



LOCATION MAP

ASPHALT PAVEMENT REPAIR

BROOKSIDE CIRCLE PARKING LOT

FOR

LANDER UNIVERSITY

GREENWOOD, SOUTH CAROLINA



DRAWING INDEX

CS	COVER SHEET
C 1.0	NOTES/DETAILS
C 2.0	SITE PLAN

	WATER METER
	FIRE HYDRANT
	SANITARY SEWER MANHOLE
	WATER VALVE
	STORM SEWER
	GAS LINE
	OVERHEAD POWER LINE
	SANITARY SEWER
	10" WATER LINE
	8" WATER LINE
	2" WATER LINE
	1 1/2" WATER LINE
	1" WATER LINE
	3/4" WATER LINE
	OVERHEAD UTILITY LINES
	UNDERGROUND POWER LINE
	SIGN
	CATCH BASIN
	FIBER OPTIC LINE
	LIGHT POLE
	GUARD POST
	WOODS LINE
	BUILDING
	POWER POLE

LEGEND

UTILITY CONTACTS:

SEWER:
GREENWOOD METROPOLITAN DISTRICT
110 METRO DRIVE
GREENWOOD, SC 29646
(864) 343-8005

WATER:
GREENWOOD CPW
810 BY-PASS 225 SW
GREENWOOD, SC 29646
(864) 342-8193

STORM DRAINAGE:
GREENWOOD CITY/COUNTY
528 MONUMENT STREET ROOM B-02
GREENWOOD, SC 29646
(864) 342-8639

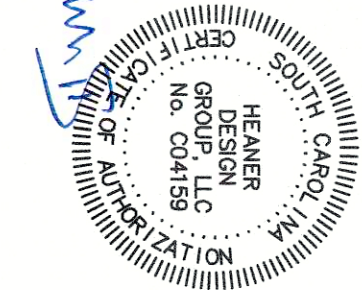
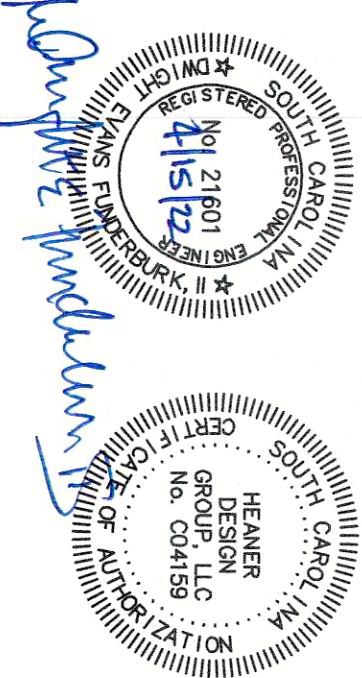
POWER:
GREENWOOD CPW
810 BY-PASS 225 SW
GREENWOOD, SC 29646
(864) 342-8100
OR
DUKE POWER
720 BY-PASS 72 NW
GREENWOOD, SC 29649
(864) 227-3888

GAS:
GREENWOOD CPW
810 BY-PASS 225 SW
GREENWOOD, SC 29646
(864) 342-8164

ROADWAY:
GREENWOOD CITY/COUNTY
528 MONUMENT STREET ROOM B-02
GREENWOOD, SC 29646
(864) 342-8639
OR
SCDOT
510 WEST ALEXANDER AVE
GREENWOOD, SC 29646
(864) 227-6701

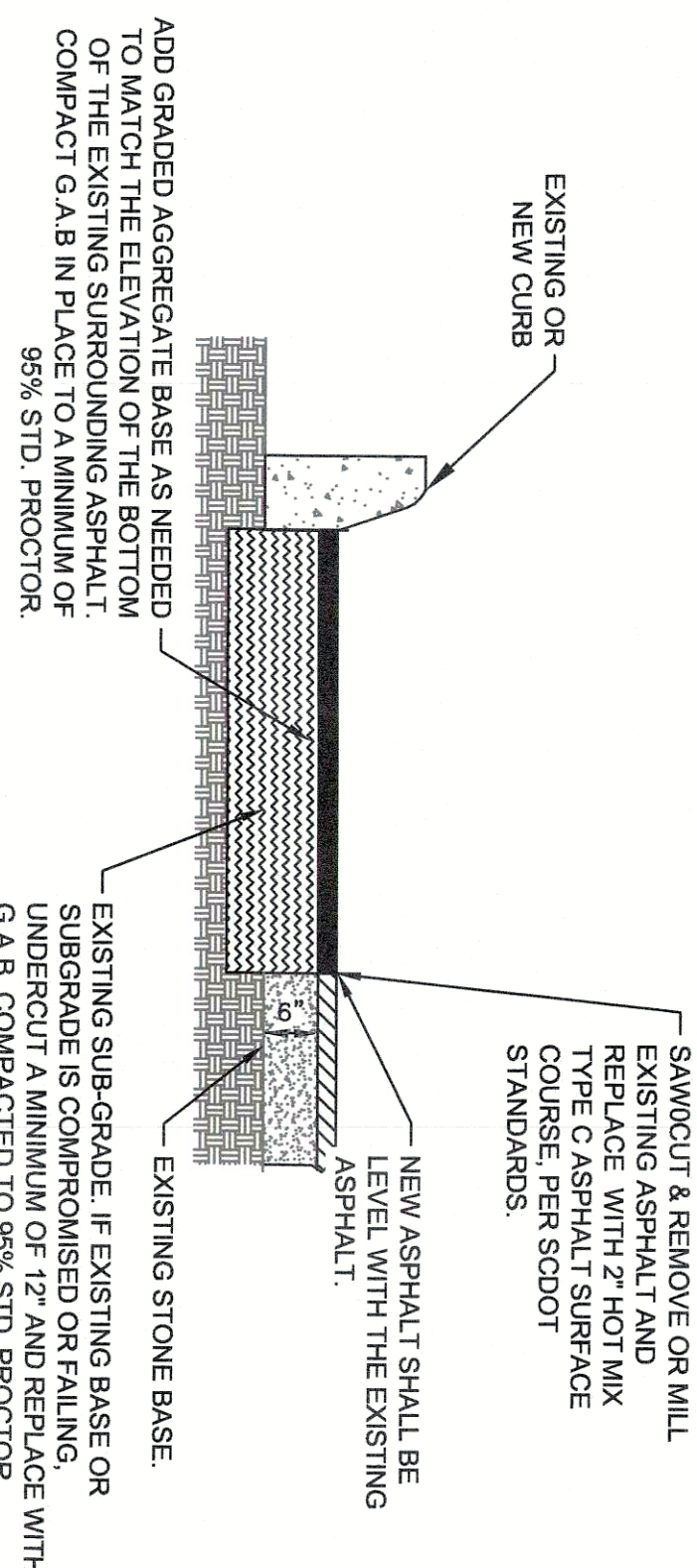


UTILITY WARNINGS:
The undersigned hereby certifies that the above described project has been reviewed and approved by the undersigned. The undersigned is not responsible for any damage or injury to any person or property caused by the project. The undersigned is not responsible for any damage or injury to any person or property caused by the project. The undersigned is not responsible for any damage or injury to any person or property caused by the project.



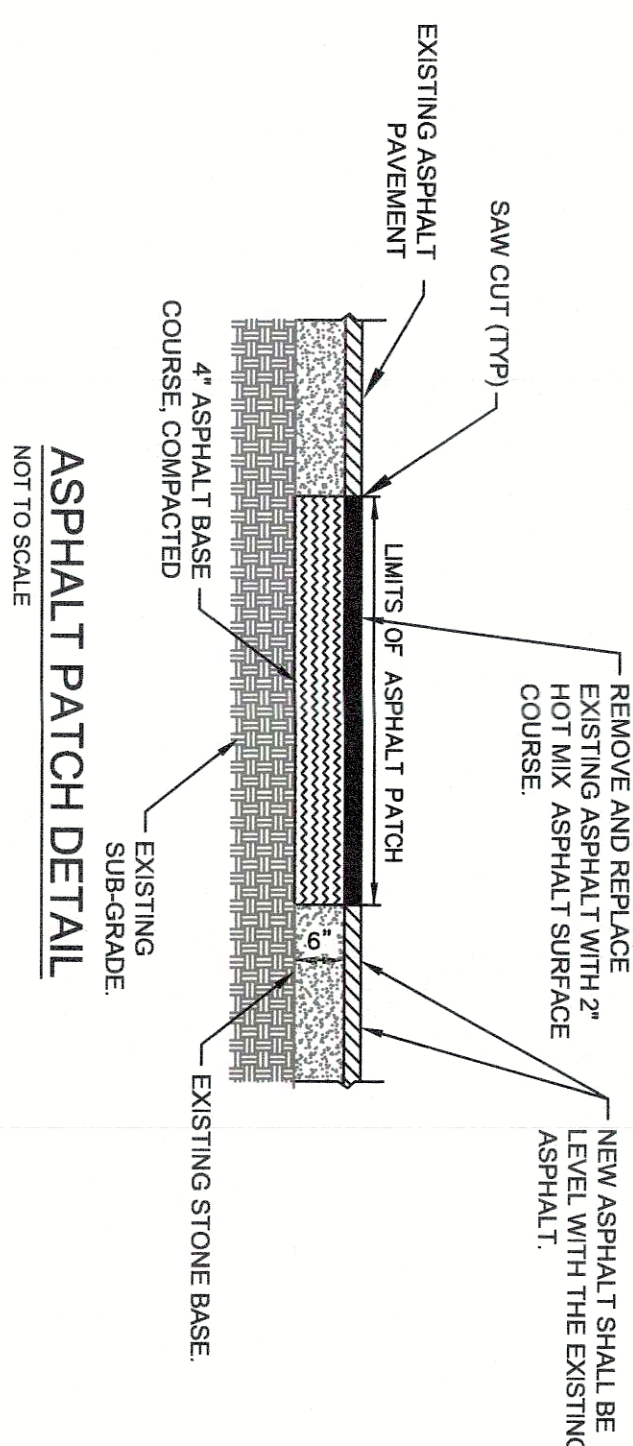
NO.	REVISED	CHANGED DATE

1. **NOTES:**
2. CONTRACTOR SHALL COORDINATE ALL WORK ASSOCIATED WITH THIS PROJECT WITH LANDER UNIVERSITY, JEFF BEAVER, DIRECTOR OF ENGINEERING SERVICES AT (664) 384-4208 PRIOR TO BEGINNING ANY WORK.
3. CALL 50811 FOR UTILITY LOCATION BEFORE BEGINNING CONSTRUCTION.
4. CONTRACTOR IS RESPONSIBLE FOR ENSURING POSITIVE DRAINAGE ON NEWLY PAVED AREAS. POOLING OF RUNOFF WILL NOT BE ACCEPTED.
5. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING SIDEWALKS/PAVEMENTS/LANDSCAPING AND CONDITIONS RESULTING THEREFROM AT NO ADDITIONAL COST TO THE OWNER.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY AND MINIMIZE THEMSELVES WITH THE PROJECT SURROUNDINGS AND CONDITIONS PRIOR TO BIDDING THE PROJECT.
7. ALL EXISTING ASPHALT AND STONE BASE REMOVED AS PART OF THIS PROJECT SHALL BE PROPERLY DISPOSED OF OFF SITE.
8. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY PERMITS AND LICENSES THAT MAY BE REQUIRED AS PART OF THIS PROJECT.
9. CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO ANY UTILITY LINES, IRRIGATION LINES, SPRINKLER HEADS, TELEPHONE LINES, COMMUNICATION LINES, ETC., AS PART OF THIS PROJECT AND THERE SHALL BE NO CHARGE TO THE OWNER FOR SUCH DAMAGE.
10. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE PROJECT AREA DURING CONSTRUCTION.
11. THE CONTRACTOR SHALL PROOF ROLL THE BASE IN THE PRESENCE OF THE ENGINEER PRIOR TO PAVING. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING MANHOLE TOPS AND STORM PUMP INLETS THAT ARE LOCATED WITHIN THE PAVEMENT REPAIR AREAS. NEW ASPHALT PAVEMENT GRADE SHALL MATCH THAT OF THE STRUCTURE TOPS.
12. ANY REDUCTION OF NORMAL TRAFFIC FLOW TO ACCOMMODATE CONSTRUCTION SHALL BE COORDINATED WITH LANDER UNIVERSITY.
13. IF CONTRACTOR WILLS THE EXISTING ASPHALT SURFACE, ALL MILLINGS SHALL BE REMOVED FROM SITE AND THE NEW HOT MIX ASPHALT SHALL BE COMPACTED THOROUGHLY AND UNIFORMITY TO 98% MAXIMUM DENSITY BY ROLLING. THE FINISHED SURFACE SHALL BE SMOOTH AND TRUE TO GRADE. ANY MIXTURE THAT BECOMES LOOSE OR BROKEN, OR IN ANYWAY DEFECTIVE SHALL BE REMOVED AND REPLACED WITH FRESH HOT MIXTURE WHICH SHALL BE IMMEDIATELY COMPACTED TO CONFORM TO THE SPECULUM AREA.
14. THE NEWLY FINISHED PAVEMENT SHALL BE PROTECTED FROM VEHICULAR TRAFFIC OF ANY KIND UNTIL THE PAVEMENT HAS COOLED AND HARDENED AND IN NO CASE LESS THAN 6 HOURS.
15. PARKING LOT BASE MATERIAL SHALL BE A MINIMUM OF 6" MAXIMUM BASE COURSE MEETING THE REQUIREMENTS OF THE SCODOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION SECTION 305, 3.1/2" OF ASPHALT BINDER AND 1.5" OF ASPHALT FILL. THE BASE COURSE SHALL BE COMPACTED TO NO LESS THAN 100% MAX. DRY DENSITY.
16. THE SPECIFICATIONS FOR HIGHWAY CONSTRUCTION MAY BE USED AS AN ALTERNATE BASE FOR THE PAVEMENT.
17. THE CONTRACTOR WILL ADHERE TO THE WEIGHT LIMITS PRESCRIBED ON COUNTY AND STATE MAINTAINED ROADS FOR HAULING EQUIPMENT AND/OR MATERIALS TO AND FROM THIS SITE. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO THE STREETS AND/OR UTILITIES DUE TO NON-COMPLIANCE OF WEIGHT LIMIT REQUIREMENTS.
18. THE EXISTENCE, ABSENCE, LOCATION, AND DEPTH OF UTILITIES AND UNDERGROUND ITEMS HAVE BEEN DETERMINED BY ORDINARY SURVEYING METHODS, FROM FIELD OBSERVATIONS, AND FROM INFORMATION PROVIDED BY THE UTILITY COMPANIES AND THE OWNER ARE NOT GUARANTEED.
19. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND ANY SUT, DPT, AND/OR ANY OTHER TYPE OF DEBRIS THAT COMES OFF THIS SITE AND FINDS ITS WAY ONTO PRIVATE OR COUNTY OWNED PROPERTIES TO INCLUDE RIGHT OF WAYS.
20. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATIONS OF ALL EXISTING PIPES, UTILITIES AND STRUCTURES BEFORE BEGINNING CONSTRUCTION. CALL P.U.P.S. BEFORE DIGGING.
21. PARKING LOT AND DRIVEWAY PAVEMENT SHALL BE ASPHALTIC SURFACE COURSE MEETING THE REQUIREMENTS OF SECTION 403 OF THE SCODOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
22. PARKING LOT SUBBASE SHALL BE SCAURED IN ALL AREAS AND COMPACTED TO NO LESS THAN 95% OF MAXIMUM DENSITY. SUBBASE SHALL SHOW NO MORE THAN 3" DEFLECTION OVER A TEN FOOT SPAN WHEN SUBJECTED TO A LOAD OF 16,000 POUNDS ON A SINGLE RAKE.
23. A MINIMUM 12" CONCRETE CURB ADJACENT TO EXISTING ASPHALT SHALL MATCH THE GRADE AND HAVE A SMOOTH FINISH.
24. THE QUANTITIES LISTED ON SHEET C-2 ARE ESTIMATED QUANTITIES AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LISTED QUANTITIES PRIOR TO BIDDING. ANY DISCREPANCY FOUND IN THE QUANTITIES SHALL BE REPORTED TO THE ENGINEER IN WRITING AT LEAST THREE (3) DAYS PRIOR TO THE PROJECT BIDDING.

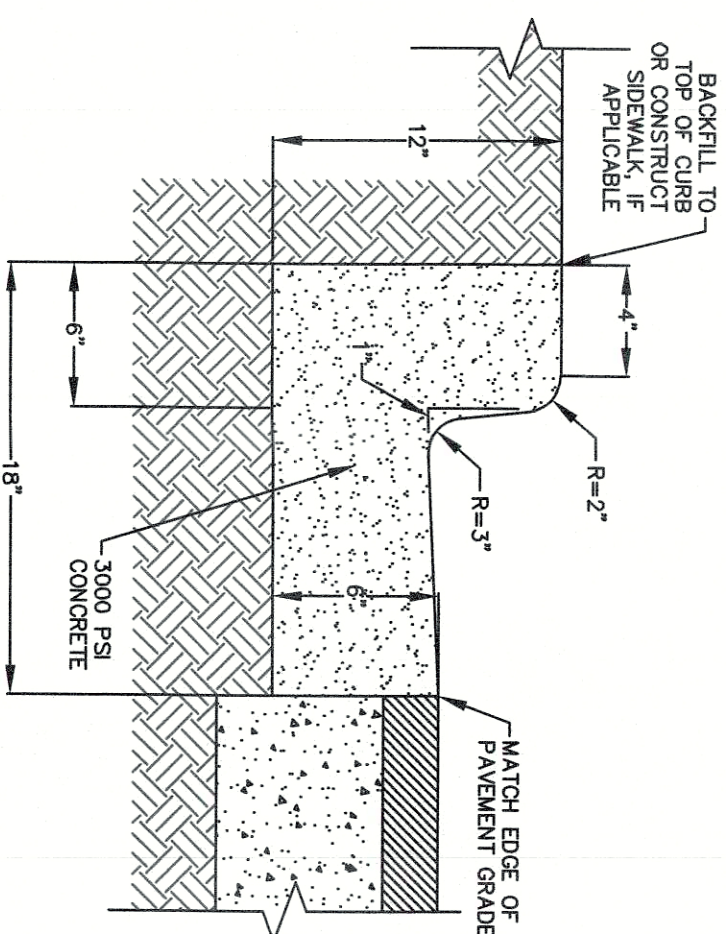


UNDERCUT DETAIL

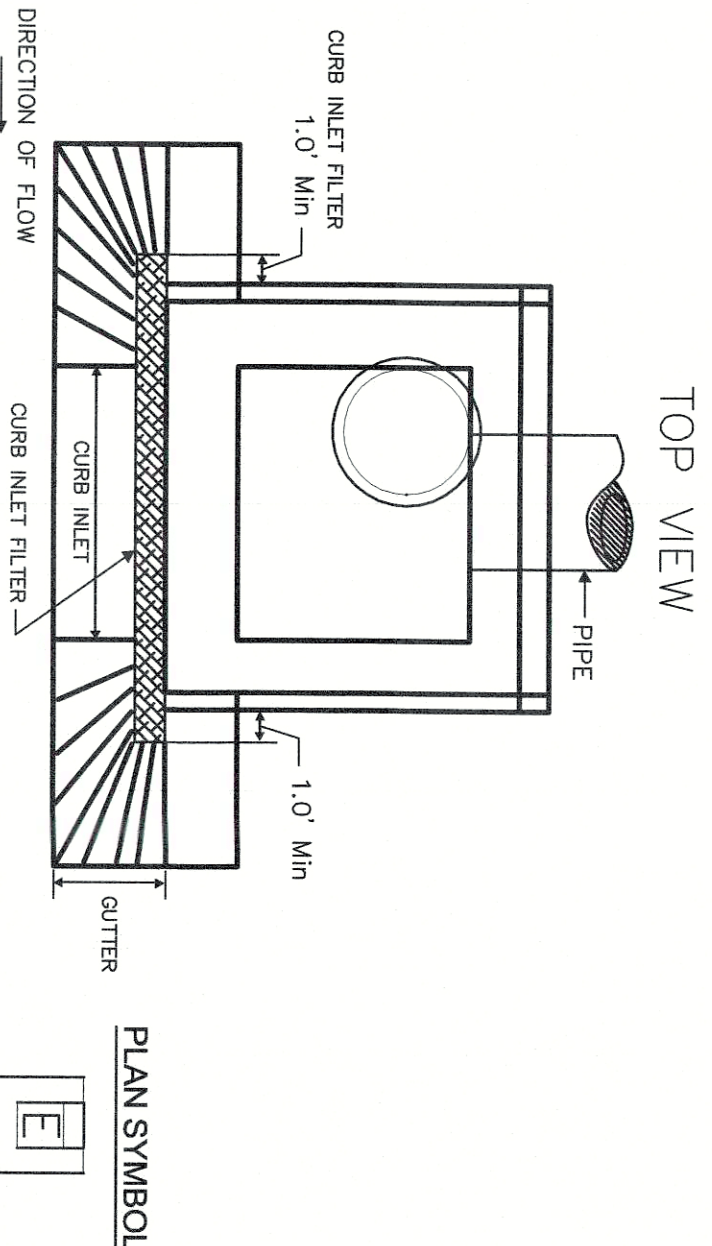
NOT TO SCALE



ASPHALT PATCH DETAIL

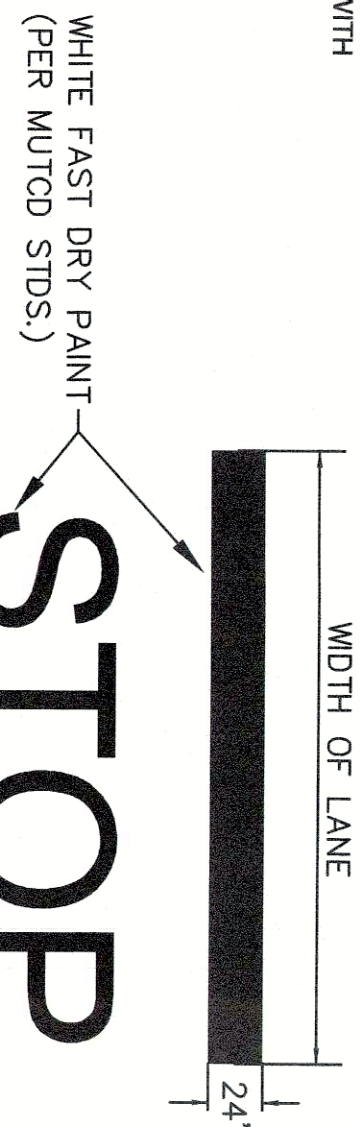


CURB AND GUTTER DETAIL

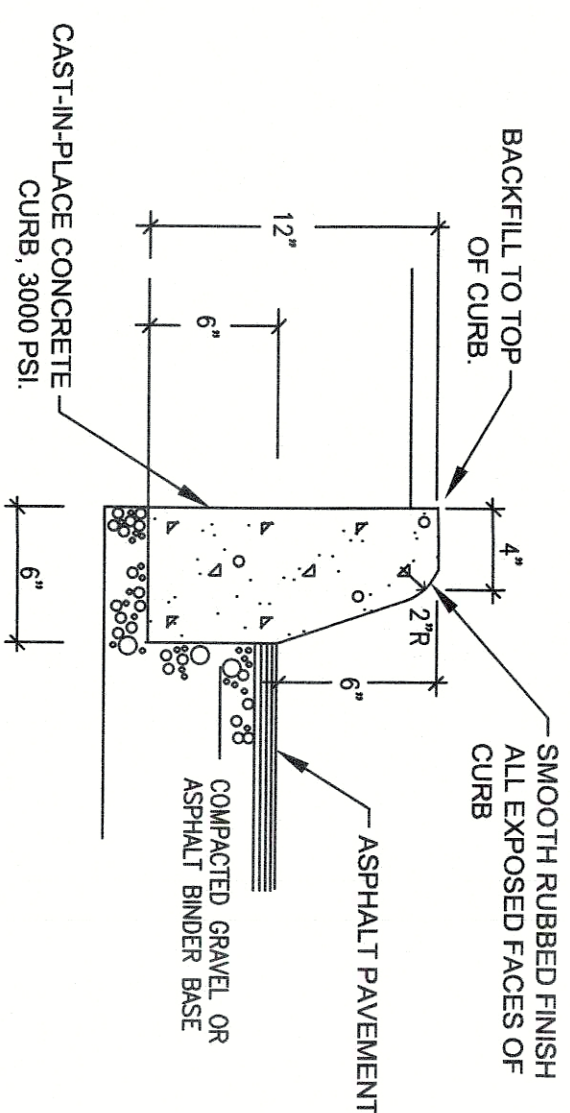


TYPICAL PARKING SPACE STRIPING DETAIL

NOTE:
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH MUTCD STANDARD, MOST RECENT EDITION.



STOP BAR

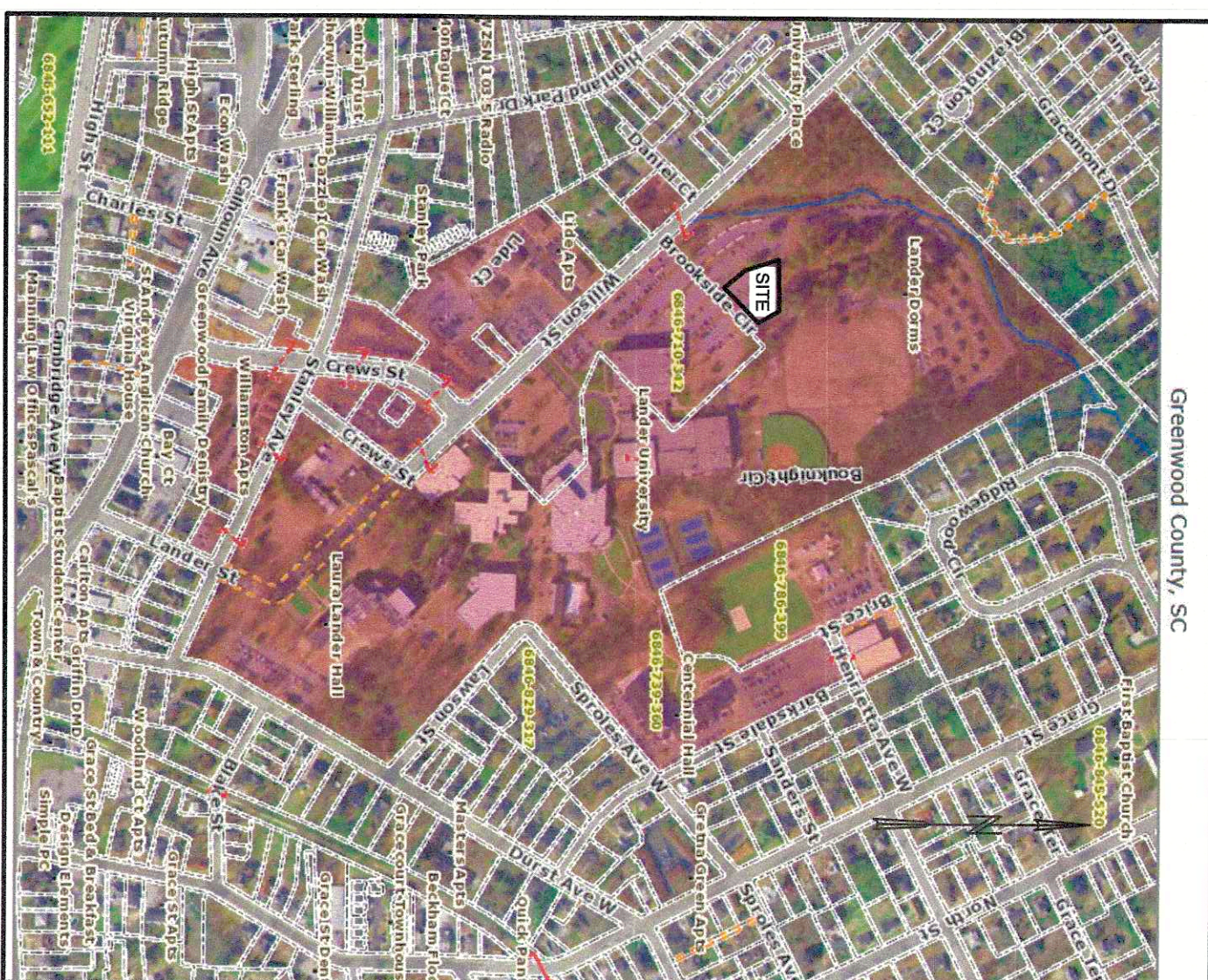


CONCRETE CURB DETAIL

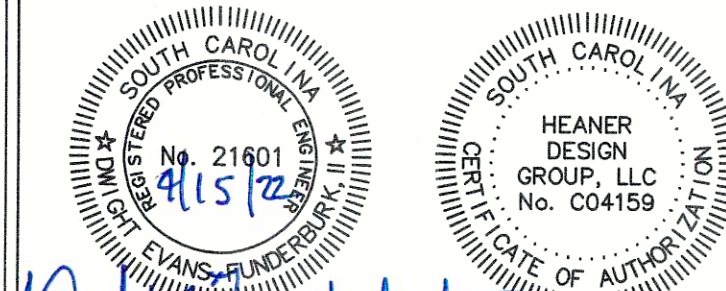
- ## SURFACE COATING, CURB INLET PROTECTION
- ### GENERAL NOTES
1. Only use surface curb inlet filters that have a minimum height 2-4 feet longer than the length of the curb opening. Length that is 2 feet longer than the curb opening is preferred.
 2. Surface curbs have holes that are spaced to fit approximately 1/2 inch apart. The filter must be designed to fit snugly around the inlet opening so prohibited acceptable inlet filters should allow for overflows to enter the catch basin.
 3. Surface curbs that inlet filters should be constructed with a synthetic material that will allow stormwater to freely flow through with trapping sediment and debris.
 4. Show above filter, above ledge, plus needed and lead mesh that will permit the filter to remain.
 5. Each filter should have separate compartments for storm, sanitary, and surface water. The filter should be designed to fit 1/2 inch to hold the filter in place and create a seal between the filter and the road surface.
 6. Use only E-1 inlet filters approved by SC DOT Qualified Products Listing (QPL), Appendix Sheet 100, or filters meeting the requirements of the SC DOT Standard Specifications for Highway Construction.
- ## INSTALLATION AND MAINTENANCE
1. The way to successful inlet protection is weekly inspections, routine maintenance, and regular maintenance removal.
 2. Regular inspection of all inlet protection and be conducted once every calendar week and, as recommended, with more frequent inspections. Inlet protection should be inspected more frequently in the event that produce 1/2-inch or more of precipitation.
 3. Attention to regular maintenance is first of the inlet protection is extremely important. Accumulated sediment can be continually monitored and removed when necessary.
 4. Remove accumulated sediment when site and/or debris has built up around the filter preventing stormwater to flow through the filter.
 5. Remove sediment that be placed in suitable storage area or spread after rain cross disturbed area. Stabilize the removed sediment if it is released.
 6. Inlet protection structure should be removed after the construction project is completed. Sediment, stormwater, and debris should be removed from the structure. Remove all property, goods the defined area to the elevation of the inlet protection structure. Sediment all down areas immediately.

INSPECTION AND MAINTENANCE

1. The fully functional lipid production is weekly inspections, corrective maintenance, repair and regular sediment removal.
2. Regular inspections of all inlet protection shall be conducted 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 shall be given. Sediment shall be removed and the structure shall be continuously monitored and removed when debris has built up around the inlet preventing stormwater to flow from the inlet.
4. Removed sediment shall be placed in acceptable storage bins or containers. Sediment shall be removed from the inlet and the inlet shall be inspected after the sediment effort is completed.
5. Inlet protection structures shall be removed after the established events are permanently stabilized. Removing all inlet protection structures shall be done at the discretion of the property. Goals that defined need to the deletion of the inlet structure exist. Stabilize all bare areas immediately.
6. Removed sediment shall be placed in acceptable storage bins or containers. Sediment shall be removed from the inlet and the inlet shall be inspected after the sediment effort is completed.



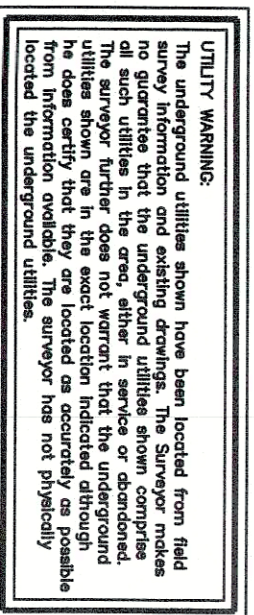
AREA MAP



**ASPHALT PAVEMENT REPAIR
BROOKSIDE CIRCLE PARKING LOT
FOR
LANDER UNIVERISTY
GREENWOOD, SOUTH CAROLINA**

NO.		REVISED	CHKD.	DATE
DESIGNED BY: DEFII	CHECKED: DEFII	JOB NUMBER: 2022-032		
DRAWN: DPH	APPROVED: DEFII	DATE: 04/14/22		

5.0



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BASE QUANTITY:

1. REMOVE & HAUL OFF EXISTING ASPHALT:

2. REMOVE EXISTING CURB:

3. UNDER CUT 12" & REMOVE POOR SUBGRADE

4. 12" GRADED AGGREGATE BASE

6. 18" CURB & GUTTER:

7. 2" TYPE C HOT MIX ASPHALT:
- 2,100 SY

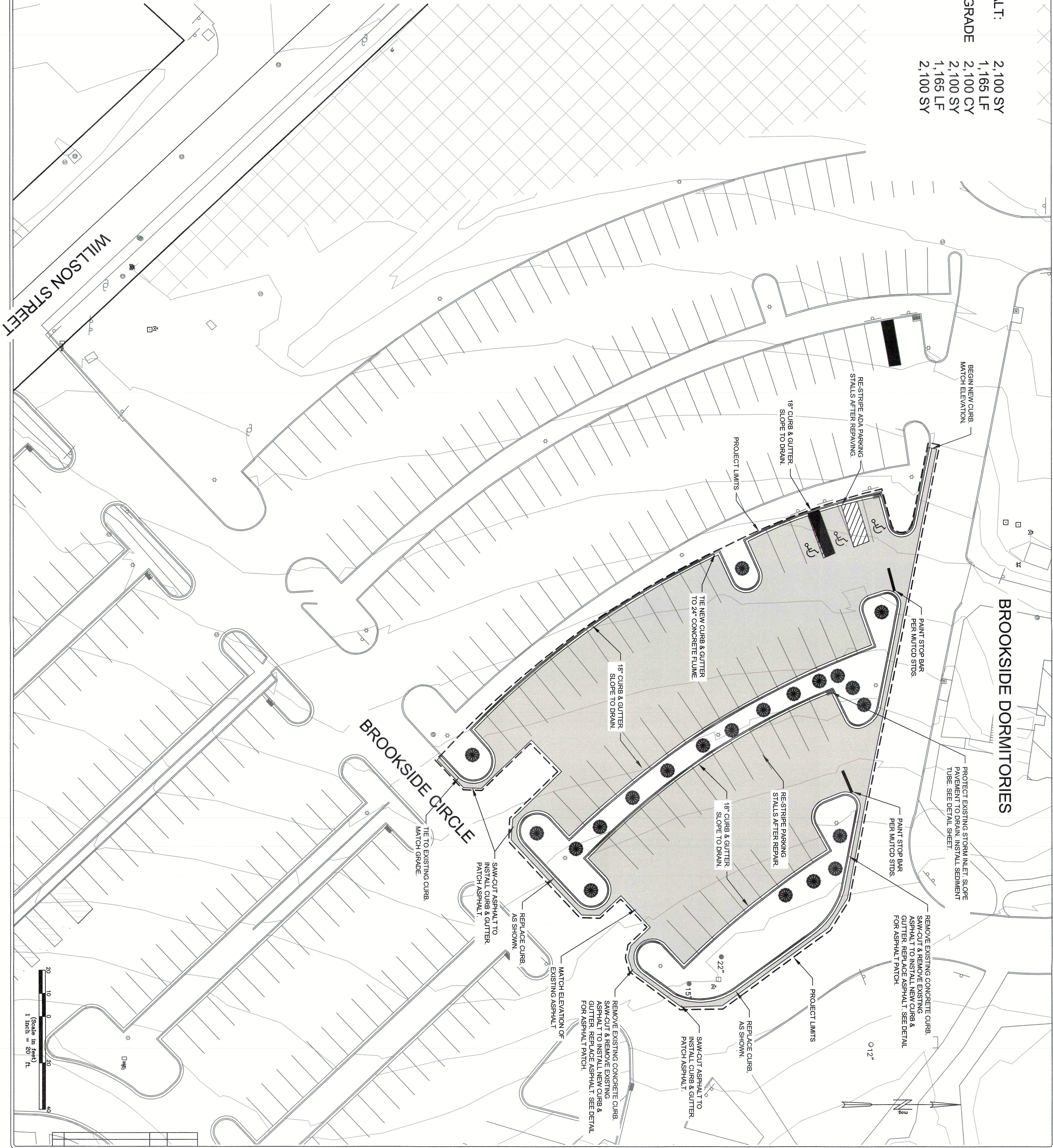
1,165 LF

2,100 CY

2,100 SY

1,165 LF

2,100 SY

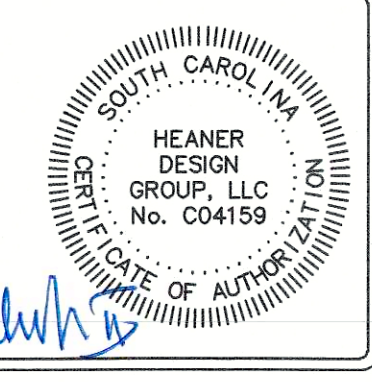
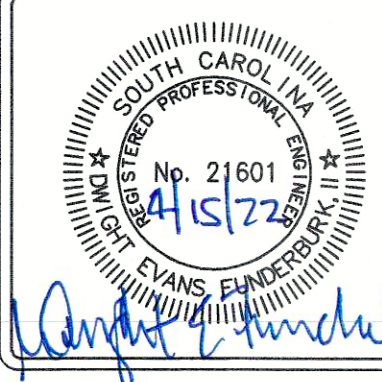


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BROOKSIDE CIRCLE PARKING LOT
FOR
LANDER UNIVERISTY
GREENWOOD, SOUTH CAROLINA



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Evans E. Heaner

CIVIL
SITE
PLAN

C2.0

NO.	REVISED	CHKD	DATE

DESIGNED BY: DEFII	CHECKED: DEFII	JOB NUMBER: 2022-032
DRAWN: DPH	APPROVED: DEFII	DATE: 04/14/22