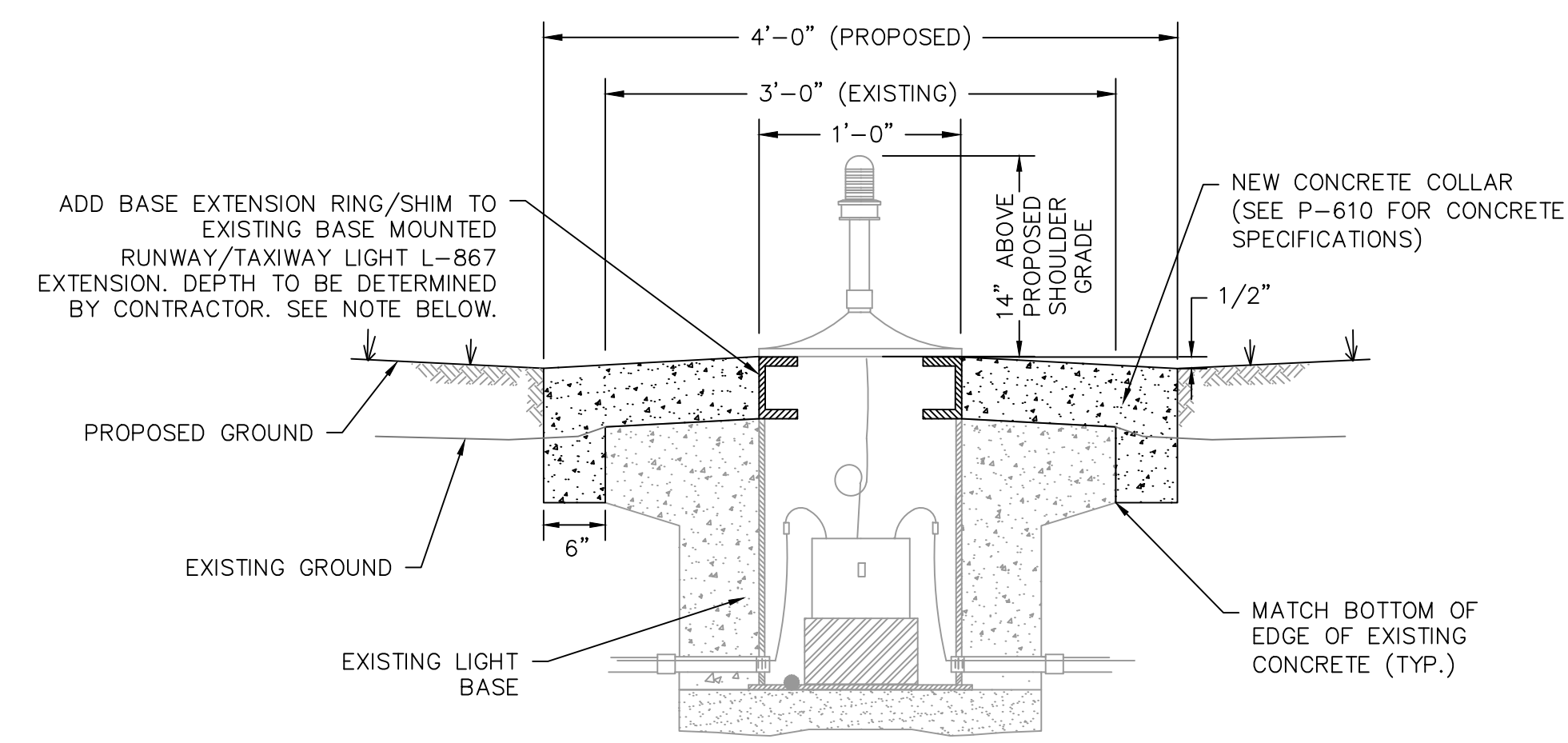
- RECORD FINAL ELEVATION OF THE CENTER OF THE TOP OF THE COVER OF THE BASE AFTER IT HAS BEEN INSTALLED.
 - RECORD FINAL ELEVATION OF THE PAVEMENT DIRECTLY ABOVE THE MIDPOINT OF THE PLYWOOD COVER AFTER OVERLAY PAVING IS COMPLETED.
 - THE TOTAL THICKNESS OF ANY SPACER RINGS/SHIMS SHALL BE NO MORE THAN 3/4" MAXIMUM. NO MORE THAN THREE SHIMS SHALL BE USED.
 - THE EDGE OF THE LIGHT FIXTURE FLANGE SHALL MATCH THE ELEVATION OF THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE ON THE SIDE OF THE FIXTURE CLOSEST TO THE CENTERLINE OF THE PAVEMENT.
7. DO NOT USE SHIPPING BOLTS TO INSTALL ANY FIXTURES. STAINLESS STEEL BOLTS OF THE PROPER LENGTH AND 2-PIECE LOCKWASHERS SHALL BE USED. USE INDUSTRY STANDARD ANTI-SEIZE COMPOUND (GREASE) AND TORQUE TO MANUFACTURER'S INSTRUCTIONS.



EXISTING INSTALLATION



PROPOSED INSTALLATION



BASE MOUNTED

NOT TO SCALE

NOTE: CONTRACTOR SHALL BE REQUIRED TO DETERMINE DEPTH OF EXTENSION REQUIRED TO PROVIDE SPECIFIED LIGHT HEIGHT ABOVE PROPOSED GRADE.

RUNWAY/TAXIWAY LIGHT EXTENSION IN GRADED SHOULDER

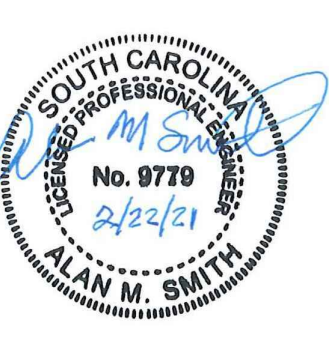
NOT TO SCALE

NOTE: RUNWAY/TAXIWAY LIGHTS SHALL BE RAISED WHERE THE FINISH GRADE OF THE SHOULDER AFTER FINAL GRADING USING THE 5% MAXIMUM SHOULDER GRADE PROVIDES A LIGHT HEIGHT LESS THAN 14". RUNWAY/TAXIWAY LIGHTS SHALL BE RAISED WHERE REQUIRED TO MEET HEIGHT REQUIREMENT IN ACCORDANCE WITH BASE MOUNTED DETAIL SHOWN ABOVE. CONTRACTOR TO PROVIDE BASE EXTENSION RING/SHIM WITH DEPTH NECESSARY TO PROVIDE REQUIRED LIGHT HEIGHT.

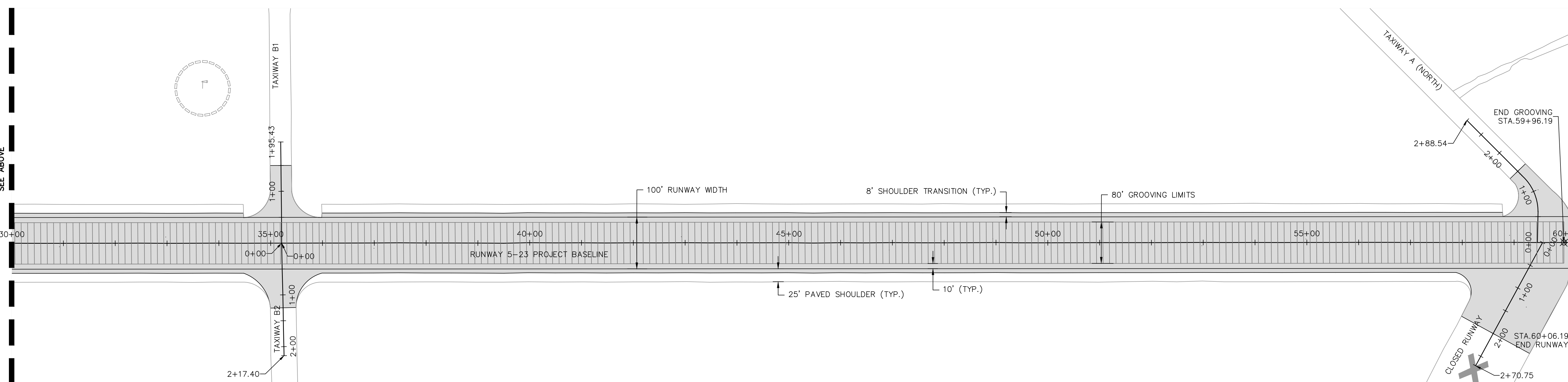
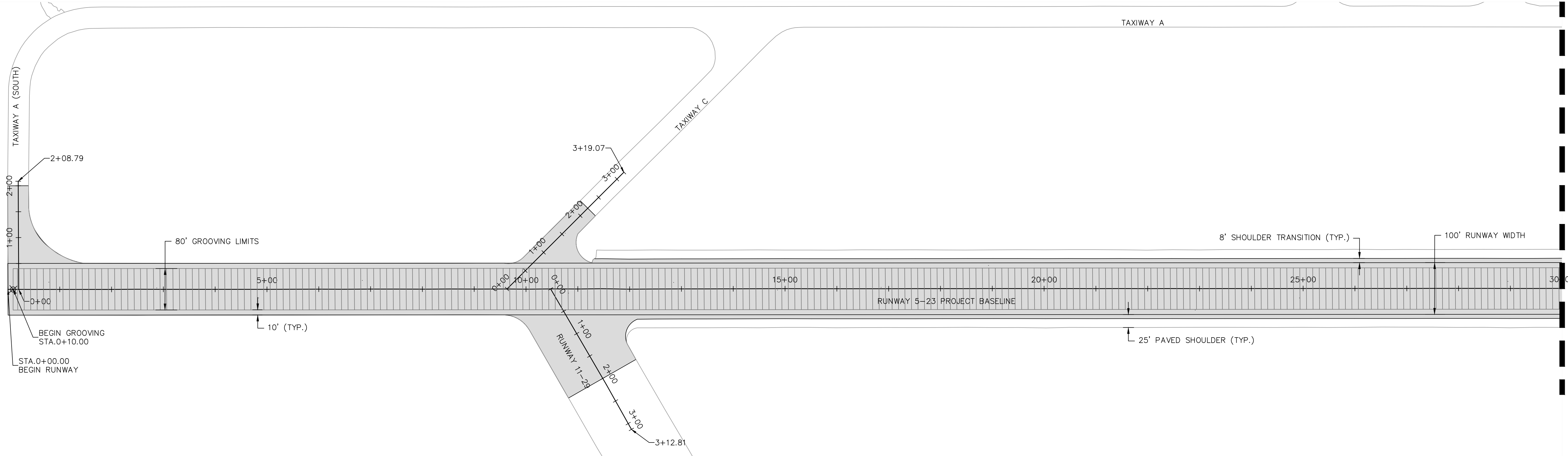
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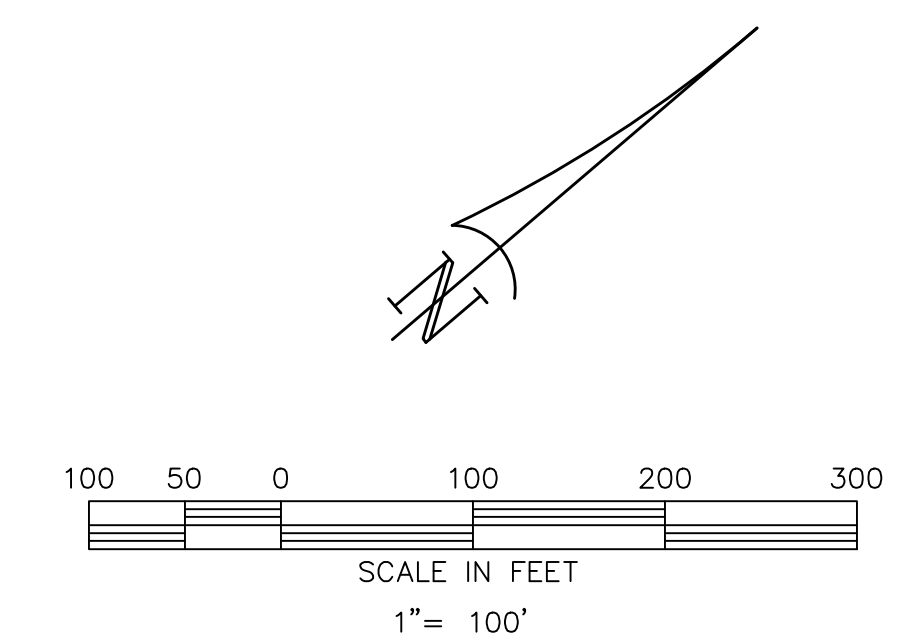
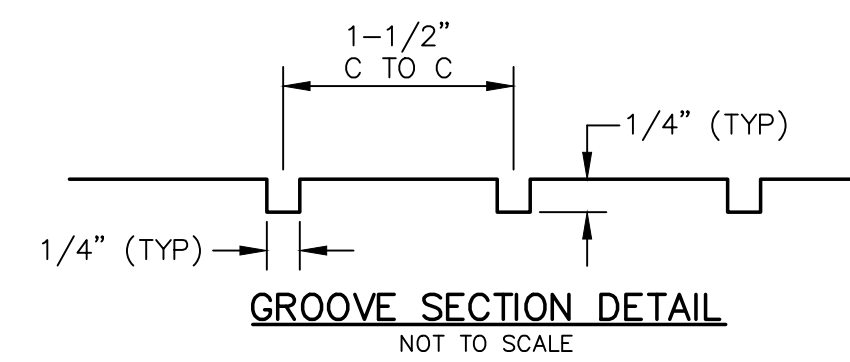
GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
LIGHTING MODIFICATION DETAILS



Date	DECEMBER 2020
Scale	NONE
Drawn	NT
Checked	AMS
Project No.	2801-2001
Sheet No.	



- NOTES:
- CLOSURE FOR GROOVING OPERATION SHALL BE FOR TEN (10) CALENDAR DAYS. CONTRACTOR WILL BE ALLOWED TO GROOVE THE RUNWAY BETWEEN 9:00 PM TO 6:00 AM EACH DAY.
 - CONTRACTOR SHALL FOLLOW ALL ELEMENTS OF THE SAFETY AND PHASING PLANS AS SHOWN ON SHEET A1.9 AND IN THE PROJECT SPECIAL PROVISIONS. CLOSED RUNWAY CROSSES WILL BE REQUIRED TO BE PLACED ON RUNWAY 5-23 AND LIGHTED BARRICADES PLACED ON SELECTED TAXIWAY WHEN GROOVING IS BEING COMPLETED.
 - CONTRACTOR SHALL USE HAUL ROUTES AS SHOWN ON PROJECT LAYOUT AND PHASING PLAN.
 - ALL DEBRIS AND SLURRY GENERATED BY GROOVING OPERATIONS SHALL BE COLLECTED AND DISPOSED OF BY EVENLY DISPERSING SLURRY 50' TO 100' OFF RUNWAY EDGE. RUNOFF AND DEBRIS WILL NOT BE ALLOWED TO COLLECT ON RUNWAY SHOULDERS OR TO BUILDUP IN DISPOSAL AREA. SEE SECTION P-621 IN THE SPECIFICATIONS FOR GROOVING TOLERANCES AND DISPOSAL REQUIREMENTS.
 - ALL EQUIPMENT MATERIALS AND DEBRIS SHALL BE REMOVED FROM THE RUNWAY CRITICAL AREAS PRIOR TO THE SCHEDULED REOPENING OF THE RUNWAY.
 - CONTRACTOR WILL NOT BE ALLOWED TO PARK ANY EQUIPMENT WITHIN THE ACTIVE AIR OPERATIONS AREA. ALL EQUIPMENT SHALL BE PARKED IN STAGING AREA WHEN NOT IN USE.
 - AFTER GROOVING OPERATIONS, THE RUNWAY SURFACE SHALL BE CLEAN AND FREE OF LOOSE AGGREGATE, DEBRIS, AND DUST. THE CONTRACTOR WILL BE REQUIRED TO BROOM, VACUUM, AND WASH AS REQUIRED TO SATISFACTORILY CLEAN THE RUNWAY SURFACE AFTER GROOVING OPERATIONS ARE COMPLETED. ALL COSTS FOR CLEANING SHALL BE INCLUDED IN GROOVING BID ITEM. THE ENGINEER/OWNER SHALL BE THE SOLE JUDGE OF "SATISFACTORY CLEANLINESS" OF RUNWAY SURFACE.



MATCH LINE STA. 30+00.00
SEE BELOW

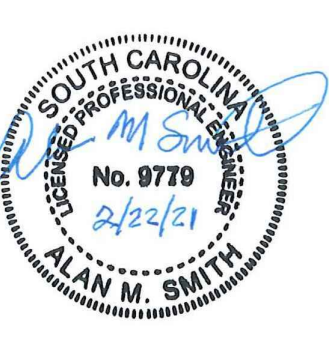
MATCH LINE STA. 30+00.00
SEE ABOVE

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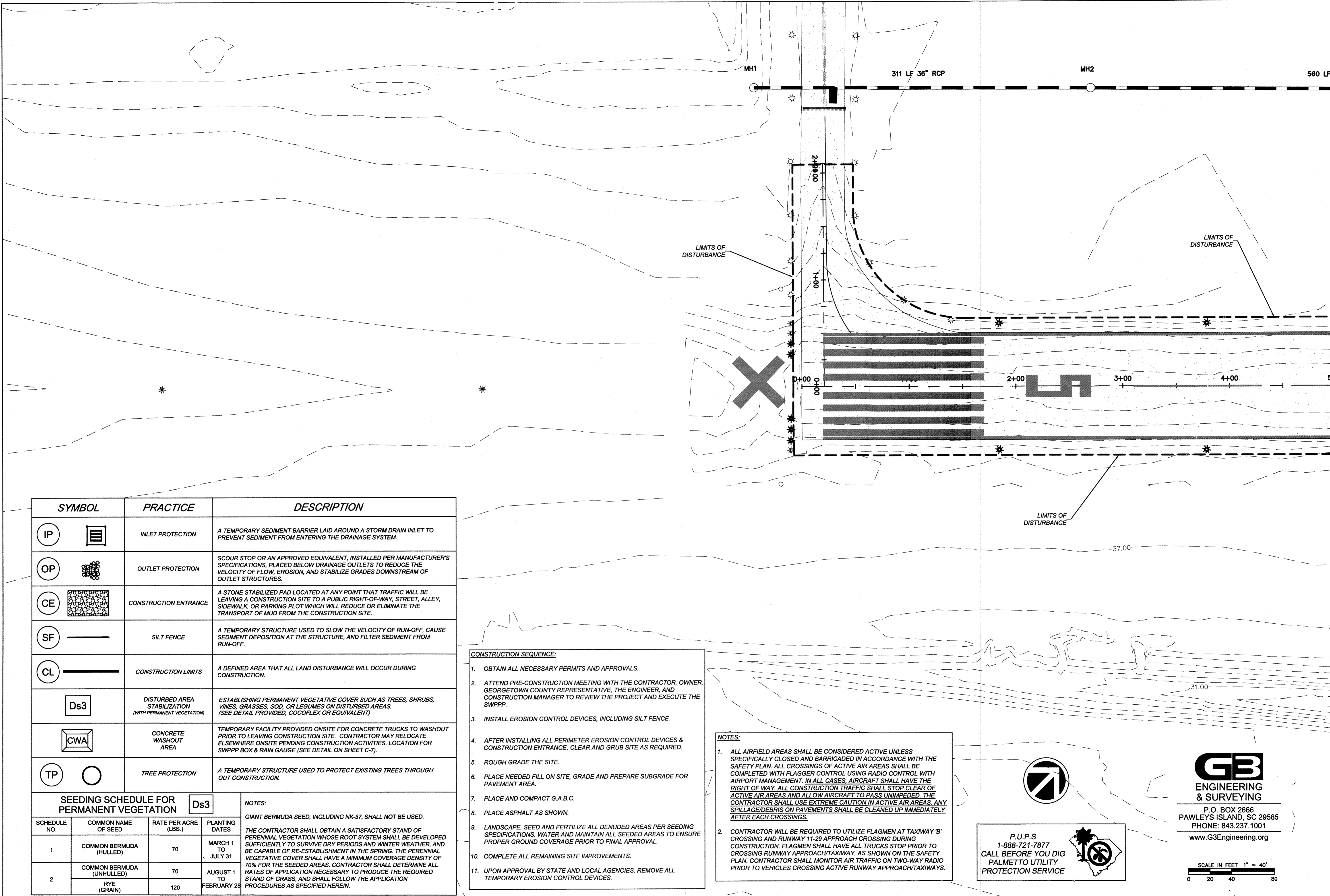
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
RUNWAY GROOVING PLAN AND DETAILS



Date	DECEMBER 2020
Scale	1"=100'
Drawn	NT
Checked	AMS
Project No.	2801-2001
Sheet No.	

GR1.1



SYMBOL	PRACTICE	DESCRIPTION
IP	INLET PROTECTION	A TEMPORARY SEDIMENT BARRIER LAID AROUND A STORM DRAIN INLET TO PREVENT SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM.
OP	OUTLET PROTECTION	SCOUR STOP OR AN APPROVED EQUIVALENT, INSTALLED PER MANUFACTURER'S SPECIFICATIONS, PLACED BELOW DRAINAGE OUTLETS TO REDUCE THE VELOCITY OF FLOW, EROSION, AND STABILIZE GRADES DOWNSTREAM OF OUTLET STRUCTURES.
CE	CONSTRUCTION ENTRANCE	A STONE STABILIZED PAD LOCATED AT ANY POINT THAT TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE TO A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK, OR PARKING PLOT WHICH WILL REDUCE OR ELIMINATE THE TRANSPORT OF MUD FROM THE CONSTRUCTION SITE.
SF	SILT FENCE	A TEMPORARY STRUCTURE USED TO SLOW THE VELOCITY OF RUN-OFF, CAUSE SEDIMENT DEPOSITION AT THE STRUCTURE, AND FILTER SEDIMENT FROM RUN-OFF.
CL	CONSTRUCTION LIMITS	A DEFINED AREA THAT ALL LAND DISTURBANCE WILL OCCUR DURING CONSTRUCTION.
Ds3	DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION)	ESTABLISHING PERMANENT VEGETATIVE COVER SUCH AS TREES, SHRUBS, VINES, GRASSES, SOD, OR LEGUMES ON DISTURBED AREAS. (SEE DETAIL PROVIDED, COCOFLEX OR EQUIVALENT)
CWA	CONCRETE WASHOUT AREA	TEMPORARY FACILITY PROVIDED ONSITE FOR CONCRETE TRUCKS TO WASHOUT PRIOR TO LEAVING CONSTRUCTION SITE. CONTRACTOR MAY RELOCATE ELSEWHERE ONSITE PENDING CONSTRUCTION ACTIVITIES. LOCATION FOR SWPPP BOX & RAIN GAUGE (SEE DETAIL ON SHEET C-7).
TP	TREE PROTECTION	A TEMPORARY STRUCTURE USED TO PROTECT EXISTING TREES THROUGH OUT CONSTRUCTION.

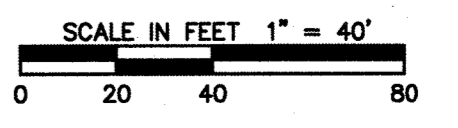
SEEDING SCHEDULE FOR PERMANENT VEGETATION			
SCHEDULE NO.	COMMON NAME OF SEED	RATE PER ACRE (LBS.)	PLANTING DATES
1	COMMON BERMUDA (HULLED)	70	MARCH 1 TO JULY 31
2	COMMON BERMUDA (UNHULLED)	70	AUGUST 1 TO FEBRUARY 28
	RYE (GRAIN)	120	

- CONSTRUCTION SEQUENCE:**
- OBTAIN ALL NECESSARY PERMITS AND APPROVALS.
 - ATTEND PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR, OWNER, GEORGETOWN COUNTY REPRESENTATIVE, THE ENGINEER, AND CONSTRUCTION MANAGER TO REVIEW THE PROJECT AND EXECUTE THE SWPPP.
 - INSTALL EROSION CONTROL DEVICES, INCLUDING SILT FENCE.
 - AFTER INSTALLING ALL PERIMETER EROSION CONTROL DEVICES & CONSTRUCTION ENTRANCE, CLEAR AND GRUB SITE AS REQUIRED.
 - ROUGH GRADE THE SITE.
 - PLACE NEEDED FILL ON SITE, GRADE AND PREPARE SUBGRADE FOR PAVEMENT AREA.
 - PLACE AND COMPACT G.A.B.C.
 - PLACE ASPHALT AS SHOWN.
 - LANDSCAPE, SEED AND FERTILIZE ALL DENUDED AREAS PER SEEDING SPECIFICATIONS. WATER AND MAINTAIN ALL SEEDED AREAS TO ENSURE PROPER GROUND COVERAGE PRIOR TO FINAL APPROVAL.
 - COMPLETE ALL REMAINING SITE IMPROVEMENTS.
 - UPON APPROVAL BY STATE AND LOCAL AGENCIES, REMOVE ALL TEMPORARY EROSION CONTROL DEVICES.

- NOTES:**
- 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 CROSSINGS.
 - CONTRACTOR WILL BE REQUIRED TO UTILIZE FLAGMEN AT TAXIWAY 'B' CROSSING AND RUNWAY 11-29 APPROACH CROSSING DURING CONSTRUCTION. FLAGMEN SHALL HAVE ALL TRUCKS STOP PRIOR TO CROSSING RUNWAY APPROACH/TAXIWAY, AS SHOWN ON THE SAFETY PLAN. CONTRACTOR SHALL MONITOR AIR TRAFFIC ON TWO-WAY RADIO PRIOR TO VEHICLES CROSSING ACTIVE RUNWAY APPROACH/TAXIWAYS.

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DATE

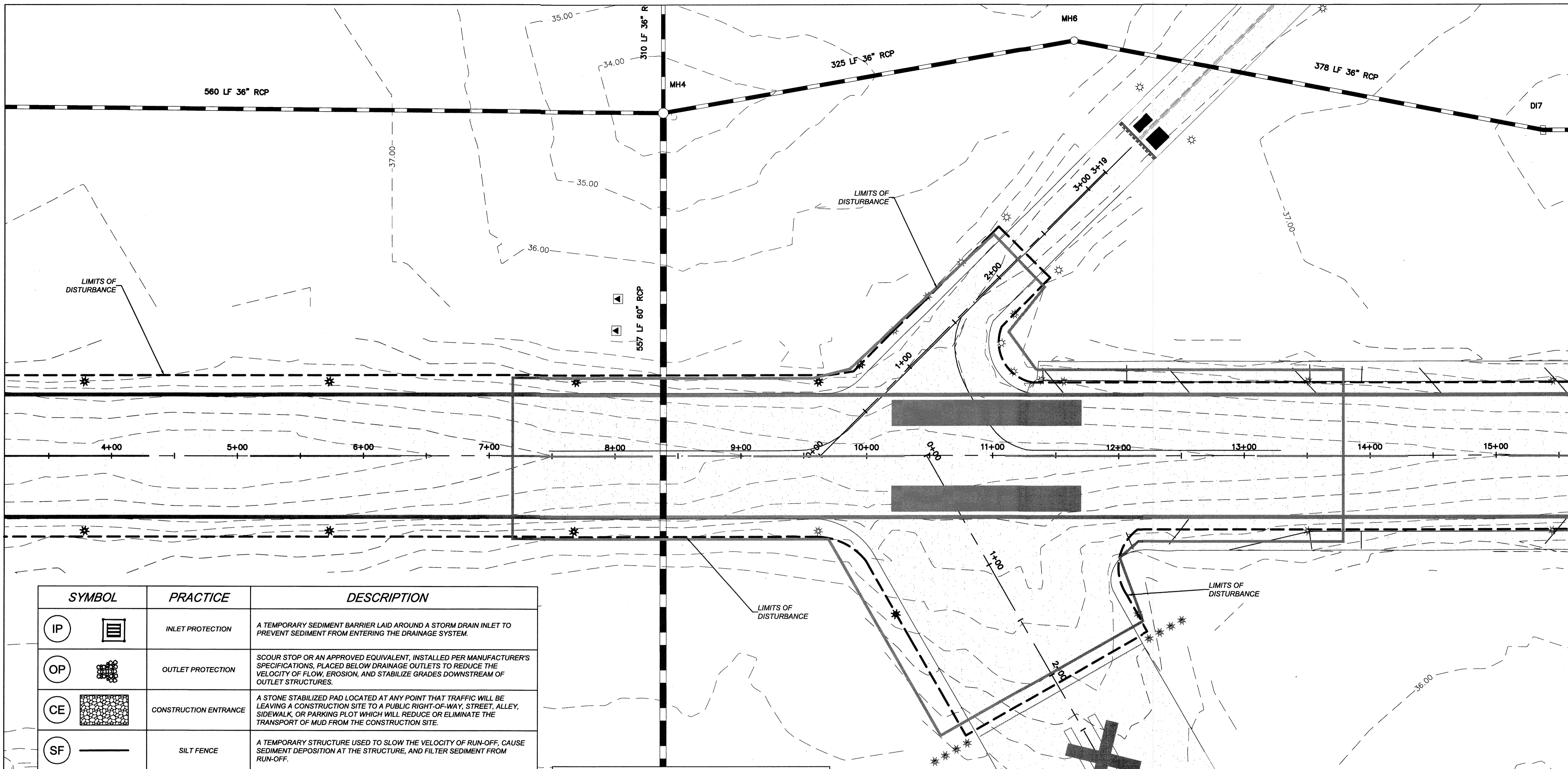
REV. NO.

DESCRIPTION

DATE

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION (DESIGN)
SEDIMENT AND EROSION CONTROL PLAN

Date: DECEMBER 2020
 Scale: 1" = 40'
 Drawn: JAJ
 Checked: WAD
 Project No.: 2601-2001
 Sheet No.: EC1.1



SYMBOL	PRACTICE	DESCRIPTION
	INLET PROTECTION	A TEMPORARY SEDIMENT BARRIER LAID AROUND A STORM DRAIN INLET TO PREVENT SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM.
	OUTLET PROTECTION	SCOUR STOP OR AN APPROVED EQUIVALENT, INSTALLED PER MANUFACTURER'S SPECIFICATIONS, PLACED BELOW DRAINAGE OUTLETS TO REDUCE THE VELOCITY OF FLOW, EROSION, AND STABILIZE GRADES DOWNSTREAM OF OUTLET STRUCTURES.
	CONSTRUCTION ENTRANCE	A STONE STABILIZED PAD LOCATED AT ANY POINT THAT TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE TO A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK, OR PARKING PLOT WHICH WILL REDUCE OR ELIMINATE THE TRANSPORT OF MUD FROM THE CONSTRUCTION SITE.
	SILT FENCE	A TEMPORARY STRUCTURE USED TO SLOW THE VELOCITY OF RUN-OFF, CAUSE SEDIMENT DEPOSITION AT THE STRUCTURE, AND FILTER SEDIMENT FROM RUN-OFF.
	CONSTRUCTION LIMITS	A DEFINED AREA THAT ALL LAND DISTURBANCE WILL OCCUR DURING CONSTRUCTION.
	DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION)	ESTABLISHING PERMANENT VEGETATIVE COVER SUCH AS TREES, SHRUBS, VINES, GRASSES, SOD, OR LEGUMES ON DISTURBED AREAS. (SEE DETAIL PROVIDED, COCOFLEX OR EQUIVALENT)
	CONCRETE WASHOUT AREA	TEMPORARY FACILITY PROVIDED ONSITE FOR CONCRETE TRUCKS TO WASHOUT PRIOR TO LEAVING CONSTRUCTION SITE. CONTRACTOR MAY RELOCATE ELSEWHERE ONSITE PENDING CONSTRUCTION ACTIVITIES. LOCATION FOR SWPPP BOX & RAIN GAUGE (SEE DETAIL ON SHEET C-7).
	TREE PROTECTION	A TEMPORARY STRUCTURE USED TO PROTECT EXISTING TREES THROUGHOUT CONSTRUCTION.

SEEDING SCHEDULE FOR PERMANENT VEGETATION			
SCHEDULE NO.	COMMON NAME OF SEED	RATE PER ACRE (LBS.)	PLANTING DATES
1	COMMON BERMUDA (HULLED)	70	MARCH 1 TO JULY 31
2	COMMON BERMUDA (UNHULLED)	70	AUGUST 1 TO FEBRUARY 28
	RYE (GRAIN)	120	

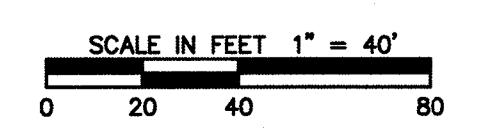
NOTES:
 GIANT BERMUDA SEED, INCLUDING NK-37, SHALL NOT BE USED.
 THE CONTRACTOR SHALL OBTAIN A SATISFACTORY STAND OF PERENNIAL VEGETATION WHOSE ROOT SYSTEM SHALL BE DEVELOPED SUFFICIENTLY TO SURVIVE DRY PERIODS AND WINTER WEATHER, AND BE CAPABLE OF RE-ESTABLISHMENT IN THE SPRING. THE PERENNIAL VEGETATIVE COVER SHALL HAVE A MINIMUM COVERAGE DENSITY OF 70% FOR THE SEEDED AREAS. CONTRACTOR SHALL DETERMINE ALL RATES OF APPLICATION NECESSARY TO PRODUCE THE REQUIRED STAND OF GRASS, AND SHALL FOLLOW THE APPLICATION PROCEDURES AS SPECIFIED HEREIN.

- CONSTRUCTION SEQUENCE:**
- OBTAIN ALL NECESSARY PERMITS AND APPROVALS.
 - ATTEND PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR, OWNER, GEORGETOWN COUNTY REPRESENTATIVE, THE ENGINEER, AND CONSTRUCTION MANAGER TO REVIEW THE PROJECT AND EXECUTE THE SWPPP.
 - INSTALL EROSION CONTROL DEVICES, INCLUDING SILT FENCE.
 - AFTER INSTALLING ALL PERIMETER EROSION CONTROL DEVICES & CONSTRUCTION ENTRANCE, CLEAR AND GRUB SITE AS REQUIRED.
 - ROUGH GRADE THE SITE.
 - PLACE NEEDED FILL ON SITE, GRADE AND PREPARE SUBGRADE FOR PAVEMENT AREA.
 - PLACE AND COMPACT G.A.B.C.
 - PLACE ASPHALT AS SHOWN.
 - LANDSCAPE, SEED AND FERTILIZE ALL DENUDEED AREAS PER SEEDING SPECIFICATIONS. WATER AND MAINTAIN ALL SEEDED AREAS TO ENSURE PROPER GROUND COVERAGE PRIOR TO FINAL APPROVAL.
 - COMPLETE ALL REMAINING SITE IMPROVEMENTS.
 - UPON APPROVAL BY STATE AND LOCAL AGENCIES, REMOVE ALL TEMPORARY EROSION CONTROL DEVICES.

- NOTES:**
- 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 CROSSINGS.
 - CONTRACTOR WILL BE REQUIRED TO UTILIZE FLAGMEN AT TAXIWAY 'B' CROSSING AND RUNWAY 11-29 APPROACH CROSSING DURING CONSTRUCTION. FLAGMEN SHALL HAVE ALL TRUCKS STOP PRIOR TO CROSSING RUNWAY APPROACH/TAXIWAY, AS SHOWN ON THE SAFETY PLAN. CONTRACTOR SHALL MONITOR AIR TRAFFIC ON TWO-WAY RADIO PRIOR TO VEHICLES CROSSING ACTIVE RUNWAY APPROACH/TAXIWAYS.

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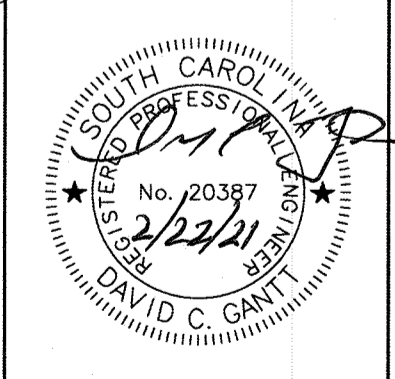


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REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION (DESIGN)
 SEDIMENT AND EROSION CONTROL PLAN



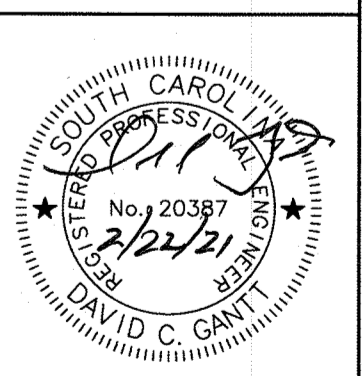
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 Drawn: JAJ
 Checked: WAD
 Project No.: 2601-2001
 Sheet No.:

EC1.2

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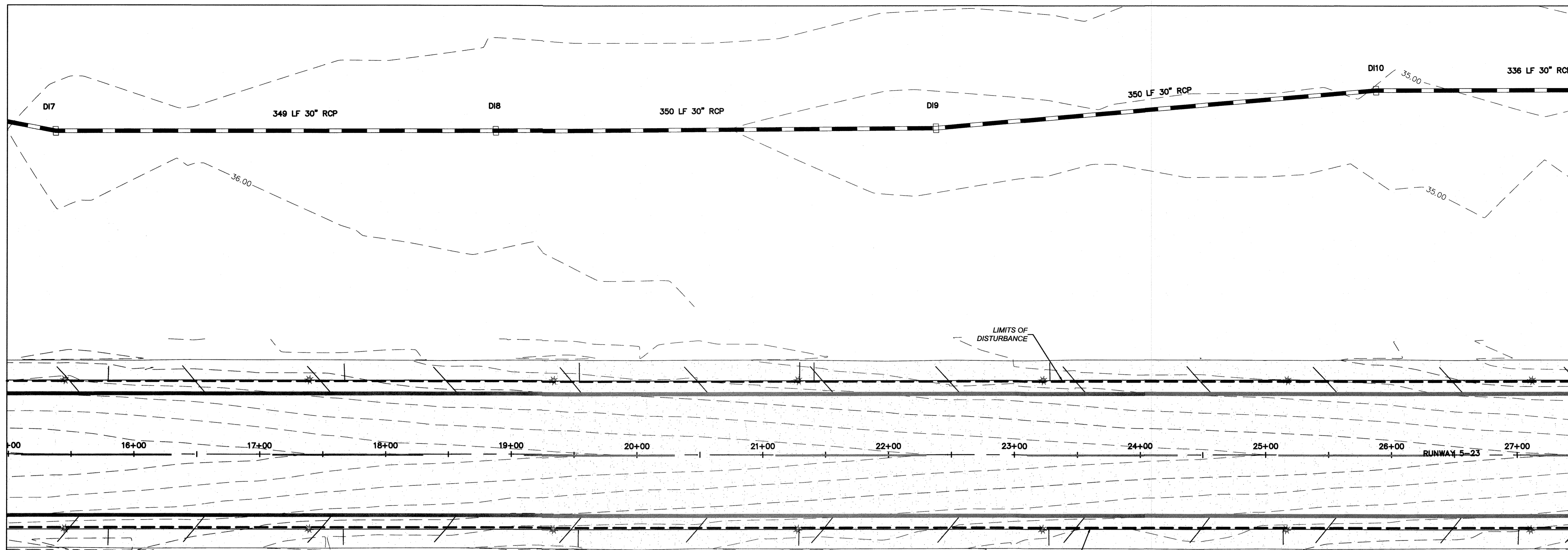
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION (DESIGN)
SEDIMENT AND EROSION CONTROL PLAN



Date: DECEMBER 2020
Scale: 1" = 40'
Drawn: JAJ
Checked: WAD
Project No.: 2801-2001
Sheet No.:

EC1.3



SYMBOL	PRACTICE	DESCRIPTION
	INLET PROTECTION	A TEMPORARY SEDIMENT BARRIER LAID AROUND A STORM DRAIN INLET TO PREVENT SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM.
	OUTLET PROTECTION	SCOUR STOP OR AN APPROVED EQUIVALENT, INSTALLED PER MANUFACTURER'S SPECIFICATIONS, PLACED BELOW DRAINAGE OUTLETS TO REDUCE THE VELOCITY OF FLOW, EROSION, AND STABILIZE GRADES DOWNSTREAM OF OUTLET STRUCTURES.
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	DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION)	ESTABLISHING PERMANENT VEGETATIVE COVER SUCH AS TREES, SHRUBS, VINES, GRASSES, SOD, OR LEGUMES ON DISTURBED AREAS. (SEE DETAIL PROVIDED, COCOFLEX OR EQUIVALENT)
	CONCRETE WASHOUT AREA	TEMPORARY FACILITY PROVIDED ONSITE FOR CONCRETE TRUCKS TO WASHOUT PRIOR TO LEAVING CONSTRUCTION SITE. CONTRACTOR MAY RELOCATE ELSEWHERE ONSITE PENDING CONSTRUCTION ACTIVITIES. LOCATION FOR SWPPP BOX & RAIN GAUGE (SEE DETAIL ON SHEET C-7).
	TREE PROTECTION	A TEMPORARY STRUCTURE USED TO PROTECT EXISTING TREES THROUGHOUT CONSTRUCTION.

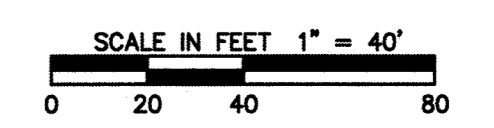
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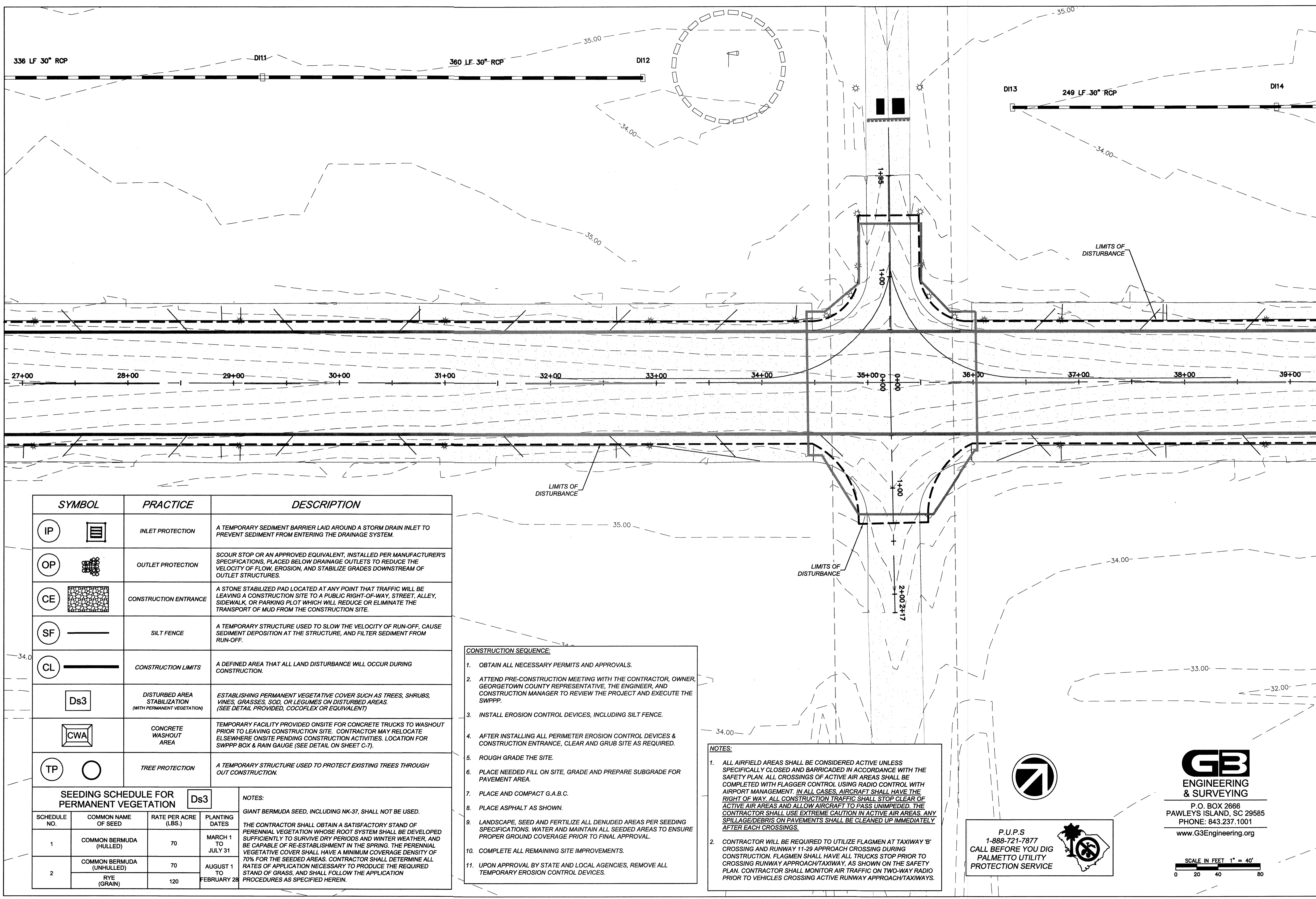
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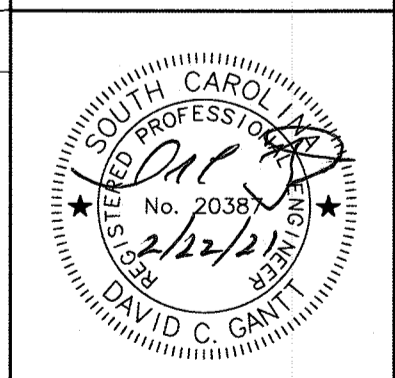


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REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION (DESIGN)
SEDIMENT AND EROSION CONTROL PLAN



Date: DECEMBER 2020
 Scale: 1" = 40'
 Drawn: JAJ
 Checked: WAD
 Project No.: 2601-2001
 Sheet No.: EC1.4

SYMBOL	PRACTICE	DESCRIPTION
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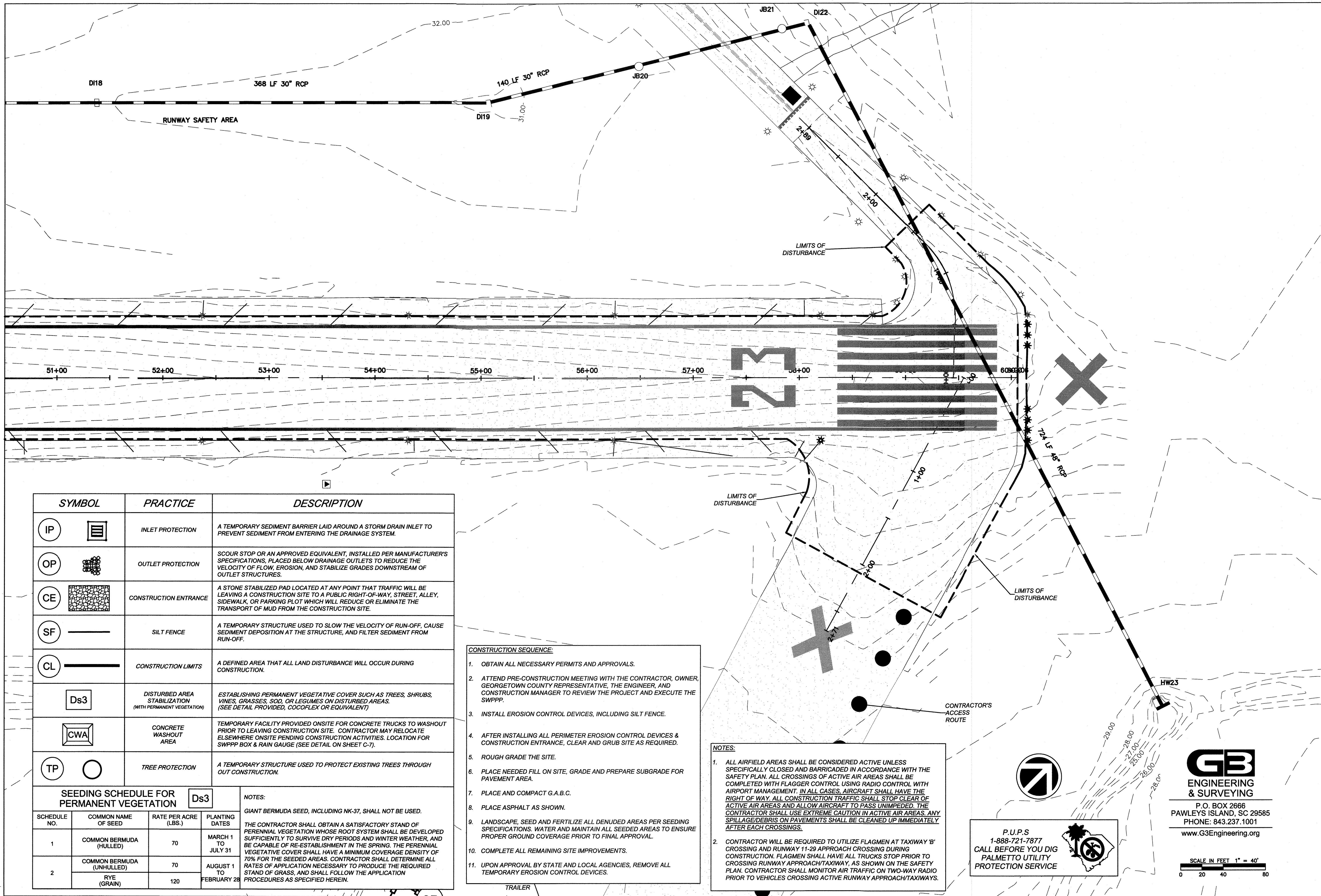
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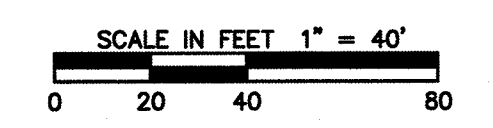
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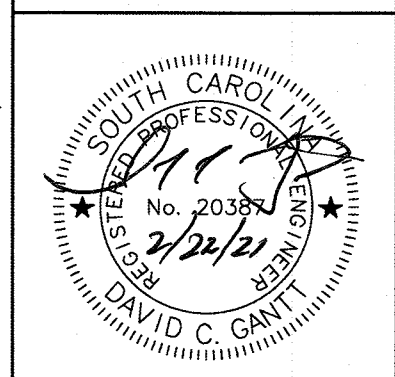


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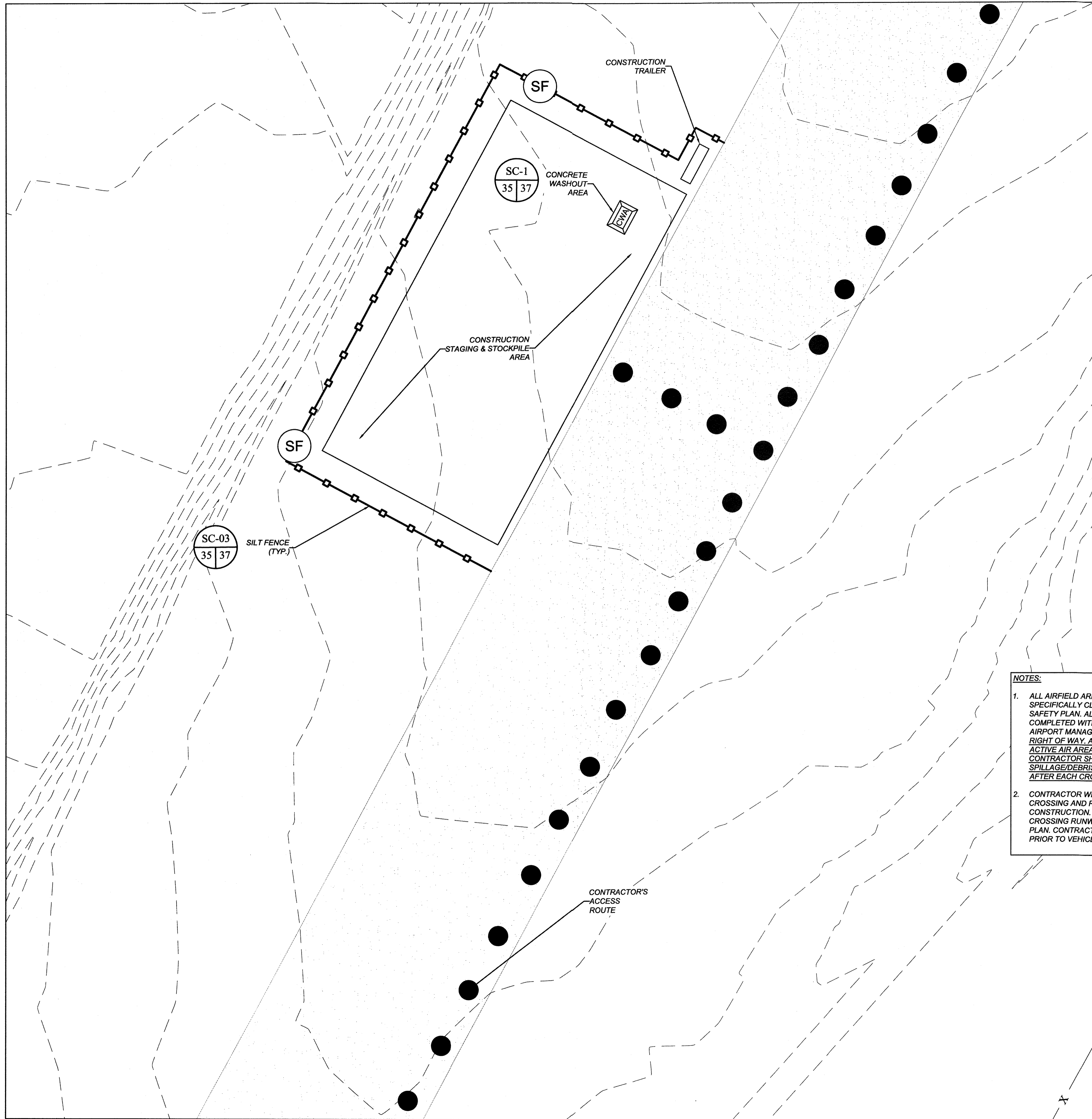
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GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION (DESIGN)
SEDIMENT AND EROSION CONTROL PLAN



Date: DECEMBER 2020
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Checked: WAD
Project No: 2601-2001
Sheet No:

EC1.6



SYMBOL	PRACTICE	DESCRIPTION
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TP	TREE PROTECTION	A TEMPORARY STRUCTURE USED TO PROTECT EXISTING TREES THROUGH OUT CONSTRUCTION.

SEEDING SCHEDULE FOR PERMANENT VEGETATION			
SCHEDULE NO.	COMMON NAME OF SEED	RATE PER ACRE (LBS.)	PLANTING DATES
1	COMMON BERMUDA (HULLED)	70	MARCH 1 TO JULY 31
2	COMMON BERMUDA (UNHULLED)	70	AUGUST 1 TO FEBRUARY 28
	RYE (GRAIN)	120	

NOTES:

GIANT BERMUDA SEED, INCLUDING NK-37, SHALL NOT BE USED.

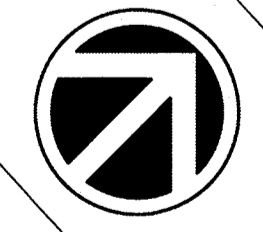
THE CONTRACTOR SHALL OBTAIN A SATISFACTORY STAND OF PERENNIAL VEGETATION WHOSE ROOT SYSTEM SHALL BE DEVELOPED SUFFICIENTLY TO SURVIVE DRY PERIODS AND WINTER WEATHER, AND BE CAPABLE OF RE-ESTABLISHMENT IN THE SPRING. THE PERENNIAL VEGETATIVE COVER SHALL HAVE A MINIMUM COVERAGE DENSITY OF 70% FOR THE SEEDED AREAS. CONTRACTOR SHALL DETERMINE ALL RATES OF APPLICATION NECESSARY TO PRODUCE THE REQUIRED STAND OF GRASS, AND SHALL FOLLOW THE APPLICATION PROCEDURES AS SPECIFIED HEREIN.

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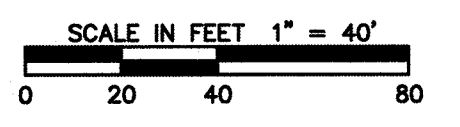
NOTES:

- 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 CROSSINGS.
- CONTRACTOR WILL BE REQUIRED TO UTILIZE FLAGMEN AT TAXIWAY 'B' CROSSING AND RUNWAY 11-29 APPROACH CROSSING DURING CONSTRUCTION. FLAGMEN SHALL HAVE ALL TRUCKS STOP PRIOR TO CROSSING RUNWAY APPROACH/TAXIWAY, AS SHOWN ON THE SAFETY PLAN. CONTRACTOR SHALL MONITOR AIR TRAFFIC ON TWO-WAY RADIO PRIOR TO VEHICLES CROSSING ACTIVE RUNWAY APPROACH/TAXIWAYS.

- CONSTRUCTION SEQUENCE:**
- OBTAIN ALL NECESSARY PERMITS AND APPROVALS.
 - ATTEND PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR, OWNER, GEORGETOWN COUNTY REPRESENTATIVE, THE ENGINEER, AND CONSTRUCTION MANAGER TO REVIEW THE PROJECT AND EXECUTE THE SWPPP.
 - INSTALL EROSION CONTROL DEVICES, INCLUDING SILT FENCE.
 - AFTER INSTALLING ALL PERIMETER EROSION CONTROL DEVICES & CONSTRUCTION ENTRANCE, CLEAR AND GRUB SITE AS REQUIRED.
 - ROUGH GRADE THE SITE.
 - PLACE NEEDED FILL ON SITE, GRADE AND PREPARE SUBGRADE FOR PAVEMENT AREA.
 - PLACE AND COMPACT G.A.B.C.
 - PLACE ASPHALT AS SHOWN.
 - SOD, SEED AND FERTILIZE ALL DENUDED AREAS PER SEEDING SPECIFICATIONS. WATER AND MAINTAIN ALL SEEDED AREAS TO ENSURE PROPER GROUND COVERAGE PRIOR TO FINAL APPROVAL.
 - COMPLETE ALL REMAINING SITE IMPROVEMENTS.
 - UPON APPROVAL BY STATE AND LOCAL AGENCIES, REMOVE ALL TEMPORARY EROSION CONTROL DEVICES.



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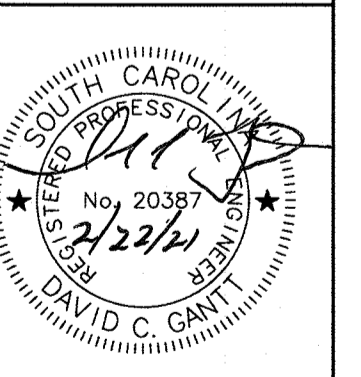


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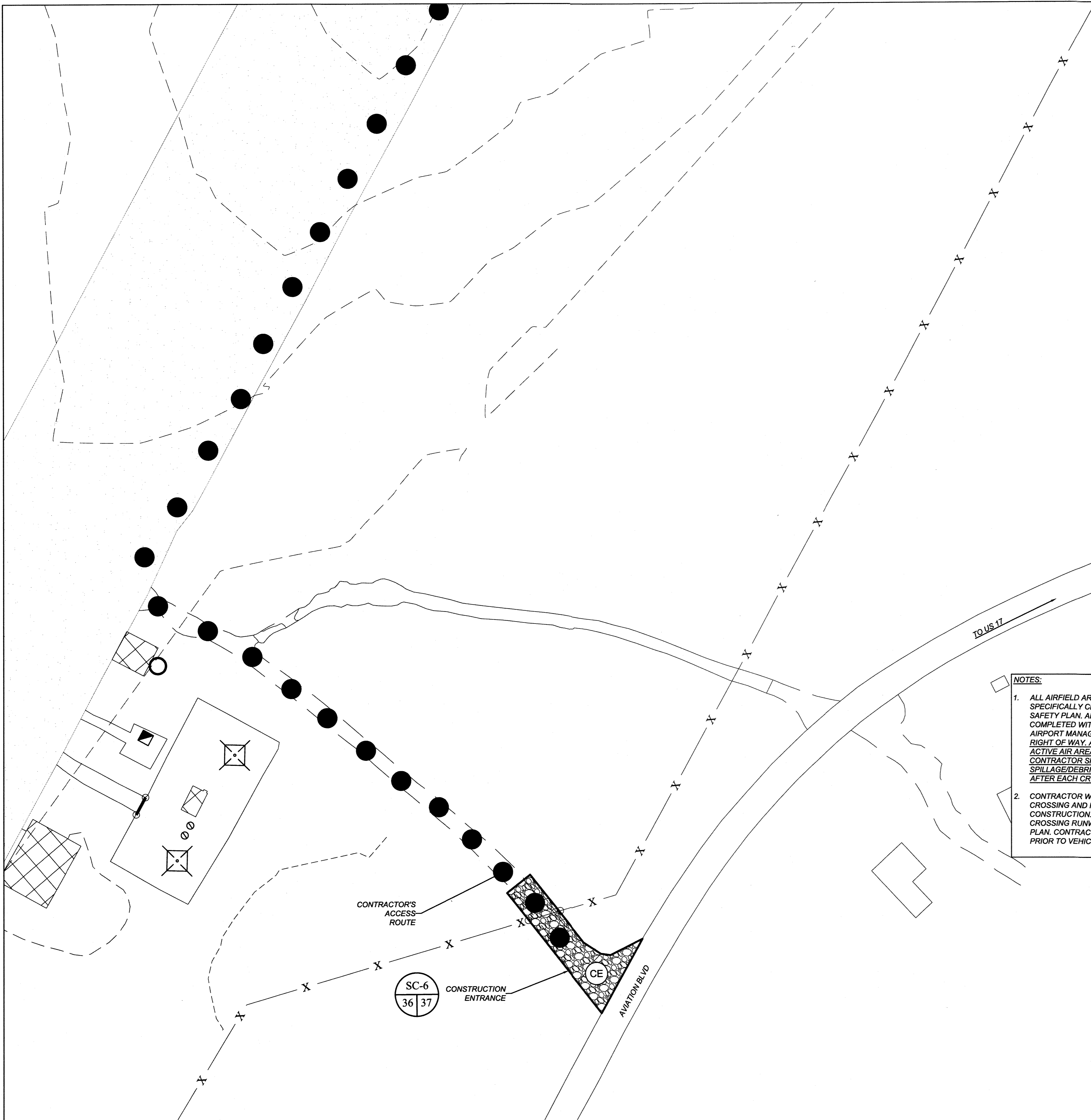
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION (DESIGN)
SEDIMENT AND EROSION CONTROL PLAN



Date: DECEMBER 2020
Scale: 1" = 40'
Drawn: JAJ
Checked: WAD
Project No.: 2601-2001
Sheet No.:

EC1.7



SYMBOL	PRACTICE	DESCRIPTION
IP	INLET PROTECTION	A TEMPORARY SEDIMENT BARRIER LAID AROUND A STORM DRAIN INLET TO PREVENT SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM.
OP	OUTLET PROTECTION	SCOUR STOP OR AN APPROVED EQUIVALENT, INSTALLED PER MANUFACTURER'S SPECIFICATIONS, PLACED BELOW DRAINAGE OUTLETS TO REDUCE THE VELOCITY OF FLOW, EROSION, AND STABILIZE GRADES DOWNSTREAM OF OUTLET STRUCTURES.
CE	CONSTRUCTION ENTRANCE	A STONE STABILIZED PAD LOCATED AT ANY POINT THAT TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE TO A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK, OR PARKING PLOT WHICH WILL REDUCE OR ELIMINATE THE TRANSPORT OF MUD FROM THE CONSTRUCTION SITE.
SF	SILT FENCE	A TEMPORARY STRUCTURE USED TO SLOW THE VELOCITY OF RUN-OFF, CAUSE SEDIMENT DEPOSITION AT THE STRUCTURE, AND FILTER SEDIMENT FROM RUN-OFF.
CL	CONSTRUCTION LIMITS	A DEFINED AREA THAT ALL LAND DISTURBANCE WILL OCCUR DURING CONSTRUCTION.
Ds3	DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION)	ESTABLISHING PERMANENT VEGETATIVE COVER SUCH AS TREES, SHRUBS, VINES, GRASSES, SOD, OR LEGUMES ON DISTURBED AREAS. (SEE DETAIL PROVIDED, COCOFLEX OR EQUIVALENT)
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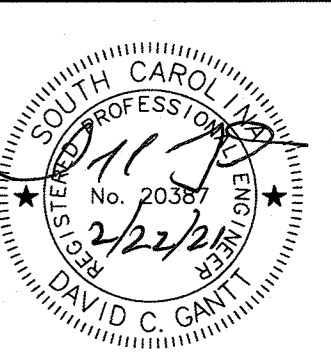
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 - UPON APPROVAL BY STATE AND LOCAL AGENCIES, REMOVE ALL TEMPORARY EROSION CONTROL DEVICES.

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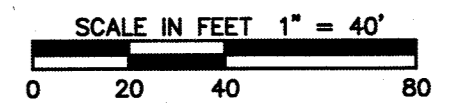
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**FOR SEDIMENT & EROSION CONTROL LEGEND
SEE SEDIMENT & EROSION CONTROL PLAN**

SEDIMENT & EROSION CONTROL NOTES

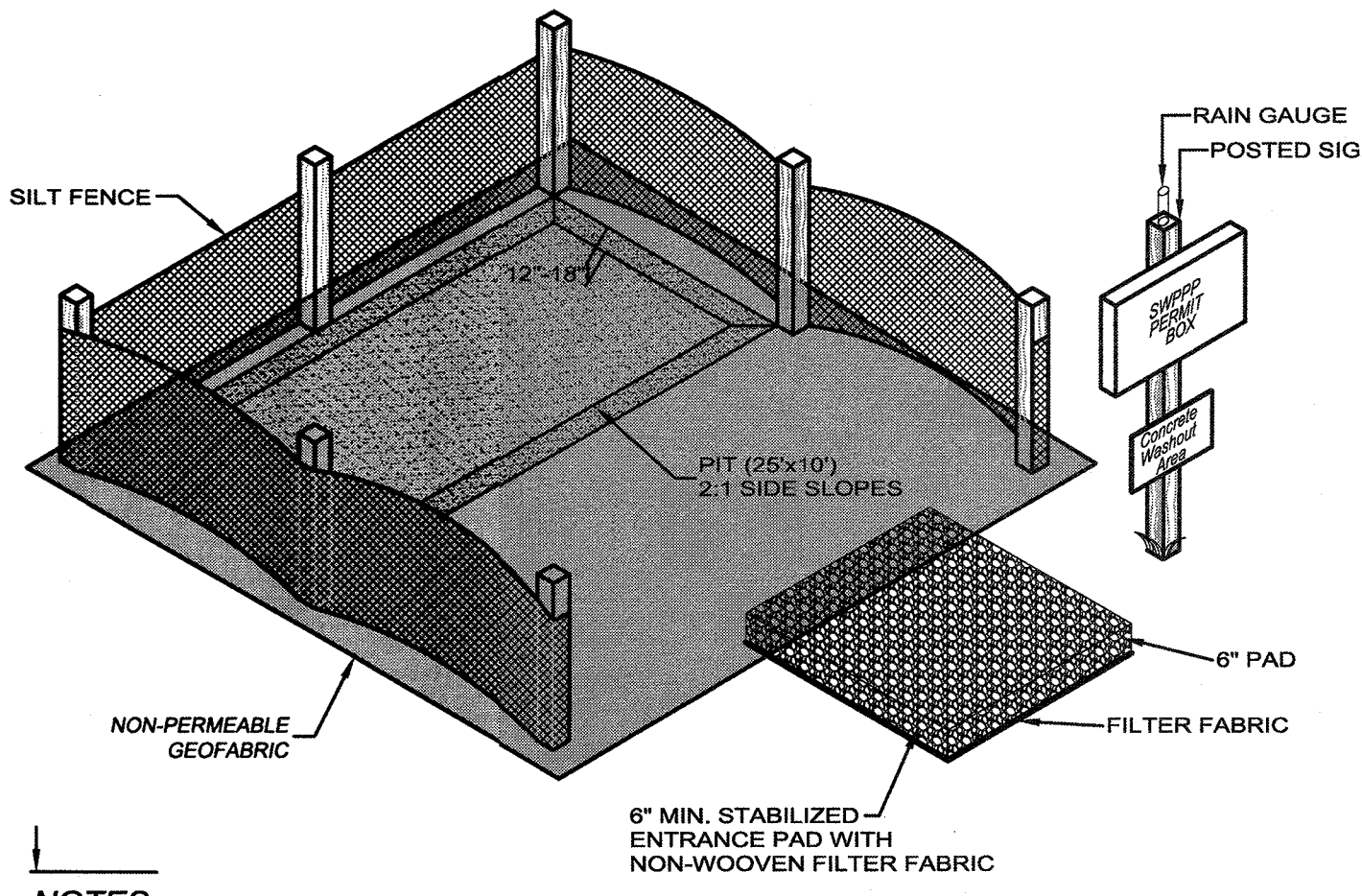
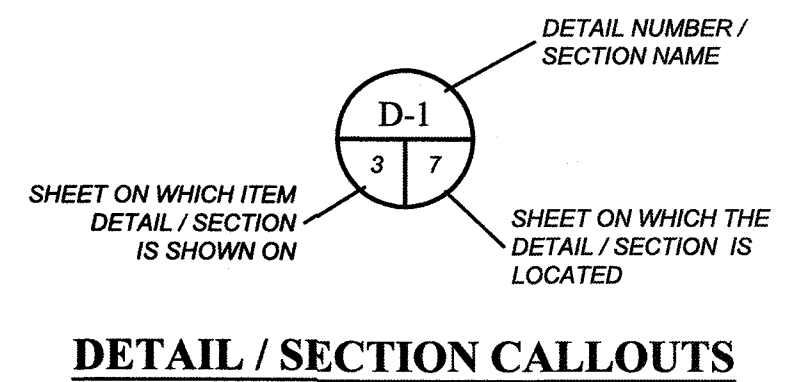
- IF NECESSARY, SLOPES WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS. IN ADDITION TO HYDROSEEDING, IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.
- STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN FOURTEEN (14) DAYS AFTER WORK HAS CEASED, EXCEPT AS STATED BELOW.
 - WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
 - WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
- ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY OR INCORRECTLY INSTALLED, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.
- PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE SEDIMENT BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
- ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
- THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.
- RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C. REG. 72-300 ET SEQ. AND SCR10000.
- TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.
- ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CAN'T BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.
- LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.
- A COPY OF THE SWPPP, INSPECTIONS RECORDS, AND RAINFALL DATA MUST BE RETAINED AT THE CONSTRUCTION SITE OR A NEARBY LOCATION EASILY ACCESSIBLE DURING NORMAL BUSINESS HOURS, FROM THE DATE OF COMMENCEMENT OF CONSTRUCTION ACTIVITIES TO THE DATE THAT FINAL STABILIZATION IS REACHED.
- INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.
- MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
- MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
- MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES AND EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMPs (SEDIMENT BASIN, FILTER BAG, ETC.).
- THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED: WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL; WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS; FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING.
- AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.
- IF EXISTING BMPs NEED TO BE MODIFIED OR IF ADDITIONAL BMPs ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC'S WATER QUALITY STANDARDS, IMPLEMENTATION MUST BE COMPLETED BEFORE THE NEXT STORM EVENT WHENEVER PRACTICABLE. IF IMPLEMENTATION BEFORE THE NEXT STORM EVENT IS IMPRACTICABLE, THE SITUATION MUST BE DOCUMENTED IN THE SWPPP AND ALTERNATIVE BMPs MUST BE IMPLEMENTED AS SOON AS REASONABLY POSSIBLE.
- A PRE-CONSTRUCTION CONFERENCE MUST BE HELD FOR EACH CONSTRUCTION SITE WITH AN APPROVED ON-SITE SWPPP PRIOR TO THE IMPLEMENTATION OF CONSTRUCTION ACTIVITIES. FOR NON-LINEAR PROJECTS THAT DISTURB 10 ACRES OR MORE THIS CONFERENCE MUST BE HELD ON-SITE UNLESS THE DEPARTMENT HAS APPROVED OTHERWISE.

CONSTRUCTION SEQUENCE

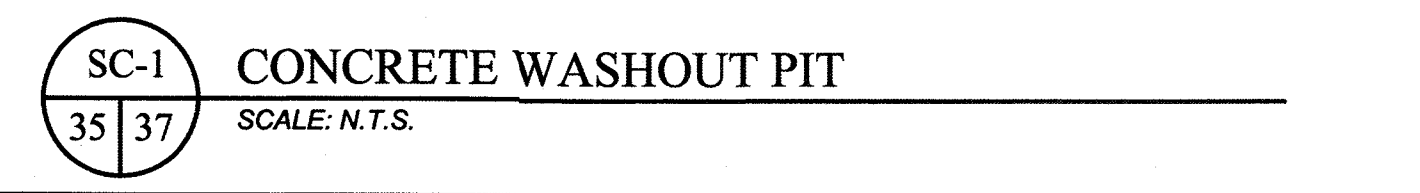
- THIS FIRST STEP MUST BE COMPLETED PRIOR TO MOBILIZING ON SITE AND COMMENCING ANY CONSTRUCTION ACTIVITIES OR BEFORE THE IMPLEMENTATION OF THIS PERMIT. THE NAME OF THE RESPONSIBLE INDIVIDUAL, ON SITE, FOR THE EROSION AND SEDIMENT CONTROL MEASURES, INSTALLATION, OPERATION AND MAINTENANCE. CONTACT THE ENGINEER OF RECORD AND SCDHEC-OCRM (843) 626-7217 AND PROVIDE THEM THE NAME OF THE RESPONSIBLE INDIVIDUAL, ON-SITE, AND THE TELEPHONE NUMBER WHERE THEY CAN BE CONTACTED. THE EXECUTED COPY OF THIS PLAN MUST REMAIN ON THE JOB SITE AT ALL TIMES READILY AVAILABLE FOR INSPECTION.
- THE CONTRACTOR SHALL ONLY CLEAR AND GRUB THOSE AREAS NECESSARY FOR THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES.
- PROVIDE SILT AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION.
- CONTACT THE ENGINEER OF RECORD TO INSPECT THE INSTALLATION OF THE CONTROL MEASURES AND DO NOT COMMENCE CONSTRUCTION ACTIVITIES UNTIL THE INSTALLATION OF THE EROSION AND SEDIMENT CONTROL MEASURES HAS BEEN APPROVED BY THE ENGINEER.
- UPON ACCEPTANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, THE CONTRACTOR SHALL BE PERMITTED TO COMMENCE HIS CONSTRUCTION ACTIVITIES AS FOLLOWS:
 - TREE PRESERVATION AND PROTECTION FENCING AROUND ALL TREES INDICATED TO REMAIN.
 - CLEARING AND GRUBBING THE REMAINING PORTIONS OF THE SITE.
 - DEMOLITION AND REMOVAL.
 - ROAD GRADING AND PAVEMENT INSTALLATION.
 - BUILDING PAD, UTILITY SERVICES AND STORM WATER MANAGEMENT SYSTEM INSTALLATION USING PROPER EROSION AND SEDIMENT CONTROL MEASURES.
 - FINAL GRADING, LANDSCAPING OR STABILIZATION. CHANGES TO THE CONTRACTOR'S SEQUENCE OF CONSTRUCTION MAY VARY ACCORDING TO HIS METHODS AND TECHNIQUES AND WILL NOT CONSTITUTE A VIOLATION UNLESS MEASURES TO CONTROL STORM WATER RUNOFF, EROSION, AND SEDIMENT ARE NOT UTILIZED.
- CONSTRUCT TEMPORARY DITCHING AND/OR OTHER METHODS AS REQUIRED TO DE-WATER THE SITE AND PROVIDE POSITIVE DRAINAGE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. INSTALL TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES AS NEEDED FOR ALL METHODS USED TO DE-WATER AND PROVIDE POSITIVE DRAINAGE. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING ALL MEASURES NECESSARY FOR DE-WATERING AND POSITIVE DRAINAGE. THE ENGINEER SHALL APPROVE ALL SEDIMENT AND EROSION CONTROL MEASURES. ALL DE-WATERING AND PROVIDING POSITIVE DRAINAGE WITH SEDIMENTATION CONTROL MEASURES SHALL BE PROVIDED AS NECESSARY BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- PERFORM NECESSARY EARTH WORK TO PREPARE THE BUILDING PAD AND INSTALL ALL UTILITY INFRASTRUCTURE WITH SEDIMENT AND EROSION CONTROL MEASURES AS REQUIRED. PERFORM ALL REMAINING EARTH WORK AS REQUIRED AND CONSTRUCT ALL PAVED AREAS AS SPECIFIED.
- THE CONTRACTOR SHALL NOTIFY BOTH THE ENGINEER OF RECORD AND SCDHEC-OCRM UPON THE ESTABLISHMENT OF PERMANENT STABILIZATION FOR THE SITE. UPON FINAL ACCEPTANCE, THE REMAINING TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED BY THE CONTRACTOR.

GENERAL CONSTRUCTION NOTES

- REFERENCE "TOPOGRAPHIC SURVEY OF TRACT A OF TMS 0080-00-01-144" PREPARED FOR FRED RICHARDSON BY G3 ENGINEERING & SURVEYING, LLC DATED JANUARY 7, 2020
- THE REQUIREMENTS OF GRAND STRAND WATER & SEWER AUTHORITY (GSWSA) STANDARD SPECIFICATIONS AND STANDARD DETAILS SHALL GOVERN ALL UTILITIES WORK. WHERE A CONFLICT EXISTS IN THE REQUIREMENTS OF A REFERENCED MATERIAL OR INSTALLATION STANDARD, THE REQUIREMENTS OF GRAND STRAND WATER & SEWER AUTHORITY (GSWSA) SHALL PREVAIL. WHERE THE REQUIREMENTS OF A STATE OR LOCAL AGENCY HAVING JURISDICTION ARE MORE STRINGENT THOSE REQUIREMENTS SHALL PREVAIL.
- NO PORTION OF THE WORK SHALL BE ACCOMPLISHED UNTIL THE APPROPRIATE PERMITS AND APPROVALS FOR THAT WORK HAVE BEEN OBTAINED. THE CONTRACTOR SHALL HAVE COPIES OF ALL PERMITS AND THEY SHALL BE RETAINED AT THE PROJECT SITE AT ALL TIMES FOR INSPECTION BY THE OWNER'S REPRESENTATIVE.
- ANY DISCREPANCIES ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN TO BE MADE WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXACT LOCATION AND EXISTENCE OF ALL UNDERGROUND UTILITIES. LOCATION OF UTILITIES ON THE PLAN, WHETHER FULLY AND CORRECTLY LOCATED OR OMITTED, WILL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OR LIABILITY FOR DAMAGE TO UTILITIES CAUSED BY HIS CONSTRUCTION EFFORT. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES FOR ASSISTANCE IN LOCATING THEIR UTILITIES. THE CONTRACTOR MUST FULLY COMPLY WITH THE SOUTH CAROLINA UNDERGROUND UTILITIES DAMAGE PREVENTION ACT, GENERAL STATUS 58-36, SECTIONS 20 THROUGH 120.
- THE CONTRACTOR SHALL NOTIFY OCRM, ALL LOCAL GOVERNING AGENCIES, THE OWNER, THE ENGINEER AND ALL OTHER CONCERNED PARTIES OF THE CONSTRUCTION COMMENCEMENT DATE SO INSPECTIONS AND OTHER SITE VISITS MAY BE SCHEDULED.
- DATA REQUIRED FOR PREPARATION OF RECORD DRAWINGS SHALL BE OBTAINED BY THE CONTRACTOR AT THE TIME OF INSTALLATION IN ACCORDANCE WITH THE SPECIFICATIONS AND LOCAL AUTHORITY REQUIREMENTS FOR WATER, SANITARY SEWER, STORM SEWER AND ALL UNDERGROUND UTILITIES. THIS DATA SHALL BE ACCUMULATED BY THE SURVEYOR AND COORDINATED WITH THE PROJECT INSPECTOR ON A DAILY BASIS DURING THE CONSTRUCTION PERIOD. AS BUILT DWGS SHALL BE SUBMITTED TO THE PROJECT INSPECTOR AS PREPARED BY A LICENSED PUBLIC LAND SURVEYOR UPON THE COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE, AT ALL TIMES, ONE COPY OF APPROVED SITE PLANS, SPECIFICATIONS AND ANY SPECIAL PROVISIONS, AND COPIES OF ALL REQUIRED CONSTRUCTION PERMITS.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO FURNISH ALL MATERIAL AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED AND IN CONFORMANCE WITH Horry COUNTY SPECIFICATIONS AND REQUIREMENTS. HE SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE EXISTING CONDITIONS.
- ALL COPIES OF COMPACTION, CONCRETE, AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO Horry COUNTY, THE SITE INSPECTOR AND OWNER'S REPRESENTATIVE DIRECTLY FROM THE TESTING AGENCY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL NEW ABOVE GROUND AND AT GRADE UTILITIES. HE SHALL NOT INSTALL ANY ABOVE GROUND UTILITIES WITHIN THE RIGHT-OF-WAY AND ALL AT GRADE UTILITIES SHALL BE OUT OF THE CURB AND GUTTER SECTION OF THE ROADWAY.
- A SIGN OR OTHER NOTICE WILL BE POSTED CONSPICUOUSLY NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE INDICATING THE LOCATION OF THE SWPPP. THE COPY OF THE SWPPP IS REQUIRED TO BE KEPT ON-SITE OR LOCALLY AVAILABLE MUST BE MADE AVAILABLE, IN ITS ENTIRETY, TO DHEC OR THE EPA STAFF FOR REVIEW AND COPYING AT THE TIME OF AN ON-SITE INSPECTION.
- THE LAND DISTURBING ACTIVITY WILL BE ACCOMPLISHED PURSUANT TO THE CONCEPT PLAN, AND THE COUNTY HAS THE RIGHT TO CONDUCT ON-SITE INSPECTIONS.
- FINAL INSPECTIONS WILL NOT BE CONDUCTED UNTIL A FINAL AS-BUILT HAS BEEN SUBMITTED TO THE COUNTY.
- PROHIBIT ALL FENCES AND STRUCTURE WHICH WOULD INTERFERE WITH ACCESS TO ALL EASEMENT AREAS AND /OR MAINTENANCE FUNCTION OF THE DRAINAGE SYSTEM.
- FOR ALL CURB AND GUTTER, THE CONTRACTOR SHALL PROVIDE THE ENGINEERING DEPARTMENT WITH CYLINDER TESTING DATA (SC-T-1) FROM AN INDEPENDENT TESTING LAB (AASHTO CERTIFIED) AND INSPECTOR CERTIFIED BY THE SCDOT TO INSPECT AND TEST CONCRETE INDICATING COMPRESSIVE STRENGTH OF CONCRETE TESTED. A MINIMUM OF THREE TEST CYLINDERS EQUALLY SPACED SHALL BE TAKEN FOR THE FIRST 1000 LINEAR FEET. AN ADDITIONAL CYLINDER SHALL BE TAKEN FOR EACH ADDITIONAL FIVE HUNDRED LINEAR FEET OF CURBING. ALL TESTS SHALL BE IDENTIFIED WITH STATION IDENTIFICATION NUMBERS. NO TEST CYLINDER SHALL ATTAIN LESS THAN 2500 PSI WHILE THE AVERAGE OF ALL TEST CYLINDERS SHALL BE AT LEAST 3000 PSI. WHERE ANY SAMPLE IS LESS THAN 2500 PSI OR THE AVERAGE IS LESS THAN 3000 PSI THAN THE MATERIAL ASSOCIATED WITH THE FAILED SAMPLE STATION NUMBER(S) SHALL BE REMOVED AND REINSTALLED.



- NOTES:**
- CONTRACTOR TO MAINTAIN THRU-OUT CONSTRUCTION BY REMOVING CONCRETE & LEGALLY DISPOSING OF WHEN PIT IS FULL.
 - CONTRACTOR TO MAINTAIN PROPER CONSTRUCTION OF WASH-OUT FACILITY FOR THE DURATION OF THE PROJECT.
 - CONTRACTOR MAY RELOCATE ON SITE IF NEEDED.
 - SWPPP PERMIT BOX SHALL BE A 21x27\"/>



SILT FENCE DETAIL

WHEN AND WHERE TO USE IT
SILT FENCE IS APPLICABLE IN AREAS:

WHERE THE MAXIMUM SHEET OR OVERLAND FLOW PATH LENGTH TO THE FENCE IS 100-FEET. WHERE THE MAXIMUM SLOPE STEEPNESS (NORMAL [PERPENDICULAR] TO FENCE LINE) IS 2H:1V. THAT DO NOT RECEIVE CONCENTRATED FLOWS GREATER THAN 0.5 CFS.

DO NOT PLACE SILT FENCE ACROSS CHANNELS OR USE IT AS A VELOCITY CONTROL BMP.

MATERIALS

STEEL POSTS
USE 48-INCH LONG STEEL POSTS THAT MEET THE FOLLOWING MINIMUM PHYSICAL REQUIREMENTS: COMPOSED OF HIGH STRENGTH STEEL WITH MINIMUM YIELD STRENGTH OF 50,000 PSI. HAVE A STANDARD \"/>

GEOTEXTILE FILTER FABRIC

FILTER FABRIC IS:
COMPOSED OF FIBERS CONSISTING OF LONG CHAIN SYNTHETIC POLYMERS COMPOSED OF AT LEAST 85% BY WEIGHT OF POLYOLEFINS, POLYESTERS, OR POLYAMIDES. FORMED INTO A NETWORK SUCH THAT THE FILAMENTS OR YARNS RETAIN DIMENSIONAL STABILITY RELATIVE TO EACH OTHER. FREE OF ANY TREATMENT OR COATING WHICH MIGHT ADVERSELY ALTER ITS PHYSICAL PROPERTIES AFTER INSTALLATION. FREE OF DEFECTS OR FLAWS THAT SIGNIFICANTLY AFFECT ITS PHYSICAL AND/OR FILTERING PROPERTIES. CUT TO A MINIMUM WIDTH OF 36 INCHES.

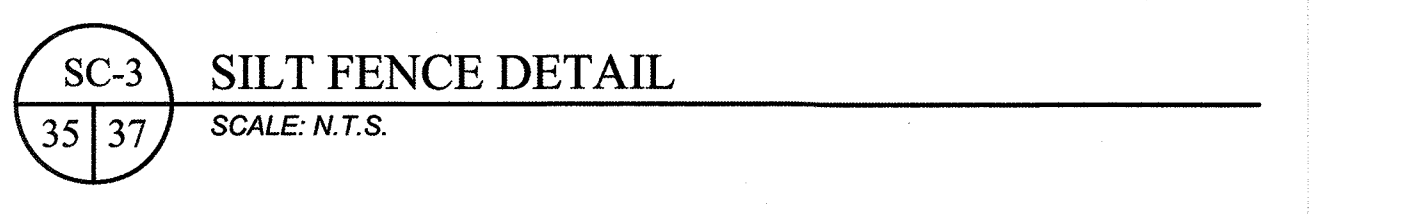
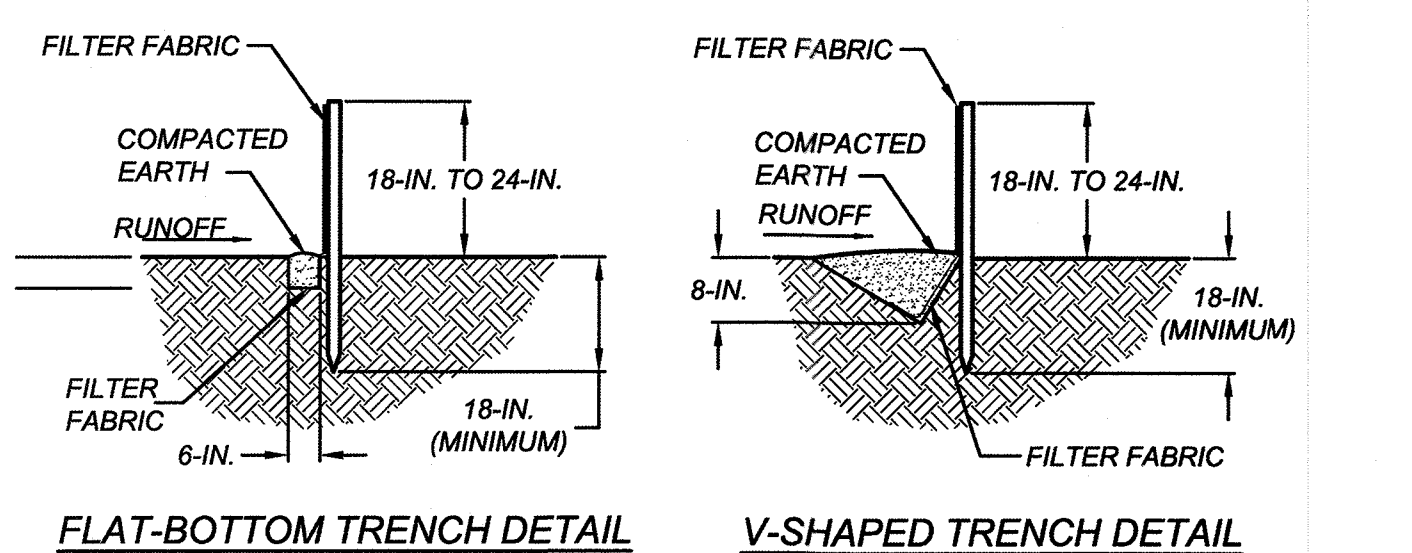
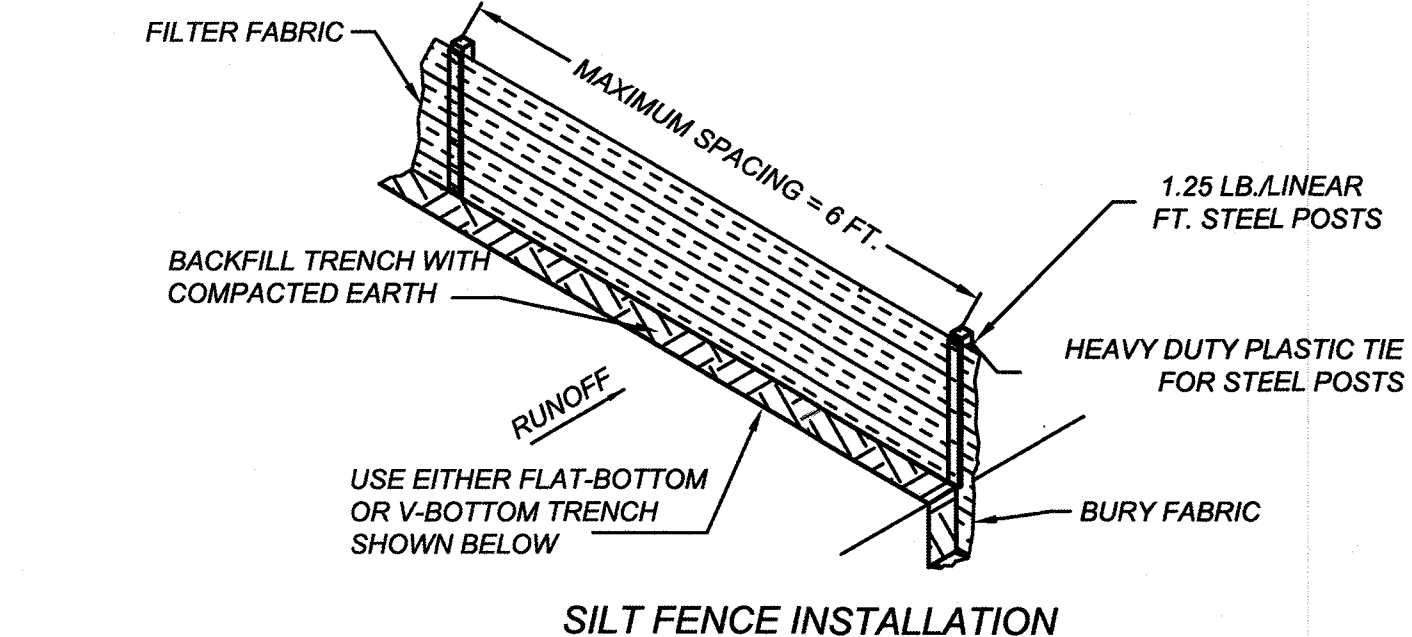
USE ONLY FABRIC APPEARING ON SCDOT APPROVAL SHEET #34 MEETING THE REQUIREMENTS OF THE MOST CURRENT EDITION OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

INSTALLATION

EXCAVATE A TRENCH APPROXIMATELY 6-INCHES WIDE AND 6-INCHES DEEP WHEN PLACING FABRIC BY HAND. PLACE 12-INCHES OF GEOTEXTILE FABRIC INTO THE 6-INCH DEEP TRENCH, EXTENDING THE REMAINING 6-INCHES TOWARDS THE UPSLOPE SIDE OF THE TRENCH. BACKFILL THE TRENCH WITH SOIL OR GRAVEL AND COMPACT. BURY 12-INCHES OF FABRIC INTO THE GROUND WHEN PNEUMATICALLY INSTALLING SILT FENCE WITH A SLICING METHOD. PURCHASE FABRIC IN CONTINUOUS ROLLS AND CUT TO THE LENGTH OF THE BARRIER TO AVOID JOINTS. WHEN JOINTS ARE NECESSARY, WRAP THE FABRIC TOGETHER AT A SUPPORT POST WITH BOTH ENDS FASTENED TO THE POST, WITH A 6-INCH MINIMUM OVERLAP. INSTALL POSTS TO A MINIMUM DEPTH OF 24-INCHES. INSTALL POSTS A MINIMUM OF 1- TO 2- INCHES ABOVE THE FABRIC, WITH NO MORE THAN 3- FEET OF THE POST ABOVE THE GROUND. SPACE POSTS TO MAXIMUM 6- FEET CENTERS. ATTACH FABRIC TO WOOD POSTS USING STAPLES MADE OF HEAVY-DUTY WIRE AT LEAST 1 1/2- INCH LONG, SPACED A MAXIMUM OF 6- INCHES APART. STAPLE A 2- INCH WIDE LATHE OVER THE FILTER FABRIC TO SECURELY FASTEN IT TO THE UPSLOPE SIDE OF WOODEN POSTS. ATTACH FABRIC TO THE STEEL POSTS USING HEAVY-DUTY PLASTIC TIES THAT ARE EVENLY SPACED AND PLACED IN A MANNER TO PREVENT SAGGING OR TEARING OF THE FABRIC. IN CALL CASES, TIES SHOULD BE AFFIXED IN NO LESS THAN 4 PLACES. INSTALL THE FABRIC A MINIMUM OF 24- INCHES ABOVE THE GROUND. WHEN NECESSARY, THE HEIGHT OF THE FENCE ABOVE GROUND MAY BE GREATER THAN 24- INCHES. IN TIDAL AREAS, EXTRA SILT FENCE HEIGHT MAY BE REQUIRED. THE POST HEIGHT WILL BE TWICE THE EXPOSED POST HEIGHT. POST SPACING WILL REMAIN THE SAME AND EXTRA HEIGHT FABRIC WILL BE 4-, 5-, OR 6- FEET TALL. LOCATE SILT FENCE CHECKS EVERY 100 FEET MAXIMUM AND AT LOW POINTS. INSTALL THE FENCE PERPENDICULAR TO THE DIRECTION OF FLOW AND PLACE THE FENCE THE PROPER DISTANCE FROM THE TOE OF STEEP SLOPES TO PROVIDE SEDIMENT STORAGE AND ACCESS FOR MAINTENANCE AND CLEANOUT.

INSPECTION AND MAINTENANCE

INSPECT EVERY SEVEN CALENDAR DAYS AND WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2- INCHES OR MORE OF PRECIPITATION. CHECK FOR SEDIMENT BUILDUP AND FENCE INTEGRITY. CHECK WHERE RUNOFF HAS ERODED A CHANNEL BENEATH THE FENCE, OR WHERE THE FENCE HAS SAGGED OR COLLAPSED BY FENCE OVERTOPPING. IF THE FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE SECTION OF FENCE IMMEDIATELY. REMOVE SEDIMENT ACCUMULATED ALONG THE FENCE WHEN IT REACHES 1/3 THE HEIGHT OF THE FENCE. IMMEDIATELY IF HEAVY RAINS ARE EXPECTED. REMOVE TRAPPED SEDIMENT FROM THE SITE OR STABILIZE IT ON SITE. REMOVE SILT FENCE WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED OR AFTER TEMPORARY BEST MANAGEMENT PRACTICES (BMPs) ARE NO LONGER NEEDED. PERMANENTLY STABILIZE DISTURBED AREAS RESULTING FROM FENCE REMOVAL.



STABILIZED CONSTRUCTION ENTRANCE

WHEN AND WHERE TO USE IT

STABILIZED CONSTRUCTION ENTRANCES SHOULD BE USED AT ALL POINTS WHERE TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE AND MOVING DIRECTLY ONTO A PUBLIC ROAD.

IMPORTANT CONSIDERATIONS

IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFFSITE. WASHDOWN FACILITIES SHALL BE ESTABLISHED AS DIRECTED BY SCDHEC AS NEEDED. WASHDOWN AREAS IN GENERAL MUST BE ESTABLISHED WITH CRUSHED GRAVEL AND DRAIN INTO A SEDIMENT TRAP OR SEDIMENT BASIN. CONSTRUCTION ENTRANCES SHOULD BE USED IN CONJUNCTION WITH THE STABILIZATION OF CONSTRUCTION ROADS TO REDUCE THE AMOUNT OF MUD PICKED UP BY VEHICLES.

INSTALLATION:

REMOVE ALL VEGETATION AND ANY OBJECTIONABLE MATERIAL FROM THE FOUNDATION AREA. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM STONES TO A SEDIMENT TRAP OR BASIN. INSTALL A NON-WOVEN GEOTEXTILE FABRIC PRIOR TO PLACING ANY STONE. INSTALL A CULVERT PIPE ACROSS THE ENTRANCE WHEN NEEDED TO PROVIDE POSITIVE DRAINAGE.

THE ENTRANCE SHALL CONSIST OF 2-INCH TO 3-INCH D50 STONE PLACED AT A MINIMUM DEPTH OF 6-INCHES. MINIMUM DIMENSIONS OF THE ENTRANCE SHALL BE 24- FEET WIDE BY 100- FEET LONG, AND MAY BE MODIFIED AS NECESSARY TO ACCOMMODATE SITE CONSTRAINTS. THE EDGES OF THE ENTRANCE SHALL BE TAPERED OUT TOWARDS THE ROAD TO PREVENT TRACKING OF MUD AT THE EDGE OF THE ENTRANCE.

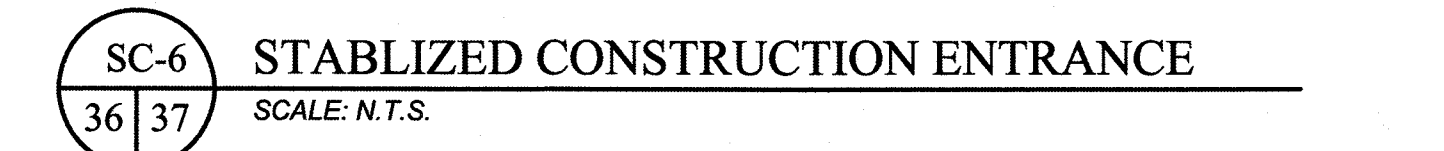
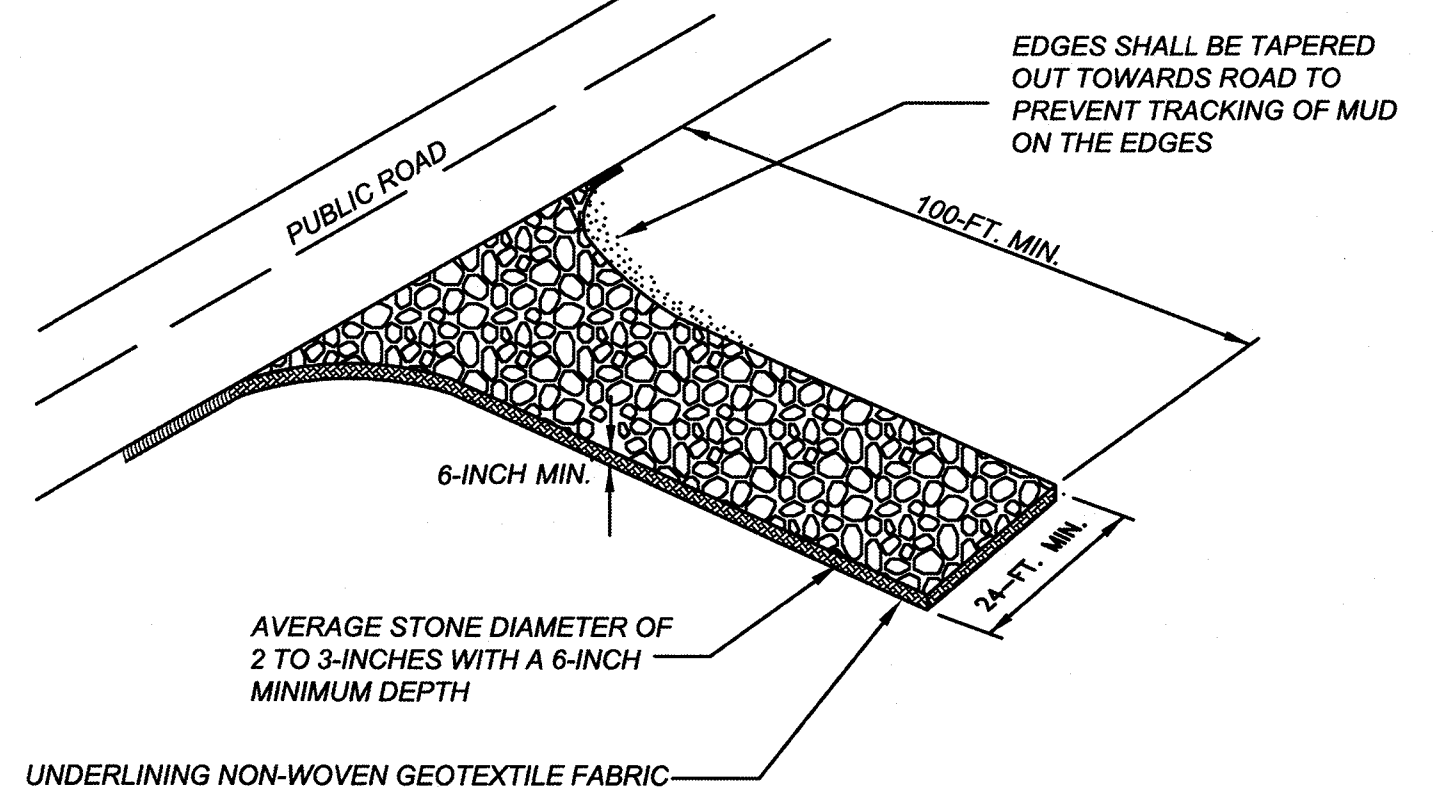
INSPECTION AND MAINTENANCE:

INSPECT CONSTRUCTION ENTRANCES EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2- INCHES OR MORE OF PRECIPITATION, OR AFTER HEAVY USE. CHECK FOR MUD AND SEDIMENT BUILDUP AND PAD INTEGRITY. MAKE DAILY INSPECTIONS DURING PERIODS OF WET WEATHER. MAINTENANCE IS REQUIRED MORE FREQUENTLY IN WET WEATHER CONDITIONS. RESHAPE THE STONE PAD AS NEEDED FOR DRAINAGE AND RUNOFF CONTROL.

WASH OR REPLACE STONES AS NEEDED AND AS DIRECTED BY THE INSPECTOR. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE MUD BEING CARRIED OFF-SITE BY VEHICLES. FREQUENT WASHING WILL EXTEND THE USEFUL LIFE OF STONE.

IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING. FLUSHING SHOULD ONLY BE USED WHEN THE WATER CAN BE DISCHARGED TO A SEDIMENT TRAP OR BASIN.

REPAIR ANY BROKEN PAVEMENT IMMEDIATELY.



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REV. NO.	DESCRIPTION	DATE

GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION (DESIGN)
GENERAL NOTES AND DETAILS

SOUTH CAROLINA PROFESSIONAL ENGINEERING BOARD
No. 20387
2/22/22
DAVID C. GANT

Date: DECEMBER 2020
Scale: NTS
Drawn: JAJ
Checked: WAD
Project No.: 2601-2001
Sheet No.:

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ENGINEERING & SURVEYING
P.O. BOX 2666
PAWLEYS ISLAND, SC 29585
PHONE: 843.237.1001
www.G3Engineering.org

EC1.9

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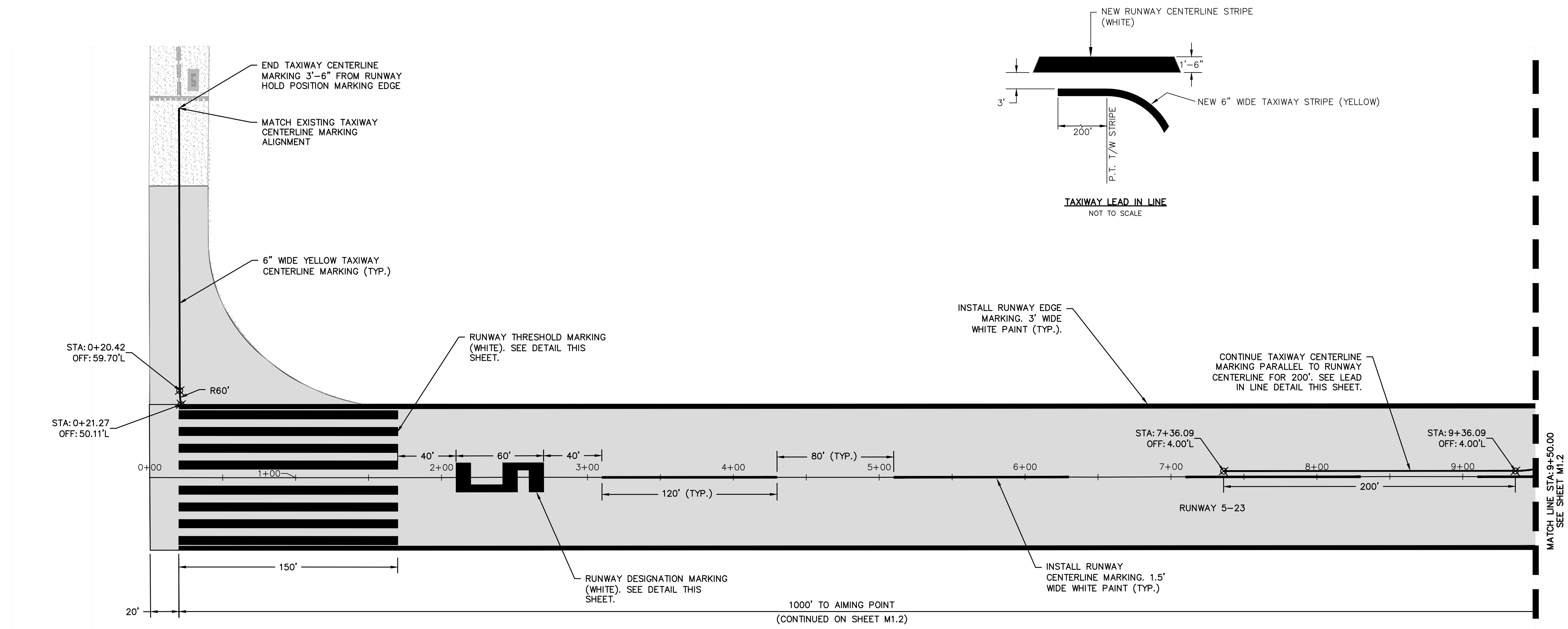
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
MARKING PLAN
(SHEET 1 OF 4)

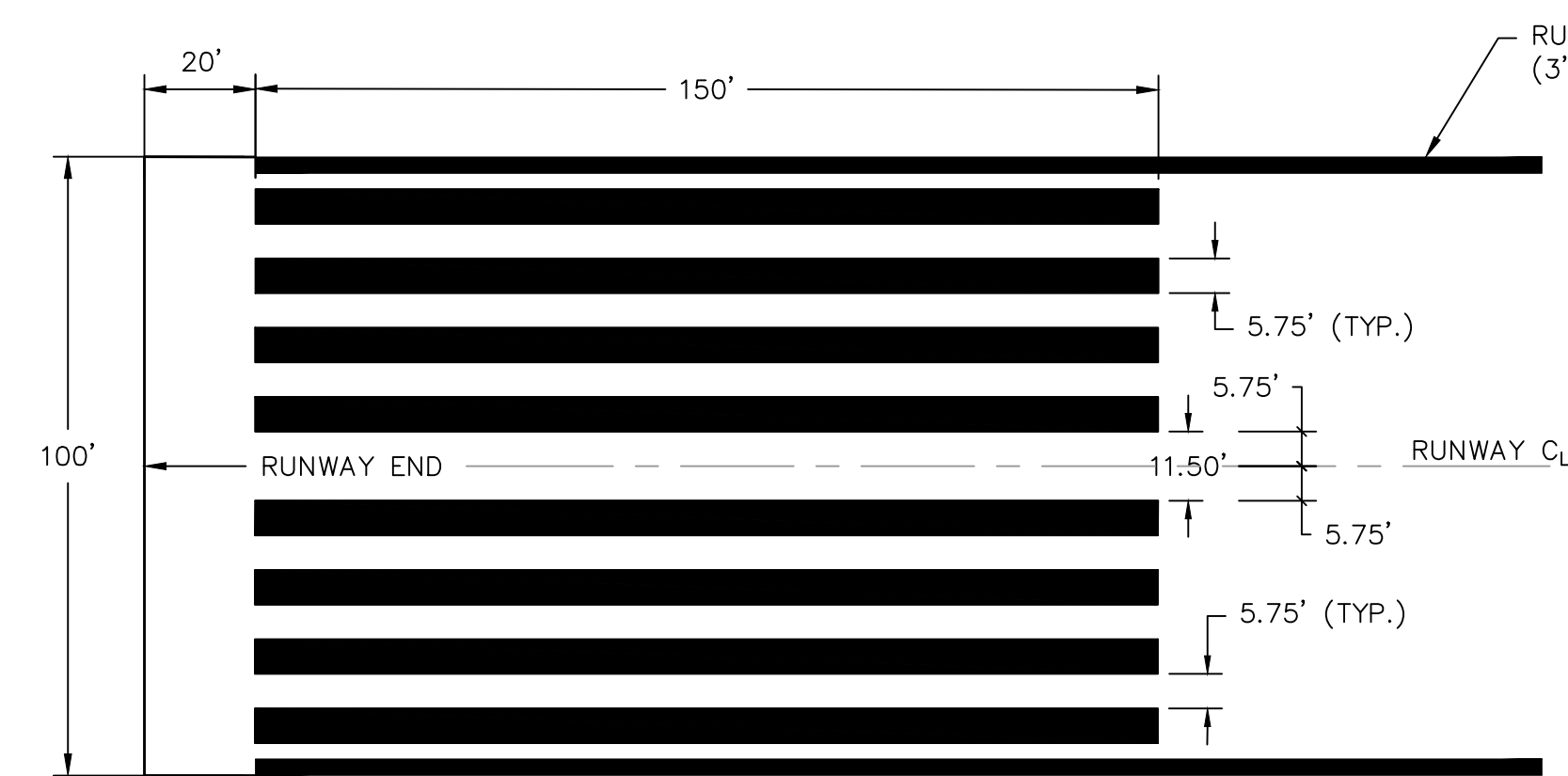


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Checked	AMS
Project No.	2601-2001
Sheet No.	

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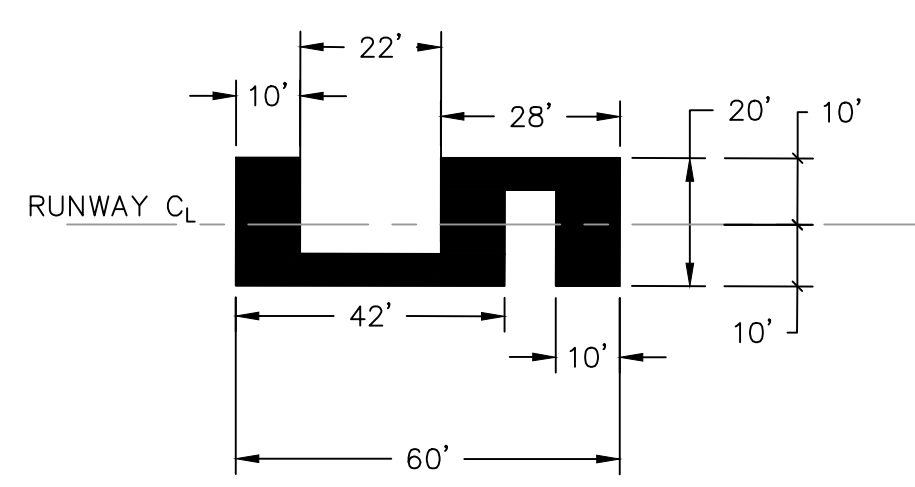


- GENERAL NOTES:
- RUNWAY MARKINGS SHALL BE WHITE. TAXIWAY CENTERLINE MARKINGS SHALL BE YELLOW. MARKINGS REQUIRING REFLECTIVE BEADS SHALL HAVE BEADS APPLIED DURING SECOND APPLICATION.
 - MARKING WILL BE APPLIED IN TWO APPLICATIONS. THE FIRST APPLICATION SHALL BE AT THE RATE OF 230 SF/GAL WITHOUT REFLECTIVE BEADS AT THE COMPLETION OF EACH PHASE. AFTER A 30 DAY CURING PERIOD A SECOND APPLICATION AT THE RATE OF 115 SF/GAL OF MARKING WITH REFLECTIVE BEADS (AS REQUIRED) SHALL BE APPLIED.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT OF MARKINGS. THE RESIDENT PROJECT REPRESENTATIVE SHALL REVIEW LAYOUT PRIOR TO CONTRACTOR BEGINNING PAINTING OPERATIONS.
 - ANY EXISTING MARKINGS TO REMAIN THAT ARE DAMAGED BY CONTRACTOR'S OPERATIONS/TACK/TRAFFIC SHALL BE REPAIRED AT NO COST TO OWNER.
 - WHEN TYING NEW MARKING TO EXISTING MARKING, THE CONTRACTOR SHALL VERIFY LAYOUT OF EXISTING MARKING.



RUNWAY THRESHOLD MARKINGS
 NOT TO SCALE

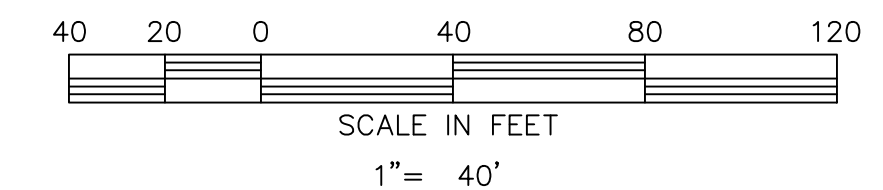
RUNWAY THRESHOLD MARKINGS SHALL CONSIST OF EIGHT LONGITUDINAL STRIPES OF UNIFORM DIMENSIONS CENTERED ON AND SPACED SYMMETRICALLY ABOUT THE RUNWAY CENTERLINE. THE STRIPES ARE 150 FT LONG AND 5.75 FEET WIDE AND SPACED 5.75 FEET APART, EXCEPT FOR THE CENTER SPACE, WHICH IS 11.50 FEET.



RUNWAY DESIGNATION NUMERAL - 5
 NOT TO SCALE

LEGEND

	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS PAVEMENT



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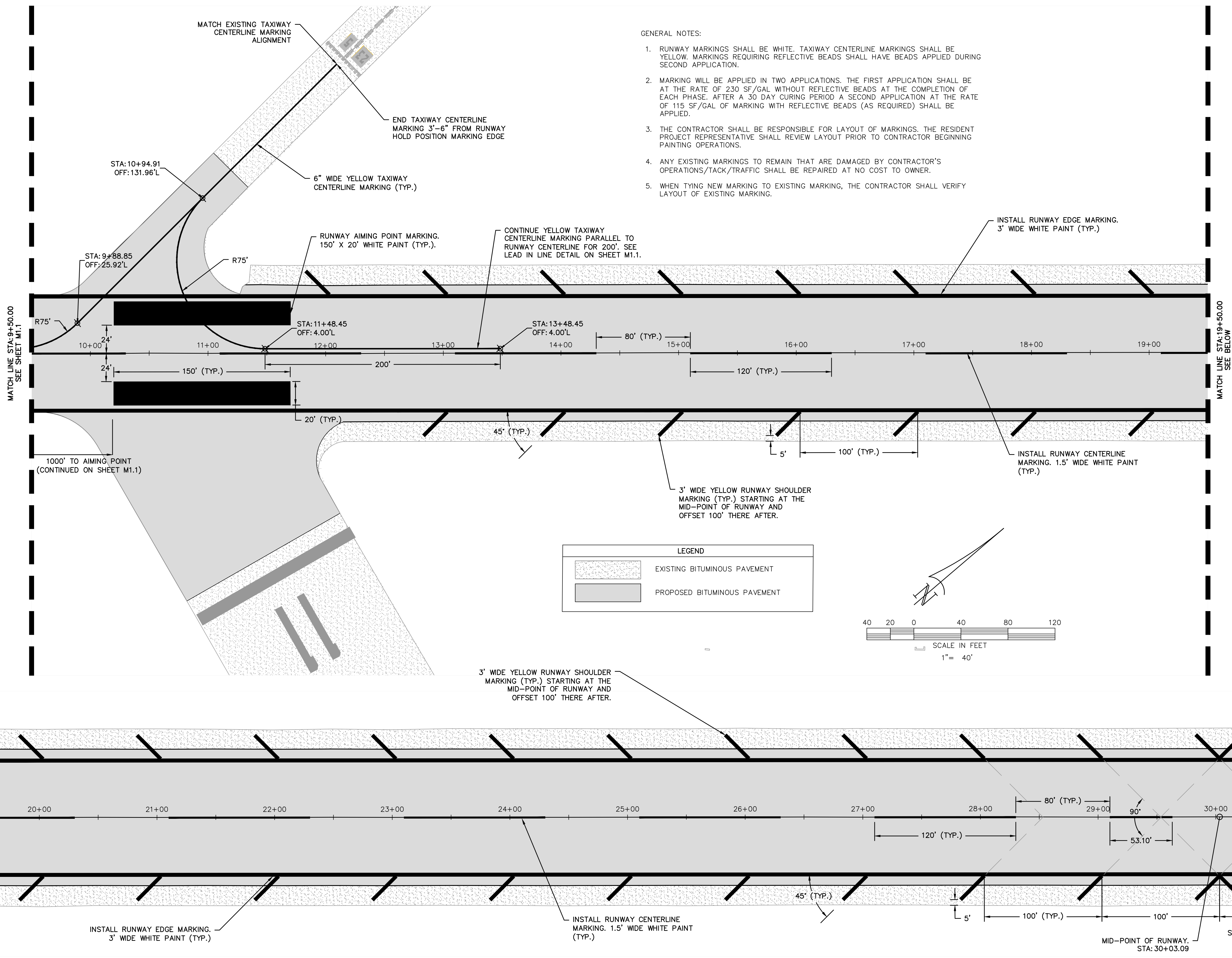
GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
MARKING PLAN
(SHEET 2 OF 4)



Date	DECEMBER 2020
Scale	1" = 40'
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Checked	AMS
Project No.	2601-2001
Sheet No.	

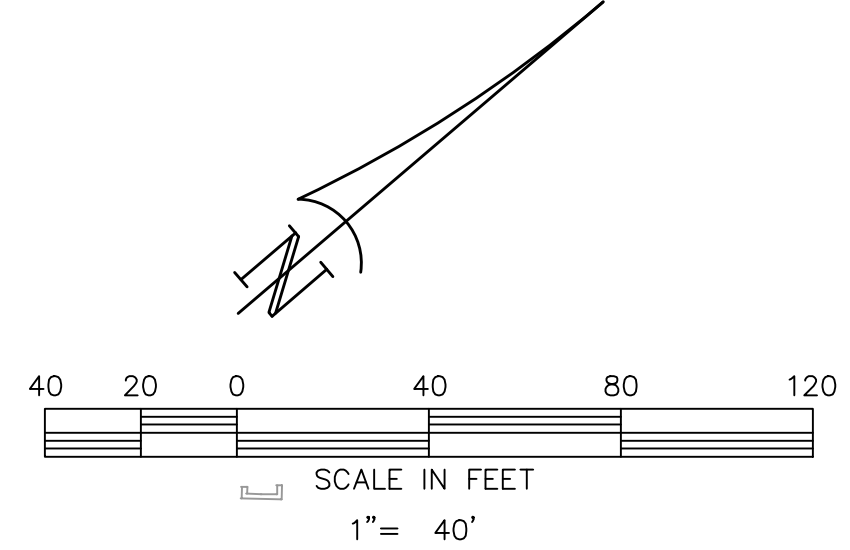
M1.2

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LEGEND

	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS PAVEMENT



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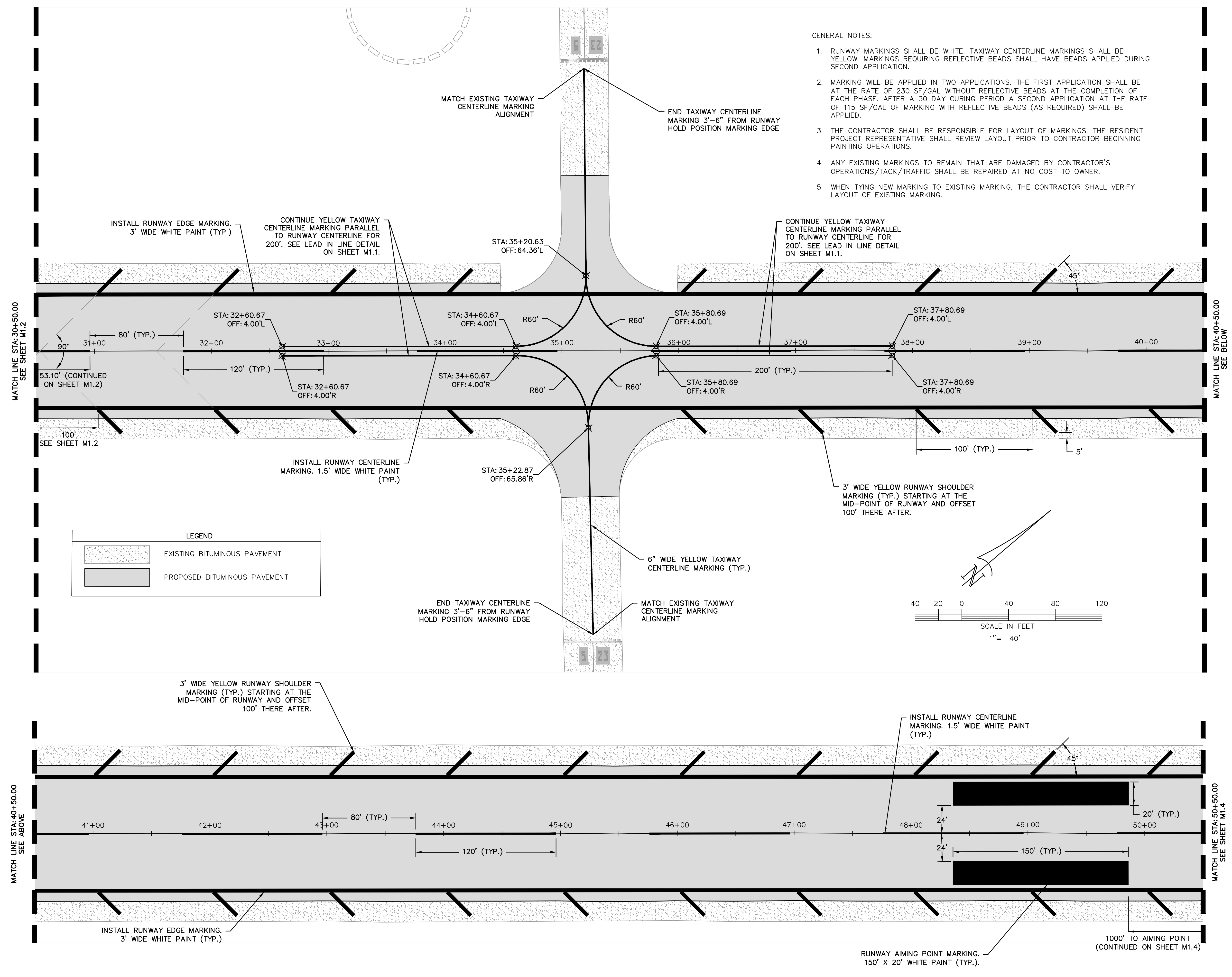
REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
 GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
MARKING PLAN
(SHEET 3 OF 4)



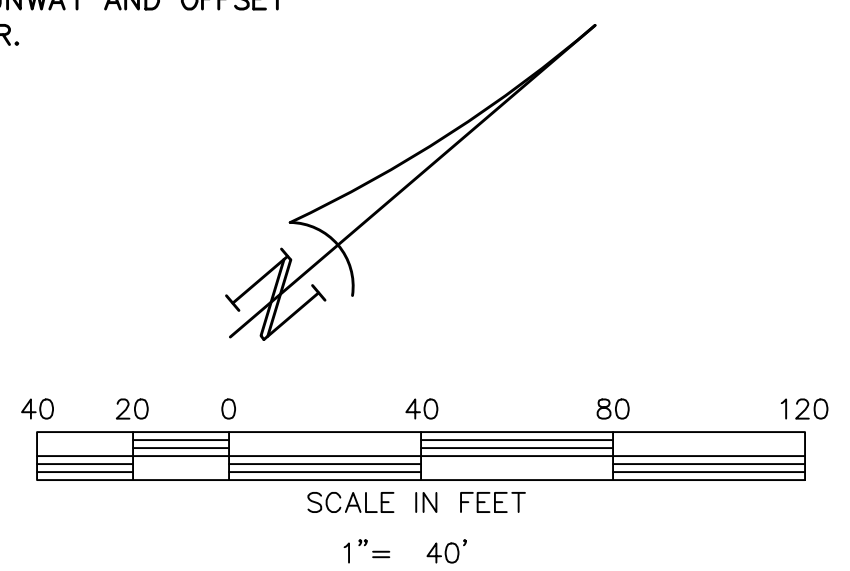
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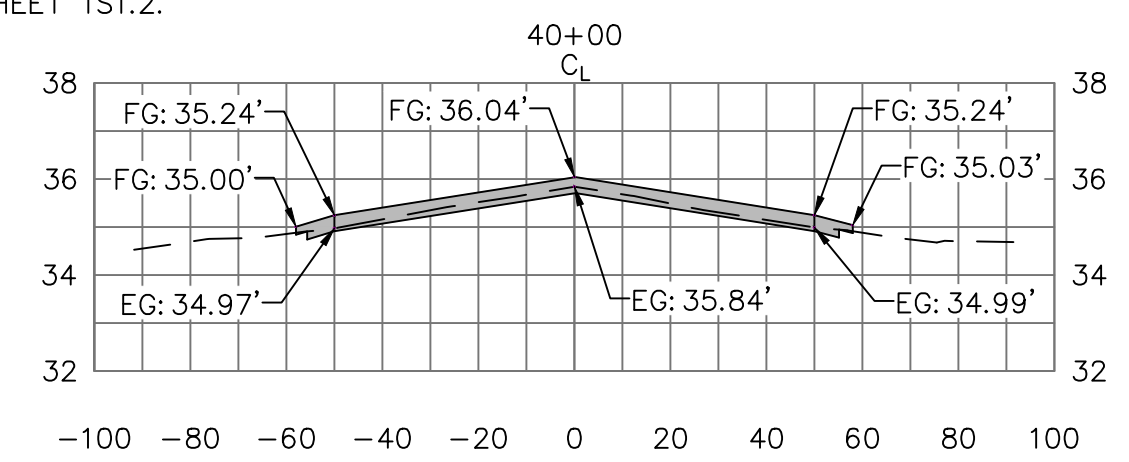
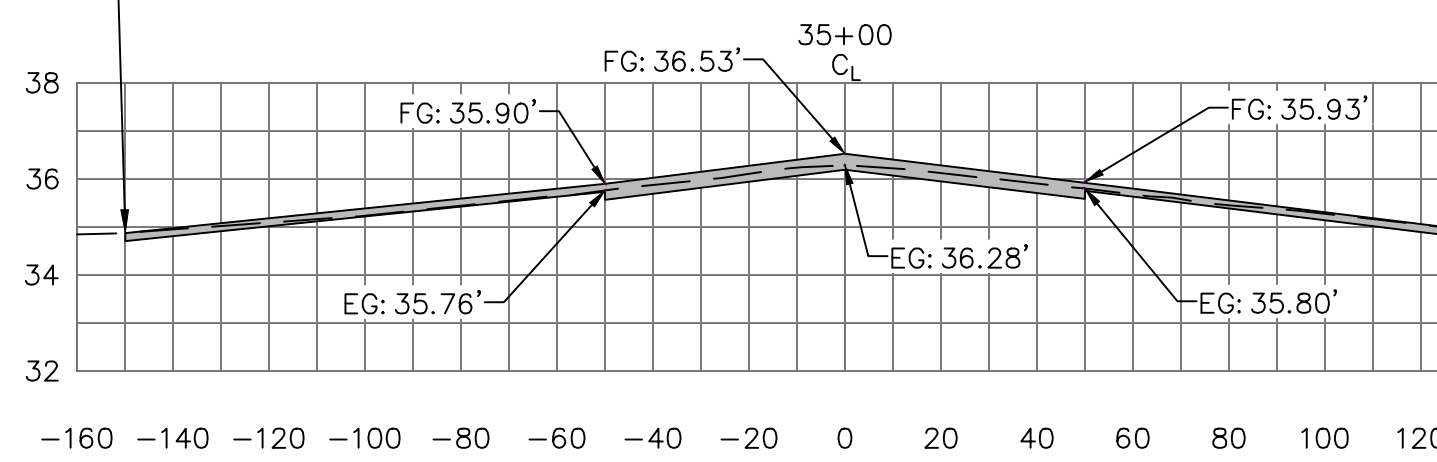
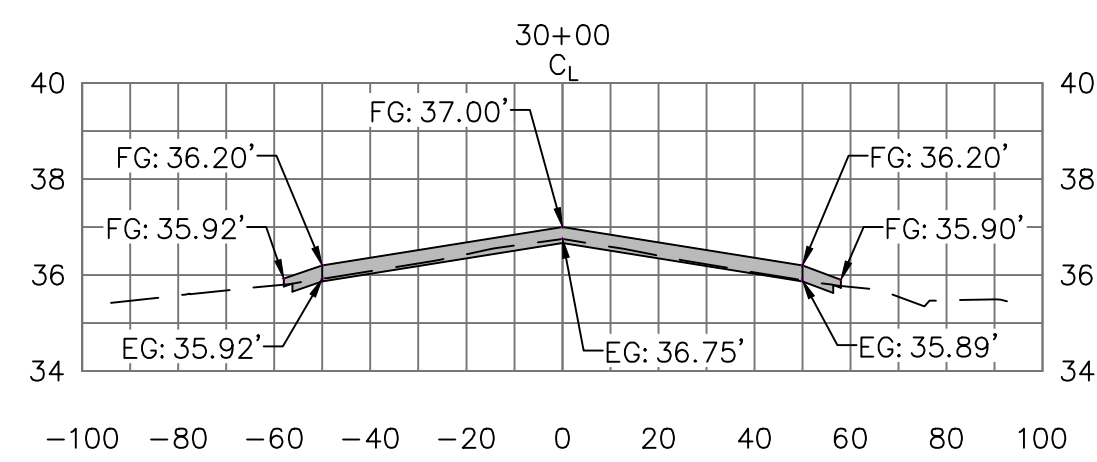
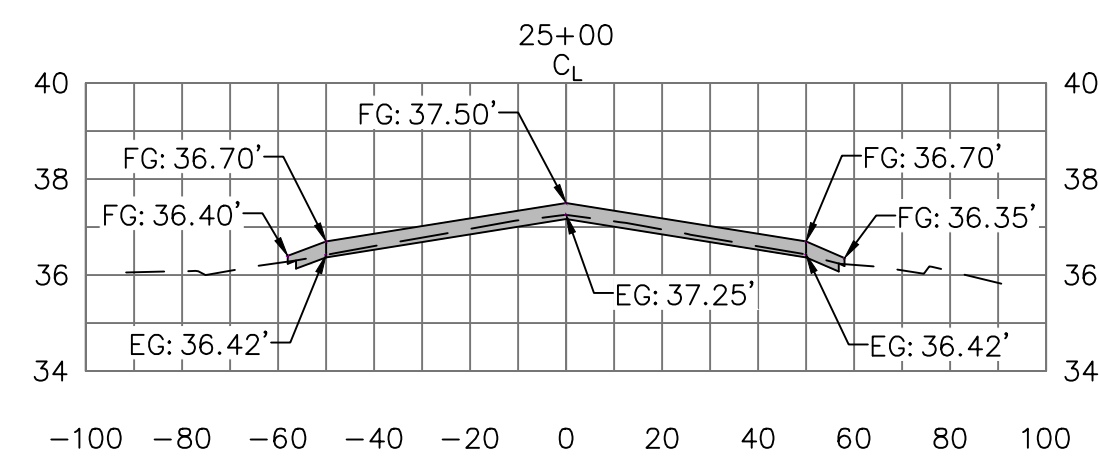
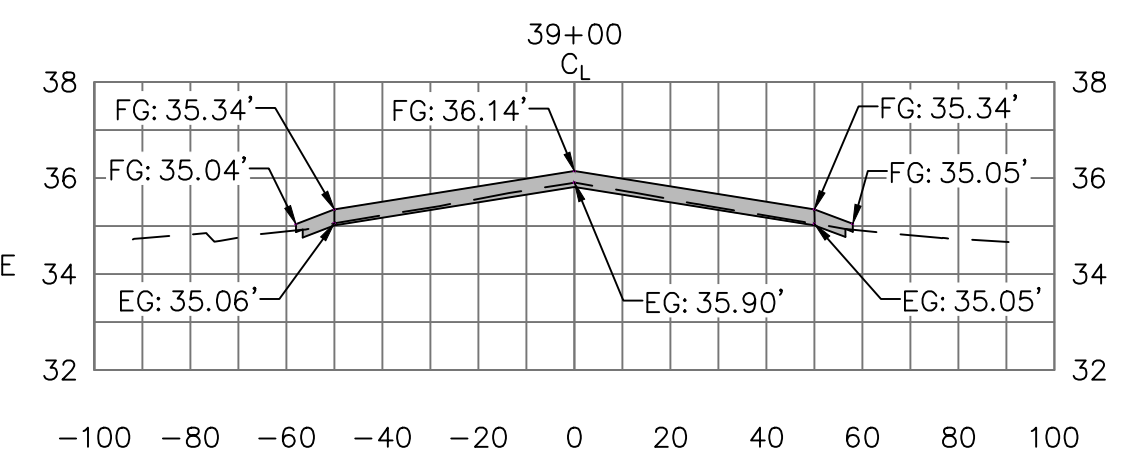
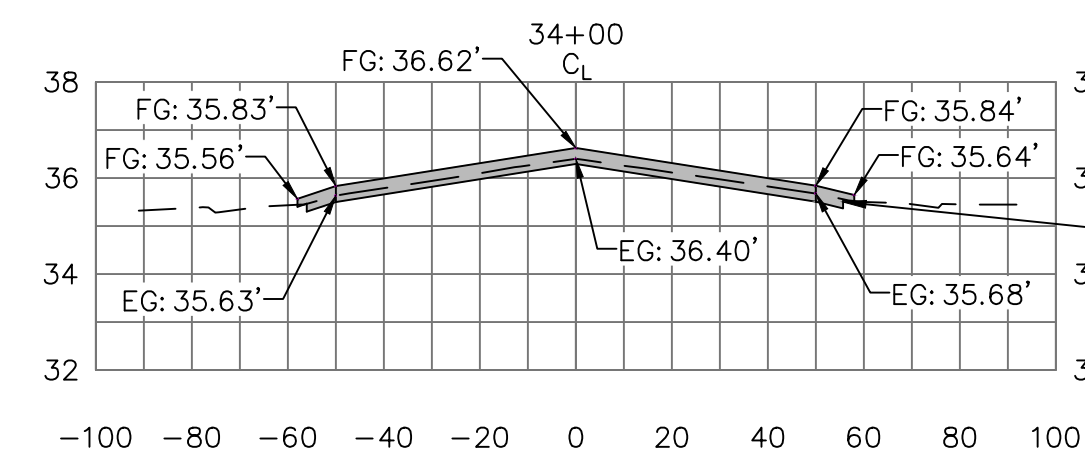
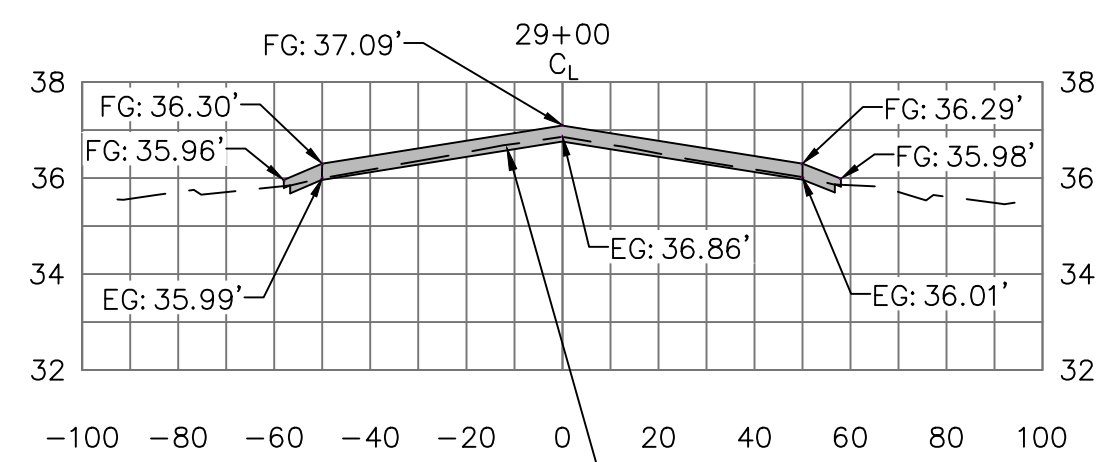
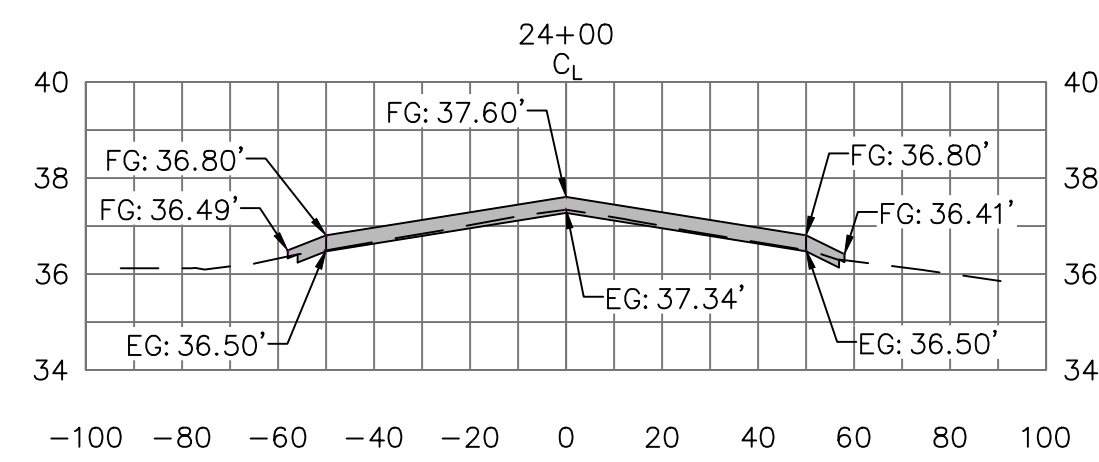
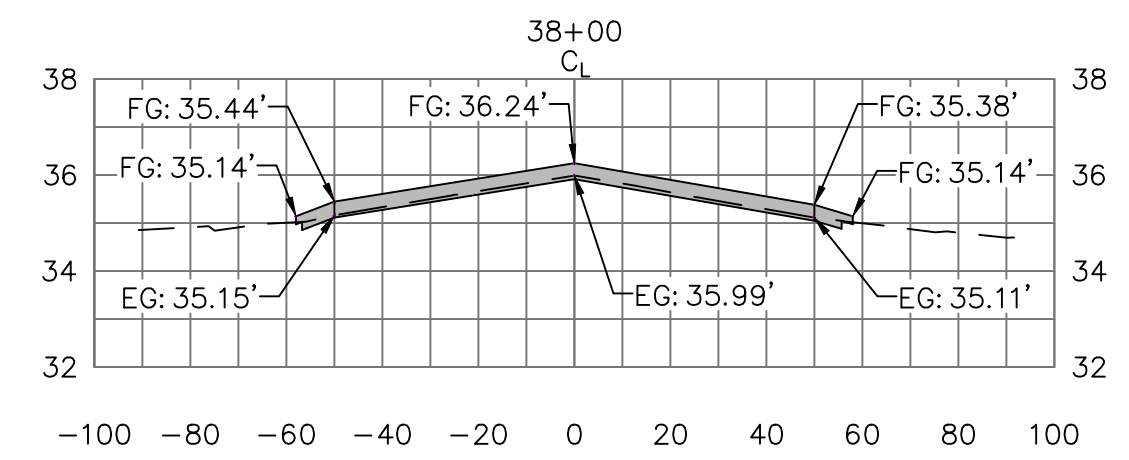
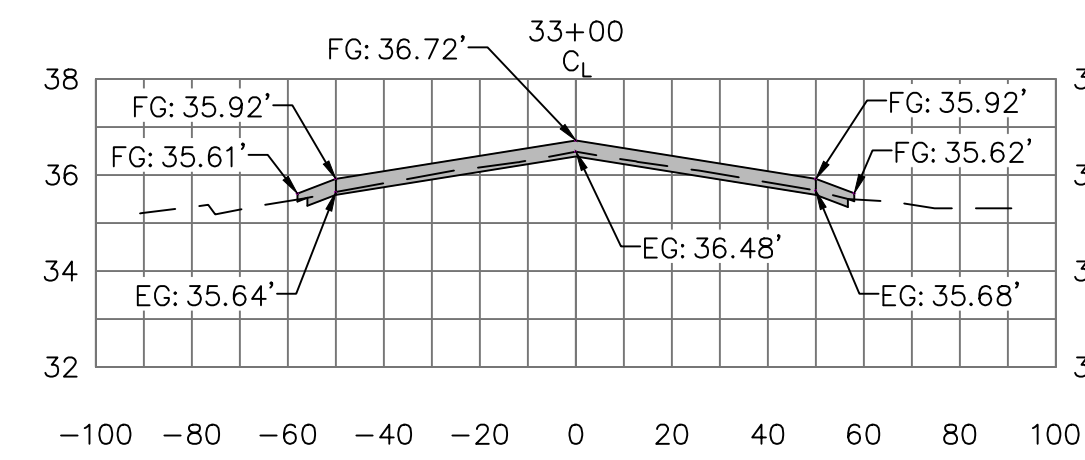
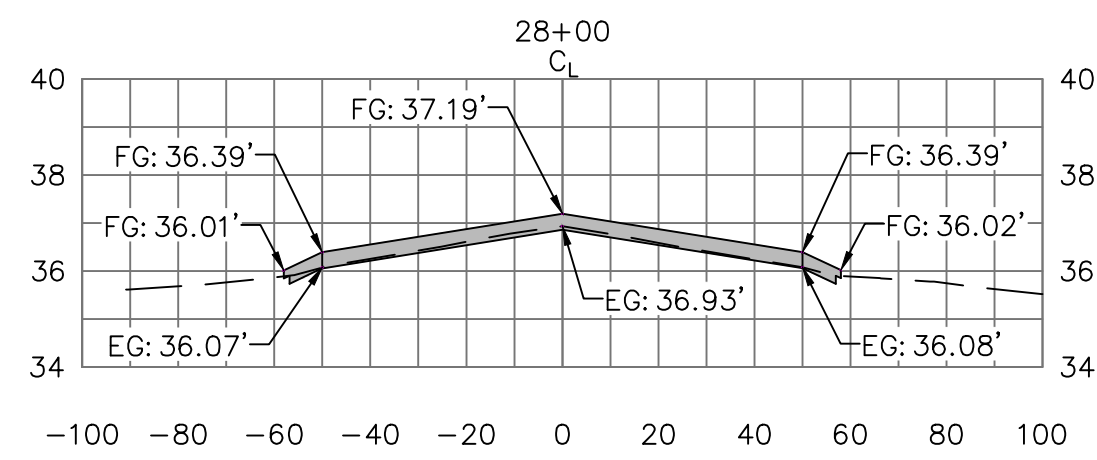
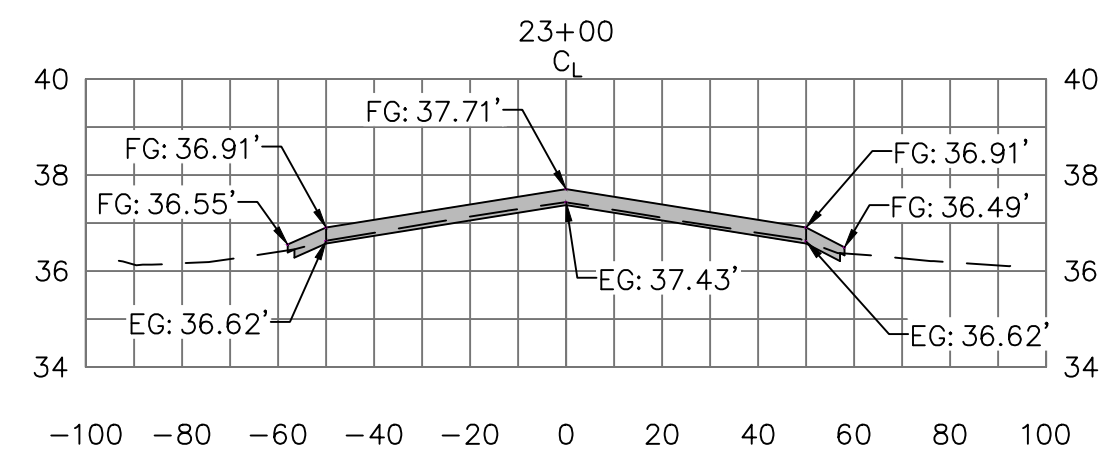
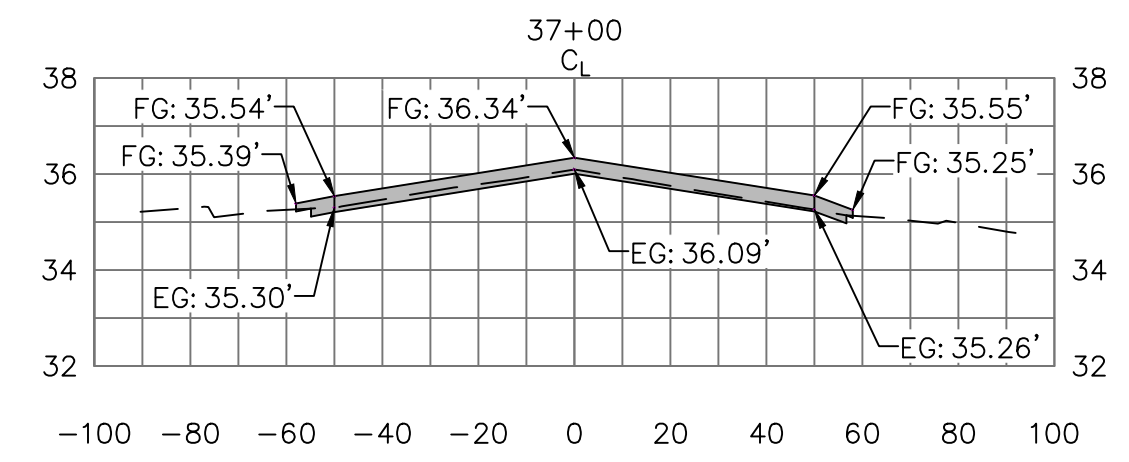
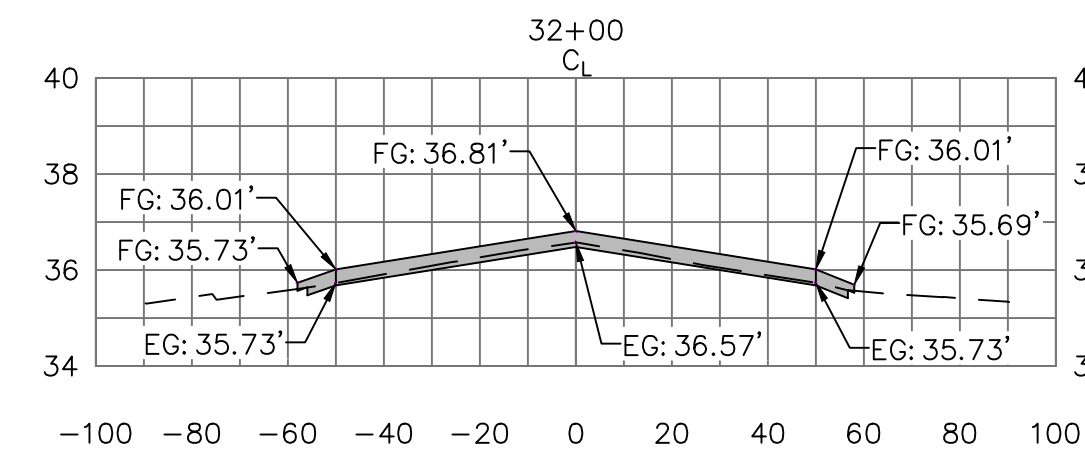
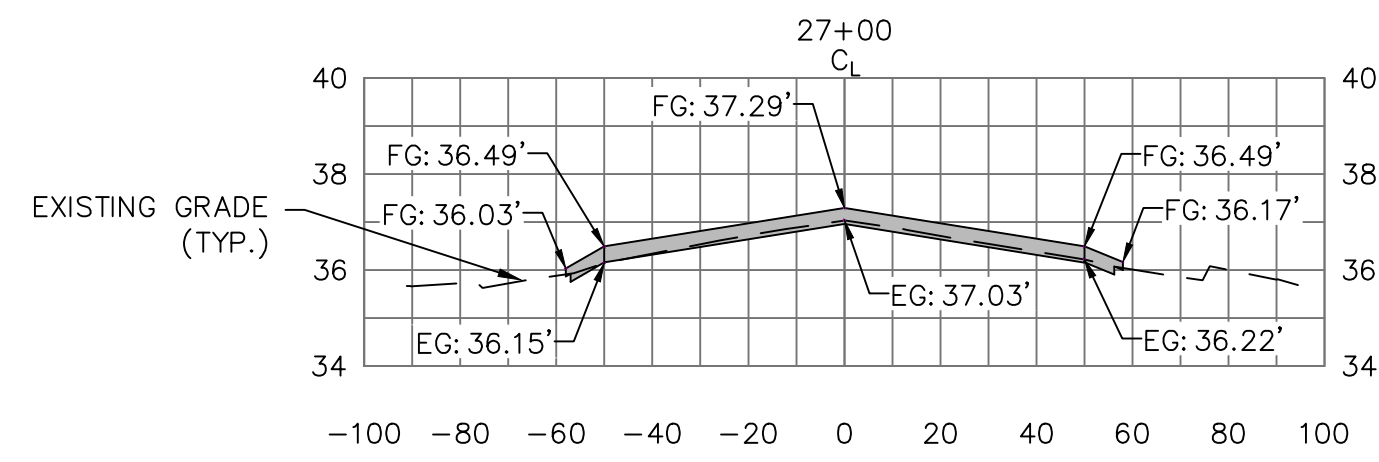
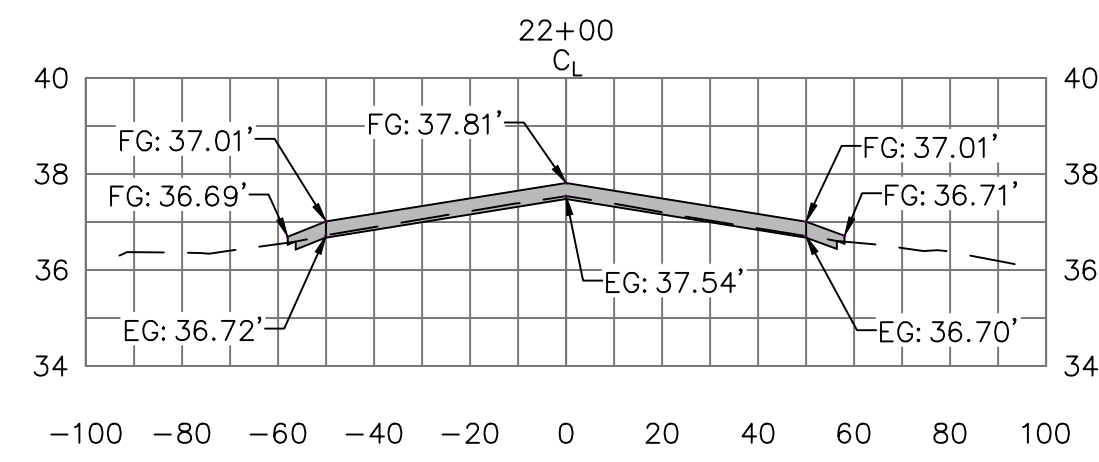
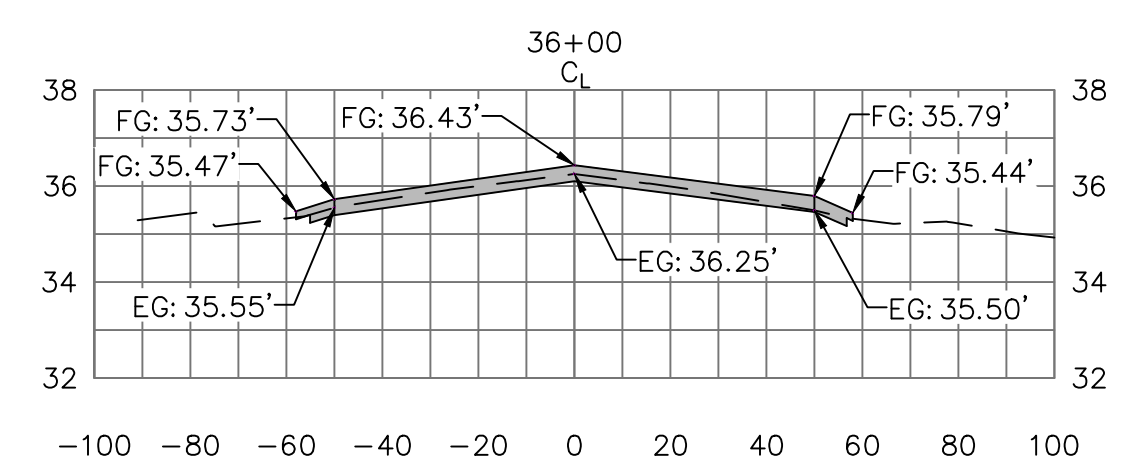
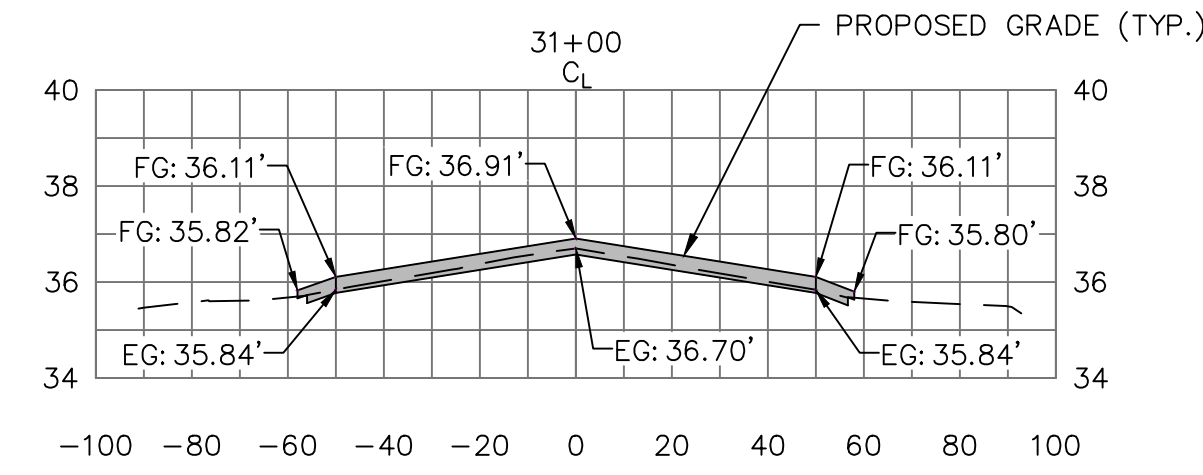
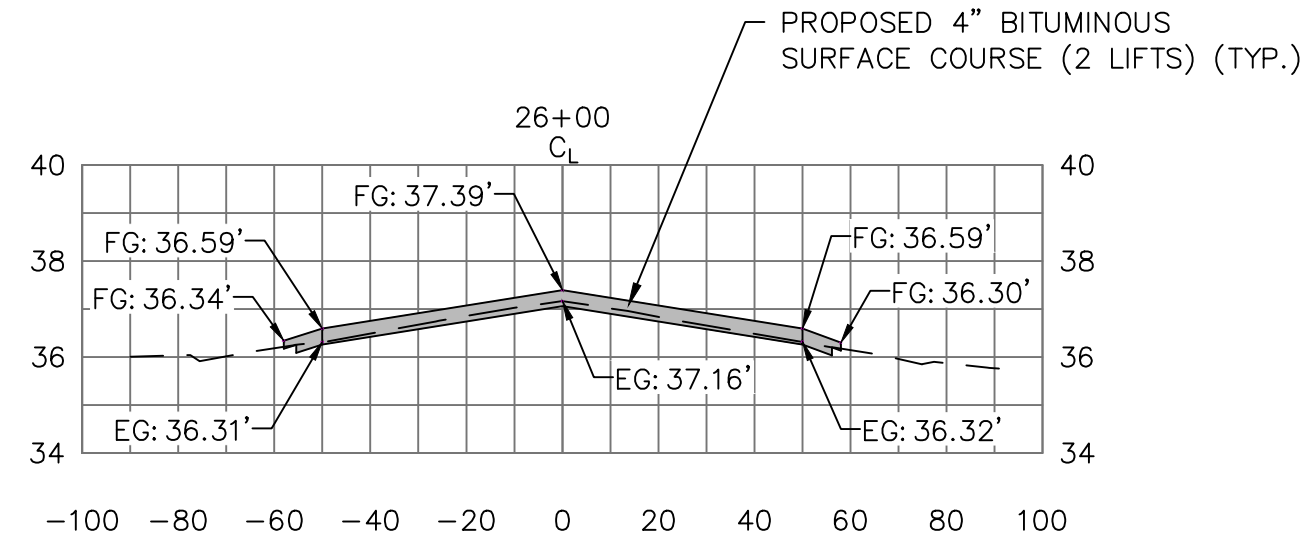
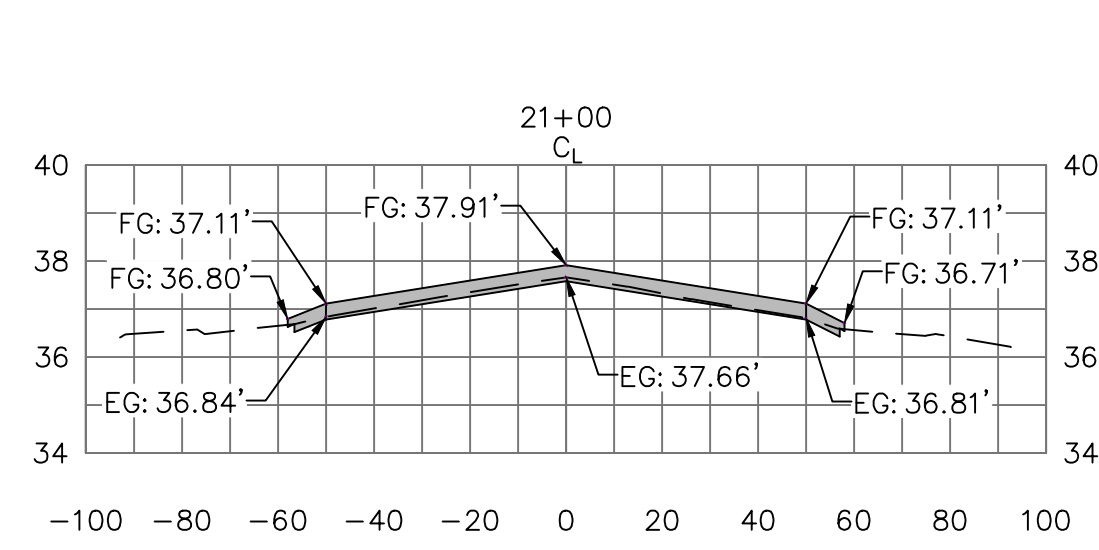
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 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT OF MARKINGS. THE RESIDENT PROJECT REPRESENTATIVE SHALL REVIEW LAYOUT PRIOR TO CONTRACTOR BEGINNING PAINTING OPERATIONS.
 4. ANY EXISTING MARKINGS TO REMAIN THAT ARE DAMAGED BY CONTRACTOR'S OPERATIONS/TACK/TRAFFIC SHALL BE REPAIRED AT NO COST TO OWNER.
 5. WHEN TYING NEW MARKING TO EXISTING MARKING, THE CONTRACTOR SHALL VERIFY LAYOUT OF EXISTING MARKING.



LEGEND

	EXISTING BITUMINOUS PAVEMENT
	PROPOSED BITUMINOUS PAVEMENT





MATCH EXISTING GRADE. SEE TYPICAL PAVEMENT TIE IN DETAIL SHEET TS1.2.

MATCH EXISTING GRADE. SEE TYPICAL PAVEMENT TIE IN DETAIL SHEET TS1.2.

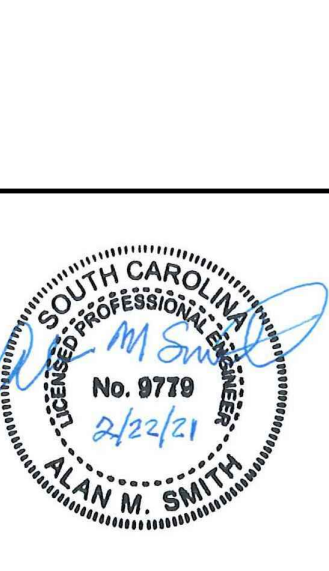
PROPOSED SHOULDER TRANSITION (TYP.). SEE TYPICAL SHOULDER DETAIL SHEET TS1.1.

NOTES:
1. SEE SHEET SL1.1 FOR RUNWAY 5-23 BASELINE.

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REV. NO.	DESCRIPTION	DATE

GEORGETOWN COUNTY AIRPORT
GEORGETOWN, SOUTH CAROLINA
RUNWAY 5-23 REHABILITATION
CROSS SECTIONS
(SHEET 2 OF 3)



Date	DECEMBER 2020
Scale	1"=40'
Drawn	NT
Checked	AMS
Project No.	2801-2001
Sheet No.	

X1.2

