

DEMOLITION NOTES:

- 1. ALL DEMOLISHED MATERIALS BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED. CONTRACTOR IS TO DISPOSE OF DEMOLISHED MATERIAL OFF OF THE OWNER'S PROPERTY AT NO ADDITIONAL COST.
2. ALL PAVEMENT, BASE COURSES, SIDEWALKS, CURBS, BUILDINGS, FOUNDATIONS, ETC. TO BE REMOVED SHALL BE REMOVED TO SUBGRADE.
3. ALL ITEMS OF CONSTRUCTION REMAINING AND NOT SPECIFICALLY MENTIONED THAT INTERFERE WITH THE NEW CONSTRUCTION SHALL BE REMOVED AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
4. CONTRACTOR SHALL PROVIDE PROTECTION TO ALL STREETS, TREES, UTILITIES, AND STRUCTURES THAT ARE TO REMAIN. REPAIR CONTRACTOR CAUSED DAMAGE AT NO ADDITIONAL COST TO THE OWNER.
5. CAVITIES LEFT BY STRUCTURE REMOVAL SHALL BE BACKFILLED WITH CRUSHED STONE AND COMPACTED.
6. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES AND OBTAIN ALL PERMITS PRIOR TO BEGINNING WORK.
7. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN, AND REPAIR CONTRACTOR CAUSED DAMAGE ACCORDING TO LOCAL STANDARDS AT THE CONTRACTOR'S EXPENSE.
8. COORDINATE ALL DEMOLITION WITH THE APPROPRIATE UTILITY COMPANY AND THE OWNER PRIOR TO PERFORMING THE WORK AND OBTAIN APPROVAL TO INSURE MINIMAL INTERRUPTIONS IN SERVICE TO EXISTING FACILITIES.
9. CONTRACTOR MUST FILE A NOTICE OF DEMOLITION, PRIOR TO BEGINNING OF DEMOLITION ACTIVITIES, APPLICATION MUST BE FILED WITH THE SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL.
10. ALL HAZARDOUS MATERIALS ON-SITE MUST BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL AGENCIES HAVING JUSTIFICATION OVER SUCH, COORDINATE DISPOSAL WITH THE OWNER'S REPRESENTATIVE.
11. ALL UTILITY ADJUSTMENTS TO BE PERFORMED BY RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
12. EROSION CONTROL SHALL BE INSTALLED AS NECESSARY DURING DEMOLITION OPERATIONS TO INSURE THAT ANY SEDIMENT TRANSPORT/SEDIMENT RUNOFF THAT DOES OCCUR WILL REMAIN ON-SITE.
13. ALL DEMOLITION, TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
14. ALL ENVIRONMENTAL ABATEMENT TO BE PERFORMED BY OTHERS. CONTRACTOR TO COORDINATE WITH ENVIRONMENTAL CONSULTANT.
15. NOTIFY PROJECT MANAGER AND CIVIL ENGINEER OF ADDITIONAL UTILITIES OR OTHER ITEMS THAT MAY BE FOUND DURING CONSTRUCTION WHICH ARE NOT LOCATED ON THESE PLANS.

FLOODPLAIN NOTE:

THIS PARCEL DESCRIBED HEREON DOES NOT LIE WITHIN FLOOD HAZARD AREAS IN ACCORDANCE WITH INSURANCE RATE MAP PANEL NUMBER 45073018601, DATED: DECEMBER 21, 2017. FLOOD ZONE "X".

TRAFFIC CONTROL NOTES:

- 1. WHENEVER CONSTRUCTION OPERATIONS ENCOACH ON THE RIGHT OF WAY OF ADJACENT ROADWAYS, TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH LOCAL AND STATE STANDARDS.
2. NO MATERIALS OR EQUIPMENT SHALL BE STORED OR STOCKPILED WITHIN THE RIGHT-OF-WAY OF ADJACENT ROADWAYS.
3. ALL TRAFFIC CONTROL, INCLUDING MARKINGS, SIGNS, ETC. SHALL FOLLOW THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

GENERAL SITE NOTES:

- 1. THE CONTRACTOR SHALL CHECK ALL EXISTING GRADES, PIPE SIZES, STRUCTURE LOCATIONS, DIMENSIONS, ETC. IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
2. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. REPAIR CONTRACTOR CAUSED DAMAGE ACCORDING TO LOCAL STANDARDS AND AT THE CONTRACTOR'S EXPENSE. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY.
3. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES AND OBTAIN ALL PERMITS PRIOR TO BEGINNING WORK.
4. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES PRIOR TO INSTALLATION OF PAVEMENT.
5. ALL CONCRETE SHALL BE CLASS "A" (4,000 P.S.I.), UNLESS OTHERWISE NOTED. PREFORMED FIBER EXPANSION JOINTS (1/2") SHALL BE PROVIDED WHERE SIDEWALKS OR PADS CONTACT EXTERIOR BUILDING WALLS OR CONCRETE CURBS. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT A MAXIMUM SPACING OF 20' TO MATCH TRANSVERSE JOINT MARKINGS. TRANSVERSE JOINT MARKINGS SHALL BE MADE TO FORM BLOCKS AS NEARLY SQUARE AS POSSIBLE.
6. ALL DAMAGE TO EXISTING ASPHALT PAVEMENT TO REMAIN, WHICH RESULTS FROM NEW CONSTRUCTION, SHALL BE REPLACED WITH LIKE MATERIALS AT CONTRACTOR'S EXPENSE.
7. DIMENSIONS ARE TO THE FACE OF CURBS, EDGE OF CONCRETE, OR TO FACE OF BUILDING, AND ALL RADII ARE 3' UNLESS OTHERWISE NOTED.
8. CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD ELECTRICAL WIRES AND SERVICES. IF AT ANY TIME IN THE PURSUIT OF THIS WORK, THE CONTRACTOR MUST WORK IN CLOSE PROXIMITY OF THE ABOVE NOTED WIRES, THE ELECTRICAL COMPANY SHALL BE CONTACTED PRIOR TO SUCH WORK AND THE PROPER SAFETY MEASURES TAKEN.
9. SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS.
10. IN EASEMENTS AND RIGHTS-OF-WAY, CONTRACTOR SHALL PROTECT AND RESTORE SAID PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING AT THE COMMENCEMENT OF CONSTRUCTION EXCEPT AS NOTED.
11. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE "MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION" ISSUED BY AOC OF AMERICA, INC. AND THE "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION" ISSUED BY THE U.S. DEPARTMENT OF LABOR.
12. ALL ACCESSIBLE PARKING SPACES ARE TO RECEIVE AN ACCESSIBLE SIGN AND ACCESSIBLE SYMBOL PAINTED ON THE PAVEMENT. STALLS AND ADJACENT STRIPED AISLES THAT TOTAL 17' WIDE MINIMUM ARE TO RECEIVE A "VAN ACCESSIBLE" SIGN IN ADDITION TO THE ABOVE.
13. ALL ACCESSIBLE RAMP DESIGNS SHALL CONFORM TO ADA STANDARDS OR WALHALLA BUILDING CODE STANDARDS, WHICHEVER IS MORE RESTRICTIVE.
14. PAVING SHALL BE CONSTRUCTED IN ACCORDANCE WITH PLANS AND SCDOT "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION", LATEST EDITION, GEOTECHNICAL ENGINEERING REPORT, AND PROJECT SPECIFICATIONS.
15. ALL ON-SITE PAVEMENT MARKINGS SHALL BE 4" PAINTED, USING WHITE LINES ON ASPHALT PAVING AND YELLOW LINES ON PORTLAND CEMENT CONCRETE PAVING, UNLESS NOTED OTHERWISE. ALL PAVEMENT MARKINGS IN RIGHT-OF-WAY SHALL BE THERMOPLASTIC.
16. THE ENGINEER AS REPRESENTATIVE OF THE OWNER, SHALL NOT GUARANTEE THE WORK OF ANY CONTRACTOR OR SUB-CONTRACTOR. SHALL HAVE NO AUTHORITY TO STOP WORK, SHALL NOT HAVE CHARGE OF THE WORK, SHALL NOT BE RESPONSIBLE FOR SAFETY IN, ON, OR ABOUT THE JOB SITE, OR HAVE ANY CONTROL OF THE SAFETY OR ADEQUACY OF ANY EQUIPMENT, BUILDING COMPONENT, SCAFFOLDING, SUPPORTS, FORMS OR OTHER WORK AIDS.
17. ALL SIDEWALKS, EXISTING AND PROPOSED, ARE TO BE CONSTRUCTED AND/OR LEFT IN A CONDITION THAT MEETS OR EXCEEDS SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARDS.
18. CONCRETE WHEEL STOPS TO BE INSTALLED 24" FROM END OF PARKING STALL.
19. THE CONTRACTOR SHALL INCLUDE STEEL ROAD PLATES FOR TRENCH AREAS OF PROPOSED UTILITIES WHICH ARE NOT CORDONED OFF IN EXISTING PAVED AREAS. STEEL ROAD PLATES SHALL BE MINIMUM 1" THICK GRADE A36 OR GRADE 50, CAPABLE OF HS-20 LOADING. TO PROVIDE A COVER OVER AN OPEN EXCAVATION TO PROVIDE VEHICULAR OR PEDESTRIAN TRAFFIC PROTECTION. STEEL DRIVE PLATES MUST EXTEND A MINIMUM OF 2'-0" OVER THE TOP OF THE GROUND AT EACH END OR SIDES, AND BE SECURED AGAINST UPLIFT. ALL WORK MUST BE IN ACCORDANCE WITH CURRENT OSHA STANDARDS, AND ANY STATE OR LOCAL REGULATIONS THAT MAY APPLY.
20. CONTRACTOR SHALL VERIFY THAT ACTUAL SITE CONDITIONS ARE CONSISTENT WITH THE EXISTING CONDITIONS DEPICTED ON THE CONSTRUCTION PLANS. DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER PRIOR TO BIDDING AND PRIOR TO STARTING CONSTRUCTION. SUBMITTAL OF BID SHALL INDICATE THAT THE CONTRACTOR ACCEPTS THE ACTUAL SITE CONDITIONS AS MATCHING THE EXISTING CONDITIONS DEPICTED ON THE CONSTRUCTION PLANS.
21. ALL SYSTEMS, PRODUCTS AND INSTALLATIONS SHALL BE GUARANTEED AGAINST ANY DEFECTS FOR ONE YEAR FROM THE SUBSTANTIAL COMPLETION DATE. CORRECTION OR REPLACEMENT OF DEFECTIVE MATERIALS AND WORKMANSHIP SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
22. INSTALL SAFETY FENCING AS NECESSARY FOR SECURITY, SAFETY AND TRAFFIC PURPOSES.
23. COLD MILLING - CLEAN EXISTING PAVEMENT SURFACE OF LOOSE AND DELETERIOUS MATERIAL IMMEDIATELY BEFORE COLD MILLING. REMOVE EXISTING ASPHALT PAVEMENT BY COLD MILLING TO DEPTHS INDICATED.

GRADING, DRAINAGE & EROSION CONTROL NOTES:

- 1. NO TREES ARE TO BE REMOVED AND/OR VEGETATION DISTURBED EXCEPT AS NECESSARY FOR GRADING PURPOSES AND ONLY AS APPROVED BY OWNER'S REPRESENTATIVE AND CITY ENGINEER.
2. TOPSOIL IS TO BE REDISTRIBUTED OVER GRADED AREAS TO A MINIMUM OF 6" AND A MINIMUM DEPTH OF 12" OVER ROCK. AT CONTRACTOR'S OPTION, EXISTING TOPSOIL MAY BE HAULED AWAY AND REPLACED WITH FERTILE, FRABLE TOPSOIL FROM OFFSITE IN ACCORDANCE WITH SPECIFICATIONS. LANDSCAPE TREE ISLANDS TO HAVE 30" MINIMUM TOPSOIL.
3. ALL GRADED AREAS, INCLUDING SLOPES, ARE TO BE STABILIZED AS SOON AS POSSIBLE AFTER GRADING IS COMPLETED, WITHIN A MAXIMUM OF 14 DAYS.
4. CONSTRUCT EROSION CONTROL AS SHOWN ON DRAWINGS PRIOR TO BEGINNING GRADING OPERATIONS.
5. ALL NEW STRUCTURES AND EXISTING STRUCTURES SHALL HAVE SEDIMENT REMOVED PRIOR TO ACCEPTANCE.
6. SILT BARRIERS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 33% FILLED WITH SUCH SEDIMENT.
7. ALL DIMENSIONS AND LOCATIONS OF TEMPORARY EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE SUBJECT TO ADJUSTMENT AS DESIGNATED BY THE OWNER'S REPRESENTATIVE.
8. WHEN THE TEMPORARY SOIL EROSION AND WATER POLLUTION DEVICES ARE NO LONGER REQUIRED FOR THE INTENDED PURPOSE IN THE OPINION OF THE OWNER'S REPRESENTATIVE, THEY SHALL BE REMOVED.
9. REPLACE SILT BARRIERS WHEN CONDITIONS WARRANT AND AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
10. THE CONTRACTOR SHALL PROVIDE THE NECESSARY PROTECTION, IN ACCORDANCE WITH THE SPECIFICATIONS, FOR TREES TO REMAIN. DO NOT OPERATE OR STORE HEAVY EQUIPMENT, NOR HANDLE OR STORE MATERIALS, WITHIN THE DRIP LINES OF TREES TO REMAIN.
11. CONTOUR LINES AND SPOT ELEVATIONS ARE THE RESULT OF A DETAILED ENGINEERING GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE AND MOVEMENT OF STORM WATER. SHOULD THE CONTRACTOR HAVE ANY QUESTION OF THE INTENT OR ANY PROBLEMS WITH CONTINUITY OF GRADES, THE ENGINEER SHOULD BE CONTACTED IMMEDIATELY PRIOR TO BEGINNING WORK.
12. ALL SLOPES 3:1 OR STEEPER SHALL BE STABILIZED WITH STAKED SOD, NORTH AMERICAN GREEN SC-150, SC-150BN, FLEXTERRA HP-FGM OR APPROVED EQUAL.
13. ANY MUD/CONSTRUCTION DEBRIS THAT MAY BE TRANSPORTED TO PUBLIC ROADS OR PARKING AREAS SHALL BE CLEANED UP IMMEDIATELY.
14. ALL TRENCHING, PIPE LAYING AND BACKFILLING SHALL BE IN ACCORDANCE WITH ALL FEDERAL OSHA REGULATIONS. CONTRACTOR TO PAY PARTICULAR ATTENTION TO 29 CFR PART 1926, SUBPARTS M AND P.
15. CONSTRUCTION ENTRANCE SHALL BE IN PLACE PRIOR TO ANY COMBUSTIBLES, I.E. CONSTRUCTION TRAILER, LUMBER, ETC. BEING PRESENT ON JOB SITE. IN ADDITION TO THE CONSTRUCTION ENTRANCE, AN ALL WEATHER DRIVE MUST BE IN PLACE AND ACCESSIBLE TO ALL AREAS OF THE CONSTRUCTION SITE THAT WILL CONTAIN COMBUSTIBLES THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROCESS. THE ALL WEATHER DRIVE SHALL BE NO LESS THAN 20 FEET OF UNOBSTRUCTED WIDTH WITH ADEQUATE TURNING RADIUS CAPABLE OF SUPPORTING THE IMPOSED LOADS OF THE FIRE DEPARTMENT PROCESS.
16. THE CONTRACTOR MUST NOTIFY ALL UTILITIES IN THE AREA AND CALL THE SOUTH CAROLINA ONE CALL SYSTEM AT 811 TO COORDINATE THE FIELD LOCATION OF ALL EXISTING UTILITIES PRIOR TO ANY EARTH DISTURBANCE. "CALL BEFORE DIGGING"
17. GENERAL CONTRACTOR SHALL KEEP GROUND DISTURBANCE TO THE MINIMUM REQUIRED TO COMPLETE THE PROJECT. ALL AREAS MUST BE TEMPORARILY OR PERMANENTLY STABILIZED IF DISTURBED AREA HAS NOT BEEN WORKED WITHIN THE PAST 14 DAYS.
18. CONTRACTOR SHALL REFER TO AND ADHERE TO THE RECOMMENDATIONS IN THE GEOTECHNICAL ENGINEERING REPORT, IF AVAILABLE.
19. RETAINING WALLS SHALL BE DESIGN / BUILD BY THE GENERAL CONTRACTOR. CONTRACTOR SHALL PROVIDE PLANS SEALED BY A SOUTH CAROLINA REGISTERED ENGINEER TO THE OWNER AND ENGINEER OF RECORD FOR APPROVAL PRIOR TO CONSTRUCTION. A 42" HIGH PEDESTRIAN GUARD SHALL BE PROVIDED FOR RETAINING WALL HEIGHTS THAT ARE GREATER THAN OR EQUAL TO 30 INCHES. PEDESTRIAN GUARD SHALL BE INSTALLED ON TOP OF RETAINING WALL AND SHALL NOT ALLOW A 4-INCH DIAMETER SPHERE TO PASS THROUGH ANY OPENING. GUARDS SHALL BE DESIGNED TO RESIST A 50 PLF LOAD IN ACCORDANCE WITH ASCE 7, AND A 200 LB. CONCENTRATED LOAD IN ACCORDANCE WITH ASCE 7. INTERMEDIATE RAILS, BALUSTERS, AND PANEL FILLERS SHALL RESIST A 50 LB. CONCENTRATED LOAD IN ACCORDANCE WITH ASCE 7. THIS SHALL BE A MINIMUM DESIGN.
20. SITE IS TO BE BID UNCLASSIFIED, REFERENCE SPECIFICATIONS AND GEOTECH REPORT, IF AVAILABLE.
21. CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK. BEGINNING CONSTRUCTION SIGNIFIES THAT THE CONTRACTOR ACCEPTS THE SITE AS IS.
22. NO CUT SLOPES SHALL BE CONSTRUCTED STEEPER THAN 2H:1V UNLESS SPECIFICALLY NOTED ON THE PLANS AND APPROVED BY THE GEOTECHNICAL ENGINEER. NO FILL SLOPES SHALL BE CONSTRUCTED STEEPER THAN 3:1 UNLESS SPECIFICALLY NOTED ON THE PLANS AND APPROVED BY THE GEOTECHNICAL ENGINEER.
23. SITE GRADES AROUND THE BUILDING AND PAVEMENT AREAS SHALL BE GRADED DURING CONSTRUCTION TO PREVENT PONDING. ANY SURFACE WATER ACCUMULATION IN THE BUILDING AND PAVEMENT AREAS SHALL BE DRAINED IMMEDIATELY TO AVOID SATURATION OF THE SUBGRADE SOILS.
24. ENGINEERED FILL SHALL BE COMPACTED AS SPECIFIED IN THE GEOTECHNICAL ENGINEERING REPORT.
25. CONTRACTOR IS ADVISED THAT FINAL GRADING AND CURB PLACEMENT SHALL BE COMPLETED TO ACCOMMODATE THE FOLLOWING:
A) NO WATER WILL POND AT POINTS WHERE LANDSCAPE ISLANDS EXTEND INTO PARKING FIELDS.
B) SPACES DESIGNATED FOR HANDICAP PARKING AND ACCESS AISLE SHALL HAVE A FINAL SLOPE AFTER PAVING IS COMPLETED OF NOT MORE THAN 2.0% IN ANY DIRECTION. IF EITHER OF THESE ITEMS ARE NOT CONSTRUCTED AS OUTLINED ABOVE, REWORK WILL BE PROVIDED BY THE CONTRACTOR TO CORRECT DEFICIENCIES AT THE CONTRACTOR'S EXPENSE.
26. ALL SPOT ELEVATIONS SHOWN ARE FINISHED GRADE. SPOT ELEVATIONS SHOWN ALONG CURB LINE ARE FLOW ELEVATIONS FOR FACE OF CURB (B) OR TOP FACE OF CURB (T). SPOT ELEVATIONS SHOWN AS (EX) ARE EXISTING TO BE MATCHED.
27. NO GRADING OPERATIONS SHALL BEGIN UNTIL A CONTRACTOR HAS OBTAINED A PERMIT FROM THE AUTHORITY HAVING JURISDICTION.
28. CONTRACTOR IS RESPONSIBLE FOR PROPER STORAGE OF ALL FLUIDS, ANY SPILLS ARE TO BE IMMEDIATELY REMEDIATED.
29. CONTRACTOR IS TO ADJUST ALL UTILITY CASTINGS TO PROVIDE FLUSH ELEVATION WITH SURROUNDING PAVEMENT.
30. CONTRACTOR IS TO ENSURE PROPER DRAINAGE TO ALL INLETS. CONTACT ENGINEER IF ADDITIONAL MILLING IS REQUIRED.
31. CONTRACTOR IS TO ENSURE POSITIVE DRAINAGE FROM ALL DOORS. REPORT ANY DISCREPANCY TO THE ENGINEER IMMEDIATELY.
32. TWICE WEEKLY INSPECTIONS, DAILY RAINFALL RECORDS, STORMWATER POLLUTION PREVENTION PLAN (SWPPP), NOTICE OF COVERAGE (NOC) AND EROSION PREVENTION AND SEDIMENT CONTROL PLANS SHOULD BE KEPT CURRENT AND ON-SITE TILL THE END OF THE PROJECT.

DOWNSPOUT CONNECTION:

- 1. THE INTENT OF THESE DRAWINGS ARE THAT ALL DOWNSPOUTS, WHETHER SHOWN ON THE PLAN OR NOT SHALL BE CONNECTED TO THE NEAREST STORM DRAINAGE PIPE. A STRUCTURE WITH A MINIMUM 6" SDR 35/38 40 PVC PIPE. IF MORE THAN 3 DOWNSPOUTS ARE COMBINED INTO ONE PIPE INCREASE SIZE TO 10", UNLESS OTHERWISE NOTED ON THE PLAN.
2. NO DOWNSPOUT SHALL DRAIN WATER ACROSS A SIDEWALK.
3. ALL COSTS FOR DOWNSPOUT CONNECTION SHALL BE PAID BY CONTRACTOR. PRE-FABRICATED METAL CANOPIES TYPICALLY HAVE DOWNSPOUTS NOT AVAILABLE TO THE CIVIL ENGINEER. CONTRACTOR SHALL INCLUDE THE COST FOR CONNECTING THESE DOWNSPOUTS TO THE NEAREST STORM DRAIN/PIPE AS NOTED ABOVE.

ELECTRIC, COMMUNICATIONS & GAS UTILITIES NOTE

PRIMARY AND SECONDARY ELECTRIC SERVICE LINE LOCATIONS, ELECTRICAL TRANSFORMER LOCATIONS, COMMUNICATIONS (PHONE, INTERNET, CATV, ETC.) SERVICE LINE LOCATIONS, NATURAL GAS SERVICE LINE LOCATIONS AND NATURAL GAS METER LOCATIONS SHOWN ON THESE CIVIL PLANS ARE SCHEMATIC ONLY. CONTRACTOR MUST INSTALL THESE SERVICES IN ACCORDANCE WITH CURRENT CODES AND SERVICE PROVIDER REQUIREMENTS. CONTRACTOR MUST VERIFY AND COORDINATE FINAL LOCATIONS WITH THE APPROPRIATE SERVICE PROVIDER AND THE MEP ENGINEER(S) PRIOR TO CONSTRUCTION.

SITE LIGHTING NOTE

PHOTOMETRIC PLAN IS PROVIDED FOR LIGHT LEVEL APPROVAL. SITE LIGHT POLES, FIXTURE TYPES, AND LOCATIONS MAY NOT BE ALTERED WITHOUT APPROVAL FROM THE AUTHORITY HAVING JURISDICTION (AHH). ELECTRICAL CONDUIT AND WIRING DESIGN SHALL BE PROVIDED BY THE ELECTRICAL ENGINEER.

UTILITY NOTES:

- 1. ELECTRICAL SERVICE UTILITY CONSTRUCTION SHALL COMPLY WITH WITH SPECIFICATIONS OF THE RESPECTIVE PROVIDER.
2. TELEPHONE/DATA/CABLE TV UTILITY CONSTRUCTION SHALL COMPLY WITH SPECIFICATIONS OF THE RESPECTIVE PROVIDER.
3. GENERAL CONTRACTOR SHALL HAVE APPROVAL OF ALL GOVERNING AGENCIES HAVING JURISDICTION OVER THIS SYSTEM PRIOR TO INSTALLATION.
4. ALL APPROPRIATE FEES SHALL BE PAID PRIOR TO BEGINNING SITE UTILITY CONSTRUCTION.
5. GENERAL CONTRACTOR WILL BE REIMBURSED BY OWNER FOR ALL TAP AND TIE ON FEES REQUIRED.
6. ALL TRENCHING, PIPE LAYING AND BACKFILLING SHALL BE IN ACCORDANCE WITH ALL FEDERAL OSHA REGULATIONS. CONTRACTOR TO PAY PARTICULAR ATTENTION TO 29 CFR PART 1926, SUBPARTS M AND P.
7. CONTRACTORS FOR WATER AND SEWER WORK MUST BE APPROVED BY THE RESPECTIVE PROVIDER.
8. CONTRACTOR SHALL COORDINATE INSPECTION WITH LOCAL UTILITY COMPANY.
9. ALL ELECTRICAL CONDUIT TO BE INSTALLED AND ROUTED ACCORDING TO CURRENT ELECTRIC AND NFPA CODES, IN ACCORDANCE WITH THE UTILITY COMPANY DESIGNS AND WITH SITE ELECTRICAL PLANS.
10. GENERAL CONTRACTOR SHALL PROVIDE AS-BUILT SURVEY / LOCATIONS AND ELEVATIONS TO THE ENGINEER FOR COMPLETION OF AS-BUILTS FOR PUBLIC LINES.
11. SEWER UTILITY CONSTRUCTION SHALL COMPLY WITH SPECIFICATIONS OF THE RESPECTIVE PROVIDER AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE RESTRICTIVE.
12. WATER UTILITY CONSTRUCTION SHALL COMPLY WITH SPECIFICATIONS OF THE RESPECTIVE PROVIDER AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE RESTRICTIVE.
13. WATER MAINS SHALL BE LAID AT LEAST TEN FEET (10') HORIZONTALLY FROM ANY SANITARY SEWER, STORM SEWER OR SEWER MANHOLE, WHENEVER POSSIBLE. THE DISTANCE SHALL BE MEASURED EDGE-TO-EDGE. WHEN LOCAL CONDITIONS PREVENT A HORIZONTAL SEPARATION OF TEN FEET (10'), A WATER MAIN MAY BE LAID CLOSE TO A STORM OR SANITARY SEWER PROVIDED THAT:
• THE BOTTOM OF THE WATER MAIN IS AT LEAST EIGHTEEN INCHES (18") ABOVE THE TOP OF THE SEWER;
• WHERE THIS VERTICAL SEPARATION CANNOT BE OBTAINED, THE SEWER SHALL BE CONSTRUCTED OF MATERIALS AND WITH JOINTS THAT ARE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION AND SHALL BE PRESSURE TESTED TO ASSURE WATER TIGHTNESS PRIOR TO BACKFILLING.
14. WATER MAINS CROSSING HOUSE SEWERS, STORM SEWERS OR SANITARY SEWERS SHALL BE LAID TO PROVIDE A SEPARATION OF AT LEAST EIGHTEEN INCHES (18") BETWEEN THE BOTTOM OF THE WATER MAIN AND THE TOP OF THE SEWER, WHENEVER POSSIBLE. WHEN LOCAL CONDITIONS PREVENT A VERTICAL SEPARATION AS DESCRIBED ABOVE, THE FOLLOWING CONSTRUCTION SHALL BE USED:
• A VERTICAL SEPARATION OF AT LEAST EIGHTEEN INCHES (18") BETWEEN THE BOTTOM OF THE SEWER AND THE TOP OF THE WATER MAIN;
• ADEQUATE STRUCTURAL SUPPORT FOR THE SEWERS TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING ON AND BREAKING THE WATER MAINS;
• THAT THE LENGTH OF WATER PIPE BE CENTERED AT THE POINT OF CROSSING SO THAT THE JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE SEWER;
• BOTH THE SEWER AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE.
15. ALL SEWER & WATER TRENCHES IN EXISTING ROADWAYS OR DRIVEWAYS SHALL BE BACKFILLED WITH NO. 57 OR 67 STONE FROM A POINT 6-INCHES UNDER THE PIPE TO THE ROADWAY PAVEMENT SUBGRADE.
16. SEWER & WATER LINE TRENCHES OUTSIDE EXISTING DRIVEWAYS OR STREETS SHALL BE BACKFILLED WITH NO. 57 OR 67 STONE TO 12" ABOVE THE PIPE AND BACKFILLED WITH A MIXTURE OF CLEAN EARTH, FREE OF ROCK NO LARGER THAN 6" SQ. AND DEBRIS (FOR THE FULL WIDTH OF THE EASEMENT), FROM THAT POINT TO THE TOP OF THE TRENCH, WHERE THE UTILITIES ARE LOCATED BENEATH OR NEAR PAVEMENT, BACKFILL THE TRENCHES WITH CRUSHED STONE TO SUBGRADE.
17. UNLESS SPECIFICALLY NOTED, WATER LINES LESS THAN 3" TO BE TYPE K COPPER. MINIMUM COVER OVER THE TOP OF THE PIPE IS 36".
18. UNLESS SPECIFICALLY NOTED, WATER LINES 4"-12" TO BE ANSI A21.50/AWWA C150 CLASS 52 DUCTILE IRON PIPE, MANUFACTURED BY AMERICAN CAST IRON PIPE COMPANY, U.S. PIPE AND FOUNDRY COMPANY, CLOW, MCWANE, OR GRIFFIN, RESTRAINED JOINT PIPE. ALL FITTINGS TO BE RESTRAINED JOINT FITTINGS.
19. FITTINGS AND GASKETS FOR CLASS 52 DIP TO MEET THE FOLLOWING STANDARDS:
• AWWA C-153/ANSI 21.53, DUCTILE IRON COMPACT FITTINGS
• AWWA C-119/ANSI 21.10, DUCTILE IRON STANDARD AND SPECIAL FITTINGS
• BURIED FITTINGS TO BE MECHANICAL JOINT, FITTINGS IN VAULTS SHALL BE FLANGED
20. ALL WATER AND SANITARY LEADS TO BUILDING SHALL END 5' OUTSIDE THE BUILDING LIMITS AS SHOWN ON PLAN AND SHALL BE PROVIDED WITH A TEMPORARY PLUG AT END.
21. THE CONTRACTOR PERFORMING FIRE SPRINKLER LINE INSTALLATION MUST BE A LICENSED FIRE SPRINKLER CONTRACTOR.

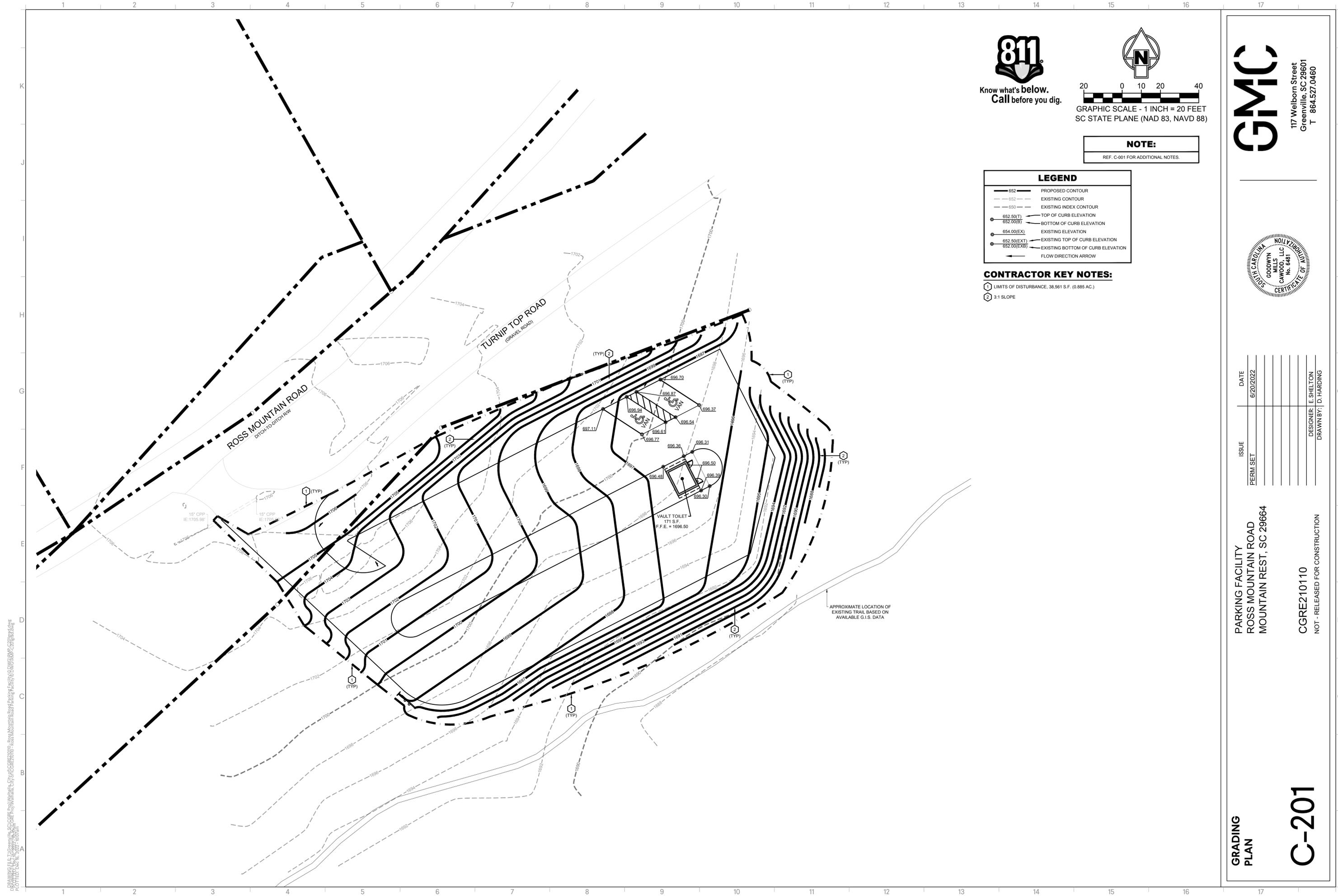
Table with 2 columns: SITE DATA and ZONING CLASSIFICATION. Includes fields for DEVELOPMENT, ADDRESS, CITY, COUNTY, STATE, DISTURBED AREA, FRONT (STREET) SETBACK, SIDE SETBACK, REAR SETBACK, BUILDING AREA, PROPOSED BUILDING AREA, PARKING HEIGHT, BUILDING SUMMARY, APPLICANT / ENGINEER, and OWNER / DEVELOPER.



Table with 2 columns: DATE and ISSU. Includes rows for PERM SET, 6/20/2022, and DESIGNER: E. SHELTON, DRAWN BY: D. HARDING.

PARKING FACILITY ROSS MOUNTAIN ROAD MOUNTAIN REST, SC 29664 CGRE210110 NOT - RELEASED FOR CONSTRUCTION

NOTES SHEET C-001



811
Know what's below.
Call before you dig.

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20 0 10 20 40
GRAPHIC SCALE - 1 INCH = 20 FEET
SC STATE PLANE (NAD 83, NAVD 88)

NOTE:
REF. C-001 FOR ADDITIONAL NOTES.

LEGEND

— 652 —	PROPOSED CONTOUR
- - - 652 - - -	EXISTING CONTOUR
- - - 650 - - -	EXISTING INDEX CONTOUR
○ 652.50(T)	TOP OF CURB ELEVATION
○ 652.00(B)	BOTTOM OF CURB ELEVATION
○ 654.00(EX)	EXISTING ELEVATION
○ 652.50(EXT)	EXISTING TOP OF CURB ELEVATION
○ 652.00(EXT)	EXISTING BOTTOM OF CURB ELEVATION
→	FLOW DIRECTION ARROW

CONTRACTOR KEY NOTES:

① LIMITS OF DISTURBANCE, 38,561 S.F. (0.885 AC.)

② 3:1 SLOPE

GMC

117 Welborn Street
Greenville, SC 29601
T 864.527.0460



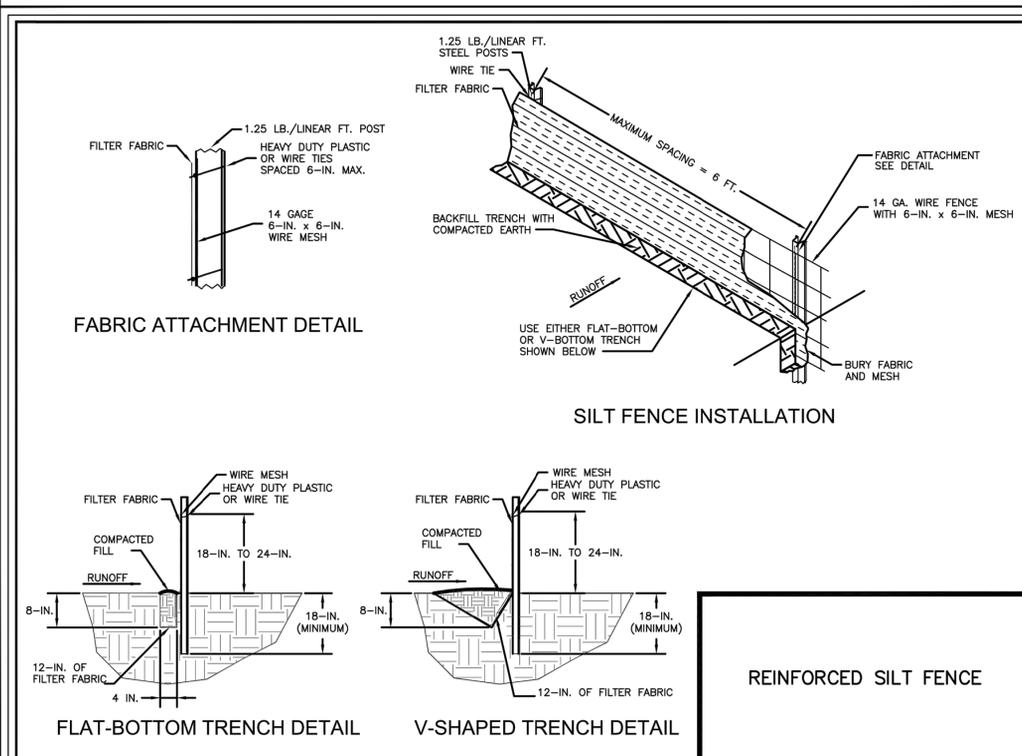
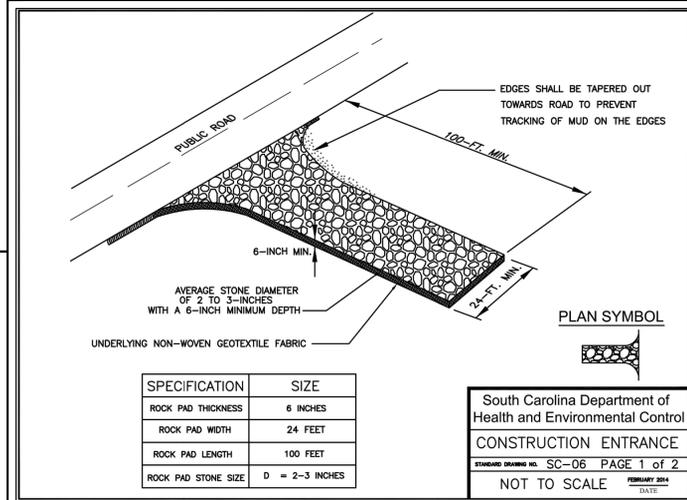
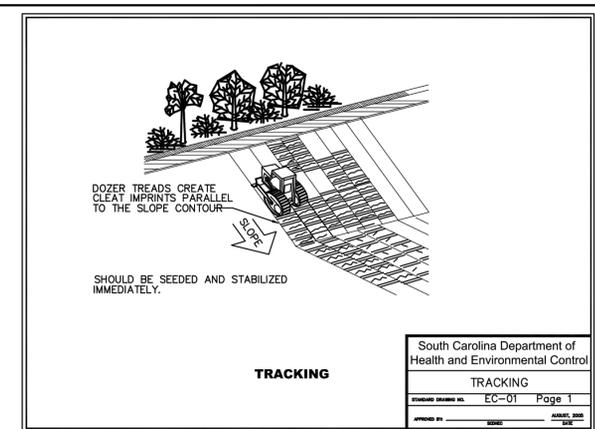
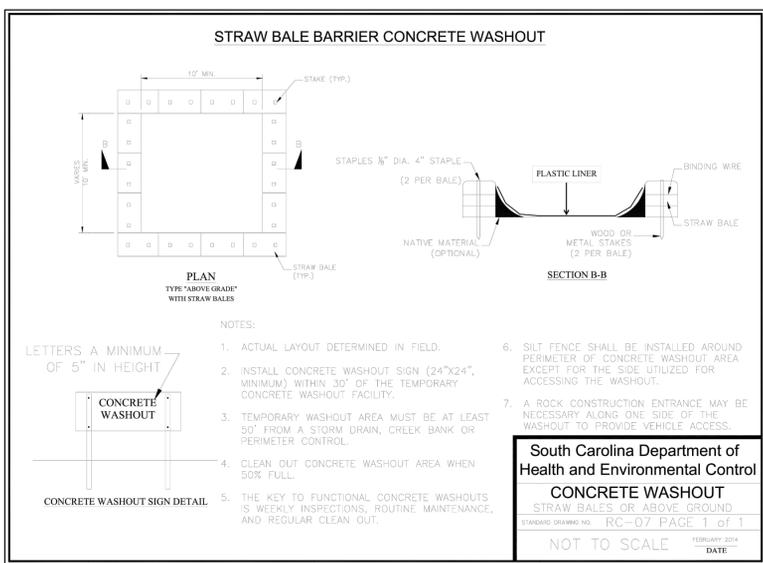
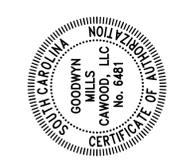
ISSUE	DATE
PERM SET	6/20/2022
DESIGNER: E. SHELTON	
DRAWN BY: D. HARDING	

PARKING FACILITY
ROSS MOUNTAIN ROAD
MOUNTAIN REST, SC 29664

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GRADING PLAN

C-201



CONSTRUCTION ENTRANCE - GENERAL NOTES

1. Stabilized construction entrances should be used at all points where traffic will egress/ingress a construction site onto a public road or any impervious surfaces, such as parking lots.
2. Regular inspections of construction entrances 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. Install a culvert pipe across the entrance when needed to provide positive drainage.
4. The entrance shall consist of 2-inch to 3-inch D50 stone placed at a minimum depth of 6-inches.
5. Minimum dimensions of the entrance shall be 24-feet wide by 100-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 at the edge of the entrance.
7. Divert all surface runoff and drainage from the stone pad to a sediment trap or basin or other sediment trapping structure.
8. Limestone may not be used for the stone pad.

CONSTR. ENTRANCE - INSPECTION & MAINTENANCE

1. The key to functional construction entrances is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of construction entrances 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. During regular inspections, check for mud and sediment buildup and pad integrity. Inspection frequencies may need to be more frequent during long periods of wet weather.
4. Reshape the stone pad as necessary for drainage and runoff control.
5. Wash or replace stones as needed and as directed by site inspector. The stone in the entrance should be washed or replaced whenever the entrance fails to reduce the amount of mud being carried off-site by vehicles. Frequent washing will extend the useful life of stone pad.
6. Immediately remove mud and sediment tracked or washed onto adjacent impervious surfaces by brushing or sweeping. Flushing should only be used when the water can be discharged to a sediment trap or basin.
7. During maintenance activities, any broken pavement should be repaired immediately.
8. Construction entrances should be removed after the site has reached final stabilization. Permanent vegetation should replace areas from which construction entrances have been removed, unless area will be converted to an impervious surface to serve post-construction.

South Carolina Department of Health and Environmental Control
CONSTRUCTION ENTRANCE
STANDARD DRAWING NO. SC-06 PAGE 2 of 2
FEBRUARY 2014 DATE

GENERAL NOTES

ISSUE	DATE
PERM SET	6/20/2022

DESIGNER: E. SHELTON
DRAWN BY: D. HARDING

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MOUNTAIN REST, SC 29664

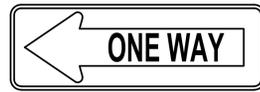
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EROSION CONTROL DETAILS

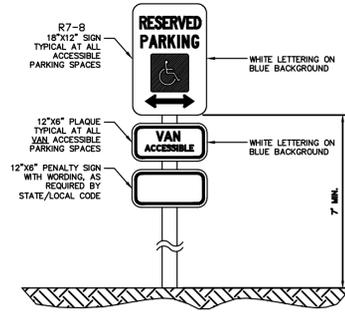
C-901



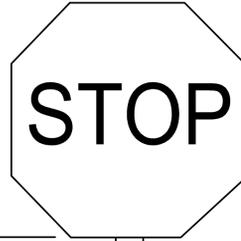
R5-1 DO NOT ENTER SIGN
N.T.S.



R6-1L ONE WAY SIGN
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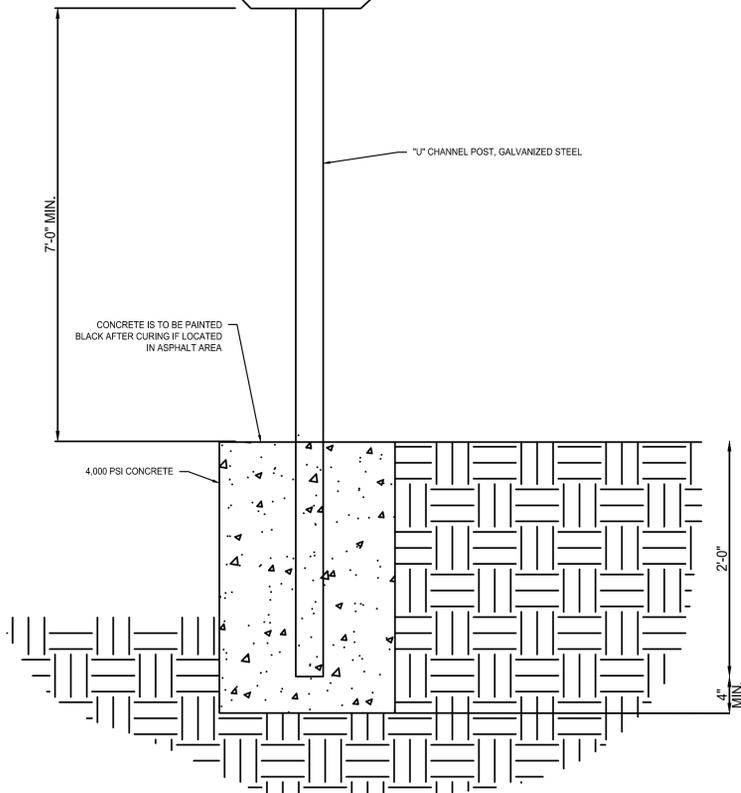


ACCESSIBLE PARKING SIGN
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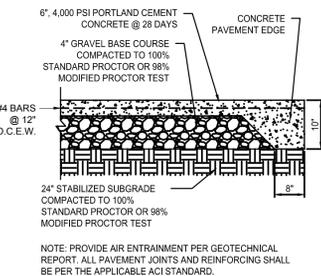


MUTCOD R1-1 (30"), REFLECTIVE ALUMINUM

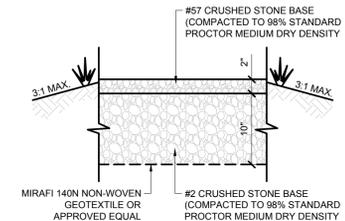
1" CHANNEL POST, GALVANIZED STEEL



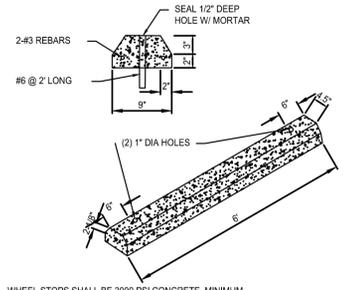
STOP SIGN
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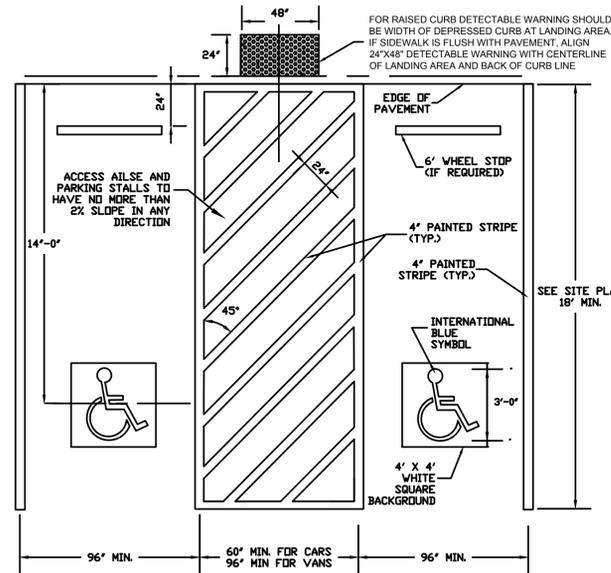
CONCRETE PAVING DETAIL
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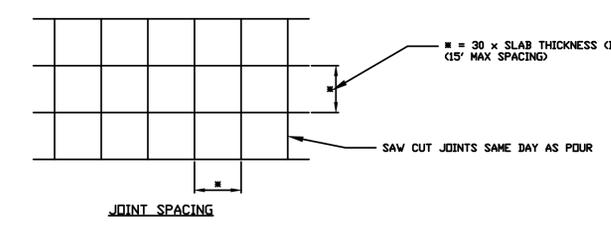
GRAVEL DRIVEWAY
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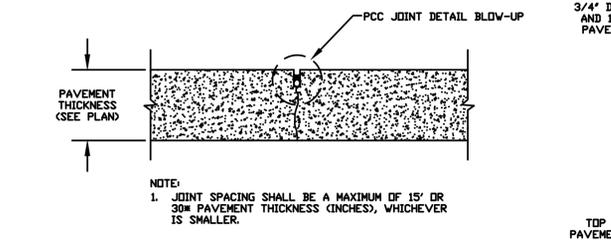
PRECAST CONCRETE WHEEL STOP
N.T.S.



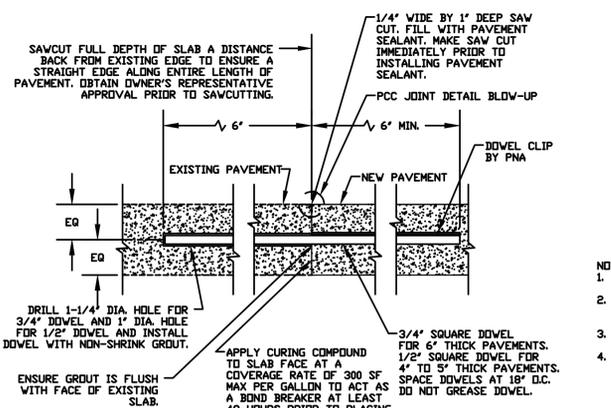
ACCESSIBLE PARKING SPACE
N.T.S.



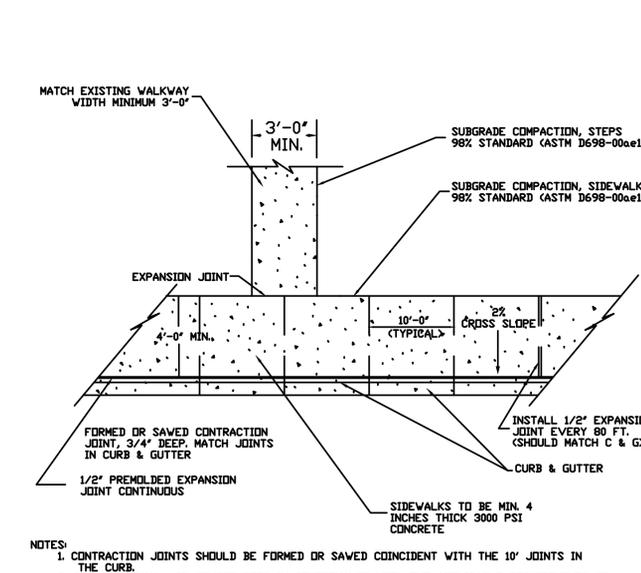
JOINT SPACING



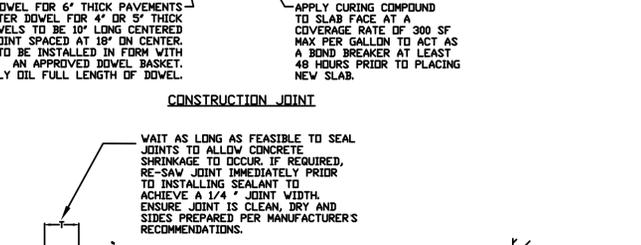
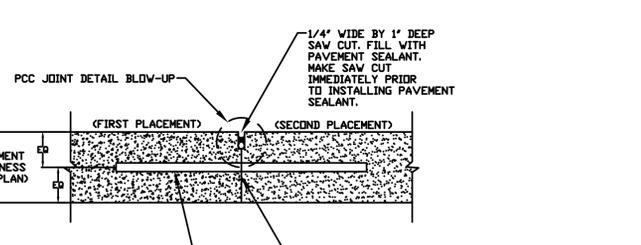
CONSTRUCTION JOINT



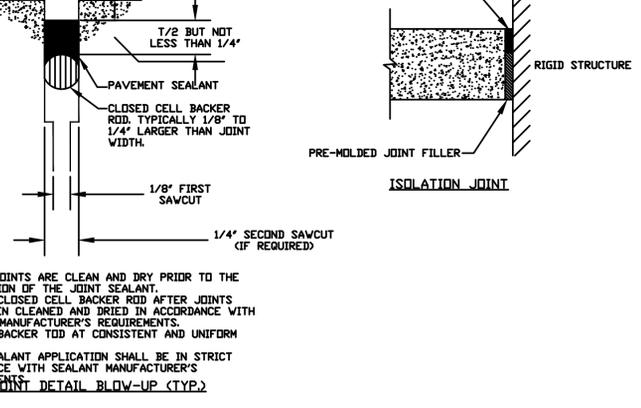
CONSTRUCTION JOINT TO EXISTING PAVEMENT
N.T.S.



SIDEWALK
N.T.S.



CONSTRUCTION JOINT



CONCRETE JOINT DETAILS
N.T.S.

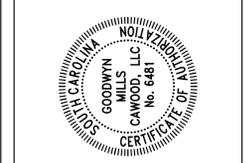


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C-902