

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

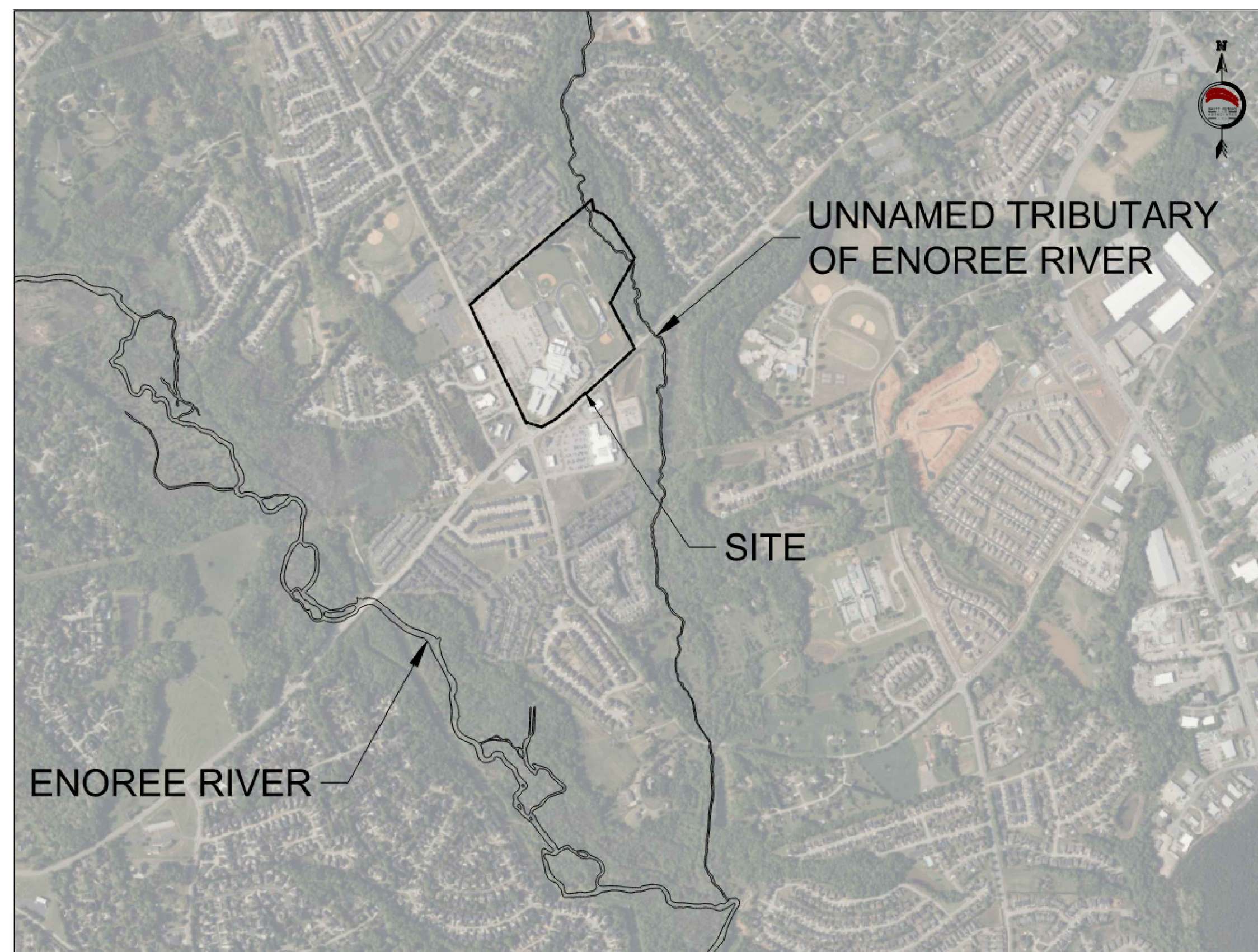
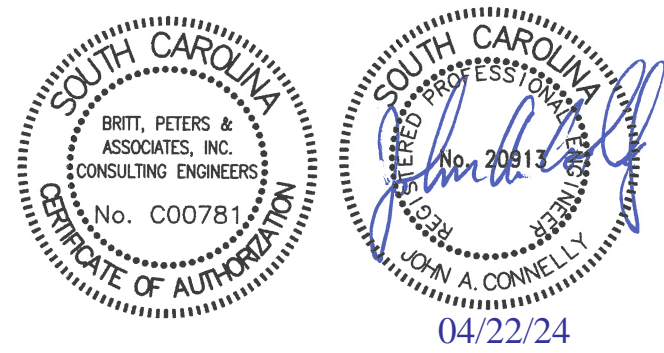
CIVIL ENGINEER:
BRITT, PETERS, AND ASSOCIATES, INC.
JOHN CONNELLY, PE
101 FALLS PARK DRIVE
GREENVILLE, SOUTH CAROLINA 29601
864.271.8869

ARCHITECTURAL:	G-001	COVER SHEET
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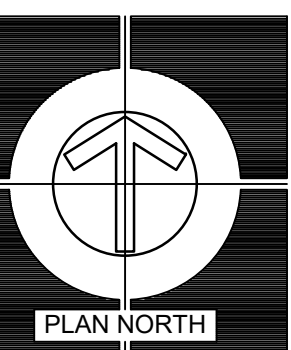
I HAVE PLACED MY SIGNATURE AND SEAL ON THE DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF THE TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.



C3 LOCATION MAP (SCALE: 1"=1000')



A3 SITE CONTEXT PLAN



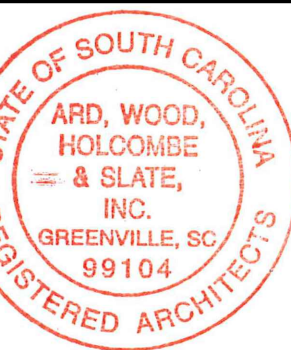
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NCARB CERTIFICATE# 4257, 2953, 44627 & 44714
ARD, WOOD, HOLCOMBE & SLATE, INC.
ARCHITECTS AND PLANNERS
620 N. MAIN STREET | SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
PHONE: 864.242.5450
www.awhsarchitects.com

COVER SHEET
PARKING LOT MODIFICATIONS FOR
RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA



DRAWN: EMB
JOB: 2310-020
DATE: 22 APR 2024

G-001
DRAWING NUMBER



SCDHEC STANDARD NOTES

- IF NECESSARY, SLOPES WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO HYDROSEEDING. IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.
- STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN FOURTEEN (14) DAYS AFTER WORK HAS CEASED, EXCEPT AS STATED BELOW.
 - WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
 - WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
- AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK, WITH NO TIME PERIOD BETWEEN INSPECTIONS EXCEEDING 9 DAYS, AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE. IT IS RECOMMENDED THAT BMPs BE ASSESSED BY THE CONTRACTOR WITHIN 24 HOURS OF THE END OF A STORM EVENT OF 1.0 INCH OR GREATER, AS WELL AS DURING THE FIRST RAIN EVENT AFTER THE INITIATION OF CONSTRUCTION ACTIVITIES, AFTER THE INSTALLATION OF BMPs. 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.
- PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE SEDIMENT BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
- ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
- THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.
- RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH SC REG. 72-300 ET SEQ. AND SCR100000.
- TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.
- ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CANT BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.
- LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.
- A COPY OF THE SWPPP, 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.
- INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.
- MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
- MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDED EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
- MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES AND EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMPs (SEDIMENT BASIN, FILTER BAG, ETC.).
- THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED:
 - WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL;
 - WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
 - FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND
 - SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING.
- AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK, WITH NO TIME PERIOD BETWEEN INSPECTIONS EXCEEDING 9 DAYS, AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE. IT IS RECOMMENDED THAT BMPs BE ASSESSED BY THE CONTRACTOR WITHIN 24 HOURS OF THE END OF A STORM EVENT OF 1.0 INCH OR GREATER, AS WELL AS DURING THE FIRST RAIN EVENT AFTER THE INITIATION OF CONSTRUCTION ACTIVITIES, AFTER THE INSTALLATION OF BMPs IF EXISTING BMPs NEED TO BE MODIFIED OR IF ADDITIONAL BMPs ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC'S WATER QUALITY STANDARDS. IMPLEMENTATION MUST BE COMPLETED BEFORE THE NEXT STORM EVENT WHENEVER PRACTICABLE. IF IMPLEMENTATION BEFORE THE NEXT STORM EVENT IS IMPRACTICABLE, THE SITUATION MUST BE DOCUMENTED IN THE SWPPP AND ALTERNATIVE BMPs MUST BE IMPLEMENTED AS SOON AS REASONABLE POSSIBLE.
- A PRE-CONSTRUCTION CONFERENCE MUST BE HELD FOR EACH CONSTRUCTION SITE WITH AN APPROVED ON-SITE SWPPP PRIOR TO THE IMPLEMENTATION OF CONSTRUCTION ACTIVITIES. FOR NON-LINEAR PROJECTS THAT DISTURB 10 ACRES OR MORE THIS CONFERENCE MUST BE HELD ON-SITE UNLESS THE DEPARTMENT HAS APPROVED OTHERWISE.

GRADING NOTES

- 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.
- ANY TOPSOIL IN THE CONSTRUCTION AREA SHALL BE STRIPPED AND STOCKPILED. TOPSOIL SHALL BE REUSED ON SITE UNLESS APPROVED OTHERWISE.
- 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.
- THE CONTRACTOR SHALL GRADE THE SITE TO THE LINES AND GRADES SHOWN AND SHALL PROOF-ROLL AND TEST COMPACTION ON ALL AREAS.
- SOILS SHALL BE TESTED, PER THE GEOTECHNICAL REPORT, OR EVERY 5000 SF OR LESS PER LIFT FOR EMBANKMENT AND BUILDING PAD CONSTRUCTION.
- FILL SOIL SHALL BE PLACED IN 8" LIFTS, LOOSE, AND COMPACTED TO 95% MODIFIED PROCTOR UNLESS NOTED OTHERWISE IN THE GEOTECHNICAL REPORT.
- ALL EXCAVATION SHALL BE "CLASSIFIED EXCAVATION". EXCAVATION SHALL BE "CLASSIFIED" AS "COMMON EXCAVATION" OR "ROCK EXCAVATION".
 - 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.).
 - ROCK EXCAVATION IS CLASSIFIED AS:
 - 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).
 - TRENCH EXCAVATION - MATERIAL OF 1/2 CY OR MORE WHICH CANNOT BE EXCAVATED WITH A POWER SHOVEL HAVING THE CAPACITY OF AT LEAST THAT OF A CATERPILLAR 225.
- 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.
- 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.
- ALL CUT OR FILL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
- CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
- ALL FILL AND WASTE SOIL MUST BE TO OR FROM A PERMITTED SITE.
- TURF REINFORCEMENT SHALL BE EAST COAST EROSION CONTROL ECS-1D OR APPROVED ALTERNATE FOR SLOPE STABILIZATION. INSTALL PER MANUFACTURERS SPECIFICATIONS.
- 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

- 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).
- ALL PAVEMENT SHALL BE INSTALLED ON A FINISHED AND WELL-DRAINED SUBGRADE COMPACTED AS SPECIFIED IN PREVIOUS NOTES.
- BASE COURSE MATERIAL FOR ASPHALT PAVEMENT SHALL BE STONE AGGREGATE BASE COURSE (ABC) AND COMPACTED TO 95% STANDARD PROCTOR.
- 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.
- CONCRETE SIDEWALK SHALL CONSIST OF 3,000 PSI CONCRETE OVER COMPACTED SUBGRADE. CONCRETE SHALL BE BROOM FINISHED AND JOINTED AS REQUIRED.
- 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

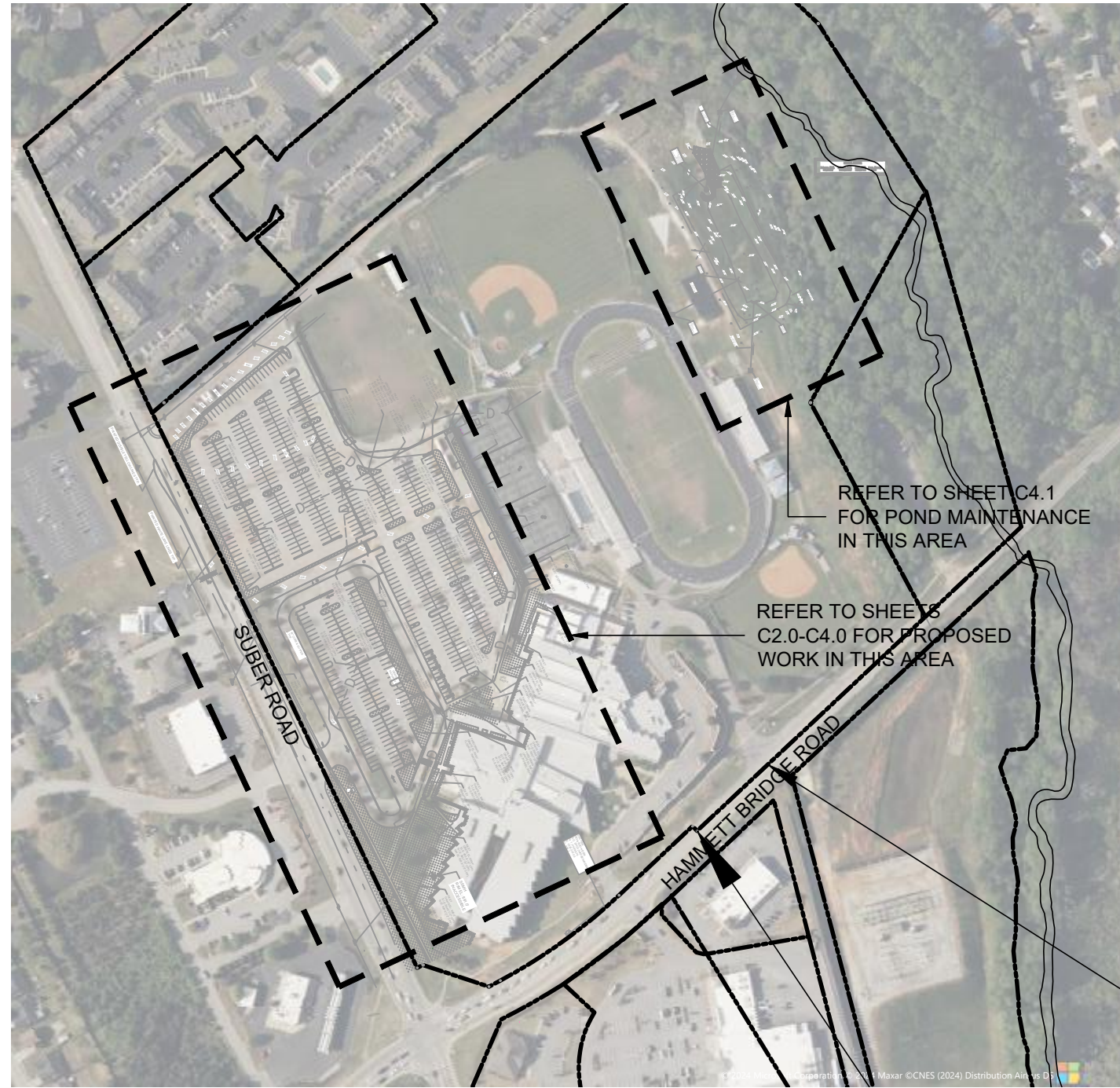
- THE LOCATIONS OF ALL UTILITIES SHOWN ON THESE PLANS ARE BASED ON THE AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF UTILITIES WITH THE UTILITY OWNERS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- VERIFY ALL DEMOLITION IN THE RIGHT OF WAY WITH THE APPROVED ENCROACHMENT PERMIT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY DUMPING OR BURNING PERMITS.
- 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.
- 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.
- 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.
- ALL DEPRESSIONS FORMED BY DEMOLITION SHALL BE FILLED. REFER TO THE GRADING NOTES FOR FURTHER SPECIFICATIONS FOR THE FILL REQUIREMENTS.

SITE NOTES

- 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.
- 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.
- ALL WORK IN THE RIGHT OF WAY SHALL BE VERIFIED WITH THE APPROVED ENCROACHMENT PERMIT PRIOR TO COMMENCING WORK.
- 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.
- 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).
- R DENOTES FACE OF CURB OR EDGE OF PAVEMENT RADIUS. ALL RADI ARE 5 FEET UNLESS NOTED OTHERWISE.
- AN ELECTRONIC FILE OF THE SITE PLAN SHALL BE MADE AVAILABLE FOR STAKING PURPOSES.
- ALL REFERENCE TO STATE STANDARDS AND SPECIFICATIONS ARE MADE FROM THE SOUTH CAROLINA HIGHWAY DEPARTMENT'S STANDARD SPECIFICATION, LATEST EDITION.
- IF ANY CONFLICTS BETWEEN THE NOTES, DETAILS, SPECIFICATIONS, AND DRAWINGS OCCUR THEN BY RULE THE STRICTER SHALL GOVERN.
- 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.
- "STOP" SIGNS, AND OTHER TRAFFIC REGULATION SIGNAGE, SHALL MEET THE CRITERIA OF THE MUTCD AND STATE DEPARTMENT OF TRANSPORTATION STANDARDS.
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND OSHA STANDARDS.
- 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.
- 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.
- 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.
- 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.
- 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

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



VICINITY MAP
NTS

SITE DATA

- TMS # - 0539030102704
- PROPERTY SIZE: 44.4 ACRES
- TOTAL DISTURBED AREA: 1.4 ACRES (0.9 PARKING LOT + 0.5 POND MAINTENANCE)
- THE SITE IS PARTIALLY LOCATED WITHIN A SPECIAL FLOOD HAZARD ZONE PER FIRM COMMUNITY PANEL NUMBER 45045C0342E AND 45045C0344E 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.
- EXISTING INFORMATION WAS OBTAINED FROM A PARTIAL TOPOGRAPHIC SURVEY PREPARED BY:

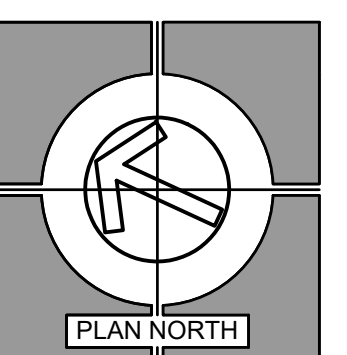
EAS PROFESSIONALS, INC
9 PILGRIM ROAD
GREENVILLE SC 29607
864.234.7368
- NO WORK IS BEING PROPOSED ON OR IN THE BUILDING WITH THIS PROJECT.

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 LIS	9'X21'	9'X23'	9'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:

- RECEIVE NPDES PERMIT FROM SCDHEC.
 - NOTIFY THE REGIONAL DHEC EOC OFFICE AT LEAST 48 HOURS PRIOR TO ANY LAND DISTURBING ACTIVITY.
 - SCHEDULE A PRE-CONSTRUCTION MEETING, IF REQUIRED
 - DETERMINE AND MARK LIMITS OF DISTURBANCE.
 - INSTALL PERIMETER SEDIMENT TUBES AND TEMPORARY INLET PROTECTION PRIOR TO DISTURBING UPSTREAM AREAS.
 - CLEAR WITHIN LIMITS OF DISTURBANCE.
 - CONSTRUCT PAVEMENT AND CURBING.
 - 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.
 - SUBMIT THE NOTICE OF TERMINATION (NOT) TO SCDHEC.
- NOTES:
- DISTURBED AREAS AND EROSION CONTROL MEASURES WILL BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
 - INSPECTIONS TO BE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2" OR MORE PRECIPITATION.



REVISIONS

DATE	MARK	DESCRIPTION
04/22/2024	REV 1	DHEC COMMENTS

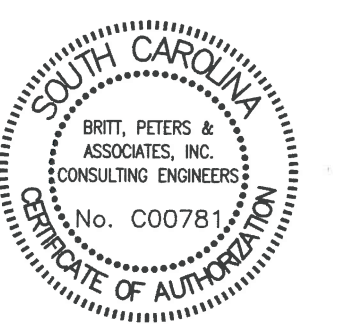
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602 N. MAIN STREET | SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
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SITE NOTES

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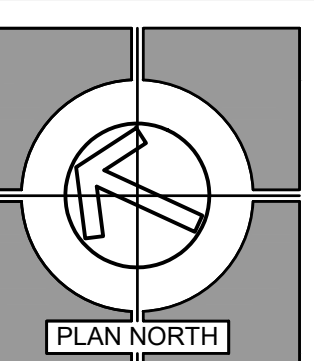


04/22/24

DRAWN	MPM
JOB	230419
DATE	12 APR 2024

C1.0
DRAWING NUMBER

AWHS
ARCHITECTS



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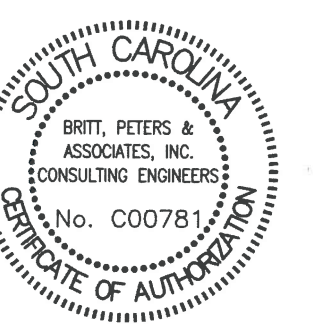
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GREENVILLE, SOUTH CAROLINA 29601
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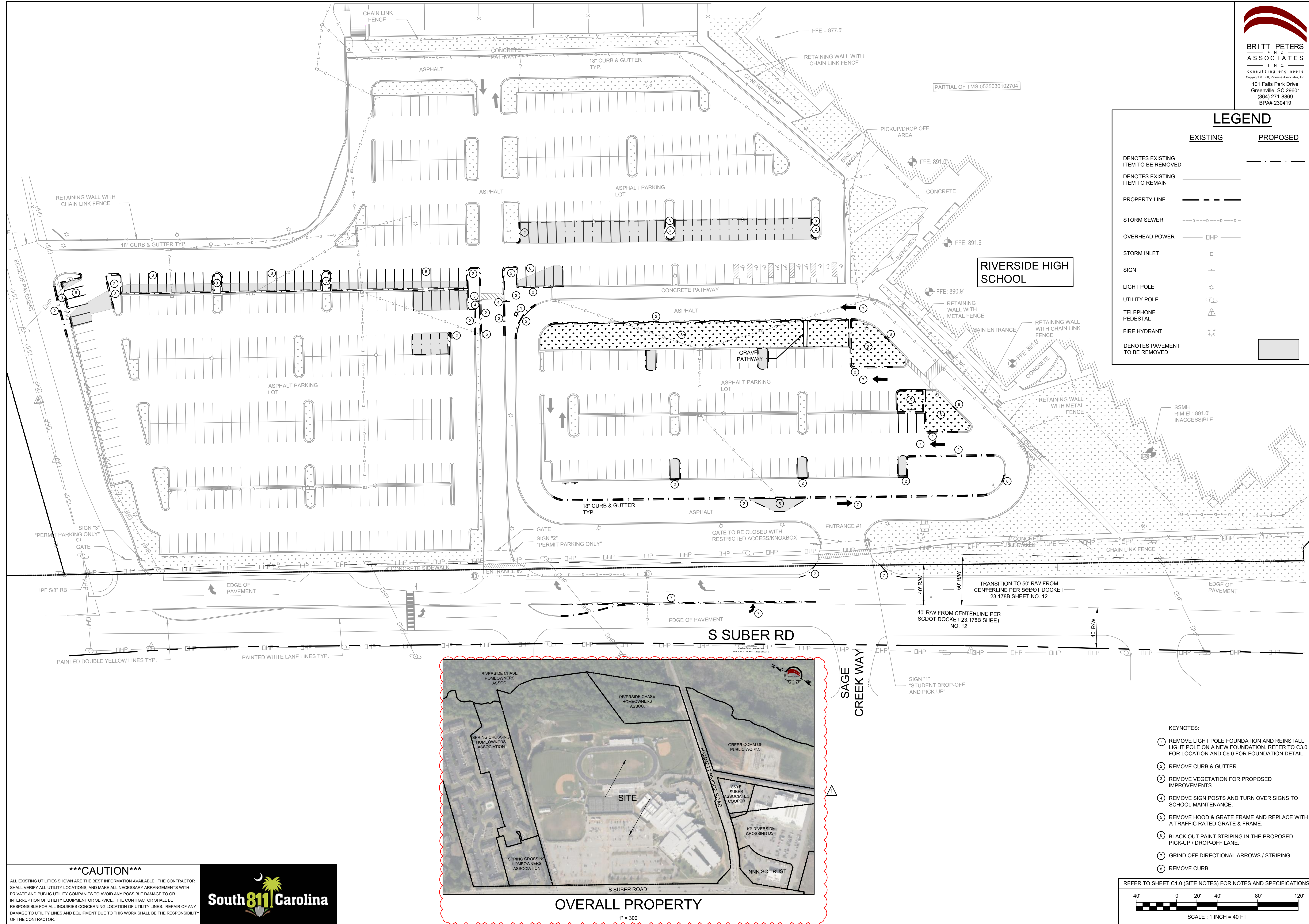
APPROVED FOR CONSTRUCTION
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JOB	230419
DATE	12 APR 2024

C2.0
DRAWING NUMBER



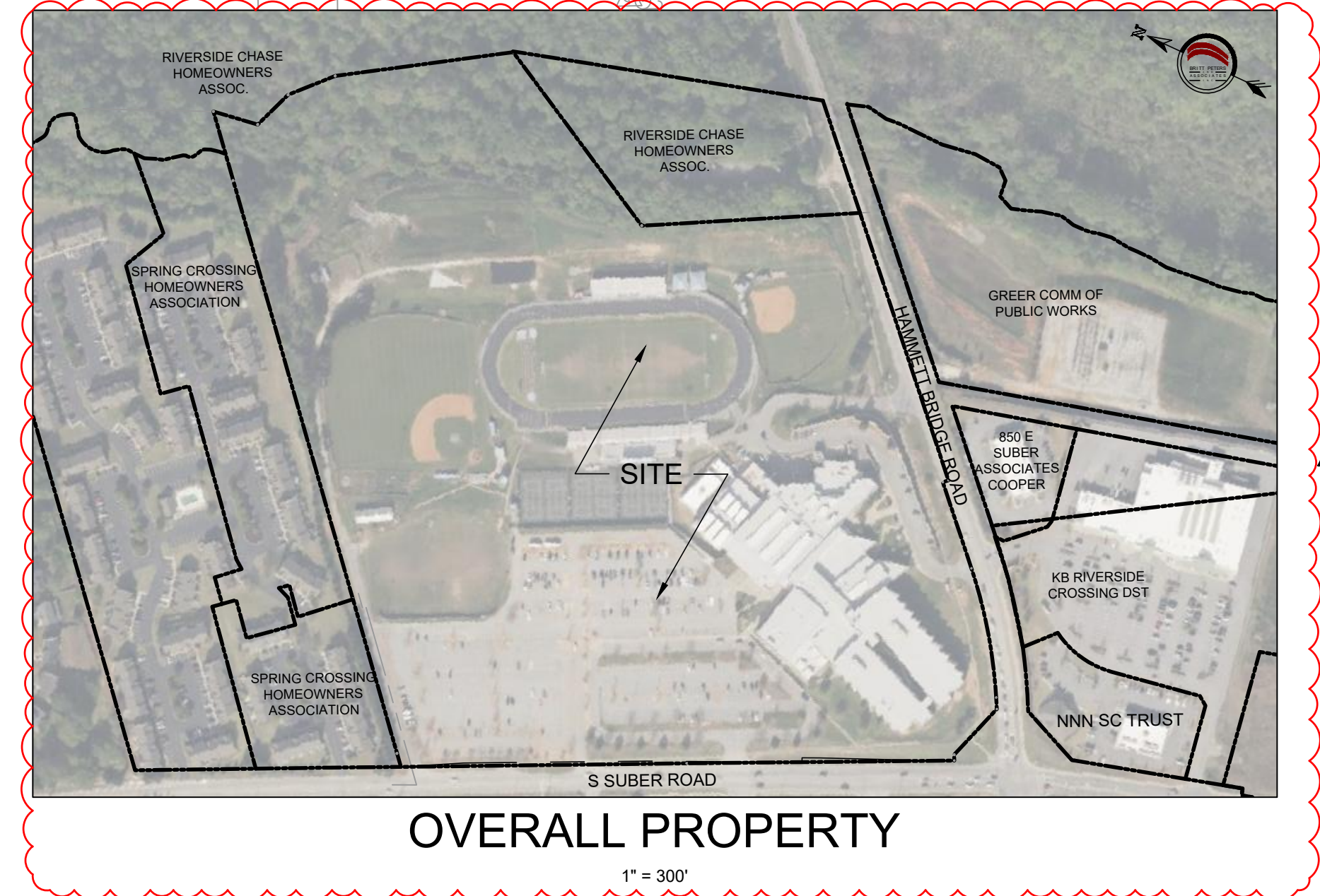
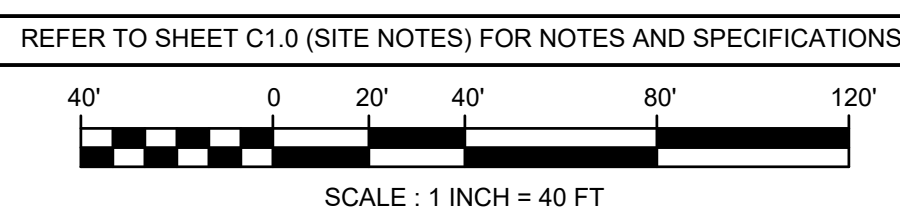
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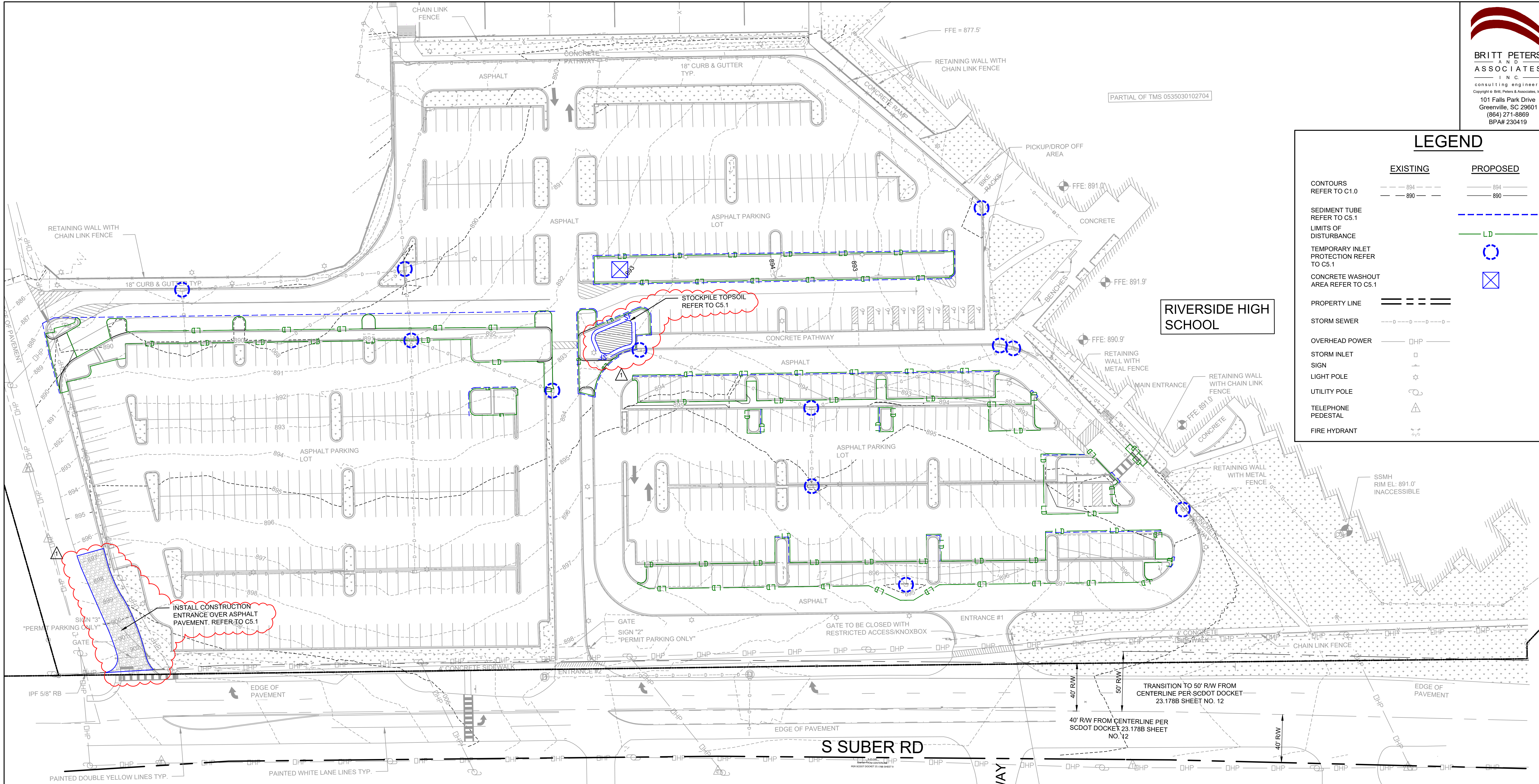
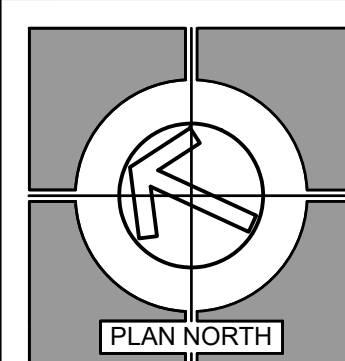
EXISTING	PROPOSED
DENOTES EXISTING ITEM TO BE REMOVED	---
DENOTES EXISTING ITEM TO REMAIN	---
PROPERTY LINE	---
STORM SEWER	---
OVERHEAD POWER	DHP
STORM INLET	□
SIGN	+
LIGHT POLE	⊙
UTILITY POLE	⊕
TELEPHONE PEDESTAL	△
FIRE HYDRANT	⊗
DENOTES PAVEMENT TO BE REMOVED	■

- 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.



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LEGEND

	EXISTING	PROPOSED
CONTOURS REFER TO C1.0	--- 894 --- --- 890 ---	--- 894 --- --- 890 ---
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	DHP	DHP
STORM INLET	⊙	⊙
SIGN	⊙	⊙
LIGHT POLE	⊙	⊙
UTILITY POLE	⊙	⊙
TELEPHONE PEDESTAL	⊙	⊙
FIRE HYDRANT	⊙	⊙

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



04/22/24

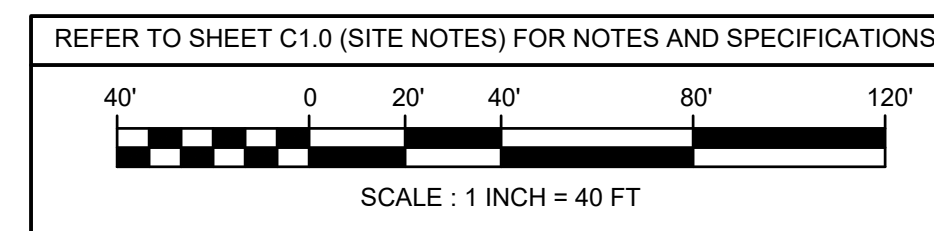
DRAWN: MPM
JOB: 230419
DATE: 12 APR 2024

C2.1
DRAWING NUMBER

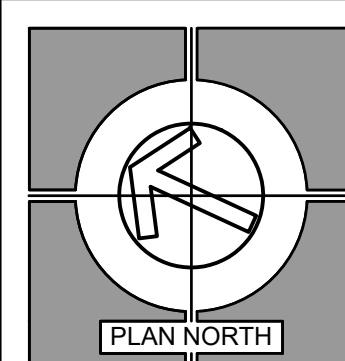
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LEGEND

EXISTING	PROPOSED
<p>DENOTES ASPHALT PAVEMENT REFER TO C5.0</p> <p>DENOTES NUMBER OF PARKING STALLS IN A ROW</p>	
PROPERTY LINE	---
STORM SEWER	---o---o---o---
OVERHEAD POWER	—DHP—
STORM INLET	□
SIGN	+
LIGHT POLE	☆
UTILITY POLE	⊕
TELEPHONE PEDESTAL	⊕
FIRE HYDRANT	⊕

REVISIONS

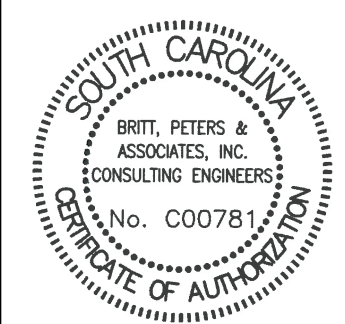
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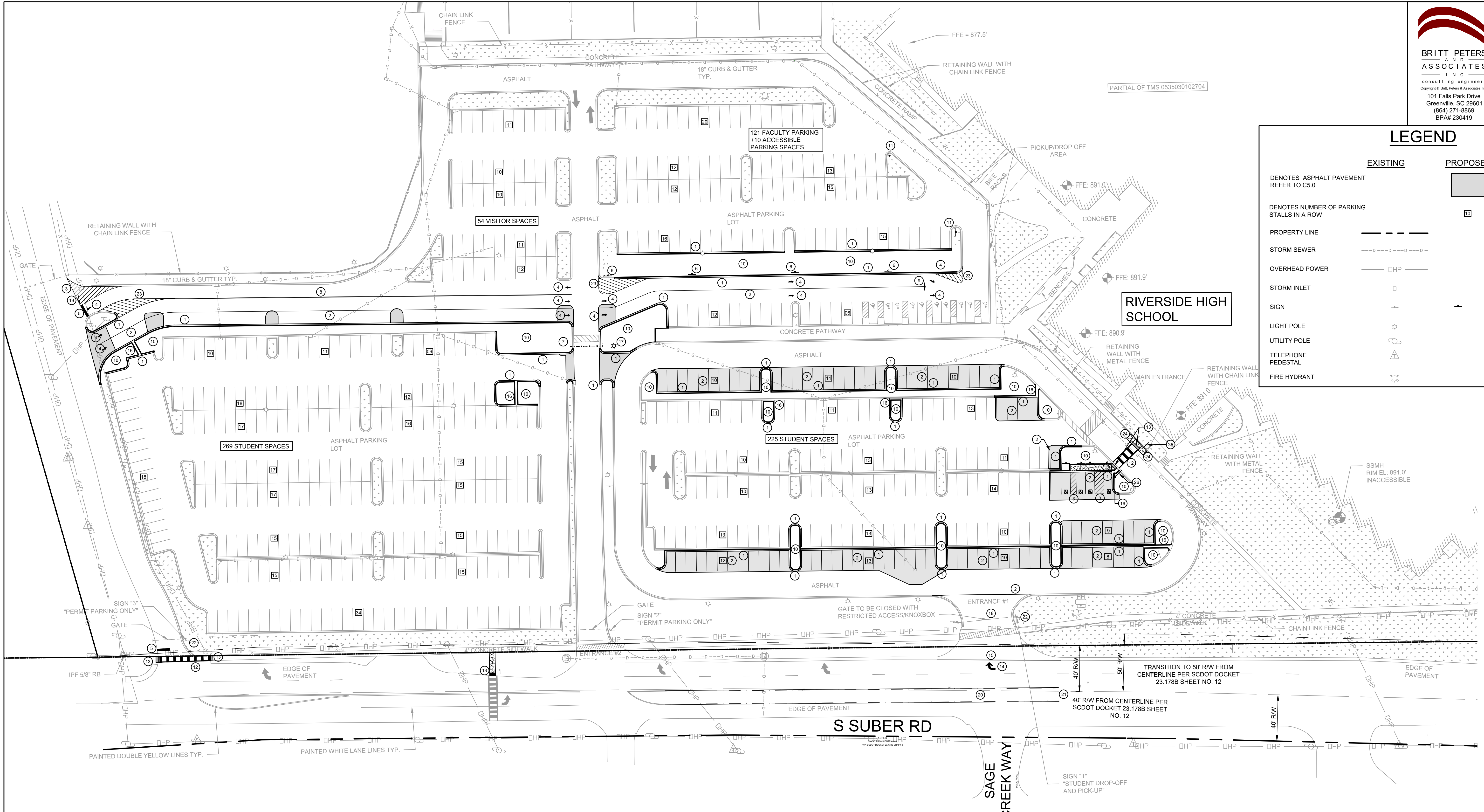
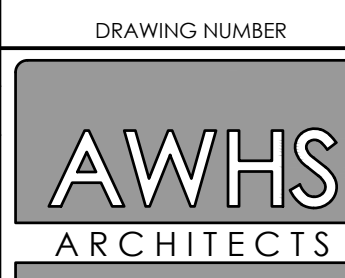
SITE PLAN

PARKING LOT MODIFICATIONS FOR RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA



DRAWN	MPM
JOB	230419
DATE	12 APR 2024

C3.0



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)

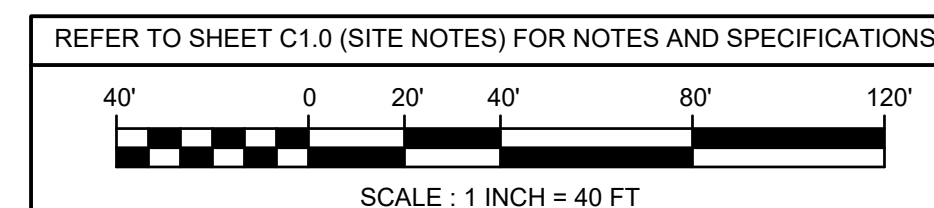
FACULTY PARKING SPACES : 121

ACCESSIBLE PARKING SPACES : 10

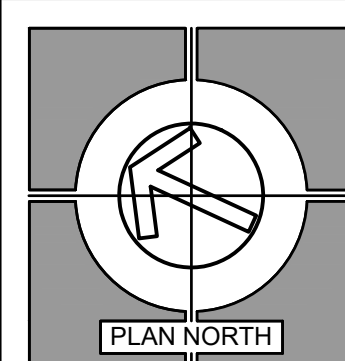
VISITOR PARKING SPACES : 54 + 37 (NOT SHOWN)

TOTAL PARKING SPACES: 716 SPACES

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

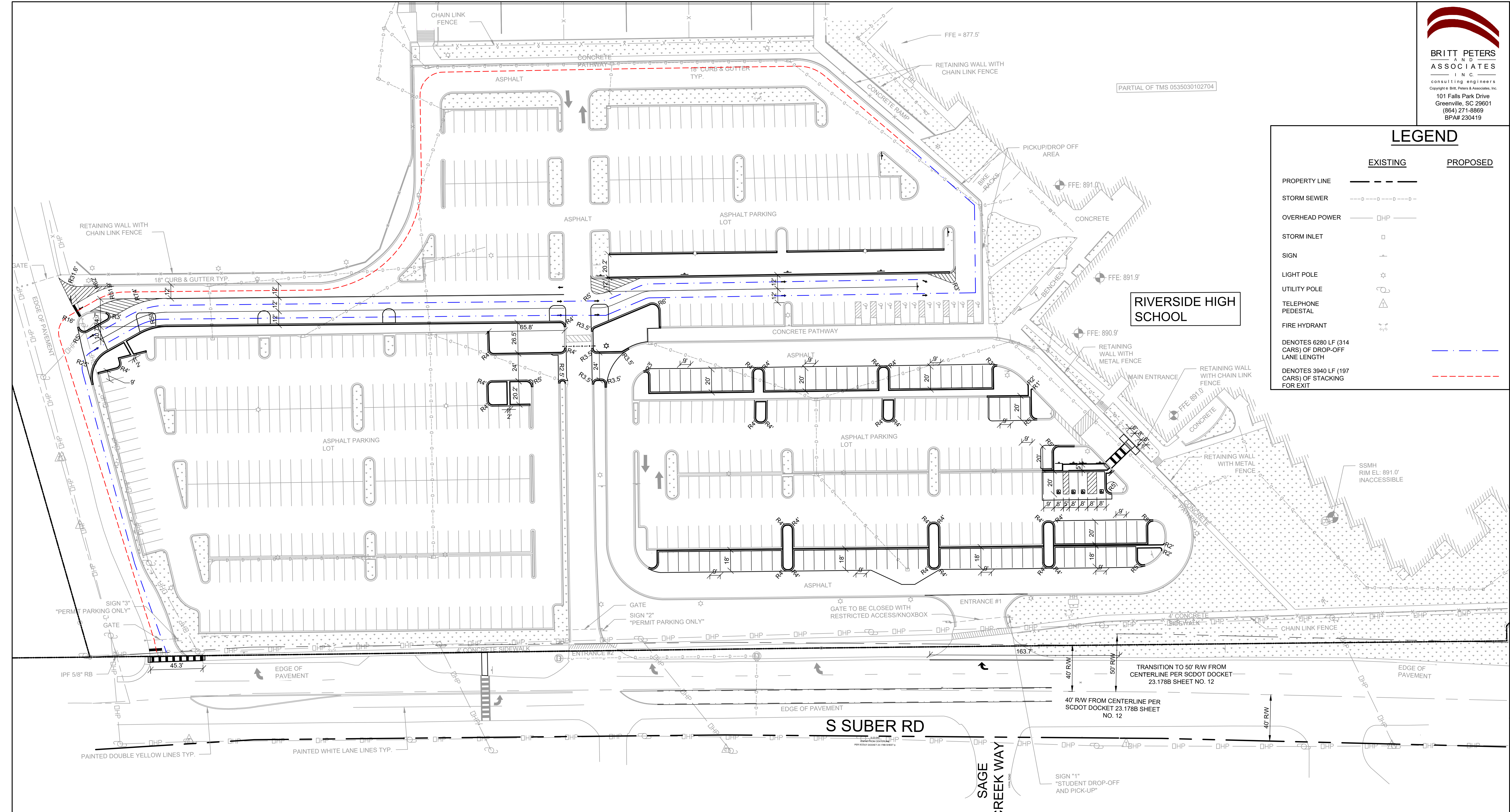


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LEGEND

	EXISTING	PROPOSED
PROPERTY LINE	---	---
STORM SEWER	---o---o---o---	---
OVERHEAD POWER	---□---□---	---
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	---	---



REVISIONS

DATE	MARK	DESCRIPTION
04/22/2024	REV 1	DHEC COMMENTS

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LAYOUT PLAN

PARKING LOT MODIFICATIONS FOR RIVERSIDE HIGH SCHOOL

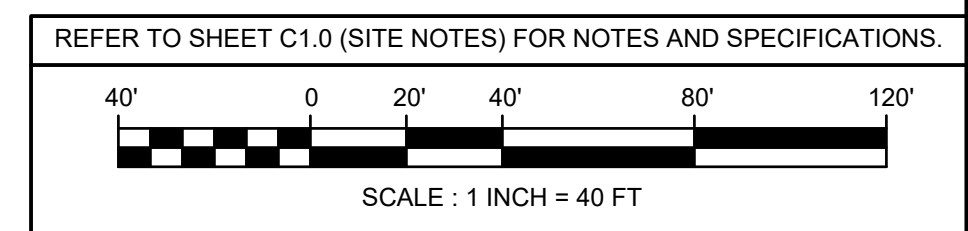
GREER, SOUTH CAROLINA



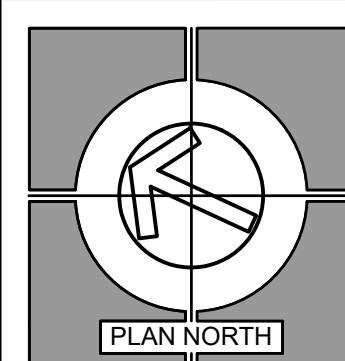
DRAWN	MPM
JOB	230419
DATE	12 APR 2024

C3.1

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LEGEND

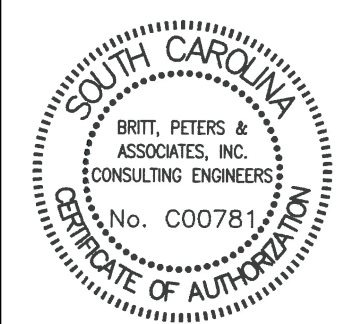
EXISTING	PROPOSED
CONTOURS REFER TO C1.0	--- 894 --- --- 890 ---
SPOT ELEVATIONS REFER TO C1.0	— 984.5— FINISHED SURFACE — 984.9— TOP OF CURB — 984.4— BOTTOM OF CURB (ME) MATCH EXISTING
PROPERTY LINE	---
STORM SEWER	- - - - -
OVERHEAD POWER	DHP
STORM INLET	□
SIGN	+
LIGHT POLE	⊙
UTILITY POLE	⊕
TELEPHONE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

REVISIONS

DATE	MARK	DESCRIPTION
04/22/2024	REV 1	DHEC COMMENTS

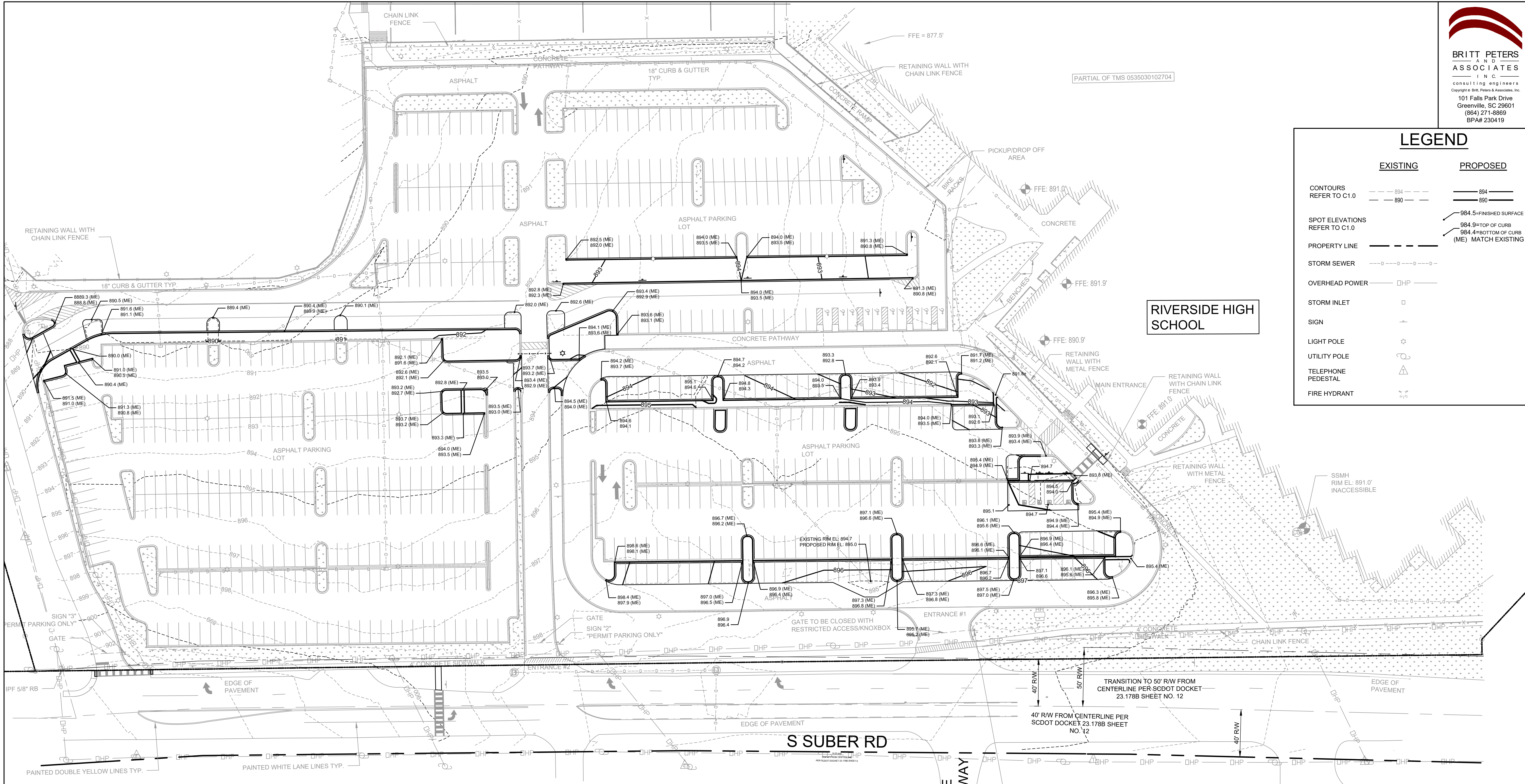
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GRADING & DRAINAGE PLAN
PARKING LOT MODIFICATIONS FOR RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA



04/22/24
DRAWN: MPM
JOB: 230419
DATE: 12 APR 2024

C4.0
DRAWING NUMBER



RIVERSIDE HIGH SCHOOL

S SUBER RD

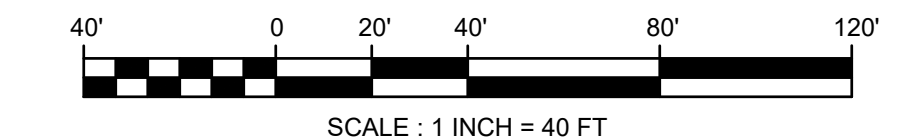
SAGE CREEK WAY

*****CAUTION*****

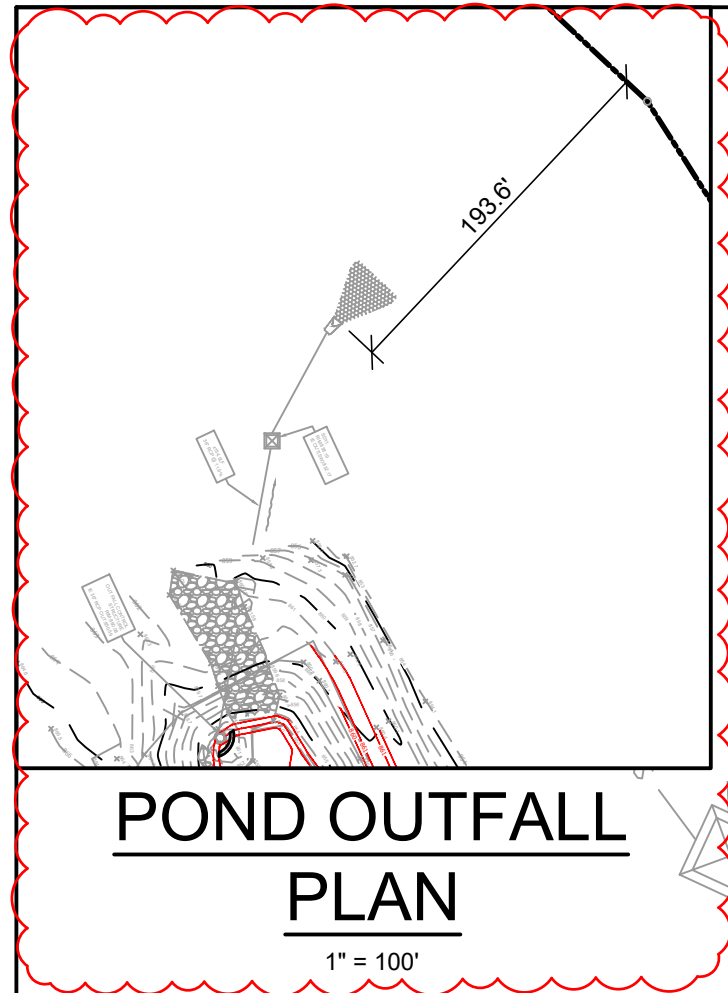
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REFER TO SHEET C1.0 (SITE NOTES) FOR NOTES AND SPECIFICATIONS.



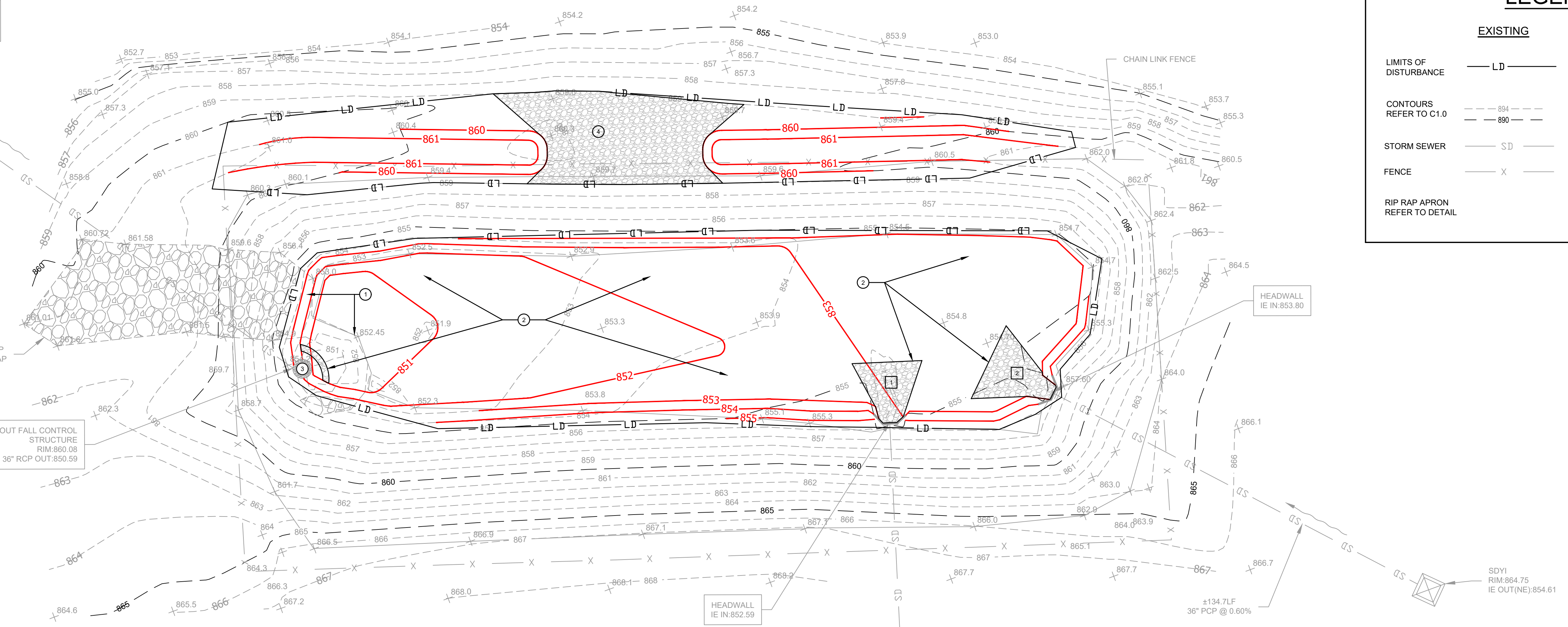
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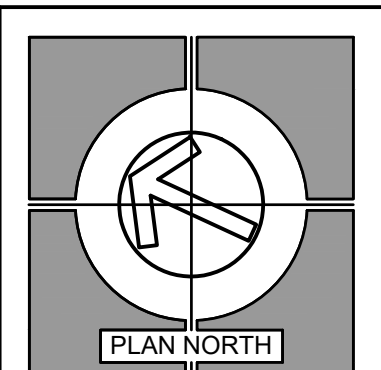
SDY1
RIM: 838.19
IE OUT(SW): 832.17

±154.5LF
36" RCP @ 11.9%

OUT FALL CONTROL
STRUCTURE
RIM: 860.08
IE 36" RCP OUT: 850.59



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Greenville, SC 29601
(864) 271-8869
BPA# 230419



LEGEND	
EXISTING	PROPOSED
LIMITS OF DISTURBANCE	LD
CONTOURS REFER TO C1.0	854, 860, 866
STORM SEWER	SD
FENCE	X
RIP RAP APRON REFER TO DETAIL	

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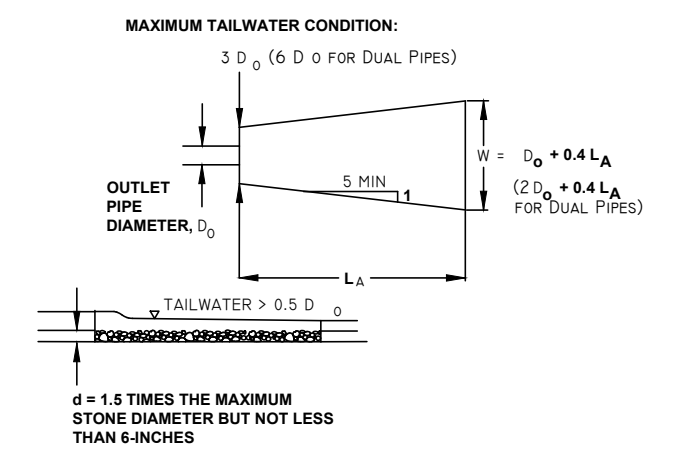
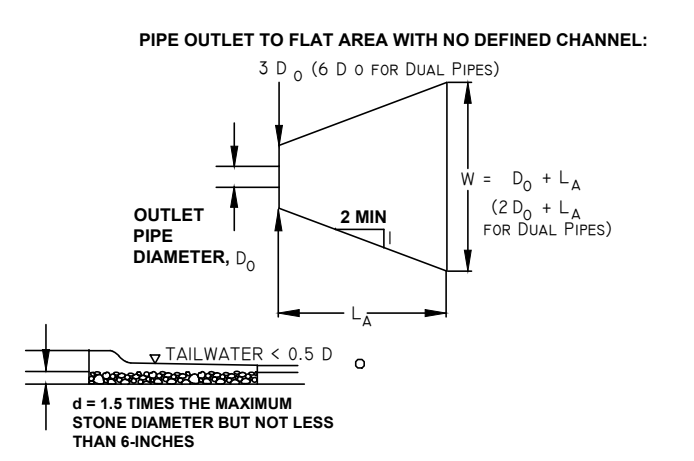
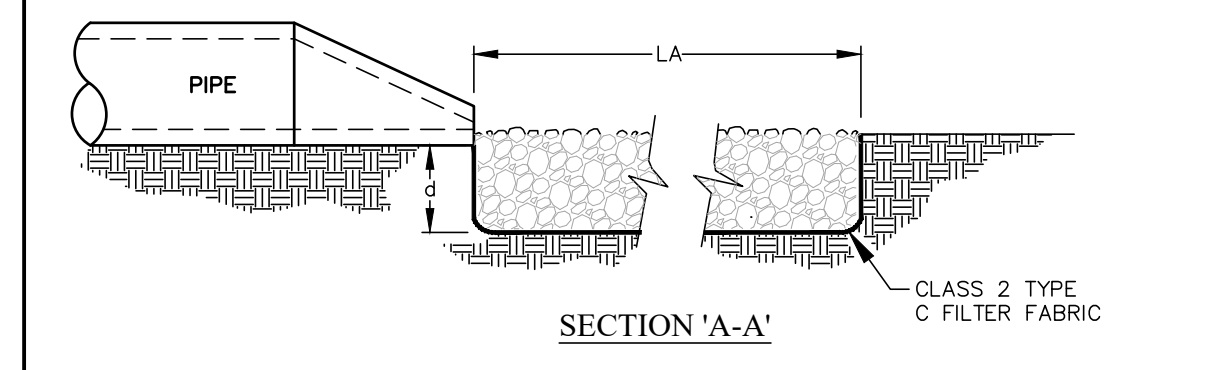
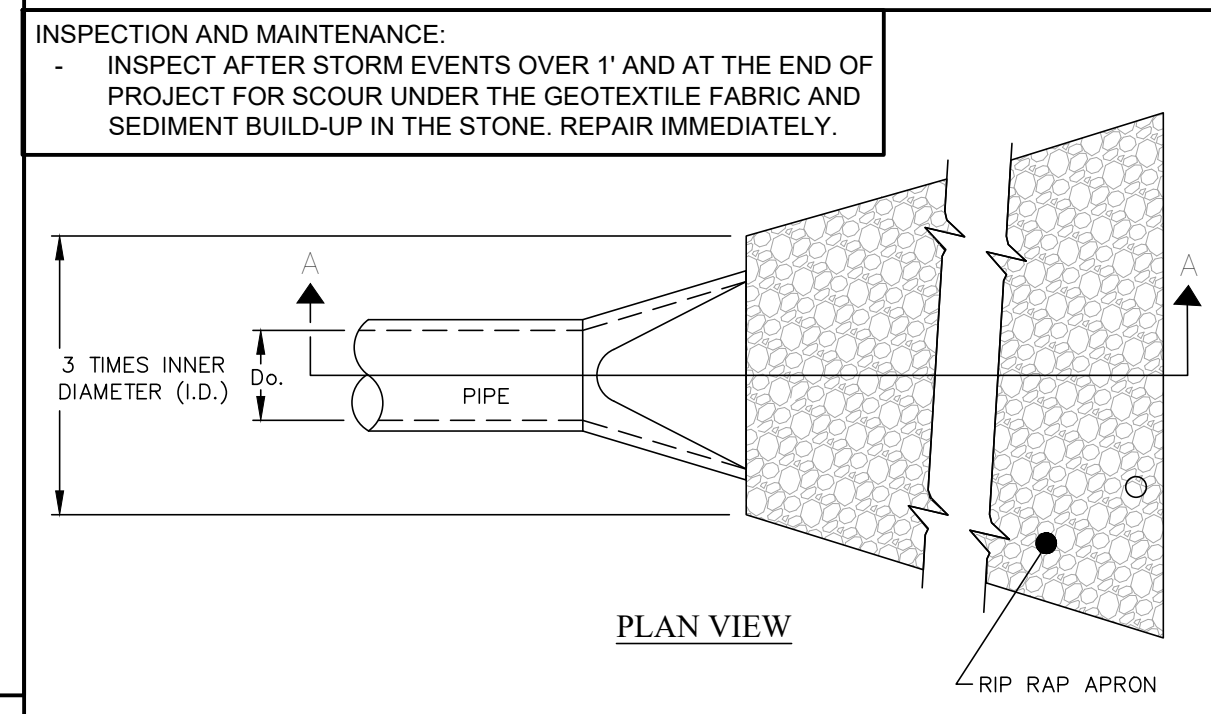
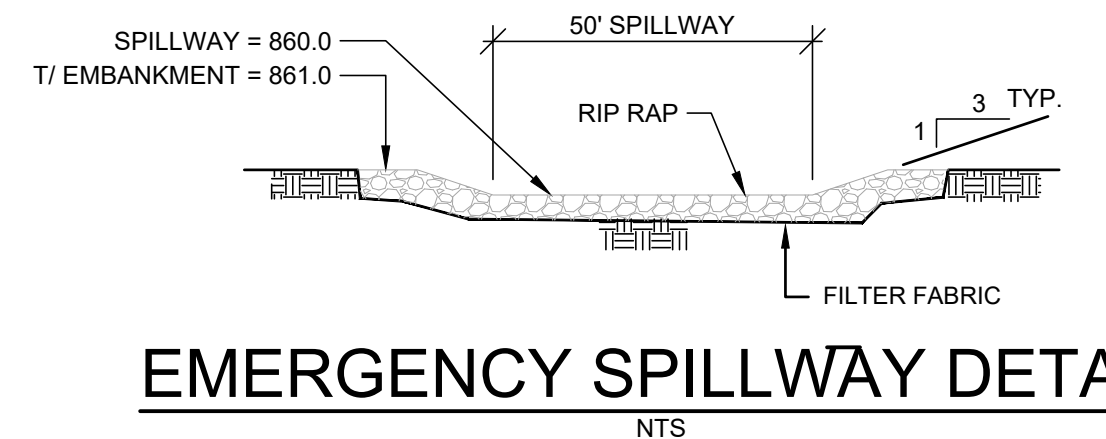
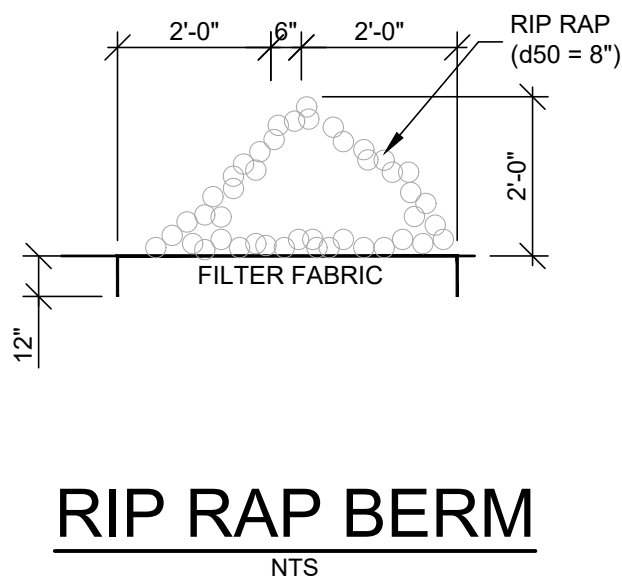
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SOUTH CAROLINA
BRITT PETERS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
No. C00781
STATE OF SOUTH CAROLINA
JAN A. CONNELLY
04/22/24

DRAWN: MPM
JOB: 230419
DATE: 12 APR 2024

C4.1
DRAWING NUMBER

AWHS ARCHITECTS



- NOTES:**
- MINIMUM AND MAXIMUM TAILWATER CONDITIONS ARE PROVIDED IN FIGURES 8-6 AND 8-7 IN APPENDIX M
 - LA = THE LENGTH OF THE RIPRAP APRON.
 - Do = OUTLET PIPE DIAMETER
 - D50 = MEDIAN STONE SIZE
 - d = 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NOT LESS THAN 6" (inches).
 - 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'

- KEYNOTES:**
- REMOVE RIP RAP BERM AND APRON, AS NEEDED FOR PROPOSED RE-GRADING.
 - 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.
 - REMOVE THE TRASH RACK FROM THE OCS, LOWER THE RIM FROM 860.08 TO 858.0, AND REPLACE THE TRASH RACK.
 - 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.

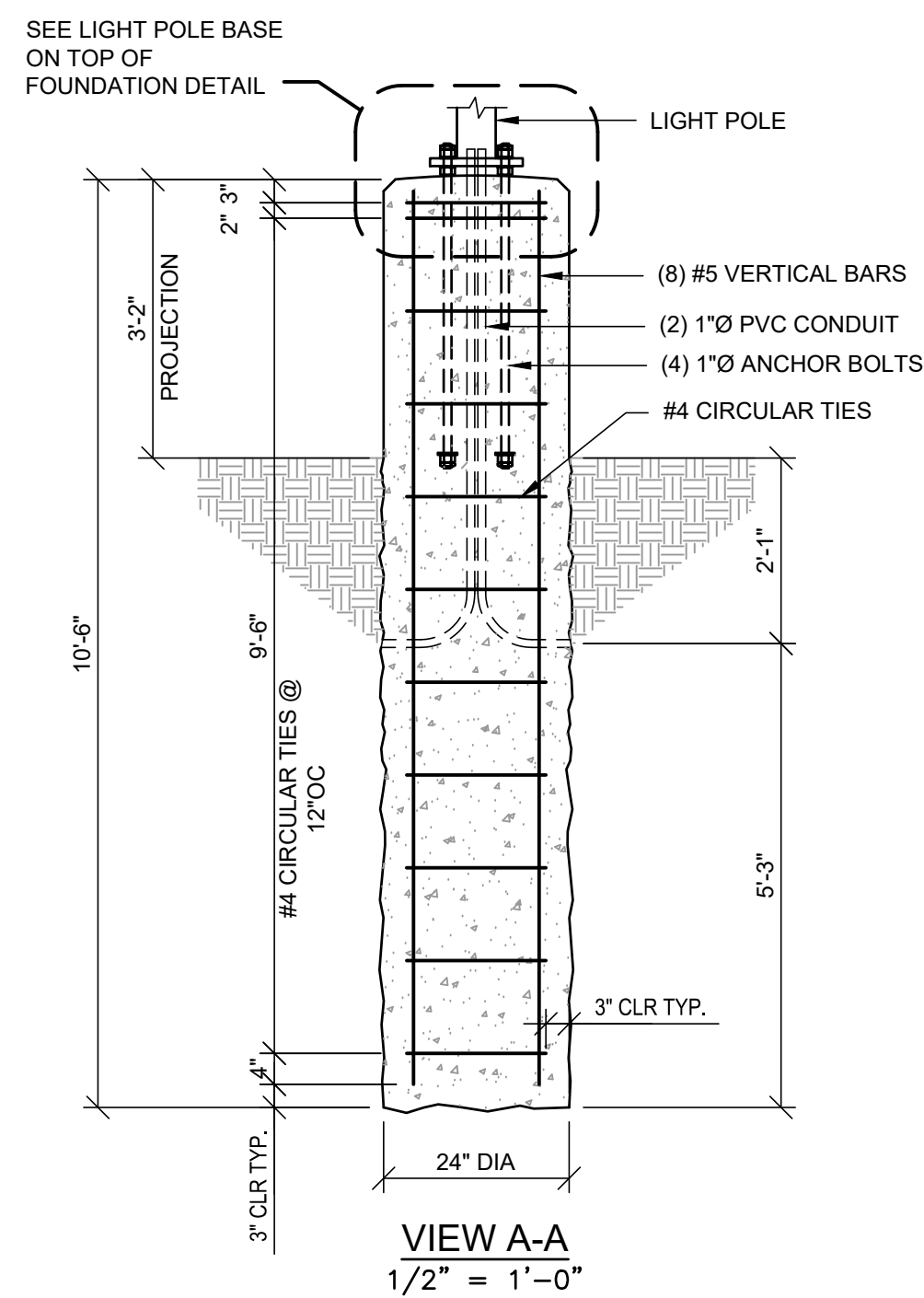
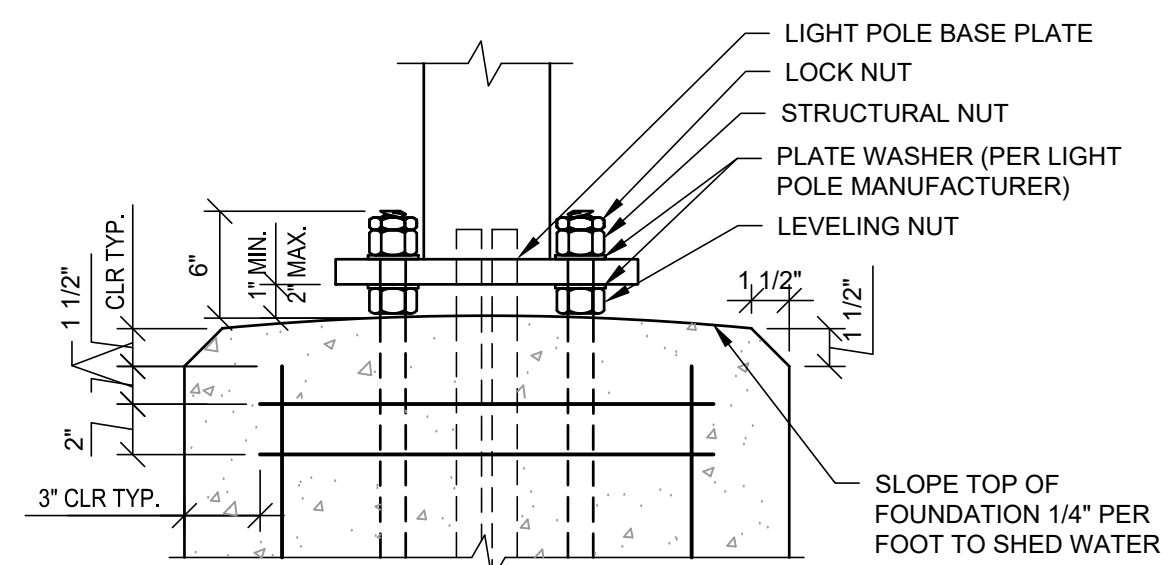
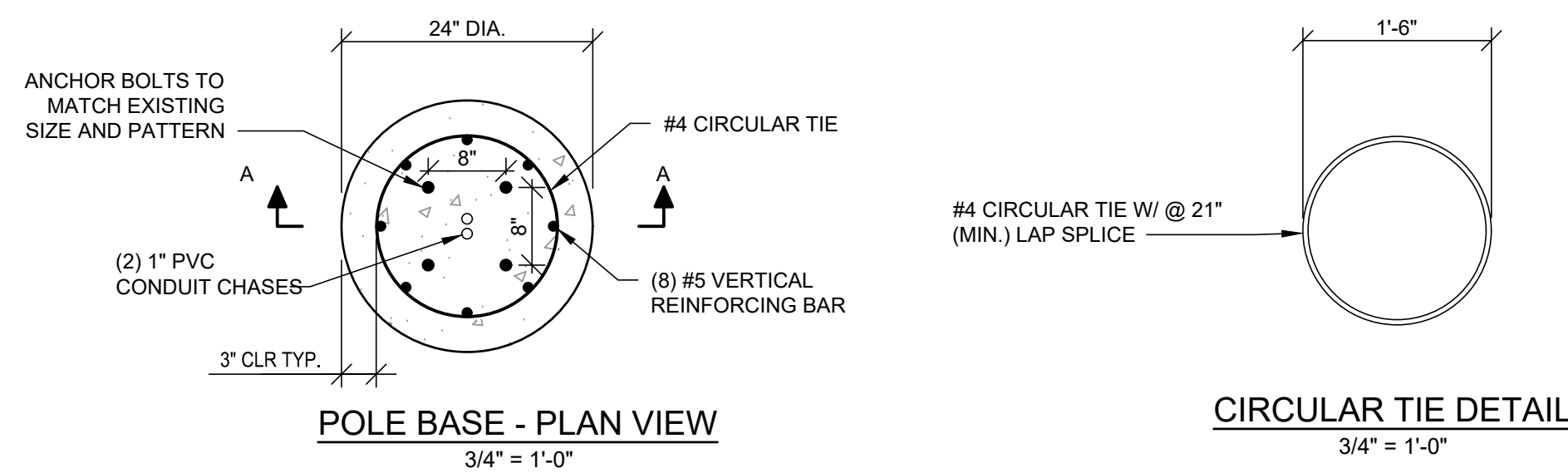
SCALE: 1 INCH = 20 FT

*****CAUTION*****

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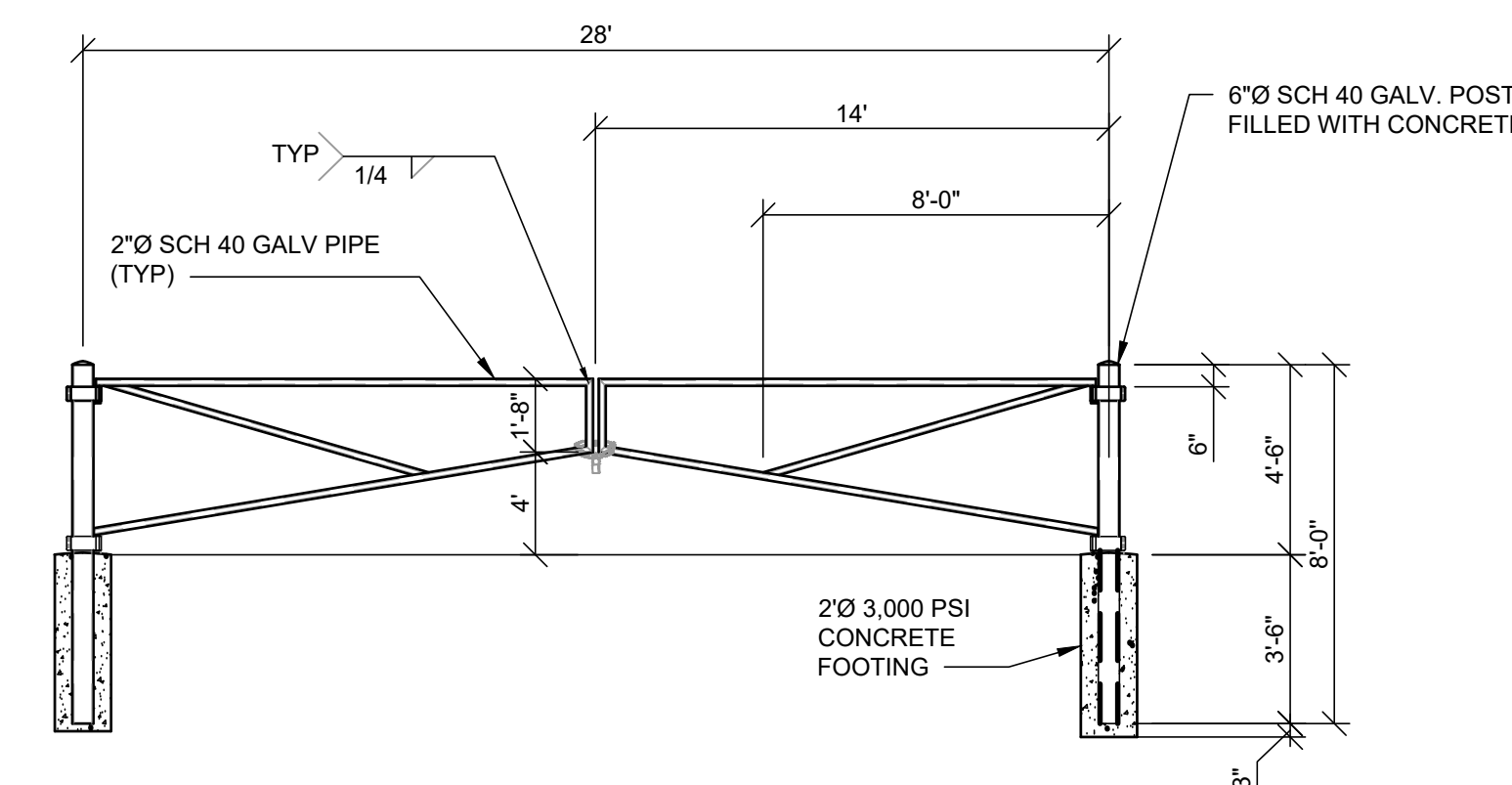
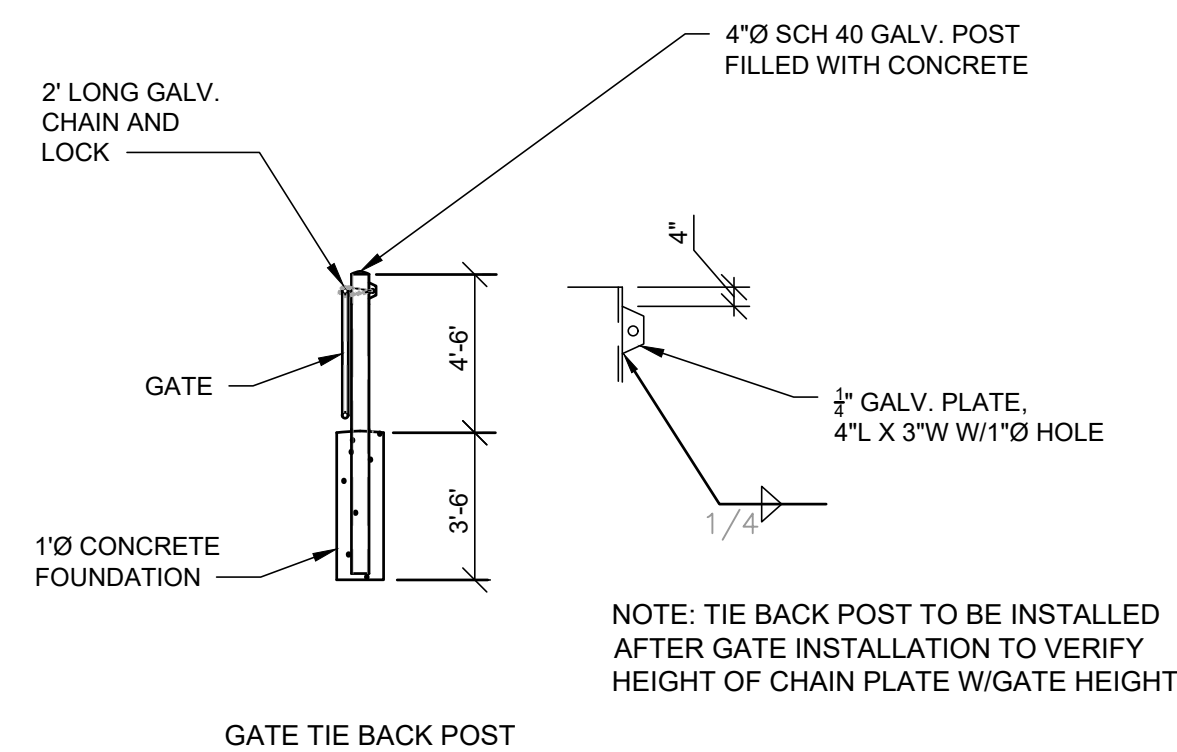
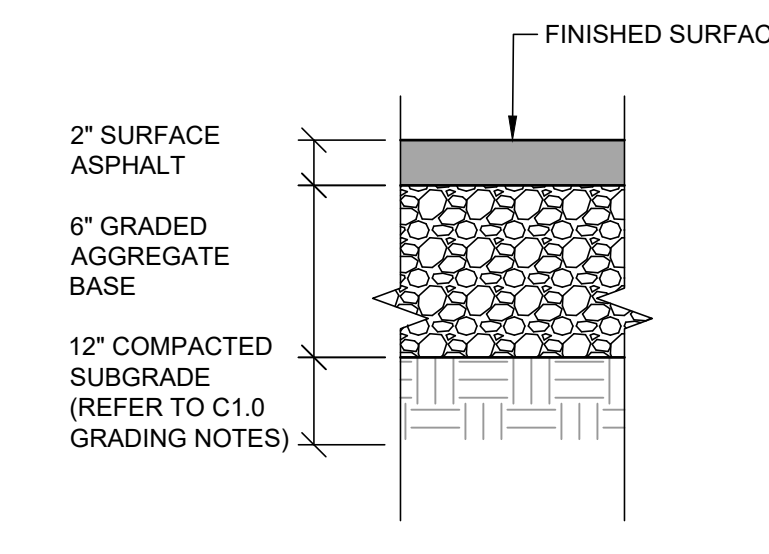
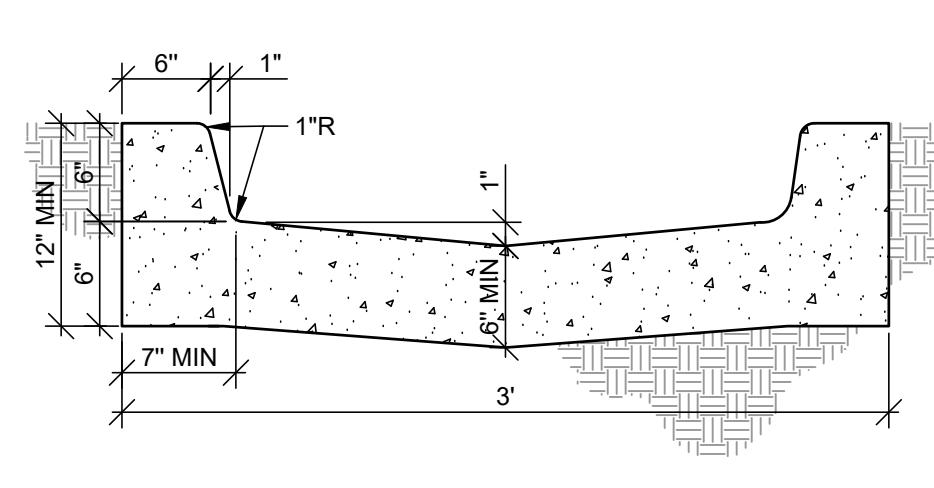
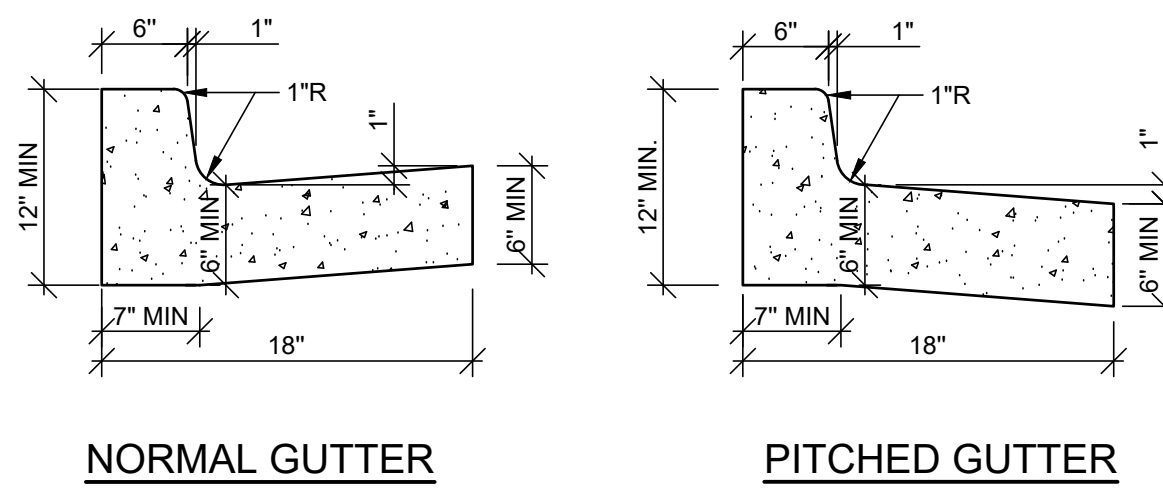
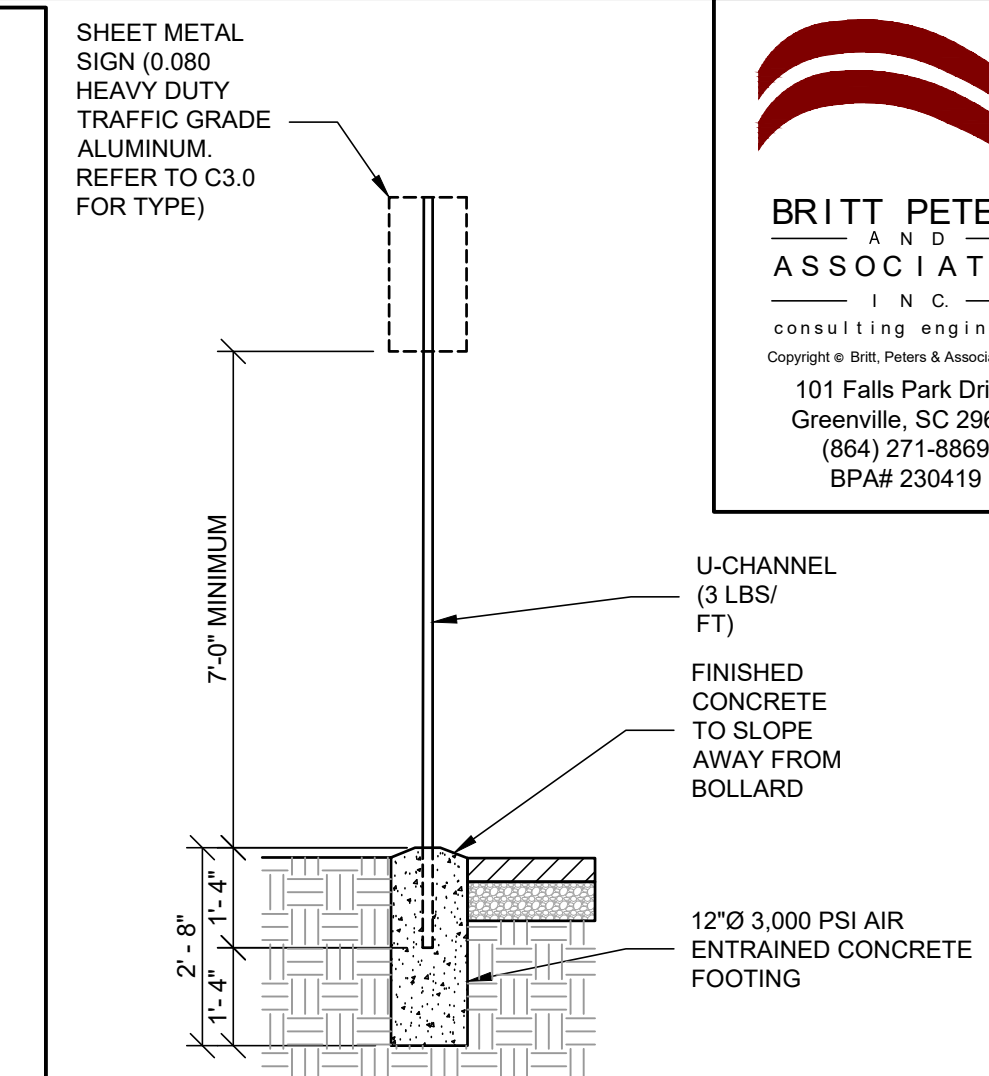
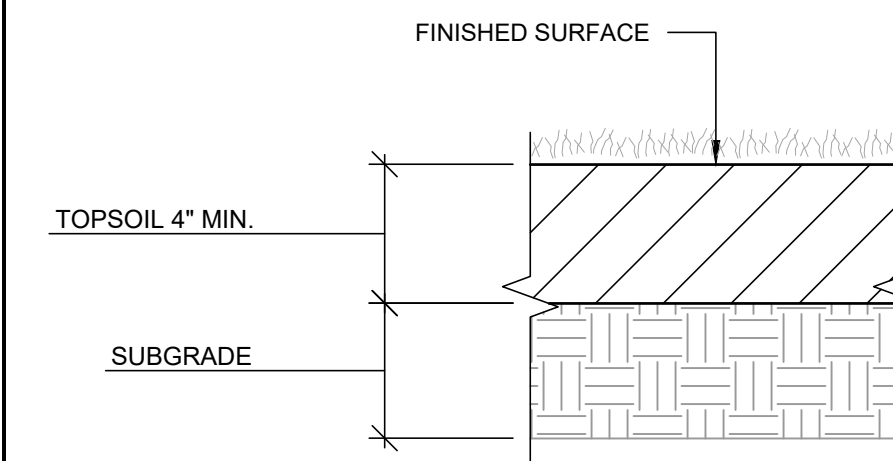
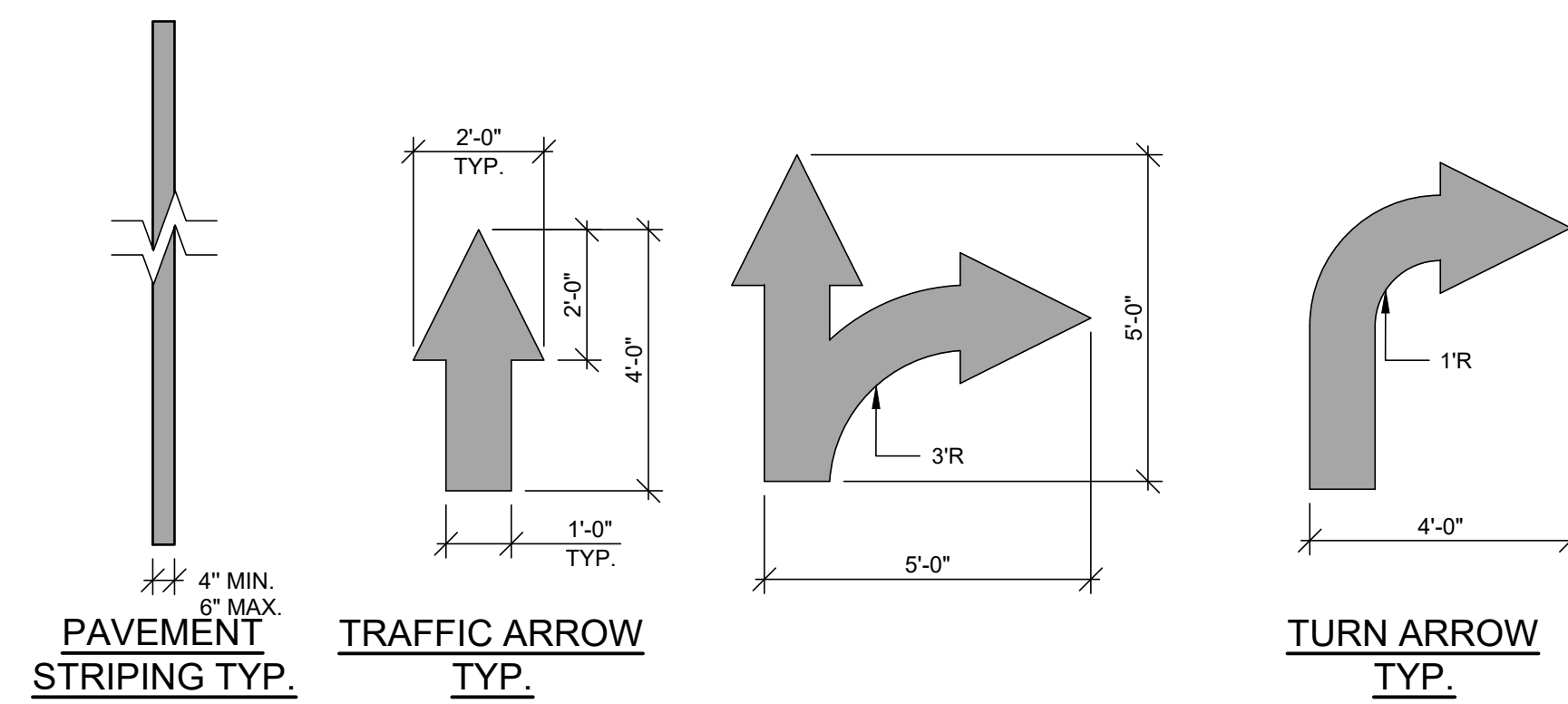


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- GENERAL NOTES:**
1. CONCRETE COMPRESSIVE STRENGTH (f_c) SHALL BE A MINIMUM OF 3000psi
 2. ANCHOR BOLTS SHALL BE ASTM F1554 GRADE 55, HOT DIP GALVANIZED PER ASTM F2329
 3. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60
 4. NUTS SHALL BE HEAVY HEX ASTM 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



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

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

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ARCHITECTS AND PLANNERS
620 N. MAIN STREET | SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
PHONE: 864/262-5450
WWW.AWHSARCHITECTS.COM

SITE DETAILS

PARKING LOT MODIFICATIONS FOR RIVERSIDE HIGH SCHOOL
GREER, SOUTH CAROLINA

SOUTH CAROLINA
BRITT PETERS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
No. C00781
EXPIRES 12/31/2024

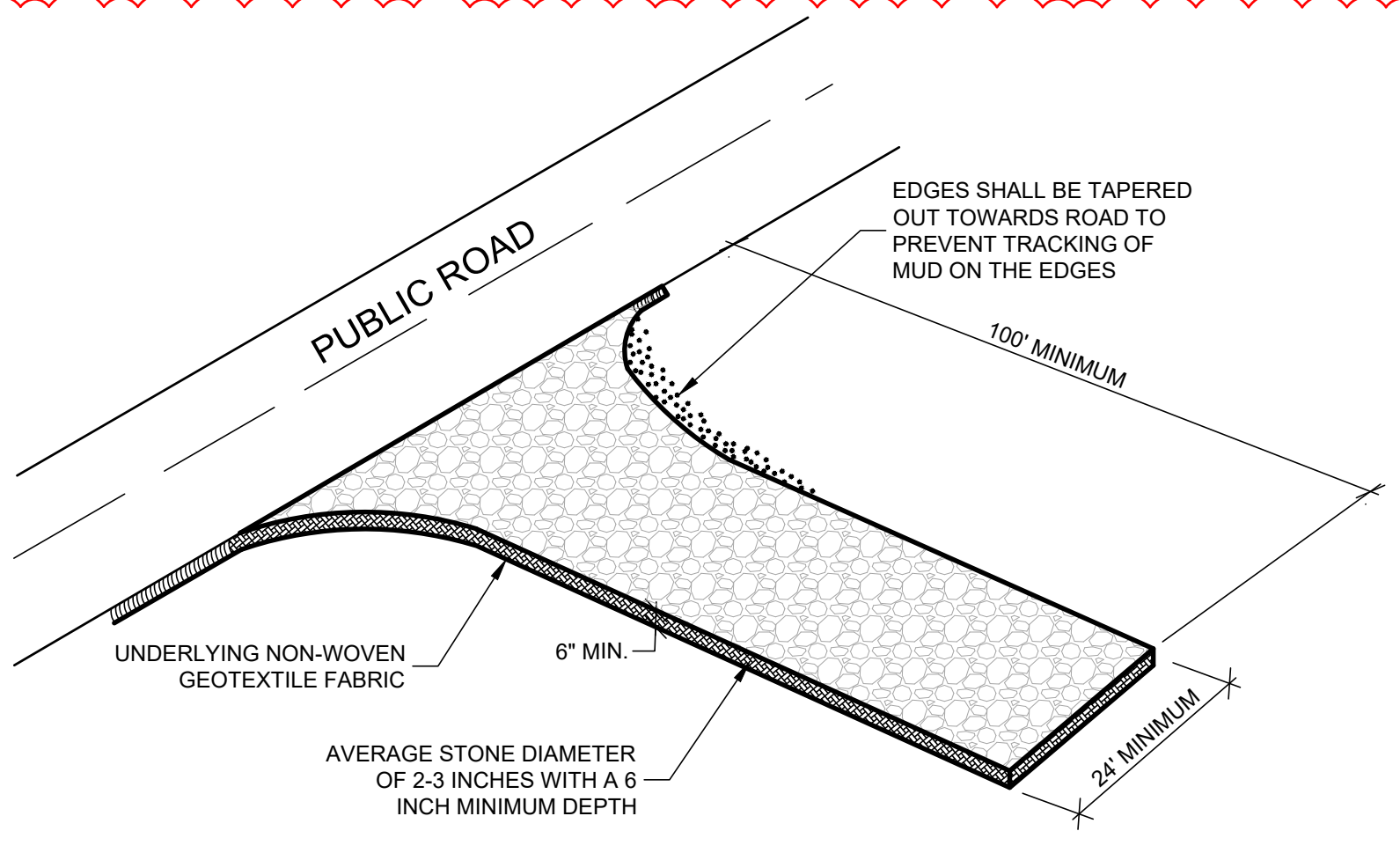
SOUTH CAROLINA
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CONSULTING ENGINEERS
No. C00781
EXPIRES 12/31/2024

DRAWN	MPM
JOB	230419
DATE	12 APR 2024

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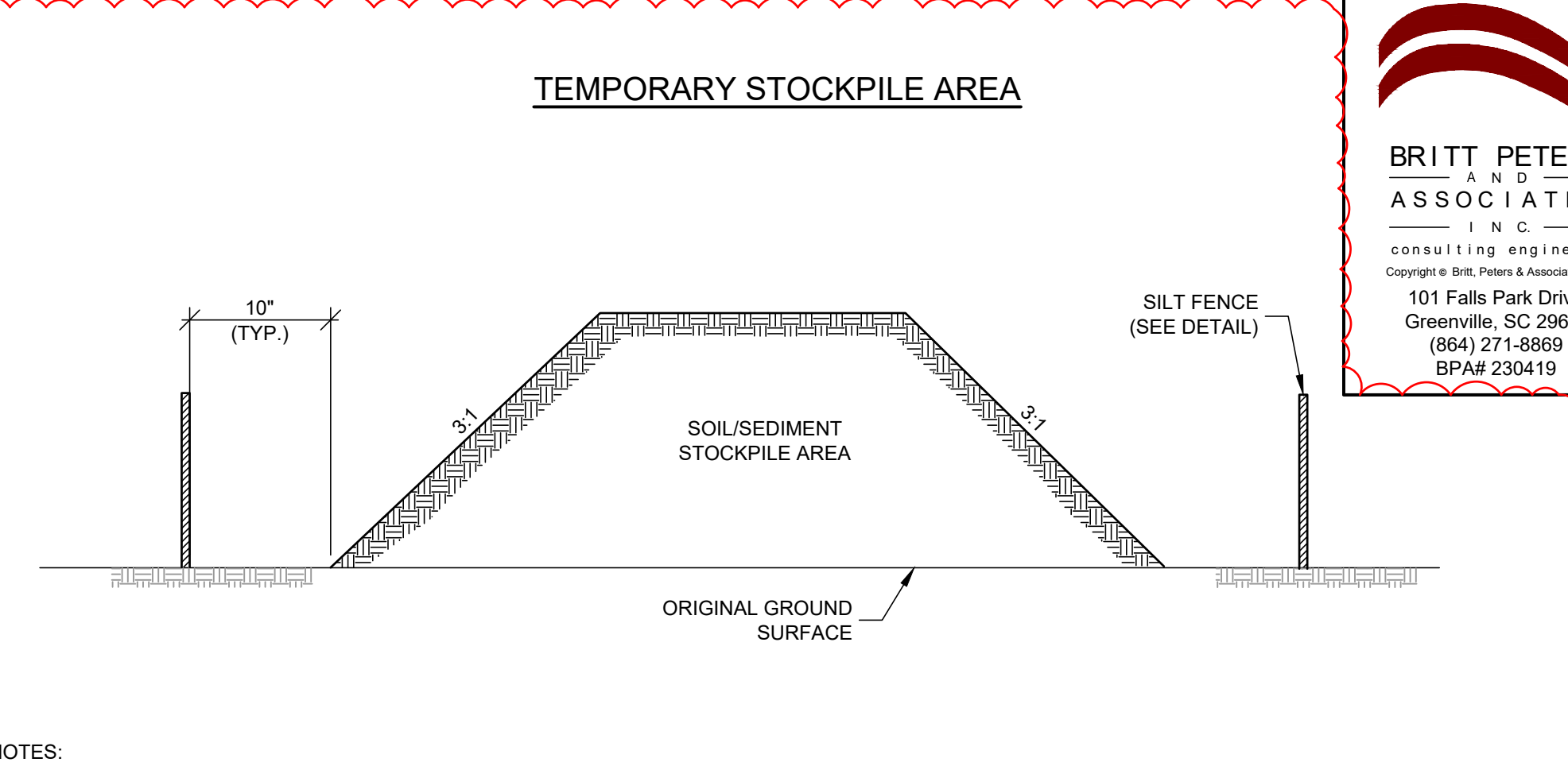
SPECIFICATION	SIZE
ROCK PAD THICKNESS	6 INCHES
ROCK PAD WIDTH	24 FEET
ROCK PAD LENGTH	100 FEET
ROCK PAD STONE SIZE	D = 2-3 INCHES

South Carolina Department of Health and Environmental Control
CONSTRUCTION ENTRANCE
 STANDARD DRAWING NO. SC-06 Page 1 of 2
 FEBRUARY 2014 DATE
 NOT TO SCALE

- 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. INSTALL A NON-WOVEN GEOTEXTILE FABRIC PRIOR TO PLACING ANY STONE.
 3. THE ENTRANCE SHALL CONSIST OF 2-INCH TO 3-INCH D50 STONE PLACED AT A MINIMUM DEPTH OF 6-INCHES.
 4. THE EDGES OF THE ENTRANCE SHALL BE TAPERED OUT TOWARDS THE ROAD TO PREVENT TRACKING AT THE EDGE OF THE ENTRANCE.
 5. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE STONE PAD TO A SEDIMENT TRAP OR BASIN OR OTHER SEDIMENT TRAPPING STRUCTURE.
 6. LIMESTONE MAY NOT BE USED FOR THE STONE PAD.

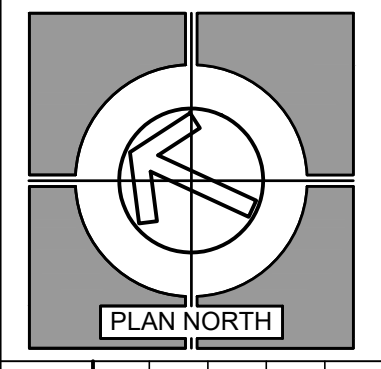
- CONSTR. ENTRANCE - INSPECTION & MAINTENANCE**
1. THE KEY TO FUNCTIONAL CONSTRUCTION ENTRANCES IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
 2. DURING REGULAR INSPECTIONS, CHECK FOR MUD AND SEDIMENT BUILDUP AND PAD INTEGRITY. INSPECTION FREQUENCIES MAY NEED TO BE MORE FREQUENT DURING LONG PERIODS OF WET WEATHER.
 3. RESHAPE THE STONE PAD AS NECESSARY FOR DRAINAGE AND RUNOFF CONTROL.
 4. 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.
 5. 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.
 6. DURING MAINTENANCE ACTIVITIES, ANY BROKEN PAVEMENT SHOULD BE REPAIRED IMMEDIATELY.
 7. 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



- TEMPORARY STOCKPILE AREA**
- NOTES:
1. SILT FENCE TO EXTEND AROUND ENTIRE PERIMETER OF STOCKPILE, OR IF STOCKPILE AREA IS LOCATED ON NEAR A SLOPE THE SILT FENCE IS TO EXTEND ALONG CONTOURS OF THE DOWN-GRADIENT AREA.
 2. IF STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, TEMPORARY STABILIZATION MEASURES MUST BE IMPLEMENTED.
 3. SILT FENCE SHALL BE MAINTAINED UNTIL STOCKPILE AREA HAS EITHER BEEN REMOVED OR PERMANENTLY STABILIZED.
 4. THE KEY TO FUNCTIONAL TEMPORARY STOCKPILE AREAS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.

South Carolina Department of Health and Environmental Control
TEMPORARY STOCKPILE
 STANDARD DRAWING NO. SC-15 Page 1 of 1
 FEBRUARY 2014 DATE
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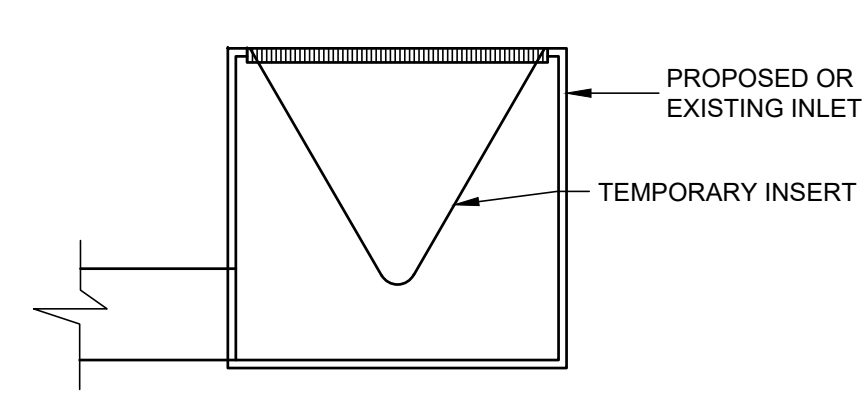
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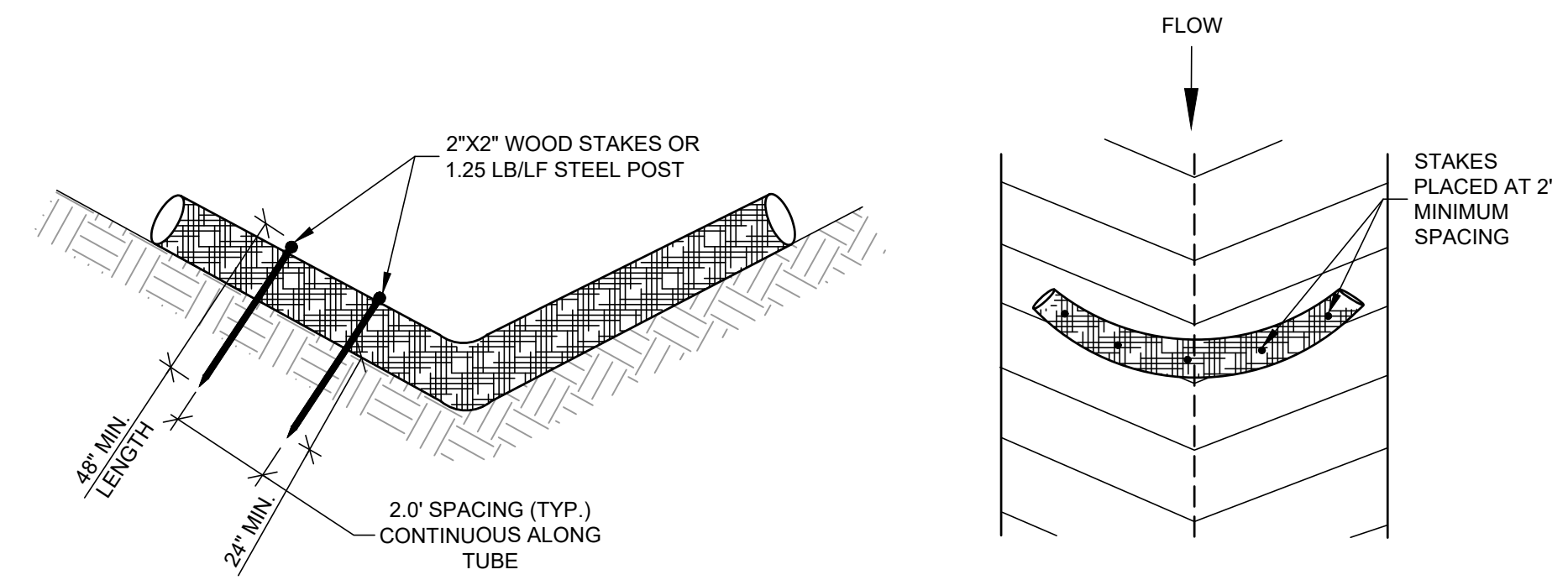
SITE DETAILS
 PARKING LOT MODIFICATIONS FOR
RIVERSIDE HIGH SCHOOL
 GREER, SOUTH CAROLINA

SEDIMENT TUBE INSTALLATION



- 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 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
 FEBRUARY 2014 DATE
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SEDIMENT TUBES - GENERAL NOTES

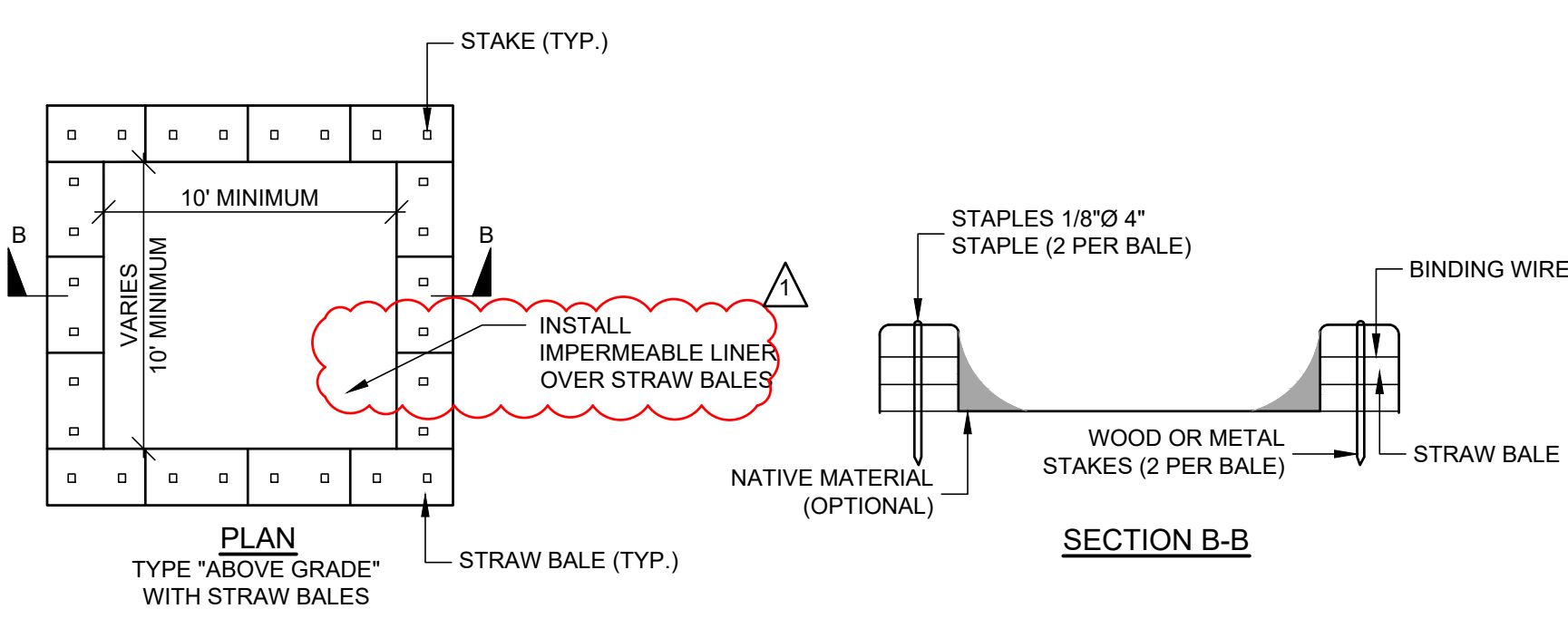
1. SEDIMENT TUBES MAY BE INSTALLED ALONG CONTOURS, IN DRAINAGE CONVEYANCE CHANNELS, AND AROUND INLETS TO HELP PREVENT OFF-SITE DISCHARGE OF SEDIMENT-LADEN STORMWATER RUNOFF.
2. SEDIMENT TUBES ARE ELONGATED TUBES OF COMPACTED GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBER, OR HARDWOOD MULCH. 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 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 EVENT 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
 FEBRUARY 2014 DATE
 GENERAL NOTES

STRAW BALE BARRIER CONCRETE WASHOUT

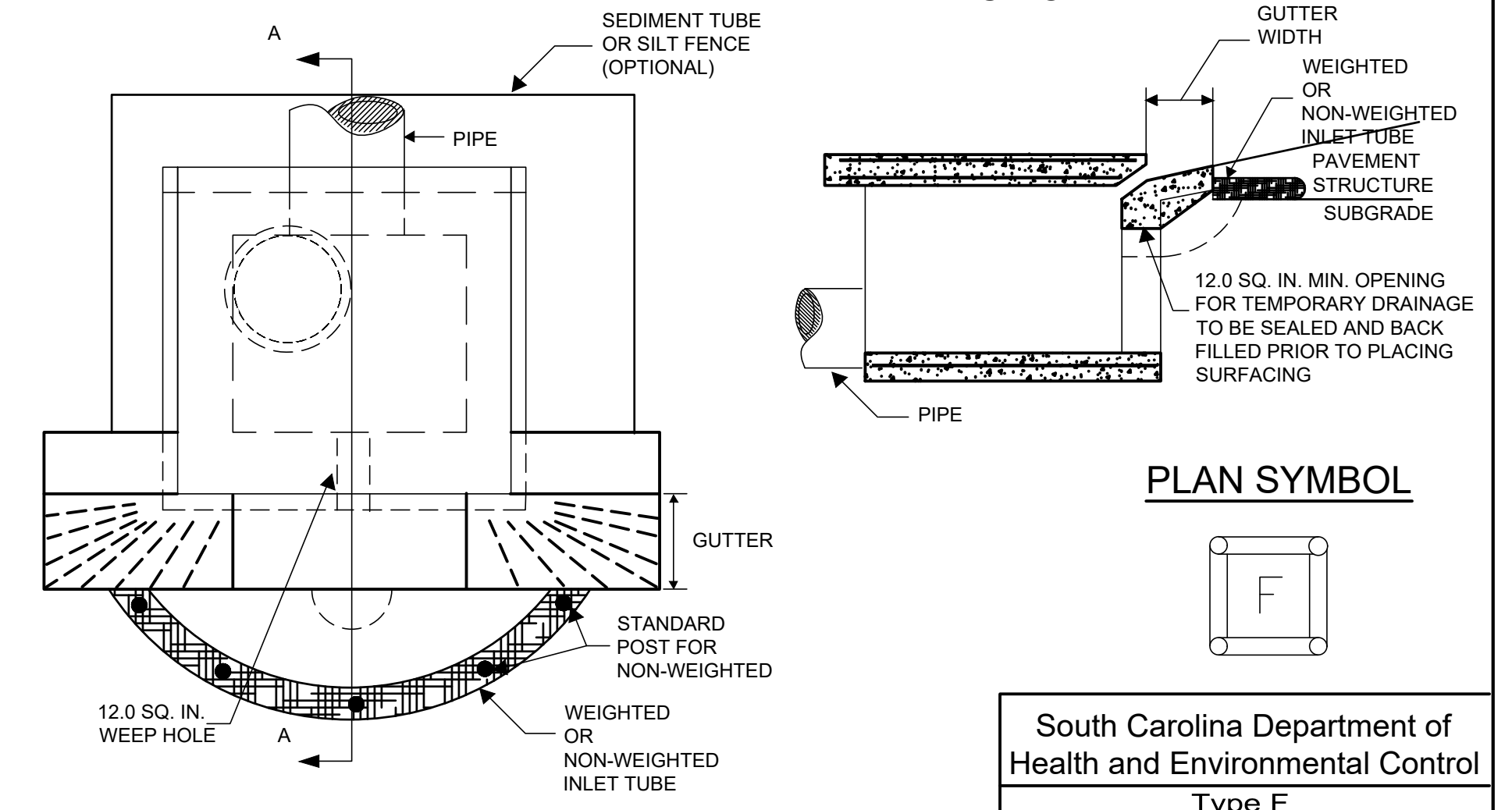


- NOTES:
1. ACTUAL LAYOUT DETERMINED IN FIELD.
 2. INSTALL CONCRETE WASHOUT SIGN (24"X24", MINIMUM) WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
 3. TEMPORARY WASHOUT AREA MUST BE AT LEAST 50' FROM A STORM DRAIN, CREEK BANK OR PERIMETER CONTROL.
 4. CLEAN OUT CONCRETE WASHOUT AREA WHEN 50% 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
 FEBRUARY 2014 DATE
 NOT TO SCALE

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
 FEBRUARY 2014 DATE
 NOT TO SCALE

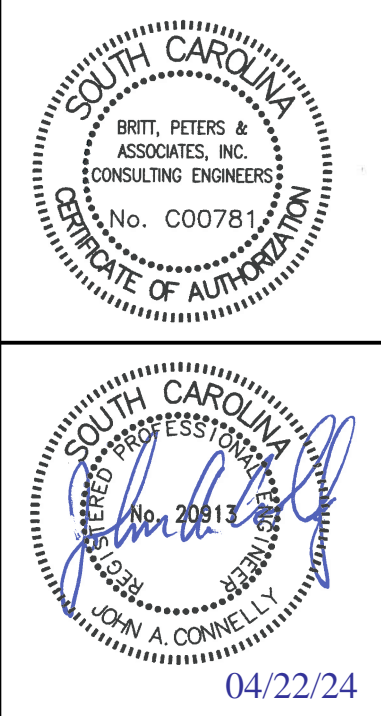
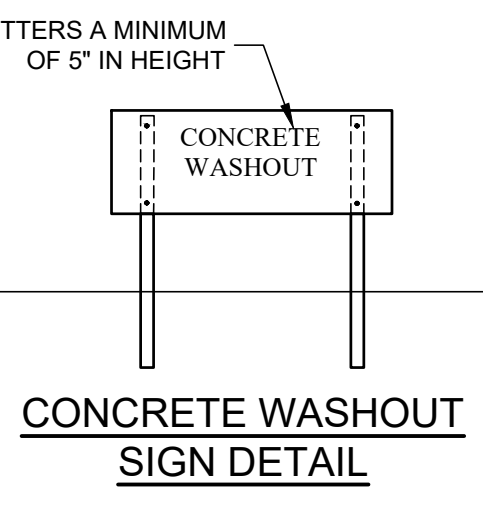
TYPE F - INLET TUBES INLET PROTECTION

- 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 POLYETHYLENE NON-DEGRADABLE MATERIAL. CURLED WOOD EXCELSIOR FIBER, OR NATURAL COCONUT FIBER ROLLED EROSION CONTROL PRODUCTS ROLLED.
 3. UP TO CREATE AN INLET TUBE DEVICE ARE NOT ALLOWED.
 4. DO NOT USE STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES, OR LEAF MULCH AS FILL MATERIAL WITHIN INLET TUBES.
 5. WEIGHTED INLET TUBES MUST BE CAPABLE OF STAYING IN PLACE WITHOUT EXTERNAL STABILIZATION MEASURES AND MAY HAVE A WEIGHTED INNER CORE OR OTHER WEIGHTED MECHANISM TO KEEP THEM IN PLACE.
 6. INSTALL WEIGHTED TUBES LYING FLAT ON THE GROUND, WITH NO GAPS BETWEEN THE UNDERLYING SURFACE AND THE INLET TUBE. DO NOT STACK INLET TUBES. DO NOT COMPLETELY BLOCK INLET WITH TUBE.
 7. NON-WEIGHTED INLET TUBES REQUIRE STAKING OR OTHER STABILIZATION.
 8. METHODS TO KEEP THEM SAFELY IN PLACE.
 9. OVERFLOW OR OVERTOPPING OF INLET TUBES MUST BE ALLOWED TO FLOW INTO INLET UNOBSTRUCTED.
 10. 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
 FEBRUARY 2014 DATE
 GENERAL NOTES



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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 CONVOYED TURNED MANEUVER 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.

APPLICATION OF MARKINGS AT INTERSECTIONS

- STOP LINES ARE TO BE APPLIED AT ALL SIGNALIZED INTERSECTIONS.
- AT NON-SIGNALIZED INTERSECTIONS, THE ROADWAYS WHICH MUST STOP ARE TO HAVE STOP LINES.
- WHERE STOP LINES ARE ON ONE SIDE AND TRAFFIC TRAVELS AT THE STOP LINE, THEY SHOULD EXTEND ACROSS STOP LINES AND SO THEY TERMINATE PRIOR TO STOP LINES. LOCAL LANE STOP LINES SHOULD BE DETERMINED PRIOR TO BARRIERS TO TRAFFIC LINES.
- STOP LINES TERMINATING AT A STOP LINE SHOULD NOT BE LESS THAN 10 FEET IN LENGTH, HOWEVER THEY MAY BE LONGER. THE LAST LINE WILL BE 10-40 FEET LONG.

THE FOLLOWING PROCEDURES WILL APPLY TO THIS DETERMINATION:

- MARK A STOP 50 FEET IN ADVANCE OF STOP LINES OF EACH LANE LINE APPROACH.
- IF A LINE IS NOT FEASIBLE WHEN THE STOP IS CONSIDERED, THE STOP OPERATOR PERFORMS AUTOMATIC CUT-OFF AND THE FOLLOWING IN GAP. WHEN THE NEXT LINE BEGINS, THE STOP OPERATOR WILL MANUALLY OVERRIDE THE AUTOMATIC CUT-OFF AND WILL EXTEND THE LINE TO THE STOP LINE.
- IF A LINE IS NOT FEASIBLE AND WHEN THE STOP IS CONSIDERED, WHEN THE NEXT LINE BEGINS THE STOP OPERATOR WILL MANUALLY OVERRIDE THE AUTOMATIC CUT-OFF AND WILL EXTEND THE LINE TO THE STOP LINE.
- AT ALL INTERSECTIONS, LANE LINES WILL NORMALLY BE OMITTED WITHIN THE INTERSECTION AREA WHERE TURNING VEHICLES MUST MANUEVER.

CROSSWALKS

AT A MINIMUM, CROSSWALKS ARE TO BE MARKED WITH 8" WHITE LINES, SPACED NO LESS THAN 4' APART.

FOR HIGH VISIBILITY CROSSWALKS, YELLOW LINES AT NON-CONTROLLED CROSSINGS, 8" WHITE LINES SHOULD BE SPACED NO LESS THAN 4' APART CENTER TO CENTER.

THE 20' TRANSVERSE LINES IN THE HVC MAY BE OMITTED TO PROVIDE ORIENTATION PARALLEL TO THE LANE LINES OF THE TRAVEL LANES.

NON-INTERSECTION CROSSWALKS ARE GENERALLY UNSPECIFIED BY THE ROAD USER. THEREFORE, MARKINGS SHOULD BE INSTALLED FOR ALL MARKED CROSSWALKS AT NON-INTERSECTION LOCATIONS AND ASSOCIATE VISIBILITY SHOULD BE PROVIDED BY PARKING PROVISIONS.

STOPLINES

ALL STOPLINES ARE TO BE MARKED WITH 8" SOLID WHITE LINES.

WHERE STOP LINES AND MARKINGS EXIST, STOPLINES SHOULD BE PLACED IN ADVANCE OF ANY TRAFFIC TO THE NEAREST CROSSWALK OR A MINIMUM DISTANCE OF 4' SHOULD EXIST BETWEEN THE CROSSWALK AND STOP LINE.

IN THE ABSENCE OF A MARKED CROSSWALK, THE STOP LINE SHOULD BE PLACED AT A DISTANCE OF 30 FEET FROM THE TRAFFIC SIGNAL OR STOP SIGN. THE STOP LINE SHOULD BE PLACED AT A DISTANCE OF 10 FEET FROM THE TRAFFIC SIGNAL OR STOP SIGN. THE STOP LINE SHOULD BE PLACED AT A DISTANCE OF 10 FEET FROM THE TRAFFIC SIGNAL OR STOP SIGN.

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 PROVIDE 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.

DOTTED EDGELINES

DOTTED EDGELINES SHOULD BE PLACED ACROSS THE STOP LINES.

DOTTED EDGELINES SHOULD ALSO BE USED FOR TURN BAY EXTENSIONS AND CHANNELIZATION AT MEDIAN OPENINGS.

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

STANDARD INTERSECTION LAYOUT

SKWEVED INTERSECTION - HIGH VISIBILITY CROSSWALK

625-305-00

EFFECTIVE LETTING DATE: JULY 2023 THIS DRAWING IS NOT TO SCALE

625-305-01

EFFECTIVE LETTING DATE: JULY 2023 THIS DRAWING IS NOT TO SCALE

HIGH VISIBILITY CROSSWALK DETAILS

MARKINGS FOR MULTI-LANE ROADS

CROSSWALK THRU TRAVEL LANES

CROSSWALK THRU PAINTED MEDIAN

SKWEVED CROSSWALK WITH ROTATED TRANSVERSE LINES

MARKINGS FOR TWO LANE ROADS

CROSSWALK THRU TRAVEL LANES

SKWEVED CROSSWALK WITH ROTATED TRANSVERSE LINES

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

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

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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

STANDARD PAVEMENT MARKINGS

FOR ARROWS & ONLY(S)

STRAIGHT ARROW

RIGHT OR LEFT TURN ARROW

COMBINATION STRAIGHT AND LEFT OR RIGHT TURN ARROW

RIGHT LANE DROP ARROW

LEFT LANE DROP ARROW

"ONLY"

RIGHT OR LEFT TURN MARKINGS APPLICATION

625-410-00

EFFECTIVE LETTING DATE: MAY 2023

625-410-00

EFFECTIVE LETTING DATE: MAY 2023

STANDARD PAVEMENT MARKINGS

FOR ARROWS & ONLY(S)

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 7208000 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 7208000 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.

INSTALL A MINIMUM 2'-0" X 5'-0" DETECTABLE WARNING MATERIAL AT THE BOUNDARY BETWEEN A DESIGNATED PEDESTRIAN PATH AND A VEHICULAR PATH FOR RETROFIT APPLICATIONS AND IN LOCATIONS WHERE CONFLICTS WITH UTILITIES OR RIGHT-OF-WAY EXIST. A 4'-0" WIDE RAMP (2'-0" X 4'-0" DETECTABLE WARNING) MAY BE USED, PROVIDED THAT A MINIMUM 5'-0" X 5'-0" AREA IS PROVIDED AT EACH REFUGE ISLAND.

DETAIL 1

SCALE: 3/8" = 1'-0" PLAN

DETECTABLE WARNING PLACEMENT

DETAIL 2

SCALE: 3/8" = 1'-0" PLAN

DETECTABLE WARNING PLACEMENT

DETAIL 3

SCALE: 1" = 1'-0" ELEVATION

DETECTABLE WARNING PLACEMENT

625-410-00

EFFECTIVE LETTING DATE: MAY 2023

625-410-00

EFFECTIVE LETTING DATE: MAY 2023

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

PLAN NORTH

REVISIONS	
DATE	DESCRIPTION
12/10/2014	DATE
04/22/2014	DATE

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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: MP
JOB: 230419
DATE: 12 APR 2024

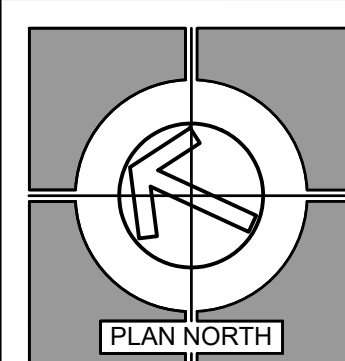
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REVISIONS

NO.	DATE	MARK	DESCRIPTION
1	04/22/2024	REV 1	DHEC COMMENTS

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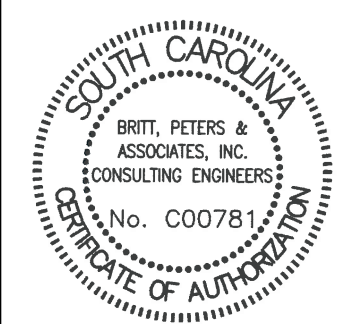
ARD, WOOD, HOLCOMBE & SLATE, INC.
ARCHITECTS AND PLANNERS

620 N. MAIN STREET | SUITE 104
GREENVILLE, SOUTH CAROLINA 29601
PHONE: 864/262-5450
www.awhscarchitects.com

SITE DETAILS

PARKING LOT MODIFICATIONS FOR RIVERSIDE HIGH SCHOOL

GREER, SOUTH CAROLINA



04/22/24

DRAWN: MPM
JOB: 230419
DATE: 12 APR 2024

C5.3
DRAWING NUMBER



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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 CENTERLINE (PASSING PROHIBITED IN BOTH DIRECTIONS)

REFERENCES

SIGNING AND MARKING ENGINEER

MARK H. ANTHONY
SIGNATURE
2-5-08
DATE

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 LITTING DATE: MAY 2008

IDENTIFICATION KEY FOR RAISED MARKERS:

- ◁ WHITE NON-DIRECTIONAL
- ◄ YELLOW NON-DIRECTIONAL
- ◄ YELLOW DIRECTIONAL
- ALL MARKERS ARE TO BE SURFACE MOUNTED

THIS DRAWING IS NOT TO SCALE

PAVEMENT MARKING TYPICAL MULTILANE ROADS - RAISED MARKER PLACEMENT

1. MULTILANE WITH DOUBLE YELLOW CENTERLINE

2. MULTILANE WITH NARROW MEDIAN

3. MULTILANE WITH TWO-WAY LEFT TURN LANE

4. MULTILANE WITH GRASS MEDIAN

REFERENCES

SIGNING AND MARKING ENGINEER

MARK H. ANTHONY
SIGNATURE
1-20-08
DATE

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 LITTING DATE: MAY 2008

LEGEND:

- ▷ CLEAR NON-DIRECTIONAL MARKER
- ▷ YELLOW NON-DIRECTIONAL MARKER
- ◄ YELLOW DIRECTIONAL MARKER

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