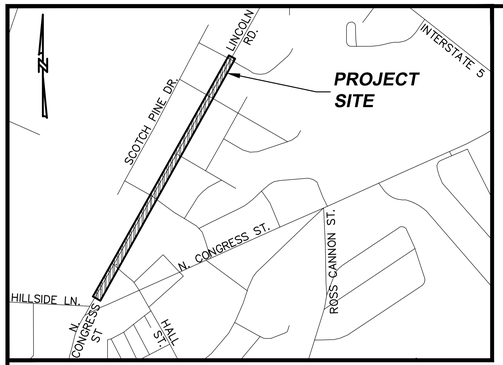
LINCOLN ROAD SIDEWALK

LOCATED IN CITY OF YORK, SOUTH CAROLINA



LOCATION MAP

SCALE: NTS

SHEET INDEX

SHEET NO.	SHEET NAME	ORIGINAL DATE	REVISION DATE
C0.0	COVER	12/01/2023	2/16/2024
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C5.0	EROSION CONTROL PLAN (SHEET 1 OF 1)	12/01/2023	2/16/2024
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C6.0	TRAFFIC CONTROL PLAN	12/01/2023	
C6.1	TRAFFIC CONTROL DETAILS (SHEETS 1 OF 1)	12/01/2023	

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PHONE: (803) 802-2440
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CONTACT: ANDREW MARTIN, PE

CLIENT: CITY OF YORK
ADDRESS: 10 N ROOSEVELT ST. YORK, SC 29745
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REVIEWING AGENCY: CITY OF YORK PLANNING & DEVELOPMENT
ADDRESS: 10 N ROOSEVELT ST. P.O. BOX 500 YORK, SC 29745
PHONE: (803) 684-2341

REVIEWING AGENCY: SCDOT DISTRICT 4
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PHONE: (803) 385-4280

REVIEWING AGENCY: SCDHEC
ADDRESS: 2600 BULL STREET COLUMBIA, SC
PHONE: (803) 898-3432

UTILITY PROVIDERS:

ELECTRICITY: DUKE ENERGY
ADDRESS: 550 TRYON STREET CHARLOTTE, NC 28202
PHONE: (704) 812-2316

TELEPHONE: COMPORIUM
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NATURAL GAS: YORK COUNTY NATURAL GAS AUTHORITY
ADDRESS: 979 W. MAIN ST ROCK HILL, SC 29730
PHONE: (803) 323-5304

WATER & SEWER: YORK COUNTY WATER AND SEWER
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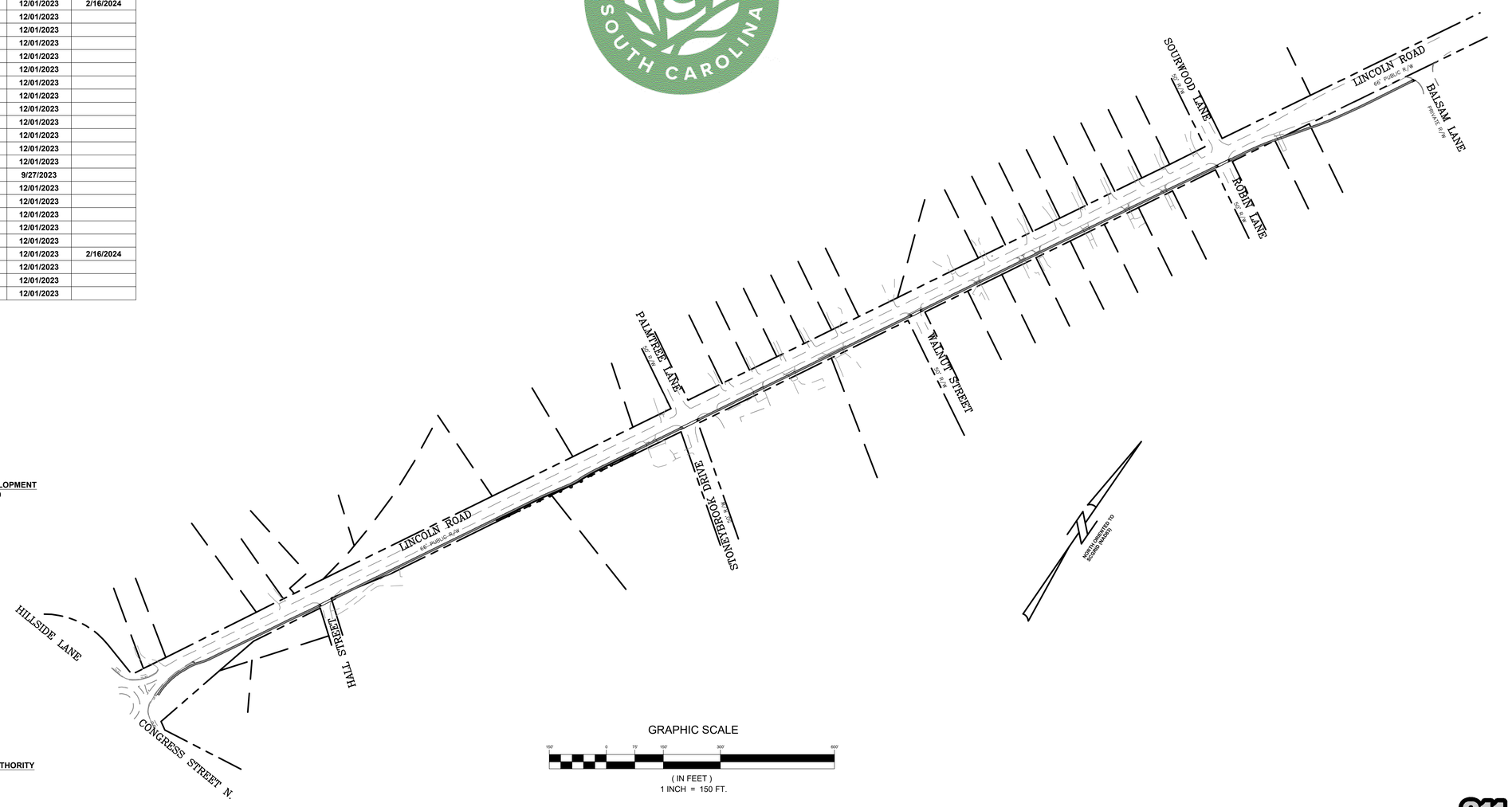
PHONE: (803) 628-3211



GRAPHIC SCALE

150' 0 75' 150' 300' 600'

(IN FEET)
1 INCH = 150 FT.

THIS SET IS CURRENT THROUGH SHEET DATE 2/16/2024

Know what's below. Call before you dig.

PROFESSIONAL'S CERTIFICATION (SCDHEC SWPPP)

I have placed my signature and seal on the design 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 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. I also certify that this plan is designed to contain sediment on the property concerned and to provide for the control of stormwater runoff from the property and that, to the best of my knowledge and belief, all the provisions are in accordance with Chapter 152 - Stormwater Management and Sediment Control of the York County Code of Ordinances.

DATE

Registered Landscape Architect
Registered Tier B Land Surveyor
Registered Professional Engineer

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Lakemont Blvd.
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY
1	2/16/2024	EROSION CONTROL UPDATE: SEDIMENT TUBE SHIFT	TWD

COVER

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C0.0

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-COVER.dwg, COVER, tdrake

GRADING NOTES:

1. EXISTING TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY PROVIDED BY GPA, INC. DATED 01/05/2023.

2. CONSTRUCTION **SHALL NOT** BEGIN PRIOR TO A PRELIMINARY CONSTRUCTION INSPECTION OF THE SITE. CONTACT THE CITY OF YORK AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION FOR INSPECTION.

3. CONTRACTOR IS RESPONSIBLE AT CONTRACTOR'S EXPENSE FOR ENSURING AND OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION. THESE PERMITS MAY INCLUDE, BUT NOT LIMITED TO; GRADING, DEMOLITION, BLASTING, ZONING, BUILDING, DRIVEWAY, DETENTION, SUBDIVISION SPECIAL USE, WATER AND SEWER PERMITS AND APPROVALS.

4. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR CONTACTING ALL APPROPRIATE UTILITIES AND ENSURING THAT UTILITIES ARE LOCATED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACCORDING TO SC STATE LAW. CONTRACTOR SHALL VERIFY LOCATION AND DEPTHS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

5. WHEN UNDERGROUND OBSTRUCTIONS NOT SHOWN ON THE CONSTRUCTION DRAWINGS (ROCK, PIPING, ETC.) ARE ENCOUNTERED, THE CONTRACTOR SHALL PROMPTLY REPORT THE CONFLICT TO THE OWNER'S REPRESENTATIVE. ALL CHANGES MUST BE APPROVED IN WRITING BY THE OWNER OR HIS REPRESENTATIVE BEFORE CONSTRUCTION CAN PROCEED.

6. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR REPAIR AND/OR REPLACEMENT OF ANY UTILITIES DAMAGED DURING CONSTRUCTION.

7. ROAD SHOULDERS, SWALES, BACK-OF-CURBS, AND CUT/FILL BANKS SHALL BE COMPLETELY DRESSED BY THE CONTRACTOR AND SEEDED AS SOON AS POSSIBLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE AREAS UNTIL A PERMANENT STAND OF GRASS IS ESTABLISHED.

8. CUT AND FILL SLOPES OF ANY AREA SHALL NOT EXCEED THE RATIO OF 2:1, UNLESS NOTED OTHERWISE. FILL SLOPES GREATER THAN EIGHT (8) VERTICAL FEET SHALL HAVE PERMANENT SEED/SLOPE MATTING INSTALLED.

9. ACCESS DRIVES AND PARKING AREAS SHALL BE GRADED IN ACCORDANCE WITH THE LINES AND GRADE SET BY THE ENGINEER. BEFORE PLACING CURB AND GUTTER OR BASE ON THE GRADED SUBGRADE, THE SUBGRADE SHALL BE COMPACTED TO 100% PER ASTM D698 FOR A DEPTH OF TWELVE (12) INCHES, 95% GREATER THAN TWELVE (12) INCHES, AND THEN SHALL BE PROOF ROLLED IN THE PRESENCE OF THE ENGINEER. PLACES THAT ARE FOUND TO BE LOOSE, SOFT, OR COMPOSED OF UNSUITABLE MATERIALS, WHETHER IN THE SUBGRADE OR BELOW IT, MUST BE DUG OUT AND REFILLED WITH SUITABLE MATERIAL. ALL EMBANKMENTS OR FILLS SHALL BE MADE IN SIX-INCH HORIZONTAL LIFTS OF SUITABLE MATERIAL. THE FILL SHALL BE ROLLED WITH A SHEEPS-FOOT ROLLER AFTER EACH LIFT, FOLLOWED BY A WHEEL ROLLER, EACH WEIGHING NOT LESS THAN TEN (10) TONS.

10. THE STONE BASE SHALL BE COMPACTED TO 100% OF THE MAXIMUM DENSITY OBTAINABLE WITH THE MODIFIED PROCTOR TEST (AASHTO-T180) BY ROLLING WITH RING OR TAMPING ROLLER OR WITH A PNEUMATIC TIRED ROLLER WITH A MINIMUM WEIGHT OF TEN TONS. WHEN COMPLETED, THE BASE COURSE SHALL BE SMOOTH, HARD, DENSE, UNYIELDING AND WELL BONDED.

11. FILL EMBANKMENTS SHALL BE FORMED OF SUITABLE MATERIAL PLACED IN SUCCESSIVE LAYERS NOT TO EXCEED MORE THAN SIX (6) INCHES IN DEPTH FOR THE FULL WIDTH OF THE CROSS-SECTION, INCLUDING THE WIDTH OF THE SLOPE AREA. NO STUMPS, TREES, BRUSH, RUBBISH OR OTHER UNSUITABLE MATERIALS OR SUBSTANCES SHALL BE PLACED IN THE EMBANKMENT. EACH SUCCESSIVE SIX (6) INCH LAYER SHALL BE THOROUGHLY COMPACTED BY THE SHEEPS-FOOT TAMPING ROLLER, 10-TON POWER ROLLER, PNEUMATIC-TIRED ROLLER, OR OTHER METHODS APPROVED BY THE ENGINEER. EMBANKMENTS OVER AND AROUND ALL PIPE CULVERTS SHALL BE OF SELECT MATERIAL, PLACED AND THOROUGHLY TAMPED AND COMPACTED AS DIRECTED BY THE ENGINEER.

12. ALL BACKFILL SHALL BE NON-PLASTIC IN NATURE, FREE FROM ROOTS, VEGETATIVE MATTER, WASTE, CONSTRUCTION MATERIAL, AND OTHER OBJECTIONABLE MATERIAL. SAID MATERIAL SHALL BE CAPABLE OF BEING COMPACTED BY MECHANICAL MEANS AND THE MATERIAL SHALL HAVE NO TENDENCY TO FLOW OR BEHAVE IN A PLASTIC MANNER UNDER THE TAMPING BLOWS OR PROOF ROLLING.

13. CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN FIELD CONDITIONS AND THESE PLANS TO THE ENGINEER IMMEDIATELY.

14. CONTRACTOR SHALL TIE ALL PROPOSED PAVEMENT FLUSH TO EXISTING PAVED SURFACES.

15. THE DESIGN OF ALL ROADS, SANITARY SEWAGE, STORM DRAINAGE PIPING AND DITCHES, AND WATER QUALITY DETENTION FEATURES PRESENTED HEREIN HAS BEEN COMPLETED FROM FIELD SURVEY INFORMATION.

16. REFER TO STORM DRAIN PLANS AND PROFILES FOR ADDITIONAL INFORMATION ON PROPOSED STORM DRAINAGE SYSTEM.

17. CONTRACTOR SHALL ADJUST ALL EXISTING STRUCTURE LIDS, RIMS, GRATES, AND COVERS TO BE FLUSH WITH SURROUNDING PAVEMENT.

STORM DRAINAGE NOTES:

1. THE MINIMUM DESIGN FREQUENCY FOR STORM RUNOFF SHALL BE THE 10-YEAR STORM FOR STORM DRAINAGE COLLECTION.

2. ALL STORM DRAINAGE PIPE SHALL BE REINFORCED CONCRETE UNLESS OWNER REQUESTS OTHER TYPE MATERIAL. NO PIPE SHALL BE SMALLER THAN 15-INCHES IN DIAMETER. NO PIPE OUTSIDE OF PAVEMENT AREAS SHALL HAVE LESS THAN 24-INCHES OF COVER MEASURED FROM THE OUTSIDE DIAMETER OF THE PIPE. NO PIPE WITHIN PAVEMENT AREAS SHALL HAVE LESS THAN 36 INCHES OF COVER MEASUERED FROM THE OUTSIDE DIAMETER OF PIPE . IF THE CONDITIONS ABOVE CAN NOT BE MET THE RCP SHALL BE CLASS IV PIPE.

3. CULVERT OUTLET PROTECTION AND SWALE EROSION PROTECTION SHALL BE DESIGNED BASED ON A 10-YEAR STORM.

4. STORM DRAINAGE STRUCTURES AND PIPES SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH SCDOT SPECIFICATIONS , CITY OF YORK, AND SCDHEC.

5. STORM DRAINAGE SYSTEMS MUST MEET CITY OF YORK AND SCDHEC STANDARDS FOR STORMWATER MANAGEMENT AND SEDIMENT REDUCTION.

6. UNDER DRAINAGE SHALL BE PROVIDED AS DIRECTED BY OWNERS' INDEPENDENT TESTING FIRM, IF NECESSARY. DETERMINATION SHALL BE MADE IN THE FIELD.

7. CONCRETE MORTAR JOINTS SHALL BE USED FOR JOINING ALL CONCRETE PIPES. THE PIPE SHALL BE CLEAN AND MOIST WHEN MORTAR IS APPLIED. THE LOWER PORTIONS OF THE BELL OR GROOVE SHALL BE FILLED WITH MORTAR SUFFICIENT TO BRING THE INNER SURFACE FLUSH AND EVEN WHEN THE NEXT JOINT IS FITTED INTO PLACE. THE REMAINDER OF THE JOINT SHALL THEN BE FILLED WITH MORTAR AND A BEAD OR RING OF MORTAR FORMED AROUND THE OUTSIDE OF THE JOINT. THE APPLICATION OF MORTAR MAY BE DELAYED UNTIL FILL IS COMPLETED WHEN THE PIPE IS LARGER THAN THIRTY (30) INCHES.

8. PREFORMED JOINT SEALER, WHICH CONFORMS TO AASHTO SPECIFICATION M-198 FOR TYPE B FLEXIBLE PLASTIC GASKETS, MAY BE USED IN LIEU OF THE MORTAR JOINING METHOD.

9. PVC PIPE FITTINGS AND MATERIAL SHALL CONFORM TO AASHTO M304.

10. THE INTERIOR SURFACES OF ALL STORM DRAINAGE STRUCTURES SHALL BE POINTED UP AND SMOOTHED TO AN ACCEPTABLE STANDARD USING MORTAR MIXED TO MANUFACTURER'S SPECIFICATIONS.

11. ALL PIPES IN STORM DRAIN STRUCTURES SHALL BE FLUSH WITH THE INSIDE WALL.

12. ANY STORM DRAIN STRUCTURES OVER THREE (3) FEET AND SIX (6) INCHES IN HEIGHT MUST HAVE STEPS IN ACCORDANCE WITH SCDOT STANDARD SPECIFICATIONS.

13. ALL FRAMES, GRATES, RINGS, COVERS, ETC., MUST CONFORM TO SCDOT STANDARD SPECIFICATIONS.

14. ALL GRADED SLOPES SHALL BE AT A MAXIMUM OF TWO (2) FEET HORIZONTAL TO ONE (1) FOOT VERTICAL (2:1) AND NOT TO EXCEED 10' WITHOUT TERRACING.

15. ALL BACKFILL SHALL BE NON-PLASTIC IN NATURE, FREE FROM ROOTS, VEGETATIVE MATTER, WASTE, CONSTRUCTION MATERIAL OR OTHER OBJECTIONABLE MATERIAL. SAID MATERIAL SHALL BE CAPABLE OF BEING COMPACTED BY MECHANICAL MEANS AND SHALL HAVE NO TENDENCY TO FLOW OR BEHAVE IN A PLASTIC MANNER UNDER THE TAMPING BLOWS OR PROOF ROLLING.

16. MATERIALS DEEMED BY THE GEOTECHNICAL ENGINEER AS UNSUITABLE FOR BACKFILL PURPOSES SHALL BE REMOVED AND REPLACED WITH SELECT BACKFILL MATERIAL.

17. BACKFILLING OF TRENCHES SHALL BE ACCOMPLISHED IMMEDIATELY AFTER THE PIPE IS LAID. THE FILL AROUND THE PIPE SHALL BE PLACED IN LAYERS NOT TO EXCEED EIGHT (8) INCHES, EACH LAYER SHALL BE THOROUGHLY COMPACTED TO 95 % OF THE MAXIMUM DENSITY OBTAINABLE WITH THE STANDARD PROCTOR TEST (A DENSITY OF 100 % STANDARD PROCTOR IS REQUIRED FOR THE TOP EIGHT (8) INCHES).

18. COMPACTION REQUIREMENTS SHALL BE ATTAINED BY THE USE OF MECHANICAL COMPACTION METHODS. EACH LAYER OF BACKFILL SHALL BE PLACED LOOSE AND THOROUGHLY COMPACTED IN PLACE.

19. UNDER NO CIRCUMSTANCES SHALL WATER BE PERMITTED TO RISE IN UNBACKFILLED TRENCHES AFTER THE PIPE HAS BEEN PLACED.

20. RIM FOR CATCH BASIN (CB) = TOP BACK OF CURB.

21. RIM FOR DROP INLET (DI) = TOP CENTER OF GRATE.

SCDHEC STANDARD NOTES:

1. IF NECESSARY, SLOPES, WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO HYDROSEEDING. IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.

2. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN FOURTEEN (14) DAYS AFTER WORK HAS CEASED, EXCEPT AS STATED BELOW.

- WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
- WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.

3. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY OR INCORRECTLY INSTALLED, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.

4. PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE ANY SEDIMENTS BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.

5. 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.

6. THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.

7. RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C REG. 72-300 ET SEQ. AND SCR100000.

8. TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.

9. ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CAN'T BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WATERS OF THE STATE.

10. LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.

11. A COPY OF THE SWPPP, INSPECTIONS RECORDS, AND RAINFALL DATA MUST BE RETAINED AT THE CONSTRUCTION SITE OR A NEARBY LOCATION EASILY ACCESSIBLE DURING NORMAL BUSINESS HOURS, FROM THE DATE OF COMMENCEMENT OF CONSTRUCTION ACTIVITIES TO THE DATE THAT FINAL STABILIZATION IS REACHED.

12. INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.

13. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.

14. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE;

15. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES AND EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMPS (SEDIMENT BASIN, FILTER BAG, ETC.).

16. THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED:

- WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL;
- WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
- FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND
- SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING.

17. AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.

18. IF EXISTING BMPS NEED TO BE MODIFIED OR IF ADDITIONAL BMPS ARE NECESSARY TO COMPLY WITH 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 REASONABLY POSSIBLE.

19. A PRE-CONSTRUCTION CONFERENCE MUST BE HELD FOR EACH CONSTRUCTION SITE WITH AN APPROVED ON-SITE SWPPP PRIOR TO THE IMPLEMENTATION OF CONSTRUCTION ACTIVITIES. FOR NON-LINEAR PROJECTS THAT DISTURB 10 ACRES OR MORE THIS CONFERENCE MUST BE HELD ON-SITE UNLESS THE DEPARTMENT HAS APPROVED OTHERWISE.

SCDHEC SPILL PREVENTION AND RESPONSE NOTES:

CLEANUP AND STORAGE PROCEDURES:

1. IF A SPILL OCCURS, DEMOBILIZE IT AS SOON AS POSSIBLE.

2. IF THERE IS A CHANCE THAT THE SPILL COULD ENTER A STORM DRAIN OR SEWER, PLUG THE INLET AND TURN OFF OR DIVERT ANY INCOMING WATER.

3. COVER THE SPILL WITH ABSORBENT MATERIAL SUCH AS KITTY LITTER OR SAWDUST. DO NOT USE STRAW. DISPOSE OF THE USED ABSORBENT PER MANUFACTURER'S INSTRUCTIONS. IF THE SPILL IS FLAMMABLE, DISPOSE OF AS DIRECTED BY THE LOCAL FIRE MARSHAL.

4. KEEP THE AREA WELL VENTILATED.

5. MINOR SPILLS - MINOR SPILLS TYPICALLY INVOLVE SMALL QUANTITIES OF OIL, GASOLINE, PAINT, ETC., WHICH CAN BE CONTROLLED BY THE FIRST RESPONDER AT THE DISCOVERY OF THE SPILL. USE ABSORBENT MATERIALS ON SMALL SPILLS RATHER THAN HOSING DOWN OR BURYING THE SPILL.

6. SEMI-SIGNIFICANT SPILLS - SEMI-SIGNIFICANT SPILLS STILL CAN BE CONTROLLED BY THE FIRST RESPONDER ALONG WITH THE AID OF OTHER PERSONNEL SUCH AS LABORERS AND THE FOREMAN, ETC. THIS RESPONSE MAY REQUIRE THE CESSATION OF ALL OTHER ACTIVITIES.

7. CONTAIN SPILLS IMMEDIATELY.
   a. IF THE SPILL OCCURS ON PAVED OR IMPERMEABLE SURFACES, CLEAN UP USING "DRY" METHODS (ABSORBENT MATERIALS, CAT LITTER AND/OR RAGS). CONTAIN THE SPILL BY ENCIRCLING WITH ABSORBENT MATERIALS AND DO NOT LET THE SPILL SPREAD WIDELY.
   b. IF THE SPILL OCCURS IN DIRT AREAS, IMMEDIATELY CONTAIN THE SPILL BY CONSTRUCTING AN EARTHEN DIKE.
   c. IF THE SPILL OCCURS DURING RAIN, TO THE EXTENT THAT IT DOESN'T COMPROMISE CLEAN-UP ACTIVITIES, COVER SPILL WITH TARPS OR OTHER MATERIAL TO PREVENT CONTAMINATING RUNOFF.

8. SIGNIFICANT/HAZARDOUS SPILLS - FOR SIGNIFICANT OR HAZARDOUS SPILLS THAT CANNOT BE CONTROLLED BY PERSONNEL IN THE IMMEDIATE VICINITY, THE SERVICES OF A SPILLS CONTRACTOR OR A HAZ-MAT TEAM SHOULD BE OBTAINED IMMEDIATELY. CONSTRUCTION PERSONNEL SHOULD NOT ATTEMPT TO CLEAN UP THE SPILL UNTIL THE APPROPRIATE AND QUALIFIED STAFF HAS ARRIVED AT THE JOB SITE.

9. SPILLS SHOULD NOT BE BURIED OR WASHED WITH WATER.

10. USED CLEAN UP MATERIALS, CONTAMINATED MATERIALS, AND RECOVERED SPILL MATERIAL THAT ARE NO LONGER SUITABLE FOR THE INTENDED PURPOSE SHOULD BE STORED AND DISPOSED OF PROPERLY.

11. WATER USED FOR CLEANING AND DECONTAMINATION SHOULD NOT BE ALLOWED TO ENTER STORM DRAINS OR WATERCOURSES AND SHOULD BE COLLECTED AND DISPOSED OF AS DESCRIBED IN LIQUID WASTE MANAGEMENT.

12. PROPER STORAGE, CLEAN-UP AND SPILL REPORTING INSTRUCTIONS FOR HAZARDOUS MATERIALS STORED OR USED ON THE PROJECT SITE SHOULD BE POSTED AT ALL TIMES IN AN OPEN, CONSPICUOUS AND ACCESSIBLE LOCATION.

13. WASTE STORAGE AREAS SHOULD BE KEPT CLEAN, WELL-ORGANIZED AND EQUIPPED WITH AMPLE CLEAN-UP SUPPLIES AS APPROPRIATE FOR THE MATERIALS BEING STORED. PERIMETER CONTROLS, CONTAINMENT STRUCTURES, COVERS AND LINERS SHOULD BE REPAIRED OR REPLACED AS NEEDED TO MAINTAIN PROPER FUNCTION.

INSPECTION AND MAINTENANCE:

1. VERIFY WEEKLY, THAT SPILL CONTROL CLEAN UP MATERIALS ARE LOCATED NEAR MATERIAL STORAGE, UNLOADING AND USE AREAS.

2. UPDATE SPCC PLANS AND STOCK APPROPRIATE CLEAN-UP MATERIALS WHENEVER CHANGES OCCUR IN THE TYPES OF CHEMICALS USED OR STORED ONSITE.

TO REPORT CHEMICAL SPILLS, OIL SPILLS, OR FISH KILLS CALL OUR TOLL-FREE 24-HOUR EMERGENCY RESPONSE LINE AT 1-888-481-0125

UTILITY NOTES:

1. EXISTING UTILITIES SHOWN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THIS PLAN; THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONFLICTS BETWEEN EXISTING UTILITIES AND PROPOSED EXCAVATION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

2. PROVIDE MINIMUM OF 48 HOUR NOTICE TO OWNER OR REPRESENTATIVE PRIOR TO INTERRUPTION OF ANY EXISTING UTILITY, IF BEING UTILIZED.

3. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR AND/OR REPLACEMENT OF ANY UTILITIES DAMAGED DURING CONSTRUCTION. CONTRACTOR IS TO MAINTAIN UTILITY SERVICES, INCLUDING WATER, SANITARY SEWER, STORM SEWER, NATURAL GAS, ELECTRIC AND TELEPHONE AT ALL TIMES DURING CONSTRUCTION.

4. CONTRACTOR IS TO KEEP ALL PARKING AREAS, ALLEYS, DRIVEWAYS AND STREETS ADJACENT TO THE CONSTRUCTION SITE CLEAN AT ALL TIMES DURING CONSTRUCTION.

5. CONTRACTOR SHALL ADJUST THE ELEVATION OF THE RINGS AND COVERS OF ALL EXISTING UTILITIES WHICH ARE TO REMAIN AND ARE TO MATCH PROPOSED/FINAL GRADES. CONTRACTOR SHALL ALSO MATCH AT GRADE UTILITIES TO FINAL PROJECT GRADES UNLESS OTHERWISE NOTED.

6. ALL SIGNS WITHIN THE LIMITS OF CONSTRUCTION MAY BE REMOVED AS NEEDED FOR THE CONSTRUCTION AND REPLACED AS SOON AS POSSIBLE. TEMPORARY FREESTANDING SIGNS MAY BE NEEDED/REQUIRED DURING CONSTRUCTION.

7. SIGNING OF THE CONSTRUCTION AREA SHALL COMPLY WITH THE CURRENT " MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". ALL SIGNAGE INCLUDING REGULATORY AND WARNING SIGNS ARE TO REMAIN THROUGHOUT THE DEMOLITION AND CONSTRUCTION PHASES. ALL SIGNS WHICH NEED TO BE REMOVED ARE TO BE RELOCATED IMMEDIATELY.

8. CONTRACTOR TO SET UP TEMPORARY SEDIMENT CONTROL MEASURES BEFORE WORK COMMENCES. ALL EROSION CONTROL MEASURES SHALL BE INSPECTED DAILY (MONDAY THROUGH FRIDAY) FOR EXCESSIVE SILT. CONTRACTOR SHALL REMOVE EXCESSIVE SILT FROM THE DEVICES IMMEDIATELY BEFORE CONSTRUCTION COMMENCES ON THAT DAY. MAINTENANCE SHALL CONTINUE THROUGH PROJECT COMPLETION.

9. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL NECESSARY PERMITS AND APPROVALS HAVE BEEN OBTAINED PRIOR TO CONSTRUCTION. THESE PERMITS AND APPROVALS MAY INCLUDE BUT ARE NOT LIMITED TO GRADING, DEMOLITION, ZONING, BUILDING, DRIVEWAY, DETENTION, SUBDIVISION, SPECIAL USE, SEWER AND WATER.

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803-802-2440 (SC)
www.espassociates.com

PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

GENERAL NOTES

LINCOLN ROAD SIDEWALK

CITY OF YORK
YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C0.1

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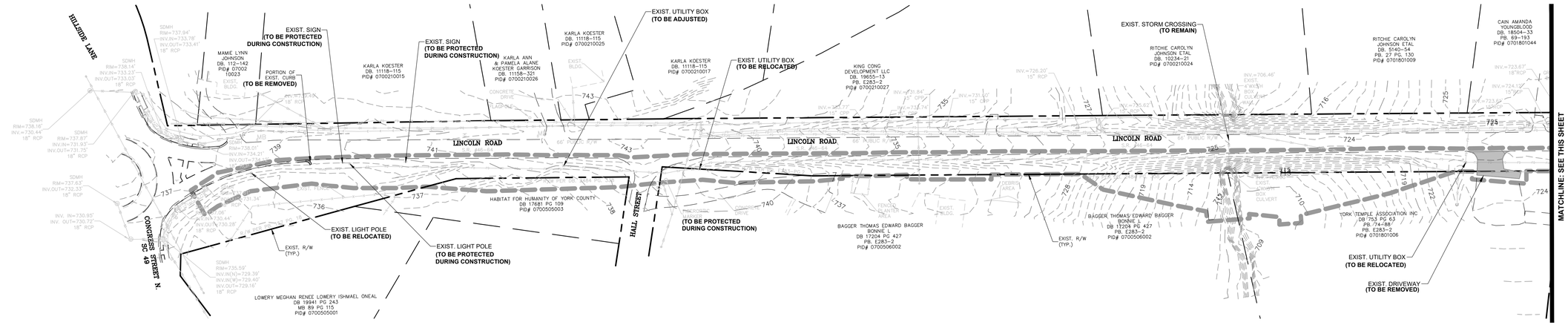

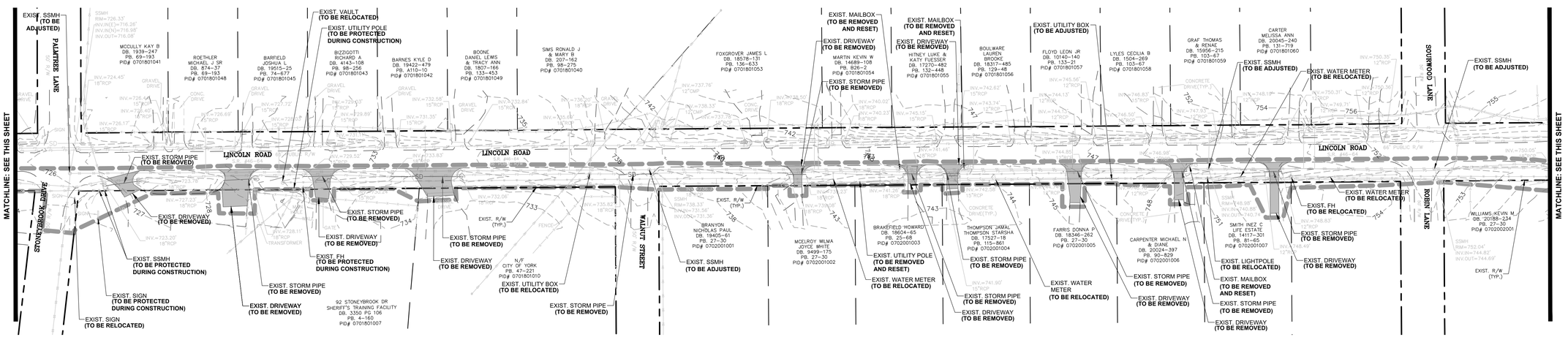

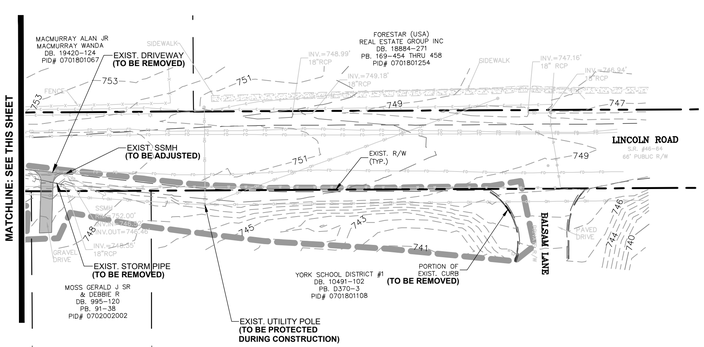

NOTE:

1. **CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.**
2. **CONTRACTOR TO PROTECT UTILITY POLES AND LIGHT POLES AS NEEDED. COORDINATE WITH APPROPRIATE PARTIES AS NECESSARY.**

DEMOLITION NOTES

1. THE PURPOSE OF THIS PLAN IS FOR DEMOLITION ONLY.
2. ALL NECESSARY PERMITS FOR DEMOLITION SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO BEGINNING WORK. CONTRACTOR SHALL PROTECT ALL ADJACENT LANDS FROM DAMAGE DURING DEMOLITION WORK.
3. CONTRACTOR SHALL NOT PERFORM ANY WORK OFFSITE. IF EXTENUATING CIRCUMSTANCES REQUIRE WORK TO BE PERFORMED OFFSITE CONTRACTOR SHALL SUBMIT WRITTEN NOTICE TO OWNERS REPRESENTATIVE AS SOON AS POSSIBLE. CONTRACTOR SHALL NOT PROCEED WITH WORK OFFSITE UNTIL WRITTEN APPROVAL IS OBTAINED FROM ALL PROPERTY OWNERS. ANY OFF SITE AREAS DISTURBED SHALL BE RETURNED TO A CONDITION EQUAL TO OR BETTER THAN THE EXISTING CONDITION.
4. BUILDINGS AND APPURTENANCES DESIGNATED FOR DEMOLITION SHALL NOT BE DISTURBED BY THE CONTRACTOR UNTIL HE HAS BEEN FURNISHED WITH A NOTICE OF POSSESSION AND APPROVAL TO PROCEED BY THE OWNER. FOUNDATIONS, FLOORS, FLOOR SLABS AND BASEMENTS SHALL BE REMOVED TO A MINIMUM OF ONE FOOT BELOW GRADE OF THE SURROUNDING AREA OR TO A DEPTH REQUIRED TO ACCOMMODATE PROPOSED STRUCTURES AND UTILITIES.
5. DEMOLITION MATERIALS NOT BE USED FOR FILL MATERIAL. UNSUITABLE FILL MATERIAL SHALL BE LEGALLY DISPOSED OF OFF SITE. ALL DEBRIS SHALL BE HAULED OFF SITE TO A DISPOSAL AREA APPROVED BY THE STATE OF SOUTH CAROLINA FOR THE HANDLING OF DEMOLITION DEBRIS.
6. ALL MATERIAL EXCEPT THAT BELONGING TO A PUBLIC OR PRIVATE UTILITY COMPANY SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY ALL UTILITY PROVIDERS WITH LINES AND APPURTENANCES TO BE AFFECTED BY CONSTRUCTION WHEN WATER, GAS, AND ELECTRIC LINES, PIPES, AND APPURTENANCES ARE READY FOR REMOVAL OR ADJUSTMENT AND SHALL BE RESPONSIBLE FOR DISCONNECTING ALL UTILITIES IN COMPLIANCE WITH YORK COUNTY AND UTILITY PROVIDER REQUIREMENTS.
7. ALL STRUCTURES NOT LABELED FOR DEMOLITION SHALL BE PROTECTED FROM DAMAGE DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR SHALL PHOTOGRAPH AND DOCUMENT CONDITION OF ALL STRUCTURES TO REMAIN, AND SHALL STORE PHOTOGRAPHS AND DOCUMENTATION IN JOB SITE TRAILER. ANY STRUCTURES THAT ARE TO REMAIN THAT ARE DAMAGED SHALL BE REPAIRED BY THE CONTRACTOR TO A CONDITION EQUAL TO OR BETTER THAN THE EXISTING CONDITION AT NO ADDITIONAL COST. THE OWNER AND ENGINEER SHALL BE IMMEDIATELY NOTIFIED OF DAMAGE TO ANY EXISTING STRUCTURE.
8. AS SOON AS DEMOLITION WORK HAS BEEN COMPLETED AND APPROVED BY THE OWNER, CUTTING AND FILLING OPERATIONS SHALL BE PERFORMED AS DESCRIBED IN THE GEOTECHNICAL REPORT.
9. CONSTRUCTION ENTRANCE AND SILT FENCE PER THE APPROVED EROSION CONTROL PLANS SHALL BE IN PLACE PRIOR TO DEMOLITION OPERATIONS. SEE EROSION CONTROL PLANS FOR MORE INFORMATION
10. NECESSARY BARRICADES, SUFFICIENT LIGHTS, SIGNS, AND OTHER TRAFFIC CONTROL METHODS AS MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC SHALL BE PROVIDED AND MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.

SURVEY NOTES:

1. THE COORDINATE/BEARING CONTROL SYSTEM SHOWN ON THIS PLAN FOR THE BOUNDARY SURVEY IS SOUTH CAROLINA STATE PLANE NORTH AMERICAN DATUM OF 1983 (2001 ADJUSTMENT), SOUTH CAROLINA LAMBERT ZONE 3900, UNITS IN INTERNATIONAL FEET.
2. TO PLACE THE BOUNDARIES SURVEYED ON A PLANE SURFACE THAT BEST APPROXIMATES A TRUE GRID COORDINATE SYSTEM, ALL DISTANCES FOR THIS PROJECT SHOULD BE MULTIPLIED BY THE COMBINED SCALE FACTOR (1.00003079). DERIVED AT CONTROL POINT (C.P.) YORK 2 (SP COORDINATES N 1150172.72, E 1927317.44). POINT YORK 2 IS LOCATED WITHIN SCDOT ROW, APPROXIMATELY 4002.70 FEET WEST OF THE CENTERLINE OF THE RIGHT-OF-WAY OF LINCOLN ROAD AT ROUNDABOUT AT LINCOLD ROAD AND NORTH CONGRESS STREET. ALL MEASUREMENTS SHOWN ON THESE PLANS ARE GROUND MEASUREMENTS.
3. OTHER THAN THE BOUNDARY SURVEY, TOPOGRAPHIC SURVEY AND THE LIMITS OF SURVEY SHOWN, NO OTHER SURVEY WAS PERFORMED ON SITE. LOCATIONS ARE APPROXIMATE.

GENERAL NOTES:

1. EXISTING UTILITIES SHOWN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THIS PLAN. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONFLICTS BETWEEN EXISTING UTILITIES AND PROPOSED EXCAVATION/IMPROVEMENTS SHALL BE REPORTED TO THE OWNER AND ENGINEER OF RECORD IMMEDIATELY.
2. IF INTERRUPTION OF EXISTING UTILITY SERVICES IS UNAVOIDABLE, CONTRACTOR SHALL PROVIDE MINIMUM OF 48 HOUR NOTICE TO OWNER OR REPRESENTATIVE PRIOR TO INTERRUPTION OF ANY EXISTING UTILITY SERVICE.
3. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR AND/OR REPLACEMENT OF ANY UTILITIES DAMAGED DURING CONSTRUCTION. CONTRACTOR IS TO MAINTAIN UTILITY SERVICES, INCLUDING WATER, SANITARY SEWER, STORM SEWER, NATURAL GAS, ELECTRIC AND TELEPHONE AT ALL TIMES DURING CONSTRUCTION.
4. CONTRACTOR IS TO KEEP ALL PARKING AREAS, ALLEYS, DRIVEWAYS AND STREETS ADJACENT TO THE CONSTRUCTION SITE CLEAN AT ALL TIMES DURING CONSTRUCTION.
5. CONTRACTOR SHALL ADJUST THE ELEVATION OF THE RINGS AND COVERS OF ALL EXISTING UTILITIES WHICH ARE TO REMAIN AND SHALL MATCH PROPOSED/FINAL GRADES. CONTRACTOR SHALL MATCH AT GRADE UTILITIES TO FINAL PROJECT GRADES UNLESS OTHERWISE NOTED. CONTRACTOR SHALL ADJUST ANY UNDERGROUND UTILITIES WHICH BASED ON PROPOSED GRADES WILL NO LONGER HAVE MINIMUM COVER ACCORDING TO AUTHORITY HAVING JURISDICTION- CONTRACTOR SHALL ADJUST THESE UTILITIES TO MINIMUM REQUIRED COVER AND MAKE ANY ADJUSTMENTS NEEDED TO AVOID CONFLICTS WITH OTHER EXISTING OR PROPOSED INFRASTRUCTURE.
6. ALL SIGNS WITHIN THE LIMITS OF CONSTRUCTION MAY BE REMOVED AS NEEDED FOR THE CONSTRUCTION AND REPLACED AS SOON AS POSSIBLE. TEMPORARY FREESTANDING SIGNS MAY BE NEEDED/REQUIRED DURING CONSTRUCTION.
7. SIGNING OF THE CONSTRUCTION AREA SHALL COMPLY WITH THE CURRENT "FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES ". ALL SIGNAGE INCLUDING REGULATORY AND WARNING SIGNS WHICH ARE OWNED AND MAINTAINED BY THE SCDOT ARE TO REMAIN THROUGHOUT THE DEMOLITION AND CONSTRUCTION PHASES. ALL SIGNS WHICH NEED TO BE REMOVED ARE TO BE RELOCATED IMMEDIATELY.
8. CONTRACTOR TO SET UP TEMPORARY SEDIMENT CONTROL MEASURES BEFORE WORK COMMENCES. ALL EROSION CONTROL MEASURES SHALL BE INSPECTED DAILY (MONDAY THROUGH FRIDAY) FOR EXCESSIVE SILT AND FAILURE. CONTRACTOR SHALL REMOVE EXCESSIVE SILT FROM THE DEVICES OR REPAIR MEASURES IMMEDIATELY BEFORE CONSTRUCTION COMMENCES ON THAT DAY. MAINTENANCE SHALL CONTINUE THROUGH PROJECT COMPLETION.
9. CONTRACTOR IS TO DRESS, SEED AND MULCH ALL AREAS DISTURBED DURING CONSTRUCTION. FINAL DRESSING, SEEDING & MULCHING SHALL BE IN ACCORDANCE TO YORK ELECTRIC COOPERATIVE ,INC. / SCDHEC SPECIFICATIONS.
10. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL NECESSARY PERMITS AND APPROVALS HAVE BEEN OBTAINED PRIOR TO CONSTRUCTION. THESE PERMITS AND APPROVALS MAY INCLUDE BUT ARE NOT LIMITED TO GRADING, DEMOLITION, ZONING, BUILDING, DRIVEWAY, DETENTION, SUBDIVISION, SPECIAL USE, SEWER AND WATER.
11. TREE PROTECTION/SILT FENCING SHALL REMAIN THROUGHOUT THE CONSTRUCTION PROCESS.

SCGS MONUMENT "YORK 2"

SC. GRID COORDINATES (PUBLISHED)
(NAD 83 / 2011)
N: 1150172.76'
E: 1927317.44'
ELEV. = 817.0'
NAVD 88

NORTH ORIENTED TO SCGRID (NAD83)

GRAPHIC SCALE

60' 0 30' 60' 120' 240'

(IN FEET)
1 INCH = 60 FT.

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PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

EXISTING CONDITIONS & DEMO PLAN

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C1.0

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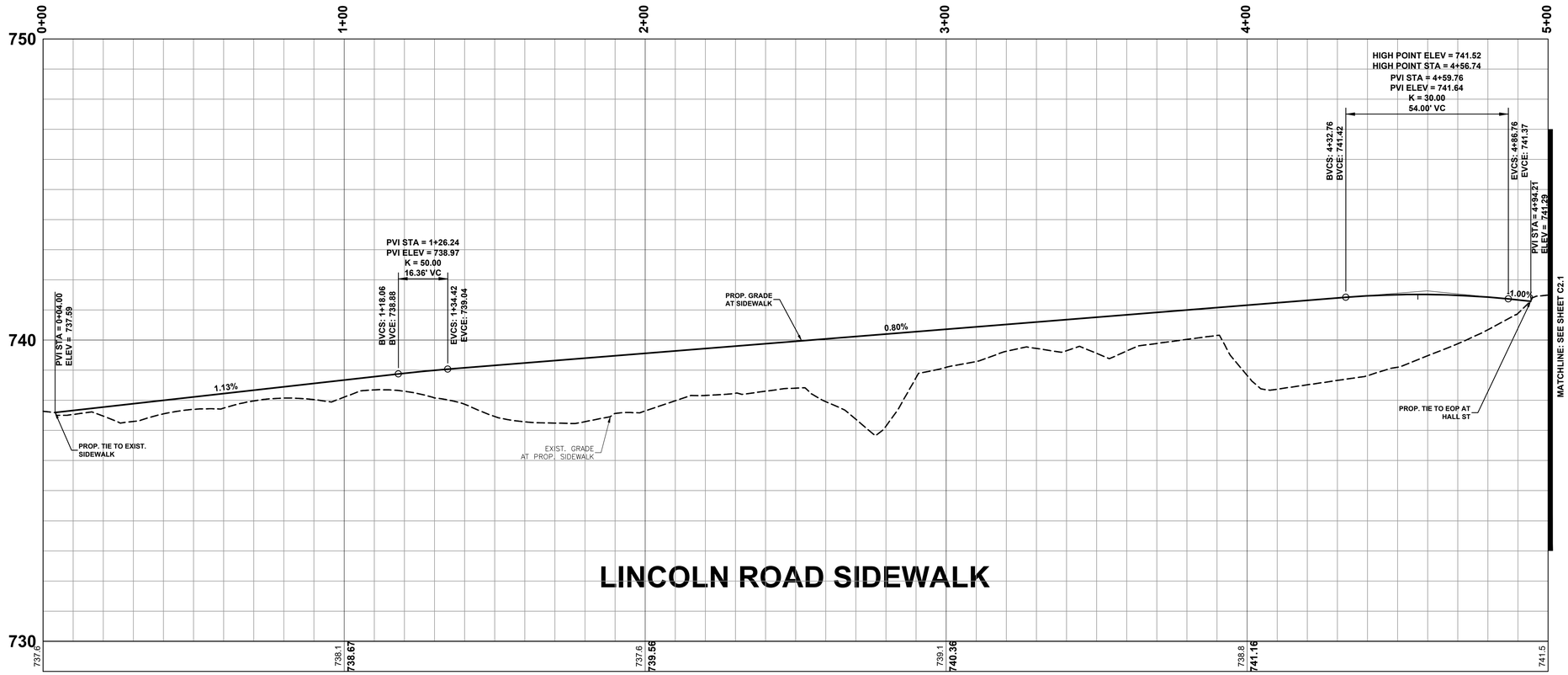

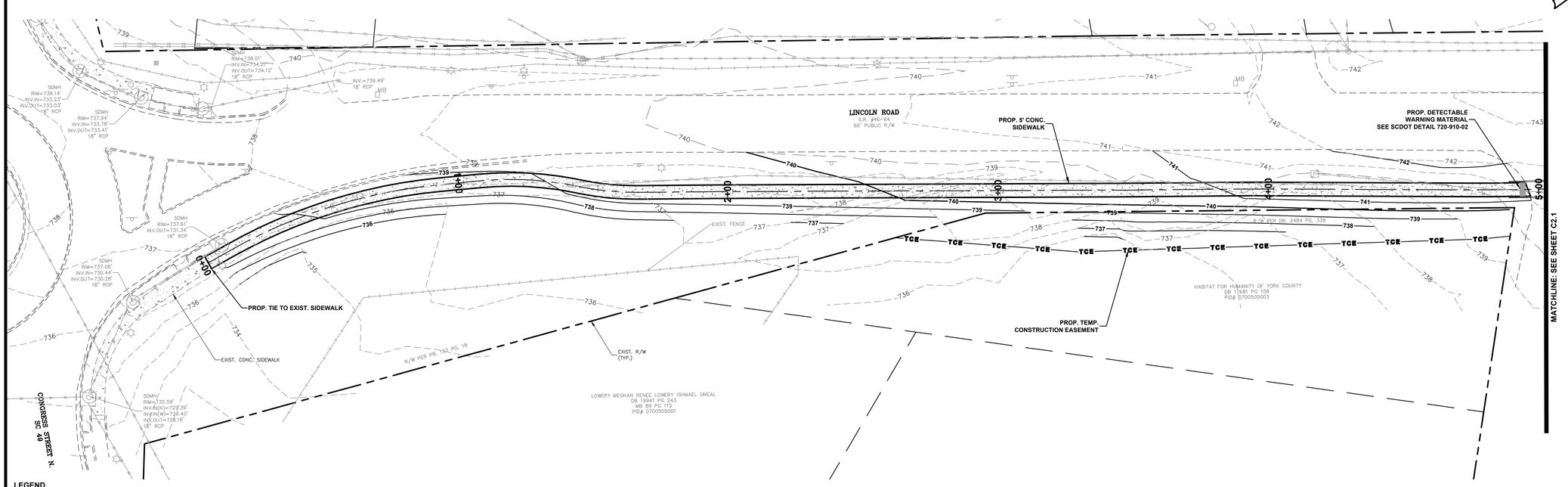

LEGEND

EXIST. ROW	
EXIST. CURB	
EXIST. ASPHALT PAVEMENT	
PROP. TEMPORARY CONSTRUCTION EASEMENT	—TCE—TCE—
PROP. 5' CONC. SIDEWALK	

NOTE:
CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.

VERTICAL GRAPHIC SCALE

2' 0 1' 2' 4' 8'

(IN FEET)
1 INCH = 2 FT.

GRAPHIC SCALE

20' 0 10' 20' 40' 80'

(IN FEET)
1 INCH = 20 FT.

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PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

PLAN & PROFILE (SHEET 1 OF 7)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C2.0

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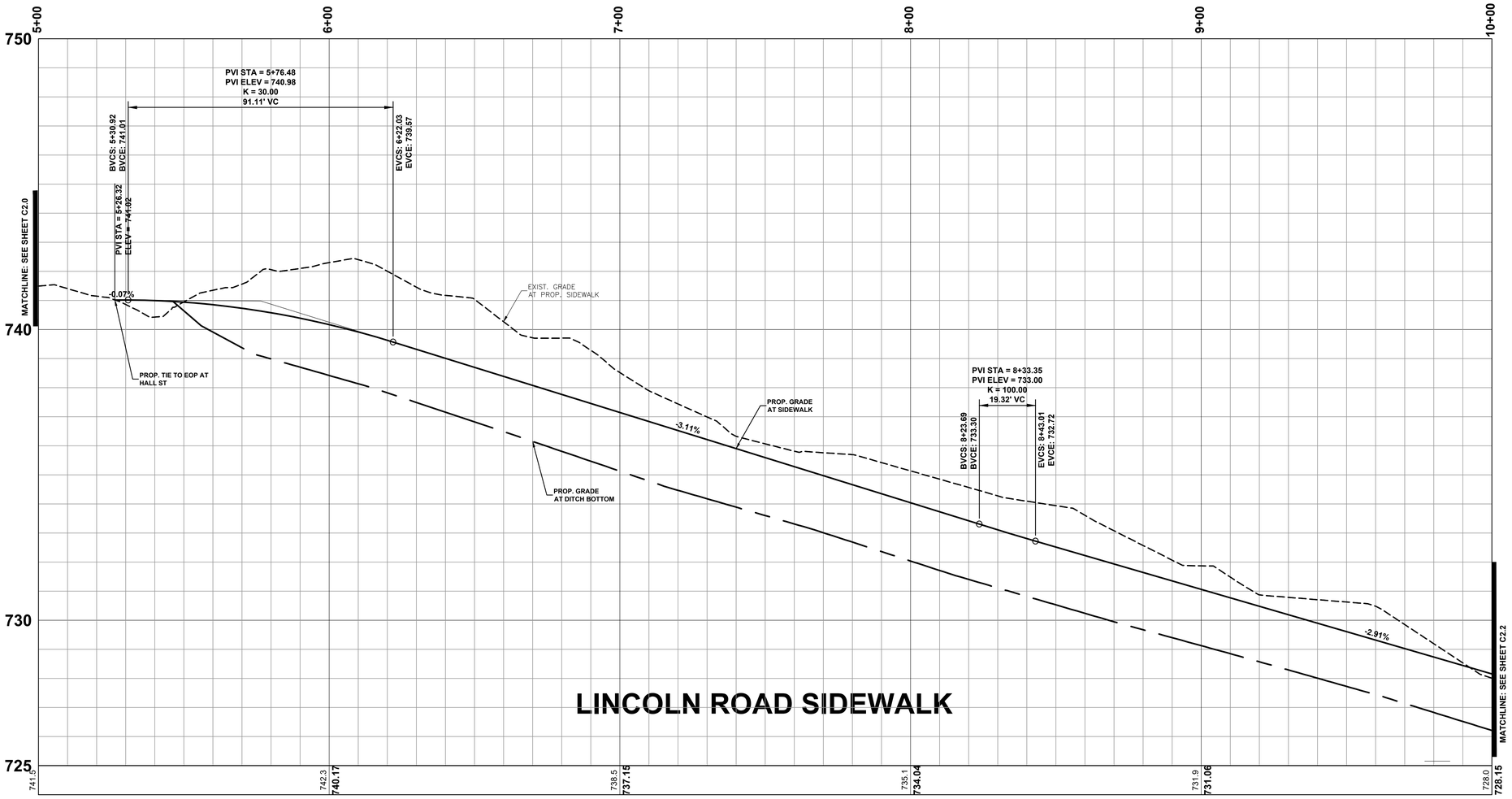

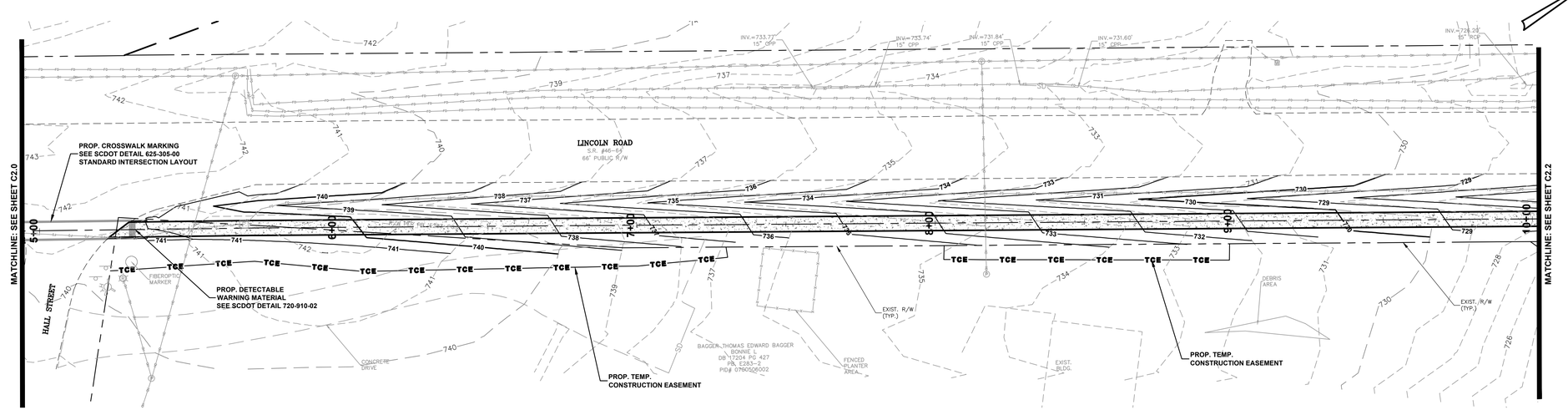

LEGEND

- EXIST. ROW
- EXIST. CURB
- EXIST. ASPHALT PAVEMENT
- PROP. TEMPORARY CONSTRUCTION EASEMENT — TCE — TCE —
- PROP. 5' CONC. SIDEWALK

NOTE:
CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 2 FT.

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.

NORTH (ORIENTED TO SCDOT NAD83)

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PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

PLAN & PROFILE (SHEET 2 OF 7)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C2.1

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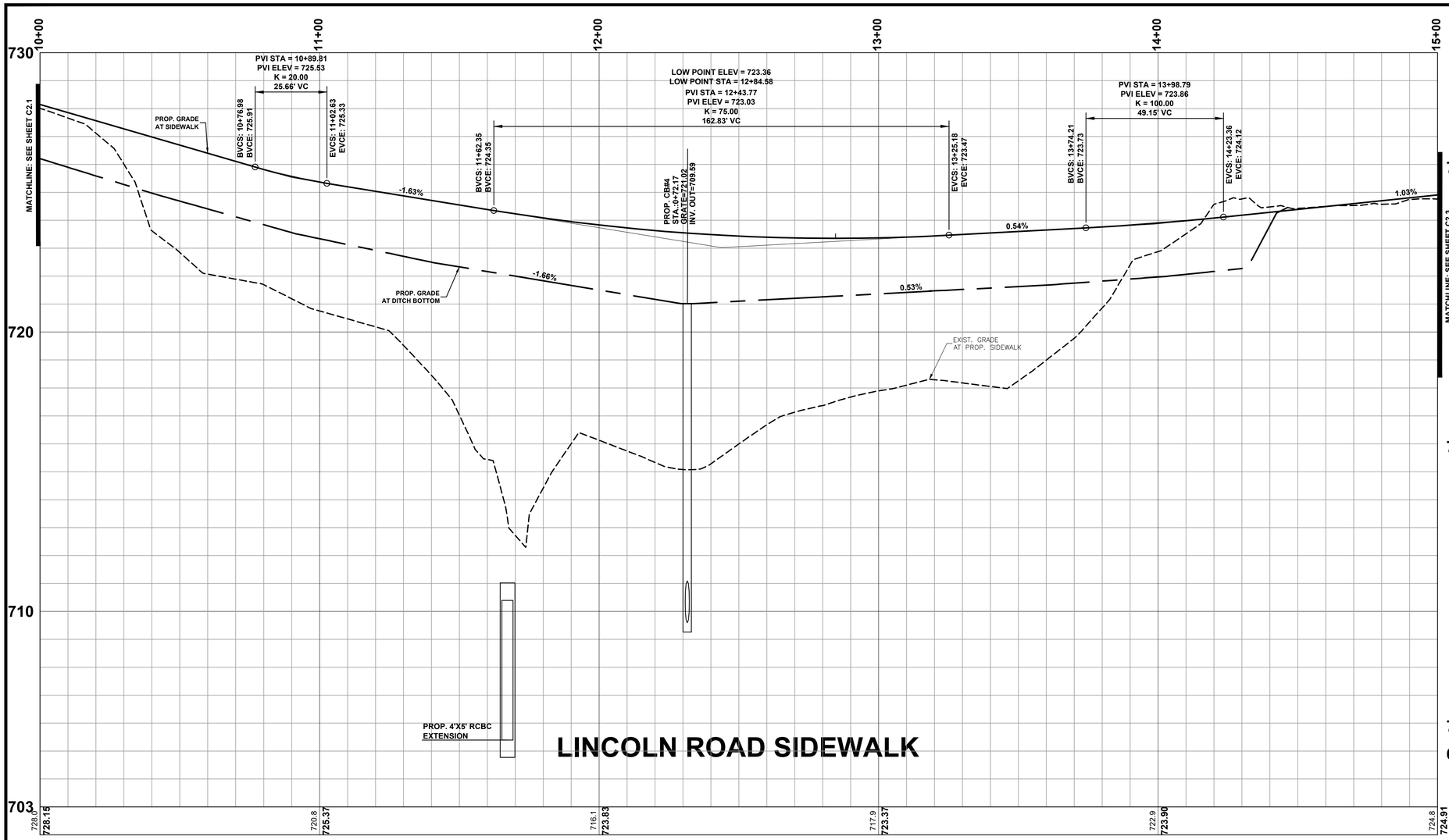

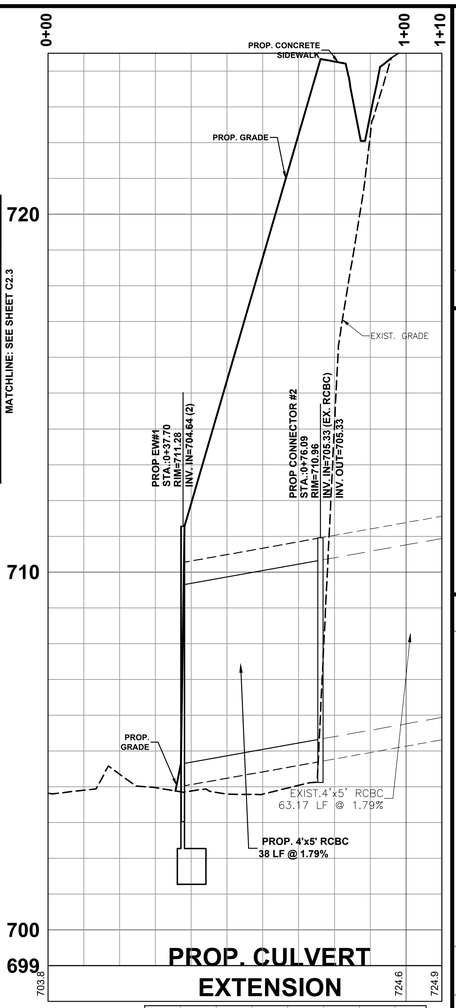

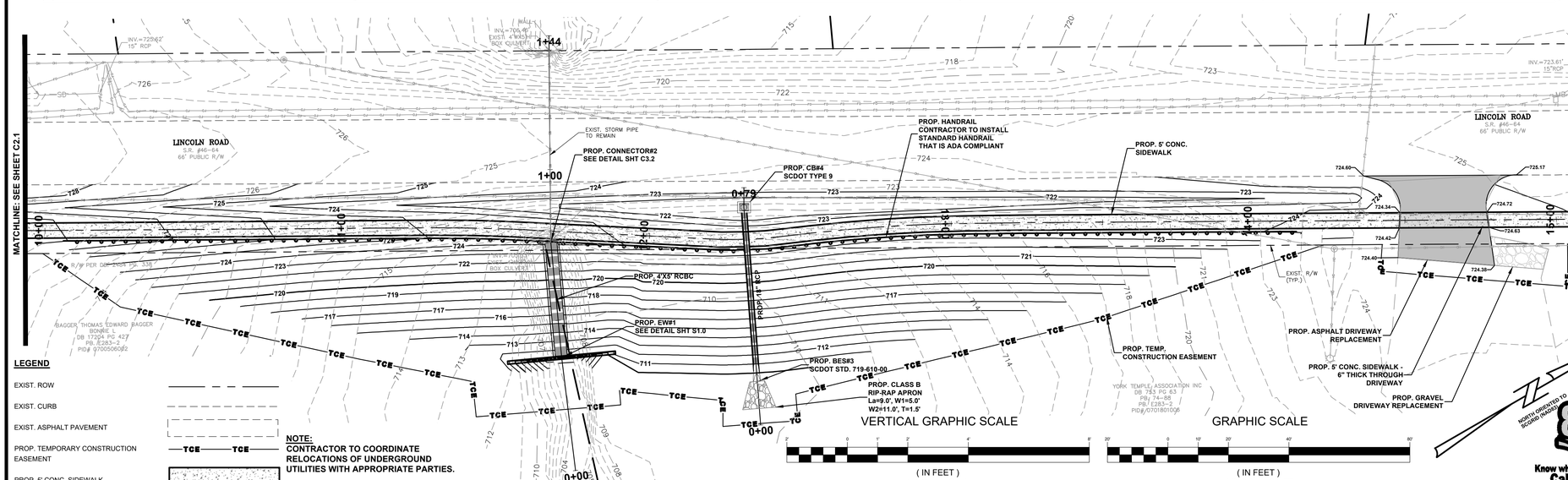

LEGEND

EXIST. ROW	
EXIST. CURB	
EXIST. ASPHALT PAVEMENT	
PROP. TEMPORARY CONSTRUCTION EASEMENT	TCE TCE
PROP. 5' CONC. SIDEWALK	

NOTE:
CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.

NORTH ORIENTED TO SCDOT NAD83

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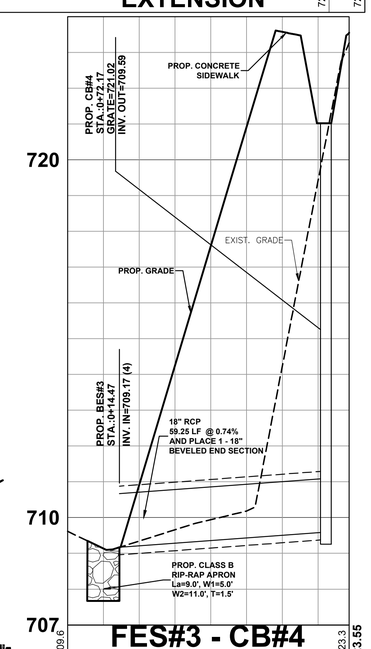

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PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

PLAN & PROFILE (SHEET 3 OF 7)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	09/28/2023
SHEET:	C2.2

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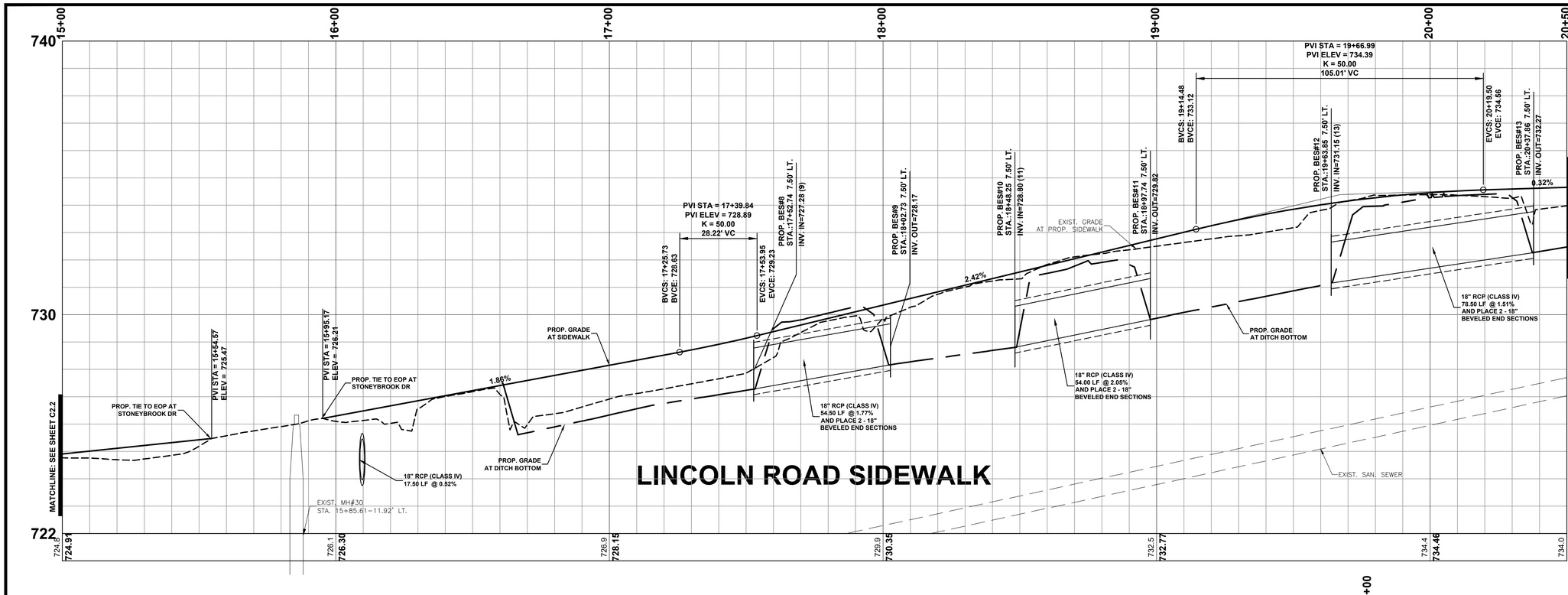


NOTE:
CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.

LEGEND

EXIST. ROW	
EXIST. CURB	
EXIST. ASPHALT PAVEMENT	
PROP. TEMPORARY CONSTRUCTION EASEMENT	TCE TCE
PROP. 5' CONC. SIDEWALK	

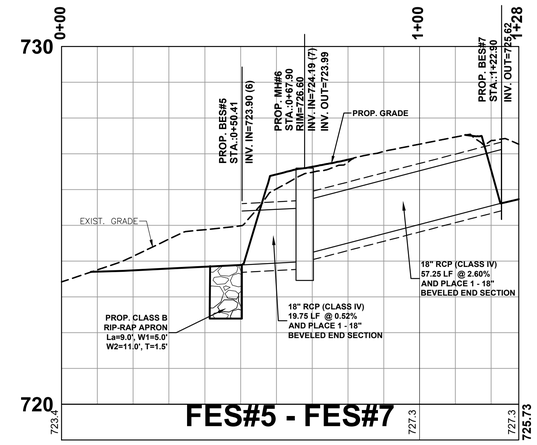
NORTH ORIENTED TO SCDOT (NAD83)

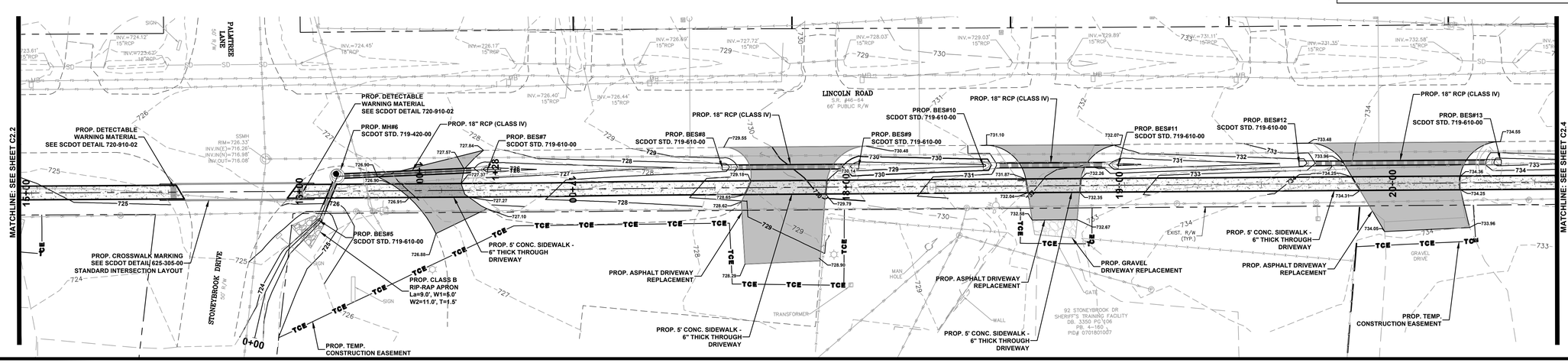
VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 2 FT.

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.





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803-802-2440 (SC)
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PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

PLAN & PROFILE (SHEET 4 OF 7)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C2.3

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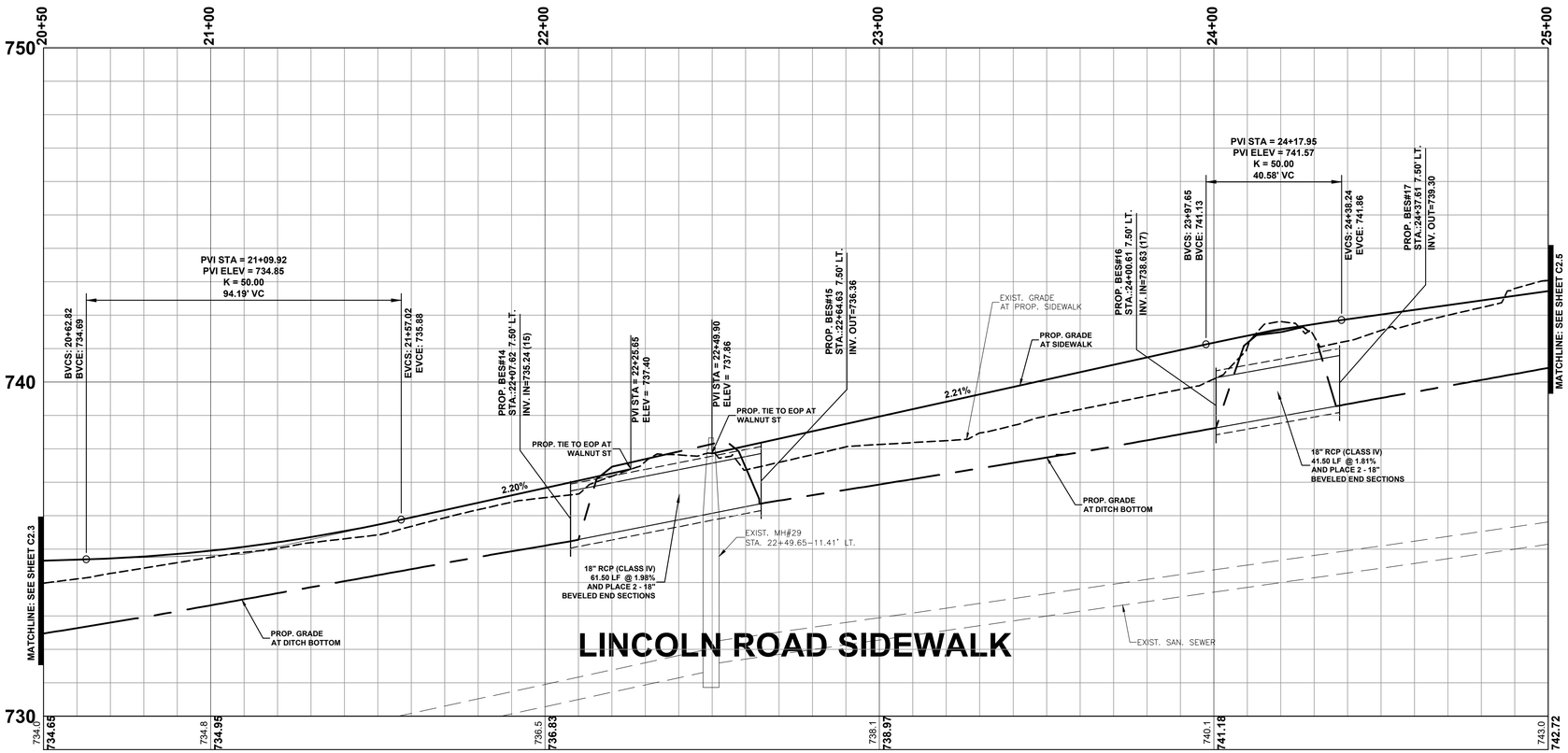

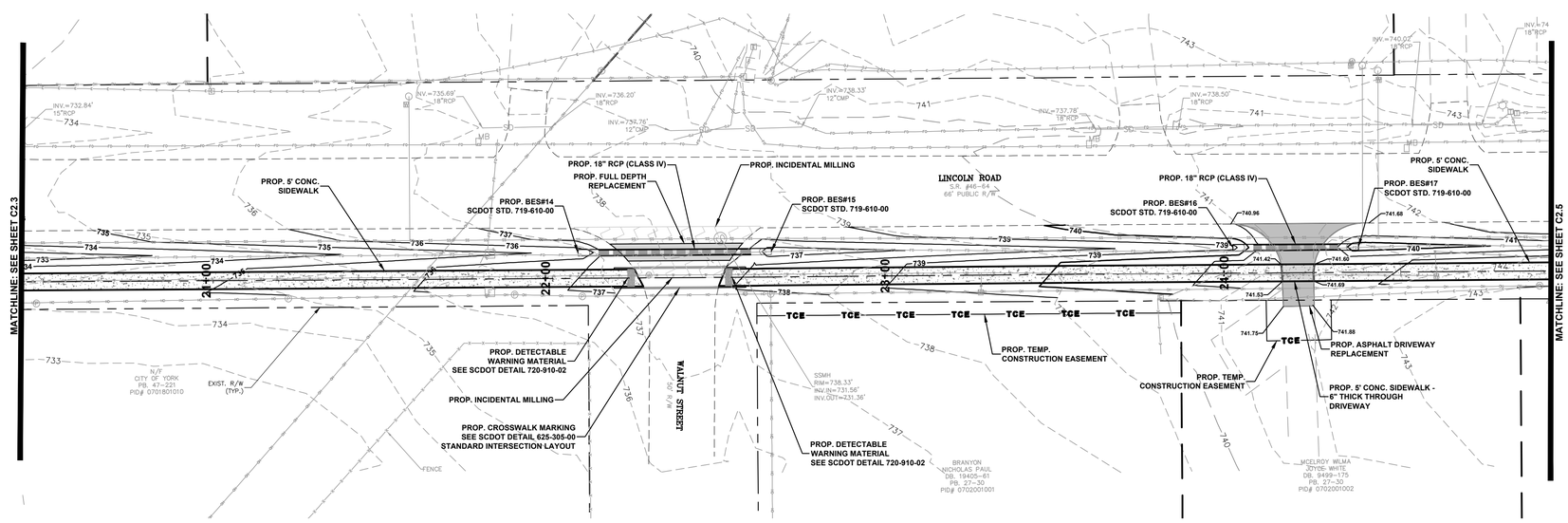

NORTH ORIENTED TO SCDOT (NAD83)

LEGEND

- EXIST. ROW
- EXIST. CURB
- EXIST. ASPHALT PAVEMENT
- PROP. TEMPORARY CONSTRUCTION EASEMENT — TCE — TCE —
- PROP. 5' CONC. SIDEWALK

NOTE:
CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 2 FT.

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.

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803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

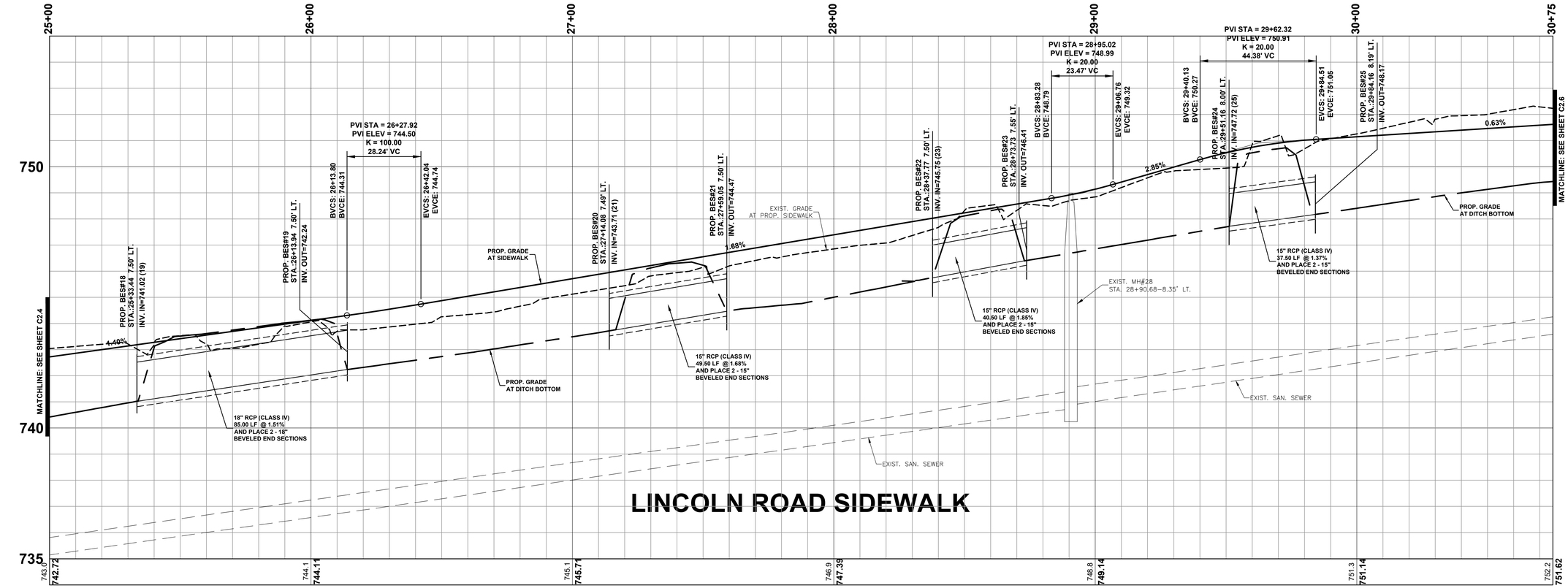
PLAN & PROFILE (SHEET 5 OF 7)

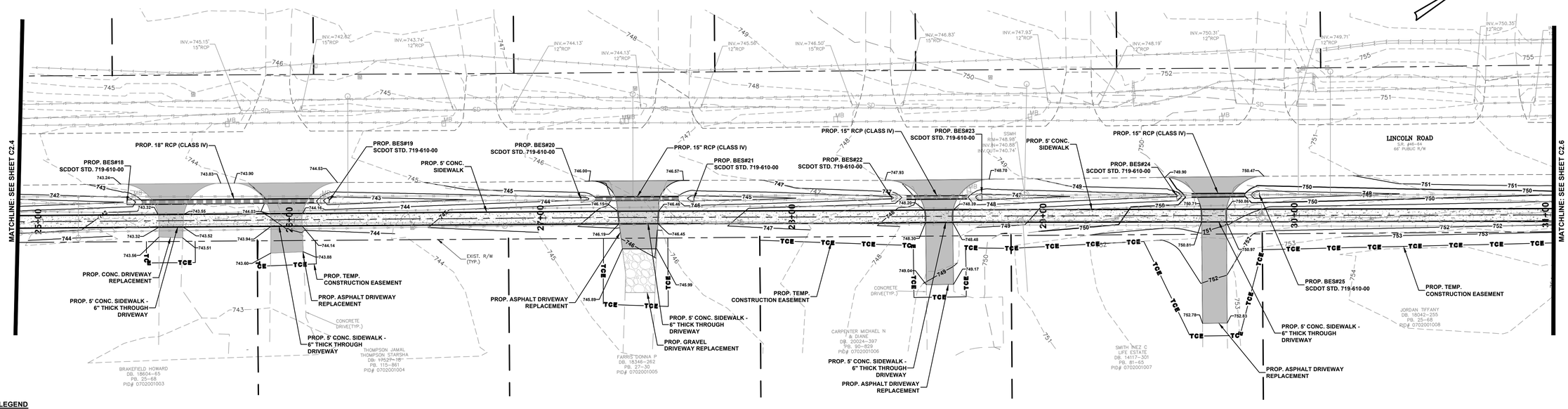
LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C2.4

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-SVLKPP.dwg, PLAN & PROFILE 5, smashua





LEGEND

EXIST. ROW	
EXIST. CURB	
EXIST. ASPHALT PAVEMENT	
PROP. TEMPORARY CONSTRUCTION EASEMENT	TCE TCE
PROP. 5' CONC. SIDEWALK	

NOTE:
CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.

VERTICAL GRAPHIC SCALE
(IN FEET)
1 INCH = 2 FT.

GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FT.

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

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Lakeside Drive
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

PLAN & PROFILE (SHEET 6 OF 7)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C2.5

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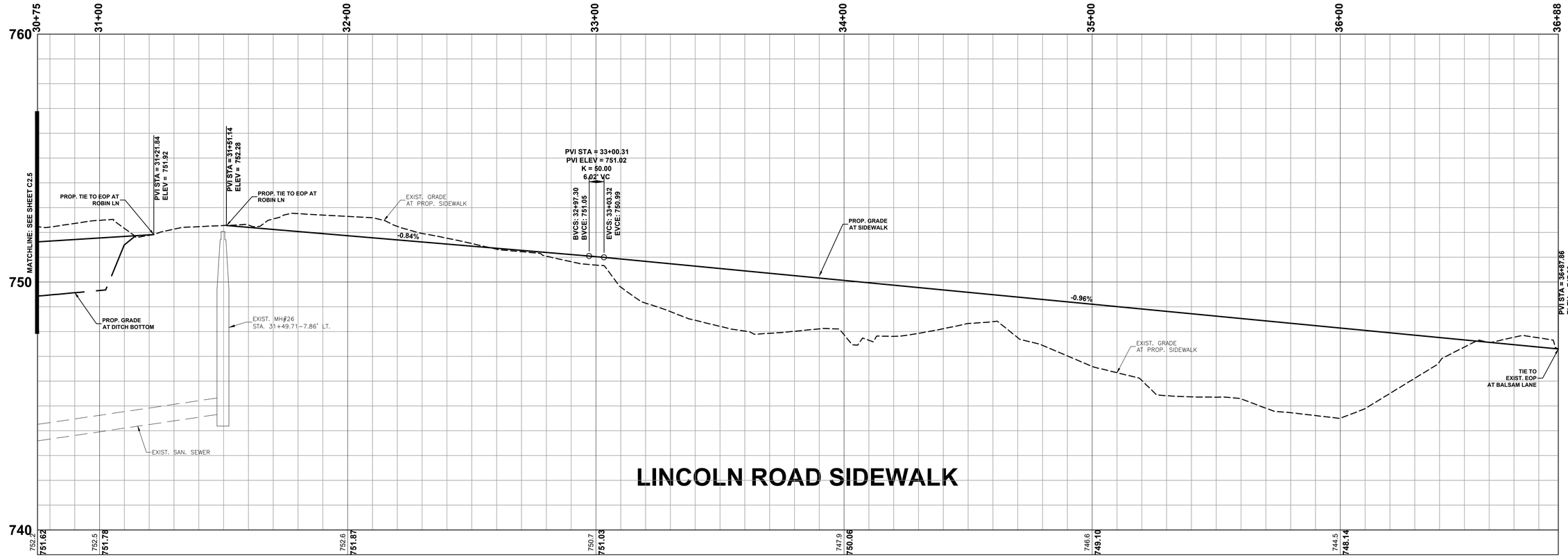
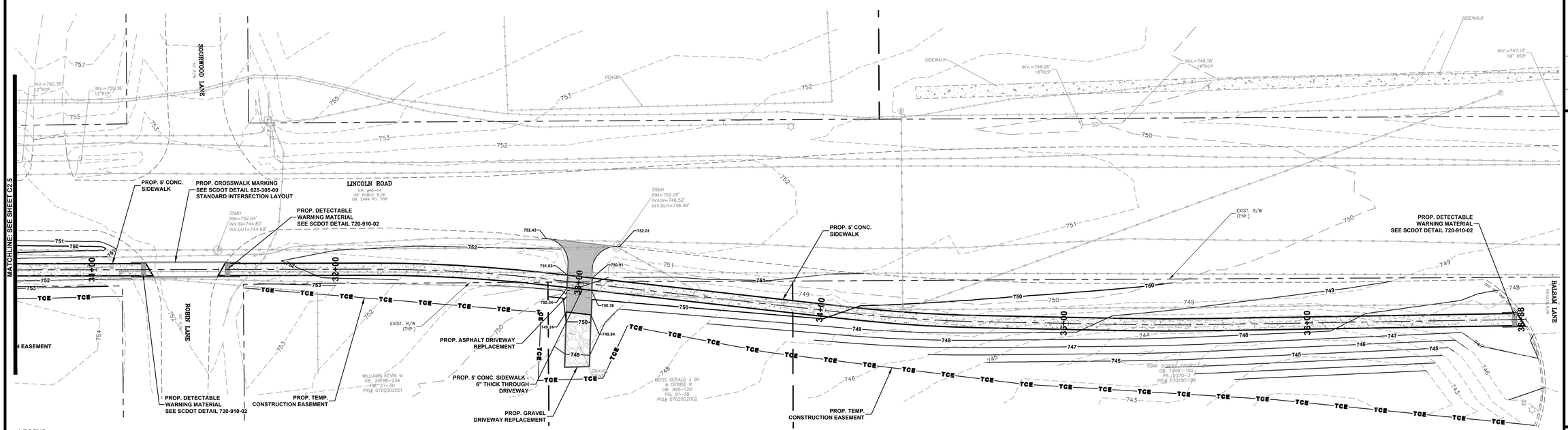


LINCOLN ROAD SIDEWALK



LEGEND

EXIST. ROW	
EXIST. CURB	
EXIST. ASPHALT PAVEMENT	
PROP. TEMPORARY CONSTRUCTION EASEMENT	—TCE—
PROP. 5' CONC. SIDEWALK	

NOTE:
CONTRACTOR TO COORDINATE RELOCATIONS OF UNDERGROUND UTILITIES WITH APPROPRIATE PARTIES.

NORTH ORIENTED TO SCDOT DATA(S)

VERTICAL GRAPHIC SCALE
(IN FEET)
1 INCH = 2 FT.

GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FT.

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3475 Lakemont Blvd
Fort Mill, SC 29708
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803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

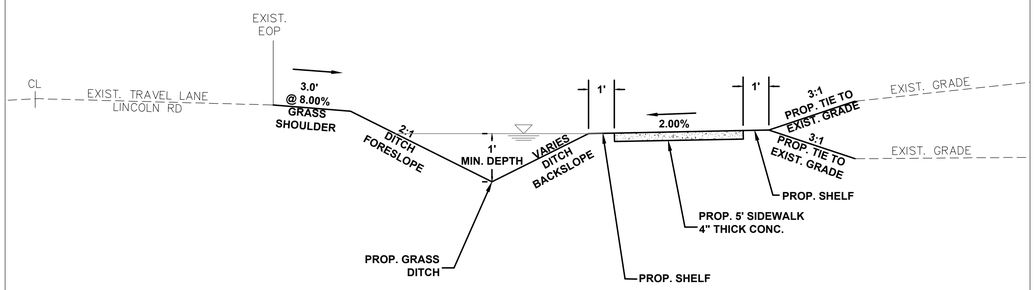
PLAN & PROFILE (SHEET 7 OF 7)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C2.6

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-SWLKPP.dwg, PLAN & PROFILE 7, smashua



TYPICAL SECTION OF IMPROVEMENT
AT LINCOLN ROAD

NOT TO SCALE

REFERENCES

SIGNING AND MARKING ENGINEER

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

Clifton J. Sellers 2023.02.15 13:53:38 -05'00'

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SCDOT

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

STANDARD DRAWING

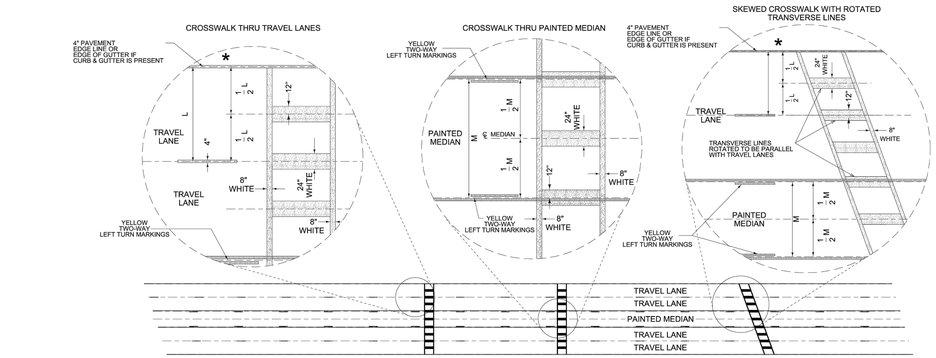
STANDARD MARKINGS FOR INTERSECTIONS

625-305-01

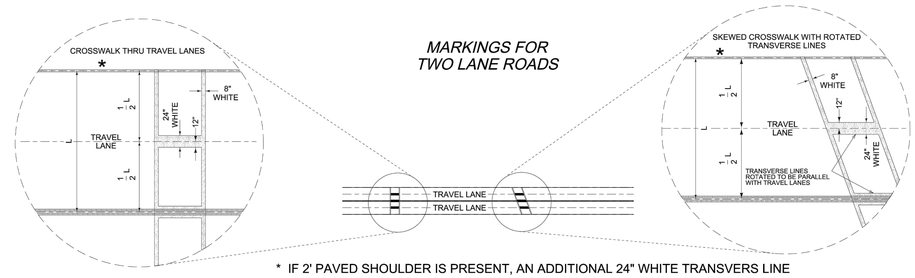
EFFECTIVE LETTING DATE | JULY 2023 | THIS DRAWING IS NOT TO SCALE

HIGH VISIBILTY CROSSWALK DETAILS

MARKINGS FOR MULTI-LANE ROADS



MARKINGS FOR TWO LANE ROADS



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

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Lakemont Blvd.
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

REFERENCES

SIGNING AND MARKING ENGINEER

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

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

SIGNATURE

DATE

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SCDOT

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

STANDARD DRAWING

STANDARD MARKINGS FOR INTERSECTIONS

625-305-00

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

PAVEMENT MARKING TYPICAL
STANDARD MARKINGS FOR INTERSECTIONS

ADDITIONAL GUIDANCE THROUGH INTERSECTIONS
DOTTED LINES

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

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

STOPLINES

- ALL STOPLINES ARE TO BE MARKED WITH 24" SOLID WHITE LINES.
- WHERE CROSSWALK MARKINGS EXIST, STOPLINES SHOULD BE PLACED IN ADVANCE OF, AND NOT LESS THAN 4 FEET FROM THE CROSSWALK, WITH A MINIMUM DISTANCE OF 4' SHOULD EXIST BETWEEN THE CROSSWALK AND STOPLINE.
- IN THE ABSENCE OF A MARKED CROSSWALK, THE STOPLINE SHOULD BE PLACED AT A DISTANCE OF NO LESS THAN 4 FEET AND NO MORE THAN 30 FEET FROM THE PAVEMENT EDGE OF THE INTERSECTING ROUTE. IN GENERAL, STOPLINES SHOULD BE PLACED AT A DISTANCE OF 4 FEET OR MORE IN ADVANCE OF THE MAINLINE TO MAXIMIZE SIGHT DISTANCE TO CROSSING TRAFFIC.

APPLICATION OF MARKINGS AT INTERSECTIONS

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

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

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

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

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

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

ARROWS AND WORD MESSAGES

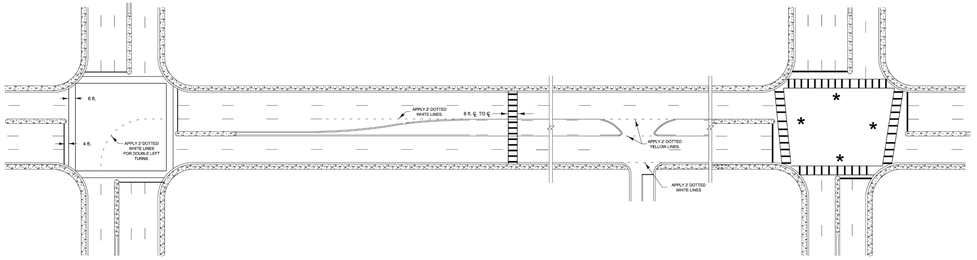
- ARROWS AND WORD MESSAGES ARE NOT TYPICAL AT ALL TURN LANES AND WILL BE PLACED ONLY AT LOCATIONS SHOWN ON THE PLANS OR WHERE DIRECTED BY THE ENGINEER.
- WHERE ARROWS SUPPLEMENT SIGNS TO PROHIBIT A MOVEMENT THAT WOULD OTHERWISE BE LEGAL FROM THAT LANE, THE ARROW MUST BE ACCOMPANIED BY THE WORD "ONLY".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

CROSSWALKS

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

DOTTED EDGELINES

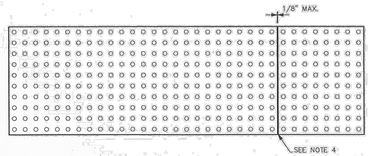
- DOTTED EDGELINES SHOULD BE PLACED ACROSS THE STOP LINE TO THE SIDE LEGS OF ALL INTERSECTIONS WITH PUBLIC ROADWAYS.
- DOTTED EDGELINES SHOULD ALSO BE USED FOR TURN BAY EXTENSIONS AND CHANNELIZATION AT MEDIAN OPENINGS.



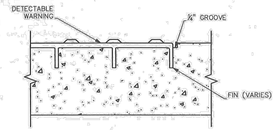
STANDARD INTERSECTION LAYOUT

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

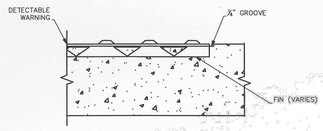
SKEWED INTERSECTION - HIGH VISIBILTY CROSSWALK



DETAIL 1
DETECTABLE WARNING PATTERN



DETAIL 2
WET INSET WITH EMBEDDED FINS



DETAIL 3
WET INSET WITH EMBEDDED FINS

NOTES:

1. SEE SHEETS 720-901-XX FOR GENERAL NOTES. USE WET INSET STYLE DETECTABLE WARNINGS LISTED ON SCDOT QUALIFIED PRODUCT LIST 61 ONLY IN LOCATIONS WHERE NEW CONCRETE IS BEING POURED FOR RAMPS. DETAILS SHOWN MAY INCLUDE PROPRIETARY COMPONENTS, HOWEVER, ANY SYSTEM LISTED ON QPL 61 AS WET INSET IS ACCEPTABLE FOR USE IN THESE CONDITIONS.
2. FOLLOW DETECTABLE WARNING MATERIAL INSTALLATION INSTRUCTIONS AND THESE STANDARD DRAWINGS. WHERE CONFLICTS EXIST BETWEEN INSTALLATION PROCEDURES, PROVIDE A CERTIFICATION LETTER FROM THE MANUFACTURER STATING THE APPROPRIATE PROCEDURE(S) AND JUSTIFICATION THAT THE PROPOSED PROCEDURE WILL IMPROVE LONG TERM PERFORMANCE. NOTE TO ROE: SUBMIT A COPY OF THE CERTIFICATION LETTER TO THE DESIGN STANDARDS OFFICE SO THAT FUTURE DRAWINGS CAN MINIMIZE CONFLICTS.
3. HAVE ALL MATERIALS NEEDED TO COMPLETE INSTALLATION AVAILABLE BEFORE PLACING CONCRETE.
4. MINIMIZE THE USE OF FIELD CUT PIECES. UNLESS SPECIFIED IN THE PLANS OR SPECIAL PROVISIONS, INSTALL ALL FIELD CUT EDGES IN THE INTERIOR OF THE WARNING PATTERN. CUT WARNING SURFACE TO MEET THE REQUIRED GEOMETRY OF THE RAMP WHILE MINIMIZING THE CUTTING OF DOMES.
5. CONSTRUCT LANDING AS SHOWN ON STANDARD DRAWING FOR THE RAMP STYLE SELECTED.
6. WORK PANELS DOWNWARD AS NECESSARY INTO THE LOCATION SHOWN ON THE STANDARD DRAWING.
7. TAP DETECTABLE WARNING MATERIAL WITH A RUBBER MALLET UNTIL AIR POCKETS ARE REMOVED. FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTIONS TO REMOVE AIR POCKETS AROUND THE FINS AND UNDER WARNING MATERIAL. FINISHED PRODUCT SHOULD HAVE NO BUBBLES OR POCKETS THAT MOVE WHEN STEPPED ON.
8. EVENLY PRESS THE ASSEMBLED WARNING MATERIAL INTO THE CONCRETE UNTIL THE TILE IS FLUSHED WITH THE CONCRETE SURFACE.
9. SCORE A ¼" DEEP AND WIDE GROOVE AROUND THE DETECTABLE WARNING.
10. CLEAN THE ENTIRE SURFACE OF DEBRIS.
11. APPLY WEIGHTS IF NECESSARY TO KEEP WARNING IN PLACE DURING CURING PROCESS.
12. REMOVE WEIGHTS (IF USED) AND PROTECTIVE COVERING WITHIN 1 WEEK.

REFERENCES

NATIONAL DOCUMENTS

SCDOT DOCUMENTS
QPL 61

RELATED DRAWINGS & KEYWORDS

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

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

SIGNATURE

12/10/2014

DATE

#	DATE	CHK	DESCRIPTION
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5	MM-DD-YYYY	JJK	DESCRIPTION
4	MM-DD-YYYY	JJK	DESCRIPTION
3	MM-DD-YYYY	JJK	DESCRIPTION
2	MM-DD-YYYY	JJK	DESCRIPTION
1	12/2014	JMG	MODIFIED NOTES
0	8/2012	DSO	NEW DRAWING

SCDOT

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

STANDARD DRAWING

DETECTABLE WARNING MATERIAL WET INSET (EMBEDDED FINS)

720-910-02

EFFECTIVE LETTING DATE | FEBRUARY, 2015

PLAN DETAILS (SHEET 1 OF 3)

LINCOLN ROAD SIDEWALK

YORK, SC

CITY OF YORK

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

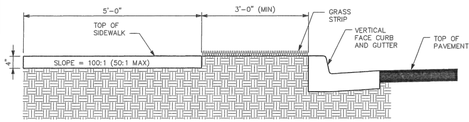
SHEET:

C3.0

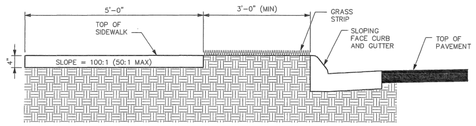
V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-DETAILS.dwg, DETAILS, sinsabua

NOTES:

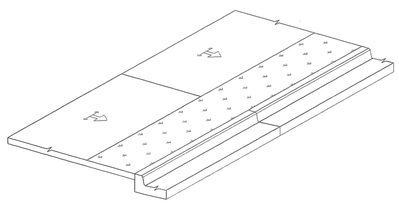
1. SEE DRAWING 720-105-01 FOR STANDARD CURB AND GUTTER DETAILS.
2. SEE DRAWING 720-901-03 FOR SYMBOLS AND CONSTRUCTION TOLERANCE.
3. PLACE TRANSVERSE EXPANSION JOINTS (FULL DEPTH ACROSS THE ENTIRE SIDEWALK WIDTH) WHEN NEAR TURNS IN THE SIDEWALK, AND IN LONG CONTINUOUS RUNS OF SIDEWALK AS DIRECTED IN THE STANDARD SPECIFICATIONS.
4. PLACE EXPANSION JOINTS BETWEEN THE SIDEWALK EDGE AND ANY ADJACENT STRUCTURE (RETAINING WALLS, BUILDINGS, ETC.)
5. PLACE CONTRACTION JOINTS AT REGULAR INTERVALS BETWEEN EXPANSION JOINTS NOT TO EXCEED STANDARD SPECIFICATION SPACING.
6. MEASURE SIDEWALK IN SQUARE YARDS BY THE ACTUAL PLACED AREA OF CONCRETE UP TO THE ADJACENT PAY ITEM LIMITS (CURBS, PEDESTRIAN RAMPS, DRIVEWAYS, ETC.).



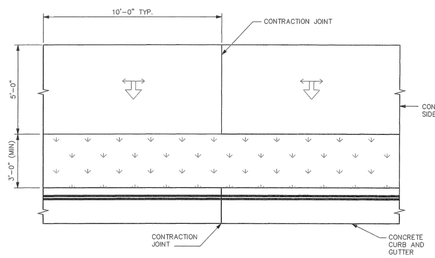
DETAIL 1 — 1/2" = 1'-0" SIDE ELEVATIONS



DETAIL 2 — 1/2" = 1'-0" SIDE ELEVATIONS



DETAIL 3 — ISOMETRIC VIEW



DETAIL 4 — SCALE: 1/4" = 1'-0" PLAN VIEW

REFERENCES
NATIONAL DOCUMENTS

SCDOT DOCUMENTS

RELATED DRAWINGS & KEYWORDS

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

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

SIGNATURE
10/30/2015
DATE

#	DATE	CHK	DESCRIPTION
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0	1/16	DSO	NEW DRAWING

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

STANDARD DRAWING
SIDEWALK WITH GRASS STRIP ADJACENT TO CURB

720-155-00
EFFECTIVE LETTING DATE | JANUARY 2016

REFERENCES
NATIONAL DOCUMENTS
REVISED DRAFT GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY NOVEMBER, 2005
MUTCD 2009
SCDOT DOCUMENTS
SCDOT TRANSITION PLAN
QPL 61
RELATED DRAWINGS & KEYWORDS
720-929-02

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

SIGNATURE
12/8/2014
DATE

#	DATE	CHK	DESCRIPTION
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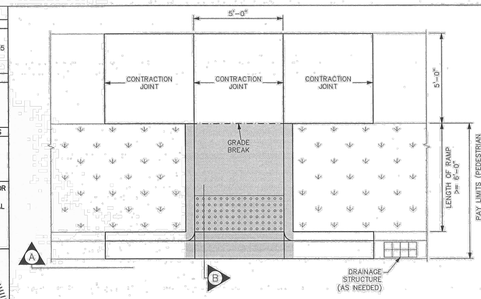
3	---	---	---
2	---	---	---
1	10/14	JMG	REMOVED PAY ITEMS
0	1/13	DSO	NEW DRAWING

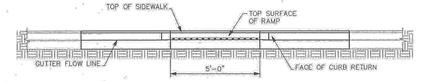
SCDOT — SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
PEDESTRIAN RAMP 6'-0" OR LARGER GRASS STRIP (PERPENDICULAR RAMP)

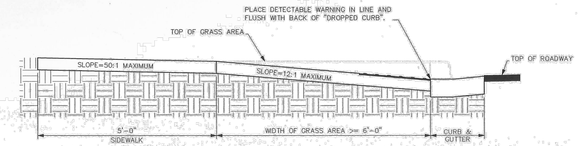
720-981-36
EFFECTIVE LETTING DATE | FEBRUARY, 2015



DETAIL 1 — SCALE: 1/4" = 1'-0" PLAN



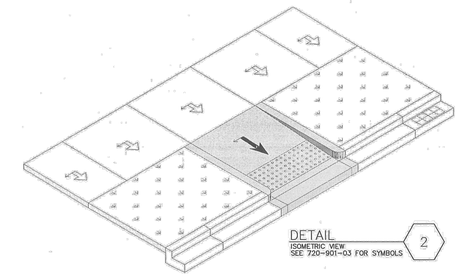
SECTION A — SCALE: 1/4" = 1'-0" ELEVATION VIEW



SECTION B — SCALE: 1/2" = 1'-0" SIDE ELEVATION

NOTES:

1. SEE STANDARD DRAWINGS 720-901-XX FOR GENERAL NOTES.
2. SEE STANDARD DRAWINGS 720-91X-XX FOR INSTALLATION PROCEDURES FOR DETECTABLE WARNING SURFACE MATERIALS.
3. SEE STANDARD DRAWINGS 720-929-XX FOR VARIANTS TO THIS STANDARD.



DETAIL 2 — ISOMETRIC VIEW SEE 720-901-03 FOR SYMBOLS

REFERENCES
NATIONAL DOCUMENTS
AASHTO M235
SCDOT DOCUMENTS
QUALIFIED PRODUCT LIST 14
RELATED DRAWINGS & KEYWORDS
719-310-00,719-305-00, 719-009-01 TO 719-009-05

PRECONSTRUCTION SUPPORT ENGINEER
SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 8858 EDWIN SYLVESTER EAGLE, III

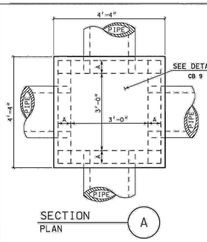
SIGNATURE
MARCH 3, 2008
DATE

#	DATE	CHK	DESCRIPTION
6			
5			
4			
3			
2			
1			
0	3/2008	DSO	GENERAL REVISIONS

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

STANDARD DRAWING
CATCH BASIN TYPE 9 & 9MH DETAILS

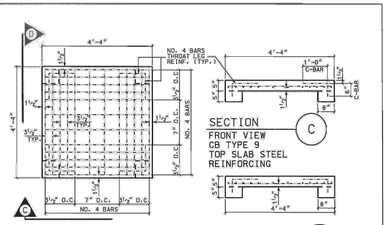
719-009-01
EFFECTIVE LETTING DATE | MAY, 2008



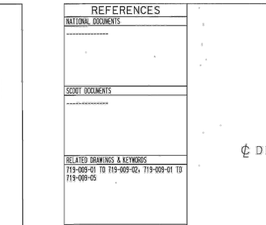
SECTION A — PLAN

CONTRACTOR MAY USE PRECAST OR BUILT IN PLACE CONSTRUCTION NOTED ABOVE OR COMBINE OPTIONS AS DESIRED.
SEE QUALIFIED PRODUCT LIST 14 FOR MANUFACTURERS OF PRECAST ITEMS.

BUILT IN PLACE	① CB 9 BOTTOM SLAB (PC OR CIP 52"X52"X6") AND ② BRICK WALLS (8") AND ③ CB 9 PC TOP SLAB WITH THROAT LEGS (52"X52"X10") OR ④ CB 9 MH PC TOP SLAB WITH THROAT LEGS (52"X52"X10")
ALTERNATE BUILT IN PLACE	① CB 9 BOTTOM SLAB (PC OR CIP 52"X52"X6") AND ② BRICK WALLS (8") AND ③ BRICK THROAT (2 COARSE) AND ④ CB 9 PC TOP SLAB WITHOUT THROAT LEGS (52"X52"X5") OR ⑤ CB 9 MH PC TOP SLAB WITHOUT THROAT LEGS (52"X52"X5")
PRECAST	① PC DRAINAGE BOX CONFORMING TO 719-310-00 OR 719-305-00 (3'X3'X...) (MAX 12" DEPTH) AND ② CB 9 PC TOP SLAB WITH THROAT LEGS (52"X52"X10") OR ③ CB 9 MH PC TOP SLAB WITH THROAT LEGS (52"X52"X10")

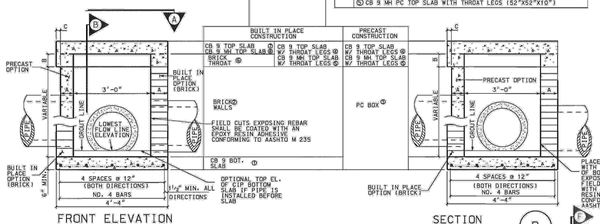


DETAIL 1 — PLAN VIEW CB TYPE 9 TOP SLAB STEEL REINFORCING



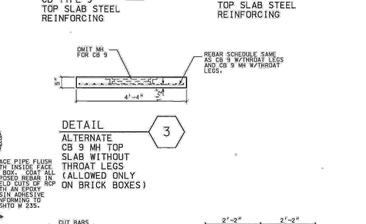
SECTION C — FRONT VIEW CB TYPE 9 TOP SLAB STEEL REINFORCING

SECTION D — SIDE VIEW CB TYPE 9 TOP SLAB STEEL REINFORCING



FRONT ELEVATION — CATCH BASIN TYPE 9

BUILT IN PLACE CONSTRUCTION	PRECAST CONSTRUCTION
CB 9 TOP SLAB ① CB 9 TOP SLAB ① BRICK THROAT ④	CB 9 TOP SLAB ① CB 9 TOP SLAB ① CB 9 MH TOP SLAB ④ W/ THROAT LEGS ④
BRICKED WALLS ②	PC BOX ③
FIELD CUTS EXPOSING REBAR SHALL BE COATED WITH AN EPOXY RESIN ADHESIVE CONFORMING TO AASHTO M 235	
CB 9 BOT. SLAB ⑥	



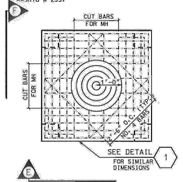
SECTION B — SIDE ELEVATION

DETAIL 3 — ALTERNATE CB 9 MH TOP SLAB WITHOUT THROAT LEGS (ALLOWED ONLY ON BRICK BOXES)

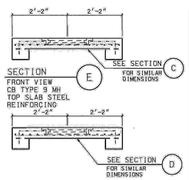
PRECAST ITEMS
CB 9 BOTTOM SLAB (52"X52"X6")
CB 9 TOP SLAB WITH THROAT LEGS (52"X52"X10")
CB 9 MH TOP SLAB WITH THROAT LEGS (52"X52"X10")
ALTERNATE CB 9 TOP SLAB WITHOUT THROAT LEGS (52"X52"X5")
SEE ALSO STD. DRAWING 719-310-00 & 719-305-00

TABLE 719-009A

DIMENSION LABEL	PRECAST OPTION	BUILT IN PLACE OPTION
A	6"	8"
B	5"	2 COURSE OF BRICK
C	2"	0



DETAIL 2 — PLAN VIEW CB TYPE 9 MH TOP SLAB STEEL REINFORCING



SECTION E — FRONT VIEW CB TYPE 9 MH TOP SLAB STEEL REINFORCING

SECTION F — SIDE VIEW CB TYPE 9 MH TOP SLAB STEEL REINFORCING

USE SHEETS 719-009-01 THROUGH 719-009-05 FOR THIS ITEM
THIS DRAWING IS NOT TO SCALE

REFERENCES
NATIONAL DOCUMENTS

SCDOT DOCUMENTS

RELATED DRAWINGS & KEYWORDS
719-009-01 TO 719-009-02, 719-009-01 TO 719-009-05

PRECONSTRUCTION SUPPORT ENGINEER
SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 8858 EDWIN SYLVESTER EAGLE, III

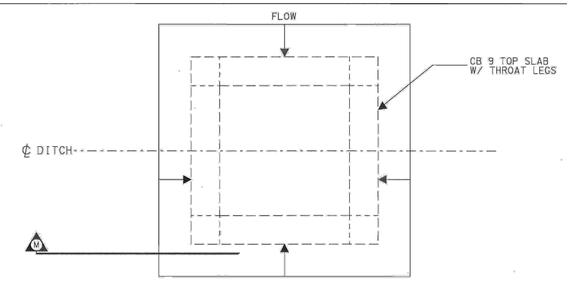
SIGNATURE
MARCH 3, 2008
DATE

#	DATE	CHK	DESCRIPTION
6			
5			
4			
3			
2			
1			
0	3/2008	DSO	NEW STANDARD

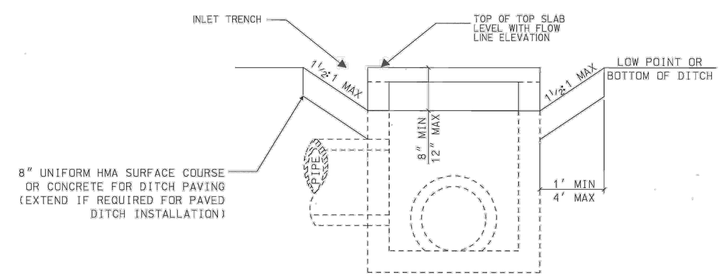
SCDOT — SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
CATCH BASIN TYPE 9 & 9 MH DITCH INSTALLATION

719-009-03
EFFECTIVE LETTING DATE | MAY, 2008



DETAIL 5 — PLAN VIEW DITCH OR DRAINAGE AREA INSTALLATION



SECTION M

NOTES:

1. FOLLOW MATERIAL AND DIMENSION REQUIREMENTS OF CATCH BASIN TYPE 9 (719-009-01 AND 719-009-02).
2. CATCH BASIN TYPE 9 DITCH INSTALLATION MAY BE USED IN LIEU OF OLD STYLE CATCH BASIN TYPE 14 MODIFIED.

DESCRIPTION	ADA	NON ADA BICYCLE	VEHICLE
CB TYPE 9	NO	NO	NO

USE WHERE PROTECTED FROM TRAFFIC.

USE SHEETS 719-009-01 THROUGH 719-009-05 FOR THIS ITEM
THIS DRAWING IS NOT TO SCALE

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Corporate Way
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

PLAN DETAILS (SHEET 2 OF 3)

LINCOLN ROAD SIDEWALK

CITY OF YORK, YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C3.1

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-DETAILS.dwg, DETAILS (2), smalhua

NOTES:

1. BEVELED END SECTIONS WILL BE MANUFACTURED IN ACCORDANCE WITH SCDOT SUPPLEMENTAL TECHNICAL SPECIFICATIONS SC-M-714. (THESE SPECIAL PIPE SECTIONS WILL BE MADE DURING THE MANUFACTURING OF OTHER STATE APPROVED REINFORCED CONCRETE PIPE.

2. THE PIPE BEVEL MAY BE SAWED IN THE FIELD IN LIEU OF BEING MANUFACTURED. IN FIELD SAWING, THE PIPE OPENING MAY COME TO A POINT AT THE PIPE CREST RATHER THAN A RADIUS IF APPROVED BY THE PIPE MANUFACTURER. ALTERNATE PIPE FOR SIDELINES MOST HAVE EACH END BEVELED TO MATCH THE ADJACENT SLOPES.

3. PLACE RIPRAP AS DIRECTED BY THE RCE.

4. PAYMENT FOR BEVELED END SECTIONS WILL BE AS DIRECTED IN SC-M-714.

5. THE PAY ITEM SHALL BE:

7199100 BEVELING OF PIPE ENDS_____EA.
8041XXX RIPRAP(CLASS_)_____TON
8048XXX GEOTEXTILE FOR EROSION CONTROL UNDER RIPRAP(CLASS 2) TYPE____S.Y.

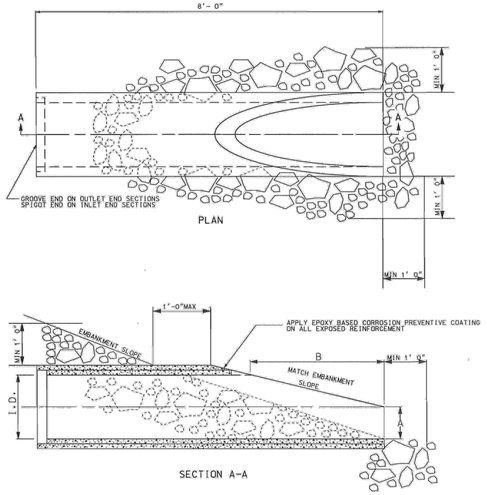


CHART 719-610B

RIPRAP PLACEMENT

CLASS	D_{50}(FT)	MINIMUM THICKNESS (FT)
B	0.75	1.50
C	1.30	2.60

TABLE 719-610A

		EMBANKMENT SLOPE				
		6:1	5:1	4:1	3:1	2:1
		6	5	4	3	2
I.D.(IN)	A(IN)	B (BEVELED LENGTH) (IN)				
15	6	54	45	36	27	18
18	9	54	45	36	27	18
24	10	NA	70	56	42	28
30	12	NA	NA	72	54	36
36	15	NA	NA	NA	63	42
42	20	NA	NA	NA	66	44
48	24	NA	NA	NA	72	48
54	24	NA	NA	NA	NA	60
60	24	NA	NA	NA	NA	72

THIS DRAWING IS NOT TO SCALE

REFERENCES

NATIONAL DOCUMENTS

SCDOT DOCUMENTS

SCDOT SUPPLEMENTAL TECHNICAL SPECIFICATION SC-M-714

PRECONSTRUCTION SUPPORT ENGINEER

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER No. 21242 JAMES W. KENDALL, JR.

SIGNATURE

AUGUST 23, 2012
DATE

#	DATE	CHK	DESCRIPTION
5			
4			
3	3/2012	KNB	PAY ITEMS, RIPRAP, NOTES, SECTION A-A (PDOT)
2	1/2010	DSO	GENERAL REVISIONS
1	6/2009	SDM	CHART 719-610D
0	3/2008	DSO	GENERAL REVISIONS

SCDOT

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

STANDARD DRAWING

END TREATMENT (RCP BEVELED END)

719-610-00

EFFECTIVE LETTING DATE | JAN. 2013

REFERENCES

NATIONAL DOCUMENTS

AASHTO M259, AASHTO M273, AASHTO M298, ASTM C433, ASTM C557, AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES

SCDOT DOCUMENTS

SECTION 701,702,722,& 804 SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION

RELATED DRAWINGS & KEYWORDS

722-105-01, 705-105-02

PRECONSTRUCTION SUPPORT ENGINEER

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER NO. 8858 EDWIN SYLVESTER EARGLE, III

SIGNATURE

JANUARY 29, 2010
DATE

#	DATE	CHK	DESCRIPTION
5			
4			
3			
2	1/2011	DSO	TITLE, NOTES 13,24,25A, HEADWALL TABLE722-305A
1	3/2009	KNB	CHANGED NOTES
0	3/2008	DSO	GENERAL REVISIONS

SCDOT

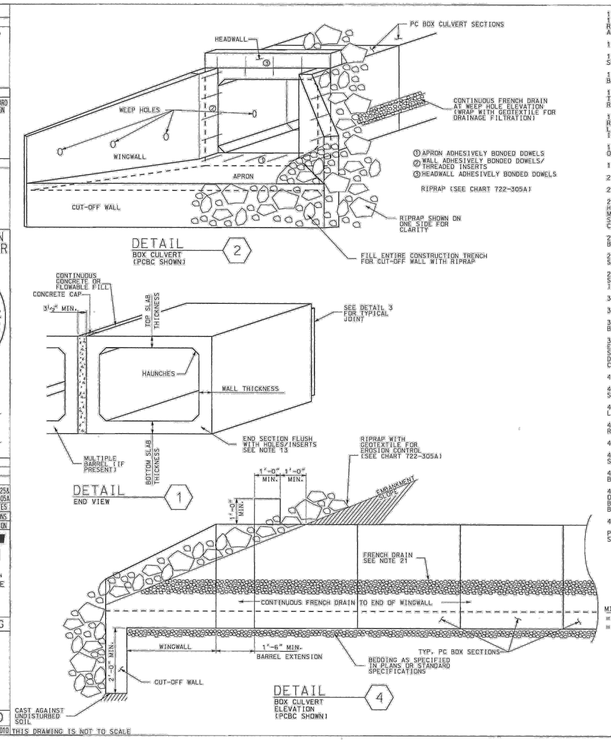
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

BOX CULVERT (TYPICAL INSTALLATION DETAILS)

722-305-00

EFFECTIVE LETTING DATE | MAY 2008



THIS DRAWING IS NOT TO SCALE

1.0 NOTES:

1.1 ALL MATERIALS, DESIGN, MANUFACTURING, TESTING, GEOMETRY, AND PRODUCT PERFORMANCE FOR REINFORCED CONCRETE BOX CULVERTS (RCBC) AND PRECAST CONCRETE BOX CULVERTS (PCBC) SHALL BE IN ACCORDANCE WITH AASHTO M 259 OR M 273 OR ASTM C 1433 OR C 1577 EXCEPT AS NOTED.

1.2 FABRICATION AND INSTALLATION SHALL COMPLY WITH THE SCDOT STANDARD SPECIFICATIONS.

1.3 WHEN LRFD DESIGN IS SPECIFIED, DESIGN PRECAST RCBC USING AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, CURRENT EDITION.

1.4 DESIGN TABLES OF AASHTO M 259, M 273, ASTM C1433, OR ASTM C 1577 MAY BE USED FOR PCBC BARRELS, SECTIONS IF SPECIFIED IN THE PLANS.

1.5 CONCRETE FOR PCBC SHALL BE MINIMUM CLASS 5000 MEETING THE REQUIREMENTS OF SECTION 701 OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST EDITION). CONCRETE FOR RCBC AND CAST IN PLACE COMPONENTS SHALL BE MINIMUM CLASS 4000.

1.6 REINFORCING STEEL SHALL BE ASTM A 706, LOW-ALLOY STEEL DEFORMED BARS FOR CONCRETE REINFORCEMENT, GRADE 60. WIRE MESH SHALL CONFORM TO AASHTO M 55 AND M 221. REINFORCING STEEL LAYOUT SHALL BE IN ACCORDANCE WITH AASHTO M 259 OR M 273 OR ASTM 1433 OR ASTM 1577 OR AS SHOWN IN THE PLANS.

1.7 MANUFACTURERS WISHING TO SUPPLY PCBC FOR USE ON SCDOT PROJECTS SHALL FOLLOW REQUIREMENTS OF SCDOT QUALIFIED PRODUCT LIST 14.

1.8 SEE ALSO STANDARD DRAWINGS 722-105-01 & 722-105-02 BOX CULVERT MISCELLANEOUS DATA SHEET.

2.0 DESIGN:

2.1 SEE PROJECT PLANS FOR CULVERT DESIGN REQUIREMENTS. ALL BOX CULVERTS REQUIRE DESIGN.

2.2 DESIGN ALL BOX CULVERT COMPONENTS USING THE MOST CONSERVATIVE COMBINATION OF HIGHEST/LOWEST EXPECTED DESIGN EARTH LOAD IN CONJUNCTION WITH EITHER INTERSTATE, MILITARY, HS20, HL93 OR OTHER LINE LOAD SPECIFIED BY THE INDIVIDUAL PROJECT. NEW DESIGNS SHOULD INCLUDE ADDITIONAL CAPACITY BEYOND DESIGN FILL HEIGHTS IN ORDER TO ACCOMMODATE FIELD CHANGES.

2.3 DESIGN WINGWALLS TO BE SELF SUPPORTING. DO NOT TRANSFER WINGWALL LOADING INTO CULVERT BARREL.

2.4 APRON THICKNESS SHALL EQUAL THE THICKNESS OF THE BOTTOM SLAB OF THE CULVERT BARREL UNLESS SPECIFIED BY DESIGN.

2.5 FABRICATE END SECTIONS WITH EXPOSED END CAST FLUSH (WITHOUT TONGUE OR GROOVE) AND EITHER DRILL HOLES FOR ADHESIVELY BONDED DOWELS OR INSERTS FOR THREADED RODS. ANCHORS ARE INTENDED TO CONTROL DIFFERENTIAL SETTLEMENT, NOT AS A LOAD TRANSFER MECHANISM.

3.0 DETAILS:

3.1 PLACE CUT-OFF WALLS TO A DEPTH 2' BELOW THE SCOUR DEPTH, OR INTO UNWEATHERED ROCK.

3.2 USE MINIMUM CLASS B RIPRAP FOR BOX CULVERTS UP TO 3'X3'. USE MINIMUM CLASS C RIPRAP FOR BOX CULVERTS LARGER THAN 3'X3'.

3.3 PLACE RIPRAP IN CUTOFF WALL TRENCH, BEHIND WINGWALLS AND HEADWALL, AND WRAPPED AROUND ENDS OF WINGWALLS AS NECESSARY. PLACE GEOTEXTILE FOR EROSION CONTROL UNDER RIPRAP AS SPECIFIED IN SCDOT STANDARD SPECIFICATIONS. WHERE KNOWN HIGH VELOCITY OR VOLUMES HAVE CAUSED DAMAGE TO THE RIPRAP SLOPE PROTECTION, PROVIDE LARGER RIPRAP, OR MORE SUBSTANTIAL EROSION CONTROL MEASURES.

4.0 INSTALLATION:

4.1 PREPARE BED FOR CULVERT SECTIONS AS INDICATED IN SECTION 722 OF THE SCDOT STANDARD SPECIFICATIONS OR AS INDICATED IN THE PLANS.

4.2 CONSTRUCT PCBC SECTIONS BEGINNING AT THE OUTLET END OF THE CULVERT. INSTALL GROOVE ENDS LAYING UPGRADE. CONSTRUCT RCBC BARREL WITH MINIMAL COLD JOINTS.

4.3 FOR PCBC APPLY JOINT SEALANT IN ACCORDANCE WITH AASHTO M 198 AND MANUFACTURER RECOMMENDATIONS. CONTINUE INSTALLATION OF PCBC SECTIONS IN ACCORDANCE WITH SECTION 722.

4.4 CONSTRUCT WINGWALLS, HEADWALLS, APRONS, AND CUTOFF WALLS.

4.5 BACKFILL AS REQUIRED, INSTALLING FRENCH DRAINS AT WEEP HOLE ELEVATIONS. SEE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION SECTION 702.

4.6 TAKE CARE TO AVOID DAMAGE TO THE CULVERT SECTIONS DURING HANDLING, INSTALLATION, AND BACKFILLING OF SECTIONS.

4.7 MULTIPLE BARREL PCBC SECTIONS SHALL BE INSTALLED WITH A MINIMUM GAP OF 3½" BETWEEN WALLS OF ADJACENT BARRELS. THIS GAP SHALL BE FILLED WITH FLOWABLE FILL, AND THEN EXPOSED END SHALL BE CAPPED WITH AT LEAST 3" OF CLASS 3000 MIN. CONCRETE FOR EROSION PROTECTION. CONCRETE MAY BE USED FOR ENTIRE CAP IF DESIRED.

4.8 TYPICAL DETAILS SHOWN MAY BE APPLIED TO PRECAST AND CAST IN PLACE CONSTRUCTION.

PAY ITEMS:
SEE PROJECT PLANS FOR CULVERT SHEETS AND REQUIRED PAY ITEMS.

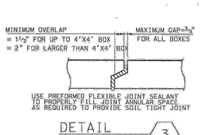
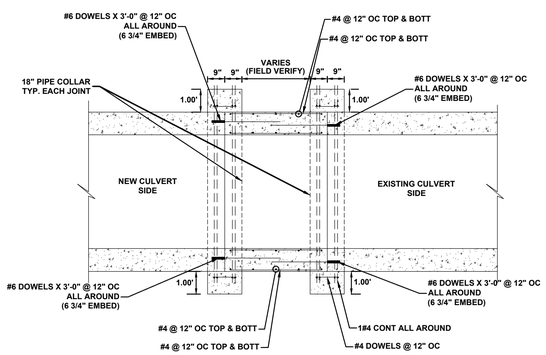


TABLE 722-305A

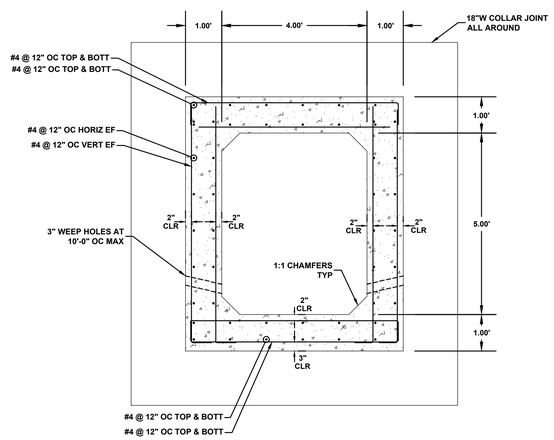
MINIMUM RIPRAP

MINIMUM CLASS	D_{50}(FT)	MINIMUM THICKNESS (FT)	BOX CULVERT OPENING SIZE (FT)
B	0.75	1.50	UP TO 36
C	1.30	2.60	LARGER THAN 36



SECTION B-B AT CONNECTION

NOT TO SCALE

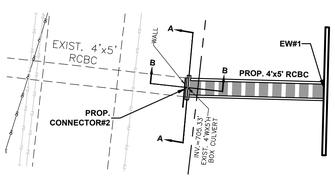


SECTION A-A THRU CONNECTION

NOT TO SCALE

NOTES:

1. REFER TO PLAN SHEETS FOR LOCATION OF CULVERT.
2. REFER TO STRUCTURAL GENERAL NOTES FOR CONSTRUCTION AND MATERIAL REQUIREMENTS.
3. CAST-IN-PLACE CONCRETE SHALL BE 5000 PSI NW CONCRETE.



CULVERT EXTENSION PLAN

SCALE: 1"=20'

CONNECTION BETWEEN EXISTING BOX CULVERT AND PROPOSED BOX CULVERT

STRUCTURAL GENERAL NOTES:

I. GENERAL

A. MEANS AND METHODS: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS, SEQUENCING AND CONSTRUCTION PROCEDURES AND SHALL AT ALL TIMES COMPLY WITH FEDERAL, STATE, AND LOCAL BUILDING CONSTRUCTION CODES.
B. NON-COMPLIANCE: ANY WORK THAT IS PERFORMED OR INSTALLED IN NON-COMPLIANCE, WITH THE CONTRACT DOCUMENTS SHALL BE SUBJECT TO REMOVAL AT THE CONTRACTOR'S EXPENSE.
C. DISCREPANCIES: WHERE THERE APPEAR TO BE DISCREPANCIES, DEFICIENCIES, OMISSIONS, CONTRADICTIONS, OR AMBIGUITIES BETWEEN INFORMATION SHOWN ON THE STRUCTURAL DRAWINGS AND ANY OTHER DISCIPLINE, OR WHERE PORTIONS OF THE WORK CANNOT BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ISSUES TO THE ATTENTION OF THE STRUCTURAL ENGINEER FOR CLARIFICATION OR RESOLUTION. CLARIFICATIONS, CORRECTIONS, OR COORDINATION MUST BE ISSUED IN WRITING BEFORE THE CONTRACTOR SHALL BE AUTHORIZED TO PROCEED.
D. COORDINATION: CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL DIMENSIONS AND VERIFYING EXISTING CONDITIONS PRIOR TO ORDERING MATERIALS, FABRICATION, OR CONSTRUCTION. IF ACTUAL EXISTING CONDITIONS DIFFER FROM THE ASSUMPTIONS SHOWN ON THE STRUCTURAL DRAWINGS, THOSE DISCREPANCIES SHALL IMMEDIATELY BROUGHT TO THE ATTENTION OF THE STRUCTURAL ENGINEER FOR RESOLUTION.
E. DEVIATIONS, OMISSIONS AND SUBSTITUTIONS: THE COMPONENTS OF THIS STRUCTURE ARE DESIGNED TO WORK TOGETHER AS A UNIT. DEVIATIONS, OMISSIONS OR SUBSTITUTIONS FROM THE CONTRACT DOCUMENTS COULD HAVE SERIOUS CONSEQUENCES AND SHALL NOT BE PERMITTED WITHOUT THE WRITTEN REQUEST TO AND RESPONSE FROM THE STRUCTURAL ENGINEER OF RECORD. THE CONTRACTOR SHALL NOTIFY THE STRUCTURAL ENGINEER IMMEDIATELY UPON DISCOVERY OF DEVIATIONS OR OMISSIONS AND SHALL OUTLINE THEM IN WRITING TO FACILITATE AN EXPEDIENT REMEDY.
F. SCALING: THE STRUCTURAL DRAWINGS ARE TO BE CONSIDERED DIAGRAMMATICAL REPRESENTATIONS OF PLANS AND DETAILS FOR THE STRUCTURAL INTENT OF THE DESIGN. IN NO CASE SHOULD THEY BE SCALED FOR DIMENSIONS. THE DIMENSIONS SHOWN SHOULD BE VERIFIED BY THE CONTRACTOR AND COORDINATED WITH THE OTHER DISCIPLINES.
G. SUBSTITUTIONS SHALL NOT BE MADE WITHOUT EXPRESS WRITTEN CONSENT FROM THE STRUCTURAL ENGINEER PRIOR TO INSTALLATION. A SUBSTITUTION SUBMITTED ON SHOP DRAWINGS SHALL NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE ORIGINAL CONTRACT DOCUMENTS UNLESS THE REQUEST TO BE CONSIDERED IS CLOUDED, CIRCLED, HIGHLIGHTED, POINTED TO, OR OTHERWISE MADE SPECIFICALLY CONSPICUOUS AS TO THE FACT THAT IS A CHANGE SUBMITTAL REQUEST.
H. SAFETY: THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL SAFETY LAWS AND IS SOLELY RESPONSIBLE FOR THE SAFETY AND PROTECTION OF PERSONS AND PROPERTY ON OR ADJACENT TO THE PROJECT SITE.

II. CONCRETE

A. DESIGN AND INSTALLATION OF CONCRETE SHALL BE IN ACCORDANCE WITH ACI 318-14.
B. DESIGN OF FORMWORK, SHORING, AND RE-SHORING FOR CONCRETE FRAMING SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
C. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE FINISHES, WASHES, RIGLETS, DRIPS, DOVETAILS, OPENINGS, SLAB DEPRESSIONS, BRICK LEDGE ELEVATIONS, AND MISCELLANEOUS EMBEDDED ITEMS.
D. REFER TO MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FOR UNDERGROUND UTILITIES, DRAIN LINES, DUCT BUSSES, SLEEVES, OUTLET BOXES, CONDUIT, AND OTHER COORDINATION ITEMS.
E. CONCRETE SHALL HAVE THE MINIMUM 28-DAY STRENGTH, WEIGHT, AND MAXIMUM WATER-CEMENT RATIOS LISTED BELOW (UN0) UNLESS NOTED OTHERWISE ON THE DRAWINGS.

DESCRIPTION	STRENGTH (F'C)	WEIGHT
CAST-IN-PLACE CONCRETE	5000 PSI	145 PCF

F. CONCRETE MIX DESIGNS SHALL BE PREPARED AND SUBMITTED 30 DAYS PRIOR TO START OF CONCRETE WORK AND SHALL COMPLY WITH ACI 301, CHAPTER3. CEMENT SHALL CONFORM TO ASTM C150-TYPE 1, NORMAL WEIGHT AGGREGATE SHALL CONFORM TO ASTM C33 AND LIGHT WEIGHT AGGREGATE SHALL CONFORM TO ASTM C330. ALL MIX DESIGNS SHALL CONTAIN WATER REDUCING ADMIXTURES, AND MIX DESIGN INGREDIENTS SHALL BE CERTIFIED TO CONTAIN NO CALCIUM CHLORIDE IONS.
G. FLY ASH SHALL NOT BE PERMITTED IN GARAGES OR OTHER EXPOSED CONCRETE APPLICATIONS. WHEN FLY ASH IS PERMITTED, IT SHALL CONFORM TO ASTM C595-IP.
H. ALL CONCRETE EXPOSED TO WEATHER SHALL HAVE A MAXIMUM WATER/CEMENT RATIO OF 0.5 AND SHALL BE AIR ENTRAINED IN ACCORDANCE WITH ACI 301.
I. ALL PUMPED CONCRETE SHALL HAVE MAXIMUM SHALL HAVE A MAXIMUM WATER/CEMENT RATIO OF 0.5 AND CONTAIN HIGH RANGE WATER REDUCING ADMIXTURES.
J. HOT AND COLD WEATHER CONCRETING SHALL BE PERFORMED IN ACCORDANCE WITH ACI 305 AND 306. SPECIFIED ACCELERATING ADMIXTURES MAY BE USED FOR CONCRETE EXPOSED TO TEMPERATURES BELOW 40 DEGREES.
K. LIQUID CURING COMPOUND CONTAINING 30% SOLIDS SHALL BE PLACED ON ALL CONCRETE FLATWORK AND WALLS WITHIN 2 HOURS AFTER FINISHING UNLESS OTHERWISE NOTED. FLOORS RECEIVING TILE OR LIQUID FLOOR HARDENER SHALL BE WET CURED OR TREATED WITH SPECIFIED DISSIPATING LIQUID MEMBRANE CURING COMPOUND ACCORDING TO MANUFACTURER INSTALLATION RECOMMENDATIONS.
L. NON-SHRINK GROUT SHALL CONFORM TO ASTM C1107.
M. CONTRACTOR SHALL PROVIDE PRICING FOR INCREMENTAL ADDITIONS AND DEDUCTIONS TO CONCRETE QUANTITIES THAT MAY VARY FROM THE BASE BID.

III. CONCRETE REINFORCEMENT

A. ALL REINFORCING SHALL BE DETAILED, FABRICATED AND INSTALLED ACCORDING TO SCDOT, ACI 318-14, SP-66, AND CRSI MSP-2.
B. ALL REINFORCING STEEL SHALL BE ASTM A615 GRADE 60 UNLESS OTHERWISE NOTED ON THE DRAWINGS. WELDED WIRE REINFORCEMENT SHALL CONFORM TO ASTM A184 OR A185.
C. MINIMUM CONCRETE COVER AND DEVELOPMENT LENGTHS SHALL BE IN ACCORDANCE WITH ACI 318-14, CHAPTERS 7 AND 12 RESPECTIVELY. REINFORCING SHALL BE INSTALLED USING REBAR CHAIRS TO PROVIDE CODE REQUIRED CONCRETE COVER. ALL TENSION LAP SPLICES SHALL BE DETAILED AS CLASS B UNLESS OTHERWISE NOTED ON THE DRAWINGS.
D. REINFORCING TERMINATING AT TOPS OF WALLS, PIERS, AND PILASTERS SHALL BE HOOKED. REINFORCING TERMINATING AT CORNERS OR INTERSECTIONS OF WALLS SHALL EITHER BE HOOKED OR FULLY DEVELOPED BEYOND THE INSIDE EDGE OF THE BOUNDARY ELEMENT.
E. USE 1½" MINIMUM CONCRETE COVER. DEVELOPMENT LENGTHS SHALL BE IN ACCORDANCE WITH ACI 318-14. ALL TENSION LAP SPLICES SHALL BE INSTALLED AS CLASS B - UN0.
F. FIELD BENDING OF DEFORMED BAR REINFORCING IS NOT PERMITTED.
G. WELDING OR DEFORMED BAR REINFORCING STEEL IS NOT PERMITTED.

CONNECTION BETWEEN EXISTING BOX CULVERT AND PROPOSED BOX CULVERT GENERAL NOTES

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Corporate Way
Duluth, GA 30096
704-583-4949 (NC)
803-802-2440 (SC)
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PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

PLAN DETAILS (SHEET 3 OF 3)

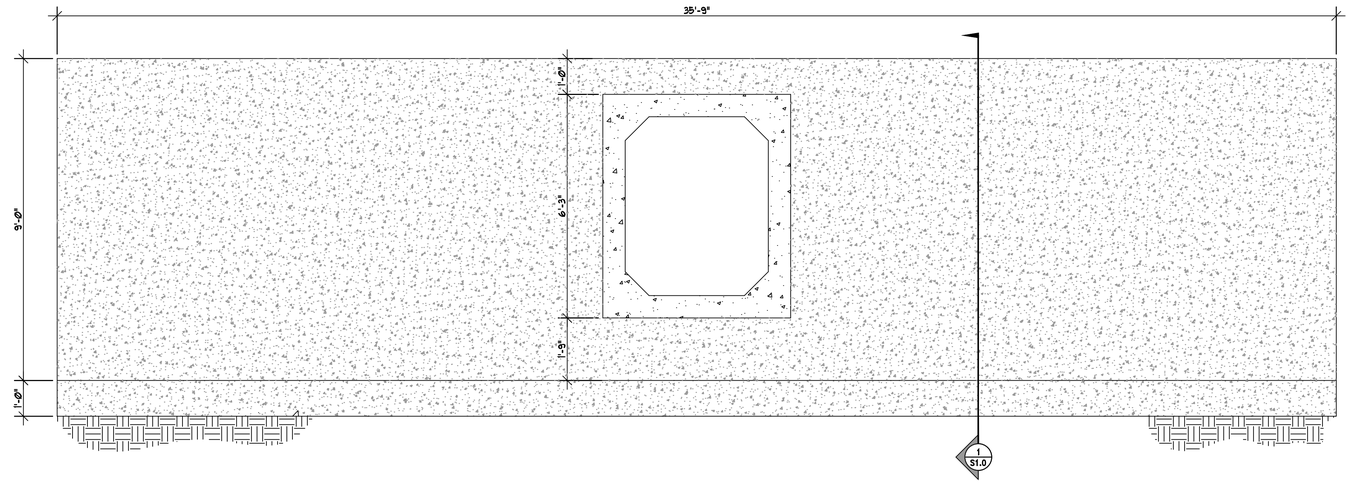
LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C3.2

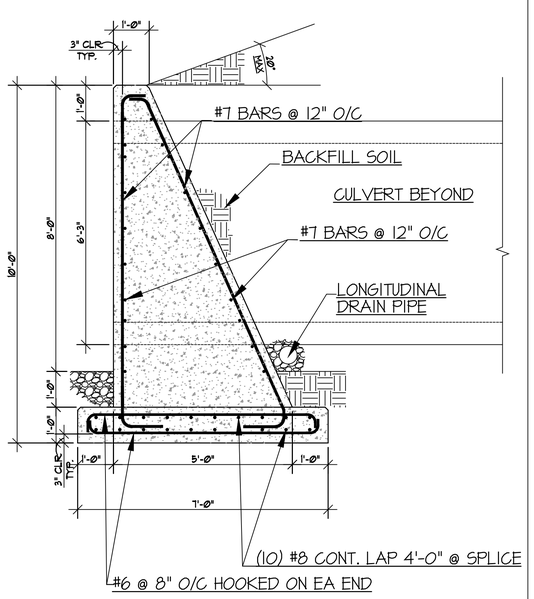
V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-DETAILS.dwg, DETAILS (3), smalhua



WALL FRONTAL VIEW

GENERAL NOTES:

1- REFER TO WALL AND RCBC PROJECT DWGS. # C.2.2, C 3.2, AND C 3.3:
   A. ALLOWABLE SOIL BEARING PRESSURE OF 2,000 LBS./SQ. FT.
   B. FILL MATS. SHALL BE COMPACTED TO A MIN. 95% OF MAX. DRY DENSITY ACCORDING TO STD. PROCTOR, ASTM D698.
   C. BACKFILL MATS. IN THE CRITICAL FILL ZONE BEHIND THE END WALL SHALL CONFORM TO THE REQUIREMENTS OF SUITABLE FILL MATS. AND SHALL HAVE USCS CLASSIFICATIONS OF SANDY SILT (ML), CLAYEY SAND (SC), SILTY SAND (SM) OR COARSER W/ A MAX. OF 65% FINES (I.E., % PASSING NO. 200 SIEVE) AND A MIN. ANGLE OF INTERNAL FRICTION OF 28 DEG. WHEN COMPACTED TO MIN. OF 95% OF ITS MAX. DRY DENSITY.
   D. THE MIN. 28 DAY COMPRESSIVE STRENGTH OF THE CONC. SHALL BE 3,600 PSI.
   E. CONC. SLUMP AT THE PLACEMENT POINT SHALL BE IN THE RANGE OF 3" TO 5".
   F. PLACEMENT OF CONC. INCLUDING SLUMP, MECH. VIBRATION, AND CALCIUM CHLORIDE CONTENT SHALL BE IN ACCORDANCE W/ ACI 301.
   G. CONC. COVER ON REINF. STEEL SHALL MEET THE FOLLOWING REQUIREMENTS UNLESS NOTED OTHERWISE:
      1. CONC. CAST AGAINST AND PERMANENTLY EXPOSED EARTH = 3"
      2. CONC. CAST AGAINST FORMS AND EXPOSED TO EARTH = 3"
      3. CONC. EXPOSED TO WEATHER = 3"



SECTION 1 / S1.0
SCALE: 1/2" = 1'-0"

SANDY SOIL (SM)

1- DENSE ANGULAR GRAIN SILTY SAND.
   A. VOID RATION = e = 0.4
   B. MOISTURE CONTENT CONDITION = 15%
   C. DRY UNIT WEIGHT = 120 LBS/CU. FT.
   D. UNIT WEIGHT OF MOIST SOIL = 138 LBS/CU. FT.
   E. COMPRESSABILTY AND EXPANSION = SLIGHT.
   F. VALUE AS EMBANKMENT MATERIAL = REASONABLY STABLE WHEN DENSE.
   G. VALUE SUB-GRADE MATERIAL = GOOD TO FAIR
   H. RELATIVE DENSITY = 60% TO 80%
      % RETAINED ON #4 SIEVE = R < 0.5 R

Partner In Charge: ABW
Project Engineer: ABW
Drawn By: RC
Date Drawn: 9-27-2023

Revisions
No. ____ Date ____
No. ____ Date ____
No. ____ Date ____
No. ____ Date ____
Issue Date ____

PRELIMINARY NOT FOR CONSTRUCTION

CONC END WALL FOR BOX CULVERT
LINOLN RD SIDEWALK RETAINING WALL
CITY OF YORK, SC

Weatherly STRUCTURAL ENGINEERS
514 Alder Street, Myrtle Beach, South Carolina
Ph. 843.448.3428 - Fax. 843.445.9116

Project Number: WE-23-258
Sheet: S1.0

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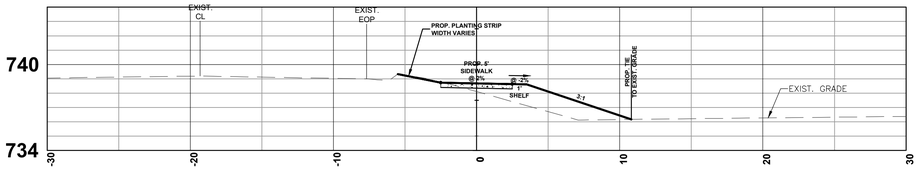

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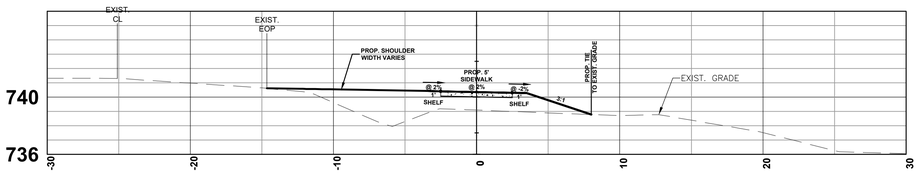

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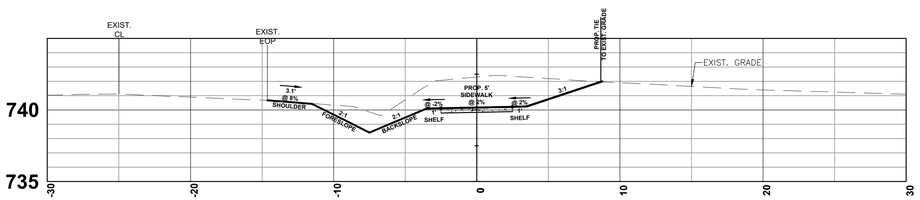

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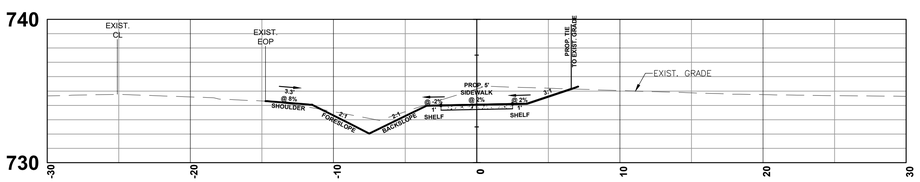

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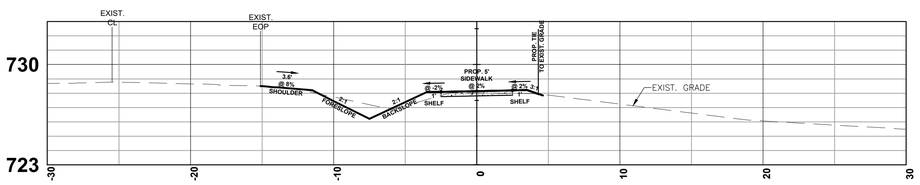

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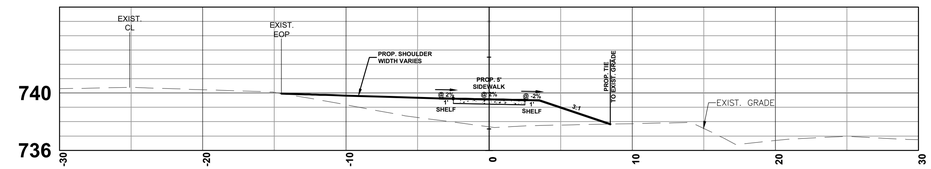

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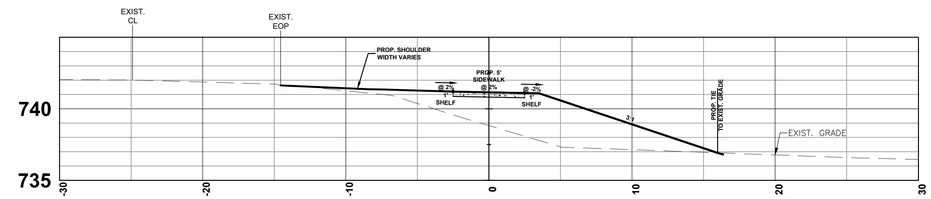

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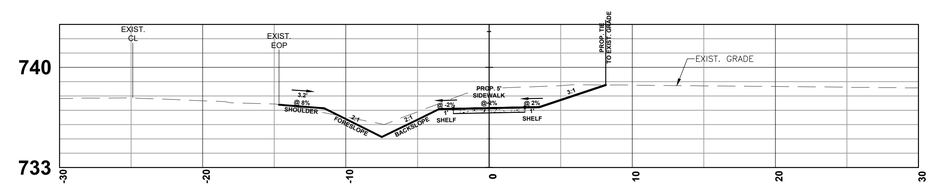

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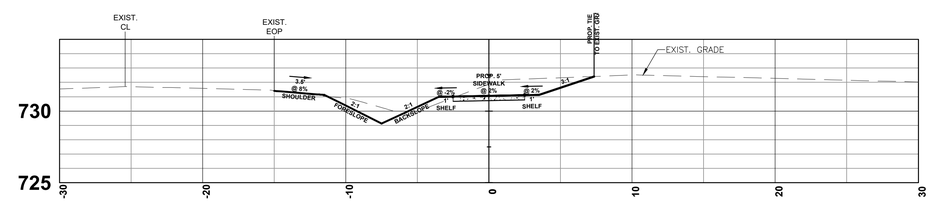

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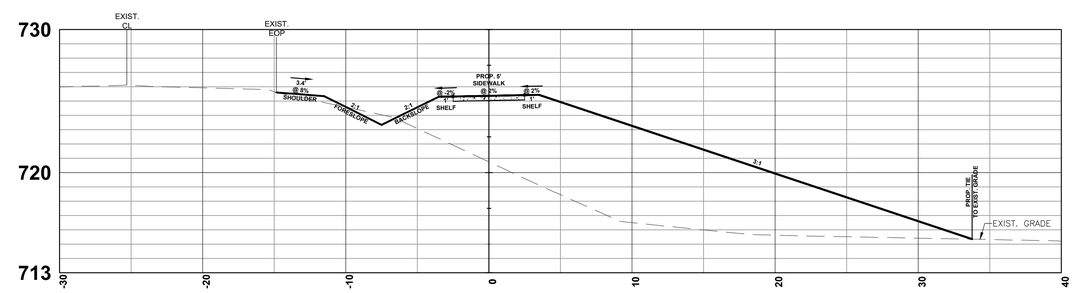

(STA. 11+00)

GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

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

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-ROAD X-SEC.dwg, CROSS-SECTIONS (SHEET 1 OF 5), smalbua

ESP Associates, Inc.
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Charlotte, NC 28241
3475 Lakeside Drive
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

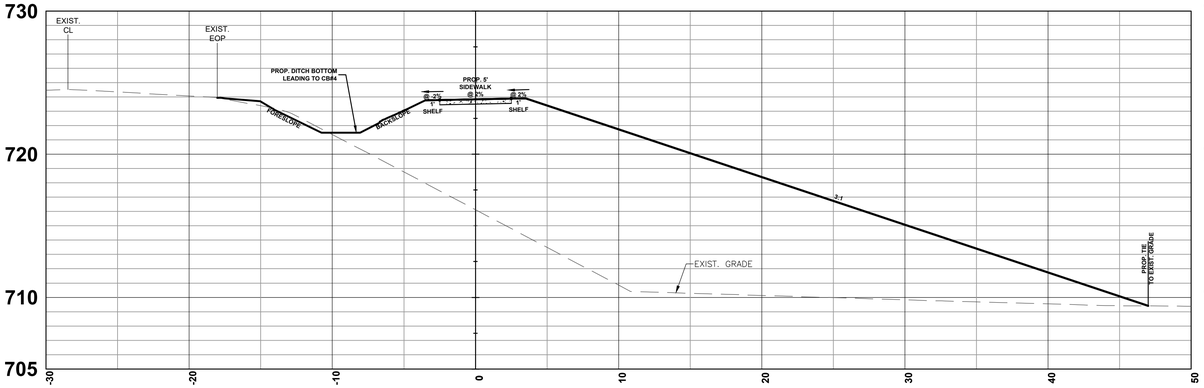
CROSS-SECTIONS (SHEET 1 OF 5)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C4.0



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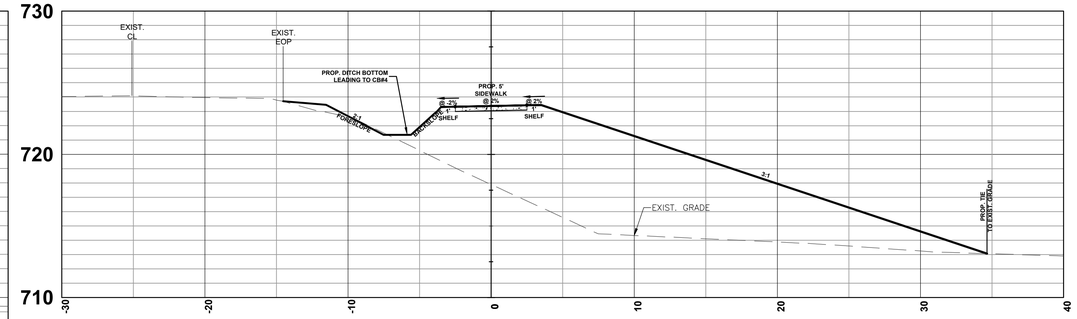

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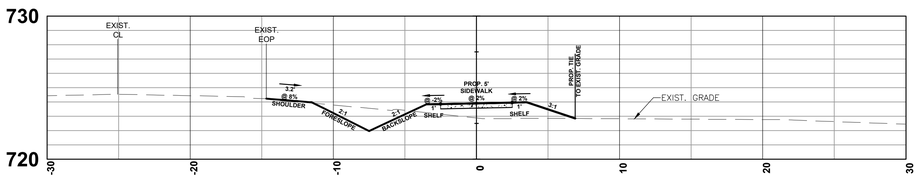

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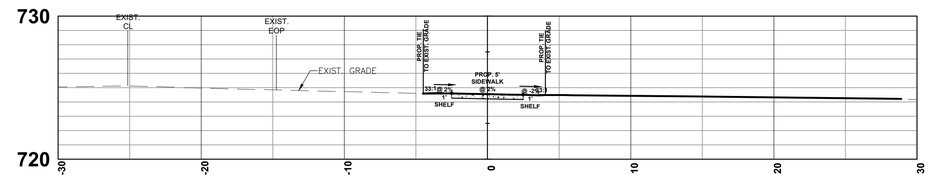

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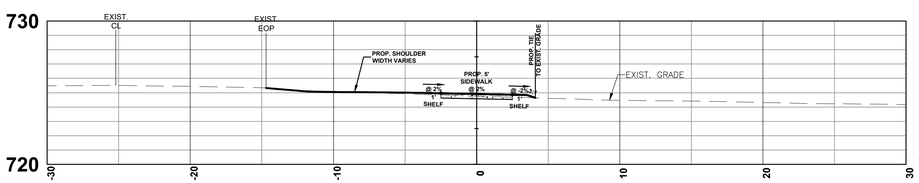

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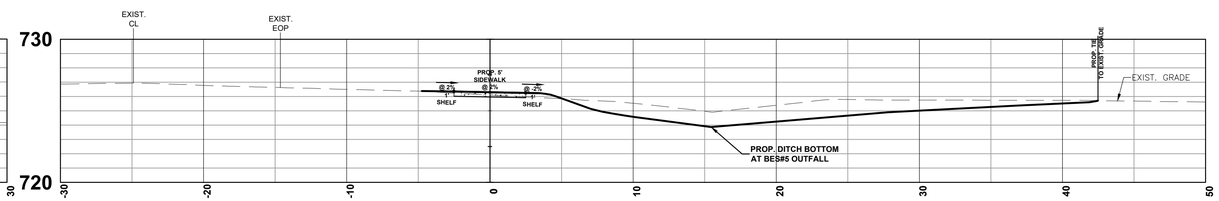

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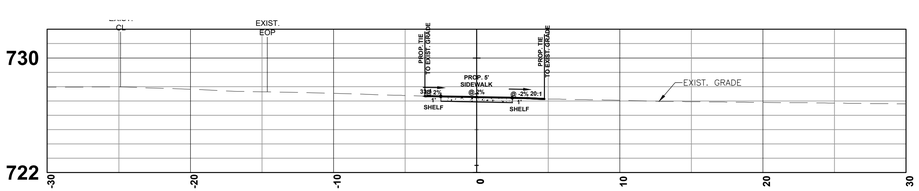

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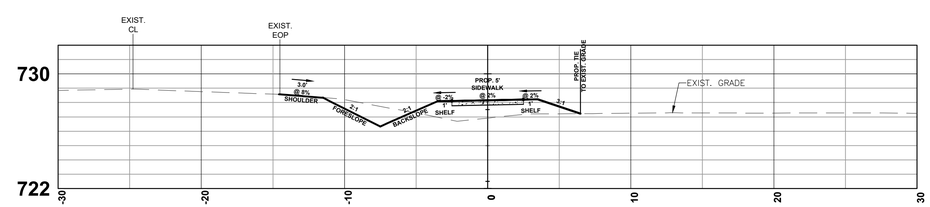

(STA. 17+00)

Know what's below. Call before you dig.

GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Lakemont Blvd.
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

CROSS-SECTIONS (SHEET 2 OF 5)

LINCOLN ROAD SIDEWALK

YORK, SC

CITY OF YORK

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C4.1

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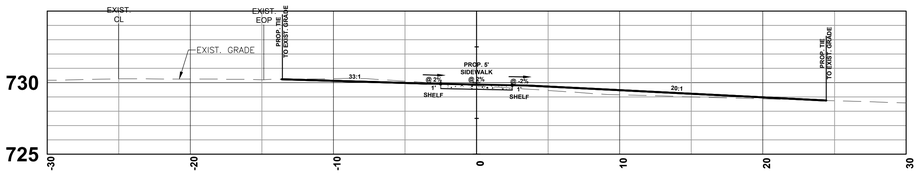

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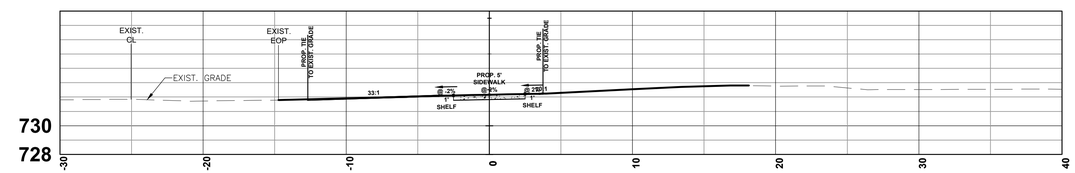

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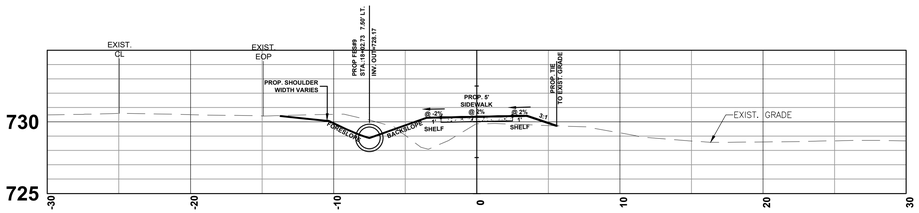

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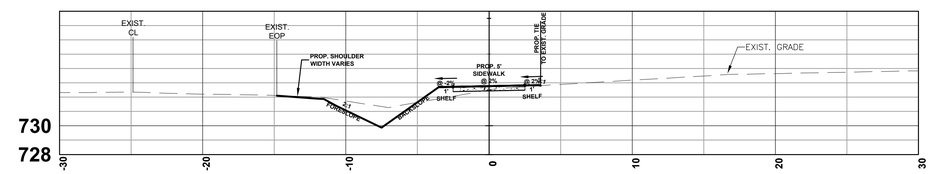

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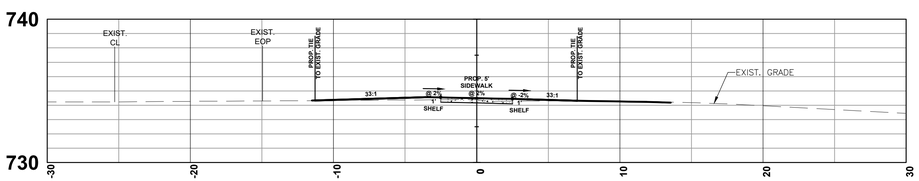

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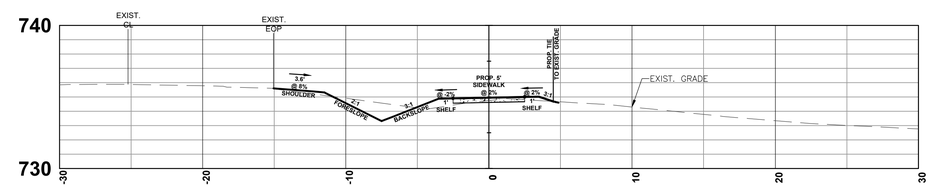

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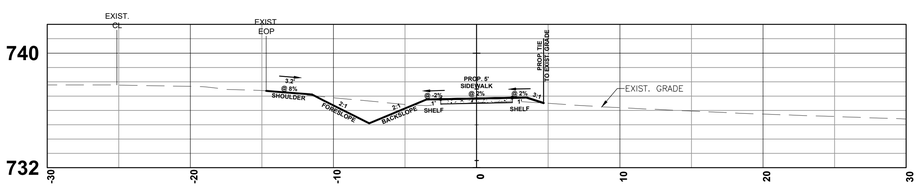

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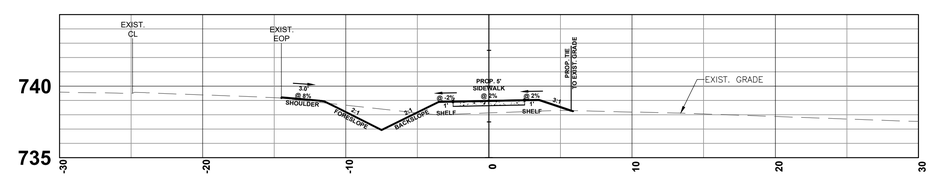

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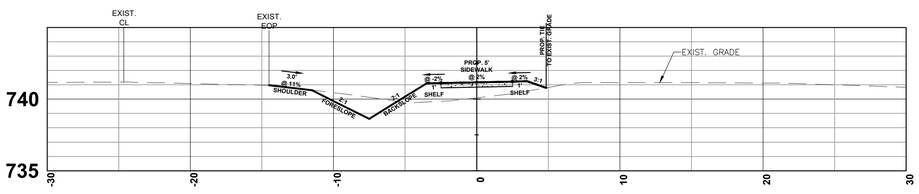

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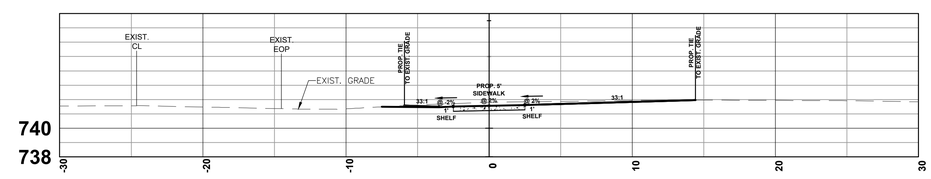

(STA. 24+20 - DRIVEWAY)

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GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

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P.O. Box 7030
Charlotte, NC 28241
3475 Lakemont Blvd.
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

CROSS-SECTIONS (SHEET 3 OF 5)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C4.2

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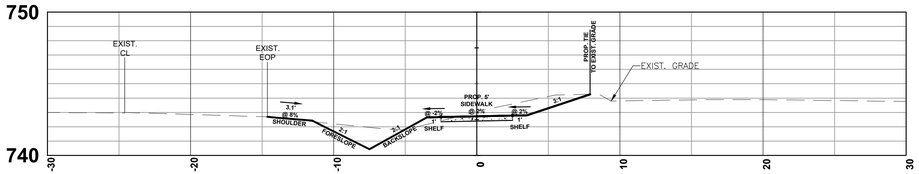

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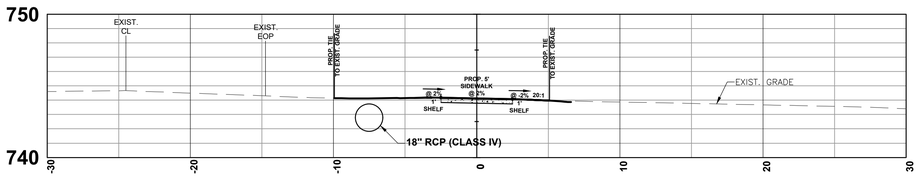

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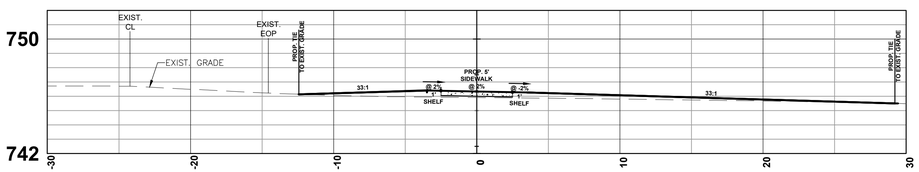

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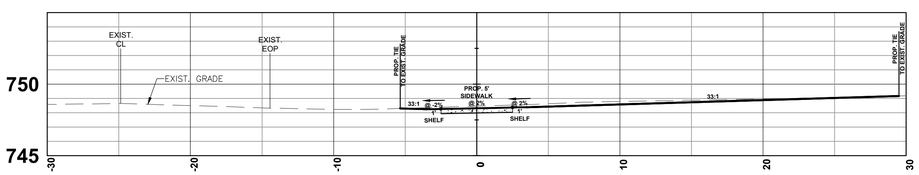

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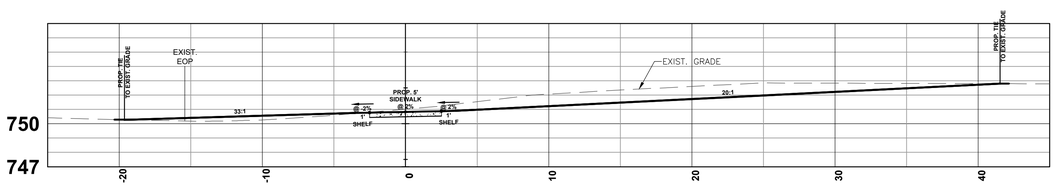

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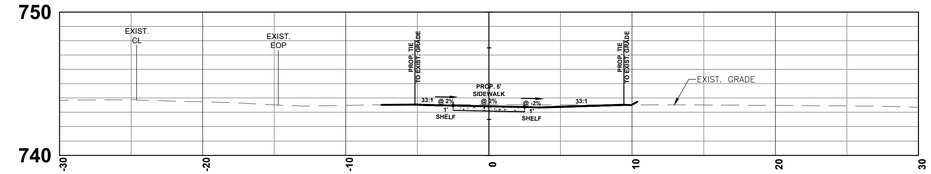

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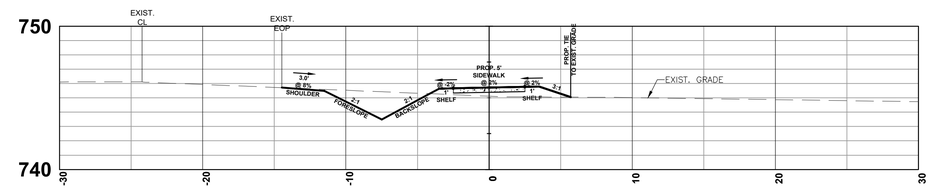

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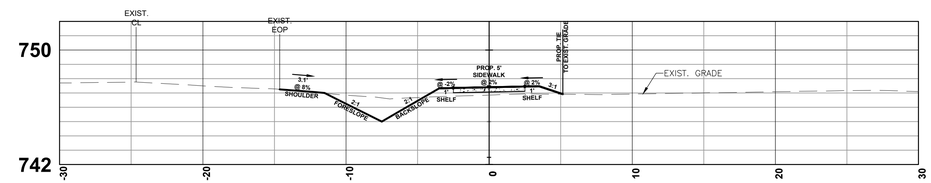

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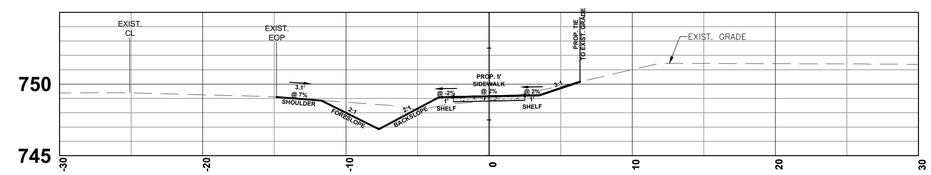

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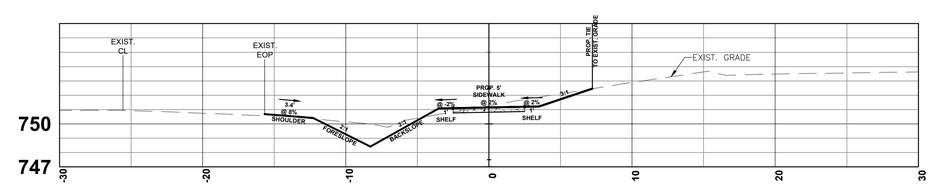

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Know what's below. Call before you dig.

GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Lakemont Blvd.
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

CROSS-SECTIONS (SHEET 4 OF 5)

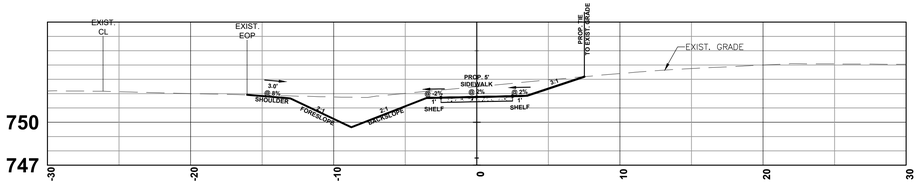
LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C4.3

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-ROAD X-SEC.dwg, CROSS-SECTIONS (SHEET 4 OF 5), smalbua



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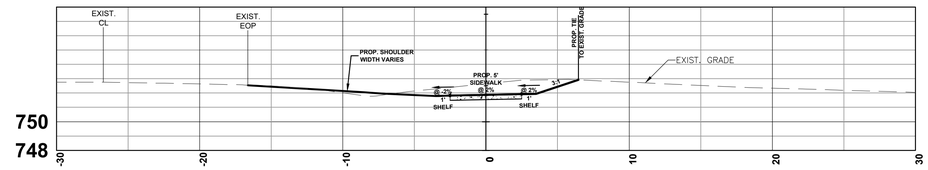

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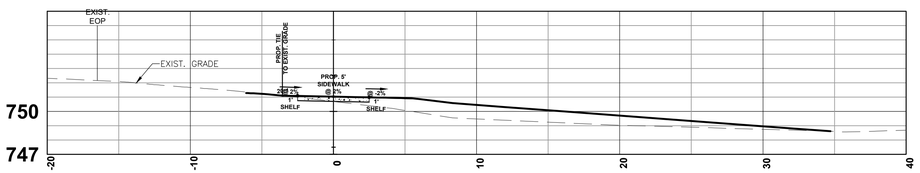

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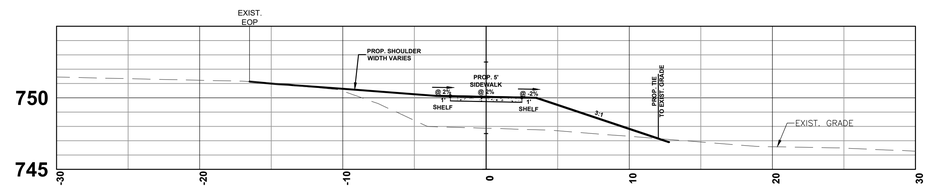

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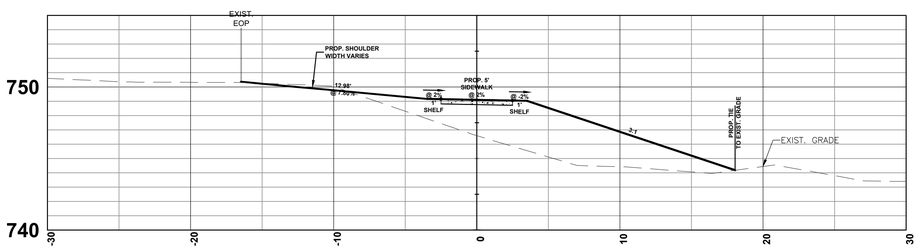

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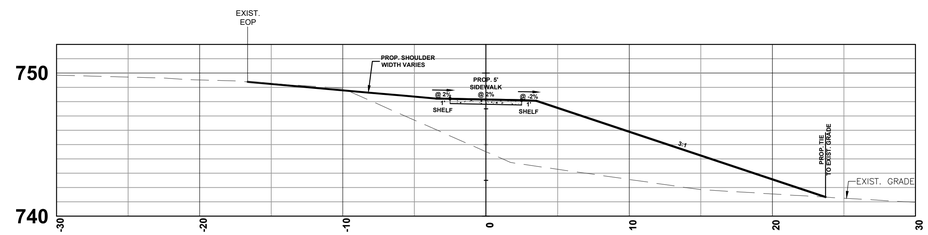

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Know what's below. Call before you dig.

GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

VERTICAL GRAPHIC SCALE

(IN FEET)
1 INCH = 5 FT.

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Lakeside Drive
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

CROSS-SECTIONS (SHEET 5 OF 5)

LINCOLN ROAD SIDEWALK

CITY OF YORK
YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C4.4

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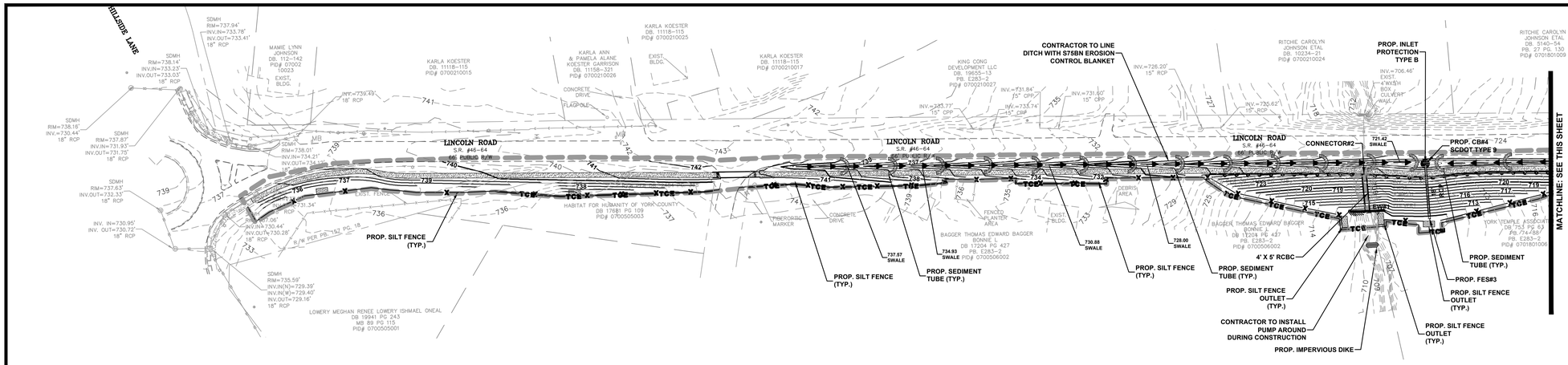

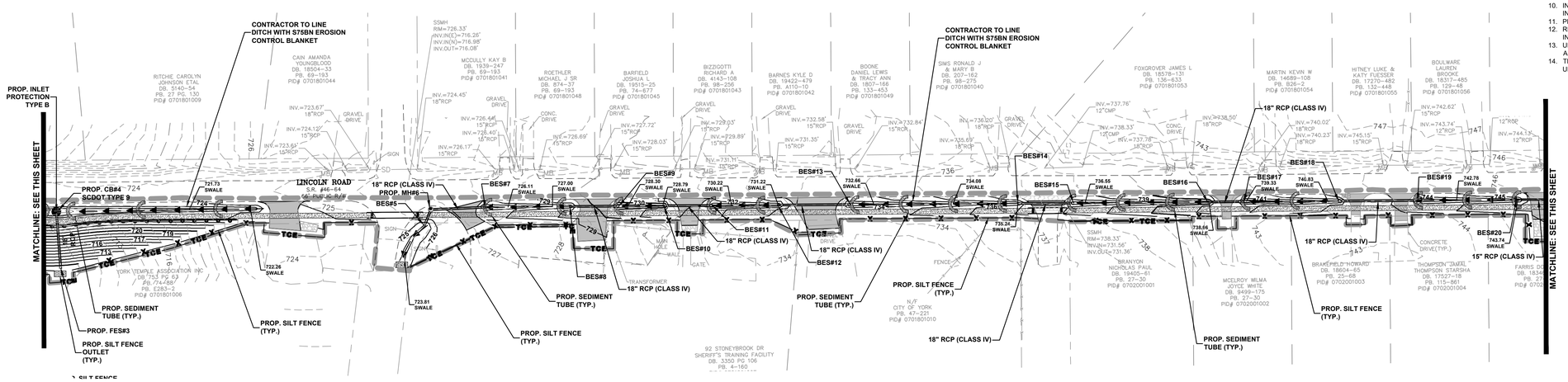

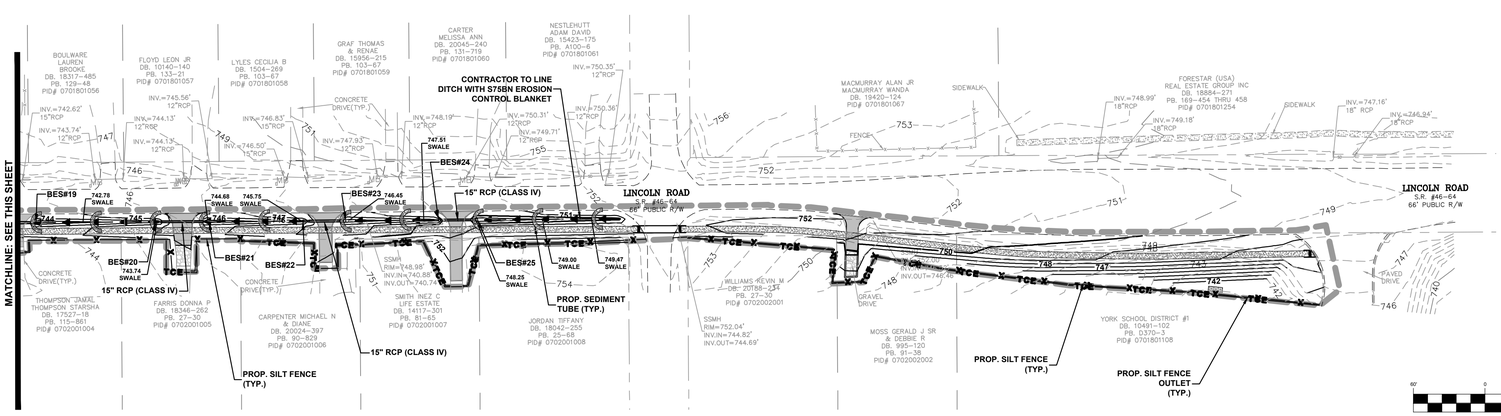

CONSTRUCTION SEQUENCE:

1. RECEIVE NPDES COVERAGE FROM SCDHEC
2. SCHEDULE PRE-CONSTRUCTION MEETING WITH SCDHEC INSPECTOR (TO BE HELD ON-SITE IF MORE THAN 10 DISTURBED ACRES)
3. NOTIFY SCDHEC EQC REGIONAL OFFICE A MINIMUM OF 48 HOURS PRIOR TO BEGINNING LAND DISTURBANCE ACTIVITIES
4. CLEAR AND GRUB ONLY AS NECESSARY FOR INSTALLATION OF PERIMETER CONTROLS
5. INSTALL PERIMETER CONTROLS (E.G., SILT FENCE)
6. CLEAR AND GRUB SITE (EROSION CONTROL MEASURES FOR THESE AREAS MUST ALREADY BE INSTALLED)
7. BEGIN ROUGH GRADING
8. DILIGENTLY MAINTAIN EROSION CONTROL DEVICES DURING GRADING OPERATIONS
9. AS AREAS ARE BROUGHT TO FINISHED GRADE, THEY SHALL BE SEEDED AND FERTILIZED AS SOON AS POSSIBLE
10. INSTALL STORM DRAIN SYSTEM AND PLACE INLET PROTECTION AS EACH INLET IS INSTALLED.
11. PERMANENTLY STABILIZE ALL DISTURBED AREAS
12. REQUEST APPROVAL TO REMOVE EROSION CONTROL MEASURES FROM INSPECTOR OR SWPPP PREPARER
13. UPON APPROVAL, REMOVE TEMPORARY EROSION CONTROL MEASURES AFTER ENTIRE AREA DRAINING TO THE STRUCTURE IS FINALLY STABILIZED
14. THE NOTICE OF TERMINATION (NOT) AND AS-BUILTS CAN BE SUBMITTED UPON A MINIMUM OF 70% UNIFORM SITE STABILIZATION.

NORTH (ROTATED TO SCDHQ (NAD83))

Know what's below. Call before you dig.

LEGEND

EXIST. MAJOR CONTOUR	
EXIST. MINOR CONTOUR	
PROP. MAJOR CONTOUR	
PROP. MINOR CONTOUR	
PROP. SWALE	
PROP. LIMITS OF DISTURBANCE	
PROP. TEMP. CONSTRUCTION EASEMENT	TCE TCE
PROP. SEDIMENT TUBE	
PROP. SILT FENCE OUTLET	

GRAPHIC SCALE

(IN FEET)
1 INCH = 60 FT.

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Corporate Way
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY
1	2/16/2024	EROSION CONTROL UPDATE; SEDIMENT TUBE SHIFT	TWD

EROSION CONTROL PLAN (SHEET 1 OF 1)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C5.0

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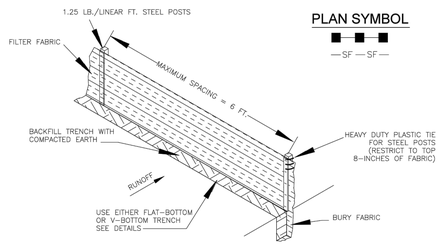
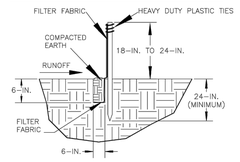
SILT FENCE INSTALLATION

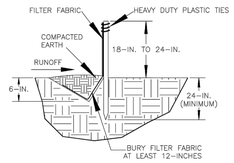


PLAN SYMBOL

FLAT-BOTTOM TRENCH DETAIL



V-SHAPED TRENCH DETAIL



SILT FENCE – GENERAL NOTES

1. Do not place silt fence across channels or in other areas subject to concentrated flows. Silt fence should not be used as a velocity control BMP. Concentrated flows are any flows greater than 0.5 cfs.
2. Maximum sheet or overland flow path length to the silt fence shall be 100–feet.
3. Maximum slope steepness (normal [perpendicular] to the fence line) shall be 2:1.
4. Silt fence joints, when necessary, shall be completed by one of the following options:
   - Wrap each fabric together at a support post with both ends fastened to the post, with a 1–foot minimum overlap;
   - Overlap silt fence by installing 3–feet passed the support post to which the new silt fence roll is attached. Attach old roll to new roll with heavy–duty plastic ties; or,
   - Overlap entire width of each silt fence roll from one support post to the next support post.
5. Attach filter fabric to the steel posts using heavy–duty plastic ties that are evenly spaced within the top 8–inches of the fabric.
6. Install the silt fence perpendicular to the direction of the stormwater flow and place the silt fence the proper distance from the toe of steep slopes to provide sediment storage and access for maintenance and cleanout.
7. Install Silt Fence Checks (Tie–Backs) every 50–100 feet, dependent on slope, along silt fence that is installed with slope and where concentrated flows are expected or are documented along the proposed/installed silt fence.

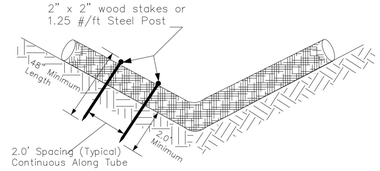
South Carolina Department of Health and Environmental Control

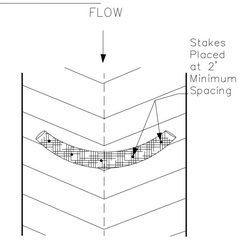
SILT FENCE

STANDARD DRAWING NO. SC–03 Page 1 of 2

NOT TO SCALE — FEBRUARY 2014 DATE

SEDIMENT TUBE INSTALLATION





SEDIMENT TUBE SPACING

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

PLAN SYMBOL

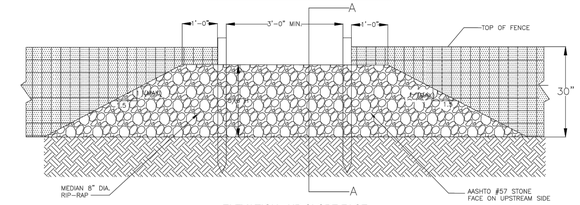
South Carolina Department of Health and Environmental Control

SEDIMENT TUBES

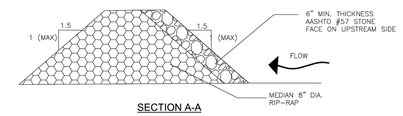
STANDARD DRAWING NO. SC–05 PAGE 1 of 2

NOT TO SCALE — FEBRUARY 2014 DATE

SILT FENCE ROCK OUTLET



ELEVATION - UP-SLOPE FACE



SECTION A-A

PLAN SYMBOL

NOTES:

1. WASHED STONE (#57) TO BE REMOVED AND REPLACED ONCE IT BECOMES CLOGGED WITH SEDIMENT.
2. SEDIMENT TO BE REMOVED WHEN ACCUMULATIONS REACH 1/3 HEIGHT OF SILT FENCE
3. THE KEY TO FUNCTIONAL ROCK OUTLETS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.

South Carolina Department of Health and Environmental Control

SILT FENCE ROCK OUTLET

STANDARD DRAWING NO. SC–14 PAGE 1 of 1

NOT TO SCALE — FEBRUARY 2014 DATE

SILT FENCE – POST REQUIREMENTS

1. Silt Fence posts must be 48–inch long steel posts that meet, at a minimum, the following physical characteristics.
   - Composed of a high strength steel with a minimum yield strength of 50,000 psi.
   - Include a standard "T" section with a nominal face width of 1.38–inches and a nominal "T" length of 1.48–inches.
   - Weigh 1.25 pounds per foot (± 8%)
2. Posts shall be equipped with projections to aid in fastening of filter fabric.
3. Steel posts may need to have a metal soil stabilization plate welded near the bottom when installed along steep slopes or installed in loose soils. The plate should have a minimum cross section of 17–square inches and be composed of 15 gauge steel, at a minimum. The metal soil stabilization plate should be completely buried.
4. Install posts to a minimum of 24–inches. A minimum height of 1– to 2–inches above the fabric shall be maintained, and a maximum height of 3 feet shall be maintained above the ground.
5. Post spacing shall be at a maximum of 6–feet on center.

SILT FENCE – FABRIC REQUIREMENTS

1. Silt fence must be composed of woven geotextile filter fabric that consists of the following requirements:
   - Composed of fibers consisting of long chain synthetic polymers of at least 85% by weight of polyolefins, polyesters, or polyamides that are formed into a network such that the filaments or yarns retain dimensional stability relative to each other;
   - Free of any treatment or coating which might adversely alter its physical properties after installation;
   - Free of any defects or flaws that significantly affect its physical and/or filtering properties; and,
   - Have a minimum width of 36–inches.
2. Use only fabric appearing on SC DOT's Qualified Products Listing (QPL), Approval Sheet #34, meeting the requirements of the most current edition of the SC DOT Standard Specifications for Highway Construction.
3. 12–inches of the fabric should be placed within excavated trench and toed in when the trench is backfilled.
4. Filter Fabric shall be purchased in continuous rolls and cut to the length of the barrier to avoid joints.
5. Filter Fabric shall be installed at a minimum of 24–inches above the ground.

SILT FENCE – INSPECTION & MAINTENANCE

1. The key to functional silt fence is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of silt fence shall be conducted once every calendar week and, as recommended, within 24–hours after each rainfall even that produces 1/2–inch or more of precipitation.
3. Attention to sediment accumulations along the silt fence 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 silt fence.
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. Check for areas where stormwater runoff has eroded a channel beneath the silt fence, or where the fence has sagged or collapsed due to runoff overtopping the silt fence. Install checks/tie–backs and/or reinstall silt fence, as necessary.
7. Check for tears within the silt fence, areas where silt fence has begun to decompose, and for any other circumstance that may render the silt fence ineffective. Removed damaged silt fence and reinstall new silt fence immediately.
8. Silt fence should be removed within 30 days after final stabilization is achieved and once it is removed, the resulting disturbed area shall be permanently stabilized.

South Carolina Department of Health and Environmental Control

SILT FENCE

STANDARD DRAWING NO. SC–03 PAGE 2 of 2

GENERAL NOTES — FEBRUARY 2014 DATE

SEDIMENT TUBES – GENERAL NOTES

1. Sediment tubes may be installed along contours, in drainage conveyance channels, and around inlets to help prevent off–site discharge of sediment–laden stormwater runoff.
2. Sediment tubes are elongated tubes of compacted geotextiles, curled excelsior wood, natural coconut fiber, or hardwood mulch. Straw, pine needle, and leaf mulch–filled sediment tubes are not permitted.
3. The outer netting of the sediment tube should consist of seamless, high–density polyethylene photodegradable materials treated with ultraviolet stabilizers or a seamless, high–density polyethylene non–degradable material.
4. Sediment tubes, when used as checks within channels, should range between 18–inches and 24–inches depending on channel dimensions. Diameters outside this range may be allowed where necessary when approved.
5. Curled excelsior wood, or natural coconut products that are rolled up to create a sediment tube are not allowed.
6. Sediment tubes should be staked using wooden stakes (2–inch X 2–inch) or steel posts (standard "U" or "T" sections with a minimum weight of 1.25 pounds per foot) at a minimum of 48–inches in length placed on 2–foot centers.
7. Install all sediment tubes to ensure that no gaps exist between the soil and the bottom of the tube. Manufacturer's recommendations should always be consulted before installation.
8. The ends of adjacent sediment tubes should be overlapped 6–inches to prevent flow and sediment from passing through the field joint.
9. Sediment tubes should not be stacked on top of one another, unless recommended by manufacturer.
10. Each sediment tube should be installed in a trench with a depth equal to 1/5 the diameter of the sediment tube.
11. Sediment tubes should continue up the side slopes a minimum of 1–foot above the design flow depth of the channel.
12. Install stakes at a diagonal facing incoming runoff.

SEDIMENT TUBES – INSPECTION & MAINTENANCE

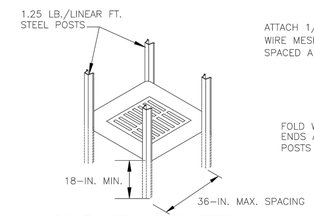
1. The key to functional sediment tubes is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of sediment tubes shall be conducted once every calendar week and, as recommended, within 24–hours after each rainfall even that produces 1/2–inch or more of precipitation.
3. Attention to sediment accumulations in front of the sediment tube is extremely important. Accumulated sediment should be continually monitored and removed when necessary.
4. Remove accumulated sediment when it reaches 1/3 the height of the sediment tube.
5. Removed sediment shall be placed in stockpile storage areas or spread thinly across disturbed area. Stabilize the removed sediment after it is relocated.
6. Large debris, trash, and leaves should be removed from in front of tubes when found.
7. If erosion causes the edges to fall to a height equal to or below the height of the sediment tube, repairs should be made immediately to prevent runoff from bypassing tube.
8. Sediment tubes should be removed after the contributing drainage area has been completely stabilized. Permanent vegetation should replace areas from which sediment tubes have been removed.

South Carolina Department of Health and Environmental Control

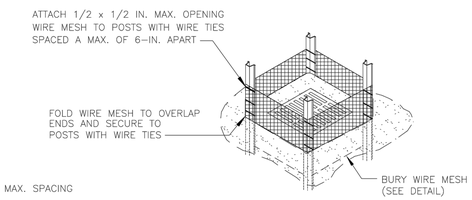
SEDIMENT TUBES

STANDARD DRAWING NO. SC–05 PAGE 2 of 2

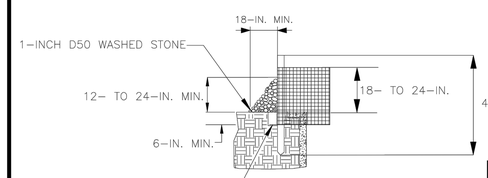
GENERAL NOTES — FEBRUARY 2014 DATE



POST INSTALLATION DETAIL



WIRE MESH INSTALLATION DETAIL



STONE AND WIRE MESH INSTALLATION DETAIL

PLAN SYMBOL

South Carolina Department of Health and Environmental Control

Type B

WIRE MESH & STONE INLET PROTECTION

STANDARD DRAWING NO. SC–08 PAGE 1 of 2

NOT TO SCALE — FEBRUARY 2014 DATE

Know what's below. Call before you dig.

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Lakeside Drive
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

EROSION CONTROL DETAILS

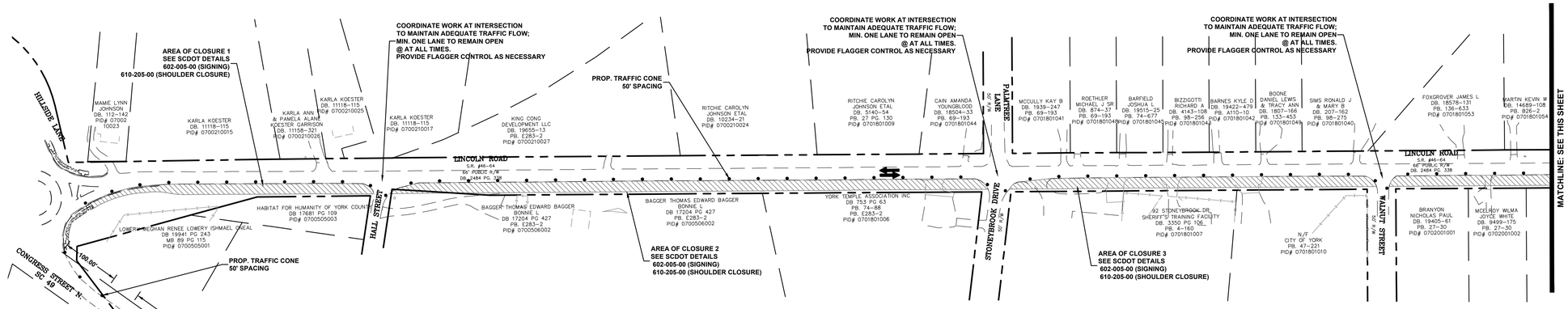
LINCOLN ROAD SIDEWALK

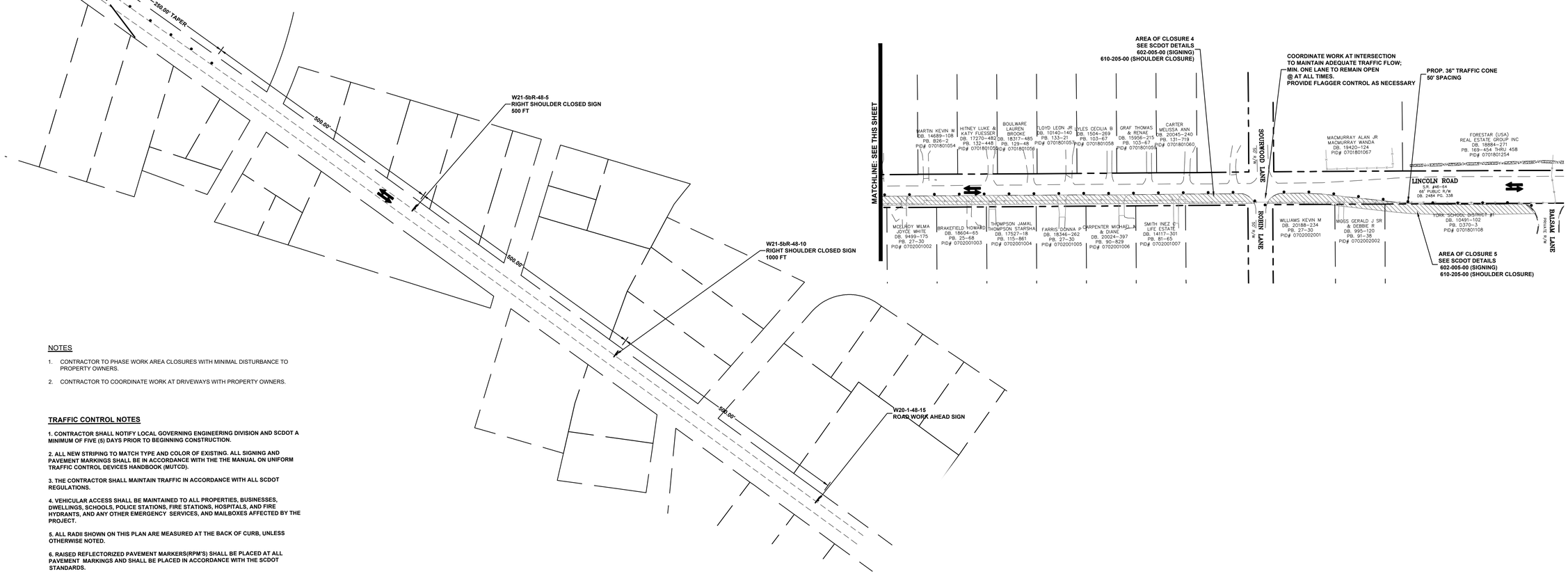
CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C5.1

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-EC.dwg, EC DETAILS, snealbua





NOTES

1. CONTRACTOR TO PHASE WORK AREA CLOSURES WITH MINIMAL DISTURBANCE TO PROPERTY OWNERS.
2. CONTRACTOR TO COORDINATE WORK AT DRIVEWAYS WITH PROPERTY OWNERS.

TRAFFIC CONTROL NOTES

1. CONTRACTOR SHALL NOTIFY LOCAL GOVERNING ENGINEERING DIVISION AND SCDOT A MINIMUM OF FIVE (5) DAYS PRIOR TO BEGINNING CONSTRUCTION.

2. ALL NEW STRIPING TO MATCH TYPE AND COLOR OF EXISTING. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES HANDBOOK (MUTCD).

3. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH ALL SCDOT REGULATIONS.

4. VEHICULAR ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES, BUSINESSES, DWELLINGS, SCHOOLS, POLICE STATIONS, FIRE STATIONS, HOSPITALS, AND FIRE HYDRANTS, AND ANY OTHER EMERGENCY SERVICES, AND MAILBOXES AFFECTED BY THE PROJECT.

5. ALL RADII SHOWN ON THIS PLAN ARE MEASURED AT THE BACK OF CURB, UNLESS OTHERWISE NOTED.

6. RAISED REFLECTORIZED PAVEMENT MARKERS(RPM'S) SHALL BE PLACED AT ALL PAVEMENT MARKINGS AND SHALL BE PLACED IN ACCORDANCE WITH THE SCDOT STANDARDS.

7. CONTRACTOR IS RESPONSIBLE FOR OBTAINING LOCATIONS OF EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONTRACTOR RESPONSIBLE FOR COORDINATION WITH POWER COMPANY AND/OR CABLE TV/PHONE COMPANIES TO RELOCATE EXISTING OVERHEAD AND UNDERGROUND UTILITIES. CONTRACTOR TO COORDINATE WITH YORK COUNTY PUBLIC WORKS DEPARTMENT REGARDING WATER/SANITARY SEWER LOCATIONS AND RELOCATIONS. CONTRACTOR TO COORDINATE WITH YORK COUNTY NATURAL GAS CO. REGARDING LOCATION AND RELOCATION, IF REQUIRED, OF NATURAL GAS LINES.

8. DEVELOPER/OWNER RESPONSIBLE FOR COORDINATION WITH ALL ADJOINING PROPERTY OWNERS PRIOR TO CONSTRICTION.

9. EXISTING SIGNAGE (SPEED LIMIT, SCHOOL, ETC.) TO BE REPLACED/MOVED AS REQUIRED BY STREET WIDENING.

10. SURVEY INFORMATION SUPPLIED BY ESP ASSOCIATES, INC.

11. CONTRACTOR IS RESPONSIBLE FOR RELOCATION OF ALL UTILITIES AS NECESSARY. COORDINATE WITH APPROPRIATE UTILITY OWNERS.

12. CONTRACTOR IS RESPONSIBLE FOR RELOCATION OF EXISTING FENCES, MAILBOXES, AND OTHER AFFECTED STRUCTURES.

13. DEVELOPER/OWNER IS RESPONSIBLE FOR OBTAINING REQUIRED EASEMENTS AND/OR RIGHT OF WAY FROM AFFECTED ADJACENT PROPERTY OWNERS PRIOR TO CONSTRUCTION.

14. CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL AND STABILIZATION AS REQUIRED BY EROSION CONTROL PLANS.

LEGEND

PROP. WORK AREA

PROP. TRAFFIC CONE

PROP. FLAGGER

NORTH ORIENTED TO SCDOT E3

GRAPHIC SCALE

100' 0 50' 100' 200' 400'

(IN FEET)
1 INCH = 100 FT.

Know what's below. Call before you dig.

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Corporate Way
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

TRAFFIC CONTROL PLAN

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023
SHEET:	C6.0

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-TRAFFIC.dwg, TRAFFIC 1, smadsua

REFERENCES

WORK ZONE TRAFFIC CONTROL ENGINEER

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24242 WILLIE E. McCONNELL, JR

SIGNATURE

8/2/12
DATE

#	DATE	CHK	DESCRIPTION
6			
5			
4			
3			
2			
1	1-5-12	JCS	GENERAL UPDATE
0	8-13-07	JCS	DRAWING NO. UPDATE

SCDOT

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

STANDARD DRAWING

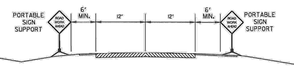
CONSTRUCTION SIGNING-TEMPORARY PORTABLE SIGN SUPPORTS INSTALLATION & PLACEMENT

602-005-00

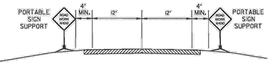
EFFECTIVE LETTING DATE: JAN. 2013 THIS DRAWING IS NOT TO SCALE.

GENERAL NOTES

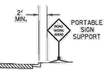
1. ALL SIGN LOCATIONS ARE TO BE MEASURED FROM THE WORK AREA. WORK LIMITS FOR THE PROJECT WILL BE DETERMINED BY THE ENGINEER AND AS INDICATED IN THE CONTRACT.
2. INSTALL ADVANCE WARNING SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS NO LESS THAN 4 FEET FROM THE NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF AN ADJACENT TRAVEL LANE ON ROADWAYS WITH EARTH SHOULDERS AND NO LESS THAN 6 FEET FROM THE NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF AN ADJACENT TRAVEL LANE ON ROADWAYS WITH PAVED SHOULDERS. WHEN CURB & GUTTER IS PRESENT, INSTALL THE SIGN NO LESS THAN 2 FEET FROM THE NEAR EDGE OF THE SIGN TO THE FACE OF THE CURB.
3. ALL SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 5 FEET FROM THE GROUND TO THE BOTTOM OF THE SIGN. ALL SIGNS MOUNTED ON GROUND MOUNTED U-CHANNEL POSTS OR SQUARE STEEL TUBE POSTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 7 FEET FROM THE GRADE ELEVATION OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE TO THE BOTTOM OF THE SIGN UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. MOUNT ALL SIGNS STRAIGHT AND LEVEL AND WITH THE FACE OF THE SIGNS PERPENDICULAR TO THE SURFACE OF THE ROADWAY.
4. REFLECTORIZE ORANGE ADVANCE WARNING SIGNS AND ANY ORANGE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A FLUORESCENT ORANGE COLORED PRISMATIC RETROREFLECTIVE SHEETING. REFLECTORIZE WHITE REGULATORY SIGNS AND ANY WHITE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A WHITE COLORED PRISMATIC RETROREFLECTIVE SHEETING.
5. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH ALL NCHRP REPORT 350 REQUIREMENTS AND SHALL REQUIRE APPROVAL BY THE DEPARTMENT. ONLY THOSE TRAFFIC CONTROL DEVICES INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES" ARE CONSIDERED ACCEPTABLE FOR USE. THIS LIST MAY BE ACCESSED ON THE DEPARTMENT'S WEB SITE AT: www.scdot.org .
6. ONLY THOSE PORTABLE SIGN SUPPORTS INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL IN WORK ZONES" ARE CONSIDERED ACCEPTABLE. ALL PORTABLE SIGN SUPPORTS UTILIZED FOR CONTRACT WORK SHALL PROVIDE A MINIMUM MOUNTING HEIGHT OF 5 FEET FROM THE GROUND TO THE BOTTOM OF THE SIGN ON ALL ROADWAYS. MOUNTING HEIGHTS LESS THAN 5 FEET ARE UNACCEPTABLE FOR CONTRACT WORK.
7. FABRICATE ALL SIGNS INTENDED FOR MOUNTING ON PORTABLE SIGN SUPPORTS FROM ONLY THOSE SIGN SUBSTRATES INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES".
8. PROVIDE AND UTILIZE ANY SPECIAL SIGN MOUNTING ASSEMBLIES AND HARDWARE THAT MAY BE NECESSARY FOR INSTALLING AND MOUNTING SIGNS IN AREAS WHERE CONCRETE MEDIAN BARRIERS, BRIDGE PARAPET WALLS OR DOUBLEFACED GUARDRAIL ARE PRESENT.
9. THESE ILLUSTRATIONS ARE INTENDED FOR INFORMATION ONLY. SIMILARITY BETWEEN THESE ILLUSTRATIONS AND ANY SPECIFIC DEVICE OR SYSTEM IS COINCIDENTAL AND IS NOT INTENDED AS EITHER A RECOMMENDATION OR AN ENDORSEMENT OF A SPECIFIC DEVICE OR DESIGN.
10. INSTALL AND PLACE ADVANCE WARNING SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS AS ILLUSTRATED ON THIS TYPICAL TRAFFIC CONTROL STANDARD DRAWING.



FOUR LANE DIVIDED HIGHWAY WITH PAVED SHOULDERS



FOUR LANE DIVIDED HIGHWAY WITH EARTH SHOULDERS



FIVE LANE ROAD / TWO LANE ROAD WITH CURB & GUTTER

FIVE LANE ROAD / TWO LANE ROAD WITH EARTH SHOULDERS

REFERENCES

WORK ZONE TRAFFIC CONTROL ENGINEER

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24242 WILLIE E. McCONNELL, JR

SIGNATURE

8/2/12
DATE

#	DATE	CHK	DESCRIPTION
6			
5			
4			
3			
2			
1	8-12-11	JCS	GENERAL UPDATE
0	8-23-07	JCS	DRAWING NO. UPDATE

SCDOT

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

STANDARD DRAWING

RIGHT SHOULDER CLOSURE (CASE I / CASE II) PRIMARY ROUTES

610-205-00

EFFECTIVE LETTING DATE: JAN. 2013 THIS DRAWING IS NOT TO SCALE.

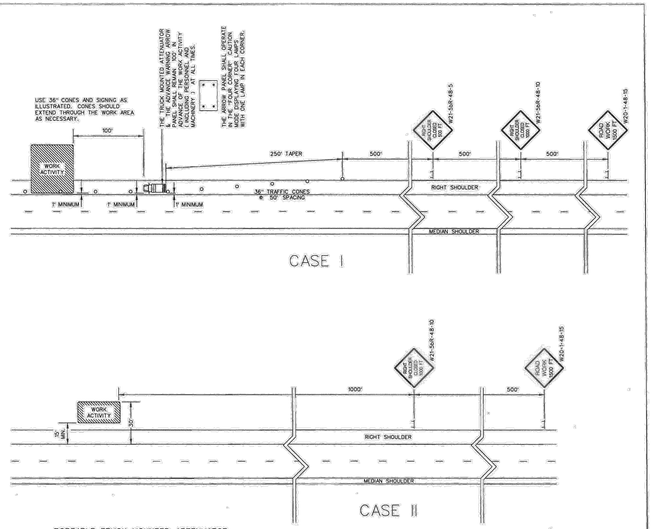
GENERAL NOTES

1. ALL SIGN LOCATIONS ARE TO BE MEASURED FROM THE WORK AREA. WORK LIMITS FOR THE PROJECT WILL BE DETERMINED BY THE ENGINEER AND AS INDICATED IN THE CONTRACT.
2. INSTALL ADVANCE WARNING SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS NO LESS THAN 4 FEET FROM THE NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF AN ADJACENT TRAVEL LANE ON ROADWAYS WITH EARTH SHOULDERS AND NO LESS THAN 6 FEET FROM THE NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF AN ADJACENT TRAVEL LANE ON ROADWAYS WITH PAVED SHOULDERS. WHEN CURB & GUTTER IS PRESENT, INSTALL THE SIGN NO LESS THAN 2 FEET FROM THE NEAR EDGE OF THE SIGN TO THE FACE OF THE CURB.
3. SPACINGS INDICATED ARE FOR NORMAL CONDITIONS. ADJUSTMENTS MAY BE REQUIRED DUE TO HORIZONTAL AND/OR VERTICAL ALIGNMENTS OR OTHER SIGHT DISTANCE RESTRICTIONS.
4. ALL SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 5 FEET FROM THE GROUND TO THE BOTTOM OF THE SIGN. ALL SIGNS MOUNTED ON GROUND MOUNTED U-CHANNEL POSTS OR SQUARE STEEL TUBE POSTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 7 FEET FROM THE GRADE ELEVATION OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE TO THE BOTTOM OF THE SIGN UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. MOUNT ALL SIGNS STRAIGHT AND LEVEL AND WITH THE FACE OF THE SIGNS PERPENDICULAR TO THE SURFACE OF THE ROADWAY.
5. REFLECTORIZE ORANGE ADVANCE WARNING SIGNS AND ANY ORANGE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A FLUORESCENT ORANGE COLORED PRISMATIC RETROREFLECTIVE SHEETING. REFLECTORIZE WHITE REGULATORY SIGNS AND ANY WHITE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A WHITE COLORED PRISMATIC RETROREFLECTIVE SHEETING.
6. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH ALL NCHRP REPORT 350 REQUIREMENTS AND SHALL REQUIRE APPROVAL BY THE DEPARTMENT. ONLY THOSE TRAFFIC CONTROL DEVICES INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES" ARE CONSIDERED ACCEPTABLE FOR USE. THIS LIST MAY BE ACCESSED ON THE DEPARTMENT'S WEB SITE AT: www.scdot.org .
7. THE CONTRACTOR SHALL PROVIDE AND UTILIZE ANY SPECIAL SIGN MOUNTING ASSEMBLIES AND HARDWARE THAT MAY BE NECESSARY FOR INSTALLING AND MOUNTING SIGNS IN AREAS OF CONCRETE MEDIAN BARRIER, BRIDGE PARAPET WALLS OR DOUBLEFACED GUARDRAIL.
8. THE PRIMARY TRAFFIC CONTROL DEVICES UTILIZED FOR DAYTIME SHOULDER CLOSURES ARE 36" CONES. THE PRIMARY TRAFFIC CONTROL DEVICES UTILIZED FOR NIGHTTIME SHOULDER CLOSURES ARE PORTABLE PLASTIC DRUMS. DURING DAYTIME SHOULDER CLOSURES, 42" OVERSIZED CONES MAY BE SUBSTITUTED FOR 36" CONES. DURING NIGHTTIME SHOULDER CLOSURES, 42" OVERSIZED CONES ARE PROHIBITED FOR USE. IF THIS TRAFFIC CONTROL SETUP EXTENDS INTO THE HOURS OF DARKNESS, REPLACE ALL CONES, 36" OR 42" OVERSIZED, WITH PORTABLE PLASTIC DRUMS.
9. THE 36" CONES UTILIZED DURING DAYLIGHT HOURS ARE NOT REQUIRED TO BE REFLECTORIZED. REFLECTORIZE ALL 42" OVERSIZED CONES UTILIZED DURING DAYTIME SHOULDER CLOSURES WITH TYPE III FLEXIBLE PRISMATIC RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. REFLECTORIZE ALL PORTABLE PLASTIC DRUMS WITH TYPE III FLEXIBLE PRISMATIC RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
11. THE DEPARTMENT PROHIBITS CONDUCTING WORK ON PRIMARY AND SECONDARY ROUTES WITHIN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE UNDER A SHOULDER CLOSURE. ALL WORK ACTIVITIES MAY REQUIRE THE PRESENCE OF EQUIPMENT, PERSONNEL, MATERIALS OR WORK VEHICLES WITHIN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE SHALL BE CONDUCTED UNDER A LANE CLOSURE.

CASE I: WHENEVER ANY PORTION OF THE SHOULDER AREA WITHIN 15' BUT NOT CLOSER THAN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE MUST BE OCCUPIED BY EQUIPMENT, PERSONNEL, MATERIALS OR WORK VEHICLES TO CONDUCT THE WORK, INSTALL AND MAINTAIN THE SIGNING AND TRAFFIC CONTROL DEVICES AS ILLUSTRATED.

CASE II: WHENEVER THE WORK IS CONDUCTED BEYOND 15' BUT WITHIN 30' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE, INCLUDING THE PRESENCE OF EQUIPMENT, PERSONNEL, MATERIALS OR WORK VEHICLES, INSTALL AND MAINTAIN THE SIGNING AND TRAFFIC CONTROL AS ILLUSTRATED.

12. CONDUCT THE WORK IN SUCH A MANNER THAT WILL NOT REQUIRE ENCROACHMENT OF TRAFFIC CONTROL DEVICES, EQUIPMENT, PERSONNEL, MATERIALS OR ANY WORK RELATED VEHICLES WITHIN 1' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE.
13. PLACE THE TRUCK MOUNTED ATTENUATOR AT A LOCATION 100' IN ADVANCE OF THE WORK ACTIVITY AND NO CLOSER THAN 1' FROM THE NEAR EDGE OF THE ADJACENT TRAVEL LANE.
14. FOR A CASE I SCENARIO IN THE RIGHT SHOULDER AREA, ADJUST THE TAPER AS NECESSARY TO FIT THE WIDTH OF THE SHOULDER WHILE MAINTAINING THE REQUIRED 250' TAPER LENGTH.
15. IF WORK IS BEING CONDUCTED SIMULTANEOUSLY AT TWO DIFFERENT LOCATIONS AT THE SAME TIME UNDER CASE I SHOULDER CLOSURES, SEPARATE THE TWO LOCATIONS BY NO LESS THAN 1 MILE FROM THE END OF THE FIRST CASE I CLOSURE THAT A MOTORIST WILL ENCOUNTER TO THE BEGINNING OF THE TAPER OF THE SECOND CASE I CLOSURE. A MINIMUM SEPARATION DISTANCE OF ONE-HALF MILE IS RECOMMENDED BETWEEN SHOULDER CLOSURES WHEN ONE OR BOTH SHOULDER CLOSURES IS A CASE II CLOSURE.
16. THE DEPARTMENT RESERVES THE RIGHT TO RESTRICT WORK OPERATIONS AND/OR WITHHOLD THE MONTHLY ESTIMATE IF THE TRAFFIC CONTROL IS NOT PROPERLY INSTALLED AND MAINTAINED AS DIRECTED BY THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, THE STANDARD DRAWINGS, THE PLANS AND/OR THE ENGINEER.
17. THIS TYPICAL TRAFFIC CONTROL SETUP APPLIES TO THE INSTALLATION OF SHOULDER CLOSURES IN THE RIGHT SHOULDER AREAS OF PRIMARY AND SECONDARY ROADWAYS.



PORTABLE TRUCK MOUNTED ATTENUATOR

1. UTILIZE A TRUCK MOUNTED ATTENUATOR ATTACHED TO THE REAR OF A TRUCK WITH A MINIMUM OPTIONAL VEHICULAR WEIGHT RATING OF 15,000 POUNDS (ACTUAL WEIGHT). IF THE MANUFACTURER'S RECOMMENDATIONS FOR BALLASTING ARE NECESSARY TO OBTAIN THIS MATERIAL WITHIN A STRUCTURE CONSTRUCTED OF STEEL, ASTM STRUCTURAL STRUCTURE TO HAVE A MINIMUM OF FOUR SIDES AND A BOTTOM. A TOP IS OPTIONAL. BOLT THIS STRUCTURE TO THE FRAME OF THE TRUCK. UTILIZE A SUFFICIENT NUMBER OF FASTENERS FOR ATTACHMENT OF THE STEEL STRUCTURE TO THE FRAME OF THE TRUCK TO ENSURE THE STRUCTURE WILL NOT SEPARATE FROM THE FRAME OF THE TRUCK DURING AN IMPACT UPON THE ATTACHED TRUCK MOUNTED ATTENUATOR. UTILIZE EITHER DRY LOOSE SAND OR STEEL REINFORCED CONCRETE FOR BALLAST MATERIAL WITHIN THE STEEL STRUCTURE TO ACHIEVE THE NECESSARY WEIGHT. THE BALLAST MATERIAL SHALL REMAIN CONTAINED WITHIN THE CONFINES OF THE STEEL STRUCTURE AND SHALL NOT PROTRUDE FROM THE STEEL STRUCTURE IN ANY MANNER.
2. LOCATE THE TRUCK MOUNTED ATTENUATOR 100 FEET IN ADVANCE OF THE WORK AREA UNLESS OTHERWISE SPECIFIED.
3. PROVIDE, INSTALL AND MAINTAIN THE TRUCK MOUNTED ATTENUATOR AS SPECIFIED BY THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

ADVANCE WARNING ARROW PANEL

ALL ADVANCE WARNING ARROW PANELS SHALL BE: 48" x 96" WITH A MINIMUM LEGIBILITY DISTANCE OF 1 MILE. PLACEMENT OF AN ADVANCE WARNING ARROW PANEL MAY REQUIRE ADJUSTMENTS DUE TO HORIZONTAL AND/OR VERTICAL ALIGNMENT OR OTHER SIGHT DISTANCE RESTRICTIONS. THE PANEL FACE SHALL BE NONREFLECTIVE BLACK. ALL ADVANCE WARNING ARROW PANELS SHALL COMPLY WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION.

WHEN AN ADVANCE WARNING ARROW PANEL IS REQUIRED TO OPERATE IN THE CAUTION MODE, THE ADVANCE WARNING ARROW PANEL SHALL DISPLAY THE "FOUR CORNERS" CAUTION MODE, WITH ONE LAMP IN EACH CORNER. DISPLAY OF ANY OTHER TYPE OF CAUTION MODE OTHER THAN THE "FOUR CORNERS" CAUTION MODE SUCH AS THE "FLASHING BAR" OR THE "ALTERNATING DIAMOND" CAUTION MODES ARE UNACCEPTABLE AND PROHIBITED.

LEGEND

⊙ 36" TRAFFIC CONES

ESP Associates, Inc.
P.O. Box 7030
Charlotte, NC 28241
3475 Corporate Way
Fort Mill, SC 29708
704-583-4949 (NC)
803-802-2440 (SC)
www.espassociates.com

PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY

TRAFFIC CONTROL DETAILS (SHEETS 1 OF 1)

LINCOLN ROAD SIDEWALK

CITY OF YORK — YORK, SC

PROJECT INFORMATION	
PROJECT MANAGER:	BAM
DESIGNED BY:	DMA
DRAWN BY:	DMA
PROJECT NUMBER:	KT14.400
ORIGINAL DATE:	12/01/2023

SHEET: C6.1

V:\KT14.400 - Lincoln Rd Sidewalk_KT14\Sheets\KT14-TRAFFIC.dwg, TC DETAILS, smalhua