PARKING LOT MODIFICATIONS FOR RIVERSIDE HIGH SCHOOL GREENVILLE COUNTY SCHOOLS

794 HAMMETT BRIDGE ROAD

GREER, SOUTH CAROLINA 29650

OWNER'S REPRESENTATIVE:
JAMES BENTON, DIRECTOR OF CONSTRUCTION SERVICES
GREENVILLE COUNTY SCHOOL DISTRICT

ARCHITECT:
GEORGE M. HOLCOMBE, AIA
ARD, WOOD, HOLCOMBE & SLATE ARCHITECTS
620 N. MAIN STREET, SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
864.242.5450

CIVIL ENGINEER:
BRITT, PETERS, AND ASSOCIATES, INC.
JOHN CONNELLY, PE
101 FALLS PARK DRIVE
GREENVILLE, SOUTH CAROLINA 29601
864.271.8869

A3 SITE CONTEXT PLAN ---

PLAN NORTH

REVISIONS

DATE	MARK	DESCRIPTION

MEMBERS: AMERICAN INSTITUTE OF ARCHITECTS
NCARB CERTIFICATES 42259, 22953, 44627 & 44714

ARD, WOOD, HOLCOMBE & SLATE, INC.
ARCHITECTS AND PLANNERS
620 N. MAIN STREET | SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
PHONE: 864/242-5450
www.awhsarchitects.com

COVER SHEET

PARKING LOT MODIFICATIONS FOR
RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA

DRAWN	EMB
JOB	2310-020
DATE	8 MAR 2024

G-001
DRAWING NUMBER

AWHS ARCHITECTS

SC DHEC STANDARD NOTES

1. 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.
2. 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.
3. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATED 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.
4. 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.
5. ALL EROSION CONTROL DEVICES SHALL BE PROPERTY 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.
6. 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.
7. 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 SC REG. 72-300 ET SEQ. AND SCR100000
8. 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.
9. 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.
10. 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.
11. A COPY OF THE SWPPP, INSPECTION 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.
12. 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.
13. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
14. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WAS WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDED EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
15. 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.).
16. 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.
17. 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.
18. IF EXISTING BMPS NEED TO BE MODIFIED OR IF ADDITIONAL BMPS ARE NECESSARY TO COMPLY WITH THEREQUIREMENTS 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 REASONABLE POSSIBLE.
19. 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.

GRADING NOTES

1. EXISTING AND PROPOSED CONTOURS/ SPOT ELEVATIONS ARE FINISHED SURFACE ELEVATIONS. THE GRADING CONTRACTOR SHALL DEDUCT PAVEMENT AND TOP SOIL THICKNESS FOR SUBGRADE ELEVATIONS. REFER TO C6.0 FOR FURTHER DETAILS.
2. ANY TOPSOIL IN THE CONSTRUCTION AREA SHALL BE STRIPPED AND STOCKPILED. TOPSOIL SHALL BE REUSED ON SITE UNLESS APPROVED OTHERWISE.
3. A SOILS ENGINEER SHALL BE EMPLOYED BY THE OWNER TO DETERMINE THE SUITABILITY OR UNSUITABILITY OF SOILS DURING EARTHWORK OPERATIONS, CONDUCT TESTS AND MAKE RECOMMENDATIONS.
4. THE CONTRACTOR SHALL GRADE THE SITE TO THE LINES AND GRADES SHOWN AND SHALL PROOF-ROLL AND TEST COMPACTION ON ALL AREAS.
5. SOILS SHALL BE TESTED, PER THE GEOTECHNICAL REPORT, OR EVERY 5000 SF OR LESS PER LIFT FOR EMBANKMENT AND BUILDING PAD CONSTRUCTION.
6. FILL SOIL SHALL BE PLACED IN 8" LIFTS, LOOSE, AND COMPACTED TO 95% MODIFIED PROCTOR UNLESS NOTED OTHERWISE IN THE GEOTECHNICAL REPORT.
7. ALL EXCAVATION SHALL BE "CLASSIFIED EXCAVATION". EXCAVATION SHALL BE "CLASSIFIED" AS "COMMON EXCAVATION" OR "ROCK EXCAVATION".
   a. COMMON EXCAVATION IS REMOVING OF MATERIALS BY MEANS OF RIPPING AND DO NOT FALL IN THE CATEGORY OF ROCK EXCAVATION AS DEFINED ABOVE (INCLUDES BOULDERS, TYPICAL WEATHERED ROCK, ETC.).
   b. ROCK EXCAVATION IS CLASSIFIED AS:
      i. MASSIVE ROCK EXCAVATION - MATERIAL OF 1 CY OR MORE UNABLE TO BE EXCAVATED WITH A SINGLE TOOTH RIPPER DRAWN BY A CRAWLER TRACTOR HAVING A MINIMUM DRAW BAR RATED AT NOT LESS THAN 53,000 POUNDS (CATERPILLAR D-8 OR EQUIVALENT).
      ii. TRENCH EXCAVATION - MATERIAL OF ½ CY OR MORE WHICH CANNOT BE EXCAVATED WITH A POWER SHOVEL HAVING THE CAPACITY OF AT LEAST THAT OF A CATERPILLAR 225.
8. THE CLASSIFICATION OF SOILS INCLUDE: TOPSOIL, FILL MATERIAL, UNSUITABLE MATERIAL, AND ROCK EXCAVATION. THE CLASSIFICATION OF SOILS IS THE RESPONSIBILITY OF THE GEOTECHNICAL SOIL TESTING FIRM.
9. FILL MATERIAL (INCLUDING OFF SITE BORROW) SHALL BE FROM A SOURCE APPROVED BY THE SOIL TESTING COMPANY AND SHALL BE FREE OF ROOTS, ORGANICS AND BOULDERS LARGER THAN 3 INCHES
10. ALL CUT OR FILL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
11. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
12. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
13. ALL FILL AND WASTE SOIL MUST BE TO OR FROM A PERMITTED SITE.
14. TURF REINFORCEMENT SHALL BE EAST COAST EROSION CONTROL ECS-1D OR APPROVED ALTERNATE FOR SLOPE STABILIZATION. INSTALL PER MANUFACTURERS SPECIFICATIONS.
15. AN AS-BUILT OF THE DETENTION POND, PRODUCED BY A SC REGISTERED LAND SURVEYOR, SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND COMMENT

PAVEMENT NOTES

1. ALL PAVING WORK (MATERIALS AND CONSTRUCTION) SHALL COMPLY WITH SCDOT STANDARDS AND SPECIFICATIONS FOR HOT-MIXED ASPHALT PAVEMENT AND PORTLAND CEMENT CONCRETE PAVEMENT. (REFER TO C5.0 FOR PAVEMENT SECTION DETAILS FOR DEPTHS OF LAYERS).
2. ALL PAVEMENT SHALL BE INSTALLED ON A FINISHED AND WELL-DRAINED SUBGRADE COMPACTED AS SPECIFIED IN PREVIOUS NOTES.
3. BASE COURSE MATERIAL FOR ASPHALT PAVEMENT SHALL BE STONE AGGREGATE BASE COURSE (ABC) AND COMPACTED TO 95% STANDARD PROCTOR.
4. CONCRETE CURB AND GUTTER SHALL BE 18" WIDE WITH STANDARD CURB CONSTRUCTED WITH 3,000 PSI CONCRETE WITH EXPANSION JOINTS AND CONTRACTION JOINTS INSTALLED TO COMPLY WITH STATE DOT STANDARD SPECIFICATION FOR MATERIALS AND CONSTRUCTION OF CURB AND GUTTER.
5. CONCRETE SIDEWALK SHALL CONSIST OF 3,000 PSI CONCRETE OVER COMPACTED SUBGRADE. CONCRETE SHALL BE BROOM FINISHED AND JOINTED AS REQUIRED.
6. ALL PARKING LOT STRIPING SHALL BE PER STATE DOT SPECIFICATIONS WITH TWO (2) COATS OF PAINT APPLIED. PARKING LOT STRIPING, STOP BARS AND DIRECTIONAL ARROWS SHALL BE REFLECTIVE WHITE PAINT.

DEMOLITION NOTES

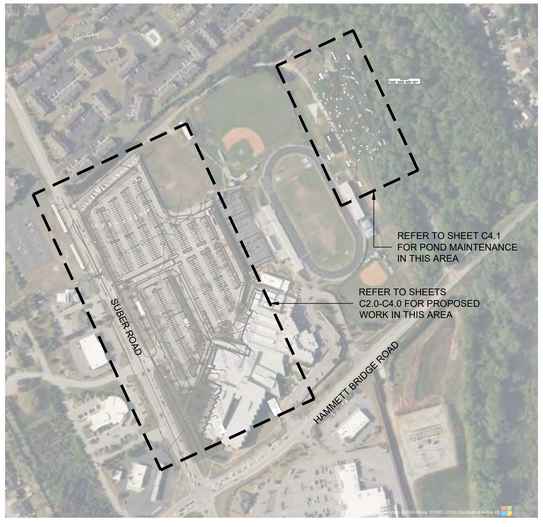
1. THE LOCATIONS OF ALL UTILITIES SHOWN ON THESE PLANS ARE BASED ON THE AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF UTILITIES WITH THE UTILITY OWNERS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. VERIFY ALL DEMOLITION IN THE RIGHT OF WAY WITH THE APPROVED ENCROACHMENT PERMIT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY DUMPING OR BURNING PERMITS.
4. ALL EXISTING TO REMAIN SHALL BE PROTECTED FROM DAMAGE. IN THE EVENT THAT EXISTING ITEMS TO REMAIN ARE DAMAGED, THE CONTRACTOR SHALL REPAIR OR REPLACE THE ITEM AT NO COST TO THE OWNER.
5. THE CONTRACTOR SHALL REMOVE ALL TREES AND VEGETATION WITHIN THE LIMITS OF DISTURBANCE AND NOT NOTED TO BE PROTECTED. REMOVE DEBRIS FROM SITE OR BURN IN ACCORDANCE WITH LOCAL LAWS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS (UNLESS OTHERWISE NOTED ON THE PLANS) INCLUDING, BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS AND POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITY'S REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN THE BASE BID.
7. ALL DEPRESSIONS FORMED BY DEMOLITION SHALL BE FILLED. REFER TO THE GRADING NOTES FOR FURTHER SPECIFICATIONS FOR THE FILL REQUIREMENTS.

SITE NOTES

1. EXISTING SITE CONDITIONS SHALL BE VERIFIED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPORT ANY DIFFERENCES FROM THE PLAN THAT WILL AFFECT CONSTRUCTION IN WRITING TO THE ENGINEER AND AWAIT FURTHER INSTRUCTIONS.
2. BEFORE COMMENCEMENT OF WORK, THE CONTRACTOR SHALL REVIEW ALL PLANS AND SPECIFICATIONS AND THE JOB SITE. THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE ENGINEER WHO PREPARED THE PLANS OF ANY DISCREPANCIES THAT MAY REQUIRE MODIFICATIONS TO THESE PLANS OR OF ANY FIELD CONFLICTS.
3. ALL WORK IN THE RIGHT OF WAY SHALL BE VERIFIED WITH THE APPROVED ENCROACHMENT PERMIT PRIOR TO COMMENCING WORK.
4. ALL PERMITS RELATIVE TO THE PROJECT MUST BE OBTAINED PRIOR TO CONSTRUCTION. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH PERMITS ISSUED AND APPLICABLE STATE, COUNTY AND LOCAL CODES.
5. ALL DIMENSIONS SHOWN ON THE DRAWINGS ARE MEASURED FROM OUTSIDE FACE OF BUILDING WALL, FACE OF CURB LINE, OR PROPERTY LINE UNLESS OTHERWISE NOTED. CURB AND GUTTER IS SHOWN AS THREE (3) LINES (OUTSIDE EDGE OF GUTTER, FACE OF CURB, AND BACK OF CURB).
6. R DENOTES FACE OF CURB OR EDGE OF PAVEMENT RADIUS. ALL RADII ARE 5 FEET UNLESS NOTED OTHERWISE.
7. AN ELECTRONIC FILE OF THE SITE PLAN SHALL BE MADE AVAILABLE FOR STAKING PURPOSES.
8. ALL REFERENCE TO STATE STANDARDS AND SPECIFICATIONS ARE MADE FROM THE SOUTH CAROLINA HIGHWAY DEPARTMENT'S STANDARD SPECIFICATION, LATEST EDITION.
9. IF ANY CONFLICTS BETWEEN THE NOTES, DETAILS, SPECIFICATIONS, AND DRAWINGS OCCUR THEN BY RULE THE STRICTER SHALL GOVERN.
10. THE CONTRACTOR SHALL MAINTAIN AN "AS BUILT" SET OF DRAWINGS TO RECORD THE EXACT LOCATION OF ALL PIPING PRIOR TO CONCEALMENT. DRAWINGS SHALL BE GIVEN TO THE OWNER UPON COMPLETION OF THE PROJECT.
11. "STOP" SIGNS, AND OTHER TRAFFIC REGULATION SIGNAGE, SHALL MEET THE CRITERIA OF THE MUTCD AND STATE DEPARTMENT OF TRANSPORTATION STANDARDS.
12. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND OSHA STANDARDS.
13. THE CONTRACTOR IS EXCLUSIVELY RESPONSIBLE FOR THE CONDITION OF THE SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY THROUGHOUT THE TERM OF THE PROJECT CONSTRUCTION.
14. THE ENGINEER'S REVIEW OF THE CONTRACTOR'S WORK PRODUCT AND PERFORMANCE WILL NOT INCLUDE REVIEW OF THE CONTRACTOR'S SAFETY PROGRAMS. SUCH REVIEWS ARE TO BE BY OSHA INSPECTORS AND THE OWNER'S REPRESENTATIVE.
15. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL NECESSARY TRAFFIC CONTROL DEVICES DURING CONSTRUCTION. UNDER NO CIRCUMSTANCES SHALL EQUIPMENT BE LOADED OR OFF-LOADED ON AN OPEN ROADWAY. IF SUCH ACTIVITY IS REQUIRED THE CONTRACTOR SHALL COORDINATE SHUTTING DOWN THE ROAD WITH THE APPROPRIATE DOT AND UTILIZE APPROPRIATE TRAFFIC CONTROL WARNING DEVICES.
16. THE GENERAL CONTRACTOR SHALL CONTACT ALL OWNERS OF EASEMENTS, UTILITIES AND RIGHT-OF-WAYS, PUBLIC OR PRIVATE, PRIOR TO WORKING IN THESE AREAS. ACCESS SHALL BE LIMITED UNTIL PERMISSION IS GRANTED.
17. THE GENERAL CONTRACTOR SHALL KEEP THE AREA OUTSIDE THE "CONSTRUCTION LIMITS" BROOM CLEAN AT ALL TIMES AND REMOVE ALL TRASH AND DEBRIS FROM THE SITE.

LANDSCAPE NOTES

1. ALL LANDSCAPE ISLANDS DISTURBED OR CREATED FOR THIS PROJECT WILL BE STABILIZED WITH 4" OF HARDWOOD MULCH.



VICINITY MAP

NTS

SITE DATA

1. TMS # - 0535030102704
2. PROPERTY SIZE: 44.4 ACRES
3. TOTAL DISTURBED AREA: 1.4 ACRES (0.9 PARKING LOT + 0.5 POND MAINTENANCE)
4. THE SITE IS PARTIALLY LOCATED WITHIN A SPECIAL FLOOD HAZARD ZONE PER F.I.R.M. COMMUNITY PANEL NUMBER 45045C0342E WITH AN EFFECTIVE DATE 8/18/2014. THE PROPOSED SCOPE FOR THIS PROJECT IS LOCATED IN ZONE X ON THE SITE, A NON FLOODING AREA.
5. EXISTING INFORMATION WAS OBTAINED FROM A PARTIAL TOPOGRAPHIC SURVEY PREPARED BY:

   EAS PROFESSIONALS, INC
   9 PILGRIM ROAD
   GREENVILLE SC 29607
   864.234.7368

6. NO WORK IS BEING PROPOSED ON OR IN THE BUILDING WITH THIS PROJECT.

ZONING REQUIREMENTS:

SITE ZONING: R-15				
PARKING REQUIREMENTS: CITY OF GREER				
1 SPACE/ VEHICLE OWNED OR OPERATED BY THE SCHOOL PLUS				
7 SPACES FOR EACH FACULTY MEMBER PLUS 1 SPACE FOR ADMIN OFFICE				
4 ADMIN + 97 TEACHERS + 26 SUPPORT STAFF = 127 STAFF				
97 X 7 = 679 SPACES REQUIRED + 1 ADMIN SPACE				
= 680 SPACES REQUIRED				
ANGLE:	90°	60°	0°	ADA
STALL SIZE:	9'X20' OR 9'X18' ADJ TO L/S	9'X21'	9'X23'	8'X18' OR 20'X24'
AISLE DIMENSION:	24'	18'	-	
SPACES SHOWN:	665	-	-	14
STUDENT PARKING SPACES: 494 (4 ADA ACCESSIBLE)				
FACULTY PARKING SPACES : 121				
ACCESSIBLE PARKING SPACES : 10				
VISITOR PARKING SPACES : 54 + 37 (NOT SHOWN)				
TOTAL PARKING SPACES: 716 SPACES				

CONSTRUCTION SEQUENCE:

1. RECEIVE NPDES PERMIT FROM SCDHEC.
2. NOTIFY THE REGIONAL DHEC EQC OFFICE AT LEAST 48 HOURS PRIOR TO ANY LAND DISTURBING ACTIVITY.
3. SCHEDULE A PRE-CONSTRUCTION MEETING, IF REQUIRED
4. DETERMINE AND MARK LIMITS OF DISTURBANCE.
5. INSTALL PERIMETER SEDIMENT TUBES AND TEMPORARY INLET PROTECTION PRIOR TO DISTURBING UPSTREAM AREAS.
6. CLEAR WITHIN LIMITS OF DISTURBANCE.
7. CONSTRUCT PAVEMENT AND CURBING.
8. PERMANENT GRASS AND/OR MULCH BEDS SHALL BE INSTALLED FOR ALL AREAS AT THE FINAL GRADE AND IN SEASON. FERTILIZE, WATER, AND RESEED AS REQUIRED TO ESTABLISH AND MAINTAIN A VIGOROUS STAND OF GRASS.

NOTES:

1. DISTURBED AREAS AND EROSION CONTROL MEASURES WILL BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
2. INSPECTIONS TO BE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2" OR MORE PRECIPITATION.

I HAVE PLACED MY SIGNATURE AND SEAL ON THE DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF THE TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

BRITT PETERS AND ASSOCIATES INC.
consulting engineers
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101 Falls Park Drive
Greenville, SC 29601
(864) 271-8869
BPA# 230419

PLAN NORTH

REVISIONS

DATE	MARK	DESCRIPTION

MEMBERS: AMERICAN INSTITUTE OF ARCHITECTS
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ARD, WOOD, HOLCOMBE & SLATE, INC.
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PHONE: 864/242-5450
www.awhsarchitects.com

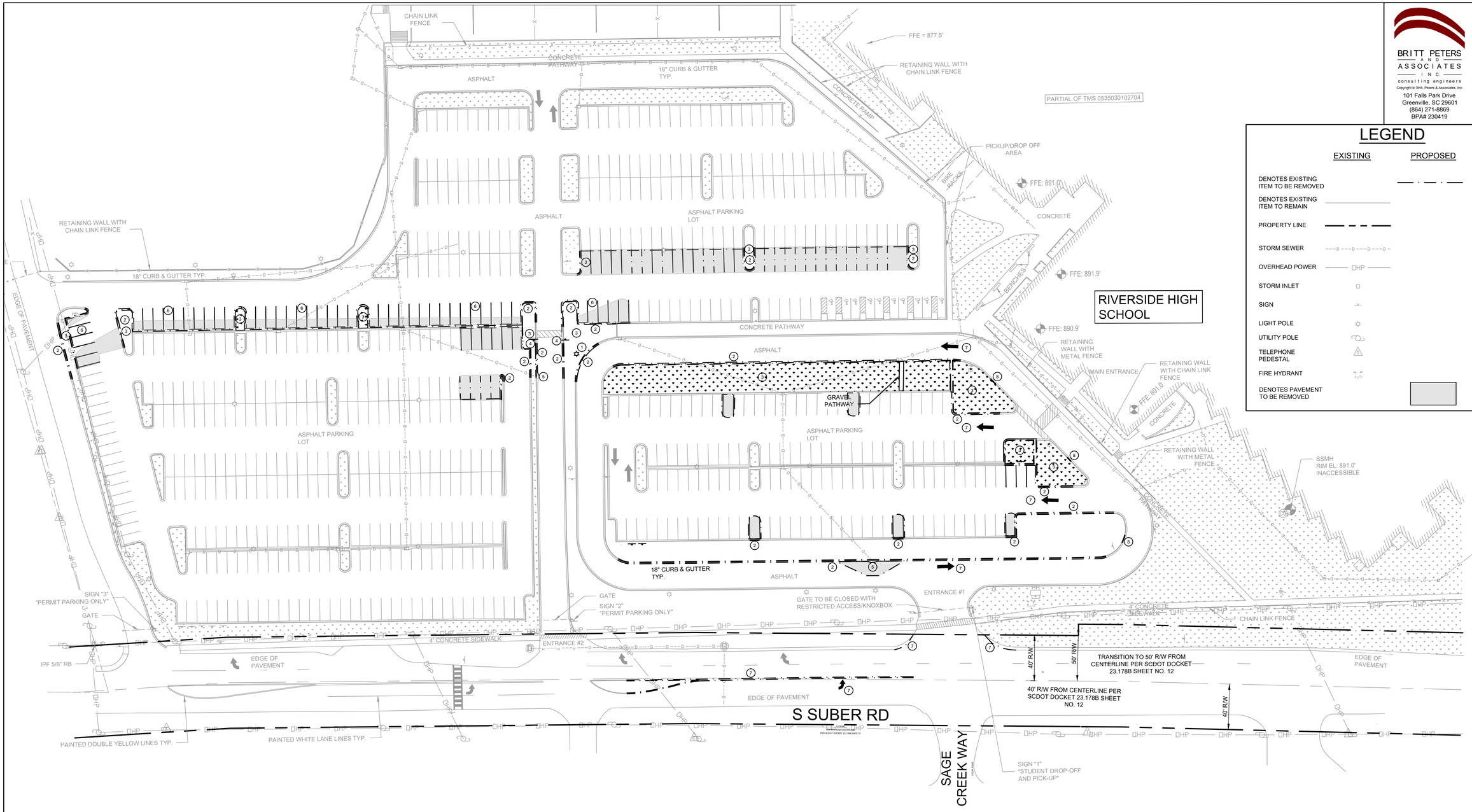
SITE NOTES

PARKING LOT MODIFICATIONS FOR
RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA

DRAWN	EMB
JOB	2310-020
DATE	08 MAR 2024

C1.0
DRAWING NUMBER

AWHS ARCHITECTS



LEGEND

	EXISTING	PROPOSED
DENOTES EXISTING ITEM TO BE REMOVED		
DENOTES EXISTING ITEM TO REMAIN		
PROPERTY LINE		
STORM SEWER		
OVERHEAD POWER		
STORM INLET		
SIGN		
LIGHT POLE		
UTILITY POLE		
TELEPHONE PEDESTAL		
FIRE HYDRANT		
DENOTES PAVEMENT TO BE REMOVED		

KEYNOTES:

1. REMOVE LIGHT POLE FOUNDATION AND REINSTALL LIGHT POLE ON A NEW FOUNDATION. REFER TO C3.0 FOR LOCATION AND C6.0 FOR FOUNDATION DETAIL.
2. REMOVE CURB & GUTTER.
3. REMOVE VEGETATION FOR PROPOSED IMPROVEMENTS.
4. REMOVE SIGN POSTS AND TURN OVER SIGNS TO SCHOOL MAINTENANCE.
5. REMOVE HOOD & GRATE FRAME AND REPLACE WITH A TRAFFIC RATED GRATE & FRAME.
6. BLACK OUT PAINT STRIPING IN THE PROPOSED PICK-UP / DROP-OFF LANE.
7. GRIND OFF DIRECTIONAL ARROWS / STRIPING.
8. REMOVE CURB.

REFER TO SHEET C1.0 (SITE NOTES) FOR NOTES AND SPECIFICATIONS.

40' 0 20' 40' 80' 120'

SCALE : 1 INCH = 40 FT

CAUTION

ALL EXISTING UTILITIES SHOWN ARE THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS, AND MAKE ALL NECESSARY ARRANGEMENTS WITH PRIVATE AND PUBLIC UTILITY COMPANIES TO AVOID ANY POSSIBLE DAMAGE TO OR INTERRUPTION OF UTILITY EQUIPMENT OR SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL INQUIRIES CONCERNING LOCATION OF UTILITY LINES. REPAIR OF ANY DAMAGE TO UTILITY LINES AND EQUIPMENT DUE TO THIS WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

South811 Carolina

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DEMOLITION PLAN

PARKING LOT MODIFICATIONS FOR
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GREER, SOUTH CAROLINA

DRAWN	EMB
JOB	2310-020
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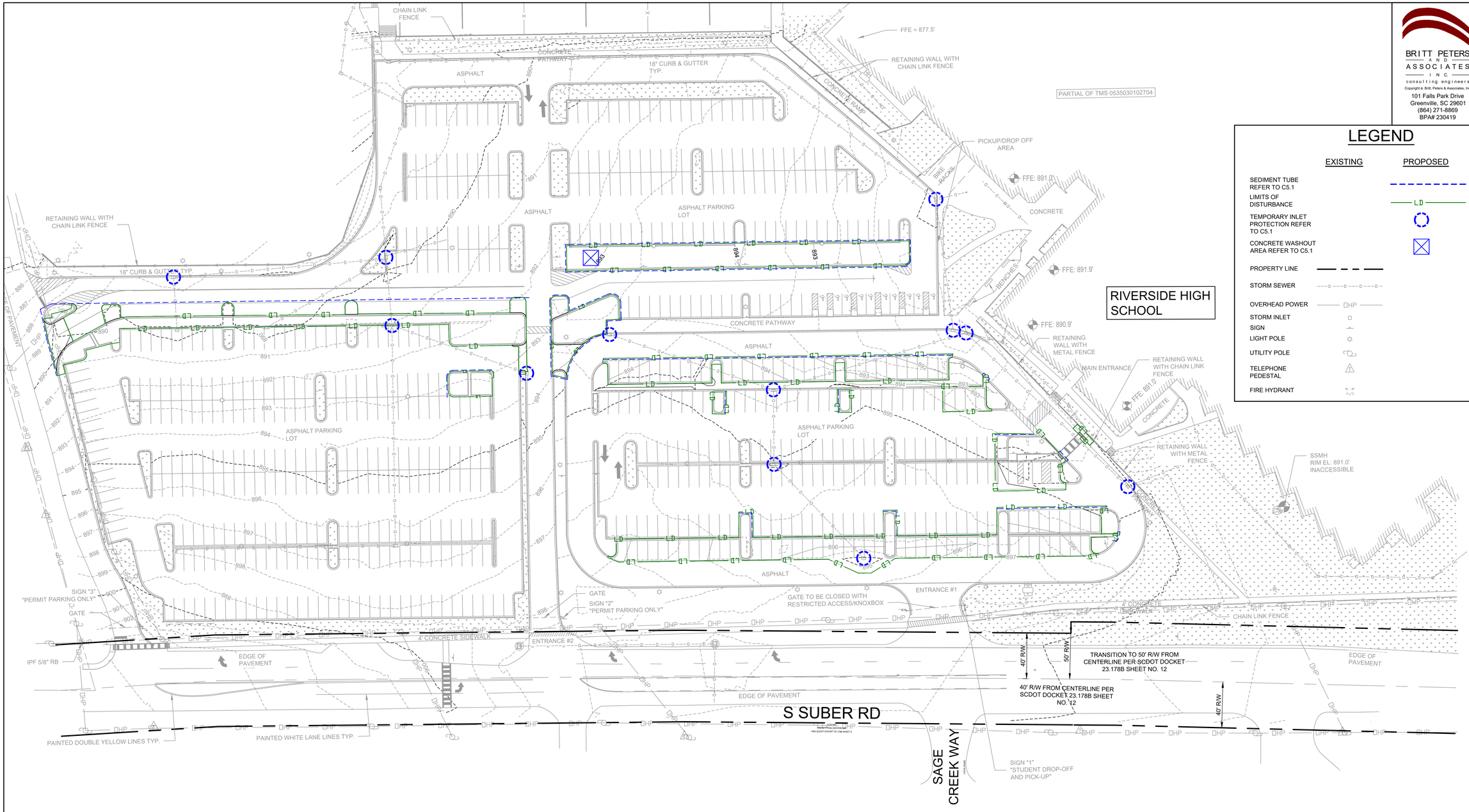
C2.0

DRAWING NUMBER

AWHS ARCHITECTS



LEGEND

	EXISTING	PROPOSED
SEDIMENT TUBE REFER TO C5.1		
LIMITS OF DISTURBANCE		LD
TEMPORARY INLET PROTECTION REFER TO C5.1		
CONCRETE WASHOUT AREA REFER TO C5.1		
PROPERTY LINE		
STORM SEWER		
OVERHEAD POWER		OHP
STORM INLET		
SIGN		
LIGHT POLE		
UTILITY POLE		
TELEPHONE PEDESTAL		
FIRE HYDRANT		

CAUTION

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South 811 Carolina

REFER TO SHEET C1.0 (SITE NOTES) FOR NOTES AND SPECIFICATIONS.

40' 0 20' 40' 80' 120'

SCALE : 1 INCH = 40 FT

BRITT PETERS AND ASSOCIATES INC.
consulting engineers

101 Falls Park Drive
Greenville, SC 29601
(864) 271-8869
BPA# 230419

PLAN NORTH

REVISIONS

DATE	MARK	DESCRIPTION

MEMBERS: AMERICAN INSTITUTE OF ARCHITECTS
NCARB CERTIFICATES 4259, 22953, 44627 & 44714

ARD, WOOD, HOLCOMBE & SLATE, INC.
ARCHITECTS AND PLANNERS

620 N. MAIN STREET | SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
PHONE: 864/242-5450

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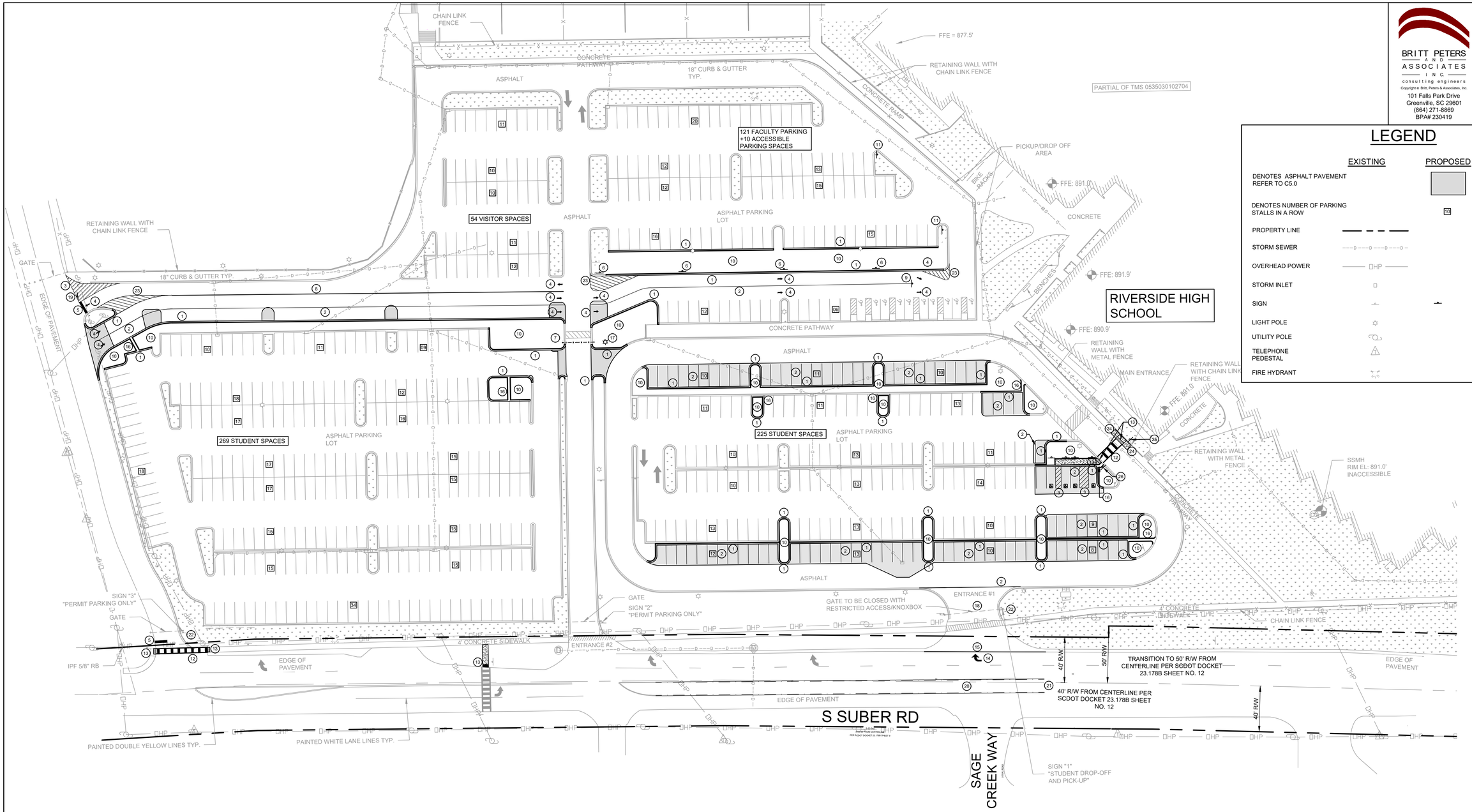
EROSION CONTROL PLAN
PARKING LOT MODIFICATIONS FOR
RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA

DRAWN	EMB
JOB	2310-020
DATE	08 MAR 2024

C2.1

DRAWING NUMBER

AWHS ARCHITECTS



LEGEND

	EXISTING	PROPOSED
DENOTES ASPHALT PAVEMENT REFER TO C5.0		
DENOTES NUMBER OF PARKING STALLS IN A ROW		10
PROPERTY LINE		
STORM SEWER		
OVERHEAD POWER	OHP	
STORM INLET		
SIGN		
LIGHT POLE		
UTILITY POLE		
TELEPHONE PEDESTAL		
FIRE HYDRANT		

ZONING REQUIREMENTS:

SITE ZONING: R-15
PARKING REQUIREMENTS: CITY OF GREER
1 SPACE/ VEHICLE OWNED OR OPERATED BY THE SCHOOL PLUS
7 SPACES FOR EACH FACULTY MEMBER PLUS 1 SPACE FOR ADMIN OFFICE
4 ADMIN + 97 TEACHERS + 26 SUPPORT STAFF = 127 STAFF
97 X 7 = 679 SPACES REQUIRED + 1 ADMIN SPACE
= 680 SPACES REQUIRED

ANGLE:	90°	60°	0°	ADA
STALL SIZE:	9'X20' OR 9'X18' ADJ TO L/S	9'X21'	9'X23'	8'X18' OR 20'X24'
AISLE DIMENSION:	24'	18'	-	
SPACES SHOWN:	665	-	-	14

STUDENT PARKING SPACES: 494 (4 ADA ACCESSIBLE)
FACULTY PARKING SPACES : 121
ACCESSIBLE PARKING SPACES : 10
VISITOR PARKING SPACES : 54 + 37 (NOT SHOWN)
TOTAL PARKING SPACES: 716 SPACES

KEYNOTES:

1. CONSTRUCT CONCRETE CURB AND GUTTER. REFER TO C5.0.
2. PAINT 4" WIDE WHITE STRIPE (TYP.) REFER TO C5.0.
3. PAINT WHITE STRIPES 2' OC @ 45°. REFER TO C5.0.
4. PAINT WHITE DIRECTIONAL ARROW. REFER TO C5.0.
5. PAINT 2' WIDE STOP BAR.
6. INSTALL ONE-WAY SIGN. REFER TO C5.0.
7. PROPOSED GATE TO BE CLOSED FOR RESTRICTED ACCESS. REFER TO C5.0.
8. PAINT DOUBLE SOLID YELLOW LINES.
9. INSTALL PORTABLE ALTERNATE/ MERGE (S20-1-30) SIGNAGE. REFER TO C5.0.
10. STABILIZE ALL NON HARD SURFACE AREAS WITHIN THE LIMITS OF DISTURBANCE WITH 4" OF HARDWOOD MULCH.
11. INSTALL STOP SIGN WITH NO RIGHT TURN SIGNAGE. REFER TO C5.0.
12. PAINT HIGH-VISIBILITY CROSSWALK (90 MIL THERMOPLASTIC) PER SCDOT DETAIL 625-305-01. REFER TO C5.2.
13. INSTALL DETECTABLE WARNING SURFACE PER SCDOT DETAIL 720-901-02. REFER TO C5.2.
14. INSTALL RIGHT TURN ARROW (90 MIL THERMOPLASTIC) PER SCDOT DRAWING 625-410-00. REFER TO C5.2.
15. INSTALL 4" WHITE SOLID LINE (90 MIL THERMOPLASTIC) PER SCDOT DRAWING 625-305-01. REFER TO C5.2.
16. INSTALL CONCRETE FLUME. REFER TO C5.0.
17. REINSTALL LIGHT FIXTURE ON NEW FOUNDATION AND CONNECT TO EXISTING ELECTRICAL. REFER TO C5.0.
18. PURCHASE AND INSTALL A KNOX LOCK PER GREER FIRE DEPARTMENT REQUIREMENTS.
19. INSTALL STOP SIGN. REFER TO C5.0.
20. PROPOSED TWO-WAY LEFT-TURN LANE (90 MIL THERMOPLASTIC). REFER TO SCDOT DRAWING 630-210-00 AND 630-201-00. REFER TO C5.3.
21. TIE INTO AND MATCH EXISTING TWO-WAY LEFT-TURN LANE PAVEMENT MARKINGS.
22. SWITCH SIGNS. "STUDENT DROP-OFF AND PICK-UP" TO MOVE TO GATE "3". "PERMIT PARKING ONLY" TO MOVE TO GATE "2".
23. PAINT YELLOW STRIPES 2' OC @ 45°. REFER TO C5.0.
24. INSTALL SIDEWALK RAMP. 1:12 SLOPE MAX.
25. SCHOOL CROSSING SIGN ASSEMBLY (S1-1 AND W16-7PL-24)
26. SCHOOL CROSSING SIGN ASSEMBLY (S1-1 AND W16-7PR-24)

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40' 0 20' 40' 80' 120'

SCALE : 1 INCH = 40 FT

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SITE PLAN

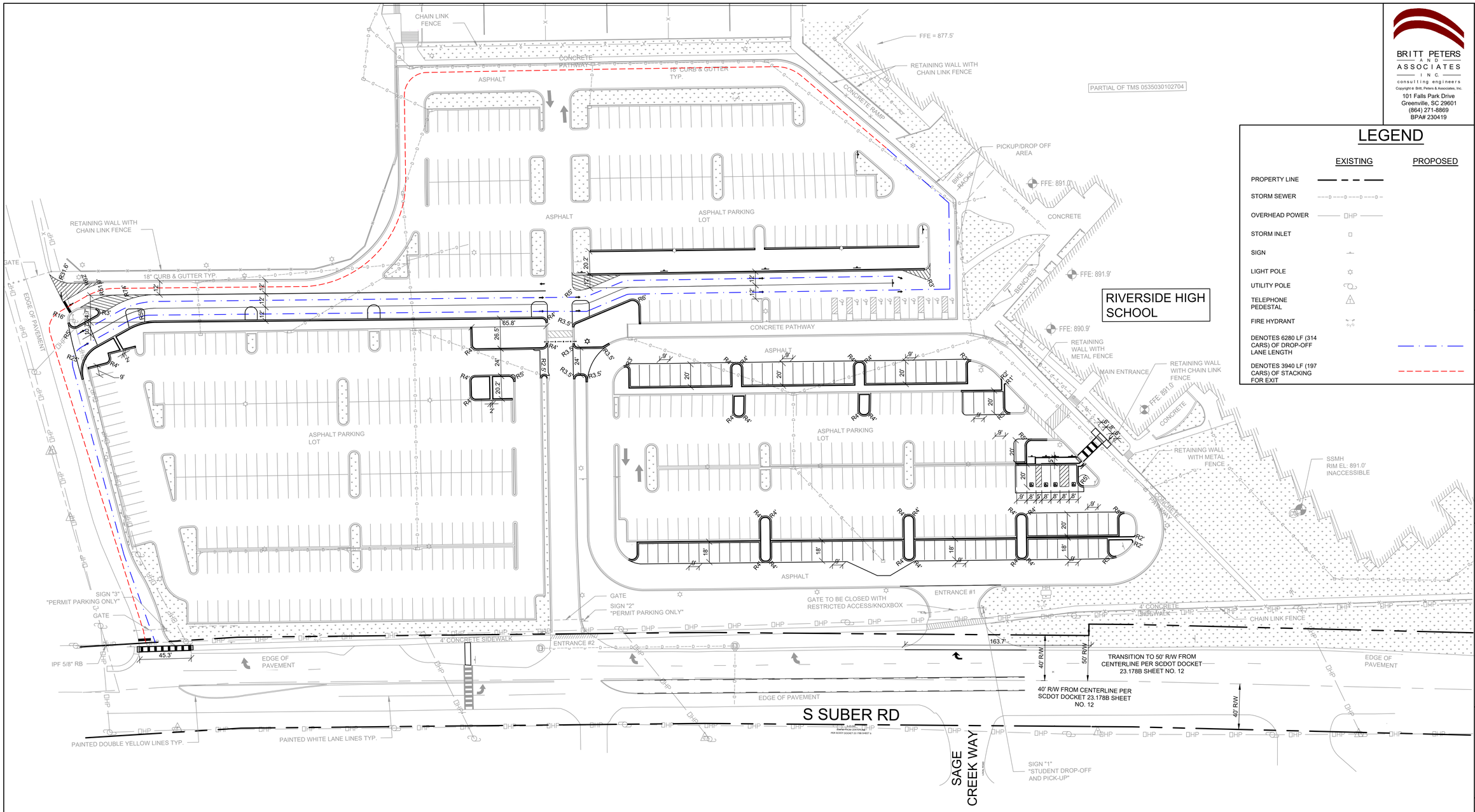
PARKING LOT MODIFICATIONS FOR
RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA

DRAWN	EMB
JOB	2310-020
DATE	08 MAR 2024

C3.0

DRAWING NUMBER

AWHS ARCHITECTS



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE	———	
STORM SEWER	----D----D----D----	
OVERHEAD POWER	——OHP——	
STORM INLET	□	
SIGN	⊥	
LIGHT POLE	☼	
UTILITY POLE		
TELEPHONE PEDESTAL		
FIRE HYDRANT		
DENOTES 6280 LF (314 CARS) OF DROP-OFF LANE LENGTH		——·——·——
DENOTES 3940 LF (197 CARS) OF STACKING FOR EXIT		- - - - - -

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SCALE : 1 INCH = 40 FT

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LAYOUT PLAN

PARKING LOT MODIFICATIONS FOR
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GREER, SOUTH CAROLINA

DRAWN	EMB
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C3.1

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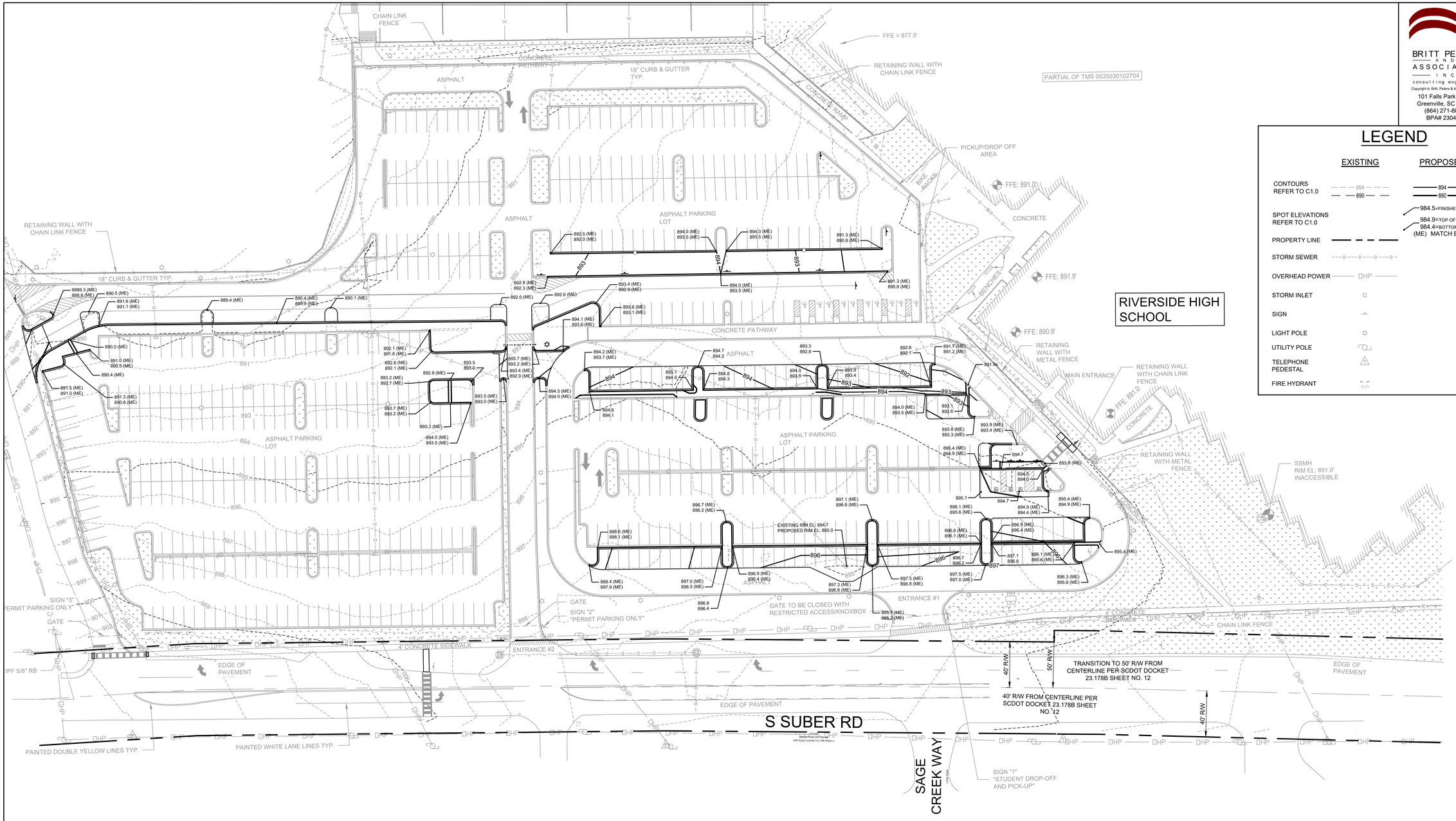

LEGEND

	EXISTING	PROPOSED
CONTOURS REFER TO C1.0	894 / 890	894 / 890
SPOT ELEVATIONS REFER TO C1.0		984.5=FINISHED SURFACE 984.9=TOP OF CURB 984.4=BOTTOM OF CURB (ME) MATCH EXISTING
PROPERTY LINE		
STORM SEWER		
OVERHEAD POWER		
STORM INLET		
SIGN		
LIGHT POLE		
UTILITY POLE		
TELEPHONE PEDESTAL		
FIRE HYDRANT		

CAUTION

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South 811 Carolina

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SCALE : 1 INCH = 40 FT

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GRADING & DRAINAGE PLAN

PARKING LOT MODIFICATIONS FOR
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GREER, SOUTH CAROLINA

DRAWN	EMB
JOB	2310-020
DATE	08 MAR 2024

C4.0

DRAWING NUMBER

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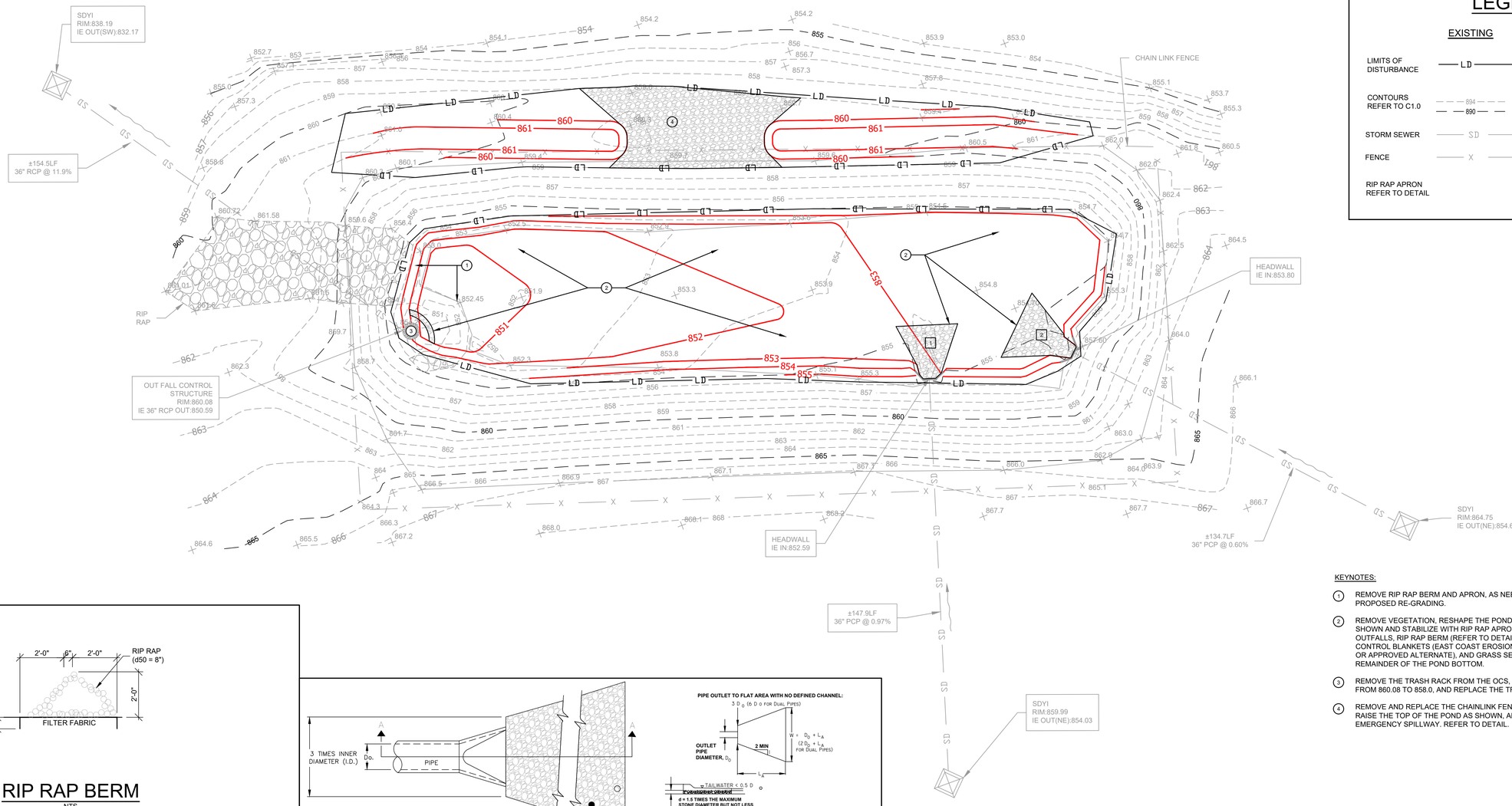


LEGEND

	EXISTING	PROPOSED
LIMITS OF DISTURBANCE	LD	
CONTOURS REFER TO C1.0	894 / 890	860
STORM SEWER	SD	
FENCE	X	
RIP RAP APRON REFER TO DETAIL		1

KEYNOTES:

1. REMOVE RIP RAP BERM AND APRON, AS NEEDED FOR PROPOSED RE-GRADING.
2. REMOVE VEGETATION, RESHAPE THE POND BOTTOM AS SHOWN AND STABILIZE WITH RIP RAP APRONS AT THE PIPE OUTFALLS, RIP RAP BERM (REFER TO DETAIL), EROSION CONTROL BLANKETS (EAST COAST EROSION CONTROL ECS-1D OR APPROVED ALTERNATE), AND GRASS SEEDING FOR THE REMAINDER OF THE POND BOTTOM.
3. REMOVE THE TRASH RACK FROM THE OCS, LOWER THE RIM FROM 860.08 TO 858.0, AND REPLACE THE TRASH RACK.
4. REMOVE AND REPLACE THE CHAINLINK FENCE AS NEEDED, RAISE THE TOP OF THE POND AS SHOWN, AND INSTALL THE EMERGENCY SPILLWAY. REFER TO DETAIL.

NOTE:

AN AS-BUILT OF THE DETENTION POND, PRODUCED BY A SC REGISTERED LAND SURVEYOR, SHALL BE PROVIDED UPON COMPLETION OF POND MAINTENANCE.

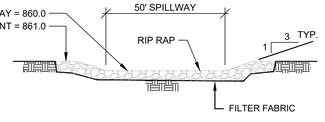
REFER TO SHEET C1.0 (SITE NOTES) FOR NOTES AND SPECIFICATIONS.

20' 0 10' 20' 40' 60'

SCALE : 1 INCH = 20 FT

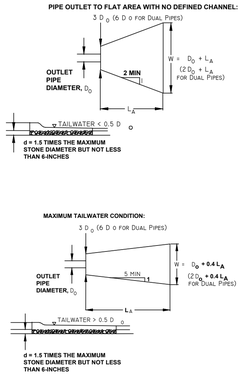
RIP RAP BERM

NTS



EMERGENCY SPILLWAY DETAIL

NTS



NOTES:

1. MINIMUM AND MAXIMUM TAILWATER CONDITIONS ARE PROVIDED IN FIGURES 8-6 AND 8-7 IN APPENDIX M
2. LA = THE LENGTH OF THE RIPRAP APRON.
3. Do = OUTLET PIPE DIAMETER
4. D50 = MEDIAN STONE SIZE
5. d = 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NOT LESS THAN 6" (inches).
6. A FILTER BLANKET OR FILTER FABRIC SHOULD BE INSTALLED BETWEEN THE RIPRAP AND SOIL FOUNDATION.

RIP RAP APRON SIZES:

1 — Do = 3.0' LA = 19.5' W = 22.5'

2 — Do = 3.0' LA = 23.0' W = 26.0'

RIP RAP APRON DETAIL

NTS

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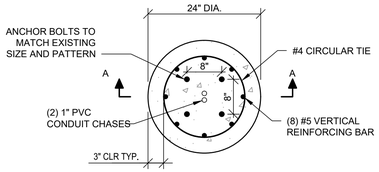
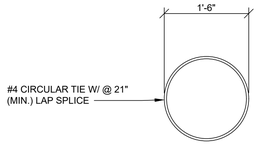
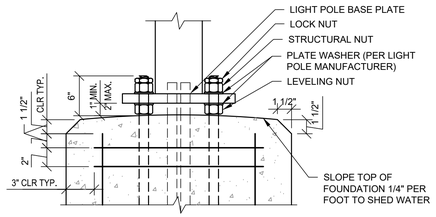


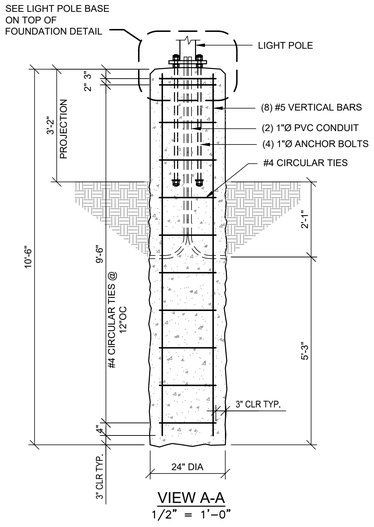
POLE BASE - PLAN VIEW
3/4" = 1'-0"



CIRCULAR TIE DETAIL
3/4" = 1'-0"



LIGHT POLE BASE ON TOP OF FOUNDATION
1 1/2" = 1'-0"

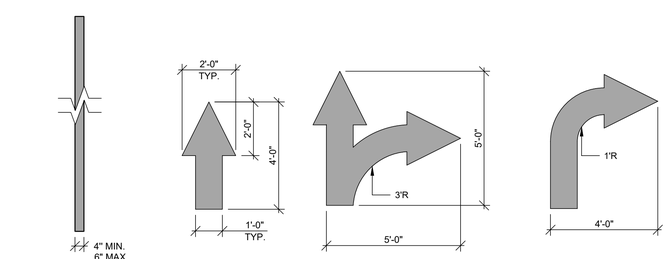


VIEW A-A
1/2" = 1'-0"

GENERAL NOTES:

1. CONCRETE COMPRESSIVE STRENGTH (f'c) SHALL BE A MINIMUM OF 3000psi
2. ANCHOR BOLTS SHALL BE ASTM F1554 GRADE 55, HOT DIP GALVANIZED PER ASTM F2329
3. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60
4. NUTS SHALL BE HEAVY HEX ASTM A563 GRADE DH, HOT DIP GALVANIZED PER ASTM A153
5. PLATE SHALL BE ASTM A572 GRADE 50, HOT DIP GALVANIZED PER ASTM A153
6. LOCK NUT SHALL BE HOT DIP GALVANIZED PER ASTM A153

LIGHT POLE FOUNDATION

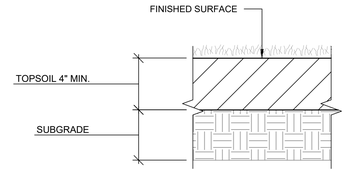


PAVEMENT STRIPING TYP.

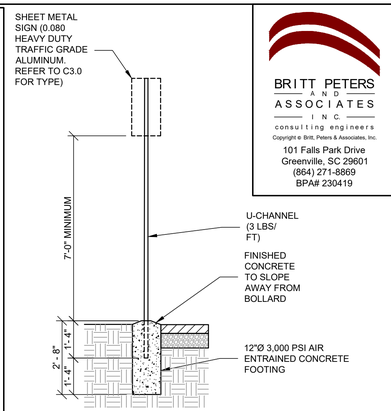
TRAFFIC ARROW TYP.

TURN ARROW TYP.

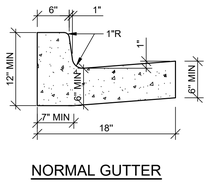
PAVEMENT STRIPING DETAIL
NTS



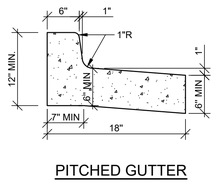
GRASSED/LANDSCAPED AREA DETAIL
NTS



SIGN DETAIL
NTS

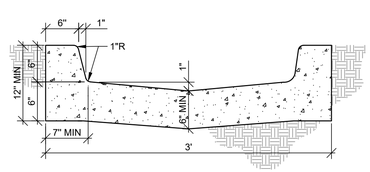


NORMAL GUTTER

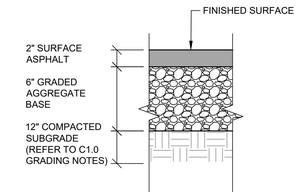


PITCHED GUTTER

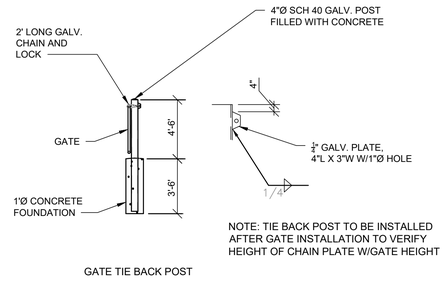
CONCRETE CURB & GUTTER DETAIL
NTS



CONCRETE FLUME DETAIL
NTS



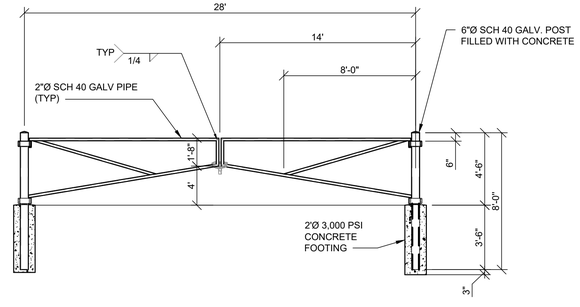
ASPHALT PAVEMENT
NTS



NOTE: TIE BACK POST TO BE INSTALLED AFTER GATE INSTALLATION TO VERIFY HEIGHT OF CHAIN PLATE W/GATE HEIGHT

GATE TIE BACK POST

TIE POST



NOTE: GC TO PRICE GATE AS SHOWN THAT MATCHES EXISTING GATES. GC TO PROVIDE ALTERNATE PRICING FOR PRE-FABRICATED GATE AS AN ALTERNATE.

GATE DETAIL
NTS

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PLAN NORTH

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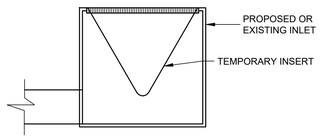


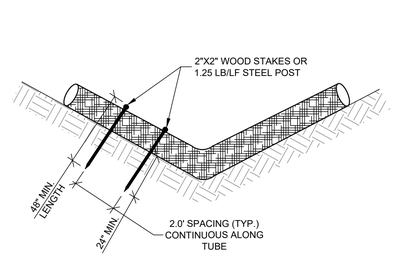
NOTES:

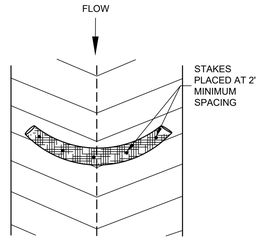
1. INSERT INLET PROTECTION SHALL BE USED WHEN THE SURROUNDING AREA IS STONED OR PAVED.
2. INSERTS SHALL BE INSPECTED EVERY 7 CALENDAR DAYS AND MAINTAINED PER THE MANUFACTURER'S RECOMMENDATIONS.
3. INSERTS SHALL BE ACF ENVIRONMENTAL SILT SACK HIGH FLOW OR AN APPROVED ALTERNATE.

TEMPORARY INLET INSERT PROTECTION

NTS

SEDIMENT TUBE INSTALLATION





SEDIMENT TUBE SPACING

SLOPE	MAX. SEDIMENT TUBE SPACING
LESS THAN 2%	150-FEET
2%	100-FEET
3%	75-FEET
4%	50-FEET
5%	40-FEET
6%	30-FEET
GREATER THAN 6%	25-FEET

South Carolina Department of Health and Environmental Control

SEDIMENT TUBES

STANDARD DRAWING NO. SC-05 Page 1 of 2

NOT TO SCALE FEBRUARY 2014 DATE

SEDIMENT TUBES - GENERAL NOTES

1. SEDIMENT TUBES MAY BE INSTALLED ALONG CONTOURS, IN DRAINAGE CONVEYANCE CHANNELS, AND AROUND INLETS TO HELP PREVENT OFF-SITE DISCHARGE OF SEDIMENT-LADEN STORMWATER RUNOFF.
2. SEDIMENT TUBES ARE ELONGATED TUBES OF COMPACTED GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBER, OR HARDWOOD MULCH. STRAW, PINE NEEDLE, AND LEAF MULCH-FILLED SEDIMENT TUBES ARE NOT PERMITTED.
3. THE OUTER NETTING OF THE SEDIMENT TUBE SHOULD CONSIST OF SEAMLESS, HIGH-DENSITY POLYETHYLENE PHOTODEGRADABLE MATERIALS TREATED WITH ULTRAVIOLET STABILIZERS OR A SEAMLESS, HIGH-DENSITY POLYETHYLENE NON-DEGRADABLE MATERIAL.
4. SEDIMENT TUBES, WHEN USED AS CHECKS WITHIN CHANNELS, SHOULD RANGE BETWEEN 18-INCHES AND 24-INCHES DEPENDING ON CHANNEL DIMENSIONS. DIAMETERS OUTSIDE THIS RANGE MAY BE ALLOWED WHERE NECESSARY WHEN APPROVED.
5. CURLED EXCELSIOR WOOD, OR NATURAL COCONUT PRODUCTS THAT ARE ROLLED UP TO CREATE A SEDIMENT TUBE ARE NOT ALLOWED.
6. SEDIMENT TUBES SHOULD BE STAKED USING WOODEN STAKES (2-INCH X 2-INCH) OR STEEL POSTS (STANDARD "U" OR "T" SECTIONS WITH A MINIMUM WEIGHT OF 1.25 POUNDS PER FOOT) AT A MINIMUM OF 48-INCHES IN LENGTH PLACED ON 2-FOOT CENTERS.
7. INSTALL ALL SEDIMENT TUBES TO ENSURE THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE TUBE. MANUFACTURER'S RECOMMENDATIONS SHOULD ALWAYS BE CONSULTED BEFORE INSTALLATION.
8. THE ENDS OF ADJACENT SEDIMENT TUBES SHOULD BE OVERLAPPED 6-INCHES TO PREVENT FLOW AND SEDIMENT FROM PASSING THROUGH THE FIELD JOINT.
9. SEDIMENT TUBES SHOULD NOT BE STACKED ON TOP OF ONE ANOTHER, UNLESS RECOMMENDED BY MANUFACTURER.
10. EACH SEDIMENT TUBE SHOULD BE INSTALLED IN A TRENCH WITH A DEPTH EQUAL TO 1/5 THE DIAMETER OF THE SEDIMENT TUBE.
11. SEDIMENT TUBES SHOULD CONTINUE UP THE SIDE SLOPES A MINIMUM OF 1-FOOT ABOVE THE DESIGN FLOW DEPTH OF THE CHANNEL.
12. INSTALL STAKES AT A DIAGONAL FACING INCOMING RUNOFF.

SEDIMENT TUBES - INSPECTION & MAINTENANCE

1. THE KEY TO FUNCTIONAL SEDIMENT TUBES IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF SEDIMENT TUBES SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVEN THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS IN FRONT OF THE SEDIMENT TUBE IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE SEDIMENT TUBE.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. LARGE DEBRIS, TRASH, AND LEAVES SHOULD BE REMOVED FROM IN FRONT OF TUBES WHEN FOUND.
7. IF EROSION CAUSES THE EDGES TO FALL TO A HEIGHT EQUAL TO OR BELOW THE HEIGHT OF THE SEDIMENT TUBE, REPAIRS SHOULD BE MADE IMMEDIATELY TO PREVENT RUNOFF FROM BYPASSING TUBE.
8. SEDIMENT TUBES SHOULD BE REMOVED AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN COMPLETELY STABILIZED. PERMANENT VEGETATION SHOULD REPLACE AREAS FROM WHICH SEDIMENT TUBES HAVE BEEN REMOVED.

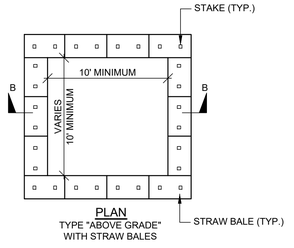
South Carolina Department of Health and Environmental Control

SEDIMENT TUBES

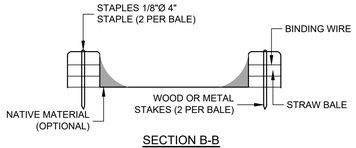
STANDARD DRAWING NO. SC-05 Page 2 of 2

GENERAL NOTES FEBRUARY 2014 DATE

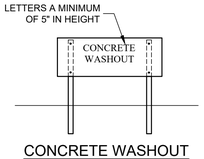
STRAW BALE BARRIER CONCRETE WASHOUT



PLAN
TYPE "ABOVE GRADE" WITH STRAW BALES



SECTION B-B



CONCRETE WASHOUT SIGN DETAIL

NOTES:

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. INSTALL CONCRETE WASHOUT SIGN (24"X24", MINIMUM) WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. TEMPORARY WASHOUT AREA MUST BE AT LEAST 50' FROM A STORM DRAIN, CREEK BANK OR PERIMETER CONTROL.
4. CLEAN OUT CONCRETE WASHOUT AREA WHEN 50% FULL. INSPECT EVERY 7 CALENDAR DAYS.
5. THE KEY TO FUNCTIONAL CONCRETE WASHOUTS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR CLEAN OUT.
6. SILT FENCE SHALL BE INSTALLED AROUND PERIMETER OF CONCRETE WASHOUT AREA EXCEPT FOR THE SIDE UTILIZED FOR ACCESSING THE WASHOUT.
7. A ROCK CONSTRUCTION ENTRANCE MAY BE NECESSARY ALONG ONE SIDE OF THE WASHOUT TO PROVIDE VEHICLE ACCESS.

South Carolina Department of Health and Environmental Control

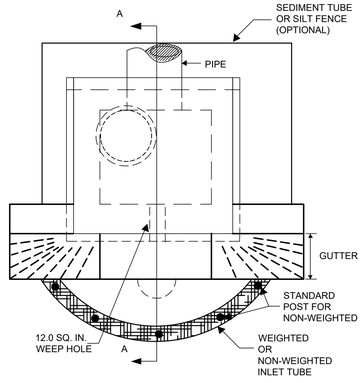
CONCRETE WASHOUT

STRAW BALES OR ABOVE GROUND

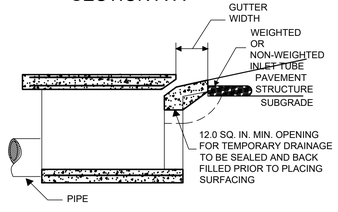
STANDARD DRAWING NO. RC-07 Page 1 of 1

NOT TO SCALE FEBRUARY 2014 DATE

TOP VIEW



SECTION A-A



PLAN SYMBOL

South Carolina Department of Health and Environmental Control

Type F
INLET TUBES

STANDARD DRAWING NO. SC-11 PAGE 1 of 2

NOT TO SCALE FEBRUARY 2014 DATE

TYPE F - INLET TUBES INLET PROTECTION

GENERAL NOTES

1. INLETS TUBES SHOULD BE COMPOSED OF COMPACTED GEOTEXTILES ,CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBERS, A HARDWOOD MULCH,OR A MIX OF THESE MATERIALS ENCLOSED BY A FLEXIBLE NETTING MATERIAL.

2. INLETS TUBES SHOULD UTILIZE AN OUTER NETTING THAT CONSISTS OF SEAMLESS, HIGH-DENSITY POLYETHYLENE PHOTODEGRADABLE MATERIALS TREATED WITH ULTRAVIOLET STABILIZERS OR A SEAMLESS, HIGH-DENSITY

3. POLYETHYLENE NON-DEGRADABLE MATERIAL. CURLED WOOD EXCELSIOR FIBER, OR NATURAL COCONUT FIBER ROLLED EROSION CONTROL PRODUCTS ROLLED
4. UP TO CREATE AN INLET TUBE DEVICE ARE NOT ALLOWED.

5. DO NOT USE STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES, OR
6. LEAF MULCH AS FILL MATERIAL WITHIN INLET TUBES.

7. WEIGHTED INLET TUBES MUST BE CAPABLE OF STAYING IN PLACE
8. WITHOUT EXTERNAL STABILIZATION MEASURES AND MAY HAVE A WEIGHTED INNER CORE OR OTHER WEIGHTED MECHANISM TO KEEP THEM
9. IN PLACE.

10. INSTALL WEIGHTED TUBES LYING FLAT ON THE GROUND, WITH NO GAPS

11. BETWEEN THE UNDERLYING SURFACE AND THE INLET TUBE. DO NOT STACK
12. INLET TUBES. DO NOT COMPLETELY BLOCK INLET WITH TUBE.

13. NON-WEIGHTED INLET TUBES REQUIRE STAKING OR OTHER STABILIZATION
14. METHODS TO KEEP THEM SAFELY IN PLACE.

15. OVERFLOW OR OVERTOPPING OF INLET TUBES MUST BE ALLOWED TO FLOW
INTO INLET UNOBSTRUCTED.

16. TO AVOID POSSIBLE FLOODING, TWO OR THREE CONCRETE CINDER BLOCKS
MAY BE PLACED BETWEEN THE TUBE AND THE INLET.

INSPECTION AND MAINTENANCE

1. THE KEY TO FUNCTIONAL INLET PROTECTION IS WEEKLY INSPECTION, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.

2. REGULAR INSPECTIONS OF ALL INLET PROTECTION SHALL BE CONDUCTED
ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.

3. ATTENTION TO SEDIMENT ACCUMULATIONS IN FRONT OF THE INLET PROTECTION IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.

4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE BLOCKS. IF A SUMP IS USED, SEDIMENT SHOULD BE REMOVED WHEN IT FILLS APPROXIMATELY 1/3 THE DEPTH OF THE HOLE.

5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.

6. LARGE DEBRIS, TRASH, AND LEAVES SHOULD BE REMOVED FROM IN FRONT OF TUBES WHEN FOUND.

7. REPLACE INLET TUBE WHEN DAMAGED OR AS RECOMMENDED BY MANUFACTURER'S SPECIFICATIONS.

8. INLET PROTECTION STRUCTURES SHOULD BE REMOVED AFTER THE DISTURBED AREAS ARE PERMANENTLY STABILIZED. REMOVE ALL CONSTRUCTION MATERIAL AND SEDIMENT, AND DISPOSE OF THEM PROPERLY. GRADE THE DISTURBED AREA TO THE ELEVATION OF THE DROP INLET STRUCTURE CREST. STABILIZE ALL BARE AREAS IMMEDIATELY.

South Carolina Department of Health and Environmental Control

Type F
INLET TUBES

STANDARD DRAWING NO. SC-11 PAGE 2 of 2

GENERAL NOTES FEBRUARY 2014 DATE

REFERENCES

SIGNING AND MARKING ENGINEER

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 29076 CLIFTON J. SELLERS

Clifton J. Sellers 2023.02.15 13:54:36 -05'00'

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SCDOT

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

STANDARD MARKINGS FOR INTERSECTIONS

625-305-00

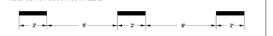
EFFECTIVE LETTING DATE | JULY 2023

THIS DRAWING IS NOT TO SCALE

PAVEMENT MARKING TYPICAL
STANDARD MARKINGS FOR INTERSECTIONS

ADDITIONAL GUIDANCE THROUGH INTERSECTIONS DOTTED LINES

- THE PATTERN ILLUSTRATED BELOW IS TO BE USED TO EXTEND MARKINGS THROUGH LARGE INTERSECTIONS WHERE ADDITIONAL GUIDANCE IS NEEDED.



- THE ABOVE MARKINGS SHOULD ALWAYS BE USED TO GUIDE AND SEPARATE TRAFFIC WHERE COMPOUND TURNING MANEUVERS OCCUR. SUCH MARKINGS WILL BE SHOWN ON THE PLANS WHERE NEEDED.
- THE DOTTED LINES ARE TO BE THE SAME COLOR AS THE LINE THEY EXTEND.

STOPLINES

- ALL STOPLINES ARE TO BE MARKED WITH 24" SOLID WHITE LINES.
- WHERE CROSSWALK MARKINGS EXIST, STOPLINE SHOULD BE PLACED IN ADVANCE OF, AND PARALLEL TO, THE NEAREST CROSSWALK LINE, A MINIMUM DISTANCE OF 4', SHOULD EXIST BETWEEN THE CROSSWALK AND STOPBAR.
- IN THE ABSENCE OF A MARKED CROSSWALK, THE STOPLINE SHOULD BE PLACED AT A DISTANCE OF NO LESS THAN 4 FEET AND NO MORE THAN 30 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY. THE STOPLINE SHOULD BE PLACED AT A 2500 ANGLE IF TO TO FRONT IN ADVANCE OF THE MARKLINE TO MAXIMUM SIGHT DISTANCE TO CROSSING TRAFFIC.

APPLICATION OF MARKINGS AT INTERSECTIONS

1. STOP LINES ARE TO BE APPLIED AT ALL SIGNALIZED INTERSECTIONS.
2. AT NON-SIGNALIZED INTERSECTIONS, THE ROADWAYS WHICH MUST STOP ARE TO HAVE STOPLINES.
3. WHERE STOPLINES ARE USED, LANE LINES AND CENTER LINES WILL TERMINATE AT THE STOPLINE. THEY DO NOT EXTEND ACROSS STOPLINES NOR DO THEY TERMINATE PRIOR TO STOPLINES. LOCATION OF STOPLINES SHOULD BE DETERMINED PRIOR TO MARKING LONGITUDINAL LINES.
4. LANE LINES TERMINATING AT A STOPLINE SHOULD NOT BE LESS THAN 10 FEET IN LENGTH, HOWEVER THEY MAY BE LONGER. THE LAST LANE LINE WILL BE 10-40 FEET LONG.

*** THE FOLLOWING PROCEDURE WILL AID IN THIS DETERMINATION:***

a. MARK A SPOT 50 FEET IN ADVANCE OF STOPLINE OF EACH LANE LINE APPROACH.

b. IF A LINE IS BEING APPLIED WHEN THE SPOT IS CROSSED, THE STRIPER OPERATOR PERMITS AUTOMATIC CUT-OFF AND THE FOLLOWING 30 GAP. WHEN THE NEXT LINES BEGINS, THE STRIPER OPERATOR WILL MANUALLY OVERRIDE THE AUTOMATIC CUT-OFF AND WILL EXTEND THE LINE TO THE STOPLINE.

c. IF A LINE IS NOT BEING APPLIED WHEN THE SPOT IS CROSSED, WHEN THE NEXT LINE BEGINS THE STRIPER OPERATOR WILL MANUALLY OVERRIDE THE AUTOMATIC CUT-OFF AND WILL EXTEND THE LINE TO THE STOPLINE.

5. AT ALL INTERSECTIONS, LANE LINES WILL NORMALLY BE OMITTED WITHIN THE INTERSECTION AREA WHERE TURNING VEHICLES MUST MANEUVER.

ARROWS AND WORD MESSAGES

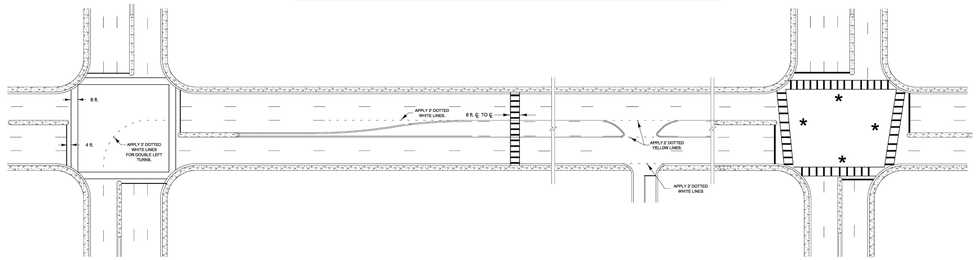
- ARROWS AND WORD MESSAGES ARE NOT TYPICAL AT ALL TURN LANES AND WILL BE PLACED ONLY AT LOCATIONS SHOWN ON THE PLANS OR WHERE DIRECTED BY THE ENGINEER.
- WHERE ARROWS SUPPLEMENT SIGNS TO PROHIBIT A MOVEMENT THAT WOULD OTHERWISE BE LEGAL FROM THAT LANE, THE ARROW MUST BE ACCOMPANIED BY THE WORD 'ONLY'.
- ALL ARROWS AND WORD MESSAGES SHALL BE AS INDICATED ON STANDARD DRAWINGS 625-410-00.

CROSSWALKS

- AT A MINIMUM, CROSSWALKS ARE TO BE MARKED WITH 6" WHITE LINES, SPACED NO LESS THAT 8' APART.
- FOR HIGH VISIBILITY CROSSWALK (HVC) LINES AT MIDBLOCK/UNCONTROLLED CROSSINGS, THE 6" WHITE LINES SHOULD BE SPACED NO LESS THAN 8' APART(CENTER TO CENTER).
- THE 24" TRANSVERSE LINES IN THE HVC MAY BE SKEWED TO PROVIDE ORIENTATION PARALLEL TO THE LANE LINES OF THE TRAVEL LANES.
- NON-INTERSECTION CROSSWALKS ARE GENERALLY UNEXPECTED BY THE ROAD USER. THEREFORE, WARNING SIGNS SHOULD BE INSTALLED FOR ALL MARKED CROSSWALKS AT NON-INTERSECTION LOCATIONS AND ADEQUATE VISIBILITY SHOULD BE PROVIDED BY PARKING PROHIBITIONS.

DOTTED EDGELINES

- DOTTED EDGELINES SHOULD BE PLACED ON THE STOP CONTROLLED SIDE LEGS OF ALL INTERSECTIONS WITH PUBLIC ROADWAYS.
- DOTTED EDGELINES SHOULD ALSO BE USED FOR TURN BAY EXTENSIONS AND CHANNELIZATION AT MEDIAN OPENINGS.



STANDARD INTERSECTION LAYOUT

SEE STD. 625-305-01 FOR HIGH VISIBILITY CROSSWALK LAYOUT DETAILS

SKEWED INTERSECTION - HIGH VISIBILTY CROSSWALK

REFERENCES

SIGNING AND MARKING ENGINEER

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 29076 CLIFTON J. SELLERS

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SCDOT

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

STANDARD MARKINGS FOR INTERSECTIONS

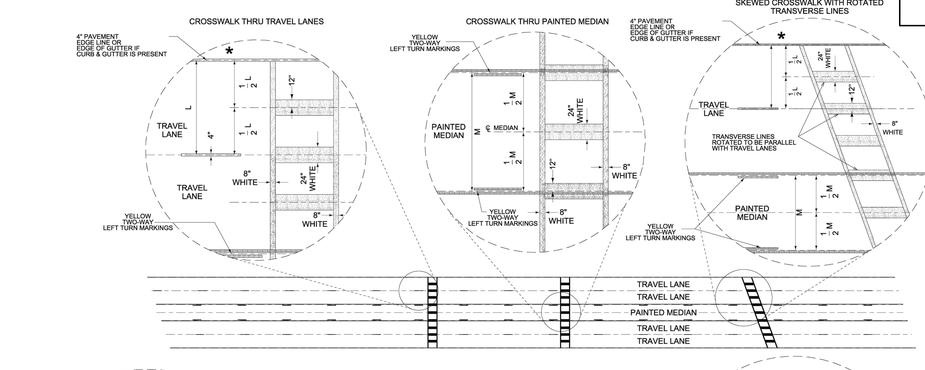
625-305-01

EFFECTIVE LETTING DATE | JULY 2023

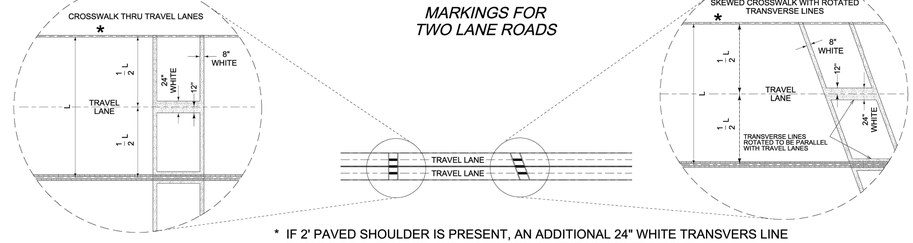
THIS DRAWING IS NOT TO SCALE

HIGH VISIBILTY CROSSWALK DETAILS

MARKINGS FOR MULTI-LANE ROADS



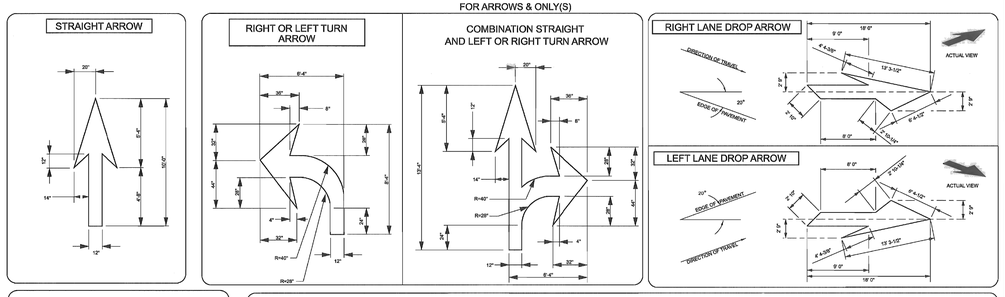
MARKINGS FOR TWO LANE ROADS

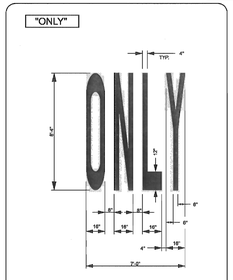


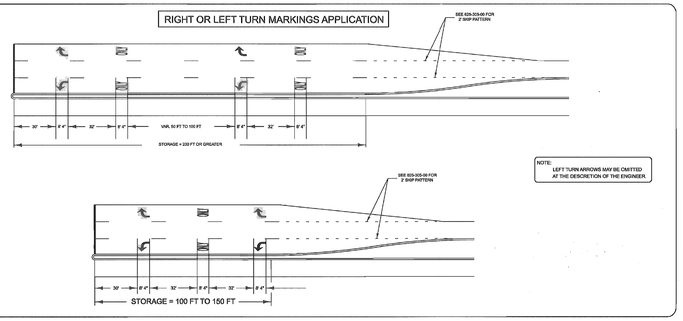
* IF 2' PAVED SHOULDER IS PRESENT, AN ADDITIONAL 24" WHITE TRANSVERS LINE SHOULD BE INSTALLED AND CENTERED ON THE WHITE EDGELINE.

STANDARD PAVEMENT MARKINGS

FOR ARROWS & ONLY(S)







REFERENCES

SIGNING AND MARKING ENGINEER

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 23845 MARK H. ANTHONY

SIGNATURE

1-20-05

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SCDOT

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

FOR ARROWS & ONLY(S)

625-410-00

EFFECTIVE LETTING DATE | MAY 2009

THIS DRAWING IS NOT TO SCALE

30.00 MEASUREMENT

30.01 FOR CURB RAMPS, MEASURE PEDESTRIAN RAMP CONSTRUCTION 7209000 IN SQUARE YARDS BASED ON THE ACTUAL AREA OF RAMPS, TAPERED AND DROPPED CURBS, RAMP PARTITIONS, CURB RETURNS, FLARES, AND GUTTERS SHOWN SHADED IN THESE STANDARD DRAWINGS.

30.01A MEASURE DETECTABLE WARNING MATERIAL 7204900 ON NEW PEDESTRIAN RAMPS IN SQUARE FEET BASED ON THE ACTUAL INSTALLED AREA OF THE DETECTABLE WARNING USED.

30.02 FOR LOCATIONS IN RAISED MEDIANS WHERE AT-GRADE PASS-THROUGH IS CONSTRUCTED, MEASURE CONCRETE MEDIAN 7206000, IN SQUARE YARDS, BY THE AREA INSIDE THE PERIMETER OF THE RAISED MEDIAN IF THE PASS-THROUGH WAS NOT PRESENT.

30.03 FOR LOCATIONS IN RAISED MEDIANS AND ON EXISTING RAMPS WHERE ONLY THE APPLICATION OF SURFACE APPLIED DETECTABLE WARNING IS REQUIRED, MEASURE SURFACE APPLIED DETECTABLE WARNING 7209100 IN SQUARE FEET BASED ON THE ACTUAL APPLIED AREA OF DETECTABLE WARNING.

30.04 FOR LOCATIONS WHERE EXISTING SIDEWALK IS TO BE REMOVED, MEASURE REMOVAL AND DISPOSAL OF EXISTING PAVEMENT 2023000, IN SQUARE YARDS, BY THE AREA OF SIDEWALK, CURB, AND GUTTER REMOVED FROM THE EXISTING INFRASTRUCTURE.

40.00 PAYMENT

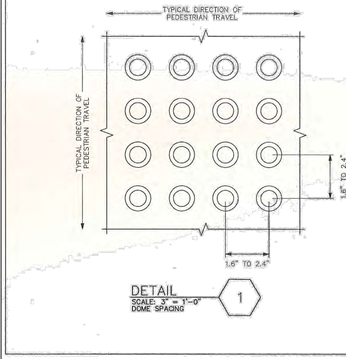
40.01 PAY FOR PEDESTRIAN RAMP CONSTRUCTION 7209000 IN SQUARE YARDS AS SHOWN IN THESE DRAWINGS. PAYMENT INCLUDES ALL MATERIALS AND LABOR TO CONSTRUCT PEDESTRIAN RAMP AS SHOWN. NO ADDITIONAL PAYMENT WILL BE MADE FOR COMPONENTS USED TO COMPLETE THE RAMP CONSTRUCTION.

40.02 PAY FOR CONCRETE MEDIAN 7206000 IN SQUARE YARDS AS SHOWN ON STANDARD DRAWINGS 720-105-XX. PAYMENT INCLUDES ALL MATERIALS AND LABOR TO CONSTRUCT PEDESTRIAN PASS THROUGH ACROSS MEDIAN ISLANDS.

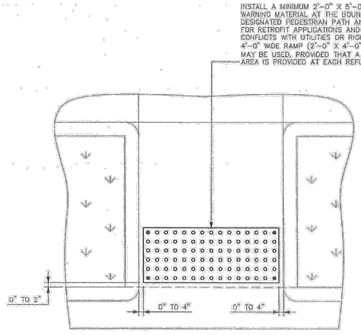
40.02A PAY FOR DETECTABLE WARNING MATERIAL 7204900 IN SQUARE FEET AS SHOWN IN THESE DRAWINGS WHEN NEW CONCRETE IS PLACED. INCLUDE IN THIS QUANTITY THE MATERIALS AND LABOR TO INSTALL THE WARNING MATERIAL OF THE COLOR AND STYLE SPECIFIED IN THE PLANS OR SPECIAL PROVISIONS, OR PROVIDE A SAFETY YELLOW WET INSET STYLE PRODUCT WHEN THE STYLE IS NOT SPECIFIED.

40.03 PAY FOR SURFACE APPLIED DETECTABLE WARNING 7209100 IN SQUARE FEET AS SHOWN IN THESE DRAWINGS. WHEN INSTALLING SURFACE APPLIED DETECTABLE WARNINGS ON ASPHALT OR WHEN RETROFITTING EXISTING RAMPS. PAYMENT INCLUDES ALL MATERIALS AND LABOR TO INSTALL THE SURFACE APPLIED DETECTABLE WARNING AS SHOWN.

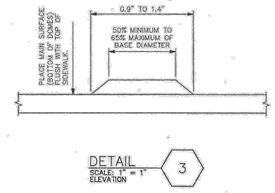
40.04 PAY FOR REMOVAL AND DISPOSAL OF EXISTING PAVEMENT 2023000 IN SQUARE YARDS.



DETAIL 1
SCALE: 3" = 1'-0"
DOME SPACING



DETAIL 2
SCALE: 3/8" = 1'-0"
PLAN - DETECTABLE WARNING PLACEMENT



DETAIL 3
SCALE: 1" = 1"
ELEVATION

REFERENCES

NATIONAL DOCUMENTS	
REVISED DRAFT GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY NOVEMBER, 2005	
MUTCD 2009	
SCDOT DOCUMENTS	
SCDOT TRANSITION PLAN	
QPL 61	
RELATED DRAWINGS & KEYWORDS	
625-305-00	

THIS DRAWING IS ONLY VALID FOR CONSTRUCTION WHEN SEALED AND SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF SOUTH CAROLINA. CHECK WWW.SCDOT.ORG FOR LATEST UPDATE.

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 21242 JAMES W. KENDALL

SIGNATURE

12/10/2014

DATE

#	DATE	CHK	DESCRIPTION
5			
4			
3			
2			
1	11/14	DSO	DETAIL 2 NOTE, CHANGE UNDERLINED
0	8/12	DSO	NEW DRAWING

SCDOT

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

PEDESTRIAN RAMPS GENERAL NOTES & DEFINITIONS

720-901-02

EFFECTIVE LETTING DATE | FEBRUARY, 2015

BRITT PETERS AND ASSOCIATES INC.
consulting engineers

101 Falls Park Drive
Greenville, SC 29601
(864) 271-8869
BPA# 230419

PLAN NORTH

REVISIONS

DATE	MARK	DESCRIPTION

MEMBERS: AMERICAN INSTITUTE OF ARCHITECTS
NCARB CERTIFICATES 4259, 22953, 44627 & 44714
ARD, WOOD, HOLCOMBE & SLATE, INC.
ARCHITECTS AND PLANNERS
620 N. MAIN STREET | SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
PHONE: 864/242-5450
www.awhsarchitects.com

SITE DETAILS

PARKING LOT MODIFICATIONS FOR
RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA

DRAWN	EMB
JOB	2310-020
DATE	08 MAR 2024

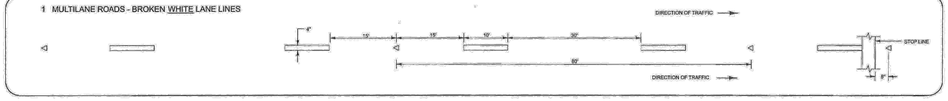
C5.2

DRAWING NUMBER

AWHS ARCHITECTS

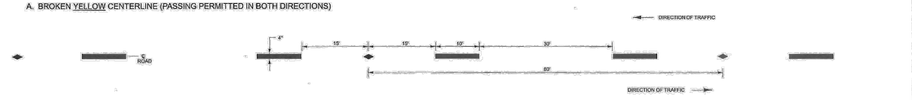
PAVEMENT MARKING TYPICAL
LINE PATTERNS AND RAISED MARKER PLACEMENT

1 MULTILANE ROADS - BROKEN WHITE LANE LINES

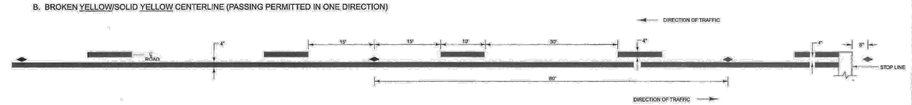


2 TWO LANE ROADS - CENTER LINES

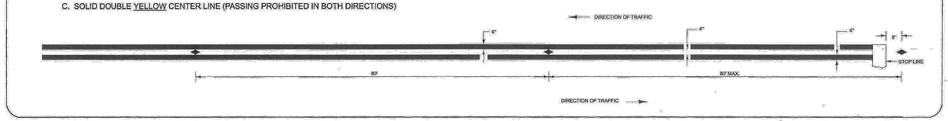
A. BROKEN YELLOW CENTERLINE (PASSING PERMITTED IN BOTH DIRECTIONS)



B. BROKEN YELLOW/SOLID YELLOW CENTERLINE (PASSING PERMITTED IN ONE DIRECTION)



C. SOLID DOUBLE YELLOW CENTER LINE (PASSING PROHIBITED IN BOTH DIRECTIONS)



IDENTIFICATION KEY FOR RAIDED MARKERS:

- WHITE MONODIRECTIONAL
- YELLOW BI-DIRECTIONAL
- ALL MARKERS LARE TO BE SURFACE MOUNTED

THIS DRAWING IS NOT TO SCALE

REFERENCES

SIGNING AND MARKING ENGINEER

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 23845 MARK H. ANTHONY

SIGNATURE

2-5-08
DATE

#	DATE	OK	DESCRIPTION
6			
5			
4			
3			
2			
1			
0			

SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

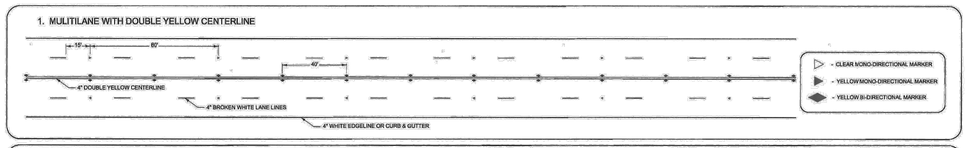
STANDARD DRAWING

PAVEMENT MARKING TYPICAL
LINE PATTERNS AND RAISED MARKER PLACEMENT

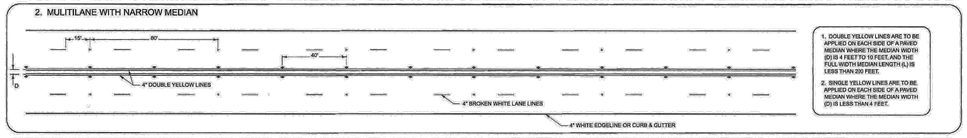
630-205-00
EFFECTIVE LETTING DATE | MAY 2008

PAVEMENT MARKING TYPICAL
MULTILANE ROADS - RAISED MARKER PLACEMENT

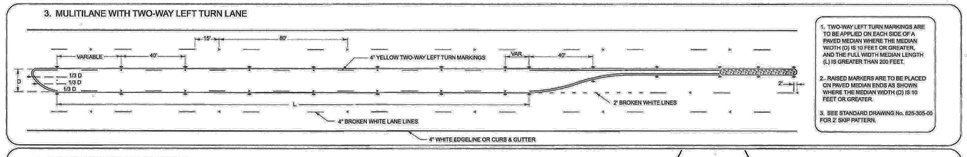
1. MULITILANE WITH DOUBLE YELLOW CENTERLINE



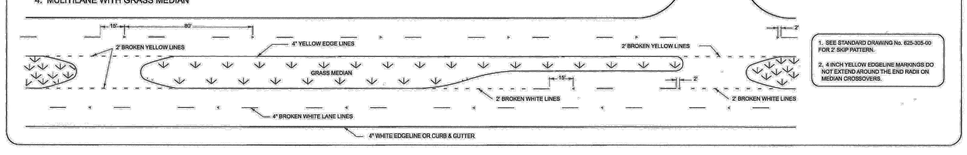
2. MULITILANE WITH NARROW MEDIAN



3. MULITILANE WITH TWO-WAY LEFT TURN LANE



4. MULITILANE WITH GRASS MEDIAN



REFERENCES

SIGNING AND MARKING ENGINEER

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 23845 MARK H. ANTHONY

SIGNATURE

1-20-09
DATE

#	DATE	OK	DESCRIPTION
6			
5			
4			
3			
2			
1			
0			

SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

PAVEMENT MARKING TYPICAL
MULTILANE ROADS -
RAISED MARKER PLACEMENT

630-210-00
EFFECTIVE LETTING DATE | MAY 2009

THIS DRAWING IS NOT TO SCALE

BRITT PETERS AND ASSOCIATES INC.
consulting engineers

101 Falls Park Drive
Greenville, SC 29601
(864) 271-8869
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PLAN NORTH

REVISIONS

DATE	MARK	DESCRIPTION

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SITE DETAILS

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DRAWN	EMB
JOB	2310-020
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C5.3
DRAWING NUMBER

AWHS ARCHITECTS