

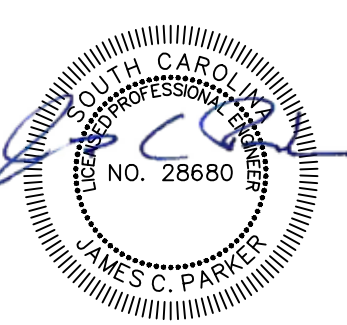
4/26/2022 12:48 PM  
P:21161 - HGTC - GEORGETOWN CAMPUS MILLING & REPAVING DESIGN DRAWINGS SHEET COVER NOTES & DETAILS.DWG

# HGTC-CONWAY CAMPUS RENOVATION OF PARKING LOTS AND ROADS

## MILLING / REPAVING / RESTRIPIING H59-6183-MJ



DEVELOPMENT RESOURCE GROUP, LLC  
4703 OLEANDER DRIVE  
MYRTLE BEACH, SC 29577  
843-839-3350 | DRGPLLC.COM

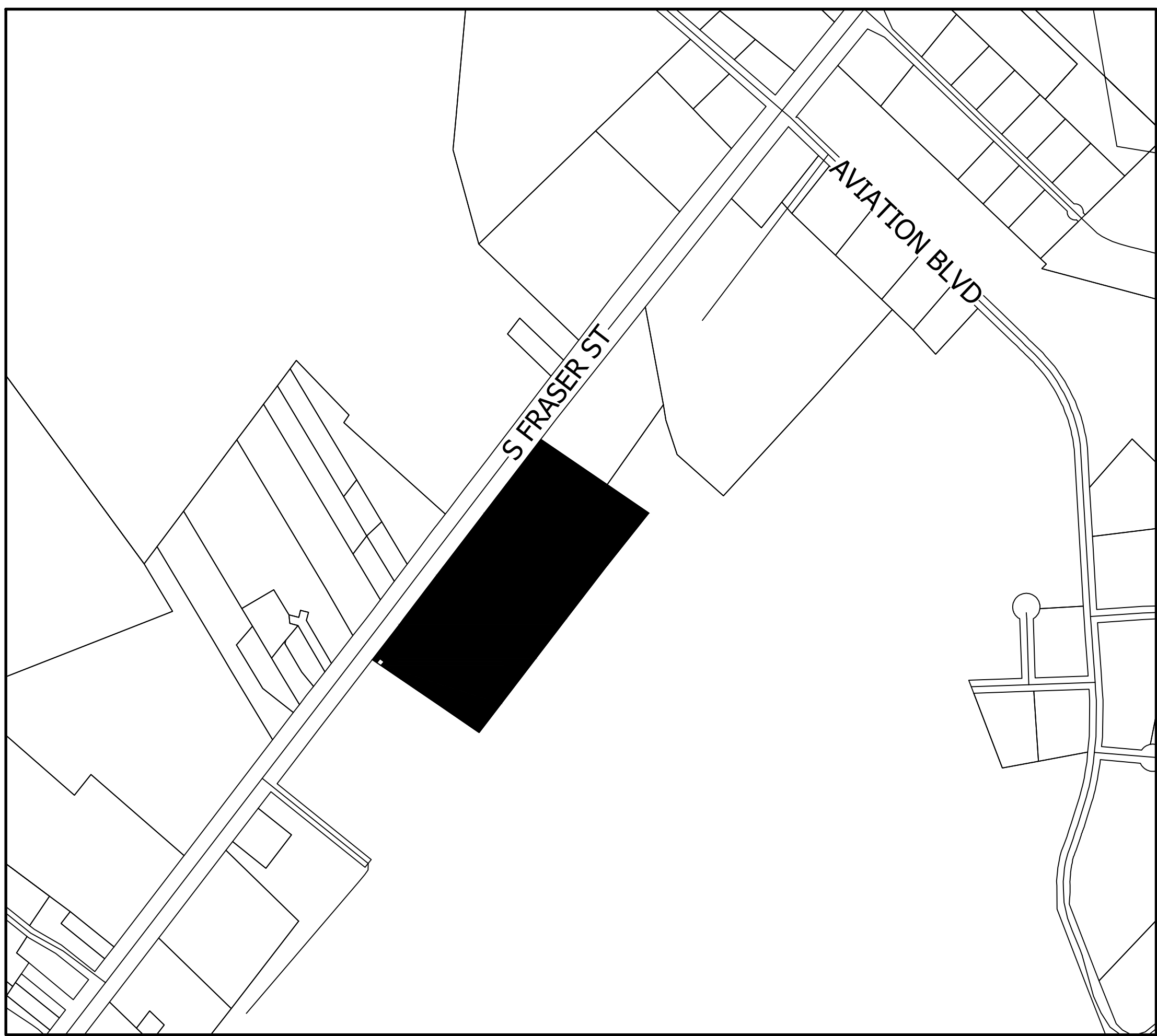


### PROJECT SUMMARY

SITE LOCATION  
4003 S FRASER ST,  
GEORGETOWN, SC 29440

### SHEET INDEX

HORIZONTAL DATUM : NAD 83  
VERTICAL DATUM : NAVD 88



SHEET NUMBER	SHEET TITLE
C1.0	COVER
C2.0	NOTES
C3.0	MILLING PLAN
C4.0	RESTRIPIING PLAN
C5.0	DETAILS

PARCEL PIN #(S) : 01-0445-036-00-00  
CURRENT ZONING : LI  
TOTAL PROJECT AREA = 20.45 ACRES  
MILLED AREA = 2.43 ACRES  
PROPOSED USE : PARKING SURFACE REHAB.  
ROADS AND DRAINAGE : PRIVATE

LOCATION MAP / VICINITY MAP  
SCALE N.T.S.

THIS PROPERTY IS LOCATED IN FLOOD ZONE "X" AS SCALED FROM F.I.R.M. 45043C0490G, DATED NOVEMBER 12, 2021, THIS PLAT IS NOT THE BASIS FOR FLOOD ZONE DETERMINATION OR FLOOD ZONE RELATED ISSUES.

CONTRACTOR SHALL BE KNOWLEDGEABLE WITH LOCAL, CITY, COUNTY, STATE, AND FEDERAL REGULATIONS AS THEY MAY PERTAIN TO THIS PROJECT AND SHALL ADHERE TO THESE REGULATIONS.

INFORMATION REGARDING THE PRESENCE, SIZE, CHARACTER, AND LOCATION OF ANY UNDERGROUND UTILITY AND/OR STRUCTURE SHOWN ON THIS PLAN IS APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE ALL UNDERGROUND UTILITIES LOCATED.

COVER  
H59-6183-MJ

PREPARED FOR:  
HGTC  
2050 HWY 501 E  
CONWAY, SC 29526  
(843) 347-3186

PLANS FOR  
CONSTRUCTION

JOB NO: 21.161  
SCALE: NTS  
DRAWN BY: JCP  
CHECKED BY: JCP  
APPROVED BY: JCP  
DATE: 4-19-2022

SHEET NUMBER:

C1.0



Know what's below.  
Call before you dig.

# GENERAL LEGEND

	ANCHOR GUY WIRE (SINGLE)		UTILITY SERVICES MANHOLE
	ANCHOR GUY WIRE (MULTIPLE)		UTILITY WATER MANHOLE
	EASEMENT LINE		UTILITY WATER TANK
	ABANDONED (ORIG) PLAT LINE		UTILITY POLE
	CURRENT PARCEL LINE		11° BEND
	RIGHT-OF-WAY LINE		22° BEND
	FENCE LINE(CHAINLINK)		45° BEND
	FENCE LINE(WOOD)		90° BEND
	SILT FENCE		WATER TEE
	UNDERGROUND FIBER OPTIC LINE		WATER CROSS
	OVERHEAD ELECTRIC LINE		TAPPING SLEEVE & VALVE
	UNDERGROUND ELECTRIC LINE		WATER VALVE
	OVERHEAD STREET LIGHT LINE		PIPE THRUST BLOCK
	UNDERGROUND STREET LIGHT LINE		WATER REDUCER
	OVERHEAD TELEPHONE LINE		CURB BOX SERVICE REPLACEMENT
	UNDERGROUND TELEPHONE LINE		TYPE III HYDRANT ASSEMBLY
	UNDERGROUND UTILITY LINE		TYPE I HYDRANT ASSEMBLY
	OVERHEAD UTILITY LINE		TYPE V HYDRANT ASSEMBLY
	UNDERGROUND TRAFFIC LINE		WATER BLOW OFF
	OVERHEAD TRAFFIC LINE		CUT & PLUG
	OVERHEAD CABLE TV LINE		WATER METER
	FORCE MAIN LINE		UNKNOWN WATER SRVC CURB BOX
	GAS LINE		FIRE HYDRANT
	SANITARY SEWER LINE		WELL
	STORM SEWER LINE		CATCH BASIN
	WATER LINE		CATCH BASIN ROUND
	PRIVATE WATER LINE		STORM DRAINAGE MANHOLE
	CONSTRUCTION LIMITS		STORM SEWER INLET ROUND
	FLOW LINE		STORM SEWER INLET
	TRAFFIC MANHOLE		SANITARY CLEANOUT
	TRAFFIC PEDESTAL		SANITARY SEWER MANHOLE
	POWER POLE WITH ONE LIGHT ARM		SANITARY METER
	LIGHT POST 1 ARM 1 HEAD		SANITARY LIFT STATION
	LIGHT POST 2 ARMS 2 HEADS		CHECK VALVE
	LIGHT POST W/O ARM		SANITARY VALVE
	POWER POLE		GAS VALVE
	YARD LIGHT		NATURAL GAS MANHOLE
	ELECTRIC MANHOLE ROUND		NATURAL GAS METER
	ELECTRIC HAND HOLE		COMMUNICATIONS MANHOLE
	ELECTRICAL METER		BENCHMARK/CONTROL POINT
	ELECTRICAL JUNCTION BOX		IRON ROD
	PULL BOX		IRON PIPE
	TRANSFORMER		R/W MONUMENT
	TELEPHONE PEDESTAL		BUSH
	CABLE TV PEDESTAL		TREE STUMP
	TELEPHONE MANHOLE		EVERGREEN TREE
	SATELLITE DISH		DECIDUOUS TREE
	EARTH		AIR CONDITIONING UNIT
	GRASS		MAILBOX
	GRAVEL		SIGN
	UNDISTURBED EARTH		FLAG POLE
	RIPRAP		
	CONCRETE		
	REMOVAL		
	RESURFACING, OTHER		

# GENERAL NOTES

- IF ANY ERRORS BECOME APPARENT, THESE SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IN WRITING PRIOR TO CONSTRUCTION SO THAT CLARIFICATION OR REDESIGN MAY OCCUR.
- THE CONTRACTOR SHALL CONFINE ALL WORK WITHIN THE LIMITS SHOWN.
- CONTRACTOR IS RESPONSIBLE FOR HAVING, IN HIS POSSESSION, ALL REQUIRED PERMITS AND APPROVALS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF ALL PERMITS OBTAINED FOR THE PROJECT.
- THE CONTRACTOR SHALL RESTORE GROUND SURFACE, DRAINAGE DITCHES AND EMBANKMENTS TO ORIGINAL GRADE AND VEGETATION ACCORDING TO PROJECT SPECIFICATIONS UNLESS OTHERWISE NOTED ON PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LINES, GRADES AND ELEVATIONS. ALL PIPES SHALL SLOPE UNIFORMLY BETWEEN INVERT ELEVATIONS SHOWN
- THE CONTRACTOR SHALL ENSURE THAT EACH BUSINESS AND HOMEOWNER HAS ONE SAFE POINT OF ACCESS FOR CUSTOMERS AND DELIVERIES AT ALL TIMES. THE CONTRACTOR SHALL MAINTAIN ACCESS KEEP IT SAFE, CLEAN AND FREE OF DEBRIS AND PROVIDE THE NECESSARY SAFETY DEVICES WHERE NEEDED.
- THE CONTRACTOR SHALL GIVE AFFECTED BUSINESS OWNERS AND HOMEOWNER AT LEAST A TWO (2) WORKING DAY ADVANCED NOTICE OF REMOVAL, DEMOLITION AND /OR CONSTRUCTION ACTIVITY IN FRONT OF OR AFFECTING ACCESS TO THAT BUSINESS OR HOME.
- THE CONTRACTOR SHALL PRESERVE AND PROTECT PROPERTY MARKERS, SECTION CORNERS, SURVEY MARKS AND BENCH MARKS, SUCH AS STONES, PIPES, OR OTHER MONUMENTS ENCOUNTERED. IF THE CONTRACTOR MUST DISTURB THE PROPERTY MARKERS OR MONUMENTS, THEIR HORIZONTAL AND VERTICAL LOCATION SHALL BE DETERMINED AND RECORDED BY A REGISTERED LAND SURVEYOR AND THE OWNER NOTIFIED BEFORE DISTURBING. ALL PROPERTY MARKERS AND MONUMENTS DISTURBED DURING CONSTRUCTION SHALL BE RE-ESTABLISHED BY A REGISTERED LAND SURVEYOR.
- ALL MATERIALS REQUIRED MUST BE PROVIDED AS NEW AND OF THE QUALITY CALLED OUT IN THE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE THE EXACT MATERIALS AND PLACE THEM IN ACCORDANCE WITH THE DOCUMENTS AND REGULATORY AGENCY REQUIREMENTS.
- THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. SHOULD THE CONTRACTOR PROCEED WITH CONSTRUCTION PRIOR TO DOING THIS AND ANY CONFLICTS OCCUR THEN THE CONTRACTOR WILL BE RESPONSIBLE FOR THE TOTAL COST TO REMEDY THE SITUATION INCLUDING ENGINEERING FEES. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN) WITHIN SCOPE OF CONSTRUCTION. IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPAIR THEM AT HIS OWN EXPENSE.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITE SAFETY DURING ALL PHASES OF CONSTRUCTION.
- HGTC WILL HIRE 3RD PARTY INSPECTOR FOR TESTING.

# EROSION CONTROL NOTES

- IF NECESSARY, SLOPES, WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO HYDROSEEDING. IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.
  - 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.
- 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.
- 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, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.
- PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE SEDIMENT BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
- ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
- THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.
- RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C REG. 72-300 ET SEQ. AND SCR100000.
- TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.
- ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CANT BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.
- LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.
- A COPY OF THE SWPPP, 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.
- INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.
- MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
- MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE;
- MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES AND EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMPS (SEDIMENT BASIN, FILTER BAG, ETC.).
- THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED:
  - WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL;
  - WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
  - FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND
  - SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING.
- AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.
- 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.
- 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.

# SITE WORK

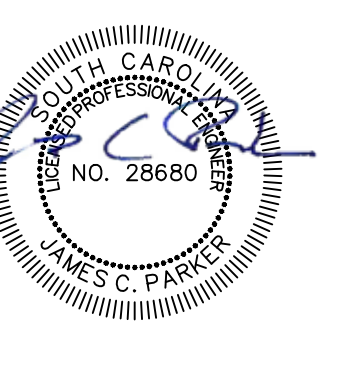
- EXISTING CONTOURS AND ELEVATIONS AS SHOWN ON THIS PLAN WERE TAKEN FROM A FIELD TOPOGRAPHIC SURVEY PREPARED BY DEVELOPMENT RESOURCE GROUP,LLC, CONTRACTOR SHALL CONTACT AND REFERENCE SAME BENCHMARK AS USED BY SURVEYOR.
- BEFORE ANY EARTHWORK IS DONE, THE CONTRACTOR SHALL STAKE OUT AND FLAG THE CLEARING LIMITS, TREES TO BE SAVED & OTHER ITEMS ESTABLISHED BY THE PLANS. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY ENGINEERING AND SURVEYING FOR LINE AND GRADE CONTROL POINTS RELATED TO EARTHWORK.
- CLEARING LIMITS SHALL BE, AT A MINIMUM, THE CLEARING REQUIRED IN ORDER TO FACILITATE THE WORK, OR TO PROVIDE FOR ADDITIONAL UTILITIES OR EASEMENTS AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- NO TREE SHALL BE REMOVED OR DAMAGED WITHOUT PRIOR AUTHORIZATION OF THE OWNER OR OWNER'S REPRESENTATIVE. EXISTING TREES TO BE SAVED, AS SHOWN ON THE DRAWINGS, SHALL BE PRESERVED.
- ALL BACKFILL AND FILL SOILS SHOULD BE NON-PLASTIC AND GRANULAR IN NATURE. SOILS SHOULD BE PLACED IN MAXIMUM EIGHT (8.0) INCH COMPACTED LIFTS. EACH LIFT SHALL BE COMPACTED TO AT LEAST NINETY-FIVE PERCENT (95%) OF THE SOIL'S MODIFIED PROCTOR MAXIMUM DRY DENSITY (ASTM D1557).
- CONTRACTOR IS RESPONSIBLE FOR PROPERLY DISPOSING OF UNSUITABLE MATERIAL OFF SITE. ALL SUITABLE MATERIAL SHALL BE STOCKPILED AT OWNERS DIRECTION.
- ALL EXCAVATION IS UNCLASSIFIED AND SHALL INCLUDE ALL MATERIALS ENCOUNTERED. UNUSABLE EXCAVATED MATERIAL AND ALL WASTE RESULTING FROM SITE CLEARING AND GRUBBING SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR AT HIS EXPENSE UNLESS INSTRUCTED OTHERWISE BY THE ENGINEER.
- CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL GEOTECHNICAL ENGINEERING CONCERNING THE SITE, HOMESITE LOCATION, COMPACTION, SOILS AND COMPACTION TESTING AND HOMESITE SUITABILITY.

# PAVING

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THESE PLANS SCDOT STANDARD SPECIFICATIONS, LATEST EDITION, AND GEOTECHNICAL REPORT (WHEN PROVIDED).
- UPON COMPLETION OF PAVING, CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING PAVEMENT CORE DATA AS REQUESTED BY SCDOT OR THE ENGINEER. (SCDOT CAN ONLY ASK FOR A CORE FOR RIGHT-OF-WAY WORK).
- PRIME COAT AND TACK COAT APPLICATION TO BE IN ACCORDANCE WITH SCDOT STANDARD SPECIFICATIONS.
- ALL SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE SCDOT STANDARDS/FOR ROADWAY CONSTRUCTION AND THE MUTCD FOR HIGHWAY CONSTRUCTION.
- UNLESS OTHERWISE DIRECTED, PAVEMENT MARKINGS SHALL BE PAINT OR AS DIRECTED BY THE OWNER.
- ALL STOP BARS AND ARROWS ARE TO BE THERMOPLASTIC.
- SAW CUTS ON EXISTING PAVEMENT FOR PATCHING SHALL HAVE A TYPICAL MINIMUM WIDTH OF 24 INCHES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



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NOTES

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PREPARED FOR:  
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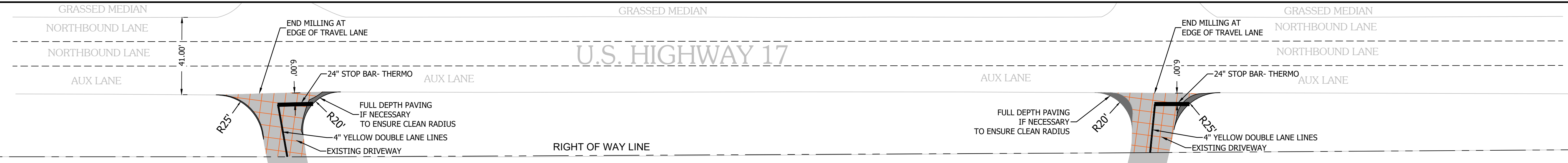
PLANS FOR CONSTRUCTION

JOB NO:	21.161
SCALE:	N.T.S.
DRAWN BY:	JCP
CHECKED BY:	JCP
APPROVED BY:	JCP
DATE:	4-19-2022

SHEET NUMBER:

C2.0

4/26/2022 12:49 PM  
P:21161 - HGTC - GEORGETOWN CAMPUS MILLING & REPAVING DESIGN DRAWINGS SHEET DRAWINGS 21161 MILLING PLAN.DWG




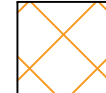

PARCEL: 01-0445-036-00-00

Existing Building

Existing Building

Existing Building

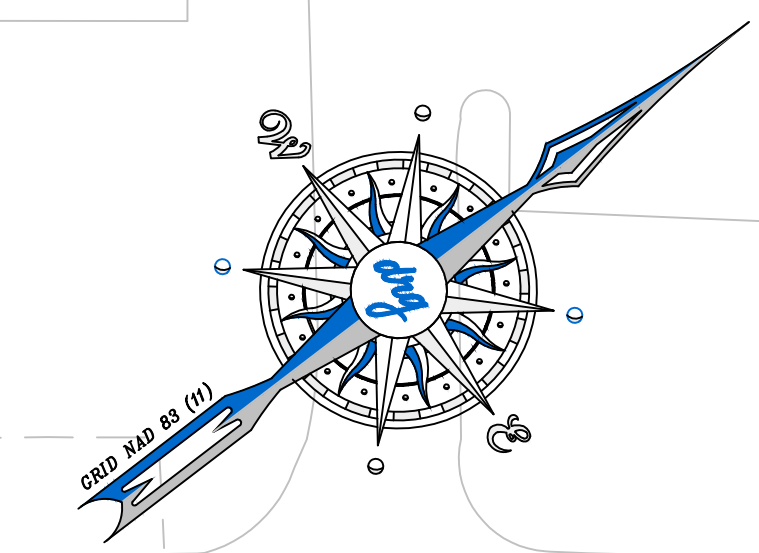
### LEGEND

-  MILLING AREA  
106,040 SF | 2.43 AC
-  SCDOT MILLING AREA
-  FULL DEPTH SECTION

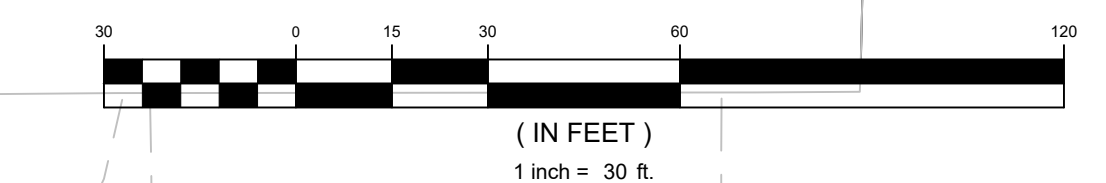
#### NOTES:

- 1) ALL MILLING TO BE PERFORMED TO 1.5" DEPTH
- 2) CONTRACTOR TO INSPECT THE MILLING AREA AND PROTECT ALL UTILITY LIDS, FRAMES, COVERS, ETC
- 3) ALL PARKING BUMPERS TO BE REMOVED PRIOR TO MILLING. STORED AT THE DIRECTION OF THE OWNER AND REPLACED
- 4) PARKING STRIPING TO BE REPLACED WITH PAINT AS SPECIFIED
- 5) STOP BARS AND CROSSWALKS TO BE REPLACED WITH THERMOPLASTIC AS SPECIFIED
- 6) SEE STRIPING PLAN FOR SPECIFIC DIMENSION REQUIREMENTS
- 7) WORK IN SCDOT AREA IS SUBJECT TO ALL SCDOT ENCROACHMENT PERMIT REQUIREMENTS

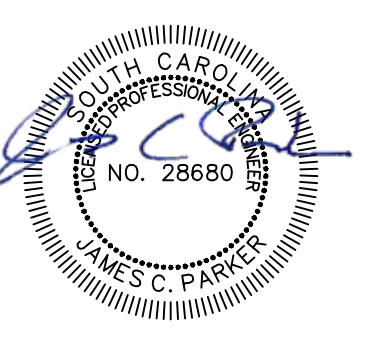
END MILLING AT  
END OF CURB



GRAPHIC SCALE



DEVELOPMENT RESOURCE GROUP, LLC  
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MILLING PLAN  
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PREPARED FOR:  
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2050 HWY 501 E  
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PLANS FOR  
CONSTRUCTION

JOB NO:	21.161
SCALE:	1" = 30'
DRAWN BY:	JCP
CHECKED BY:	JCP
APPROVED BY:	JCP
DATE:	4-19-2022

SHEET NUMBER:

**C3.0**

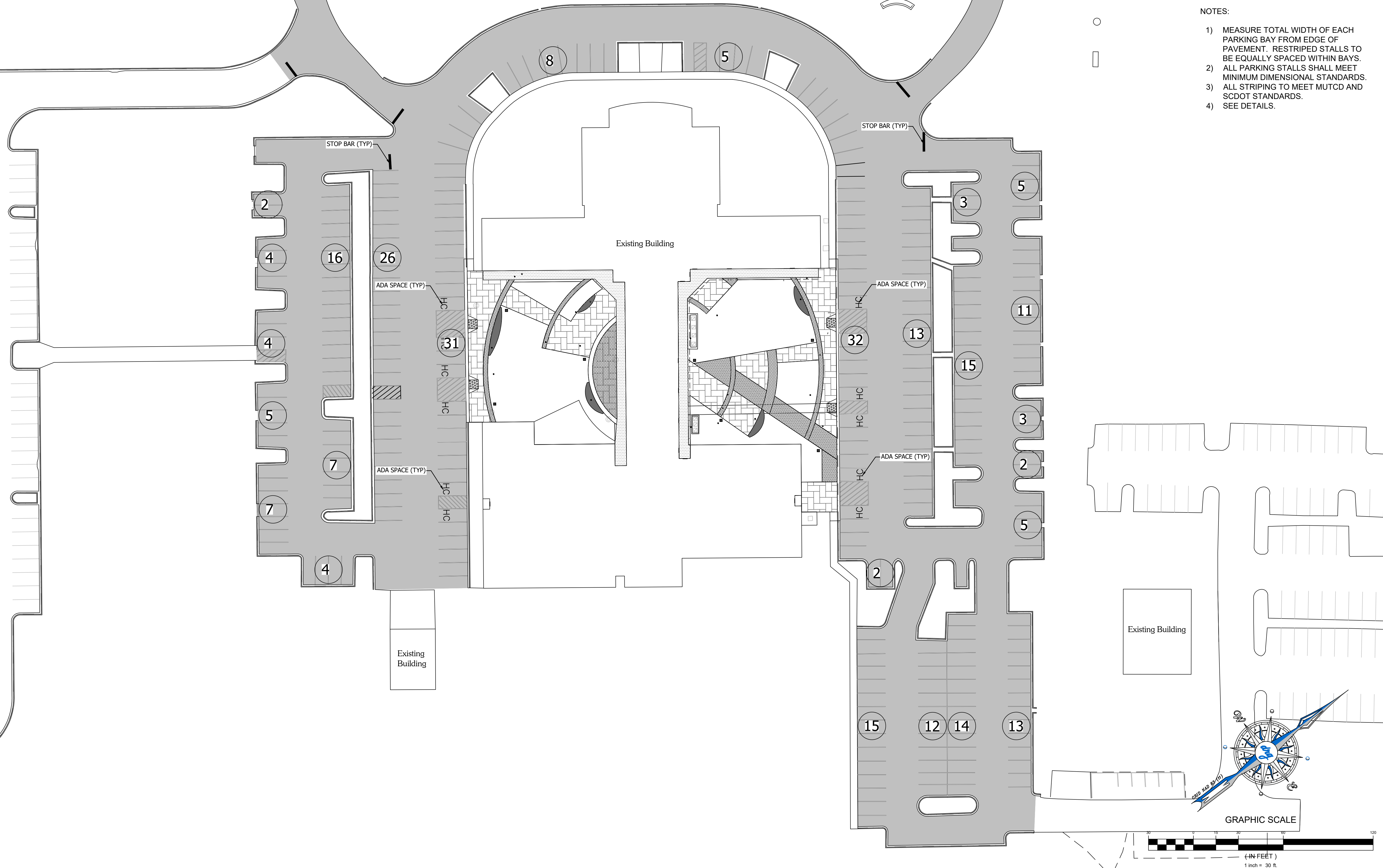
# U.S. HIGHWAY 17

NORTHBOUND LANE  
NORTHBOUND LANE  
AUX LANE

NORTHBOUND LANE  
NORTHBOUND LANE  
AUX LANE

24" STOP BAR- THERMO  
4" YELLOW DOUBLE LANE LINES

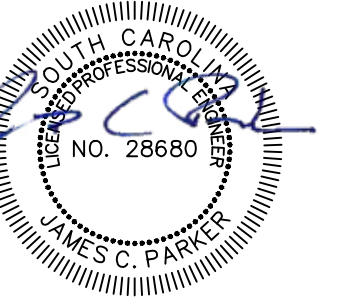
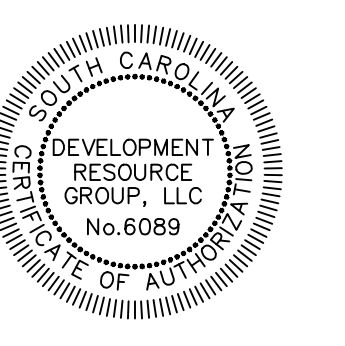
24" STOP BAR- THERMO  
4" YELLOW DOUBLE LANE LINES



- NOTES:
- 1) MEASURE TOTAL WIDTH OF EACH PARKING BAY FROM EDGE OF PAVEMENT. RESTRIPE STALLS TO BE EQUALLY SPACED WITHIN BAYS.
  - 2) ALL PARKING STALLS SHALL MEET MINIMUM DIMENSIONAL STANDARDS.
  - 3) ALL STRIPING TO MEET MUTCD AND SCDOT STANDARDS.
  - 4) SEE DETAILS.



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RESTRIPING PLAN  
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**PLANS FOR CONSTRUCTION**

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SCALE: 1" = 30'  
DRAWN BY: JCP  
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SHEET NUMBER:

**C4.0**

4/26/2022 12:49 PM  
P:21161 - HGTC - GEORGETOWN CAMPUS MILLING & REPAVING\DESIGN\DRAWINGS\SHEET DRAWINGS\21161 RESTRIPING PLAN.DWG

REFERENCES

WORK ZONE TRAFFIC CONTROL ENGINEER

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24242 WILHELM E. MCCONNELL, JR.

DATE: 8/27/24

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

STANDARD DRAWING

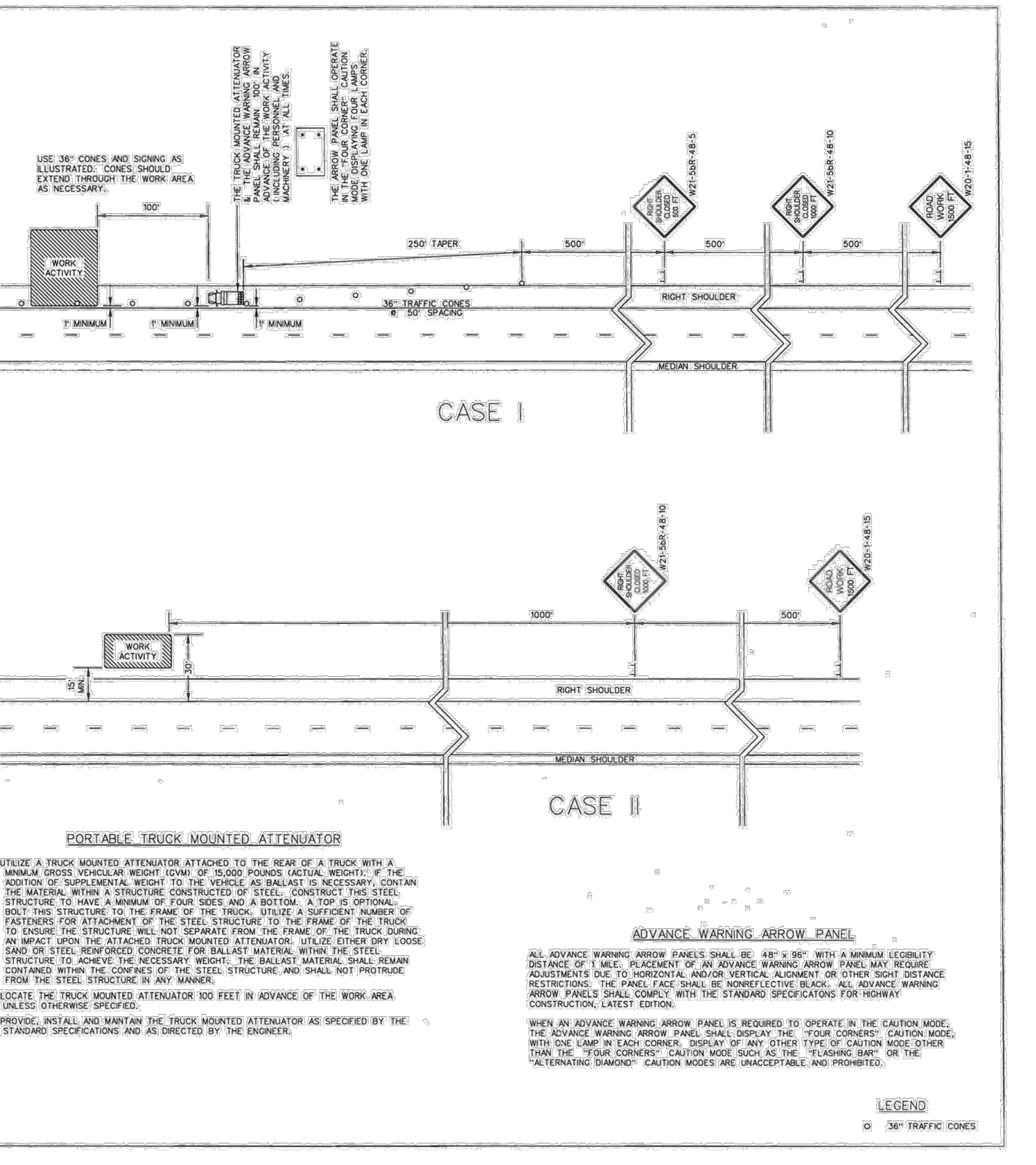
RIGHT SHOULDER CLOSURE (CASE I / CASE II) PRIMARY ROUTES

610-205-00

EFFECTIVE LITING DATE: JAN 2015 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 LEAN 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 PORTABLE SIGN SUPPORTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 7 FEET FROM THE GROUND TO THE TOP OF THE SIGN. THE MINIMUM MOUNTING HEIGHT OF 7 FEET FROM THE GROUND TO THE TOP OF THE SIGN SHALL BE MAINTAINED THROUGHOUT THE LIFE 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. REFLECTORIZED ORANGE ADVANCE WARNING SIGNS AND ANY ORANGE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A FLUORESCENT ORANGE COLORED PRISMATIC RETROREFLECTIVE SHEETING, REFLECTORIZED 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 RCHDP REPORT 300 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 ACCESSIBLE ON THE DEPARTMENT'S WEB SITE AT: www.hanover.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 DOUBLE-FACED CURBWALES.
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 NIGHTTIME SHOULDER CLOSURES, 42" OVERSIZED CONES MAY BE SUBSTITUTED FOR 36" CONES. DURING NIGHTTIME SHOULDER CLOSURES, 42" OVERSIZED CONES ARE PROHIBITED FOR USE. IF THE 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. REFLECTORIZED ALL 42" OVERSIZED CONES UTILIZED DURING DAYLIGHT SHOULDER CLOSURES WITH TYPE II FLEXIBLE PRISMATIC RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. REFLECTORIZED ALL PORTABLE PLASTIC DRUMS WITH TYPE II FLEXIBLE PRISMATIC RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
10. THE DEPARTMENT PROHIBITS CONDUCTING WORK ON PRIMARY AND SECONDARY ROUTES WITHIN 7' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE UNDER A SHOULDER CLOSURE. ALL WORK THAT MAY REQUIRE THE PRESENCE OF EQUIPMENT, PERSONNEL, MATERIALS OR WORK VEHICLES WITHIN 7' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE SHALL BE CONDUCTED UNDER A LANE CLOSURE.
11. CASE I: WHENEVER ANY PORTION OF THE SHOULDER AREA WITHIN 50' BUT NOT CLOSER THAN 7' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE IS TO BE MAINTAINED BY EQUIPMENT, PERSONNEL, MATERIALS OR WORK VEHICLES TO CONDUCT THE WORK, INSTALL AND MAINTAIN THE SIGNING AND TRAFFIC CONTROL DEVICES AS ILLUSTRATED.
12. CASE II: WHENEVER THE WORK IS CONDUCTED BEYOND 50' BUT WITHIN 300' 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 DEVICES AS ILLUSTRATED.
13. CONDUCT THE WORK IN SUCH A MANNER THAT WILL MINIMIZE ENCROACHMENT OF TRAFFIC CONTROL DEVICES, EQUIPMENT, PERSONNEL, MATERIALS OR ANY WORK RELATED VEHICLES WITHIN 7' OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE.
14. PLACE THE TRUCK MOUNTED ATTENUATOR AT A LOCATION 100' IN ADVANCE OF THE WORK ACTIVITY AND NO CLOSER THAN 7' FROM THE NEAR EDGE OF THE ADJACENT TRAVEL LANE.
15. FOR A CASE I CLOSURE ON THE RIGHT SHOULDER, ADJUST THE TAPER AS NECESSARY TO FIT THE WIDTH OF THE SHOULDER WHILE MAINTAINING THE REQUIRED 250' TAPER LENGTH.
16. 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 1/2 MILE FROM THE END OF THE FIRST CASE I CLOSURE THAT A WORKER WILL ENCOUNTER TO THE BEGINNING OF THE SECOND CASE I CLOSURE. A MINIMUM SEPARATION DISTANCE OF ONE MILE IS RECOMMENDED BETWEEN SHOULDER CLOSURES WHEN ONE OR BOTH SHOULDER CLOSURES IS A CASE I CLOSURE.
17. THE DEPARTMENT RESERVES THE RIGHT TO RESTRICT WORK OPERATIONS AND/OR WITHOUT 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.
18. THIS TRAFFIC TRAFFIC CONTROL SETUP APPLIES TO THE INSTALLATION OF SHOULDER CLOSURES IN THE RIGHT SHOULDER AREAS OF PRIMARY AND SECONDARY ROADWAYS.



REFERENCES

WORK ZONE TRAFFIC CONTROL ENGINEER

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24242 WILHELM E. MCCONNELL, JR.

DATE: 8/27/24

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

STANDARD DRAWING

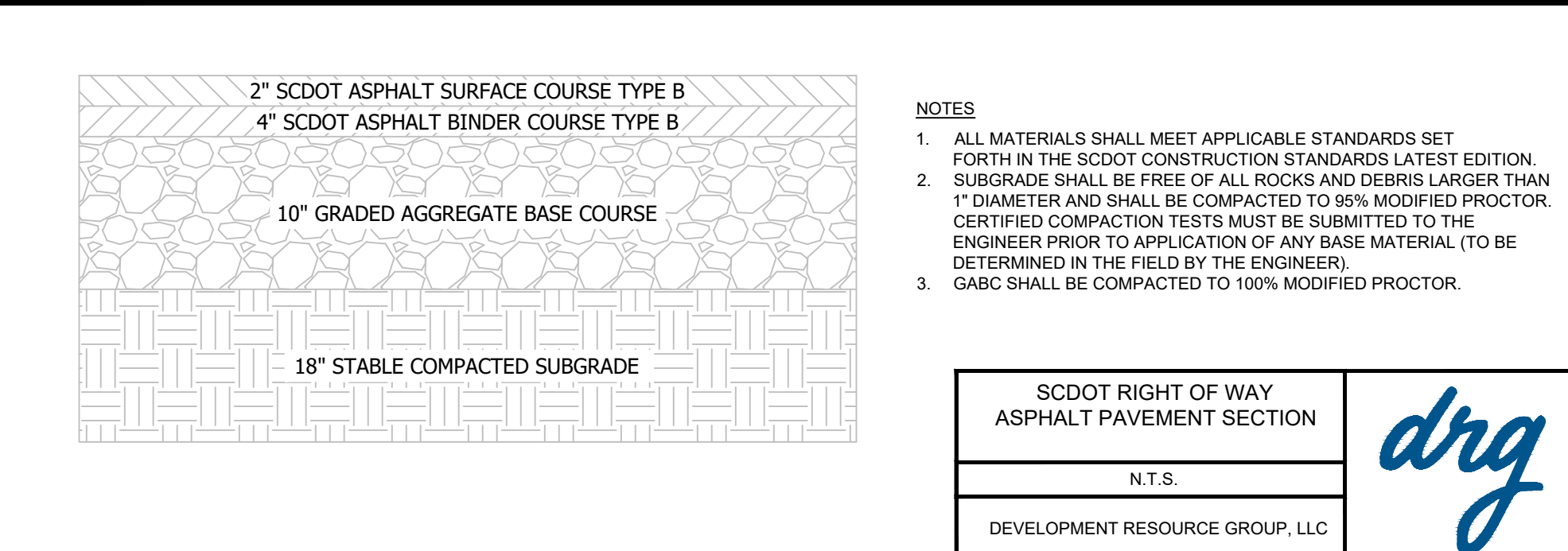
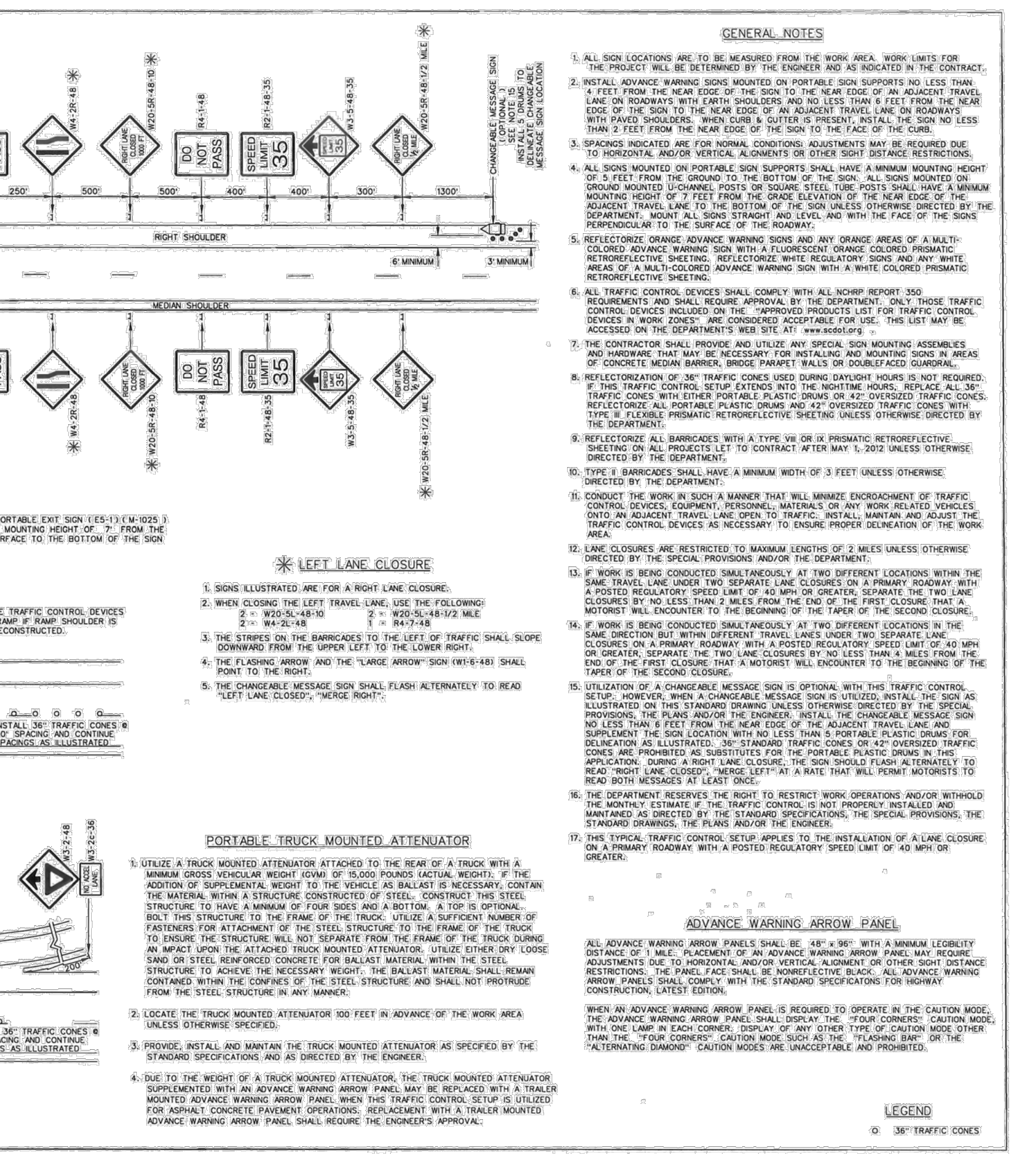
LANE CLOSURE DAYTIME MULTILANE PRIMARY ROUTES

610-025-00

EFFECTIVE LITING DATE: JAN 2015 THIS DRAWING IS NOT TO SCALE

GENERAL NOTES

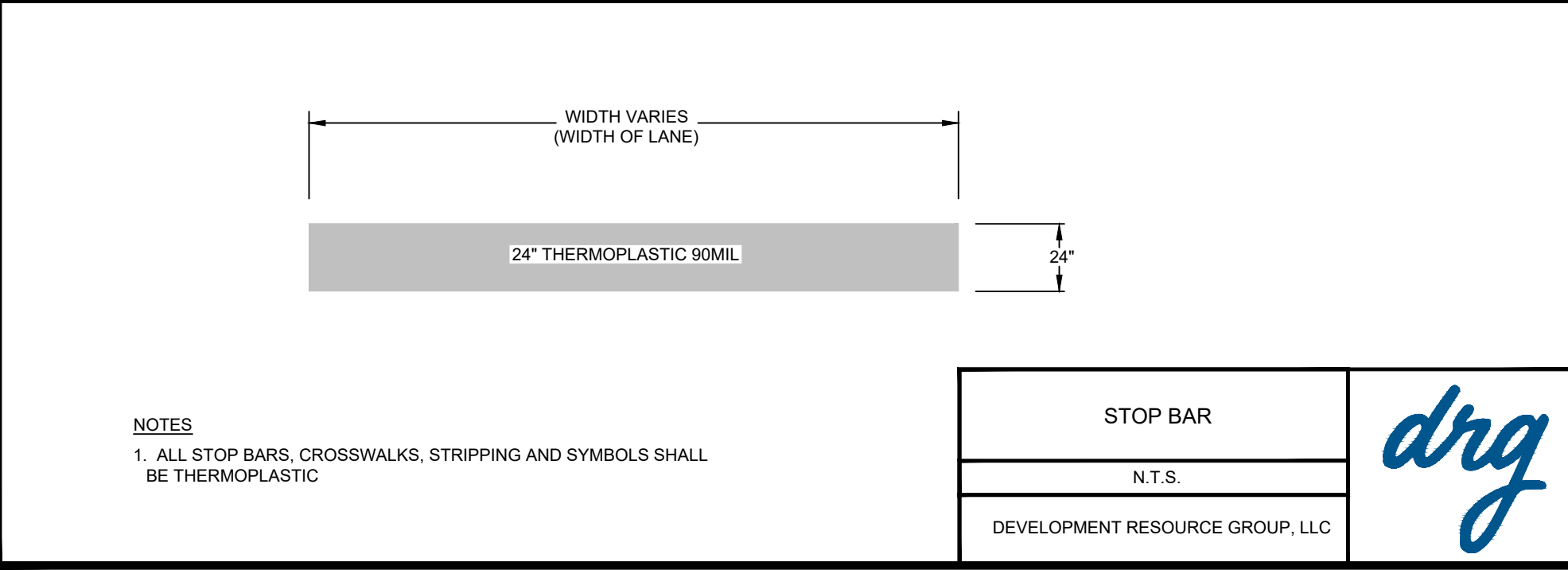
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2. INSTALL ADVANCE WARNING SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS NO LESS THAN 4 FEET FROM THE NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF AN ADJACENT TRAVEL LANE ON ROADWAYS WITH LEAN SHOULDERS AND NO LESS THAN 6 FEET FROM THE NEAR EDGE OF THE SIGN 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.
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5. REFLECTORIZED ORANGE ADVANCE WARNING SIGNS AND ANY ORANGE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A FLUORESCENT ORANGE COLORED PRISMATIC RETROREFLECTIVE SHEETING, REFLECTORIZED WHITE REGULATORY SIGNS AND ANY WHITE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A WHITE COLORED PRISMATIC RETROREFLECTIVE SHEETING.
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8. REFLECTORIZED ORANGE TRAFFIC CONES SHALL BE USED DURING DAYLIGHT HOURS IN AREAS OF CONCRETE MEDIAN BARRIER, BRIDGE PARAPET WALLS OR DOUBLE-FACED CURBWALES. IF THIS TRAFFIC CONTROL SETUP EXTENDS INTO THE NIGHTTIME HOURS, REPLACE ALL 36" TRAFFIC CONES WITH EITHER PORTABLE PLASTIC DRUMS OR 42" OVERSIZED TRAFFIC CONES. REFLECTORIZED ALL PORTABLE PLASTIC DRUMS AND 42" OVERSIZED TRAFFIC CONES WITH TYPE II FLEXIBLE PRISMATIC RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
9. REFLECTORIZED ALL BARRICADES WITH A TYPE III OR PRISMATIC RETROREFLECTIVE SHEETING ON ALL PROJECTS LET TO CONTRACT AFTER MAY 1, 2002 UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
10. TYPE I BARRICADES SHALL HAVE A MINIMUM WIDTH OF 3 FEET UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
11. CONDUCT THE WORK IN SUCH A MANNER THAT WILL MINIMIZE ENCROACHMENT OF TRAFFIC CONTROL DEVICES, EQUIPMENT, PERSONNEL, MATERIALS OR ANY WORK RELATED VEHICLES ONTO AN ADJACENT TRAVEL LANE OPEN TO TRAFFIC. INSTALL, MAINTAIN AND ADJUST THE TRAFFIC CONTROL DEVICES AS NECESSARY TO ASSURE PROPER OPERATION OF THE WORK AREA.
12. LANE CLOSURES ARE RESTRICTED TO MAXIMUM LENGTHS OF 3 MILES UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
13. IF WORK IS BEING CONDUCTED SIMULTANEOUSLY AT TWO DIFFERENT LOCATIONS WITHIN THE SAME TRAVEL LANE, TWO SEPARATE LANE CLOSURES ON A PRIMARY ROADWAY WITH PORTABLE REGULATORY SPEED LIMIT SIGNS SHALL BE USED TO SEPARATE THE TWO LANE CLOSURES BY NO LESS THAN 1/2 MILE FROM THE END OF THE FIRST CLOSURE THAT A WORKER WILL ENCOUNTER TO THE BEGINNING OF THE SECOND. A MINIMUM SEPARATION DISTANCE OF ONE MILE IS RECOMMENDED BETWEEN LANE CLOSURES WHEN ONE OR BOTH LANE CLOSURES IS A CASE I CLOSURE.
14. IF WORK IS BEING CONDUCTED SIMULTANEOUSLY AT TWO DIFFERENT LOCATIONS IN THE SAME TRAVEL LANE ON A PRIMARY ROADWAY WITH PORTABLE REGULATORY SPEED LIMIT SIGNS, SEPARATE THE TWO LANE CLOSURES BY NO LESS THAN 1/2 MILE FROM THE END OF THE FIRST CLOSURE THAT A WORKER WILL ENCOUNTER TO THE BEGINNING OF THE SECOND.
15. UTILIZATION OF A CHANGEABLE MESSAGE SIGN IS OPTIONAL WITH THIS TRAFFIC CONTROL SETUP. HOWEVER, WHEN A CHANGEABLE MESSAGE SIGN IS UTILIZED, THE SIGN SHALL BE ILLUSTRATED ON THE STANDARD DRAWING UNLESS OTHERWISE DIRECTED BY THE SPECIAL PROVISIONS OF THE CONTRACT. THE MESSAGE SHALL BE NO LESS THAN 6 FEET FROM THE NEAR EDGE OF THE ADJACENT TRAVEL LANE AND SUPPLEMENT THE SIGN LOCATION WITH NO LESS THAN 5 PORTABLE PLASTIC DRUMS FOR DELINEATION AS ILLUSTRATED. 36" STANDARD TRAFFIC CONES OR 42" OVERSIZED TRAFFIC CONES ARE PROHIBITED AS SUBSTITUTES FOR THE PORTABLE PLASTIC DRUMS IN THE APPLICATION OF A LANE CLOSURE. THE SIGN SHOULD FLASH ALTERNATELY TO READ "RIGHT LANE CLOSED" AND "LEFT LANE CLOSED" AT A RATE THAT WILL PROMPT MOTORISTS TO READ THE MESSAGE.
16. THE DEPARTMENT RESERVES THE RIGHT TO RESTRICT WORK OPERATIONS AND/OR WITHOUT 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 TRAFFIC TRAFFIC CONTROL SETUP APPLIES TO THE INSTALLATION OF A LANE CLOSURE ON A PRIMARY ROADWAY WITH A POSTED REGULATORY SPEED LIMIT OF 45 MPH OR GREATER.



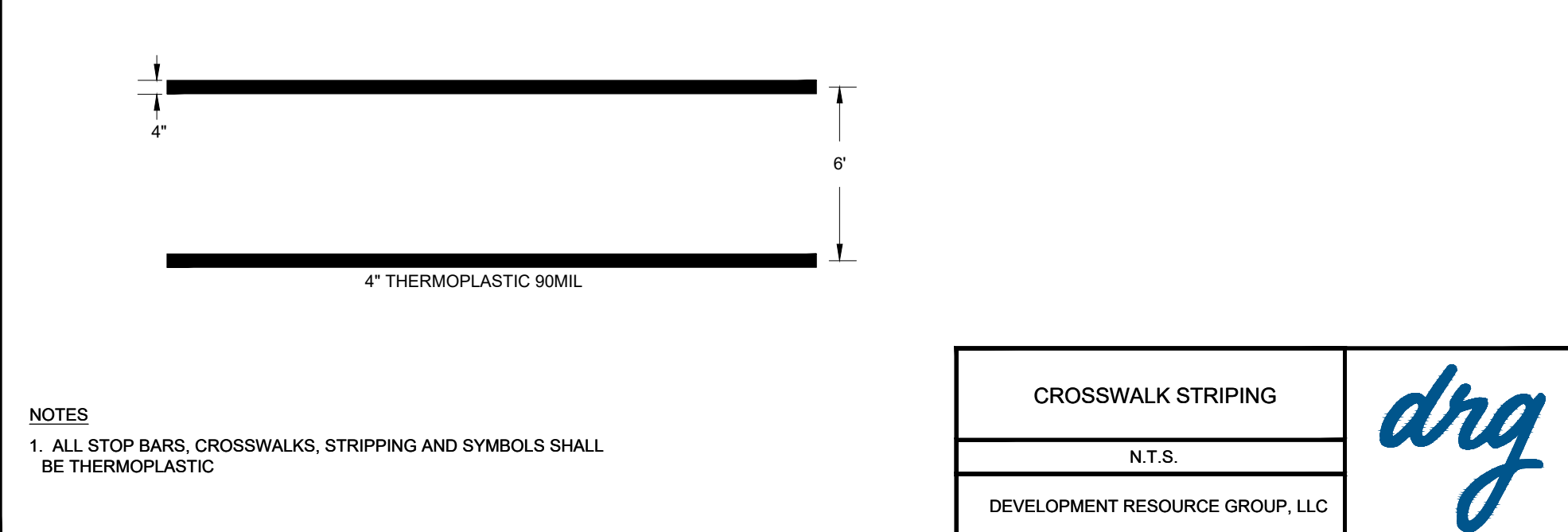
NOTES

1. ALL MATERIALS SHALL MEET APPLICABLE STANDARDS SET FORTH IN THE SCDOT CONSTRUCTION STANDARDS LATEST EDITION.
2. SUBGRADE SHALL BE FREE OF ALL ROCKS AND DEBRIS LARGER THAN 1" DIAMETER AND SHALL BE COMPACTED TO 95% MODIFIED PROCTOR. CERTIFIED COMPACTION TESTS MUST BE SUBMITTED TO THE ENGINEER PRIOR TO APPLICATION OF ANY BASE MATERIAL TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. GABC SHALL BE COMPACTED TO 100% MODIFIED PROCTOR.

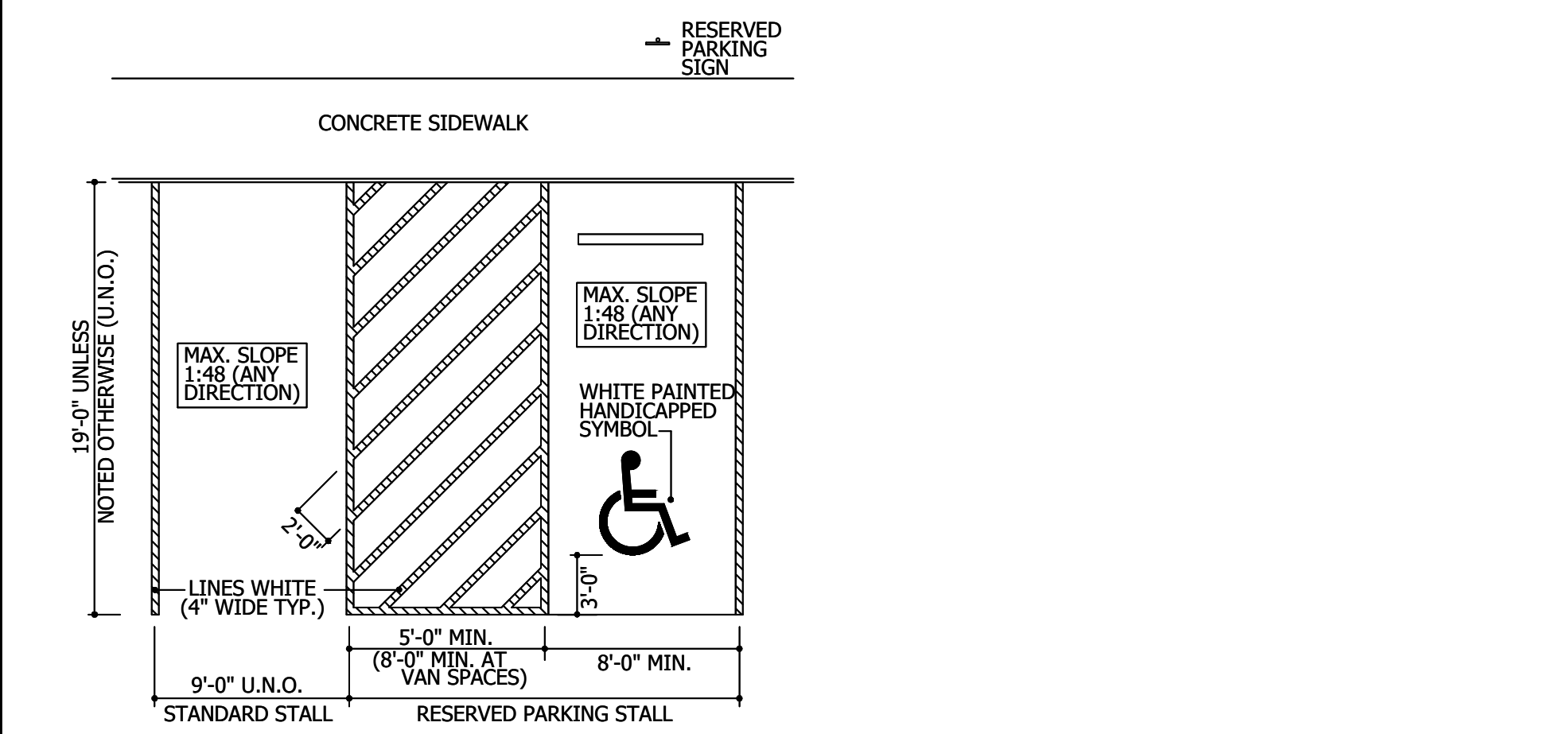
SCDOT RIGHT OF WAY ASPHALT PAVEMENT SECTION	drg
N.T.S.	
DEVELOPMENT RESOURCE GROUP, LLC	



STOP BAR	drg
N.T.S.	
DEVELOPMENT RESOURCE GROUP, LLC	



CROSSWALK STRIPING	drg
N.T.S.	
DEVELOPMENT RESOURCE GROUP, LLC	



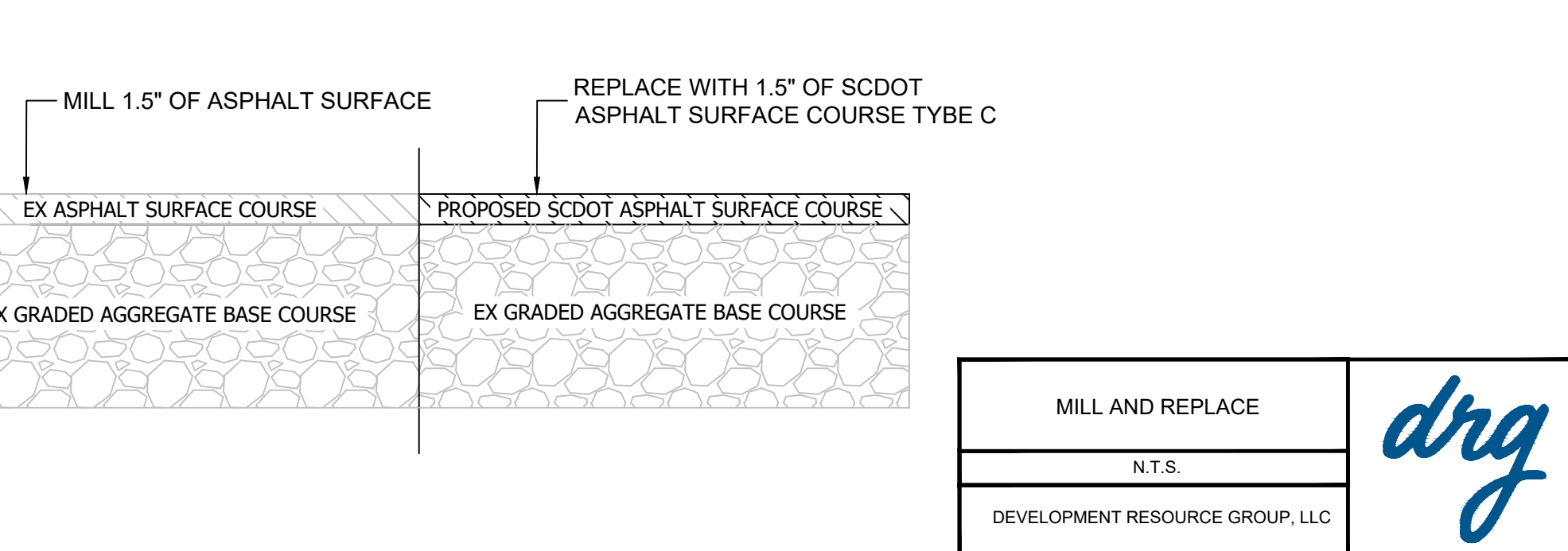
NOTES

1. PAVEMENT MARKINGS SHALL BE AN ACRYLIC EMULSION OR ALKYD, NON-REFLECTORIZED ZONE MARKING PAINTS APPLIED IN 2 COATS.
2. PAINT MARKINGS SHALL NOT BE APPLIED UNTIL NEW PAVING HAS CURED 7 DAYS MINIMUM.
3. PRECAST CONCRETE BUMPER BLOCKS SHALL BE REQUIRED AT ALL RESERVED PARKING STALLS.

TYPICAL PARKING STALL MARKINGS

NOT TO SCALE

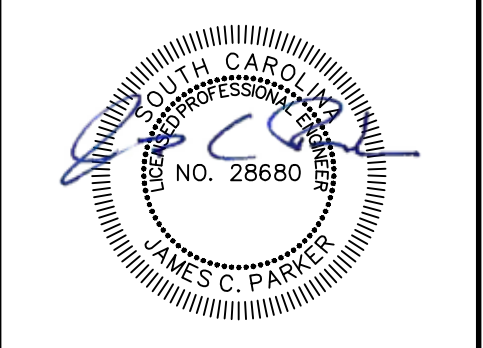
PARKING STRIPING DETAIL	drg
N.T.S.	
DEVELOPMENT RESOURCE GROUP, LLC	



MILL AND REPLACE	drg
N.T.S.	
DEVELOPMENT RESOURCE GROUP, LLC	



DEVELOPMENT RESOURCE GROUP, LLC  
8705 OLEANDER DRIVE  
MYRTLE BEACH, SC 29577  
843-839-3350 | DRGPLLC.COM



PREPARED FOR:

HGTC  
2050 HWY 501 E  
CONWAY, SC 29526  
(843) 347-1386

PLANS FOR CONSTRUCTION

JOB NO: 21.161

SCALE: NTS

DRAWN BY: JCP

CHECKED BY: JCP

APPROVED BY: JCP

DATE: 4-19-2022

SHEET NUMBER: C5.0