

E-Path-Z:\Project\Elizabethtown\2024074400WK - WA10 Hangar Development Phase 1\CADD\Plan Set\Sheets\2024074400WK - WA10 Hangar Development Phase 1\CADD\Plan Set\Sheets\2024074400WK - SHT_COVER & GEN NOTES.dwg, MCHRISTIAN, 3/4/2025 11:54:47 AM

**466 AIRPORT ROAD
ELIZABETHTOWN, NORTH CAROLINA
ISSUE FOR BIDDING PLAN SET**

A line drawing of a commercial airplane, viewed from the side. The drawing shows the fuselage, wings, tail, and engines. The airplane is oriented diagonally across the frame. The fuselage has a series of dark circles representing windows. The wings are mounted on the fuselage, and the tail is at the rear. The engines are located under the wings. The drawing is a simple line art illustration.

NOTICE TO CONTRACTOR

1. PRIOR TO CONSTRUCTION, DIGGING, OR EXCAVATION THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES (PUBLIC OR PRIVATE) THAT MAY EXIST AND CROSS THROUGH THE AREA(S) OF CONSTRUCTION, WHETHER INDICATED ON THE PLANS OR NOT. CALL "811" A MINIMUM OF 72 HOURS PRIOR TO DIGGING OR EXCAVATING. REPAIRS TO ANY UTILITY DAMAGED RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.



SSUED FOR BIDDING (NOT RELEASED FOR CONSTRUCTION)



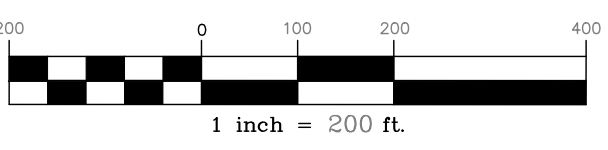
PROJECT NAME:	MULTI-UNIT HANGAR DEVELOPMENT: PHASE 1 FOR TOWN OF ELIZABETHTOWN
DRAWING TITLE:	COVER SHEET

PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025
DRAWING NUMBER:	
G000	
WKD PROJ. NO.:	
2024074400WK	

AIRPORT MANAGER
KEN HADAWAY, SOVEREIGN AEROSPACE
PHONE: 910-862-4522
UNICOM RADIO FREQUENCY: 122.80

DRAWING TITLE:

WKD PROJ. NO.:
2024074400WK



FIXED BASE OPERATOR
(FBO) CONTACT:

AIRPORT MANAGER
KEN HADAWAY, SOVEREIGN AEROSPACE
PHONE: 910-862-4522
UNICOM RADIO FREQUENCY: 122.80

THE AIRPORT WILL BE OPEN TO AIRCRAFT TRAFFIC AT ALL TIMES DURING CONSTRUCTION UNLESS OTHERWISE NOTED. A PORTION OF TAXIWAY A3, AS SHOWN ON THIS CSPP, WILL BE CLOSED DURING CONSTRUCTION.

CONTRACTOR SHALL MONITOR UNICOM FREQUENCY: 122.80
CONTACT NUMBER: 910-862-4522

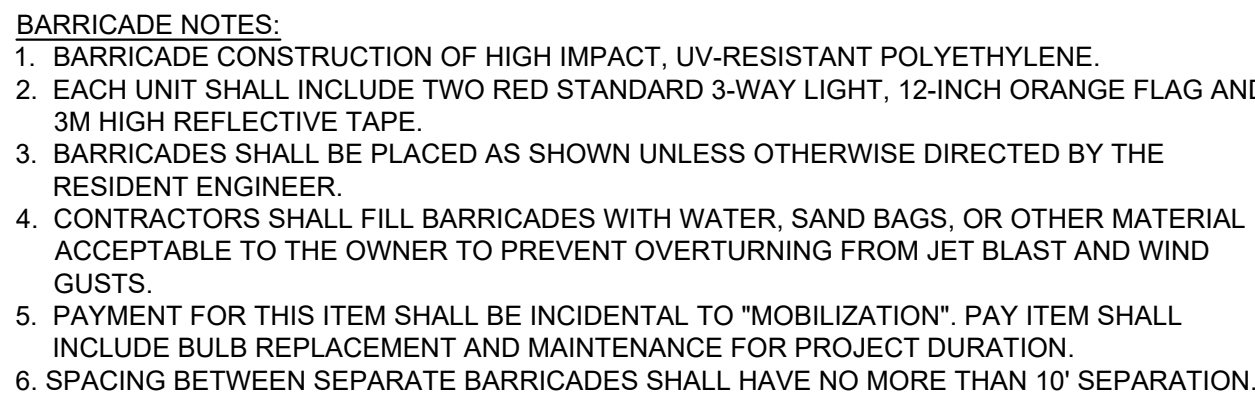
1. THE CONTRACTOR SHALL PROVIDE AT LEAST 72 HOURS NOTICE TO THE OWNER BEFORE ACCESSING THE WORK AREA UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL GIVE WAY TO AIRCRAFT AT ALL TIMES.
3. THE CONTRACTOR SHALL COORDINATE AND MANAGE INGRESS-EGRESS LOCATIONS WITH THE OWNER. ALL GATES TO SECURED AIRPORT AREAS SHALL BE CONTROLLED IN ACCORDANCE WITH THE OWNERS REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL GATES AT THE END OF EACH DAY'S OPERATIONS.
4. ALL CONSTRUCTION VEHICLES MUST BE CLEARED FOR ACCESS BY THE OWNER. ALL VEHICLES OPERATING IN ACTIVE AIR OPERATION AREAS SHALL BE MARKED AND LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5210-5D.
5. THE CONTRACTOR SHALL PROVIDE STRICT SECURITY FOR ALL PERSONNEL AT THE SITE AND TO TRUCK DRIVERS HAULING MATERIALS AND EQUIPMENT. ANYONE FOUND IN RESTRICTED AREAS OR CROSSING ACTIVE RUNWAYS, TAXIWAYS, AND RAMPS, WILL BE PROMPTLY AND PERMANENTLY REMOVED FROM THE JOB.
6. AT NO TIME WILL THE CONTRACTOR'S PERSONNEL OR EQUIPMENT BE ALLOWED IN THE TERMINAL OR AIRCRAFT PARKING RAMP AREAS .
7. THE CONTRACTOR SHALL PROVIDE FOR EMPLOYEE PARKING WITHIN OR ADJACENT TO HIS STAGING AREA. ONLY AUTHORIZED VEHICLES WILL BE ALLOWED INSIDE THE SECURITY FENCE. AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL POSITION ALL EQUIPMENT, TOOLS, MATERIAL, ETC. IN THE APPROVED STAGING AREA UNLESS OTHERWISE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
8. EQUIPMENT NOT IN USE SHALL BE PARKED IN THE CONTRACTOR'S STAGING AREA OR IN AREAS DESIGNATED BY THE ENGINEER. IDLE EQUIPMENT NOT REQUIRED FOR THIS PROJECT SHALL NOT BE STORED ON AIRPORT PROPERTY.
9. BARRICADES AND GATE CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND WILL BE INCIDENTAL TO THE MOBILIZATION ITEM OF WORK. AT THE CLOSE OF THE PROJECT, BARRICADES SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
10. PROJECT ACCESS LOCATION(S), HAUL ROUTES AND STAGING AREA(S) SHALL BE COORDINATED WITH THE OWNER. THESE AREAS SHALL BE AVAILABLE TO THE CONTRACTOR FOR THE DURATION OF THE PROJECT, UNLESS OTHERWISE NOTED.
11. THE CONTRACTOR WILL HAVE ACCESS TO THE EXISTING STOCKPILE (SHOWN ON THIS CSPP) FOR "EMBANKMENT IN PLACE" MATERIAL DESIGNATED FOR USE ON THE PROJECT. COORDINATION WITH THE OWNER AND ENGINEER IS REQUIRED TO ACCESS THIS STOCKPILE.
12. WORK INVOLVING ACCESS TO THE AIRPORT SHALL CONFORM TO THE REQUIREMENTS OF THE N.C.D.O.T. "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" LATEST VERSION. THE CONTRACTORS SHALL PROVIDE THE REQUIRED WARNING DEVICES, FLAG MEN, ETC. FOR TRAFFIC CONTROL.
13. ALL REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5370-2 LATEST VERSION, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" SHALL BE FOLLOWED DURING CONSTRUCTION.
14. IF THERE IS A MEDICAL EMERGENCY, CALL 911 THEN THE AIRPORT FBO AT 910-862-4522

1. THE BID SCHEDULE WORK SHALL BE COMPLETED WITHIN THE ALLOTTED TIME NOTED HERE AND WITHIN THE PROJECT CONTRACT. THE TOTAL NUMBER OF CONTRACT DAYS FOR THIS PROJECT DEPENDS ON SELECTED BID SCHEDULE.

BID SCHEDULES & CONTRACT DURATION:

- BID SCHEDULE #1 (160' x 60' HANGAR): 180 CONSECUTIVE CALENDAR DAYS
- BID SCHEDULE #2 (80' x 80' HANGAR): 130 CONSECUTIVE CALENDAR DAYS

2. LIQUIDATED DAMAGES FOR CONTRACT TIME OVERRUN = \$1,000/CALENDAR DAYS
3. A PORTION OF EXISTING TAXIWAY A3 AS SHOWN ON THIS CSPP SHALL BE CLOSED FOR THE DURATION OF THE PROJECT.
4. THERE IS NO NIGHTTIME WORK UNLESS OTHERWISE AGREED UPON BY OWNER AND ENGINEER. OTHER THAN THIS, THERE ARE NO OTHER WORK HOUR RESTRICTIONS.
5. CONTRACTOR SHALL MAINTAIN BARRIERS AT ALL TIMES SO AS NOT TO ALLOW ACCESS TO CLOSED AREAS.
6. FOR SURVEY BENCHMARK INFORMATION, REFER TO THE SURVEY COMPLETED BY STEWART, INC. DATED 12/19/2024 (INCLUDED WITH THIS PLAN SET, SHEET SU101)
7. CONSTRUCTION TRAFFIC WILL NOT BE ALLOWED WITHIN THE RUNWAY OBJECT AREA (ROFA) OR RUNWAY SAFETY AREA (RSA) OR ON TAXIWAY A. ACCESS TO TAXIWAY A3 SHALL BE LIMITED TO MOBILIZATION/CLEAN-UP AND FOR THE TIE-IN TO TAXIWAY A3 PAVEMENT.



NOT TO SCALE

PHASING PLAN		
	• INSTALL EROSION CONTROL MEASURES, CONSTRUCTION ENTRANCES, CONTRACTOR STAGING AREA, HAUL ROUTES, NEW VEHICLE GATE, AND LIGHTED BARRICADES • PERFORM WORK GENERALLY AS OUTLINED BELOW • UPON COMPLETION OF PROJECT, REMOVE BARRICADES, EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL STABILIZATION HAS BEEN ACHIEVED. • A PORTION OF EXISTING TAXIWAY A3, AS SHOWN ON THIS CSPP, WILL BE CLOSED FOR THE DURATION OF THE PROJECT	
	WORK DESCRIPTION	PHASE NOTES
PHASE 1	• ISSUE NOTAM FOR CONSTRUCTION WORK ON AIRFIELD • EARTHWORK/GRADING • SUBGRADE PROOF ROLLING AND PREPARATION (APRON AND BUILDING AREAS), COMPLETE TESTING AND TOPOGRAPHIC SURVEY • FINE GRADE BUILDING PAD AREA FOR STONE AND FOUNDATION CONSTRUCTION • BUILDING CONSTRUCTION • INSTALL 6" OF P-209 BASE COURSE (APRON), COMPLETE TESTING AND TOPOGRAPHIC SURVEY • MILL EXISTING TAXIWAY A3 PAVEMENT AS NOTED ON PLANS FOR TIE-IN • INSTALL 2 x 2" LIFT OF P-401 ASPHALT SURFACE COURSE (APRON), COMPLETE TESTING AND TOPOGRAPHIC SURVEY • FINE GRADING AND STABILIZATION OF SITE • INSTALL TEMPORARY PAVEMENT MARKINGS PER PLANS • REMOVE LIGHTED BARRICADES, OPEN APRON AND CLOSED PORTION OF TAXIWAY A3	DAYTIME WORK NO NIGHT TIME WORK UNLESS APPROVED BY ENGINEER AND OWNER
PHASE 2	<u>PAVEMENT MARKINGS (PERMANENT)</u> • ISSUE NOTAM AND INSTALL LIGHTED BARRICADES • INSTALL PERMANENT PAVEMENT MARKINGS 30-DAYS AFTER COMPLETION OF PAVEMENT INSTALL • REMOVE LIGHTED BARRICADES, OPEN APRON AND CLOSED PORTION OF TAXIWAY A3	DAYTIME WORK

ISSUED FOR BIDDING (NOT RELEASED FOR CONSTRUCTION)

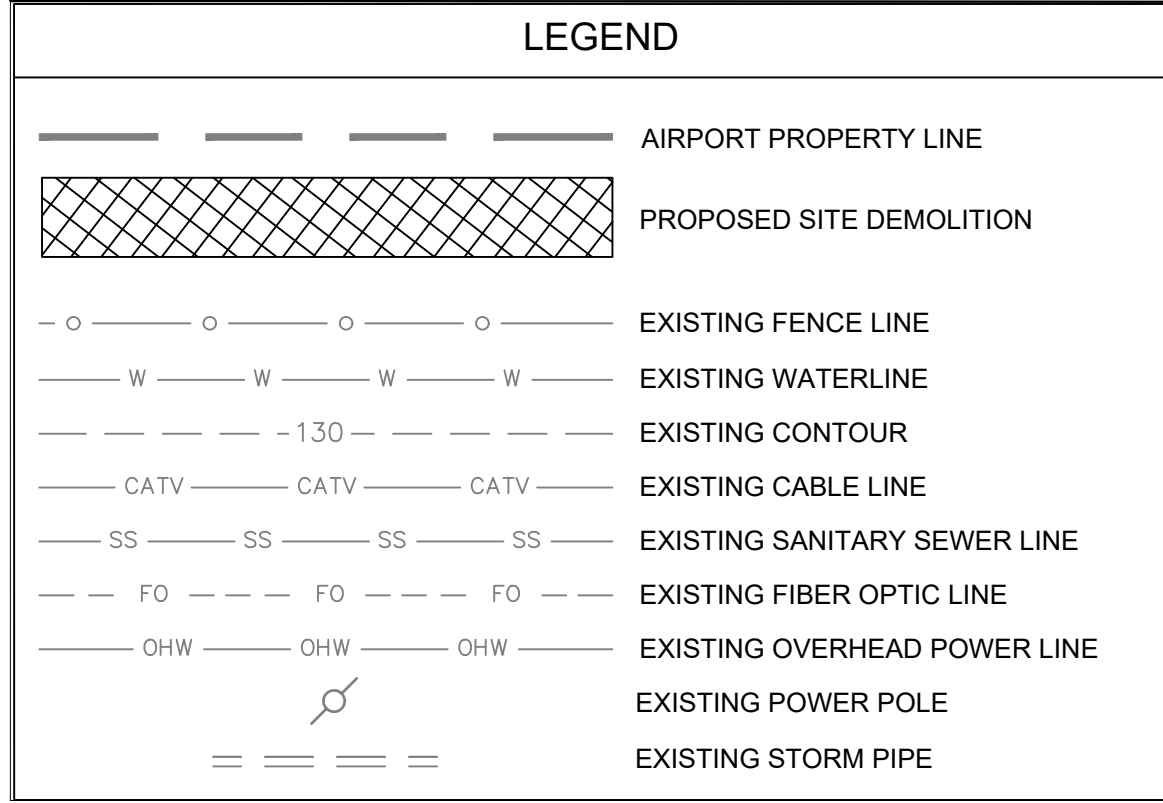
PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025

DRAWING NUMBER:

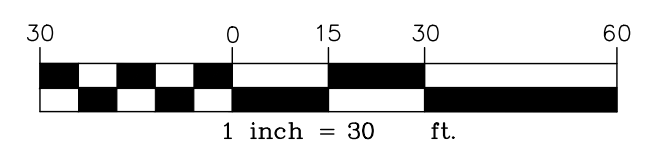
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WKD PROJ. NO.:

2024074400WK



- GENERAL NOTES:**
1. REFER TO FAA P-101 TECHNICAL SPECIFICATION, "DEMOLITION OF PAVEMENTS, STRUCTURES, PIPE" FOR CONSTRUCTION REQUIREMENTS AND PAY ITEMS.
 2. EXISTING WATER AND SANITARY SEWER IS OWNED BY THE TOWN OF ELIZABETHTOWN.
 3. EXISTING ELECTRICAL POWER IS OWNED BY FOUR COUNTY.
 4. EXISTING FIBER OPTIC INFRASTRUCTURE IS OWNED BY STAR COMMUNICATIONS.
 5. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FOR CONNECTIONS TO THESE UTILITIES.
 6. THE CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UTILITIES AND FACILITIES (I.E., AIRPORT LIGHTING, NAVAIDS, ETC.) FROM DAMAGE BY EQUIPMENT OR PERSONNEL. THE CONTRACTOR SHALL CONTACT ALL UTILITY AND FACILITY AGENCIES FOR FIELD MARKING PRIOR TO BEGINNING CONSTRUCTION. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE UNDERGROUND UTILITIES. ALL UTILITIES AND FACILITIES ARE NOT NECESSARILY SHOWN.



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PROFESSIONAL SEAL

[illegible]

PROJECT NAME:
MULTI-UNIT HANGAR DEVELOPMENT, PHASE 1
FOR
TOWN OF ELIZABETHTOWN

DRAWING TITLE:
EXISTING CONDITIONS AND DEMOLITION PLAN

PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025

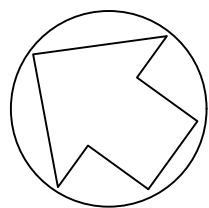
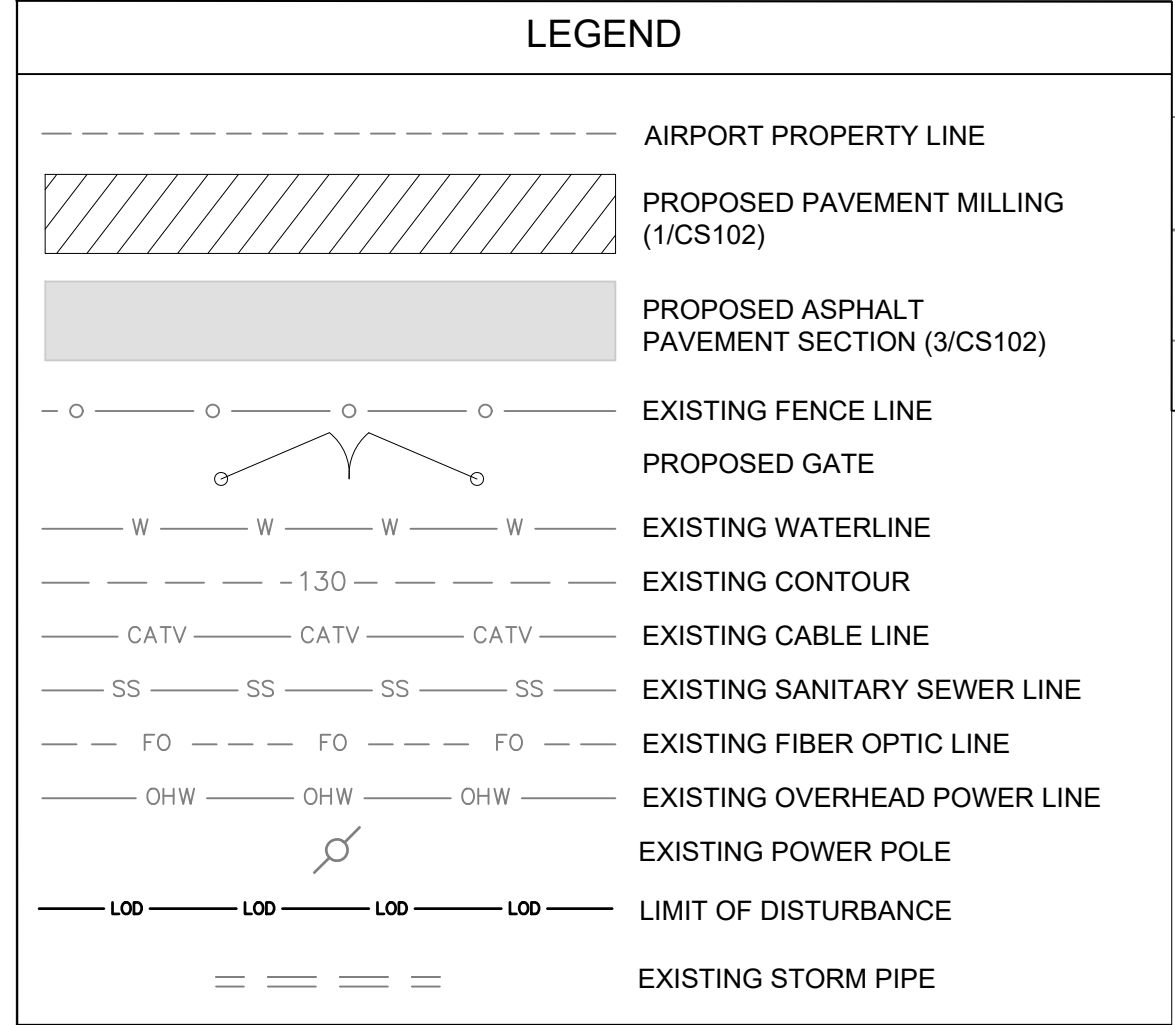
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WKD PROJ. NO.:

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PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025

DRAWING NUMBER:

CS100

WKD PROJ. NO.:

2024074400WK



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[illegible]

PROJECT NAME: MULTI-UNIT HANGAR DEVELOPMENT, PHASE 1
FOR
TOWN OF ELIZABETHTOWN

DRAWING TITLE: SITE LAYOUT PLAN - BID SCHEDULE 2

PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025
DRAWING NUMBER:	
CS101	
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CS102

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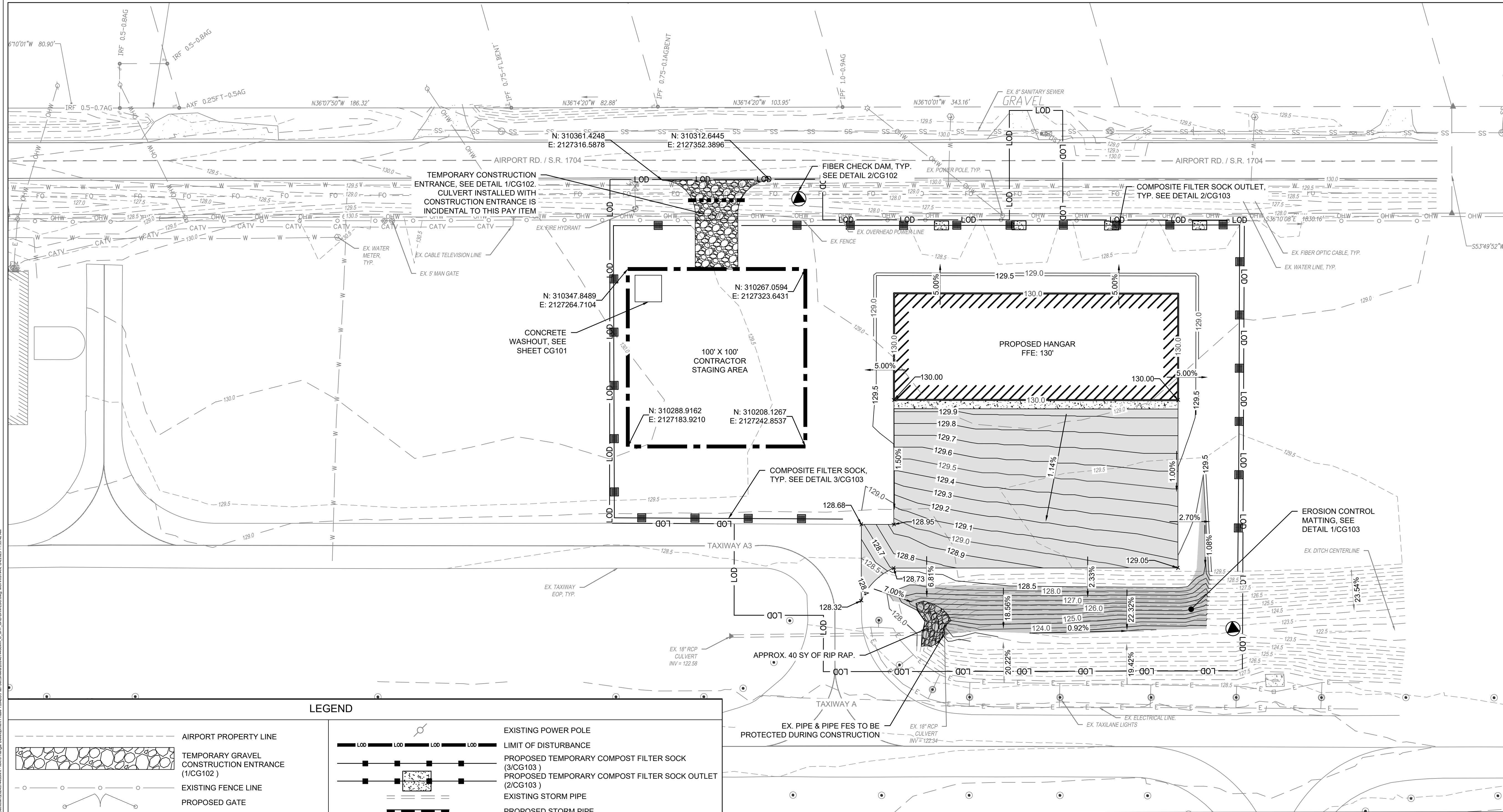
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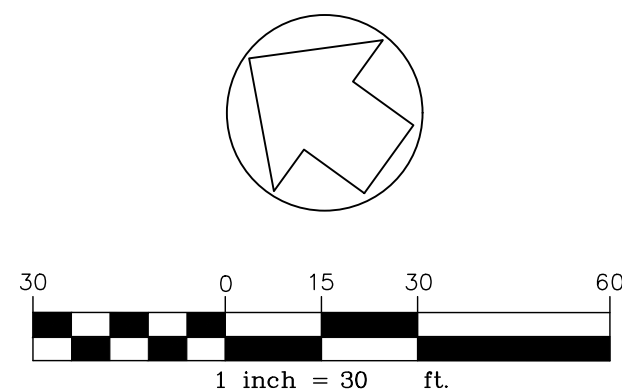
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CS102

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PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025
DRAWING NUMBER:	
CS102	
WKD PROJ. NO.:	
2024074400WK	



- PLAN NOTES:

[illegible]

PROJECT NAME: MULTI-UNIT HANGAR DEVELOPMENT, PHASE 1
FOR
TOWN OF ELIZABETHTOWN

DRAWING TITLE: GRADING, DRAINAGE, AND EROSION CONTROL

PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025

DRAWING NUMBER:

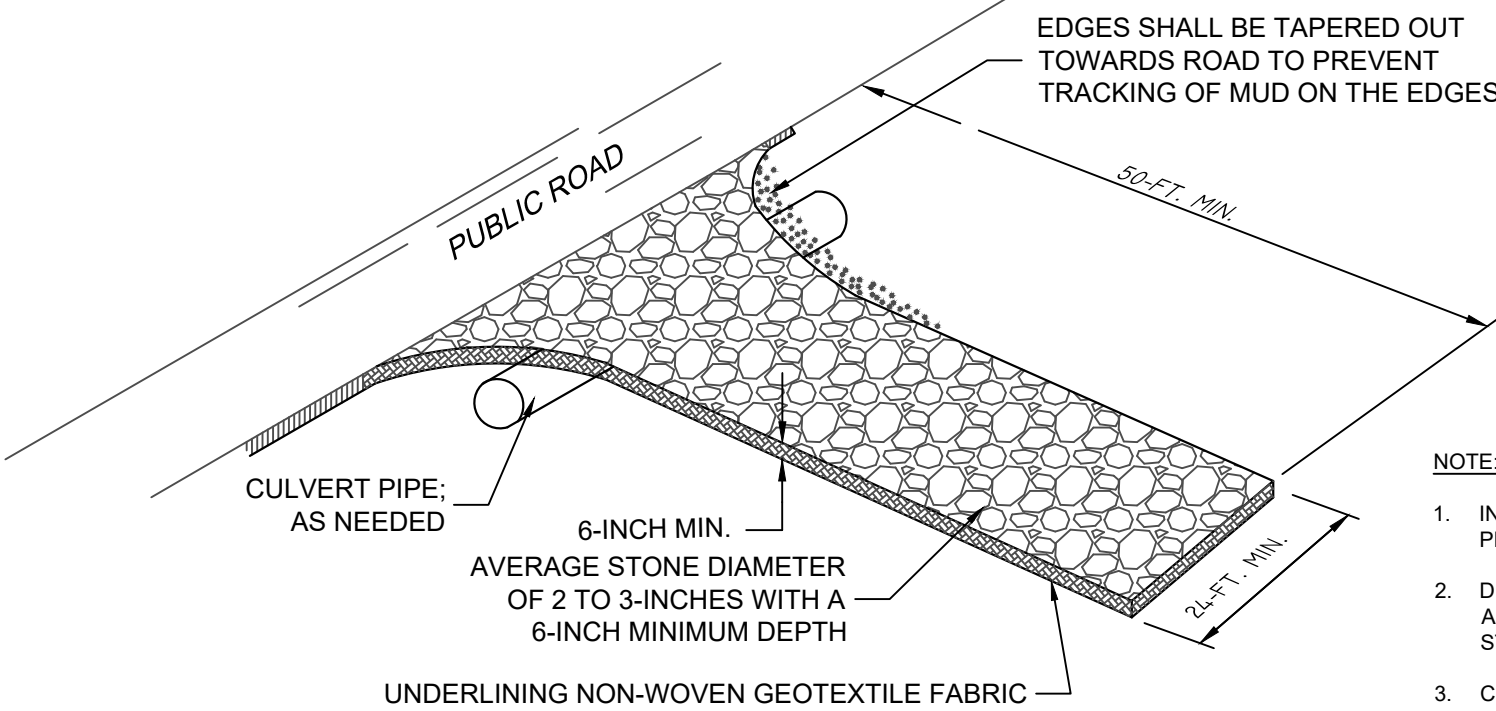
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WKD PROJ. NO.:

2024074400WK

NOTE: The rain inspection resets the required 7 calendar day inspection requirement.

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NOTE:

1. INSTALL A CULVERT PIPE ACROSS THE ENTRANCE WHEN NEEDED TO PROVIDE POSITIVE DRAINAGE.
2. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE STONE PAD TO A SEDIMENT TRAP OR BASIN OR OTHER SEDIMENT TRAPPING STRUCTURE.
3. CULVERT PIPE IS INCIDENTAL TO TEMPORARY CONSTRUCTION ENTRANCE PAY ITEM.

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

1. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFFSITE.
2. CONSTRUCTION ENTRANCES SHOULD BE USED IN CONJUNCTION WITH THE STABILIZATION OF CONSTRUCTION ROADS TO REDUCE THE AMOUNT OF MUD PICKED UP BY VEHICLES.

INSTALLATION:

1. REMOVE ALL VEGETATION AND ANY OBJECTIONABLE MATERIAL FROM THE FOUNDATION AREA.
2. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM STONES.
3. INSTALL A NON-WOVEN GEOTEXTILE FABRIC PRIOR TO PLACING ANY STONE.
4. INSTALL A CULVERT PIPE ACROSS THE ENTRANCE WHEN NEEDED TO PROVIDE POSITIVE DRAINAGE. CULVERT PIPE WILL BE CONSIDERED INCIDENTAL TO "CONSTRUCTION ENTRANCE" PAY ITEM.
5. THE ENTRANCE SHALL CONSIST OF 1-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 50-FEET LONG, AND MAY BE MODIFIED AS NECESSARY TO ACCOMMODATE SITE CONSTRAINTS.
6. 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:

1. INSPECT ONCE EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT OF 0.5 INCHES OR GREATER.
2. CHECK FOR MUD AND SEDIMENT BUILDUP AND PAD INTEGRITY.
3. MAKE DAILY INSPECTIONS DURING PERIODS OF WET WEATHER. MAINTENANCE IS REQUIRED MORE FREQUENTLY IN WET WEATHER CONDITIONS.
4. RESHAPE THE STONE PAD AS NEEDED FOR DRAINAGE AND RUNOFF CONTROL.
5. 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.
6. IMMEDIATELY REMOVING MUD AND SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROADS BY BRUSHING OR SWEEPING.
7. FLUSHING SHOULD ONLY BE USED WHEN THE WATER CAN BE DISCHARGED TO A SEDIMENT TRAP OR BASIN.
8. REPAIR ANY BROKEN PAVEMENT IMMEDIATELY.

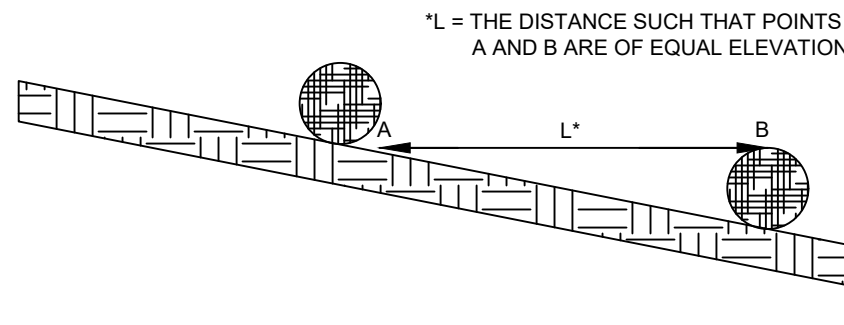
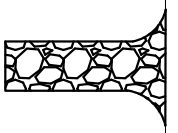
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CONSTRUCTION ENTRANCE DETAIL

CG102

NTS

PLAN SYMBOL



MAINTENANCE:

INSPECT CHECK DAMS AND CHANNELS FOR DAMAGE AFTER EACH RUNOFF EVENT. ANTICIPATE SUBMERGENCE AND DEPOSITION ABOVE THE CHECK DAM AND EROSION FROM HIGH FLOWS AROUND THE EDGES OF THE DAM. CORRECT ALL DAMAGE IMMEDIATELY. IF SIGNIFICANT EROSION OCCURS BETWEEN DAMS, INSTALL A PROTECTIVE RIP-RAP LINER IN THAT PORTION OF THE CHANNEL. REMOVE SEDIMENT ACCUMULATED BEHIND THE DAMS AS NEEDED TO PREVENT DAMAGE TO CHANNEL VEGETATION, ALLOW THE CHANNEL TO DRAIN THROUGH THE FIBER CHECK DAM, AND PREVENT LARGE FLOWS FROM CARRYING SEDIMENT OVER THE DAM. FIBER CHECK DAM SHALL BE CLEANED OUT WHEN 50% OF STORAGE CAPACITY HAS BEEN FILLED IN WITH SEDIMENT. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.5 INCH.

NOTES:

1. TEMPORARY FIBER CHECK DAMS SHALL BE LOCATED AS SHOWN ON THE PLANS.
2. BEFORE INSTALLATION OF FIBER ROLL, SMOOTH AND SHAPE EARTH SURFACE AND REMOVE ALL STONES, ROOTS, OR OTHER DEBRIS GREATER THAN 2 INCHES IN DIAMETER.
3. EXCAVATE A TRENCH 3 INCHES DEEP FOR PLACEMENT OF EACH ROLL.
4. STAKES SHALL BE 24" IN LENGTH SPACED 1 FOOT ON CENTER ON THE UPSTREAM & DOWNSTREAM SIDE OF THE FIBER ROLL.
5. FABRIC OF FIBER ROLL SHALL BE STAPLED INTO THE GROUND APPROXIMATELY 1 INCH UPSTREAM OF THE EDGE OF THE ROLL.
6. PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM THE PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH FIBER CHECK DAM ROLL.
7. INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER FIBER CHECK DAM WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF FIBER CHECK DAM.

2

TEMPORARY FIBER ROLL CHECK DAM

CG102

NTS

TEMPORARY SEEDING - LATE WINTER/EARLY SPRING

SEEDING MIXTURE SPECIES (LB/ACRE)	RATE
RYE (GRAIN)	120

SEEDING DATES
COASTAL PLAIN - DEC.1-APR. 15

SOIL AMENDMENTS
FOLLOW RECOMMENDATIONS OF SOIL TESTS OR LIME APPLICATION MINIMUM 2 TONS/ACRE W/ 3 TONS PER ACRE IN CLAY SOILS AND 750 LB/ACRE 10-10-10 FERTILIZER.

MULCH
APPLY 4,000 LB/ACRE STRAW. PROVIDE ASPHALT EMULSION TO STABILIZE MULCH/SEEDED AREAS WITHIN TAXIWAY SHOULDERS.

MAINTENANCE
REFERTILIZE IF GROWTH IS NOT FULLY ADEQUATE. RESEED, REFERTILIZE AND MULCH IMMEDIATELY FOLLOWING EROSION OR OTHER DAMAGE.

TEMPORARY SEEDING SCHEDULE - FALL

SEEDING MIXTURE SPECIES	RATE (LB/ACRE)
RYE (GRAIN)	120

SEEDING DATES
COASTAL PLAIN—AUG. 15 – DEC. 30

SOIL AMENDMENTS
FOLLOW RECOMMENDATIONS OF SOIL TESTS OR LIME APPLICATION MINIMUM 2 TONS/ACRE W/ 3 TONS PER ACRE IN CLAY SOILS AND 750 LB/ACRE 10-10-10 FERTILIZER.

MULCH
APPLY 4,000 LB/ACRE STRAW. PROVIDE ASPHALT EMULSION TO STABILIZE MULCH/SEEDED AREAS WITHIN TAXIWAY SHOULDERS.

MAINTENANCE
REPAIR AND REFERTILIZE DAMAGED AREAS IMMEDIATELY. TOPDRESS WITH 50 LB/ACRE OF NITROGEN IN MARCH. IF IT IS NECESSARY TO EXTEND TEMPORARY COVER BEYOND JUNE 15, OVERSEED WITH 50 LB/ACRE KOBE

TEMPORARY SEEDING SCHEDULE - SUMMER

SEEDING MIXTURE SPECIES (LB/ACRE)	RATE
ANNUAL RYE	120

SEEDING DATES
COASTAL PLAIN - APR. 15-AUG. 15

SOIL AMENDMENTS
FOLLOW RECOMMENDATIONS OF SOIL TESTS OR LIME APPLICATION MINIMUM 2 TONS/ACRE W/ 3 TONS PER ACRE IN CLAY SOILS AND 750 LB/ACRE 10-10-10 FERTILIZER.

MULCH
APPLY 4,000 LB/ACRE STRAW. PROVIDE ASPHALT EMULSION TO STABILIZE MULCH/SEEDED AREAS WITHIN TAXIWAY SHOULDERS.

MAINTENANCE
REFERTILIZE IF GROWTH IS NOT FULLY ADEQUATE. RESEED, REFERTILIZE AND MULCH IMMEDIATELY FOLLOWING EROSION OR OTHER DAMAGE. CONTRACTOR SHALL ANTICIPATE REGULAR WATERING DURING THE SUMMER TO ESTABLISH AND MAINTAIN GROUND COVER.

PERMANENT SEEDING SCHEDULE

GENTLE SLOPES, SOILS WITH AVERAGE OR BETTER MOISTURE, COOL SITES

DATES	TYPE	RATE
AUG. 25 - SEPT. 15	BLEND OF TWO TURF-TYPE TALL FESCUES (90%) AND TWO OR MORE KENTUCKY BLUEGRASS VARIETIES (10%)	200 - 250 LB/ACRE

GENTLE SLOPES, DRIER SOILS, PHYSICAL LIMITATIONS

DATES	TYPE	RATE
AUG. 25 - SEPT. 15	BLEND OF 50% KY-31 TALL FESCUE AND 50% MIXTURE OF TWO OR MORE TURF TYPE TALL FESCUES	200 - 250 LB/ACRE

APRIL 15 - JUNE 30
COMMON BERMUDA GRASS
40 - 80 LB/ACRE OR 1 - 2 LB/1000 SF

AMENDMENTS SHALL BE APPLIED AT THE RATE OF 4000 LB/ACRE OF GROUND AGRICULTURAL LIMESTONE AND 1000 LB/ACRE OF 10-10-10 FERTILIZER. DRY SOIL, GRASS-LINED CHANNELS SHALL USE 3000 LB/ACRE OF GROUND AGRICULTURAL LIMESTONE AND 500 LB/ACRE OF 10-10-10 FERTILIZER. MULCH SHALL BE APPLIED AT THE RATE OF 4000 LB/ACRE OF STRAW. STRAW SHALL BE ANCHORED BY TACKING WITH ASPHALT. NETTING OR MULCH ANCHORING TOOL. JUTE OR EXCELSIOR MATTING SHALL BE USED IN GRASS LINED CHANNELS TO CALCULATED HIGH WATER DEPTH.

PERMANENT SODDING

SODDING GRASS TYPE TO BE APPROVED BY THE OWNER PRIOR TO CONSTRUCTION. SOD SELECTED SHALL BE NC STATE CERTIFIED. SOD SHALL BE INSTALLED PER SPECIFICATION SECTION T-904.

GROUND COVER SCHEDULE

SITE AREA DESCRIPTION	STABILIZATION TIME FRAME	STABILIZATION TIME FRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50 FEET IN LENGTH
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE (EXCEPT FOR PERIMETERS AND HQW ZONES)

NOTE:

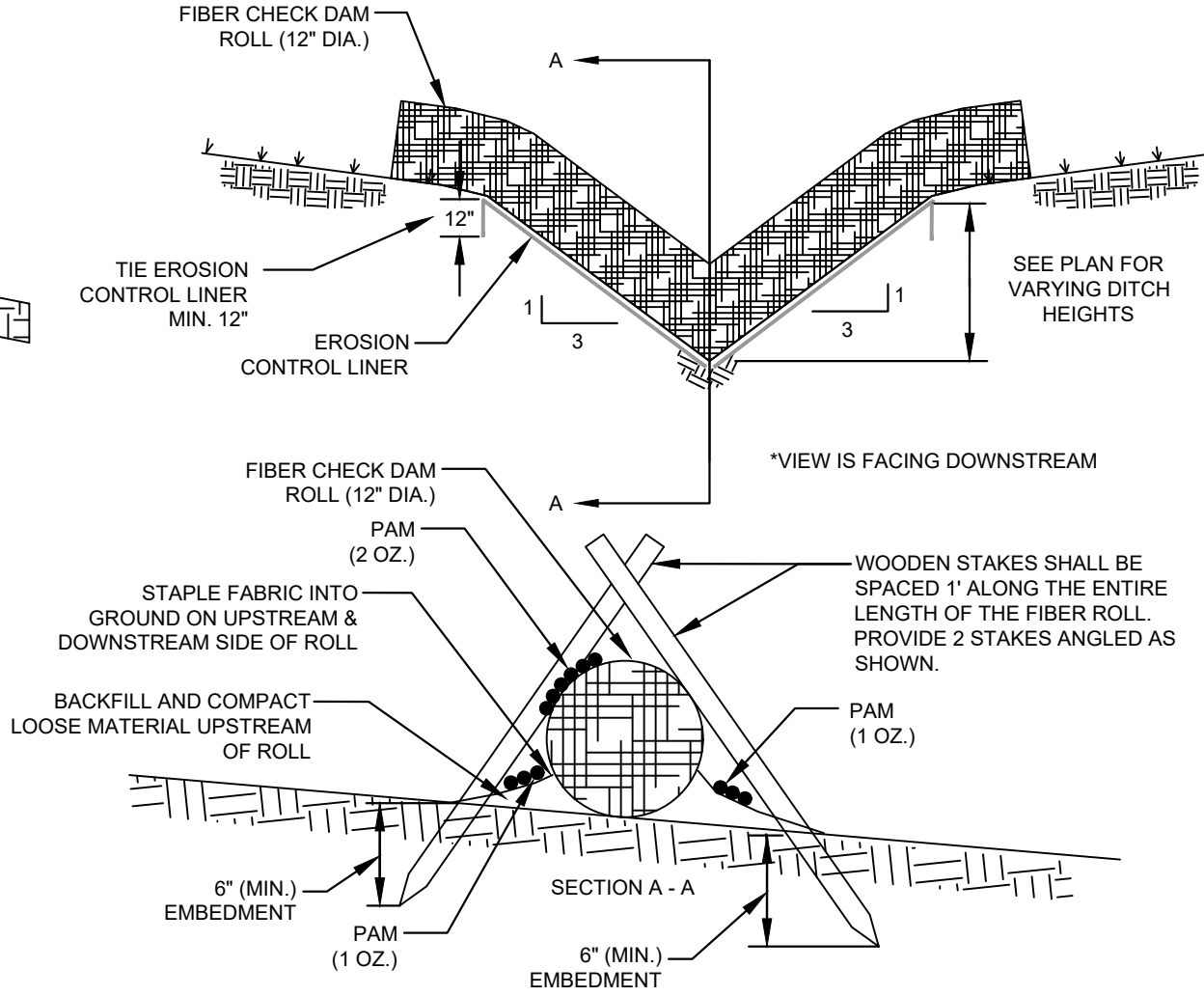
1. THE USE OF MILLET, LESPEDEZA, OR BAHIA GRASS IS PROHIBITED.
2. ALL SEEDING AND MULCHING SHALL BE APPLIED VIA HYDROSEEDING/ HYDROMULCHING METHODS.
3. FINAL PAVEMENT FOR SEEDED AREAS WILL ONLY BE RECOMMENDED ONCE GRASS IS ESTABLISHED AS DETERMINED BY THE ENGINEER.

3

SEEDING SCHEDULE

CG102

NTS



CONTROL PLANS, PER PLAN SHEETS CG100 IN ACCORDANCE WITH THE APPROVED PLAN DRAWINGS, THE CONTRACTOR MAY PROCEED WITH THE DEMOLITION ACTIVITIES.

5. AS CONSTRUCTION PROGRESSES THE CONTRACTOR SHALL ENSURE ALL AREAS ARE STABILIZED PER THE SEEDING SCHEDULE SHOWN ON THIS SHEET.

EROSION CONTROL MAINTENANCE MEASURES

1. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CHECKED FOR STABILITY AND FUNCTIONALITY FOLLOWING EVERY RUNOFF-PRODUCING RAINFALL, BUT IN NO CASE, LESS THAN ONCE EVERY WEEK. ANY NEEDED REPAIRS SHALL BE MADE IMMEDIATELY BY THE CONTRACTOR TO MAINTAIN ALL PRACTICES AS DESIGNED.
2. GROUND COVER SHALL BE IN ACCORDANCE WITH THE CONDITIONS OF THE NPDES GENERAL PERMIT FOR CONSTRUCTION ACTIVITIES. SEE THE GROUND COVER SCHEDULE FOUND IN DETAIL 3 THIS SHEET.
3. ALL EROSION CONTROL MEASURES SHALL BE PROPERLY MAINTAINED BY THE CONTRACTOR THROUGHOUT THE COURSE OF THE PROJECT AND UNTIL A VIGOROUS STAND OF PERMANENT GRASS GROUND COVER HAS BEEN ESTABLISHED AND ACCEPTED. REFER TO THE PLAN SHEETS FOR DETAILED MAINTENANCE OF EACH PLANNED EROSION CONTROL MEASURES.
4. ONCE IT HAS BEEN DETERMINED BY THE ENGINEER OR NCDEQ THAT CONSTRUCTION IS COMPLETE AND ADEQUATE PERMANENT GRASS GROUND COVER HAS BEEN ESTABLISHED, ALL TEMPORARY EROSION CONTROL FEATURES SHALL BE REMOVED, AND THE AREAS AFFECTED BY THE REMOVAL SHALL BE SEEDED AND MULCHED.
5. TOTAL DISTURBED AREA FOR THIS PROJECT: 2.02 ACRES.

NOTIFICATION OF LAND RESOURCES SEDIMENT AND EROSION CONTROL SELF-INSPECTION PROGRAM:

THE SEDIMENTATION POLLUTION CONTROL ACT WAS AMENDED IN 2006 TO REQUIRE THAT PERSONS RESPONSIBLE FOR LAND-DISTURBING ACTIVITIES INSPECT A PROJECT AFTER EACH PHASE OF THE PROJECT TO MAKE SURE THAT THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN IS BEING FOLLOWED. RULES DETAILING THE DOCUMENTATION OF THESE INSPECTIONS TOOK EFFECT OCTOBER 1ST, 2010. THE SELF-INSPECTION PROGRAM IS SEPARATE FROM THE WEEKLY SELF-MONITORING PROGRAM OF THE NPDES STORMWATER PERMIT FOR CONSTRUCTION ACTIVITIES. THE FOCUS OF THE SELF-INSPECTION REPORT IS THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENTATION CONTROL MEASURES ACCORDING TO THE APPROVED PLAN. THE INSPECTIONS MUST BE CONDUCTED AFTER EACH PHASE OF THE PROJECT, AND CONTINUED UNTIL PERMANENT GROUND COVER IS ESTABLISHED IN ACCORDANCE WITH THE NPDES GROUND COVER TIMETABLE. THE SELF-INSPECTION AND SELF-MONITORING COMBINED FORM IS AVAILABLE AS A PDF FROM: <https://deq.nc.gov/about/divisions/energy/mineral-land-resources/erosion-sediment-control/forms>. IF YOU HAVE QUESTIONS OR CANNOT ACCESS THE FORM, PLEASE CONTACT THE FAYETTEVILLE REGIONAL OFFICE AT 910-433-3300.

CONSTRUCTION SEQUENCE

1. MOBILIZE ON SITE, ESTABLISH LIMITS OF CONSTRUCTION AND SET UP STAGING AREAS.
2. INSTALL TEMPORARY CONSTRUCTION ENTRANCES.
3. INSTALL PHASE 1 EROSION CONTROL DEVICES AS SHOWN ON THE PLAN SHEETS AND IN ACCORDANCE WITH THE PHASING PLAN SEQUENCE. THE EROSION CONTROL DEVICES SHALL BE INSTALLED AND PROPERLY FUNCTIONING PRIOR TO LAND DISTURBANCE ACTIVITIES. REFER TO THE GRADING AND EROSION CONTROL PLAN - PHASE 1 FOR PROPOSED EROSION CONTROL MEASURES (PLAN SHEET CG100). THE CONTRACTOR SHALL ENSURE THAT THE PIPE PROTECTION DEVICES ARE INSTALLED AS SHOWN ON THE PLANS.
4. ONCE THE EROSION CONTROL DEVICES ARE INSTALLED FOR THE INITIAL GRADING AND EROSION



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REVISION RECORD

DESCRIPTION

DATE

NO.

PROJECT NAME:

MULTI-UNIT HANGAR DEVELOPMENT, PHASE 1
FOR
TOWN OF ELIZABETHTOWN

DRAWING TITLE:

EROSION AND SEDIMENT CONTROL DETAILS

PROJ. MGR.: JP
DESIGN BY: AEC/MWC
DRAWN BY: AEC/MWC
PROJ. DATE: MAR 2025
DRAWING NUMBER:

CG102

WKD PROJ. NO.:

2024074400WK

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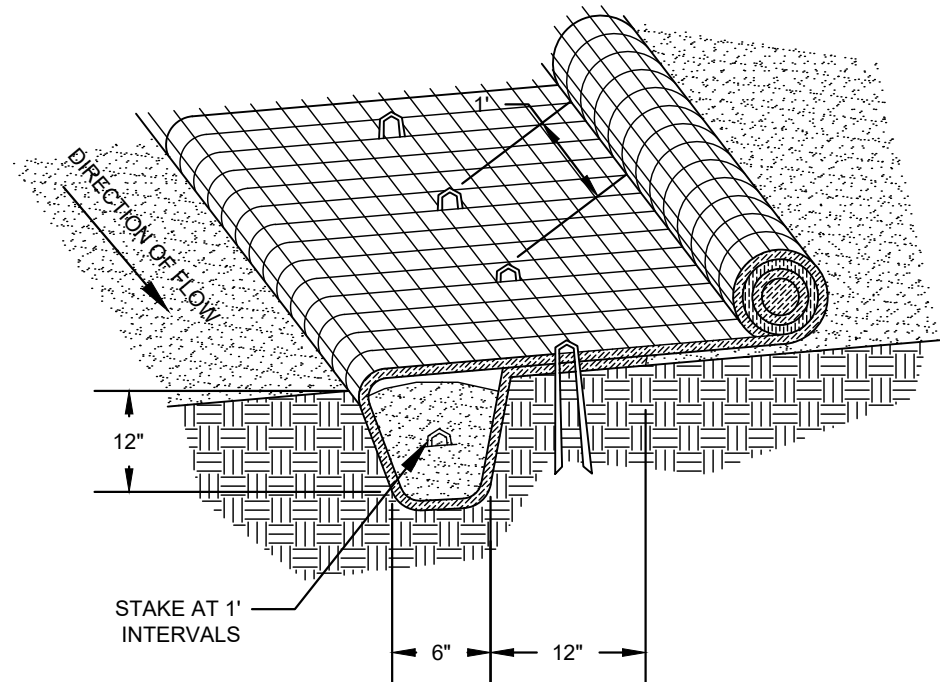


FIGURE 1
TOE SLOPE ANCHOR
TRENCH

INSTALLATION NOTES:

SITE PREPARATION

GRADE AND COMPACT AREA.

REMOVE ALL ROCKS, CLODS, VEGETATION, AND OBSTRUCTIONS SO THAT MATTING WILL HAVE DIRECT CONTACT WITH THE SOIL.

PREPARE SEEDBED BY LOOSENING 3 TO 4 INCHES OF TOPSOIL ABOVE FINAL GRADE.

TEST SOILS FOR ANY NUTRIENT DEFICIENCIES AND SUBMIT SOIL TEST RESULTS TO THE ENGINEER. APPLY ANY TREATMENT SUCH AS LIME OR FERTILIZERS TO THE SOIL IF NEEDED.

DO NOT MULCH AREAS WHERE MAT IS TO BE INSTALLED.

SEEDING

SEE DETAIL 3/CG102 FOR SEEDING REQUIREMENTS.

APPLY SEED TO SOIL BEFORE PLACING MATTING.

INSTALLATION - CHANNEL BANK

OVERLAP ADJACENT MATS 3" AND ANCHOR EVERY 12" ACROSS THE OVERLAP. THE HIGHER ELEVATION MAT SHOULD BE PLACED OVER THE LOWER ELEVATION MAT.

EDGES SHOULD BE SHINGLED AWAY FROM THE FLOW OF WATER.

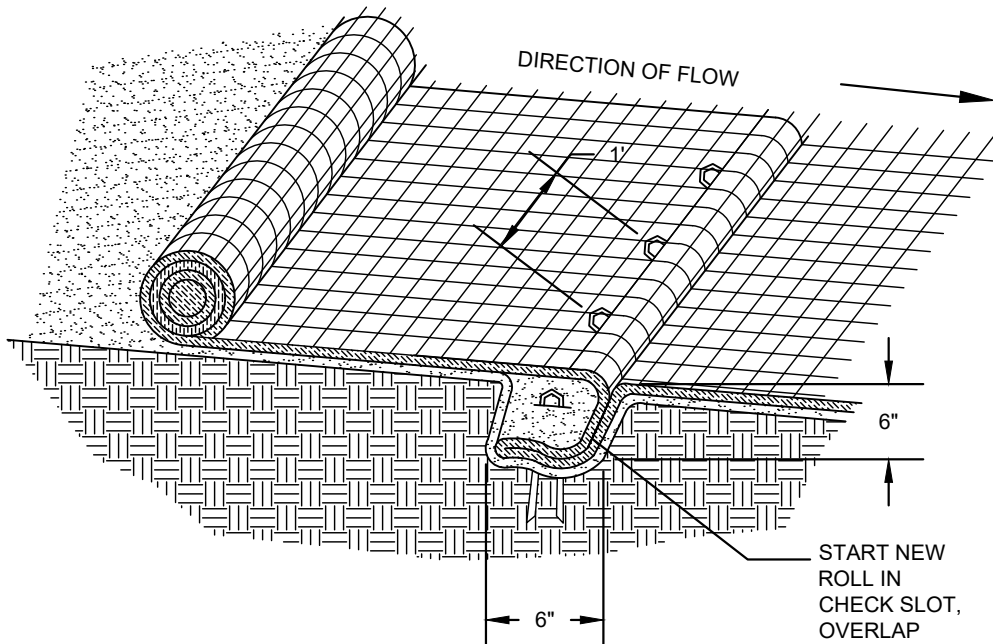


FIGURE 2
INTERMITTENT CHECK SLOT/ BEGINNING
OF NEW ROLL

LAY MAT LOOSE TO ALLOW CONTACT WITH SOIL.

DO NOT STRETCH TIGHT.

ANCHOR MAT USING BIODEGRADABLE STAKES OR PINS.

EXCAVATE INITIAL ANCHOR TRENCH 12"x6" ACROSS TOE OF BANK AT THE LOWER END OF EACH AREA TO RECEIVE EROSION CONTROL MATTING. ANCHOR TRENCH TO BE A MINIMUM OF 1" OFF OF TOE OF BANK. SEE FIGURE 1 FOR TOE SLOPE ANCHOR TRENCH.

PLACE 6" x 6" CHECK SLOTS AT 30' INTERVALS ALONG THE BANK. SEE FIGURE 2.

CUT 4" x 4" TRENCH ALONG TOP OF BANK FOR MAT TERMINATION AS SHOWN IN FIGURE 3. EXTEND MAT 3 FEET PAST TOP OF BANK.

BEGINNING AT THE DOWNSTREAM END OF THE AREA TO BE LINED, PLACE THE END OF THE ROLL IN TOE SLOPE ANCHOR TRENCH AND SECURE WITH BIODEGRADABLE STAKES OR PINS. SEE FIGURE 1.

PLACE ADJACENT ROLLS IN THE ANCHOR TRENCH WITH A MINIMUM OF 3" OVERLAP. SECURE WITH BIODEGRADABLE STAKES OR PINES, BACKFILL ANCHOR TRENCH, AND COMPACT SOIL.

UNROLL MAT OVER COMPACTED ANCHOR TRENCH, STOP AT NEXT CHECK SLOT OR TERMINAL ANCHOR.

UNROLL ADJACENT ROLLS IN SAME MANNER, WITH A MINIMUM OF 3" OF OVERLAP.

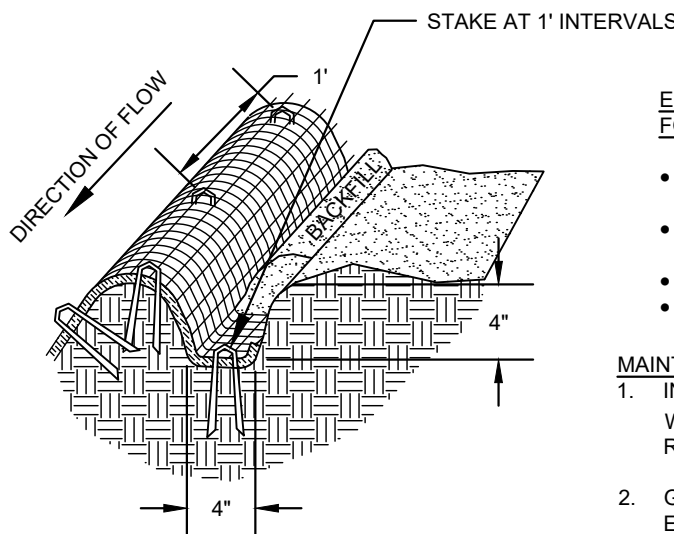


FIGURE 3
TOP OF EMBANKMENT/ BANK
TERMINATION

EROSION CONTROL MATTING MUST MEET OR EXCEED THE FOLLOWING REQUIREMENTS:

- 100 % NATURAL MATERIALS WOVEN INTO A HIGH STRENGTH MATRIX.
- MATTING MUST BE NET FREE AND BIODEGRADABLE OR CONTAIN A RAPID DEGRADING NETTING.
- SHEAR STRESS - 2.4 LBS/SQFT
- FLOW VELOCITY- OBSERVED 6 FT/SEC

MAINTENANCE:

1. INSPECT ROLLED EROSION CONTROL PRODUCTS AT LEAST WEEKLY AND AFTER EACH SIGNIFICANT (½ INCH OR GREATER) RAIN FALL EVENT REPAIR IMMEDIATELY.
2. GOOD CONTACT WITH THE GROUND MUST BE MAINTAINED, AND EROSION MUST NOT OCCUR BENEATH THE RECP.
3. ANY AREAS OF THE RECP THAT ARE DAMAGED OR NOT IN CLOSE CONTACT WITH THE GROUND SHALL BE REPAIRED AND STAPLED.
4. IF EROSION OCCURS DUE TO POORLY CONTROLLED DRAINAGE, THE PROBLEM SHALL BE FIXED AND THE ERODED AREA PROTECTED.
5. MONITOR AND REPAIR THE RECP AS NECESSARY UNTIL GROUND COVER IS ESTABLISHED.

STAPLE AT 12" INTERVALS ALONG OVERLAP.

FOLD AND SECURE MAT ROLLS TIGHTLY INTO CHECK SLOTS. LAY MAT IN CHECK SLOT, FOLD BACK AGAINST ITSELF, ANCHOR THROUGH BOTH LAYERS, BACKFILL AND COMPACT SOIL, CONTINUE ROLLING MAT UPSTREAM. SEE FIGURE 2.

BEGIN NEW ROLLS IN CHECK SLOT, AND OVERLAP ENDS MINIMUM OF 1'.

STREAM BANK MATTING TO BE INSTALLED FROM TOE OF BANK TO TOP OF BANK. SEE FIGURE 3 FOR TERMINATION AT TOP OF BANK AND FIGURE 1 FOR INITIAL ANCHOR TRENCH AT TOE OF BANK.

SEE FIGURE 3 FOR TERMINATION AT UPSTREAM END.

1
CG103

EROSION CONTROL MATTING

NTS

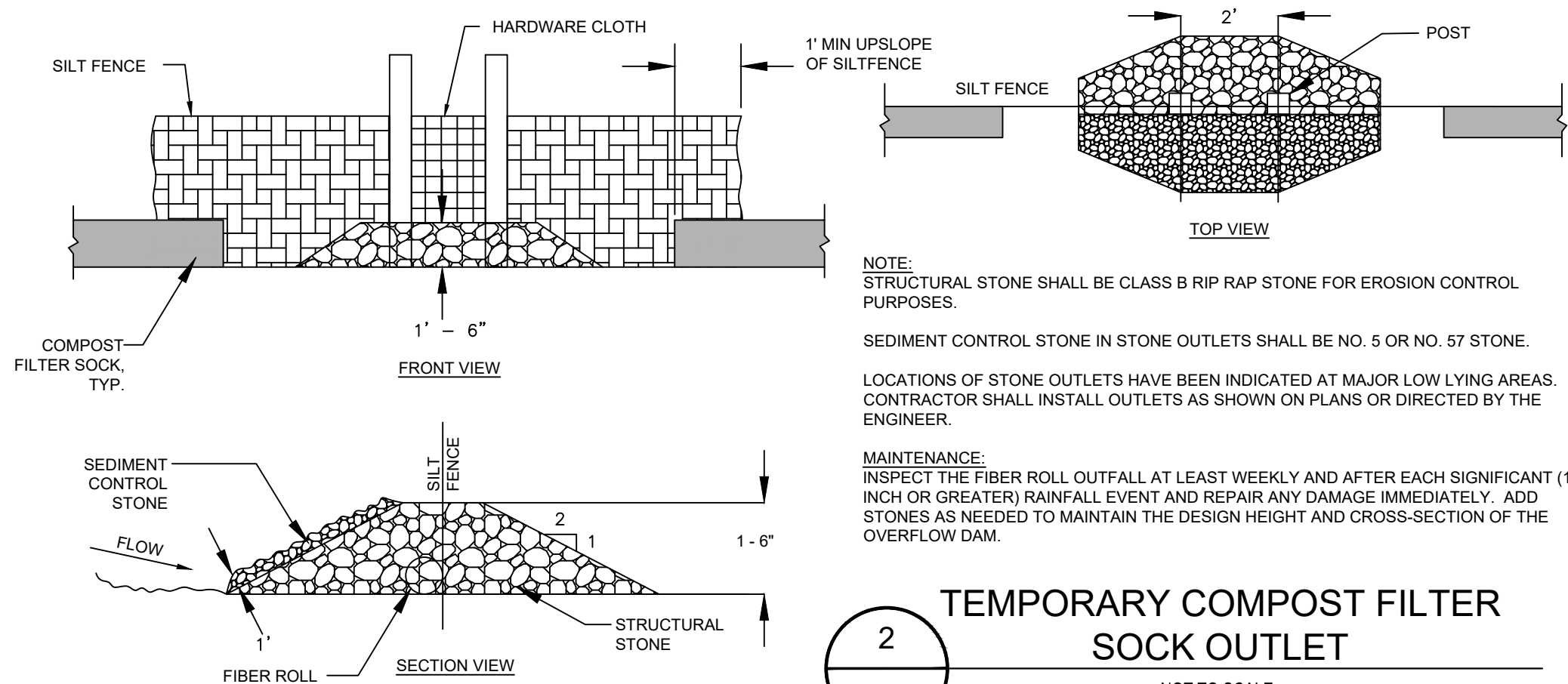


FIGURE 2
TEMPORARY COMPOST
SOCK OUTLET

2
CG103

NOT TO SCALE

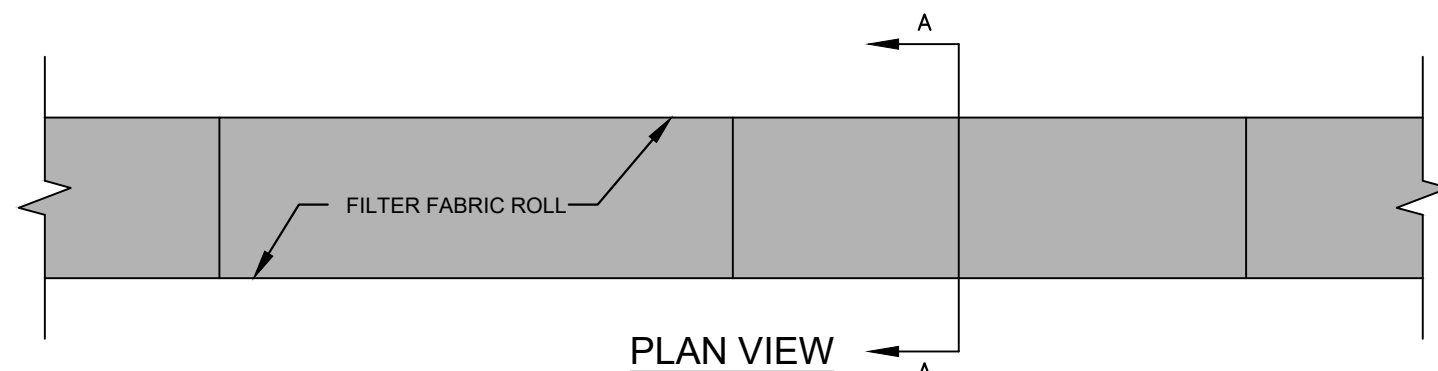


FIGURE 3
TEMPORARY COMPOST
SOCK PROTECTION

3
CG103

TEMPORARY COMPOST
FILTER SOCK PROTECTION

NTS

MAINTENANCE:

INSPECT FIBER ROLLS FOR DAMAGE AFTER EACH RUN-OFF EVENT. ANTICIPATE SUBMERGENCE AND DEPOSITION ABOVE THE FIBER ROLL AND EROSION FROM HIGH FLOW EVENTS. CORRECT ALL DAMAGE IMMEDIATELY. REMOVE SEDIMENT ACCUMULATED BEHIND THE FIBER ROLLS AS NEEDED.

NOTES:

1. TEMPORARY FILTER FIBER ROLLS SHALL BE LOCATED AS SHOWN ON THE PLANS.
2. BEFORE INSTALLATION OF FIBER ROLL, SMOOTH AND SHAPE EARTH SURFACE AND REMOVE ALL STONES, ROOTS, OR OTHER DEBRIS GREATER THAN 2 INCHES IN DIAMETER.
3. EXCAVATE A TRENCH 3 INCHES DEEP FOR PLACEMENT OF EACH ROLL.
4. STAKES SHALL BE 18"-24" IN LENGTH SPACED 5 FOOT ON CENTER ON THE UPSTREAM & DOWNSTREAM SIDES OF THE FIBER ROLL.
5. FABRIC OF FIBER ROLL SHALL BE STAPLED INTO THE GROUND APPROXIMATELY 1 INCH UPSTREAM OF THE EDGE OF THE ROLL.

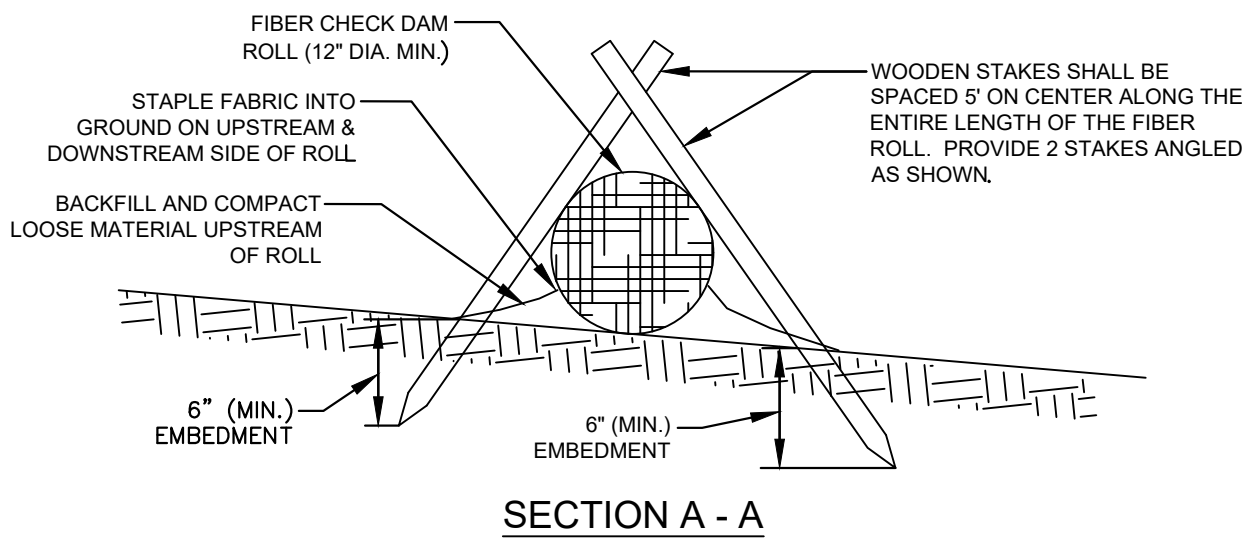


FIGURE 4
TEMPORARY COMPOST
SOCK PROTECTION

FIBER CHECK DAM ROLL (12" DIA. MIN.)

STAPLE FABRIC INTO GROUND ON UPSTREAM & DOWNSTREAM SIDE OF ROLL

BACKFILL AND COMPACT LOOSE MATERIAL UPSTREAM OF ROLL

WOODEN STAKES SHALL BE SPACED 5' ON CENTER ALONG THE ENTIRE LENGTH OF THE FIBER ROLL. PROVIDE 2 STAKES ANGLED AS SHOWN.

6" (MIN.) EMBEDMENT

6" (MIN.) EMBEDMENT

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PROFESSIONAL SEAL

REVISION RECORD

DESCRIPTION

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PROJECT NAME:

MULTI-UNIT HANGAR DEVELOPMENT, PHASE 1
FOR
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PROJ. DATE: MAR 2025
DRAWING NUMBER:

CG103

WKD PROJ. NO.:

2024074400WK

ISSUED FOR BIDDING (NOT RELEASED FOR CONSTRUCTION)



1. PROPOSED TAXIWAY CENTERLINE PAVEMENT MARKINGS SHALL CONFORM TO FAA SPECIFICATION P-620.
2. TAXIWAY CENTERLINE AND HANGAR LEAD-IN LINE MARKINGS SHALL BE 6" WIDE REFLECTIVE AVIATION YELLOW WITH GLASS BEADS.
3. TAXIWAY CENTERLINE PAVEMENT MARKINGS ON EXISTING ASPHALT PAVEMENT SHALL HAVE A BLACK BORDER THAT EXTENDS 6" EITHER SIDE BEYOND YELLOW MARKING. GLASS BEADS SHALL NOT BE USED IN BLACK BORDERS FOR TAXIWAY CENTERLINE MARKINGS ARE NOT REQUIRED ON NEW ASPHALT CONCRETE. REFER TO FAA AC 150/5340-1M CHAPTER 1, SECTION 1.4, TABLE 1-1 FOR FURTHER INFORMATION.
4. PAVEMENT MARKINGS SHALL BE APPLIED IN TWO APPLICATIONS. THE TEMPORARY APPLICATION SHALL BE APPLIED AT A RATE OF 50%, FOLLOWED BY A PERMANENT APPLICATION AT 100% 30 DAYS LATER.

NOT TO SCALE

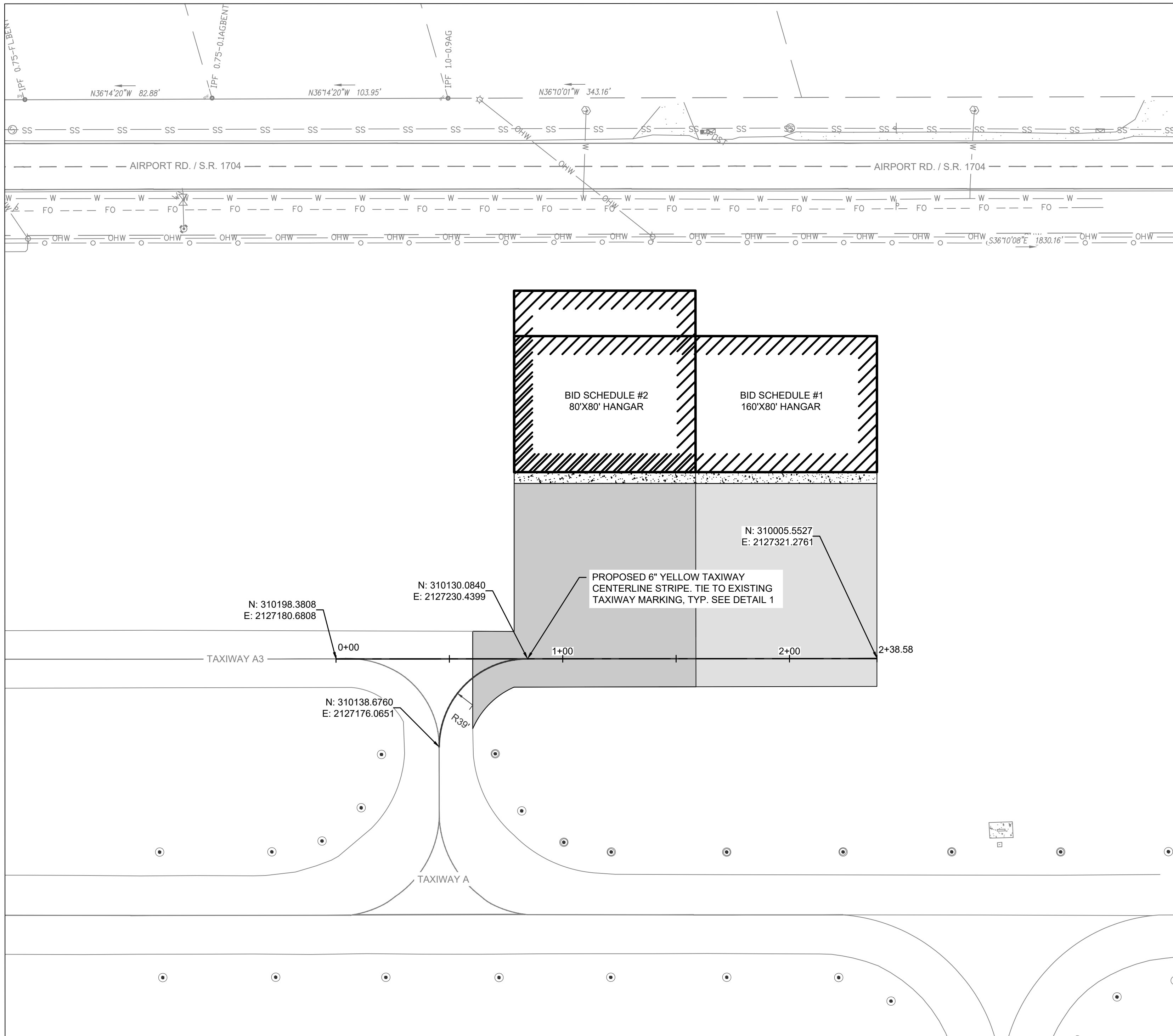
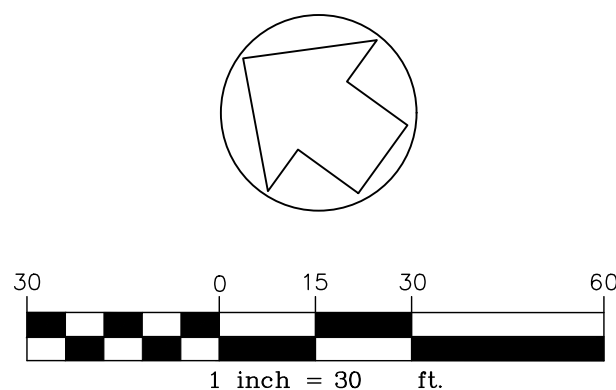
LEGEND

TAXILANE & APRON PAVEMENT MARKING NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE 6" WIDE YELLOW MARKINGS UNLESS OTHERWISE NOTED
2. ALL PAVEMENT MARKING ARE TO RECEIVE TYPE 1, GRADATION A GLASS BEADS PER AC 150/5340-1M. STANDARDS FOR AIRPORT MARKINGS.
3. PAVEMENT MARKINGS SHALL BE PAID PER SQUARE FOOT UNDER P-620.
4. PROTECT ALL PAVEMENT MARKINGS UNTIL THEY HAVE SUITABLY DRIED. ANY MARKINGS DAMAGED BY CONSTRUCTION TRAFFIC SHALL BE REPLACED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

TAXILANE STRIPING COLOR SCHEDULE

1. TAXILANE CENTER LINE: YELLOW



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ON

PROJECT NAME:

FOR
TOWN OF ELIZABETHTOWN
HANGAR DEVELOPMENT, PHASE 1

DRAWING TITLE:

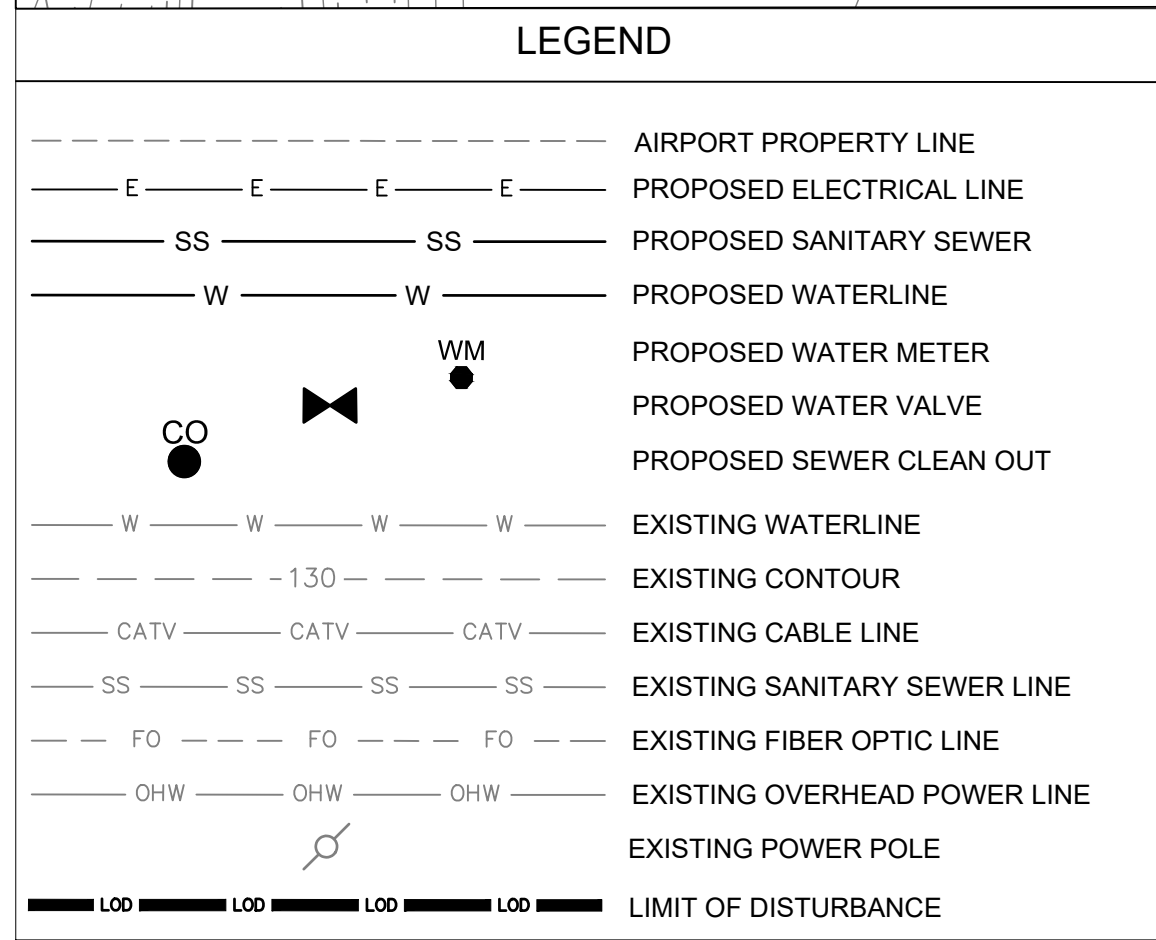
PAVEMENT MARKING PLAN

PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
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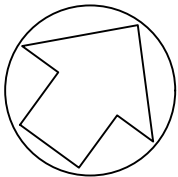
CP100

WKD PROJ. NO.

2024074400WK



- NOTES:**
1. SHEET PLAN CU100 IS FOR INFORMATIONAL PURPOSES ONLY RELATING TO SITE UTILITIES.
 2. THE SITE UTILITIES SHOWN ON THIS SHEET WILL BE PERMITTED, COORDINATED, AND INSTALLED BY THE TOWN OF ELIZABETHTOWN.
 3. THE SITE UTILITIES ON THIS SHEET ARE NOT INCLUDED IN THE CONTRACT BIDDING ITEMS AND WILL NOT BE INCLUDED IN THE AWARD CONTRACT.
 4. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING UTILITIES WITHIN THE HANGAR BUILDING AND UP TO 5 FEET OUTSIDE FOR SITE UTILITY SERVICE CONNECTIONS.



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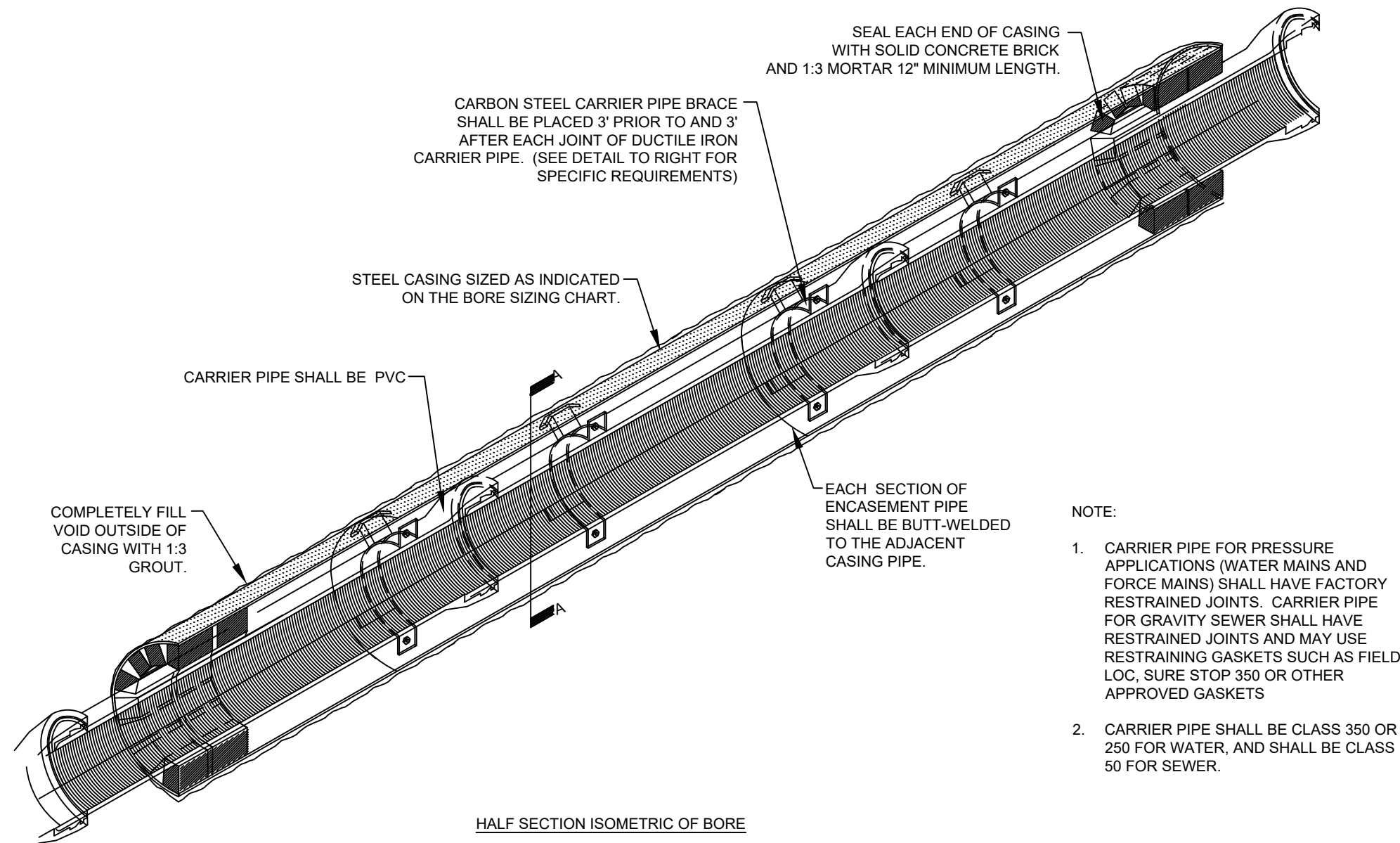
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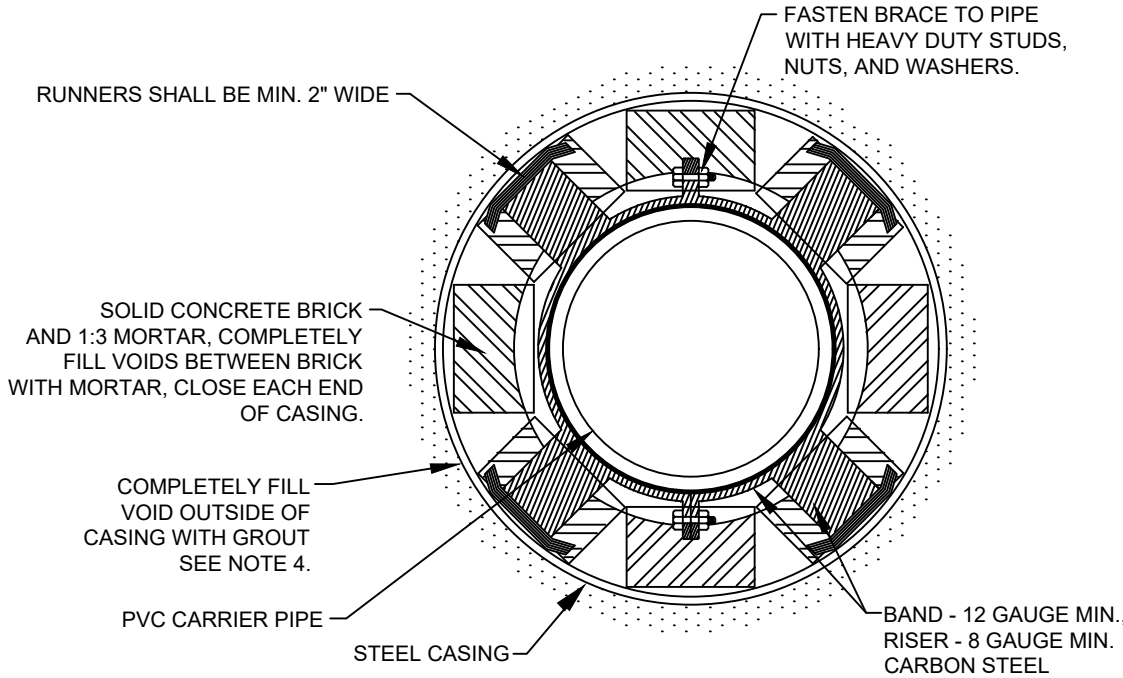
FILE: 24172 (2) Project: 24172 (2) Drawing: 24172 (2) Title: SANITARY SEWER SERVICE LATERAL, C.U.101, 24172 (2) Date: 03/20/2025, 11:50:24 AM, W.K. Dickson & Co., Inc. 720 Corporate Center Drive, Raleigh, NC 27607, (919) 752-0495, www.wkdickson.com



HALF SECTION ISOMETRIC OF BORE

BORE SIZING CHART*			
CARRIER PIPE SIZE	MIN. CASING SIZE	ROADWAYS MIN. WALL THICKNESS	RAILROADS MIN. WALL THICKNESS
4"	10"	0.188"	0.188"
6"	12"	0.25"	0.281"
8"	16"	0.25"	0.281"
12"	24"	0.25"	0.375"
16"	30"	0.312"	0.469"
18"	30"	0.312"	0.469"
24"	36"	0.375"	0.532"
30"	42"	0.500"	0.625"
36"	48"	0.500"	0.688"

*CONTRACTOR MAY SUBSTITUTE A LARGER SIZE CASING PIPE HAVING THE MINIMUM WALL THICKNESS SHOWN FOR SEWER MAINS. ALL ADDITIONAL COSTS SHALL BE INCLUDED IN THE NIT PRICE BID FOR BORING AND JACKING.

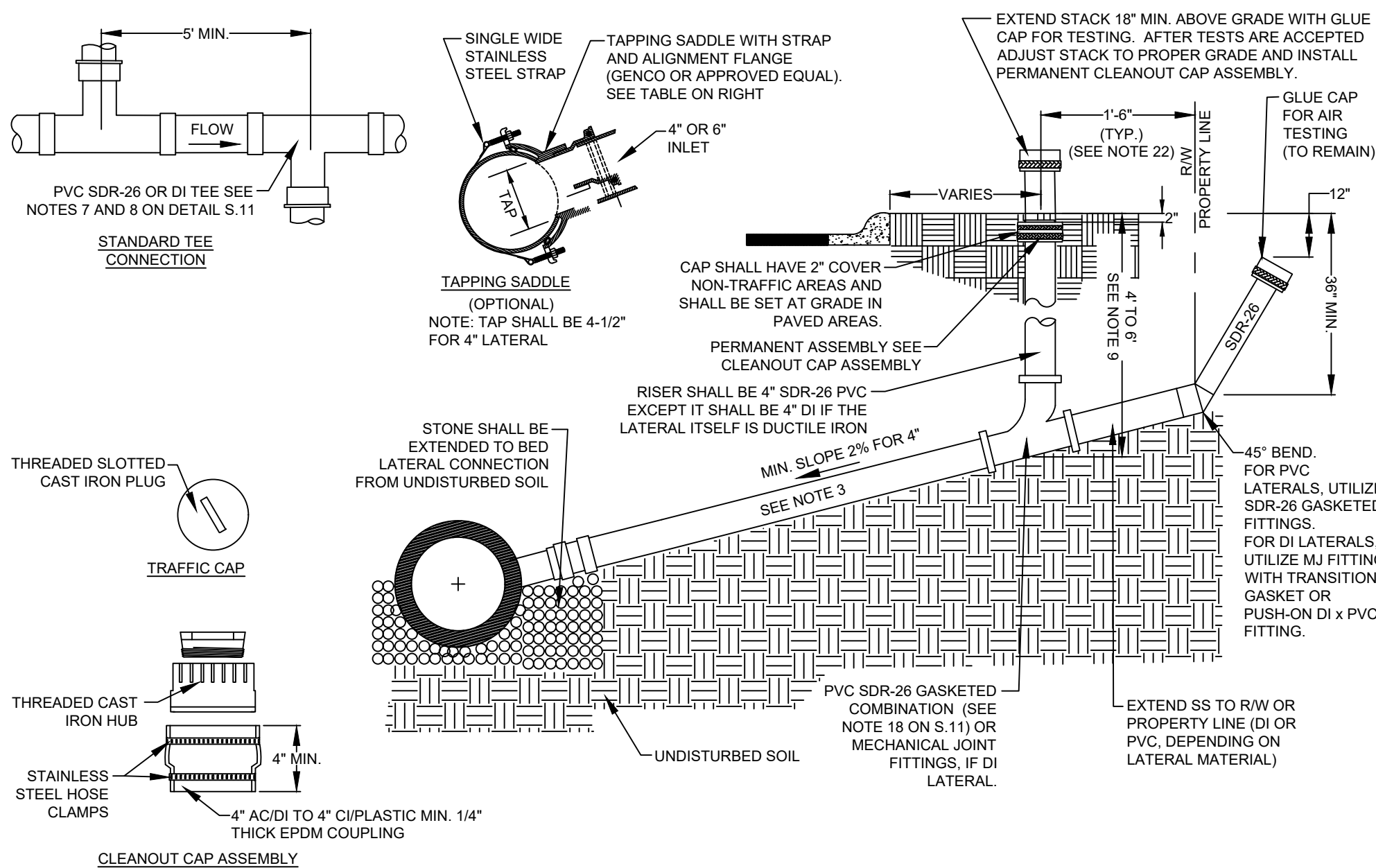


SECTION "A-A" CARBON STEEL CARRIER PIPE BRACE

- NOTES:
- INSTALLATION SHALL BE DRY BORE AND JACKING OF SMOOTH WALL STEEL PIPE. JETTING OR WET BORING WITH WATER SHALL NOT BE ALLOWED.
 - SEE BORE SIZING CHART FOR CARRIER PIPE SIZE AND STEEL CASING SIZE, MINIMUM DIAMETER, AND WALL THICKNESS.
 - CASING PIPE SHALL BE IN ACCORDANCE WITH ASTM A-53, GRADE B WITH A MINIMUM YIELD STRENGTH OF 35,000PSI.
 - EACH END OF ENCASUREMENT TO BE PLUGGED WITH BRICK. ALL VOIDS OUTSIDE THE CASING PIPE SHALL BE COMPLETELY FILLED WITH 1:3 PORTLAND CEMENT GROUT AT SUFFICIENT PRESSURE TO INSURE NO SETTLEMENT OF ROADWAY/RAILROAD. METHOD OF GROUTING SHALL BE AS APPROVED BY THE PERMITTING AGENCY.
 - IT IS RECOMMENDED THAT THE BORE BE ACCOMPLISHED BEFORE PIPE CONSTRUCTION BEGINS.
 - THE BORING SHALL BE PERFORMED FROM "UPSTREAM" TO "DOWNSTREAM" DIRECTION MAINTAINING THE CRITICAL DOWNSTREAM INVERT ELEVATION. SHOULD THE BORE NOT BE ON GRADE, A REVISED PLAN SHALL BE SUBMITTED TO FAYPWC FOR APPROVAL.
 - THE BORING OPERATION SHALL BE CONDUCTED IN A MANNER THAT THE FLOW OF TRAFFIC IS NOT IMPEDED OR IN SUCH A MANNER SO AS NOT TO CREATE A HAZARD.
 - IF AN OBSTRUCTION IS ENCOUNTERED DURING THE BORING OPERATION, THE AUGER SHALL BE WITHDRAWN, THE EXCESS CASING PIPE CUT-OFF, CAPPED AND THE INTERIOR AND EXTERIOR VOIDS SHALL BE COMPLETELY FILLED WITH 1:3 PORTLAND CEMENT GROUT UNDER PRESSURE. NO SEPARATE PAYMENT FOR UNSUCCESSFUL BORES.
 - CONTRACTOR SHALL FIELD ADJUST AND INSTALL PROPER PIPE BRACES TO ACCOMPLISH GRADE AND INVERTS AS SHOWN ON THE DRAWINGS.
 - A MANUAL CONTROL STEERING HEAD OR OTHER GUIDANCE SYSTEM IS RECOMMENDED FOR BORES 30" DIAMETER AND/OR LARGER AND FOR BORES EXCEEDING 100' IN LENGTH OR AS SPECIFIED.
 - SUBCONTRACTORS SHALL ADHERE TO ALL PERMIT REQUIREMENTS AND SHALL PROVIDE APPROVED INSURANCE CERTIFICATES AS REQUIRED.
 - CONTRACTOR SHALL EXECUTE AND PERFORM ALL REQUIREMENTS AND CONDITIONS STIPULATED BY THE PERMITTING AGENCY.
 - CARRIER PIPE FOR PRESSURE APPLICATIONS (WATER MAINS AND FORCE MAINS) SHALL HAVE FACTORY RESTRAINED JOINTS. CARRIER PIPE FOR GRAVITY SEWER SHALL HAVE RESTRAINING JOINTS AND MAY USE RESTRAINING GASKETS SUCH AS FIELD LOK, SURE STOP 350 OR OTHER APPROVED GASKETS.

1 BORE UNDER ROADWAY CASING

CU101 NTS



SEWER LATERAL NOTES

- HOLE IN SANITARY SEWER MAIN MUST BE CUT WITH SHELL CUTTER NO HAMMER TAPS ALLOWED.
- LATERAL SHALL CONFORM TO ASTM SPECS. D-3034 SDR-26 UNLESS OTHERWISE INDICATED AS DI.
- ALL PIPE AND FITTINGS SHALL BE 4" OR 6" UNLESS OTHERWISE SPECIFIED.
- ALL DI PIPE SHALL HAVE AN INTERIOR LINING OF CERAMIC EPOXY (PROTECTO 401). THE ENTIRE DI LATERAL SHALL BE COMPRISED OF DI PIPE AND MECHANICAL JOINT FITTINGS.
- ALL CONNECTIONS SHALL HAVE RUBBER GASKET SEALS.
- SANITARY SEWER LATERAL CLEANOUT STACK SHALL BE LOCATED 18" FROM WATER LATERAL LOCK VALVE WHEN IN THE SAME DITCH.
- INSTALLATION OTHER THAN AS SHOWN MUST BE APPROVED BY THE FAYPWC.
- CONNECTIONS TO THE TOP OF MAIN SHALL NOT BE ALLOWED, UNLESS OTHERWISE APPROVED BY THE FAYPWC PROJECT COORDINATOR.
- THE DESIGN ENGINEER SHALL DETERMINE THE SLOPE AND DEPTH OF THE LATERAL BASED ON THE TOPOGRAPHY OF THE LOT.
- LATERAL SHALL CONFORM TO 2% MINIMUM SLOPE FOR 4" OR 1% MINIMUM SLOPE FOR 6". THE MAXIMUM LENGTH OF A SEWER LATERAL SHALL BE 60 FEET, UNLESS OTHERWISE APPROVED BY FAYPWC.
- SEE INTERIOR DROP STRUCTURE OR SLIDE, MORTAR SLIDE AND SHELF DETAIL FOR VERTICAL DROPS OF MAINS AND LATERALS.
- LATERALS LESS THAN 3' IN DEPTH OR GREATER THAN 20' DEPTH SHALL UTILIZE DUCTILE IRON PIPE AND FITTINGS WITH CERAMIC EPOXY (PROTECTO 401), OR WHEN SEPARATION REQUIREMENTS CANNOT BE MET.
- ENTIRE SEWER LATERAL ASSEMBLY SHALL BE AIR TESTED CONCURRENTLY WITH SEWER MAIN.
- INDIVIDUAL LATERALS SHALL BE CLEANED AND FLUSHED PRIOR TO FLUSHING SANITARY SEWER MAINS.
- LATERAL SHALL NOT BE BACK-FILLED UNTIL INSPECTED BY THE FAYPWC PROJECT COORDINATOR.
- WYE CONNECTIONS SHALL NOT BE USED TO TIE LATERALS INTO A MANHOLE.
- IF BENDS ARE APPROVED BY THE PROJECT COORDINATOR, STONE BEDDING IS REQUIRED TO BE INSTALLED FROM UNDISTURBED (SEE DETAIL S.12) SOIL TO BOTTOM OF BEND.
- PVC COMBINATION SHALL BE A MOLDED WYE AND BEND, GASKETED, SDR-26, AS MANUFACTURED BY HARCO, GPK, OR APPROVED EQUAL.
- NO MORE THAN 4, FOUR-INCH LATERALS OR 3, SIX-INCH LATERALS SHALL ENTER A 4" DIAMETER TERMINAL MANHOLE. NO MORE THAN 2 LATERALS (REGARDLESS OF SIZE) SHALL ENTER ALL OTHER 4" DIAMETER MANHOLES. ALL LATERALS SHALL HAVE AN INDIVIDUAL TROUGH. 5" DIAMETER MANHOLES SHALL BE USED IF THE ABOVE CONDITIONS ARE NOT MET.
- ALL LATERALS (4" AND 6") SHALL UTILIZE A 4" RISER (STACK).
- REFER TO DETAIL S.12 FOR SEPARATION REQUIREMENTS.
- FOR SINGLE FAMILY RESIDENTIAL LOTS, CLEANOUT SHALL BE LOCATED 18" FROM RIGHT-OF-WAY OR EASEMENT. FOR ALL NON-SINGLE FAMILY LOTS, CLEANOUT SHALL BE NO CLOSER THAN 10' TO FRONT OF BUILDING, UNLESS OTHERWISE APPROVED BY FAYPWC.

THE FOLLOWING TABLE SUMMARIZES THE MATERIALS TO BE UTILIZED FOR SEWER MAIN TO LATERAL CONNECTIONS:

	PVC Main	DI Main
DI Lateral	DI fitting or approved saddle	MJ fitting or approved saddle
PVC Lateral	PVC fitting or approved saddle	MJ fitting with transition gasket or approved saddle

2 SANITARY SEWER SERVICE LATERAL

CU101 NTS

PROFESSIONAL SEAL

REVISION RECORD

DESCRIPTION

DATE

UTILITY DETAILS

PROJECT NAME:

MULTI-UNIT HANGAR DEVELOPMENT, PHASE 1
FOR
TOWN OF ELIZABETHTOWN

DRAWING TITLE:

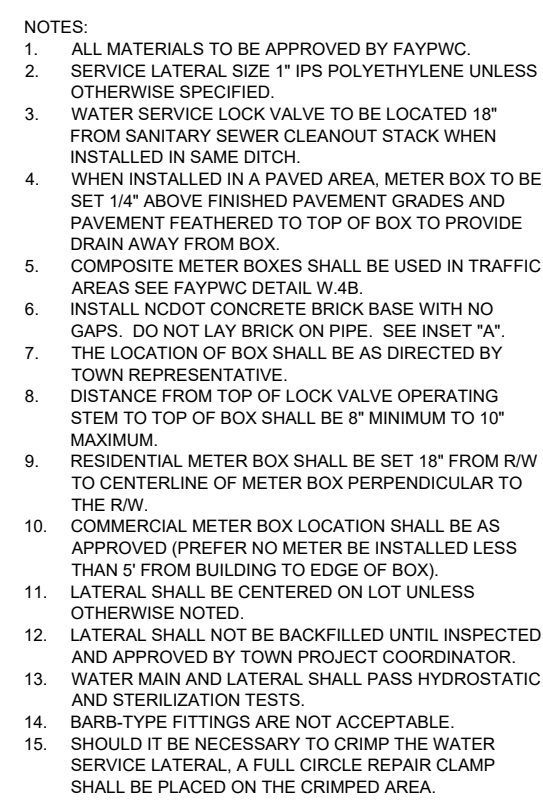
PROJ. MGR.: JP
DESIGN BY: AEC/MWC
DRAWN BY: AEC/MWC
PROJ. DATE: MAR 2025
DRAWING NUMBER:

CU101

WKD PROJ. NO.:

2024074400WK

ISSUED FOR BIDDING (NOT RELEASED FOR CONSTRUCTION)



NTS

- NOTES:
1. ALL MATERIALS SHALL BE APPROVED BY THE ENGINEER
 2. METER BOX SHALL NOT BE LOCATED WHERE H-20 LOADINGS CAN IMPACT BOX OR COVER.
 3. DIMENSION'S $\pm 1/16$ U.N.O.

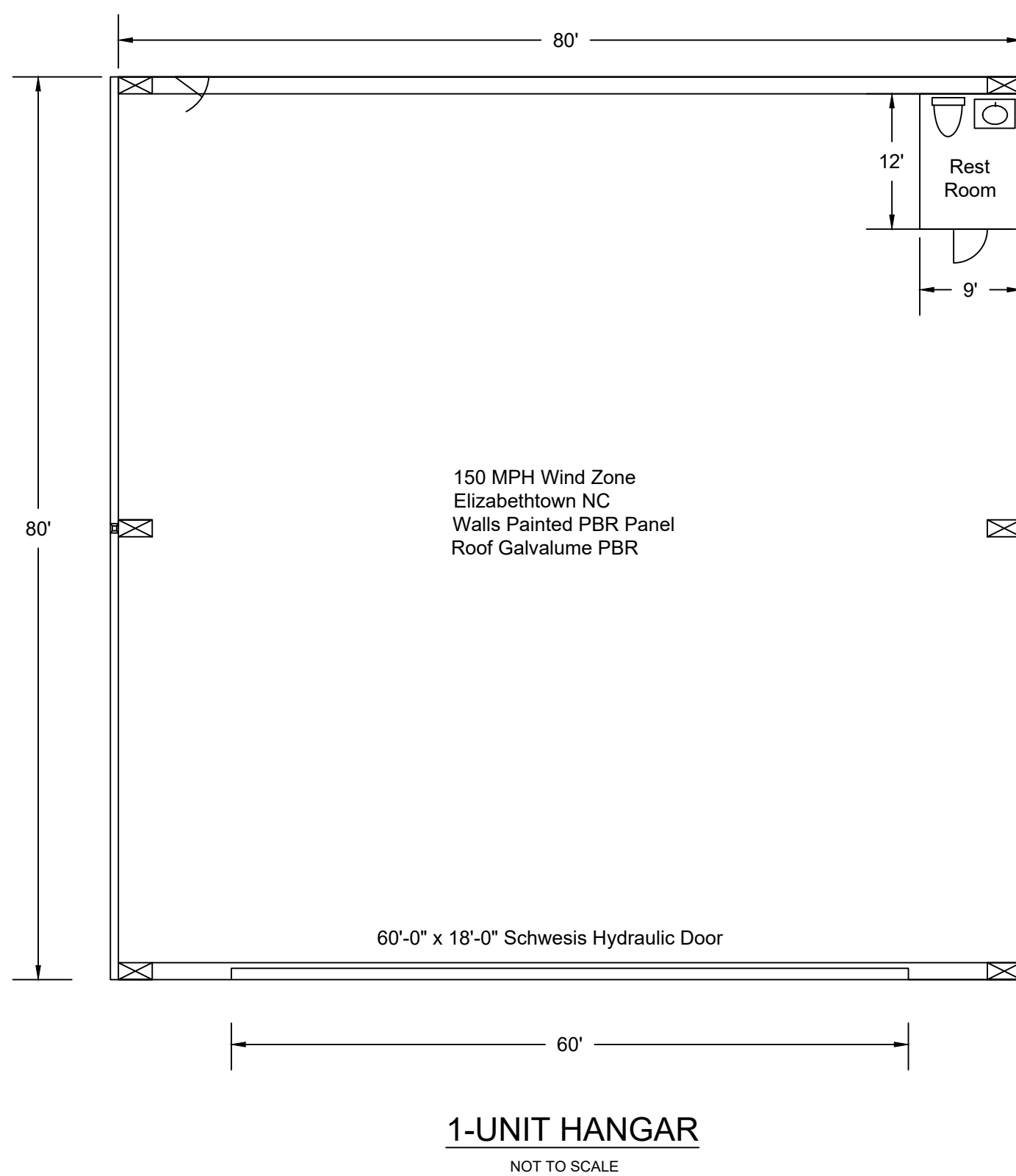
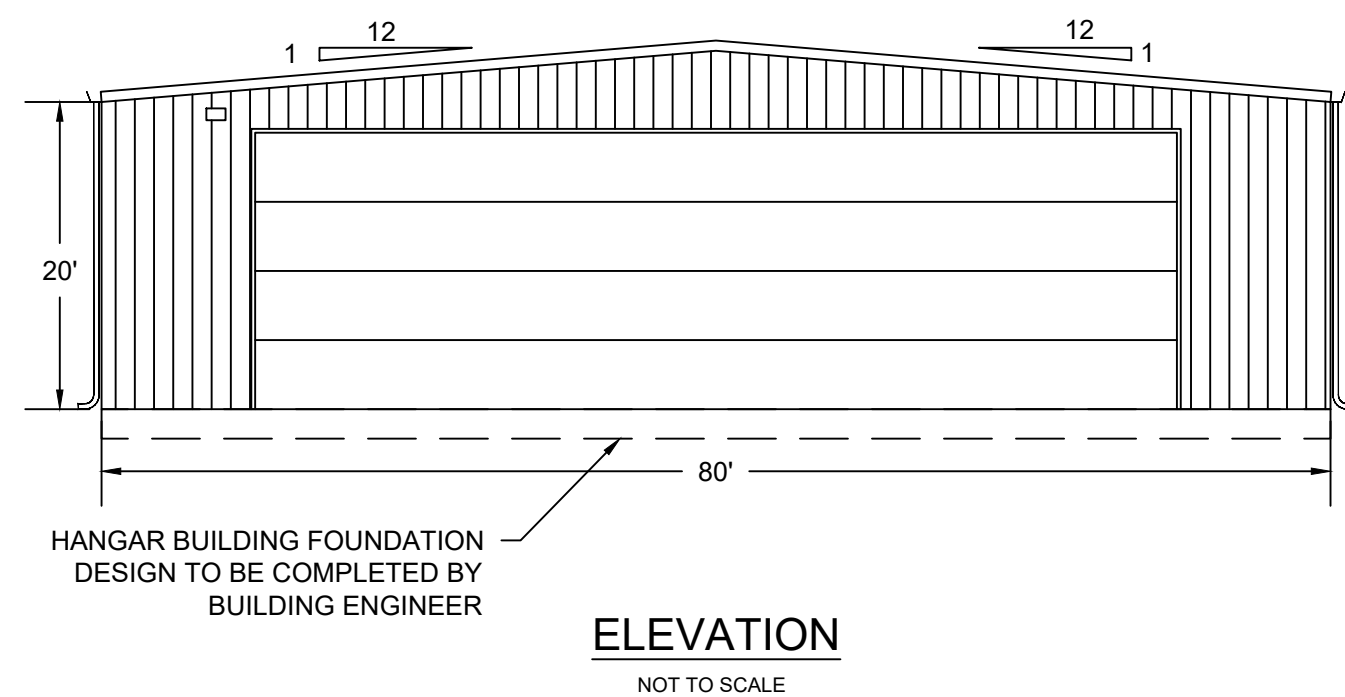
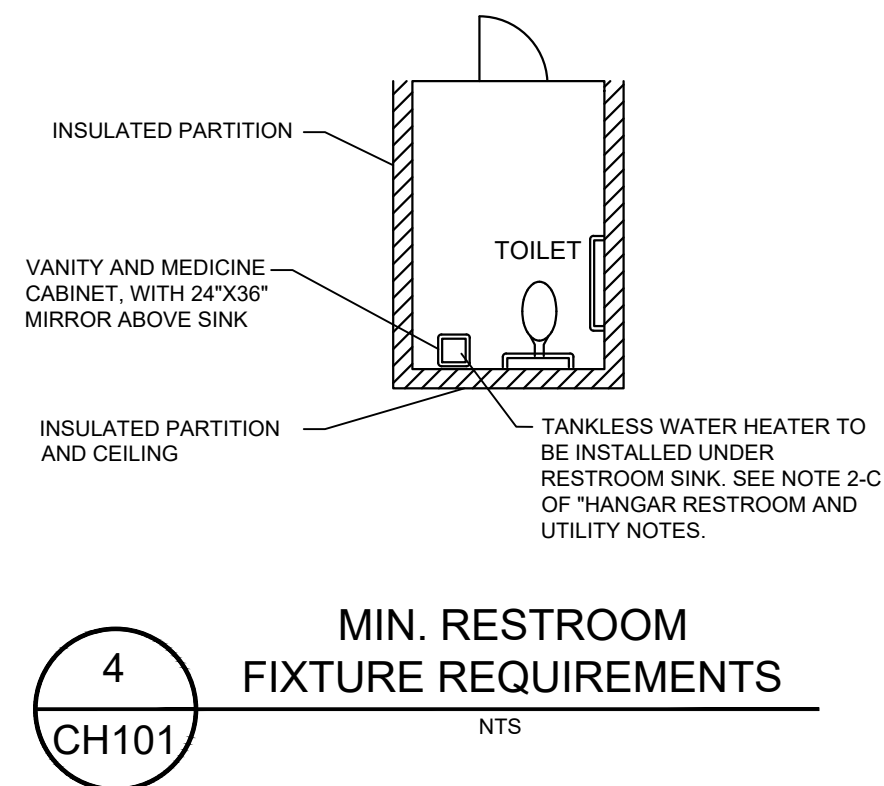
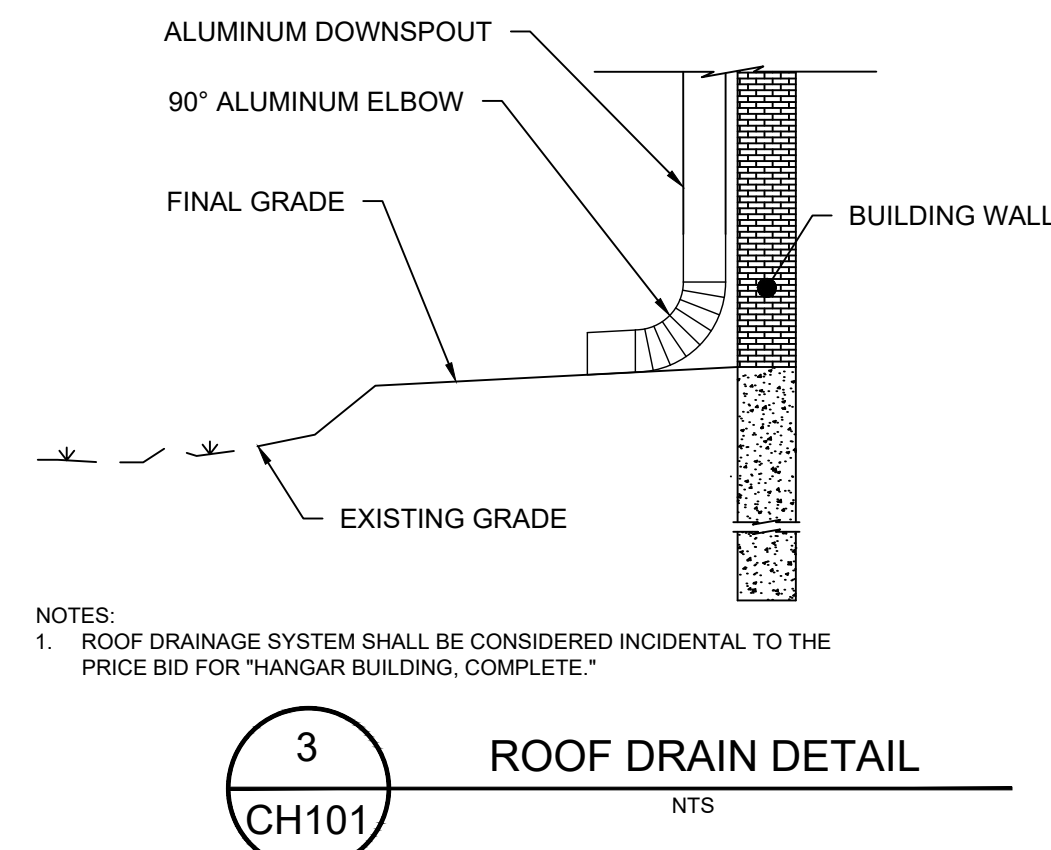
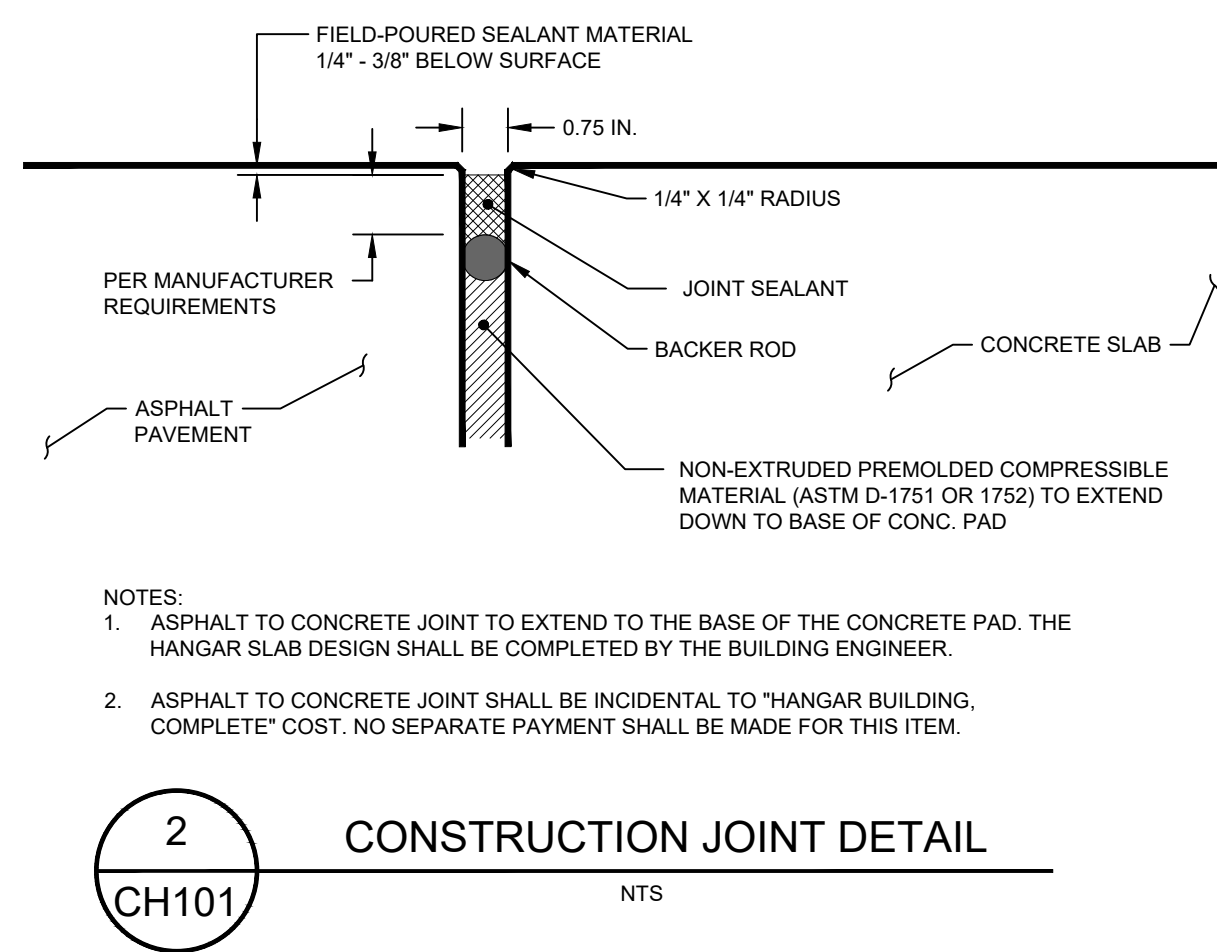
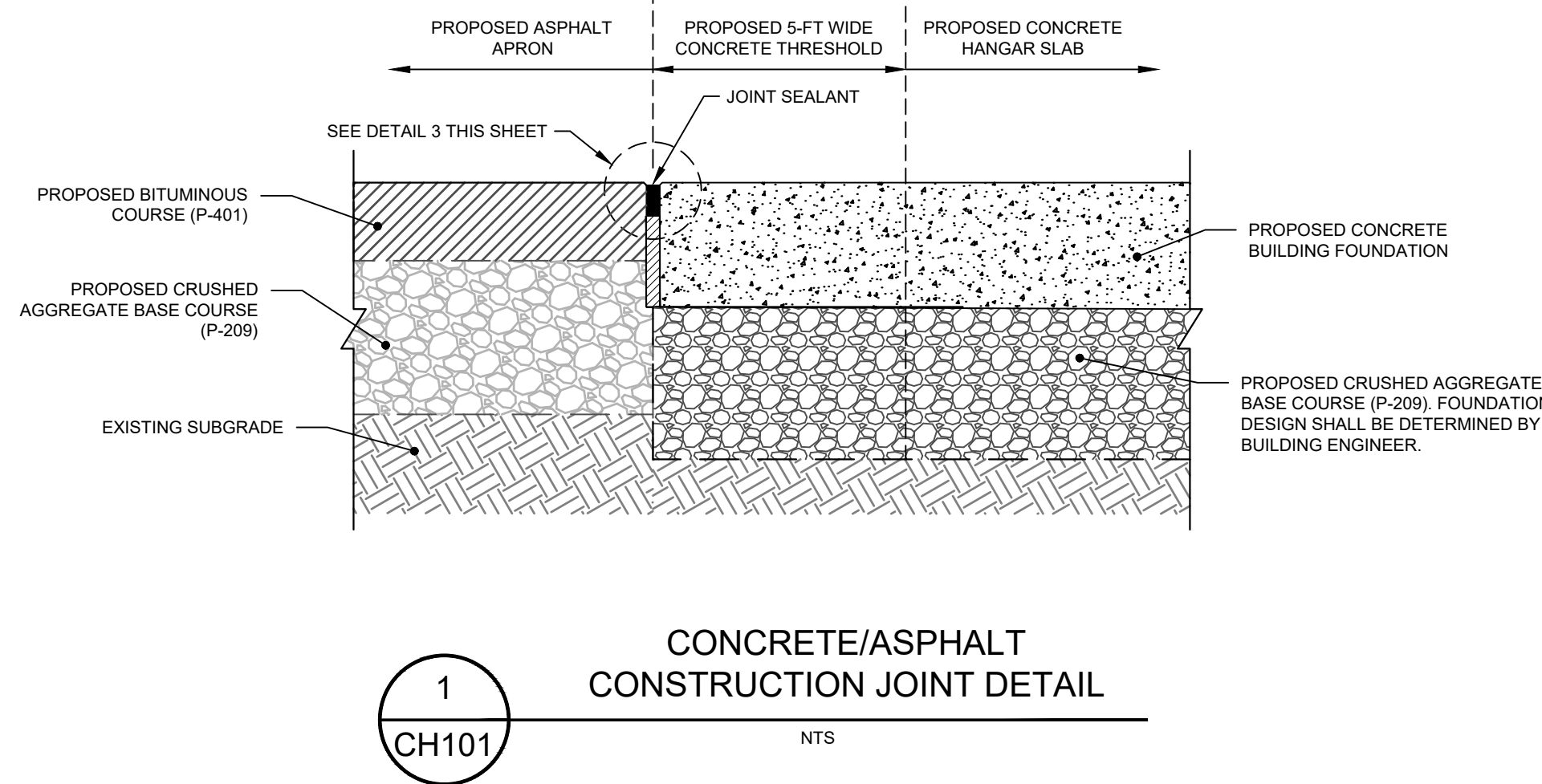


NTS



SECTION A-A





HANGAR NOTES AND PERMITTING

1. CONTRACTOR SHALL PROVIDE DETAILED DESIGN (ARCHITECTURAL, STRUCTURAL, MECHANICAL, PLUMBING AND ELECTRICAL) THAT CONFORMS TO ALL APPLICABLE LOCAL AND FEDERAL CODES FOR HANGAR FACILITIES. DESIGN SHALL BE PROVIDED TO THE OWNER FOR REVIEW PRIOR TO CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH OWNER DURING DESIGN OF HANGAR FACILITIES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR OBTAINING ALL NECESSARY BUILDING PERMITS AND APPROVALS TO CONSTRUCT ALL HANGAR UNITS ON THESE PLANS.

2. CONTRACTOR SHALL PROVIDE ALL DRAWINGS AND SPECIFICATIONS FOR BUILDING AND UTILITY COMPONENTS (SEALED BY A NORTH CAROLINA LICENSED ENGINEER) NECESSARY TO OBTAIN REQUIRED PERMITS.

3. THE COST TO COMPLETE THE CONSTRUCTION OF ONE (1) 1-UNIT HANGAR IS CONSIDERED ONE LUMP SUM. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND PAY ALL ASSOCIATED FEES.

HANGAR NOTES:

1. AIRCRAFT HANGAR SHALL HAVE SCHWESIS HYDRAULIC DOORS WITH 60'-0" x 18'-0" OPENINGS.
2. CONTRACTOR IS RESPONSIBLE FOR HANGAR BUILDING & FOUNDATION (SLAB & FOOTINGS) DESIGN AND SHALL SUBMIT DESIGN FOR APPROVAL WITH BUILDING SHOP DRAWINGS SEALED BY A NC PROFESSIONAL ENGINEER AS REQUIRED FOR THE BUILDING PERMIT. THE CONTRACTOR SHALL REFERENCE THE GEOTECHNICAL REPORT FOR RECOMMENDATIONS REGARDING FLOOR SLAB DESIGN.
3. HANGAR FLOOR SHALL BE FIBER REINFORCED 4500 PSI (28 DAY) CONCRETE FAA P-610, WITH WELDED WIRE FABRIC FOR SLAB REINFORCEMENT. FLOOR SURFACE SHALL BE SMOOTH FINISH WITH TWO COATS OF LIGHT COLORED POLYURETHANE SEALER. PLACE SLAB FAA P-209 COMPACTED STONE BASE W/ 6 MIL VAPOR BARRIER. FOR CONCRETE MIX SPECIFICATIONS, SEE SPEC SECTION P-610.
4. HANGAR FLOOR SHALL BE SLOPED TO DRAIN TOWARD HYDRAULIC DOOR PER MANUFACTURER'S REQUIREMENTS. NO ABRUPT CHANGE IN GRADE WILL BE ALLOWED BETWEEN THE ASPHALT APRON AND THE CONCRETE HANGAR FLOOR; A SMOOTH TRANSITION IS REQUIRED. HYDRAULIC DOORS SHALL HAVE A RUBBER SEAL TO PROVIDE A WATERTIGHT DOOR.
5. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER A MINIMUM OF 48 HOURS PRIOR TO POURING THE BUILDING FOOTERS AND SLAB TO ALLOW FOR INSPECTION OF THE FORMS AND CONCRETE PLACEMENT PROCESS.
6. EXTERIOR WALL PANELS AND TRIM COLORS ARE TO BE COORDINATED WITH THE OWNER UPON BUILDING PERMIT APPROVAL, PRIOR TO ORDERING BUILDING.
7. EXTERIOR WALLS, DOORS AND ROOF SHALL BE INSULATED (R13) WITH SCRIM REINFORCED WHITE VINYL.
8. ALL INTERIOR WALLS SHALL BE PAINTED PBR PANELS FROM FLOOR TO CEILING.
9. EACH HANGAR UNIT SHALL HAVE ONE PERSONNEL DOOR AND CONFORM TO LOCAL, STATE AND FEDERAL REQUIREMENTS, INCLUDING THE NEED FOR FIRE EXIT SIGNS WITH BATTERY BACKUPS ABOVE EACH PERSONNEL DOOR.
10. A LOCKING, ELECTRIC PANEL BOARD SHALL BE INSIDE ONE OF THE HANGAR UNITS. THE LOCATION OF THE PANEL BOARD SHALL BE COORDINATED WITH LOCAL BUILDING INSPECTIONS DEPARTMENT AND IS SUBJECT TO THE APPROVAL OF THE OWNER.
11. EACH HANGAR UNIT SHALL HAVE WALL-MOUNTED COMMERCIAL-GRADE FIRE EXTINGUISHER CABINETS WITH APPROPRIATE SIGNAGE, COMPLETE WITH FIRE EXTINGUISHERS AS REQUIRED BY LOCAL CODE ENFORCEMENT.
12. BUILDING SHALL HAVE ROOF GUTTERS WITH DOWNSPOUTS AS NEEDED, DOWNSPOUTS SHALL SHEET FLOW AWAY FROM PROPOSED HANGAR.
13. THE TYPE AND NUMBER OF ELECTRICAL RECEPTACLES PER HANGAR BAY SHALL BE IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS, BUT INCLUDE THREE (3) RECEPTACLES AT A MINIMUM.
14. INTERIOR LIGHTING IN HANGAR BAY AREAS SHALL BE DYNAGEN CTAMUFO SERIES. LOCATION OF INTERIOR LIGHTING SHALL BE COORDINATED WITH OWNER AND ENGINEER PRIOR TO ORDERING BUILDING.
15. RECEPTACLES SHALL BE IN ACCORDANCE WITH STATE, LOCAL AND FEDERAL REQUIREMENTS. AND SHALL BE COORDINATED WITH OWNER AND ENGINEER PRIOR TO ORDERING BUILDING.
16. CONTRACTOR SHALL PROVIDE A MANUAL TRANSFER SWITCH AND AN OUTLET FOR EACH FACILITY WHICH WILL ALLOW A PORTABLE GENERATOR TO BE PLUGGED IN TO POWER THE ENTIRE FACILITY IN THE EVENT OF A POWER OUTAGE, PORTABLE GENERATOR TO BE PROVIDED BY OTHERS.
17. ALL DIMENSIONS INDICATED ARE NOMINAL. USE THE MANUFACTURER PROVIDED DIMENSIONS FROM THE APPROVED SHOP DRAWING SUBMITTAL.
18. EXTERIOR LIGHTING SHALL BE DYNAGEN W2LED SERIES. LOCATIONS OF EXTERIOR LIGHTING SHALL BE, AT A MINIMUM, ONE ABOVE MAIN DOOR AND ONE ADJACENT TO HANGAR DOOR. THE FINAL NUMBER AND LOCATION OF EXTERIOR LIGHTS WILL BE DETERMINED THROUGH COORDINATION BETWEEN THE OWNER AND THE BUILDING ENGINEER DURING THE BUILDING DESIGN PHASE.

HANGAR RESTROOM AND UTILITY NOTES:

1. RESTROOM FACILITY SHALL MEET NORTH CAROLINA BUILDING CODE, ACCESSIBILITY STANDARDS, AND ADA REQUIREMENTS.
2. CONTRACTOR SHALL INSTALL A HANDICAP ACCESSIBLE RESTROOM COMPLETE.
 - a. TOILET SHALL BE ENCLOSED IN A HANDICAP ACCESSIBLE RESTROOM STALL.
 - b. SINK SHALL BE STAND ALONE ADJACENT TO RESTROOM STALL.
 - c. AN ELECTRIC, 1.5 GPM POINT-OF-USE TANKLESS WATER HEATER SHALL BE INSTALLED AT THE RESTROOM SINK.
 - d. ALL RESTROOM FIXTURES SHALL BE AMERICAN STANDARD OR KOHLER COMMERCIAL GRADE FIXTURES AND SHALL INCLUDE CHROME PAPER DISPENSERS AS REQUIRED, INCLUDING HAND TOWELS. RESTROOM MIRRORS SHALL BE BOBRACH OR EQUAL.
 - e. UNIVERSAL SIGNS SHALL BE PLACED ON EXTERIOR RESTROOM DOOR IDENTIFYING MEN AND WOMEN RESTROOM AND INDICATING HANDICAP ACCESSIBLE.
3. LIGHTING SHALL CONSIST OF 40W FLORESCENT LIGHT FIXTURES ABOVE SINK AND OTHER CEILING FLORESCENT LIGHTING NECESSARY FOR A 75 FOOT CANDLE LEVEL IN THE RESTROOM AREA. FLUORESCENT FIXTURES SHALL NOT HAVE EXPOSED TUBES. RESTROOM SHALL HAVE A CEILING VENT FAN VENTED TO THE EXTERIOR OF THE BUILDING. LIGHTS AND FAN SHALL BE CONTROLLED BY A SINGLE SWITCH AT THE DOOR.
4. ALL WATER LINE, SANITARY SEWER LINE, POWER, AND CABLE/DATA LINE CONSTRUCTION SHALL BE IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
5. CONTRACTOR TO PROVIDE WALL PACK HEATING UNIT APPROPRIATE FOR SIZE AND SPACE. CONTRACTOR TO SUBMIT SHOP DRAWING OF PROPOSED HEATING UNIT TO ENGINEER FOR APPROVAL.

[illegible]

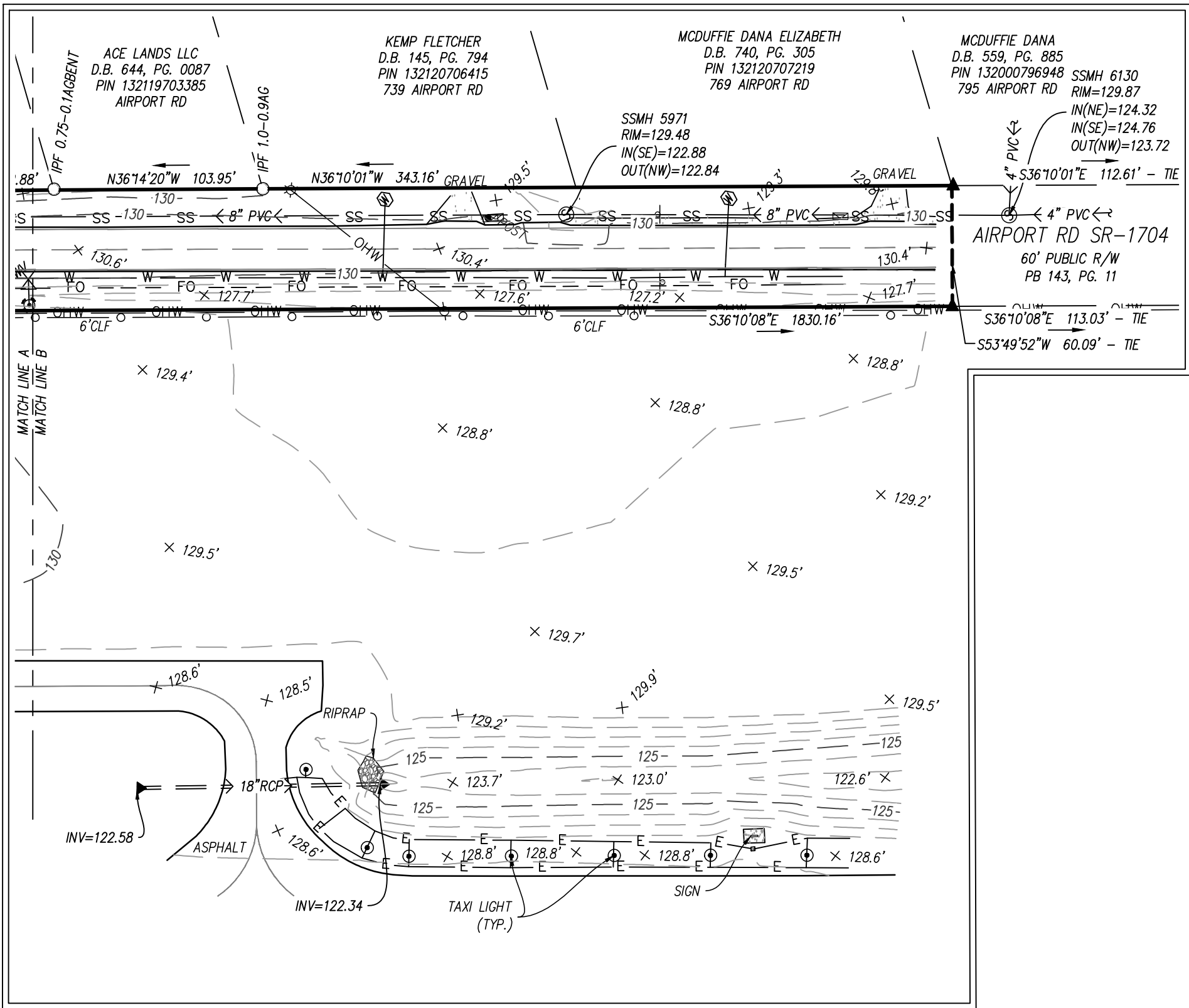
PROJECT NAME: MULT-UNIT HANGAR DEVELOPMENT, PHASE 1
FOR
TOWN OF ELIZABETH-TOWN

DRAWING TITLE: HANGAR DETAILS - BID SCHEDULE 2

PROJ. MGR.:	JP
DESIGN BY:	AEC/MWC
DRAWN BY:	AEC/MWC
PROJ. DATE:	MAR 2025
DRAWING NUMBER:	
CH101	
WKD PROJ. NO.:	
2024074400WK	

LEGEND			
	CONTROL POINT		POST
	CALCULATED POINT		GATE
	AXLE FOUND		PROPERTY LINE
	IRON PIPE FOUND		ADJONER LINE (NOT SURVEYED)
	IRON ROD FOUND		CHAIN LINK FENCE
	NAIL FOUND		UNDERGROUND TELE COMM
	FLARED END SECTION		UNDERGROUND FIBER OPTIC LINE
	ROOF DRAIN		UNDERGROUND FIBER OPTIC LINE QLC/QLD
	SEWER MANHOLE		UNDERGROUND ELECTRIC LINE
	BACKFLOW PREVENTOR		UNDERGROUND WATER LINE
	FIRE HYDRANT		SANITARY SEWER LINE
	WATER METER		STORM DRAIN LINE
	WATER VALVE		CABLE TELEVISION
	TEL-COM PEDESTAL		UNKNOWN DESTINATION
	POWER BOX/METER		CONCRETE SURFACE
	POWER METER		DUCTILE IRON PIPE
	GUY WIRE		POLYVINYL CHLORIDE PIPE
	LANDSCAPE LIGHT		REINFORCED CONCRETE PIPE
	UTILITY POLE		CORRUGATED PLASTIC PIPE
	TAXIWAY LIGHT		CHAIN LINK FENCE
	FINISH FLOOR ELEV.		BARBED WIRE
	MAILBOX		LANDSCAPE AREA
	SIGN		

SURVEY CONTROL NAD83/2011, NAVD88			
POINT #	NORTHING	EASTING	ELEVATION
10004	311263.25'	2126380.28'	129.96
5111	310748.83'	2126806.15'	128.25
10002	309196.07'	2126899.79'	127.61
10001	309604.85'	2126602.95'	128.87



I, JORDAN M. SCHOFF, CERTIFY THAT THIS PROJECT WAS COMPLETED UNDER MY DIRECT AND RESPONSIBLE CHARGE FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION; THAT THIS GROUND SURVEY WAS PERFORMED AT THE 95 PERCENT CONFIDENCE LEVEL TO MEET FEDERAL GEOGRAPHIC DATA COMMITTEE STANDARDS; THAT THIS SURVEY WAS PERFORMED TO MEET THE REQUIREMENTS FOR A TOPOGRAPHIC/PLANIMETRIC SURVEY TO THE ACCURACY OF CLASS A AND VERTICAL ACCURACY WHEN APPLICABLE TO THE CLASS B STANDARD; AND THAT THE ORIGINAL DATA WAS OBTAINED IN THE MONTH OF DECEMBER 2024; THAT THE SURVEY WAS COMPLETED ON DECEMBER 19, 2024; THAT CONTOURS SHOWN AS [CONTINUOUS LINES] MAY NOT MEET THE STATED STANDARD; AND ALL COORDINATES ARE BASED ON NAD83(2011) AND ALL ELEVATIONS ARE BASED ON NAVD88.

DocuSigned by:

Jordan M. Schoff
JORDAN M. SCHOFF, PLS # 4939
E13E49EF03AC48B...

STEWART

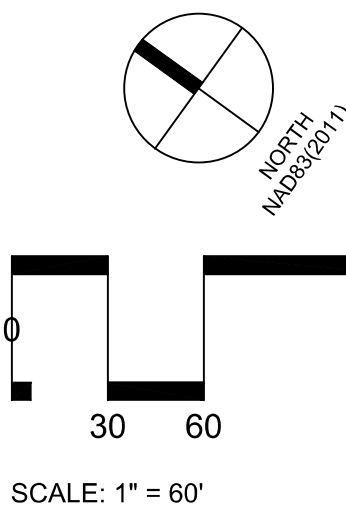
5410 OLD POOLE RD
RALEIGH, NC 27610
T 919.380.8750

FIRM LICENSE # F-1536
www.stewartinc.com
PROJECT # G24001.01

Vicinity Map:

GENERAL NOTES

- THIS SURVEY MAP IS INTENDED TO REPRESENT THE EXISTING CONDITIONS/TOPOGRAPHY FOR THE CURTIS L. BROWN, JR. FIELD AIRPORT (EYF) INDUSTRIAL PARK PHASE 1 PROJECT, AND IS NOT A BOUNDARY SURVEY. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE ALL ENCUMBRANCES UPON THE PROPERTY MAY NOT BE SHOWN.
- THE PROPERTY LINES SHOWN HEREON HAVE BEEN CONFIRMED FROM A PARTIAL SURVEY BY STEWART ENGINEERING. RECOVERED MONUMENTATION AND OTHER REFERENCES LISTED HEREON.
- HORIZONTAL DATUM IS NAD 83 (2011) AND VERTICAL DATUM IS NAVD88. BASED ON GPS METHODS USING REAL-TIME KINEMATIC SOLUTIONS FOR THE SURVEY CONTROL POINTS SHOWN HEREON AND TIED TO NORTH CAROLINA GEODETIC SURVEY MONUMENTS "EYFA" AND "EYFC" AS SHOWN HEREON.
- THIS DRAWING DOES NOT CONFORM TO N.C. GS47-30 AND THEREFORE IS NOT FOR RECORDATION.
- ALL DISTANCES ARE IN U.S. SURVEY FEET. AREA COMPUTED BY COORDINATE METHOD.
- UTILITIES SHOWN HEREON ARE BASED ON ABOVE-GROUND VISIBLE EVIDENCE AND UTILITY DESIGNATION/MARKING SERVICES (LEVEL B) PERFORMED AS A PART OF THIS SURVEY. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES BEFORE COMMENCING CONSTRUCTION.
- TREES SHOWN HEREON MAY NOT REPRESENT ALL VEGETATION ON THE SUBJECT PROPERTY.
- THE SUBJECT PROPERTY IS ZONED "I" (ELIZABETHTOWN ZONING).
- THE SUBJECT PROPERTY LIES IN ZONE X (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE AND FUTURE CONDITIONS 1% ANNUAL CHANCE FLOODPLAIN). BASED ON THE FLOOD INSURANCE RATE MAP NUMBER 372013200W DATED 01-05-2007. FRIS.NC.GOV.



Title:

**EXISTING CONDITIONS
SURVEY FOR:**

**CURTIS L. BROWN, JR.
FIELD AIRPORT (EYF)
INDUSTRIAL PARK
PHASE 1**

ELIZABETHTOWN 2 TOWNSHIP,
ELIZABETHTOWN
BLADEN COUNTY, NORTH CAROLINA
DATE:12/19/2024 SCALE: 1" = 60'
CONTOUR INTERVAL = 1 FOOT
PREPARED FOR: W K DICKSON

Revisions:

No.	Date	Description

Seal:



Project #: G24001.01 Sheet:
Date: 12/19/2024
Drawn by: DAJ
Checked by: JMS